



**US Army Corps
of Engineers ®**

**USACE Section 106 Determinations
for
Above Ground Resources
of the
Modified Central City Project**



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July 1, 2024

Table of Contents

1.0 Purpose and Background of the Undertaking.....	1
1.1 Purpose	1
1.2 Background of the Undertaking.....	1
2.0 2023 PA Stipulations Regarding Reassessment of Above Ground Resources	3
2.1 Direct Effects within the APE.....	3
2.2 Definition of the APE.....	3
3.0 Historic Properties Determinations within the APE by Area	8
3.1 Downtown, including the Fort Worth Floodway, the Tarrant County Courthouse, the Trinity Bluff, Heritage Park and Paddock Viaduct	8
3.2 Lower Samuels Avenue	9
3.3 North Main Corridor/Panther Island.....	12
3.4 Northside Neighborhood, Marine Park. and Oakwood Cemetery.....	13
3.5 Near Westside	15
3.6 Monticello	18
4.0 Determinations of Effect	18
4.1 Definition of Adverse Effect	18
4.2 Additional Direct Effects of the Central City Project	18
4.2.1 Demolition of Historic Age Resources in the Near Westside	19
4.2.2 Additional Direct Effects of the Bypass Channel on North Main	20
4.3 Indirect and Cumulative Effects of the Central City Project: The Long-Term Development of Panther Island.....	20
4.3.2 Specific Indirect Effect Determinations by Area Within the APE	21
4.3.2.2 North Main Corridor/Panther Island.....	22
4.3.2.3 Lower Samuels Avenue	22
4.3.2.4 Northside Neighborhood, Marine Park. and Oakwood Cemetery	22
4.3.2.5 Near Westside – The Near Westside area is d	23
4.3.2.6 Monticello	23
5.0 Recommended Mitigation	23
6.0 Preparer	24
7.0 Bibliography	24

1.0 Purpose and Background of the Undertaking

1.1 Purpose

The purpose of this document is to update and reassess the above-ground historic properties analysis using the updated historic context addendum to *Below the Bluff; Urban Development at the Confluence of the West Fork and Clear Fork of the Trinity River, 1849-1965* (Appendix A) to include the updated indirect impacts of the Central City Project based on the *Panther Island Vision and Strategy* (Appendix C), and address the deficiencies of the 2006 analysis and determine effects of the Undertaking on 1966-1980 properties in compliance with the Programmatic Agreement among the USACE, Tarrant County Water District, and Texas State Historic Preservation Officer Regarding the Central City Project (2023 PA).

This document seeks to identify any historic properties that would be adversely affected via demolition, vibration or visual effects by the construction of the Bypass Channel, Samuels Avenue Dam, University Drive modifications, and Marine Creek Lock and Dam, in addition to the indirect effects that will occur over time due to potential development of the newly created Panther Island.

At the time of this publication, engineering designs are nearing completion for the construction of the North Bypass Channel and South Bypass Channel. The Samuel's Avenue Dam, Marine Creek Dam, potential Marine Creek Lock if funded by others, and University Drive modifications are not at a level of design sufficient to fully determine effects to historic properties. Additional evaluations shall be conducted once sufficient design information is available and additional coordination with the parties of the PA shall be conducted should any additional effects to historic properties be identified at that time.

Familiarity with the original *Below the Bluff* context and the *Below the Bluff* addendum in Appendix A, as well as the *Panther Island Strategic Vision Summary* (Appendix C) and the *Panther Island Real Estate, Economic Development, and Implementation Strategy* (Appendix D) is highly recommended for fully understanding the background and context of the Undertaking.

1.2 Background of the Undertaking

The U.S. Army Corps of Engineers (USACE) Central City Project (the Undertaking) is located within the vicinity of the downtown area of Fort Worth, Texas, along the West Fork and Clear Fork of the Trinity River and is comprised of multiple flood control, ecosystem restoration, and recreation components and consists of a bypass channel, levee system modifications, valley flood storage sites, and associated improvements to divert flood flows around a segment of the existing historic Fort Worth floodway system that will be altered by decommissioning large sections of the existing levees.

A reasonably foreseeable effect of the Undertaking's modifications of the existing flood control system is the urban development of the area, known as Panther Island, by others. The Panther

Island Project began when the *Trinity Uptown Plan for Panther Island* was adopted by the Fort Worth City Council in 2004. Concurrently, USACE initiated the critical component, the Central City Project that would make the plan possible. In compliance with Section 106 of the National Historic Preservation Act of 1966, USACE developed a historic context entitled *Below the Bluff, Development at the Confluence of the West and Clear Fork of the Trinity River*, defined an Area of Potential Effect (APE), identified historic properties present and determined effects in consultation with the Texas Historical Commission (THC). Adverse effects were found and consultation to resolve the effects were initiated.

In 2006, the USACE negotiated a Programmatic Agreement (2006 PA) between USACE, the City of Fort Worth and the Texas Historical Commission resolving the adverse impacts of the Central City Project through mitigation. An expanded edition of the *Beyond the Bluff* report was released in 2009 that documented the mitigation (Appendix A). The 2006 PA was set to be terminated in 2021 but was extended until a new PA could be negotiated. A new PA by the same signatory parties was signed in March 2023 (Appendix B).

Since the Trinity Uptown Plan was adopted by the City of Fort Worth *two decades* ago in 2004, the community landscape has changed, and Fort Worth's population and economy has boomed. Fort Worth is now the 12th largest city in the nation behind Austin, Texas.¹ The population has grown 155% and employment 181%. Fort Worth is currently the fastest growing large city in the U.S.² After 2010, federal funding for the project lagged, and the project was continually delayed until 2023 when the USACE received \$403 million dollars in funding that revitalized the Central City project. As of 2024, Panther Island has a renewed strategic vision for the economic development of the area and a modified Central City Project.

As of 2024, eighteen years have passed since the initial PA was signed in 2006, and 15 years passed since the identification of above-ground historic properties and the effects of the undertaking to those properties. Within the last 15 years, additional above-ground resources such as Heritage Park have become of historic age (>50 years). As such, the USACE agreed in the 2023 PA to determine impacts to 1966-1980 historic properties. The 2006 analysis also overlooked a few pre-1966 historic age properties, such as the site of the 1921 lynching of Fred Rouse, that were generally unknown at the time.

The impact analyses of the 2006 *Beyond the Bluff* report were primarily focused on the direct effects from construction activities and immediate effects on the viewshed of nearby historic properties. Indirect cumulative effects of the reasonably foreseeable development of Panther Island were not adequately explored in 2006, as the analysis primarily focused on the direct impact of the Central City project. The original strategic vision for Panther Island has also been modified from the initial project conception with the 2024 update of the strategic vision.

¹ *Population boom makes Fort Worth 12th largest city in the U.S., new data shows.* Wffa.com. <https://www.wfaa.com/article/news/local/population-boom-makes-fort-worth-12th-largest-city-in-us-new-data-shows/>.

² *Panther Island Preliminary Findings, Existing Conditions & Strategic Implications.* HRA Lake/Flato August 2023.

Due to the massive APE, additional Central City direct effects are discussed in detail and indirect effects are more generalized, with effects to existing and select new NRHP eligible properties identified determined.

2.0 2023 PA Stipulations Regarding Reassessment of Above Ground Resources

2.1 Direct Effects within the APE

Under the 2023 PA, consideration for impacts to above ground resources are required for four components, which include:

- Bypass Channel
- Samuels Avenue and Dam
- University Drive modifications
- Marine Creek Lock and Dam

These four resources constitute the direct APE for above ground resources.

2.2 Definition of the APE

The creation of the bypass channel will result in a land area surrounded by the flow of the Trinity River with reasonably foreseeable development known as Panther Island, a public sector and civic partnership comprised of the City of Fort Worth, Tarrant County, Tarrant Regional Water District (TRWD), Tarrant County College, Downtown Fort Worth, Inc, Real Estate Council of Fort Worth and Streams and Valleys. From *Panther Island Real Estate, Economic Development, and Implementation Strategy*³:

Located immediately north of Downtown Fort Worth, Panther Island district of approximately 335 acres, which consists of approximately 146 acres that are considered developable today and an additional 193 acres that will become developable once the Central City Flood Control project is completed and the existing levees are removed. In addition to Downtown, Panther Island is surrounded by several of Fort Worth's most celebrated neighborhoods and districts, including the Stockyards, the Northside, and the Cultural District. Panther Island has a concentration of existing businesses that have been located there for decades. Over the last 15 years, TRWD has acquired land in preparation for the flood control implementation that is now being funded by the United States Army Corps of Engineers.

The reasonably foreseeable Panther Island development would transform a low-rise/low-density industrial area long associated with the historic industrial base of the city located in the Trinity bottoms prone to flooding, that is core to its identity, i.e., meatpacking and oil and gas, along with the residential neighborhoods that supported them, into a mid-rise/high-density mixed-use

³ *Panther Island Real Estate, Economic Development, and Implementation Strategy*. HR&A Advisors, March 5, 2024.

commercial / residential development through form-based codes over a period of decades that will be a significant departure from the existing urban fabric.

The USACE federal Undertaking is separate from the public sector & civic partnership development of Panther Island. However, to the public, the distinction between the USACE Central City Project and the larger Panther Island are often blurred, and the project is commonly referenced simply as “Panther Island.” The federal Undertaking is the key component that makes a larger Panther Island development possible; thus, the cumulative potential effects from Panther Island on historic properties are indirect effects of the Undertaking. Therefore, both the Central City project area and the cumulative development of Panther Island together constitute the Area of Potential Effect (APE) for the Undertaking.

The 2024 *Panther Island Vision and Strategy Summary*⁴ provides a succinct project strategic vision summary:

As the Central City Flood Control Project is completed by the United States Army Corps of Engineers (USACE) to protect vital Fort Worth neighborhoods and position Panther Island as a core economic development opportunity, the redevelopment of Panther Island will move forward. The construction of the bypass channel will not only reduce flood risk and create the possibility to embrace the Trinity River waterfront through levee removal, but it will also unlock significant land for development on Panther Island. A once-neglected, industrial section of the Trinity River will be transformed into a vibrant neighborhood with green spaces bustling with activity and opportunities for living, working, shopping, connecting, and playing.

The *Panther Island Vision Strategy and Summary* directly links the Undertaking and the public/private long-term development vision for Panther Island:

Panther Island is a once-in-a-generation city-building opportunity for Fort Worth to amplify the energy of its urban core and surrounding neighborhoods. It is a critical link that consists of around 330 acres of underutilized public and private land in the city’s core. This is an opportunity to create meaningful physical and community connections between some of Fort Worth’s most vibrant neighborhoods. Given Fort Worth’s rapid growth, with population surging by 24% from 2010 to 2020, Panther Island offers a new development ground for the city.

The vision for Panther Island seeks to take one of the last untapped development opportunities in the urban core of Fort Worth and knit together dynamic and diverse set of neighborhoods and destinations, including Downtown, Northside, the Stockyards, and the Cultural District with a mix of residential, commercial, and recreational uses in a public/private partnership.⁵

⁴ Panther Island Vision and Strategy Summary, March 5, 2024. Lake/Flato Planning and Urban Design.

⁵ *Panther Island Real Estate, Economic Development, and Implementation Strategy*. Page 3.

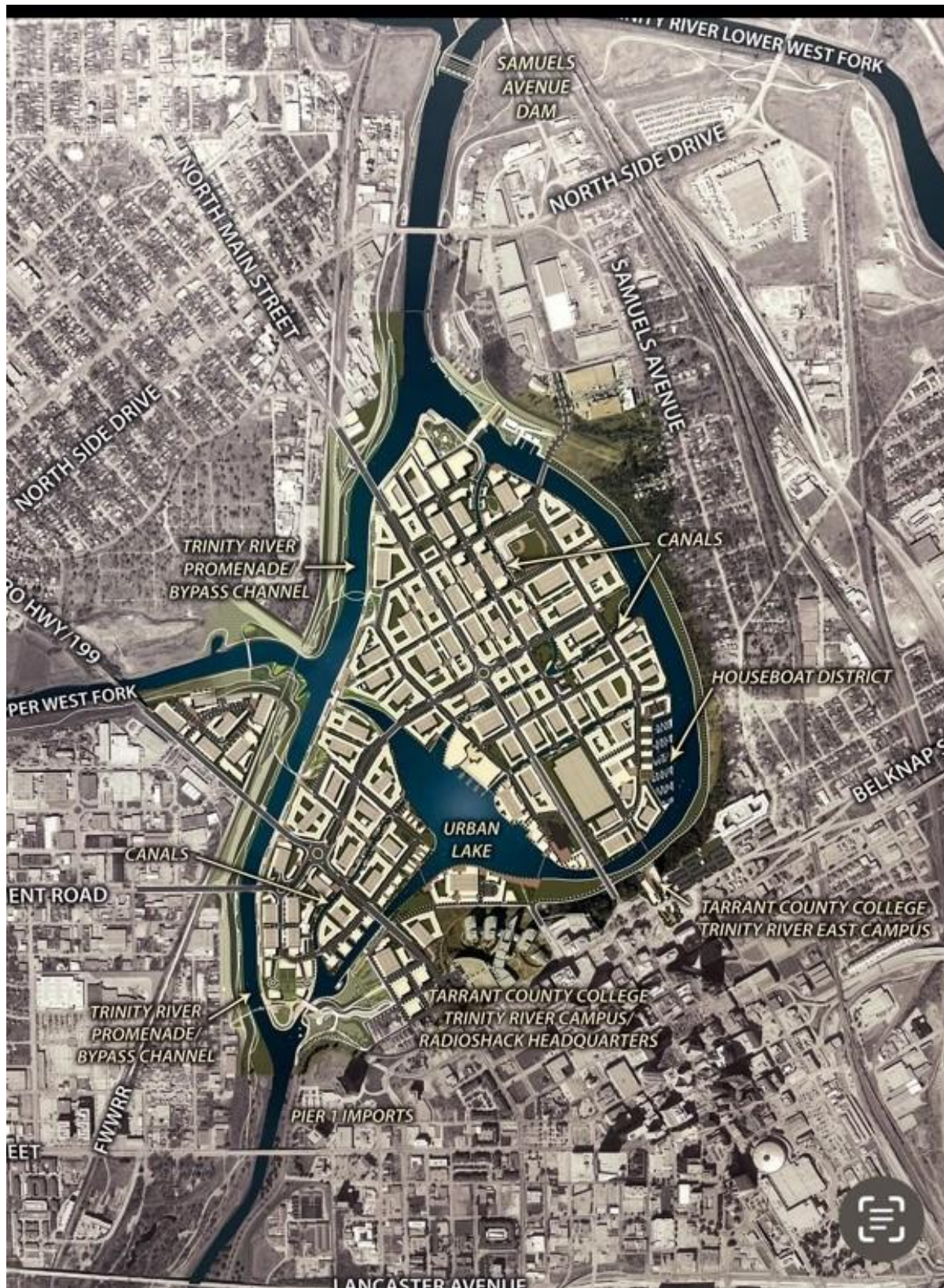


Figure 1. An early concept showing the USACE Central City Project combined with projected development known as Panther Island.

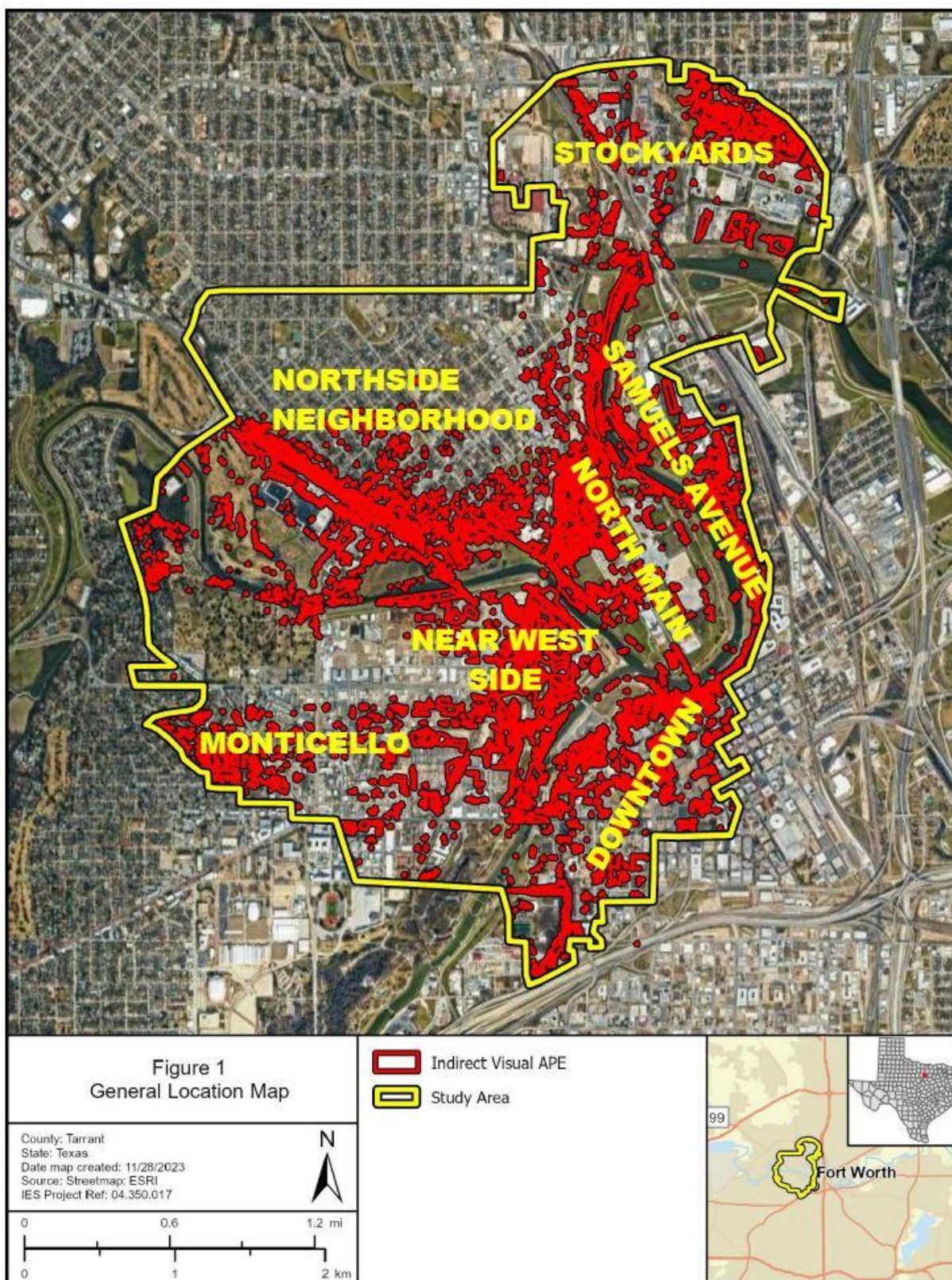


Figure 2. The Undertaking's Area of Potential Effect.

A direct visual APE for the project was developed by the USACE through consultation with the SHPO, represented by the Texas Historical Commission (THC) in compliance with the 2023 PA. To develop this visual APE, the USACE performed a viewshed analysis via ArcGIS Pro, which resulted in a multitude of discontinuous viewshed areas. To simplify the discontinuous areas and provide more definable geographic parameters for the historic context addendum, all identified viewshed areas were included in a single study area polygon (Figure 2). Additionally, it was determined during fieldwork that the Undertaking would not affect many of the areas identified by the viewshed analysis, as it would not change the historic setting or feeling of a property if present, which are the only two aspects of integrity with the potential to be impacted by construction at that great of a distance.

Under the 2023 PA for the Modified Central City Project, Stipulation II.b.1.a required that an addendum to the original context be prepared that expands the temporal parameters from 1966 to 1980 and that the context contains social and environmental justice issues previously overlooked. Subsequently, the addendum report contains the requested information for the Undertaking and, in conjunction with the original Below the Buff context, facilitate this and future surveys/resource evaluations required to comply with the PA and Section 106 of the NHPA. The historic context addendum is in Appendix A. The USACE determinations made in this document are derived from the original historic context, the addendum, updated construction design documents, and supplemental material contained within.



Figure 3. A 2024 diagram of the project area. Additional recreational canals and a new street grid layout will transform the man-made Panther Island from its current use as a low-density low-rise industrial area into a mixed-use commercial/residential development with the intent to allow form-based code development up to 24 floors along North Main.

3.0 Historic Properties Determinations within the APE by Area

Figure 2 identifies the study area and the APE based on viewshed studies. Identifiable areas are labeled in yellow. This section discusses new 1966-1980 resources identified and select pre-1966 resources reassessed according to these areas. The *Below the Bluff* context addendum list 1966-1980 resources and the 1920-1921 Samuels Ave Lynching Site on pages 34-37 and graphically in Figures 1a-1i that follow. Determinations are based on these lists and reevaluation of pre-1966 properties. Select properties that were identified as eligible in 2006 are discussed further due to the omission of discussion of long-term reasonably foreseeable impacts from development as the direct result of the Undertaking in 2006.

3.1 Downtown, including the Fort Worth Floodway, the Tarrant County Courthouse, the Trinity Bluff, Heritage Park and Paddock Viaduct

The Fort Worth Floodway was determined eligible in 2006, the effect of the undertaking was adverse mitigated. National Register Listed Properties include the Tarrant County Courthouse, Paddock Viaduct.

The USACE determined and the THC concurred that the Trinity River Bluff was eligible as a Traditional Cultural Property in 2007 under Criterion A:

. . . [its] association with events that have made a significant contribution to the broad patterns of Fort Worth history through playing a prominent role as a cultural landmark in: the founding of the fort of Fort Worth, the establishment of the Eastern and Chisholm Trail, the establishment of the meat processing industry, and urban development in Fort Worth...⁶

The 2009 *Below the Bluff* context discusses the Trinity Bluff and its relationship to Heritage Park:

The importance of the Bluff as a TCP is particularly evident in two developments that were established in the 1970s—Heritage Park Plaza and the Mayfest celebrations. Although presently in a state of disrepair, Heritage Park Plaza was conceived as a tribute to the city’s cultural heritage and harks back to an even earlier plan that embraced the same goal. The noted landscape architect George Kessler had proposed a park near the same area in his 1909 plans for Fort Worth (Landslide 2002). Not only does the plaza itself attest to the cultural heritage of the Bluff, but the planning and funding of the plaza reflects the concern of certain interest groups identified above. Organizations and agencies responsible for the plaza include: the Fort Worth Streams and Valleys Committee, the Sid W. Richardson Foundation, the Amon G. Carter Foundation, Texas Electric Service Company, Tarrant County Water Control District No. 1, the City of Fort Worth, and Tarrant County Commissioners Court. Members of these agencies and others were instrumental in establishing this monument honoring the city’s heritage. Designed by world renowned

⁶ *Below the Bluff*, P 161.

landscape architect Lawrence Halprin, Heritage Park Plaza was completed in 1977. That city officials and citizens desired such an auspicious tribute there on the Bluff, acknowledges the site's importance to Fort Worth's cultural identity and traditions. Though focusing on the Bluff's physical attributes, Halprin himself recognized the site's value when he noted that, "Next to the Trinity itself, the bluffs are Fort Worth's greatest natural assets" (Landslide 2002).

Heritage Park (R-246) was listed on the NRHP in 2010.

Downtown. The upper areas of high-rise structures in downtown area behind the Trinity Bluff have distant views of the stockyards and the project area which fills the space between the stockyards and the bluff. Most notable are 20th century master architect's 1982/1984 City Center Towers. Less than fifty years of age, they are significant works of late 20th century modernism, but not exceptionally so and do not meet NRHP Criteria Consideration G.

For other 1966-1980 high-rise buildings farther into downtown – even if they were NRHP eligible - the change in the distant viewshed towards the project area would not have the potential to diminish the integrity of setting in manner that would affect the qualities that qualify them for the NRHP. Therefore, the USACE will not determine eligibility of other properties in the downtown area other than those directly on the bluff.



Figure 4. View from the historic Trinity River Bluff towards the future Panther Island. From right to left is Heritage Park, the Paddock Viaduct and North Main that leads to the Stockyards. The historic former TXU power plant is at the end of the bridge to the left. The viewshed from the bluff will be transformed from a low-density low-rise industrial setting to a high-density mid-rise (up to 24 floors) mixed-use development guided by form-based codes over the next decades.

3.2 Lower Samuels Avenue

Historically, Samuels Avenue connected downtown to Niles City (absorbed by the city of Fort Worth in the 1920s and is today's Stockyard area) and contained houses and buildings built in the early twentieth century before the suburbanization and urban redevelopment of Fort Worth.

Overlooked in the original *Below the Bluff* context is the Lynching Site on lower Samuels Ave, which has become more widely known since the original context was written and the centennial of the event brought widespread attention. The *Below the Bluff* context addendum discusses the lynching of Fred Rouse in detail on pages 8 and 9 in the context of Social Injustice.

Between 1882 and 1942, there were more than approximately 468 lynchings in Texas that meet the Tuskegee definition of lynching.⁷ Approximately 339 of the victims were Black. Only two lynchings occurred in Fort Worth during this period - on the same spot - less than a year apart. Tom Vickery, a white man accused of killing a policeman, was taken from jail, and hung by a mob from a hackberry tree at the corner of 12th and Samuels Ave in 1920. Almost a year later in 1921, Fred Rouse, a Black worker in the meatpacking district, was attacked by a mob during a union strike, then taken from a hospital by a mob and hung from the same hackberry tree. Both killings meet the definition of lynching – Vickery as a pretext of service to justice and Rouse under the pretext of justice (he was accused of shooting two people which was later disproved) *and* race is widely known as the motivation for his murder (he was a Black man, not allowed in unions, crossing picket lines to work to support himself and his family). His death was public demonstration of racial power in the community. The hackberry tree was cut down two days after Rouse’s murder. A permanent edifice of racial intimidation would soon be constructed less than a mile away - the Texas headquarters for the Ku Klux Klan (KKK) at 1012 N. Main Street.

The Samuels Avenue Lynching Site is significant under Criterion A in the areas of Ethnic Heritage (Black) and Social History for associations with the history of lynching in Texas, 1882-1942 at a state and at the local level. Specifically, for the lynching of Tom Vickery under the pretext of justice and the lynching of Fred Rouse, a racially motivated act to terrorize and control the Black community of Fort Worth under the pretext of justice. It is the only known site in Texas, and perhaps the nation, where two lynchings occurred on the same spot that met different aspects of the Tuskegee definition of lynching. Additional significance is derived from the location chosen for the lynching – near the Traders Oak, considered a “historical spot” at the time of the lynchings due to its role in elections in Fort Worth and the trading post that would later move moving into the abandoned Army fort on the Trinity Bluff. The location shaped the city of Fort Worth⁸, which would reinforce white dominance over the agency of the Black community in Fort Worth in the 1920s. The area at the time of the lynchings was just outside the Fort Worth City limits (roughly at the Traders Oak) and Samuels Ave which connected downtown to Niles City (the stockyards where Rouse was beaten). The symbolism of being just outside the jurisdiction of Fort Worth on the road leading to the site of the perceived transgression of the accepted racial social order likely played a part in the selection of location, adding additional significance to the site.

The *Below the Bluff* addendum on Page 30 states setting of the site is significantly altered due to removal of the tree (two days after Rouse’s lynching) and the development of the area over the last century, implies a lack of potential for NRHP eligibility.

⁷ <https://www.lynchingintexas.org/about>

⁸ <https://legendarytrees.com/trees/traders-oak/>

National Register Bulletin #15 states: A site is the location of a significant event...whether standing, ruined, or vanished, where the location itself possesses historic, cultural, or archeological value regardless of the value of any existing structure.⁹

USACE has examined the site in greater detail and finds the site retains integrity of setting, feeling and association due to:

- Historical newspaper accounts (Figure 5) identify the location as in the right of way of Samuels Ave at the corner of 12th near the railroad tracks within a few hundred yards of the historic Traders Oak. Both the Treaty Oak and the rail alignments are still intact, giving a setting and a feeling and association to the site.
- The unincorporated area at the time of the lynchings was just outside the Fort Worth City limits and was sparsely developed. Today, the area is still sparsely developed with warehouses. It still has the in-between feel of a place between downtown and the stockyards.

USACE has determined the Samuels Avenue Lynching site is eligible under Criterion A in the areas of Ethnic Heritage (Black) and Social History for associations with the history of lynching in Texas, 1882-1942 at a state level. The setting retains integrity despite the absence of the lynching tree and the changes to setting over the last century. The road alignment/intersection, the railroad alignment and the relationship to the historic Traders Oak provide sufficient integrity of setting to the location to impart feeling and association to the site.

⁹ https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf

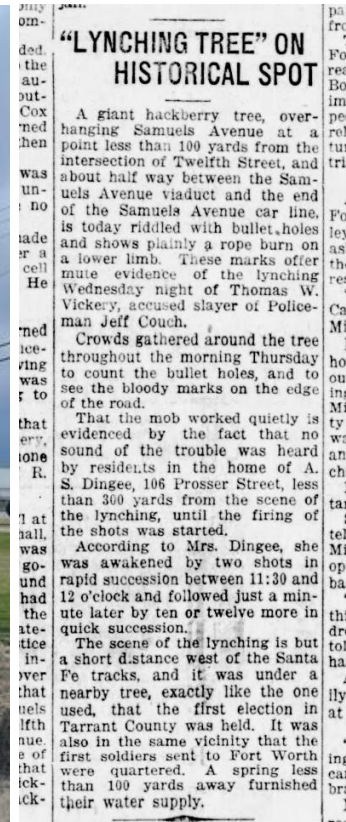


Figure 5. The Samuels Avenue Lynching Site in 2024 and the December 23, 1920, Fort Worth Star Telegram article describing the tree, its location and setting. The setting is identified by the intersection of 12th and Samuels, the railroad tracks and the proximity to the Traders Oak, calling the lynching site on a “historical spot.”

The remainder of the lower Samuels Ave is composed of 1970s concrete tilt wall warehouses (R-166 – R170 Figure 1C in the *Below the Bluff* Addendum) that USACE has determined **not eligible**.

3.3 North Main Corridor/Panther Island

Two additional 1966-1980 properties have been identified:

- R-143 (1968) 200 NE 5th St, a single-story, concrete industrial building.



- R-24 (1979) 1012 N Main St, a single-story, concrete/brick industrial building. It shares the same address as the NRHP eligible former KKK Auditorium next door.



USACE has determined these properties **not eligible** under Criterion A for associative significance or Criterion C for architectural values.

3.4 Northside Neighborhood, Marine Park, and Oakwood Cemetery

The Northside and Marine Park neighborhoods largely consist of early twentieth century homes created to house working class of Fort Worth nearby to the light industrial area and the stockyards of Niles City that was later incorporated into Fort Worth. The standardized Victorian, Tudor Revival and Craftsman bungalows were constructed to reflect the cultural and spatial needs of the American middle and working class. These architectural designs have been modified over the years by the predominately Hispanic occupants of the North Side and Marine Park to reflect distinctive values of Latino culture that unites them by the physical development of these two neighborhoods. The infusion of Latino cultural values on these American architectural styles in known as Latino Vernacular.¹⁰

Latino Vernacular is identified by:

- American homes move linearly from public to private space and from front to back. Latino architecture is not linear and just focuses on inside and outside with less focus on privacy.
- The front yard in Latino architecture focuses on the enclosed front yard as a plaza for cultural identity.
- American fences defensively define space whereas Latino fences are a social catalyst for interaction between the front yard and the sidewalk.
- The enclosed front yard of the Latino home acts as a large foyer and becomes an active part of the house. The sense of entry into the Latino home begins at the front gate at the sidewalk. This entry gate is often emphasized with an arch.
- American use of the front porch is in decline. Latino homes, the front porch is a critical, valued connection between outdoor-indoor space and public-private space where Latinos become civic and bond with their neighbors.

¹⁰ Rojas, James. *Latino Vernacular*. Northern News of the American Planning Association, Northern California Chapter, November 2014.

James Rojas describes Latino Vernacular:

Latino single-family houses “communicate” with each other by sharing a cultural understanding expressed through the built environment. The residents communicate with each other via the front yard. By building fences they bind together adjacent homes. By adding and enlarging front porches, they extend the household into the front yard. These physical changes allow and reinforce the social connections and the heavy use of the front yard. The entire street now functions as a “suburban” plaza where every resident can interact with the public from his or her front yard.¹¹

Latino Vernacular is very evident in the Northside and Marine Park Neighborhoods. USACE has determined these two distinct neighborhoods form two separate NRHP **eligible** historic districts, each united by physical development for their traditional folk Victorian, Craftsman, Tudor Revival and Latino Vernacular modified architectural values under National Register Criterion C.

The following images, taken during a windshield survey of the areas are representative of Craftsman, Folk Victorian and modified Latino Vernacular found in the Northside and Marine Park neighborhoods:



¹¹ Ibid.



Oakwood Cemetery was omitted from the 2006 assessment but is a NRHP listed property. Views south from the cemetery toward downtown show an area that is open and undeveloped due to the floodplain. Flood control management with the bypass channel will allow development of the area.



Figure 6. View towards downtown from Oakwood Cemetery. The 1902 SL, SF and Texas Railroad Bridge and Trestle can be seen in the distance between the cemetery and downtown.

3.5 Near Westside

Below the Bluff context addendum 1g and 1d Above Ground Resource Maps show the resources in this area and are found in the resource Table on page 36 in Appendix A of the report. Reference Section 4.2.1 of this report regarding resources demolished prior to evaluation.

- R1 (1979) 316 Greenleaf St, Monument Company, single-story, stucco building. Front addition is post-1980. Not significant under Criterion A or C.



- R2 (1979) 300 Greenleaf St, Offices, single-story, brick building. Front porch is post-1980. Not significant under Criterion A or C. **Not eligible.**



- R5 (1979) 316 Greenleaf St, Monument Company, single-story, stucco building. Front addition is post-1980. Not significant under Criterion A or C. **Not eligible.**



- R13 (1968) 2412 Weisenberger St, Monument Company, two-story, brick building. Rear additions are post-1980. Not significant under Criterion A, B or C. **Not eligible.**



- R47 (1979) 2412 Whitmore St, Omaha's Military Surplus, single-story, metal building. Front porch is post-1980. Not significant under Criterion A, B or C. **Not eligible.**



- R241 (1980) 801 Calvert, Recreational Center, single-story, brick building. Not significant under Criterion A, B or C. **Not eligible.**



- R243 (1968) 1000 Calvert, Police Academy offices, single-story, brick building. Not significant under Criterion A, B or C. The building shows flourishes of 1970s late modernism but is not a distinctive example of the style. **Not eligible.**



- R245 (1968) 937 Woodward, single-story, corrugated metal building. Not significant under Criterion A, B or C. **Not eligible.**



- R30/R34/R36/R-40-41. A group of one-story concrete tilt-wall 1970s warehouses. Not significant under Criterion A, B or C. **Not eligible.**



No additional eligible resources are identified within the Near Westside.

3.6 Monticello

The *Below the Bluff* context addendum's Above Ground Resource Map 1f shows the resources in this area and are found in the resource Table on page 36 in Appendix A of the report. Even though the viewshed analysis shows the area could potentially be visually affected, field verification has revealed otherwise. While secondary economic indirect effects from Panther Island are possible, none are reasonably foreseeable. Therefore, further analysis of historic properties present was not undertaken beyond this initial survey.

4.0 Determinations of Effect

4.1 Definition of Adverse Effect

Section 106 of the NHPA is implemented through the Code of Federal Regulations (CFR), specifically 36 CFR Part 800, which defines an adverse effect:

36 CFR Part 800.5 (a)(1) Criteria of adverse effect. An adverse effect is found when an undertaking may *alter*, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would *diminish* the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include *reasonably foreseeable effects* caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

Altering a historic property is not an adverse effect unless it *diminishes* any of the seven aspects of integrity, including reasonably foreseeable cumulative effects.

Additionally, the USACE is utilizing the terms “direct effect” and “indirect effect” in accordance with the March 2019 D.C. Circuit court opinion and defined by the Advisory Council on Historic Preservation (ACHP) as follows “... if the effect comes from the undertaking at the same time and place with no intervening cause, it is considered “direct” regardless of its specific type (e.g., whether it is visual, physical, auditory, etc.). “Indirect” effects to historic properties are those caused by the undertaking that are later in time or farther removed in distance but are still reasonably foreseeable.” (ACHP 2019).

4.2 Additional Direct Effects of the Central City Project

Based upon current design documents, the direct effects of the USACE construction, as defined in Section 1.1 as demolition, vibration, and viewshed effects resulting from construction of Samuels Avenue Dam, University Drive modifications and the Marine Creek Lock and Dam, were adequately addressed in 2006. Additional evaluations shall be conducted once sufficient

design information is available and additional coordination with the parties of the PA shall be conducted should any additional effects to historic properties be identified at that time.

4.2.1 Demolition of Historic Age Resources in the Near Westside.

The construction of the Bypass Channel has resulted in the demolition of structures without coordination under the 2023 PA for the construction of the channel:

- **309-321 Greenleaf (1971).** Concrete tilt wall construction for industrial /commercial use. Not associated with the broad patterns of history associated with Fort Worth's meatpacking or oil & gas or significant for its architectural values. **Not Eligible/not adverse.**



- **R3/R4 308/310 Arthur Street (1971).** Concrete tilt wall construction for industrial /commercial use. Not associated with the broad patterns of history associated with Fort Worth's meatpacking or oil & gas or significant for its architectural values. **Not Eligible/not adverse.**



- **R-8 200 Arthur Street (1955).** Built in 1955 and used in an industrial commercial setting. It is a one story, brick faced building with wood siding and metal roofing. Highly modified resulting in a loss of integrity. **Not Eligible/not adverse.**



- **308/310 Arthur (1970-1979).** Concrete tilt wall construction for industrial /commercial use. Not associated with the broad patterns of history associated with Fort Worth's meatpacking or oil & gas or significant for its architectural values. **Not Eligible/Not adverse.**



The lack of coordination was due to miscommunication between the USACE and TRWD. Operational steps have been implemented to improve coordination to ensure additional structures will not be demolished in future without full PA compliance.

4.2.2 Additional Direct Effects of the Bypass Channel on North Main

- **1012 N. Main/ Former KKK Auditorium.** Determined eligible in 2006, adversely effected. The mitigation was a completed NRHP nomination, which has been provided to the new owners. The USACE originally designed a retaining wall within this section of the North Bypass Channel in order to avoid the real property of 1012 N. Main Street. The owners requested that the USACE shift from a retaining wall to a levee to facilitate their use of the property for outdoor events related to its mission for restorative justice. If implemented, the change will result in an easement on their property for access and maintenance of the levee. While the increased levee footprint will further alter the setting by encroaching on a corner of the property, it does not further diminish the ability of the property to convey its significance. The USACE has determined that the change from a retaining wall to a levee will result in **no additional adverse effects** to this historic property.

4.3 Indirect and Cumulative Effects of the Central City Project: The Long-Term Development of Panther Island.

The full realization of the Panther Island Project will take decades. The long-term vision for the development is stated in *Panther Island Vision and Strategy Summary*:

A once-neglected, industrial section of the Trinity River will be transformed into a vibrant neighborhood with green spaces bustling with activity and opportunities for living, working, shopping, connecting, and playing.

The proposed Panther Island development will alter a low-rise/low-density industrial area long associated with the gritty industrial base of the city that is core to its identity, meatpacking and oil and gas, along with the residential neighborhoods that supported them, into a modern, affluent “uptown” mid-rise/high-density mixed-use commercial / residential development through form-based codes over a period of decades. A lightly developed industrial area of one to three stories will be replaced by high density development up to 24 stories. The reasonably foreseeable result will be a significant departure from the existing urban fabric of the area.

This alteration of overall setting will also alter feeling and association of a historically light industrial area associated with oil and gas and meatpacking in a way that diminishes three elements of integrity of the historic resources affected due to the alteration of the setting which will change the feeling and association of resources in the project footprint and its viewshed.

While individual historic resources such as the Power Plant, and 1012 N. Main (former KKK Auditorium) could be Rehabilitated to the Secretary of the Interior's Standards for Rehabilitation, the cumulative effect of the transformation of Panther Island is adverse to the setting because it is a significant departure from its low-rise/low-density industrial setting for oil and gas and meatpacking industries and the residential neighborhoods that support it, to a mid-rise/high-density urban environment that is envisioned.

While the overall goals for redevelopment outlined in the Panther Island Vision and Strategy are to increase housing opportunities, commercial, recreation and access to the river that defines the city of Fort Worth in a manner that strives to blend in with the history and culture of Fort Worth, it is a significant departure from the existing built environment that has defined the area for decades and the entire period of significance for the properties within the larger APE.

USACE has determined that the project will have a cumulative **adverse effect** on historic resources within the APE based upon the reasonably foreseeable effect of diminishing setting, feeling and association through the significantly altering density and land use historically associated with the area.

4.3.2 Specific Indirect Effect Determinations by Area Within the APE

4.3.2.1 The Fort Worth Floodway, Downtown, the Courthouse/Trinity Bluff/Heritage Park and Paddock Viaduct

- **Fort Worth Floodway** – The adverse effects to the NRHP eligible Fort Worth Floodway were previously mitigated in 2006.
- **Downtown** – At ground level in the larger downtown area, the project area is not visible. From the top of the downtown buildings, the view across the bluffs will be altered but due to scale, the effect is minimal, and the effect would be **no adverse effect** as it would not diminish the setting of any eligible properties in the central downtown business district.
- **Tarrant County Courthouse/Trinity Bluff/Heritage Park** – The bluff is integral to the origin story of the city of Fort Worth. Tarrant County Courthouse is NRHP listed (no adverse effect 2006), and Heritage Park (determined not eligible in 2006 but has since been listed). The view from these properties from the bluff (itself an eligible Traditional Cultural Property) on which they sit over the Trinity towards the stockyards has traditionally been of the low-rise/low-density industrial area associated with industry/oil & gas/meatpacking that is associated with the iconic image of “Cowtown.” In 2024, USACE has reevaluated the impact to these three resources and determined the Panther Island development will result in a mid-rise/high-density residential/commercial/recreational area that will *diminish* their integrity of setting, feeling and association, resulting in an **adverse effect** to all three

resources by rerouting the Trinity and creating a man-made island that significantly alters the setting of these historic resources.

- **Paddock Viaduct-** A 1912 NRHP listed concrete bridge. A no adverse effect was found in 2006. In 2024, USACE has reevaluated the impact to these three resources and determined the cumulative change in use and development density surrounding the bridge will significantly alter the setting and *diminish* the setting, feeling and association of the area resulting in an **adverse effect**.

4.3.2.2 North Main Corridor/Panther Island

- **TXU Powerhouse -** A NRHP nomination was completed in 2007.¹² In 2024, USACE has reevaluated and determined the reasonably foreseeable effect of cumulative change in use and development density surrounding the bridge will significantly alter the setting and diminish the setting, feeling and association of the area resulting in an **adverse effect**.
- **1012 N. Main (Former KKK Auditorium)** – An adverse effect was previously mitigated in 2006. The USACE has determined that there is no adverse effect resulting from the change of a floodwall to a levee within the property boundary. However, a new potential impact of the bypass may occur from the anticipated rise in the water table and if adverse, will be resolved through consultation.

4.3.2.3 Lower Samuels Avenue

- **Samuels Ave Lynching Site** – The light industrial area along Lower Samuels Avenue contains the historic lynching site of Tom Vickery and Fred Rouse. While altered, the setting still retains integrity as a low-rise/low-density area and due to the street alignment, railroad alignment and vegetation density, still retains integrity of setting, feeling and association. While not directly in the Panther Island footprint, the site is within the APE. A reasonably foreseeable result of the long-term development of Panther Island is a spillover of high-density development that will ultimately further *diminish* the setting, feeling and association of the site, resulting in an **adverse effect**.

4.3.2.4 Northside Neighborhood, Marine Park. and Oakwood Cemetery

- **Northside Neighborhood and Marine Park** – Both unevaluated in 2006 but determined eligible as historic districts in this reassessment. The foreseeable cumulative effect of the adjacent Panther Island on these two largely Hispanic working-class neighborhoods associated with the stockyards, meatpacking and the light industrial area that surround them is an **adverse effect** due to the anticipated increase in property values/property taxes that

¹² Below the Bluff Expanded Edition, Table 4, page 9.

are above and beyond that if the area went undeveloped by Panther Island over the next decades. Displacement of the predominantly Hispanic culture from the neighborhood is reasonably foreseeable and will likely result in removal of many of the distinctive and architecturally significant Latino architecture that is at the core of its significance that unifies both as a separate historic districts.

- **Oakwood Cemetery** – NRHP listed but not evaluated in 2006. Located on a hillside that overlooks the Trinity River with views to downtown Fort Worth, its current setting to the southwest is primarily open space with the river between it and downtown on the bluff. A reasonably foreseeable result of the long-term development of Panther Island with high-density, mid-rise development that will ultimately diminish the setting, feeling and association of the site, resulting in an **adverse effect**.

4.3.2.5 Near Westside

- **Henderson Street Bridge** – NRHP listed. No adverse effect found in 2006. In 2024, USACE has reevaluated the impact to this resource and determined the cumulative change in use and development density surrounding the bridge will significantly alter the setting and *diminish* the setting, feeling and association of the area resulting in an **adverse effect**.

4.3.2.6 Monticello

The Monticello area is within the technically within APE but is isolated from the development of Panther Island and is not generally associated with the meatpacking and oil and gas industries that give the area between downtown and the stockyards significance. Like the downtown core, the viewshed will be altered but not diminished. The reasonably foreseeable long-term development of Panther Island is **no adverse effect** to historic properties in this area.

5.0 Recommended Mitigation

Mitigation is in accordance with resolution of adverse effects per Stipulation IV of the 2023 PA:

5.1 Direct Adverse Effects (Stipulation IV B.1)

Direct physical/visual/auditory adverse effects to a historic property as a result of the Undertaking.

- Documentation of the APE. An update to the 2009 documentation with digital and large-format photography showing existing conditions.
- 1012 N. Main/Former KKK Auditorium. A National Register nomination package was prepared as mitigation in 2006. The USACE determined that potential changes in design from a retaining wall to a levee within the 1012 N. Main St. Property boundary shall result in no adverse effect to historic properties. Potential effects to this resource originating from

construction of Samuel's Avenue Dam shall be evaluated and consulted on with all parties of the PA once more design details are available.

5.2 Indirect Adverse Effects (Stipulation IV B.2)

The reasonably foreseeable Adverse Effect resulting from diminishment of setting, feeling and association on historic properties from the long-term development of Panther Island.

- NRHP nomination of the Samuel Ave Lynching Site. To date only one other site in the United States is associated with lynching (a 1917 lynching in Memphis) is being considered for the National Register. Its registration status is unknown. The unique nature of this site having witnessed two lynchings meeting the Tuskegee definition less than a year apart and its proximity to KKK Auditorium at 1012 North Main, currently slated to be rehabilitated into a restorative justice center, leads USACE to recommend a National Register of Historic Places nomination package be prepared for the site and given to the property owners to forward the nomination should they desire.
- Preparation of separate National Register District nomination packages for the Northside and Marine Park residential neighborhoods.
- Updating Fort Worth ISD training modules.

6.0 Preparers

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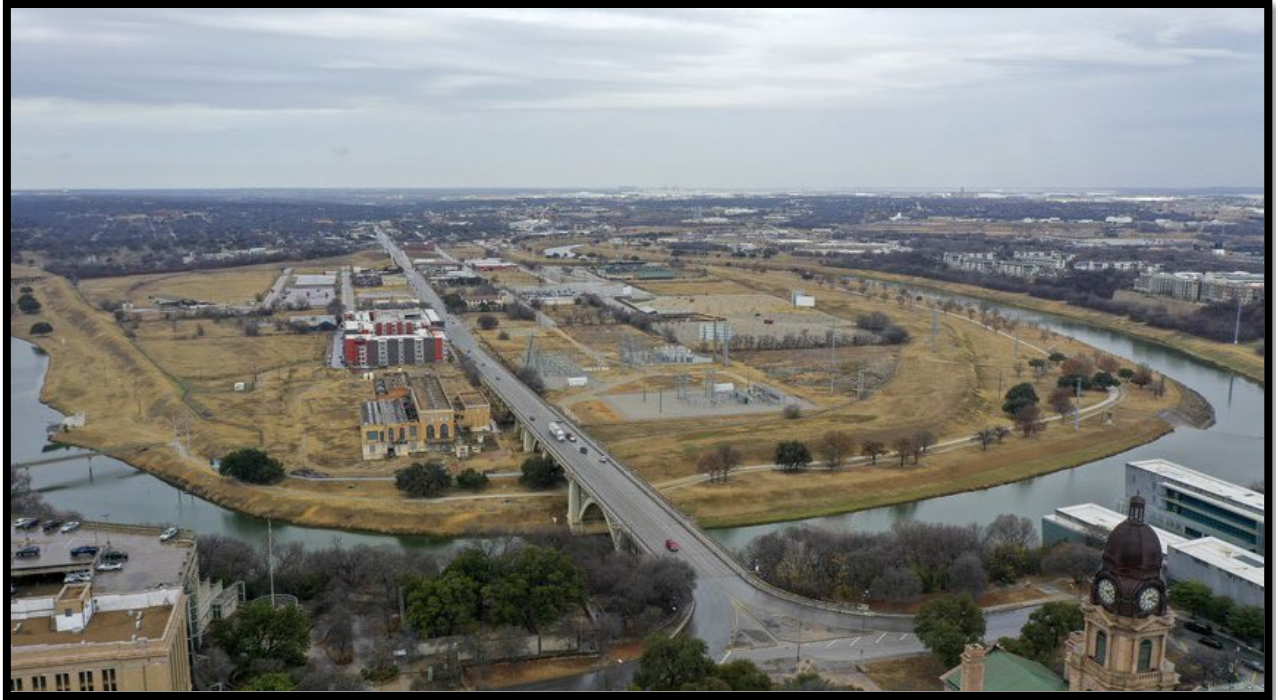
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Appendix A

BELOW THE BLUFF: URBAN DEVELOPMENT AT THE CONFLUENCE OF THE WEST FORK AND CLEAR FORK OF THE TRINITY RIVER, 1849-1965

2024 Addendum and Original 2009 Historic Context

HISTORIC CONTEXT ADDENDUM



BELOW THE BLUFF: URBAN DEVELOPMENT AT THE CONFLUENCE OF THE WEST FORK AND CLEAR FORK TRINITY RIVER, 1966-1980, FORT WORTH, TEXAS

Prepared for:
U.S. Army Corps of Engineers - Fort Worth District
&
Texas Historical Commission



On Behalf of:
Tarrant Regional Water District
&
The City of Fort Worth



November 2023

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**BELOW THE BLUFF: URBAN DEVELOPMENT AT THE
CONFLUENCE OF THE WEST FORK AND CLEAR FORK
TRINITY RIVER, 1966-1980,
FORT WORTH, TEXAS**

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Cultural Resources Report
November 2023

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TABLE OF CONTENTS

INTRODUCTION	1
UNDERTAKING	1
STUDY AREA AND AREA OF POTENTIAL EFFECTS	1
STATEMENT OF CONTEXT	3
AREAS AND PERIODS OF SIGNIFICANCE	5
Social History (1921 to 1968).....	5
Ethnic Heritage: Black and Latino Populations (1865 to 1980)	5
Transportation (1876 to 1930)	6
Community Planning and Development (1966 to 1980)	6
Industry (1966 to 1980)	7
Commerce (1966 to 1980)	7
Government and Politics (1966 to 1980).....	7
Architecture (1966 to 1980).....	7
HISTORIC CONTEXT: Below the Bluff: Urban Development at the Confluence of the West Fork and Clear Fork of the Trinity River, 1966 - 1980.....	8
Social Injustice and Policy Reform (1921 to 1968).....	8
Environmental Injustice and Policy Reform (1930 to 1980)	10
Northside Barrio.....	12
La Corte Barrio	12
Diecisiete and El TP Barrios.....	12
Industrial and Commercial Development (1966 to 1980).....	14
Guidelines for Evaluation	15
NRHP Registration Requirements	15
Criterion Considerations	16
Integrity.....	16
National Register Guidelines for Historic Landscapes	17
Historic District Guidelines	18
PROPERTY TYPES.....	18
Industry and Commerce.....	19
Significance.....	19
Resource Examples	19
Late Modern Style.....	19
Modern Industrial.....	20
Modernism (Brutalism and Functionalism)	20
Registration Requirements.....	22
Residential.....	23
Resource Examples	23
Minimal Traditional	23
Craftsman.....	23
Tudor Revival	25

Folk Victorian	25
Ranch	26
Miscellaneous Resources	27
Bibliography	32

INTRODUCTION

In 2010, a historic context called *Below the Bluff: Urban Development at the Confluence of the West Fork and Clear Fork of the Trinity River, 1849 – 1965: Expanded Edition* was prepared for the Central City Project. Since the original context was prepared, the Programmatic Agreement (PA) between the U.S. Army Corps of Engineers Fort Worth District (USACE), the Texas State Historic Preservation Officer (SHPO), and the Tarrant Regional Water District (TRWD) has expired. Under the new PA for the Modified Central City Project (Undertaking), Stipulation II.b.1.a requires that an addendum to the original context be prepared that expands the temporal parameters from 1966 to 1980 and ensures that the context contains social and environmental justice issues previously overlooked. Subsequently, this addendum report contains the requested information for the Undertaking and, in conjunction with the original *Below the Bluff* context, will facilitate future surveys and resource evaluations required to comply with the PA and Section 106 of the National Historic Preservation Act of 1966 (NHPA), as amended.

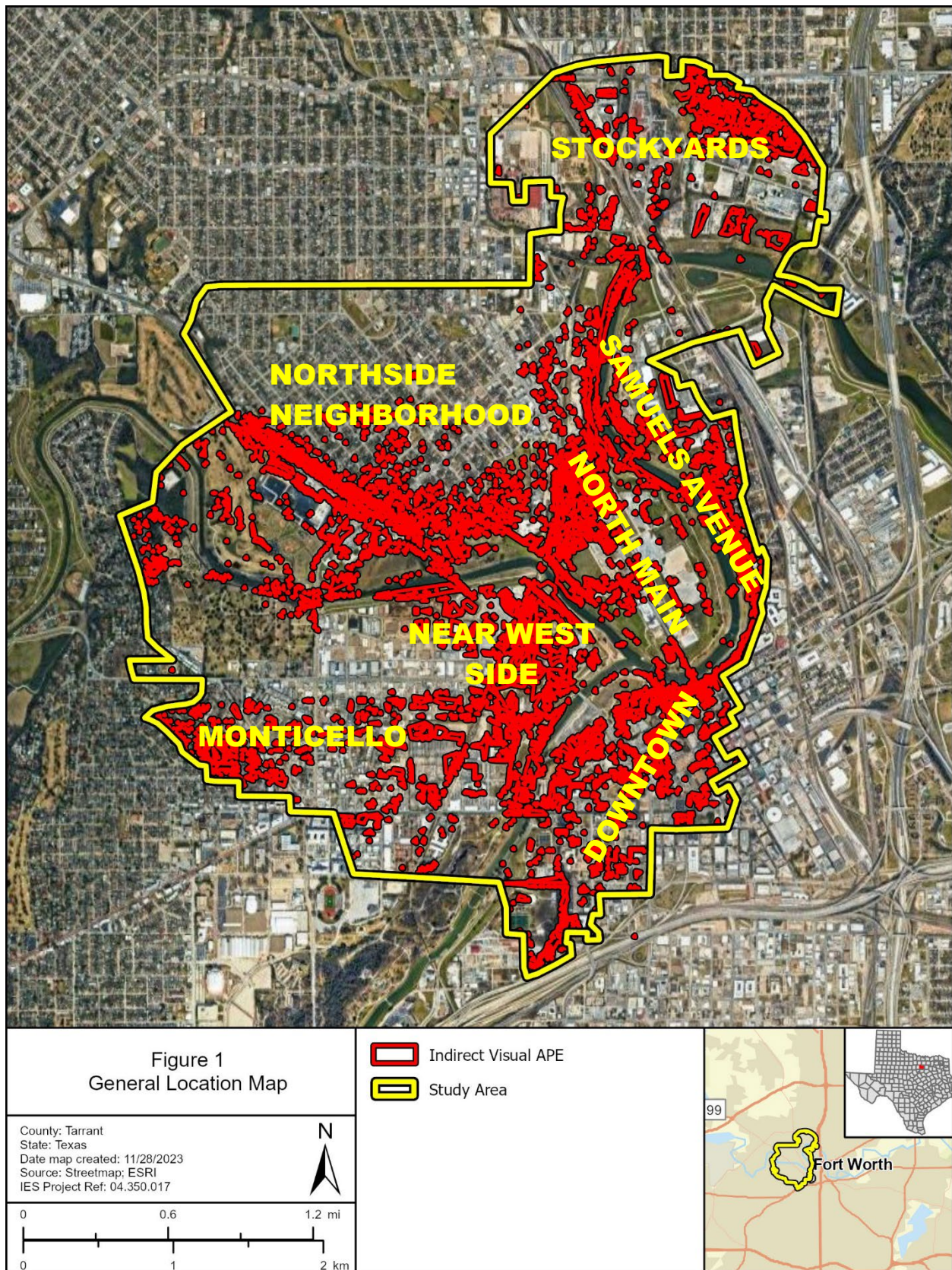
UNDERTAKING

The Undertaking is comprised of multiple flood control, ecosystem restoration, and recreation components; per the PA, however, consideration for impacts to above ground resources are required for only four components, which include: the Bypass Channel, the Samuels Avenue Lock and Dam, University Drive modifications, and the Marine Creek Lock and Dam. These four areas constitute the direct Area of Potential Effects (APE) for above ground resources. In addition, an indirect visual APE for the project was developed by the USACE through consultation with the SHPO, represented by the Texas Historical Commission (THC). To develop the indirect visual APE, the USACE performed a viewshed analysis, which resulted in a multitude of discontinuous viewshed areas. To simplify the discontinuous areas and provide more definable geographic parameters for the historic context addendum, all identified viewshed areas were included in a single study area polygon. To facilitate the evaluation of additional indirect impacts to the Northside Neighborhood, and to support a subsequent windshield survey, portions of the neighborhood not located within the viewshed of the Undertaking were also included within the study area, which encompassed approximately 4,228 acres (ac; **Figure 1**). Other indirect effects, portions of the APE pertaining to economic impacts to the surrounding neighborhoods, and direct impacts associated with an elevated water table level post construction are being evaluated by the USACE, but are outside the scope of this context.

STUDY AREA AND AREA OF POTENTIAL EFFECTS

The bypass channel is the primary APE component for the project. The bypass channel is comprised of northern and southern sections that are split by the current alignment of the West Fork Trinity River west of downtown Fort Worth. From the West Fork Trinity River, the northern section of the bypass channel will proceed northeast and end at West Fork Trinity River opposite the TRWD administrative complex north of downtown Fort Worth. The southern section will proceed south from the West Fork Trinity River to the Clear Fork Trinity River opposite the proposed City of Fort Worth City Hall along Forest Park Boulevard. The other APE components for the project include: the Samuels Avenue Lock and Dam located at the West Fork Trinity River west of Samuels Avenue, University Drive modifications located within the West Fork Trinity River floodplain at University Drive, and the Marine Creek Lock and Dam located along Marine Creek upstream from its confluence with the West Fork Trinity River.

The configuration of the study area that encompasses the APE was defined by transportation-related infrastructure and bounded by State Highway (SH) 183 (NE 28th Street) between Interstate Highway (IH) 35W and North Main Street to the north; SH 199 (Jacksboro Highway), North Bailey Avenue, and Hamilton Avenue to the west; West Lancaster Avenue, IH 30, and West 10th Street to the south; and Throckmorton Street, Main Street, Calhoun Street, Samuels Avenue, and Northside Drive to the east (see **Figure 1**).



STATEMENT OF CONTEXT

For the purposes of this context addendum, the study area was defined as comprising seven areas that will be referred to as Stockyards, North Main, and Northside Neighborhood in the north; Near West Side and Monticello in the west; Downtown in the south; and Samuels Avenue in the east (*see Figure 1*).

A majority of the study area features resources associated with industry, which is an economic sector that diversified and grew between 1966 and 1980. During the mid-twentieth century, suburbanization resulted in newer industries forming outside of the Fort Worth urban area. However, urban renewal efforts in the late 1970s and 1980s brought industries back into the inner city. In turn, industrial areas were transformed and revitalized as various industrial companies moved into areas that were once exclusively residential. A more detailed synopsis of the development within these areas between 1966 and 1980 is included in the following section, as are the social and environmental justice events that affected these areas of Fort Worth.

Industrial development within the North Main area began during the late nineteenth and early twentieth centuries, well before 1966, and continued to prosper within a prominent bend of the Trinity River north of Downtown between 1966 and 1980. Other portions of the study area (i.e., Stockyards and Samuels Avenue) experienced a slower rate of industrial and commercial growth during this time, and development focalized along North Main, largely because the rail network located there facilitated accessible commerce transportation and connected the industrial area with regional and national markets. Such commercial infrastructural improvements enhanced and diversified the area, positioning Fort Worth as an industrial center during and after World War II (WWII). In the Samuels Avenue area, which was mostly residential during the nineteenth and early twentieth centuries, the emergence of new factories and manufacturing plants changed the character of the region's structural and property composition.^{1,2}

Cattle drives and the meat packing industry spurred economic growth and the historical importance of the Stockyards, but that growth began to wane by 1966. In the 1970s, however, historic preservation efforts focused on the Stockyards and included the restoration of the Northside (Cowtown) Coliseum and the nomination and subsequent listing of the Stockyards on the National Register of Historic Places (NRHP). These efforts served as anchor and catalyst for historic preservation and tourism in the Stockyards and greater Fort Worth area.

The historical significance of the predominantly residential Northside Neighborhood and Samuels Avenue areas was established during the late nineteenth and early twentieth centuries, well before 1966. Subsequently, this resulted in four NRHP-listed districts and various individually eligible or listed NRHP properties and Registered Texas Historic Landmarks (RTHL). The NRHP-listed historic districts include Grand Avenue, Oakwood Cemetery, North Fort Worth High School, and Marine Commercial. The proximity of the Northside, Samuels Avenue, and Grand Avenue neighborhoods to the Stockyards and meatpacking industries directly correlates to the rise of these neighborhoods, whose residents worked primarily at nearby facilities. Properties in these neighborhoods could be eligible for NRHP listing under Criterion C for architecture and Criterion A for their associations with social history, ethnic heritage, and community planning and development. For example, the Grand Avenue Historic District was listed on the NRHP for Criterion A (community planning) and Criterion C (architecture). Although none of these districts were listed between 1966 and 1980, the Grand Avenue District, as well as the rest of the Northside Neighborhood and Samuels Avenue areas, experienced a tremendous transformation during this time. The passing of the Fair Housing Act of 1968 spurred an exodus of Anglo families to outlying suburban areas,

¹ USACE. 2010. *Below the Bluff: Urban Development at the Confluence of the West Fork and Clear Fork of the Trinity River, 1849-1965 – Expanded Edition*, Fort Worth, Texas, United States Army Corps of Engineers. Accessed 18 October 2023.

² HHM & Associates. "Historic Context and Survey Plan City of Fort Worth," City of Fort Worth, Texas.

and as housing restrictions were lifted, homes once off limits to minority ownership could now be purchased by Latino and Black minorities.

The historical significance of the Near West Side originated in the 1930s, when the Henderson Street Bridge and Jacksboro Highway were built. Development within the portions of the Near West Side closest to the West Fork and Clear Fork Trinity River was hampered by a series of significant floods during the first half of the twentieth century. Once the initial components for the USACE's Federal Floodway Project were completed in 1957, a renewed interest in the development of the Near West Side area was spurred.³ The architectural style of non-residential buildings built between 1966 and 1980 within this area, Modern Industrial, directly reflects the influence of form and materials popularized by the military during the WWII era. This area also features different respective forms of light commercial (e.g., restaurant and office) and residential styles representative of the Midcentury era.⁴

Throughout the late 1970s and 1980s, the Downtown area sought urban renewal, which led to the development of multi-level offices, apartment living, and the rehabilitation of historic buildings. The urban renewal development experienced in Fort Worth reflected wider U.S. efforts to recentralize cities in response to mid-twentieth century suburbanization. These efforts in Fort Worth were exemplified by Charles Tandy and the Bass Brothers Enterprises, which assisted with or spearheaded several significant downtown revitalization projects during this period. In general, the design styles of downtown buildings often reflected Modernism architecture with Late Modern, Brutalism, and Functionalism Styles. In the midst of urban renewal development, a significant greenspace and leisure-focused amenity associated with Heritage Park Plaza, which was listed on the NRHP as a historic district in 2010, was completed in 1980. Due to the prolonged use and historic importance of the Downtown area, two additional listed NRHP districts (Fortune Arms Apartments and Sanger Brothers Building), one State Antiquities Landmark (Tarrant County Courthouse), and other individually listed or eligible properties are present within the study area that have periods of significance prior to 1966.

The impetus for social and environmental injustice resolution, which started in the late 1960s, began developing since the abolition of slavery and extended to Fort Worth and beyond. Despite the economic success of the Stockyards and associated industry sectors, citizens of Fort Worth experienced racial and employment discrimination during the early to mid-twentieth century. A defining moment for the social justice movement occurred in 1921, when a Black Swift & Co. (Swift) strikebreaker named Fred Rouse was assaulted and lynched along Samuels Avenue.⁵ This act exemplifies the effect of racial discrimination that was active within the workforce and among the city's citizens. It also served as a building block in Federal legislation during the 1960s to combat such discrimination, which, in turn, led to the greater expansion of the Fort Worth workforce and housing utilization.

Overall population and infrastructural growth met with conflicted social issues in various U.S. metropolitan areas during the mid-twentieth century. As segregation declined throughout the latter 1960s with the passing of the Civil Rights Acts of 1964 and 1968, U.S. businesses, especially those within the industrial sector, began to integrate efforts to boost production. However, Fort Worth, like many other cities, continued to face challenges of racial discrimination, which ranged from employment and housing inequality to inequity of minority community representation and recognition. Integration caused Anglo residents to relocate from neighborhoods within the city, such as Northside Neighborhood, to developing

³ HHM & Associates. "Historic Context and Survey Plan City of Fort Worth," City of Fort Worth, Texas.

⁴ USACE. 2010. *Below the Bluff: Urban Development at the Confluence of the West Fork and Clear Fork of the Trinity River, 1849-1965 – Expanded Edition*, Fort Worth, Texas, United States Army Corps of Engineers. Accessed 18 October 2023.

⁵ Evans, Silliman. 1921. "Pistol is Clew in Probe of Mob." *Fort Worth Star-Telegram*, <https://www.newspapers.com/image/634458611/?terms=%22fRED%20rOUSE%22>. Newspapers.com, accessed 13 October 2023.

suburbia. Suburbanization indirectly produced economic and environmental issues that led to inner city neighborhood neglect due to the lack of commercial investment and environmentally related vulnerabilities such as flood mitigation and industrial zoning. As such, much of the study area is dominated by industrial properties, commercial units, and residential properties.

AREAS AND PERIODS OF SIGNIFICANCE

For this addendum to the 2010 *Below the Bluff* historic context, the period of significance was extended from 1966 to 1980, spanning a decade of modern industrial development characterized by social and environmental concerns in central Fort Worth. During that time, resources within the study area contributed to several themes and patterns of local history. These areas of significance are discussed in the following sections.

Social History (1921 to 1968)

The Civil Rights Act of 1964 prohibited discrimination in public spaces and employment affairs and promoted racial integration. The Civil Rights Act of 1968, also known as the Fair Housing Act, further prohibited discrimination in the housing market. Both Civil Rights Acts were applicable to the development within the study area due to the socially discriminative patterns of history within the region from both a neighborhood (residential and commercial) and employment perspective. The lynching of Rouse, a Black strikebreaker, exemplifies such employment discrimination and resulted in his death within the Samuels Avenue area. The direct influence of integration, introduced through the two Civil Rights Acts, led to higher residential use and employment throughout the study area.

Ethnic Heritage: Black and Latino Populations (1865 to 1980)

The ethnicity of early Fort Worth largely comprised Anglo settlers who migrated from Tennessee, Kentucky, and Missouri. Black residents arrived primarily with Anglo settlers as slaves and represented a small population percentage. After the abolition of slavery in 1865, the Black community lived separately from the white community due to Jim Crow segregation, which apportioned Black communities to river bottoms or the southern edge of town. Jim Crow laws were a collection of state and local statutes that legalized racial segregation by denying minority voting rights and restricting employment and education opportunities. The segregation laws and institutional discrimination continued and remained legally unprotected until the Civil Rights movement, which began in the 1950s and culminated with the Civil Rights Acts of 1964 and 1968. During the nineteenth century, Fort Worth included a small Latino community; however, the opening of Swift and Armour plants in 1903, along with the Mexican Revolution in 1910, brought Latino migrants to the area in large numbers. Much of the Latino community moving to Fort Worth settled in the Northside Neighborhood and throughout other small neighborhoods with tight social networks called *barrios*. Physical elements of a *barrio* extended beyond family residences and included various businesses, restaurants, churches, civic organization centers and recreational venues such as theatres, baseball/football fields, and social halls. The Latino community saw *barrios* more than a place of residence or employment, but as an integral source of history, memory, and identity. However, the Latino community was well aware of the dualities of life in a *barrio*, which was “a liberated zone and a prison; a place of love and warmth, and a place of hatred and violence, where most of the La Raza live out their lives.”⁶ While *barrios* were livable and provided social and socioeconomic support, conditions tended to be very dense and featured vulnerable, unimproved infrastructure. *Barrio* culture diminished in the middle to late twentieth century due to integration into mainstream American culture; however, the Latino community is present and distributed throughout Fort Worth. For example, much of the current Northside Neighborhood is currently Latino and the community alone accounts for 34 percent of the city’s

⁶ Achor, Shirley. *Mexican Americans in a Dallas Barrio*. University of Arizona Press. 1978:1.

demographic.⁷ This neighborhood still serves as a source of social connection, history, memory, and identity for the Latino community.

Transportation (1876 to 1930)

The first major transportation initiative arrived in Fort Worth in 1876 with the Texas and Pacific Railway (T&P), which expanded the city's predominant agricultural economy beyond the local and regional markets. Railroads for several subsequent companies arrived in Fort Worth during the late nineteenth to early twentieth centuries, such as the Missouri, Kansas and Texas Railway; the Gulf, Colorado and Sante Fe Railway; the Fort Worth and Denver City Railway; and the Fort Worth and Rio Grande Railway. The implementation of these railways promoted Fort Worth's economy, contributed to the city's population growth, and led to utility and infrastructural improvements to waterworks, gasworks, streetcar lines, and the sewage system. The railroad implementation also benefited the aviation and crude oil industries, which later marked the city's significance within World War I (WWI) and WWII military industries. The growth of the automobile industry and subsequent transportation network in the early twentieth century led to the development of the first arterial transcontinental roads, known as the Bankhead Highway, which spanned from Washington, DC to San Diego, Californian, and the Meridian Highway, which stretched from Laredo, Texas to Pembina, North Dakota. These roads crossed near present-day IH 20 and Main Street at the south end of downtown Fort Worth. The Meridian Highway ran through downtown along Commerce and Throckmorton Streets, across the Paddock Viaduct (circa 1914) and along North Main Street through the Northside Neighborhood and past the Stockyards. These roads set the foundation for the importance of highways and interstate highways and helped to solidify the economic viability of Fort Worth. During the 1950s and 1960s, Fort Worth incentivized transportation development with the construction of IH 35, IH 30, and Loop 820, and brought suburbanization and increased automobile usage to the region. The vast transportation network of railroads and highways that interconnected Fort Worth and the North Texas region was reinforced and transformed with the construction of Dallas-Fort Worth International Airport (DFW) in 1974.⁸ Such development in Fort Worth and the North Texas region transformed the area into a major international commercial and economic hub for the southwestern U.S.

As discussed within the original *Below the Bluff* context, the period of significance for railroad and road related properties is 1876 to 1930. While the period of significance for transportation properties was well before 1966, railroad and road infrastructure were continuously used and maintained between 1966 and 1980. This existing infrastructure helped sustain the evolving industries within the Near West Side, North Main, and Stockyard areas.

Community Planning and Development (1966 to 1980)

After the implementation of interstates and improved highway roads, development outside the limits of major U.S. cities, including Fort Worth, often led to the disrepair and neglect of inner-city neighborhoods. Some of such neighborhoods were specifically compromised due to a lack of environmental awareness and infrastructural funding for both prevention and repair measures. In the study area, the lack of flood mitigation from the West Fork Trinity River proved to be an environmental obstacle. Furthermore, the presence of many industrial facilities presided over by businesses (e.g., recycling, refuse, and mechanical disposal) utilizing various hazardous chemicals led to the pollution of both water and air throughout inner-city Fort Worth. These industrial facilities are adjacent to mostly residential areas such as the Northside and Samuels Avenue Neighborhoods. *Barrios* such as the Northside *barrio* and the La Corte *barrio* were such residential areas located along vulnerable, low-lying portions of the adjacent river and industrial

⁷ U.S. Census Bureau. "Race and Ethnicity in Fort Worth, Texas," Statistic Atlas Website <https://statisticalatlas.com/place/Texas/Fort-Worth/Race-and-Ethnicity>. Statistical Atlas website, accessed 30 November 2023.

⁸ Schmelzer, Janet. 2023. "Fort Worth, TX," Handbook of Texas Online, <https://www.tshaonline.org/handbook/entries/fort-worth-tx>. Accessed 10 October 2023.

buildings. These neighborhoods not only housed a sizable portion of the workforce for the nearby industrial facilities, but also helped to shape the geographic footprint of the area during the period of significance and to maintain the cultural identity of Fort Worth through the preservation of cultural traditions, history, and identity.

Industry (1966 to 1980)

Due to Fort Worth's longstanding role as a railroad hub, the presence of railroads within the study area facilitated the continued presence of various manufacturing, meat packing, and materials management during the middle to late twentieth century. These railroads included the Fort Worth and Denver Railway (established 1882) and the St. Louis Southwestern Railway (established 1900).⁹ Industries within the study were located closest to the river and adjacent to the railroads and ranged from production facilities, such as meat production and distribution (e.g., Cargill Meat Solutions) and paper manufacturing (e.g., International Paper), to material management, such as refuse and recycling centers. While many industrial facilities remained in central Fort Worth, suburbanization led to larger facilities being constructed outside the study area. Due to past zoning restrictions, the distance between commercial and residential areas is only the width of roadways, which meant that the workforce for these industries lived in direct proximity to their employing facility. Such an industrial presence within the study area was significant as it contributed to the workforce in Fort Worth, appealed to outside companies, and boosted the city's economy.

Commerce (1966 to 1980)

The commercial development of Fort Worth rose initially as an agricultural industrial hub due to its historic location along the Chisholm Trail. This commercial development was reinforced with the implementation of railroads between the 1870s and during the turn of the twentieth century. Commercial economies were transformed further as the crossroads of the Bankhead and Meridian Highways intersected in Fort Worth during the early twentieth century. As the economy expanded, its various commercial sectors diversified. Originally a city based on oil, agricultural, and various manufacturing industries, Fort Worth expanded into government, transportation, communications, and tourism industries during the late 1970s and 1980s. Efforts to recentralize, such as with the Sundance Square development, allowed for the construction of new office buildings and the renovation of historic buildings. This transformation of industry led to the creation of thousands of white-collar jobs and increased migration to Fort Worth. The migration of the workforce to the study area within central Fort Worth led to the construction of apartments, both complexes and high-rise buildings.

Government and Politics (1966 to 1980)

The U.S. experienced legislative changes that re-engineered the social atmosphere of the nation in the 1960s. Three major pieces of legislation, the Civil Rights Acts of 1964 and 1968 and the Voting Rights Act of 1965, were passed that drew political attention to racial and socioeconomic issues that arose after the Civil War. These issues ranged from employment and housing discrimination to community desegregation and integration initiatives. Furthermore, amid the Civil Rights Movement in the 1960s and 1970s, efforts to protect communities from environmental vulnerability and injustice were established with the creation of the Environmental Protection Agency (EPA) along with the passing of the Clean Air Act.

Architecture (1966 to 1980)

From the post-WWII era to present day, the study area has been subject to transformation, notably among its respective commercial properties. These commercial properties are located within the industrially zoned areas (eastern White Settlement Road and northern Samuels Avenue) and the Fort Worth central business district. Industrial architecture switched from Minimal Industrial to the Modern Industrial style as its

⁹ Werner, George C. 2020 "St. Louis Southwestern Railway" In the Handbook of Texas Online. <https://www.tshaonline.org/handbook/entries/st-louis-southwestern-railway>. Accessed 11 October 2023.

cheaper design and construction appealed to industrial/manufacturing-based companies. Furthermore, the vast advent and availability of modern military-used materials such as steel and corrugated metal led to their utilization and distribution within the civilian and commercial sectors. From 1966 to 1980, architectural styles within the study area ranged from smaller scale Modern Industrial warehouses to Late Modern Style buildings.

HISTORIC CONTEXT: BELOW THE BLUFF: URBAN DEVELOPMENT AT THE CONFLUENCE OF THE WEST FORK AND CLEAR FORK OF THE TRINITY RIVER, 1966 - 1980

Social Injustice and Policy Reform (1921 to 1968)

While the Civil Rights Movement of the 1950s and early 1960s prevailed throughout much of the U.S., Fort Worth had minimally accepted the movement due to its long adherence to Jim Crow-era governance. Fort Worth was the last major Texas city to adopt an integration plan that initially started with the desegregation of its schools in 1963.¹⁰ After the passing of the Civil Rights Act of 1964, which reinforced the prohibition of racial segregation and employment discrimination, there was pressure from civil rights and labor activists to establish initiatives for fair housing. This overall fair housing initiative stemmed from a lingering issue of past employment discrimination that historically manifested within housing opportunities. Housing opportunities surrounding significant business zones were exclusively open to only Anglo workers. In turn, while employment places had evolved and became more racially inclusive after the Civil Rights Act of 1964, the housing issue persisted even after the passage of the act. Employment discrimination during the late nineteenth and early twentieth centuries affected European and Mexican immigrants and Black Americans seeking employment opportunities. Specifically in Fort Worth, employment discrimination was apparent in the industrial sector, which accepted more non-white workers than the light commercial and high business sectors. In the early twentieth century, the Fort Worth Stockyards brought economic opportunity and a population boom to the city with the opening of the Swift and Armour packing plants. Achieving great prosperity, Swift expanded its dominion when it increased its slaughterhouse capacities and developed local investment in Fort Worth. In December 1921, the expansion and production hit a standstill due to a union strike that halted the labor of 95 percent of each plant's workforce.¹¹

Both Swift and Armour countered these strikes by hiring nonunion workers, who were often people of color living outside of the city's central industrial and business areas. Rouse, one of these nonunion workers, was a Black laborer seeking employment at the Swift packing plant. Rouse was from a Black community southeast of downtown Fort Worth. On 06 December 1921, an altercation occurred along Exchange Avenue between Rouse and brothers Tom and Tracey Maclin, butchers at the plant. The Maclin brothers were on strike to protest the plant's decision to hire nonunion labor. When they accosted Rouse, Rouse drew a pistol and shot both brothers, wounding them to the point of hospitalization. Subsequently, raging strikers assaulted Rouse. Rouse was arrested. His arrest was suspended when authorities believed Rouse to be dead, and a wagon transported him to a local mortuary. Rouse survived the injuries and was moved to City-County Hospital for further treatment.

On 11 December, a City-County Hospital night nurse, Essie Slaton, was approached by a mob of approximately thirty men with suspected association with the Fort Worth Ku Klux Klan chapter. The mob was in search of Rouse. Their leader removed his mask and exclaimed, "We want the negro who shot the Maclin brother-and we don't have to argue about it." While Slaton requested that the mob wait until Rouse

¹⁰ Schmelzer, Janet. 2023. "Fort Worth, TX," Handbook of Texas Online, <https://www.tshaonline.org/handbook/entries/fort-worth-tx>. Accessed 10 October 2023.

¹¹ Nichols, Mike. 2021. "Christmas 1921: 'Southern Trees Bear a Strange Fruit'," <https://hometownbyhandlebar.com/?p=13213>. Hometown by Handlebar website, accessed 11 October 2023.

was released for legal punishment, she later released Rouse to them. The mob ordered Rouse into an automobile, and he was taken to “Hangman’s Tree” (**Table 3; Figure 2**) at the present-day intersection of Samuels Avenue and NE 12th Street. There, Rouse was shot eight times and

hanged.¹² While six men were indicted for his murder, all were released on bond and never tried. The owner of the property where the “Hangman’s Tree” stood, A.S. Dingee, cut down the tree on 14 December 1921.¹³



Figure 2 – “Hangman’s Tree” or the “Death Tree” at Twelfth and Samuels Ave. Located on the property of A.S. Dingee, the tree was used to hang Tom Vickery, a man who shot a police officer a year before Rouse’s lynching.

Efforts to resolve issues of employment, racial discrimination, and environmental injustice continued into the later twentieth century. The lynching of Rouse led to anti-lynching legislation within the U.S. federal government. Introduced by Republican Missouri Representative Leonidas C. Dyer, the House of Representatives passed the Dyer Bill, which established lynching as a federal crime one month after Rouse’s death on 26 January 1922; however, the bill failed to pass Senate vote due to a filibuster by southern Democrats whom argued that lynching was a state level issue rather than federal level. Additional anti-lynching bills would be drafted and voted for but never passed until the Emmett Till Antilynching Act in 2022. The bill was named after Emmett Till, a Black teenager who was murdered in Mississippi in 1955. The murder of Till, along with the activism of Rosa Parks and subsequent Montgomery Bus Boycott, sparked the Civil Rights Movement and increased civil rights legislation. As anti-lynching legislation proved to be a fraught process, activist, community leaders, and politicians sought to provide broader and more proactive solutions that would curtail the lynching issue. The Civil Rights Act of 1964 and 1968 brought protections that aimed to halt discrimination within public and employment places and housing. Such civil rights legislation decreased the frequency of lynching as protections were more equally shared among non-Anglo citizens. While the legislation did not directly ban lynching, its prohibitions of racial

¹² Evans, Silliman. 1921. “Pistol is Clew in Probe of Mob.” *Fort Worth Star-Telegram*, <https://www.newspapers.com/image/634458611/?terms=%22fRED%20rOUSE%22>. Newspapers.com, accessed 13 October 2023.

¹³ Nichols, Mike. 2021. “Christmas 1921: ‘Southern Trees Bear a Strange Fruit,’” <https://hometownbyhandlebar.com/?p=13213>. Hometown by Handlebar website, accessed 11 October 2023.

discrimination mandated by the federal government allowed for racially motivated crimes to be punishable under federal law. Furthermore, state and local police, courts, and governmental factions were also subject to the diligence of civil rights legislation, which rendered insubordinate policing punishable by federal law. Due to these strong governmental responses to racially motivated crimes, lynching, as a common method of racially motivated crime, decreased.

Prior to the Fair Housing Act of 1968, minority housing opportunities were often scarce and offered poor living conditions due to limited financial resources and the negative effects of redlining, which affected Latino and Black neighborhoods. The passing of the Act made redlining illegal and increased equitable financing opportunities. For example, prime locations within the Northside Neighborhood were designated for Anglo residents exclusively, while the neighborhood's more flood and pollutant prone sections along the eastern margins were occupied by Latino residents of the Northside *barrio*. While suburbanization and desegregation led to an exodus of Anglo residents within Northside Neighborhood in the 1960s and 1970s, the Fair Housing Act allowed all residents of cities to apply for housing regardless of the neighborhood or the predominant class, gender, race, and overall background within the neighborhood. This legislation allowed minorities to obtain equal financing of a home within areas such as the western portion of Northside Neighborhood. Furthermore, the legislation allowed minorities to partake in the suburbanization movement and seek housing possibilities outside the inner city. Minority migration to suburbia was rare due to the decrease in inner city housing, which minority communities took advantage of in order to live more economically. Minorities often found that suburban housing was unaffordable due to employment discrimination, which created an income gap between Anglos and minorities.

The theme of *Social Injustice and Policy Reform (1921 to 1968)* fits under the areas of social history, ethnic heritage, and government/politics.

Environmental Injustice and Policy Reform (1930 to 1980)

In the 1930s, the U.S. government developed a series of programs under the New Deal Programs to promote and expand homeownership. The Home Owners' Loan Corporation (HOLC) was an entity created to refinance defaulted home mortgages and expand home buying initiatives and opportunities. The HOLC created maps to determine which neighborhoods were most suitable for investment and financial opportunity based on color-coded grades of security (**Figure 3**). The grades of security included A ("Best" in green), B ("Still Desirable" in blue), C ("Definitely Declining" in yellow), and D ("Hazardous" in red) marks. When areas were denoted as security grade D and colored with red, the practice became known as "redlining." Redlined areas often comprised neighborhoods of people of color and were environmentally vulnerable. As seen in Fort Worth's HOLC map, the Northside and Samuels Avenue Neighborhoods are redlined or designated as declining.¹⁴ These designations are due to their locations near the industrial areas and along the West Fork Trinity River. The parcels along North Main were once occupied by various industrial companies such as waste management, metal refining, and material or chemical processing, but are now predominately vacant as these parcels were acquired by TRWD for the Undertaking. According to the National Air Toxics Assessment (NATA) by the EPA, such industries have historically emitted air pollutants to adjacent communities and industries in Fort Worth were no different.¹⁵ Air pollutants included greenhouse gas emissions that derive from solution productions, waste management incinerators, and metal

¹⁴ Robert K. Nelson, LaDale Winling, Richard Marciano, Nathan Connolly, et al., "Mapping Inequality," *American Panorama*, ed. Robert K. Nelson and Edward L. Ayers, <https://dsl.richmond.edu/panorama/redlining/#loc=13/32.717/-97.329&city=fort-worth-tx>. Accessed 16 October 2023.

¹⁵ EPA. 2014. 2014 National Air Toxics Assessment Map, U.S. Environmental Protection Agency, <https://gispub.epa.gov/NATA>. Assessed 15 October 2023.

refining, smelting, and casting warehouses. Water contaminants, including toxic chemicals and heavy metals, are often derived from metal processing and solutions manufacturing plants.

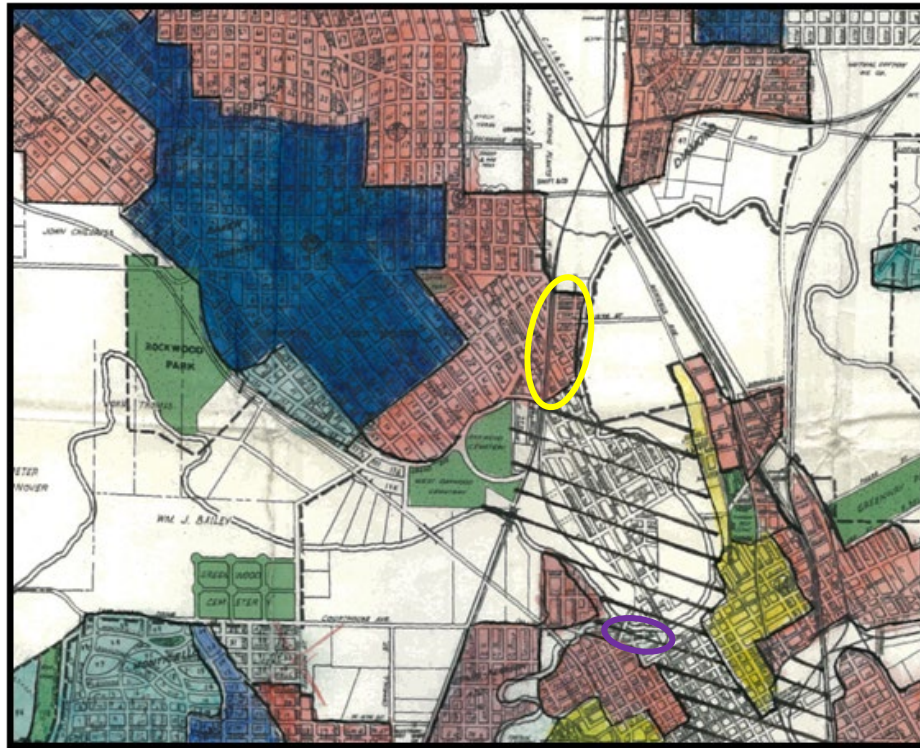


Figure 3 – 1930s Home Owners' Loan Corporation (HOLC) Map of Fort Worth, TX. (Area in yellow - Northside Barrio; Area in purple – La Corte Barrio)

The Northside and Samuels Avenue Neighborhoods were occupied by descendants of white settlers who migrated from the eastern U.S. to North Texas. While Fort Worth experienced Latino cultural influences in the agricultural and transportation industries through *vaqueros*, or cowboys, and *traqueros*, or railroad laborers, before the Texas Revolution, it was not until the Mexican Revolution in 1910 that Mexican and other Latino groups migrated to Fort Worth in large numbers to settle into Northside, Stockyard, and Samuels Avenue areas. When Mexican migrants arrived in Fort Worth, they settled primarily in the Stockyards area of north Fort Worth due to available employment opportunities; subsequently, this led to the development of large Latino and Black communities in the Northside Neighborhood. Since the segregation and discriminatory Jim Crow laws of Fort Worth, these working-class communities, or *barrios*, have provided social and economic support for the marginalized Latino working class, who have been hired historically for low-wage jobs. Within Fort Worth, four primary *barrios* formed, known as Northside, La Diecisiete, La Corte, and El TP. Two of the *barrios*, Northside and La Corte, are located within the study area. By 1920, these *barrios* were included in the Fort Worth City Directory as “solidly Hispanic.” By 1930, the influx of first-generation Latino immigrants decreased, which was succeeded with a larger second-generation Latino population. The Latino community experienced cultural exchange and integration when the Anglo Fort Worth public patronized Mexican establishments, such as Joe T. Garcia’s Mexican Restaurant, and as Latino students were taught the English language in predominately white schools. Further assimilation occurred during the WWII war effort in the early 1940s, when Latino citizens were provided more economic opportunities with employment as skilled workers, clerks, office/business workers, and union laborers. In turn, many Latinos were able to purchase individual lots and build houses, which was drastically different from the densely shared, communal atmosphere of *barrios*.

Northside Barrio

The Northside *barrio* was located within the Northside Neighborhood in an area historically restricted to the eastern side of North Main Street between railroad, river, and industrial areas (yellow outlined in **Figure 3**).¹⁶ This location placed the *barrio* in a vulnerable setting that was exposed to pressures from railroads, other industrial properties, natural flooding, and pollution. In addition, the tracks of the St. Louis Southwestern Railway (SLSW) line separated the eastern portion of the *barrio*, which served as a barrier to the community. One clear benefit of the *barrio*'s proximity to industry was the readily accessible employment opportunities for the new migrant population.

La Corte Barrio

Outside of the Northside *barrio*'s population, the La Corte *barrio* housed a significant amount of the ethnic Latino population along with Black and Anglo residents. The *barrio* is recognized as the second oldest in Fort Worth and named after the courthouse immediately southeast of it. Historically, the *barrio* was located along the West Fork Trinity River southern bluffs from Main Street to the confluence of the West Fork and Clear Fork Trinity River (purple outline in **Figure 3**). The area was initially known as Battercake Flats and was occupied by Black residents. Following regional demographic trends in the 1920s, Mexican immigrants and Latino Americans, many of whom worked service jobs downtown, occupied the area. During the late 1960s and 1970s, much of the remaining *barrio* was raised for construction of the Heritage Park Plaza. Presently, the remnants of only one building associated with the La Corte *barrio* are extant. This building is known as the Casa de la Corte building (**Figure 4**). Like the Northside *barrio*, La Corte's location near a heavily urbanized industrial and commercial area, combined with the constriction by major geographical barriers (i.e., Trinity River and bluffs), positions the area in a compromised setting for redevelopment and limited connectivity to the greater Fort Worth.

Diecisiete and El TP Barrios

The Diecisiete and El TP *barrios* are located outside the study area to the southeast and southwest of downtown Fort Worth. The Diecisiete *barrio* was one of the earliest barrios and formed from Hell's Half Acre. "Hell's Half Acre" was a term used for red light districts within frontier towns. This area was in Fort Worth's third ward, which was in southeastern downtown Fort Worth. Lastly, the El TP *barrio*, named after the Texas & Pacific Railway, was in southwestern Fort Worth near the railway yards along IH 30. In the late nineteenth and early twentieth centuries, the area comprising much of Diecisiete was redeveloped with modern buildings, such as Omni Fort Worth (built in 2009) and the Fort Worth Convention Center (built in 1968). The El TP *barrio* area has retained much of its residential properties; however, it has been heavily redeveloped with newer commercial buildings and apartment complexes.

¹⁶ Hopkins, Kenneth N. 2000. "The Early Development of the Hispanic Community in Fort Worth and Tarrant County, Texas, 1849-1949," *East Texas Historical Journal* vol. 38:2, Article 9, <https://scholarworks.sfasu.edu/cgi/viewcontent.cgi?article=2303&context=ethj>. Scholarworks website, accessed 11 October 2023.



Figure 4 – Casa De La Corte at the former La Corte Barrio grounds near Heritage Park Plaza

The combination of low-income and marginalized minority groups located in environmentally vulnerable regions is a comparative phenomenon nationwide. Texas examples include La Bajura *barrio* in West Dallas, as well as Black neighborhoods of Bonton in Dallas (adjacent to the Trinity River) and the Fifth Ward in Houston (adjacent to Buffalo Bayou), which have both experienced relative flooding and industrial-based pollution.¹⁷ The flooding of the Trinity River in 1949 nearly caused the complete destruction of the Northside *barrio*. Flooding prior to 1949 removed large sections of the La Corte *barrio*. While flooding was mitigated through the USACE's completion of the initial components for the Federal Floodway Project in 1957, the Northside and La Corte *barrio* areas remained nestled in locations used for industrial and commercial purposes throughout the mid-twentieth century. These constricted and isolated settings contributed to infrastructural neglect and lack of outside investment and left the areas vulnerable to the air pollutants derived from the industrial facilities in proximity. Inner city areas across the U.S. faced similar issues of air quality depredation due to the large influx of industrial jobs that continued to increase most notably in metal refining and automobile production. Due to this nationwide issue, federal legislation geared towards decreasing toxic emissions with both stationary and mobile sources was enacted in 1955 under the Air Pollution Control Act, then in 1963 under the Clean Air Act. The two acts were reinforced by the creation of the EPA in 1970, which administrated national emission standards for 187 congressionally designated hazardous air pollutants (HAPs).¹⁸ Each of the *barrios* experienced population decrease during the 1960s and 1970s as suburbanization and desegregation led to the movement of the Latino families into housing outside their communities into homes once occupied by Anglo residents. Subsequently, areas such as the Northside Neighborhood west of Main Street, once off limits for Latino

¹⁷ Villalón, Jessica. 2020. "Flooding Disproportionately Impacts People of Color," Bayou City Water Keeper, <https://bayoucitywaterkeeper.org/flooding-disproportionately-impacts-people-of-color>, accessed 11 October 2023.

¹⁸ TCEQ. 2023. Section 185 Fee Overview, Texas Commission on Environmental Quality, https://www.tceq.texas.gov/downloads/air-quality/point-source/dfw_nctcog_185fee_final_postweb.pdf, accessed 16 October 2023.

families, became occupied by Latino communities due to the property value drop from suburbanization's "white flight" that occurred across the U.S.¹⁹

The theme of *Environmental Injustice and Policy Reform (1930 to 1980)* fits under the areas of social history, community planning and development, and government/politics.

Industrial and Commercial Development (1966 to 1980)

Industrial development continued to expand in Fort Worth between 1966 and 1980. While many of these industrial buildings have been demolished, the remaining buildings immediately adjacent to the Undertaking heavily depict the styles once dominant in the study area. A defining event geared toward fostering development within Fort Worth was the USACE's completion of the initial components for the Federal Floodway Project in 1957, which was designed to prevent significant flooding issues along the West Fork and Clear Fork Trinity River near the Downtown area. Even with the reduced threat of flooding, large sections of the study area remained dominated by industrial use due to the presence of the railroads, zoning, and their centralized urban locations. While industries in areas like North Main were initially formed around crude oil, metal refinement, and automotive industries, these industries diversified between 1966 and 1980 (and to present) with lighter industry production facilities, such as International Paper (paper processing [Resource 28]) and Cargill Meat Solutions (meat processing, storage, and distribution [Resource 166]). Despite the vast continued use of industrial facilities throughout the study area, larger industries requiring bigger warehouses and extensive energy usage were located outside of central Fort Worth during this period due to the availability of undeveloped land and a more connected transportation network. Examples of transportation improvements that attended Fort Worth's suburbanization include the city highway loop and DFW. The remaining industrial buildings within the study area are mostly situated along the tracks of the SLSW line near White Settlement Road and East Northside Drive. Other areas including industrial buildings are located within the Northside Neighborhood at North University Drive and east of the West Fork Trinity River along Northpark Drive.

Community Planning and Development (1966 to 1980)

While the study area is characterized by industrial construction throughout the 1960s, light commercial buildings within the study area were constructed throughout the Downtown area between 1966 and 1980. Despite the upheaval of downtown construction due to the striving business district post-WWII, the district began to lose attraction during the 1970s. Suburbanization moved commercialism beyond central Fort Worth, causing the population of the city to shrink from 393,476 people in 1970 to 385,414 people in 1980.²⁰ While urban construction continued, the true revitalization of the Downtown area did not occur until the onset of the late 1970s and 1980s. These efforts in Fort Worth were exemplified by Charles Tandy, who purchased four blocks in 1975 and opened the multi-building Tandy Center (Resources 131 and 132) between 1976 and 1978. The Tandy Center hosted a wide variety of mixed-use buildings including two 20-story buildings that housed the Radio Shack headquarters. During the 1980s and 1990s, the Downtown area was further transformed through the efforts of the Bass Brothers Enterprises. Their involvement with urban revitalization originated with the Worthington Hotel (Resource 135) in 1979, which led to their acquisition of two blocks at 201 Main Street, where the City Center (Resource 136) development was completed in 1981. Their involvement also included the Plaza Hotel rehabilitation at 301 Main Street directly adjacent to the study area. The apartment town known as Tower Residential (Resource 130), completed in 1979, is another example of other individual revitalization efforts. These projects, as well as many others within the 35-square-block Sundance Square, comprise a blend of historic rehabilitation,

¹⁹ Gurrola, Moises Acuna. "Barrios," *Historians of Latino Americans-Tarrant County*, <https://holatarrantcounty.org/barrios>. Accessed 15 October 2023.

²⁰ Schmelzer, Janet. 2023. "Fort Worth, TX," *Handbook of Texas Online*, <https://www.tshaonline.org/handbook/entries/fort-worth-tx>. Accessed 10 October 2023.

incentivized upscale residential living, and commercial businesses aimed at the higher-income market. These efforts reshaped the Downtown area and positioned it as a commerce and tourism centerpiece.²¹

Residential neighborhoods such as Northside, Samuels Avenue, and Monticello mostly contained houses and buildings built in the early twentieth century before the suburbanization and urban redevelopment of Fort Worth. Within the neighborhoods, however, apartment complexes, such as Monticello Crossroads (Resource 57), were built between 1966 and 1980 in an effort to modernize and recentralize the inner Fort Worth area. Construction of such multi-family complexes continues through much of the study area today. The Northside (with nearby Marine Park) and Samuels Ave Neighborhoods have recently seen an increase in property value. This appreciation is due to rippling effects of central Fort Worth redevelopment that was initiated with the revitalization of downtown Fort Worth and the Stockyards Historic District. Furthermore, according to the Neighborhood Conservation Plan and Housing Affordability Strategy city report from 2023, the rise in Fort Worth home values, along with decreased poverty and increased college educated people, have caused longtime residents to vacate central Fort Worth neighborhood. In 2019, a \$3 million revitalization plan was proposed for the Northside Neighborhood to improve sidewalks and add streetlamps. However, Northside Neighborhood residents were concerned that the revitalization plan was a gentrification effort conjoined with the adjacent Panther Island economic development as part of the Undertaking.

GUIDELINES FOR EVALUATION

NRHP Registration Requirements

The assessment of the significance of a cultural resource deemed eligible for listing on the National Register is based on federal regulations and guidelines. The regulatory criteria for evaluating resources for inclusion in the National Register are codified under the authority of the NHPA as amended (36 CFR 60.4 [a–d]), and the Advisory Council on Historic Preservation (ACHP) has also set forth guidelines to use in determining site eligibility. Federal regulations indicate that “[t]he term ‘eligible for inclusion in the National Register’ includes both properties formally determined as such by the Secretary of the Interior and all other properties that meet National Register listing criteria” (36 CFR 800.2[e]). Based on ACHP guidelines, any cultural resource that is included in or eligible for inclusion in the NRHP is a historic property.

Subsequent to the identification of relevant areas of significance and historical themes, four eligibility criteria are applied. *Below the Bluff: Urban Development at the Confluence of the West Fork and Clear Fork of the Trinity River, 1966-1980* identifies its areas of significance in social history, Black and Latino ethnic heritage, community planning and development, industry, commerce, and transportation at the local level of significance. These areas of significance are refined and focused within the period of significance (1966 to 1980) through the historical themes of *Social Injustice and Policy Reform*, *Environmental Injustice and Policy Reform*, *Industrial and Commercial Development*, and *Community Development and Planning*. The regulations provide that the quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, material, workmanship, feeling, and association and fulfill the following Criterion:

Criterion A: that are associated with events that have made a significant contribution to the broad patterns of our history; or

Criterion B: that are association with the lives of persons significant in our past; or

Criterion C: that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that

²¹ HHM & Associates. “Historic Context and Survey Plan City of Fort Worth,” City of Fort Worth, Texas.

represent a significant and distinguishable entity whose components may lack individual distinction; or

Criterion D: that have yielded, or may be likely to yield, information important in prehistory or history [36 CFR 60.4(a–d)]. Criterion D is most often applied to archeological properties, and it is unlikely that any industrial or transportation related properties would be eligible under Criterion D.

Criterion Considerations

Cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions or religiously purposed, structures removed from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties fulfilling significance within the past 50 years are ineligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- B. A building or structure removed from its original location, but which is primarily significant for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- C. A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life; or
- D. A cemetery that derives its primary importance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- E. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- F. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or
- G. A property achieving significance within the past 50 years if it is of exceptional importance.

Integrity

In order to qualify for NRHP listing at the local, state, or national levels, a property must be shown to possess both significance and integrity. The concept of integrity is essential to identifying the important physical characteristics of historic resources and in evaluating adverse changes to them. According to the National Register Bulletin: How to Apply the National Register Criteria for Evaluation, the seven variables or aspects that are used to evaluate integrity are defined as follows:

Location is the place where the historic property was constructed or the place where the historic event occurred. The original location of a property, complemented by its setting, is required to express the property's integrity of location.

Design is the combination of elements that create the form, plans, space, structure, and style of the property. Features that must be in place to express a property's integrity of design are its form, massing, construction method, architectural style, and architectural details.

Setting addresses the physical environment of the historic property inclusive of the landscape and spatial relationships of the building(s). Features that must be in place to express a property's integrity of setting are its location, relationship to the street, and intact surroundings (i.e., industrial or neighborhood).

Materials refer to the physical elements that were combined or deposited during a particular period and in a particular pattern of configuration to form the historic property. Features that must be in place to express a property's integrity of materials are its construction method and architectural details.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history. Features that must be in place to express a property's integrity of workmanship are its construction method and architectural details.

Feeling is the property's expression of the aesthetic or historic sense of a particular period of time. Features that must be in place to express a property's integrity of feeling are its overall design quality, which may include form, massing, architectural style, architectural details, and surroundings.

Association is the direct link between an important historic event or person and historic property. Features that must be in place to express a property's integrity of association are its use and its overall design quality.

A property need not retain all seven of these aspects of integrity to be eligible for the NRHP; conversely, a resource possessing all seven aspects of integrity is not necessarily eligible for the NRHP. However, in order to convey its historical significance, a property that has sufficient integrity for NRHP listing will retain a majority of its character-defining features. The degree to which an NRHP-eligible property should retain its integrity depends directly upon the National Register Criteria under which the resource possesses significance and is considered eligible for inclusion in the NRHP. For example, Criterion A recognizes significant properties that have an important association with events or broad pattern in history; in particular, those properties pertaining to social history, ethnic heritage, community planning and development, industry, commerce, and transportation at the local level of significance. Although it is necessary to consider the architectural and physical integrity for resources evaluated under Criterion A, attributes of historical integrity will be more highly valued for these criteria. Thus, the most important aspects of integrity for evaluating resources under these criteria are location, feeling, and association. Criterion B recognizes industrial, commercial, residential, and other properties that illustrate the important achievements of a person who was significant in the past. Architects, artisans, and engineers are often represented by their works, which are typically evaluated under Criterion C, not Criterion B. Properties significant under Criterion A or B only need to possess integrity of physical qualities (e.g., design, materials, and workmanship) to the extent necessary to convey integrity of feeling and/or association and should still be recognizable to the time or era in which it attained significance and still possess those qualities that convey its significance. Properties eligible for the NRHP under Criterion C derive significance from the physical qualities of their design, construction, and/or craftsmanship, which includes elements like engineering or architecture. A property significant under Criterion C is one that clearly represents a noteworthy example of a defined property type, dates from a period of significance of one or more historic context(s) and exhibits the character-defining features of its property type. Therefore, a property must retain a high degree of physical integrity and relation to the historic context. Integrity of location and setting are crucial for properties significant under Criterion A, but less so for those significant under Criterion B or C.

For properties significant under any of the four criteria, it is possible that minor alterations to the physical elements of the property may not substantially alter the integrity of design, assuming that the alterations are subdued and do not prevent the resource for illustrating why the property is significant. Increased age or rarity of a property can potentially lower the threshold required for sufficient integrity.

National Register Guidelines for Historic Landscapes

A historic landscape is a geographic area that historically has been used by people, or shaped or modified by human activity, occupancy, or intervention, and that possesses a significant concentration, linkage, or continuity of areas of land use, vegetation, buildings and structures, roads, waterways, and natural features. Evaluation of historic cultural landscapes relies on the application of the National Register criteria, definition of the area of significance, assessing historic integrity, and defining boundaries. Area of

significance is that aspect of history in which a rural property, through use, occupation, physical character, or association, influenced the development or identity of its community or region. Areas of significance include: agriculture, architecture, archeology, community planning and development, conservation, engineering, exploration/settlement, industry, landscape architecture, and science. Engineering, industry, and community planning and development are most directly relevant to the assessment of the project area.

Historic District Guidelines

A historic district is often comprised of multiple properties that possess a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united by either historical events, plan, or physical development, and contribute to the district's overall integrity. These properties are categorized as either being contributing resources or non-contributing resources. Individual properties within the district must retain the defining features and characteristics that were present during the property's period of significance to be considered as a contributing resource or for individual listing on the NRHP. For a historic district to be present, typically there are more contributing resources than non-contributing within the potential district boundary, and most often at least two-thirds of the properties should be contributing.

Contributing resources are buildings, structures, landscaping, and planning features built or created during Fort Worth's mid-twentieth century industrial, commercial, and urban residential development period of significance and retain their essential physical integrity. Through the preliminary assessment of the area, most of the industrial properties from the period of significance were identified as minimally altered administration and warehouse buildings that were built on lots beside the various right-of-way near railroad lines. Many of these buildings derive from the latter middle twentieth century and are contributing resources. Non-contributing resources consist of historic and non-historic-aged (sometimes dilapidated) outbuildings and lots that were built after the period of significance. Non-contributing buildings are distributed throughout the study area.

Preliminary assessments indicate that two areas, the Northside Neighborhood and the Downtown area, exhibit potential for NRHP listing as historic districts. The Northside Neighborhood appears to possess significance under Criterion A for community planning and development due to the neighborhood's association with Stockyards and meatpacking industries adjacent to the neighborhood whose residents supplied the majority of the workforce for these industries. The Downtown area appears to possess significance under Criteria A and B for association with community planning and development and historically significant individuals, as well as Criterion C for architecture. The downtown Fort Worth area already contains several individually NRHP-listed properties and historic districts listed predominately under NRHP Criteria A and C. The downtown Fort Worth area appears to possess NRHP eligibility under Criterion A due to being the historic and present-day center of major business and governmental administration within the city. Under Criterion B, significant personal associations include notable Modernist architect, Paul Rudolph, who designed the Wells Fargo Bank Tower at City Center (Resource 136) and notable landscape architect Lawrence Halprin who designed the NRHP-listed Heritage Park Plaza (Resource 246). Under Criterion C, resources contributing architectural merit include Modern style buildings such as the Wells Fargo Bank Tower at City Center (Resource 136), the Tandy Center (Resources 131 and 132) and the Renaissance Worthington Hotel (Resource 135). There are other exceptional architectural resources in the Downtown area that are not NRHP-listed and are not within the temporal parameters of this historic context addendum but could be contributing resources to a potential historic district or individually eligible under Criterion Consideration G.

PROPERTY TYPES

Per the new PA for the Undertaking, property types within the APE built between the expanded temporal parameters from 1966 to 1980 are discussed within the following section. Representative examples of each building type and a full list of the 113 properties within the APE are included within **Appendix A; Tables 1 through 3**, as well as graphically displayed in **Appendix A; Figures 1a through 1i**.

Industry and Commerce

Buildings within the study area constructed between 1966 and 1980 are listed as both commercial and residential properties. Industrial land use is considered heavy, and the respective properties collectively compose the industrial sector of North Fort Worth. Within the Downtown area, property use is mostly light commercial and urban residential properties. Much of downtown Fort Worth's revitalization of commercialism and residential spaces were reflective of the Sundance Square development efforts by the Bass Brothers enterprise. The development sought to recentralize Fort Worth after the effects of suburbanization caused economic investment and opportunity to sprawl outside the city limits. The predominantly residential neighborhoods within the study area include the Northside, Samuel Avenue, and Monticello areas. Notably, these residential neighborhoods feature houses and buildings from the early twentieth century and just before suburbanization decentralized Fort Worth's population during the late 1950s and early 1960s. These residential neighborhoods are located adjacent to largely industrially zoned regions that historically developed near railroads and the West Fork and Clear Fork Trinity River. Furthermore, past zoning restrictions permitted industrial areas to conduct production near neighborhoods.

Significance

Beyond direct city development and economic impact from the businesses that utilized the industrial and commercial buildings, the buildings also placed a significant effect on the residential areas adjacent to them. The Samuels Avenue Neighborhood and the eastern portion of the Northside Neighborhood (containing the Northside *barrio*) were redlined, which subjected the area to industrial environmental issues (e.g., pollution and contamination). The redlining was correlated to the social histories of racial housing discrimination and Jim Crow legislation, which did not legally cease until the passage of the Civil Rights Act of 1968. The downtown revitalization involvement with the Bass Brothers Enterprises Sundance Square development played a role in recentralizing Fort Worth after suburbanization had caused commercial investment and central urban populations to sprawl. While the development succeeded in recentralizing economic opportunity, much of the employment catered to white-collar business as opposed to the blue-collar industrial workforce common around the Northside and Samuels Avenue neighborhoods adjacent to downtown Fort Worth.

Resource Examples

Late Modern Style

The Late Modern Style is broadly defined and can be divided into several design facets relative to the broader Modern architectural style and era. Late Modern Style elements typically include high elevations, simplistic ornamentation, glass and metal exteriors (sometimes precast concrete), and large, open floor plans. Since the beginning of urban redevelopment in the mid-twentieth century, modern and cityscape architecture continually evolved to accommodate new commercial advances. Common Late Modern style building types include business offices, hotels, and apartments. The growth of white-collar jobs, which often require large office settings, and the proactive retainment of large urban populations (including residents and visitors) led to further usage and demonstration of the Late Modern style's large, open stylistic attributes. In the study area, most of the architecture built between 1966 and 1980 reflects mid-twentieth century styles.

Exemplifying this era of commercial architecture is the Wells Fargo Bank Tower at City Center (**Figure 5**). The building is in downtown Fort Worth at Main Street and East Second Street southeast of the Tarrant County Courthouse. The building, as part of the City Center Complex, was designed by architect Paul Rudolph. Built as a multi-office space property, the Late Modern Style building has a metal and glass fenestration with an overall large footprint and height. The building is 477 feet (ft) tall with 33 floors and

measures a square footage of 720,000 square ft (ft²).²² The building has minimal ornamentation other than the overall luster and reflectivity of its glass fenestration façade. The building's exterior elements are in good condition as the building is routinely cared for and maintained. Another building that exemplified an alternative Late Modern style design is the USHealth Group Administration Building (**Figure 6**; Resource 118). The building features a precast concrete exterior and clean-lined form with ribbon windows. The building shows integrity as it retains its original location, setting, feeling, materials, workmanship, and association.

Modern Industrial

The Modern Industrial Style deviated minimally from the defining characteristics of the Industrial style umbrella. High ceilings, simplistic ornamentation, and large, open floor plans were still present within the Modern Industrial style; however, the exteriors and interiors were made less with traditional materials (e.g., wood and brick) and more with materials commonly produced in the twentieth century (e.g., glass, metals, and plastics). During WWII, metal production plants manufactured and distributed metals at a faster pace and larger scale than before to meet the demands for producing military equipment, such as weaponry, automobiles, and camp housing (i.e., Quonset hut). Construction components such as corrugated metal and fiberglass replaced bricks as siding, and steel beams replaced structural wood framing. While spaces remained open and large, the Modern Industrial style tended to have a larger footprint with less height and fewer stories. Furthermore, the interior spaces would often include exposed foam insulation as opposed to exposed brick or concrete. Paints and surface treatments were the only ornate features on the exteriors of the Modern Industrial style.

The Modern Industrial Style is exemplified within the study area by the Texas Towing warehouse along the eastern alignment of South Commercial Street (**Figure 7**; Resource 1). The building is two-story with a ribbed corrugated metal exterior and cross-gabled roof with moderate fenestration. The garage portion features three rolling doors and a single door. The building's exterior metalwork is in good condition. The roof along the north office portion is in perfect condition while the south garage portion is oxidized significantly.

Modernism (Brutalism and Functionalism)

The Modernism Style was popular from the early to the late twentieth century. The style promoted rhythm, austerity, and the use of modern materials that were more widely available post-WWII. Modern materials included precast concrete, large glass panes, and steel for frame construction. The style drew from Europe as an umbrella classification that included various substyles that promote the same characteristics. Two large substyles of Modernism are Brutalism and Functionalism derivative of the United Kingdom, which were popular in Eastern and Central Europe. The simplicity, clean-lined, and raw material aesthetic is reflective of social equality principles. Unlike the preceding Victorian era's emphasis on ornamentation, embellishment, and flamboyancy, Brutalism and Functionalism reflect basic humanistic utilitarianism with transparency, rawness, and functionality. Such focus on humanism and modesty is often based on the rise of the socioeconomic political atmosphere that developed throughout the twentieth century. Famous architects associated with Modernism, both through Brutalism and Functionalism, include Le Corbusier, Louis Kahn, and Mies van der Rohe.

The Modernism Style, specifically Brutalism, is exemplified in the study area by the NRHP-listed Heritage Park Plaza (Resource 246) designed by notable landscape architect Lawrence Halprin. The park features reinforced concrete walls, vegetation adjacent to different elevation levels, concrete steppingstones over pools of water, and active water features of channels and walls. The park shows integrity as it retains its original location, setting, feeling, materials, workmanship, and association. The Functionalism Style is

²² Paul Rudolph Institute. 2021. "City Center Towers Complex," The Paul Rudolph Institute for Modern Architecture, <https://www.paulrudolph.institute/197811-city-center-towers>, accessed 11 October 2023.

exemplified in the study area by the Tandy Center (**Figure 8**; Resources 131 and 132) and with the Renaissance Worthington Hotel (Resource 135). The Tandy Center is a high-rise structure that features a precast concrete exterior, symmetrical and clean-lined form, and ribbon windows.

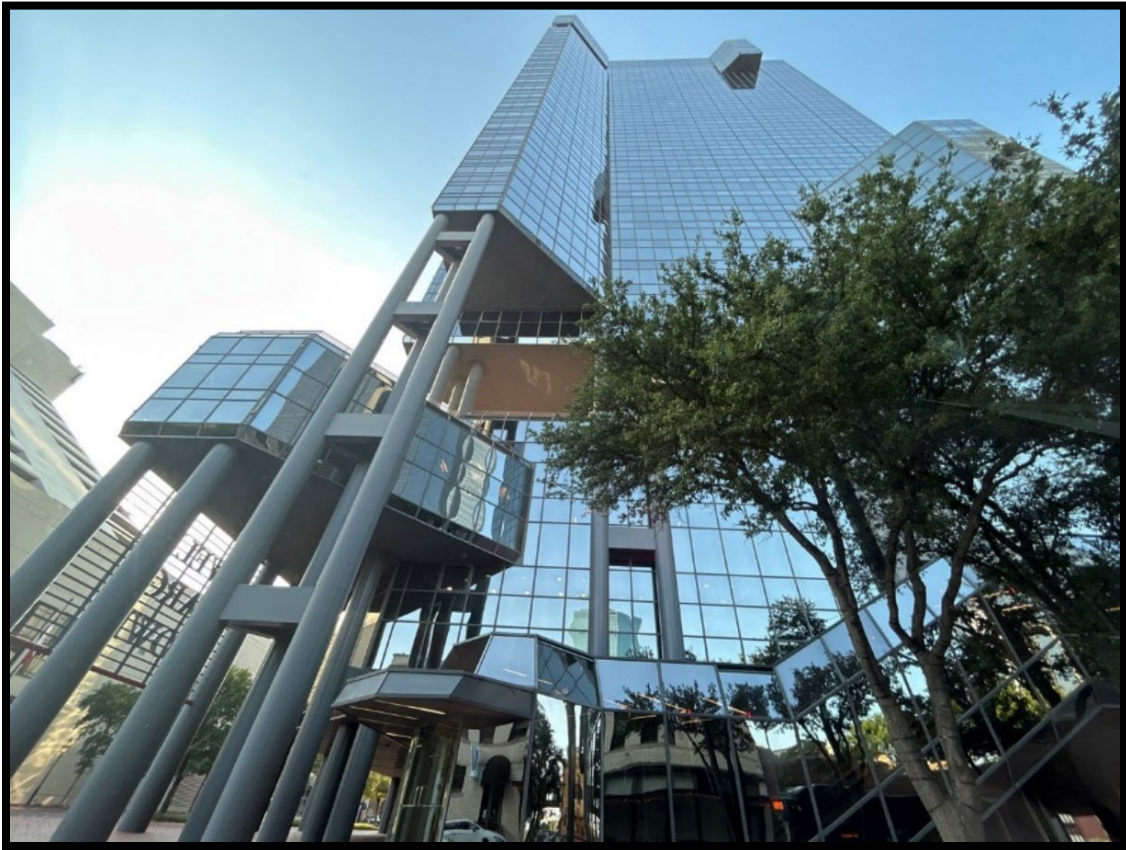


Figure 5 – Wells Fargo Bank Tower-City Center representative of the Late Modern Style (built c. 1982)



Figure 6 – USHealth Group Administration Building representative of the Late Modern Style (alternative style design) (Built c. 1975)



Figure 7 – Texas Towing Warehouse on South Commercial Street representative of the Modern Industrial Style (built c. 1972)



Figure 8 – The Tandy Center representative of the Functionalism Style (Built c. 1974)

Registration Requirements

Industrial and commercial properties should have significance in the areas of industry, commerce, or community development and planning, and should be associated with the themes of *Industrial and Commercial Development (1966 to 1980)* or *Community Planning (1966 to 1980)*. Mere association with the middle to late-twentieth century industrial/commercial development or the downtown revitalization of Fort Worth between 1966 and 1980 is not sufficient rationale by itself to consider a building eligible for inclusion in the NRHP. A property needs to be associated with a business, architect, or planner that made a significant contribution to the industrial and commercial growth of the Downtown, North Main, or Near West Side areas in the period of significance. Under Criterion C, these properties would embody the distinctive characteristics of a type, period, or method of construction; or that represent the work of a master;

or that possess high artistic values; or that represent a significant and distinguishable entity whose components may lack individual distinction, and they retain integrity. They should retain integrity of location from the period of significance and the principal engineering elements that identify their original use. Under Criterion A, these properties should have significant associations with the commercial, specifically industrial, latter midcentury development of the city of Fort Worth and may have served as anchors or catalyst for urban revitalization. They should also retain integrity of location and design from the period of significance or be a representative work of a master. Consideration may also include the recognition of a potential historic district where the total collection of buildings represents a significant and distinguishable entity whose components may lack individual distinction.

Residential

All single-family homes within the APE were constructed prior to 1966 and after 1980, and a limited number of multi-family apartment buildings were located within the APE. As these properties are income producing, they were categorized as a commercial property type and were discussed previously within this report. Per the PA for the Undertaking, indirect impacts to the Northside Neighborhood should be considered for the Undertaking. To facilitate a subsequent windshield survey of the neighborhood, representative examples of pre-1966 and post-1980 residences from the Northside Neighborhood were included within the addendum context.

Resource Examples

Minimal Traditional

The Minimal Traditional Style was popular during the Great Depression until just after WWII. While the style lacked significant ornamentation, minimal features, such as window shutters, gable orientations, and exterior materials, can differentiate the overall design of various houses. The small form, austere, and economical design allowed for many units to be built. Most Minimal Traditional style houses within the Northside Neighborhood feature a low to moderately pitched roof, with a wood or brick exterior (**Figure 9**; Representative Property 5). This resource is located within the Northside Neighborhood, which is Fort Worth's most prominent Latino neighborhood. The residents of Northside Neighborhood played a significant role in the workforce for the Stockyards and meatpacking industries and maintained a strong sense of community and cultural traditions. Residential properties within Northside Neighborhood may be eligible for NRHP listing under Criterion A for their associations with social history, ethnic heritage, politics/government, and community planning and development. Properties may also possess architectural merit and be eligible for NRHP listing under Criterion C.

Craftsman

The Craftsman Style was popular from the early twentieth century to the Great Depression and was associated with the Arts and Crafts movement. The Craftsman Style features modest, humanistic design as opposed to previous Victorian era styles that were highly ornamental due to technological advances of the Industrial era (**Figure 10**; Representative Property 1). Craftsman design focuses on natural materials, human artisanship, and subtlety. The houses of the style within the Northside Neighborhood feature low to moderately pitched roofs with wood or brick exteriors. While the style lacks significant ornamentation, minimal features, such as window shutters, gable orientations, and exterior materials, can differentiate the overall design of various houses. Square tapered columns long with jerkinhead style roofs are common subtle ornamentation attributes of the Craftsman style. The residents of Northside Neighborhood played a significant role in the workforce for the Stockyards and meatpacking industries and maintained a strong sense of community and cultural traditions. Residential properties within Northside Neighborhood may be eligible for NRHP listing under Criterion A for their associations with social history, ethnic heritage, politics/government, and community planning and development. Properties may also possess architectural merit and be eligible for NRHP listing under Criterion C.



Figure 9 – A renovated Minimal Traditional Style house in the Northside Neighborhood



Figure 10 – A Craftsman Style house in the Northside Neighborhood

Tudor Revival

The Tudor Revival Style was popular from the early twentieth century to the Great Depression and was associated with the Arts and Crafts movement. The Tudor Revival Style features modest, humanistic ornamentation as opposed to previous Victorian era styles that were highly ornamental due to technological advances of the Industrial era (**Figure 11**; Representative Property 4). Tudor Revival design focuses on natural materials, human artisanship, and subtlety. The houses of the style within the Northside Neighborhood feature steeply pitched roofs with curved gables with stone, stucco, or brick exteriors. While the style lacks significant ornamentation, minimal features, such as multi-pane window styles, gable orientations, and exterior materials, can differentiate the overall design of various houses. Half-timbered exterior walls with wooden beams and arches above doorways and windows are common subtle ornamentation attributes of the Tudor Style. Representative Property 4 (1413 Grand Avenue) is a contributing property within the NRHP-listed Grand Avenue Historic District within the greater Northside Neighborhood. The district was listed under Criterion A for community planning and development and Criterion C for architecture. Other similar properties outside the Grand Avenue Historic District and within the Northside Neighborhood may be eligible for NRHP listing under Criterion A and Criterion C. Eligibility under Criterion A would be for their associations with social history, ethnic heritage, politics/government, and community planning and development. Eligibility under Criterion C is noted for their architectural merit in design and style.



Figure 11 – A Tudor Revival Style house in the Northside Neighborhood

Folk Victorian

The Folk Victorian Style was popular from the mid-nineteenth century to the 1910s and was associated with the Victorian Era. The Folk Victorian Style is reminiscent of the main, grand Victorian subset styles of Queen Anne, Italianate, and Second Empire, Gothic Revival, and Greek Revival (**Figure 12**; Representative Property 3). However, the Folk Victorian rendition employs more economical, affordable forms, with smaller massing and less ornamentation. The Industrial era allowed for railroads to transport heavy machinery that mass produced and distributed highly detailed physical attributes, such as readily available and customizable spindle columns, brackets, and balustrades. The houses of this style located within the Northside Neighborhood feature moderate to steeply pitched roofs with ornate cornicing, fascia, and gable designs. Folk Victorian style often used paint pigments as ornamentation to complement and

contrast carved designs. Representative Property 4 (1818 Grand Avenue) is a contributing property within the NRHP-listed Grand Avenue Historic District within the greater Northside Neighborhood. The district was listed under Criterion A for community planning and development and Criterion C for architecture. Other similar properties outside the Grand Avenue Historic District and within the Northside Neighborhood may be eligible for NRHP listing under Criterion A and Criterion C. Eligibility under Criterion A would be for their associations with social history, ethnic heritage, politics/government, and community planning and development. Eligibility under Criterion C is noted for their architectural merit in design and style.



Figure 12 – A Folk Victorian Style house in the Northside Neighborhood

Ranch

The Ranch Style, while most popular during the post-WWII era and into the twenty-first century, started appearing in the 1920s. The style developed from U.S. Modernism principles of open spaces, informality, and minimalism as reflected in the Art and Crafts Movement. The Ranch Style features long and low to moderately pitched roofs, an L-shaped layout, and a single-story level (**Figure 13**; Representative Property 2). The style was built often among tract housing and in response to the residential influx of families post-WWII. Thus, the style is considered an economical option for the average-sized family. The Ranch style varied based on how features of other housing styles, including Midcentury Modern, Folk Victorian, and Craftsman, were customized. Representative Property 2 is located within the Northside Neighborhood, which is Fort Worth's most prominent Latino neighborhood. The residents of Northside Neighborhood played a significant role in the workforce for the Stockyards and meatpacking industries and maintained a strong sense of community and cultural traditions. Residential properties within Northside Neighborhood may be eligible for NRHP listing under Criterion A for their associations with social history, ethnic heritage, politics/government, and community planning and development. Properties may also possess architectural merit and be eligible for NRHP listing under Criterion C.



Figure 13 – A Ranch Style house in the Northside Neighborhood

Miscellaneous Resources

Six miscellaneous resources within the study area were not associated with commercial, industrial, or residential purposes (*see* **Appendix A; Table 3**). Such buildings include the St. Paul Lutheran Church and School (Resource 89), Fellowship Church-Fort Worth Campus (Resource 72), Charles H. Haws Athletic Center (Resource 241), Annie Richards Bass Library and Family Recreation and Education Center (Resource 96), Heritage Park Plaza (Resource 246), and Fred Rouse lynching site (Resource 247).

Many religious and public assembly properties including churches and private schools were built in the late nineteenth and early twentieth centuries due to the large Christian presence and religious culture that has continued from the origins of Fort Worth. Many historical churches still exist in Fort Worth; however, many older churches and church-related buildings were often replaced to accommodate larger congregations. For example, St. Paul Lutheran Church (**Figure 14**; Resource 89) was chartered in 1893; however, the current church and school were built in 1969. Other more modern congregations have moved into buildings previously used for commercial, distribution, or light industrial purposes. For example, the building housing the current congregation of The Fellowship Church – Fort Worth Campus (**Figure 15**; Resource 72) was built in 1970 but was used for private ventures until 2007, when the congregation moved to this location.

Recreational properties including recreational centers within inner city areas tend to be built on wide, open parcels of land to allow space for outdoor amenities. During the 1970s and 1980s, urban renewal efforts often sought greenspaces, the construction of minimalist Modern architecture, and population recentralization. Entertainment and recreational amenities were built to provide more leisure-based spaces to complement the basic, preceding commercial and residential developments from the mid-twentieth century. These efforts were used to entice residents back into central Fort Worth after suburbanization sprawl during the 1950s through the 1970s. Leisure spaces ranged from entertainment-based properties, such as bars, clubs, and restaurants, to recreational-based properties, such as parks, gymnasiums, and clubrooms. For example, the Charles H. Haws Athletic Center (**Figure 16**; Resource 241) was built between 1979 and 1981 and comprised a gymnasium, kitchen, surrounding trails, and venue space. It was built by the City of Fort Worth and is the headquarters for the City’s Park and Recreation Adult Sports.

The Annie Richards Bass Library and Family Recreation and Education Center (**Figure 17**; Resource 96) was built in 1971 to provide space for study hall, offices, arts and crafts, meetings, and recreational activities. The building is associated with the All Church Home for Children (ACH Child and Family Services) charitable organization that serves the Fort Worth community by scaffolding resources for impoverished and neglected children and families.



Figure 14 – Resource 89 – St. Paul Lutheran Church and School (Built 1969)



Figure 15 – Resource 72 – Fellowship Church – Fort Worth Campus (Built 1970)



Figure 16 – Resource 241 – Charles H. Haws Athletic Center (Built c. 1979-1981)



Figure 17 – Resource 96 – Annie Richards Bass Library and Family Recreation and Education Center (Built 1971)

Another urban renewal green space was Heritage Park Plaza, which was built along the Trinity River bluff and opened in 1980 (**Figure 18**; Resource 246). Heritage Park Plaza is an urban public park and water garden that occupies 0.5 ac of Heritage Park northwest of the Tarrant County Courthouse and west of Paddock Viaduct. The plaza was designed by famed architect Lawrence Halprin and includes water features, concrete walls that divide the space into “rooms,” stairs, and an elevated bridge overlooking the river. The plaza was established on a portion of the original 1849 fort location. Heritage Park Plaza was

listed as a NRHP District in 2010 under Criterion C in the area of Landscape Architecture at the national level of significance. The plaza represents an exceptional example of modern design by architect Lawrence Halprin. Although the plaza was not of historic age at the time of nomination and listing, the property met Criteria Consideration G as an exceptional landscape that has gained significance within the past 50 years.²³



Figure 18 – Resource 246 – Heritage Park Plaza (Built c. 1980)

The lynching of Black strikebreaker Rouse exemplifies employment discrimination and resulted in his death within the Samuels Avenue area. Nevertheless, due to the direct influence of integration by the two Civil Rights Acts, higher residential use and employment proceeded throughout the study area. The present-day intersection of Samuels Avenue and NE 12th Street (**Figure 19**; Resource 247) marks the location where Rouse was hanged in 1921. The historical setting at the intersection off Samuels Avenue and NE 12th Street has been significantly altered since 1921. The tree site of Rouse’s murder and nearly all other historical aspects of the surrounding landscape have been demolished or are barely recognizable other than the historical alignment of Samuels Avenue and the NE 12th Street east of Samuels Avenue. All trees and the section of NE 12th leading toward the Stockyards were demolished by 1981. The precise location of Resource 247 at the intersection of Samuels Avenue and NE 12th Street is unknown. Land surrounding this intersection includes a mix of public road right of way and private property.

²³ Jones, Dwayne and Michael Tincup. “Heritage Park Plaza National Register of Historic Places Nomination Form,” Historic Fort Worth, Inc., Fort Worth, Texas.



Figure 19 – Resource 247 – Fred Rouse lynching site at NE 12th Street and Samuels Ave.

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APPENDIX A Resource Tables and Location Maps

Table 1: Industrial Resources within Study Area

Resource ID	Year Built	Address	Area of Significance	Property Use	Condition	Description
R-1	1972	205 Commercial St	Industry	Industrial	Good	Two-story, corrugated metal building
R-3	1971	311 Greenleaf St	Industry	Industrial	Demolished	Single-story, concrete building
R-4	1971	311 Greenleaf St	Industry	Industrial	Demolished	Single-story, concrete building
R-5	1970-1979	316 Greenleaf St	Industry	Industrial	Good	Single-story, stucco building
R-8	1970-1979	308 Arthur St	Industry	Industrial	Demolished	Single-story, concrete building
R-13	1963-1968	2412 Weisenberger St	Industry	Industrial	Good	Two-story, concrete building
R-24	1979	1012 N Main St	Industry	Industrial	Fair	Single-story, concrete/brick building
R-28	1970-1979	2400 Shamrock Ave	Industry	Industrial	Good	Two-story, concrete building
R-29	1970-1979	1111 Jacksboro Hwy	Industry	Industrial	Good	Two-story, concrete building
R-30	1963-1970	2320 Cullen St	Industry	Industrial	Good	Single-story, concrete building
R-31	1979-1981	2716 Cullen St	Industry	Industrial	Good	Single-story, concrete building
R-34	1963-1968	2400 Cullen St	Industry	Industrial	Fair	Single-story, concrete building
R-36	West (1970-79) East (1981-1990)	2501 Cullen St	Industry	Industrial	Good	Single-story, concrete building
R-40	1963-1968	212 N Rupert St	Industry	Industrial	Good	Single-story, concrete building
R-42	1970-1979	1091 N Henderson St	Industry	Industrial	Good	Single-story, brick building
R-43	1970-1979	1 Trinity River Levee	Industry	Industrial	Good	Single-story, corrugated metal/brick building
R-46	1956-1970	2534 Whitmore St	Industry	Industrial	Good	Single-story, concrete building
R-47	1970-1979	2412 Whitmore St	Industry	Industrial	Good	Single-story, corrugated metal building
R-49	1970-1979	200 Adolph St	Industry	Industrial	Good	Single-story, corrugated metal building
R-50	1970-1979	2625 Whitmore St	Industry	Industrial	Good	Single-story, concrete building
R-54	1970-1979	3201 Sondra Dr	Industry	Industrial	Good	Single-story, concrete building
R-143	1963-1968	200 NE 5 th St	Industry	Industrial	Good	Single-story, concrete building
R-156	1970-1979	975 N Houston St	Industry	Industrial	Good	Single-story, corrugated metal building
R-157	1968-1970	951 N Houston St	Industry	Industrial	Good	Multi-building complex ([1] single-story, concrete building, [1] single-story corrugated metal building)
R-161	1979-1981	1006 Benjamin St	Industry	Industrial	Fair	Single-story, corrugated metal building
R-164	1970-1979	1301 Northpark Dr	Industry	Industrial	Good	Single-story, concrete building
R-165	1970-1979	1351 Northpark Dr	Industry	Industrial	Good	Single-story, concrete building
R-167	1970-1979	901 E Northside Dr	Industry	Industrial	Good	Two-story, concrete building
R-168	1970-1979	812 E Northside Dr	Industry	Industrial	Good	Single-story, concrete building
R-169	1970-1979	901 E Northside Dr	Industry	Industrial	Good	Single-story, concrete building
R-170	1970-1979	813 E Northside Dr	Industry	Industrial	Good	Two-story, brick/corrugated metal building
R-174	1952-1966	509 E Northside Dr	Industry	Industrial	Good	Multi-building complex ([1] two-story, concrete building, [1] single-story corrugated metal, rock building)
R-176	1970-1979	601 E Northside Dr	Industry	Industrial	Good	Single-story, corrugated metal building
R-177	1970-1979	611 E Northside Dr	Industry	Industrial	Good	Single-story, corrugated metal building
R-178	1970-1979	611 E Northside Dr	Industry	Industrial	Good	Two-story, corrugated metal building
R-179	1970-1979	611 E Northside Dr	Industry	Industrial	Good	Two-story, corrugated metal building
R-183	1970-1979	2101 N Commerce St	Industry	Industrial	Fair	Single-story, corrugated metal building

Resource ID	Year Built	Address	Area of Significance	Property Use	Condition	Description
R-185	1970-1979	1201 N Calhoun St	Industry	Industrial	Fair	Single-story, cinderblock/corrugated metal building
R-190	1970-1979	2313 Decatur Ave	Industry	Industrial	Good	Single-story, corrugated metal building
R-192	1963-1968	2599 Decatur Ave	Industry	Industrial	Good	Single-story, corrugated metal building
R-195	1979-1981	2700 N Nichols St	Industry	Industrial	Fair	Single-story, corrugated metal building
R-196	1970-1979	2700 N Nichols St	Industry	Industrial	Fair	Single-story, corrugated metal building
R-197	1970-1979	2700 N Nichols St	Industry	Industrial	Fair	Single-story, corrugated metal building
R-198	1970-1979	1150 NE 28 th St	Industry	Industrial	Good	Single-story, corrugated metal building
R-202	1979-1981	900 NE 29 th St	Industry	Industrial	Fair	Single-story, corrugated metal building
R-207	1970-1979	2001 Brennan Ave	Industry	Industrial	Fair	Single-story, corrugated metal building
R-208	1963-1968	2001 Brennan Ave	Industry	Industrial	Fair	Single-story, corrugated metal building
R-209	1970-1979	1701 Brennan Ave	Industry	Industrial	Fair	Single-story, corrugated metal/brick building
R-210	1963-1968	2550 Glendale Ave	Industry	Industrial	Fair	Single-story, corrugated metal building
R-214	1963-1968	2415 Cold Springs Rd	Industry	Industrial	Good	Single-story, brick building
R-223	1970-1979	1120 Jacksboro Hwy	Industry	Industrial	Good	Single-story, corrugated metal building
R-226	1963-1968	1308 Rockwood Ln	Industry	Industrial	Good	Single-story, brick building
R-227	1970-1979	1308 Rockwood Ln	Industry	Industrial	Good	Single-story, corrugated metal/rock brick building
R-228	1963-1968	1308 Rockwood Ln	Industry	Industrial	Good	Single-story, corrugated metal building
R-229	1963-1968	1308 Rockwood Ln	Industry	Industrial	Good	Single-story, corrugated metal building

Table 2: Commercial Resources within Study Area

Resource ID	Year Built	Address	Area of Significance	Property Use	Condition	Description
R-2	1970	300 Greenleaf St	Commerce	Office	Good	Single-story, brick building
R-11	1979	191 N Burnett St	Architecture; Government/ Politics	Office	Good	Multi-level, brick building
R-14	1979-1981	3900 White Settlement Rd	Community Planning & Development	Apartments	Good	Two-story, brick building
R-41	1970-1979	2313 Cullen St	Commerce	Office	Good	Single-story, concrete building
R-51	1963-1968 Had eastern additions up to 1981 aerials	2609 Whitmore St	Commerce	Commercial	Good	Single-story, concrete building
R-52	1970-1979	2708 Weisenberger St	Commerce	Commercial	Good	Single-story, concrete building
R-53	1979-1981	213 Foch St	Commerce	Commercial	Good	Single-story, concrete building
R-55	1970-1979	3201 Sondra Dr	Community Planning & Development	Apartments	Good	Multi-level, brick building
R-56	1963-1968	140 St Donovan St	Community Planning & Development	Apartments	Good	Two-story, brick building
R-57	1963-1968	123 St Donovan St	Community Planning & Development	Apartments	Good	Two-story, brick/weatherboard building
R-58	1963-1968	118 St Donovan St	Community Planning & Development	Apartments	Good	Two-story, brick/weatherboard building
R-59	1970-1979	3317 Bristol Rd	Commerce	Office	Good	Single-story, brick building

Resource ID	Year Built	Address	Area of Significance	Property Use	Condition	Description
R-64	1963-1968	3100 Hamilton Ave	Community Planning & Development	Apartments	Good	Two-story, brick building
R-65	1963-1968	3100 Hamilton Ave	Community Planning & Development	Apartments	Good	Two-story, brick building
R-66	1963-1968	3100 Hamilton Ave	Community Planning & Development	Apartments	Good	Two-story, brick building
R-67	1963-1968	3100 Hamilton Ave	Community Planning & Development	Apartments	Good	Two-story, brick building
R-68	1963-1968	3100 Hamilton Ave	Community Planning & Development	Apartments	Good	Two-story, brick building
R-71	1970-1979	301 Templeton Dr	Commerce	Commercial	Good	Two-story, brick building
R-78	1979-1981	1600 W 7 th St	Architecture	Office	Good	Multi-level, concrete building
R-83	1970-1979	1300 Summit Ave	Architecture	Office	Good	Multi-level, concrete building
R-84	1970-1979	1300 Summit Ave	Architecture	Office	Good	Multi-level, concrete building
R-96	1970-1979	1531 Rio Grande Ave	Architecture; Commerce	Office	Good	Multi-level, brick house
R-98	1963-1968	1319 Summit Ave	Commerce; Architecture	Office	Good	Multi-level, brick/stucco building
R-100	1963-1968	1391 Texas St	Commerce; Architecture	Office	Good	Two-story, brick building
R-102	1970-1979	1212 W Lancaster Ave	Commerce	Office	Good	Two-story, stucco building
R-103	1963-1969	1200 Henderson St	Commerce	Hotel	Good	Multi-level, stucco/brick building
R-105	1963-1968	910 Collier St	Commerce	Office	Good	Split-level, brick building
R-108	1970-1979	1692 W 10 th St	Architecture	Office	Good	Multi-level, glass/concrete building
R-110	1963-1968	101 Energy Way	Architecture	Office	Good	Multi-level, glass/concrete building
R-111	1970-1979	1023 W Bluff St	Architecture	Office	Good	Two-story, stucco building
R-112	1970-1979	1000 W Bluff St	Commerce	Commercial	Good	Single-story, cinderblock/stucco building
R-115	1963-1968	801 W Weatherford St	Commerce	Commercial	Good	Single-story, brick building
R-118	1970-1979	600 W 3 rd St	Architecture	Office	Good	4-story, glass/concrete building
R-121	1970-1979	600 W 6 th St	Architecture	Office	Good	4-story, glass/concrete building
R-125	1970-1979	500 Throckmorton St	Commerce; Architecture	Commercial	Good	Multi-level, brick/concrete building
R-129	1963-1968	819 Taylor St	Architecture	Office	Good	Multi-level, concrete/glass building
R-130	1970-1979	500 Throckmorton St #2002	Architecture	Apartments	Good	Multi-level, concrete/glass building
R-131	1970-1979	310 Throckmorton St	Architecture	Commercial	Good	Multi-level, concrete/glass building
R-132	1970-1979	100 Throckmorton St	Architecture	Office	Good	Multi-level, concrete/glass building
R-135	1979-1981	200 Main St	Commerce/Architecture	Hotel	Good	Multi-level, concrete/glass building
R-136	1979-1981	201 Main St Ste 1160	Architecture	Office	Good	Multi-level, glass building
R-137	1979-1981	100 E Weatherford St	Architecture; Government/Politics	Office	Good	Multi-level, brick building
R-166	1970-1979	1301 Northpark Dr	Commerce	Commercial	Good	Two-story, concrete building
R-194	1970-1979	2700 N Nichols St	Commerce	Commercial	Good	Single-story, stucco building
R-205	1979-1981	2806 Lulu St	Commerce	Commercial	Good	Single-story, stucco building
R-215	1979-1981	2350 Cold Springs Rd	Commerce	Office	Good	Two-story, stucco building

Resource ID	Year Built	Address	Area of Significance	Property Use	Condition	Description
R-218	1970-1979	700 N University Dr	Commerce	Commercial	Good	Single-story, corrugated metal building
R-225	1963-1968	1308 Rockwood Ln	Commerce	Commercial	Good	Single-story, corrugated metal building
R-231	1963-1968	1308 Rockwood Ln	Commerce	Commercial	Good	Single-story, wood/glass building
R-232	1970-1979	1523 Jacksboro Hwy	Commerce	Commercial	Good	Single-story, brick building
R-243	1963-1968	1000 Calvert St	Government/ Politics	Office	Good	Single-story, brick building
R-245	1968-1970	937 Woodward St	Commerce	Commercial	Fair	Single-story, corrugated metal building

Table 3: Miscellaneous Resources within Study Area



Resource ID	Year Built	Address	Area of Significance	Property Use	Condition	Description
R-72	1970-1979	2728 W 5 th St	Social History	Church	Good	Single-story, concrete building
R-89	1969	1800 W Fwy	Social History	Church/School	Good	Multi-story, brick building
R-96	1971	1530 Rio Grande Ave	Social History	Library	Good	Multi-level, brick building
R-241	1979-1981	801 Calvert St	Social History	Recreational	Good	Single-story, brick building
R-246	1980	100 W Bluff St	Architecture	Recreational	Good	Concrete structure, park
R-247	N/A	12 th St and Samuels Ave	Social History; Black Ethnic Heritage	Landscape	Poor	Site of Fred Rouse lynching

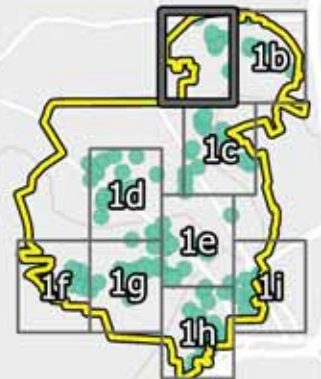


Figure 1a
Above Ground Resources

County: Tarrant
State: Texas
Date map created: 10/18/2023
Source: Streetmap; ESRI
IES Project Ref: 04.350.017



-  Study Area
-  Resource Location



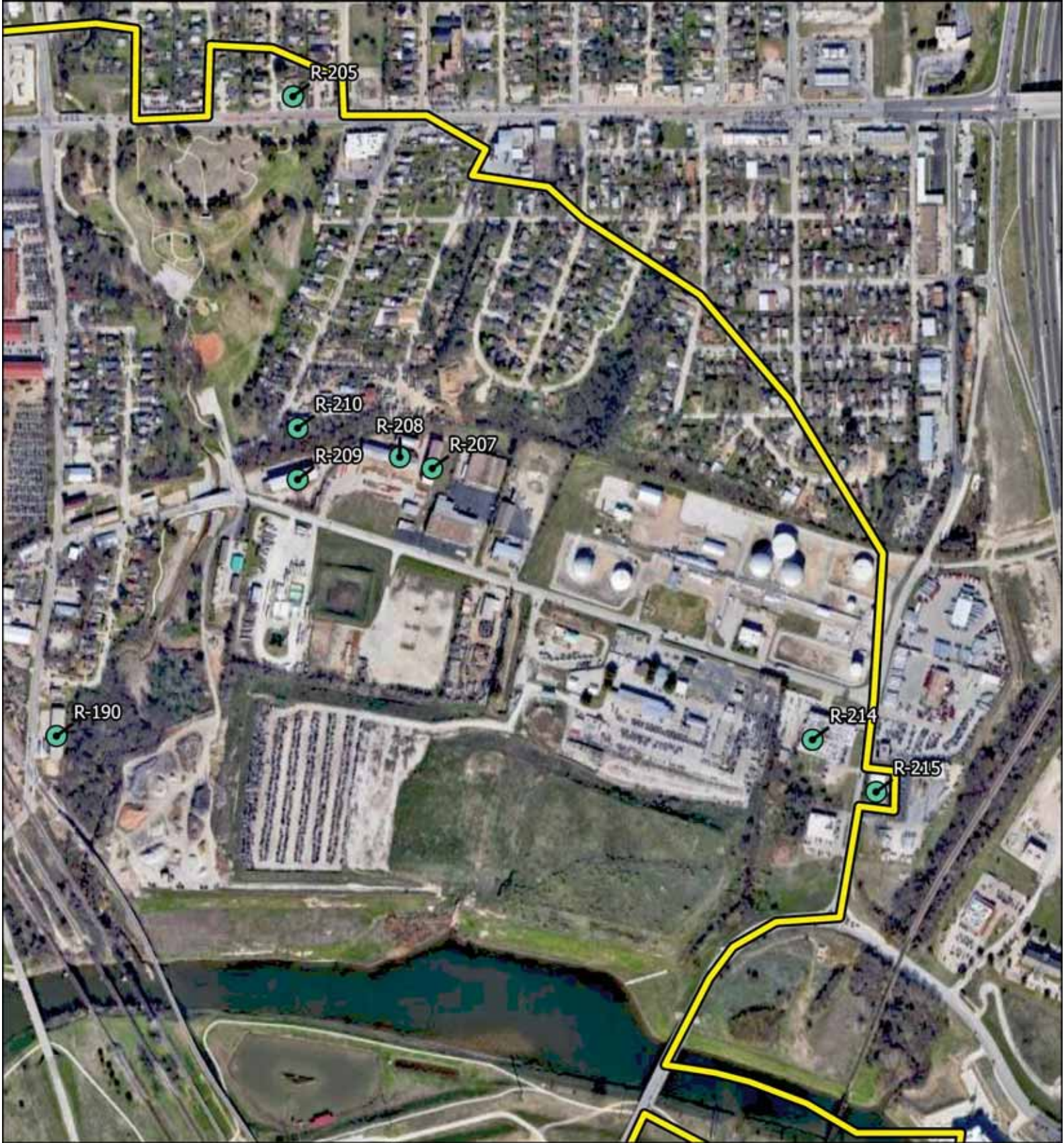
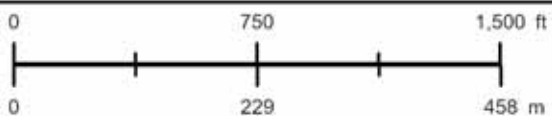


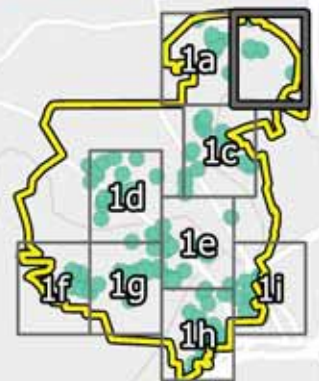


Figure 1b
Above Ground Resources

County: Tarrant
State: Texas
Date map created: 10/18/2023
Source: Streetmap; ESRI
IES Project Ref: 04.350.017



-  Study Area
-  Resource Location



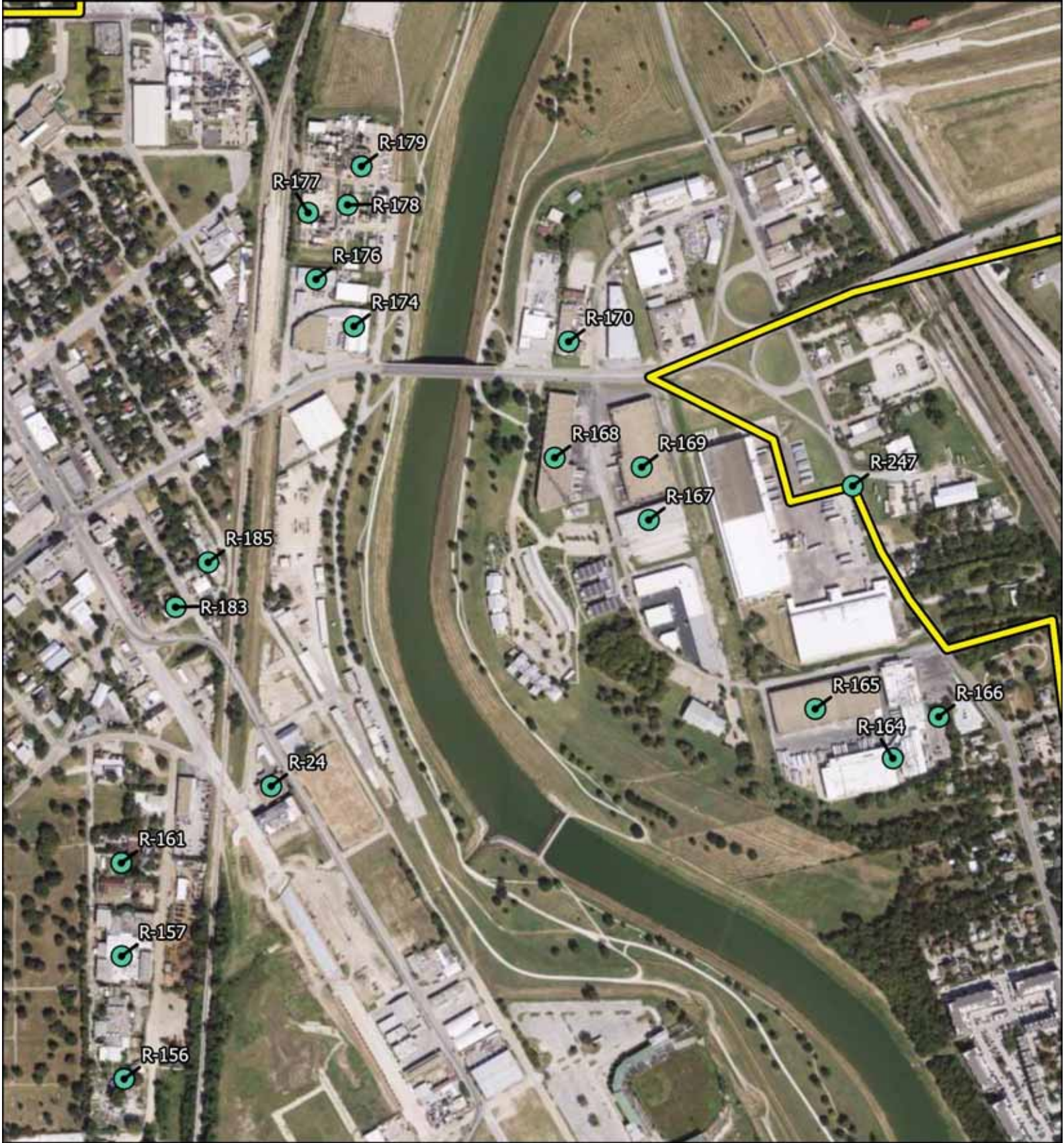
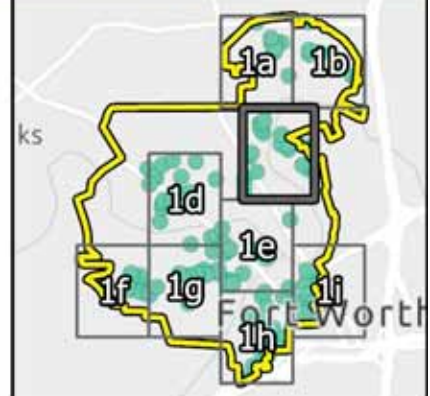


Figure 1c
Above Ground Resources

County: Tarrant
State: Texas
Date map created: 11/28/2023
Source: Streetmap; ESRI
IES Project Ref: 04.350.017



- Study Area
- Resource Location



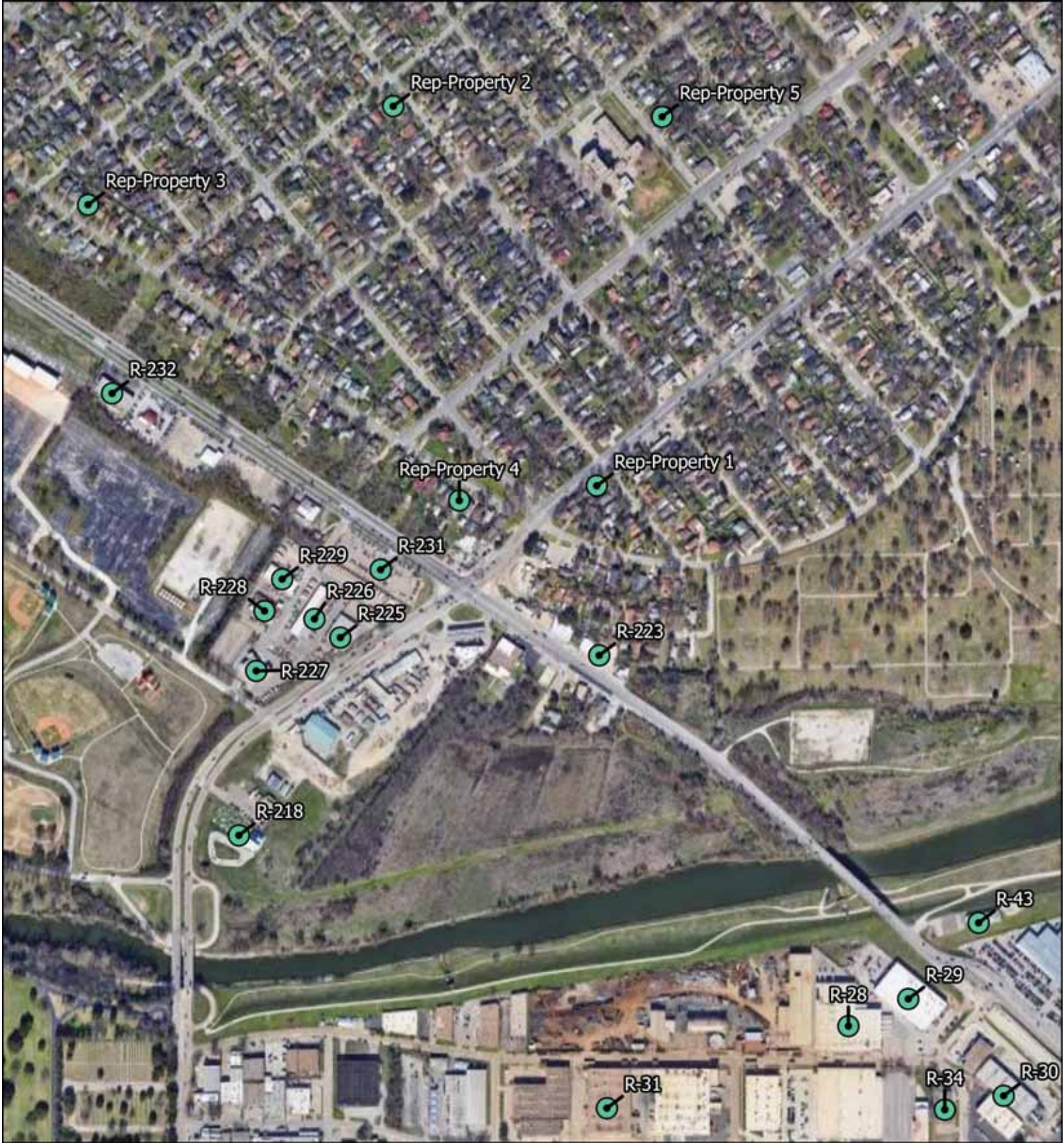




Figure 1d
Above Ground Resources

-  Study Area
-  Resource Location

County: Tarrant
 State: Texas
 Date map created: 10/19/2023
 Source: Streetmap; ESRI
 IES Project Ref: 04.350.017

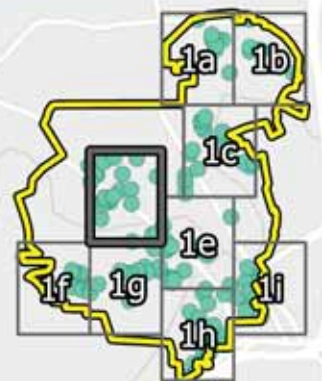
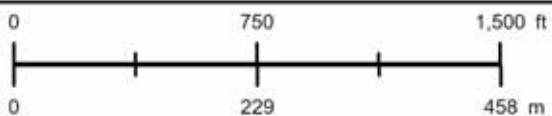






Figure 1e
Above Ground Resources

-  Study Area
-  Resource Location

County: Tarrant
State: Texas
Date map created: 10/18/2023
Source: Streetmap; ESRI
IES Project Ref: 04.350.017

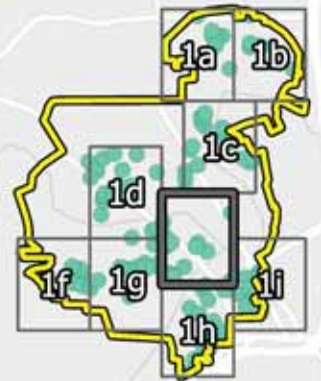
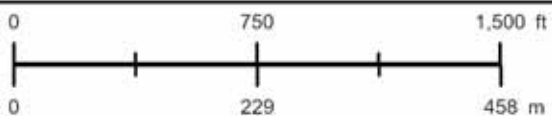


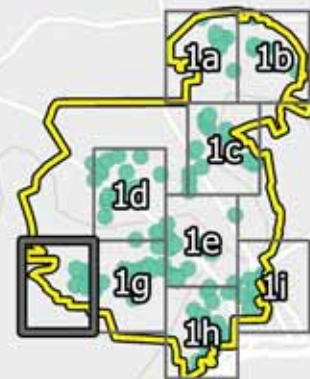


Figure 1f
Above Ground Resources

County: Tarrant
State: Texas
Date map created: 10/18/2023
Source: Streetmap; ESRI
IES Project Ref: 04.350.017



- Study Area
- Resource Location



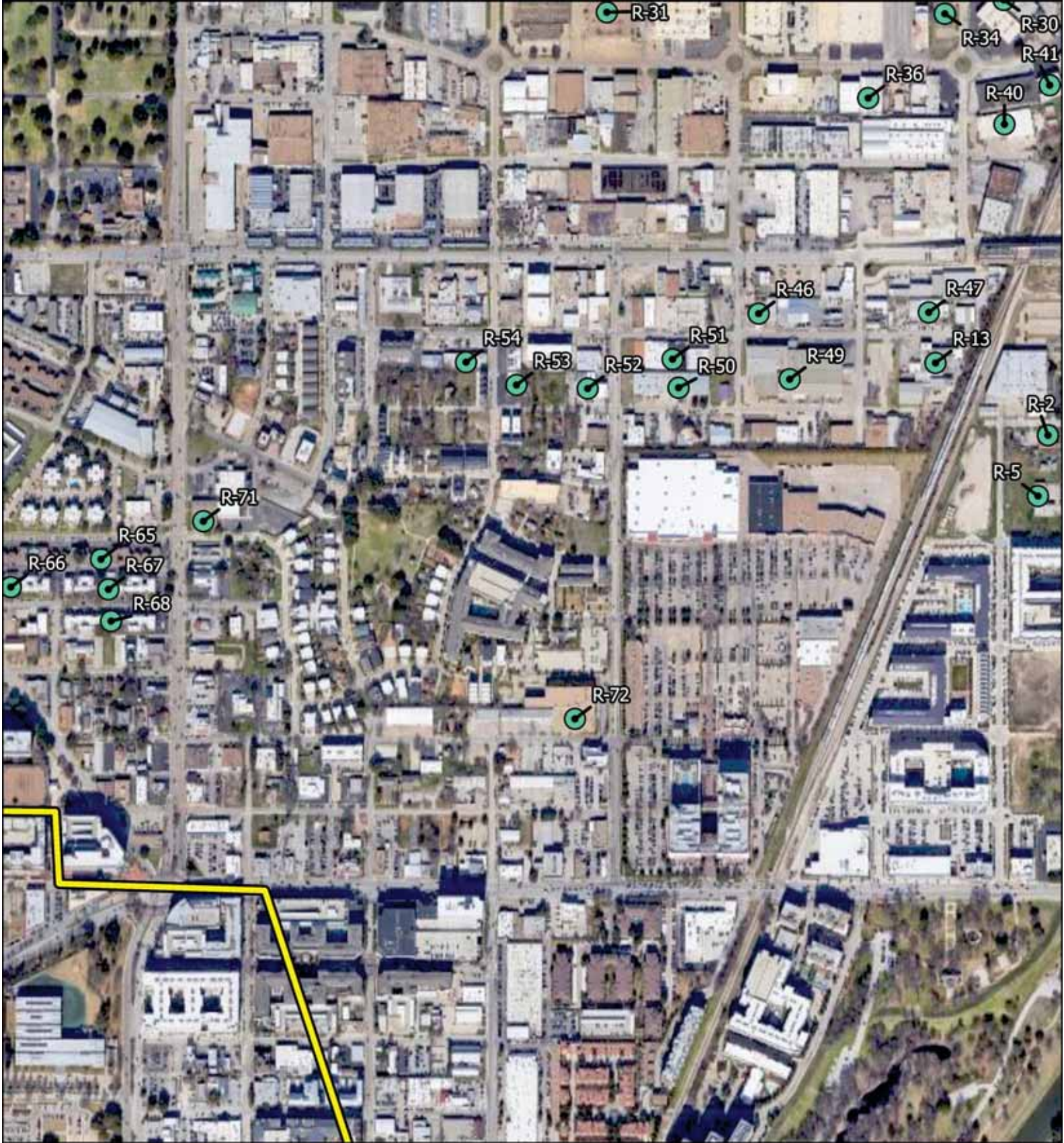


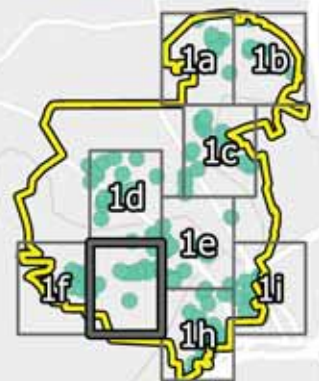
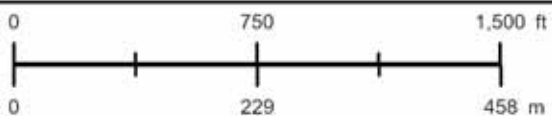


Figure 1g
Above Ground Resources

-  Study Area
-  Resource Location

County: Tarrant
State: Texas
Date map created: 10/18/2023
Source: Streetmap; ESRI
IES Project Ref: 04.350.017



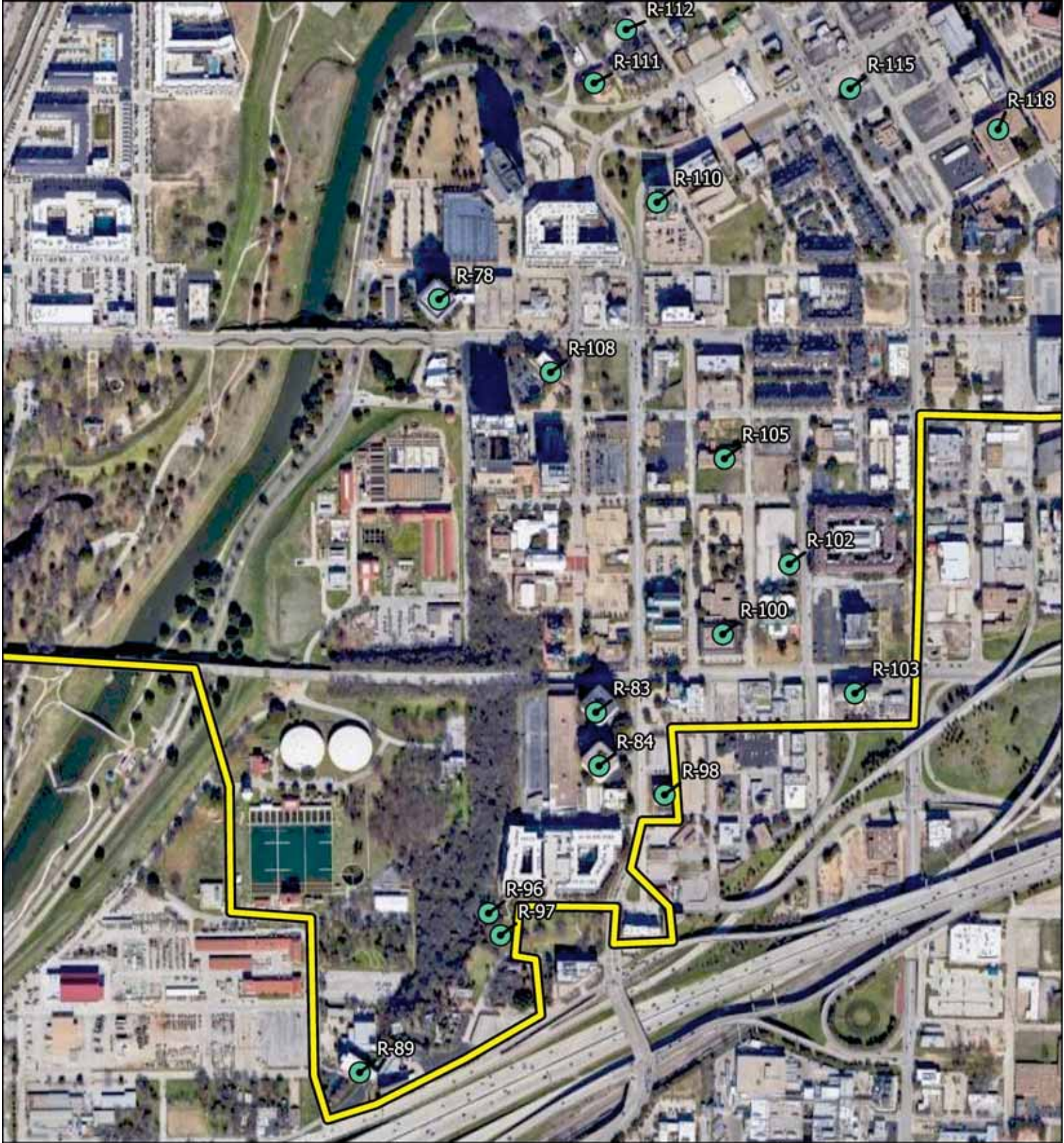


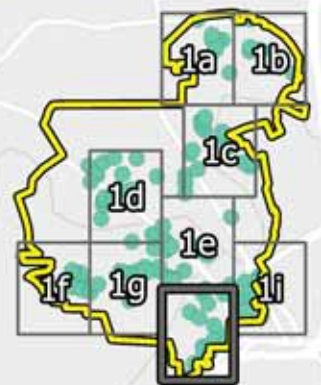
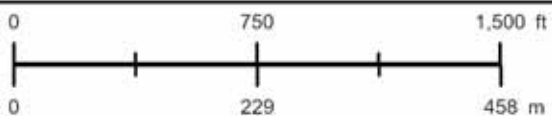


Figure 1h
Above Ground Resources

-  Study Area
-  Resource Location

County: Tarrant
State: Texas
Date map created: 10/18/2023
Source: Streetmap; ESRI
IES Project Ref: 04.350.017



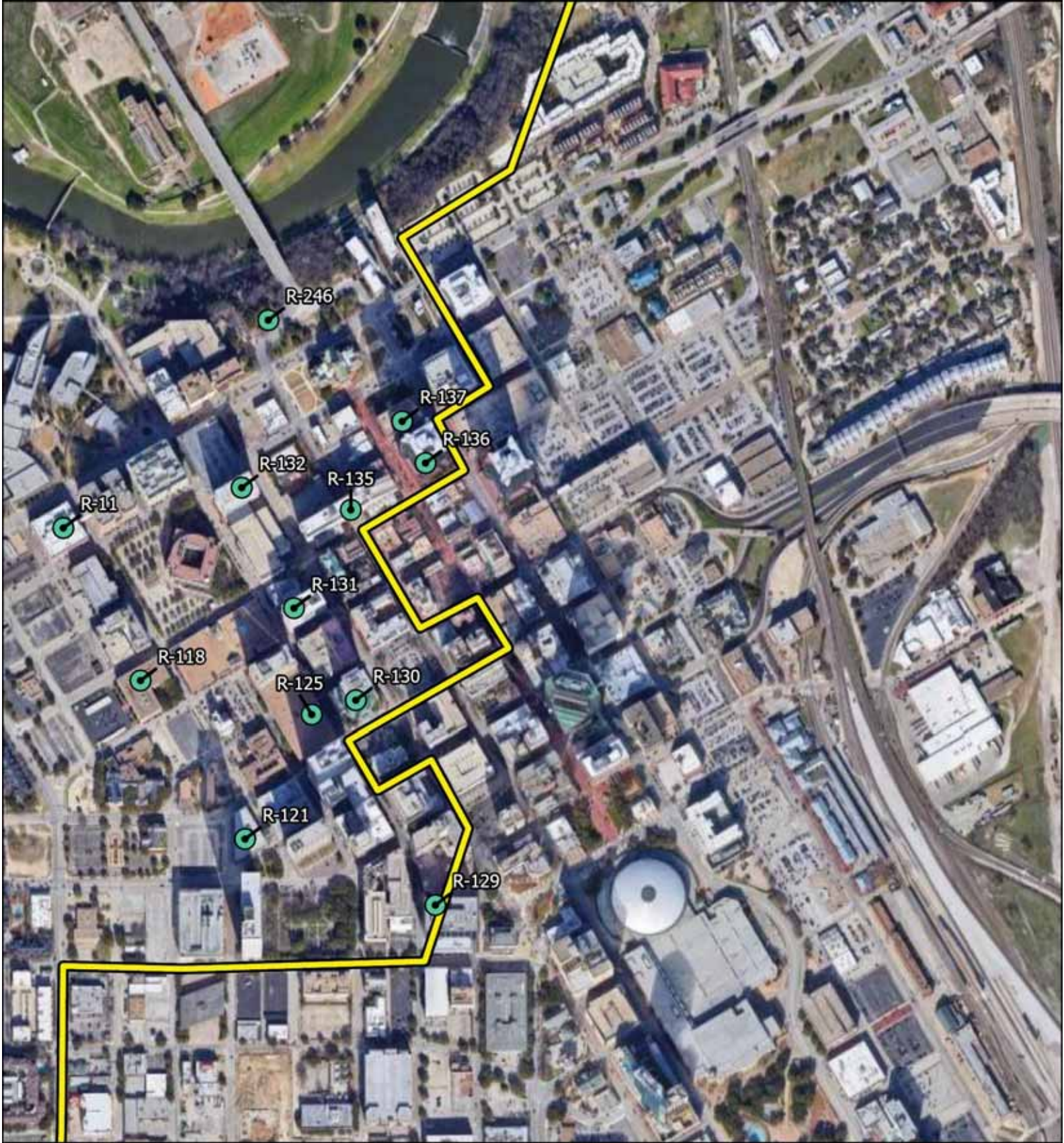
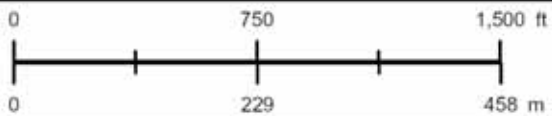
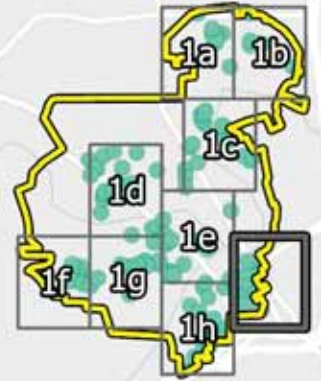


Figure 1i
Above Ground Resources

County: Tarrant
State: Texas
Date map created: 10/18/2023
Source: Streetmap; ESRI
IES Project Ref: 04.350.017



- Study Area
- Resource Location



BELOW THE BLUFF: URBAN DEVELOPMENT AT THE CONFLUENCE OF THE WEST FORK AND CLEAR FORK OF THE TRINITY RIVER, 1849-1965 – EXPANDED EDITION

**HISTORIC CONTEXT, INVENTORY, AND ASSESSMENT OF THE CENTRAL CITY
SEGMENT OF THE TRINITY RIVER VISION MASTER PLAN,
FORT WORTH, TEXAS**

**edited by
Marsha Prior, Duane Peter, and Joseph Murphey**

with contributions by

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Ann Keen	Tanya McDougall
Deborah Anglin	Kate Singleton
Jessica Forbes	Peggy Riddle
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**for
U.S. Army Corps of Engineers
Fort Worth District**

**MISCELLANEOUS REPORTS OF INVESTIGATIONS
NUMBER 431**



March 2009



REPORT DOCUMENTATION PAGE			Form Approved OMB No. 0704-0188	
Public reporting burden for this collection of information is estimated to average 1 hour per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to Washington Headquarters Services Directorate for Information Operations and Reports, 1215 Jefferson Davis Highway, Suite 1204, Arlington, VA 22202-4302, and to the Office of Management and Budget, Paperwork Reduction Project (0704-0188), Washington, DC 20503.				
1. AGENCY USE ONLY (Leave blank)	2. REPORT DATE March 2009	3. REPORT TYPE AND DATES COVERED Final September 2006-March 2009		
4. TITLE AND SUBTITLE <i>Below the Bluff: Urban Development at the Confluence of the West Fork and Clear Fork of the Trinity River, 1849-1965—Expanded Edition, Historic Context, Inventory, and Assessment of the Central City Segment of the Trinity River Vision Master Plan, Fort Worth, Texas.</i>		5. FUNDING NUMBERS Contract No. W9126G-05-D-0009 Delivery Order No. 0019		
6. AUTHOR(S) Prior, Marsha, Duane E. Peter, Joseph Murphey (eds)				
7. PERFORMING ORGANIZATION NAMES(S) AND ADDRESS(ES) Geo-Marine, Inc. 2201 K Avenue, Suite A2 Plano, Texas 75074		8. PERFORMING ORGANIZATION REPORT NUMBER Geo-Marine, Inc. Miscellaneous Reports of Investigations No. 431		
9. SPONSORING/MONITORING AGENCY NAMES(S) AND ADDRESS(ES) U.S. Army Corps of Engineers, Fort Worth District PO Box 17300 Fort Worth, Texas 76102-0300		10. SPONSORING/MONITORING AGENCY REPORT NUMBER		
11. SUPPLEMENTARY NOTES				
12a. DISTRIBUTION AVAILABILITY STATEMENT Approved for public release		12b. DISTRIBUTION CODE		
13. ABSTRACT (Maximum 200 words) As part of a programmatic agreement between the U.S. Army Corps of Engineers, the City of Fort Worth, and the Texas Historical Commission (State Historic Preservation Officer), this report includes a historic context and Historic American Buildings Survey (HABS)-like architectural documentation on 14 National Register of Historic Places (NRHP)-eligible properties to mitigate the adverse impact of the Central City segment of the Trinity River Vision Master Plan—a flood control project that is also to provide ecosystem improvements, urban revitalization, and recreation opportunities along the Trinity River. Also included in the mitigation measures are National Register nominations for 12 eligible properties, 13 oral history interviews, an educational training module for Fort Worth Independent School District, and an interpretive materials study. The historic context covers North Fort Worth history (and in particular the area known as Central City) from the 1850s to 1965. Historic themes relevant to the area include: cattle drives, transportation, oil industry, automotive industry, flood control, and recreational/social activities. Forty properties within the area of potential effect are eligible for listing on the National Register of Historic Places. Of these 40, two properties (the Paddock Viaduct and Tarrant County Courthouse) are listed on the National Register.				
Name of Federal Technical Responsible Individual: Joseph Murphey Organization: U.S. Army Corps of Engineers, Fort Worth District, CESWF-EV-EC Phone #: (817) 886-1722				
14. SUBJECT TERMS Central City, North Fort Worth, historic context and mitigation		15. NUMBER OF PAGES 186 + appendices		
		16. PRICE CODE		
17. SECURITY CLASSIFICATION OF REPORT Unclassified	18. SECURITY CLASSIFICATION OF THIS PAGE Unclassified	19. SECURITY CLASSIFICATION OF ABSTRACT Unclassified	20. LIMITATION OF ABSTRACT UL	

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1849-1965—EXPANDED EDITION**

**HISTORIC CONTEXT, INVENTORY, AND ASSESSMENT OF THE
CENTRAL CITY SEGMENT OF THE
TRINITY RIVER VISION MASTER PLAN,
FORT WORTH, TEXAS**

FINAL

edited by
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MISCELLANEOUS REPORTS OF INVESTIGATIONS
NUMBER 431

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March 2009

CONTRACT DATA

This document was prepared under Contract No. W9126G-05-D-0009 (GMI project no. 10509.00.19), with the U.S. Army Corps of Engineers, Fort Worth District, 819 Taylor Street, Fort Worth, Texas 76102.

MANAGEMENT SUMMARY

As part of a programmatic agreement between the U.S. Army Corps of Engineers, the City of Fort Worth, and the Texas Historical Commission (THC), this report includes a historic context, 13 oral history interviews, and Historic American Buildings Survey (HABS)-like architectural documentation on 14 National Register of Historic Places (NRHP)-eligible properties to mitigate the adverse impact of the Central City segment of the Trinity River Vision Master Plan—a flood control project that is also to provide ecosystem improvements, urban revitalization, and recreation opportunities along the Trinity River. Also included in the mitigation measures, but not a part of this report, are National Register nominations for 12 eligible properties, an educational training module for the Fort Worth Independent School District, and an interpretive materials study.

The Central City project, sponsored by the U.S. Army Corps of Engineers (USACE), Fort Worth District; Tarrant Regional Water District (TRWD), the City of Fort Worth, and Tarrant County, is one segment of the larger Trinity River Vision Master Plan whose purpose is to preserve and enhance the river and its corridors so that they remain essential greenways for open space, trails, neighborhoods, wildlife, and recreation. This work was performed under the authority of Section 106 of the National Historic Preservation Act (NHPA), as amended, and is based on an earlier study that was conducted in support of an Environmental Impact Statement (EIS) related to the Central City project. The preferred action addressed in the EIS was that of constructing a bypass channel, associated flood control structures, and an urban water feature, which would potentially impact a significant portion of the Area of Potential Effects (APE). The initial study, conducted by Geo-Marine, Inc. (GMI) in 2004-2006, included an inventory of pre-1966 cultural resources, plus one post-1966 property (Heritage Park Plaza), within the APE; a historic context; registration requirements developed to aid NRHP eligibility determinations; and findings concerning NRHP eligibility to facilitate the EIS effort (Prior et al. 2006). Archeological properties within the proposed APE were discussed in a separate document. The results of the initial survey and evaluation recommended 38 separate buildings and structures as eligible for listing on the NRHP (Table MS-1).

The Central City segment APE for this project is largely defined by the oxbow section of the Trinity River at the confluence of the West and Clear forks of the Trinity River immediately north of downtown Fort Worth. It is bound by the Stockyards to the north, the St. Louis, San Francisco

Table MS-1
NRHP-Eligible and Listed Pre-1966 Buildings, Structures, and Landscapes within the APE

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Potential Impacts	Eligibility Status
Fort Worth Power and Light/TXU	1-A	1911 - 1912	Industry/ Commerce	Masonry multi-storied structures with arched windows	High	Indirect	Eligible A, C
Fort Worth Power and Light/TXU	1-B	1940	Industry/ Commerce	Concrete Retention Pond (<i>No longer extant</i>)	Moderate	Indirect	Eligible A, C
Fort Worth Power and Light/TXU	1-C	1940	Industry/ Commerce	Concrete Intake Station	Moderate	Direct	Eligible A, C
Fort Worth Power and Light/TXU	1-F	1940	Industry/ Commerce	Two story masonry (<i>No longer extant</i>)	High	Indirect	Eligible A, C
Fort Worth Power and Light/TXU	1-G	ca 1940	Industry/ Commerce	Smokestacks (<i>No longer extant</i>)	High	Indirect	Eligible A, C
501 North Main <i>Bottling works</i>	5	ca 1930	Industry/ Commerce	One story brick masonry with decorative features	High	Indirect	Eligible A, C
818 North Main <i>Bud Sellers</i>	40	ca 1921	Industry/ Commerce	One story brick-faced frame, blond brick with red brick accents, boomtown parapet	Moderate	Direct	Eligible A, C
832 North Main	50-A	ca 1928	Industry/ Commerce	One story masonry, decorative parapets, tile roof accent	High	Direct	Eligible A, C
840 North Main	50-B	ca 1936	Industry/ Commerce	Two story with basement, brick facing	High	Direct	Eligible A, C
842 North Main <i>Texas Refinery</i>	50-C	ca 1928	Industry/ Commerce	One story masonry with steel trusses	High	Direct	Eligible A, C
900 North Main <i>Lumber yard office</i>	53-A	ca 1925	Industry/ Commerce	One story concrete block, Beaux Arts details	High	Direct	Eligible A, C
900 North Main <i>Walter Dearman Truck</i>	53-B	1945 - 1946	Industry/ Commerce	One story iron truss structure with tile and brick-face exterior	High	Direct	Eligible A, C
917 North Main <i>Texas Refinery</i>	56	ca 1938, ca 1946	Industry/ Commerce	One story masonry, steel windows	High	Direct	Eligible A, C
921 North Main <i>Store and lab</i>	57	ca 1950	Industry/ Commerce	One story masonry with brick facing	Moderate	Direct	Eligible A, C
1012 North Main <i>KKK/Ellis Pecan</i>	62	1926	Social History/ Commerce	Brick auditorium, arched steel sash windows	High	Indirect	Eligible A, C
529-541 North Throckmorton	3-A	1940	Industry/ Commerce	One story masonry with steel windows (<i>No longer extant</i>)	High	Indirect	Eligible A, C
601 North Throckmorton <i>Hutchison Pipe & Waste Material Co.</i>	13-A	ca 1937	Industry/ Commerce	One story concrete block with wood trusses, barrel-vaulted roof	High	Direct	Eligible A, C
601 North Throckmorton <i>Hutchison Pipe & Waste Material Co.</i>	13-B	ca 1937	Industry/ Commerce	One story concrete block, attached corrugated metal warehouse	High	Direct	Eligible A, C
806 North Throckmorton <i>Southwestern Brass Works</i>	42-A	ca 1927	Industry/ Commerce	Sheet metal manufacturing building, original materials	High	Direct	Eligible A, C

Table MS-1 (cont'd)

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Potential Impacts	Eligibility Status
901 North Throckmorton <i>McKinley Iron Works</i>	47-A	ca 1931	Industry/ Commerce	Two story concrete block office and pattern shop	Moderate	Direct	Eligible A, C
901 North Throckmorton <i>McKinley Iron Works</i>	47-B	1941	Industry/ Commerce	Two story warehouse, fireproof construction	Moderate	Direct	Eligible A, C
609 North Houston <i>Hobbs Trailers</i>	14	1950 - 1951	Industry/ Commerce	Two story brick-faced office, one story concrete manufacturing facility, deck roof	Moderate	Direct	Eligible A, C
841 North Houston <i>Texas Refinery</i>	48-A	ca 1946	Industry/ Commerce	One story metal frame corrugated siding, bowstring truss roof	High	Direct	Eligible A, C
At terminus of North Houston <i>Texas Refinery</i>	48-C	1945	Industry/ Commerce	One story masonry office and factory	High	Direct	Eligible A, C
201 NE Seventh <i>Electrical supplies</i>	41	1948	Industry/ Commerce	One story brick-faced Moderne, steel sash windows	High	Indirect	Eligible A, C
205 NW Seventh <i>National Educators Life Warehouse</i>	31	1949	Industry/ Commerce	Two story brick-faced Moderne office plus warehouse, fireproof reinforced concrete	High	Direct	Eligible A, C
625 North Commerce <i>Hobbs Trailers</i>	15	1928	Industry/ Commerce	One story metal frame corrugated siding	High	Indirect	Eligible A, C
648 North Commerce <i>Carruthers Stone</i>	18	1930	Industry/ Commerce	One story metal corrugated siding (<i>No longer extant</i>)	High	Indirect	Eligible A, C
1024 North Commerce <i>Western Paint & Roofing</i>	64	1931	Industry/ Commerce	One story brick, clerestory windows	High	Indirect	Eligible A, C
825 North Calhoun <i>Quonset hut warehouse</i>	46	1947	Industry/ Commerce	One story metal buildings (2) with bow truss roof	Moderate	Indirect	Eligible A, C
1100 North Commerce ³ <i>Rector Well</i>	65	1930	Industry/ Commerce	One story brick, clerestory windows	High	Indirect	Eligible A, C
336 Greenleaf Street <i>Residence</i>	70	1925	Residential	1.5 stories frame, corrugated metal roof	Moderate	Indirect	Eligible A, C
701 North Henderson <i>AAA Package Store</i>	87	1946	Industry/ Commerce	One story brick-faced Streamline Moderne	High	Direct	Eligible A, C
1809 White Settlement Road <i>Auto repair</i>	81	1949	Industry/ Commerce	One story concrete block, permastone façade, Moderne entry	Moderate	Direct	Eligible A, C
900 Woodward <i>City of Fort Worth incinerator</i>	96-A	1952	Industry/ Commerce	Two story masonry incinerator	High	Indirect	Eligible A, C
Henderson Street Bridge	101	1930	Transportation/ Engineering	Open spandrel concrete arch	High	Indirect	Eligible A, C

Table MS-1 (cont'd)

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Potential Impacts	Eligibility Status
SL, SF and Texas Railway Bridge	102	1902	Transportation/ Engineering	Iron through-truss span with concrete piers	High	Indirect	Eligible A, C
Paddock Viaduct	103	1914	Transportation/ Engineering	Multi-arched reinforced concrete viaduct	High	Indirect	NRHP-listed
Flood Control System	104	1910 - 1957	Flood Control Development/ Engineering	Levees, sumps, sluices, Nutt Dam, TRWD Dam, USGS gauge	Moderate- High	Direct	Eligible A, C
Tarrant County Courthouse	107	1895	Community Development	Four story granite Renaissance Revival courthouse	High	Indirect	NRHP-listed

¹ Potential Impacts: (1) Direct—will be impacted directly by construction of bypass channel; (2) Indirect—will not be directly impacted by bypass channel or levee modification.

² Eligibility Status: Recommendation indicates criteria from 36 CFR 60.4 that are met.

³ Original survey had address as 1107 N Calhoun; subsequent research shows address to be 1100 N Commerce.

and Texas and the St. Louis and Southwestern railroads to the west and by Samuels Avenue to the east. Land uses within this APE are primarily commercial or industrial. Because of the aging industrial area and expanse of underutilized land, there is a tremendous amount of economic development potential. Therefore, the vision for the Central City project includes potential redevelopment in the area, channelization of the river and removal of the levees where feasible, and the creation of a water feature with associated recreational facilities.

Mitigation measures included the following tasks: (1) expanding original historic context, *Below the Bluff, Development at the Confluence of the West and Clear Fork of the Trinity River, 1849—1966*; (2) providing aerial photography the reproduces views of photos taken in early 1950s to be incorporated into historic context; (3) providing detailed architectural descriptions that meet HABS Level III requirements for each NRHP-eligible property within the APE that will be directly impacted by the Trinity River Master Plan; (4) conducting 10 to 20 oral history interviews with persons who have social, economic, or historical ties to the project area; (5) preparing NRHP nomination forms for eligible properties within project area that will be indirectly impacted by the Trinity River Master Plan; (6) developing a training module to educate students on Central City area; and (7) developing an interpretive materials study to recommend an approach for providing interpretive materials on the history and significance of the project area to the general public.

This report is an expanded version of the original historic context and survey results initiated in 2004 and published in 2006 (Prior et al.). New to the historic context in this report is information stemming from additional archival research, 13 oral history interviews, several ethnographic interviews, present-day aerial photographs of the landscape, and an intensive documentation of historic properties.

TABLE OF CONTENTS

MANAGEMENT SUMMARY	iii
ACKNOWLEDGMENTS	xvii
1. INTRODUCTION	1
Purpose.....	1
Project Description.....	2
Scope.....	6
Methodology	11
2. HISTORIC CONTEXT: THE HISTORY AND DEVELOPMENT OF NORTH FORT WORTH AND NORTH MAIN STREET, 1849-1965	15
Purpose.....	15
Overview of the Developing Fort Worth Cultural Resource Landscape	16
The History and Development of Fort Worth.....	16
The History and Development of North Fort Worth and North Main Street.....	24
Summary.....	44
Thematic Historic Contexts Related to the Urban Development of the Central City	
Project Area.....	45
Fort Worth as a Transportation Hub.....	45
Establishment of the Railroad System.....	46
Streetcar Lines	47
Roads and Bridges.....	49
Industrial Development in North Fort Worth (1867-1950)	51
Growth of the Cattle Industry and the Stockyards.....	51
Fort Worth Power and Light/TESCO/TXU Power Plant (Property Number 1).....	53
Discovery of Oil in West Texas and Its Impact on Fort Worth (1917-1940).....	55
Panther Oil and Grease Manufacturing Company/Texas Refinery Corporation (Property Number 50)	58
Magnolia Oil in Fort Worth.....	67
Other Industries	68
McKinley Iron Works (Property Number 47).....	68
Carruthers Stone Works (Property Number 18).....	69

Table of Contents
(cont'd)

The Social History of North Fort Worth.....	70
Ku Klux Klan Klavern No. 101/Ellis Pecan Company (Property Number 62)	70
The Jacksboro Highway	71
Recreational Development.....	72
3. REGISTRATION REQUIREMENTS FOR HISTORIC PROPERTIES WITHIN	
THE APE.....	117
Introduction.....	117
National Register Eligibility and Criteria.....	117
Criterion A: Event.....	118
Understanding Criterion A: Event.....	118
Criterion B: Person	118
Understanding Criterion B: Person.....	118
Significance of the Individual	119
Association with the Property	119
Comparison to Related Properties.....	119
Association with Groups	119
Association with Living Persons	120
Association with Architects/Artisans	120
Criterion C: Design/Construction	120
Understanding Criterion C: Design/Construction	120
Criterion D: Information Potential.....	120
Understanding Criterion D: Information Potential.....	121
National Register Integrity Requirements.....	121
National Register Guidelines for historic Landscapes	122
National Register District Guidelines	122
Concentration, Linkage, & Continuity of Features.....	122
Significance	122
Types of Features.....	123
Historic Context	123
Registration Requirements for Property Types.....	123
Transportation.....	124
Railroads and Railroad Trestle	124
Significance	124
Highway Bridges and Viaducts	125
Significance	126
Registration Requirements	127
Industrial and Commercial Growth in the City of Fort Worth (1867-1950)	127
Industry	128
Commerce.....	133
Significance	133
Registration Requirements	134
Social History	134
Significance	135
Registration Requirements	136

Table of Contents (cont'd)

Recreation/Entertainment	136
Significance	137
Registration Requirements	138
Flood Control Development along the Trinity River.....	139
Flood Control Structures	139
Description	139
Significance	139
Registration Requirements	139
Residential Dwellings.....	140
Significance	140
Registration Requirements	140
4. SUMMARY AND FINDINGS.....	145
Summary	145
Findings.....	146
Floodwater Control Development of the Trinity River	146
The Bluff as an Individually Eligible Property and as a Traditional Cultural Property ...	161
Henderson Street Bridge (Property Number 101)	163
St. Louis, San Francisco and Texas Railway Bridge (Property Number 102).....	164
Industrial and Commercial Development in Fort Worth (1867-1950)	164
Social History and Recreational Development of Fort Worth.....	167
Residential Dwellings.....	178
Potential Impacts.....	178
REFERENCES CITED.....	179
APPENDICES	
A. Architectural Documentation Based on HABS Guidelines	A-1
B. Inventory Data for Pre-1966 Buildings and Structures.....	B-1
Attachment 1: Map of Central City	
CD 1: Oral History Transcripts	
CD 2: Large Format and Panoramic Photographs	

LIST OF FIGURES

1. Map showing the project area, bypass channel, and interior water feature	3
2. Model of Projected 50-Year Build-out of Central City, looking northeast	5
3. An artist's reconstruction of Fort Worth showing its proximity to the bluffs	17
4. Postcard of Tarrant County Courthouse (Property Number 107).....	19
5. <i>Fort Worth, Tarrant Co. Texas, 1876</i> by D.D. Morse; view looking west; Central City project area in view is outlined in red	20
6. <i>"The Queen of the Prairies": County Seat of Tarrant County, 1886</i>	22
7. Excerpt from <i>Gray's Map of Fort Worth, 1885</i>	23
8. Excerpt from Sanborn Fire Insurance Map, 1885	25
9. Excerpt from <i>Sanborn Fire Insurance Map, 1889</i>	26
10. <i>Fort Worth and Vicinity, 188x</i> , by W.B. King	27
11. <i>Perspective Map of Fort Worth, Tex., 1891</i>	30
12. Excerpts from <i>Sanborn Fire Insurance Map, 1911</i> , sheet 107	31
13. Excerpt from <i>Sanborn Fire Insurance Map, 1911</i> , sheet 204	32
14. 1930 map showing Panther Park on west side of Main Street	33
15. Paddock Viaduct (Property Number 103)	34
16. Hobbs Manufacturing (Property Number 15), built ca. 1928.....	35
17. Hobbs Trailers machine shop and assembly plant, built 1951 (Property Number 14).....	36
18. Historic view of Hobbs Trailers machine shop and assembly plant (Property Number 14) ...	37
19. Bull's Liquor Store, originally AAA Package Store, 701 North Henderson Street (Property Number 87)	38
20. 541 North Main Street, formerly Pullman Skate Land (Property Number 87)	38
21. Aerial view of North Fort Worth, including American Cyanamid and Chemical Corporation, 1950.....	40
22. 205 NW Seventh Street, formerly the National Educators Life Warehouse, built 1949 (Property Number 31)	41
23. Photograph from 1942 flood. Caption reads, "House in North Fort Worth completely washed away from foundations by Trinity flood"	41
24. Aerial photograph of western section of North Fort Worth during 1949 flood.....	42
25. Aerial photograph of eastern section of North Fort Worth during 1949 flood.....	42
26. Flooding at Wards Building, May 1949, looking west.....	43
27. Photograph from the 1949 flood showing the burned and flooded LaGrave Field	43

List of Figures
(cont'd)

28. Fort Worth Laundry Dry Cleaners	44
29. 1950s aerial view of North Fort Worth	52
30. 1948 aerial view with TXU power plant in foreground	56
31. 1950 aerial view with TXU power plant in foreground	57
32. View looking east to the Fort Worth Power and Light Building (Property Number 1-A) with Paddock Viaduct (Property Number 103) in the background	59
33. View looking north to the Fort Worth Power and Light intake station (Property Number 1-C).....	61
34. Detail of <i>Sanborn Fire Insurance Map, 1926</i>	63
35. Owenwood Oil Corporation stock share	64
36. Detail of <i>Sanborn Fire Insurance Map, 1910, corrected to 1951</i>	65
37. Panther Oil and Grease Manufacturing Company logo, as seen on plaque at 840 North Main Street	66
38. Panther Oil and Grease Manufacturing Company buildings at 832, 840, 842 North Main Street (now Texas Refinery Corporation) (Property Number 50 A-C)	66
39. Former Magnolia Oil facility at 528 North Main Street (Property Number 11)	68
40. McKinley Iron Works at 901 North Throckmorton Street (Property Number 47).....	69
41. Carruthers Stone Works at 648 North Commerce, no longer extant (Property Number 18) ..	70
42. Former KKK Hall and Ellis Pecan building at 1012 North Main Street (Property Number 62).....	72
43. Mexican Inn Café at 612 North Henderson Street (Property Number 89).....	73
44. 1911 Sanborn map showing Hermann Park	74
45. Postcard of 1908 Fort Worth flood.....	76
46. Drawing of the Trinity River with arrow indicating location of Nutt Dam, by Freese and Nichols, 1937	78
47. View looking southwest toward Nutt Dam (Property Number 104) and Paddock Viaduct (Property Number 103).....	79
48. A 1918 USGS topographic map of the Trinity River at Fort Worth	81
49. North Main Street during 1922 flood	82
50. Looking toward North Main Street from Samuels Avenue during 1922 flood	83
51. Fort Worth Power and Light Company during 1922 flood	83
52. USACE survey of Fort Worth Floodway, 1939	85
53. Red Cross volunteers in transit to assist 1942 flood victims in Brookside, a residential district north of Fort Worth.....	86
54. Cleanup after the 1942 flood, 100 block of East Exchange Street in North Fort Worth.....	87
55. Cleaning up debris after the 1942 flood, 100 block of East Exchange Street in North Fort Worth.....	87
56. Aerial view of North Fort Worth during 1949 flood, looking north	88
57. Levee break in Lower West Fork Levee, May 1949, looking northeast	89
58. Sandbagging at North Main Levee on east side of West Fork, May 1949, looking northwest.....	90
59. Flooding at the Holly Water Plant, May 1949.....	91
60. Flood control features.....	92

List of Figures
(cont'd)

61.	First stage of Fort Worth Floodway planning	93
62.	Planned levee improvements as part of the Fort Worth Floodway	94
63.	Original Clear Fork course, now serving as city drainage	95
64.	Storm drain along Clear Fork, built in the 1960s	96
65.	Location of floodway sump systems	97
66.	Sluice at the TRWD Dam	98
67.	Original Nutt Dam	98
68.	New Nutt Dam	99
69.	U.S. Geological Survey gauging station at Nutt Dam	100
70.	West Fork riverbanks west of North Fort Worth, 2008	101
71.	Proximity of recreation opportunities to downtown Fort Worth, 2008	101
72.	View looking southwest toward the TRWD Dam and the levee system (Property Number 104) with former Pier 1 building to left in background	103
73.	View looking east toward Paddock Viaduct (Property Number 103)	105
74.	Typical historical marker installed for the Texas Sesquicentennial	107
75.	TRWD Dam	107
76.	Trinity River during 1989 flood	108
77.	Model of the Trinity Uptown Plan, view looking southwest through the North Fort Worth area to downtown	109
78.	Redefinition of the North Fort Worth area in the Trinity Uptown Plan	110
79.	Plans for the banks along the bypass channel	111
80.	Aerial photograph of North Fort Worth area, looking north, 1950	112
81.	Aerial photograph of North Fort Worth area, looking north, 2007	113
82.	Aerial photograph of North Fort Worth area, looking east, 1950	114
83.	Aerial photograph of North Fort Worth area, looking east, 2007	114
84.	Aerial photograph of North Fort Worth area, looking west, 1950	115
85.	Aerial photograph of North Fort Worth area, looking west, 2007	115
86.	Aerial photograph of North Fort Worth area, looking northeast, 1950	116
87.	Aerial photograph of North Fort Worth area, looking northeast, 2007	116
88.	Paddock Viaduct (Property Number 103)	126
89.	Henderson Street Bridge (Property Number 101)	127
90.	501 North Main Street (Property Number 5)	129
91.	701 North Main Street (Property Number 20)	129
92.	705 North Main Street (Property Number 23)	130
93.	709 North Main Street (Property Number 25)	130
94.	713 North Main Street (Property Number 26)	131
95.	625 North Commerce Street (Property Number 15)	132
96.	1024 North Commerce Street (Property Number 64)	132
97.	708 North Main Street (Property Number 28)	134
98.	1012 North Main Street (Property Number 62)	135
99.	541 North Main Street (Property Number 12)	137
100.	Heritage Park Plaza (Property Number 106)	138
101.	1919 map of project area, including Valley View Addition on Near West Side	141

List of Figures
(cont'd)

102. 1940 zoning map of North Fort Worth; Valley View Addition indicated on the Near West Side	142
103. 336 Greenleaf Street (Property Number 70).....	143
104. Map showing the location of eligible properties.....	157
105. Detail of floodway, 1939	159
106. Current view of flood control system	160
107. Henderson Street Bridge (Property Number 101).....	164
108. St. Louis, San Francisco and Texas Railway Bridge (Property Number 102).....	165
109. Fort Worth Power and Light/TXU Power Plant: (a) Property Number 1-A; (b) Property Number 1-B; (c) Property Number 1-C; and (d) Property Number 1-F	166
110. Texas Refinery Corporation (Panther Oil and Grease): (a) 834-842 North Main (Property Number 50) and (b) 917/919 North Main (Property Number 56/57)	168
111. McKinley Iron Works: (a) 901 Throckmorton (Property Number 47-A); and (b) 901 Throckmorton (Property Number 47-B)	169
112. Bud Sellers, 818 North Main (Property Number 40).....	170
113. 529-541 North Throckmorton (Property Number 3-A; no longer extant)	170
114. Walter Dearman Truck, 900 North Main (Property Number 53-A and 53-B)	171
115. Auto Plaza Auto Repair, 1809 White Settlement Road (Property Number 81).....	171
116. Hutchinson Pipe & Waste Material Company, 601 North Throckmorton (Property Number 13).....	172
117. Daico Supply Company, 201 North 7 th Street (Property Number 31)	172
118. Texas Beer Company, 501 North Main (Property Number 5).....	173
119. Southwestern Brass Works, 806 North Throckmorton: (a) Property Number 42-A and (b) Property Number 42-B	173
120. National Educators Life Warehouse, 205 North 7 th Street (Property Number 31)	174
121. Hobbs Trailers: (a) 609 North Houston (Property Number 14) and (b) 625 North Commerce (Property Number 15)	174
122. Carruthers Stone, 648 North Commerce (Property Number 18; no longer extant)	175
123. Western Paint and Roofing, 1024 North Commerce (Property Number 64)	175
124. Machine Shop, 1100 North Commerce (Property Number 65)	176
125. 825 North Calhoun (Property Number 46)	176
126. AAA Package Store, 701 North Henderson (Property Number 87)	177
127. Former city of Fort Worth incinerator, 900 Woodward (Property Number 96-A).....	177

LIST OF TABLES

MS-1. NRHP-Eligible and Listed Pre-1966 Buildings, Structures, and Landscapes within the APE	iv
1. Properties Constructed 1966 and Later	7
2. Mitigation Measures for NRHP-Eligible Properties in Central City Project Area.....	9
3. Summary of Project Methodology	12
4. NRHP Eligibility of Pre-1966 (+ one post-1966) Buildings, Structures, and Landscapes within the APE	147

ACKNOWLEDGMENTS

The authors are indebted to a number of people who helped in many ways with the expansion of this historic context and other tasks associated with mitigation efforts for the Central City project area in Fort Worth, Texas. First, we would like to acknowledge Mr. Joseph Murphey, USACE, Fort Worth District, for his continued support and guidance. We would also like to thank the reviewers of the 2006 historic context upon which this edition is based. It is due to the comments, interest, and concern of several individuals and agencies that the historic context was expanded and other mitigation measures (e.g., aerial photography, oral history interviews, NRHP nominations, HABS documentation, training module, and interpretive plans) were mandated in a programmatic agreement.

Much of the information included in the historic context and other mitigation measures comes from archival research. Appreciation is extended to staff members at the Fort Worth Public Library, Dallas Public Library, University of Texas at Arlington Special Collections, and the Tarrant County Tax Assessors Office. In particular, we would like to acknowledge the assistance of Ms. Mary Saltarelli, Preservation Program Director at Historic Fort Worth and Ms. Cindy Wilson-Arrick, Tarrant County Historical Commission. Ms. Sarah Biles, Museum Administrator for North Fort Worth Historical Society and Stockyard Museum, not only provided time and access to archival resources, but graciously agreed to an oral history interview. Our gratitude also goes to Susan Pritchett, Tarrant County Archives and to City of Fort Worth employees: Karen Gilmore, secretary, Planning Department/Historical Division; Adrian Zavala, administrative technician, Planning and Development Department; Betty Shankle, City Archives; and Mike Sicke, planner, Parks and Community Service Department/Planning Division for going the extra mile. At the Corps of Engineers, Fort Worth District, Mr. Mike Danella, P.E., was instrumental in providing historic photographs and information critical to understanding the levee system. Thanks are also extended to employees of Freese and Nichols, Inc., who during the initial phase of study, allowed access to maps and drawings, and also provided valuable information.

Our unending gratitude goes to those individuals associated with North Fort Worth who participated in the oral history interviews. Their willingness to share their stories, memories, and time greatly enriched our understanding of life in North Fort Worth during the 1920s—1970s. Through their words, the history of North Fort Worth came alive. Many attested to the strength of the community, the joy of being a part of it, and lauded the spirit of individuals who helped to

make North Fort Worth, and the Central City area, an economically and socially viable place to work and live. A special thanks to: Esperanza Ayala, Mike Ayala, Sarah Biles, Joyce Pate Capper, Bill Pokluda, Ailene Pokluda, Markie Sylvestri, Edward Malunowe, Jack Shannon, Betty Ward, Liz Poynor, Judy Sellers, David Beene, Waldon Burt, and Jackie Ellis.

We are also indebted to a number of individuals who, with their skills and expertise, contributed to this report or assisted with the mitigation tasks associated with this project. First, we would like to thank Ms. Susan Allen Kline, historian, whose dedication to Fort Worth history shines through in her research. Ms. Kline not only authored a number of NRHP nominations, but she graciously assisted Geo-Marine researchers as they sifted through files at Historic Fort Worth. Ms. Donna Koch, educational consultant, with the assistance of Ms. Christina Stelzl, developed a training module for teachers of third grade students, which presents North Fort Worth history in a challenging, but fun way. Appreciation is also extended to Angela Whitaker, Social Studies Director at Fort Worth Independent School District. Plans for installing interpretive materials to educate the public at large about the history of the Central City area benefitted from the creative talents of Mr. Druce Reiley and Mr. Don Huff of bwc/creative. Thanks also go to Ms. Bridget McGregor who skillfully transcribed the oral history interviews and Mr. Simon Elnahhas who flew the skies of Fort Worth to provide aerial photographs of the Central City project area. At Geo-Marine, we are grateful to Mr. Josh Sales for GIS and graphics support, Ms. Sharlene Allday and Ms. Patricia Knowles for editing, and Ms. Denise Pemberton for report production.

CHAPTER 1

INTRODUCTION

PURPOSE

As part of a programmatic agreement between the U.S. Army Corps of Engineers, the City of Fort Worth, and the THC, this report includes a historic context, 13 oral history interviews, and Historic American Buildings Survey (HABS)-like architectural documentation on 14 National Register of Historic Places (NRHP)-eligible properties (Appendix A) to mitigate the adverse impact of the Central City segment of the Trinity River Vision Master Plan—a flood control project that is also to provide ecosystem improvements, urban revitalization, and recreation opportunities along the Trinity River. Also included in the mitigation measures, but not a part of this report, are National Register nominations for 12 eligible properties, an educational training module for Fort Worth Independent School District, and an interpretive materials study.

The Central City project, sponsored by the U.S. Army Corps of Engineers (USACE), Fort Worth District; Tarrant Regional Water District (TRWD), the City of Fort Worth, and Tarrant County, is one segment of the larger Trinity River Vision Master Plan whose purpose is to preserve and enhance the river and its corridors so that they remain essential greenways for open space, trails, neighborhoods, wildlife, and recreation. This work was performed under the authority of Section 106 of the National Historic Preservation Act (NHPA), as amended, and is based on an earlier study that was conducted in support of an Environmental Impact Statement (EIS) related to the Central City project. The preferred action addressed in the EIS was that of constructing a bypass channel, associated flood control structures, and an urban water feature, which would potentially impact a significant portion of the Area of Potential Effects (APE) (Figure 1). The initial study, conducted by Geo-Marine, Inc. (GMI), in 2004-2006, included an inventory of pre-1966 cultural resources, plus one post-1966 property (Heritage Park Plaza), within the APE; a historic context; registration requirements developed to aid NRHP eligibility determinations; and findings concerning NRHP eligibility to facilitate the EIS effort (Prior et al. 2006). Archeological properties within the proposed APE were discussed in a separate document. The results of the survey and evaluation recommended 38 separate buildings and structures as eligible for listing on the NRHP (see Table MS-1).

PROJECT DESCRIPTION

The purpose of the Trinity River Vision Master Plan is to preserve and enhance the river and its corridors so that they remain essential greenways for open space, trails, neighborhood focal points, wildlife, and special recreation areas (www.trinityrivervision.org). The riparian corridors are critical elements in preserving environmental quality and a high quality of life that attracts people to locate and stay in Fort Worth. The Trinity River Vision Master Plan encompasses approximately 88 miles of river and major tributary corridors in Tarrant County. Congress authorized the project, including a cost-share with local entities that provide a mechanism for Trinity River Vision/Central City segment goals to be realized with implementation of the plan, commencing with the EIS and the National Environmental Policy Act (NEPA) process. Federal involvement in the implementation of the Central City segment of the Trinity River Vision Master Plan is currently the responsibility of the USACE, Fort Worth District, with whom the local sponsor is coordinating regarding the NEPA process.

Other enhancements to the Central City area, including urban revitalization, could occur once the flood control and other significant Central City project components are constructed. A companion urban design plan for the Central City area, the Trinity Uptown Plan, projects a 50-year build-out for potential re-development of the Central City area. Figure 2 shows the projected build-out of the Central City area, based on future implementation of the Trinity Uptown Plan.

The Central City segment, which comprises approximately 10 percent of the total area included in the Trinity River Vision Master Plan, is the center, or “hub,” of the river in the Fort Worth area. The confluence of the Clear Fork and the West Fork is the focal point given its location as adjacent to downtown. Once Central City project components are constructed and the Trinity Uptown Plan is implemented, the project area could provide significant quality-of-life improvements to the City of Fort Worth, including recreation, open space, mixed use and sustainable development.

Goals for the Central City project include:

- **Flood Protection** - Restore the design level of protection (SPF+4) and reduce or eliminate flood damages from sumps.
- **Environmental Enhancement** - Restore natural riverine functions where possible. Connect existing pockets of high quality habitat and create large contiguous riparian habitats to the degree practical.
- **Urban Revitalization**
- **Recreation** - Provide continuity of urban trails adjacent to downtown, consistent with the overall Trinity Trails system.

Fort Worth can once again focus on the Trinity River as an important natural resource, providing open space as well as urban amenities. Central City could serve as a link between Downtown, the Near North Side areas, the Stockyards, and the Cultural District.

The core area of the APE for the Central City project is largely defined by the section of the Trinity River at the confluence of the West and Clear forks of the river immediately north of downtown Fort Worth (see Figure 1). It is bound by the Stockyards to the north, the St. Louis, San Francisco and Texas (SLSF&T) and the St. Louis and Southwestern railroads to the west, and by Samuels Avenue to the east. Land uses within the core area of the APE are primarily aging commercial or industrial in nature, and the area is generally considered underutilized.

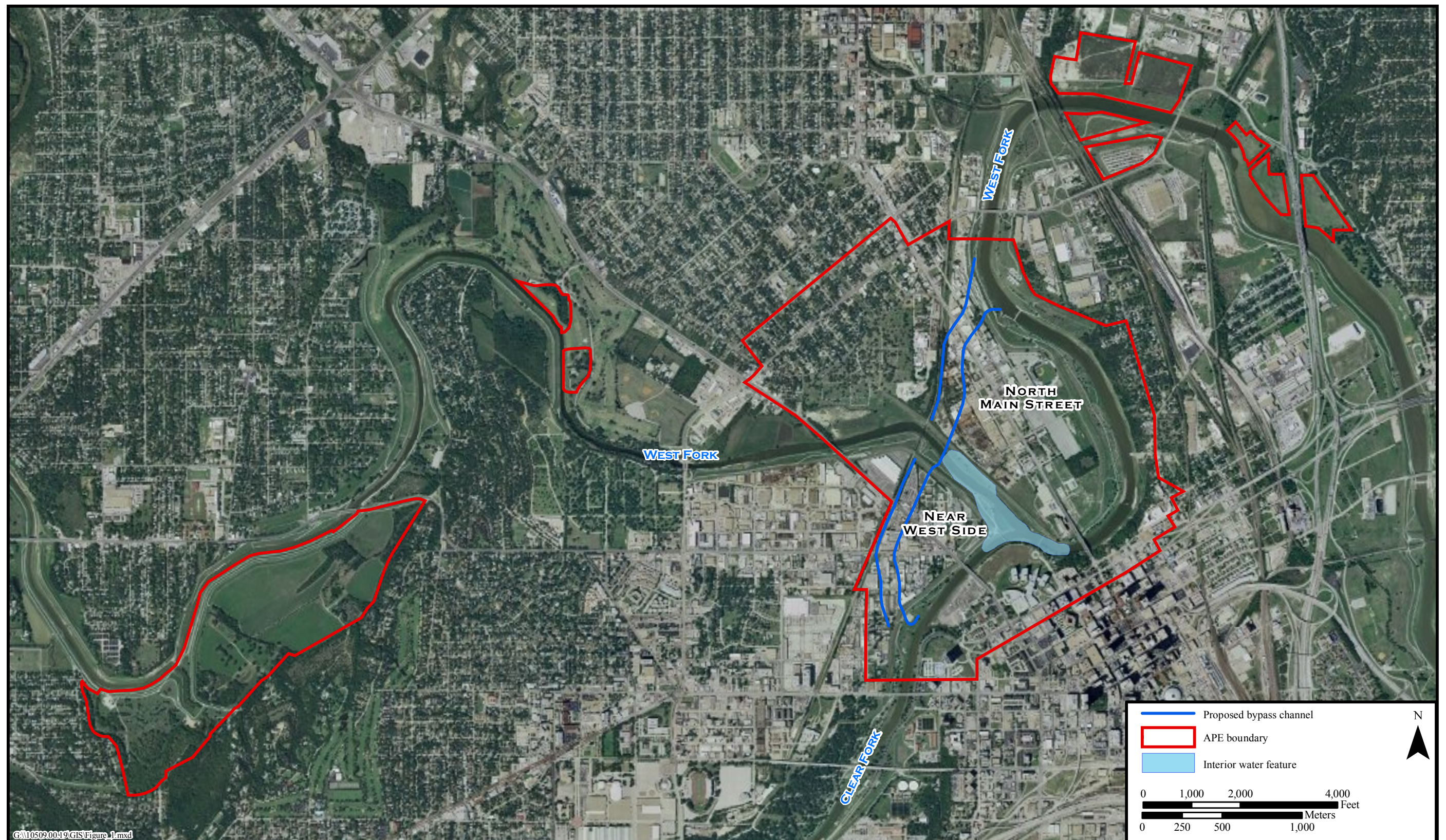


Figure 1. Map showing the project area, bypass channel, and interior water feature.

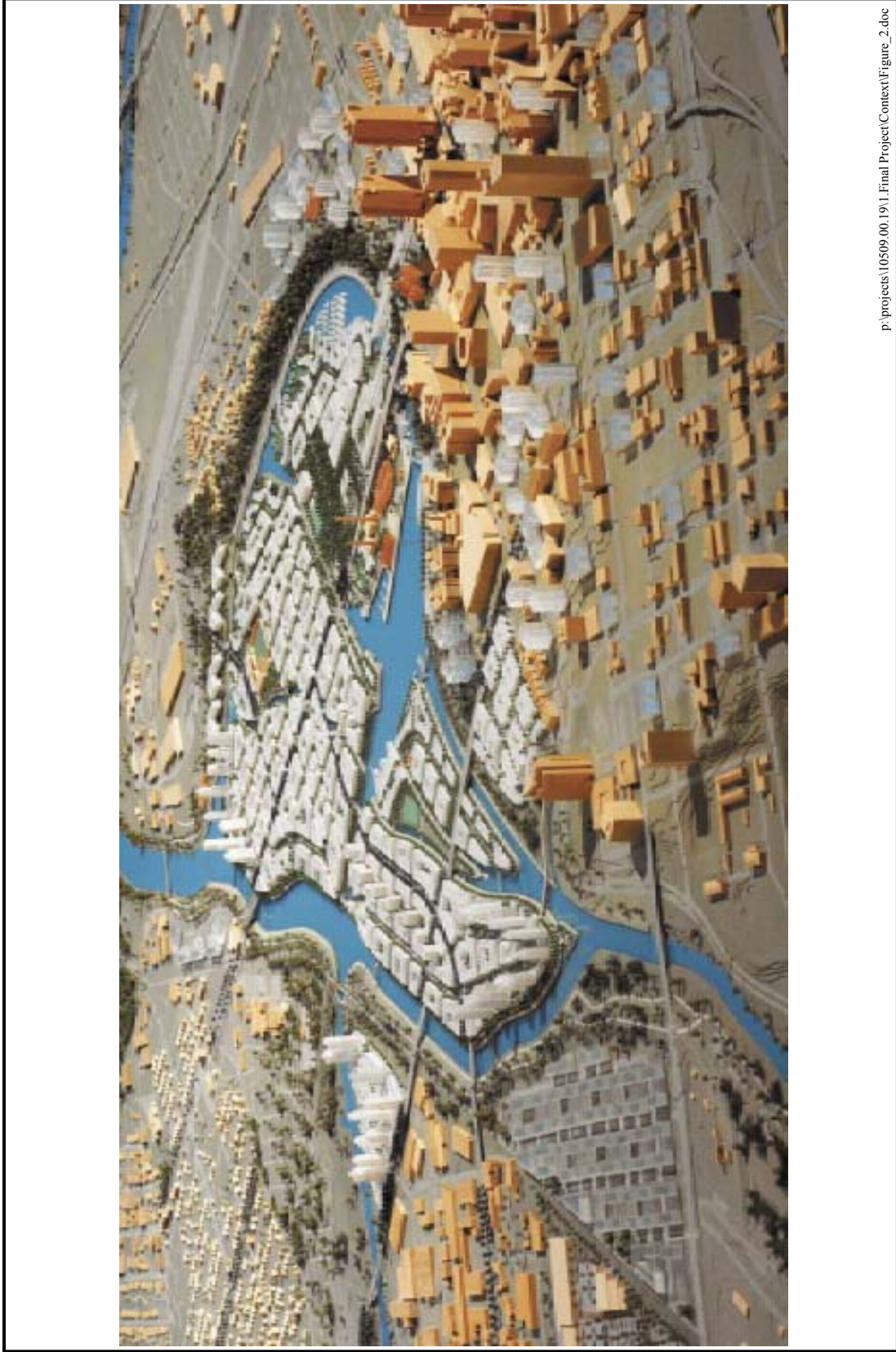


Figure 2. Model of Projected 50-Year Build-out of Central City; looking northeast.

SCOPE

Upon completion of the survey and evaluation of resources within the APE, GMI was awarded a contract to conduct mitigation measures as defined in the “Programmatic Agreement Between the U.S. Army Corps of Engineers, the City of Fort Worth, Texas, and the Texas Historical Commission (State Historic Preservation Officer), Regarding the Implementation of the Central City Portion of the Trinity River Vision Master Plan, Fort Worth, Texas.” This work was awarded by the USACE, Fort Worth District, under Contract W9126G-05-D-0009, Task Order 0019, September 12, 2006.

Mitigation measures included the following tasks: (1) expanding original historic context, *Below the Bluff, Development at the Confluence of the West and Clear Fork of the Trinity River, 1849—1966*; (2) providing aerial photography that reproduces views of photos taken in early 1950s to be incorporated into historic context; (3) providing detailed architectural descriptions that meet HABS Level III requirements for each NRHP-eligible property within the APE that will be directly impacted by the Trinity River Master Plan; (4) conducting 10 to 20 oral history interviews with persons who have social, economic, or historical ties to the project area; (5) preparing NRHP nomination forms for eligible properties within project area that will be indirectly impacted by the Trinity River Master Plan; (6) developing a training module to educate students on Central City area; and (7) developing an interpretive materials study to recommend an approach for providing interpretive materials on the history and significance of the project area to the general public.

For this effort, GMI researchers conducted additional archival research, oral history interviews, and ethnographic interviews. GMI also enlisted the aid of several professionals, including Mr. Simon Elnahhas for aerial photography; Ms. Susan Allen Kline, historian, for assistance with NRHP nominations; Ms. Donna Koch, educational consultant, for developing the training module; and Mr. Druce Reiley and Mr. Don Huff of bwc/creative for developing an interpretive materials study. Mr. Murphey of the USACE, Fort Worth District, was responsible for the large-format photography of specific NRHP-eligible buildings. Dr. Marsha Prior and Mr. Duane Peter served as Principal Investigators for the project.

This report is an expanded version of the original historic context and survey results initiated in 2004 and published in 2006 (Prior et al.). New to the historic context in this report is information stemming from additional archival research, 13 oral history interviews, several ethnographic interviews, present-day aerial photographs of the landscape, and an intensive documentation of historic properties. During the initial building survey and assessment, resources constructed up through and including 1965 were inventoried and evaluated for NRHP eligibility. The 1965 cut off date was in consideration of the projected completion of the proposed bypass channel by 2015; thereby, ensuring that resources 50 years or older at that time would be assessed (i.e., 2015-50=1965). At the time of survey, 184 resources (buildings, structures, and landscape features) within the APE were inventoried. Of that number, 43 resources were constructed in 1966 or later, leaving 141 resources constructed before 1966 (Heritage Park, constructed 1977 was included in this group), and therefore, evaluated for National Register eligibility (Table 1).

Of the 141 resources originally evaluated for NRHP-eligibility, 38 were recommended eligible (see Table MS-1). The impact of the Central City segment of the Trinity River Master Plan was assessed for these properties as either direct (i.e., building or structure would be demolished) or indirect (i.e., integrity in setting, feeling, and association would be affected, but building or

Table 1
Properties Constructed 1966 and Later

Address	Year Built
300 NE Seventh (LaGrave Field)	2002
212 Arthur	1985
220 Arthur	1985
303 Arthur	1985
1101 Calhoun	1980
100 N Commerce	1970
108 N Commerce	1971
750 N Commerce	1985
1012 N Commerce	1998
1020 N Commerce	1981
116 Commercial	1975
116 Commercial	1970
201 Commercial	1976
201 Commercial	1980
205 Commercial	1972
101 Greenleaf	1977
217 Greenleaf	1967
300 Greenleaf	1970
309 Greenleaf	1971
311 Greenleaf	1971
313 Greenleaf	1971
324 Greenleaf	1978
328 Greenleaf	1986
337 Greenleaf	1971
425 Greenleaf	1980
431 Greenleaf	1983
0 Houston	1975
613 N Houston	1971
617 N Houston	1971
621 N Houston	1971
625 N Houston	1971
511 N Main	1977
613 N Main	1971
617 N Main	1971
625 N Main	1971
749 N Main	1981
707 N Throckmorton	1966
0 Viola	2000

Table 1 (cont'd)

Address	Year Built
113 Viola	2000
1717 White Settlement	1979
2001 White Settlement	1969
2017 White Settlement	1973
Heritage Park Plaza	1977

structure would remain standing) and mitigation efforts were determined by the type of impact. For those properties to be directly impacted, HABS-like documentation was completed. For those properties to be indirectly impacted, an NRHP nomination form was developed. Between the time in which the original survey and evaluation was completed and mitigation measures were underway, several properties were demolished. Table 2, therefore, lists the eligible properties remaining and the type of mitigation performed.

The historic context presented in this document concentrates on the areas that will be primarily impacted by the Central City project. The primary potential impacts to the project area will be within the flood plain of the river; consequently, the majority of the research time has been spent detailing the history and extant physical features of these areas. For purposes of this study, the core area of the APE was divided into two main areas, the North Main Street area and the Near West Side, or Jacksboro Highway/White Settlement area.

The boundaries of the North Main Street area are the Trinity River on the south, the Trinity River levee on the east, the SLSF&T and the St. Louis and Southwestern railroads on the west and the St. Louis and Southwestern Railroad on the north, as shown in Figure 1.

The Near West Side, or Jacksboro Highway/White Settlement area, is bound on the south by the Clear Fork of the Trinity River, the west by Greenleaf Street and the SLSF&T Railroad, on the north by the West Fork of the Trinity River and on the east by the convergence of the West and Clear forks of the Trinity River (see Figure 1).

Both the North Main Street area and Near West Side developed as industrial areas. Heavy industry, including the Fort Worth Power and Light Station (Property Number 1), first located in these areas. The Near West Side developed more slowly, because the Henderson Street Bridge (Property Number 101) and Jacksboro Highway were not built until 1930. It was not until the 1950s, after the 1949 flood, that there was appreciable development in that area. Central City industries included the oil/petroleum industry and related businesses, general heavy manufacturing (e.g., Hobbs Manufacturing, Property Numbers 14 and 15), automotive sales/repair/wholesaling, and transportation. The Central City area is also home to important social history in the form of the KKK Klavern (currently known as the Ellis Pecan Building; Property Number 62) on North Main and the entertainment-related and ancillary buildings along Jacksboro Highway that contributed to the highway's notoriety. These themes will be discussed in the context of the development of both the North Main Street area and the Near West Side. These areas represent the broad pattern of historic trends in the areas of Industry, Commerce, Transportation, Social History, and Architecture.

Table 2
Mitigation Measures for NRHP-Eligible Properties in Central City Project Area

Address	Central City Survey Property	Year Built	Potential Impacts	Mitigation
Fort Worth Power and Light/TXU	1-A 1-B 1-C 1-F 1-G	1911-1940	Indirect	NRHP Nomination
501 North Main <i>Bottling works</i>	5	ca. 1930	Indirect	NRHP Nomination
818 North Main <i>Bud Sellers</i>	40	ca. 1921	Direct	HABS Level III
832	50-A	ca. 1928	Direct	HABS Level III
840	50-B	ca. 1936		
842	50-C	ca. 1928		
North Main <i>Texas Refinery</i>				
900 North Main <i>Walter Dearman Truck</i>	53-A 53-B	ca. 1925 1945-1946	Direct	HABS Level III
917 North Main <i>Texas Refinery</i>	56	ca. 1938, ca. 1946	Direct	HABS Level III
921 North Main <i>Store and lab</i>	57	ca. 1950	Direct	HABS Level III
1012 North Main <i>KKK/Ellis Pecan Company</i>	62	1926	Indirect	NRHP Nomination
601 North Throckmorton <i>Hutchison Pipe & Waste Material</i>	13-A 13-B	1940	Direct	HABS Level III
806 North Throckmorton <i>Southwestern Brass Works</i>	42-A	1927	Direct	HABS Level III
901 North Throckmorton <i>McKinley Iron Works</i>	47-A 47-B	ca. 1931 1941	Direct	HABS Level III
609 North Houston <i>Hobbs Trailers</i>	14	1950-1951	Direct	HABS Level III

Table 2 (cont'd)

Address	Central City Survey Property	Year Built	Potential Impacts	Mitigation
841 North Houston	48-A	c. 1946	Direct	HABS Level III
At terminus of North Houston <i>Texas Refinery</i>	48-C	1931		
201 NE Seventh <i>Electrical supplies</i>	41	1948	Indirect	NRHP Nomination
205 NW Seventh <i>National Educators Life</i>	31	1949	Direct	HABS Level III
625 North Commerce <i>Hobbs Trailers</i>	15	1928	Indirect	NRHP Nomination
1024 North Commerce <i>Western Paint & Roofing</i>	64	1931	Indirect	NRHP Nomination
1100 North Commerce <i>Rector Well</i>	65	1930	Indirect	NRHP Nomination
825 North Calhoun <i>Quonset hut warehouses</i>	46	1947	Indirect	NRHP Nomination
336 Greenleaf <i>Residence</i>	70	1925	Indirect	NRHP Nomination
701 North Henderson <i>AAA Package Store</i>	87	1946	Direct	HABS Level III
1809 White Settlement <i>Auto repair</i>	81	1949	Direct	HABS Level III
900 Woodward <i>Incinerator</i>	96-A	1952	Indirect	NRHP Nomination
Henderson Street Bridge	101	1930	Indirect	NRHP Nomination
SL, SF and Texas Railway Bridge	102	1902	Indirect	NRHP Nomination
Flood Control System	104	1910-1957	Direct	HABS Level III

The Trinity River Bluff area that forms the southern and eastern boundaries of the APE, the Samuels Avenue historic neighborhood on the east, and the Oakwood Cemetery/Northside neighborhood are all immediately adjacent to the core area of the APE; however, the potential impact to these areas is largely visual, therefore these areas are addressed only in the general historical overview.

METHODOLOGY

The historic context necessary for the evaluation of the buildings and structures in the APE consists of particular themes relevant to the existing property types. Initial review of the area resulted in the recognition of the following themes:

Industry

- (1) Cattle trails and cattle industry as it relates to the use of the Central City area and its connection to the Stockyards;
- (2) TXU power plant development;
- (3) Oil industry
- (4) Automotive industry

Transportation

- (1) Historic trails;
- (2) the railroad;
- (3) the evolution of the modern road system (particularly the bridges) within the project area.

Recreation

- (1) Recreational areas such as playing fields;
- (2) fishing and boating on the river;
- (3) trails, if built before 1966.

Development of the Trinity River

Use of the flood plain of the West and Clear forks of the Trinity River was dependent on the control of flooding. The history of the development and maintenance of the levees within and adjacent to the project area was documented.

Community Development

- (1) Government facilities on the Bluff area;
- (2) Samuels Avenue historic area;
- (3) Oakwood Cemetery and the Northside Neighborhood.

Limited emphasis was placed upon Community Development, because these areas, although inside the core area of the APE, would be subjected to visual impacts only; consequently, these areas were not individually surveyed. A summary of the general project methodology is presented in Table 3.

Another important component of the historic context document is the development of registration requirements for National Register of Historic Places eligibility determinations. The registration requirements were developed in relation to the historic themes and associated properties. Registration requirements were developed for selected property types within each theme (e.g.,

Table 3
Summary of Project Methodology

Preliminary Preparation and Orientation	Familiarize through general research, developing themes for further research; investigate local and state research facilities as well as the internet; interview local historians, long-time property owners and others with knowledge of the area; acquiring maps for field work.
Field work	Survey APE (walking and driving) to locate all resources, identifying resources on accompanying maps, photographing all resources, making field notes on physical characteristics and conditions, noting urban and transportation features, interviewing citizens for historic information.
Information Gathering	Research history of structures as they relate to identified historical themes by utilizing legal research, interviews, historic photographs, newspapers, and maps, including Sanborns, USGS, and others; utilizing other background information and existing local histories and resources.
Development	Further develop “historic contexts” or the main themes of local history and architecture into which properties are placed. These include the development of industry including the oil industry, wholesale and manufacturing, and utilities; transportation and engineering including the bridges, highways, street car lines and railroads; recreation; and community development.
Architectural Documentation and Registration Requirements	Ascertain the type and style of the architecture represented in the individual buildings and the APE. Develop the registration requirements for the buildings and the physical characteristics. Criteria used to develop registration requirements will be those recommended in the U.S. Department of the Interior’s National Register Bulletins 15, 16A and 16B.
Evaluation and Criteria	<p>Determine possible historic districts and individual properties in context of community-wide social, cultural, economic and architectural history. Survey resources to be evaluated according to their:</p> <ul style="list-style-type: none"> • Association with events that made a significant contribution to a broad pattern of the local history as defined by the established themes • Association with the lives of persons or groups significant to the history of the community • Embodiment of distinctive characteristics of architectural style, type or period • Exhibition of integrity of design, craftsmanship or materials • Maintenance of integrity in location and setting • Age, built before 1966.

industry (oil and power); transportation (railroad system, road system); the floodway development of the Trinity River; social history; and recreation. Other registration requirements for selected property types, such as street cars, stage coaches, and cattle trails, were not developed, because no property types related to those sub-themes remain in the APE. The registration requirements address all National Register criteria, including historical landscapes.

CHAPTER 2

HISTORIC CONTEXT:

THE HISTORY AND DEVELOPMENT OF NORTH FORT WORTH AND NORTH MAIN STREET, 1849-1965

PURPOSE

This chapter provides an overview of the developing Fort Worth cultural resource landscape from 1849, the founding of Fort Worth, to 1965, fifty years before the anticipated completion of the proposed bypass channel. The overview is followed by a more detailed historic context related to the development of North Fort Worth and North Main Street area. Specific contexts relevant to the primary properties within the core area of the APE are presented in relation to the following themes:

- Fort Worth as a Transportation Hub
 - Railroads
 - Street Car Lines
 - Roads and Bridges
- Industrial and Commercial Development in Fort Worth (1867-1950)
 - Cattle Industry
 - Fort Worth Power and Light/TESCO/TXU Power Plant (Property Number 1)
- Discovery of Oil and Its Impact on North Fort Worth (1917-1940)
- Other Industries
 - McKinley Iron Works (Property Number 47)
 - Carruthers Stone Works (Property Number 18)
- Social History of North Fort Worth
 - Ku Klux Klan Klavern No. 101 (Ellis Pecan Building) (Property Number 62)
 - Jacksboro Highway
- Recreational Development
- Flood Control Development

OVERVIEW OF THE DEVELOPING FORT WORTH CULTURAL RESOURCE LANDSCAPE

The History and Development of Fort Worth

Located along the confluence of the Clear and West forks, the developmental history for Fort Worth is closely tied to the Trinity River and its surrounding landscape features. Both the river and nearby bluffs were a deciding factor in determining the location of the city. Fort Worth originated as a military post, established June 6, 1849, by Major Ripley Arnold. Named for General William Jenkins Worth, the post was initially designated as a camp and was one of the earliest military posts established in Texas to protect an ever-growing number of European-American settlers (Garrett 1996:67; Knight 1990:13; Selcer 1995:3).

Major Arnold established the first temporary camp near a grove of live oaks that stood along the south bank near Cold Springs, “in the bed of the Trinity” near the top of Samuels Avenue (exact location today is unknown) (Selcer 1995:26-27). At the time of occupation, the natural landscape consisted of rolling prairie hills with belts of bottomland and stands of hardwood trees such as oak, sycamore, cottonwood, and hickory. The flat land upon which this temporary post was established was a flood plain environment that extended to the north and west of the Trinity River. Camp Worth was soon moved to higher ground at the top of the bluffs (just west of the present-day Tarrant County Courthouse) overlooking the confluence of the Clear and West forks (Selcer 1995:13) (Figure 3). One contemporary visitor estimated the steep banks of the bluffs to measure 110 feet and noted that they were covered in abundant flora. The bluffs were not only advantageous for avoiding floods, but were beneficial to military activities. From their new vantage point, soldiers were able to move out quickly to protect the pioneer settlements developing to the east, north and south (Knight 1990:13; Sanders 1986:12, 40).

In November 1849, the camp changed its name from Camp Worth to Fort Worth. According to the U.S. Census, the population at the camp in 1850 was close to 100 (Garrett 1972:109). Abundant water, good farmland, and military protection continued to attract settlers to the area.

Despite choosing the area for its natural landscape, soldiers immediately impacted the area, clearing timber, both at the top of the bluffs and below, for fort construction. The fort initially contained three officers’ quarters, a barracks, hospital, stables, commissary, guardhouse and storehouse. The main buildings were arranged in a square around a parade field (see Figure 3). In 1851, a garden was established in the southeast corner of the fort. Within two years, the cultivated area had expanded to approximately eight acres. After the fort was constructed, the land below the bluffs that would become Central City was intentionally kept clear for agriculture and livestock grazing (Selcer 1995:64).

The presence of the fort quickly prompted commercial ventures and drew more settlers to the area. In 1849, Henry Daggett and Archibald Leonard opened a mercantile store one mile northeast of the fort by a spring and live oak grove (near the foot of present-day Samuels Avenue). As proprietors of the first civilian store in the area, Daggett and Leonard ran a profitable operation, buying and selling dressed buckskins and pelts, and supplying soldiers with beef. The log cabin store became a popular meeting place for Native Americans, hunters, soldiers, and settlers (Garrett 1996:90).

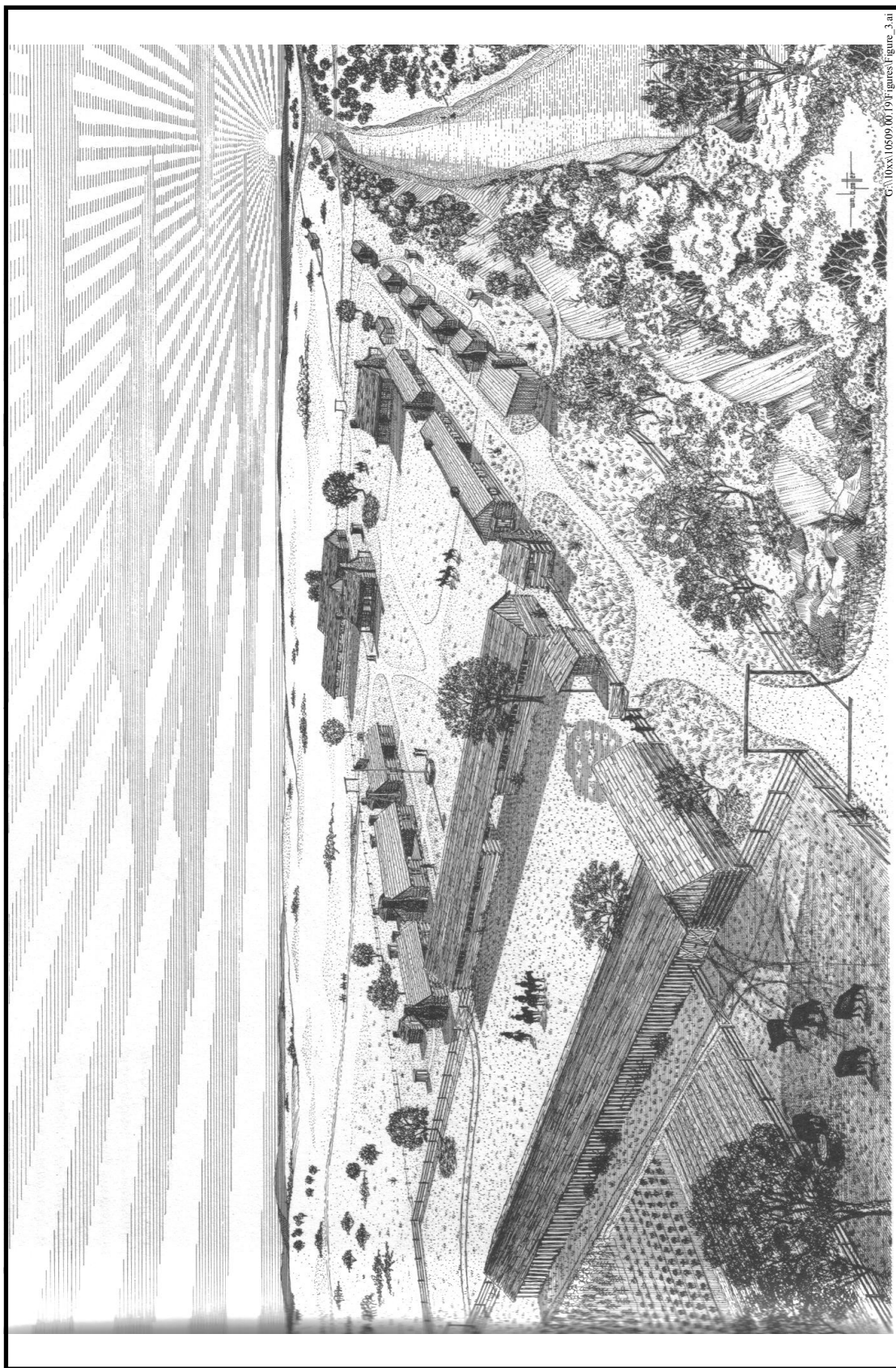


Figure 3. An artist's reconstruction of Fort Worth showing its proximity to the bluffs (source: Selcer 1995: 64; Drawing by William B. Potter).

In 1853, Fort Worth was abandoned when the frontier line shifted west and a new line of forts was established (Schmelzer 2002). Town citizens appropriated the fort structures for their own uses. Daggett and Leonard moved their mercantile store into the barracks in 1854. Another trader established his business in the officers' barracks and the stables were converted into a hotel. John Peter Smith used the hospital to establish the first school in the community (Garrett 1996:124; Sanders 1986:16). In spite of the military's absence, the burgeoning Fort Worth community continued to grow with the former fort serving as the epicenter. The built environment spread southward and northeastward along the bluffs.

It was also during the 1850s that the town became directly linked to other communities through stage lines. The first stage line to connect with Fort Worth was the United States Mail Stage Line in 1856. The Fort Worth-Jacksboro Stage Line, established in 1858, connected to the Butterfield Overland Stage which linked St. Louis to the West Coast. Because Fort Worth was an overnight rest stop on the line, visitors were frequently escorted to the bluffs during their stay. Fort Worth thus became widely known for its scenic beauty (Sanders 1986:24; Schmelzer 2002).

Major changes to the Fort Worth cultural landscape began in 1860 when the town was designated as the county seat. Believing their burgeoning town to be of significant importance to the entire county, Fort Worth citizens had launched a campaign in 1855 to move the seat from nearby Birdville. After a five-year, heated battle with Birdville proponents, Fort Worth was finally selected as the county seat. Construction on the first stone courthouse, located east of the former fort and overlooking the bluffs, began in 1860. Work was interrupted, however, by the Civil War and the building was not completed until the 1870s. In 1876, the courthouse burned and was replaced with another stone building that stood until 1894 when it was demolished to make room for the present-day courthouse (Figure 4). Overlooking the Trinity River, the Beaux Arts courthouse continues to be a dominant feature on the project area landscape, serving as the physical and visual gateway between Central City and downtown Fort Worth. The various courthouses throughout Fort Worth's history have served as focal points for the city's growth and development (Sanders 1986:17-24; Schmelzer 2002).

Like many towns throughout the South, Fort Worth's population dropped during the Civil War as men left to join the Confederate forces. The population in 1860 was approximately 450. Between the years 1861-1865, it dropped to nearly half that number (Roark 1991; Sanders 1986:29). The shortage of men, money, and materials during this time prohibited economic growth and development. Soon after, however, Fort Worth's economy began to flourish as the cattle and railroad industries expanded. As a major stop for cattle drivers on their way from West Texas to Kansas via the Eastern Trail, Fort Worth once again began to enjoy significant economic success.

The Eastern Trail came close to the project area, entering Fort Worth south of present-day Commerce Street, but then veering east of Pioneer's Rest Cemetery (established in 1850) to cross the Trinity River north of the project area near Marine Creek. The trail continued north, joining up with the Chisholm Trail as it crossed the Red River into Oklahoma. There is currently no data to suggest that cattle drivers rested or watered their cattle within the boundaries of the project area below the bluffs, but given the proximity of the trail, the possibility exists (Pate 1994:17; Sanders 1986:29, 40).



Figure 4. Postcard of Tarrant County Courthouse (Property Number 107) (source: texashistory.unt.edu).

Cattle drives were a means of delivering cattle to northern markets where meat packing plants were located. Though a critical component to the overall cattle industry, drives were a short-lived phenomenon. The Eastern Trail, which joined the Chisholm Trail at Red River Station in Oklahoma, was in use for only 17 years, from 1867 to 1884. While several factors were instrumental to its demise, the railroads were a critical force in supplanting the cattle drive.

The first railroad that came through Fort Worth was the Texas and Pacific, which arrived in the summer of 1876. Cutting eastward across central Texas, the tracks ran south of the courthouse when they reached Fort Worth. The railroads had an immediate impact on the city's economic growth and physical development. Not only were goods shipped in and out, but the railroads prompted a building boom and encouraged the growth of other industries. The population grew as travel to Fort Worth was facilitated and new business ventures were encouraged. Even before the railroads arrived, the city's population was growing in anticipation of new opportunities. By 1873, the population had nearly doubled with the prospect of a Fort Worth railroad stop. Numerous business enterprises, including dry goods stores, livery stables, drugstores, a photography studio, and ice cream parlor, were established prior to, but in expectation of, the population boom that typically followed the railroads (Sanders 1986:41).

Although the railroads spurred an increase in population and development, during the 1870s there were still portions of the Fort Worth landscape that were relatively undeveloped or used for agricultural purposes. An 1876 perspective map by D.D. Morse shows the Central City project area north of the river still covered by groves of trees with a small clearing close by the river that was used for farming (Figure 5). Trees also lined the south bank of the West Fork. The flood plain at the bottom of the West Fork bluffs was used for cattle grazing. The drawing also

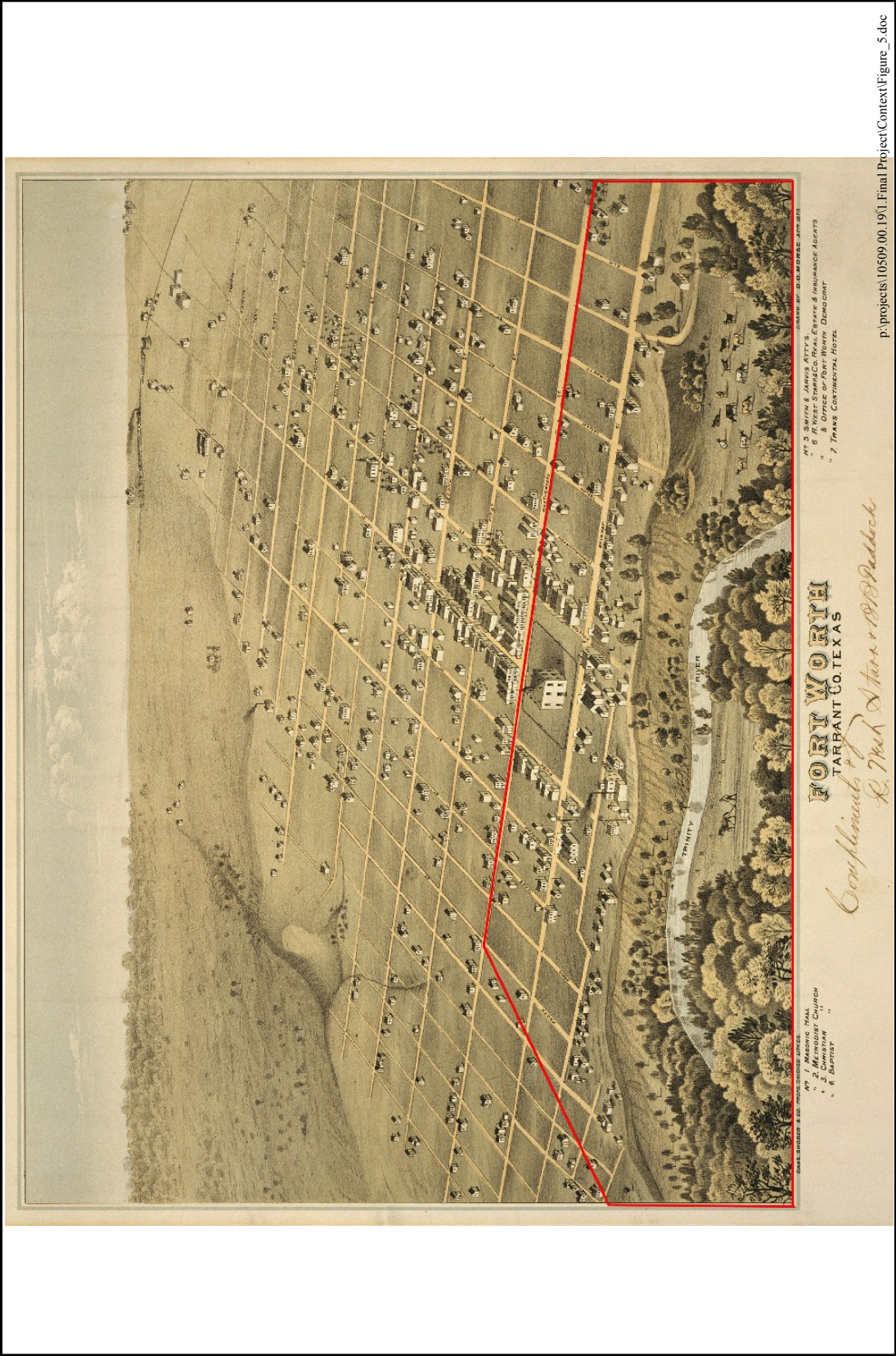


Figure 5. Fort Worth, Tarrant Co. Texas, 1876 by D.D. Morse; view looking west; Central City project area in view is outlined in red (source: www.birdseyeviews.org).

illustrates a lack of trees on the bluff tops, likely because many had been used for construction. A map depicting the same area ten years later shows the flood plain north of Fort Worth (across the river) still in use for agricultural purposes. The 1886 map depicts cleared farm land east of the wire bridge on the north bank of the West Fork. The map also suggests trees beginning to grow again on the top of the bluff and along the slopes to the river's edge (Queen of the Prairies 1886; Figure 6).

In addition to the Pioneers' Rest Cemetery (established in 1850), the north side of the West Fork was the site of a second cemetery, established in 1879. Oakwood, known earlier as "City Cemetery" became the final resting place of many kings of cattle and cotton, oil barons, statesmen, and business tycoons. The first burial is believed to be that of Frank L. Fox, stepson of pioneer John Peter Smith. Smith donated 20 acres of land for the cemetery in 1879 when Fox died. John Peter Smith is also buried Oakwood Cemetery. Smith was a pioneer in many aspects. He was an original member of the Fort Worth City Company, which bought the original 2,500 acres that became North Fort Worth, and later was a member of North Fort Worth Streetcar Company which brought modern transportation to the area. Smith was also responsible for establishing the first school in the area. Other influential individuals found in Oakwood Cemetery include B.C. Evans, a pioneer Fort Worth merchant; William Patton Burts, the city's first mayor and second doctor; Major Van Zandt; and Burk Burnett, owner of the 6666 ranch (Harrison 2005).

The cemetery covering 100 acres, includes several special sections. Old Trinity Cemetery, also known as Trinity Cemetery or Trinity Colored Cemetery, adjoins Oakwood on its northern edge, while Calvary Catholic Cemetery is found on the southern edge. Euday Bowman, the composer of "12th Street Rag," rests in the Old Trinity Cemetery as does "Gooseneck Bill" McDonald (1866-1950), a prominent banker and politician. There is also a special section where the pioneering bartenders of Fort Worth rest. During the early days of Fort Worth, bartending was considered an honorable profession, thus these men garnered their own special spot within City Cemetery. There is also a special section, known as "Soldiers Row," dedicated to Confederate veterans and their wives. Another special section, reserved for members of the bricklayers union, contains a tall brick pedestal, hinting at the importance of these skilled craftsmen and their impact on the visual landscape of North Fort Worth (Harrison 2005).

As Fort Worth was expanding in the 1880s, the Trinity River greatly influenced the town's pattern of development. With the river serving as a natural boundary, the built environment had expanded first around the courthouse, and then to the south, east, and west along the bluffs. By 1885, a cluster of buildings had been built southeast of the project area, along East First Street (near the Gulf, Colorado, and Santa Fe Railroad tracks) and the Samuel's Addition was platted (between Samuel's Avenue and the West Fork). Two bridges connected the city of Fort Worth with areas across the river to the north and west (Gray's Map 1885; Figure 7): the Franklin Street Bridge crossed the Clear Fork at Roadway Street on the western side of the city; and a wire bridge crossed the river further downstream on the east side of the confluence of the Clear and West forks, connecting the city to North Fort Worth.

The Samuels Avenue neighborhood was developed from the 1870s to the 1920s. Many of the lots are long and deep, overlooking the Trinity River. Pioneers Rest Cemetery, the city's first cemetery, and Traders Oak Park, the site of the Daggett and Leonard trading post, are both located in this neighborhood. Many early prominent citizens including physicians, merchants and businessmen lived on Samuels Avenue. An example of the housing stock in the neighborhood is

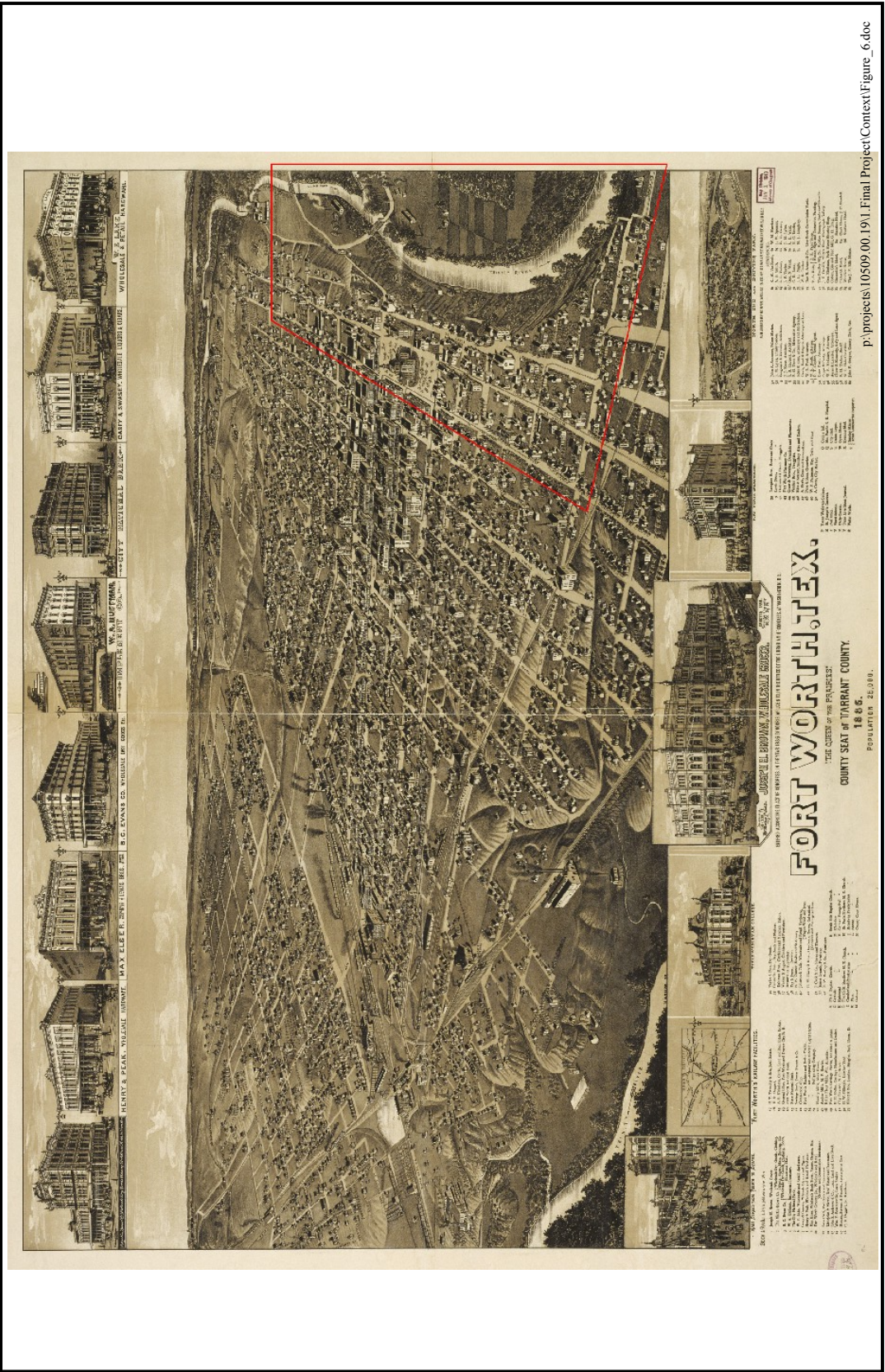


Figure 6. "The Queen of the Prairies": County Seat of Tarrant County, 1886. Central City project area in view is outlined in red; view looking west (source: www.birdseyeviews.org).

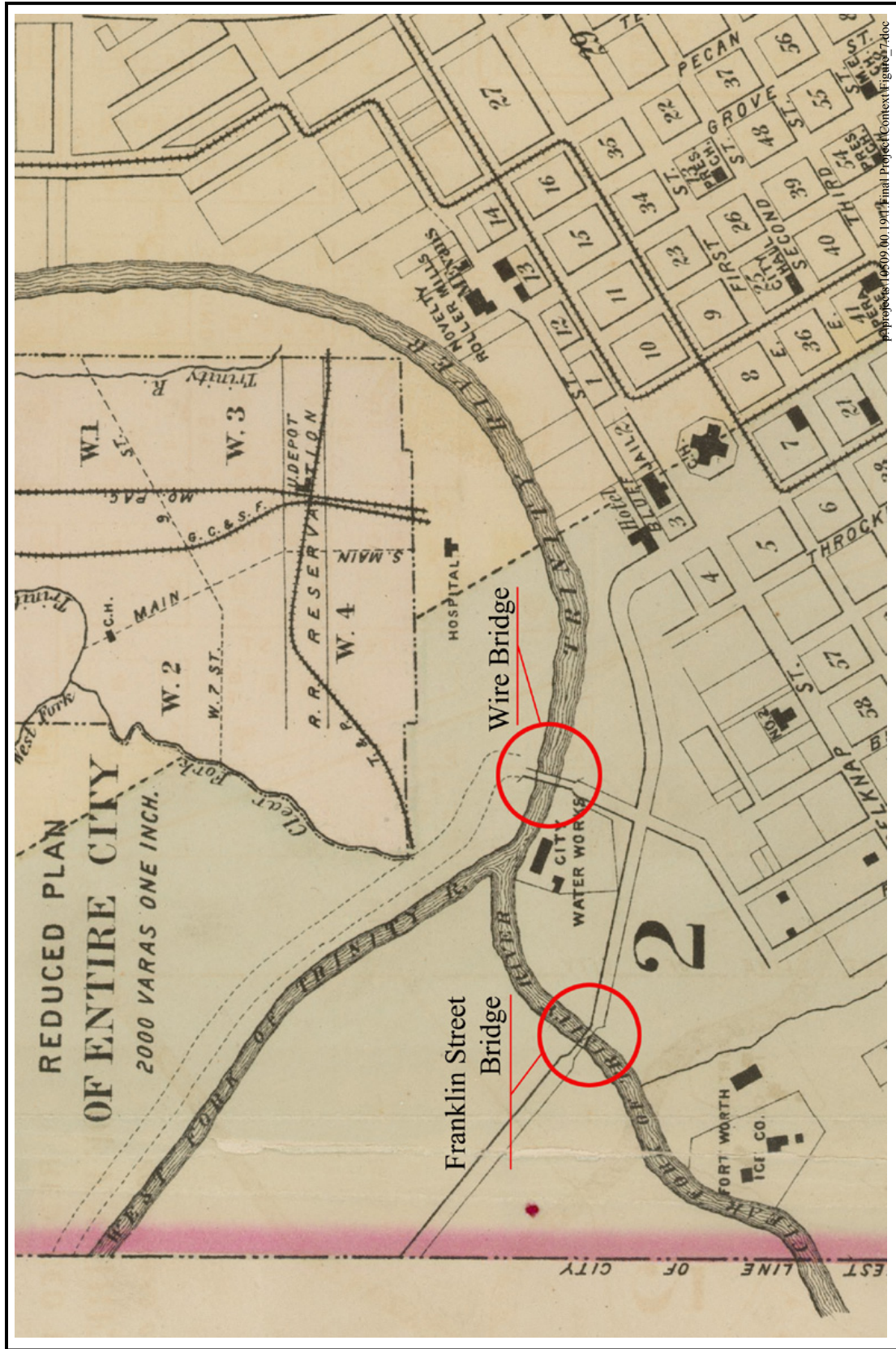


Figure 7. Excerpt from Gray's Map of Fort Worth, 1885 (source: University of Texas at Arlington Library, Special Collections).

the Bennett-Fenelon House. One of the oldest houses in Fort Worth, the Bennett-Fenelon House, (731 Samuels Avenue) was constructed in 1875 for David Bennett, a vice president of First National Bank. It was later owned by Thomas Fenelon who worked for the Gulf, Colorado and Santa Fe Railroad.

Although most of Fort Worth development at this time took place on the plateau above the bluffs, some industries were located below along the south bank. In 1883, the Fort Worth City Water Works pump house was constructed on the south bank at the confluence of the Clear and West forks. The pump house lifted 4,000,000 gallons of untreated water a day from pipes in the Trinity River (Sanders 1986:104). Just west of the plant along the south bank of the West Fork was the Novelty Roller Mills and Grain Warehouse. Along the south bank of the Clear Fork near the present-day location of Jacksboro Highway were J. B. Fields Cotton Gin and Fort Worth Ice Company buildings. Small clusters of industrial structures located near the cotton gin included lumber storage sheds, oil supply houses, brick kilns, and corn mills (Sanborn Fire Insurance Map 1885; Figure 8).

By 1886, the population of Fort Worth had reached 25,000 and the southern end of the project area, near downtown, contained numerous businesses and residential houses (Knight 1990:126). Sanborn Fire Insurance Map 1889; Figure 9). The Queen City Tannery building was located between Burnett and Lamar on Roadway, which was renamed Franklin Street, and then White Settlement Road. A public school was located south of the tannery on Belknap Street and the Fort Worth Ice Company still stood near West Bluff and Roadway. Within the project area, new business growth shifted along the bluffs to east of the courthouse. Although the river had always served as the northern boundary for Fort Worth, the boundary quickly changed in the late 1880s as the cattle and railroad industries continued to grow and access to the area further north improved. The area of North Fort Worth, originally a separate city, was incorporated in 1902 and was initially platted for residential use.

The History and Development of North Fort Worth and North Main Street

The major portion of the Central City project area lies within an area historically referred to as North Fort Worth, located to the east of the confluence of the Clear and West forks, along the north banks, and stretching northward across the flood plain, including North Main Street. North Fort Worth and North Main Street grew in conjunction with new business developments associated with the cattle industry. In the mid-summer of 1889, Fort Worth businessmen established the Union Stockyards, a facility located in the same area north of the Trinity River just two miles from the Courthouse, where cattlemen had steered their herds only a few short years before. Although the stockyards are north of the project area, their presence had a profound effect on the North Fort Worth landscape.

North Fort Worth and North Main Street were originally platted after the Fort Worth City Company bought nearly 2,500 acres from the Trinity River north to what is now North Twentieth Street in 1888. The businessmen of the Fort Worth City Company included A.T. Byers, W.A. Huffman and John Peter Smith. Nathan Barrett, a New York City landscape architect/engineer, was hired to draw a plan and plat for the new community of North Fort Worth (Pate 1994). Barrett, one of the founders of the American Society of Landscape Architects, had previously collaborated on the 1880 Plan for Pullman, Illinois. He was influenced in his designs by the prominent landscape architect Fredrick Law Olmstead (Roark 1991:3). The plan called for Main Street to be extended north across the Trinity River (Figure 10).

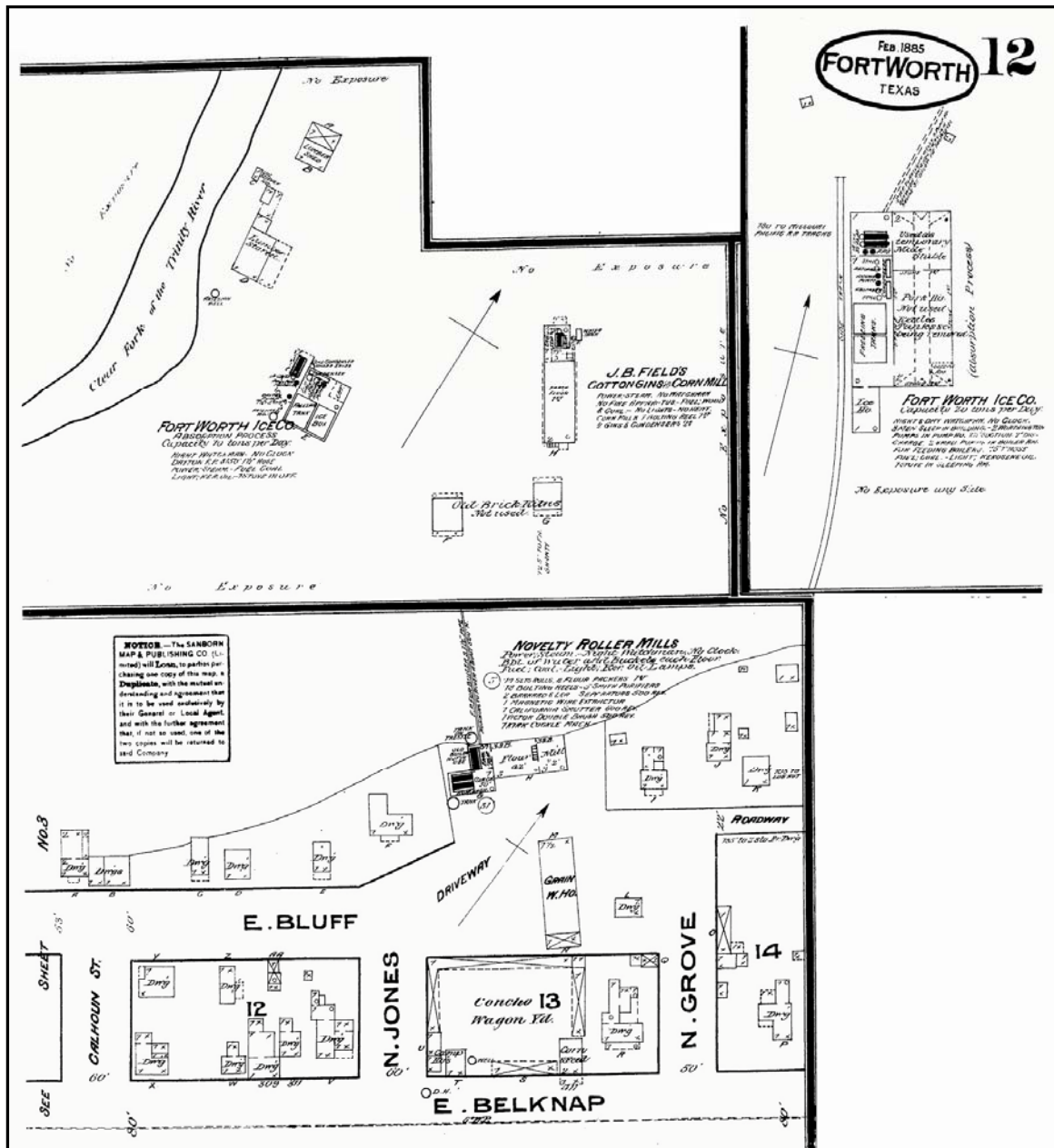


Figure 8. Excerpt from Sanborn Fire Insurance Map, 1885. Note development of industry along the south bank of the river (source: www.texshare.org).

The majority of the North Fort Worth area, including North Main Street, was platted for residential development. Developers were anxious to connect North Fort Worth with downtown to encourage settlement in the new community, so plans were undertaken for a streetcar line to cross the Trinity River. Byers and Huffman formed the North Fort Worth Streetcar Company with John Peter Smith, John Templeton and Wint Patterson. Together, they worked to construct the line from downtown, up North Main Street, and on to the Fort Worth Stockyards northeast of North Fort Worth. A Detroit firm was contracted to complete a ten-and-a-half-mile track for the

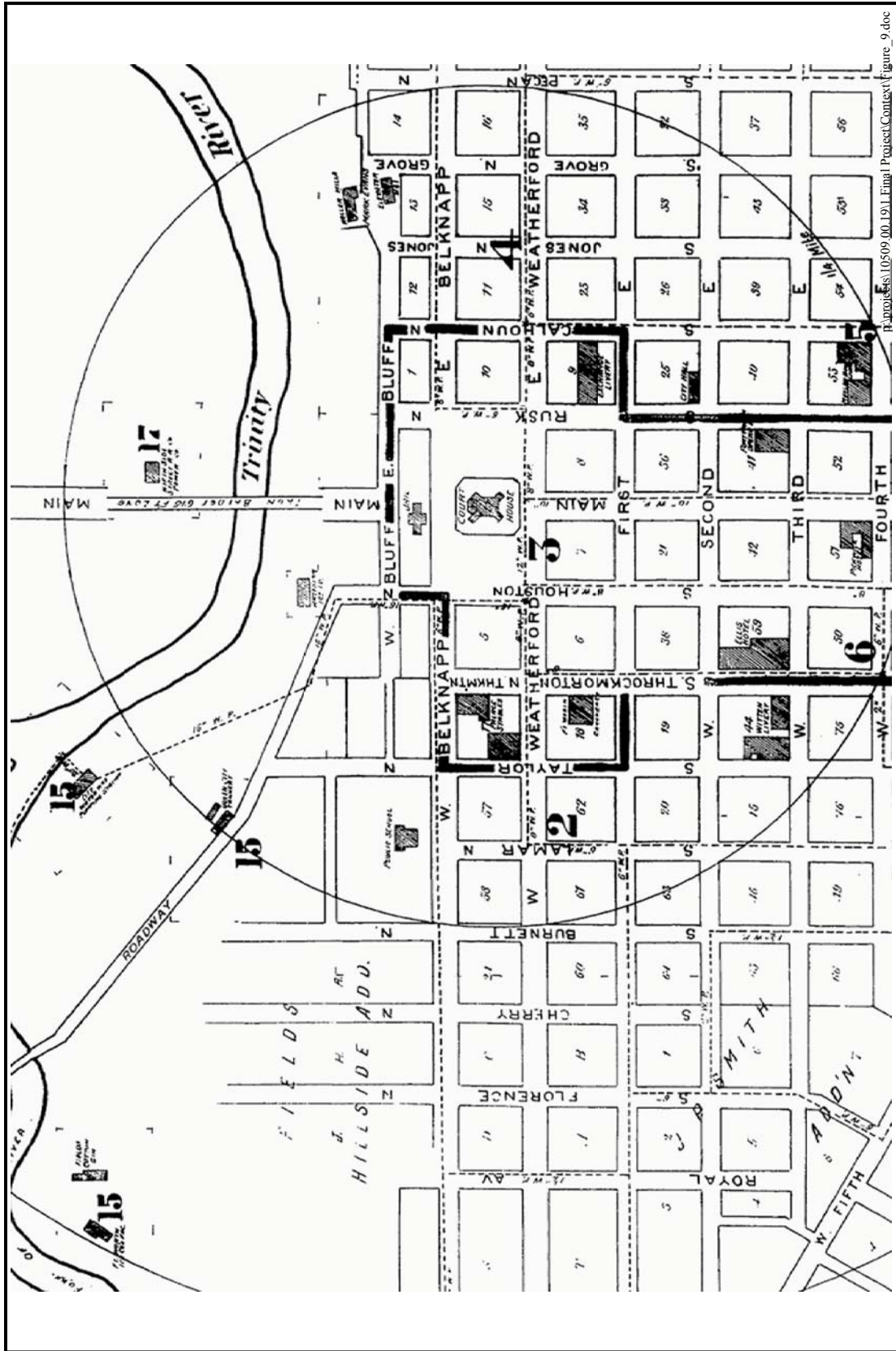


Figure 9. Excerpt from Sanborn Fire Insurance Map, 1889. Note development of southern section of the project area (source: www.texshare.org).

Figure 10. Fort Worth and Vicinity, 188x, by W.B. King. Note plats for North Fort Worth and Main Street (Source: Library of Congress, American Memory Collection).

electric streetcar at a cost of \$60,000 (Pate 1994:18). The streetcar line was operable by the summer of 1889 and elements of it are shown on the Sanborn Fire Insurance Map of that year (see Figure 9). A detail map of that series indicates that the North Side Street Rail Road Company's Electric Power House was located about 225 feet from the Trinity River along Main Street. An artesian well and pump were located adjacent to the powerhouse. The car house was also located on North Main Street about one and a quarter miles from the Court House. Just north of the electric plant and near the Main Street Bridge were two small buildings and a line of trees near the Main Street Bridge (Figure 11). Built ca. 1889 as part of the plan to link North Fort Worth and downtown, the Main Street Bridge was a two-lane suspension bridge that included two sidewalks (Pate 1994:115).

While streetcars facilitated the flow of human traffic throughout the city, the railroad industry continued to expand in Fort Worth. The Gulf, Colorado and Santa Fe Railroad began operating in Fort Worth in 1881, and the Fort Worth and Denver City Railroad began running between the two cities in 1888 (Billingsley 2002; Knight 1990: 114; Werner 2002a). The tracks currently run in the upper northeast edge of the project area. Historically, they ran parallel with the Chicago, Rock Island, and Gulf (chartered in 1902) and followed along Samuels Avenue. At present, Burlington Northern and Santa Fe and Union Pacific Railroads own and operate the historic tracks.

Although the city of Fort Worth had experienced substantial growth as a result of the cattle and railroad industries, the North Fort Worth area did not fare as well as its proponents had hoped. Adjacent to Niles City, where the stockyards were located, North Fort Worth remained relatively undeveloped in spite of earlier plans. Noting this, the Fort Worth Board of Trade began negotiations to entice meatpacking companies to the area. The City and the Board of Trade raised \$100,000, luring both the Armour and Swift companies to open facilities in 1903. Plant workers began settling in North Fort Worth, just north of the project area (Pate 2002:27). When North Fort Worth was incorporated in 1902, Nathaniel Barrett's original plat design was used. North Fort Worth was annexed by the city of Fort Worth in 1909.

Within the first few years of the twentieth century, development along the Trinity River increased significantly. The types of facilities and structures constructed within the project area reflect its varied use, but development tended towards industrial and commercial interests. Fort Worth Granite and Marble Works were located along North Main Street at North Second Street. Directly across North Main was the Fort Worth Machine and Foundry. Leeper Curd Lumber Company was located on North Main near the Cotton Belt Railroad tracks. At North Sixth Street, between North Main and North Commerce, was Enterprise Iron Works. In 1912-1913, a new power plant for the city was built on the west side of the North Main Street Bridge along the Trinity River. The 1914 City Directory called the plant the largest and most modern in the Southwest. Also listed that year was the Fort Worth Boiler Works, located at the southeast corner of North Main and East Second. A grocer at 509 North Commerce apparently served the surrounding businesses and few residents (Polk and Company 1914; Sanborn Map 1911:107, 204) (Figures 12 and 13).

Although the area was conducive to industrial development, the number of parks and recreational facilities that were incorporated in the city's plan for the area suggests that the landscape and enjoyment of social activities were important as well. During the mid-1910s, parks were dominant features on the landscape. Hermann, Butz (also Butts), and Douglas parks were all located near the river. Recreational facilities were also established in the area. The 1916 city



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Figure 11. *Perspective Map of Fort Worth, Tex., 1891.* View looking west. Note industry along the banks of the Clear and West forks (source: www.birdseyeviews.org).

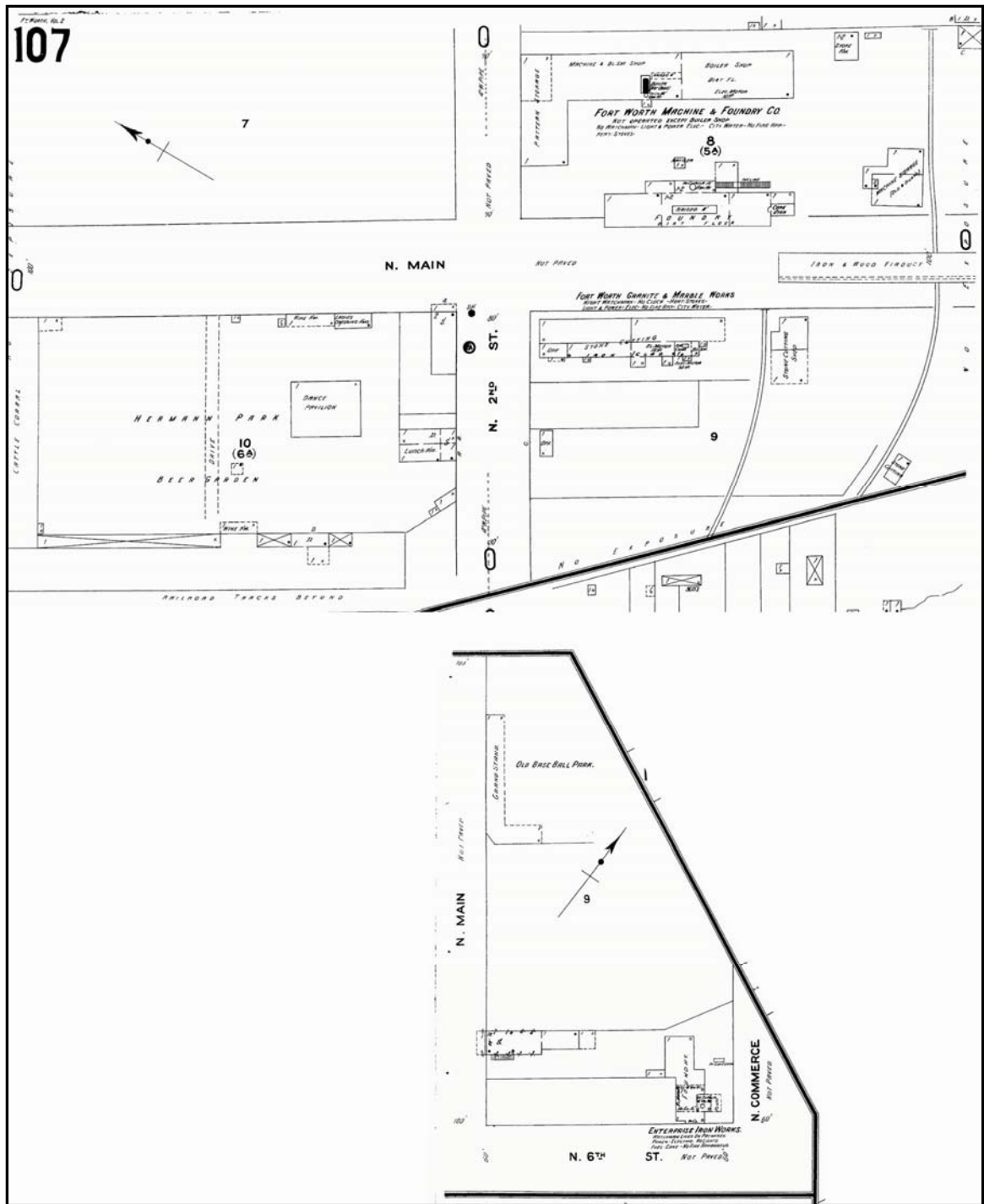


Figure 12. Excerpts from *Sanborn Fire Insurance Map, 1911*, sheet 107. Note industrial development along North Main Street (source: www.texshare.org).

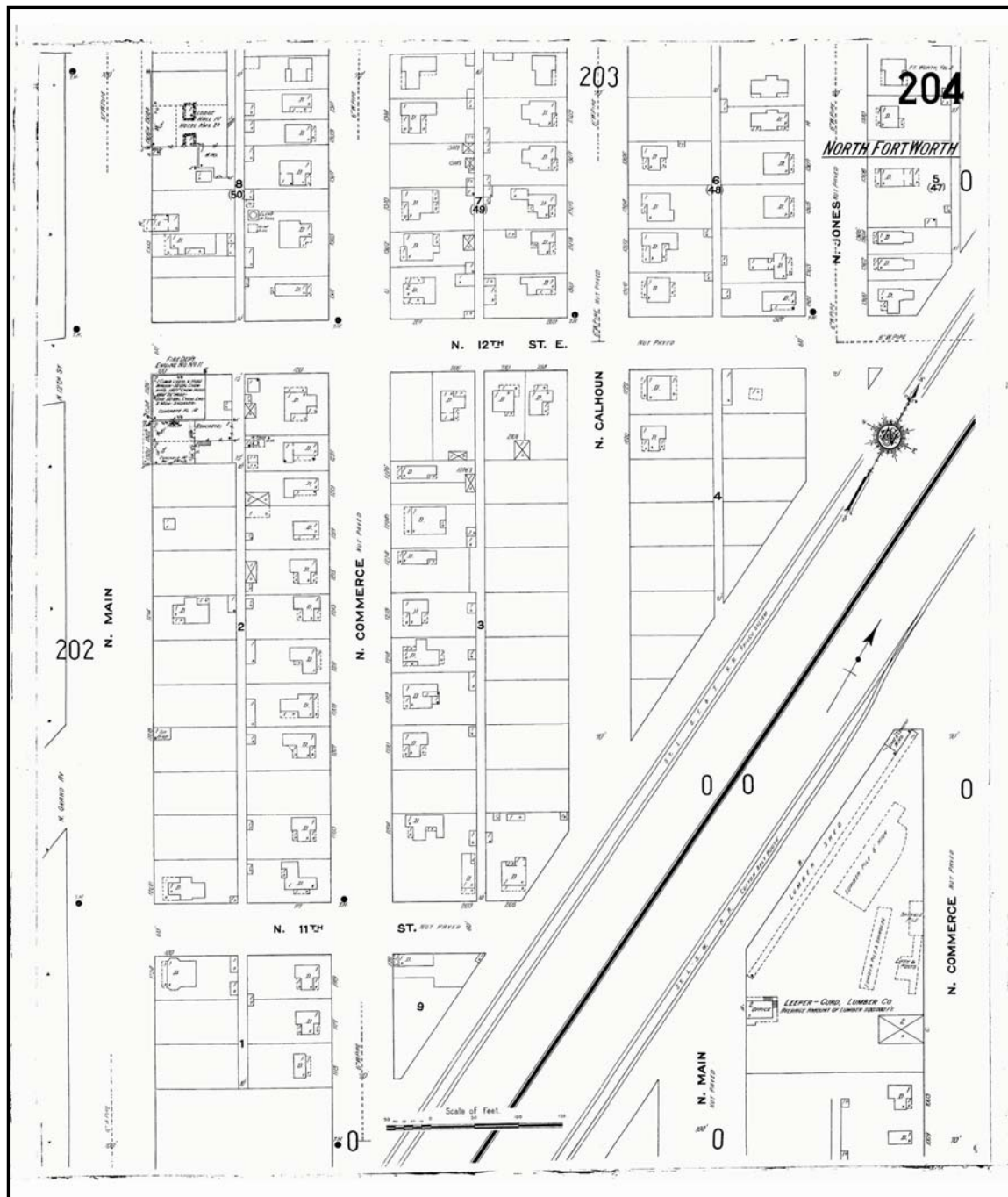


Figure 13. Excerpt from *Sanborn Fire Insurance Map, 1911*, sheet 204. Note industrial development on North Main Street (source: www.texshare.org).

directory listed Morris Park, an early home of the Fort Worth Cats (before they played at the present-day LaGrave Field), on the west side of Main Street north of the downtown area (Figure 14). Across from Morris Park, on the east side of Main, was McGar Park, home of the Black Panthers, an African-American baseball team in the Texas Colored League.

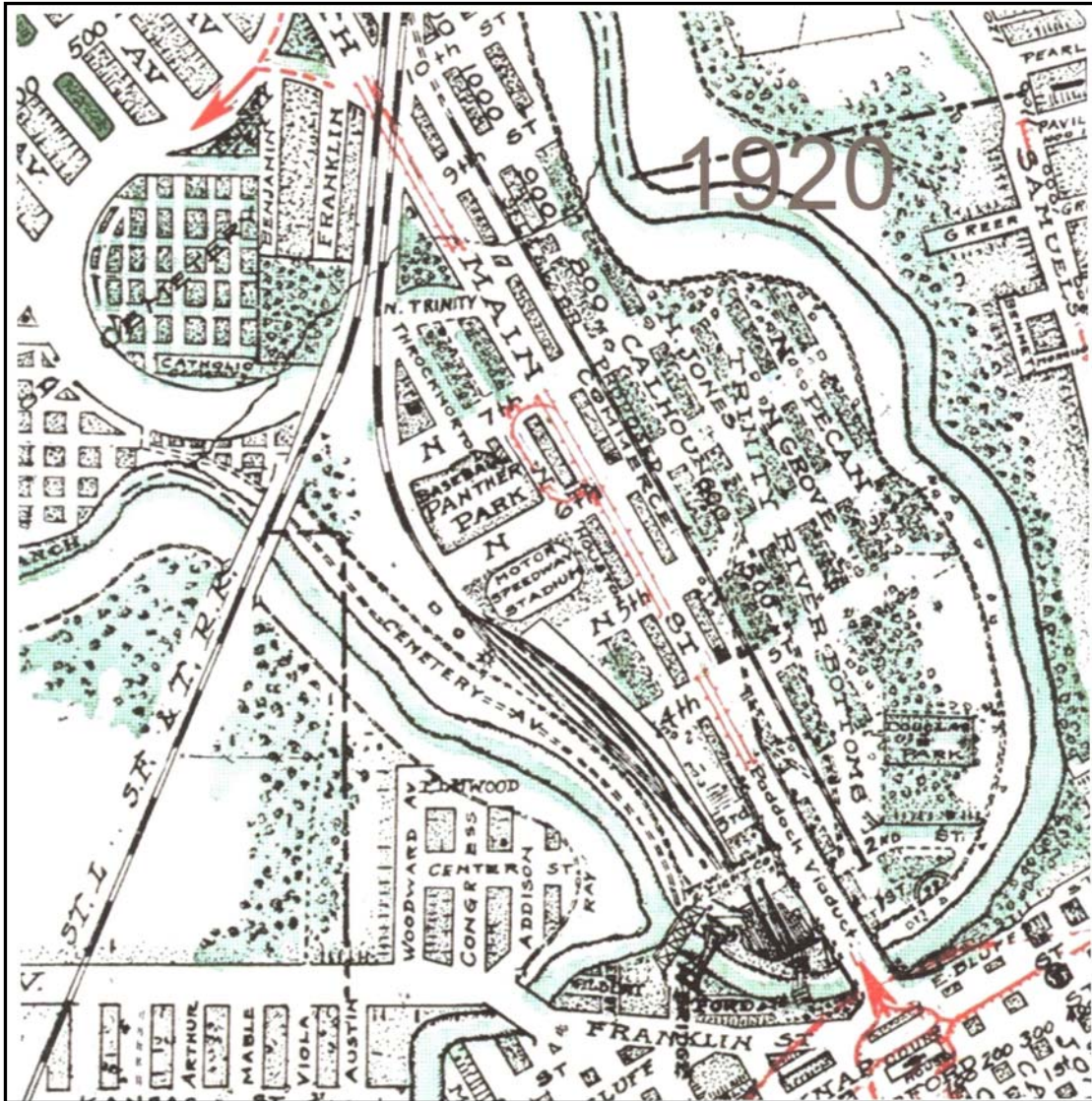


Figure 14. 1920 map showing Panther Park on west side of Main Street (courtesy of North Fort Worth Historical Society and Stockyards Museum).

Transportation-related improvements continued in the early part of the twentieth century in the North Fort Worth area. The construction of the Paddock Viaduct (Property Number 103) in 1914 created a larger passageway into the center of the city than the earlier two-lane bridge, and thus facilitated increased traffic to and from the downtown business center (Figure 15). Railroads continued to proliferate and directly impact the project area. By 1915, the Fort Worth and Rio Grande Railroad tracks entered from the southwest section of the project area and crossed the West Fork near the Cotton Belt Railroad tracks. At the West Fork, the tracks join with those of the Cotton Belt and follow north out of the project area.



Figure 15. Paddock Viaduct (Property Number 103) (source: Historic American Engineering Record, available via the Library of Congress, American Memory Collection).

Development of the area after World War I focused largely on oil, manufacturing, and automotive businesses. By the 1920s-1930s, 11 oil and oil-related businesses were located within the project area, including Humble Refining, Owenwood Oil Corporation, Waggoner Refining Company, Magnolia Oil, American Oil, and Continental Oil. Panther Oil and Grease Manufacturing was typical of the oil-related companies that were located in the North Main Street area. Panther Oil and Grease sold oil-based coatings and roofing materials. A.M. Pate and Carl Wollner started the firm in 1922. By 1928, they had purchased land on the 800 block of North Main and constructed a one-story building at 842 North Main Street (Property Number 50C) (Pate 1994:85-86). In 1936, they added a two-story building next to the original facility, 840 North Main (Property Number 50B) (UTA Clipping File n.d.).

Other businesses included Interstate By-Products on North Houston Street, a company that sold fertilizer and related products, Southwestern Brass Company (Property Number 42), Fort Worth Monumental Works, Carruthers Stone and Monument Works (Property Number 18), and McKinley Iron Works (Property Number 47).

Several businesses took advantage of the growing automotive industry, in both sales and manufacturing, and established facilities in the North Fort Worth area. The area was often frequented by cattlemen who came to purchase a car or truck after selling livestock at the Stockyards. Automotive dealers from West Texas would also come to North Fort Worth to buy cars and trucks to sell at their own local dealerships (Pate 1994:84). Between 1926 and 1930, there were 20 auto-related businesses on a seven-block stretch of North Main Street, according to

the *Polk and Company City Directory*. Probably the most influential auto-related business located on this stretch of North Main was Bud Sellers. Sellers came from a family of entrepreneurs that already had ties to the automotive industry. Influenced by his brothers who were already in the used car business, Sellers decided at the age of 12 to start saving money in order to buy a place for his own business. He settled on the old Abner Davis Building at 818 North Main (Property Number 40) and by 1929, at the age of 18, he owned the building free and clear. Sellers was the first wholesale car dealer in the nation. One major difficulty that Sellers faced was the fact that he was too young to sign legal documents. He soon brought in Dick Wiley as his partner. Wiley, who had previous experience with the county license process, was Sellers' partner from about 1935 until he retired in 1959. A practical man, Sellers approached Austin with several innovative ideas that were soon to become standard industry practices, including dealer plates, dealer licenses, car titles, and the bank draft system. Sellers also organized the first Used Car Dealers Association. The first meeting was held in the 1950s at the 818 North Main location and included dealers from both Fort Worth and Dallas. During the 1950s and 1960s, Sellers had 22 salesmen working for him (Sellers 2008).

Another transportation-related business was Hobbs Manufacturing. W.T. Hobbs began his business, Hobbs Trailers, on North Main Street in 1926. His first building, in the 600 block of North Main Street (625 North Commerce; Property Number 15), was constructed ca. 1928 and still stands at the rear of the lot (Figure 16). The trailers were used to haul cattle and Hobbs' proximity to the Stockyards was advantageous. Hobbs' guiding principle was to build what the customer needed. This tenet served as the impetus for the design of pole trailers used extensively in the oil fields, for big oil rigs capable of traversing everything from jungle bush to desert sand, for self-loading float trailers, for custom designed and built horse and mule trailers, and for the cable-dump trailer that served as the forerunner of today's hydraulic dumps (Hobbs 1986:7-8).



Figure 16. Hobbs Manufacturing (Property Number 15), built ca. 1928 (source: National Register Nomination, 625 North Commerce Street).

Hobbs sold the business in 1932 to M.J. Neeley, but Neeley kept the Hobbs name with the company (Pate 1994:84). Neeley also kept alive the principal of building to meet the customers' needs (Burt 2008). In 1939, Neeley announced plans to expand the operations to a lot purchased from the Fort Worth Traction Company. The land, between North Throckmorton and North Houston streets, and Northwest Fifth and Northwest Sixth streets, was purchased to accommodate a new 120,000 square-foot facility (UTA Clipping File: March 7, 1939). The machine shop and assembly plant was completed in 1951, and by that time, Hobbs Manufacturing covered seven blocks in North Fort Worth (Figures 17 and 18). The plant employed 400 people by the 1950s and had plants in Dallas, Houston and San Antonio. By the mid-1950s the plant employed 600 people and had 150 distributors in 48 states, Canada, and South America. In addition, business was conducted with Saudi Arabia, Mexico, Egypt, France, Germany and Holland (Burt 2008). Mr. Neeley was the first national president of the Truck-Trailers Manufacturers and of the Southwest Business Foundation, a regional business organization. He served as a trustee of TCU and was chairman of the board of University Christian Church (UTA Clipping File: Oct. 21, 1951). The TCU Neely School of Business was named in his honor. Although Fruehauf Trailer Company purchased Hobbs Manufacturing in 1955, the company continued manufacturing under its original name and remains in operation. During its first fifty years in North Fort Worth, Hobbs contributed to the local economy, and on a national and international level, contributed a line of products that helped expand the oil industry.



Figure 17. Hobbs Trailers machine shop and assembly plant, built 1951 (Property Number 14).



Figure 18. Historic view of Hobbs Trailers machine shop and assembly plant (Property Number 14) (source: Fort Worth Star-Telegram [FWST], October 21, 1951).

On the Near West Side of the project area, commercial growth occurred primarily due to the proximity of one of the Frisco Railroad lines to the west and the Jacksboro Highway, established in 1930. Development along the Jacksboro Highway was industrial in nature or connected to travel along the highway, e.g., gas stations, auto repair shops, restaurants, and motor courts (Arnold 1998:54-55). AAA Package Store (Property Number 87), one of many package stores in that area, was conveniently located at 701 North Henderson Street for patrons traveling to Lake Worth and the other establishments further northwest on Jacksboro Highway (Figure 19).

Entertainment and recreational facilities continued to develop in the twentieth century with the Panthers baseball team playing at a new ball park on the east side of North Main Street in 1926 (named LaGrave Field in 1929) (O'Neal 1987). By 1938, a bowling alley and skating rink also had been established in the area. The bowling alley and attached restaurant (no longer extant) were located near Hobbs Manufacturing. Pullman Skate Land was located at 541 North Main Street (Property Number 12). The skating rink was an open facility measuring 70 by 150 feet. The building still stands, although the open sides of the structure were bricked in by a subsequent owner (Polk and Company 1943; Pate 1994:108-109) (Figure 20). In this same time period, Louis Wortham Athletic Field and Fox and Fox Athletic Arena stood next to LaGrave Field at 615 North Calhoun.

Although housing was never prevalent in the area, 16 residences were scattered among the numerous industrial, manufacturing, and recreational facilities, as listed in the 1943 City Directory. Four of the 16 were listed as vacant in 1943. Several belonged to adjacent businesses, serving as night watchman/caretaker cottages (Polk and Company 1943). La Grave Field also had a caretaker cottage next to it. One residence-like building next to Southwestern Brass Works served as its office.



Figure 19. Bull's Liquor Store, originally AAA Package Store, 701 North Henderson Street (Property Number 87).

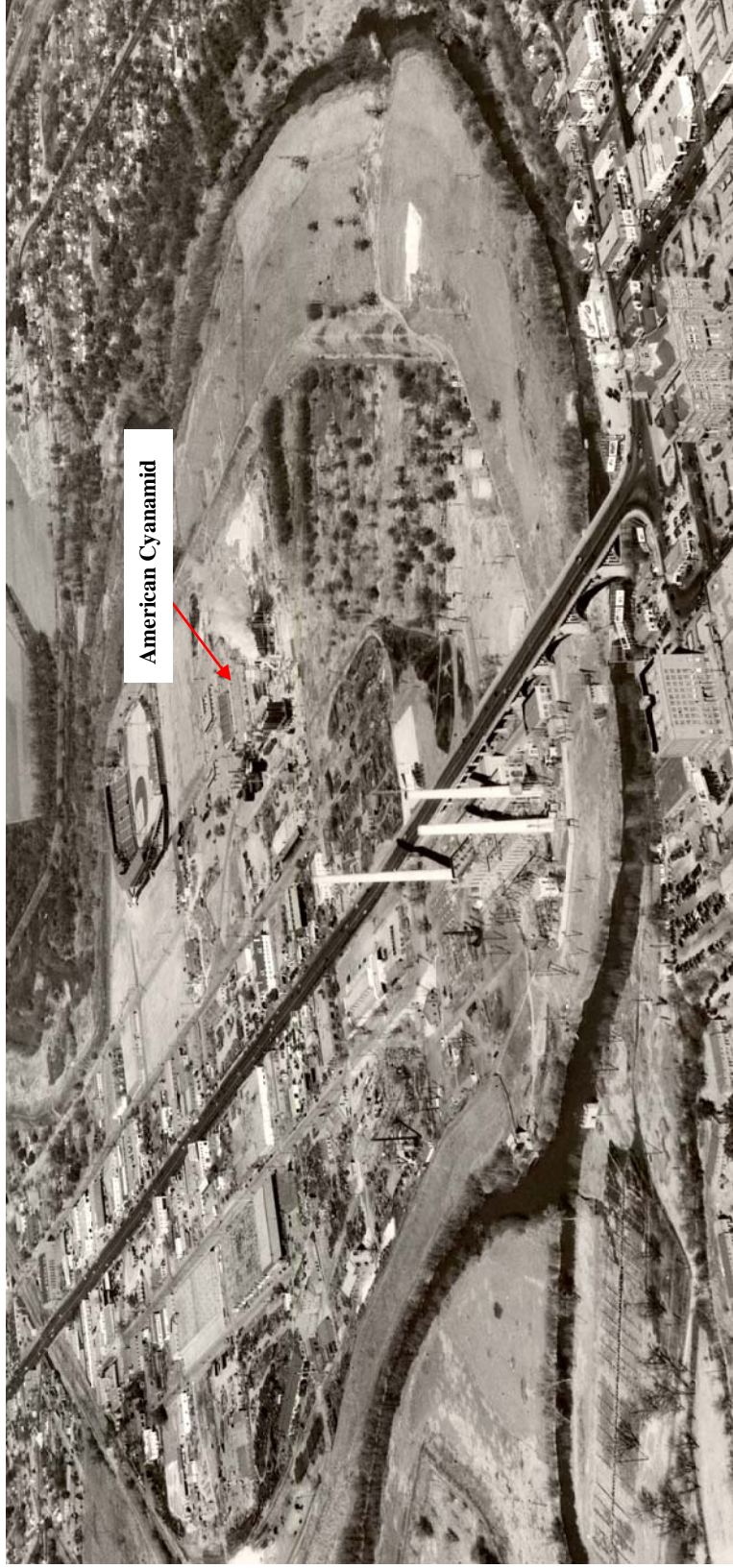


Figure 20. 541 North Main Street, formerly Pullman Skate Land (Property Number 87).

During World War II, a number of businesses, including Crown Machine and Tool Company No. 2 and McKinley Iron Works (Property Number 47), contributed to the war effort by making bomb casings and shells. Perhaps the most dominant facility within the project area, however, was the American Cyanamid & Chemical Corporation, located in the southeastern portion of North Fort Worth (Figure 21). Built in the 1940s at the request of the U.S. government, the Cyanamid Corporation produced a catalyst that was used in aviation gasoline. The chemical plant occupied 15 buildings and structures on approximately 41.8 acres of land, and included a railroad spur (UTA Clipping File May 1, 1945; War Assets Administration 1946).

After the war, development continued much as it had before the war, although some new business sectors were introduced to the area. The National Educators Life Insurance Company built an office and large warehouse on Northwest Seventh Street between North Houston and North Throckmorton streets in 1949 at the cost of \$500,000. The company used the front, brick-veneered section as their offices and leased much of their warehouse space to other companies. The National Educators Life Insurance Company was founded in 1941 to provide life insurance to teachers and their families. The company's board of directors included administrators from schools, colleges and universities. Dr. Irwin, Highland Park, Dallas Superintendent; Dr. Law Stone, president of Texas Wesleyan College; and Dr. James Gee, East Texas State College president, were all on the board of directors (UTA Clipping File n.d.). The Tandy Corporation purchased the building when the insurance company was dissolved, and the 1972 City Directory listed one of the building's occupants as Bona Allen Saddle and Leather Co., which had been acquired by Tandy Leather Co. just prior to 1972. The building is currently owned by RadioShack Corporation (Tandy Corporation changed its name officially in 2000) (Figure 22).

The project area, as it existed in 1949, was a landscape drastically altered by a man-made environment that included buildings and structures to prevent flooding, facilitate the flow of people and goods, and serve the industrial, commercial, and recreational needs of an urban population. In spite of the levee and flood control measures implemented between 1910 and the late 1930s, Fort Worth experienced devastating floods in both 1942 and 1949 (Figures 23, 24, 25 and 26). Many buildings in the flood plain area suffered damages, especially in the 1949 flood, which surpassed the record-breaking 1908 flood in terms of lives lost and property damage done. Ironically, LaGrave Field, where the Fort Worth Panthers played, had been destroyed by fire only a few days before the 1949 flood (Figure 27). While destructive, flooding did not permanently alter the cultural landscape that had developed. Businesses and community members banded together to minimize the damage done by the floodwaters. Prior to the 1949 flood, auto dealerships in low lying areas moved their cars to dealerships that were on higher ground (Sellers 2008). After the flood, neighbors and strangers alike banded together to salvage as much as possible. Jack Shannon, retired owner of Shannon Funeral Home, the first funeral home in North Fort Worth, recounted how he was helping his mother at the Red Cross Canteen after the flood when a group of Black scouts stopped by. They were on their way to help a family whose roof had blown off and landed on their pigs. They were desperate to get the pigs out from under the roof before they drowned. Shannon immediately jumped on the truck to assist. Mr. Malunowe, owner of Fort Worth Laundry and Dry Cleaners located at 1307 North Main since 1927, recalled how the flood cut off North Fort Worth and damaged the water plant facilities (Figure 28). Since Fort Worth Laundry and Dry Cleaners had its own deep water well, the proprietors provided drinking water for the community. Their water pump ran day and night for some time as people would line up with empty gallon containers. The laundry also cleaned all of the damaged merchandise, thousands of pounds worth, for Montgomery Wards (Malunowe 2008). The sense of spirit exhibited during this devastating period enabled the community as a whole and businesses throughout the area not only to recover, but to expand as well.



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Figure 21. Aerial view of North Fort Worth, including American Cyanamid and Chemical Corporation, 1950 (photo courtesy of U.S. Army Corps of Engineers, Fort Worth District).



Figure 22. 205 NW Seventh Street, formerly the National Educators Life Warehouse, built 1949 (Property Number 31).



Figure 23. Photograph from 1942 flood. Caption reads, "House in North Fort Worth completely washed away from foundations by Trinity flood" (photo courtesy of USACE, Fort Worth District).



Figure 24. Aerial photograph of western section of North Fort Worth during 1949 flood (photo courtesy of USACE, Fort Worth District).



Figure 25. Aerial photograph of eastern section of North Fort Worth during 1949 flood (photo courtesy of USACE, Fort Worth District).

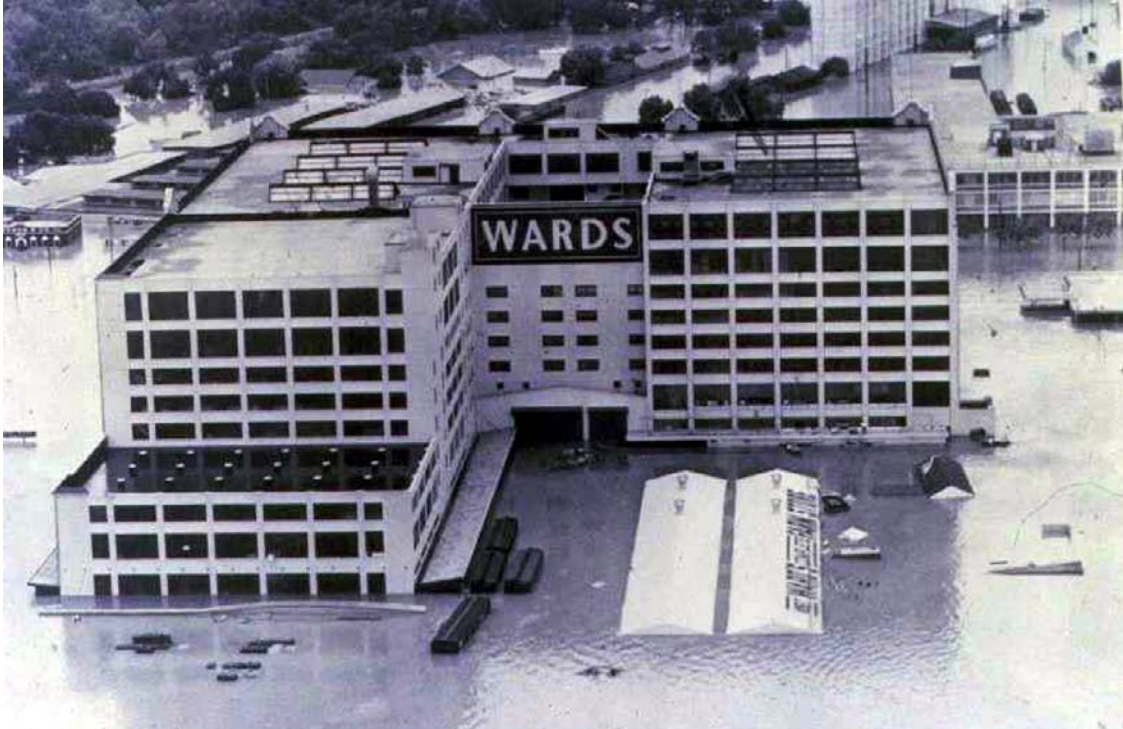


Figure 26. Flooding at Wards Building, May 1949, looking west (photo courtesy of USACE, Fort Worth District).



Figure 27. Photograph from the 1949 flood showing the burned and flooded LaGrave Field (photo courtesy of USACE, Fort Worth District).



Figure 28. Fort Worth Laundry Dry Cleaners. Caption reads, “Fort Worth Laundry Dry Cleaners. Established at 1307 North Main Street in 1927.”

Throughout the 1950s and 1960s, land use and patterns within the area remained virtually unchanged, though several existing companies grew substantially (McGowan 2003:105). Hobbs Manufacturing, as discussed, established a new plant for its 400 employees (Property Number 14) and grew to cover seven blocks. Panther Oil and Grease Manufacturing Company (Texas Refining Corporation; Property Number 50) continued its successful climb, expanding internationally in the 1960s. At the base of North Main Street, the power plant continued to provide electric service to a growing population. Although parks and recreational facilities dot the landscape, the project area has been predominantly occupied by industrial and commercial interests since the late 1800s.

Summary

The cultural landscape at the confluence of the West and Clear forks of the Trinity River has undergone dramatic changes over a 100-year period that reflect the ongoing interaction between the natural environment and human activity. As European-Americans first arrived in the area, its physical features were understood as both a benefit and a disadvantage. The bluffs provided certain advantages to the military outpost, as they had seen the flooding potential of the Trinity River firsthand. Increased activity and settlement altered the area rapidly. For the first few decades after 1849, the floodplain remained uninhabited, though it was cultivated for agricultural purposes; timber was cleared and the area along the bluffs was quickly altered by an expanding built environment devoted mostly to civic and economic activities. Toward the end of the nineteenth century, major advances in transportation impacted the entire area, providing an influx of people, goods, and materials.

During the late nineteenth and early twentieth centuries, rapid technological and industrial growth impacted physical and social environments across the U.S. In Fort Worth, this period of intense activity generated major changes to the project area. Flood control measures, both within and outside of the project area, altered the physical environment and further facilitated development within the area. Bridges, streetcar lines, and railroads promoted the flow of traffic. As an area that was relatively uninhabited, but nevertheless connected to rail transportation and a river as a source for disposal, the flood plain became an attractive location for industrial and manufacturing activities. Throughout the first half of the twentieth century, North Fort Worth and the North Main Street area reflected major social and economic trends, such as the oil boom, the burgeoning automotive industry, and World War II-related manufacturing efforts.

THEMATIC HISTORIC CONTEXTS RELATED TO THE URBAN DEVELOPMENT OF THE CENTRAL CITY PROJECT AREA

The following discussion provides a more in-depth examination of several themes (transportation, industry, social history, recreation, and Trinity River development) that were important influences upon the physical growth and socioeconomic development of the North Fort Worth area.

Fort Worth as a Transportation Hub

Transportation was integral to the growth and development of Fort Worth. Like many Texas towns and cities, the growth of the city was tied initially to railroads. Then, within the city and before automobiles, mule-drawn and then electric streetcar lines provided transportation between home and work. They also transported people to church, school and shopping. Streetcars were the only mode of transportation most working-class people had until the mass production of Henry Ford's Models A and T. Streetcars necessitated bridges and roads to traverse the city and to travel to new residential subdivisions. This was especially important for the North Fort Worth area because of the physical barrier of the Trinity River.

The establishment of Fort Worth at the confluence of the West and Clear forks of the Trinity River in the late 1840s at the edge of "civilization" made it a primary point of departure for those seeking to find their fortune on the western frontier. The lack of navigable waters to the west contributed to the reliance on horses, wagons drawn by oxen or horses, and stagecoaches for transportation. From as early as 1856, regular stagecoach service passed through Tarrant County, carrying mail and passengers from the east to the frontier forts and the West Coast. By the 1870s, mail stagecoaches arrived and departed from downtown Fort Worth six days a week. After the Texas & Pacific Railroad reached Tarrant County and Fort Worth in 1876, Fort Worth became the largest stagecoach terminus in the Southwest—a hub for rail passengers to continue their journeys west by stagecoach (Gelo and Pate 2003:39-45).

The first stage line to connect with Fort Worth was the United States Mail Stage Line. It made its first run on July 18, 1856. The Butterfield Overland Stage Line was one of the first transcontinental stage lines and began operating in 1858. The Fort Worth-Yuma, Arizona Stage Line made its first run late in 1878. The traveling time was 17 days, later reduced to 13 days. To the northwest, there was the Fort Worth-Jacksboro Stage Line, which connected with the Butterfield Overland Stage at Jacksboro, Texas. Other connecting stage lines ran from Fort Worth to Fort Griffin (west), Grapevine (north), Fort Concho (southwest) and Cleburne (south).

Establishment of the Railroad System

The railroads played a major role in the development of Fort Worth as they did for most cities in Texas and the West. The development of the Stockyards and other industries in North Fort Worth were closely linked railroad access. One of the most ardent supporters of Fort Worth railroads was B.B. Paddock, a newspaper editor who designed a map showing several railroad lines emanating from Fort Worth. Paddock printed the map in his newspaper and because it resembled a large spider, it became known as the Tarantula (Jackson 1996). The Texas and Pacific was the first railroad to reach Fort Worth in 1876. By 1900, however, the Missouri, Kansas and Texas (Katy); the Santa Fe, Fort Worth and New Orleans; the Fort Worth and Denver City; the Fort Worth and Brownwood; the Fort Worth and Rio Grande; the Fort Worth, Corsicana and Beaumont; and the St. Louis Southwestern (Cotton Belt) railroads were all operating in Fort Worth (Schmelzer 2002). The Saint Louis and Texas Railroad followed shortly thereafter.

Some of these railroads (the SLSF&T [Frisco], the St. Louis Southwestern [Cotton Belt], and the Fort Worth and Denver City) turned north through the North Fort Worth area. The Fort Worth Denver City Railroad was chartered in 1873 with the help of Major Van Zandt, head of the Fort Worth National Bank. Van Zandt also served on the board of the railroad until his death in 1930. One of the promoters of the line, Warren Lawrence, had been championing the construction of a line from the Gulf of Mexico to Denver via Fort Worth since 1869. The nationwide financial panic of 1873 halted construction on most of the rail lines in the area including the Texas and Pacific line, and the Fort Worth and Denver City. Grenville M. Dodge, known for constructing lines for Union Pacific and Texas and Pacific, came to build the Fort Worth and Denver City line. He, along with the Gould syndicate, formed the Texas and Colorado Railroad Improvement Company (Jackson 1996:65). By September of 1882, 110 miles of track had been built to Wichita Falls and by March of 1888 the line to Denver had been completed. In 1925, the Fort Worth and Denver City acquired trackage rights to operate between Dallas and Fort Worth. This early line greatly influenced the economic development of Fort Worth and the northwestern portion of Texas since it was the first railroad to cross that area. The Fort Worth and Denver City merged with Burlington Northern in 1982 (Billingsley 2002).

The Fort Worth and Rio Grande Railroad was chartered in 1885 by Warren Lawrence, B.B. Paddock, Thomas Roche, W.L. Lase and Charles Swasey, all of Fort Worth, and four east coast businessmen. Paddock was able to convince the Vanderbilt railroad syndicate to provide funding for construction of the line, which commenced in 1886. The owners of the proposed railroad envisioned a transcontinental railroad from New York City to Fort Worth and on to the Pacific Coast in Mexico. The Fort Worth contingent believed the railroad would bring foreign trade and help boost livestock business, as well as make Fort Worth a major distribution center (Duncan 2002). Unfortunately, construction was slow and by 1892, the railroad had only 144 miles of tracks stretching to Brownwood. In 1901, the St. Louis and San Francisco Railway Company acquired the line and the tracks were extended to Menard in central Texas. In 1937, the line was sold to the Atchison, Topeka and Santa Fe and then merged with the Gulf, Colorado and Santa Fe in 1948. Eventually, the remnants of the railroad were acquired by Cen-Tex Rail Link in 1994 (Duncan 2002).

The St. Louis Southwestern Railroad is commonly referred to as the Cotton Belt. The Texas branch of the railroad was chartered in 1891. By 1915, of the company's 1,542 miles of track, 803 miles were in Texas. The Cotton Belt's main line ran from St. Louis and Memphis in the east into Texas through Texarkana to Dallas and Fort Worth, then to Gatesville in central Texas.

The Southern Pacific Company bought the Cotton Belt in 1932, though it continued to operate separately. The Cotton Belt was merged under the Southern Pacific Transportation Company in 1992 (Werner 2002b).

Chartered in March 1900, the SLSF&T Railway (also referred to as the Frisco) was established to construct a line between Denison and the Red River. To reach the Dallas and Fort Worth markets, however, the company had to lease and purchased trackage rights. The SLSF&T was noted for owning a limited amount of track, and yet access to Texas markets through its track leases provided the company with a large volume of traffic. By the early 1960s, however, revenues dropped and the SLSF&T merged with its parent company, the St. Louis-San Francisco Railway Company, which in turn, merged with the Burlington Northern Railroad Company in 1980 (Minor 2002).

On February 4, 1901, the Red River, Texas and Southern Railroad Company was chartered for the purpose of building a line south from the Red River at Willis, Grayson County, into Fort Worth. A branch line running to Dallas was also planned. With a capital of \$200,000, the company established its office in Fort Worth after initially being located in Willis. Board of directors included: Sam Lazarus who built the Quanah, Acme and Pacific; Jot Gunter and T. LaHache of Grayson County; J.D. Perry Francis, William Stix, and W.P. Kenneth, all of St. Louis; and John S. Summerfield of Dallas. To reach Fort Worth, the Red River, Texas and Southern used tracks of the St. Louis Southwestern Railway Company of Texas between Carrollton and Fort Worth. In 1904, it merged with the SLSF&T. The SLSF&T built a bridge spanning the Clear Fork of the Trinity River in 1902. Designed and built by A.J. Tullock, a civil engineer from Leavenworth, Kansas, the bridge is an iron through-truss span supported by concrete piers on each side of the river. It is one of the oldest extant railroad bridges in Tarrant County (Cravens 2002; Roark 1991:92).

These railroads, in their various incarnations and at one time or another, all had tracks and sidings in or near North Fort Worth. (Sidings are auxiliary tracks that can be used to connect individual industrial sites with the main tracks.) For example, the St. Louis Southwestern had a siding going up the center of North Commerce Street and one on North Houston Street (Sanborn Fire Insurance Map, 1910, corrected to 1951:366, 369). The railroads and the industries had a symbiotic relationship: one could not grow and prosper without the other. The development of North Fort Worth into an industrial area was due in part to excellent access to the railroad lines that passed through Fort Worth.

Streetcar Lines

The streetcar lines in Fort Worth provided effective transportation for people of all income levels and were an integral part of the city's development. Fort Worth was no different from many of the other cities across the country that had developers who owned the streetcar lines. Men like Sam Rosen, who built a line to tie his residential development Rosen Heights to downtown, and A.T. Byers and W.A. Huffman, who developed the North Main Street line as well as platting the original North Fort Worth city plan, were conscious of the fact that no residential development would succeed without adequate transportation.

On July 20, 1887, the *Fort Worth Daily Gazette* reported that the city of Fort Worth had passed an ordinance granting the North Side Railway Company the right to construct a line from North Main south to the Union Depot (WPA 1936-41:12788-90). About a year and a half later, Huffman and Byers negotiated with the Fort Worth Street Car Company to lease their lines, which included the North Main Street Line, the Union Line and the Belt Line. The North Fort Worth Street Car Company would operate these lines for a period of five years and it would build an extension of the Main Street line out North Main Street to the Union Stock Yards, an investment of approximately \$30,000 (WPA 1936-41:12788-90 quoting *Daily Gazette* Nov. 29, 1888). A few months later in January 1889, Huffman, Byers, John Peter Smith, John Templeton, and Wint Patterson, operating as the North Side Railway Company, closed on a contract with Detroit Electric Works for equipment for the streetcar lines. By July 1889, the cars were running up and down North Main Street (WPA 1936-41: 12788-90 *Daily Gazette* July 1889). The powerhouse for the streetcar line was located on the west side of North Main Street approximately 225 feet from the courthouse. An artesian well and a steam pump were located adjacent to the powerhouse (Sanborn Fire Insurance Map 1898:17).

Another developer who built his own streetcar line was Sam Rosen. He purchased a large tract of land west of North Main Street in the area of Twenty-fifth Street on rumors that Armour and Swift were constructing meatpacking plants on the North Side (Pate 1994:40). Like all real estate developers, Rosen knew his residential community would not be successful unless there was easy access to a streetcar line. In 1904, he went to the North Fort Worth City Council to ask for a franchise and permission to construct track on city streets; his plans were approved. Rosen began to construct the line and approached the Northern Texas Traction Company (North Side Railway Company) to work out an agreement to tie his line into their North Main Street line. The traction company refused, so Rosen was forced to approach the city councils of Fort Worth and North Fort Worth for permission to construct a duplicate streetcar line from downtown Fort Worth over the Trinity into North Fort Worth. The streetcar line, including a bridge across the Trinity just west of the Main Street Bridge, was completed in 1905 (Pate 1994:40-42). In 1906, the Northern Texas Traction Company purchased Sam Rosen's line and one other streetcar line (Pate 1994:46).

In 1938, the Fort Worth Transit Company asked the City Council for permission to complete its conversion from electric streetcars to buses (FWST Dec. 26, 1938). The company also was trying to arrange for the city to pay for a portion of the cost to remove the tracks. Initially, the city planned to use federal money for track removal, but the Works Progress Administration (WPA) rejected the plan, prompting the city, instead, to apply to the WPA for funds to repave the street where the tracks had been. With this expenditure approved, the tracks were finally removed and streets repaved by the early 1940s.

For those living in North Fort Worth, buses continued to serve as a vital link, as had the streetcars. In the early days of the automobile, few families could afford such a luxury, so buses provided a practical means of getting to and from work, as well as to run necessary errands such as paying bills (Ward 2008). Buses were not only functional, but often served as a source of entertainment on the weekends for teenagers and families. Many of those interviewed as a part of the oral history project, recounted how they spent many happy hours riding the bus from the beginning of the line on Central Avenue in North Fort Worth to the Viaduct, or even to the end of the line at Seminary Drive. Passengers simply enjoyed seeing the sights outside of their own neighborhood (Pate Capper 2008; Poynor 2008; Sylvestri 2008)01.

Roads and Bridges

The Trinity River created a physical barrier against growth and development of North Fort Worth, so advocates of the area worked towards a permanent solution to the problem. In the early years, a ferry was used to cross the river. This was replaced by a suspension bridge that was considered the “first permanent link” between Fort Worth and North Fort Worth (Pate 1994:7). Transportation across the Trinity River at North Main Street was greatly enhanced by the construction of an iron bridge in 1892 by a firm from Los Angeles for the price of \$10,250 (*Daily Gazette* March 12, 1892). Located approximately a half-mile west of the bluffs, this bridge could adequately carry the streetcar line and wagons (Pate 1994: 18).

After the flood of 1908, the bridge was still standing, but traffic congestion finally made the bridge obsolete (Sanborn Fire Insurance Map 1911:107). The iron bridge was only two lanes with two sidewalks and also had to accommodate a streetcar line. With the opening of the Armour and Swift plants in 1903, the amount of traffic crossing between North Main Street and downtown caused terrible traffic jams (Pate 1994:115). The situation continued to deteriorate and the City and County Commissioners Court were forced to take action.

The plan was to construct a viaduct to accommodate the traffic resulting from the growth and development of North Fort Worth. The viaduct would be wide enough to handle four vehicles or wagons and two streetcars passing abreast (THC 2002). It would split on the north side of the courthouse with the northbound traffic connecting to Commerce Street and the southbound traffic connecting to Houston Street.

The County Commissioners Court chose the St. Louis engineering firm of Brenneke and Fay, and charged the firm with the task of designing a viaduct to be virtually maintenance free and long lasting. Reinforced concrete was chosen as the best material for construction. The construction of the viaduct was awarded to Hannan-Heckley Brothers Construction of St. Louis. The City financed the \$386,141 construction project with a bond issue (THC 2002). The viaduct was considered an engineering marvel for its day because although European bridges had used the proposed construction technique, it had never been used for a large bridge in the United States (Roark 1991:129). Brenneke and Fay proposed that the viaduct be supported by reinforced concrete arches with a system of hinged ribbed arches having ball-and-socket, cast-steel hinges. This would eliminate the need for falsework in the Trinity River bed and enable the bridge to be self-supporting (THC 2002). A self-supporting bridge was chosen as the safest and most economical way to cross the Trinity River whose banks and water levels often shifted.

The Paddock Viaduct (Property Number 103) is a series of concrete slabs carried on longitudinal stringers that are connected to the floor beams (see Figure 15). Floor beams are supported by four longitudinal girders of the girder spans that rest on the four ribs of each of the spans. It is 1,752 feet long and 99 feet above the Trinity River. The viaduct is made up of one 225-foot arch span of the Trinity River, two 175-foot arch spans, one 150-foot arch span, one 68-foot girder span, two 62-foot girder spans, seven 50-foot girder spans, and two 25-foot girder spans. Earth fills enclosed by retaining walls make up the remainder (THC 2002).

During the construction of the viaduct, a citizens committee approached the County Commissioners Court to name the viaduct after B.B. Paddock, who, among other things, was a tireless booster for Fort Worth. The Commissioners Court agreed and in July 1914, the Paddock Viaduct opened (Pate 1994:117). The viaduct, little changed since 1914, continues to serve as the

main artery across the Trinity River between downtown and North Fort Worth. The viaduct is listed on the National Register of Historic Places (1976) and is a Recorded Texas Historic Landmark (1980) and a Texas Civil Engineering Landmark (1976).

The Henderson Street Bridge (Property Number 101) and Jacksboro Highway were constructed in 1930 as part of the five-year “One Hundred Million Dollar Construction and Improvement Plan” developed by the Chamber of Commerce and the city of Fort Worth. It would connect the city to Lake Worth (northwest) and the rest of Tarrant County. In 1925, a new City Charter was drawn up providing for a manager/council form of city government that could focus attention on numerous, long-neglected municipal improvements. Civic leaders and politicians developed a comprehensive bond package that voters approved. Government construction of public buildings and overpasses, and street widening and repaving complemented the building programs that were simultaneously undertaken by utility companies and the private sector.

The private sector, led by the Fort Worth Chamber of Commerce, the Young Men’s Business League, and the Manufacturer and Wholesalers Association, consolidated and developed the five-year work program. These groups had been working separately on several issues up to this point (FWST Feb. 14, 1927). The new comprehensive program, begun in January 1928, combined the issues and was implemented under the “One Hundred Million Dollar Construction and Improvement Program.” The program’s ten goals included securing a union railroad depot, completion of the Tarrant County road building program, which included the Henderson Street Bridge and Jacksboro Highway, promotion and trade extension through every possible avenue, aid to local industries and wholesale and retail establishments, and development of the Fort Worth market through the location of additional wholesale houses. In the short span of five years, a number of major structures were built including: the Petroleum Building (1926); the Blackstone Hotel (1929); the Fair (1930), the Sanger (1930), Sinclair (1930), and Aviation (1930, demolished) buildings; the Texas and Pacific Passenger Terminal and warehouse buildings (1931); Montgomery Ward wholesale and retail facilities; several grain storage facilities, refinery facilities, and railroad yards and shops; Cook (1928) and Methodist (Harris) hospitals; the Central Fire Station (1930); the Central Post Office (1931); Lone Star Gas (1929); and the Electric Building (1929).

Essential to the short-term significance of the Five-Year Plan is the fact that it helped stave off the worst effects of the Depression until about 1933 (Keaveney 1974:147). In the Chamber of Commerce’s own assessment of the Plan, it states, “Despite the fact that three of the five years embraced in the work program have been years of great depression, the progress Fort Worth has made must be a matter of civic pride” (Chamber, Introduction). A combination of Fort Worth’s building spurt, West Texas oil wealth, and proactive city and private employment policies helped to negate the first two years of the Depression. The building boom, fueled by the wealth generated by the West Texas oil fields, helped ease the rate of unemployment (Cotner 1973:35). The city council and local leadership urged the hiring of only local workers whenever possible (Keaveney 1974:35). Construction in Fort Worth was valued at \$30.7 million for January 1930. The city budget for that year included \$300 million for local construction. However, by the close of 1932, the large building projects undertaken by the city and the private sector were completed. Banks had begun to fail the previous year, and by 1933, Fort Worth experienced the full force of the Depression (Cohen 1982:89).

The Henderson Street Bridge (1930; Property Number 101) and the development of Jacksboro Highway were part of the completion of the Tarrant County Road Building Program. The bridge spans the Clear Fork of the Trinity River with a 124-foot-long open-spandrel arch and 14-foot curved concrete girder approaches. It replaced a smaller, older bridge on Franklin Street that connected to White Settlement Road. The bridge was designed and engineered by Ira G. Hedrick and C.M. Thelin. A curved concrete wall located between the arch rings acts as a conduit for utility lines running across the river. The Henderson Street Bridge and Jacksboro Highway were significant parts of the Five-Year Plan as well as being an important project to tie northwest Fort Worth with the rest of the city. The development of Jacksboro Highway brought gas stations, auto repair shops, restaurants, and motor courts to the area.

Industrial Development in North Fort Worth (1867-1950)

As Fort Worth developed as a transportation hub, industrial growth followed. Fort Worth's geographic location would continue to be instrumental, first with the growth of the cattle industry and then with the growth of the oil industry and related businesses. Fort Worth's position at the prairie's edge in north central Texas was ideal for its eventual development as a major staging area along the Eastern Trail and as a distribution center for the oil industry. As the city grew, essential industries such as electric power were also critical to continued development. The growth of the industrial sector within the floodplain of the Clear and West forks of the Trinity River also required the development of an effective flood control system (Figure 29).

Growth of the Cattle Industry and the Stockyards

Early cattle drives began in Texas as early as the 1830s when Stephen F. Austin's colony drove herds east through Louisiana swamplands to New Orleans for packing and shipping. The cattle brought double their value paid in Texas (Fisk 1832). This practice continued until the disruption of the Civil War resulted in the shift in the demand for beef to the northern states. Chicago packing houses began to bid for Texas cattle. The risk of getting cattle to Chicago was high, but the potential price in Chicago was ten times the price offered in Texas. One of the earliest documented accounts of herds entering Fort Worth on its way to the Chicago markets was made by Mary Daggett Lake. In the spring of 1866, Colonel J.J. Meyers of Lockhart, Texas, came through Fort Worth on his way to Sedalia, Missouri. Cattle arrived in Fort Worth south of downtown near present-day South Hemphill Street, turned northeastward through the future Texas and Pacific Railroad yards, headed north along present Commerce and Jones streets, passed on the eastern side of the Pioneer's Rest Cemetery, then followed the Cold Springs Road to Daggett's Crossing. They crossed the Trinity River about one-half mile from the present stockyards area (Pate 1994:17).

Colonel J.J. Meyers was the first to bring a herd from south Texas through Fort Worth. Meyers was the vanguard of drovers who would drive millions of cattle from the Gulf Plain of Texas through Fort Worth between 1866 and 1886. During his second trip north, Colonel Meyers met Joseph G. McCoy who was on his first visit to Kansas, surveying for a location to establish a cattle shipping depot for cattlemen of the West. Meyers and McCoy agreed that Abilene, Kansas, would be a suitable location, thus giving birth to the Eastern Trail (sometimes known as the McCoy Trail) used to drive cattle from the southern reaches of Texas to Abilene, Kansas (Garrett



Figure 29. 1950s aerial view of North Fort Worth (photo courtesy of USACE, Fort Worth District).

1972:267). Fort Worth became an important point of departure along the trail because it was the last point of supply for the long stretch up to the Red River and into Indian Territory before reaching Kansas.

The Eastern Trail is sometimes mistakenly referred to as the Chisholm Trail, perhaps deriving its name from the Scot-Cherokee Indian trader Jesse Chisholm who, in 1865, traded goods in wagons from his post near the future site of Wichita, Kansas, to Indian camps on the North Canadian River, about 200 miles to the south. After many years of disagreements over payment to locals for grazing rights and numerous quarantines of cattle capable of carrying Texas fever, the last year for cattle drives along the Eastern Trail was 1884 (Skaggs 2006).

Recognizing the need for a stockyard in Fort Worth to avoid the cost of shipping cattle by railroad, several local men including John Peter Smith, Morgan Jones and J.W. Burgess received a charter in 1887 to establish one north of the downtown area. They raised \$200,000 and called their company the Fort Worth Union Stock Yards. The business opened in July 1889 with Colonel Henry Clay Holloway as the first manager. In 1890, the Fort Worth Packing Company was chartered by local businessman M.G. Ellis. The plant was not successful because cattlemen apparently preferred to sell to the larger and more profitable northern markets. In 1902, the Armour Company and Swift and Company were persuaded to relocate to Fort Worth with the donation of 21 acres each on which to build their plants and a cash settlement. The land was donated by Greenlief W. Simpson and Louville V. Niles, both influential in the development of

North Fort Worth. Both Armour and Swift opened their plants March 4, 1903, during the annual fat stock show. The only paved street leading to the ceremony was North Main Street (Pate 1994:23-25).

Between 1905 and 1950, Fort Worth consistently ranked as one of the five largest livestock markets in the country (Pate 2008). The Stockyards were not annexed by the city of Fort Worth when North Fort Worth was annexed in 1909 and remained in its own “tax-free industrial zone” (Pate 2008). Foreign governments needed horses and mules during World War I, helping Fort Worth diversify and increase its stockyards income. During World War II, the Stockyards even branched out to supply sheep. Changes in the transportation and sales of livestock in the 1950s negatively affected the Stockyards. Farmers began selling their stock at local auctions and transporting them via truck instead of rail, significantly reducing livestock sales in Fort Worth, eventually tapering off even more when Armour and Swift closed their doors in 1962 and 1971, respectively (Pate 2008).

Fort Worth Power and Light/TESCO/TXU Power Plant (Property Number 1)

The North Main Power Plant broke ground in 1911 and opened officially in 1912 (*Dallas Morning News* [DMN] 1911:9 and 1912:7). It stands as a representation of the dominant role that utility companies played in the economic growth and vitality of cities and towns across the state of Texas. The physical plant located on North Main Street grew as the demands for power in the city and region grew. It also became a symbol of the growth and consolidation of the power companies in Texas.

Begun in 1885 as Fort Worth Electric Light and Power Company, the business soon merged with Fort Worth Gaslight Company to become the only supplier of gas and electricity in the city. Competing power companies soon formed. However, even with three power companies to choose from, the quality of service was poor and the power was too expensive for most households and businesses. Even the streetcar lines, which also provided power, were unreliable. In 1911, changes occurred with a court-ordered auction of Citizens Railway and Light Company. Citizens Railway was purchased by Fort Worth Power and Light, beginning the orderly consolidation of the various power companies. Three companies emerged: Fort Worth Power and Light provided electricity; Fort Worth Gas provided gas; and Northern Texas Traction Company provided transportation. J.R. Nutt became chairman of the board of this newly consolidated company and A.J. Duncan was named president and general manager.

The construction of the North Main Power Plant was already underway when the consolidation occurred. Nutt financed the consolidation, the completion of the plant, and a citywide system through the Electric Bond and Share Company. The North Main Power Plant with two 4,000-kilowatt turbo-generators began operation in late 1912. Just before completion of the plant, another generator was added to supply power, through a contract Nutt had negotiated with the new Dallas-Waco Interurban. This brought the capacity of the plant to 13,000 kilowatts (Gillmore 1976).

The new power plant provided reliable and economical power to residential, commercial and industrial users. Up to that time, many commercial and industrial users had maintained their own generators because electric power was unreliable and expensive. The new power plant used coal for fuel that was brought in by a railroad spur located on the west side of the plant. By 1921, fuel oil was introduced and both coal and fuel oil were used at the plant. The plant started using natural gas for fuel ca. 1925.

The need for expanded electric service in Fort Worth, especially downtown, required more generating capacity. From 1913 to 1929, the population of Fort Worth increased from 75,000 to 163,000. The number of customers served by Fort Worth Power and Light during this time increased from 9,474 to 38,510; total annual sales increased from 24 million kilowatt hours to 153.5 million; and annual revenue grew from \$707,200 to \$3,446,467. By 1928, the 4,000-volt underground system that served the burgeoning downtown area became inadequate and was converted to 12,500 volts. This was not completed until after 1929 when the company was purchased by Texas Electric Service Company (TESCO) (Gillmore 1976). The plant itself was expanded twice during this time. In 1918, more capacity was added necessitated by the establishment of Camp Bowie in Fort Worth. Camp Bowie was one of the largest military camps in the South and Southwest at this time. Again in 1922, more capacity was added to the plant (Gillmore 1976).

Records indicate there has only been one instance when the plant has been shut down. On April 24, 1922, the Trinity River flooded. The river rose to cover 3,000 acres, killing 37 people, leaving many more homeless, and destroying countless businesses. This was the only time the North Main plant was shut down by floodwaters (DMN 1922a:1). Even the flood of 1949 did not close the plant completely.

On December 19, 1929, TESCO incorporated, consolidating Fort Worth Power and Light and Texas Electric Service Company. TESCO included electric power facilities in rural communities in North Central and West Texas including Oil Cities Electric Company. TESCO and another prominent, growing utility concern, Texas Power and Light, were both operating subsidiaries of American Power and Light. However, both these companies operated separately.

Throughout the 1920s and early 1930s, there was a steady increase of electric meter installation and company expansion. The company expanded its power plant to accommodate the residential growth occurring on the west side of Fort Worth in Arlington Heights. Like most utility companies even today, Fort Worth Power and Light (later TESCO) was actively involved with recruiting new industries to Fort Worth. In the early 1920s, TESCO was particularly successful in bringing two large meatpacking companies to town. The utility also launched an intensive commercial sales promotion to secure large industrial power users. It was able to attract a cement mill and a textile mill as well as many of the new refineries opening in Fort Worth and these new companies generally operated in the area of North Fort Worth. In 1927, there were 32,946 meters in Fort Worth; in 1928, 34,369; in 1929, 39,518; in 1930, 40,876; in 1931, 41,930 and in 1932, 42,351. To coincide with these increases, TESCO obtained money from bonds and preferred stock to finance ongoing system development. In 1930, TESCO spent \$987,432 and in 1932, \$1,875,000 to upgrade its system (Gillmore 1976).

However, by 1932, as the Depression finally reached Fort Worth and TESCO, these numbers dropped dramatically; in 1933, \$3,000,000 was spent but in 1935, only \$235,000 was spent on system development. The company's revenues started to decline by 1932. Employees grew apprehensive, fearing layoffs. The company reduced salaries by 10 percent instead of instituting layoffs. Finally, when reductions were needed, single women living at home were let go first, then single men. Even the employee newsletter was a casualty of the Depression. Consumer promotions during the Depression included selling electric waffle irons for \$0.13 down and 13 months to pay the remainder of the \$4.95 price, and giveaways like a bottle of cooking oil. Construction by the company used local labor in hopes of easing the unemployment situation. It is important to note that TESCO, as part of the Five-Year Plan developed by the city of Fort Worth and the Chamber of Commerce, agreed to expand its business and hire locally to bolster the failing local economy (FWST Nov. 28, 1929:1).

During the Depression, TESCO lost income on what were known as “jumpers,” cables used to bypass the meter box. At this time, most residential meters were inside houses. Therefore, it was easy to use “jumpers” relatively undetected. The solution for TESCO was to develop its own meter box that could not be bypassed. The new meter was installed on the exterior of the house so it could be easily read and inspected by meter readers.

In 1936, the state of Texas celebrated its centennial with Fair Park in Dallas as the main focus of the activities. Not to be outdone, Fort Worth staged the Frontier Centennial. TESCO installed extra electric lines, transformers and other facilities to power Fort Worth’s festivities. This included installing a power system capable of rotating the stage at Casa Mañana Theater.

During the pre-war years, many industries developed or expanded in Fort Worth including Consolidated Aircraft Company, a bomber assembly company that later became General Dynamics; Texas Steel Company and American Manufacturing Company, both manufacturers of war materials; and Burrus Mill and Elevator Company, a granary. TESCO provided increased power production for these industries. In 1940, expenditures to improve or extend company properties were \$910,800. In 1941, \$1,628,300 was spent, the largest annual expenditure for system construction since 1932. The following year the company spent \$850,000 for facilities to serve the new war industries based mainly in Fort Worth (Gillmore 1976).

The influence and reach of TESCO spanned North Central and West Texas. TESCO served the Fort Worth metropolitan area as well as West Texas, providing power to more than one hundred communities. Its service area encompassed Arlington/Fort Worth to the east, Monahans/Odessa to the west, the Eastland area to the south and Wichita Falls to the north. Just as it was in Fort Worth, TESCO was active in the economic development of the other towns in its service area. Under its Program for Economic Progress, TESCO trained local leaders and helped spearhead industrial recruitment for cities and towns. Several of the lakes in the company’s service area were constructed for dual purposes, both as cooling stations for the company and recreational facilities for the communities. These lakes included Lakes Graham, Edelman, J.B. Thomas, Colorado City, Champion Creek, Oak Creek, Wichita, Leon, Como and Arlington. Many of these lakes were joint ventures between TESCO and the communities.

In 1945, TESCO combined with Texas Power and Light and Dallas Power and Light to form the Texas Utilities Company.

The growth and expansion of Fort Worth Power and Light and the North Main Power Plant played a major role in the economic development of the city of Fort Worth. The city and the region needed reliable, economical power to grow and prosper and that was literally generated at the North Main Power Plant (Figures 30–33).

Discovery of Oil in West Texas and Its Impact on Fort Worth (1917-1940)

In October 1917, an oil well drilled in Ranger, Texas, came in with a full gusher. This discovery was soon followed by the Desdemona, Breckenridge and Permian Basin fields. Fort Worth, situated 90 miles east of Ranger, was the closest city to these fields. The West Texas oil fields had a great impact on the development of Fort Worth from a town into a viable metropolitan city. Oil money paid for construction projects including several major downtown buildings (the Texas Hotel, Blackstone, Sinclair Building, and Petroleum Building), transportation, railroads, and pipelines.

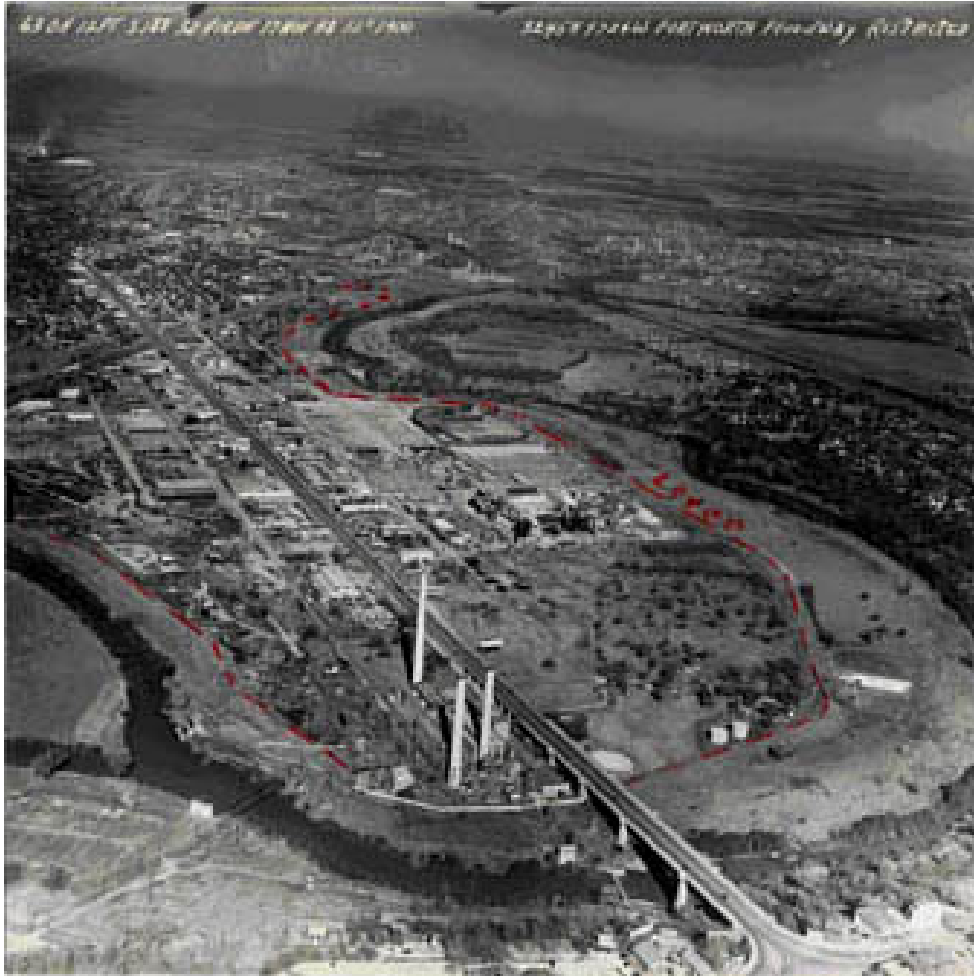


Figure 30. 1948 aerial view with TXU power plant in foreground (photo courtesy of USACE, Fort Worth District).

Fort Worth was surrounded by oil fields and the fields were constantly growing. Oil was piped to Fort Worth through a network of pipelines, making the city one of the largest pipeline centers in the world at that time. Fort Worth was the largest inland refining center in Texas with Gulf Oil, Pierce Oil Company, and Magnolia Petroleum represented. By 1928, Texas was the largest oil producer in the country. Approximately one-fifth of that oil came directly to Fort Worth for processing.

During the height of the oil years, there were approximately 600 firms connected to the industry including oil companies, independent operators, geologists, drilling contractors, manufacturers and jobbers of oil field supplies. In the 1920s, these companies represented an investment of more than \$15 million and an average annual output of \$20 million. Many large companies like Sinclair as well as smaller independents had their offices in downtown Fort Worth. However, their auxiliary offices and refining areas were in North Fort Worth. The companies with facilities on the North Side included Magnolia Petroleum (two facilities), Humble Oil and Refining, Continental Oil, and Waggoner Refining Company as well as smaller independents Panther Oil and Grease Manufacturing Company (two facilities) and Graham-Penn Oil Company.



Figure 31. 1950 aerial view with TXU power plant in foreground (photo courtesy of USACE, Fort Worth District).

Two other firms located in North Fort Worth also contributed significantly to the oil industry. Lawrence L. Rector Wells (Rector Wells, Property Number 65) is universally acknowledged as a significant contributor to the oil field industry with his invention, the “Rectorhead,” a well-head that surpassed all previous well-heads in terms of efficiency, dependability and safety (The Historical Committee of the Fort Worth Petroleum Club:60-62, 185). Additional inventions from Rector included the “Fulbore” and the Metal-to-Metal Seal. In 1955, *Oil and Gas Journal* acknowledged Rector’s importance to the oil industry stating, “L.L. Rector’s introduction of a safer wellhead brought great safety and economy to America’s oil fields” (The Historical Committee of the Fort Worth Petroleum Club:60). Another contributor to the oil field industry was W.T. Hobbs (Hobbs Trailers, Property Numbers 15), known as an “ace” mechanic. Using salvaged parts from repossessed trucks, he developed the first pole trailer which became a staple of the oil field industry. This design principal is still used today as the basis for pole trailers (Burt 2008).

The discovery of oil in West Texas during World War I was a boon to the United States and its allies. The entrance of the United States into the war brought a much needed energy source. It was said that “the allies floated to victory on a sea of oil” (FWST October 30, 1947: Oil and Gas Section, 14-17).

The 1920 City Directory states that there were eight oil refining plants operating in Fort Worth with a refining capacity of 54,000 barrels daily. Oil production was worth \$700,000 a day and there were 500 oil companies and 52 oil supply companies in the North Texas area (Polk and Company 1920: Introduction).

In 1920, companies with facilities in the North Fort Worth area included Magnolia Petroleum, Humble Oil and Refining, Continental Oil, Waggoner Refining Company as well as smaller independents: Panther Oil and Grease, Acme Oil, American Oil, Owenwood Oil, Southwestern Oil, and Graham-Penn Oil Company. Several of these small independent oil producers no longer exist.

Many small independent producers came and went fairly quickly. Owenwood was a small oil producer that was located at 544 (now 528) North Main Street (Property Number 11). The company began ca. 1921 and was included on the 1927 Sanborn Fire Insurance Map and in the 1926 City Directory (Polk and Company 1926); Sanborn Fire Insurance Map 1927:369) (Figure 34). In 1921, its stock shares were printed by Western Bank Note Company (Figure 35). The building appears on the Sanborn Map corrected to 1951 but the map lists Magnolia Oil as the building's occupant (Figure 36). Magnolia Petroleum was also housed in this building, now home to Southwestern Petroleum. Southwestern Petroleum had previously been located at 917 North Main (Property Number 56; Polk and Company 1935).

By 1931, the oil industry nationwide was facing problems. The Great Depression had started in 1929 and by 1931, the price for oil had dropped to eight cents a barrel. Larger producers were interested in oil regulation while small producers wanted to get any money they could. The large companies won the battle and regulation was instituted.

Despite its own problems during the Great Depression, the oil industry helped Fort Worth stave off the worst effects until 1933. Oil money helped construct many of the major buildings in downtown, provided jobs, and revenues to the city. This, in turn, enabled the city to construct roads, bridges and other facilities that provided work for many local citizens.

The impact of the oil industry on Fort Worth's economy was significant. A 1936 newspaper article points out that "in the last six years Fort Worth Refineries have spent \$5,000,000 on improvements" and the payroll was around \$10 million annually (FWST Clipping 1936). In the same article, it was also noted that the manufacture of oil field equipment "is an industry in itself." Some of these companies were located in the North Fort Worth area. A 1949 *Fort Worth Star Telegram* survey of 10 of the oil companies in Fort Worth indicates that they employed more than 1,000 people at a payroll of over \$7,000,000 (FWST Clipping 1949). Additionally, there were more than 800 service stations with approximately 4,800 employees (FWST Clipping 1949).

World War II presented another challenge for the oil industry. American exports to Europe fell by nearly 25 percent. The Texas Railroad Commission cut production during this period. The system of wartime rationing and controls lasted until 1946. The postwar boom helped to reinvigorate the oil industry (Olien 2002).

Panther Oil and Grease Manufacturing Company/Texas Refinery Corporation (Property Number 50)

A.M. Pate and Carl Wollner formed the Panther Oil and Grease Manufacturing Company on September 9, 1922 (Texas Refinery Corporation n.d.). The company name reflected Fort Worth's nickname, Panther City (Figure 37). The first building they owned was on North Main Street outside the project area. In 1928, they purchased land on the 800 block of North Main and constructed a one-story building at 842 North Main (Property Number 50; Figure 38). By this



Figure 32. View looking east to the Fort Worth Power and Light Building (Property Number 1-A) with Paddock Viaduct (Property Number 103) in the background (photograph by Joseph S. Murphey).



Figure 33. View looking north to the Fort Worth Power and Light intake station (Property Number 1-C) (photograph by Joseph S. Murphey).

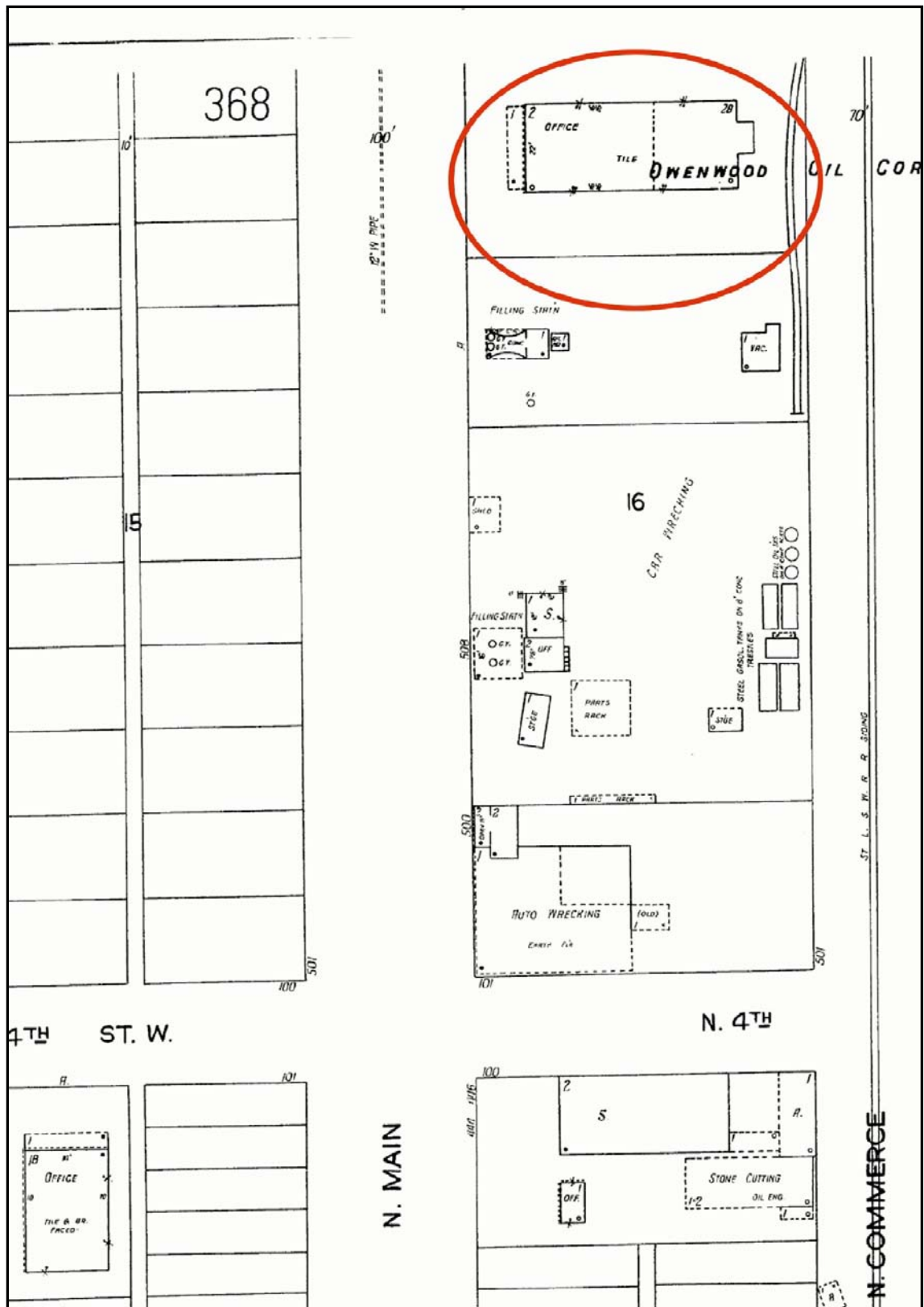


Figure 34. Detail of Sanborn Fire Insurance Map, 1926 (source: www.texshare.org).

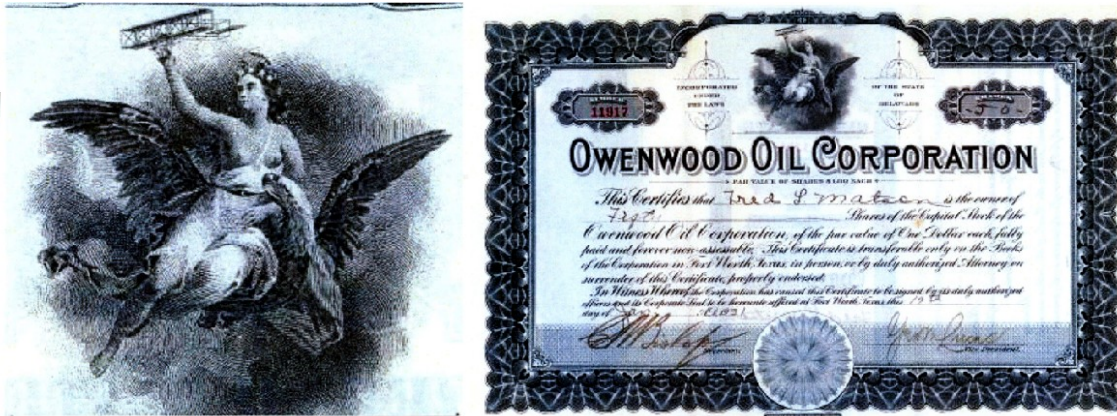


Figure 35. Owenwood Oil Corporation stock share (source: www.scripophily.net).

time, they had 30 salesmen in 35 states selling oil and grease products (Pirtle 1980:224-225). The company was one of the fortunate businesses to grow during the Great Depression. The company added new product lines in 1934. Panther Oil and Grease changed its name to Texas Refinery Company at this point and Panther Oil and Grease became a subsidiary responsible for selling the new product line, which included protective coatings and other building maintenance products (Pirtle 1980:225). By 1936, the company had grown sufficiently to warrant expansion. A two-story building was constructed, located next door at 840 North Main (Property Number 50; Sanborn Fire Insurance Map 1910 corrected to 1951:367). The company continued to grow in the Fort Worth area and beyond. The company established its Export Division in 1939. Within a few months, business was being transacted in Mexico, Cuba, Ecuador, Puerto Rico and many other countries (Texas Refinery Corporation n.d.). It was during this time that co-founder A.M. Pate moved to El Paso to expand sales to clients in the Pacific Northwest and Mexico (Pate 1994:85). Carl Wollner died in 1945 and Pate bought out Wollner's shares from his heirs. In 1947, shortly before Pate's death, the company celebrated its twenty-fifth anniversary. The capital stock of the company was worth \$1 million according to an amended charter the company had received from Austin (FWST Clipping n.d.). The company had representatives in 33 foreign countries, more than 300 employees, and also owned Southwestern Cooperage Company in Fort Worth (FWST Clipping n.d.).

A.M. Pate, Jr. became president of the company after his father's death in 1947. Pate was the general chairman of the city of Fort Worth Centennial Celebration and a major local philanthropist. He received two honorary Doctor of Law degrees and the Order of Merit from the Grand Duchy of Luxembourg (Pirtle 1980:225).

The company's first international corporation, Texas Refinery Corporation of Canada, was founded in 1948 (Pirtle 1980:225). Due to the rising demand for Texas Refinery Corporation products, an office and factory were established in Moose Jaw, Saskatchewan in 1953 to serve western Canada (Texas Refinery Corporation n.d.). In 1958, the Texas Refinery Corporation established a first with a phone call. A.B. Canning of Panther Oil and Grease wanted a conference call with his staff in five foreign countries. Mr. Boswell, the division service manager for Southwestern Bell, stated, "This will be the first time in history that as many as five foreign countries have been tied to the United States through a long distance conference call" (FWST Clipping July 10, 1958). The call connected Panther Oil and Grease with Hvidovre, Denmark;

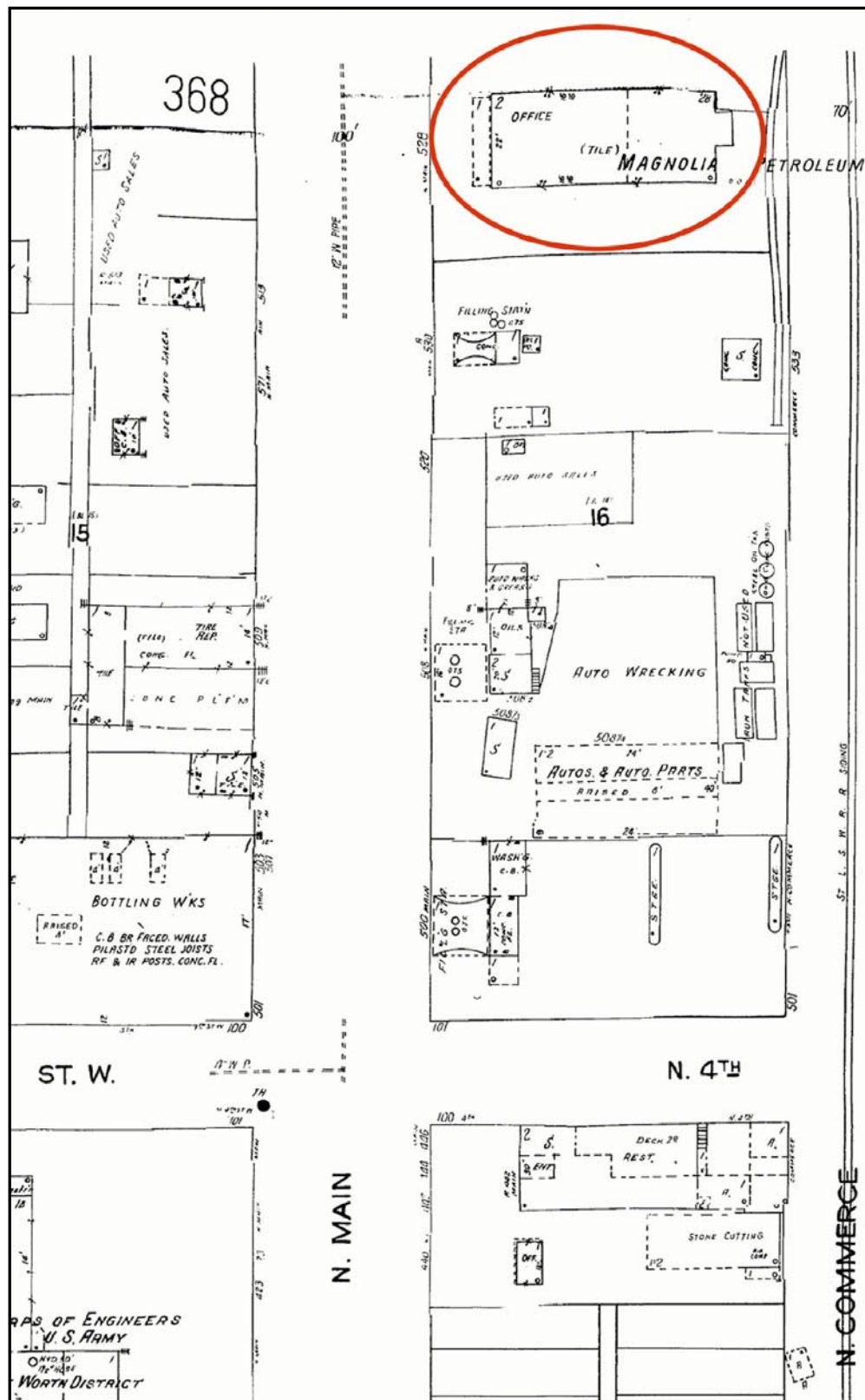




Figure 37. Panther Oil and Grease Manufacturing Company logo, as seen on plaque at 840 North Main Street.



Figure 38. Panther Oil and Grease Manufacturing Company buildings at 832, 840, 842 North Main Street (now Texas Refinery Corporation) (Property Number 50 A-C).

Monster, Holland; Trondheim, Norway; Koln Merheim, Germany; and Bromma, Sweden. A second, less complicated series of calls was set up between Panther Oil and Grease and Hamburg, Germany; Reykjavik, Iceland; and Oslo, Norway (FWST Clipping July 10, 1958).

In the 1960s, the company continued to expand internationally. It formed another corporation to serve the Mexico market, Texas Refinery Corporation of Mexico, S.A. In 1962, Texas Refinery Corporation Inter-Continental, S.A. was incorporated with offices and a plant located in Echternach, Luxembourg, enabling Texas Refinery Corp. to better serve its European customers (Texas Refinery Corporation n.d.). Texas Refinery Corp. became one of the first companies to hire a woman in a top executive position when they hired a woman as vice president of their European headquarters in Luxembourg (Pate Capper 2008). In 1964, Texas Refinery Corp. hosted a worldwide convention in Fort Worth. As the date coincided with the Thanksgiving holiday, Pate and his wife hosted a huge Thanksgiving feast at their home and included their international guests. More than 800 attended the event, and for many, it was their first taste of the traditional Thanksgiving turkey and dressing (Pate Capper 2008).

The company now has five separate corporations with headquarters in four countries (Pate 1994:86). Currently, Texas Refinery Corporation covers two blocks of North Main Street, the west side of the 800 block of North Houston Street and the east side of the 800 block of North Main Street (Property Number 50).

Magnolia Oil in Fort Worth

Magnolia Oil established its first marketing offices in Fort Worth in 1911. By 1914, the company was listed in the City Directory at 1015 North Main (this address no longer exists, it became 939-945 North Main) (Sanborn Fire Insurance Map 1910 corrected to 1951:366) (Polk and Company 1914:68). The parcel is a triangular plot bound by the St. Louis Southwestern Railroad to the west and northwest, North Main Street to the east with Trinity Avenue (now Refinery Street) to the south. This site included oil tanks, an office, an oil warehouse and a loading dock (Sanborn Fire Insurance Map 1926:366). By 1968, this facility was no longer indicated on the Sanborn maps, but remnants of the complex may still exist (Sanborn Fire Insurance Map 1968:366). Magnolia Oil also had a filling station and wholesale oil and grease store at 540 North Main, but the building is no longer extant (Sanborn Fire Insurance Map 1910 corrected to 1951:366). Magnolia Oil also occupied 544 North Main Street (now 528, Property Number 11) which had earlier been occupied by Owenwood Oil and subsequently occupied by Southwestern Petroleum (Figure 39) (Sanborn Fire Insurance Map 1910 corrected to 1951:368).

Magnolia's Fort Worth office and the accompanying operations were known as the Northwest District Office (FWST Clipping October 30, 1949). This district included the area from Fort Worth to El Paso and from New Mexico to Oklahoma. When the West Texas fields were discovered in 1911, Magnolia Oil constructed a 220-mile pipeline from Corsicana through Fort Worth to West Texas. The pipeline was then extended from Fort Worth to Healdton, Oklahoma (FWST Clipping October 30, 1949). Fort Worth has been an important station for two of the company's pipelines—a line for refined petroleum products was built from the Fort Worth Refinery to Dallas in 1930 and another from Fort Worth to Oklahoma City in 1941 (FWST Clipping October 30, 1949). In 1949, Magnolia Oil had 12,500 employees worldwide, of which 400 were in Fort Worth. Magnolia was in North Fort Worth until possibly the mid-1960s.



Figure 39. Former Magnolia Oil facility at 528 North Main Street (Property Number 11).

Other Industries

McKinley Iron Works (Property Number 47)

McKinley Iron Works began as Bowdry and McKinley Iron Works soon after 1900. Members of the McKinley family, Mr. Ray McKinley and Ms. Jessie McKinley, are listed in the 1902-03 City Directory (Polk and Company 1902-03:123). The 1914 City Directory lists Bowdry-McKinley Iron Works at a location on the southern edge of downtown (Polk and Company 1914:365). By 1916, the Bowdry-McKinley Iron Works had relocated to its current location, 901 North Throckmorton Street (Property Number 47; Figure 40) (Polk and Company 1916:238). Mr. W.P. Bowdry and Mr. E.H. McKinley are listed as the founders of the company. By 1935, the company is listed solely as McKinley Iron Works (Polk and Company 1935). The company received government contracts including the construction of bomb casings during World War II.



Figure 40. McKinley Iron Works at 901 North Throckmorton Street (Property Number 47).

DeWitt McKinley, one of the subsequent owners of McKinley Iron Works, was involved in local government in the 1950s. In 1950, he served as the Levee Board chairman. In that capacity, he addressed the Fort Worth City Council to request that the Levee Board be able to cut down trees along the banks of the Trinity for flood control. The City Park Superintendent had objected to the clearance of several trees along the river's bank in Trinity Park. The matter was passed from the council to the city manager (FWST Clipping Dec. 28, 1950). McKinley also served as president of the North Side Business Association, a 250-member organization representing North Side businesses and industries. As president of the association, McKinley called for more street improvements and a better working relationship with the city, county, and Chamber of Commerce. He also advocated "modern" shopping centers for the North Fort Worth area (FWST Clipping January 23, 1959).

Carruthers Stone Works (Property Number 18)

Carruthers Stone Works has been in the area since 1924. The City Directories indicate members of the family had been stonecutters since 1914. Calvin and Charles Carruthers are listed as stonecutters, but no place of employment is listed (Polk and Company 1914:251). Charles Carruthers is listed again in the 1918 City Directory (Polk and Company 1918:299). It is possible that he may have worked for a stonecutting company in North Fort Worth such as Fort Worth Monumental Works at 100-106 North Commerce (no longer extant) or Fort Worth Marble and Granite at North Main and North Sixth East (Polk and Company 1920). Carruthers Stone Works was a family business: Charles E. Carruthers, son of Charles Carruthers, was a stonemason for

more than 50 years and a member of the stonemasons' union Local No. 6 (Hunt 2004). Carruthers Stone Works was located at 648 North Commerce (Property Number 18; Figure 41), extant at time of initial survey in 2005, but demolished as of 2008.



Figure 41. Carruthers Stone Works at 648 North Commerce, no longer extant (Property Number 18).

The Social History of North Fort Worth

Although the project area was primarily devoted to industrial and commercial activities, certain aspects of the associated social history are important to the area and had implications for the built environment. North Fort Worth was associated with Ku Klux Klan activity during the 1920s, and the west side of the project area developed a notorious reputation, particularly in the 1930s and 1940s, once the Jacksboro Highway was constructed.

Ku Klux Klan Klavern No. 101/Ellis Pecan Company (Property Number 62)

The Ku Klux Klan began their activities in Texas around the end of the Civil War. The Klan movement dissipated after Congress passed the Ku Klux Klan Act of April 1871, which permitted the president of the United States to suspend the writ of habeas corpus in cases of secret conspiracy. At that time, there was growing opposition towards the violence perpetrated by the Klan (Long 2002).

Beginning in the World War I era, a new Klan movement started in Georgia. As the American nativist movement gained momentum, the Klan began to spread nationwide. By the 1920s, the Klan boasted 2 million members nationwide. As the organization grew, so did its violence. The group gained supporters by promising a reinstatement of traditional morality, enforcement of prohibition, and political reform. However, violence by Klan members and those claiming to be Klan members ensued and, as a result, several anti-Klan groups had formed by the early 1920s. Hiram Evans of Dallas became “grand wizard” of the Klan in 1922. He worked to make the Klan a political force and succeeded (Long 2002). The Klan used its 100,000 local members effectively as voting blocks in local and state elections. They elected city council members, mayors and other officials in towns and cities across the state including Fort Worth (Long 2002). The year 1923, however, was the high-water mark for the Klan. In 1924, their candidate for governor, Dallasite and Klan member Felix D. Robertson was defeated by Miriam “Ma” Ferguson. By 1928, Klan membership had decreased to approximately 2,500 due to dissension and infighting among the members and anti-Klan sentiment from outside the movement.

In Fort Worth, the rise of the Klan mirrored what was happening in the rest of the country. When African-American Fred Rouse broke a picket line to work at the Swift plant in 1921, he was threatened by an angry crowd. On December 6, 1921, as Rouse was leaving the plant, the mob threatened him again and he fired two shots, hitting two young boys. The crowd beat him severely. The police were able to get him to the City-County Hospital, but he was later pulled from his bed by a mob and lynched (Pate 1994:92).

The Klan in Fort Worth, whose numbers were estimated at around 8,000, constructed a meeting hall and auditorium on North Main Street (located next to the extant hall) in the early 1920s (Pate 1994:160, 16). On November 6, 1924, a bomb was thrown through the window and the structure burned to the ground (Pate 1994:94). Plans were made to rebuild the structure at 1012 North Main (Property Number 62). The American Building Corporation, a locally subscribed stock company, financed the rebuilding of the hall. The structure cost an estimated \$50,000 and was designed by Earl Glasgow. B.B. Adams, a well-known local contractor, constructed the building of red common brick and faced with buff-yellow variegated brick. The peaked parapet with tall arched windows creates an imposing façade on North Main Street next to the more modest one- and two-story buildings that surrounded it. The ground floor has a tripartite entrance with large rectangular windows, with an area for concession stands just below (Figure 42) (Tarrant County Resources Survey 1988:72).

After the demise of the Klan, the building was sold to the Leonard Brothers Department Store for use as a warehouse (Polk and Company 1930, 1935; Tarrant County Resources Survey 1988:72). It was later it was used as Fox and Fox Boxing Arena (1936-1938) and, after a period of vacancy and re-occupation by Leonard Brothers, the building was home to the Ellis Pecan Company (1946-2000).

The Jacksboro Highway

Along the west side of the project area, the Jacksboro Highway, constructed in the 1930s, gained a reputation for notorious activities during the 1940s thru 1960s. As a convenient route leading out of the city and to outlying recreational sites such as Lake Worth, a number of businesses devoted to the automotive travel industry sprang up—restaurants, motels, gas stations, and repair shops. Beginning in the 1940s, nightclubs that provided a variety of entertainment options,



Figure 42. Former KKK Hall and Ellis Pecan building at 1012 North Main Street (Property Number 62).

including gambling and prostitution, drew well-known gangsters such as Tincy Eggleston and Cecil Green. Some of the restaurants in the area were owned and operated by gamblers. The Mexican Inn Café, for example, was owned and operated by the gambler Tiffin Hall (Figure 43) (Arnold 1998:54-55).

Recreational Development

The Trinity River has been a source of water recreation from at least the mid-1800s when European-American settlers frequented the area for hunting and fishing, appreciating such activities more for sport than for subsistence. As Capt. J.C. Terrell recalled in his 1906 memoir:

When a younger man I loved to hunt and Fish. . . . The fact is, my love for these sports had much to do with my locating in Fort Worth. The neighborhood of the Queen City of the Prairies was then the hunter's paradise. It (first hunting trip in Tarrant County) was in February 1857. . . . Our hunting ground for the day lay in the woods between the "Fort" and Birdville. Deer were numerous; wild turkeys abounded in the bottom; some herds of antelope yet survived on the prairies. The West Fort was over half-bank full, with some drift wood running; no bridge or ferry. So R. H. King and myself went in a skiff down the river from near the site of the long bridge to the brickyard crossing east of town, so as to ferry over the hunters and recross from camp with game on home-coming [Terrell 1999:44].



Figure 43. Mexican Inn Café at 612 North Henderson Street (Property Number 89).

As the North Fort Worth area became more populated with European-American settlers, other forms of recreation developed. As early as 1911 Hermann Park appears on Sanborn Fire Insurance maps (Figure 44). Located on the northwest block of North Main Street and North Second Street, the park featured a beer garden and dancing pavilion. Immigrants from Germany, Poland, Austria, Russia, Greece and other foreign countries came to Fort Worth in the late nineteenth and early twentieth centuries and settled between Calhoun and Commerce Streets and Twenty-second and Twenty-third streets (Pate 1994:54). Many of these immigrants had arrived in Fort Worth thanks to the efforts of the Swift and Armour companies. Both meatpacking companies had men on staff that routinely traveled to Galveston to recruit immigrants, arriving on ships from various European ports, in search of work (Pokluda 2008). Both companies provided temporary housing for new immigrants until more permanent lodging could be found or built (Shannon 2008). The international population continued to grow as some men brought family members from their homeland and others created new families in their adopted Fort Worth home. Members of every nationality added a little of their own culture to the landscape of North Fort Worth. During weekend evenings, for example, members of the Sons of Hermann and others would gather to hear German bands play and dance to lively waltzes and polkas.

Other early parks located in the area included Butz (Butts) Park (established in 1914) at the southeast corner of North Main and Southeast Seventh streets, Douglas Park (established ca. 1915) at the southeast corner of North Main and Southeast Second streets, and Morris Park (established ca. 1910) located at the southwest corner of North Houston Street between Sixth and Seventh streets. Morris Park may be the location of what later became known as Panther Park, home of the Fort Worth Cats Baseball Team. After World War II, the Fort Worth Cats served as

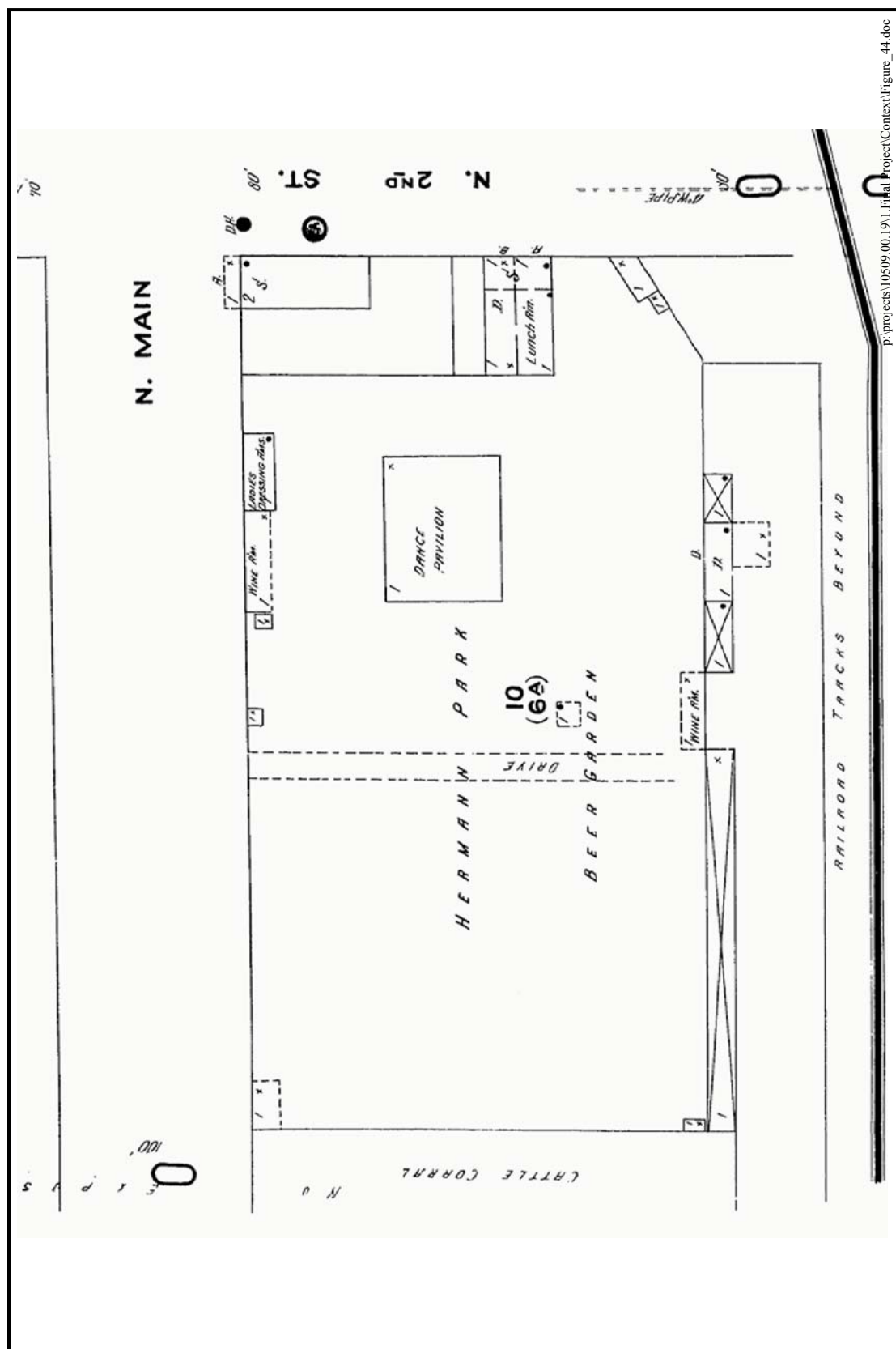


Figure 44. 1911 Sanborn map showing Hermann Park.

the farm team for the Brooklyn Dodgers (Ayala 2008). Hall of Famer Duke Snider started his career in North Fort Worth. Brooklyn Dodgers Jackie Robinson and Pee Wee Reese made several appearances at LaGrave Field during this time (Presswood 2008).

The first semi-professional baseball team to play baseball in Fort Worth was the Fort Worth Panthers, organized in 1888. They played first at two ball fields that were located south of downtown near the T&P rail station in an area called the Reservation and then Haynes Park. In 1911, J. Walter Morris built Panther Park north of downtown on the west side of North Main Street. Then in 1926, W.K. Stripling and Paul LaGrave built a new Panther Park on the east side of North Main Street at Seventh Street. When Paul LaGrave died in 1929 it was renamed LaGrave Field. Local high schools played their football games at LaGrave Field. In 1950, LaGrave Field was rebuilt following a fire and the 1949 flood; it was the first new baseball park to include a television booth.

Directly south of Panther Park (on the west side of Main Street), McGar Park was established for the Fort Worth Black Panthers baseball team. Hiram McGar, Jr. was born in Waller County, Texas, in 1863. In 1901, he lived in Fort Worth and owned the Watkins & McGar saloon at 110 East Twelfth Street. In 1916, he became president and founder of the Texas Colored League. The team played other Negro League teams from Dallas, Cleburne, Waco, Houston, San Antonio, Beaumont and Galveston at McGar Park. In 1920, the Black Panthers played their games at Panther Park when the Fort Worth Cats were on the road. With prohibition in 1920, McGar switched from saloons to selling soft drinks and eventually became vice president of the Citizens Drug Store on Jones Street. He died in 1930 and was buried in Trinity Cemetery, a section of Oakwood Cemetery reserved for African-Americans (Harrison 2008).

A more recent park associated with the project area is Heritage Park Plaza. Designed by the prestigious landscape architect Lawrence Halprin, Heritage Park Plaza is a part of the larger (112 acres) Heritage Park. The plaza was completed in 1977. Located on the bluffs northwest of the courthouse, Heritage Park Plaza was established near the site of Major Ripley Arnold's military fort. Halprin's parks and gardens emphasize the aesthetic elements of nature. Heritage Park Plaza was commissioned to honor and recognize the city's heritage. It also pays homage to an early twentieth century landscape architect, George Kessler, who had envisioned a park north of the courthouse in his city plans for Fort Worth (Landslide 2002).

Trinity River Flooding and Flood Control Development

Just as the Trinity River influenced the location and development of Fort Worth, the control of flooding has been a critical component to the city's continued growth and development. From the city's inception as a military outpost through its emergence in the meat-packing industry then the aircraft industry, to the present, floods and their prevention have heavily impacted Fort Worth's land use and built environment.

Throughout Fort Worth's history, the Trinity River and its tributaries have flooded on a fairly regular basis due to periods of intense precipitation. Major floods in the twentieth century include those in 1908, 1922, 1942, and 1949. In the interstices between floods, significant measures have been taken to install, remediate, and/or strengthen Fort Worth's flood control system.

In April and May 1908, hundreds of families were driven from their homes, and more than \$500,000 in damages were caused by West Fork flooding (Figure 45). Reports indicate the West Fork rose to a height of more than 18 feet and crested at 23.8 feet, exceeding the previous record set in 1889 (DMN 1908a:1; NWS 2008). In April, North Fort Worth was cut off from Fort Worth, as onlookers standing at the foot of the Main Street Bridge could only see a “solid sheet [of water] extended northward to beyond the Cotton Belt and Frisco crossings, a distance of more than a mile” (DMN 1908a:1). West Fork floodwaters backed up into the Clear Fork, although the Clear Fork did not flood. The Fort Worth area was hit again in May when rain totaled more than 6 inches in a single 24-hour period (Frankenfield 1908:126). News reports indicate that the May flooding was even more extensive than the flood in April: “The prairie lying between the North Main Street bridge and the Cotton Belt and Frisco crossings, one mile north, is again a solid expanse of water, and only the telegraph and telephone poles and a few trees are left to mark the car lines of the Northern Texas Traction Company and Rosen Heights lines, both of which bid fair to sustain greater damage than during the April flood, inasmuch as the volume of water is much heavier” (DMN 1908c:2). Even before the heavy rains in May, the people of Fort Worth decided immediate action was necessary to try and protect the Trinity River flood plain from further flooding.

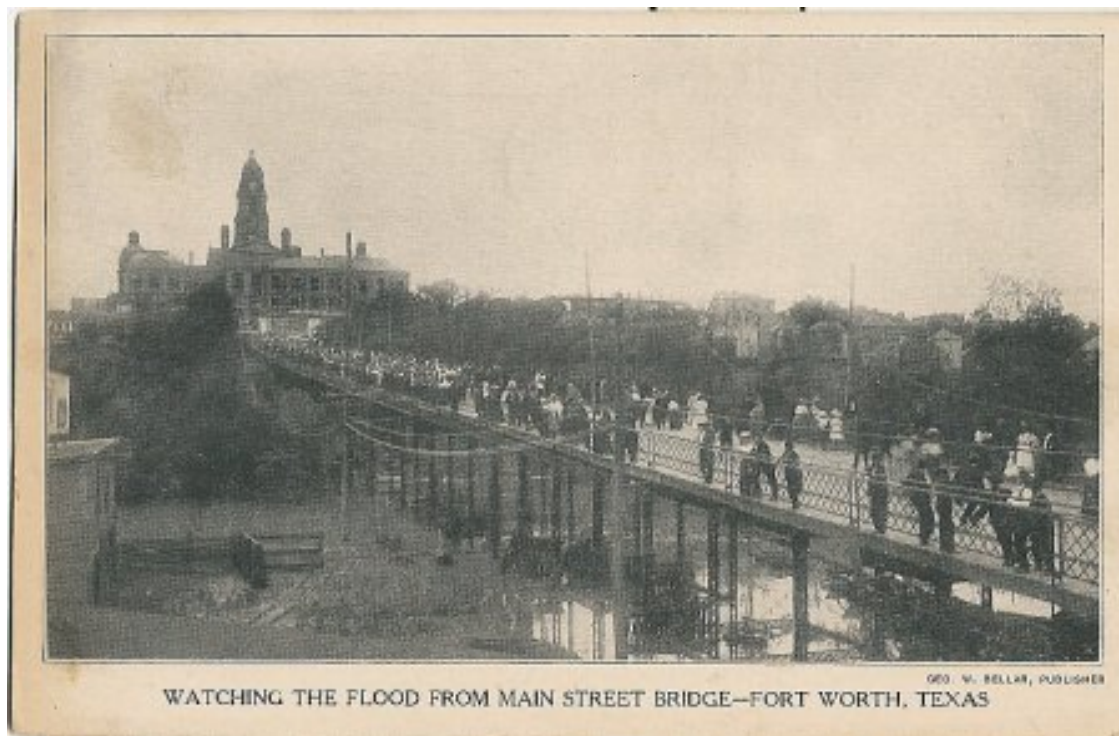


Figure 45. Postcard of 1908 Fort Worth flood (image courtesy of USACE, Fort Worth District).

In the early 1900s, the Texas legislature had authorized the establishment of levee-improvement districts (Smith 2002). The districts built levees, straightened channels, and provided drainage against flooding. Amidst the news that the West Fork of the Trinity River was rising in late April 1908, a petition was already being presented to Tarrant County commissioners calling for a public vote to authorize funds for levee construction (DMN 1908b:7). The \$250,000 plan would

create 8-foot banks along the north and east sides of the Trinity as well as the banks of the West Fork. Also, the river channel would be widened by 40 feet, and the dirt resulting from cutting back the banks would be used for construction of the levees (DMN 1908b:7). Commissioners approved the engineer's survey in March 1909 and also called for a vote on the levee plan, open to resident freeholders (landowners living in the district) who would be taxed to pay for the levees and their upkeep.

The engineer's approved plans now called for 12-foot levees and the creation of a drainage district, Tarrant County Drainage District No. 1 (DMN 1909a:9). The vote for the \$250,000 bond issue carried in July 1909, thus creating the first such reclamation district in the state under its recently revised levee-improvement district laws (DMN 1909b:9). Levee construction began in 1910. Supervising engineer W. S. White pledged to Fort Worth residents the project would be successful: "I consider the levying of your district a safe and practical undertaking, the soil being good for levee construction, the banks of the streams being stable and not nearly as susceptible to sloughs and caving as the Mississippi or Red River banks and when constructed and sodded you should have no fear for their safety" (DMN 1910:7).

When State Reclamation Engineer A. A. Stiles surveyed the almost-complete levee system in 1914, he reiterated White's assessment of the quality of construction and materials used for the levees (DMN 1914a:11). Stiles, speaking to the Fort Worth Chamber of Commerce in June 1914, also clarified how levee systems worked and their potential weaknesses. In building up earth along the banks of a river (the levee), water flowing past runs more rapidly in the center of the flow than along the edges (7 to 9 feet per second versus 1 to 1.5 feet per second). Excess water then is carried quickly down the river's channel, rather than overflowing the banks. The increased current in the center of the flow also typically creates a deeper channel over time, thus increasing the river's capacity (DMN 1914a:11).

Stiles pointed out two potential problems with levee systems: (1) if the river has sharp turns, the fast-moving current may force levee failure by washing over the levee at a turn instead of following its channel; and (2) soil may erode from levee tops after long-term exposure to water pressure. In the case of Fort Worth, he noted that both problems had been addressed: levees had been widened at river bends to diffuse the strength of the current; and Fort Worth had outstanding levee earth that encouraged the growth of Bermuda grass that would help minimize soil erosion (DMN 1914a:11).

Despite serious conflicts between the city of Fort Worth and the elected levee board, the levee project was completed in September 1915. Chief among the issues between the groups was the question of who would pay for a necessary additional levee to protect the city's water pumping station at the confluence of the West and Clear forks. At one point, the superintendent of the waterworks ordered the removal of a section of the levee so the water facility wouldn't flood. Water rushed through the gap and flooded the land behind the levee, owned by taxpayers who funded the levee project.

Another issue was the construction of the Fort Worth Power and Light Company dam just west of the Main Street Bridge (now Paddock Viaduct, Property Number 103, built 1914). Nutt Dam was a concrete channel dam located about 1,000 feet below the confluence of the Clear and West forks (Figures 46 and 47). The dam was designed to provide circulation of cooling water at the steam electric generating plant and to provide an auxiliary water supply for fire fighting (USACE 1949:6). The levee board objected to its construction because of its potential to interfere with



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Figure 46. Drawing of the Trinity River with arrow indicating location of Nutt Dam, by Freese and Nichols, 1937 (courtesy of Freese and Nichols, Inc.).



Figure 47. View looking southwest toward Nutt Dam (Property Number 104) and Paddock Viaduct (Property Number 103) (photograph by Joseph S. Murphey).

The North Main Levee Loop was constructed to protect the peninsula of North Fort Worth. It began south of the stockyards and ended at the city's power plant. From the west end of the power plant, the levee continued west along the West Fork until it reached Oakwood Cemetery. The Clear Fork Levee Loop protected the west bank of the Clear Fork and east bank of the West Fork. It originated near the Fort Worth and Rio Grande Railroad tracks on the Clear Fork and stopped one-quarter mile south of White Settlement Road. The levee resumed approximately one-eighth mile north of White Settlement Road and ended near Greenwood Cemetery Road on the West Fork. The West Fork Levee Loop connected with the bluffs located on the east bank of the West Fork and followed the river past the tracks of the Chicago, Rock Island, and Gulf Railroad.

In April 1922, floodwaters of the Trinity River reached 39.1 feet in depth, 3.5 feet above flood stage (Landis 1922:188). In one 14-hour span, rain totaled nearly 9 inches in Fort Worth (Figures 49 and 50). Much of the flooding happened overnight, so many residents woke up to water in their homes already at ankle-height (Landis 1922:189). Approximately 1,500 inhabitants within a 4.5-square-mile lowland residential district were subjected to floodwaters when levees overtopped (Landis 1922:189). Electricity and water services were interrupted throughout the city (Figure 51), prompting Fort Worth's mayor to announce plans to prevent similar situations in the future by extending the levee system to protect the public utilities along the flood plain (DMN 1922a:1). When floodwaters rose again in May, the matter was treated with even more urgency (DMN 1922b:11). In addition to extending the levee system, flood prevention plans also called for raising levee heights.



Figure 49. North Main Street during 1922 flood (photo courtesy of USACE, Fort Worth District).



Figure 50. Looking toward North Main Street from Samuels Avenue during 1922 flood (photo courtesy of USACE, Fort Worth District).



Figure 51. Fort Worth Power and Light Company during 1922 flood (photo courtesy of USACE, Fort Worth District).

After the 1922 flood, it was clear to both Fort Worth residents and civic leaders that the city's flood control system needed improvement. In 1928, it was decided that damming the Clear Fork to create a reservoir would be too costly (an estimated \$3 million), as compared to fortifying the existing levee system, which would cost \$250,000 (DMN 1928:6). History had dictated that the majority of Fort Worth's flooding was due to the West Fork rather than the Clear Fork. At that time, two dams were being planned on the West Fork above Lake Worth, the Eagle Mountain and Bridgeport reservoirs, both of which were completed in the early 1930s.

In 1929, engineers were hired to address past failures of the Clear Fork levees, and the consensus was that the curvature of the river just west of its confluence with the West Fork created significant "bottlenecking" leading to flooding at periods of high water (DMN 1929:4). The experts came to the conclusion: "With Lake Worth and the two additional reservoirs being built by the district on the West Fork above Lake Worth [Eagle Mountain and Bridgeport], 100 per cent flood prevention will be attained on this stream" (DMN 1929:4). They also agreed that the "stream bed and levees below the junction of the West Fork and Clear Fork are ample to take care of all the flood waters of the Clear Fork alone" (DMN 1929:4). It was decided that straightening out the bottleneck and increasing the height of the levees would sufficiently improve the city's flood prevention system on the Clear Fork (USACE 1949:5). In 1936, WPA funds allowed minor alignments and re-grading of levee slopes (USACE 1949:5). Reports indicate that the project of raising the levees in Fort Worth was completed in 1938, but straightening of the Clear Fork did not occur until many years later.

By 1938, the entire North Main Levee Loop was 2.9 miles long, the Clear Fork Levee Loop was also 2.9 miles long, and the West Fork Levee Loop was 4.4 miles long (USACE 1949:5). Levees averaged 14 feet in height with a crown height of approximately 6 feet and protected a total area of about 1,710 acres (USACE 1949:5). Additional improvements included a gate structure located on the North Main Levee Loop on the west side of the West Fork near the present-day sluice at the TRWD Dam and a hand-operated gate located near West Fifth Street on the Clear Fork Levee Loop. Interior drainage structures consisted of four sluices, artificial channels created to conduct water, located on the Lower West Fork. The entire program of flood control for Fort Worth in the 1930s, including the construction of Eagle Mountain and Bridgeport reservoirs, totaled \$6.5 million (DMN 1938a:5).

Nearly concurrent with the completion of the city's improved flood control system, the Corps of Engineers began an extensive survey of the Trinity River (Figure 52). Under the Flood Control Act of 1936, the newly created Southwestern Division of the USACE, based in Little Rock, Arkansas, at that time, was authorized to examine the river system with regard to seven points of development: navigation, flood control, soil conservation, irrigation, power development, municipal and industrial uses, and recreation. With this broad scope of analysis, many projects heretofore deemed "not economically viable" were able to be reconsidered, including navigation of the Trinity, which had been attempted numerous times since the *Scioto Belle* steamboat first attempted it in 1836 (Clayton 1987:111).

USACE engineers found that the Clear Fork did indeed require damming as a flood control measure and suggested a location just west of Fort Worth near Benbrook (DMN 1938b:4). Only then would Fort Worth have adequate flood protection. One key effect of the USACE survey was the local government's call to halt spending on any new levees or old levees in need of repair. Until the federal government developed its plan for improving the river system, authorities stated that it made no sense for taxpayers to continue to pour money into projects that may soon be



funded by the federal government (DMN 1939:9). At the close of the 1930s, the Trinity River flood control system had been deemed inadequate by the USACE, but a stay on spending was enacted to halt any further modifications.

An extensive plan to make the Trinity River navigable via canalization resurfaced in the early 1940s, incorporating a project that called for the construction of five dams and reservoirs that, in addition to bolstering flood control on the river, would also enable navigation. The dams and reservoirs were proposed for funding (approximately \$15 million) before the U.S. War Department Rivers and Harbors Board of Review; however, the proposed levee improvements for Fort Worth (approximately \$65,000) would have to be borne locally (DMN 1941:2). The larger plan of making the Trinity navigable, at a cost of more than \$110 million, had to be put on hold due to World War II and the moratorium on all projects deemed not essential to the country's defense.

Despite the improvements to the system made over the years, the Trinity River continued to flood regularly. In 1942, Marine Creek flooded due to rapid rainfall, nearly 4 inches within 12 hours. Flooding was centered on the area just north of North Fort Worth and the stockyards section of North Fort Worth, causing nearly \$500,000 worth of damage to local businesses (DMN 1942:1) (Figures 53, 54, and 55). Reports indicate that water was running more than 6 feet over both the Bridgeport dam spillway and the Eagle Mountain dam, and more than 2 feet over the retaining wall at Lake Worth (DMN 1942b:1).



Figure 53. Red Cross volunteers in transit to assist 1942 flood victims in Brookside, a residential district north of Fort Worth (photo courtesy of USACE, Fort Worth District).



Figure 54. Cleanup after the 1942 flood, 100 block of East Exchange Street in North Fort Worth (photo courtesy of USACE, Fort Worth District).



Figure 55. Cleaning up debris after the 1942 flood, 100 block of East Exchange Street in North Fort Worth (photo courtesy of USACE, Fort Worth District).

At the close of World War II, the issue of canalization of the Trinity River from the Gulf of Mexico to Fort Worth was brought again before Congress. A massive \$400 million Harbors and Rivers bill was introduced in 1944, with \$18 million earmarked for Trinity River development (DMN 1944:1). The bill was not passed by the Senate after a last-minute rider was attached (DMN 1944b:2), but with the removal of the rider in 1945, it was finally passed. An \$810 million flood control bill with \$32 million allocated to the Trinity River passed through committee shortly thereafter. Trinity Improvement Association manager John Fouts noted that the flood control funds were to be used to control soil erosion (DMN 1944:1). In the same session, Congress funded a project to rebuild damaged levees in Fort Worth. Work was scheduled to begin after the war concluded.

With significant flood control work concentrated on the Dallas-Fort Worth area, the U.S. Army Corps of Engineers made plans to create a subsidiary of the Galveston district office, which had been established in 1941, in Fort Worth. Federal programs involving the northern section of the Trinity River required extensive surveys and expertise provided by USACE engineers, 60 of whom would work out of the new office (DMN 1945:2). Plans on the USACE horizon still included making the Trinity navigable by the 1950s (DMN 1946:1).

Improvements on the flood control system were underway when the Trinity River flooded again in 1949 (Figures 56, 57, and 58). Heavy rain within a 24-hour period caused flooding that resulted in the failure of four Clear and West Fork levees (Breeding 1949:1). Areas of Fort Worth received nearly 10 inches of rain between the afternoon of May 16 and the early morning of May 17 (*Monthly Weather Review* 1949:148). Levee failure occurred on the east side of the West Fork above the Twelfth Street Bridge due to a lack of maintenance (Breeding 1949:1).



Figure 56. Aerial view of North Fort Worth during 1949 flood, looking north (photo courtesy of USACE, Fort Worth District).



Figure 57. Levee break in Lower West Fork Levee, May 1949, looking northeast (photo courtesy of USACE, Fort Worth District).

Flooding at the Holly Water Plant cut off the city's water supply for three days (Figure 59). A 10-block area north of Paddock Viaduct was ordered evacuated and only emergency electric company personnel were allowed to stay (DMN 1949a:3). Ten percent of the city's land area was under water, according to Fort Worth's chief of police (DMN 1949a:3). Temporary shelter and care centers were set up at Will Rogers Memorial Coliseum and Carswell Army Air Force Base. The 1949 flood caused an estimated \$11 million in damages in Fort Worth.

The 1949 flood in Fort Worth added a sense of urgency to the completion of flood control projects in north Texas. A \$500,000 appropriation from Congress was allocated to the city one month after the flood occurred (1949b:19). Funds covered the widening and heightening of existing levees. The USACE was asked by the Trinity Improvement Authority to expand its report on the Trinity River with an emphasis on the river's "urgent flood control problems" (DMN 1949b:11). The Corps had been called on to undertake levee repairs 58 times in the five years preceding the flood, according to TIA (DMN 1949b:11).

The extent of the work required to survey the Trinity River and remediate its many flood control systems necessitated the creation of a new district of the USACE. No longer under the supervision of the Galveston District, the Fort Worth District was established on April 14, 1950. Initially, it was authorized to work solely on flood control projects (Brown 1979:17–21).



Figure 58. Sandbagging at North Main Levee on east side of West Fork, May 1949, looking northwest (photo courtesy of USACE, Fort Worth District).

By the 1950s, four large dams controlled the flow of the West and Clear forks of the Trinity River in the project area. Three dams had been built on the West Fork: Lake Worth, completed in 1916; Lake Bridgeport, completed in 1931; and Eagle Mountain, completed in 1932. In the Fort Worth area, only one dam had been built on the Clear Fork, Benbrook Reservoir, completed in 1950. The dams were designed to control the floodwaters of the Trinity River in conjunction with providing an adequate water supply and recreational needs (*Handbook of Texas Online* 2002a, b, and c; Smith2002).

The first major undertaking of the USACE, Fort Worth District, was the Fort Worth Floodway program. Authorized under the River and Harbor Act of March 2, 1945, it was begun in the early 1950s and completed on September 28, 1957, at a cost of more than \$9.5 million (USACE 1963:8). The Fort Worth Floodway was designed to guarantee the protection of 1,710 acres from flooding along the West and Clear forks of the Trinity River (USACE 1949:4). In the Central City project area, the Fort Worth Floodway program consisted of channeling the West and Clear forks, construction and strengthening of the levee system, adding interior drainage structures, and

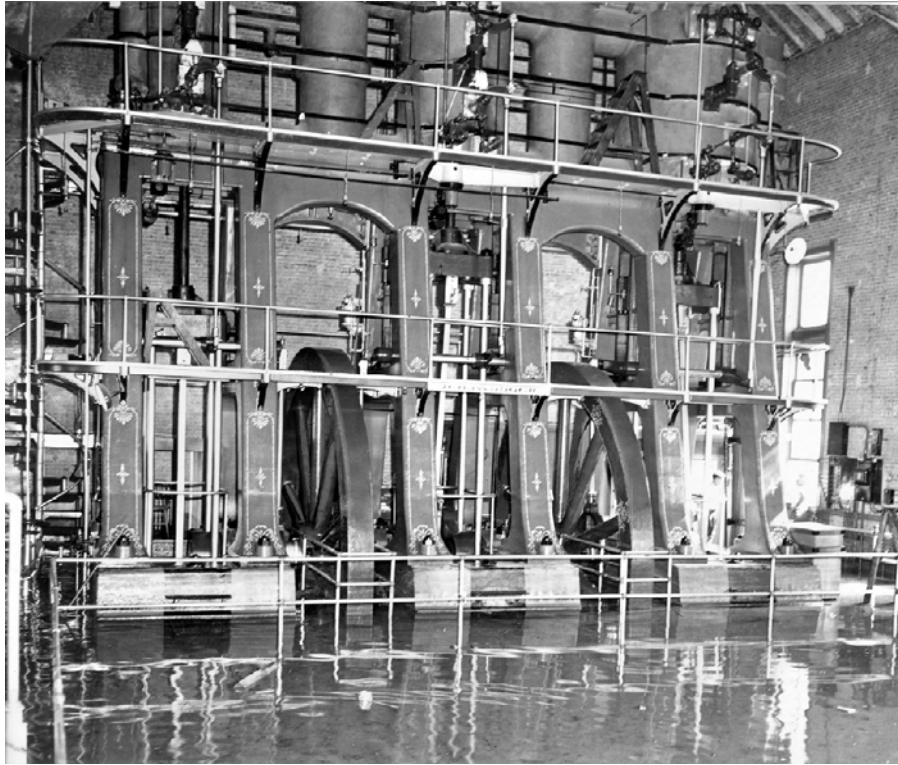


Figure 59. Flooding at the Holly Water Plant, May 1949 (photo courtesy of USACE, Fort Worth District).

new dam construction (Figure 60). The first stage of the Fort Worth Floodway was constructed on the West Fork of the Trinity River north of its confluence with the Clear Fork (Figure 61). The USACE and the Tarrant Regional Water District leveed and channeled an 8-mile stretch of the Trinity River in Fort Worth (Halprin 1970:1) (Figure 62). Prior to the construction of the Fort Worth Floodway, the stream had retained its natural meandering course. Channel improvement included the straightening and widening of the old Trinity River course. Straightening the river shortened the original channel length by 1 mile (USACE 1949:1–2). The floodway floor was also cleared of any irregularities or obstructions that might impede channel flow.

The Fort Worth Floodway plan also included strengthening and enlarging the landside of preexisting levees (41,900 feet) as well as construction of 1,940 linear feet of new levees (USACE 1949:B). The material for levee construction was secured from floodway and channel excavations (USACE 1949:2). New levees built during the Fort Worth Floodway project averaged 11 feet in height with a crown width of 10 feet and side slopes of 1 on 3 (USACE 1949:C). The landside slopes of the existing levees were enlarged for strength. Riverside slopes were 1 on 3 and levee crown width was increased to a minimum of 16 feet (USACE 1949:C). Existing levee crowns were built up with channel spoil for future roadway use. The new levees were built shorter due to the deepening of the channel. In general, the basic alignment of the existing riverside levee slopes was generally maintained (USACE 1949:11). In the event of a flood, the area between the river channel and levee was designed by the USACE to be inundated to within 4 feet of the top of the levee (Halprin 1970:1).



Figure 60. Flood control features.



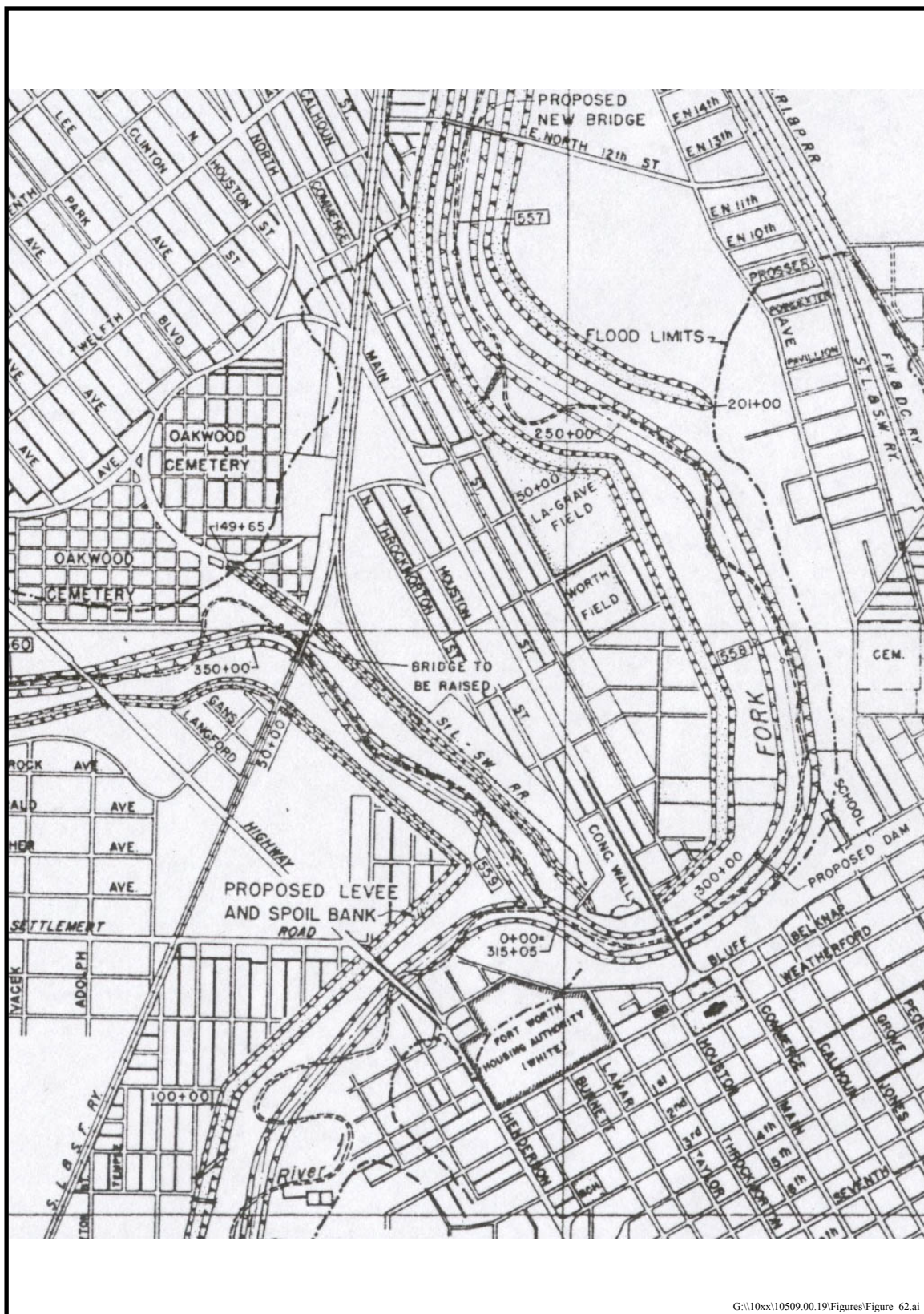


Figure 62. Planned levee improvements as part of the Fort Worth Floodway (courtesy of USACE, Fort Worth District).

Channeling the Trinity River and straightening its meandering course facilitated control of stream flow and flooding by the reservoirs located on the Clear and West forks. Within the project area near West Peach Street, a portion of the old Clear Fork course remains intact (Figure 63). The channel serves as drainage for the city (Michael Danella, USACE, personal communication 2004). Directly across from this old channel is a storm drain that was built in the 1960s (Figure 64). Along the West Fork channel near the St. Louis Southwestern railroad tracks is an outfall structure associated with a sump system used for drainage purposes (Michael Danella, USACE, personal communication 2004). There are a number of drainage structure systems (sumps) along the Clear and West forks of the Trinity River that are part of the interior drainage system (Figure 65); three are located on the West Fork (16W, 25C, 26) and two are located on the Clear Fork (23C, 24C) (USACE 1970:Plate 3). The interior drainage system collects run-off behind the levees in ditches and storm sewers, which is then conveyed through concrete conduit gravity sluices and gate structures (USACE 1949:5). A large sluice (Figure 66) located on the west bank of the West Fork near the TRWD Dam contains a concrete shoot and stilling basin to prevent bank erosion (Michael Danella, USACE, personal communication 2004). A proposed drop outlet was placed on the North Main Levee Loop between Eighth and Ninth streets. The Fort Worth Floodway report noted three sluices along the Clear and West forks of the Trinity River (USACE 1949:Plates 8 to 10). Two sluices were installed on the west side of the Clear Fork: one located above West Seventh Street, measuring 3-x-3'; the second located near the S. L. BSF Railway, measuring 5-x-6' (USACE 1949:Plate 10 and 11); and the third sluice located on the west side of the North Main Levee opposite the drop outlet, measuring 10-x-5' (USACE 1949:Plate 8).



Figure 63. Original Clear Fork course, now serving as city drainage (photo courtesy of USACE, Fort Worth District).



Figure 64. Storm drain along Clear Fork, built in the 1960s.

The original Nutt Dam (Figure 67) was subsequently replaced in the mid-1950s with an improved hydraulic efficiency channel dam located 1,300 feet downstream on the West Fork (USACE 1949:8) (Figure 68). The old dam allowed water to overflow at medium to high water stages and was deemed no longer efficient (USACE 1949:16). During the mid-1950s, the USACE removed the U.S. Weather Bureau water gauge located next to the old Nutt Dam on the West Fork. The gauge was replaced with a USGS gauging station located on the north bank of the West Fork near the new Nutt Dam (Figure 69). This gauge station is currently maintained in cooperation with the USACE, Fort Worth District, and the Tarrant Regional Water District.

The completion of the Fort Worth Floodway project in 1957 controlled flooding by regulating the flow of the Trinity River. By then, flood control projects allowed an even greater expansion of urbanization into the floodplain. Since the construction of the Fort Worth Floodway, there have been no major changes to the existing channel or levee system, other than channel widening, in the project area. The addition of channel dams and extension of the levee system (Riverside levee) occurred outside the Central City project area. Currently, the Tarrant Regional Water District and the USACE together provide routine inspections and maintenance of the Fort Worth Floodway. An access road runs either along the top of the levee (which is more than 14 feet wide in these areas), behind, or in front of the levees to facilitate maintenance (Halprin 1970:1).

The Fort Worth Floodway was the first major effort to channel the Trinity River in Fort Worth and to control flooding. At present, the riverbank area of the project area has been transformed into a recreational facility for the city of Fort Worth (Figures 70 and 71). In 1969, the Fort Worth City Council appointed Streams and Valleys, Inc., to develop the surroundings of the Trinity



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Figure 65. Location of floodway sump systems (courtesy of USACE, Fort Worth District).



Figure 66. Sluice at the TRWD Dam.



Figure 67. Original Nutt Dam.



Figure 68. New Nutt Dam.

River system. The Trinity Trail park system contains 32 miles of paved and graveled trails that follow the river channel in Fort Worth. Well-manicured grass, along with a scattering of large trees, borders the trail system as it winds along the levee systems (Figures 72 and 73). Other park features in the project area are exercise stations, benches, and a duck pond. Historical markers were installed for the Texas Sesquicentennial in 1986 and convey information about events and sites integral to the history of Fort Worth and the Trinity River (Figure 74).

Public utilities in the project area include two small dams located on the West Fork that also assist in the regulation of stream flow. Nutt Dam is a hydraulic efficiency channel dam (see Figure 65) located downstream of the West Fork near West Pecan Street (USACE 1949:8). The TRWD Dam, a low-water dam located near Northeast Eighth Street, impounds water at a certain elevation and features a paved access road that runs across the top (Figure 75). Staff gauges are located on the banks of the river channel, providing measurement of water height during floods. The Clear Fork contains one gauge located across the river from West Peach Street. Two gauges are on the West Fork associated with the sluice near the TRWB Dam.

After the major system-wide improvements of the 1950s, the Fort Worth Division of the USACE and the newly created Trinity River Authority (1955) continued to explore ways of improving flood control, with an eye toward realizing the long-standing goal of making the Trinity River navigable from the Gulf of Mexico to Fort Worth. The USACE developed a plan in the late 1950s and 1960s calling for channelization, turning basins, locks, and dams to achieve that goal. In its final form, the plan requested a 250-foot-wide, 12-foot-deep channel, and more than 25 locks, and 19 dams. By 1968, Congress had approved the plans, but refrained from authorizing any funds prior to a reevaluation of the cost-benefit ratio (Brown 1987:113).



Figure 69. U.S. Geological Survey gauging station at Nutt Dam.

The passage of the National Environmental Policy Act in 1969 impacted the Trinity River plans significantly. The law required EISs be conducted prior to approval of any proposed public projects. Local groups, environmentalists, and other opponents of the plan joined together and defeated the 1973 election that would have authorized \$150 million in bonds to cover the local contribution to the waterway plan. Later proposals incorporated additional green space and wildlife refuges, but no progress was made on river navigation. Some flood protection elements were authorized in 1977, but the navigation issue for the Dallas-Fort Worth area was dropped (Brown 1987:119–120). Flood control measures implemented during the Floodway plan continued to function satisfactorily during periods of flooding through to the present day (Figure 76).

The revitalization of downtown Fort Worth that began in the 1980s prompted the city of Fort Worth, the USACE, and the Tarrant Regional Water District to revisit the plan to incorporate the Trinity River into the city's future development plans. The Trinity River Vision Master and Trinity Uptown Plan were conceptualized in 2000, combining an improved flood protection



Figure 70. West Fork riverbanks west of North Fort Worth, 2008.



Figure 71. Proximity of recreation opportunities to downtown Fort Worth, 2008.

system with a complete reconstruction of the relationship between the city and the river. Plans impacting the project area call for removing a number of levees near downtown, introducing a bypass channel with flood gates to improve flood protection and reclaim the waterfront that had been occupied by the levees, and creating an urban water feature to draw residents and visitors alike to the area (Gideon Toal, Inc., 2004) (Figure 77). In an effort to revitalize the entire city, the Trinity River Vision Master Plan, of which the Trinity Uptown Plan is a component, links downtown, the cultural district, and the stockyards via new river-related infrastructure. The North Fort Worth area is the focal point of the Trinity Uptown Plan and plays a central role in the city's future development (Figure 78). In opening up the waterfront to the public for recreation via levee removal, planners intend to instill a new vitality into the city, making the river an essential part of everyday life in Fort Worth (Figure 79).

Recent Changes in the Central City Landscape

Both the built and the natural landscape in the Central City area have changed dramatically since Fort Worth was founded. In Fort Worth's first 60 years, from settlement in 1849 through the major flood of 1908, the Trinity River dictated the terms of the relationship between the landscape and human activity. The floodplain proved to be restricted from development, as the river exceeded its banks often and without warning. Settlement focused on the bluffs and their vicinity, which provided both access to and protection from the Trinity. After the record-breaking flood of 1908, however, Fort Worth residents were determined to alter the landscape to benefit their burgeoning community.

Flooding had been a concern throughout the state of Texas since settlement. In the early 1900s, the Texas legislature authorized the establishment of districts focused on the flood control issue (Smith 2002). Property owners bordering the Trinity River floodplain voted to underwrite the installation of 12-foot levees along the Clear and West forks in Fort Worth beginning in 1910 (DMN 1908b:7). Fort Worth experienced major floods in 1908, 1922, 1942 and 1949, but records indicate flooding, while not record-breaking, also occurred many years in between. Through the years, Fort Worth residents experienced first-hand the potential problems with levees: (1) the natural meandering path of a river may include sharp turns, as is the case with the Clear Fork, and floodwater can be forced over a levee in those areas instead of following the river's channel; and (2) repeated flooding can lead to soil erosion of levee tops and overall weakening of the levee. The city began its effort to control the natural landscape with the building of its levees in 1910, but the ensuing years brought additional and more complex challenges.

One of the most important driving forces behind the development of Fort Worth in the late 1800s and early 1900s was the need to connect the Stockyards in North Fort Worth to the downtown area southeast of the confluence of the Clear and West forks of the river. Businesses affiliated with the Stockyards needed to have access to the downtown supplies and financial establishments and vice-versa, necessitating roads through North Fort Worth and bridges across the Trinity. The city's main electric power plant relocated to the southernmost end of North Fort Worth in 1911. As transportation through the area improved, commercial interests took advantage of North Fort Worth's proximity to downtown and opened their businesses along and around North Main Street, the well-traveled route between the Stockyards and the city. Businesses were both ancillary to the Stockyards, like truck and automotive sales, and new industrial enterprises, including the numerous oil-related companies like Panther Oil and Grease Manufacturing



Figure 72. View looking southwest toward the TRWD Dam and the levee system (Property Number 104) with former Pier 1 building to left in background (photograph by Joseph S. Murphey).



Figure 73. View looking east toward Paddock Viaduct (Property Number 103) (photograph by Joseph S. Murphey).



Figure 74. Typical historical marker installed for the Texas Sesquicentennial.



Figure 75. TRWD Dam.



Figure 76. Trinity River during 1989 flood (photo courtesy of Joseph Murphey, USACE, Fort Worth District).

Company, established after the discovery of oil in West Texas in 1917. The rest of the North Fort Worth area initially developed as residential areas for Stockyards workers and local business proprietors and their families, and additional commercial/industrial properties.

With the increasing development of North Fort Worth in the mid-1900s, the need to control flooding of the Trinity River took on added significance, as more and more financial resources were being invested in the area. In response to past flooding, the city underwrote levee improvements, the creation of dams and reservoirs, and interior drainage systems. In the 1930s alone, the city spent \$6.5 million on its flood control program (DMN 1938a:5). And yet, floods in 1942 and 1949 caused millions of dollars in damage to properties along the floodplain. Economic investment in the area demanded more permanent, effective remediation of the flood problem.

With the establishment of the Fort Worth District of the U.S. Army Corps of Engineers in the 1950s, federal involvement in the management of the natural landscape of the city increased significantly. The Corps conducted an in-depth survey of the Trinity and, in concert with the Trinity River Authority, developed the Fort Worth Floodway and a master plan to ensure its long-term success. As evidenced by aerial photos taken of the Central City project area in 1950 and again in 2007, Fort Worth's ongoing relationship with the Trinity is now a more balanced exchange between man and nature. The river still floods at somewhat regular intervals, but through the years, engineering intervention has mitigated the amount of damage done.



Figure 77. Model of the Trinity Uptown Plan, view looking southeast through the North Fort Worth area to downtown (source: Gideon Toal, Inc. 2004:48–49).

In a view looking north through North Fort Worth to the Stockyards in 1950, four things dominate the image: the smokestacks of the power plant, Paddock Viaduct leading to North Main Street, LaGrave Field, and the prevalent green space of the floodplain along the Clear and West forks (Figure 80). LaGrave Field had been recently rebuilt, as it burned down the week before the 1949 flood. In the aftermath of the 1949 flood, long-standing buildings like the power plant complex and Paddock Viaduct that had survived the devastation continued to operate, but development along the floodplain was at a standstill. Industrial operations including McKinley Iron Works, Hutchison Pipe & Waste Material Company, and Hobbs Manufacturing, also built prior to the flood, were scattered along the west side of North Main Street, bound by the railroad tracks to the northwest. At the time the photograph was taken, Fort Worth had experienced significant growth, but remained defined by its natural landscape.

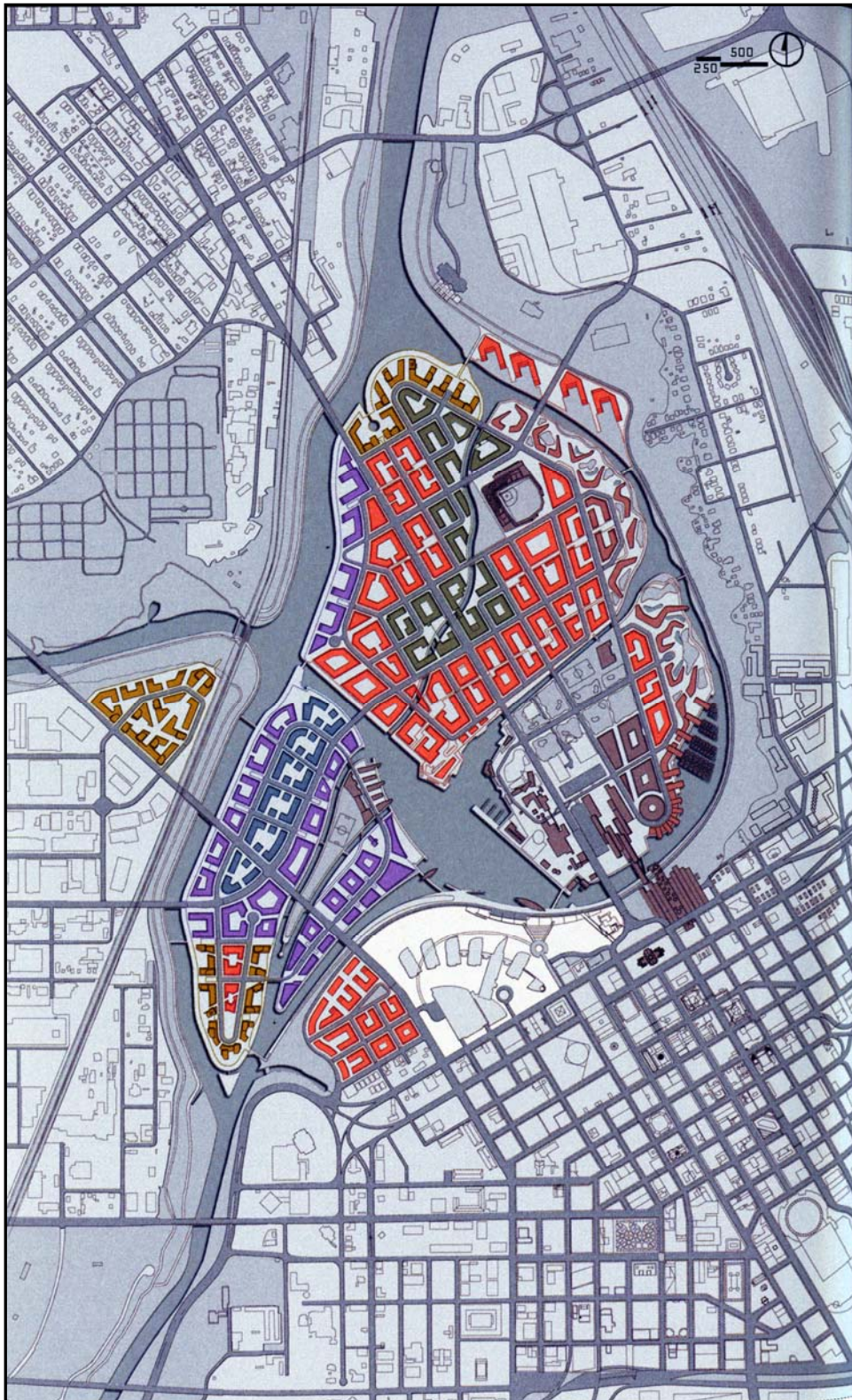


Figure 78. Redefinition of the North Fort Worth area in the Trinity Uptown Plan (source: Gideon Toal, Inc. 2004:44).



Figure 79. Plans for the banks along the bypass channel (source: Gideon Toal, Inc. 2004:27).

The 2007 aerial view of the same area, looking north through North Fort Worth to the Stockyards, raises a number of important points. First and foremost, the city of Fort Worth has experienced significant prosperity, as indicated by the number of high-rise buildings in the foreground (Figure 81). The city grew exponentially after 1950, in large part thanks to the Fort Worth Floodway flood control system developed in the 1950s. Evidence of human interaction with the river exists all along the floodplain. Two pedestrian bridges have been built west of North Main Street connecting the Near West Side and downtown with recreational paths that follow the line of the levees. While the power plant smokestacks are no longer extant, the TXU buildings, Paddock Viaduct, North Main Street, and LaGrave Field still dominate the project area. The core elements on which North Fort Worth was founded are still prominent. Significant to downtown development, the Ripley Arnold Public Housing project visible in the 1950 photograph has been replaced with the RadioShack corporate campus just south of the confluence of the Clear and West forks. Generally, the industrial and commercial properties still exist, but are now bordered by a planned and maintained floodplain. The image illustrates the significant effect of the development of the Fort Worth Floodway: the natural landscape in balance with human activity.

A comparison of aerial views looking west from 1950 and 2007 highlights an important element of the Corps' overall goals for the Trinity River Master Plan: land reclamation. Dominating the 1950 aerial view is the original meandering path of the Clear Fork (Figure 82). The natural landscape determined the settlement pattern of the Near West area, as levees were built that gave the river a wide berth. The curvature of the river demanded a large expanse of land dedicated



Figure 80. Aerial photograph of North Fort Worth area, looking north, 1950 (photo courtesy of USACE, Fort Worth District).

solely as floodplain. A 2007 aerial view shows the extent of human intervention in the Fort Worth Floodway (Figure 83). Straightening the curves in the Clear Fork allowed the floodplains to be narrowed and integrated into the Trinity Trails recreation plan. Companies in the downtown area including RadioShack and Pier 1 Imports built new corporate parks along the river. Municipal development on the Near West Side including an incinerator and smokehouse, Haws Athletic Center, and the Fort Worth Police Training Academy was able to extend much closer to the confluence of the Clear and West forks. In a city first settled in 1849, there was substantial economic impact in the recovery of as-yet undeveloped land in such close proximity to downtown.

Additional comparisons of 1950 and 2007 photographs of the city, looking west (Figures 84 and 85) and northeast (Figures 86 and 87), further substantiate the fact that Fort Worth in general and the Central City project area in particular have seen tremendous change since the Fort Worth Floodway was implemented in the 1950s. With all of the success of the Fort Worth Floodway in terms of the overall economic development of Fort Worth, the fact remains that the flood control system was engineered primarily in the 1950s with limited changes since then in the project area. Both relevant technology and the development demands of a growing city have advanced significantly since the Floodway plan was implemented. The Corps of Engineers, working in concert with local civic and waterway authorities, developed the Trinity River Vision, a new master plan for the river in the Fort Worth area, in 2000. The Trinity Uptown plan, which



Figure 81. Aerial photograph of North Fort Worth area, looking north, 2007 (photo by Simon Elnahhas).

focuses on the Central City area directly, calls for removing a number of levees near downtown, introducing a bypass channel with flood gates to improve flood protection and reclaim the waterfront that had been occupied by the levees, and creating an urban water feature to draw residents and visitors alike to the area (Gideon Toal, Inc., 2004). Aerial photos comparing the 2007 view to the 2057 view will likely be even more startling than the 1950 – 2007 contrast.



Figure 82. Aerial photograph of North Fort Worth area, looking east, 1950 (photo courtesy of USACE, Fort Worth District).



Figure 83. Aerial photograph of North Fort Worth area, looking east, 2007 (photo by Simon Elnahhas).



Figure 84. Aerial photograph of North Fort Worth area, looking west, 1950 (photo courtesy of USACE, Fort Worth District).



Figure 85. Aerial photograph of North Fort Worth area, looking west, 2007 (photo by Simon Elnahhas).



Figure 86. Aerial photograph of North Fort Worth area, looking northeast, 1950 (photo courtesy of USACE, Fort Worth District).



Figure 87. Aerial photograph of North Fort Worth area, looking northeast, 2007 (photo by Simon Elnahhas).

CHAPTER 3

REGISTRATION REQUIREMENTS FOR HISTORIC PROPERTIES WITHIN THE APE

INTRODUCTION

The following discussion provides guidelines for determining the eligibility of properties within the APE for inclusion in the National Register of Historic Places. Evaluation of the properties is based on the preliminary historic contexts developed in this document and the application of the National Register eligibility criteria as defined in 36 CFR 60.4. The survey of the cultural landscape and the buildings within the APE provided an initial impression of architectural integrity, building materials, building style, and the degree of cohesiveness within the area as a whole. It is the industrial nature of the properties and the area and the history that they embody that guided the evaluation for inclusion on the National Register of Historic Places on a local level of significance. Many of the businesses housed in these properties were or are small, locally owned ventures. However, as a collection of companies within the area, they represent an essential contribution to the economic development of the city of Fort Worth. The North Fort Worth area embodies the history of development of the industrial base of the city of Fort Worth. Some of the properties were constructed in the 1920s and 1930s, corresponding to the growth of the city and then its rebound from the Great Depression. Several properties were constructed to expand businesses to accommodate the work from World War II contracts; others were constructed in the years immediately following the war during the economic boom.

NATIONAL REGISTER ELIGIBILITY AND CRITERIA

The assessment of significance of a cultural resources property is based on federal guidelines and regulations. The criteria (36 CFR Part 60.4 [a–d]) for evaluating properties for inclusion in the National Register of Historic Places are codified under the authority of the National Historic Preservation Act of 1966, as amended, and the Advisory Council on Historic Preservation has set forth guidelines to use in determining site eligibility. Subsequent to the identification of relevant historical themes, the four criteria for eligibility are applied:

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, material, workmanship, feeling, and association and

- (a) that are associated with events that have made a significant contribution to the broad patterns of our history; or
- (b) that are associated with the lives of persons significant in our past; or
- (c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- (d) that have yielded or may be likely to yield, information important in prehistory or history [36 CFR Part 60.4 (a–d)].

Criterion A: Event

Properties can be eligible for the National Register if they are associated with events that have made a significant contribution to the broad patterns of our history.

Understanding Criterion A: Event

To be considered for listing under Criterion A, a property must be associated with one or more events important in the defined historic context. Criterion A recognizes properties associated with single events, such as the founding of a town, or with a pattern of events, repeated activities, or historic trends, such as the gradual rise of a port city's prominence in trade and commerce. The event or trends, however, must clearly be important within the associated context: settlement, in the case of the town, or development of a maritime economy, in the case of the port city. **Moreover, the property must have an important association with the event or historic trends, and it must retain historic integrity.**

Criterion B: Person

Properties may be eligible for the National Register if they are associated with the lives of persons significant in our past.

Understanding Criterion B: Person

Criterion B applies to properties associated with individuals whose specific contributions to history can be identified and documented. Persons "significant in our past" refers to individuals whose activities are demonstrably important within a local, state, or national historic context. The criterion is generally restricted to those properties that illustrate (rather than commemorate) a person's important achievements.

Several steps are involved in determining whether a property is significant for its associative values under Criterion B. First, determine the importance of the individual. Second, ascertain the length and nature of his/her association with the property under study and identify the other properties associated with the individual. Third, consider the property under Criterion B, as outlined below.

Significance of the Individual

The persons associated with the property must be individually significant within a historic context. A property is not eligible if its only justification for significance is that it was owned or used by a person who is a member of an identifiable profession, class, or social or ethnic group. It must be shown that the person gained importance within his or her profession or group.

Association with the Property

Properties eligible under Criterion B are usually those associated with a person's productive life, reflecting the time period when he or she achieved significance. In some instances this may be the person's home; in other cases, a person's business, office, laboratory, or studio may best represent his or her contribution. Properties that pre- or post-date an individual's significant accomplishments are usually not eligible.

The individual's association with the property must be documented by accepted methods of historical or archeological research, including written or oral history. Speculative associations are not acceptable. For archeological sites, well reasoned inferences drawn from data recovered at the site are acceptable.

Comparison to Related Properties

Each property associated with an important individual should be compared to other associated properties to identify those that best represent the person's historic contributions. The best representatives usually are properties associated with the person's adult or productive life. Properties associated with an individual's formative or later years may also qualify if it can be demonstrated that the person's activities during this period were historically significant or if no properties from the person's productive years survives. Length of association is an important factor when assessing several properties with similar associations.

A community or state may contain several properties eligible for associations with the same important person, if each represents a different aspect of the person's productive life. A property can also be eligible if it has brief but consequential associations with an important individual. (Such associations are often related to specific events that occurred at the property and, therefore, it may also be eligible under Criterion A.)

Association with Groups

For properties associated with several community leaders or with a prominent family, it is necessary to identify specific individuals and to explain their significant accomplishments.

Association with Living Persons

Properties associated with living persons are usually not eligible for inclusion in the National Register. Sufficient time must have elapsed to assess both the person's field of endeavor and his/her contribution to that field. Generally, the person's active participation in the endeavor must be finished for this historic perspective to emerge.

Association with Architects/Artisans

Architects, artisans, artists, and engineers are often represented by their works, which are eligible under Criterion C. Their homes and studios, however, can be eligible for consideration under Criterion B, because these usually are the properties with which they are most personally associated.

Criterion C: Design/Construction

Properties may be eligible for inclusion in the National Register if they embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

Understanding Criterion C: Design/Construction

This criterion applies to properties significant for their physical design or construction, including such elements as architecture, landscape architecture, engineering, and artwork. To be eligible under Criterion C, a property must meet at least one of the following requirements:

- Embody distinctive characteristics of a type, period, or method of construction
- Represent the work of a master
- Possess high artistic value
- Represent a significant and distinguishable entity whose components may lack individual distinction

The first requirement, that properties "embody the distinctive characteristics of a type, period, or method of construction," refers to the way in which a property was conceived, designed, or fabricated by a people or culture in past periods of history. "The work of a master" refers to the technical or aesthetic achievements of an architect or craftsman. "High artistic value" concerns the expression of aesthetic ideals or preferences and applies to aesthetic achievement.

Criterion D: Information Potential

Properties may be eligible for the National Register if they have yielded, or may be likely to yield, information important in prehistory or history.

Understanding Criterion D: Information Potential

Certain important research questions about human history can only be answered by the actual physical material of cultural resources. Criterion D encompasses the properties that have the potential to answer, in whole or in part, those types of research questions. The most common type of property nominated under this Criterion is an archeological site (or a district comprised of archeological sites). Buildings, objects, and structures (or districts comprised of these property types), however, can also be eligible for their information potential.

Criterion D has two requirements, which must *both* be met for a property to qualify:

- The property must have, or have had, information to contribute to our understanding of human history or prehistory, and
- The information must be considered important.

Under the first of these requirements, a property is eligible if it has been used as a source of data and contains more, as yet unretrieved data. A property is also eligible if it has not yet yielded information but, through testing or research, is determined a likely source of data.

Under the second requirement, the information must be carefully evaluated within an appropriate context to determine its importance. Information is considered “important” when it is shown to have a significant bearing on a research design that addresses such areas as: 1) current data gaps or alternative theories that challenge existing ones or 2) priority areas identified under a state or federal agency management plan.

NATIONAL REGISTER INTEGRITY REQUIREMENTS

The properties will also be evaluated for levels of integrity for inclusion in the National Register of Historic Places. Not all seven aspects of integrity must be met for a building to be eligible for the National Register of Historic Places. However, the property must retain, overall, the defining features and characteristics that were present during the property’s period of significance. The NRHP defines seven aspects of integrity:

- Location
- Setting
- Design
- Materials
- Workmanship
- Feeling
- Association

There is a degree of flexibility involved with assessments of the integrity of properties, because all buildings change over time. Frequently, the interiors of buildings are not of significant concern, for the contribution to the built environment can be appreciated through the exterior of the building. It is important that the essential physical features of a property be sufficiently visible to convey the significance of the property.

NATIONAL REGISTER GUIDELINES FOR HISTORIC LANDSCAPES

A historic landscape is: a geographic area that historically has been used by people, or shaped or modified by human activity, occupancy, or intervention, and that possesses a significant concentration, linkage, or continuity of areas of land use, vegetation, buildings and structures, roads, waterways, and natural features (McClelland et al. 1999:3). Evaluation of historic cultural landscapes relies on the application of the National Register criteria, definition of the area of significance, assessing historic integrity, and defining boundaries. Area of significance is that aspect of history in which a rural property, through use, occupation, physical character, or association, influenced the development or identity of its community or region. Areas of significance include: agriculture, architecture, archeology, community planning and development, conservation, engineering, exploration/settlement, industry, landscape architecture, and science (McClelland et al. 1999:20-21). Engineering, industry, and community planning and development are most directly relevant to the assessment of the Central City project area.

NATIONAL REGISTER DISTRICT GUIDELINES

The buildings and structures within the project area were evaluated individually and as a collection of buildings for a district. Many of the buildings may be eligible for listing as contributing to a district. The buildings, although modest, may have a high level of integrity because they retain defining features and characteristics that were present during the period of significance. They may also be associated with relevant themes and topics that relate to the history of the growth and development of North Fort Worth, the Near West Side and the city of Fort Worth. Such association may help to define the significance and integrity of the properties and the district. A district is evaluated as follows:

A district possesses a significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development.

Concentration, Linkage, & Continuity of Features

A district derives its importance from being a unified entity, even though it is often composed of a wide variety of resources. The identity of a district results from the interrelationship of its resources, which can convey a visual sense of the overall historic environment or be an arrangement of historically or functionally related properties. For example, a district can reflect one principal activity, such as a mill or a ranch, or it can encompass several interrelated activities, such as an area that includes industrial, residential, or commercial buildings, sites, structures, or objects.

Significance

A district must be significant, as well as being an identifiable entity. It must be important for historical, architectural, archeological, engineering, or cultural values. Therefore, districts that are significant will usually meet the last portion of Criterion C plus Criterion A, Criterion B, other portions of Criterion C, or Criterion D.

Types of Features

A district can comprise both features that lack individual distinction and individually distinctive features that serve as focal points. It may even be considered eligible if all of the components lack individual distinction, provided that the grouping achieves significance as a whole within its historic context. In either case, the majority of the components that add to the district's historic character, even if they are individually undistinguished, must possess integrity, as must the district as a whole.

A district can contain buildings, structures, sites, objects, or open spaces that do not contribute to the significance of the district. The number of noncontributing properties a district can contain yet still convey its sense of time and place and historical development depends on how these properties affect the district's integrity.

HISTORIC CONTEXT

Historic contexts are found at a variety of geographical levels or scales. The geographic scale selected may relate to a pattern of historical development, a political division, or a cultural area. Regardless of the scale, the historic context establishes the framework from which decisions about the significance of related properties can be made. A local historic context represents an aspect of the history of a town, city, county, cultural area, or region, or any portions thereof. It is defined by the importance of the property, not necessarily the physical location of the property. For instance, if a property is of a type found throughout a state, or its boundaries extend over two states, but its importance relates only to a particular county, the property would be considered of local significance.

REGISTRATION REQUIREMENTS FOR PROPERTY TYPES

The relevant themes and topics presented earlier in this report provide the framework for the evaluation of the cultural resources properties within the APE. The integrity of inventoried resources is variable and the evaluations relied primarily on the association of the properties with these defined historic contexts:

- Fort Worth as a Transportation Hub
 - Railroad (1876-1910)
 - Street Car Lines
 - Roads and Bridges
 - Paddock Viaduct (Property Number 103)
 - Henderson Street Bridge (Property Number 101)
- Industrial and Commercial Development in Fort Worth (1867-1950)
 - Cattle Industry
 - Fort Worth Power and Light/TESCO/TXU Power Plant (Property Number 1)
 - Discovery of Oil and Its Impact on Fort Worth (1917-1940)
 - Other Industries
 - McKinley Iron Works (Property Number 47)
 - Carruthers Stone Works (Property Number 18)
- Flood Control Development along the Trinity River

- Social History of North Fort Worth
 - Ku Klux Klan Klavern No. 101/Ellis Pecan Company (Property Number 62)
 - Jacksboro Highway
- Recreational Development

Unfortunately, not all of these contexts are represented by extant properties in the APE. Consequently, registration requirements will not be discussed for the following themes: street car lines and the cattle industry.

Transportation

Railroads and Railroad Trestle

The railroads played a major role in the development of Fort Worth as it did for most cities in Texas and the West. The development of the Stockyards and other industries in North Fort Worth are closely linked to railroad access. By 1900, Texas and Pacific, the Missouri, Kansas and Texas (Katy), the Santa Fe, Fort Worth and New Orleans, the Fort Worth and Denver City, the Fort Worth and Brownwood, the Fort Worth and Rio Grande, the Fort Worth, Corsicana and Beaumont, and the St. Louis Southwestern (Cotton Belt) railroads were all operating in Fort Worth. The Saint Louis, San Francisco and Texas soon followed. Of these railroads, the following turned north through the North Fort Worth area: the SLSF&T, the St. Louis Southwestern, and the Fort Worth and Denver City. As these railroads were built, auxiliary tracks (sidings) were added for rail access directly to a number of the North Fort Worth industrial sites, helping boost growth and development in the area. The St. Louis Southwestern built a siding going up the middle of North Commerce Street and another one on North Houston Street (Sanborn Fire Insurance Map 1910, corrected to 1951:366,369). Some of these sidings are visible today in the project area.

The Red River, Texas and Southern Railroad Company Bridge on the Near West Side was constructed in 1902, and was designed and built by A. J. Tullock, a civil engineer from Leavenworth, Kansas. The bridge is an iron through-truss span supported by concrete piers on each side of the river. It is one of the oldest extant railroad bridges in Tarrant County (Roark 1991:92). The bridge may achieve significance under Criterion A as an association with the theme of transportation and under Criterion C because it embodies distinctive characteristics of a type, period, or method of construction.

Significance

The significance period for railroad-related properties is 1876-1910. This period accounts for the major construction period of the railroads and sidings that would service the industrial sector developing within the APE. Transportation was integral to the growth and development of Fort Worth. Like many Texas towns and cities, the growth of the city was tied initially to railroads. The railroad corridors may be eligible under Criterion A because they were associated with events (e.g., the early industrial growth of the city of Fort Worth) that have made significant contributions to the broad pattern of history. They are eligible under Criterion C if they are a significant example of the work of a noteworthy engineer or if they embody the characteristics of a type and period of construction.

Resource type: Railroad corridors and sidings

Location/Example: Railroad track sidings in the middle of North Commerce Street and on North Houston Street. The St. Louis Southwestern and Texas Railroad track crosses North Main.

Materials: Railroad beds and associated trackage

Integrity: Integrity relates only to the position of the rail corridors within the landscape at this point in time. Other than major bridges, the trackage and the associated rail bed have been modified numerous times.

Resource type: Railroad trestle bridge

Location/Example: Trestle bridge across the West Fork of the Trinity River

Materials: Iron and concrete

Integrity: The bridge retains a high level of integrity.

Highway Bridges and Viaducts

The Trinity River created a physical barrier for the growth and development of North Fort Worth prompting advocates of the area to work towards a permanent solution to the problem. In Fort Worth's early years, ferries were used to transport people and goods across the river. In 1892, an iron bridge was constructed, crossing the Trinity River at North Main Street. The bridge quickly became overtaxed, however, when it had to accommodate a street car line in addition to wagons, carts, and pedestrian traffic. When the Armour and Swift plants opened in North Fort Worth in 1903, traffic across the bridge increased significantly, prompting city leaders and planners to consider a wider passageway. The County Commissioners Court charged the St. Louis engineering firm of Brenneke and Fay with the task of designing a viaduct to be virtually maintenance free and long lasting. Reinforced concrete was chosen as the best material for construction. The construction of the viaduct was awarded to Hannan-Heckley Brothers Construction, also of St. Louis. The City financed the \$386,141 construction project with a bond issue (THC 2002).

The Paddock Viaduct (named for newspaper editor and city supporter, B.B. Paddock) was considered an engineering marvel for its day. Although European bridges had used the proposed construction technique, it had never been used for a large bridge in the United States (Roark 1991:129). Brenneke and Fay, the consulting engineers, proposed the viaduct be supported by reinforced concrete arches with a system of hinged ribbed arches having ball-and-socket, cast steel hinges in order to eliminate the need for falsework (support structure installed until bridge could support itself) in the Trinity River bed and for the bridge to be self supporting (THC 2002). A self-supporting bridge would be the safest and most economical way to cross the Trinity River with its often-shifting banks and water levels. The Paddock Viaduct (Property Number 103; Figure 88) is listed on the National Register of Historic Places.

Resource type: Viaduct

Example: Paddock Viaduct

Materials: Concrete and steel

Integrity: The viaduct retains a high level of integrity; it has changed little over the years.



Figure 88. Paddock Viaduct (Property Number 103).

The Henderson Street Bridge (Property Number 101; Figure 89) and Jacksboro Highway were constructed in 1930 as part of the Five-Year Plan's "One Hundred Million Dollar Construction and Improvement Plan" developed by the Chamber of Commerce and the city of Fort Worth. The bridge and highway were part of the completion of the Tarrant County Road Building Program. The bridge spans the Clear Fork of the Trinity River with a 124-foot-long open-spandrel arch and 14-foot curved concrete girder approaches. It was designed and engineered by Ira G. Hedrick and C.M. Thelin. A curved concrete wall located between the arch rings acts as a conduit for utility lines running across the river.

Resource type: Bridge

Example: Henderson Street Bridge

Materials: Concrete and steel

Integrity: The Henderson Street Bridge exhibits a high level of integrity.

Significance

A bridge may achieve significance under Criterion A for its association with the theme of transportation contributing to the industrial growth of the city of Fort Worth and with the Five-Year Plan for development, and under Criterion C because it embodies distinctive characteristics of a type, period, or method of construction.



Figure 89. Henderson Street Bridge (Property Number 101).

Registration Requirements

Transportation properties should be associated with the historic contexts, *Industrial Growth of the City of Fort Worth (1876-1950)* or *Fort Worth as a Transportation Hub (1867-1930)*. They should retain integrity of location for the period of significance, as well as the principal engineering elements that identify their function. Modifications or additions to these structures that do not alter their function or general appearance are to be expected and do not necessarily destroy their integrity. They are eligible under Criterion C if they are a significant example of the work of a noteworthy engineer or if they embody the characteristics of a type or period of construction.

Industrial and Commercial Growth in the City of Fort Worth (1867-1950)

Overall, the properties in the project area are industrial and/or commercial in nature. Interestingly, the buildings that face the main transportation arteries have a more commercial, rather than industrial appearance; yet, these buildings housed industrial facilities. These buildings will be evaluated using Richard Longstreth's *The Buildings of Main Street*. They are, by Longstreth's definitions, one- or two-part commercial block. Longstreth states:

“Commercial districts in the center of cities and towns and those lining the arteries of residential neighborhoods all constitute variations on the same basic theme. The essential spine of this development was the street, most often one primary route. Yet even a great metropolis, where the commercial core might take up a number of square blocks, a series of Main Streets tended to develop for specialized functions such as finance, retail activities, wholesale transactions and entertainment” [Longstreth 1987:13-14].

The two-part commercial block is two to four stories, and is characterized by a division between the upper and lower story. This helps to define the uses: the first floor was the public space, while the second floor would house offices and more private uses. This building configuration was prevalent between the 1850s and 1950s (Longstreth 1987:24). The one-part commercial block is essentially a one-story version of the lower half of a two-part commercial block. This building type is a rectangular box with an enhanced front façade (Longstreth 1987:54).

Industry

North Fort Worth was one of the earliest industrial areas in the city outside of the immediate downtown. The industrialization of this district began as early as 1889 when the North Side Street Rail Road Company built its powerhouse and car house on the site of what is now the TXU power plant (Sanborn Fire Insurance Map 1889:17). The area grew more industrial with time, reaching its height in the 1940s and 1950s. The Near West Side did not develop significantly until the 1930s, when the Henderson Street Bridge (Property Number 101) and Jacksboro Highway were constructed. Still, the area was relatively undeveloped until the 1940s and 1950s when construction of modest warehouse, industrial and commercial buildings occurred. Properties in the project area of this type include oil production, warehousing, wholesale, utilities, agricultural processing and manufacturing.

Building type: One, two or more stories. Some buildings of this type reflect the one and two part commercial structures as described by Richard Longstreth in *The Buildings of Main Street*. They were built to reflect a commercial “Main Street” appearance even though their uses might include light industrial and/or office uses. The other brick building types include brick-faced with a stepped parapet, and brick warehouse and/or office, both one and two story.

Materials: Brick, masonry (CMU)

Location: For the most part, these buildings are on North Main Street, with a few on White Settlement Road and Jacksboro Highway.

Integrity: The level of integrity varies on these properties. Some properties may exhibit medium to high integrity.

Examples:

- 501 North Main Street (Property Number 5): Brick masonry building with stepped parapet and pilasters that extend above the parapet line (Figure 90). Large display windows flank the middle entrance. The use was industrial: General Body and Paint, 7-Up Bottling Company (Polk and Company 1930, 1935, 1943).
- 700 Block of North Main Street (west side): One- and two-part commercial block, masonry buildings with repeating rhythm of windows on the second floors, large display windows on the first floor often flanking the entrance (Figures 91 through 94). The buildings have limited ornamentation except a concrete parapet cap. These buildings housed beverage companies, a sign company and other commercial ventures (Polk and Company 1943).



Figure 90. 501 North Main Street (Property Number 5).



Figure 91. 701 North Main Street (Property Number 20).



Figure 92. 705 North Main Street (Property Number 23).



Figure 93. 709 North Main Street (Property Number 25).



Figure 94. 713 North Main Street (Property Number 26).

Building type: Metal, metal and masonry, one or two stories. These industrial and manufacturing structures have a few variations. Some of the buildings exhibit a barrel-vaulted roof or a Quonset hut-like design. Others are front gabled; others feature flat roofs. Often the roofs will be vented. The metal walls may be punctuated with large doors, but there are often few windows, if any.

Material: The most common material used is corrugated metal. Some are metal and masonry or strictly masonry.

Integrity: The level of integrity varies on these properties. Some properties exhibit medium to high integrity while many have been altered significantly, adversely affecting their integrity.

Examples:

- 625 North Commerce Street (Property Number 15): One-story corrugated metal building with gabled roof and roof vents; constructed in 1928 for Hobbs Manufacturing (Sanborn Fire Insurance Map) (Figure 95).
- 1024 North Commerce Street (Property Number 64): One-story brick with stepped parapet and concrete parapet cap, pilasters extending to stepped parapet framing the front entrance (Figure 96). Occupants of the building include Western Paint and Roof owned by the McKinley family, owners of McKinley Iron Works (Sanborn Fire Insurance Map).



Figure 95. 625 North Commerce Street (Property Number 15).



Figure 96. 1024 North Commerce Street (Property Number 64).

Commerce

By the 1920s and 1930s, automobile sales, truck sales and manufacturing became established businesses in the near North Side. Cattlemen would often visit the project area after selling livestock at the Stockyards and buy a car or truck before going back to West Texas. Dealers from West Texas would come to North Fort Worth and buy cars and trucks for resale at their home dealerships (Pate 1994:84). There were 20 auto-related businesses on a seven-block stretch of North Main Street between the years of 1926 and 1930 (Polk and Company 1926, 1930). Other commercial uses on North Main Street included offices tied to the industries in the area and restaurants.

The following refers to the building types used for commercial uses. It is important to note that the buildings also may have housed heavy and light industrial businesses during the period of significance. Zoning in the North Main Street area was primarily industrial but not exclusively (City of Fort Worth Zoning Map 1940). The Near West Side developed primarily after 1940. Use was either industrial or connected to the development of Jacksboro Highway, including gas stations, auto repair, restaurants and motor courts (motels). Several extant properties are examples of the commercial auto trade such as filling stations, new and used auto and truck sales, and repair.

Building type: Brick and masonry, one or two stories. The buildings of this type reflect the one- and two-part commercial structures as described by Richard Longstreth in *The Buildings of Main Street*.

Materials: Brick and masonry

Integrity: The level of integrity varies on these properties. Some properties exhibit medium to high integrity while others lack integrity.

Examples: See above in Industry

Building type: Brick and masonry, one story. Commercial automotive use including gas stations, car sales.

Materials: Brick and masonry (CMU), occasionally metal

Integrity: The level of integrity varies on these properties.

Examples:

- 708 North Main Street (Property Number 28) – One-story brick building, built ca. 1925, historic use was electric motor repair (Figure 97).

Significance

Properties related to industry and commerce achieve significance under Criterion A if they are significantly associated with the industrial and commercial development of the city of Fort Worth (1867-1950). Properties are eligible for the National Register under Criterion C if they embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction, and they retain integrity.



Figure 97. 708 North Main Street (Property Number 28).

Registration Requirements

Industrial and commercial properties should be associated with the historic context, *Industrial Growth of the City of Fort Worth (1867-1950)*. Mere association with the early industrial/commercial development of Fort Worth between 1867 and 1950 is not sufficient by itself to warrant a building to be considered eligible for inclusion in the NRHP. A property needs to be associated with a business that made a significant contribution to the industrial and commercial growth of the North Main Street area or Near West Side in the period of significance. Under Criterion C, these properties may not exhibit high style, but the materials and design of the buildings reflect their original use and the era in which they were constructed. They should retain integrity of location for the period of significance, as well as the principal engineering elements that identify their function. Consideration may also be oriented toward the recognition of a potential historic district where the total collection of buildings represents a significant and distinguishable entity whose components may lack individual distinction.

Social History

The Ku Klux Klan Klavern No.101/Ellis Pecan Company Building (Property Number 62) was constructed on North Main Street in 1924, the second Klavern building at this location (Figure 98). The first Klavern had been bombed in November 1924 (Tarrant County Historic Resources Survey 1988:72). Prominent local citizens including business and civic leaders took part in the KKK activities. The American Building Corporation financed the building's construction at a



Figure 98. 1012 North Main Street (Property Number 62).

cost of approximately \$50,000. Architect Earl Glasgow designed the building and the contractor was B. B. Adams (Tarrant County Historic Resources Survey 1988:72). Mr. Adams was a popular local contractor who had worked on several projects for the city of Fort Worth. The Klan fell out of favor in Fort Worth and the building was sold in 1931 to local retailers, the Leonard Brothers Department Store, and used for warehousing merchandise (Tarrant County Historic Resources Survey 1988:72). It was also used by Fox and Fox as a boxing arena in the mid-1930s. It was subsequently sold to the Ellis Pecan Company in 1947 for processing pecans and nuts (Pate 1994:172f (23).

Significance

Properties related to the social history of North Fort Worth may achieve significance under Criterion A if they are associated with events that have made a significant contribution to the broad patterns of our history. They may also achieve significance under Criterion B if they are associated with the lives of persons significant in Fort Worth's history. Properties may be eligible for the National Register under Criterion C if they embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values.

Building type: Auditorium, meeting hall

Materials: Brick, hollow tile and steel

Integrity: The integrity appears to be high.

Examples of these building types:

- 1012 North Main Street (Property Number 101): Three-story brick building constructed in 1924, historic use was meeting hall and auditorium.

Registration Requirements

Eligible properties should be associated with events that have made a significant contribution to the development of Fort Worth or with persons who were significant to the past of the city of Fort Worth. For the purposes of the sole property within this theme, association with community leaders is only relevant if one can identify specific individuals and can explain their significant accomplishments in relation to the property. Such properties should retain integrity of location for the period of significance, as well as the principal engineering elements that identify their function. They are eligible under Criterion C if they are a significant example of the work of a noteworthy engineer or if they embody the characteristics of the type of construction associated with public buildings of the early twentieth century.

Recreation/Entertainment

The North Main Street area had a variety of recreational and entertainment venues over the years. Hermann Park first appears on Sanborn Fire Insurance Maps in 1898. Located on the northwest block of North Main and Northwest Second streets, the park had an outdoor beer garden and dancing pavilion. Immigrants primarily from Germany, Poland, Austria, Russia, and Greece, lured to Fort Worth by the promise of jobs from Swift and Armour, settled in the North Fort Worth area in the late nineteenth and early twentieth centuries (Pate 1994:54). Each nationality added elements from their former home to their new home. On weekend evenings, members of the Sons of Hermann and others would gather to hear German bands play and dance to lively waltzes and polkas.

Other early parks located in the area included Butz (Butts) Park (est. 1914) at the southeast corner of North Main and Northeast Seventh streets, Douglas Park (est. ca.1915) at the southeast corner of North Main and Southeast Second streets, Morris Park (est. ca. 1910) located at the southwest corner of North Houston Street between Sixth and Seventh streets. Morris Park may be the location of what later became known as Panther Park, home of the Fort Worth Cats Baseball Team. Directly south of Panther Park (west side of Main Street), McGar Park was established for the Fort Worth Black Panthers Baseball Team. The Fort Worth Cats moved to a new field on North Calhoun Street in 1926, which was renamed LaGrave Field in 1929. Louis Wortham Athletic Field was adjacent to LaGrave Field. Fox and Fox Athletic Arena was located at 615 North Calhoun Street during this same time period.

There were varied entertainment and recreation establishments in the area in the 1930s and 1940s. A bowling alley and restaurant was located near Hobbs Manufacturing, and Pullman Skate Land (1938) was located at 541 North Main (Property Number 12; Figure 99). The bowling alley is no longer extant. Pullman Skate Land was an open skating rink, measuring 70 by 150 feet. The building is still extant although the open sides of the structure were bricked in by a subsequent owner (Pate 1994:108-109; Polk and Company 1943). The only extant park is LaGrave Field and its dugouts are said to predate 1965.



Figure 99. 541 North Main Street (Property Number 12).

More recently, Heritage Park Plaza was constructed in 1977 and located on the bluffs northwest of the Tarrant County Courthouse. Heritage Park Plaza is a water garden, associated with the larger 112-acre Heritage Park that stretches along the bluffs. Heritage Park Plaza was designed by prominent landscape architect Lawrence Halprin. It consists of concrete water walls, arranged in such a fashion as to create square “rooms,” and features water channels, catwalks, live oak trees, and concrete seating squares (Figure 100). Maintenance issues necessitated the closing of the park in 2007 and the schedule for its reopening is not known.

Significance

Recreational properties related to the social history of North Fort Worth achieve significance under Criterion A if they are associated with events that have made a significant contribution to the broad patterns of our history (e.g., the development of the Negro League in Texas during the 1920s). They may also achieve significance under Criterion B if they are associated with the lives of persons significant in Fort Worth’s history. Properties may be eligible for the National Register under Criterion C if they embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values.

Building type: Brick. The lone extant building of this type in North Fort Worth reflects the one- and two-part commercial structures as described by Richard Longstreth in *The Buildings of Main Street*.

Materials: Brick



Figure 100. Heritage Park Plaza (Property Number 106).

Integrity: Low to moderate level of integrity; building modifications include infill of formerly open sides

Example:

- 541 North Main Street (Property Number 12) – One-story brick building built ca. 1938; historic use was skating rink with open sides.

Registration Requirements

Eligible properties are associated with recreational developments that have made a significant contribution to the social history of Fort Worth (1900-1950) or with persons who were significant to the past of the city of Fort Worth. Association with community leaders is only relevant if one can identify specific individuals and can explain their significant accomplishments in relation to the property. Such properties should retain integrity of location for the period of significance, as well as the principal engineering elements that identify their function. They are eligible under Criterion C if they are a significant example of the work of a noteworthy engineer or if they embody the characteristics of the type of construction associated with this type of building in the early twentieth century. It should be noted that at the time of publication, the THC is considering Heritage Park Plaza's eligibility status.

Flood Control Development along the Trinity River

Flood Control Structures

Description

Following the flood of 1908, a series of flood control measures has been implemented to control flooding along the West and Clear forks of the Trinity River. The construction of the original Nutt Dam and the installation of a U.S. Weather Bureau water gauge in 1910 initiated a process that resulted in the eventual authorization and construction of the Fort Worth Floodway between 1945 and 1957. The Tarrant Regional Water District and the USACE, Fort Worth District, monitor and maintain this flood control system. The presence of sumps, sluices, levees, dams, and water gauges represents a designed landscape that has played a significant role in land use, development of the flood plain, and the protection of lives and property since 1910. Remnants from the early stages of flood control development are limited to the early levee system that is buried beneath the present system. Otherwise all elements of the flood control system within the Central City project area are the result of construction initiated in the early 1950s and completed in 1957. The construction of the Fort Worth Floodway in the 1950s significantly straightened the meandering river course (shortening it by one mile) and enlarged the channel. The 1950s improvements have remained effective in controlling flooding and the system remains in place. These improvements include the existing levees, the new Nutt Dam and an associated water gauge, sumps, and conduit gravity sluices and gate structures.

Significance

Areas of significance for historical landscapes may include engineering, where the landscape and its uses reflect the practical application of scientific principles to serve human needs, such as reclamation, irrigation, water power, or flood control. A property must possess significance in at least one of the four aspects of cultural heritage specified by the National Register criteria. Because of the potential complex evolution and the layering of subsequent land uses, many landscapes have significance under multiple criteria. Flood control properties may be eligible for inclusion in the NRHP under Criterion A because they are associated with events (e.g., the Fort Worth Floodway plan, authorized in 1945 and completed in 1957) that have made significant contributions to the broad pattern of history. They may be eligible under Criterion C if they were designed by a noteworthy engineer or if they embody the characteristics of a type and period of construction. Criterion D only applies if surface or subsurface remains are likely to yield information important to history, such as past land uses.

Registration Requirements

Properties identified as flood control structures should be associated with the historic context, *Flood Control Development along the Trinity River, 1910-1957*, and date to the late 1920s or the early 1950s (1950-1957). They should retain integrity of location for the period of significance, as well as the principal engineering elements that identify their function. Modifications or additions to these structures that do not alter their function or general appearance are to be expected and do not necessarily negatively impact their integrity.

Residential Dwellings

There are only a few extant dwelling units within the project, some of which may be caretaker cottages. Although North Fort Worth was initially platted as residential, the area was not desirable for residential development due to its proximity to an unpredictable river, major railroad tracks, and the irregularly sized land parcels in the bottoms below downtown. According to city directories, there were approximately 110 people living in the area in 1911. Of those, 65 were African-American. There was an African-American community at the end of North Calhoun and North Commerce streets on both sides of the railroad tracks. By 1926, the number of households in the area had dropped to 30 (City Directories 1918, 1926). By 1943, there were only 16 houses in the area, four of which were vacant and several belonged to adjacent businesses and served as night watchman/caretaker cottages (Polk and Company 1943). One residential-type structure attached to Southwestern Brass Works was built as its office.

The Near West Side also was originally platted for residential development. The Texas Reclamation Department's Map of 1915 shows approximately 45 structures, probably houses, in the project area. The majority of these are in the Valley View Addition (Library of Congress Online: Texas Department of Reclamation Tarrant County, Fort Worth Sheet 1914). Several of the houses would have been demolished or relocated with the construction of Jacksboro Highway. A 1919 map of the area shows the Valley View Addition consisting of five small streets (Figure 101). The 1940 zoning map for the city shows that this area was zoned for two family structures, two-and-a-half stories, 35 feet in height (District Map 1940; Figure 102). There are two pre-1965 residential structures in the project area (Figure 103). One is still used as a residence; the other now serves as a storage facility. Both may have been moved from their original locations.

Significance

Dwellings within the project area may be eligible for inclusion in the National Register under Criterion A because their construction was related to the early residential development of North Fort Worth. Properties may be eligible for the National Register under Criterion C if they embody distinctive characteristics of the construction type and style for vernacular houses built from 1900 to 1925.

Building type: One-story frame houses. One in APE is a pyramidal structure with wood siding (Property Number 66); one is a shotgun with a side addition (Property Number 70).

Materials: Wood frame

Integrity: The integrity appears to be moderate

Examples:

- 336 Greenleaf Street (Property Number 70) – One story wood frame shotgun with side addition.

Registration Requirements

Eligible residential dwellings should represent the development of housing within the project area between 1900 and 1925. These properties should be located on their original construction site.

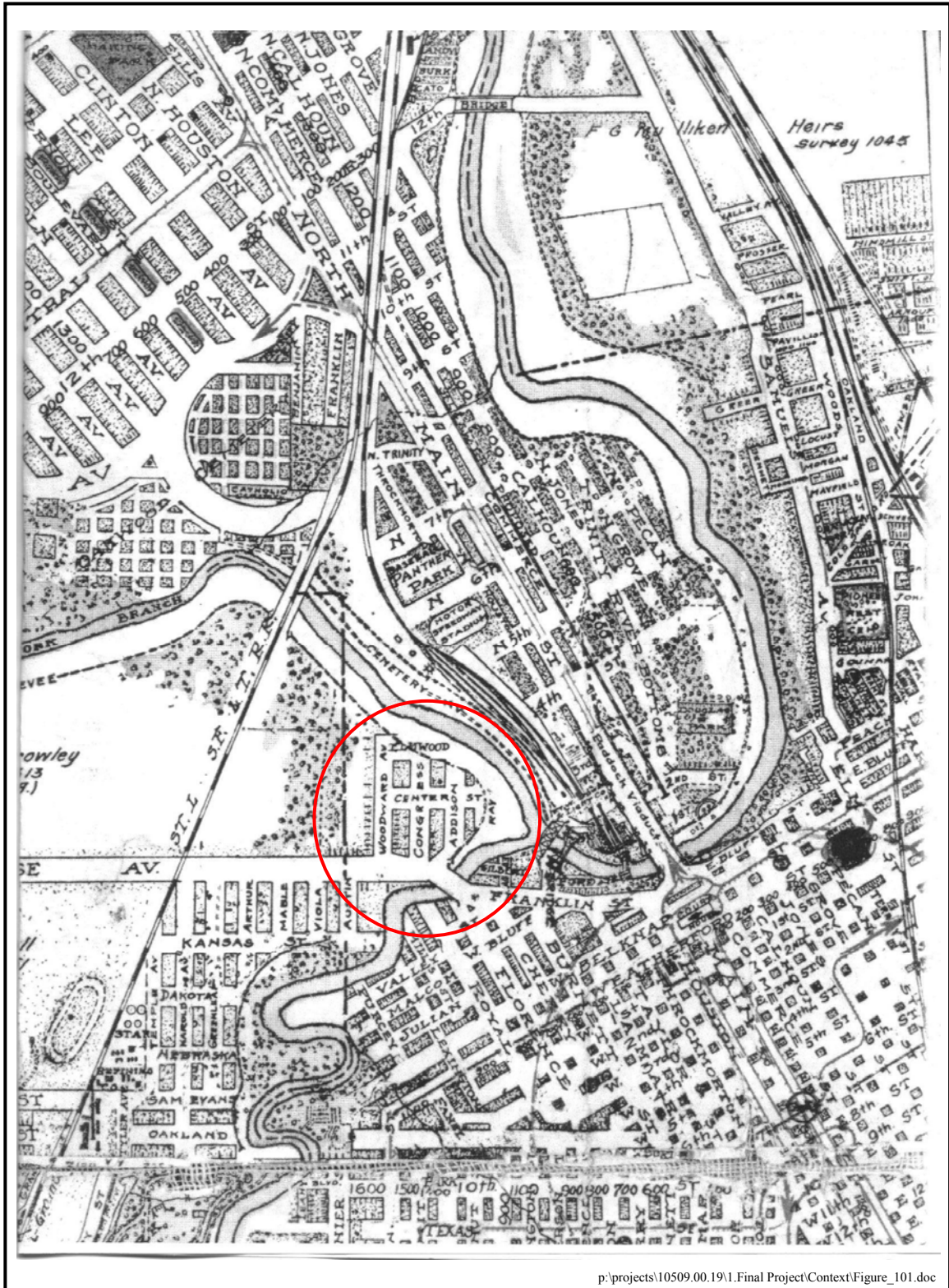


Figure 101. 1919 map of project area, including Valley View Addition on Near West Side (courtesy of North Fort Worth Historical Society and Stockyards Museum).

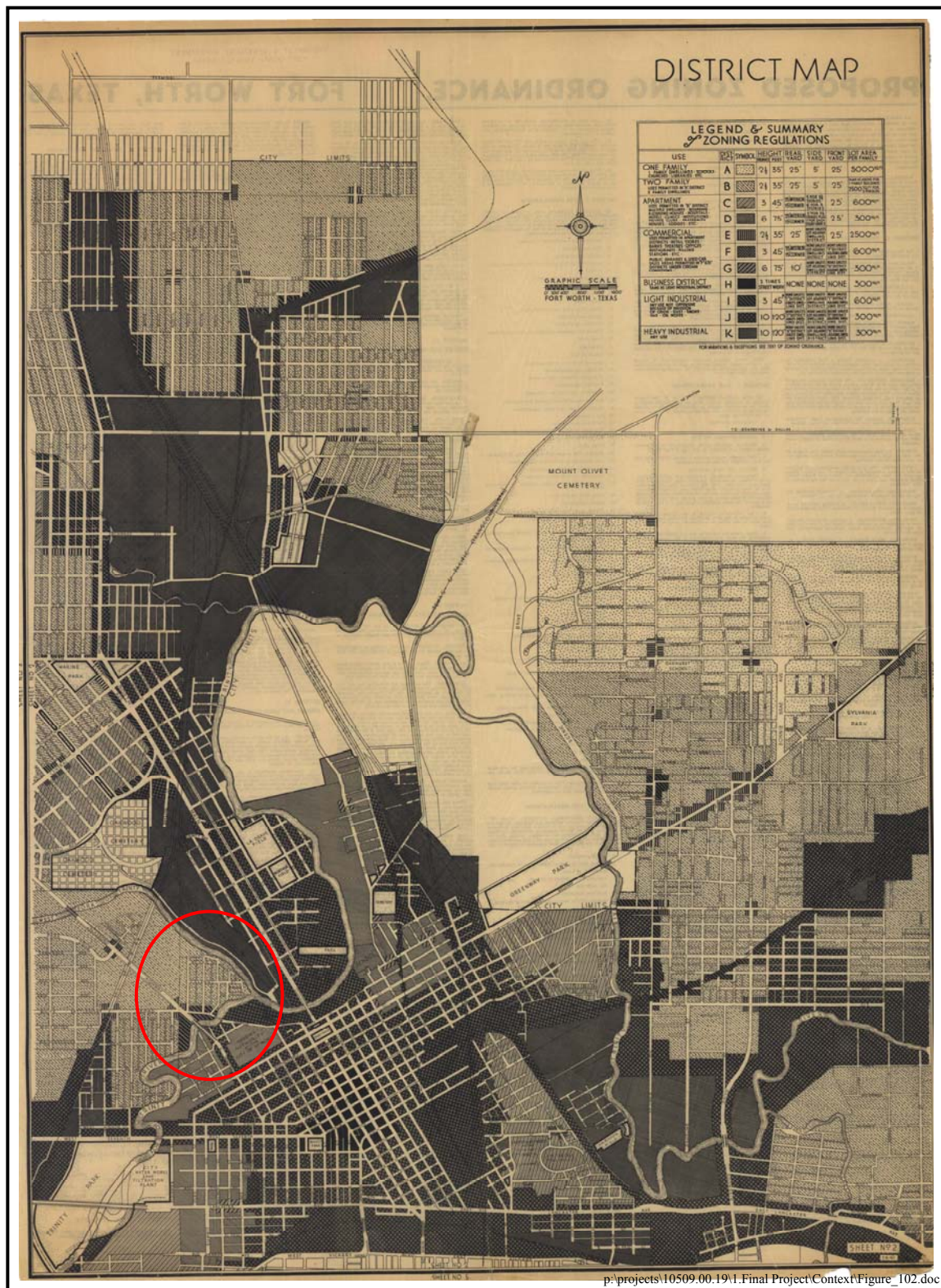


Figure 102. 1940 zoning map of Fort Worth; Valley View Addition indicated on the Near West Side (source: University of Texas at Arlington Library, Special Collections).



Figure 103. 336 Greenleaf Street (Property Number 70).

CHAPTER 4

SUMMARY AND FINDINGS

SUMMARY

The inventory of the buildings and structures within the proposed core area of the APE of the Central City Project resulted in the evaluation of 138 properties pre-dating 1966 and one later property (see Attachment 1). The overwhelming majority of these properties are related to the early industrial and commercial development of the city of Fort Worth between 1889 and 1950 (Appendix B). Three bridge structures (Paddock Viaduct [Property Number 103], Henderson Street Bridge [Property Number 101], and the SLSF&Texas railroad bridge [Property Number 102]) and prominent features of the Fort Worth Floodway system (Property Number 104) are present within the APE, also. The river channel and the associated bluff, which form the southern, western, and eastern boundaries of the primary impact area, have had a significant impact on the historical development of the APE. The floodplain environment below the Trinity River Bluff was not considered to be desirable real estate for upscale housing or retail; rather, it was considered marginal land that was best suited for industry that could risk occasional flooding.

Preliminary contexts were developed to aid the evaluation of the potential historic properties within the APE. The primary contexts which reflect the primary property types in the APE are:

- Industrial and Commercial Development in Fort Worth (1867-1950)
- Flood Control Development of the Trinity River (1910-1957)
- Fort Worth as a Transportation Hub (1876-1925)

The remaining contexts (Social History of Fort Worth; Recreational Development) were not fully developed due to the presence of only a few properties related to their themes. The two primary contexts, Industrial and Commercial Development and Flood Control Development, characterize the major events that shaped the nature of the project area. The period of significance for the Industrial and Commercial Development of Fort Worth is defined as 1867-1950. The beginning date relates to the origins of Fort Worth as a cattle town and the end date reflects the fact that major development in the area slowed significantly by 1950. The industrial landscape present in 1949 did not change significantly in the 15 years following.

The North Main Street area, consisting primarily of industrial and commercial buildings, reflects the industrial growth of the city of Fort Worth. This collection of buildings represents one of the earliest industrial areas in the city outside of the immediate downtown. The industrialization of this district began as early as 1889 when the North Side Street Rail Road Company built its powerhouse and car house on the site of what is now the TXU power plant (Sanborn Fire Insurance Map 1889:17). The area grew more industrial with time, reaching its height in the 1940s. Buildings and structures housed companies and industries that shaped the economic fortunes of Fort Worth from the turn of the century until the mid-1960s. This area represents the broad pattern of historic trends in the areas of Industry, Commerce, and Transportation including architecture and engineering, and Social History including entertainment/recreation. The buildings and structures, though modest, represent the oil industry, transportation, utilities, manufacturing and warehousing, agricultural processing, engineering, and social history including entertainment and recreation.

The area of the APE designated as the Near West Side encompasses a small oxbow that is formed by the West Fork of the Trinity on the north, the Clear Fork on the south, the convergence of the Clear and West forks on the east and Greenleaf Street and the SLSF&T rail corridor on the west. This area of the Near West Side is mostly industrial today along with a block of municipal buildings. There are few structures of significance in what evolved into an industrial area. The structures are modest, and several are related to the automotive industry such as service stations and repair. Only a few residential properties remain in the area.

FINDINGS

The inventory and evaluation of the cultural landscape within the APE resulted in the recording of 130 industrial/commercial properties, one property related to social history, two recreational properties, two transportation-related properties, two residential properties, and two landscape properties (Fort Worth Floodway system, and the Trinity River and associated bluff). Analysis of the gathered data indicates that 33 industrial properties, one property related to social history (Ku Klux Klan Klavern No. 101/Ellis Pecan Company [Property Number 62]), one residence, the Henderson Street Bridge (Property Number 101), the SLSF&T Railway bridge (Property Number 102), and one historical landscape—the Fort Worth Floodway system (Property Number 104)—are recommended as eligible for inclusion in the NRHP (Table 4; Figure 104). Two resources (the Trinity River Bluff and Heritage Park Plaza) are potentially eligible. In addition, the Paddock Viaduct (Property Number 103) is already listed on the NRHP and is recognized as a Texas Civil Engineering Landmark and a Recorded Texas Historical Landmark. The Tarrant County Courthouse (Property Number 107) is also listed in the NRHP and is a Texas Historic Landmark.

The following sections present the recommendations for the various property types recognized within the historic contexts. The floodway and bridge structures will be discussed first, followed by the industrial and commercial properties.

Floodwater Control Development of the Trinity River

Although the Fort Worth levee system was originally constructed in 1910, improvements made in the 1950s dominate the cultural landscape today. These improvements were necessary to provide the city with much needed protection from floods. The old levee systems (1910 to 1936) proved to be inadequate due to either structural design or deterioration from weathering.

Table 4
 NRHP Eligibility of Pre-1966 (+ one post-1966) Buildings, Structures, and Landscapes within the APE

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Potential Impacts ¹	Eligibility Status ²
Fort Worth Power and Light/TXU	1-A	1911 - 1912	Industry/ Commerce	Masonry multi-storied structures	High	Indirect	Eligible A, C
Fort Worth Power and Light/TXU	1-B	1940	Industry/ Commerce	Concrete retention pond (<i>No longer extant</i>)	Moderate	Indirect	Eligible A, C
Fort Worth Power and Light/TXU	1-C	1940	Industry/ Commerce	Concrete intake station	Moderate	Direct	Eligible A, C
Fort Worth Power and Light/TXU	1-D	1965	Industry/ Commerce	Wood, metal cooling tower (<i>No longer extant</i>)	Moderate	Indirect	Ineligible
Fort Worth Power and Light/TXU	1-E	Post-1951	Industry/ Commerce	One story masonry entrance facility	Moderate	Indirect	Ineligible
Fort Worth Power and Light/TXU	1-F	1940	Industry/ Commerce	Two story masonry (<i>No longer extant</i>)	High	Indirect	Eligible A, C
Fort Worth Power and Light/TXU	1-G	1940	Industry/ Commerce	Smokestacks (<i>No longer extant</i>)	High	Indirect	Eligible A, C
NW Fourth and Main	2	1964	Industry/ Commerce	One story brick with flat roof (<i>No longer extant</i>)	High	Indirect	Ineligible
501 North Main <i>Bottling works</i>	5	ca 1930	Industry/ Commerce	One story brick, decorative features	High	Indirect	Eligible A, C
505 North Main	9	ca 1944	Industry/ Commerce	One story masonry, stucco, shingle roof	Poor	Indirect	Ineligible
513 North Main	10	1947	Industry/ Commerce	One story concrete block, brick accent, metal roll doors	High	Indirect	Ineligible
528 North Main	11	ca 1920	Industry/ Commerce	Two story brick with stucco, original brick chimney	Moderate	Indirect	Ineligible
541 North Main <i>Pullman Skate Land</i>	12	ca 1938	Recreation	One story brick masonry, painted	Moderate	Indirect	Ineligible
648 North Main	16	1930	Industry/ Commerce	One story concrete block masonry	Moderate	Indirect	Ineligible
700 North Main	21	ca 1945	Industry/ Commerce	One story brick masonry, stucco, metal carport attached	Poor	Indirect	Ineligible

Table 4 (cont'd)

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Potential Impacts ¹	Eligibility Status ²
701 North Main	20	1940	Industry/ Commerce	Two story brick masonry	Poor	Indirect	Ineligible
704 North Main	24	ca 1947	Industry/ Commerce	One story brick, covered loading dock	Moderate	Indirect	Ineligible
705 North Main	23	ca 1930s	Industry/ Commerce	One story brick	Poor	Indirect	Ineligible
708 North Main	28	ca 1925	Industry/ Commerce	One story brick with stone roof and window ledge	Moderate	Indirect	Ineligible
709 North Main	25	1915	Industry/ Commerce	Two story red brick façade, blond brick	Moderate	Indirect	Ineligible
713 North Main	26	1915	Industry/ Commerce	Two story masonry, painted	Moderate	Indirect	Ineligible
715 North Main	27	1960	Industry/ Commerce	One story brick with barrel tile roof, star graphic on front	Poor	Indirect	Ineligible
717 North Main	30	1940	Industry/ Commerce	One story metal corrugated siding, shed roof	Moderate	Indirect	Ineligible
719 North Main	32	1925	Industry/ Commerce	One story stucco/brick front, two story brick with steel windows behind, CMU masonry garage in back	Moderate	Indirect	Ineligible
722 North Main	34	ca 1946	Industry/ Commerce	One story block masonry with sheet roof accent	Poor	Indirect	Ineligible
748 North Main	35	1920	Industry/ Commerce	Brick masonry with shingle roof	Poor	Indirect	Ineligible
735 North Main	33	1950	Industry/ Commerce	One story brick façade, CMU rear, steel windows	High	Indirect	Ineligible
801 North Main	39	1930/ 1957	Industry/ Commerce	One story brick and rubble masonry façade	Poor	Indirect	Ineligible
818 North Main <i>Bud Sellers</i>	40	ca 1921	Industry/ Commerce	One story brick-faced frame, blond brick, red brick accents, boomtown parapet	Moderate	Direct	Eligible A, C
819 North Main	44-A	1955	Industry/ Commerce	One story with flat roof	Poor	Indirect	Ineligible
819 North Main	44-B	1955	Industry/ Commerce	One story metal shed	Poor	Indirect	Ineligible

Table 4 (cont'd)

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Potential Impacts ¹	Eligibility Status ²
820 North Main	45	ca 1924	Industry/ Commerce	One story brick masonry with sheet metal front cladding	Poor	Indirect	Ineligible
827 North Main	49	1935	Industry/ Commerce	One story brick masonry, painted	Poor	Direct	Ineligible
832, 840, 842 North Main <i>Texas Refinery</i>	50-A	ca 1928	Industry/ Commerce	One story masonry, decorative parapets	High	Direct	Eligible A, C
	50-B	ca 1936	Industry/ Commerce	Two story with basement, brick facing	High	Direct	Eligible A, C
	50-C	ca 1928	Industry/ Commerce	One story masonry with steel trusses	High	Direct	Eligible A, C
900 North Main <i>Walter Dearman Truck</i>	53-A	ca 1925	Industry/ Commerce	A: one story concrete block, Beaux Arts details; B: one story iron truss with brick-faced exterior	High	Direct	Eligible A, C
	53-B	1945 - 1946	Commerce Industry/ Commerce		High	Direct	Eligible A, C
904 North Main	55	1951	Industry/ Commerce	One story concrete block with brick facing	Moderate	Direct	Ineligible
909 North Main	52	1946	Industry/ Commerce	One story masonry with flat roof	Poor	Direct	Ineligible
917 North Main <i>Texas Refinery</i>	56	ca 1946	Industry/ Commerce	One story masonry, steel windows	High	Direct	Eligible A, C
921 North Main <i>Store and lab</i>	57	ca 1950	Industry/ Commerce	One story masonry with brick facing	Moderate	Direct	Eligible A, C
920 North Main	59	ca 1950	Industry/ Commerce	Two story International Style	Poor	Direct	Ineligible
935 North Main	58	1949	Industry/ Commerce	One story brick with steel windows	Moderate	Direct	Ineligible
1001 North Main	60	ca 1950	Industry/ Commerce	One story porcelain enamel, metal panels	Poor	Direct	Ineligible
1012 North Main <i>KKK/Ellis Pecan Company</i>	62	1926	Social History/ Commerce	Brick auditorium, arched steel sash windows	High	Indirect	Eligible A, C
1024 North Main	63	1950	Industry/ Commerce	One story L-shaped building; formal fluted limestone entry	Moderate	Indirect	Ineligible
529–541 North Throckmorton	3-A	1940	Industry/ Commerce	One story masonry, steel windows (<i>No longer extant</i>)	High	Indirect	Eligible A, C
529–541 North Throckmorton	3-B	ca 1930	Industry/ Commerce	Two story corrugated metal building with multi-paned steel sash windows (<i>No longer extant</i>)	Moderate	Indirect	Ineligible

Table 4 (cont'd)

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Potential Impacts ¹	Eligibility Status ²
529–541 North Throckmorton	3-C	ca 1920	Industry/ Commerce	One story metal frame with corrugated siding (<i>No longer extant</i>)	High	Indirect	Ineligible
601 North Throckmorton <i>Hutchison Pipe & Waste Material</i>	13-A	ca 1937	Industry/ Commerce	One story concrete block masonry with wood trusses and barrel-vaulted roof	High	Direct	Eligible A, C
601 North Throckmorton <i>Hutchison Pipe & Waste Material</i>	13-B	1940	Industry/ Commerce	One story concrete block, attached corrugated metal warehouse	High	Direct	Eligible A, C
801 North Throckmorton	36	ca 1936	Industry/ Commerce	One story wood frame	Moderate	Direct	Unknown (not accessible)
804 North Throckmorton	38	1952	Industry/ Commerce	One story block masonry, wood panel roll door, styled sheet metal parapet cap	High	Direct	Ineligible
806 North Throckmorton <i>Southwestern Brass Works</i>	42-A	1927	Industry/ Commerce	Sheet metal manufacturing building, original materials	High	Direct	Eligible A, C
806 North Throckmorton <i>Southwestern Brass Works</i>	42-B	Post- 1951	Industry/ Commerce	Two story frame	Moderate	Direct	Ineligible
901 North Throckmorton <i>McKinley Iron Works</i>	47-A	ca 1931	Industry/ Commerce	Two story concrete block office and pattern shop	Moderate	Direct	Eligible A, C
901 North Throckmorton <i>McKinley Iron Works</i>	47-B	1941	Industry/ Commerce	Two story warehouse, fireproof construction	Moderate	Direct	Eligible A, C
501 North Houston	4	1942	Industry/ Commerce	One story sheet metal building with steel framing	Poor	Direct	Ineligible
505 North Houston <i>Hobbs Trailers</i>	8	1955	Industry/ Commerce	One story brick masonry office, sheet metal building with stucco façade	Poor	Indirect	Ineligible

Table 4 (cont'd)

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Potential Impacts ¹	Eligibility Status ²
609 North Houston <i>Hobbs Trailers</i>	14	1950 - 1951	Industry/ Commerce	Two story brick-faced office, one story concrete manufacturing facility, deck roof	Moderate	Direct	Eligible A, C
801 North Houston	37-A	Post- 1951	Industry/ Commerce	Block masonry building	High	Direct	Ineligible
801 North Houston	37-B	1946	Industry/ Commerce	One story sheet metal shed	Poor	Direct	Ineligible
819 North Houston	43	1952	Industry/ Commerce	Sheet metal building with multiple bays, original construction material	High	Direct	Ineligible
841 North Houston <i>Texas Refinery</i>	48-A	ca 1946	Industry/ Commerce	One story metal frame, corrugated siding, bowstring truss roof	High	Direct	Eligible A, C
841 North Houston <i>Texas Refinery</i>	48-B	1960	Industry/ Commerce	One story metal frame, gable roof (No longer extant)	Moderate	Direct	Ineligible
At terminus of North Houston <i>Texas Refinery</i>	48-C	ca 1945	Industry/ Commerce	One story masonry office and factory	High	Direct	Eligible A, C
207 NE Fourth	7-A	ca 1940	Industry/ Commerce	One story frame shed with wood siding	Moderate	Indirect	Ineligible
207 NE Fourth	7-B	ca 1940	Industry/ Commerce	One story metal corrugated building	High	Indirect	Ineligible
200 NW Sixth	19	1951	Industry/ Commerce	One story sheet metal building, original windows	High	Indirect	Ineligible
201 NE Seventh <i>Electrical supplies</i>	41	1948	Industry/ Commerce	One story brick-faced Moderne, steel sash windows	High	Indirect	Eligible A, C
205 NW Seventh <i>National Educators Life Warehouse</i>	31	1949	Industry/ Commerce	Two story brick-faced Moderne office plus warehouse, fireproof reinforced concrete	High	Direct	Eligible A, C
500 North Commerce	6-A	ca 1929	Industry/ Commerce	One story CMU, flat roof, burned out interior	Poor	Indirect	Ineligible
500 North Commerce	6-B	ca 1929	Industry/ Commerce	One story metal shed	Poor	Indirect	Ineligible
625 North Commerce <i>Hobbs Trailers</i>	15	1928	Industry/ Commerce	One story metal frame, corrugated siding	High	Indirect	Eligible A, C
641 North Commerce	17	1950	Industry/ Commerce	One story metal shed, corrugated siding	Moderate	Indirect	Ineligible

Table 4 (cont'd)

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Potential Impacts ¹	Eligibility Status ²
648 North Commerce <i>Carruthers Stone</i>	18	1930	Industry/ Commerce	One story metal, corrugated siding (No longer extant)	High	Indirect	Eligible A, C
701 North Commerce	22	1965	Industry/ Commerce	One story stucco over CMU, windowless	Moderate	Indirect	Ineligible
707 North Commerce	29	1938	Industry/ Commerce	One story brick building with corrugated roof	High	Indirect	Ineligible
900 North Commerce	54-A	1950	Industry/ Commerce	One story painted brick with permastone façade and corrugated roof	Moderate	Indirect	Ineligible
900 North Commerce	54-B	1940	Industry/ Commerce	One story frame garage with corrugated siding	High	Indirect	Ineligible
1000 North Commerce	61	1960	Industry/ Commerce	One story CMU with stucco	Moderate	Direct	Ineligible
1024 North Commerce <i>Western Paint & Roofing</i>	64	1931	Industry/ Commerce	One story brick, clerestory windows	High	Indirect	Eligible A, C
825 North Calhoun <i>Quonset hut warehouse</i>	46	1947	Industry/ Commerce	One story metal buildings (2) with bow truss roof	Moderate	Indirect	Eligible A, C
835 North Calhoun	51	1956	Industry/ Commerce	One story painted CMU with loading dock.	Poor	Indirect	Ineligible
1100 North Commerce <i>Rector Well</i>	65	1930	Industry/ Commerce	One story brick, clerestory windows	High	Indirect	Eligible A, C
1122 North Calhoun	66	1933	Residential	One story frame residence	Poor	Indirect	Ineligible
1701 White Settlement	85	1951	Industry/ Commerce	One story concrete block building	Moderate	Indirect	Ineligible
1705 White Settlement	84	1951	Industry/ Commerce	One story concrete block building	Moderate	Indirect	Ineligible
1709 White Settlement	83	1959	Industry/ Commerce	One story CMU block, partial stucco, partial brick facing, concrete sills and coping	Moderate	Indirect	Ineligible
1801 White Settlement	82	1947	Industry/ Commerce	One story CMU block, stucco to eave line, pilasters, sheet metal roof	Moderate	Indirect	Ineligible
1809 White Settlement <i>Auto repair</i>	81	1949	Industry/ Commerce	One story concrete block, permastone façade, Moderne entry	Moderate	Direct	Eligible A, C

Table 4 (cont'd)

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Potential Impacts ¹	Eligibility Status ²
1901 White Settlement	80	1946	Industry/ Commerce	One story CMU block, sheet metal roof, wood panel infill	Poor	Indirect	Ineligible
1923 White Settlement	79	1960	Industry/ Commerce	One story brick-faced with wood roll doors	Poor	Direct	Ineligible
2000 White Settlement	91	1950	Industry/ Commerce	One story brick-faced, corrugated tin roof	High	Direct	Ineligible
2005 White Settlement	78	1955	Industry/ Commerce	One story CMU building, brick façade, clerestory windows	Moderate	Direct	Ineligible
217 Greenleaf	72	1967	Industry/ Commerce	One story CMU building, metal carport	Moderate	Direct	Ineligible
308 Greenleaf	71	1923	Industry/ Commerce	One story frame, stucco, modular office attached to front	Poor	Indirect	Ineligible
336 Greenleaf	70	1925	Residential	One and a half stories, frame, corrugate metal roof	Moderate	Indirect	Eligible A, C
415 Greenleaf	68	1961	Industry/ Commerce	One story brick building; sheet metal coping and attached carport	High	Indirect	Ineligible
421 Greenleaf	67	1961	Industry/ Commerce	One story CMU building, brick-faced, symmetrical entrances and loading docks	High	Indirect	Ineligible
115 Arthur	76-A	1960	Industry/ Commerce	One story CMU building, stucco, sheet metal roof	Poor	Direct	Ineligible
115 Arthur	76-B	1960	Industry/ Commerce	One story, stucco, sheet metal roof	Poor	Direct	Ineligible
119 Arthur	75	1960	Industry/ Commerce	One story CMU building, brick-faced, sheet metal roof	Moderate	Direct	Ineligible
200 Arthur	73-A	1955	Industry/ Commerce	One story frame, brick-faced, wood siding, metal roof	Moderate	Direct	Ineligible
200 Arthur	73-B	1955	Industry/ Commerce	One story frame, brick-faced, wood siding, metal roof	Moderate	Direct	Ineligible

Table 4 (cont'd)

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Potential Impacts ¹	Eligibility Status ²
205 Arthur	74-A	1960	Industry/ Commerce	One story steel frame building, sheet metal with brick façade	Moderate	Direct	Ineligible
205 Arthur	74-B	1960	Industry/ Commerce	One story frame, wood siding, brick-faced	Moderate	Direct	Ineligible
2001 Dakota	69	1960	Industry/ Commerce	One story CMU building	High	Direct	Ineligible
600 North Henderson	86	1963	Industry/ Commerce	Two story permastone faced, original signage partially intact	Moderate	Indirect	Ineligible
612 North Henderson	89	1936/ 1963	Industry/ Commerce	One story frame, stucco.	Poor	Indirect	Ineligible
701 North Henderson <i>AAA Package Store</i>	87	1946	Industry/ Commerce	One story brick-faced Streamline Moderne	High	Direct	Eligible A, C
702 North Henderson	94	1946	Industry/ Commerce	One story frame structure	Poor	Indirect	Ineligible
703 North Henderson	88	1947	Industry/ Commerce	One story masonry with stucco	Poor	Indirect	Ineligible
800 North Henderson	99	1950	Industry/ Commerce	One story masonry	Moderate	Indirect	Ineligible
801 North Henderson	93	1960	Industry/ Commerce	One story masonry	Poor	Indirect	Ineligible
901 North Henderson	98	1965	Industry/ Commerce	One story frame roadside motel	Moderate	Indirect	Ineligible
921 North Henderson	97-A	1950	Industry/ Commerce	One story concrete, some original steel windows, one story masonry and corrugated steel shed	Moderate	Direct	Ineligible
921 North Henderson	97-B	1950	Industry/ Commerce	One story masonry	Moderate	Direct	Ineligible
921 North Henderson	97-C	1950	Industry/ Commerce	One story masonry guard shack with flat roof	Moderate	Direct	Ineligible
921 North Henderson	97-D	1950	Industry/ Commerce	One story masonry sawtooth monitors, original steel windows	Moderate	Direct	Ineligible

Table 4 (cont'd)

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Potential Impacts ¹	Eligibility Status ²
921 North Henderson	97-E	1965	Industry/ Commerce	One story metal structure with masonry facade	Moderate	Direct	Ineligible
921 North Henderson	97-F	1950	Industry/ Commerce	One story masonry and corrugated steel shed	Moderate	Direct	Ineligible
930 North Henderson	100-A	1950	Industry/ Commerce	One story metal building with new brick facade	Poor	Direct	Ineligible
930 North Henderson	100-B	1955	Industry/ Commerce	One story metal shed	Poor	Direct	Ineligible
930 North Henderson	100-C	1955	Industry/ Commerce	One story metal shed	Moderate	Direct	Ineligible
900 Woodward	96-A	1952	Industry/ Commerce	Two story masonry incinerator	High	Indirect	Eligible A, C
900 Woodward	96-B	1965	Industry/ Commerce/ Other	Metal tower and shed	Moderate	Indirect	Ineligible
900 Woodward	96-C	1965	Industry/ Commerce	One story masonry with flat roof	Moderate	Indirect	Ineligible
900 Woodward	96-D	1955	Industry/ Commerce	One story masonry with brick wainscot	High	Indirect	Ineligible
917 Woodward	90	ca 1940/ 1963	Industry/ Commerce	Two story frame building with multiple additions	Poor	Indirect	Ineligible
937 Woodward	95	1950	Industry/ Commerce	One story corrugated metal building	Moderate	Indirect	Ineligible
115 Viola	77	1960	Industry/ Commerce	One story sheet metal building with two bays	Moderate	Indirect	Ineligible
117 Commercial	92	1950	Industry/ Commerce	One story masonry with flat roof	High	Indirect	Ineligible
Henderson Street Bridge	101	1930	Transportation / Engineering	Open spandrel concrete arch, built by engineers Ira G. Hedrick and C.M. Thelin, in concert with development of Jacksboro Highway	High	Indirect	Eligible A, C
SL, SF and Texas Railway Bridge	102	1902	Transportation / Engineering	Iron through-truss span with concrete piers	High	Indirect	Eligible A, C

Table 4 (cont'd)

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Potential Impacts ¹	Eligibility Status ²
Paddock Viaduct	103	1914	Transportation / Engineering	Multi-arched concrete viaduct by engineers Brenneke and Fay	High	Indirect	NRHP-listed
Flood Control System	104	1910-1957	Landscape: Flood Control Development / Engineering	Levees, sumps, sluices, Nutt Dam, TRWD Dam, USGS gauge	Moderate–High	Direct	Eligible A, C
Trinity River Bluff	105	–	Landscape	–	–	Indirect	Potentially eligible as a TCP
Heritage Park Plaza	106	1977	Recreation	Water garden	High	Indirect	Potentially eligible ³
Tarrant County Courthouse	107	1895	Community Development	Four story granite Renaissance Revival courthouse	High	Indirect	NRHP-listed

¹ Potential Impacts: (1) Direct—will be impacted directly by construction of bypass channel; (2) Indirect—will not be directly impacted by bypass channel or levee modification.

² Eligibility Status: Recommendation indicates criteria from 36 CFR 60.4 that are met.

³ At the time of publication, the THC is considering Heritage Park Plaza's eligibility status.

The 1910 channel dam (Old Nutt Dam) and the U.S. Weather Bureau river gauge were both removed in the 1950s from their original location near the Main Street Bridge (Paddock Viaduct [Property Number 103]). These structures were replaced with more efficient and updated structures downstream on the West Fork.

At present, the only character-defining features of the flood control system that remain within the core area of the APE is the levee system with its associated dams, sumps, and sluices that were constructed in the 1950s. The Clear Fork, North Main, and West Fork loops of the levee system were initially constructed in 1910 but have been modified since then. However, the general alignment of the levee system has been maintained with the exceptions of minor setbacks and the levee alignment downstream of the Paddock Viaduct on the west bank. The majority of fill used to construct the original levees should still be buried within the existing levee system. The levee system and its associated dams, sluices, sumps, and water gauges are the result of a concerted effort to control the floodwaters of the West and Clear forks of the Trinity River. These elements comprise a historic landscape that is of significance in the area of engineering, where the landscape and its use reflect the practical application of scientific principles to control natural forces. The Fort Worth Floodway plan has been effective and contributed to the growth of the North Fort Worth area and to the safety and welfare of its citizens. Therefore, the levee system and its associated elements (dams, sluices, sumps, water gauges) are eligible as a historic landscape for inclusion in the NRHP under Criterion A, for the levee system as it developed between 1910 and 1957 represent the efforts of a community to provide flood control along the Trinity River (Figures 105 and 106). These flood control developments have significantly affected the growth and welfare of the city of Fort Worth. Furthermore, it is likely that its design and construction are characteristic of the period; therefore, the flood control development along the Trinity River also is considered eligible under Criterion C.

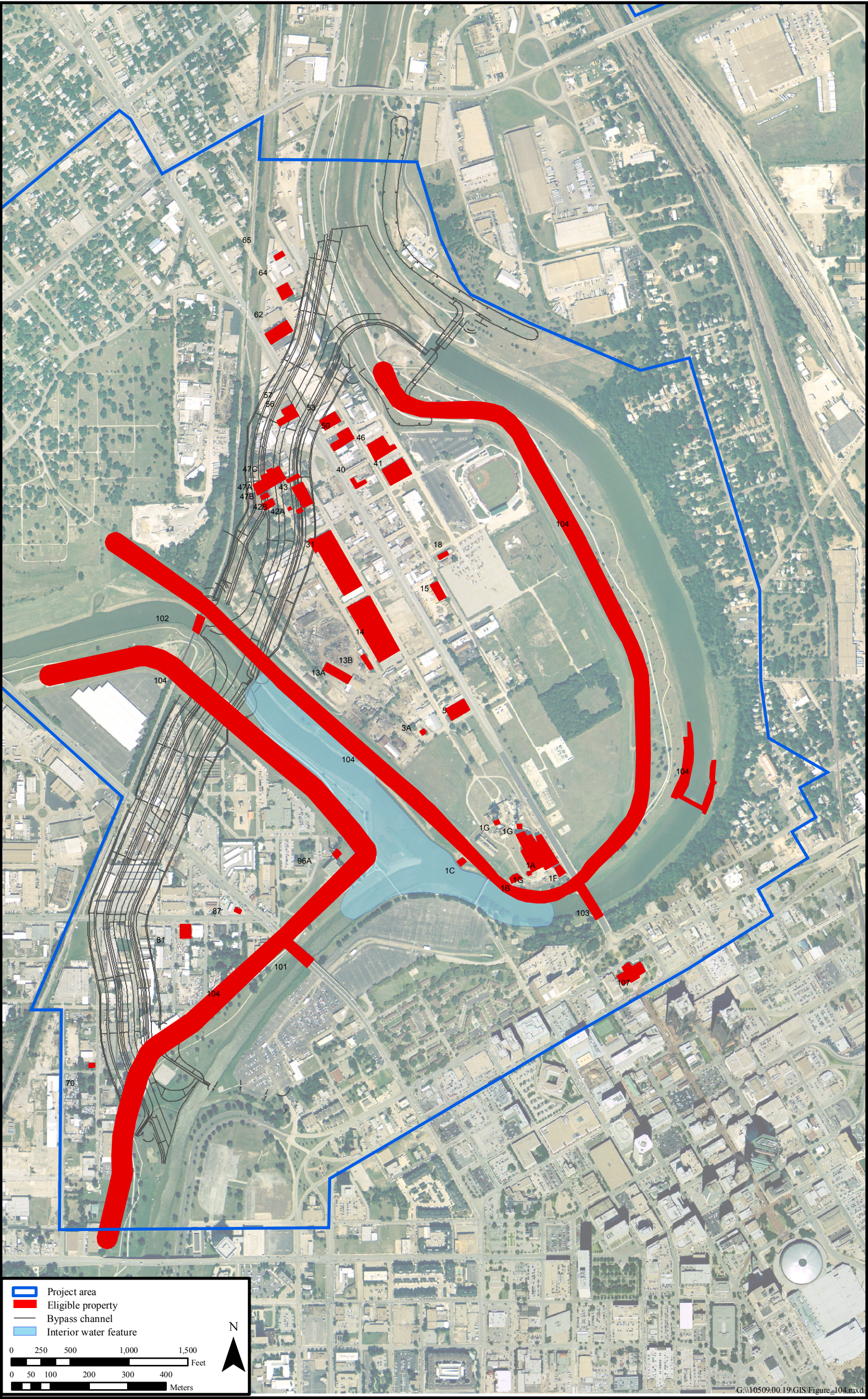


Figure 104. Map showing the location of eligible properties.

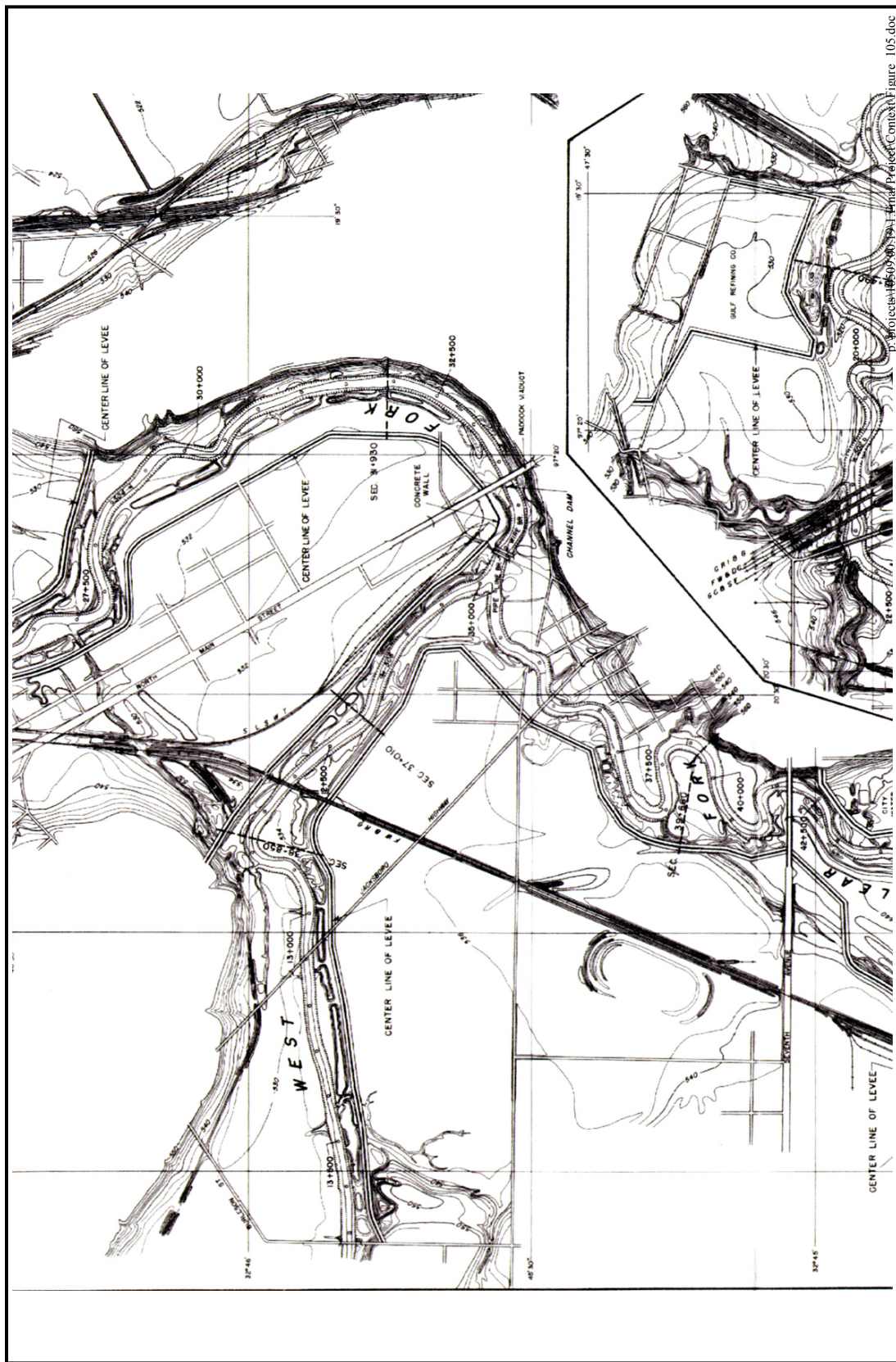


Figure 105. Detail of floodway, 1939 (courtesy of North Fort Worth Historical Society and Stockyards Museum).



Figure 106. Current view of flood control system.

Although governmental leaders were likely involved in the implementation of the Fort Worth Floodway, no specific persons are featured in the historical documentation; therefore, the flood control system is not eligible under Criterion B, association with the lives of persons significant in Fort Worth's past. Given that the Fort Worth Floodway is a man-made feature constructed within the recent past, and has excellent existing historical documentation concerning its planning and construction, the historic landscape is not considered eligible under Criterion D, properties likely to yield information important to our understanding of history.

The Bluff as an Individually Eligible Property and as a Traditional Cultural Property

Consideration was given to the NRHP eligibility of the Trinity River Bluff itself during the initial survey of eligible properties in the Central City Project. The National Park Service (NPS) recognizes that natural landmarks can be eligible properties. However, based on the definition established in National Register Bulletin # 15, it was determined that the Bluff is not eligible for listing on the NRHP as an individual property since waterways and associated features (i.e., bluffs) are typically excluded regardless of their role in prompting settlement and economic growth:

A site may be a natural landmark strongly associated with significant prehistoric or historic events or patterns of events, if the significance of the natural feature is well documented through scholarly research. Generally, though, the National Register excludes from the definition of "site" natural waterways or bodies of water that served as determinants in the location of communities or were significant in the locality's subsequent economic development. While they may have been "avenues of exploration," the features most appropriate to document this significance are the properties built in association with the waterways.

In 2007, however, the Trinity River Bluff was evaluated as a Traditional Cultural Property (TCP). TCPs are defined as:

. . . a historic property whose significance derives from the role the property plays in a community's historically rooted beliefs, customs, and practices [NPS 1992:1].

The Bluff was found to be eligible under Criterion A based on:

. . . [its] association with events that have made a significant contribution to the broad patterns of Fort Worth history through playing a prominent role as a cultural landmark in: the founding of the fort of Fort Worth, the establishment of the Eastern and Chisholm Trail, the establishment of the meat-processing industry, and urban development in Fort Worth by flood reduction measures [USACE Fort Worth District 2007:n.p.].

TCPs often serve as culturally important sites to various community interest groups (Levine and Merlan 1993:58). In the case of the Trinity River Bluff, interest groups may include: adjacent landowners, local businesses, local historians/preservationists, political bodies, and cultural brokers—all of which, in one way or another, stand to appreciate and reinforce the Bluff's historical and cultural role in shaping the identity and beliefs of Fort Worth citizens and former citizens. In a study on the Pecos National Historical Park in New Mexico as a TCP, these same groups (as well as others) were identified and found to hold the following concerns over operations or changes to the park (Levine and Merlan 1993:58):

Adjacent landowners: “these are people whose lands adjoin the park. Their concerns have largely to do with the impact of park operations on the long-term value and use of their own lands.”

Local businesses: “these are people who own or operate local businesses, who may see their enterprises helped or hindered by park operations.”

Local historians/preservationists: “local preservation groups, historical societies, and environmental groups often serve as advocates of the preservation of natural or cultural resources of importance to the community.”

Political bodies: “. . . county commissioners may have official positions that reflect local concerns.”

Cultural brokers: “this is an important group of people who have ties to the community but who live outside the community.”

Actions by members of similar types of groups have indicated concerns for the Trinity River Bluff that echo those above. The Bluff’s historical role in defining and shaping the city of Fort Worth is unquestionable. Partly in recognition of the military advantage to being located on higher ground where the wide open vista reduced the chance for surprise attacks, Major Arnold astutely established his short-lived fort on the Bluff overlooking the confluence of the West and Clear forks. Attracting entrepreneurs and settlers who remained on site when the fort was abandoned, the Bluff, quite literally, became the birth place of Fort Worth. The Bluff continued to play a major role in the physical layout and development of the city as businesses and residences spread toward the south, east, and west of the fort’s original location. From the late 1800s to early 1900s, the area immediately below the Bluff served several businesses whose success relied either on a nearby water source or the scenic beauty and park-like atmosphere. An ice plant, power plant, beer garden, parks, and baseball diamonds were some of the earliest facilities constructed. Further northward, but nearby, the cattle industry proliferated, spawning stock yards, meat packing plants, and residential neighborhoods. Lying in between the two is the Central City project area which was devoted mostly to industrial and commercial development.

Fort Worth’s identity is rooted in the historic events that are associated with the Bluff. Various organizations, such as the Fort Worth Convention & Visitor’s Bureau, proudly display the city’s “western” and “cowboy” heritage with a logo that reads, “City of Cowboys & Culture.” Residents of North Fort Worth, which includes the Central City project area and lies below the Bluff, speak of Fort Worth’s identity in terms of it being a “cow town” and acknowledge the role of the cattle industry (Sellers 2008; Sylvestri 2008). Others note the “sense of place” associated with Fort Worth, and again, point to the North Fort Worth area in particular (Biles 2008). Residents also express pride in their city, alluding its unique character. Commenting upon the proposed changes under the Trinity River Vision Plan, one Fort Worth resident feared that, “It’s going to try to make us like San Antonio, we’re not like San Antonio. We’re like Fort Worth” (B. Pohluda 2008).

The importance of the Bluff as a TCP is particularly evident in two developments that were established in the 1970s—Heritage Park Plaza and the Mayfest celebrations. Although presently in a state of disrepair, Heritage Park Plaza was conceived as a tribute to the city’s cultural heritage and harks back to an even earlier plan that embraced the same goal. The noted landscape

architect George Kessler had proposed a park near the same area in his 1909 plans for Fort Worth (Landslide 2002). Not only does the plaza itself attest to the cultural heritage of the Bluff, but the planning and funding of the plaza reflects the concern of certain interest groups identified above. Organizations and agencies responsible for the plaza include: the Fort Worth Streams and Valleys Committee, the Sid W. Richardson Foundation, the Amon G. Carter Foundation, Texas Electric Service Company, Tarrant County Water Control District No. 1, the City of Fort Worth, and Tarrant County Commissioners Court. Members of these agencies and others were instrumental in establishing this monument honoring the city's heritage. Designed by world renowned landscape architect Lawrence Halprin, Heritage Park Plaza was completed in 1977. That city officials and citizens desired such an auspicious tribute there on the Bluff, acknowledges the site's importance to Fort Worth's cultural identity and traditions. Though focusing on the Bluff's physical attributes, Halprin himself recognized the site's value when he noted that, "Next to the Trinity itself, the bluffs are Fort Worth's greatest natural assets" (Landslide 2002). The essence of Heritage Park Plaza, however, is summarized in the simple, yet powerful, words inscribed on one of the water walls:

*Embrace the Spirit and Preserve the Freedom Which Inspired Those of Vision and
Courage To Shape Our Heritage.*

While Heritage Park Plaza physically expresses the importance of the Bluff as a TCP, the Mayfest celebration does so in a ritualistic manner. Although held in Trinity Park, and not actually on the Bluff, Mayfest has been an annual celebration since 1973 that honors the beauty, importance, and significance of the Trinity River landscape (including the Bluff) (Mayfest n.d.). As with Heritage Park Plaza, Mayfest was the end result of a group of concerned individuals who prompted the City Council to appoint the Streams and Valley Committee. The festival features universal cultural traits—art, music, dance, and food—which make up the basic components of festivals in societies throughout the world. Such traits become shared experiences, which help to solidify members as they identify with specific variations in art, music, dance, and food. Likewise, this identification is what often serves to separate one group from another, again reinforcing the unique identity of a group. Thus, with Mayfest, the culture and heritage of Fort Worth is not only reinforced and celebrated, but directly tied to the Trinity River and associated Bluff.

For 60 years, important historical events have taken place on or near the Trinity River Bluff. In turn, the Bluff has become a place of importance to the cultural identity and heritage of Fort Worth as noted in the actions and words of organizations, agencies, residents and former residents. As the birthplace of Fort Worth, as the location of early economic activities, as a site instrumental in the development of the cattle, oil, and automobile industries, and as an area that Fort Worth citizens identify in establishing their cultural and historical heritage, the Trinity River Bluff fits the definition of a TCP as defined by the NPS: “. . . a location where a community has traditionally carried out economic, artistic, or other cultural practices important in maintaining its historical identity [NPS 1992:1].

Henderson Street Bridge (Property Number 101)

Constructed in 1930, the Henderson Street Bridge (Property Number 101) is recommended as eligible for inclusion in the NRHP under Criterion A for its association with the historic context, *Industrial Growth of the City of Fort Worth (1867-1950)*, and because it was one of the many

elements produced as a result of the City of Fort Worth Five Year Plan for development. It is also eligible under Criterion C because it embodies distinctive characteristics of the open-spandrel arch form with curved concrete girder approaches and a concrete wall located between the arch rings to act as a conduit for utility lines (Figure 107).



Figure 107. Henderson Street Bridge (Property Number 101).

St. Louis, San Francisco and Texas Railway Bridge (Property Number 102)

This bridge on the Near West Side was constructed in 1902 and was designed and built by A. J. Tullock a civil engineer from Leavenworth, Kansas. Although constructed under the supervision of the Red River, Texas and Southern Railroad Company, it became a part of the SLSF&T Railway system in 1904. The bridge is an iron through-truss span supported by concrete piers on each side of the river (Figure 108). It is one of the oldest extant railroad bridges in Tarrant County (Roark 1991:92). The bridge is significant under Criterion A for its association with the context, *Fort Worth as a Transportation Hub*, and under Criterion C as an excellent example of an iron through-truss span used by the railroad industry at the turn of the century.

Industrial and Commercial Development in Fort Worth (1867-1950)

Eligibility recommendations for the industrial and commercial properties associated with this context are more challenging, because many of the businesses housed in these properties were small, locally owned businesses and the structures are modest. Since many of the buildings would not be considered “high style” in terms of architectural history, there may be a tendency to discount their eligibility under Criterion C; however, the materials and design of the buildings reflect their original use and the time in which they were constructed. These buildings largely



Figure 108. St. Louis, San Francisco and Texas Railway Bridge (Property Number 102).

reflect the trends in materials and design for industrial buildings built between 1920 and 1950. Even so, only 33 of the 130 industrial properties predating 1966 were deemed individually eligible under Criterion C (see Table 4).

The eligibility of the properties under Criterion A is derived from the history of the businesses housed in the buildings and the collective impact they had on the economic history of Fort Worth. Eligibility of the properties, individually, under Criterion A is clearly related to a local, and possibly regional, level of significance for their contribution to the growth of Fort Worth. It should be noted, however, that mere association with the industrial/commercial development of Fort Worth between 1867 and 1950 is not sufficient by itself to warrant a building to be considered eligible for inclusion in the NRHP under Criterion A. A property needs to be associated with a business that made a significant contribution to the industrial and commercial growth of the North Main Street area or Near West Side in the first half of the twentieth century. For example, a mom and pop grocery would not have been a significant contributor to this development, whereas Panther Oil and Grease would. This evaluation attempted to select those properties that were significant contributors to the industrial growth of Fort Worth during the first half of the twentieth century.

As presented in Table 4, 33 of the eligible properties are associated with the early industrial and commercial development of Fort Worth (Criterion A) and embody distinctive characteristics of a type and period of construction (Criterion C). These properties reflect their historical use and the trends in materials and design for industrial buildings built between 1920 and 1950. Although a larger number of properties was associated with the industrial and commercial development of Fort Worth, certain properties, such as the Fort Worth Power and Light/TXU Power Plant (Property Number 1-A, 1-B, 1-C, 1-F; Figure 109), the Texas Refinery Corporation (Panther Oil



a



b



c



d

Figure 109. Fort Worth Power and Light/TXU Power Plant: (a) Property Number 1-A; (b) Property Number 1-B; (c) Property Number 1-C; and (d) Property Number 1-E.

and Grease; 832, 840, and 842 North Main [Property Number 50-A, 50-B, and 50-C]; Figure 110a), 917/919 North Main [Property Number 56/57; Figure 110b)], McKinley Iron Works (901 North Throckmorton [Property Number 47-A and 47-B]; Figure 111)), Bud Sellers Auto (818 North Main [Property Number 40; Figure 112]), 529-541 North Throckmorton [Property Number 3-A, Figure 113], Walter Dearman Truck (900 North Main [Property Number 53-A and 53-B; Figure 114]), 1809 White Settlement Road [Property Number 81, Figure 115], Hutchinson Pipe & Waste Material Company (601 North Throckmorton [Property Number 13A, 13B; Figure 116]), 201 Northeast Seventh Street [Property Number 31, Figure 117], 501 North Main [Property Number 5, Figure 118], Southwestern Brass Works (804-806 North Throckmorton [Property Numbers 42-A, 42-B; Figure 119]), National Educators Life Warehouse (205 Northwest Seventh Street [Property Number 31; Figure 120]), Hobbs Trailers (609 North Houston and 625 North Commerce [Property Numbers 14 and 15; Figure 121]), Carruthers Stone (648 Commerce [Property Number 18; Figure 122]), Western Paint and Roofing (1024 North Commerce [Property Number 64; Figure 123]), Machine Shop (1100 North Commerce [Property Number 65; Figure 124]), 825 North Calhoun [Property Number 46; Figure 125]), AAA Package Store (701 North Henderson [Property Number 87; Figure 126]), and the city of Fort Worth incinerator (900 Woodward [Property Number 96-A; Figure 127]), were clearly part of the industrial landscape between 1920 and the 1950s and were significant contributors to the industrial and commercial development of the city of Fort Worth. The remaining properties played a secondary role in Fort Worth's industrial development.

Serious consideration was given to the potential for a National Register district within the North Main Street area. Any consideration of a district, however, must recognize that much of the original industrial development, particularly that of the early twentieth century (pre-1920) and that of the oil industry (1917-1930), is no longer present. Much of the visual cohesion of the area has been lost through demolition and new construction since 1966 (see Table 1). The result has been a cumulative impact on the integrity of individual properties and the overall North Main Street area. One might argue under Criterion A that additional buildings could be added to the group of eligible properties, even if they lack individual distinction, provided that the grouping achieves significance as a whole within its historic context. Given that only 33 of the 130 industrial properties (25 percent) are regarded as individually eligible or as part of a complex, the addition of properties of marginal significance does not create a strong, cohesive district. The result would be a district that is collectively weak under both Criteria A and C. Given the scattered mosaic of significant properties remaining that represent the industrial and commercial development of the city of Fort Worth, a multi-property nomination is appropriate.

Social History and Recreational Development of Fort Worth

A limited number of extant properties are associated with this context – the Ku Klux Klan Klavern No. 101/Ellis Pecan Company (1012 North Main [Property Number 62]), the Pullman Skate Land (541 North Main [Property Number 12]), and Heritage Park Plaza (downtown Fort Worth [Property Number 106]). The Ku Klux Klan Klavern building is recommended as eligible for inclusion in the National Register of Historic Places under both Criteria A and C. The building is symbolic of the political power of the Ku Klux Klan in Texas during the 1920s. Ironically, this building was built as that power was waning. Architecturally, the building exhibits a formidable presence on North Main Street and reflects the characteristics of public construction in the 1920s.



a



b

Figure 110. Texas Refinery Corporation (Panther Oil and Grease): (a) 834-842 North Main (Property Number 50) and (b) 917/919 North Main (Property Number 56/57).



a



b

Figure 111. McKinley Iron Works: (a) 901 Throckmorton (Property Number 47-A); and (b) 901 Throckmorton (Property Number 47-B).



Figure 112. Bud Sellers, 818 North Main (Property Number 40).



Figure 113. 529-541 North Throckmorton (Property Number 3-A; no longer extant).



Figure 114. Walter Dearman Truck, 900 North Main (Property Number 53-A and 53-B).



Figure 115. Auto Plaza Auto Repair, 1809 White Settlement Road (Property Number 81).



Figure116. Hutchinson Pipe & Waste Material Company, 601 North Throckmorton (Property Number 13).



Figure 117. Daico Supply Company, 201 North 7th Street (Property Number 31).



Figure 118. Texas Beer Company, 501 North Main (Property Number 5).



a



b

Figure 119. Southwestern Brass Works, 806 North Throckmorton: (a) Property Number 42-A and (b) Property Number 42-B.



Figure 120. National Educators Life Warehouse, 205 North 7th Street (Property Number 31).



a



b

Figure 121. Hobbs Trailers: (a) 609 North Houston (Property Number 14) and (b) 625 North Commerce (Property Number 15).



Figure 122. Carruthers Stone, 648 North Commerce (Property Number 18; no longer extant).



Figure 123. Western Paint and Roofing, 1024 North Commerce (Property Number 64).



Figure 124. Machine Shop, 1100 North Commerce (Property Number 65).



Figure 125. 825 North Calhoun (Property Number 46).



Figure 126. AAA Package Store, 701 North Henderson (Property Number 87).



Figure 127. Former city of Fort Worth incinerator, 900 Woodward (Property Number 96-A).

Pullman Skate Land, built in 1938, has lost integrity due to modifications. The original structure had open sides, which have been subsequently enclosed with brick. Pullman Skate Land was an entertainment venue in the late 1930s and early 1940s; however, it is unlikely that the facility had a significant impact on the social history of Fort Worth.

Although Heritage Park Plaza was designed by prominent landscape architect Lawrence Halprin, it is less than 50 years of age, and therefore, must be evaluated under Criterion Consideration G. Under Criterion Consideration G, properties less than fifty years of age must exhibit exceptional importance in order to meet the requirements for listing in the NRHP. The THC is currently considering the eligibility status of Heritage Park, thus, for the purpose of this report, Heritage Park is considered potentially eligible.

Residential Dwellings

As noted in the historical overview, the few areas that were originally residential have been largely impacted by subsequent developments. Only a few residential structures remain. Of these, only the structure at 336 Greenleaf Street (Property Number 70) is considered eligible.

POTENTIAL IMPACTS

Of the 40 properties already listed or considered eligible for inclusion in the NRHP, 14 properties will be directly impacted by the proposed construction of the bypass channel and the urban water feature (see Table MS-1). In addition to these properties within the core area of the APE, there are several vehicular and railroad bridges, and a garage/shed that could be impacted outside of the core APE due to rising water levels. These resources include the Samuels Avenue Bridge (Property Number 110), two Northside Avenue bridges (Property Numbers 108 and 114), the I-35 West bridge (Property Number 116), five railroad bridges (Property Numbers 109, 111, 112, 113, and 115), and a garage/shed (Property Number 117). Of these ten resources, one (Property Number 113) is recommended eligible for listing in the NRHP (see Appendix A). This one eligible property would be impacted only indirectly in a very limited manner by changing water levels.¹

¹ The THC is currently considering the eligibility status of Property Nos. 111 and 112, which were surveyed for a separate project.

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APPENDIX A

**ARCHITECTURAL DOCUMENTATION BASED ON
HABS GUIDELINES**

TABLE OF CONTENTS

Hutchison Pipe & Waste Material Co. – Warehouse, Property #13-A	A-1
Hutchison Pipe & Waste Material Co. – Original Office & Warehouse/Pipe Shop	
Property #13-B.....	A-5
Hobbs Trailers Machine Shop & Assembly Plant, Property #14.....	A-9
National Educators Life Insurance Warehouse, Property #31	A-15
Abner Davis Building / Bud Sellers, Property #40	A-21
Southwestern Brass Works – Foundry & Office, Property #42-A.....	A-27
McKinley Iron Works – Office & Pattern Shop, Property #47-A	A-33
McKinley Iron Works – Warehouse, Property #47-B	A-37
Texas Refinery Corp. Warehouse, Property #48-A	A-41
Panther Oil & Grease Manufacturing Co. – Lubricating Oil & Grease Factory	
(Texas Refinery Corp.), Property #48-C.....	A-45
Panther Oil & Grease Manufacturing Co. (Texas Refinery Corp.), Property #50-A.....	A-49
Panther Oil & Grease Manufacturing Co. (Texas Refinery Corp.), Property #50-B	A-55
Panther Oil & Grease Manufacturing Co. (Texas Refinery Corp.), Property #50-C	A-61
900 North Main Street – Office Building, Property #53-A	A-65
900 North Main Street – Industrial Building, Property #53-B.....	A-69
917 North Main Street / Texas Refinery Corp., Property #56	A-73
921 North Main Street – Industrial Building, Property #57.....	A-77
1809 White Settlement Road, Property #81.....	A-81
AAA Package Store, 1701 North Henderson Street, Property #87.....	A-85
Flood Control System, Trinity River – Fort Worth, Property #104.....	A-89

HUTCHISON PIPE & WASTE MATERIAL COMPANY – WAREHOUSE
PROPERTY #13-A

Location: 601 North Throckmorton Street, Fort Worth, Tarrant County, Texas. Facing southeast, the building is located on the northwest side of NW Fifth Street, west of North Throckmorton Street and west of Hutchison Pipe & Waste Material Company – Office (Property 13-B).

USGS Haltom City Quadrangle, UTM Coordinates 14.655403.3626394

Present Owner: Commercial Metals Company
P.O. Box 1046, Dallas TX 75221

Present Occupant: Commercial Metals Company – Hutchison Division

Present Use: Industry/Processing/Extraction – Processing Site, Office

Significance: The building at 601 North Throckmorton Street was constructed ca. 1937. It was home to Hutchison Pipe & Waste Material Co. through the 1980s, according to *Morrison and Fourmy's City Directory* and *Polk's City Directory*. It is now owned by Commercial Metals Co., which acquired Hutchison and renamed it Commercial Metals Co. – Hutchison Division. This warehouse is part of a complex that stands as an example of the 1930s and 1940s development in Central City, when many new industrial-related businesses moved into the area.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: The warehouse at 601 North Throckmorton Street was constructed ca. 1937. The address was not listed in the 1936 *Morrison and Fourmy's City Directory*, but is listed in the 1942 Directory, under Hutchison Pipe & Waste Material Co. Historical sources indicate the Hutchison Pipe & Waste Material Co. was founded in 1937, so the building likely was constructed soon after. The building is included on the 1927 – March 1951 *Sanborn Fire Insurance Map* (vol. 3, sheet 395).
2. Architect: Not known
3. Original and subsequent owners, occupants, uses: The warehouse at 601 North Throckmorton Street has been occupied by Hutchison Pipe & Waste Material Co. and its later incarnation, Commercial Metals Co. – Hutchison Division, since it was first built. The building is part of a facility that has been processing scrap

metal since its inception, and it currently operates in the same capacity as a recycling center.

4. Builder, contractor, suppliers: Not known
5. Original plans and construction: As indicated on the 1927 – March 1951 Sanborn map, the warehouse is a one-story concrete block building with wood trusses and concrete floors. It is an elongated rectangular plan that originally had one projecting bay extending from the northeast elevation towards North Throckmorton Street.
6. Alterations and additions: The projecting bay on the northeast elevation has been enveloped by a concrete building addition that extends parallel along the elevation. The northwestern half of the building has been lengthened.

PART II. ARCHITECTURAL INFORMATION

A. General statement:

1. Architectural character: The building, which faces southeast, was constructed ca. 1937 as a warehouse, as indicated on the 1927 – March 1951 Sanborn map. It shares a common form with other industrial warehouses in the Central City district, but has wood trusses (instead of metal) supporting its barrel-vaulted roof.
2. Condition of fabric: Overall, the building is in poor condition. The concrete block walls have many stress cracks, there are numerous gaps between concrete blocks, and corners of the building show signs of impact.

B. Description of Exterior:

1. Overall dimensions: The original section of the building is one story with a rectangular plan, three bays wide and approximately five bays deep.
2. Foundation: The building has a concrete block foundation with visible foundation walls extending approximately two feet above grade.
3. Walls: The walls are concrete block, as indicated on the 1927 – March 1951 Sanborn map. Wood shingles have been installed beneath the barrel-vaulted roof.
4. Structural System, framing: The 1927 – March 1951 Sanborn map indicates the warehouse has wood trusses and concrete block walls.
5. Porches, stoops, balconies, porticoes, bulkheads: None
6. Chimneys: None

7. Openings: There are a total of approximately five doors and four window openings visible (via aerial views).
 - a. Doorways and doors: The doors are all overhead corrugated metal doors, one at the main elevation (southeast) and four on the southwest elevation. There are no lintels on doors.
 - b. Windows and shutters: There are two pairs of windows on the building's façade on either side of the main door, all of which have been infilled with concrete block. No other windows are visible.
 8. Roof: The roof is barrel-vaulted.
- C. Description of Interior: The interior of the building was not surveyed for this report.
- D. Site: The context for the building is urban mixed use, with primarily industrial buildings in the immediate vicinity.
1. Historic landscape design: Not applicable
 2. Outbuildings: There are a number of small storage/shed properties added to the site plan after the building was first built.

PART III. SOURCES OF INFORMATION

A. Bibliography:

Environmental Data Resources; Inc. (EDR)

2004 "The EDR-City Directory Abstract." Inquiry number 1299446-53. Target Property: 801 North Throckmorton Street, pages 3-6.

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Tarrant Appraisal District

2008 Property records: <http://www.tad.org/Datasearch/datasearch.cfm>; accessed July 2008.

PART IV. PROJECT INFORMATION

Documentation of the buildings included in the Central City Mitigation Plan was accomplished from September 2006 to the present. Marsha Prior and Ann Keen visited North Fort Worth in July 2008 and completed HABS-based exterior assessments. Ann Keen prepared architectural descriptions of the buildings and wrote the descriptive data. Marsha Prior, Ph.D., supervised project development.

Prepared by: Ann M. Keen
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Title: Architectural Historian
Date: September 2008

Prepared by: Marsha Prior, Ph.D.
Affiliation: Geo-Marine, Inc.
Title: Director, Historical Research Services
Date: September 2008

HUTCHISON PIPE & WASTE MATERIAL COMPANY –
ORIGINAL OFFICE & WAREHOUSE/PIPE SHOP
PROPERTY #13-B

- Location:** 601 North Throckmorton Street, Fort Worth, Tarrant County, Texas. Facing southwest, the building is located on the northwest side of NW Fifth Street, west of North Throckmorton Street and east of Hutchison Pipe & Waste Material Company – Warehouse (Property 13-A).
- USGS Haltom City Quadrangle, UTM Coordinates 14.655460.3626421
- Present Owner:** Commercial Metals Company
P.O. Box 1046, Dallas TX 75221
- Present Occupant:** Commercial Metals Co. – Hutchison Division
- Present Use:** Vacant
- Significance:** The office and attached warehouse/pipe shop at 601 North Throckmorton Street were constructed ca. 1937. The building was home to Hutchison Pipe & Waste Material Co. through the 1980s, according to *Morrison and Fourmy's City Directory* and *Polk's City Directory*. The building is now owned by Commercial Metals Co., which acquired Hutchison and renamed it Commercial Metals Co. – Hutchison Division. This building is part of a complex that stands as an example of the 1930s and 1940s development in Central City, when many new industrial-related businesses moved into the area.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: The building at 601 North Throckmorton Street was constructed ca. 1937. The address was not listed in the 1936 *Morrison and Fourmy's City Directory*, but is listed in the 1942 Directory, under Hutchison Pipe & Waste Material Co. Historical sources indicate the Hutchison Pipe & Waste Material Co. was founded in 1937, so the building likely was constructed soon after. The building is included on the 1927 – March 1951 *Sanborn Fire Insurance Map* (vol. 3, sheet 395).
2. Architect: Not known
3. Original and subsequent owners, occupants, uses: The office and attached warehouse/pipe shop at 601 North Throckmorton Street have been occupied by

CENTRAL CITY MITIGATION PROJECT
HUTCHISON PIPE & WASTE MATERIAL COMPANY –
ORIGINAL OFFICE & WAREHOUSE/PIPE SHOP
PROPERTY #13-B
(page A-6)

Hutchison Pipe & Waste Material Co. and its later incarnation, Commercial Metals Co. – Hutchison Division, since the building was first built. The building is part of a facility that has been processing scrap metal since its inception. The office is currently boarded up and vacant.

4. Builder, contractor, suppliers: Not known
5. Original plans and construction: As indicated on the 1927 – March 1951 Sanborn map, the office is a one-story concrete block building. The office is basically a rectangular plan with the northeast quadrant missing, and the concrete block and corrugated metal warehouse/pipe shop attaches to the office in that northeast quadrant. The warehouse/pipe shop extends northwest along North Throckmorton Street. According to the Sanborn map, the southwest and northwest elevations of the pipe shop were open when originally constructed.
6. Alterations and additions: The three-sided concrete block entry projecting from the office's southwest elevation does not appear on the 1927 – March 1951 Sanborn map. Another entry on the southwest elevation has been added at the juncture between the office and a rear building addition. Office doors and all but two windows have been boarded up. The roof on the attached warehouse has been recently replaced.

PART II. ARCHITECTURAL INFORMATION

A. General statement:

1. Architectural character: The building was constructed ca. 1937 as an office and adjoining warehouse, as indicated on the 1927 – March 1951 Sanborn map. It is a utilitarian building with forms and building materials typical of its construction date.
2. Condition of fabric: Overall, the building is in poor condition. Of note is the failure of the concrete block walls of the office.

B. Description of Exterior:

1. Overall dimensions: The building is one story and the original plan comprises two overlapping rectangles. The office is generally three bays wide and five bays deep. The original warehouse/pipe shop is two bays wide and approximately five bays deep.
2. Foundation: The building has a concrete block foundation.
3. Walls: The walls on the office area are concrete block with a stepped pediment on the northeast elevation. All walls are capped with concrete block coping set in a rowlock style. On the warehouse/pipe shop section, walls are corrugated metal above the exposed concrete block foundation.

4. Structural System, framing: The office is a concrete block structure and the warehouse/pipe shop is a combination concrete block and metal-framed structure.
 5. Porches, stoops, balconies, porticoes, bulkheads: None
 6. Chimneys: None
 7. Openings: There are a total of six doors and nine sets of windows visible (southwest elevation of warehouse/pipe shop not visible).
 - a. Doorways and doors: Two single entry doors, one each on the office's southwest and southeast elevations, are covered in plywood. A door on the northeast elevation is also covered in plywood. Three doors on the warehouse appear to be overhead or sliding delivery-type doors. Doors do not have visible surrounds.
 - b. Windows and shutters: Two windows on the northeast elevation are not boarded up. Both are 6-over-6 wood sash windows set in wood casings. One of the uncovered openings is one half of a paired window. One of the covered windows on the southwest entry addition has a concrete sill and another has a rowlock-type concrete block sill. No other openings have lintels or sills.
 8. Roof: The office roof is flat, and the warehouse/pipe shop is side-gabled and has a new roof.
- C. Description of Interior: The interior of the building was not surveyed for this report. The 1927 – March 1951 Sanborn map indicates the warehouse area has a concrete floor.
- D. Site: The context for the building is urban mixed use, with primarily industrial buildings in the immediate vicinity.
1. Historic landscape design: Not applicable
 2. Outbuildings: There are a number of small storage/shed properties added to the site plan after the building was first built.

PART III. SOURCES OF INFORMATION

A. Bibliography:

Environmental Data Resources; Inc. (EDR)

2004 "The EDR-City Directory Abstract." Inquiry number 1299446-59. Target Property: 801 North Throckmorton Street, pages 3-6.

CENTRAL CITY MITIGATION PROJECT
HUTCHISON PIPE & WASTE MATERIAL COMPANY –
ORIGINAL OFFICE & WAREHOUSE/PIPE SHOP
PROPERTY #13-B
(page A-8)

Pate, J'Nell

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Tarrant Appraisal District

2008 Property records: <http://www.tad.org/Datasearch/datasearch.cfm>; accessed July 2008.

PART IV. PROJECT INFORMATION

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Date: September 2008

HOBBS TRAILERS MACHINE SHOP & ASSEMBLY PLANT
PROPERTY #14

- Location:** 609 North Houston Street, Fort Worth, Tarrant County, Texas. The building occupies the block between NW Fifth and NW Sixth streets and North Throckmorton and North Houston streets. The assembly plant entrance opens onto North Houston Street (northeast elevation); and the office/machine shop opens onto NW Sixth Street (northwest elevation).
- USGS Haltom City Quadrangle, UTM Coordinates 14.655476.3626519
- Present Owner:** Red Baron Real Estate
201 Main Street, Suite 2500, Fort Worth TX 76102
- Present Occupant:** Main Street Powder Coating
- Present Use:** Industry/Processing/Extraction – Manufacturing Facility
- Significance:** The building at 609 North Houston Street was constructed in 1950-1951 according to Tarrant Appraisal District records and photographs published in the *Fort Worth Star-Telegram* and *Fort Worth* magazine. Hobbs Manufacturing Co. was founded in 1926 and started making trailers to haul cattle at 600 North Main Street, just across the street from 609 North Houston Street. The building served as a machine shop and assembly plant for Hobbs, a local company integral to the development of the Central City/North Fort Worth area.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: The building was constructed 1950-1951 according to Tarrant Appraisal District records, appearing for the first time on the 1927 – March 1951 Sanborn map (vol. 3, sheet 368). A photograph of the recently completed building appeared in the 21 October 1951 *Fort Worth Star-Telegram*.
2. Architect: Not known
3. Original and subsequent owners, occupants, uses: The building at 609 North Houston Street is identified on the 1927 – March 1951 Sanborn map as a machine shop and assembly plant for Hobbs Manufacturing Co. The company was purchased by Fruehauf Trailer Co. in 1955, but retained the Hobbs Trailer brand name after the sale. The current tenant is Main Street Powder Coating.
4. Builder, contractor, suppliers: Not known

5. Original plans and construction: As indicated on the 1927 – March 1951 Sanborn map, 609 North Houston Street is a large-scale building (occupying the entire city block), the majority of which is one story with a steel frame and concrete walls. The southern section of the building was an open storage area that housed a crane, according to the Sanborn map. A two-story section at the north corner of the building is brick-faced concrete block and served as the office and machine shop for Hobbs. Overall, the building is more than 111,000 square feet, approximately 18 bays wide (along North Houston Street) and approximately nine bays deep.
6. Alterations and additions: The formerly open storage area now has corrugated metal panel walls. Windows have been painted over, doors boarded up, and roofing replaced.

PART II. ARCHITECTURAL INFORMATION

A. General statement:

1. Architectural character: The building, which faces northeast, was constructed in 1950-1951 as a machine shop and assembly plant, as indicated on the 1927 – March 1951 Sanborn map. An industrial building, its form is utilitarian, although the office/machine shop bears a Moderne influence, distinguishing it from the warehouse section.
2. Condition of fabric: Overall, the building is in poor condition. Windows are broken, sections of corrugated metal walls are missing, and numerous roof patches are peeling off the roof.

B. Description of Exterior:

1. Overall dimensions: The north section of the building is two stories; the remainder is one level, but the same height as the two-story section. It has a rectangular plan, approximately 18 bays wide and nine bays deep, and covers more than 111,000 square feet.
2. Foundation: The building has a concrete foundation, visible in some areas at grade.
3. Walls: Office/machine shop walls are concrete block with multi-toned, Roman-style red brick facing, set in a modified running bond. The walls on this section have a concrete cap. Walls on the rest of the building are concrete.
4. Structural System, framing: The 1927 – March 1951 Sanborn map indicates the assembly plant area has a steel and concrete frame with steel trusses and a concrete apron. The storage area has a steel frame.

5. Porches, stoops, balconies, porticoes, bulkheads: The entry on North Houston Street (bearing the address numbers on the door surround) has a metal-framed awning installed above two concrete steps and a concrete threshold. The entry to the office/machine shop on NW Sixth Street has a simple flat roof above two concrete steps and a concrete landing.
6. Chimneys: None
7. Openings: There are a total of 18 doors and 50 sets of windows visible.
 - a. Doorways and doors: There are five single swing doors on the northeast elevation, all southeast of the main entry door. The office/machine shop entry is a triple-wide space, but currently boarded up. The rest of the doors on the building are large overhead full-bay metal doors.
 - b. Windows and shutters: There are 21 sets of windows on the northeast elevation (façade), 11 on the northwest, and 18 on the southwest. On the assembly plant section, there are a number of 5-by-5 metal windows containing horizontal pivots and larger 15-by-7 windows, also metal-framed but apparently fixed. Nearly all of the windows on the northeast elevation are painted over.

On the northeast elevation of the office/machine shop section, there are three sets of windows on the first level. Each window is a paired 1-over-1 that appears to be fixed, although since the windows are painted over, it is difficult to discern. Two windows on the first level of the northwest elevation are similar to those on the northeast elevation, but each has three sets of 1-over-1 metal sash replacements. Three windows on the second level of the northeast elevation match the northernmost second-story window on the northwest elevation: each is a paired 1-over-4 with the inner two lights working as an awning window. One window on the second story of the northwest elevation is a paired 2-by-4 with the central lights working as an awning window. The two westernmost windows on the second story of the northwest elevation are 1-by-4 triplets also with awning windows included. Windows on each level on both elevations are banded together by a continuous concrete lintel and sill extended from the outermost edge of one window to the outermost edge of the other window. The outermost edges of the windows on either end of the elevations also have a concrete vertical jamb, creating a single concrete perimeter around the window openings on each level.

8. Roof: The roof on the office/machine shop is flat. The assembly plant area has a deck roof of wood on steel joists. The former crane shed is gabled.
- C. Description of Interior: The interior of the building was not surveyed for this report. The 1927 – March 1951 Sanborn map indicates the assembly plant area has a concrete floor. A heating/boiler room is located just south of the North Houston Street entry door. The map shows a concrete floor and wood rafters in the roof. Another room, just north of the

section that houses the crane, is labeled "W.C" on the Sanborn map. The restroom is reinforced concrete, fireproof construction.

- D. Site: The context for the building is urban mixed use, with primarily industrial buildings in the immediate vicinity.
1. Historic landscape design: Not applicable
 2. Outbuildings: None

PART III. SOURCES OF INFORMATION

A. Bibliography:

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1951 *Fort Worth*. October, 14-15, 55.

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1994 *North of the River: A Brief History of North Fort Worth*. Fort Worth: Texas Christian University Press.

Sanborn Map Company

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Title: Architectural Historian
Date: September 2008

Prepared by: Marsha Prior, Ph.D.
Affiliation: Geo-Marine, Inc.
Title: Director, Historical Research Services
Date: September 2008

NATIONAL EDUCATORS LIFE INSURANCE WAREHOUSE
PROPERTY #31

- Location:** 205 NW Seventh Street, Fort Worth, Tarrant County, Texas. Occupying the block between NW Seventh and NW Sixth streets and North Throckmorton and North Houston streets, the building faces northwest onto NW Seventh Street.
- USGS Haltom City Quadrangle, UTM Coordinates 14.655376.3626694
- Present Owner:** RadioShack Corporation
P.O. Box 961090, Fort Worth TX 76161
- Present Occupant:** RadioShack Corporation
- Present Use:** Commerce/Trade – Warehouse, Office
- Significance:** The Building at 205 NW Seventh Street was constructed in 1949. The building served as an office and storage warehouse for National Educators Life Insurance Co. for more than 20 years prior to serving in various assembly and storage capacities for Tandy Corp., now known as RadioShack Corp. The office section of the building is executed in simplified Moderne style, directly influenced by the Art Deco aesthetic popular in the United States in the interwar years.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: The building at 205 NW Seventh Street was constructed in 1949, as indicated in the 1927 – March 1951 *Sanborn Fire Insurance Map* (vol. 3, sheets 367 and 368). Tarrant Appraisal District records list the construction date as 1948.
2. Architect: Not known
3. Original and subsequent owners, occupants, uses: Identified on the 1927 – March 1951 Sanborn map as an office and warehouse for National Educators Life Insurance Co., 205 NW Seventh Street has been occupied primarily by its two owners: first, the insurance company, followed by Tandy Corp. starting in the 1970s. From the outset, National Educators Life Insurance leased space to several companies, sharing its large warehousing facility, according to *Morrison & Fourmy's City Directory* (1952) and *Polk's City Directory* (1962-98). Additional companies listed in the 1952 Directory include subsidiaries of National Educators Life Insurance, as well as Mid-Continent Insurance Co. and

Breedlove's Transportation and Storage Co. The 1972 Directory shows the transition to Tandy Corp., as companies listed in the directory are Bona Allen Saddle and Leather Co. (which had recently been purchased by Tandy Leather Co.), Tandy Financial, Educators Insurance Agency, and Spartan Insurance Agency. The 1977 Directory lists Educators Insurance Agency and Tandy Apparatus. Educators Insurance Agency and Tandy Apparatus & Tandy Printed Circuits are listed in the 1982 Directory. The 1989 Directory lists only Tandy Software Assembly and 1998 lists Tandy Service (EDR 2004:2-3). It is currently owned by RadioShack Corp. (Tandy Corp. changed its name officially in 2000).

4. Builder, contractor, suppliers: Not known
5. Original plans and construction: As indicated on the 1927 – March 1951 Sanborn map, 205 NW Seventh Street was built to be fireproof with reinforced concrete. The two-story section of the building (the office area) has concrete floors and framing, with an iron deck roof on steel trusses. The warehouse section is one story, with concrete framing, floors, and roof. The office section has tile and brick-faced curtain walls. The warehouse section shows the building's reinforced concrete construction. Overall, the building is 12 bays wide and approximately 18 bays deep, covering nearly 100,000 square feet, including a two-story addition attached to the building's southwest elevation.
6. Alterations and additions: The two-story section at the corner of NW Seventh and North Throckmorton streets is an addition. An undated photo of the entry shows the second-story windows as an expanded version of the entry door and surround, not as it is currently configured, separated into four sections. The area above the entry door and the area above the second-story windows matched originally. Now the area above the entry door has a wood panel infill. Two windows at the northern end of the northeast elevation have been modified from overhead door openings for deliveries to glass block windows with infilled brick surrounds. The door in this area was inserted into the wall where there was no prior opening. The door at the eastern end of the northeast elevation was fit into a space that had also been a large bay for deliveries.

PART II. ARCHITECTURAL INFORMATION

A. General statement:

1. Architectural character: The building, which faces northwest, was constructed in 1949 as an office and warehouse, as indicated on the 1927 – March 1951 Sanborn map. The building is a reinforced concrete construction with the office area also having tile and brick-faced curtain walls. The office was designed in the Moderne style, with an elaborated entry surround and rectilinear motifs. With its tooled brick set in geometric patterns on the façade, the office was executed with aesthetic intent, marking it as the building's entrance and setting it apart from the utilitarian warehouse.

2. Condition of fabric: Overall, the building is in poor to fair condition. The office section is in fair condition, except on the northeast elevation, where a door was inserted into the wall. The surrounding wall has holes and sections of cladding are separating from the wall itself, allowing moisture into the building unimpeded. The reinforced concrete walls of the warehouse section show signs of settling.

B. Description of Exterior:

1. Overall dimensions: The northwest section of the building is two stories; the remainder is one story (although heights are the same). It has a rectangular plan, 12 bays wide and approximately 18 bays deep, and covers nearly 100,000 square feet.
2. Foundation: The building has a reinforced concrete foundation, visible in some areas at grade.
3. Walls: The walls in the office area are tile and brick-faced curtain walls, as indicated on the 1927 – March 1951 Sanborn map. Each brick face is tooled and the bricks are set in common bond with sixth course headers. On the northwest elevation (façade), there is a decorative band of bricks set in a geometric basket weave pattern starting at door lintel height and extending approximately five feet up the wall. One set of large granite tiles is installed at grade on the northwest façade and spans the width of the elevation. It ties into the Moderne entry surround of the same material that extends into a rectilinear parapet above the second-story roofline. The walls in the warehouse section are concrete. At the top of the building, all walls are capped with concrete coping.
4. Structural System, framing: The 1927 – March 1951 Sanborn map indicates the office section has an iron deck on steel trusses. Walls and framing throughout the building are reinforced concrete.
5. Porches, stoops, balconies, porticoes, bulkheads: There are two porches on the northeast elevation, one at the northern end and one at the southern end. The northern porch leads to the two-story office section of the building. A six-step metal staircase leads up to a deep, concrete-floored porch with a shed roof and basic pipe handrail. The roof is not original; the original likely would have been the same height as the flat-roofed awning on the rest of the elevation. The railing is an addition also because the two large openings on the porch were originally overhead doors to accept deliveries; thus, the area that is now the porch was probably just a continuation of the delivery area spanning the length of the northeast elevation.

The porch at the southern end of the northeast elevation also appears to be a modification of an earlier delivery bay. A large bay opening was infilled to fit a door, and a six-step open stair with handrails was attached to create an open porch area. The roofing, unlike on the northern porch, is continuous with the rest of the flat roofing on the northeast elevation.

The 1927 – March 1951 Sanborn map indicates a covered area running the length of the northeast elevation. This open area has since been enclosed with panels of corrugated metal.

There is another porch on the building's addition at its northern corner. The porch provides access via a concrete ramp. Five concrete steps lead to the concrete landing where steps and ramp meet. The flat roof above the first level is metal-framed and supported by three metal pipes. A set of fire stairs from the second story terminates on the porch.

6. Chimneys: None
7. Openings: There are a total of 40 doors and 38 sets of windows visible (due to the enclosure on the northeast elevation, only three bays were visible at the time of the survey).
 - a. Doorways and doors: The entry door on the northwest elevation is a pair of medium-stile glass swing doors. The surround comprises two tripartite sidelights and a fixed transom above the doors and between the sidelights. The casing is then capped by a Moderne rounded cornice piece. Large granite tiles flank the entry and continue up to the second level, where four windows matching the tripartite sidelights are installed, not original to the building. The tile continues up beyond the roofline, bordering an insert that may have originally borne the name of the building owner. Thus, with the installation of the granite tile surround, the single-story double doors turned into a two-story grand entry.

At the accessible entrance on the southwest side of the building, there is a set of medium-stile glass swing double doors, similar to the set at the front entry, but without the sidelights and transom. A single flush door is located on the second story just above the double doors. Its lintel is integrated into the wall, made from a rowlock of header bricks.

The door on the eastern end of the northeast elevation is a flush door fit into what used to be a larger bay opening. The door at the northern end of the same elevation is a hollow metal flush door, inserted into the wall where there was no original opening. There is also a set of double doors on the second story of the office area on the southwest elevation, but they are only visible in aerial photographs, so no detail is available.

On the southwest elevation in the warehouse area there are 17 bay doors, a few of which have been covered in plywood or otherwise rendered nonfunctional. The remaining delivery doors are overhead or coiling doors, several of which are replacements. Seventeen individual swing doors are paired with the overhead doors. Some are hollow metal flush; some are wood paneled. Several of these have also been rendered nonfunctional by the removal of steps leading up to them, while others have been boarded up.

Presumably, there are a comparable number of doors on the northeast elevation, but with the corrugated metal enclosure now installed, they are not visible.

- b. Windows and shutters: Ten windows on the northwest elevation, four on the first story of the southeast elevation, and seven on the second story are all at clerestory height. All are 4-by-4 with metal frames. It appears as though the uppermost row in the windows is fixed and the lower three rows are paired casements, but it is difficult to discern given the height of the windows. One set of four fixed tripartite windows is included in the entry surround, a replacement for what was originally an expanded version of the entry door and surround, i.e., one large pane of glass with flanking sidelights and transom above.

Two windows in the addition are fixed single-pane horizontal windows in metal frames. Seven windows on the southwest elevation of the warehouse are scattered along the length of the building. A few have been covered in plywood or paint and are a mix of paired 3-by-2 wood sliding windows or paired 1-by-1 wood sliding windows. On the northeast elevation, the only visible windows are at the northern end. Two large windows on the first level are modified delivery bays, now infilled with glass block, paneling, and brick. Both have metal fencing-type grate covers. Four windows on the second story match the clerestory windows on the building's façade. All clerestory-type windows have rowlock (brick-on-edge) sills. No other windows have lintels or sills.

- 8. Roof: The roof is flat.
- C. Description of Interior: The interior of the building was not surveyed for this report. The 1927 – March 1951 Sanborn map indicates the office was air-conditioned. Central steps lead up to the second story, comprising two rooms.
- D. Site: The context for the building is urban mixed use, with primarily industrial buildings in the immediate vicinity.
 - 1. Historic landscape design: Not applicable
 - 2. Outbuildings: None

PART III. SOURCES OF INFORMATION

- A. Bibliography:

Environmental Data Resources; Inc. (EDR)

2004 "The EDR-City Directory Abstract." Inquiry number 1299446-59. Target Property: 205 NW Seventh Street, pages 2-3.

Pate, J'Nell

1994 *North of the River: A Brief History of North Fort Worth*. Fort Worth: Texas Christian University Press.

Sanborn Map Company

1951 *Sanborn Fire Insurance Map, Fort Worth, Texas, 1927 – March 1951*, v. 3, sheets 367 and 368. Digital version accessed via TexShare at the Dallas Public Library (www.dallaslibrary.org): <http://sanborn.umi.com/tx/8530/dateid000009.htm?CCSI=760n>; accessed July 2008.

Tarrant Appraisal District

2008 Property records: <http://www.tad.org/Datasearch/datasearch.cfm>; accessed July 2008.

PART IV. PROJECT INFORMATION

Documentation of the buildings included in the Central City Mitigation Plan was accomplished from September 2006 to the present. Marsha Prior and Ann Keen visited North Fort Worth in July 2008 and completed HABS-based exterior assessments. Ann Keen prepared architectural descriptions of the buildings and wrote the descriptive data. Marsha Prior, Ph.D., supervised project development.

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ABNER DAVIS BUILDING / BUD SELLERS
PROPERTY #40

Location: 818 North Main Street, Fort Worth, Tarrant County, Texas. Located on the northeast side of the street, the building faces southwest onto North Main Street.

USGS Haltom City Quadrangle, UTM Coordinates 14.655425.3626912

Present Owner: David Eugene Beene
803 Park Street, Fort Worth TX 76164

Present Occupant: Bud Sellers

Present Use: Commerce/Trade – Specialty Store

Significance: The building was constructed ca. 1921 as part of owner Abner Davis’ oil refinery business, then was used as a wholesale used car outlet, one of a number of used car retailers starting up businesses in North Fort Worth in the 1930s. Eugene E. “Bud” Sellers operated the wholesale used car business for several decades. The building employs a simplified mix of Mission and Spanish Eclectic styles, featuring an advertising-friendly “Boomtown” parapet. The building reflects the 1920s era of burgeoning businesses ancillary to the region’s oil industry and then the emergence of automobile sales in the area beginning in the 1930s. The building is a designated City of Fort Worth Landmark.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: Built ca. 1921, based on Tarrant Appraisal District property records, its lot is not included on the 1910-1911 Sanborn map (vol. 2, 1911, sheet 116). The building is identified on the 1926-1927 Sanborn map (vol. 3, 1927, sheet 367).
2. Architect: Not known
3. Original and subsequent owners, occupants, uses: The building at 818 North Main Street was originally owned by Abner Davis, who operated a business on the site related to his oil refinery operations. In the 1930s, the building served as a wholesale used car dealership owned by Eugene E. “Bud” Sellers. Dick Wiley joined the business in the mid-1930s and the dealership operated under the name “Sellers & Wiley.” Sellers was the salesman and Wiley handled the administrative work and finances (Pate 1994:84). Sellers bought Wiley out in

1959-60 and the name changed to “Bud Sellers” (J. Sellers 2008:6). Sellers’ name was on the deed until 31 July 1997, when the property passed to his daughter, Judy J. Beene, 801 Park Street, Fort Worth. Judy’s son David was deeded ownership on 4 January 2007. There is still a used car sales area at the front of the property, although operations in 2008 are concentrated on auto repair work at the rear of the lot.

4. Builder, contractor, suppliers: Not known
5. Original plans and construction: The building is a one-story, red and blond brick veneered structure with a rectangular plan, unchanged from its original design. The 1927 Sanborn map identifies it as a garage with wood floors and a capacity for 10 cars. According to the 1927 Sanborn map, the building used to have a small, square second-story section on its north corner.
6. Alterations and additions: Over the years, several modifications to the building have taken place. There is no evidence of the second-story section visible from street level, and the exterior stairs has been removed. An automotive repair building was added to the rear of the lot, visible on the 1927 – March 1951 Sanborn map, and buildings connecting the two and a newer auto repair building have been constructed since that time. Metal grates over doors and windows on the southwest and northwest elevations were also added after original construction.

PART II. ARCHITECTURAL INFORMATION

A. General statement:

1. Architectural character: The building at 818 North Main Street was built ca. 1921 as a commercial site and has remained as such through its history. The building, oriented with its façade to the southwest, is a single-story, red and blond brick-veneered structure with a rectangular plan. It was designed as a simplified mix of Mission and Spanish Eclectic styles, popular throughout the Southwest in the first decades of the twentieth century. Three elevations (all but the rear/northeast) have a stepped parapet, often called a “Boomtown” parapet that conveys a larger scale than the building’s actual size. This type of parapet is common in commercial districts not only because it conveys an impressive scale, but it also creates larger wall space available for advertising and signage. The stepped parapet with coping (protective and decorative cap on the parapet) is commonly found in the Spanish Eclectic style.
2. Condition of fabric: Overall, the building is in fair condition. Disuse has taken its toll on the building, primarily on the windows, doors, and surrounds. The shed roof over the open sales area at the front is in poor condition.

B. Description of Exterior:

1. Overall dimensions: The building is one story with a rectangular plan, six bays wide and four bays deep.
2. Foundation: The building has a concrete foundation, visible at grade on the northwest elevation.
3. Walls: Exterior walls are clad in red and blond brick veneer, as indicated on the 1927 – 1951 *Sanborn Fire Insurance Map*. The walls are running bond, primarily using blond brick, with red brick decorative detailing. Brick quoining at the building's corners features six-course units: three red brick stretchers alternating with three red brick headers continuing up the height of the building or pier.

The building features three stepped parapets. The two-stepped parapet on the façade features two courses of red brick following the line of the parapet, the uppermost course abutting the parapet's concrete coping. One course of blond brick separates the two red brick courses. At the center of the raised rectilinear section of the parapet, there is a six-course concrete rectangle outlined in red brick. At one time, Abner Davis' name was inscribed within this inset (Tarrant County Historical Survey 1988:72). Signage reading "Bud Sellers Automobiles Bought & Sold" is painted on the parapet just above the shed roofline and spans nearly the full width of the elevation.

The southeast and northwest elevations feature a four-stepped parapet with red brick inserted in two courses just below the coping, separated by one course of blond brick. Below the red brick detail along the parapet and above the upper line of the windows, one course of red bricks repeats the stepped shape of the parapet wall.

4. Structural System, framing: Brick-faced wood frame
5. Porches, stoops, balconies, porticoes, bulkheads: The southwest elevation features a rowlock arched entry in front of a shed-roofed open retail space, echoing the Mission style. The roof over the retail area is composite shingle. The remains of a metal frame (an inverted "V") on the shed roof over the retail area indicate that the business had a large vertical sign at one time, installed so passersby on North Main Street could see the sign from either direction.

Underneath the roof is a wood frame structure with frieze board filling in the sides of the shed roof on the southeast and northwest sides of the building and a small fascia board on the building's façade. This area is a modern modification, although the narrow wood planks lining the underside of the roof appear to be original.

The roof is supported by two piers set in concrete, one each at the western and southern ends of the sales area. Both are blond and red brick and have the same decorative brickwork pattern as the quoining on the building, with red-painted,

concrete rectilinear capitals. The central entry comprises two piers with the same red and blond brickwork pattern joined via a triple-coursed rowlock arch using blond bricks, capped by the same type of concrete capital used on the west and south piers. The building number is painted on the arch.

6. Chimneys: None
7. Openings: There is decorative red brickwork on both sides of every opening on the building, matching the building's quoining pattern. A continuous red brick soldier course is located at lintel height on the southwest, northwest, and southeast elevations, interrupted only by the quoining at the building's corners.

Two bays at the northern end of the northwest elevation appear to have been modified. The bay closest to the door has two half-height windows aligned side by side just under the red brick soldier course. The red brick detail along the sides of the windows extends to grade, unlike the detailing around the rest of the windows on the building, where the red brick stops at sill level. The last bay on the northern end is empty, and the blond brick there shows much less wear than the rest of the building. Presumably, the northwest elevation would have matched the southeast elevation originally and would have had openings in all four bays.

- a. Doorways and doors: There are two points of entry on the front elevation: a pair of doors centered on the elevation and a single door at the northern end. The double doors both have two wood panels with 3-by-2 lights above. Metal grating has been installed over the glazing. The single door at the northern end is wood frame with 3-by-5 lights. A metal grate security door with metal frame has been installed in front of the wood door. A single wood door is centered on the northwest elevation.
- b. Windows and shutters: On the southwest elevation, there are two sets of paired windows between the door at the west end and the central doors, another set just south of the central doors, and then the southernmost opening has been covered in plywood. Windows on this elevation are covered in metal grating, but appear to have their original wood frames.

There are four paired openings on the southeast elevation, originally all windows, with the southernmost pair now replaced with metal vents. The three remaining sets of windows appear original, all 12-over-1 wood sash.

Two sets of paired windows on the northwest elevation match the rest of the building with their red-brick decorative treatment and wood surrounds, although the windows themselves are replacements. Metal grates have been installed over both sets of windows.

All openings throughout appear to retain their original wood frames. All original brick sills were covered in a skim coat of concrete at some point in the building's history.

8. Roof: Behind the parapet, the roof itself is flat.
- C. Description of Interior: The interior of the building was not surveyed for this report. The 1927 Sanborn map indicates the building had wood flooring.
- D. Site: The context for the automotive shop is urban mixed use, with both commercial and industrial properties along North Main Street and in the immediate vicinity. The 800 block of Main Street has a number of buildings that were built in the 1920s and 1930s, all commercial enterprises including a gas station, an office building, and a printing shop.
 1. Historic landscape design: Not applicable
 2. Outbuildings: Outbuildings added to the property consist of storage space attached to the rear elevation of the main building that links to an auto repair building, as labeled on the 1927 – March 1951 Sanborn map. A newer auto repair shop is an L plan, running from the back of the storage structure to the back of the lot and extending to the lot's southeast edge. A flat-roofed metal carport extends the length of the southeast elevation, including the storage and newer auto repair shop outbuildings.

PART III. SOURCES OF INFORMATION

A. Bibliography:

Historic Preservation Council for Tarrant County, Texas

1988 *Tarrant County Historic Resources Survey: Near North Side, West Side, and Westover Hills*. Resource 153, 72.

Pate, J'Nell

1994 *North of the River: A Brief History of North Fort Worth*. Fort Worth: Texas Christian University Press.

Sellers, Judy

2008 Oral history interview transcription. Interview conducted July 31, 2008.

Sanborn Map Company

1911 *Sanborn Fire Insurance Map, Fort Worth, 1910-1911*, v. 2, sheet 116. Digital version accessed via TexShare (www.texshare.edu): <http://sanborn.umi.com/tx/8530/dateid-000005.htm?CCSI=760n>; accessed July 2008.

1927 *Sanborn Fire Insurance Map, Fort Worth, Texas, 1927*, v. 3, sheet 367. Digital version accessed via TexShare (www.texshare.edu): <http://sanborn.umi.com/tx/8530/dateid-000007.htm?CCSI=760n>; accessed July 2008.

1951 *Sanborn Fire Insurance Map, Fort Worth, Texas, 1927 – March 1951*, v. 3, sheet 367. Digital version accessed via TexShare (www.texshare.edu): <http://sanborn.umi.com/tx/8530/dateid000009.htm?CCSI=760n>; accessed July 2008.

Tarrant Appraisal District

2008 Property records: <http://www.tad.org/Datasearch/datasearch.cfm>; accessed July 2008.

PART IV. PROJECT INFORMATION

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SOUTHWESTERN BRASS WORKS – FOUNDRY & OFFICE
PROPERTY #42-A

Location: 806 North Throckmorton Street, Fort Worth, Tarrant County, Texas. Located on the northeast side of the street, the building faces southwest onto North Throckmorton Street.

USGS Haltom City Quadrangle, UTM Coordinates 14.655267.3626828

Present Owner: J.L. Daniel, c/o Southwestern Brass Works
465 Schooner Drive, Azle TX 76020

Present Occupant: Southwestern Brass Works/Sunbelt Industries

Present Use: Industry/Processing/Extraction – Manufacturing Facility, Office

Significance: The building at 806 North Throckmorton Street was built in 1927, as indicated on the 1927 – March 1951 *Sanborn Fire Insurance Map* (vol. 3, sheet 367). Southwestern Brass Works has owned the building since 1927, when it was built to replace an earlier facility that was also owned by the company. The building has served as the base of operations for Southwestern Brass Works since that time, as the Sanborn map indicates the building included a foundry and a warehouse with an attached office. Utilitarian in form, the building represents an early phase of industrial development in the Central City area and a company that has been in operation for more than 80 years.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: The current building at 806 North Throckmorton Street was erected ca. 1927 according to Tarrant Appraisal District records. It replaced a Southwestern Brass Works building that was shown on the 1927 Sanborn map. The current building appears for the first time on the 1927 – March 1951 Sanborn map (vol. 3, sheet 367).
2. Architect: Not known
3. Original and subsequent owners, occupants, uses: Identified on the 1927 – March 1951 Sanborn map as foundry, warehouse, and office for Southwestern Brass Works, 806 North Throckmorton Street has been occupied solely by its original owner: Southwestern Brass Works. The company manufactures brass-related products including trophies, signs, and letters and numbers for houses.

4. Builder, contractor, suppliers: Not known
5. Original plans and construction: As indicated on the 1927 – March 1951 Sanborn map, 806 North Throckmorton Street is a multipurpose building that serves as a foundry, warehouse, and office for Southwestern Brass Works. The foundry and warehouse section of the building has a triple-gabled rectangular plan covering more than 8,000 square feet. Each gabled section is two bays wide and approximately eight bays deep. The office section while appearing as a separate building is, in fact, attached via a hallway to the warehouse section. Both sections are largely frame construction and sit on concrete slabs.
6. Alterations and additions: Doors and windows have been modified over the years, but the building remains largely intact. A small, shed-roofed, corrugated metal addition was installed on the southeast elevation at the rear of the building.

PART II. ARCHITECTURAL INFORMATION

A. General statement:

1. Architectural character: The building, which faces southwest, was constructed ca. 1927 as a foundry, warehouse, and office for Southwestern Brass Works, as indicated on the 1927 – March 1951 Sanborn map. It is strictly Utilitarian in form, without ornament.
2. Condition of fabric: Overall, the building is in poor condition. Corrugated metal wall panels are separating from the frame, and windows and doors are broken.

B. Description of Exterior:

1. Overall dimensions: The foundry/warehouse section is one story with a rectangular plan, six bays wide and eight bays deep, approximately 8,000 square feet. The office section is a single room attached to the northwest elevation of the warehouse.
2. Foundation: Both sections of the building have a concrete slab foundation, visible at grade.
3. Walls: The foundry/warehouse walls are corrugated metal and the office walls are wood clapboard.
4. Structural System, framing: The Sanborn map indicates the foundry/warehouse section is a metal-clad wood frame, and the office section is wood frame only.
5. Porches, stoops, balconies, porticoes, bulkheads: The office section has a single-bay gabled porch with two metal railings. The roof has a wood infill gable supported by two wood brackets. Two concrete steps lead up to a concrete porch floor.

6. Chimneys: None
7. Openings: On the foundry/warehouse, there are five doors and five visible window openings on the southwest elevation and approximately eight openings each on the northwest and southeast elevations. The office section has one visible window and one door on the southwest elevation. Dense shrubbery covers the area next to the door that likely has a window opening, but it is not visible.

- a. Doorways and doors: The entry door to the foundry/warehouse on the southwest elevation is a flush wood swing door set in a wood plank casing. The other single door on the building's façade is covered with a sheet of corrugated metal. There are three overhead delivery-type doors, two of which are now covered in corrugated metal sheets and the other in a metal sliding panel. The southeast elevation has approximately four doors that appear to be covered in corrugated metal sheets.

The office entry door is a wood paneled door with a cross brace beneath six lights (3-by-2). The glazed section of the door has a metal grate attached. The door is set in a wood plank casing that matches the entry door to the foundry/warehouse.

- b. Windows and shutters: Of the two lower-level windows visible on the southwest façade of the foundry/warehouse, the westernmost appears to have its original components: 6-over-6 sash with a wood plank surround to match the entry door. The other window still has its wood plank surround, but the window itself has been replaced.

There are two windows in the gable of the westernmost part of the foundry/warehouse section. They likely originally matched the window beneath it, but now only the wood sill remains. All windows have metal grating installed over them. The opening in the central gable has been infilled with an air vent.

The southeast façade has approximately four windows, which appear to be 6-over-6 metal windows in metal casings with the upper 3-by-2 panel functioning as a horizontal pivot.

The lone visible window opening on the office section is a wood-framed windowless opening in the gable.

8. Roof: The foundry/warehouse roof is triple-gabled, covered with corrugated metal sheets in some areas and synthetic roll roofing in others. The southernmost section of the building has an additional gabled metal structure installed, likely associated with the ventilation of the foundry furnaces located in that section. The foundry/warehouse section originally had asbestos roofing. The office roof is gabled with composite roofing tile.

- C. Description of Interior: The interior of the building was not surveyed for this report. The 1927 – March 1951 Sanborn map indicates the warehouse was housed in the westernmost gable of the foundry/warehouse section. The foundry area in the other two sections included three furnaces on a raised iron platform in the southernmost section. The flooring in the foundry section was concrete and sand.
- D. Site: The context for the building is urban mixed use, with primarily industrial buildings in the immediate vicinity.
1. Historic landscape design: Not applicable
 2. Outbuildings: None

PART III. SOURCES OF INFORMATION

A. Bibliography:

Pate, J'Nell

1994 *North of the River: A Brief History of North Fort Worth*. Fort Worth: Texas Christian University Press.

Sanborn Map Company

1927 *Sanborn Fire Insurance Map, Fort Worth, Texas, 1927*, v. 3, sheet 367. Digital version accessed via TexShare (www.texshare.edu): <http://sanborn.umi.com/tx/8530/dateid-000007.htm?CCSI=760n>; accessed July 2008.

1951 *Sanborn Fire Insurance Map, Fort Worth, Texas, 1927 – March 1951*, v. 3, sheet 367. Digital version accessed via TexShare at the Dallas Public Library (www.dallaslibrary.org): <http://sanborn.umi.com/tx/8530/dateid000009.htm?CCSI=760n>; accessed July 2008.

Tarrant Appraisal District

2008 Property records: <http://www.tad.org/Datasearch/datasearch.cfm>; accessed July 2008.

PART IV. PROJECT INFORMATION

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Prepared by: Ann M. Keen
Affiliation: Geo-Marine, Inc.
Title: Architectural Historian
Date: September 2008

Prepared by: Marsha Prior, Ph.D.
Affiliation: Geo-Marine, Inc.
Title: Director, Historical Research Services
Date: September 2008

MCKINLEY IRON WORKS – OFFICE & PATTERN SHOP
PROPERTY #47-A

Location: 901 North Throckmorton Street, Fort Worth, Tarrant County, Texas. The building faces northeast at the western termination of NW Eighth Street and the northern termination of North Throckmorton Street, just north of the McKinley Pattern Warehouse (Property 47-B).

USGS Haltom City Quadrangle, UTM Coordinates 14.655192.3626869

Present Owner: Louise McKinley
6728 Fortune Road, Fort Worth TX 76116

Present Occupant: McKinley Iron Works

Present Use: Industry/Processing/Extraction – Manufacturing Facility

Significance: McKinley Iron Works, originally Bowdry and McKinley Iron Works, was established in North Fort Worth in 1906. The operation relocated from an earlier location to 901 North Throckmorton Street in 1916. In 1935, *Polk's City Directory* lists the company as McKinley Iron Works. The office and pattern shop, as it was listed on the 1927 – March 1951 *Sanborn Fire Insurance Map* (vol. 3, sheet 367), was built ca. 1931, according to Tarrant Appraisal District records. The two-story, concrete block building stands as an example of Utilitarian Industrial architecture in the 1930s in the North Fort Worth area.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: The office and pattern shop, as it was listed on the 1927 – March 1951 Sanborn map (vol. 3, sheet 367), was built ca. 1931, according to Tarrant Appraisal District records.
2. Architect: Not known
3. Original and subsequent owners, occupants, uses: Since it was erected, the building has been owned and occupied by McKinley Iron Works.
4. Builder, contractor, suppliers: Not known
5. Original plans and construction: As indicated on the 1927 – March 1951 Sanborn map, the pattern shop and office is a two-story concrete block building. The office is set parallel to the street, with a storage area behind it, and the

pattern shop area is laid out perpendicular to North Throckmorton Street. The building is three bays wide and approximately six bays deep.

6. Alterations and additions: The formerly L-shaped plan now has an addition, making the plan nearly rectangular. The pattern shop section was widened to the southeast to accommodate new office space.

PART II. ARCHITECTURAL INFORMATION

A. General statement:

1. Architectural character: The building, which faces northeast, was constructed ca. 1931 as an office and pattern shop for the foundry, as indicated on the 1927 – March 1951 Sanborn map. The building is Utilitarian with little ornament. The most significant decorative element is the iron lettering secured to the building that reads, “McKinley Iron Works.”
2. Condition of fabric: Overall, the building is in fair condition.

B. Description of Exterior:

1. Overall dimensions: The two-story building is three bays wide and approximately six bays deep.
2. Foundation: The building has a concrete foundation, visible in some areas at grade.
3. Walls: The walls are concrete block with a concrete block, rowlock-type cornice.
4. Structural System, framing: The Sanborn map indicates concrete block, fireproof construction.
5. Porches, stoops, balconies, porticoes, bulkheads: None
6. Chimneys: None
7. Openings: There are approximately four doors and 19 sets of windows (due to limited access, not all elevations were inspected).
 - a. Doorways and doors: The entry door on the northeast elevation is a single metal swing door with vision panel that appears to have been retrofit into the opening. The door is flanked by a fixed transom and narrow sidelights, all fit in a metal casing. The entry on the southeast elevation is a replacement door pair, one fixed and one swing. The doors may be metal and have large vision panels. Above the door there is a single metal panel serving as a very small awning above the door. Aerial photos indicate there may be two doors on the southwest façade, but these were not surveyed.

- b. Windows and shutters: The majority of the visible windows (on the northeast and southeast elevations) are 3-by-4 metal-framed fixed windows. One window flanking the entry door on the northeast elevation is a 5-by-6 glass block window. One window on the southeast elevation, just east of the double-door entry, is a 3-by-2 in a metal frame, similar to the other larger windows. The large windows all feature rowlock sill blocks, but no lintels.
- 8. Roof: The roof is flat.
- C. Description of Interior: The interior of the building was not surveyed for this report. The 1927 – March 1951 Sanborn map indicates the first floor of the pattern shop has a concrete floor.
- D. Site: The context for the building is urban mixed use, with industrial buildings in the immediate vicinity.
 - 1. Historic landscape design: Not applicable
 - 2. Outbuildings: McKinley Iron Works sits on a collection of parcels, with a number of warehouses/storage and shipping structures.

PART III. SOURCES OF INFORMATION

A. Bibliography:

Environmental Data Resources; Inc. (EDR)

2004 “The EDR-City Directory Abstract.” Inquiry number 1299446-53. Target Property: 801 North Throckmorton Street, pages 2-3.

Pate, J’Nell

1994 *North of the River: A Brief History of North Fort Worth*. Fort Worth: Texas Christian University Press.

Sanborn Map Company

1927 *Sanborn Fire Insurance Map, Fort Worth, Texas, 1927*, v. 3, sheet 367. Digital version accessed via TexShare (www.texshare.edu): <http://sanborn.umi.com/tx/8530/dateid-000007.htm?CCSI=760n>; accessed July 2008.

1951 *Sanborn Fire Insurance Map, Fort Worth, Texas, 1927 – March 1951*, v. 3, sheet 367. Digital version accessed via TexShare at the Dallas Public Library (www.dallaslibrary.org): <http://sanborn.umi.com/tx/8530/dateid000009.htm?CCSI=760n>; accessed July 2008.

Tarrant Appraisal District

2008 Property records: <http://www.tad.org/Datasearch/datasearch.cfm>; accessed July 2008.

PART IV. PROJECT INFORMATION

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Prepared by: Ann M. Keen
Affiliation: Geo-Marine, Inc.
Title: Architectural Historian
Date: September 2008

Prepared by: Marsha Prior, Ph.D.
Affiliation: Geo-Marine, Inc.
Title: Director, Historical Research Services
Date: September 2008

MCKINLEY IRON WORKS – WAREHOUSE
PROPERTY #47-B

Location: 901 North Throckmorton Street, Fort Worth, Tarrant County, Texas. The building faces northeast at the western termination of NW Eighth Street and the northern termination of North Throckmorton Street, just south of the McKinley Office and Pattern Shop (Property 47-A).

USGS Haltom City Quadrangle, UTM Coordinates 14.655201.3626846

Present Owner: Louise McKinley
6728 Fortune Road, Fort Worth TX 76116

Present Occupant: McKinley Iron Works

Present Use: Industry/Processing/Extraction – Manufacturing Facility

Significance: The McKinley Iron Works warehouse was built in 1941, as indicated on the 1927 – March 1951 *Sanborn Fire Insurance Map* (vol. 3, sheet 367).

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: As indicated on the Sanborn map, this building was erected in 1941. It first appeared on the 1927 – March 1951 Sanborn map (vol. 3, sheet 367).
2. Architect: Not known
3. Original and subsequent owners, occupants, uses: Since it was erected, the building has been owned and occupied by McKinley Iron Works. The Sanborn map lists it as “Pattern Warehouse” for the foundry.
4. Builder, contractor, suppliers: Not known
5. Original plans and construction: As indicated on the 1927 – March 1951 Sanborn map, the pattern warehouse was constructed to be fireproof with concrete block bearing walls, concrete columns, beams, floors, and roof. According to the Sanborn map, the building features an open elevator. It is approximately three bays wide and seven bays deep.
6. Alterations and additions: As it currently appears, the building has been modified since the last issuance of Sanborn maps. The northeast and southeast

elevations appear to have been expanded, as now the second story of the building is significantly smaller than the first story. Openings have also been modified.

PART II. ARCHITECTURAL INFORMATION

A. General statement:

1. Architectural character: The building, which faces northeast, was constructed in 1941 as a warehouse for the foundry, as indicated on the 1927 – March 1951 Sanborn map. The building is utilitarian with little ornament. It has been painted gray to match the pattern shop and office (Property 47A).
2. Condition of fabric: Overall, the building is in fair condition.

B. Description of Exterior:

1. Overall dimensions: The building is two stories, with a large shed-roofed section on the southwest and southeast elevations. It has a rectangular plan, approximately three bays wide and seven bays deep.
2. Foundation: The building has a concrete foundation, visible in some areas at grade.
3. Walls: The walls are concrete block with a flat concrete cap at the top.
4. Structural System, framing: The Sanborn map indicates concrete block, fireproof construction.
5. Porches, stoops, balconies, porticoes, bulkheads: The northeast elevation has projecting, vented openings, likely an addition to the building.
6. Chimneys: None
7. Openings: There are approximately two doors and 18 sets of windows (due to limited access, not all elevations were inspected).
 - a. Doorways and doors: The entry door on the northwest elevation is a single metal swing door set in a metal frame. On the same elevation, there is another opening further west, but it was covered during the survey.
 - b. Windows and shutters: The majority of the windows on the building are 4-by-2 metal-framed, fixed windows with no lintel and a flat concrete sill. Two windows on the northwest elevation are single-paned, metal-framed replacements, also with no lintels and plain concrete sills.
8. Roof: The roof is flat.

- C. Description of Interior: The interior of the building was not surveyed for this report.
- D. Site: The context for the building is urban mixed use, with industrial buildings in the immediate vicinity.
 - 1. Historic landscape design: Not applicable
 - 2. Outbuildings: McKinley Iron Works sits on a collection of parcels, with a number of warehouses/storage and shipping structures.

PART III. SOURCES OF INFORMATION

A. Bibliography:

Environmental Data Resources; Inc. (EDR)

2004 "The EDR-City Directory Abstract." Inquiry number 1299446-53. Target Property: 801 North Throckmorton Street, pages 2-3.

Pate, J'Nell

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Sanborn Map Company

1927 *Sanborn Fire Insurance Map, Fort Worth, Texas, 1927*, v. 3, sheet 367. Digital version accessed via TexShare (www.texshare.edu): <http://sanborn.umi.com/tx/8530/dateid-000007.htm?CCSI=760n>; accessed July 2008.

1951 *Sanborn Fire Insurance Map, Fort Worth, Texas, 1927 – March 1951*, v. 3, sheet 367. Digital version accessed via TexShare at the Dallas Public Library (www.dallaslibrary.org): <http://sanborn.umi.com/tx/8530/dateid000009.htm?CCSI=760n>; accessed July 2008.

Tarrant Appraisal District

2008 Property records: <http://www.tad.org/Datasearch/datasearch.cfm>; accessed July 2008.

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Affiliation: Geo-Marine, Inc.
Title: Architectural Historian
Date: September 2008

Prepared by: Marsha Prior, Ph.D.
Affiliation: Geo-Marine, Inc.
Title: Director, Historical Research Services
Date: September 2008

TEXAS REFINERY CORPORATION WAREHOUSE
PROPERTY #48-A

Location: 841 North Houston Street, Fort Worth, Tarrant County, Texas. Located on the northwest side of NW Eighth Street, the building faces northeast onto North Houston Street.

USGS Haltom City Quadrangle, UTM Coordinates 14.655257.3626915

Present Owner: Texas Refinery Corporation
840 North Main Street, Fort Worth TX 76164

Present Occupant: Unknown

Present Use: Industry/Processing/Extraction – Warehouse

Significance: The warehouse at 841 North Houston Street was constructed prior to 1951 as it appears on the 1927 – March 1951 *Sanborn Fire Insurance Map* (vol. 3, sheet 367). The building has an iron bowstring truss roof and has always served as a warehouse. It stands as an example of an important component to the industrial development of the Central City area, providing local companies with large-scale storage facilities in the immediate vicinity.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: The warehouse at 841 North Houston Street was built ca. 1946. Tarrant Appraisal District records date this building to 1927, but an examination of the Sanborn maps indicates that it is unlikely the warehouse on the 1927 map is the same building as the warehouse on the 1927 – March 1951 Sanborn map.
2. Architect: Not known
3. Original and subsequent owners, occupants, uses: A warehouse building is identified on the 1927 Sanborn map as a “Mattress Supply Warehouse.” The 1926 *Morrison & Fourmy’s City Directory* lists Fort Worth Feather and Mattress Co. at 841-43 North Houston Street. Sellars Company Mattress Manufacturers is listed at the address in the next three directories. On the 1927 – March 1951 Sanborn map, the building appears significantly larger and is listed as an oil warehouse. Texas Refinery Corp. is now listed as the owner of the 841 North Houston Street building.
4. Builder, contractor, suppliers: Not known

5. Original plans and construction: As indicated on the 1927 Sanborn map, the original building on the lot was actually two buildings separated by a roofed passageway between the two (likely why the address was listed as 841-43 in the City Directories). One building opened onto Houston Street, and the other was set directly behind it at the rear of the lot. The easternmost building (fronting Houston Street) is shown with a single-bay, roofed porch attached to its southeast elevation, extending approximately halfway down the length of the building.

On the 1927 – March 1951 Sanborn map, the current building is shown as taking up nearly the entire parcel, a single structure with no internal load-bearing walls. This building likely replaced the older mattress warehouse. Perhaps they shared the same concrete slab foundation, but it is unlikely they are the same building.

6. Alterations and additions: Doors and windows have been covered in corrugated metal panels, and signage has been added and removed from the façade of the building.

PART II. ARCHITECTURAL INFORMATION

A. General statement:

1. Architectural character: The building, which faces northeast, was constructed ca. 1946-51 as a warehouse for an oil company, as indicated on the 1927 – March 1951 Sanborn map. The warehouse is one story with a rectangular plan. Exterior walls are corrugated metal, and the bowstring truss roof is also sheathed in metal. Utilitarian in form, the building represents typical industrial development in the Central City area.
2. Condition of fabric: Overall, the building is in poor condition. Corrugated metal walls are pulling away from the frame, the overhead door on the façade has significant gaps, and the northwest wall shows the effects of a recent fire that destroyed the building next door.

B. Description of Exterior:

1. Overall dimensions: The one-story building is four bays wide and eight bays deep, covering just over 5,000 square feet.
2. Foundation: The building has a concrete slab foundation, with concrete block foundation walls extending approximately three feet above grade.
3. Walls: The warehouse walls are corrugated metal panels.
4. Structural System, framing: The building is metal-framed.
5. Porches, stoops, balconies, porticoes, bulkheads: The open stoop comprises three concrete steps leading up to a concrete landing. There is no roof, no railing.

6. Chimneys: None
 7. Openings: There are a total of three doors and 22 sets of windows on the building. All but the entry door are covered in corrugated metal sheets.
 - a. Doorways and doors: The entry door on the northeast elevation, located in the easternmost bay on the façade, is a swing door with a vision panel. There are two delivery bay openings on the warehouse, one on the façade and one on the northwest elevation in the second bay from the front of the building. Both have corrugated metal panels for doors. None of the doors have lintels or sills.
 - b. Windows and shutters: Three windows on the northeast elevation, eight windows on the southeast elevation, four windows on the southwest elevation, and seven windows on the northwest elevation are all covered with corrugated metal panels. On the southeast elevation, one metal panel is partially removed, revealing what looks to be a 3-by-3 fixed metal window. None of the windows have lintels or sills.
 8. Roof: The roof is a bowstring truss with metal sheathing.
- C. Description of Interior: The interior of the building was not surveyed for this report.
- D. Site: The context for the building is urban mixed use, with primarily industrial buildings in the immediate vicinity.
1. Historic landscape design: Not applicable
 2. Outbuildings: None

PART III. SOURCES OF INFORMATION

A. Bibliography:

Pate, J'Nell

1994 *North of the River: A Brief History of North Fort Worth*. Fort Worth: Texas Christian University Press.

Sanborn Map Company

1927 *Sanborn Fire Insurance Map, Fort Worth, Texas, 1927*, v. 3, sheet 367. Digital version accessed via TexShare (www.texshare.edu): <http://sanborn.umi.com/tx/8530/dateid-000007.htm?CCSI=760n>; accessed July 2008.

1951 *Sanborn Fire Insurance Map, Fort Worth, Texas, 1927 – March 1951*, v. 3, sheet 367. Digital version accessed via TexShare at the Dallas Public Library (www.dallaslibrary.org): <http://sanborn.umi.com/tx/8530/dateid000009.htm?CCSI=760n>; accessed July 2008.

Tarrant Appraisal District
2008 Property records: <http://www.tad.org/Datasearch/datasearch.cfm>; accessed July 2008.

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Date: September 2008

PANTHER OIL AND GREASE MANUFACTURING COMPANY –
LUBRICATING OIL AND GREASE FACTORY
(TEXAS REFINERY CORP.)
PROPERTY #48-C

Location: Terminus of North Houston Street, Fort Worth, Tarrant County, Texas. The building, originally at the address 200 Trinity Avenue, faces southeast at the northern termination of North Houston Street and the western termination of Refinery Street, northwest of the intersection.

USGS Haltom City Quadrangle, UTM Coordinates 14.655199.3627021

Present Owner: Texas Refinery Corporation
840 North Main Street, Fort Worth TX 76164

Present Occupant: Texas Refinery Corporation

Present Use: Industry/Processing/Extraction – Manufacturing Facility

Significance: Panther Oil's lubricating oil and grease factory was built ca. 1938 according to Tarrant Appraisal District records. The Panther Oil and Grease Manufacturing Company was one of the many oil-related businesses that operated out of North Fort Worth after oil was discovered in West Texas in 1917. Panther's offices were located two blocks away at 832-842 North Main Street (Property Numbers 50A-C). The building has been under the same ownership since its construction, as Panther Oil evolved into Texas Refinery Corporation.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: According to Tarrant Appraisal District records, this building was erected ca. 1938. It first appeared on the 1927 – March 1951 *Sanborn Fire Insurance Map* (vol. 3, sheet 366).
2. Architect: Not known
3. Original and subsequent owners, occupants, uses: Since it was erected, the building has been owned and occupied by Panther Oil and Grease Manufacturing Company and its descendent companies. The Sanborn map lists it as part of the lubricating oil and grease factory for Panther Oil.
4. Builder, contractor, suppliers: Not known

CENTRAL CITY MITIGATION PROJECT
PANTHER OIL AND GREASE MANUFACTURING COMPANY –
LUBRICATING OIL AND GREASE FACTORY
PROPERTY #48-C
(page A-46)

5. Original plans and construction: As indicated on the 1927 – March 1951 Sanborn map, the one-story brick building is divided into two rectilinear sections: the western section, which projects two bays southeast in front of the eastern section, has iron columns and beams, and the eastern section, which project two bays northwest beyond the rear of the western section, has wood posts and pilastered walls. Overall, the building is eight bays wide and eight bays deep, with the western section three bays wide and the eastern section five bays wide. There are concrete floors throughout.
6. Alterations and additions: Two freestanding buildings have been added to the site and appear to be connected to the rear of the building, but there was no access available during the survey. It appears some windows have been replaced, air conditioning units have been added to windows, and an iron platform on the northeast elevation has been removed.

PART II. ARCHITECTURAL INFORMATION

A. General statement:

1. Architectural character: The building, which faces southeast, was constructed ca. 1938 as part of a factory complex for Panther Oil's lubricating oil and grease production, as indicated on the 1927 – March 1951 Sanborn map. The building is utilitarian with no visible ornament.
2. Condition of fabric: Overall, the building is in fair condition.

B. Description of Exterior:

1. Overall dimensions: The building is one story with two rectangular sections, eight bays wide and eight bays deep overall.
2. Foundation: The building has a concrete foundation.
3. Walls: The walls are brick with a flat concrete cap at the top.
4. Structural System, framing: The 1927 – March 1951 Sanborn map indicates the western section has iron columns and beams, and the eastern section has wood posts.
5. Porches, stoops, balconies, porticoes, bulkheads: At the southeast elevation (façade), the eastern section has a one-story, full width concrete slab loading dock covered by a metal shed roof.
6. Chimneys: None
8. Openings: There are approximately six doors and 21 sets of windows (building was inaccessible during survey).

- a. Doorways and doors: The entry door on the southeast elevation is a set of paired flush metal doors, one swing and one fixed, set in a metal frame. On the same elevation, there are two metal roll doors for loading. There appear to be two other single flush metal doors, one on the northeast elevation, one on the southwest elevation, and another metal roll door on the southwest elevation, according to aerial views of the site.
 - b. Windows and shutters: Many windows are covered, but visible windows appear to be either one-over-one wood sash or larger 3-by-3 fixed. Windows have no lintels, but some have rowlock-type or concrete sills.
8. Roof: The roof is flat. Both halves of the building have a roof section raised 5 feet above the flat roof to accommodate the industrial processes of the facility.
- C. Description of Interior: The interior of the building was not surveyed for this report. According to the 1927 – March 1951 Sanborn map, the eastern section of the building housed an office and a fireproof vault room.
- D. Site: The context for the building is urban mixed use, with industrial buildings in the immediate vicinity.
- 1. Historic landscape design: Not applicable
 - 2. Outbuildings: A number of structures related to the processing of Panther Oil's products exist on the site including iron oil vaults.

PART III. SOURCES OF INFORMATION

A. Bibliography:

Pate, J'Nell

1994 *North of the River: A Brief History of North Fort Worth*. Fort Worth: Texas Christian University Press.

Sanborn Map Company

1951 *Sanborn Fire Insurance Map, Fort Worth, Texas, 1927 – March 1951*, v. 3, sheet 366. Digital version accessed via TexShare at the Dallas Public Library (www.dallaslibrary.org): <http://sanborn.umi.com/tx/8530/dateid000009.htm?CCSI=760n>; accessed July 2008.

Tarrant Appraisal District

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Date: September 2008

PANTHER OIL & GREASE MANUFACTURING COMPANY
(TEXAS REFINERY CORP.)
PROPERTY #50-A

Location: 832 North Main Street, Fort Worth, Tarrant County, Texas. Located on the northeast side of the street, the building faces southwest onto North Main Street.

USGS Haltom City Quadrangle, UTM Coordinates 14.655397.3626970

Present Owner: Texas Refinery Corporation
840 North Main Street, Fort Worth TX 76164

Present Occupant: Texas Refinery Corporation

Present Use: Commerce/Trade – Business

Significance: The office building was constructed ca. 1928, and was originally a printing establishment according to the 1927 – March 1951 *Sanborn Fire Insurance Map* (vol. 3, sheet 367). Since it is not identified on the Sanborn map as part of the Panther Oil and Grease Manufacturing Co. complex at 840 and 842 North Main Street, the building was perhaps modified at some later point to befit its Panther Oil ownership, most visibly with concrete inserts above the two entry doors, both reading “Pate-Wollner” in honor of the two co-founders of the company, A.M. Pate, Sr. and Carl Wollner. The building reflects a simplified mix of Mission and Spanish Eclectic styles, with its whitewashed walls and parapet rooflines, emphasized by the recent installation of ceramic tile edging around the perimeter of the flat roof (unknown whether the tiles are an altogether new addition or a restoration). The building represents the 1920 – 1930s era of commercial construction in the Southwest.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: Built ca. 1928 the building’s block is not included on the 1910-1911 Sanborn map, and the building is not present on the 1927 Sanborn map (vol. 3, sheet 367). It is present on the 1927 – March 1951 Sanborn map (vol. 3, sheet 367). Through the years, the building has been numbered 834, 836, and now 832.
2. Architect: Not known

3. Original and subsequent owners, occupants, uses: The building was originally a printing shop according to the 1927 – March 1951 *Sanborn Fire Insurance Map*. It featured a front office, a stock room, and a large open area, presumably for printing-related machinery. At some point, the property was purchased by Panther Oil and Grease Manufacturing Co. /Texas Refinery Corp., which operated out of the two buildings next door, 840 and 842 North Main Street. Tarrant Appraisal District information groups all three buildings within the same record for tax purposes.
4. Builder, contractor, suppliers: Not known
5. Original plans and construction: As indicated on the 1927 – March 1951 Sanborn map, the original building was a one-story, concrete block structure with a rectangular plan. It is six bays wide and six bays deep.
6. Alterations and additions: Inscribed on the decorative concrete above both doors on the façade are inserts with the names of the founders of Panther Oil and Grease Manufacturing Co. If Panther Oil did not own the building when it was constructed, then these inserts would not be original. (The 1927 – March 1951 Sanborn map clearly draws a line of separation between the two Panther Oil buildings at 840 and 842 on one side and the print shop at 832 on the other.) There is a single-bay foyer addition built at the back of the building that is not indicated on the 1927 – March 1951 Sanborn map. It provides access to the building from the rear parking area. It is unlikely that the building was originally painted white, as the paint covers decorative details including the building's quoining.

PART II. ARCHITECTURAL INFORMATION

A. General statement:

1. Architectural character: The building at 832 North Main Street was built ca. 1928 as a commercial site, labeled a printing facility on the 1927 – March 1951 Sanborn map. The building, oriented with its façade to the southwest, is a single-story, concrete block structure with a rectangular plan. It reflects a simplified mix of Mission and Spanish Eclectic styles, which reached the height of their popularity in the United States between 1890-1920 and 1915-1940, respectively. The front elevation features two concrete inserts above the entry doors, extending above the roofline. The main Mission-influenced elements are the parapet inserts on the building's façade and the shallow-stepped parapets with concrete coping on the two side elevations (northwest and southeast). Spanish Eclectic elements include Spanish-style ceramic tiles installed above the coping, the flat roof, and whitewashed walls.
2. Condition of fabric: Overall, the building is in fair condition. White paint covering the exterior cladding makes condition evaluation difficult.

B. Description of Exterior:

1. Overall dimensions: The building is one story with a rectangular plan, six bays wide and six bays deep.
2. Foundation: The building has a concrete foundation, visible at grade.
3. Walls: Exterior walls are concrete block, as indicated on the 1927 – March 1951 *Sanborn Fire Insurance Map*. The southeast elevation wall shows evidence of the insertion of openings after initial construction, further discussed in the “Openings” section. In the area where openings have been inserted, wall materials change from concrete block to smaller cut stone or brick masonry, not distinguishable under the building’s coat of white paint. Evidence of quoining at the corners of the building also exists, albeit faintly under the paint.

Decorative, shaped concrete insets reading “Pate-Wollner” at the top are set flush with the wall above both doors on the façade. The section reading “Pate-Wollner” may have been installed at a later date, as photographs show lines in the concrete above and below the names. The shaped concrete extends above the roof line, creating small parapets evocative of the Spanish Eclectic style. The Sanborn map also shows an 18-inch fire wall above the roofline. The shaped top of the parapet is a centered half-circle flanked by a rectilinear step on either side. A circular grid relief is inscribed into the rounded section. Lower on the façade, just above the doors, an incised line echoes the shape of the parapet and a six-petaled flower relief is set in a circle beneath the line. This six-petaled flower relief is repeated above all four windows on the building’s façade.

The northwest and southeast elevations both have a long, shallow three-stepped parapet with a concrete cap.

4. Structural System, framing: Concrete block
5. Porches, stoops, balconies, porticoes, bulkheads: There are two white-painted metal doorhoods above the entry doors on the southwest elevation. The structures are in box form with flat roofing and are supported by metal braces. The two matching entry stoops are concrete slab with wrought iron handrails on both sides of the double doors.
6. Chimneys: None
7. Openings: Windows and doors on the front elevation are all transomed, although door transoms have plywood inserts at present.
 - a. Doorways and doors: There are two points of entry on the front elevation: a set of double doors (one fixed, one swing) centered on the western half of the elevation and a matching set centered on the southern half. Each door is a hollow metal door with a wired glass vision panel. A single hollow metal swing door with a wired glass vision panel is centered on the northwest elevation. Aerial photographs indicate there

are two doors on the northeast elevation, one set in a concrete block foyer addition, but neither was visible from the street.

- b. Windows and shutters: There are four sets of windows on the southwest elevation and six sets each on the northwest and southeast elevations. One set of windows on the northeast elevation is visible in aerial photographs, placed in the same location as indicated on the 1927 – March 1951 Sanborn map. The southwest elevation windows are 6-by-4, with the outer two columns of lights fixed and the inner four columns paired casements. The two westernmost windows on the northwest elevation and four windows on the southeast elevation are 4-by-4, with the upper and lower rows fixed and the inner two rows comprising a horizontal pivot window. The remaining four windows on the northwest elevation and two central windows on the southeast elevation are paired sets of the 4-by-4 windows with horizontal pivots. All windows are in metal frames with sills comprising one course of concrete sill blocks and no lintels. All four façade windows feature metal awnings.
- 8. Roof: Behind the parapets, the roof itself is flat. Spanish-style ceramic tiles are installed above the coping, but only in a perimeter a few tiles deep, not covering the whole roof.
- C. Description of Interior: The interior of the building was not surveyed for this report. The 1927 – March 1951 Sanborn map indicates the building has concrete flooring and interior walls were four inches thick.
- D. Site: A single-bay metal awning has been installed to create an open corridor between the door on the northwest elevation of 832 North Main Street and the door on the southeast elevation of 840 North Main, Street.

The context for the office is urban mixed use, with both commercial and industrial properties along North Main Street and in the immediate vicinity. The 800 block of North Main Street has a number of buildings that were built in the 1920s and 1930s.

- 1. Historic landscape design: Not applicable
- 2. Outbuildings: A seven-bay, concrete block and metal-framed carport is located at the rear of the lot, not original to the property.

PART III. SOURCES OF INFORMATION

A. Bibliography:

Pate, J'Nell

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2008 Property records: <http://www.tad.org/Datasearch/datasearch.cfm>; accessed July 2008.

Texas Refinery Corporation

2007 “Texas Refinery Corp. History.” Web site: <http://www.trclubricants.com/trchistory.html>; accessed July 2008.

PART IV. PROJECT INFORMATION

Documentation of the buildings included in the Central City Mitigation Plan was accomplished from September 2006 to the present. Marsha Prior and Ann Keen visited North Fort Worth in July 2008 and completed HABS-based exterior assessments. Ann Keen prepared architectural descriptions of the buildings and wrote the descriptive data. Marsha Prior, Ph.D., supervised project development.

Prepared by: Ann M. Keen
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Title: Architectural Historian
Date: September 2008

Prepared by: Marsha Prior, Ph.D.
Affiliation: Geo-Marine, Inc.
Title: Director, Historical Research Services
Date: September 2008

PANTHER OIL & GREASE MANUFACTURING COMPANY
(TEXAS REFINERY CORP.)
PROPERTY #50-B

Location: 840 North Main Street, Fort Worth, Tarrant County, Texas. Located on the northeast side of the street, the building faces southwest onto North Main Street.

USGS Haltom City Quadrangle, UTM Coordinates 14.655385.3626988

Present Owner: Texas Refinery Corporation
840 North Main Street, Fort Worth TX 76164

Present Occupant: Texas Refinery Corporation

Present Use: Commerce/Trade – Business

Significance: The office building was constructed ca. 1928 and was part of a two-building complex owned by the Panther Oil and Grease Manufacturing Co., according to the 1927 – March 1951 *Sanborn Fire Insurance Map* (vol. 3, sheet 367). The building is a two-story rectilinear building reflecting a mix of simplified Mission and Spanish Eclectic styles, with its stepped parapet roofline, flat roof, and white-painted exterior. The building represents the 1920 – 1930s era of commercial construction in the Southwest.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: Built ca. 1928, the building's block is not included on the 1910-1911 Sanborn map and the building is not present on the 1927 Sanborn map (vol. 3, sheet 367). It is present on the 1927 – March 1951 Sanborn map (vol. 3, sheet 367).
2. Architect: Not known
3. Original and subsequent owners, occupants, uses: The building is identified as an office owned by the Panther Oil and Grease Manufacturing Co. by the 1927 – March 1951 *Sanborn Fire Insurance Map*. Historic information indicates the company was known as Panther Oil and Grease Manufacturing Co. between 1936 and 1957, Panther Chemical Co. between 1957 and 1962, and then the Texas Refinery Corp. from 1962 to the present. Thus, the building has been under the same ownership since its construction. The building at 840 North Main

Street bears the label “Executive Offices” on its exterior, and it has likely always served as such.

4. Builder, contractor, suppliers: Not known
5. Original plans and construction: As indicated on the 1927 – March 1951 Sanborn map, the building is a two-story with basement, brick-faced structure with a rectangular plan, is three bays wide and approximately seven bays deep.
6. Alterations and additions: Limited modifications to the building have occurred through the years, primarily lighting and wiring additions on the building’s façade. According to the 1927 – March 1951 Sanborn map, the entry porch was entirely wood frame at one point. The porch is now concrete and metal posts with the original wood doorhood.

PART II. ARCHITECTURAL INFORMATION

A. General statement:

1. Architectural character: The building at 840 North Main Street was built ca. 1928 as a commercial office space, labeled “Panther Oil & Grease Mfg Co.,” along with 842 North Main Street on the 1927 – March 1951 Sanborn map. The building, oriented with its façade to the southwest, is a two-story, brick-faced structure with a rectangular plan. It reflects a mix of simplified Mission and Spanish Eclectic styles, which reached the height of their popularity in the United States between 1890-1920 and 1915-1940, respectively. The Mission elements include shallow-stepped parapets with concrete coping on three elevations (southwest, northwest, and southeast). Spanish Eclectic elements include a flat roof and white textured exterior walls.
2. Condition of fabric: Overall, the building is in fair condition. White paint covering the exterior cladding makes condition evaluation difficult.

B. Description of Exterior:

1. Overall dimensions: The building is two stories with a rectangular plan, three bays wide and seven bays deep.
2. Foundation: The building has a visible concrete foundation, with its beveled-edge base terminating approximately two feet above grade.
3. Walls: Exterior walls are brick-faced, as indicated on the 1927 – March 1951 *Sanborn Fire Insurance Map*, and painted white, resulting in a textured finish. A soldier course above the front porch roof spans the width of the façade. Individual soldier courses flush with the walls also serve as lintels for windows on the side elevations (northwest and southeast). The Sanborn map shows an 18-inch fire wall extending above the roofline.

The southwest elevation has a shallow, raised rectilinear parapet with flat concrete coping. The northwest and southeast elevations have a shallow two-step parapet with flat concrete coping.

Two decorative plaques have been installed on the building's façade. Just south of the entry, a circular plaque flush with the wall has the blue and white Panther Oil and Grease Manufacturing Co. trademarked logo. Beneath it, a diamond-shaped sign affixed to the wall reads "Texas Refinery Corp." To the west of the entry doors, individual letters affixed to the wall read "Executive Offices."

4. Structural System, framing: Concrete block
5. Porches, stoops, balconies, porticoes, bulkheads: A single-bay entry porch projects from the façade's central bay. A flat roof with cornice is suspended from two metal braces as well as supported by two wrought iron piers. The underside of the roof features decorative rectilinear wood coffering with a carved wood border. Five concrete steps lead up to a concrete porch with wrought iron railings.
6. Chimneys: None
7. Openings: There are three doors and 36 windows, all in metal frames. Windows are similar to windows on 832 North Main Street (Property 50-A) in that they are multi-paned with casements incorporated.
 - a. Doorways and doors: There is one entry centered on the front elevation: a set of double doors, glass with medium stile and matching light above spanning both doors, all set in a metal frame. Both the southeast and the northwest elevation doors match the doors on 832 North Main Street: single hollow metal doors with wired-glass vision panels.
 - b. Windows and shutters: There are five sets of windows on the southwest elevation, 12 on the northwest elevation, and 13 on the southeast elevation. Six sets of windows on the northeast elevation are visible in aerial photographs. The southwest elevation windows (two on the first level, three on the second) are 6-by-4, with the outer two columns of lights fixed and the inner four columns paired casements. Windows on the first level of the side elevations are a mix. Several are 6-by-6 with two upper rows and two side columns fixed and the remaining lights comprising paired casements. The remaining windows are 4-by-6 with two fixed upper rows and a paired casement. Windows on the second level of the side elevations are mixed. Some match the front elevation windows and others are 6-by-5, with both the upper row and two side columns fixed, and the inner four columns (minus the upper row) paired casements. Lintels on side elevations are individual soldier courses flush with the wall. Façade windows all have metal awnings. Sills for all windows are brick-on-edge (rowlock).
8. Roof: Behind the parapets, the roof itself is flat.

- C. Description of Interior: The interior of the building was not surveyed for this report.
- D. Site: A historic plaque has been installed in the front lawn, west of the main entry. Dated September 9, 1997, the bronze and concrete marker commemorates the diamond jubilee of the founding of Panther Oil and Grease Manufacturing Co. in 1922. Two metal awnings have been installed that link 840 North Main Street to 832 North Main Street and 842 North Main Street. A one-story, single-bay awning creates a corridor between the door on the southeast elevation of 840 and the northwest elevation of 832, and another similar awning connects the doors on the northwest elevation of 840 and the southeast elevation of 842.

The context for the office is urban mixed use, with both commercial and industrial properties along North Main Street and in the immediate vicinity. The 800 block of North Main Street has a number of buildings that were built in the 1920s and 1930s.

1. Historic landscape design: Not applicable
2. Outbuildings: A multi-car L-shaped carport structure (at least 12 bays) is located at the rear of the lot, indicated on the 1927 – March 1951 Sanborn map as a brick-faced, concrete block construction with the bays delineated by wood frame members.

PART III. SOURCES OF INFORMATION

A. Bibliography:

Pate, J'Nell

- 1994 *North of the River: A Brief History of North Fort Worth*. Fort Worth: Texas Christian University Press.

Sanborn Map Company

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Texas Refinery Corporation

2007 "Texas Refinery Corp. History." Web site: <http://www.trclubricants.com/trchistory.html>; accessed July 2008.

PART IV. PROJECT INFORMATION

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Prepared by: Ann M. Keen
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Title: Architectural Historian
Date: September 2008

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Title: Director, Historical Research Services
Date: September 2008

PANTHER OIL & GREASE MANUFACTURING COMPANY
(TEXAS REFINERY CORP.)
PROPERTY #50-C

Location: 842 North Main Street, Fort Worth, Tarrant County, Texas. Located on the northeast side of the street, the building faces southwest onto North Main Street.

USGS Haltom City Quadrangle, UTM Coordinates 14.655371.3627001

Present Owner: Texas Refinery Corporation
840 North Main Street, Fort Worth TX 76164

Present Occupant: Texas Refinery Corporation

Present Use: Commerce/Trade – Business

Significance: The office building was constructed ca. 1928 and was part of a two-building complex owned by the Panther Oil and Grease Manufacturing Co., according to the 1927 – March 1951 *Sanborn Fire Insurance Map* (vol. 3, sheet 367). The building is a one-story rectilinear building reflecting a mix of simplified Mission and Spanish Eclectic styles, with its stepped-parapet roofline, flat roof, and white-painted exterior. The building represents the 1920 – 1930s era of commercial construction in the Southwest.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: Built ca. 1928, the building's block is not included on the 1910-1911 Sanborn map. The building is not on the 1927 Sanborn map (vol. 3, sheet 367), but it does appear on the 1927 – March 1951 Sanborn map (vol. 3, sheet 367).
2. Architect: Not known
3. Original and subsequent owners, occupants, uses: The building is identified as an office owned by the Panther Oil and Grease Manufacturing Co. by the 1927 – March 1951 *Sanborn Fire Insurance Map*. Historic information indicates the company was known as Panther Oil and Grease Manufacturing Co. between 1936 and 1957, Panther Chemical Co. between 1957 and 1962, and then the Texas Refinery Corp. from 1962 to the present. Thus, the building has been under the same ownership since its construction. The building at 842 North Main

Street is labeled “Office” on the 1927 – March 1951 Sanborn map, thus it has likely always served as such.

4. Builder, contractor, suppliers: Not known
5. Original plans and construction: As indicated on the 1927 – March 1951 Sanborn map, the one-story building is concrete block with steel trusses. Its rectangular plan is five bays wide and nine bays deep.
6. Alterations and additions: Limited modifications to the building have occurred through the years, primarily lighting and wiring additions on the building’s façade. It is not known whether a recent installation of ceramic tile edging around the perimeter of the flat roof is an altogether new addition or a restoration.

PART II. ARCHITECTURAL INFORMATION

A. General statement:

1. Architectural character: The building at 842 North Main Street was built ca. 1928 as a commercial office space. It was labeled “Panther Oil & Grease Mfg Co.,” along with 840 North Main Street on the 1927 – March 1951 Sanborn map. The building, oriented with its façade to the southwest, is a one-story, concrete block structure with a rectangular plan. It reflects a mix of simplified Mission and Spanish Eclectic styles, which reached the height of their popularity in the United States. between 1890-1920 and 1915-1940, respectively. The main Mission-influenced elements include the shallow-stepped parapets with concrete coping on the two side elevations (northwest and southeast). Spanish Eclectic elements include Spanish-style ceramic tiles installed above the coping, the flat roof, and whitewashed walls.
2. Condition of fabric: Overall, the building is in fair condition. White paint covering the exterior cladding makes condition evaluation difficult.

B. Description of Exterior:

1. Overall dimensions: The building is one story with a rectangular plan, five bays wide and nine bays deep.
2. Foundation: Concrete block
3. Walls: Exterior walls are concrete block, as indicated on the 1927 – March 1951 *Sanborn Fire Insurance Map*. The northwest and southeast elevations have a three-step parapet with flat concrete coping. The Sanborn map shows the parapet as an 18-inch fire wall extending above the roofline.
4. Structural System, framing: Concrete block with steel trusses, according to the Sanborn map

5. Porches, stoops, balconies, porticoes, bulkheads: There is a single white-painted metal doorhood above the central bay entry on the southwest elevation. The box-shaped doorhood has a flat roof and vertical fascia infill, and is supported by two metal braces. There is no porch or stoop under the doorhood. A path of irregularly cut stone slabs leads directly to the entry doors.
 6. Chimneys: None
 7. Openings: There are four doors and 19 windows, all in metal frames.
 - a. Doorways and doors: There is one entry centered on the front elevation: a set of double doors (one fixed, one swing) set in a metal frame. A two-part light above the door currently has a plywood infill. Each door is a hollow metal door with a wired-glass vision panel. Doors on the southeast elevation include a central door that is a single hollow metal door with a wired-glass vision panel and another door in the easternmost bay that is not visible from the front of the property. The door on the northwest elevation is in the northernmost bay and matches the other doors: a hollow metal door with a wired-glass vision panel. The rear doors on the southeast and northwest elevations both have a metal awning installed above them.
 - b. Windows and shutters: There are four sets of windows on the southwest elevation, eight on the northwest elevation, and seven on the southeast elevation. The southwest elevation windows are 2-by-4 with the center four lights comprising a horizontal pivot window. Each window has a metal awning installed above it. Windows on the side elevations are 2-by-5, also with four lights comprising a horizontal pivot window. Windows have concrete sill blocks and no lintels.
 8. Roof: Behind the parapets, the roof itself is flat. Spanish-style ceramic tiles are installed above the coping on the building's façade, but only a few tiles deep, not covering the whole roof.
- C. Description of Interior: The interior of the building was not surveyed for this report.
- D. Site: A single-bay metal awning has been installed to create a corridor between the door on the southeast elevation of 842 and the northwest elevation of 840.

The context for the office is urban mixed use, with both commercial and industrial properties along North Main Street and in the immediate vicinity. The 800 block of North Main Street has a number of buildings that were built in the 1920s and 1930s.

1. Historic landscape design: Not applicable
2. Outbuildings: A large building at the rear of 842 North Main Street is labeled on the 1927 – March 1951 Sanborn map as “Grease Warehouse,” a one-story automobile garage and general storage, with iron posts and a concrete floor.

PART III. SOURCES OF INFORMATION

A. Bibliography:

Pate, J'Nell

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Sanborn Map Company

1927 *Sanborn Fire Insurance Map, Fort Worth, Texas, 1927*, v. 3, sheet 367. Digital version accessed via TexShare (www.texshare.edu): <http://sanborn.umi.com/tx/8530/dateid-000007.htm?CCSI=760n>; accessed July 2008.

1951 *Sanborn Fire Insurance Map, Fort Worth, Texas, 1927 – March 1951*, v. 3, sheet 367. Digital version accessed via TexShare at the Dallas Public Library (www.dallaslibrary.org): <http://sanborn.umi.com/tx/8530/dateid000009.htm?CCSI=760n>; accessed July 2008.

Tarrant Appraisal District

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Texas Refinery Corporation

2007 "Texas Refinery Corp. History." Web site: <http://www.trclubricants.com/trchistory.html>; accessed July 2008.

PART IV. PROJECT INFORMATION

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Prepared by: Ann M. Keen
Affiliation: Geo-Marine, Inc.
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Date: September 2008

Prepared by: Marsha Prior, Ph.D.
Affiliation: Geo-Marine, Inc.
Title: Director, Historical Research Services
Date: September 2008

900 NORTH MAIN STREET – OFFICE BUILDING
PROPERTY #53-A

Location: 900 North Main Street, Fort Worth, Tarrant County, Texas. Located at the north corner of the intersection of North Main Street and NE Eighth Street, the building faces southwest onto North Main Street.

USGS Haltom City Quadrangle, UTM Coordinates 14.655338.3627037

Present Owner: Taos Holdings
900 North Main Street, Fort Worth TX 76164

Present Occupant: L'Air International

Present Use: Commerce/Trade – Business

Significance: This small office building was constructed prior to 1927, as it appears on the 1927 *Sanborn Fire Insurance Map* (vol. 3, sheet 366). The building is one-story with a rectilinear plan, executed in a simplified Beaux Arts style, popular in the United States. between 1885-1930. The office at 900 North Main Street shows a pared-down version of the style and is a rare extant example within the Central City project area.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: Built ca. 1925, it appears on the 1927 Sanborn map (vol. 3, sheet 366). The building's block is not included on the 1910-1911 Sanborn map. The earliest listing for the address in *Morrison & Fourmy's City Directory* is 1925 (EDR 2004:3).
2. Architect: Not known
3. Original and subsequent owners, occupants, uses: Identified on the 1927 Sanborn map as an office, then on the 1927 – March 1951 Sanborn map as an office and store, 900 North Main Street has been owned by several commercial enterprises, primarily of an industrial nature, over the years. *Morrison & Fourmy's City Directory* indicates 900 North Main Street was occupied by Hawthorne Roofing Tile Co./Stonecrafters in 1925; Auto Replacement Parts Co. in 1932; Hutchison Co. Pipe & Supply Co. in 1936; vacant in 1942; Dearmin Sales Co./Walter Dearmin Co. in 1947; Motor Trucks, Inc. in 1952; Stebbins & Roberts, Inc./Sterling Paints in 1957; Stebbins & Roberts, Inc./Sterling Twelve Star Paint Co. in 1962; Stebbins & Roberts, Inc. again in 1967, 1972, 1977, 1982, and 1989; and then listed under Sterling Twelve Star Paint Co. in 1998 (EDR 2004:3-

- 6). It is currently occupied by L’Air International, makers of suspended floor systems for performing arts and entertainment venues.
4. Builder, contractor, suppliers: Not known
5. Original plans and construction: As indicated on the 1927 and 1927 – March 1951 Sanborn maps, the small building at 900 North Main Street is a one-story, concrete block construction in a rectangular plan, four bays wide and one bay deep.
6. Alterations and additions: Modifications to the building that have occurred through the years include closing off window openings on the northwest and southeast elevations, window and door replacement, installation of metal grates over the entry door, and paint treatment on the entry door surround.

PART II. ARCHITECTURAL INFORMATION

A. General statement:

1. Architectural character: The small building at 900 North Main Street was constructed ca. 1925 as commercial office space, as indicated on the 1927 Sanborn map. The building, oriented with its façade to the southwest, is a one-story, concrete block structure with a rectangular plan. It reflects a simplified version of the Beaux Arts style, which was popular in the United States. between 1885 and 1930. While not as elaborate as many typical Beaux Arts buildings, essential Beaux Arts stylistic elements present in the office building at 900 North Main Street include a flat roof with emphasized cornice and dentils, projecting belt course, and classical entry door surround.
2. Condition of fabric: Overall, the building is in fair condition. Dentil molding at the cornice line is in poor condition.

B. Description of Exterior:

1. Overall dimensions: The building is one story with a rectangular plan, four bays wide and one bay deep.
2. Foundation: Concrete block
3. Walls: Exterior walls are concrete block with a concrete projecting belt course at sill height on three elevations (southwest, northwest, and southeast). There is a three-part squared cornice with dentil molding on the southwest and southeast elevations. A painted metal strip is attached to the cornice, echoing the belt course. The building’s walls are capped by flat concrete coping, and another painted flat metal strip is affixed on top of the coping on all four elevations. The 1927 Sanborn map shows an eight-inch fire wall extending above the roofline.
4. Structural System, framing: Concrete block

5. Porches, stoops, balconies, porticoes, bulkheads: A centered portico projects in front of the building, although the entry door itself is recessed from the façade. Most portico elements are concrete: two steps, the landing, fluted pilasters, fluted brackets, and flat cornice. A squared metal duct has been installed around the cornice to enclose a rain drainage system.
 6. Chimneys: None
 7. Openings: There is one door and four windows, all in metal frames, and all on the southwest elevation. Two additional window openings, one each on the northwest and southeast elevations, have been filled in with concrete block. The 1927 Sanborn map indicates there was a window on the rear elevation in a location where the office building is now linked to the larger industrial building (Property 53-B).
 - a. Doorways and doors: The metal-framed entry door, recessed and centered on the front elevation, is a glass, medium-stile swing door with sidelights and transom. A two-part metal grate is installed in front of the front door.
 - b. Windows and shutters: The two outer bays on the southwest elevation have tripartite fixed-metal replacement windows. A 1946 photo of the building indicates the windows were originally 6-by-4 with the central 4-by-2 lights operating as a horizontal pivot window. The two windows flanking the entry door are both paired, fixed-metal replacements. In the 1946 photo, they were 4-by-4 with the central 2-by-2 lights working as a horizontal pivot window. The two windows now filled in on the northwest and southeast elevations were paired 4-by-4s that matched those on the façade. The belt course takes the place of all sills and there are no lintels over the windows.
 8. Roof: The roof is flat.
- C. Description of Interior: The interior of the building was not surveyed for this report.
- D. Site: The context for the office is urban mixed use, with primarily industrial buildings on the 900 block of North Main Street. The office building at 900 North Main Street is one of the earliest extant buildings on the block, as others date from the 1940s and 1950s.
1. Historic landscape design: Not applicable
 2. Outbuildings: None

PART III. SOURCES OF INFORMATION

A. Bibliography:

Environmental Data Resources; Inc. (EDR)

2004 "The EDR-City Directory Abstract." Inquiry number 1299446-47. Target Property: 840 North Main Street and surrounding properties, pages 3-6.

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1927 *Sanborn Fire Insurance Map, Fort Worth, Texas, 1927*, v. 3, sheet 366. Digital version accessed via TexShare (www.texshare.edu): <http://sanborn.umi.com/tx/8530/dateid-000007.htm?CCSI=760n>; accessed July 2008.

1951 *Sanborn Fire Insurance Map, Fort Worth, Texas, 1927 – March 1951*, v. 3, sheet 366. Digital version accessed via TexShare at the Dallas Public Library (www.dallaslibrary.org): <http://sanborn.umi.com/tx/8530/dateid000009.htm?CCSI=760n>; accessed July 2008.

Tarrant Appraisal District

2008 Property records: <http://www.tad.org/Datasearch/datasearch.cfm>; accessed July 2008.

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Title: Director, Historical Research Services
Date: September 2008

900 NORTH MAIN STREET – INDUSTRIAL BUILDING
PROPERTY #53-B

Location: 900 North Main Street, Fort Worth, Tarrant County, Texas. Located just northeast of the office building on the same lot at the north corner of the intersection of North Main Street and NE Eighth Street, the building faces southwest onto North Main Street.

USGS Haltom City Quadrangle, UTM Coordinates 14.655354.3627064

Present Owner: Taos Holdings
900 North Main Street, Fort Worth TX 76164

Present Occupant: L’Air International

Present Use: Industry/Processing/Extraction – Manufacturing Facility

Significance: This industrial facility was constructed ca. 1945-1946. The one-story building has a rectangular plan and is attached to the rear of the office building on the same lot (Property 53-A). Constructed approximately 20 years after the office building, it has served as a base of operations for several companies in Fort Worth over the years, beginning with the Walter Dearmin Co. in 1946. The Stebbins & Roberts paint facility occupied the building for more than 40 years.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: According to Tarrant Appraisal District records, the building dates to 1946, and it appears on the 1927 – March 1951 *Sanborn Fire Insurance Map* (vol. 3, sheet 366). A photograph of the building nearly complete, but without the bowstring truss roof, appeared in the 30 January 1946 *Fort Worth Star-Ledger*. Beginnings of the roof’s initial framework are evident in the photo.
2. Architect: Not known
3. Original and subsequent owners, occupants, uses: Identified on the 1927 – March 1951 Sanborn map as “Truck Sales & Service,” 900 North Main Street has been owned by several commercial enterprises, primarily of an industrial nature, over the years. *Morrison & Fourmy’s City Directory* indicates 900 North Main Street was occupied by Dearmin Sales Co./Walter Dearmin Co. in 1947; Motor Trucks, Inc. in 1952; Stebbins & Roberts, Inc./Sterling Paints in 1957; Stebbins & Roberts, Inc./Sterling Twelve Star Paint Co. in 1962; Stebbins & Roberts, Inc. again in 1967, 1972, 1977, 1982, and 1989; and then listed under Sterling Twelve

Star Paint Co. in 1998 (EDR 2004:3-6). It is currently occupied by L’Air International, makers of suspended floor systems for performing arts and entertainment venues.

4. Builder, contractor, suppliers: Not known
5. Original plans and construction: As indicated on the 1927 – March 1951 Sanborn map, the larger building at 900 North Main Street is one story with a tile and brick-faced exterior and an iron truss structural system. It has a rectangular plan and is three bays wide and 11 bays deep.
6. Alterations and additions: Limited modifications have been made to the building since its construction. Most noticeably, all elements of the building have been painted to match the office at 900 North Main Street (Property 53-A).

PART II. ARCHITECTURAL INFORMATION

A. General statement:

1. Architectural character: The large building at 900 North Main Street was constructed ca. 1945-46 as industrial/commercial space, as indicated on the 1927 – March 1951 Sanborn map. The building, oriented with its façade to the southwest, is one story with a tooled brick-faced exterior façade and corrugated metal walls on the other elevations, and a rectangular plan.
2. Condition of fabric: Overall, the building is in poor to fair condition. Moisture appears to be penetrating the brick façade, causing cracks. Corrugated metal walls on the northwest elevation are in poor condition.

B. Description of Exterior:

1. Overall dimensions: The building is one story with a rectangular plan, three bays wide and 11 bays deep.
2. Foundation: Not visible
3. Walls: The southwest elevation wall is listed on the 1927 – March 1951 Sanborn map as tile and brick-faced. Tile is not visible on the building, perhaps replaced by the corrugated metal panels installed under the roof. There is a full-height brick pier/buttress at either end of the elevation. A tooled brick soldier course spans the width of the elevation at grade. Northwest and northeast elevations have corrugated metal walls with window insertions. Two bays on the southeast elevation have corrugated metal walls; the rest are full-bay overhead doors.
4. Structural System, framing: Iron framing members

5. Porches, stoops, balconies, porticoes, bulkheads: A flat-roofed carport extends the length of the southeast elevation, attached to the building via a metal bracing system installed at each bay division.
 6. Chimneys: None
 7. Openings: There are a total of 17 sets of windows and 11 doors.
 - a. Doorways and doors: The current entry double doors match those in the 1946 *Fort Worth Star-Telegram* photo, although they have been painted in the meantime. One door is swing, the other fixed. Both are wood, each with a single large glazed panel (now painted over). The simple surround is wood also. The southernmost door on the southeast elevation is a hollow metal flush door with a metal surround. Eight doors on this elevation are all full height, paneled overhead doors with 6-by-2 lights. The easternmost door is also a full-height, paneled overhead but has 10-by-2 lights.
 - b. Windows and shutters: Two windows flanking the entry doors on the southwest elevation are paired fixed-metal sliding windows in wood casings with rowlock (brick-on-edge) sills. They appear to be the same ones pictured in the *Fort Worth Star-Telegram* in 1946. The 10 on the northwest elevation and the five windows on the northeast elevation are all paired 5-by-3 metal windows with a 3-by-2 horizontal pivot window as part of the larger window.
 8. Roof: The roof is a bowstring truss with composite roofing.
- C. Description of Interior: The interior of the building was not surveyed for this report.
- D. Site: The context for the office is urban mixed use, with primarily industrial buildings on the 900 block of North Main Street. The building is one of several on the block that date from the 1940s and 1950s.
1. Historic landscape design: Not applicable
 2. Outbuildings: None

PART III. SOURCES OF INFORMATION

A. Bibliography:

Environmental Data Resources; Inc. (EDR)

2004 "The EDR-City Directory Abstract." Inquiry number 1299446-47. Target Property: 840 North Main Street and surrounding properties, pages 3-6.

Fort Worth Star Ledger

1946 Photo, 30 January 1946. From clipping file at University of Texas at Arlington.

Pate, J'Nell

1994 *North of the River: A Brief History of North Fort Worth*. Fort Worth: Texas Christian University Press.

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1927 *Sanborn Fire Insurance Map, Fort Worth, Texas, 1927*, v. 3, sheet 367. Digital version accessed via TexShare (www.texshare.edu): <http://sanborn.umi.com/tx/8530/dateid-000007.htm?CCSI=760n>; accessed July 2008.

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Tarrant Appraisal District

2008 Property records: <http://www.tad.org/Datasearch/datasearch.cfm>; accessed July 2008.

PART IV. PROJECT INFORMATION

Documentation of the buildings included in the Central City Mitigation Plan was accomplished from September 2006 to the present. Marsha Prior and Ann Keen visited North Fort Worth in July 2008 and completed HABS-based exterior assessments. Ann Keen prepared architectural descriptions of the buildings and wrote the descriptive data. Marsha Prior, Ph.D., supervised project development.

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Date: September 2008

Prepared by: Marsha Prior, Ph.D.
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Date: September 2008

917 NORTH MAIN STREET / TEXAS REFINERY CORPORATION
PROPERTY #56

Location: 917 North Main Street, Fort Worth, Tarrant County, Texas. Located on the southwestern side of the block between NE Eighth and NE Ninth streets, the building faces northeast onto North Main Street.

USGS Haltom City Quadrangle, UTM Coordinates 14.655249.3627071

Present Owner: Texas Refinery Corporation
840 North Main Street, Fort Worth TX 76164

Present Occupant: Royal Oil Company

Present Use: Industry/Processing/Extraction – Industrial Storage, Office

Significance: The rear section of 917 North Main Street served as an office and warehouse for local companies, as indicated on the 1927 – March 1951 *Sanborn Fire Insurance Map* (vol. 3, sheet 366). The rear section was built ca. 1938 according to Tarrant Appraisal District records, and the section closest to North Main Street was added in ca. 1946. The inscription on the building's façade reads "E.H. Beall Building." Beall was one of three cofounders of Southwestern Petroleum Co. (SWEPCO) in 1933, along with A.M. Pate and Carl Wollner (founders of Panther Oil and Grease Manufacturing Co., located across the street at 832-842 North Main Street, Properties 50A-C).

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: The rear section of 917 North Main Street was built ca. 1938 according to Tarrant Appraisal District records, and the section closest to North Main Street was added ca. 1946.
2. Architect: Not known
3. Original and subsequent owners, occupants, uses: The rear section of the building is identified on the 1927 – March 1951 Sanborn map as "Stationary [*sic*] & Grease Co. Warehouse." Thus, the original section of the building was likely used by Panther Oil and Grease Manufacturing Co. and a stationer. Given that the building at 832 North Main Street was a print shop according to the Sanborn map, perhaps that printer is the stationer to whom the Sanborn map refers. The inscription on the front of the building, "E.H. Beall Building," indicates that local businessman E.H. Beall was involved in the construction of the front section,

built after the rear section of the building. In 1933, Beall went into business with the A.M. Pate – Carl Wollner team who started Panther Oil & Grease. This building likely housed operations for their Southwestern Petroleum Co. Signage painted on the front of the building indicates that the Texas Refinery Corp. of Canada also occupied 917 North Main Street. The building is now occupied by Royal Oil Co., a subsidiary of Texas Refinery Corp. Since Pate and Wollner started the company that would become Texas Refinery Corp., ownership of the building shifted from Southwest Petroleum Co. to Panther Oil & Grease Manufacturing Co./Texas Refinery Corp. at some point.

4. Builder, contractor, suppliers: Not known
5. Original plans and construction: As indicated on the 1927 – March 1951 Sanborn map, the building is a one-story, concrete block three bays wide and approximately 13 bays deep. There is a vault room indicated on the Sanborn map, part of the original half of the building, listed as fire-proof construction with concrete block walls. The façade of the building is brick-faced, and the centered main entry is frame.
6. Alterations and additions: The front section of the building (seven bays deep) is an addition, ca. 1946. The front door appears to be a replacement, and an opening on the building's northwest elevation has been modified.

PART II. ARCHITECTURAL INFORMATION

A. General statement:

1. Architectural character: The building at 917 North Main Street is a concrete block, utilitarian building with little ornament. One notable decorative element is the concrete insertion on the building's façade, incised with the building's name, "E.H. Beall Building."
2. Condition of fabric: Overall, the building is in fair condition. The brick facing shows a significant amount of wear, visible despite the heavy coat of white paint. There is also an issue at the flat roofline, where the concrete coping is in poor condition.

B. Description of Exterior:

1. Overall dimensions: The building is one story with a rectangular plan, three bays wide and approximately 13 bays deep.
2. Foundation: The foundation is concrete, visible at grade on the southeast elevation.
3. Walls: Walls are concrete block; the façade is brick-faced. Walls on all elevations have a flat concrete cap.

4. Structural System, framing: Concrete block
 5. Porches, stoops, balconies, porticoes, bulkheads: A single-bay entry porch projects from the façade's central bay. Two decorative metal piers support a flat roof with a flat box-style wood cornice. The ceiling has narrow wood planks. A metal railing is attached to the southernmost pier, and a brick planter is attached to the northernmost pier. Five concrete steps lead up to a concrete porch with wrought iron railings. There are no steps and the entry area "floor" is painted concrete.
 6. Chimneys: None
 7. Openings: There are approximately two doors and 23 windows visible. (The proximity of buildings along the southwest and northwest elevations limits visibility in those areas significantly.)
 - a. Doorways and doors: The current entry door is a single wide-stile, glass swing door in a metal casing without any additional lintel or jamb. Aerial photography indicates there is a large, bay-width slider on the southwest elevation.
 - b. Windows and shutters: The majority of windows on the building are 3-by-5 in metal frames. The lower four lights in the side columns on each window also work as casements. A few smaller windows (two visible on the southeast elevation) are 3-by-3, also in metal frames. Windows have no lintels and plain concrete sills.
 8. Roof: The roof on the front section of the building is flat; the rear is gabled.
- C. Description of Interior: The interior of the building was not surveyed for this report. The 1927 – March 1951 Sanborn map indicates the interior space is separated into five rooms, four of which take up the width of the building. The front room served as an office, the second room is unlabeled, and the third room also served as an office. The room housing the vault is only half the building width, and the remaining space was allocated to storage.
- D. Site: The context for the office is urban mixed use, with primarily industrial buildings in the area.
1. Historic landscape design: Not applicable
 2. Outbuildings: There is a one-story, concrete block building at the rear of the lot, south of the main building. The Sanborn map lists it as an auto garage.

PART III. SOURCES OF INFORMATION

A. Bibliography:

Dallas Morning News

1933 “Texas Charters.” 29 December 1933, 5.

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Tarrant Appraisal District

2008 Property records: <http://www.tad.org/Datasearch/datasearch.cfm>; accessed July 2008.

PART IV. PROJECT INFORMATION

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921 NORTH MAIN STREET – INDUSTRIAL BUILDING
PROPERTY #57

- Location:** 921 North Main Street, Fort Worth, Tarrant County, Texas. Located on the southwestern side of the block between NE Eighth and NE Ninth streets, the building faces northeast onto North Main Street.
- USGS Haltom City Quadrangle, UTM Coordinates 14.655251.3627090
- Present Owner:** Red Bird Highland Ltd.
4455 LBJ Freeway, Suite 812, Dallas TX 75244
- Present Occupant:** Landmark Healthcare
- Present Use:** Health Care – Medical Business/Office
- Significance:** The building at 921 North Main Street was constructed ca. 1950-51, appearing for the first time on the 1927 – March 1951 *Sanborn Fire Insurance Map* (vol. 3, sheet 366). The one-story building is listed as a store and laboratories on the Sanborn map, indicating it was a part of the industrial/commercial community in the North Fort Worth area, beginning in the 1950s.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: This building was constructed ca. 1950-1951, as it appears on the 1927 – March 1951 Sanborn map (vol. 3, sheet 366). Tarrant Appraisal District records date the building to 1952, but since the current building's footprint exactly matches that of the building drawn, ca. 1950-1951 is the more likely construction date.
2. Architect: Not known
3. Original and subsequent owners, occupants, uses: Earliest owners are unknown as they are not indicated on the Sanborn map. The building is currently occupied by Landmark Healthcare, a supplier of home respiratory equipment.
4. Builder, contractor, suppliers: Not known
5. Original plans and construction: As indicated on the 1927 – March 1951 Sanborn map, 921 North Main Street is a one-story, concrete block building with brick facing and steel trusses and posts. It has a rectangular plan and is six bays wide and seven bays deep.

6. Alterations and additions: The most noticeable modifications to the building are the awnings installed over the façade windows and window replacements throughout the building.

PART II. ARCHITECTURAL INFORMATION

A. General statement:

1. Architectural character: The building was constructed ca. 1950-1951 as laboratory and sales space, as indicated on the 1927 – March 1951 Sanborn map. The building, oriented with its façade to the northeast, is one story with a brick-faced exterior and a rectangular plan.
2. Condition of fabric: Overall, the building is in good condition.

B. Description of Exterior:

1. Overall dimensions: The building is one story with a rectangular plan, six bays wide and seven bays deep.
2. Foundation: The building has a visible concrete foundation, with a beveled-edge base terminating approximately two feet above grade.
3. Walls: The walls are brick-faced concrete block, as indicated on the Sanborn map. The bricks are set in a mixed garden bond, with single rows of Flemish bond every six courses, and headers not centered over each other. Each brick face is textured and both ends are beveled, making for decorative cladding. At the top of the building, walls are capped with concrete coping. The Sanborn map shows a 24-inch fire wall extending above the roofline.
4. Structural System, framing: The Sanborn map indicates the building uses steel trusses and posts.
5. Porches, stoops, balconies, porticoes, bulkheads: Two brick-faced piers project from the second bay from the north to create an entry porch. The roof is flat and box-shaped with no cornice or molding. One carpeted step leads to a landing, and then a smaller carpeted step leads to the door. A black metal hand rail is installed on the right-hand side of the lower step and landing, and the same type of rail is on the left-hand side of the step leading to the door.
6. Chimneys: None
7. Openings: There are a total of four doors and 17 sets of windows.
 - a. Doorways and doors: The entry door on the northeast elevation is a medium-stile glass swing door with a mail-slotted central rail and a fixed transom, all in a wide metal casing. Two bays at the western end of the northwest elevation have large overhead doors for deliveries. Each door

has a concrete threshold and an approximately three-foot protective covering for the corners of the brick walls. One door in the westernmost bay on the southwest elevation was not visible from the street, although aerial photos indicate it has a metal staircase leading up to it.

- b. Windows and shutters: Five windows on the northeast elevation are single-paned metal replacements with a protective coating. There are remnants of the original window hardware on either side of each window. Original concrete sills are still in place. The three northernmost windows on the northwest elevation match those on the façade. The easternmost window on the southeast elevation is the same size as the façade windows; however, it could not be determined if it had the same replacement installed, as it was not in view. The eight remaining windows (two on the northwest elevation, two on the southwest, and four on the southeast) are 3-by-2 clerestory height windows that appear original. They also have simple concrete sills.

- 8. Roof: The roof is flat with four ventilation systems installed.

C. Description of Interior: The interior of the building was not surveyed for this report.

D. Site: The context for the office is urban mixed use, with primarily industrial buildings on the 900 block of North Main Street, most notably the Texas Refinery Corp. south and west of the building.

- 1. Historic landscape design: Not applicable
- 2. Outbuildings: None

PART III. SOURCES OF INFORMATION

A. Bibliography:

Pate, J'Nell

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Sanborn Map Company

1927 *Sanborn Fire Insurance Map, Fort Worth, Texas, 1927*, v. 3, sheet 366. Digital version accessed via TexShare (www.texshare.edu): <http://sanborn.umi.com/tx/8530/dateid-000007.htm?CCSI=760n>; accessed July 2008.

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Tarrant Appraisal District

2008 Property records: <http://www.tad.org/Datasearch/datasearch.cfm>; accessed
July 2008.

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1809 WHITE SETTLEMENT ROAD
PROPERTY #81

- Location:** 1809 White Settlement Road, Fort Worth, Tarrant County, Texas. The building is located on the south side of the street and faces north. It is situated between South Commercial Street to the west and Viola Street to the east.
- USGS Haltom City Quadrangle, UTM Coordinates 14.654985.3625745
- Present Owner:** Brad Kon Holding LLC
1809 White Settlement Road, Fort Worth TX 76107
- Present Occupant:** Auto Plaza Auto Repair
- Present Use:** Commerce/Trade – Specialty
- Significance:** The auto repair building was built in 1949 according to Tarrant County Appraisal District records and reflects a simplified version of the Moderne style. Its rounded edges and central vertical signage set in a stepped parapet echo the commercial interpretation of what started as Art Deco in the 1920s and evolved into Moderne through the 1940s.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: The building at 1809 White Settlement Road was built ca. 1949 according to Tarrant Appraisal District records. This area of Fort Worth was not included in Sanborn maps through the 1927 – March 1951 edition.
2. Architect: Not known
3. Original and subsequent owners, occupants, uses: Given the design of the building, it has likely always been associated with the automotive repair industry.
4. Builder, contractor, suppliers: Not known
5. Original plans and construction: The original building is the front rectangular section, six bays wide by four bays deep. The foundation and walls are concrete, with the central entry faced in brick.
6. Alterations and additions: The permastone and fieldstone mosaic applications added to the building's façade are likely not original to the building. Single-paned windows on the façade are modern replacements. One large opening on

the west elevation has been infilled and covered with permastone. A three-bay building was added to the rear of the building, opening onto South Commerce Street. Another one-story, rectangular-planned building was erected perpendicular to the addition, also facing west to South Commerce Street.

PART II. ARCHITECTURAL INFORMATION

A. General statement:

1. Architectural character: The building was constructed ca. 1949 and reflects the Moderne aesthetic popular in the United States. at the time. The auto repair shop is a one-story concrete building with a central stepped parapet supporting vertical signage. Rounded building corners, along with the central signage and parapet, illustrate the Moderne sensibility of the original design.
2. Condition of fabric: Overall, the building is in poor to fair condition. Gaps and seams in the permastone cladding are likely allowing moisture infiltration, as are doors that have been retrofit into openings.

B. Description of Exterior:

1. Overall dimensions: The original one-story building is six bays wide by four bays deep. Including the addition, the building is 8,400 square feet.
2. Foundation: The building has a concrete foundation visible on the west elevation.
3. Walls: The walls are concrete, with the façade wall faced in some areas with brick, permastone, and fieldstone mosaic. The central entry block is brick-faced and extends into a parapet above the roofline. The parapet is capped with a concrete coping.
4. Structural System, framing: Unknown
5. Porches, stoops, balconies, porticoes, bulkheads: The doorhood above the entry is a simple box shape with rounded corners. It supports the riveted, metal sheet vertical signage integrated into the building's façade.
6. Chimneys: None
7. Openings: There are a total of seven doors and three sets of windows visible on the building. The east and south elevations were inaccessible.
 - a. Doorways and doors: The entry door on the north elevation, located in the central bay on the façade, is a replacement hollow metal swing door with a vision panel set in a wood frame. The original door was transomed and the current door was retrofit into the opening. The entry surround is faced in painted brick that extends above the roofline and

features a stepped parapet. The doorhood above the entry supports the large metal vertical “Auto Plaza” sign.

Three bays on the western half of the façade have overhead garage-type doors with a small pair of vision panels on each door. There are also two garage-type overhead doors on the west elevation. One bay opening on this elevation was closed and covered in permastone. Also on the west elevation, there is a hollow metal flush swing door set in a wood frame, a replacement. The transom has been infilled with plywood.

- b. Windows and shutters: There are two large windows on the building’s façade. Each has an outer paired side-by-side fixed window (similar to a fixed storm window) and a 16-by-7 inner window. The windows are set in wood surrounds. The top of the outer windows is painted white, covering the uppermost row on the inner windows. The lone window on the west elevation is set in a wood surround and covered in plywood.

8. Roof: The roof is flat.

C. Description of Interior: The interior of the building was not surveyed for this report.

D. Site: The context for the building is urban mixed use, with primarily commercial buildings in the immediate vicinity.

1. Historic landscape design: Not applicable

2. Outbuildings: None

PART III. SOURCES OF INFORMATION

A. Bibliography:

Pate, J’Nell

1994 *North of the River: A Brief History of North Fort Worth*. Fort Worth: Texas Christian University Press.

Tarrant Appraisal District

2008 Property records: <http://www.tad.org/Datasearch/datasearch.cfm>; accessed July 2008.

PART IV. PROJECT INFORMATION

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AAA PACKAGE STORE
701 NORTH HENDERSON STREET
PROPERTY #87

- Location:** 701 North Henderson Street, Fort Worth, Tarrant County, Texas. Occupying the triangular lot between the intersection of North Henderson Street and White Settlement Road, the building faces southeast toward the intersection.
- USGS Haltom City Quadrangle, UTM Coordinates 14.655121.3625795
- Present Owner:** Habib and Maricruz Surani
1200 West Bolt Street, Fort Worth TX 76110
- Present Occupant:** Bull's Liquor Store. The rear of the building, the northwest elevation, also operates as a Food Mart serving clientele of the gas station, which shares the same parcel.
- Present Use:** Commerce/Trade – Specialty Store
- Significance:** The building at 701 North Henderson Street was constructed ca. 1946 in the Streamline Moderne style, a variant of the interwar Art Deco style. Located just over the Henderson Street Bridge from North Fort Worth, the building sits at the beginning of the Jacksboro Highway linking Fort Worth to Lake Worth. At the time the store was built, the area further northwest along Jacksboro Highway was renowned for its gambling establishments, liquor stores, and similar business interests. Through the years, the building has been used by a variety of retailers, but its original Moderne design elements have remained largely unchanged.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: The building at 701 North Henderson Street was constructed ca. 1946 according to the Tarrant County Historic Resources Survey (TCHRS, 1988:151). This specific area of Fort Worth was not included on any *Sanborn Fire Insurance Maps* through the 1927 – March 1951 edition.
2. Architect: Not known
3. Original and subsequent owners, occupants, uses: The first owner of the building was Max Ellis, who operated the AAA Package Store, according to the TCHRS. The survey indicates that a number of retailers have owned the building through the years. A photo in the TCHRS shows the building occupied by a florist in

1988. Currently, 701 North Henderson Street is occupied by Bull's Liquor Store and a Food Mart.

4. Builder, contractor, suppliers: Not known
5. Original plans and construction: The building has a semicircular plan with a rounded façade (southeast elevation) and three squared elevations. Walls appear to be brick-faced (although the TCHRS lists it as a brick building), laid in a running bond.
6. Alterations and additions: The roof and the section above the Moderne cornice have undergone significant modifications and repairs over the years, resulting in numerous metal panels affixed to the building at the roofline. The use of the building for food preparation has necessitated the addition of mechanical systems visible on the roof. Doors and windows have been modified, some infilled.

PART II. ARCHITECTURAL INFORMATION

A. General statement:

1. Architectural character: The building was constructed as a small retail operation on the corner of a busy intersection in Fort Worth. The building's semicircular plan reinforces its stylistic aesthetic. The rounded façade of the building, facing the triangular intersection of White Settlement Road and North Henderson Street, is a key element in its design. With a matching rounded cornice, the façade's glass wall, and two portal-type rounded windows on either side of the building, 701 North Henderson Street exemplifies a one-story, small-scale application of the Streamline Moderne style.
2. Condition of fabric: Overall, the building is in poor condition. The primary area of concern is the roof: some gaps are patched with cardboard boxes and metal panel patches are separating from the framing members.

B. Description of Exterior:

1. Overall dimensions: The one-story building is approximately three bays wide and four bays deep.
2. Foundation: Not visible
3. Walls: The walls appear to be brick-faced laid in a running bond, typical for brick-faced curtain walls. A deep, rounded metal cornice extends from the southwest to the southeast elevation, providing shade for walk-up customers ordering food.
4. Structural System, framing: Not known
5. Porches, stoops, balconies, porticoes, bulkheads: None

6. Chimneys: None

7. Openings: There are a total of four doors and seven sets of windows.

- a. Doorways and doors: The entry door on the southeast elevation is a wide-stile, framed-glass swing door set in a metal frame. A transom above the door is boarded up. Two concrete fluted pilasters flank the entry door.

There is a set of two sliding flush doors set in a wood frame on the southwest elevation, providing access to the building's service area. On the northwest elevation, a pair of wide stile, framed-glass swing doors are set in a metal frame. A single sidelight to the west of the doors is covered. Ghosting on the wall indicates door openings on this elevation may have been relocated. A wide-stile, framed-glass swing door has been retrofit into an opening on the northeast elevation. The replacement door has been fit with a metal grate. Like the entry door on the southeast elevation, this door has a transom that has been covered.

- b. Windows and shutters: Two sets of windows in wood casings flank the entry door on the southeast elevation. Both were originally tripartite, but the southern set has been replaced and divided into five. One of these five openings has been covered. The set to the east of the entry remains tripartite, although one of the openings also has been covered. The lower section of the central window is subdivided and fit with a slider to accommodate walk-up food orders.

There are two matching ocular or porthole-type windows, one on the southwest elevation and one on the northeast elevation. Both are set in circular rowlock surrounds. A wood-framed awning window on the southwest elevation sits above the service sliding doors. On the same elevation, there is a metal-framed window that has been retrofit into an opening. It has been painted over and boarded up.

On the northeast elevation, a window opening with a rowlock sill has been bricked in. There is a tripartite window just north of the two glass swing doors on this elevation. One of the windows has been modified at some point to facilitate exchanges with customers so the customer does not have to enter the building.

North of the door on the northeast elevation, there is a small window, also with a rowlock sill, that has an air conditioner unit installed in it.

8. Roof: The roof has been significantly modified over the years. Originally, it was flat and a portion of it remains so. The north section of the building now has somewhat of a gabled roof, in order to accommodate changes in the building's mechanical systems.

- C. Description of Interior: The interior of the building was not surveyed for this report.
- D. Site: The context for the building is urban mixed use, with primarily commercial/service buildings in the immediate vicinity.
1. Historic landscape design: Not applicable
 2. Outbuildings: None

PART III. SOURCES OF INFORMATION

A. Bibliography:

Historic Preservation Council for Tarrant County, Texas

1988 *Tarrant County Historic Resources Survey: Near North Side, West Side, and Westover Hills*. Resource 88, 151.

Pate, J'Nell

1994 *North of the River: A Brief History of North Fort Worth*. Fort Worth: Texas Christian University Press.

Tarrant Appraisal District

2008 Property records: <http://www.tad.org/Datasearch/datasearch.cfm>; accessed July 2008.

PART IV. PROJECT INFORMATION

Documentation of the buildings included in the Central City Mitigation Plan was accomplished from September 2006 to the present. Marsha Prior and Ann Keen visited North Fort Worth in July 2008 and completed HABS-based exterior assessments. Ann Keen prepared architectural descriptions of the buildings and wrote the descriptive data. Marsha Prior, Ph.D., supervised project development.

Prepared by: Ann M. Keen
Affiliation: Geo-Marine, Inc.
Title: Architectural Historian
Date: September 2008

Prepared by: Marsha Prior, Ph.D.
Affiliation: Geo-Marine, Inc.
Title: Director, Historical Research Services
Date: September 2008

FLOOD CONTROL SYSTEM
TRINITY RIVER – FORT WORTH
PROPERTY #104

- Location:** Floodplain along the West and Clear forks of the Trinity River, Fort Worth, Tarrant County, Texas.
- Present Owner:** The Fort Worth Floodway is operated and maintained by the Tarrant Regional Water District, in partnership with the U.S. Army Corps of Engineers, Fort Worth District.
- Present Use:** Flood Control
- Significance:** The Trinity River flood control system in the Fort Worth area began with construction of levees after the historic 1908 flood. Due to several devastating floods in 1922, 1942, and 1949, significant measures were taken to strengthen the flood control system, including the addition of dams, reservoirs, and interior drainage structures. In the 1930s, the U.S. Army Corps of Engineers surveyed the Trinity River system and found the flood control system inadequate, but a stay on spending halted any further modifications. After the 1949 flood, improvements on the flood control system were resumed by the U.S. Army Corps of Engineers. The Fort Worth Floodway project, undertaken in the 1950s, improved levees and installed new dams, sump systems, and water gauges that are all still operational today. The Trinity River flood control system is the first undertaking of the U.S. Army Corps of Engineers' Fort Worth District, and is a vital component to the city's continued safety and survival.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: Construction of the Trinity River flood control system began after the 1908 flood. The first levees were completed in 1915, but were later expanded and raised after the 1922 flood, which also prompted construction of two dams on the West Fork above Lake Worth, the Eagle Mountain and Bridgeport reservoirs, completed in the early 1930s. Flooding in 1949 created an urgency to complete the flood control projects in north Texas. In 1957, the U.S. Army Corps of Engineers completed the Fort Worth Floodway program consisting of channeling the West and Clear forks, construction and strengthening of the levee system, adding interior drainage structures, and new dam construction.
2. Architect: Overall, the U.S. Army Corps of Engineers is responsible for the flood control system as it exists today.

3. Original and subsequent owners, occupants, uses: The Trinity River flood control system was first constructed under the orders of the Tarrant County Commissioners and directed by the City of Fort Worth and the elected levee board. In 1950, the U.S. Army Corps of Engineers, Fort Worth District was established, and in concert with the Tarrant Regional Water District, has maintained the Trinity River flood control system. The flood control system has inhibited flooding of the river since its construction in 1915, and continues to protect the city from such hazards.
4. Builder, contractor, suppliers: In 1910, W.S. White was the supervising engineer of the Trinity River flood control system. Since 1950, the U.S. Army Corps of Engineers, Fort Worth District has undertaken levee repairs and flood control system construction.
5. Original plans and construction: According to historical resources, the levee system completed in 1915 consisted of eight-foot banks along the north and east side of the Trinity River and on the West Fork. The river channel was widened by 40 feet and the dirt resulting from cutting back the banks was used for construction of the levees.
6. Alterations and additions: In 1936, minor alignments and regrading of levee slopes were made and funded by the Works Progress Administration. In 1938, several alterations and additions were made to the flood control system including the raising of levees, the construction of a gate structure located on the North Main Levee Loop on the west side of West Fork, a hand-operated gate near West Fifth Street on Clear Fork Levee Loop, and an interior drainage system including four sluices located on the Lower West Fork. The straightening of the Clear Fork occurred several years later. In 1957, the Fort Worth Floodway program was completed and consisted of channeling the West and Clear forks, construction and strengthening of the levee system, adding interior drainage structures, and new dam construction.

PART II. ARCHITECTURAL INFORMATION

A. General statement:

1. Architectural character: The flood control system structures are utilitarian in design and character.
2. Condition of fabric: The structures along the floodplain appear to be in good condition.

B. Site:

1. Historic landscape design: While no official landscape design was incorporated into the floodplain area, part of the Trinity River Master Plan developed in the 1980s called for creation of the Trinity Trails, a system of recreational paths and green spaces that include the floodplain along the Trinity River.

2. Outbuildings:
 - A. Nutt Dam: Hydraulic efficiency channel dam; gravity dam; 16 feet high, 150 feet long; features a combination of gabion, concrete, and loose rock banking to reduce soil erosion.
 - B. TRWD Dam: Low-water dam, impounds water above a certain elevation; concrete construction; features an access path across top and gabion steps (wire mesh-encased stone) to reduce soil erosion.
 - C. River Gauges: Concrete block structures with flush metal access doors and metal railings along concrete or metal elevated platforms. Metal panels provide access to interior workings.
 - D. Structures associated with sump systems: Concrete sluices and conduits conduct water through concrete and metal gates.

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Pate, J'Nell

- 1994 *North of the River: A Brief History of North Fort Worth*. Fort Worth: Texas Christian University Press.

Sanborn Map Company

- 1927 *Sanborn Fire Insurance Map, Fort Worth, Texas, 1927*, v. 3, sheets 367 and 368. Digital version accessed via TexShare (www.texshare.edu): <http://sanborn.umi.com/tx/8530/dateid-000007.htm?CCSI=760n>; accessed July 2008.

- 1951 *Sanborn Fire Insurance Map, Fort Worth, Texas, 1927 – March 1951*, v. 3, sheets 367 and 368. Digital version accessed via TexShare at the Dallas Public Library (www.dallaslibrary.org): <http://sanborn.umi.com/tx/8530/dateid000009.htm?CCSI=760n>; accessed July 2008.

PART IV. PROJECT INFORMATION

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APPENDIX B

**INVENTORY DATA FOR PRE-1966 BUILDINGS AND
STRUCTURES, AND HERITAGE PARK**

Note on Eligibility Determinations

The buildings and structures built before 1966 within the APE have been analyzed as to their condition, integrity, significance, and association with the major themes within the project area. Where a building or structure has been noted as being eligible for listing on the National Register of Historic Places, it is primarily due to one or more of the following:

- It is an outstanding example of its type
- It has good integrity in relation to its original construction and materials
- It is strongly associated with one or more of the major identified themes

Where a building or structure has been noted as ineligible for listing on the National Register of Historic Places, it is because of one or more of the following reasons:

- It is a non-contributing element of a larger complex, due to age, condition, or materials and/or form
- It is not an outstanding example of its type, meaning that better examples exist within the project area or elsewhere
- It has lost original materials, either through damage, deterioration, or removal
- It has lost its original form through additions or removals
- It has significant additions or has had significant alterations

Please note that where a building or structure has been rated as ineligible for listing, the rationale is noted under “Integrity”, first by the major reason or reasons above, and if needed a brief note in parentheses detailing materials lost, additions made, or other impacts.

Also, several properties are included here that are not within the APE. They are included for information on properties within the surrounding area for a fuller picture of resources.

Property Number	Street Address	Page Number
1	North Main at Second – Fort Worth Power and Light	B-1–B-4
2	NW Fourth and Main	B-5
3	529–541 North Throckmorton	B-26 & B-27
4	501 North Houston	B-32
5	501 North Main	B-6
6	500 North Commerce	B-39 & B-40
7	207 NE Fourth	B-37
8	505 North Houston	B-33
9	505 North Main	B-6
10	513 North Main	B-7
11	528 North Main	B-7
12	541 North Main	B-8
13	601 North Throckmorton	B-27 & B-28
14	609 North Houston	B-33 & B-34
15	625 North Commerce	B-40
16	648 North Main	B-8
17	641 North Commerce	B-41
18	648 North Commerce	B-41
19	200 NW Sixth	B-38
20	701 North Main	B-9
21	700 North Main	B-9
22	701 North Commerce	B-42
23	705 North Main	B-10
24	704 North Main	B-10
25	709 North Main	B-11
26	713 North Main	B-12
27	715 North Main	B-12
28	708 North Main	B-11
29	707 North Commerce	B-42
30	717 North Main	B-13
31	205 NW Seventh	B-39
32	719 North Main	B-13
33	735 North Main	B-15
34	721 North Main	B-14
35	734 North Main	B-14
36	801 North Throckmorton	B-28
37	801 North Houston	B-34 & B-35
38	804 North Throckmorton	B-29
39	801 North Main	B-15

Property Number	Street Address	Page Number
40	818 North Main	B-16
41	201 NE Seventh	B-38
42	806 North Throckmorton	B-29 & B-30
43	819 North Houston	B-35
44	819 North Main	B-16 & B-17
45	820 North Main	B-17 & B-18
46	825 North Calhoun	B-46
47	901 North Throckmorton	B-31
48	Terminus of North Houston	B-32 & B-36
49	827 North Main	B-18 & B-19
50	834–842 North Main	B-19
51	835 North Calhoun	B-46
52	909 North Main	B-22
53	900 North Main	B-20 & B-21
54	900 North Commerce	B-43 & B-44
55	904 North Main	B-21
56	917 North Main	B-22
57	919 North Main	B-23
58	935 North Main	B-24
59	920 North Main	B-23
60	1001 North Main	B-24
61	1000 North Commerce	B-45
62	1012 North Main	B-24
63	1024 North Main	B-25
64	1024 North Commerce	B-45
65	1100 North Commerce	B-47
66	1122 North Calhoun	B-47
67	421 Greenleaf	B-54
68	415 Greenleaf	B-54
69	2001 Dakota	B-59
70	336 Greenleaf	B-53
71	308 Greenleaf	B-53
72	217 Greenleaf	B-52
73	200 Arthur	B-56 & B-57
74	205 Arthur	B-58
75	119 Arthur	B-56
76	115 Arthur	B-55
77	115 Viola	B-72
78	2005 White Settlement	B-52
79	1923 White Settlement	B-51

Property Number	Street Address	Page Number
80	1901 White Settlement	B-50
81	1809 White Settlement	B-50
82	1801 White Settlement	B-49
83	1709 White Settlement	B-49
84	1705 White Settlement	B-48
85	1701 White Settlement	B-48
86	600 North Henderson	B-60
87	701 North Henderson	B-61
88	703 North Henderson	B-62
89	612 North Henderson	B-60
90	917 Woodward	B-71
91	2000 White Settlement	B-51
92	117 Commercial	B-73
93	801 North Henderson	B-63
94	702 North Henderson	B-61
95	937 Woodward	B-72
96	900 Woodward	B-69–B-71
97	921 North Henderson	B-65–B-67
98	901 North Henderson	B-63 & B-64
99	800 North Henderson	B-62
100	930 North Henderson	B-68 & B-69
101	Henderson Street Bridge	B-75 & B-76
102	SL, SF & Texas Railway Bridge	B-76
103	Paddock Viaduct	B-82
104	Flood Control System	B-83–B-85
105	The Bluff	
106	Heritage Park Plaza	B-74
107	Tarrant County Courthouse	B-75
108	Northside Avenue Bridge No. 1	B-80
109	Timber Trestle Bridge	B-78
110	Samuels Avenue Bridge	B-82
111	GC & SF Railway Bridge	B-77
112	FW & DC Railway Bridge	B-77
113	CRI & G Railway Bridge	B-78
114	Northside Avenue Bridge No. 2	B-81
115	T & P Railway Bridge	B-79
116	I-35 Bridge	B-79
117	Garage and Shed	B-73–B-74

Fort Worth Power and Light Buildings



Fort Worth Power and Light Buildings

Built: 1911–1912
Historic Use: Fort Worth Power and Light
Sanborns: 1927, 1951 & 1968
Theme: Industry/Commerce
Integrity: High
NR: Eligible; Criteria: A, C
Current Use: TXU
Description: Masonry multi-storied structures with arched windows
Property Number: 1-A



Fort Worth Power and Light Buildings

Built: 1911–1912
Historic Use: Fort Worth Power and Light
Sanborns: 1927, 1951 & 1968
Theme: Industry/Commerce
Integrity: High
NR: Eligible; Criteria: A, C
Current Use: TXU
Description: Masonry multi-storied structures with arched windows
Property Number: 1-A

Fort Worth Power and Light Buildings



Fort Worth Power and Light Buildings

Built: 1911–1912
 Historic Use: Fort Worth Power and Light
 Sanborns: 1927, 1951 & 1968
 Theme: Industry/Commerce
 Integrity: High
 NR: Eligible; Criteria A, C
 Current Use: TXU
 Description: Masonry multi-storied structures with arched windows
 Property Number: 1-A



Fort Worth Power and Light Buildings

Built: 1940
 Historic Use: Fort Worth Power and Light transformer yard
 Sanborns: 1951
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Eligible; Criteria, A, C
 Current Use: TXU
 Description: Concrete retention pond
 Property Number: 1-B

NO LONGER EXTANT

Fort Worth Power and Light Buildings



Fort Worth Power and Light Buildings

Built: 1940
Historic Use: Fort Worth Power and Light
Sanborns: N/A
Theme: Industry/Commerce
Integrity: Moderate
NR: Eligible; Criteria, A, C
Current Use: TXU
Description: Concrete intake station
Property Number: 1-C



Fort Worth Power and Light Buildings

Built: 1965
Historic Use: Cooling tower
Sanborns: N/A
Theme: Industry/Commerce
Integrity: Moderate
NR: Ineligible; non-contributing to complex in material and form
Current Use: TXU
Description: Wood and metal cooling tower
Property Number: 1-D

NO LONGER EXTANT

Fort Worth Power and Light Buildings



Fort Worth Power and Light Buildings

Built: Post-1951
 Historic Use: Fort Worth Power and Light
 Sanborns: N/A
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; non-contributing to complex in material and form
 Current Use: TXU
 Description: Entrance building to TXU complex at NW Fourth Street; brick masonry, flat roof
 Property Number: 1-E



Fort Worth Power and Light Buildings

Built: 1940
 Historic Use: Fort Worth Power and Light
 Sanborns: 1951
 Theme: Industry/Commerce
 NR: Eligible; Criteria A, C
 Current Use: TXU
 Description: Two story masonry storage building
 Property Number: 1-F
NO LONGER EXTANT

NW Fourth Street and Main Street



NW Fourth Street & Main Street
(Southwest of intersection)

Built: 1964
 Historic Use: Texas Power & Light
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: High
 NR: Ineligible; Not an outstanding example of type
 Current Use: N/A
 Description: One story brick with flat roof
 Property Number: 2

NO LONGER EXTANT



NW Fourth Street & Main Street
(Rear view from Houston Street)

Built: 1964
 Historic Use: Texas Power & Light
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: High
 NR: Ineligible; Not an outstanding example of type
 Current Use: N/A
 Description: One story brick with flat roof
 Property Number: 2

NO LONGER EXTANT

501 and 505 North Main



501 North Main

Built: ca. 1930
 Historic Use: Bottling works
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: High
 NR: Eligible; Criteria A, C
 Current Use: Texas Beer Company
 Description: One-story brick masonry with decorative features, store front glass
 Property Number: 5



505 North Main

Built: ca. 1944
 Historic Use: Welding/junk yard
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; Loss of original materials (windows, doors), additions and alterations, loss of original form (addition of hipped roof)
 Current Use: Business
 Description: One story masonry, stucco, shingle roof
 Property Number: 9

513 and 528 North Main



513 North Main

Built: 1947
 Historic Use: Unknown
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: High
 NR: Ineligible; not an outstanding example of type
 Current Use: F.R. Harrison Paint & Body
 Description: One story, concrete block, brick roof ledge
 accent, metal roll doors
 Property Number: 10



528 North Main
 (Commerce Street View)

Built: ca. 1920
 Historic Use: Owenwood Oil Corporation
 Magnolia Oil
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; loss of original materials (windows, roofing),
 additions and alterations (entry, awning roof)
 Current Use: Southwestern Petroleum
 Description: Two story brick with stucco, original brick
 chimney
 Property Number: 11

541 and 648 North Main



541 North Main

Built: ca. 1938
 Historic Use: Pullman Skate Land
 Sanborns: 1951 & 1968
 Theme: Recreation
 Integrity: Moderate
 NR: Ineligible; loss of original form, additions and alterations (infill of open sides)
 Current Use: Burns Graphics
 Description: One story brick masonry, painted
 Property Number: 12



648 North Main

Built: 1930
 Historic Use: Used auto sales
 Sanborns: 1951
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; not an outstanding example of type, additions and alterations (Shed)
 Current Use: Business
 Description: One story concrete block masonry
 Property Number: 16

700 and 701 North Main



700 North Main

Built: ca. 1945
 Historic Use: Grocery store
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; not an outstanding example of type, additions and alterations (carport)
 Current Use: Locksmith
 Description: One story brick masonry with stucco, metal carport attached
 Property Number: 21



701 North Main

Built: 1940
 Historic Use: Bottling works
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; loss of original materials (windows, storefronts), additions and alterations (infill for storefronts, new windows)
 Current Use: The Amigo Group: commercial, groceries warehouse
 Description: Two story load bearing brick
 Property Number: 20

704 and 705 North Main



704 North Main

Built: ca. 1947
 Historic Use: Burlap Bag Company
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; not an outstanding example of type
 Current Use: Washing Machine Parts Company
 Description: One story brick masonry with covered loading dock in front
 Property Number: 24



705 North Main

Built: ca. 1930s
 Historic Use: Bottling works
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; loss of original materials (storefronts), additions and alterations (infill of storefronts)
 Current Use: Commercial warehouse
 Description: One story brick
 Property Number: 23

708 and 709 North Main



708 North Main

Built: ca. 1925
 Historic Use: Electric motor repair
 Sanborns: 1927, 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; loss of original materials (storefronts), additions and alterations (infill of storefronts)
 Current Use: Ceco Sales Corporation
 Description: One story brick with stone roof and window ledge
 Property Number: 28



709 North Main

Built: 1915
 Historic Use: Auto garage, sales and service
 Sanborns: 1927, 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; loss of original materials (windows, storefront), additions and alterations (truck bay in former storefront)
 Current Use: Commercial warehouse
 Description: Two story with red brick façade, blond brick on sides and rear
 Property Number: 25

713 and 715 North Main



713 North Main

Built: 1915
 Historic Use: Animal hospital
 Sanborns: 1927, 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; Loss of original materials (windows, storefront)
 Current Use: Love Style Corp. (restaurant company)
 Description: Two story masonry, painted
 Property Number: 26



715 North Main

Built: 1960
 Historic Use: Unknown
 Sanborns: N/A
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; loss of original materials (windows, door)
 Current Use: Unknown
 Description: One story brick with barrel tile roof, star graphic on front
 Property Number: 27

717 and 719 North Main



717 North Main

Built: 1940
 Historic Use: Used auto sales
 Sanborns: 1951
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; not an outstanding example of type
 Current Use: Unknown
 Description: One story, metal corrugated siding, shed roof
 Property Number: 30



719 North Main

Built: 1925
 Historic Use: Store: poultry and eggs
 Sanborns: 1927, 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; loss of original materials (display windows),
 additions and alterations (infill)
 Current Use: Business
 Description: One story stucco/brick front, two story brick with
 steel windows behind, CMU masonry garage in
 back
 Property Number: 32

722 and 748 North Main



722 North Main

Built: ca. 1946
 Historic Use: Auto body shop
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; additions and alterations (new roof form and materials)
 Current Use: The Hudgins Companies
 Description: One story block masonry with sheet roof accent
 Property Number: 34



748 North Main

Built: 1920
 Historic Use: Auto
 Sanborns: 1927, 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; not an outstanding example of type
 Current Use: Longoria Auto
 Description: Brick masonry building with shingle roof
 Property Number: 35

735 and 801 North Main



735 North Main

Built: 1950
 Historic Use: Skrasek Used Cars
 Sanborns: 1951
 Theme: Industry/Commerce
 Integrity: High
 NR: Ineligible; not an outstanding example of type, additions and alterations (rear addition)
 Current Use: RD Ryno (automotive)
 Description: One story brick façade, CMU rear, steel windows
 Property Number: 33



801 North Main

Built: 1930/1957
 Historic Use: Rear section – Bottling company
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; not an outstanding example of type, additions and alterations (wall and drive through)
 Current Use: Coburn Cafeteria and Catering
 Description: One story brick and rubble masonry façade
 Property Number: 39

818 and 819 North Main



818 North Main

Built: ca. 1921
 Historic Use: Bud Sellers (Auto wholesaler)
 Sanborns: 1927, 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Eligible; Criteria A, C
 Current Use: Bud Sellers
 Description: One story brick-faced frame, sheet metal building in back with newer 2-bay addition
 Property Number: 40



819 North Main

Built: 1955
 Historic Use: Unknown
 Sanborns: N/A
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; not an outstanding example of type
 Current Use: Amir's Auto Sales
 Description: One story with flat roof
 Property Number: 44-A

819 and 820 North Main



819 North Main

Built: 1955
 Historic Use: Unknown
 Sanborns: N/A
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; not an outstanding example of type
 Current Use: Amir's Auto Sales
 Description: One story metal shed
 Property Number: 44-B



820 North Main (Front)

Built: ca. 1924
 Historic Use: Fort Worth Machine Company
 Sanborns: 1927, 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; additions and alterations (sheet metal façade)
 Current Use: Brumley Printing
 Description: One story brick masonry with sheet metal front cladding.
 Property Number: 45

820 and 827 North Main



820 North Main
(Rear facing Commerce Street)

Built: ca. 1924
 Historic Use: Fort Worth Machine Company
 Sanborns: 1927, 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; additions and alterations (new sheet metal façade)
 Current Use: Brumley Printing
 Description: One story brick masonry with sheet metal front cladding
 Property Number: 45



827 North Main
(Front)

Built: 1935
 Historic Use: Gas station
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; additions and alterations (infill of windows, other openings), loss of original form
 Current Use: Tejano Rocks
 Description: One story brick masonry; painted
 Property Number: 49

827 and 832-842 North Main



827 North Main
(Rear facing Houston Street)

Built: 1935
 Historic Use: Gas station
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; additions and alterations (infill of windows, other openings), loss of original form
 Current Use: Tejano Rocks
 Description: One story brick masonry, painted
 Property Number: 49



832, 840, 842 North Main

Built: ca. 1928, 1936
 Historic Use: Panther Oil & Grease Manufacturing Company
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: High
 NR: Eligible; Criteria A, C
 Current Use: Texas Refinery Corporation
 Description: Masonry and stucco; tile roof accent
 Property Number: 50 A-C

900 North Main



900 North Main - Office

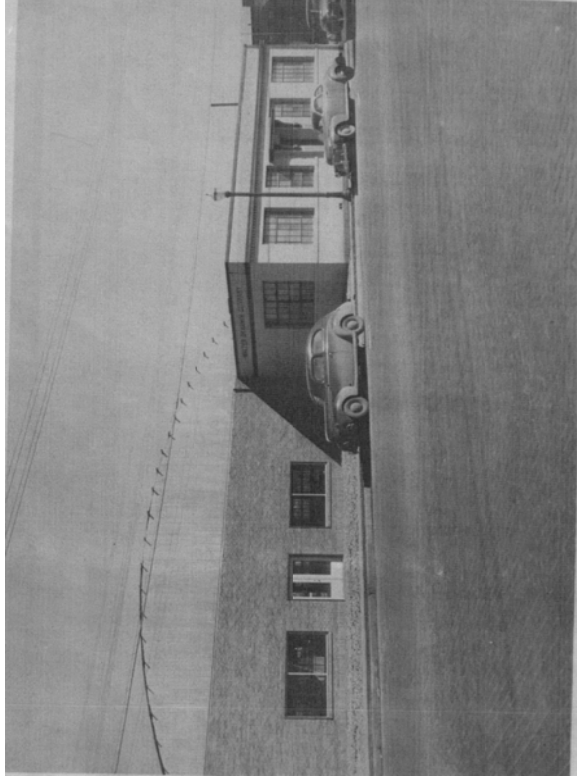
Built: ca. 1925
 Historic Use: Office for lumber yard
 Sanborns: 1927, 1951 & 1968
 Theme: Industry/Commerce
 Integrity: High
 NR: Eligible; Criteria A, C
 Current Use: L' Aire International
 Description: One-story concrete block, Beaux Arts details
 Property Number: 53-A



900 North Main – Industrial Facility

Built: 1945–1946
 Historic Use: Walter Dearman Truck
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: High
 NR: Eligible; Criteria A, C
 Current Use: L' Aire International
 Description: One story iron truss with brick-faced exterior
 Property Number: 53-B

900 and 904 North Main



900 North Main
Historical Photo

Built: ca. 1925, 1945–1946
Walter Dearman Truck Distributors

UTA Libraries, Special Collections
FWST Jan. 30, 1946

(Property Number: 53)



904 North Main

Built: 1951
Historic Use: Standard Parts and Equipment Warehouse
Sanborns: 1951 & 1968
Theme: Industry/Commerce
Integrity: Moderate
NR: Ineligible; not an outstanding example of type
Current Use: Vacant
Description: One story concrete block, brick-faced façade,
1960s addition
Property Number: 55

909 and 917 North Main



909 North Main

Built: 1946
 Historic Use: Store
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; loss of original material (windows, doors)
 Current Use: Texas Refinery Corporation
 Description: One story masonry, flat roof, glass block windows
 Property Number: 52



917 North Main

Built: Rear section built ca. 1938, front built ca. 1946
 Historic Use: E.H. Beall Building, office and warehouse
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: High
 NR: Eligible; Criteria A, C
 Current Use: Texas Refinery Corporation
 Description: One story masonry, steel windows
 Property Number: 56

920 and 921 North Main



920 North Main

Built: ca. 1950
 Historic Use: Beer wholesaler
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; loss of original materials (windows), additions and alterations (new awning over door)
 Current Use: O'Neal Drilling Company
 Description: Two-story International Style
 Property Number: 59



921 North Main

Built: ca. 1950
 Historic Use: Store and laboratories
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; additions and alterations
 Current Use: Landmark Healthcare
 Description: One story concrete block with brick facing, steel trusses
 Property Number: 57

935 and 1001 North Main



935 North Main

Built: 1949
 Historic Use: Magnolia Petroleum Co. warehouse and garage
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; loss of original form, additions and alterations
 Current Use: Altan Dyess, hardware and electrical parts
 Description: One story brick with steel windows
 Property Number: 58



1001 North Main

Built: ca. 1950
 Historic Use: Gas station, office
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; not an outstanding example of type
 Current: Vacant
 Description: One story porcelain enamel, metal panels
 Property Number: 60

1001 and 1012 North Main



1012 North Main

Built: 1926
 Historic Use: KKK Hall & Ellis Pecan Company
 Sanborns: 1927, 1951 & 1968
 Theme: Social History, Industry/Commerce
 Integrity: High
 NR: Eligible; Criteria A, C
 Current: Texas Ballet
 Description: Brick auditorium, arched steel sash windows
 Property Number: 62



1024 North Main

Built: 1950
 Historic Use: Texas Refinery Company office
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; loss of original material (windows, doors)
 Current: Texas Pacific Realty Partners
 Description: One story L-shaped building, formal fluted limestone entry
 Property Number: 63

529-541 North Throckmorton



529-541 North Throckmorton

Built: 1940
 Historic Use: Office
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: High
 NR: Eligible; Criteria A, C
 Current Use: Office
 Description: One story masonry, steel windows
 Property Number: 3-A



529-541 North Throckmorton

Built: ca. 1930
 Historic Use: Interstate By-Products and Supply Co.
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; not an outstanding example of type
 Current Use: Scrap metal yard
 Description: Two story corrugated metal building with multi-paned steel sash windows
 Property Number: 3-B

529-541 and 601 North Throckmorton



529-541 North Throckmorton

Built: ca. 1920
 Historic Use: Interstate By-Products
 Sanborns: 1951
 Theme: Industry/Commerce
 Integrity: High
 NR: Ineligible; not an outstanding example of type
 Current Use: Scrap metal yard
 Description: Metal frame with corrugated siding
 Property Number: 3-C



601 North Throckmorton

Built: ca. 1937
 Historic Use: Hutchison Pipe & Waste Material Company
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: High
 NR: Eligible; Criteria A, C
 Current Use: Commercial Metals Co., Hutchison Division
 Description: One story concrete block with wood trusses and barrel-vaulted roof
 Property Number: 13-A

601 and 801 North Throckmorton



601 North Throckmorton

Built: ca. 1937
Historic Use: Hutchison Pipe & Waste Material Company
Sanborns: 1951 & 1968
Theme: Industry/Commerce
Integrity: High
NR: Eligible; Criteria A, C
Current Use: Commercial Metals Co., Hutchison Division
Description: One story concrete block building, attached corrugated metal warehouse
Property Number: 13-B



801 North Throckmorton

Built: ca. 1936
Historic Use: Magnolia Airco Gas Products
Sanborns: 1951 & 1968
Theme: Industry/Commerce
Integrity: Unknown
NR: Unknown (Could not view)
Current Use: McKinley Iron Works Inc.
Description: One story frame
Property Number: 36

804 and 806 North Throckmorton



804 North Throckmorton

Built: 1952
 Historic Use: Unknown
 Sanborns: N/A
 Theme: Industry/Commerce
 Integrity: High
 NR: Ineligible; not an outstanding example of type
 Current Use: Maintenance garage for Coburns Catering
 Description: One story block masonry; wood panel roll door,
 styled sheet metal parapet cap
 Property Number: 38



806 North Throckmorton

Built: ca. 1927
 Historic Use: Southwestern Brass Works foundry
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: High
 NR: Eligible; Criteria A, C
 Current Use: Southwestern Brass Works
 Description: One story, sheet metal, original materials
 Property Number: 42-A

806 North Throckmorton



806 North Throckmorton (middle building)

Built: ca. 1927
 Historic Use: Southwestern Brass Works office
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Eligible; Criteria A, C
 Current Use: Southwestern Brass Works
 Description: One story wood frame addition to foundry
 Property Number: 42-A



806 North Throckmorton (far left)

Built: Post-1951
 Historic Use: Unknown
 Sanborns: N/A
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; loss of original materials (windows, siding, door), additions and alterations (added porch)
 Current Use: Southwestern Brass Works
 Description: Two story wood frame
 Property Number: 42-B

901 North Throckmorton



901 North Throckmorton Street

Built: ca. 1931
 Historic Use: McKinley Iron Works
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Eligible; Criteria A, C
 Current Use: McKinley Iron Works
 Description: Two story concrete block office and pattern shop
 Property Number: 47-A



901 North Throckmorton Street

Built: 1941
 Historic Use: McKinley Iron Works
 Sanborns: 1951 & 1968
 Theme: Industry
 Integrity: Moderate
 NR: Eligible
 Current Use: McKinley Iron Works
 Description: Two story warehouse, fireproof construction
 Property Number: 47-B

Terminus of North Houston and 501 North Houston



At terminus of North Houston Street

Built: ca. 1938–1945
 Historic Use: Panther Lubnricating Oil and Grease factory
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: High
 NR: Eligible; Criteria A, C
 Current Use: Texas Refinery Corp.
 Description: One story masonry office and factory
 Property Number: 48-C



501 North Houston

Built: 1942
 Historic Use: Crown Machine & Tool
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; not an outstanding example of type
 Current Use: Manufacturing
 Description: One story sheet metal building with steel framing
 Property Number: 4

505 and 609 North Houston



505 North Houston

Built: 1955
 Historic Use: Worth Iron & Metal
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; not an outstanding example of type
 Current Use: Vacant
 Description: One story brick masonry office, sheet metal with stucco façade
 Property Number: 8



609 North Houston

Built: 1950–1951
 Historic Use: Hobbs Trailers
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Eligible; Criteria A, C
 Current Use: Main Street Powder Coating
 Description: Office area: two story brick-faced concrete block, rest is concrete construction with deck roof
 Property Number: 14

609 and 801 North Houston



609 North Houston

Built: 1950–1951
 Historic Use: Hobbs Trailers
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Eligible; Criteria A, C
 Current Use: Main Street Powder Coating
 Description: Office area: two story brick-faced concrete block, rest is concrete construction with deck roof
 Property Number: 14



801 North Houston

Built: 1946
 Historic Use: Casting works
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: High
 NR: Ineligible; not an outstanding example of type
 Current Use: Storage for Coburn Catering
 Description: One story concrete block masonry building
 Property Number: 37-A

801 and 819 North Houston



801 North Houston

Built: Post-1951
 Historic Use: Unknown
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; not an outstanding example of type
 Current Use: Maintenance garage for Coburn Catering
 Description: One story sheet metal shed
 Property Number: 37-B



819 North Houston

Built: 1952
 Historic Use: McKinley Iron Works
 Sanborns: N/A
 Theme: Industry/Commerce
 Integrity: High
 NR: Ineligible; non-contributing part of McKinley Iron Works complex
 Current Use: McKinley Iron Works
 Description: One story sheet metal building with multiple bays, original construction materials
 Property Number: 43

841 North Houston



841 North Houston

Built: ca. 1946
 Historic Use: Oil warehouse
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: High
 NR: Eligible; Criteria A, C
 Current Use: Texas Refinery Corp.
 Description: One story metal frame corrugated siding bowstring truss roof
 Property Number: 48-A



841 North Houston

Built: 1960
 Historic Use: Unknown
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; not an outstanding example of type
 Current Use: Texas Refinery Corp.
 Description: One story metal frame, gable roof
 Property Number: 48-B
NO LONGER EXTANT

207 NE Fourth Street



207 NE Fourth Street

Built: ca. 1940
Historic Use: Unknown
Sanborns: 1968
Theme: Industry/Commerce
Integrity: Moderate
NR: Ineligible; not an outstanding example of type
Current Use: Vacant
Description: One story frame shed with wood siding
Property Number: 7-A



207 NE Fourth Street

Built: ca. 1940
Historic Use: Unknown
Sanborns: 1968
Theme: Industry/Commerce
Integrity: High
NR: Ineligible; not an outstanding example of type
Current Use: Beauchamp Excavating
Description: One story metal corrugated building
Property Number: 7-B

200 NW Sixth Street and 201 NE Seventh Street



200 NW Sixth Street

Built: 1951
Historic Use: Unknown
Sanborns: 1968
Theme: Industry/Commerce
Integrity: High
NR: Ineligible; not an outstanding example of type
Current Use: Commanche Trailers
Description: One story sheet metal, original windows
Property Number: 19



201 NE Seventh Street

Built: 1948
Historic Use: Electrical supplies
Sanborns: 1951 & 1968
Theme: Industry/Commerce
Integrity: High
NR: Eligible; Criteria A, C
Current Use: Daico Supply Company
Description: One story brick-faced Moderne, steel sash windows, limestone banding
Property Number: 41

205 NW Seventh Street and 500 North Commerce



205 NW Seventh Street

Built: 1949
 Historic Use: National Educators Life Warehouse
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: High
 NR: Eligible; Criteria A, C
 Current Use: RadioShack warehouse
 Description: Two story brick-faced Moderne office, one story warehouse, fireproof reinforced concrete, steel trusses
 Property Number: 31



500 North Commerce

Built: ca. 1929
 Historic Use: Texas Rail Joint Company
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; loss of original material (damage), Not an outstanding example of type
 Current Use: Warehouse
 Description: One story CMU flat roof, burned out interior
 Property Number: 6-A

500 and 625 North Commerce



500 North Commerce

Built: ca. 1938
 Historic Use: Texas Rail Joint Company
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; not an outstanding example of type
 Current Use: Storage
 Description: One story metal shed
 Property Number: 6-B



625 North Commerce

Built: 1928
 Historic Use: Hobbs Trailers
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: High
 NR: Eligible; Criteria A, C
 Current Use: Warehouse
 Description: One story metal frame, corrugated siding
 Property Number: 15

641 and 648 North Commerce



641 North Commerce

Built: 1950
 Historic Use: Auto garage
 Sanborns: 1951
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; not an outstanding example of type
 Current Use: Auto repair
 Description: One story metal shed with corrugated siding
 Property Number: 17



648 North Commerce

Built: 1930
 Historic Use: Carruthers Stone
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: High
 NR: Eligible; Criteria A, C
 Current Use: Carruthers Stone
 Description: One story metal corrugated siding
 Property Number: 18

NO LONGER EXTANT

701 and 707 North Commerce



701 North Commerce

Built: 1965
 Historic Use: Unknown
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; loss of original materials, loss of original form (removed and solid infill of doors and storefront/windows)
 Current Use: Auto parts
 Description: One story stucco over CMU, windowless
 Property Number: 22



707 North Commerce

Built: 1938
 Historic Use: Central Electric Company
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: High
 NR: Ineligible; not an outstanding example of type
 Current Use: Ceco Sales
 Description: One story brick, corrugated metal roof
 Property Number: 29

900 North Commerce



900 North Commerce

Built: 1950
 Historic Use: Tarrant County Asphalt Company
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; loss of original materials (windows, doors)
 Current Use: Tarrant Regional Water District
 Description: One story painted brick with permastone façade and corrugated roof
 Property Number: 54-A



900 North Commerce (side)

Built: 1950
 Historic Use: Tarrant County Asphalt Company
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; loss of original materials (windows, doors)
 Current Use: Tarrant Regional Water District
 Description: One story painted brick with permastone façade and corrugated roof
 Property Number: 54-A

900 North Commerce



900 North Commerce (rear)

Built: 1950
 Historic Use: Tarrant County Asphalt Company
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; loss of original materials (windows, doors)
 Current Use: Tarrant Regional Water District
 Description: One story painted brick with permastone façade and corrugated roof
 Property Number: 54-A



900 North Commerce (Garage)

Built: 1940
 Historic Use: Tarrant County Asphalt Company storage
 Sanborns: 1951 & 1968
 Theme: Industry
 Integrity: High
 NR: Ineligible; not an outstanding example of type
 Current USE: Tarrant Regional Water District
 Description: One story frame garage with corrugated siding
 Property Number: 54-B

1000 and 1024 North Commerce



1000 North Commerce

Built: 1960
 Historic Use: Unknown
 Sanborns: N/A
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; not an outstanding example of type
 Current Use: Star R. Foam
 Description: One story CMU with stucco
 Property Number: 61



1024 North Commerce

Built: 1931
 Historic Use: Western Paint & Roofing
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: High
 NR: Eligible; Criteria A, C
 Current Use: Star R. Foam
 Description: One story brick, clerestory windows
 Property Number: 64

825 and 835 North Calhoun



825 North Calhoun

Built: 1947
 Historic Use: Unknown
 Sanborns: N/A
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Eligible; Criteria A, C
 Current Use: Vacant
 Description: One story metal buildings (2), bow truss roof
 Property Number: 46



835 North Calhoun

Built: 1956
 Historic Use: Dry Cleaning Equipment
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; not an outstanding example of type
 Current Use: Vacant
 Description: One story painted CMU with loading dock
 Property Number: 51

1100 North Commerce and 1122 North Calhoun



1100 North Commerce

Built: 1930
 Historic Use: Rector Well Building
 Sanborns: 1951 & 1968
 Integrity: High
 Theme: Industry/Commerce
 NR: Eligible; Criteria A, C
 Current Use: Star R. Foam
 Description: One story brick, clerestory windows
 Property Number: 65



1122 North Calhoun

Built: 1933
 Historic Use: Residential
 Sanborns: 1951 & 1968
 Theme: Residential
 Integrity: Poor
 NR: Ineligible; loss of original form (porch), loss of original material (roofing)
 Current Use: Residential
 Description: One story frame residence
 Property Number: 66

1701 and 1705 White Settlement Road



1701 White Settlement Road
(building on the left)

Built: 1951
 Historic Use: Unknown
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; not an outstanding example of type
 Current Use: L&L Electronics
 Description: One story concrete block building
 Property Number: 85



1705 White Settlement Road

Built: 1951
 Historic Use: Unknown
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; not an outstanding example of type
 Current Use: J&G Companies
 Description: One story concrete block building
 Property Number: 84

1709 and 1801 White Settlement Road



1709 White Settlement Road

Built: 1959
 Historic Use: Unknown
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; additions, alterations, loss of original materials (windows, doors, infill)
 Current Use: Team USA Collision
 Description: One story CMU block, partial stucco, partial brick facing, concrete sills and coping
 Property Number: 83



1801 White Settlement Road

Built: 1947
 Historic Use: Automotive
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; not an outstanding example of type
 Current Use: Silver Star Automotive
 Description: One story CMU block, stucco to eave line, pilasters, sheet metal roof
 Property Number: 82

1809 and 1901 White Settlement Road



1809 White Settlement Road

Built: 1949
 Historic Use: Automotive
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Eligible; Criteria A, C
 Current Use: Auto Plaza Auto Repair
 Description: One story concrete block, permastone façade, Moderne entry
 Property Number: 81



1901 White Settlement Road

Built: 1946
 Historic Use: Automotive
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; loss of original materials (windows, doors)
 Current Use: American Auto Motive
 Description: One story CMU block, sheet metal roof, wood panel infill
 Property Number: 80

1923 and 2000 White Settlement Road



1923 White Settlement Road

Built: 1960
 Historic Use: Grainger Electric
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; additions and alterations (new metal pent roof), loss of original materials (windows, doors)
 Current Use: Photography studio
 Description: One story brick-faced with wood roll doors
 Property Number: 79



2000 White Settlement Road

Built: 1950
 Historic Use: Unknown
 Sanborns: N/A
 Theme: Industry/Commerce
 Integrity: High
 NR: Ineligible; not an outstanding example of type
 Current Use: Tarrant Regional Water District
 Description: One story brick-faced, corrugated tin roof
 Property Number: 91

2005 White Settlement Road and 217 Greenleaf Street



2005 White Settlement Road

Built: 1955
 Historic Use: Unknown
 Sanborns: N/A
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; not an outstanding example of type
 Current Use: Unknown
 Description: One story CMU building, brick façade, clerestory windows
 Property Number: 78



217 Greenleaf Street

Built: 1967
 Historic Use: N/A
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; additions and alterations (sheds), loss of original materials (windows)
 Current Use: Hertel Auto Sales
 Description: One story CMU building, metal carport
 Property Number: 72

308 and 336 Greenleaf Street



308 Greenleaf Street

Built: Post-1950
 Historic Use: Unknown
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; additions and alterations, loss of original form (addition at front)
 Current Use: Monument Company
 Description: One story frame, stucco, modular office attached to front
 Property Number: 71



336 Greenleaf Street

Built: 1925
 Historic Use: Residence
 Sanborns: 1968
 Theme: Residential
 Integrity: Moderate
 NR: Eligible; Criteria A, C
 Current Use: Residential
 Description: One and a half stories, frame, corrugate metal roof
 Property Number: 70

415 and 421 Greenleaf Street



415 Greenleaf Street

Built: 1961
 Historic Use: Office
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: High
 NR: Ineligible; not an outstanding example of type
 Current Use: Office
 Description: One story brick building; sheet metal coping and attached carport
 Property Number: 68



421 Greenleaf Street

Built: 1961
 Historic Use: Unknown
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: High
 NR: Ineligible; not an outstanding example of type
 Current Use: Millican Press, Inc.
 Description: One story CMU building, brick-faced, symmetrical entrances and loading docks
 Property Number: 67

115 Arthur Street



115 Arthur Street

Built: 1960
 Historic Use: Unknown
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; loss of original materials (new windows) additions and alterations (original door opening covered)
 Current Use: Accurate Engine Service
 Description: One story CMU building, stucco, sheet metal roof
 Property Number: 76-A



115 Arthur Street

Built: 1960
 Historic Use: Unknown
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; not an outstanding example of type
 Current Use: Accurate Engine Service
 Description: One story, stucco, sheet metal roof
 Property Number: 76-B

119 and 200 Arthur Street



119 Arthur Street

Built: 1960
 Historic Use: Unknown
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; not an outstanding example of type, loss of original materials (windows, doors)
 Current Use: Diamond Auto Repair
 Description: One story CMU building, brick-faced, sheet metal roof
 Property Number: 75



200 Arthur Street

Built: 1955
 Historic Use: Industrial
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; loss of original materials (windows, doors, pent roof)
 Current Use: Vreeland Construction
 Description: One story frame, brick-faced, wood siding, metal roof
 Property Number: 73-A

200 Arthur Street



200 Arthur Street

Built: 1955
Historic Use: Industrial
Sanborns: 1968
Theme: Industry/Commerce
Integrity: Moderate
NR: Ineligible; loss of original material (truck bay infilled with new storefront, new windows and doors)
Current Use: Vreeland Construction
Description: One story frame, brick-faced, wood siding, metal roof
Property Number: 73-B



200 Arthur Street

Built: 1955
Historic Use: Industrial
Sanborns: 1968
Theme: Industry/Commerce
Integrity: Moderate
NR: Ineligible; loss of original material (truck bay infilled with new storefront, new windows and doors)
Current Use: Vreeland Construction
Description: One story frame, brick-faced, wood siding, metal roof
Property Number: 73-B

205 Arthur Street



205 Arthur Street

Built: 1960
 Historic Use: Unknown
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; not an outstanding example of type
 Current Use: Welding Specialties, Inc.
 Description: One story steel frame building, sheet metal with brick façade
 Property Number: 74-A



205 Arthur Street

Built: 1960
 Historic Use: Unknown
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; not an outstanding example of type
 Current Use: Welding Specialties, Inc.
 Description: One story frame, wood siding, brick-faced
 Property Number: 74-B

2001 Dakota Street



2001 Dakota Street

Built: 1960
Historic Use: Unknown
Sanborns: 1968
Theme: Industry
Integrity: High
NR: Ineligible; not an outstanding example of
type
Current Use: Shriner Warehouse
Description: One story CMU building
Property Number: 69

600 and 612 North Henderson Street



600 North Henderson Street

Built: 1963
 Historic Use: Motel
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; additions and alterations (cornice, entry, projection over drive-through)
 Current Use: Halfway House
 Description: Two story permastone faced, original signage partially intact
 Property Number: 86



612 North Henderson Street

Built: 1936/1963
 Historic Use: Mexican Inn
 Sanborns: 1951 & 1968
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; additions and alterations (infills), loss of original form
 Current Use: Mexican Inn Cafe
 Description: One story frame, stucco
 Property Number: 89

701 and 702 North Henderson Street



701 North Henderson Street

Built: 1946
 Historic Use: AAA Package Store
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: High
 NR: Eligible; Criteria A, C
 Current Use: Bull's Liquor Store
 Description: One story brick-faced Streamline Moderne
 Property Number: 87



702 North Henderson Street

Built: 1946
 Historic Use: Barbecue Stand
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; not an outstanding example of type
 Current Use: Red's Barbecue
 Description: One story frame building
 Property Number: 94

703 and 800 North Henderson Street



703 North Henderson Street

Built: 1947
 Historic Use: Commercial
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; loss of original materials (windows, doors)
 Current Use: Thai restaurant
 Description: One story masonry with stucco
 Property Number: 88



800 North Henderson Street

Built: 1950
 Historic Use: Commercial
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; not an outstanding example of type
 Current Use: Currently Allied Fence
 Description: One story masonry
 Property Number: 99

801 and 901 North Henderson Street



801 North Henderson Street

Built: 1960
Historic Use: Unknown
Sanborns: 1968
Theme: Industry/Commerce
Integrity: Poor
NR: Ineligible; not an outstanding example of type
Current Use: Mirage Motors
Description: One story masonry
Property Number: 93



901 North Henderson Street

Built: 1965
Historic Use: Motel
Sanborns: 1968
Theme: Industry/Commerce
Integrity: Moderate
NR: Ineligible; not an outstanding example of type
Current Use: Sims Motel
Description: One story frame roadside motel
Property Number: 98

901 North Henderson Street



901 North Henderson Street

Built: 1965
Historic Use: Motel
Sanborns: 1968
Theme: Industry/Commerce
Integrity: Moderate
NR: Ineligible; not an outstanding example of type
Current Use: Sims Motel
Description: One story frame roadside motel
Property Number: 98



901 North Henderson Street

Built: 1965
Historic Use: Motel
Sanborns: 1968
Theme: Industry/Commerce
Integrity: Moderate
NR: Ineligible; not an outstanding example of type
Current Use: Sims Motel
Description: One story frame roadside motel
Property Number: 98

921 North Henderson Street



921 North Henderson Street

Built: 1950
Historic Use: Unknown
Sanborns: 1968
Theme: Industry/Commerce
Integrity: Moderate
NR: Ineligible; not an outstanding example of type
Current Use: GAS International
Description: One story concrete, some original steel windows,
one story masonry and corrugated steel shed
Property Number: 97-A



921 North Henderson Street

Built: 1950
Historic Use: Unknown
Sanborns: N/A
Theme: Industry/Commerce
Integrity: Moderate
NR: Ineligible; not an outstanding example of type
Current Use: Warehouse
Description: One story masonry
Property Number: 97-B

921 North Henderson



921 North Henderson Street

Built: 1950
 Historic Use: Unknown
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; not an outstanding example of type
 Current Use: Ancillary building for GAS International
 Description: One story masonry guard shack with flat roof
 Property Number: 97-C



921 North Henderson Street

Built: 1950
 Historic Use: Unknown
 Sanborns: N/A
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; not an outstanding example of type
 Current Use: GAS International
 Description: One story masonry saw-tooth monitors; original steel windows
 Property Number: 97-D

921 North Henderson Street



921 North Henderson Street

Built: 1965
 Historic Use: Unknown
 Sanborns: N/A
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; loss of original materials (windows, doors), alterations and additions (infill of openings)
 Current Use: GAS International
 Description: One story metal structure with masonry facade
 Property Number: 97-E



921 North Henderson Street

Built: 1965
 Historic Use: Unknown
 Sanborns: N/A
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; loss of original materials (windows, doors), alterations and additions (infill of openings)
 Current Use: GAS International
 Description: One story masonry and corrugated steel shed
 Property Number: 97-F

930 North Henderson



930 North Henderson Street

Built: 1950
 Historic Use: Unknown
 Sanborns: N/A
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; additions and alterations, loss of original form (new front addition)
 Current Use: American Auto Salvage
 Description: One story metal building with new brick façade
 Property Number: 100-A



930 North Henderson Street

Built: 1955
 Historic Use: Unknown
 Sanborns: N/A
 Theme: Industry/Commerce
 Integrity: Poor
 NR: Ineligible; not an outstanding example of type
 Current Use: American Auto Salvage
 Description: One story metal shed
 Property Number: 100-B

930 North Henderson and 900 Woodward



930 North Henderson Street

Built: 1955
 Historic Use: Unknown
 Sanborns: N/A
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; not an outstanding example of type
 Current Use: American Auto Salvage
 Description: One story metal shed
 Property Number: 100-C



900 Woodward

Built: 1952
 Historic Use: City of Fort Worth Incinerator
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: High
 NR: Eligible: Criteria A, C
 Current Use: Vacant
 Description: Two story masonry incinerator
 Property Number: 96-A

900 Woodward



900 Woodward

Built: 1965
 Historic Use: FCC communications tower and shed
 Sanborns: 1968
 Theme: Industry/Commerce, Other
 Integrity: Moderate
 NR: Ineligible; not an outstanding example of type
 Current Use: FCC communications tower and shed
 Description: Metal tower and shed
 Property Number: 96-B



900 Woodward

Built: 1965
 Historic Use: Unknown
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; not an outstanding example of type
 Current Use: Satellite Paint Bank
 Description: One story masonry with flat roof
 Property Number: 96-C

900 and 917 Woodward



900 Woodward

Built: 1955
 Historic Use: Animal shelter/Unknown
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: High
 NR: Ineligible; not an outstanding example of type
 Current Use: Satellite Paint Bank
 Description: One story masonry with brick wainscot
 Property Number: 96-D



917 Woodward

Built: ca. 1940, 1963
 Historic Use: Residence
 Sanborns: 1951 & 1968
 Theme: Residential, Industry/Commerce
 Integrity: Poor
 NR: Ineligible; additions and alterations, loss of original form
 Current Use: Carpet store
 Description: Two story frame building with multiple additions
 Property Number: 90

937 Woodward and 115 Viola



937 Woodward

Built: 1950
 Historic Use: Industrial/Commercial
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: Moderate
 NR: Ineligible; not an outstanding example of type
 Current Use: J&J Roadhouse
 Description: One story corrugated metal building
 Property Number: 95



115 Viola

Built: 1960
 Historic Use: Unknown
 Sanborns: N/A
 Theme: Industrial
 Integrity: Moderate
 NR: Ineligible; not an outstanding example of type
 Current Use: Singletons Paint and Body
 Description: One story sheet metal building
 Property Number: 77

117 Commercial Street and Garage and Shed at Oakhurst Scenic Drive



117 Commercial Street

Built: 1950
 Historic Use: Automotive
 Sanborns: 1968
 Theme: Industry/Commerce
 Integrity: High
 NR: Ineligible; not an outstanding example of type
 Current Use: The Tire Shop
 Description: One story masonry with flat roof
 Property Number: 92



Garage and Shed at Oakhurst Scenic Drive

Built: ca. 1950
 Historic Use: Outbuildings to a residence
 Sanborns: N/A
 Theme: Residential
 Integrity: Moderate
 NR: Ineligible; secondary remnant of larger complex, now demolished
 Current Use: Vacant
 Description: The garage was most likely an outbuilding to a residence that has been demolished. The adjacent outbuilding was also an accessory building, likely a chicken coop that has been subsequently modified over the years with numerous additions.
 Property Number: 117

Garage and Shed at Oakhurst Scenic Drive and Heritage Park Plaza



Garage and Shed at Oakhurst Scenic Drive

Built: ca. 1950
 Historic Use: Outbuildings to a residence
 Sanborns: N/A
 Theme: Residential
 Integrity: Moderate
 NR: Ineligible; secondary remnant of larger complex, now demolished
 Current Use: Vacant
 Description: The garage was most likely an outbuilding to a residence that has been demolished. The adjacent outbuilding was also an accessory building, likely a chicken coop that has been subsequently modified over the years with numerous additions.
 Property Number: 117



Heritage Park Plaza

Built: 1976
 Historic Use: Park
 Sanborns: N/A
 Theme: Recreation
 Integrity: High
 NR: Eligibility under consideration by the Texas Historical Commission at time of publication
 Current Use: Park (closed)
 Description: Surrounded by water walls a series of square "rooms" are contained in the plaza. Channels connect the various water walls. Two large lawn areas are located in the middle of the plaza.
 Property Number: 106

Tarrant County Courthouse and Henderson Street Bridge



Tarrant County Courthouse

Built: 1895
Historic Use: Courthouse
Sanborns: 1898, 1910, 1926, 1951 & 1968
Theme: Community Development
Integrity: High
NR: NRHP-listed
Current Use: Courthouse
Description: Four-story, Renaissance Revival building constructed of pink granite. A 198' copper clad clock tower extends tops the building measuring 230' wide by 150' deep.
Property Number: 107



Henderson Street Bridge

Built: 1930
Historic Use: Bridge
Sanborns: 1951 & 1968
Theme: Engineering
Integrity: High
NR: Eligible; Criteria A, C
Current Use: Bridge
Description: Open spandrel concrete arch spans the Clear Fork of the Trinity River with a 124' long arch and 14 curved concrete girder approaches. The bridge was built by engineers Ira G. Hedrick and C.M. Thelin, in concert with the development of the Jacksboro Highway to Lake Worth. The curved concrete wall located between the arch rings acts as a conduit for utility lines.
Property Number: 101

Henderson Street Bridge and SL, SF & Texas Railway Bridge



Henderson Street Bridge

Built: 1930
 Historic Use: Bridge
 Sanborns: 1951 & 1968
 Theme: Engineering
 Integrity: High
 NR: Eligible; Criteria A, C
 Current Use: Bridge
 Description: The city erected this bridge in 1930, while developing the Jacksboro Highway to Lake Worth.
 Property Number: 101



SL, SF & Texas Railway Bridge

Built: 1902
 Historic Use: Bridge
 Sanborns: 1927, 1951 & 1968
 Theme: Engineering
 Integrity: High
 NR: Eligible; Criteria A, C
 Current Use: Bridge
 Description: Iron through-truss span with concrete piers
 Property Number: 102

GC & SF Railway Bridge and FW & DC Railway Bridge



GC & SF Railway Bridge

Built: ca. 1910-11
 Historic Use: Bridge (Gulf Colorado and Santa Fe Railroad)
 Sanborns: N/A
 Theme: Engineering
 Integrity: High
 NR: Eligibility under consideration by the Texas Historical Commission at time of publication
 Current Use: Bridge (BNSF Railway Company)
 Description: Nine-panel Pratt through truss main span with pin connections, a through plate girder secondary span and timber trestle approaches on either end. The truss has latticed vertical members. Northern end of the plate girder span is supported by a masonry pier, while a concrete pier supports the truss.

Property Number: 111



FW & DC Railway Bridge

Built: ca. 1935
 Historic Use: Bridge (Fort Worth and Denver City Railway)
 Sanborns: N/A
 Theme: Engineering
 Integrity: High
 NR: Eligibility under consideration by the Texas Historical Commission at time of publication
 Current Use: Bridge (BNSF Railway Company)
 Description: Two steel truss main spans and a steel deck plate girder secondary span. The robust main spans are riveted Pratt through truss variants with subdivided end panels and battened diagonals. The larger of the two has five panels, while the smaller has four. The main spans are supported by steel caisson piers, while the secondary span rests on concrete piers.

Property Number: 112

CRI & G Railway Bridge and Timber Trestle Bridge



CRI & G Railway Bridge

Built: ca. 1920
 Historic Use: Bridge (Chicago, Rock Island and Pacific Railway)
 Sanborns: N/A
 Theme: Engineering
 Integrity: High
 NR: Eligible; Criteria A, C
 Current Use: Bridge (Union Pacific Railroad)
 Description: Two steel truss spans and a through plate girder secondary span. The main spans are a six panel and a four-panel Baltimore through truss. The superstructure rests on stepped and tapered concrete piers and concrete abutments.
 Property Number: 113



Timber Trestle Bridge

Built: Unknown
 Historic Use: Bridge (St. Louis and Southwestern Railroad)
 Sanborns: N/A
 Theme: Engineering
 Integrity: High
 NR: Ineligible; not an outstanding example of type
 Current Use: Bridge (Fort Worth and Western Railroad)
 Description: The timber trestle consists of 17 spans.
 Property Number: 109

T & P Railway Bridge and I-35 Bridge



T & P Railway Bridge

Built: 1913-1967
Historic Use: Bridge (Texas and Pacific Railway Company)
Sanborns: N/A
Theme: Engineering
Integrity: High
NR: Ineligible; not an outstanding example of type
Current Use: Bridge (Union Pacific Railroad)
Description: Thirty-one timber trestle spans built in 1928, eight reinforced concrete trestle spans built in 1967, one 60' through plate girder span built in 1913, two 102' through plate girder spans from 1939, one 45' deck plate girder from 1913, and five reinforced concrete trestle spans built in 1967. The plate girder spans rest on concrete piers, concrete bents support the reinforced concrete trestle spans, while timber bents support the timber trestle spans. The bridge has an overall length of 997'.
Property Number: 115



I-35 Bridge

Built: ca. 1980s
Historic Use: Bridge
Sanborns: N/A
Theme: Engineering
Integrity: High
NR: Ineligible; outside period of significance for project
Current Use: Bridge
Description: Fourteen continuous steel girder spans resting on a substructure of concrete column bents. The bridge has an overall length of approximately 1,270' and appears to date from the early 1980s. The roadway has a concrete Jersey barrier railing.
Property Number: 116

Northside Avenue Bridge No. 1



Northside Avenue Bridge No. 1

Built: 1952
 Historic Use: Bridge
 Sanborns: N/A
 Theme: Engineering
 Integrity: High
 NR: Ineligible; not an outstanding example of type
 Current Use: Bridge
 Description: Continuous I-beam superstructure resting on a substructure of concrete column bents. Overall length of 508', a deck width of 60.8', and a roadway width of 48' with 6' sidewalks on either side. Steel pedestrian railing similar in design to the Type "M" railing that the Texas State Highway Department developed in 1938.
 Property Number: 108



Northside Avenue Bridge No. 1

Built: 1952
 Historic Use: Bridge
 Sanborns: N/A
 Theme: Engineering
 Integrity: High
 NR: Ineligible; not an outstanding example of type
 Current Use: Bridge
 Description: The Tarrant County Water Control and Improvement District No. 1 erected this bridge in 1952. John F. Buckner was the contractor and Freese and Nichols were the consulting engineers.
 Property Number: 108

Northside Avenue Bridge No. 2



Northside Avenue Bridge No. 2

Built: 1952
 Historic Use: Bridge
 Sanborns: N/A
 Theme: Engineering
 Integrity: High
 NR: Ineligible; not an outstanding example of type
 Current Use: Bridge
 Description: Continuous I-beam superstructure resting on a substructure of concrete column bents. Steel pedestrian railing similar in design to the Type "M" railing that the Texas State Highway Department developed in 1938.
 Property Number: 114



Northside Avenue Bridge No. 2

Built: 1952
 Historic Use: Bridge
 Sanborns: N/A
 Theme: Engineering
 Integrity: High
 NR: Ineligible; not an outstanding example of type
 Current Use: Bridge
 Description: The Tarrant County Water Control and Improvement District No. 1 erected this bridge in 1952. J.B. Clardy Construction Company was the contractor and Freese and Nichols were the consulting engineers.
 Property Number: 114

Paddock Viaduct and Samuels Avenue Bridge



Paddock Viaduct

Built: 1914
 Historic Use: Bridge
 Sanborns: 1951 & 1968
 Theme: Transportation/Engineering
 Integrity: High
 NR: NRHP-listed
 Current Use: Bridge
 Description: Reinforced concrete arches with a system of hinged, ribbed arches having ball and socket, cast steel hinges to eliminate need for falsework in the Trinity River bed
 Property Number: 103



Samuels Avenue Bridge

Built: 1914 (reconstructed in 1995)
 Historic Use: Bridge
 Sanborns: N/A
 Theme: Transportation/Engineering
 Integrity: Poor
 NR: Ineligible; loss of original materials, loss of original form
 Current Use: Bridge
 Description: Concrete girder tee-beam spans resting on a substructure of concrete piers. The overall length of 450', a maximum span length of 50', a deck width of 44.3', and a roadway width of 30' with 5' sidewalks on either side. The bridge has a windowed concrete combination railing similar in design to the TxDOT "Texas Classic" design.
 Property Number: 110

Flood Control System

Flood Control System

Built: 1910–1957
Historic Use: Flood control
Sanborns: 1951 & 1968
Theme: Flood control development/Engineering
Integrity: Moderate - High
NR: Eligible; Criteria A, C
Current: Flood control
Description: Levees, sumps, sluices, Nutt Dam, USGS Water Gauge
Property Number: 104



View of levee along the West Fork, view looking northwest



Nutt Dam

Flood Control System



TRWD Dam



Sump structure at TRWD Dam

Flood Control System



USGS river gauge near Nutt Dam

Appendix B

Modified Central City Project 2023 Programmatic Agreement

**PROGRAMMATIC AGREEMENT
AMONG
THE U.S. ARMY CORPS OF ENGINEERS, FORT WORTH DISTRICT,
THE TARRANT REGIONAL WATER DISTRICT,
AND
THE TEXAS STATE HISTORIC PRESERVATION OFFICER,
REGARDING THE CONTINUING IMPLEMENTATION OF THE MODIFIED CENTRAL CITY
PROJECT, FORT WORTH, TEXAS**

WHEREAS, this Programmatic Agreement (PA) is entered into by and between the United States Army Corps of Engineers, Fort Worth District (USACE), the Texas State Historic Preservation Officer (SHPO), and the Tarrant Regional Water District (TRWD); and

WHEREAS, the TRWD, the Non-Federal Sponsor (NFS) for the undertaking, under a Project Partnership Agreement between the USACE and TRWD, amended 19 January 2021, is providing the necessary lands, easements, relocations, and rights-of-way for the project and is responsible for ongoing and future operation and maintenance of the Modified Central City project and is therefore, a Signatory to the Agreement; and

WHEREAS, the TRWD shall adhere to the Antiquities Code of Texas, as applicable; and

WHEREAS, the definitions set forth in 36 CFR § 800.16 are incorporated herein by reference and apply throughout this Agreement; and

WHEREAS, the Central City Project for flood control, ecosystem restoration, and recreation was authorized by the River and Harbor Act of 1965, Public Law 89-298; as modified by Section 116 of the Energy and Water Development Appropriations Act of 2005, Division C, Public Law 108-447; and as further modified by Section 1401 (9) and Section 1402(c) of the Water Infrastructure Improvements for the Nation Act (WIIN)/Water Resources Development Act (WRDA) of 2016, Public Law 114-332, which authorized the Secretary to undertake the Central City Project as generally described in the Trinity River Master Plan, dated April, 2003, as amended; and

WHEREAS, the Central City Project, initially begun in 2007, continues to constitute an undertaking (the Undertaking) under Section 106 of the National Historic Preservation Act of 1966 (NHPA) as amended; and

WHEREAS, the Bypass Channel (to include gates and pump station), Marine Creek Channel Expansion, Samuels Lock and Dam, Marine Creek Dam, Rockwood Park Valley Storage, University Drive Valley Storage, Rockwood Park Ecosystem, Site E Valley Storage, Site K Valley Storage, Site B Valley Storage, Environmental Mitigation at Site A (Sycamore Creek), Environmental Mitigation at Ham Branch Valley Storage, recreational features, and the Gateway Oxbow Ecosystem, which consists of Ecosystem Restoration within Valley Storage Sites A, B, C, E, K, and H as depicted in Figure 1 of Appendix A constitute the area of potential effect (APE) and are the construction elements of the Central City Undertaking that shall be subject to the stipulations below; and

WHEREAS, the USACE conducted consultation for construction of Site E Valley Storage during the months of March through June of 2022, and SHPO concurred that construction of Site E Valley Storage would have no effect to historic properties; and

WHEREAS, previous compliance with the NHPA as amended for the 2007-2022 construction of the Undertaking resulted in a PA entitled *Programmatic Agreement Between*

the US Army Corps of Engineers, The City of Fort Worth, Texas and the Texas Historical Commission (State Historic Preservation Officer), Regarding the Implementation of the Central City Portion of the Trinity River Vision Master Plan, Fort Worth, Texas (Original Agreement) that was executed on March 30, 2006 (Appendix B). The term of the Original Agreement was identified as fifteen (15) years from the date of execution, which was extended until March 31, 2022, by an amendment executed March 29, 2021; and

WHEREAS, the Original Agreement is expired and this agreement addresses the continuing effects of the Undertaking programmatically; and

WHEREAS, Appendix C lists the elements constructed under the Original Agreement and the adverse effect mitigation measures fulfilled under the Original Agreement. The USACE and SHPO concur that the adverse effects to those historic properties listed in Appendix C have been sufficiently mitigated and shall not be mitigated again; and

WHEREAS, the revised Area of Potential Effect (APE) for the elements of the Undertaking not implemented are shown in Appendix A; and

WHEREAS, the USACE has determined that the implementation of the unconstructed elements of the Undertaking has the potential to further cause adverse effects to historic properties; and

WHEREAS, the USACE pursuant to Section 101 (d)(6)(B) of NHPA invited the Comanche Nation, Oklahoma, Apache Tribe of Oklahoma, Coushatta Tribe of Louisiana, Delaware Nation, Oklahoma, Tonkawa Tribe of Indians of Oklahoma, and the Wichita and Affiliated Tribes (Wichita, Keechi, Waco, and Tawakonie), Oklahoma to consult on the Undertaking and to participate in this PA as concurring parties via letters submitted in March 2022; and

WHEREAS, none of the tribes have elected to participate in the PA; and

WHEREAS, public involvement in accordance with 36 CFR § 800. 13 (c) has been provided as an initial draft of this PA was available on the district's website for review and comment from March 16, 2022 to April 15, 2022. A revised draft of this PA was available on the district's website for review and comment from June 29, 2022 to July 29, 2022 with public notice of its availability also shared through the district's social media accounts, which included a request to identify historic resource concerns within the APE; and

WHEREAS, all parties acknowledge that archaeological surveys previously conducted for this Undertaking, including *Cultural Resources Assessment of Riverside Oxbow Environmental Restoration, Fort Worth, Tarrant County, Texas* (2004), *Geoarcheological Coring of the Central City Hydraulic Mitigation Areas, Fort Worth, Tarrant County, Texas* (2005), and *The Big Dig* (2016), were satisfactory, and that additional surveys shall only be conducted for unconstructed elements should the USACE determine that it shall not conduct the Undertaking as originally coordinated; and

WHEREAS, the USACE has determined that a reinvestigation and additional context of above-ground resources is necessary to determine the NRHP eligibility of structures within the revised APE that were less than fifty (50) years of age when the architectural resources study was conducted under the Original Agreement; and

WHEREAS, the USACE, pursuant to 36 CFR § Part 800 regulations implementing Section 106 of the NHPA has invited the Advisory Council on Historic Preservation (ACHP) to

participate in this consultation and the ACHP has declined to participate in a letter dated July 28, 2022; and

WHEREAS, the USACE recognizes the following entities as interested parties and has invited Tarrant County, the City of Fort Worth, the National Trust for Historic Preservation, the North Fort Worth Historical Society, the North Texas Archeological Society, Historic Fort Worth, Inc., the Tarrant County Coalition for Peace and Justice, the Fort Worth Hispanic Chamber of Commerce and Transform 1012 N. Main Street to sign as concurring parties to this PA; and

WHEREAS, the City of Fort Worth, Historic Fort Worth, Inc., Tarrant County and Transform 1012 N. Main Street have accepted the invitation to participate in the PA as concurring parties; and

NOW THEREFORE, the USACE, SHPO, and TRWD agree that the Undertaking shall be implemented in accordance with the following stipulations to take into account the effect of the Undertaking on historic properties.

STIPULATIONS

The USACE shall ensure that the following stipulations are carried out:

I. General.

A. *Applicability.* This PA shall be applicable to all excavation, modification of existing flood risk management infrastructure, construction of temporary access routes and/or staging areas, and any other ground disturbing activities proposed by the project.

B. *Definitions.* The definitions set forth in 36 CFR § 800.16 are incorporated herein by reference and apply throughout this PA.

C. *Qualifications and Standards.* The USACE shall ensure that all work conducted in conjunction with this PA is performed by personnel that meet or exceed the Secretary of Interior's Standards and Guidelines for Archeology and Historic Preservation Professional Qualification Standards (48 FR 44716-44740; September 23, 1983), as amended, for the associated discipline and in a manner consistent with the Secretary of the Interior's (SOI) "Standards for the Treatment of Historic Properties" (36 CFR § 68). Survey methodology and reporting shall adhere to the updated standards and guidelines established by the Council of Texas Archeologists (CTA).

D. *Plan to Involve the Public.* The plan to involve the public shall consist of making all identification and evaluation efforts available on the USACE and NFS websites, in addition to the USACE social media accounts, for the duration of the Undertaking. The USACE shall educate the community about the survey initiative and provide methods for community feedback regarding identification of historic resources and the effect of construction on the resources primarily through the USACE project website or public information sessions with notices sent to stakeholders and the public. Documents shall have a 30-day review period with solicitation of feedback and USACE shall take into account all comments within the scope of the PA prior to making its determinations.

II. Refining the APE, Identification and Evaluation.

- A. *Refining the APE.* The USACE, in consultation with all parties to the PA, shall further refine the APE depicted in Appendix A Figure 1 to encompass both direct and indirect effects on cultural resources. The indirect APE and historic context for NRHP eligibility was initially defined in the 2010 report *Below the Bluff, Development at the Confluence of the West and Clear Fork of the Trinity River, 1849-1966 (2010 Historic Context)*. A review of the 2010 APE shall be conducted and updated to reflect the current (2022) project scope and its potential impacts. The USACE APE determination shall be coordinated with the SHPO for thirty (30) day review upon receipt.
- B. *Identification and Evaluation.* After thirty percent (30%) completion of design development documents are provided to the USACE cultural resources personnel, and prior to the initiation of construction, the USACE shall identify historic properties located within the direct and indirect APE for each element. If cultural resources are identified within the refined APE, the USACE shall determine the resources' eligibility for the NRHP in accordance with the process described in 36 CFR § 800.4(c) and criteria established in 36 CFR § 60 and National Register Bulletin 15 "How to Apply the National Register Criteria for Evaluation" (NPS 1990). The USACE shall submit adequate documentation of these determinations to SHPO for thirty (30) day review upon receipt. If concurrence cannot be reached regarding the NRHP eligibility, the USACE shall seek and take into account the recommendations of the Secretary of the Interior in accordance with 36 CFR § 800.4 (c) (2).

1. Identification and Evaluation of Above Ground Resources.

- a. *Addendum to the 2010 Historic Context.* The USACE shall develop an addendum to the 2010 Historic Context that shall expand the temporal parameters from 1966 to 1980 and provide additional context overlooked (e.g., social and environmental justice issues) in the 1849-1966 context. The addendum shall establish registration requirements to evaluate historic-age properties within the temporal parameters and shall be defined geographically by the viewshed of the Bypass Channel, Samuel's Avenue Lock and Dam, University Drive modifications and the Marine Creek Lock and Dam. The USACE shall submit the addendum to the SHPO for a 30-day review upon receipt.
- b. *Indirect Impacts to the Near Northside Neighborhood.* The USACE recognizes that construction of the Bypass Channel has the potential to indirectly impact the Near Northside Neighborhood, as identified in Appendix A Figure 2. As such, the USACE shall conduct a windshield survey of historic-age resources of the Near Northside Neighborhood and shall assess according to the methods described in Stipulation II.B.1.d. below.
- c. *Impacts of Other Construction.* All other construction elements not included in the historic context addendum described in Stipulation II.B.1.a. shall be independently reviewed for potential effects to above ground historic properties. This review shall be

submitted to the parties of the PA in writing for a 30-day review period upon receipt.

d. *Reevaluation of Resources.* Resources previously determined ineligible in the 2010 survey shall be reevaluated should the additional historic context provide information that warrants reevaluation. Resources that were constructed between 1966-1980 shall be identified and evaluated using the expanded historic context in an historic property inventory (HPI) for NRHP eligibility by an SOI qualified historic architect or architectural historian and submitted to the SHPO for concurrence. If comments are not received by the USACE within thirty (30) days of receipt, the HPI and associated recommendations shall be considered adequate, and the reports may be finalized. Comments received by the USACE from the SHPO shall be addressed in the final reports, which shall be provided to all consulting parties.

e. *Delay in Construction.* In the event that construction on the elements determined to have the potential to impact above ground resources has not initiated by 2030, the USACE shall consult with the SHPO to determine the need for expanding the historic context and conducting additional survey.

2. Identification and Evaluation of Archaeological Resources.

a. *Research Design.* The USACE shall ensure development of research designs for intensive archaeological survey and archaeological site testing for identifying and evaluating archaeological resources in accordance with the CTA's Guidelines for Cultural Resources Management Reports. SHPO and consulting parties shall have thirty (30) days to review and comment for each research design. All identified cultural resources shall be evaluated for NRHP eligibility by an SOI qualified archaeologist.

b. *Site 41TR288.* This site was previously considered to have undetermined eligibility for the NRHP. Either project redesigns are necessary to avoid the site or additional investigation of the site shall be undertaken to determine eligibility.

3. The NFS shall submit designs of sponsored physical infrastructure related to or necessitated by this Undertaking to the SHPO for a 30-day review and comment period upon receipt. In consultation with the SHPO, the NFS shall seek methods to avoid or minimize any adverse effects of this sponsored infrastructure prior to construction. Should the NFS and SHPO not be able to resolve issues regarding the appropriateness of the design, the dispute resolution clause of this PA shall apply.

III. Assessment of Effect.

The USACE shall evaluate the effect of the Undertaking on each identified historic property in the APE, if present, in accordance with 36 CFR § 800.5(a)(1). The USACE

shall submit adequate documentation of the effect determinations to SHPO for thirty (30) day review and comment upon receipt.

IV. Resolution of Adverse Effect.

If the USACE determines that the Undertaking shall have an adverse effect on historic properties as measured by criteria in 36 CFR § 800.5(a)(1), the USACE shall notify the SHPO and consulting parties identifying the historic properties affected and the corresponding mitigation measure as stipulated below. SHPO and consulting parties shall have thirty (30) days upon receipt to comment and propose any alternative mitigation measures. If no response is received, the USACE shall assume concurrence and ensure the following stipulations are met:

A. For archaeological historic properties that shall be adversely affected, the USACE shall:

1. *Data Recovery.* Conduct data recovery for all historic properties that shall be adversely affected by the Undertaking, the extent of which shall be identified in the notification of historic properties affected. The USACE shall ensure development of a research design for data recovery of historic properties. SHPO and consulting parties shall have thirty (30) days upon receipt to review and comment each research design.
2. *Educational Materials.* For historic properties that are related to themes identified in the research design, data recovery sufficient for the creation of educational materials and complete site descriptions shall be conducted. The USACE may develop educational curricula or displays for use in schools and museums, as appropriate.
3. *Monitoring.* If USACE is unable to determine the NRHP eligibility of an entire archaeological site that extends outside of the APE, mitigation shall include monitoring of construction within the vicinity and known boundaries of the site.
4. *Reports.* A report containing the results of all data recovery operations, including monitoring, shall be provided within three (3) years of the conclusion of field work.

B. For above ground historic properties that shall be adversely affected, the USACE shall ensure:

1. *Direct Adverse Effects.* For properties that must be demolished or inappropriately altered for construction of the Undertaking, the USACE shall:
 - a. *Salvage.* Consult with the SHPO to determine if the property contains significant architectural features that could be reused, displayed, or interpreted. If such features exist, the signatories, with the property owner, will consider measures to ensure that selected features are removed in a manner that minimizes damage and are delivered to an appropriate party for curation and reuse at the expense of the party receiving the materials.

- b. *Documentation.* USACE shall consult with the SHPO to determine the appropriate level of documentation of the resource and depositories for the finalized documentation. Options include documentation to Levels I-III standards of the Historic American Building Survey/Historic American Engineering Survey with either digital or large format photography and placed in agreed upon local repositories or full HABS/HAER documentation to an agreed upon level that is formally submitted to the Library of Congress through the National Park Service. SHPO shall be afforded the opportunity to comment on all drafts of documentation in a 30-day review period upon receipt.

2. Indirect Adverse Effects.

- a. *Historic Context Addendum.* Within 24 months, USACE shall publish the expanded historical context developed in Section II(B)(1)(a). Hardbound copies shall be made available to all stakeholders, Signatories, and property holders and placed in area institutional depositories in consultation with the SHPO. Electronic copies shall also be made available through email distribution to all parties of this agreement and placed on the USACE project website for a minimum of two years.
- b. *NRHP Nominations.* USACE and SHPO shall consult to determine select properties to be considered for nomination to the National Register of Historic Places with consent of the property owner. Draft nomination packages prepared by USACE shall be completed within 24 months of the selection. All draft NRHP nominations shall be submitted to the SHPO for a 30-day review and comment period.
- c. *Educational Materials.* The USACE shall update the training module developed under the original PA for use in the Fort Worth Independent School District to educate students on the history of the Central City area and to gain understanding of the importance of the built and natural environment in relationship with historical context. The update shall include information derived from the expanded historic context described in Stipulation II.B.1.a. and any newly identified historic properties from efforts described in Stipulation II.B.1. All drafts of the educational materials shall be submitted to the SHPO for a 30-day review and comment period.

V. Unanticipated Discoveries and Post Review Changes

- A. *Changes in the Undertaking.* If construction on the Undertaking has not commenced and the USACE determines that it shall not conduct the Undertaking as originally coordinated, the USACE shall reopen consultation pursuant to the stipulations of this PA.
- B. *Unanticipated Discoveries or Effects.* Pursuant to 36 CFR § 800.13(b)(3), if historic properties are discovered or unanticipated effects on historic properties

are found after construction on an undertaking has commenced, the USACE shall ensure the following steps are taken:

1. The Contractor shall immediately notify the USACE of an unanticipated discovery.
2. The Contracting Officer Representative shall immediately direct a *Stop Work* order within a thirty (30) meter radius of the discovery to the Contractor's Site Foreman to flag or fence off the archaeological discovery location and direct the Contractor to take measures to ensure site security. The Contractor shall not restart work in the thirty (30) meter radius area of the find until USACE, in consultation and concurrence with the Signatories and Invited Signatories of this PA, has granted clearance.
3. The Contractor shall indicate the location and date of the discovery on the project plans and shall provide the information to the USACE archaeologist.
4. Within twenty-four (24) hours of receipt of notification of the discovery, the USACE archaeologist shall:
 - a. Inspect the work site and determine the extent of the affected archaeological resource and ensure that construction activities have halted;
 - b. Ensure the area of the discovery is marked by means of flagging or fencing within the thirty (30) meter radius to protect the area from looting and vandalism; and
 - c. Notify by phone and email the SHPO and appropriate Tribes.
5. The USACE archaeologist shall conduct a preliminary assessment of the find to determine if the find is historic or less than fifty (50) years of age and whether the cultural material represents an archaeological site of unknown or potential significance.
 - a. If the find is determined to be less than fifty (50) years of age or is ineligible for the NRHP, the USACE archaeologist shall notify all parties of the PA of the find and its significance within one (1) week. Signatories and Invited Signatories shall have fifteen (15) calendar days from the date of notification to respond. In the event that a Signatory or Invited Signatory fails to respond within the fifteen (15) calendar days, the USACE may assume that party's concurrence with the determination. If all parties concur that the find is ineligible for the NRHP, the USACE shall notify the Contractor's Work Foreman to resume work.
 - b. If the USACE archaeologist determines the find represents an archaeological site of unknown or potential significance, the USACE shall notify all parties to the PA within twenty-four hours (24) hours. Work shall not resume at this location until USACE has provided authorization. The USACE archaeologist shall begin a more detailed assessment of the find's significance and the

potential project effects in a manner consistent with National Register Bulletin 15 “How to Apply the National Register Criteria for Evaluation” (NPS 1990). The USACE archaeologist shall dispatch an archaeological team to the site to determine the nature and extent of the archaeological deposits. USACE shall ensure that the team has full access to the required site area and be accommodated by the Contractor to complete this investigation within fourteen (14) calendar days. The USACE, Signatories and Invited Signatories may extend this fourteen (14) day calendar period one time, with the party requesting extension providing written notice to the other parties prior to the expiration date of the said fourteen (14) day calendar period. All parties must approve the requested extension and its duration in writing.

6. The USACE archaeologist shall notify all parties of the PA of the archaeological team’s findings and recommendations.
7. If the archaeological deposits are determined to be eligible for listing in the NRHP and is threatened by further project development, the USACE shall develop and execute a mitigation plan in accordance with Stipulation IV.A. of this PA.
8. Teleconferences may be held with parties of the PA to discuss options and recommendations.
9. Upon request, parties of the PA and their representatives shall be allowed to visit the site with the USACE archaeologist.
10. A meeting, site visit, or teleconference may be held with parties of the PA to assess mitigation activities.

C. *Unanticipated Discoveries of Human Remains and/or Funerary Objects.* The USACE shall treat any human remains and/or funerary objects encountered during the Undertaking in a manner guided by the ACHP’s *Policy Statement Regarding Treatment of Burial Sites, Human Remains, and Funerary Objects* (2007), in conjunction with the Texas Health and Safety Code Chapter 711. In the event that human remains and/or funerary objects are discovered during historic properties investigations or during construction, the USACE shall implement the following steps:

1. The Contractor shall immediately notify the USACE of an unanticipated discovery of potential human remains and/or funerary objects.
2. The USACE shall immediately direct a *Stop Work* order within a thirty (30) meter radius of the discovery to the Contractor’s Site Foreman to flag or fence off the discovery location and direct the Contractor to take measures to ensure site security. The Contractor shall not restart work within a minimum of the thirty (30) meter radius area of the find until USACE, in consultation and concurrence with the Signatories and Invited Signatories of the PA, has granted clearance.
3. The Contractor shall indicate the location and date of the discovery on the Project plans by a notation of “sensitive avoidance area” and notify the USACE

archaeologist.

4. The USACE archaeologist shall immediately notify local law enforcement and the office of the Chief Medical Examiner of the human remains and/or funerary objects. They shall be allowed access to the location of the discovery to conduct their investigation.

5. Within twenty-four (24) hours of receipt of notification of the discovery, the USACE archaeologist shall:

- a) Inspect the work site and determine the extent of the affected human remains and/or funerary objects and ensure that construction activities have halted;
- b) Ensure the area of the discovery is marked by means of flagging or fencing within the thirty (30) meter radius to protect the area from looting and vandalism.
- c) Notify all parties to the PA of the discovery in writing.

6. At all times human remains and/or funerary objects must be treated with the utmost dignity and respect. Human remains and/or associated artifacts shall be left in place and not disturbed until appropriate consultation has taken place and a site-specific plan of action has been developed.

7. If it is declared a criminal matter, the USACE archaeologist shall have no further involvement and the decision to declare it a *Cleared Site* for construction shall be made by the appropriate legal authorities.

8. If it is determined that the human remains and/or funerary objects are not Native American, USACE shall consult with the SHPO, any identified descendants and/or other interested parties regarding appropriate treatment measures, including, but not limited to, avoidance, disinterment and re-interment plans.

9. If the human remains are likely Native American, the USACE archaeologist, in consultation with Signatories and Invited Signatories of the PA, shall comprehensively evaluate the potential to avoid and/or minimize the Undertaking's effects to the human remains and/or funerary objects. If no feasible avoidance plan can be developed to allow the human remains and/or funerary objects to remain in place, the USACE shall consult with interested Tribes and SHPO to engage in the development of a site-specific disinterment/re-interment plan.

VI. Curation and Disposition of Recovered Materials, Records, and Reports

- A. *Curation.* The USACE shall ensure that all archaeological materials and associated records owned by the State of Texas or NFS, which result from identification, evaluation, and treatment efforts conducted under this PA, are accessioned into a curation facility in accordance with the standards of 36 CFR § 79, the Antiquities Code of Texas (Texas Natural Resource Code, Chapter 191), the Texas Administrative Code 13 TAC §29.5, and the Council of Texas

Archeologists Guidelines and Standards for Curation, except as specified in Stipulation V.C. for human remains. Archeological items and materials from privately owned lands shall be returned to the land owners upon completion of analyses required for Section 106 compliance under this PA.

- B. *Reports.* Archaeological survey reports shall meet CTA standards. Draft survey reports for all cultural resources investigations shall be coordinated with the Signatories of the PA. Within 30 days of receiving the approved final technical reports of investigations, monitoring, and mitigation, the USACE shall provide copies to all signatories of the PA, as well as additional copies for public distribution, with locations of archaeological sites redacted, as appropriate. All consulting parties shall withhold site location information or other data that may be of a confidential or sensitive nature pursuant to 36 CFR § 800.11(c).

VII. PA Amendments, Disputes and Termination

- A. *Amendments.* Any party to the PA may propose to the other parties that it be amended, whereupon the parties shall consult in accordance with 36 CFR § 800.6(c)(7) to consider such an amendment. The amendment shall be effective on the date a signed copy executed by the Signatories and Invited Signatories is filed with the ACHP.
- B. *Disputes.* Disputes regarding the completion of the terms of this PA shall be resolved in writing by the Signatories and Invited Signatories. If the Signatories and Invited Signatories cannot agree regarding a dispute, they may request the participation of the ACHP in resolving the dispute in accordance with the procedures outlined in 36 CFR § 800.9. Within fifteen (15) calendar days of such a request, the USACE shall forward to the ACHP, and all Signatories and Invited Signatories all documentation relevant to the dispute, including the USACE's proposed resolution of the dispute. The USACE shall take any recommendations or comments from the ACHP into account in resolving the dispute.
- C. *Termination.* Signatories and Invited Signatories to this PA may terminate it by providing a sixty (60) calendar day notice to the other parties, provided that the parties shall consult during the period prior to the termination to seek agreement on amendments or other actions that shall avoid termination. In the event of termination of this PA the USACE shall comply with the provisions of 36 CFR § 800, Subpart B.

VIII. Term and Status.

- A. *Term.* This Programmatic Agreement shall remain in force for a period of fifteen (15) years from the date of its execution by all Signatories or such time as the USACE completes all excavation and construction activities and all the Central City project objectives are operational, which include maintenance and stabilization actions, unless terminated pursuant to Stipulation VII.C. Sixty (60) calendar days prior to the conclusion of the fifteen (15) year period, the USACE shall notify all parties in writing of the end of the fifteen year period to determine if they have any objections to extending the term of this PA. If there are no objections received prior to expiration, the PA shall continue to remain in force for a new fifteen (15) year period.

- B. *Status.* Execution of this PA and implementation of its terms evidences that the USACE has taken into account the effects of the Undertaking and fulfilled Section 106 responsibilities regarding the Undertaking.

Signature Page for the U.S. Army Corps of Engineers

**PROGRAMMATIC AGREEMENT
AMONG
THE U.S. ARMY CORPS OF ENGINEERS, FORT WORTH DISTRICT,
THE TARRANT REGIONAL WATER DISTRICT,
AND
THE TEXAS STATE HISTORIC PRESERVATION OFFICER,
REGARDING THE CONTINUING IMPLEMENTATION
OF THE
CENTRAL CITY PORTION OF THE TRINITY RIVER VISION MASTER PLAN,
FORT WORTH, TEXAS**

Execution of this Agreement and Implementation of its terms provides confirmation that the USACE has afforded all parties an opportunity to comment on the Central City Project and its effects on historic properties, and that the USACE has taken into account the effects of the Central City Project on historic properties.

Signatories include the USACE, TRWD and the SHPO. **Concurring Parties** include Tarrant County, the City of Fort Worth, the North Fort Worth Historical Society, Historic Fort Worth, Inc., the Tarrant County Coalition for Peace and Justice, and Transform 1012 N. Main Street.

Separate signature pages for each agency follow.

Signatory
U.S. Army Corps of Engineers



PAUL B. CULBERSON
Colonel, EN
Commanding

Date: 29 March 2003

Signature Page for the State Historic Preservation Officer

**PROGRAMMATIC AGREEMENT
AMONG
THE U.S. ARMY CORPS OF ENGINEERS, FORT WORTH DISTRICT,
THE TARRANT REGIONAL WATER DISTRICT,
AND
THE TEXAS STATE HISTORIC PRESERVATION OFFICER,
REGARDING THE CONTINUING IMPLEMENTATION
OF THE
CENTRAL CITY PORTION OF THE TRINITY RIVER VISION MASTER PLAN,
FORT WORTH, TEXAS**

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Separate signature pages for each agency follow.

Signatory
Texas State Historic Preservation Office

 Date: 2/22/23

MARK S. WOLFE
State Historic Preservation Officer

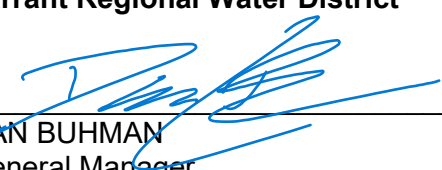
Signature Page for the Tarrant Regional Water District

**PROGRAMMATIC AGREEMENT
AMONG
THE U.S. ARMY CORPS OF ENGINEERS, FORT WORTH DISTRICT,
THE TARRANT REGIONAL WATER DISTRICT,
AND
THE TEXAS STATE HISTORIC PRESERVATION OFFICER,
REGARDING THE CONTINUING IMPLEMENTATION
OF THE
CENTRAL CITY PORTION OF THE TRINITY RIVER VISION MASTER PLAN,
FORT WORTH, TEXAS**

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Signatories include the USACE, TRWD and the SHPO. **Concurring Parties** include Tarrant County, the City of Fort Worth, the North Fort Worth Historical Society, Historic Fort Worth, Inc., the Tarrant County Coalition for Peace and Justice, and Transform 1012 N. Main Street.

**Invited Signatory
Tarrant Regional Water District**



DAN BUHMAN
General Manager

Date: March 8, 2023

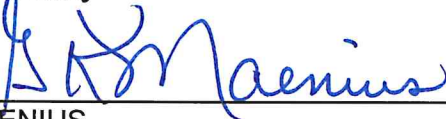
Signature Page for Tarrant County

**PROGRAMMATIC AGREEMENT
AMONG
THE U.S. ARMY CORPS OF ENGINEERS, FORT WORTH DISTRICT,
THE TARRANT REGIONAL WATER DISTRICT,
AND
THE TEXAS STATE HISTORIC PRESERVATION OFFICER,
REGARDING THE CONTINUING IMPLEMENTATION
OF THE
CENTRAL CITY PORTION OF THE TRINITY RIVER VISION MASTER PLAN,
FORT WORTH, TEXAS**

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Signatories include the USACE, TRWD and the SHPO. **Concurring Parties** include Tarrant County, the City of Fort Worth, the North Fort Worth Historical Society, Historic Fort Worth, Inc., the Tarrant County Coalition for Peace and Justice, and Transform 1012 N. Main Street.

**Concurring Party
Tarrant County**



G.K. MAENIUS
County Administrator

Date: 5/30/23

Signature Page for the City of Fort Worth

**PROGRAMMATIC AGREEMENT
AMONG
THE U.S. ARMY CORPS OF ENGINEERS, FORT WORTH DISTRICT,
THE TARRANT REGIONAL WATER DISTRICT,
AND
THE TEXAS STATE HISTORIC PRESERVATION OFFICER,
REGARDING THE CONTINUING IMPLEMENTATION
OF THE
CENTRAL CITY PORTION OF THE TRINITY RIVER VISION MASTER PLAN,
FORT WORTH, TEXAS**

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Signatories include the USACE, TRWD and the SHPO. **Concurring Parties** include Tarrant County, the City of Fort Worth, the North Fort Worth Historical Society, Historic Fort Worth, Inc., the Tarrant County Coalition for Peace and Justice, and Transform 1012 N. Main Street.

**Concurring Party
City of Fort Worth**



DANA BURGHDOFF
Assistant City Manager

Date: 4/13/23

Signature Page for Historic Fort Worth, Inc.

**PROGRAMMATIC AGREEMENT
AMONG
THE U.S. ARMY CORPS OF ENGINEERS, FORT WORTH DISTRICT,
THE TARRANT REGIONAL WATER DISTRICT,
AND
THE TEXAS STATE HISTORIC PRESERVATION OFFICER,
REGARDING THE CONTINUING IMPLEMENTATION
OF THE
CENTRAL CITY PORTION OF THE TRINITY RIVER VISION MASTER PLAN,
FORT WORTH, TEXAS**

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**Concurring Party
Historic Fort Worth, Inc.**



JERRE TRACY
Executive Director

Date: April 13, 2023

Signature Page for Transform 1012 N. Main Street.

**PROGRAMMATIC AGREEMENT
AMONG
THE U.S. ARMY CORPS OF ENGINEERS, FORT WORTH DISTRICT,
THE TARRANT REGIONAL WATER DISTRICT,
AND
THE TEXAS STATE HISTORIC PRESERVATION OFFICER,
REGARDING THE CONTINUING IMPLEMENTATION
OF THE
CENTRAL CITY PORTION OF THE TRINITY RIVER VISION MASTER PLAN,
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Concurring Party
Transform 1012 N. Main Street



CARLOS GONZALEZ-JAIME
Executive Director

Date: 04/28/2023

Appendix A: Map of the Undertaking as Defined by this Agreement

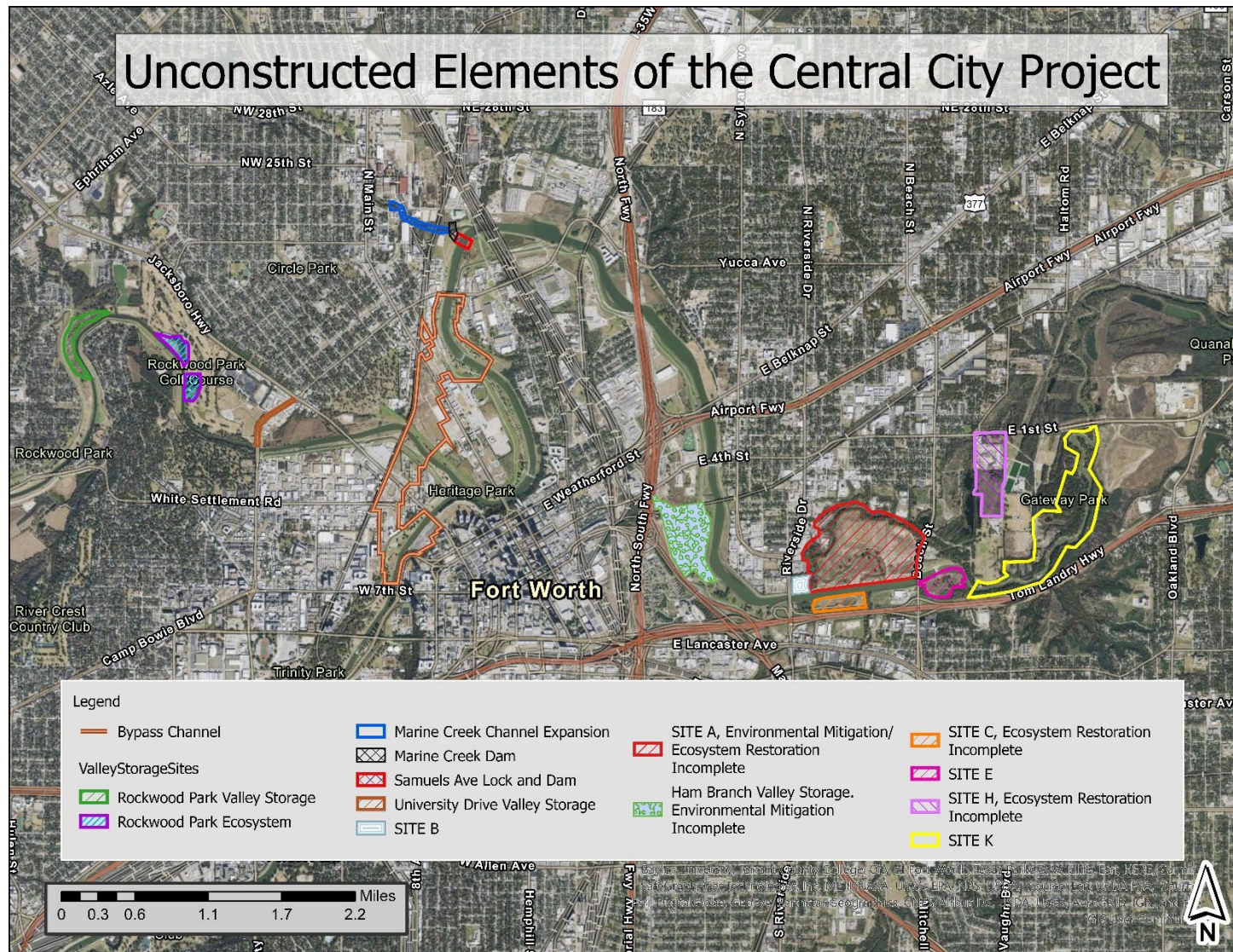


Figure 1



Figure 2 Near Northside Neighborhood as defined by the City of Fort Worth Historic Preservation Officer.

Appendix B
Original Agreement as amended

1 **PROGRAMMATIC AGREEMENT BETWEEN**
2 **THE US ARMY CORPS OF ENGINEERS,**
3 **THE CITY OF FORT WORTH, TEXAS**
4 **AND**
5 **THE TEXAS HISTORICAL COMMISSION**
6 **(STATE HISTORIC PRESERVATION OFFICER),**
7 **REGARDING THE IMPLEMENTATION OF THE CENTRAL CITY PORTION**
8 **OF THE TRINITY RIVER VISION MASTER PLAN, FORT WORTH, TEXAS**
9

10
11 **WHEREAS**, the US Army Corps of Engineers (USACE), the Tarrant Regional Water
12 District, the City of Fort Worth, and Tarrant County (collectively, the Partners) have
13 partnered together to improve flood control, and provide ecosystem improvement, urban
14 revitalization, and recreation opportunities along the Trinity River in a project known as
15 Central City; and

16
17 **WHEREAS**, for the purposes of this agreement, Central City encompasses the following
18 construction activities:

- 19
20 • Bypass Channel
21 • Levee System and adjoining embankment
22 • Dam downstream of Samuels Avenue
23 • Flood Isolation gates
24 • Street and Highway Improvements
25 • Pedestrian Bridges
26 • Interior water feature
27 • Utility relocations
28 • Valley storage mitigation sites
29 • Environmental mitigation sites
30 • Pumping Station

31
32 **WHEREAS**, all other construction activities not specifically listed herein are separate
33 undertakings and are therefore not part of this agreement; and
34

35 **WHEREAS**, the USACE and the Partners, with the concurrence of the Texas Historical
36 Commission (THC), which is also the State Historic Preservation Office (SHPO), has
37 determined the Area of Potential Effect (APE), developed a survey methodology, and has
38 identified properties eligible for inclusion on the National Register of Historic Places
39 (NRHP) as shown in Attachment A and further detailed in the report entitled *Below the*
40 *Bluff, Development at the Confluence of the West and Clear Fork of the Trinity River,*
41 *1849-1966* ; and
42

43 **WHEREAS**, the USACE has determined that the Project will have an adverse effect
44 upon properties included in or eligible for inclusion in NRHP as shown in Attachment A;
45 and
46

47 **WHEREAS**, the Trinity River Bluff, defined as the wooded escarpment located on the
48 slope from the south bank of the river to the crest of the slope, extending from the Tarrant
49 County Courthouse to the general area across from LaGrave Field to the west, is not
50 NRHP eligible, but is acknowledged as vitally important to the understanding of the
51 history of Fort Worth and the continued preservation of the resource is encouraged to
52 preserve the City's rich cultural heritage; and

53
54 **WHEREAS**, this undertaking will have no immediate impact on the Trinity River bluff
55 other than visual; and

56
57 **WHEREAS**, it is understood that private development that may occur within the APE
58 could adversely affect historic properties listed in Appendix A in future years as a result
59 of this undertaking; and

60
61 **WHEREAS**, the USACE, pursuant to 36 CFR Part 800 regulations implementing
62 Section 106 of The National Historic Preservation Action (16 U.S. C. 470f), has invited
63 the Advisory Council on Historic Preservation (Council) to participate in this
64 consultation and the Council has declined to participate in a letter dated August 29, 2005;
65 and

66
67 **WHEREAS**, the THC, the City of Fort Worth, Texas and the USACE have participated
68 in the consultation and have been invited to be signatories to this Programmatic
69 Agreement; and

70
71 **WHEREAS**, the USACE, with the assistance of the THC, recognizes the following
72 entities as interested parties and has invited the Tarrant Regional Water District, Tarrant
73 County, The National Trust for Historic Preservation, Historic Fort Worth, Inc., North
74 Fort Worth Historical Society, Tarrant County Historical Commission, Historic
75 Landmarks, Inc., and City of Fort Worth Historic and Cultural Landmarks Commission
76 to sign as concurring parties in this agreement; and:

77
78 **NOW, THEREFORE**; USACE, the City of Fort Worth, Texas and the THC agree that
79 the consultation process for the Project shall be carried out in accordance with the
80 following stipulations to satisfy USACE's Section 106 responsibilities for the
81 undertaking.

82 83 84 85 86 87 **Stipulations**

88 89 **1. Mitigation Measures:**

90
91 The following mitigation measures take into account the adverse effects of Central City
92 on historic properties that will be demolished or altered in such as manner as to affect the

93 historic integrity of the property. The USACE, with the exception of Stipulation 5 by the
94 City of Fort Worth, will ensure that the following measures are carried out:/
95

96 A. ARCHITECTURE

97 (1) Recordation:

98 The purpose of the recordation is to provide current and future generations
99 access to archival information and narrative history that comprehensively
100 documents the Central City area from its beginnings to the time prior to the
101 initiation of the construction of the Central City Project.
102

103 Many of the affected structures are undistinguished architecturally, although
104 together, they form a cohesive portrait of the Central City area. The intent of
105 the document is to capture the historic nature of the area as a whole rather
106 than to document individual parts in order to produce a more comprehensive
107 understanding of the area's historical development.
108

109 To achieve this, the current historic context entitled *Below the Bluff,*
110 *Development at the Confluence of the West and Clear Fork of the Trinity*
111 *River, 1849-1966*, will be expanded to include:
112

- 113 • An expanded contextual history of the area, including examination of
114 the importance of the built and natural environment in relationship to
115 historical social/economic development of the surrounding
116 neighborhoods.
117
- 118 • Expanded coverage of the construction and history of the existing
119 USACE levee system.
120
- 121 • Inclusion of additional historic photographs and maps of the area,
122 including fold-out historic aerial photographs and Sanborn maps.
123
- 124 • Large format photography of up to 75 views of the area, including at
125 least one view of every historic structure adversely affected by the
126 undertaking. Demolition of the NHRP eligible structures listed as
127 adversely affected in Appendix A may commence upon acceptance of
128 the mitigative photography by the THC. The USACE will forward
129 photographic proofs to the THC for a 30 day review and comment
130 period, upon which the THC will furnish an e-mail or letter approval
131 of the number of photographs and the quality of the compositional
132 views, or a detailed request of views needed to adequately document
133 the affected structures.
134
135
136

- A detailed architectural description of each NRHP eligible structure in the area of potential effect that meets the Historic American Building Survey Level III requirements.
- Ethnographers will conduct oral histories of a minimum of 10, and a maximum of 20 persons with social, economic or historical ties to the area. The interview subjects will be selected in consultation with the Tarrant County Historical Commission and other local historical societies. Transcripts will be included in the appendix.

Professional Standards

All personnel conducting research and documentation will meet the Secretary of the Interior's professional qualification standards as defined in the Federal Register Volume 48 No. 190 page 44738.

Document Review

The draft document will be submitted for a 60 day review and comment period to all signatory and concurring parties to this agreement within 24 months. All comments received will be considered by the Corps and the document revised before re-submittal to the signatories within 90 days of the end of the comment period for review of each other's comments.

The final document will be distributed within 40 months from the receipt of funds.

Printing and Distribution

- 100 hardbound copies of the revised historic context on archival paper will be provided to distribute among signatories, concurring parties and regional libraries and educational institutions.
- 200 compact disks containing the document in the Adobe Acrobat Portable Document File (PDF) format will be made available to the public.

Curation of Original Materials

- One set of labeled archival photographic contact prints will be given to the Tarrant County Historical Commission, one set to the THC and one set with the original negatives will be given to the University of Texas at Arlington Library special collections.
- The oral history tapes will be given to University of Texas at Arlington Library Special Collections.

183 The revised historic context document will serve as mitigative documentation of
184 the adversely affected structures as required under Section 110 (b) of the NHPA.
185

186 **(2) Architectural Salvage** 187

188 On properties that will be demolished by the undertaking, the USACE and its
189 Partners will consult with the THC to determine if the property contains
190 significant architectural features that could be reused, displayed, interpreted or
191 curated. If such features exist, the signatories, with the property owner, will
192 consider measures to ensure that selected features are removed in a manner that
193 minimizes damage and are delivered to an appropriate party for curation and reuse
194 at the expense of the party receiving the materials.
195

196 **(3) NRHP Nomination** 197

198 All properties listed in Attachment A that are not destroyed or substantially
199 altered to preclude nomination by the Central City Project, will be nominated to
200 the NRHP, barring the objection of the property owner. Nomination materials will
201 be prepared for all eligible properties regardless of owner's consent or objection,
202 completed with information that can be obtained without a right of entry. All
203 nominations will be submitted by USACE to the THC in draft form within 24
204 months of the undertaking, and resubmitted until the document is accepted by the
205 THC and the National Park Service
206

207 **(4) Educational Materials** 208

209 A. The historic context developed in Stipulation (a)(1) above will be used to
210 develop a training module to be available for use in the Fort Worth Independent
211 School District (FWISD) to educate students on the history of the Central City
212 area and to gain understanding of the importance of the built and natural
213 environment in relationship with historical context. The training module will be
214 developed in consultation with the FWISD to meet their curriculum specific
215 needs.
216

217 The training module will be complete and ready for use by the FWISD before 24
218 months from the USACE receiving funding for this activity.
219

220 B. From the historic context developed in Stipulation (A) (1) above, the USACE
221 will contract a interpretive materials study that will recommend a comprehensive
222 approach to provide interpretive materials to the general public concerning the
223 history and significance of the project area APE and locations of historical
224 interest. The document will provide detailed suggestions and prototypes of
225 interpretive materials and displays that can be incorporated in private
226 development and the public streetscape as the project is realized. Actual
227 implementation of the study is dependent upon future funding by others.
228

229
230 **(5) Protection of NRHP Properties by the City of Fort Worth**
231

232 The USACE has no control over the subsequent build out by private development
233 resulting from this undertaking in the coming years or any method available to
234 influence the protection of historic properties outside of a federal undertaking.
235

236 Therefore, the City of Fort Worth will enforce all current measures in-place to
237 promote the protection of NRHP eligible structures that have the potential of
238 being affected by the Central City project. These measures are:
239

240 Properties currently designated by the City of Fort Worth as Demolition Delay,
241 Historic and Cultural Landmark or Highly Significant Endangered will be
242 reviewed for all actions taken, which may alter or demolish in whole or in part the
243 property, including any change to the appearance or materials. This review will
244 require a public hearing before the Historic and Cultural Landmarks Commission
245 (HCLC) and may result in the approval or denial of any request.
246

247 Written notification will be sent via standard mail to the property owners of all
248 eligible properties providing information about the local designation process,
249 benefits and types of designation, and obligations associated with ownership of a
250 locally designated historic property, as follows:
251

- 252 A. Demolition Delay: Properties identified as resources within the City that
253 merit protection and are subject to a delay in the issuance of a wrecking
254 permit for a maximum of 180 days in order to explore alternatives to
255 demolition. The structure may subsequently be changed without
256 constraints.
- 257 B. Historic and Cultural Landmark: Properties identified as important to the
258 history of the City and subject to review by the HCLC for any changes to
259 the exterior of the structure and property. Demolition permits may be
260 granted only where loss of significance or economic hardship can be
261 proven.
- 262 C. Highly Significant Endangered: Properties identified as the City's most
263 important historic sites and deemed endangered. The properties are
264 subject to the same requirements as Historic and Cultural Landmark
265 properties.
- 266 D. Education of property owners about local and federal preservation
267 incentives will be accomplished by the distribution of a booklet developed
268 in conjunction with the THC that outlines options available to owners of
269 historic properties.

270
271 Where owners consent to local historic designation, the City of Fort Worth will
272 provide assistance in obtaining the desired designation. However, because the
273 property within the Area of Potential Effect is located within Tax Increment
274 Finance District #9, created in December 2003, any property designated after that

date will not be eligible for the City tax incentives available to locally designated properties until after the retirement of the district.

(6). Design Review Process

A. USACE Design Review

In consultation with THC, the USACE will seek methods to avoid or minimize any adverse visual effects of construction activities of this undertaking within the APE as described in this agreement

1. THC will designate a primary point of contact for review. Contact can be changed by notifying signatories.
2. USACE will designate a primary point of contact for review. Contact can be changed by notifying signatories.
3. At or before 30% completion, the signatories and concurring parties will consult to determine if any elements will require further review, and to what extent.
4. After each submittal, the THC will have a 30-day comment/review period and an additional 45-day comment/review period to resolve comments with the USACE.
5. Should the USACE and the THC not be able to resolve issues after these two review/comments periods regarding the appropriateness of the design, the dispute resolution clause of this agreement shall apply.

B. City of Fort Worth Design Review (Relating to Non-TxDOT aspects of Central City)

In consultation with TX SHPO and other interested parties, the City of Fort Worth will seek methods to avoid or minimize any adverse effects of City designed, constructed, or sponsored physical infrastructure within the APE related to or necessitated by this undertaking.

1. Designs will be submitted to the TX SHPO for a 30-day review and comment period.
2. Should the City and TX SHPO not be able to resolve issues regarding the appropriateness of the design, the dispute resolution clause of this agreement shall apply.

321 **(B.) ARCHEOLOGY**

322
323 The USACE will ensure the following stipulations are carried out concerning
324 archaeological resources within the footprint of the USACE Central City construction
325 project. The construction footprint constitutes the APE for archaeological resources:

326 **(1) Identification of Historic Properties**

- 327 a. Survey. The USACE shall identify historic properties within the
328 construction footprint of the USACE project by having the entire APE
329 surveyed by professional archaeologists meeting the Secretary of the
330 Interior's professional qualification standards as defined in the Federal
331 Register Volume 48 No. 190 page 44738.
- 332 b. Determination of National Register Eligibility. The USACE, in
333 consultation with the SHPO, will seek to determine which cultural
334 resources located during the survey are eligible for inclusion in the NRHP
335 accordance with 36CFR Part 800.4.
- 336 c. Test Excavations. In the event that additional information is required to
337 assess the eligibility of any cultural resources for inclusion in the NRHP,
338 the USACE and SHPO shall consult to prepare a test excavation plan.

339 **(2) Determination of Effect**

- 340 a. The USACE shall assess the effect of the undertaking on all historic
341 properties within the construction APE in consultation with the SHPO and
342 the Council in accordance with 36 CFR Part 800.5
- 343 b. If the effect will be adverse, as defined in 36 CFR Part 800.5, the USACE
344 will develop a treatment plan.

345 **(3) Treatment of Historic Properties**

- 346 a. Avoidance. Whenever possible, historic properties will be avoided by
347 project impacts and protected in place.
- 348 b. Data Recovery Plan. A detailed data recovery plan shall be developed by
349 the USACE in consultation with the SHPO for those historic properties to
350 which impacts cannot be avoided. After each submittal, the THC will
351 have a 30-day comment/review period and an additional 45-day
352 comment/review period to resolve comments with the USACE. Should the
353 USACE and the THC not be able to resolve issues after these two
354 review/comments periods regarding the appropriateness of the design, the
355 dispute resolution clause of this agreement shall apply. The plan shall
356 specify, at a minimum:
- 357 i. the historic property, properties, or portions of properties where data
358 recovery is to be carried out;
- 359 ii. any historic property, properties, or portions of properties that will
360 be destroyed/altered/transferred without data recovery;
- 361 iii. the research questions to be addressed through the data recovery

- iv. the methods to be used, with explanation of their relevance to the research questions
- v. the methods to be used in analysis, data management, and dissemination of data, including a schedule;
- vi. the proposed disposition of recovered materials and records;
- vii. proposed methods for involving the interested public in the data recovery including, but not limited to methods by which Federally recognized Indian Tribes who historically used this region or continue to use the area, will be kept informed of the work and afforded the opportunity to participate;
- viii. proposed methods for disseminating the results of the work to the interested public and to appropriate Federally recognized Indian Tribes who historically used this region or continue to use the area; and
- ix. proposed schedule for the submission of progress reports to the SHPO.

If necessary, additional property-specific data recovery strategies will be developed within the overall framework of the data recovery plan for direction of work at individual properties or groups of properties. The need for such additional strategies will be determined in consultation with the SHPO.

(4) Treatment of Human Remains. Treatment of human remains, including prehistoric and historic burials, will be carried out in accordance with a comprehensive plan detailed in the research design developed under stipulation (3)b.

(5) Discovery

- a. If previously unidentified cultural resources are identified during construction, construction shall stop in the vicinity of the resource, and the USACE cultural resources technical point of contact shall be notified within 24 hours of the discovery.
- b. The USACE shall immediately notify the SHPO. Within 48 hours of notification, field assessment will be undertaken. Assessment of the site by the USACE under 36 CFR Part 60 will be completed within 5 days or less of discovery.
- c. If the cultural resource is determined to be eligible for inclusion in the NRHP, a treatment plan will be specified by the USACE within 10 days of assessment in consultation with the SHPO.

(6) Reporting

Upon completion of each major phase of work (survey, testing, or data recovery), draft reports shall be submitted to the USACE and the SHPO. Comments shall be provided to the USACE within 30 calendar days from receipt. The SHPO will be provided 20 copies of the final report. The final report will be distributed among interested parties, including the appropriate

federally-recognized Indian Tribes according to a plan prepared by the USACE and consulting parties.

2. Document Review and Comment:

The THC will be afforded thirty (30) days after receipt to comment on any documentation submitted by the USACE.

3. Notification and Annual Reporting

1. Concurring Parties may request to receive copies from the USACE of anything submitted to the THC under Design Review per stipulation 1.A.6.

2. The USACE will provide all parties an annual update of all activities pertaining to the stipulations of this agreement within 30 days of each anniversary of signing the agreement.

4. Dispute Resolution:

Should any party to this agreement object at any time to any actions proposed or the manner in which the terms of this PA are implemented, the USACE shall consult with the objecting party(ies) to resolve the objection. If the USACE determines, within 30 days, that such objection(s) cannot be resolved, the USACE will:

A. Forward all documentation relevant to the dispute to the Council in accordance with 36 CFR Part 800.2(b)(2). Upon receipt of adequate documentation, the Council shall review and advise the USACE on the resolution of the objection within 30 days. Any comment provided by the Council, and all comments from the parties to the PA, will be taken into account by the USACE in reaching a final decision regarding the dispute.

B. If the Council does not provide comments regarding the dispute within 30 days after receipt of adequate documentation, the USACE may render a decision regarding the dispute. In reaching its decision, the USACE will take into account all comments regarding the dispute from the parties to the PA.

C. The USACE responsibility to carry out all other actions subject to the terms of this PA that are not the subject of the dispute remain unchanged. The USACE will notify all parties of its decision in writing before implementing that portion of the undertaking subject to dispute under this stipulation. The USACE decision will be final.

449 **5. Duration, Amendments and Termination:**

450
451 This agreement will be null and void if its terms are not carried out within fifteen (15)
452 years from the date of its execution. Prior to such time, the USACE may consult with the
453 other signatories to reconsider the terms of the agreement and amend in accordance with
454 this stipulation.

455
456 Any party to this agreement may propose, in writing, to USACE the terms and/or
457 stipulations of this agreement to be amended. USACE will consult with the other parties
458 to this agreement to consider such an amendment.

459
460 Any party to this agreement may terminate it by providing thirty (30) days notice to the
461 other parties, provided that the parties will consult during the period prior to termination
462 to seek agreement on amendments or other actions that would avoid termination. In the
463 event of termination, USACE will comply with 36 CFR Part 800. with regard to the
464 activities covered by this agreement.

465
466 Execution and implementation of this agreement evidences that USACE has satisfied its
467 Section 106 and 110 responsibilities for the undertaking.

468
469 **US ARMY CORPS OF ENGINEERS, FORT WORTH DISTRICT**

470
471
472 By:  Date 21 MAR 2006

473
474
475 **TEXAS HISTORICAL COMMISSION**

476
477
478 By:  Date 03.17.06

479
480 **CITY OF FORT WORTH**

481
482
483 By:  Date 3-30-06

484 Parties invited to Concur:

485

486 Tarrant Regional Water District

487

488 By: [Signature] Date 6/30/06

489

490

491 Tarrant County

492

493 By: [Signature] Date 8/29/06

494

495

496 The National Trust for Historic Preservation

497

498

499 By: _____ Date _____

500

501

502 Historic Fort Worth, Inc.

503

504

505 By: [Signature] Date 8/24/06

506

507

508 North Fort Worth Historical Society

509

510 By: [Signature] Date 07/11/06

511

512

513 Tarrant County Historical Commission

514

515 By: [Signature] Date 8/31/06

516

517

518 Historic Landmarks, Inc.

519

520 By: [Signature] Date 10/2/06

521

522

523 City of Fort Worth Historic and Cultural Landmarks Commission

524

525 By: [Signature] Date 6-28-06

526

ATTACHMENT A

NRHP-Eligible Pre-1966 Buildings, Structures, and Landscapes within the Central City APE

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Effect	Eligibility Status
Fort Worth Power and Light/TXU	1-A	1910	Industry	Masonry multi-storied structures with arched windows.	High	No Adverse	Eligible A, C
Fort Worth Power and Light/TXU	1-B	1940	Industry	Concrete Retention Pond	Moderate	No Adverse	Eligible A, C
Fort Worth Power and Light/TXU	1-C	1940	Industry	Concrete Intake Station	Moderate	No Adverse	Eligible A, C
Fort Worth Power and Light/TXU	1-F	1940	Industry	One story masonry with arched windows	High	No Adverse	Eligible A, C
Fort Worth Power and Light/TXU	1-G	Circa 1940	Industry	Smokestacks (Demolished 9/2005)	High	No Adverse	Eligible A, C
818 North Main <i>Bud Sellers Auto</i>	40	c 1921	Industry	Brick masonry with colored design patterns; sheet metal building in back with newer 2-bay addition.	Moderate	No Adverse	Eligible A, C
834-842 North Main <i>Texas Refinery Co.</i>	50	c 1928	Industry	Masonry and stucco, tile roof accent; Spanish style.	High	No Adverse	Eligible A, C
900 North Main <i>Walter Dearman Truck</i>	53	c 1946	Industry	One story metal frame with bowstring truss roof. CMU administration building attached to front.	High	Adverse	Eligible A, C
909 North Main <i>Texas Refinery Co.</i>	52	1946	Industry	One story flat roof masonry, glass block windows.	Poor	Adverse	Eligible A, C
917/919 North Main <i>Texas Refinery Co.</i>	56/57	c 1946	Industry	One story masonry steel windows.	High	Adverse	Eligible A, C
1012 North Main <i>Ellis Pecan Company</i>	62	1926	Social History/ Commerce	Brick auditorium; arched steel sash window.	High	No Adverse	Eligible A, C
601 North Throckmorton <i>Hutchinson Pipe & Waste Material Co.</i>	13-A	1940	Industry	Block masonry with shingled barrel vault roof.	High	Adverse	Eligible A, C
601 North Throckmorton <i>Hutchinson Pipe & Waste Material Co.</i>	13-B	1940	Industry	Block masonry with sheet metal building on a concrete foundation	High	Adverse	Eligible A, C

Table I-1 (cont'd)

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Effect	Eligibility Status
806 North Throckmorton <i>Southwestern Brass Works</i>	42-A	1927	Industry	Sheet metal manufacturing building; original materials.	High	Adverse	Eligible A, C
806 North Throckmorton <i>Southwestern Brass Works</i>	42-B	1927	Industry	Single story wood frame.	High	Adverse	Eligible A
901 North Throckmorton <i>McKinley Iron Works</i>	47-A	1931	Industry	Two story masonry.	Moderate	Adverse	Eligible A, C
901 North Throckmorton <i>McKinley Iron Works</i>	47-B	1931	Industry	Two story masonry.	Moderate	Adverse	Eligible A, C
901 North Throckmorton <i>McKinley Iron Works</i>	47-C	c 1945	Industry	One story masonry loading dock.	High	Adverse	Eligible A, C
609 North Houston <i>Hobbs Trailers</i>	14	1950	Industry	Brick masonry; concrete construction with large plate glass; shingle roof accent	Moderate	Adverse	Eligible A, C
841 North Houston <i>McKinley Iron Works</i>	48-A	1935	Industry	One story metal frame corrugated siding, bowstring roof truss.	High	Adverse	Eligible A, C
205 North 7 th Street <i>National Educators Life Warehouse</i>	31	1949	Industry	Two story brick Moderne; steel sash windows; limestone banding.	High	Adverse	Eligible A, C
625 North Commerce <i>Hobbs Trailers</i>	15	1928	Industry	One story metal frame corrugated siding.	High	No Adverse	Eligible A, C
648 North Commerce <i>Carruthers Stone</i>	18	1930	Industry	One story metal corrugated siding.	High	No Adverse	Eligible A, C
1024 North Commerce <i>Western Paint & Roofing</i>	64	1920	Industry	One story load bearing brick; clerestory lighting.	High	No Adverse	Eligible A, C
825 North Calhoun	46	1947	Industry	Dual one story metal buildings with bow truss roof.	Moderate	No Adverse	Eligible A, C
1107 North Calhoun <i>Machine Shop</i>	65	1939	Industry	One story load bearing brick; clearstory lighting.	High	No Adverse	Eligible A, C

Table I-1 (cont'd)

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Effect	Eligibility Status
336 Greenleaf Street	70	1925	Residential	Single family residence; wood frame with corrugated metal roof; possible addition to side of house.	Moderate	No Adverse	Eligible A, C
701 North Henderson <i>Triple A Package Store</i>	87	1946	Industry	One story masonry Streamline Moderne.	High	No Adverse	Eligible A, C
900 Woodward <i>City of Fort Worth</i>	96-A	1940	Industry	Two story masonry incinerator.	High	No Adverse	Eligible A, C
Henderson Street Bridge	101	1930	Transportation/Engineering	Open span steel concrete arch.	High	No Adverse	Eligible A, C
SL, SF and Texas Railway Bridge	102	1902	Transportation/Engineering	Iron through-truss span with concrete piers	High	No Adverse	Eligible A, C
Paddock Viaduct	103	1902	Transportation/Engineering	Long timber trestles, with steel truss supported by concrete piers.	High	No Adverse	NRHP-listed
Flood Control System	104	1910-1957	Flood Control Development/Engineering	Levees, sumps, sluices, Nutt Dam, USGS Water Gauge	Moderate-High	Adverse	Eligible A, C
Tarrant County Courthouse	107	1895	Community Development	Four story granite Renaissance Revival courthouse	High	No Adverse	NRHP-listed

FIRST AMENDMENT TO
PROGRAMMATIC AGREEMENT
AMONG
THE U.S. ARMY CORPS OF ENGINEERS, FORT WORTH DISTRICT,
THE CITY OF FORT WORTH, TEXAS,
AND
THE TEXAS STATE HISTORIC PRESERVATION OFFICER,
REGARDING THE IMPLEMENTATION OF THE CENTRAL CITY PORTION OF THE TRINITY
RIVER VISION MASTER PLAN, FORT WORTH, TEXAS (AGREEMENT)

WHEREAS, this Amendment to the Programmatic Agreement (Amendment) is entered into by and between the United States Army Corps of Engineers, Fort Worth District (USACE), the Texas State Historic Preservation Officer (SHPO), and the City of Fort Worth, Texas; and

WHEREAS, the original programmatic agreement was executed on March 30, 2006, with the term of the agreement identified as fifteen (15) years from the date of execution; and

WHEREAS, subsequent project delays necessitate the reexamination of the stipulations of the original Agreement; and

WHEREAS, the USACE, in consultation with the SHPO, has determined that the undertaking will have an adverse effect upon properties eligible for the National Register of Historic Properties (NRHP); and

WHEREAS, the USACE, City of Fort Worth, and SHPO, recognize this determination and agree that the extension of the programmatic agreement for a period of one (1) year will allow the continued implementation of mitigation measures until a thorough review and revision of the Agreement can be conducted; and

WHEREAS, the USACE will send a copy of this executed amendment to the Advisory Council on Historic Preservation (ACHP);

NOW, THEREFORE, in accordance with Stipulation 5 of the Agreement, the USACE, City of Fort Worth, and SHPO agree to amend the Agreement as follows:

STIPULATION

1. Amend Stipulation 5 to read as follows:

This PA will be null and void if its terms are not carried out by March 30, 2022. Prior to such time, the USACE may consult with the other signatories to reconsider the terms of the agreement and amend in accordance with this stipulation.

Any party to this agreement may propose, in writing, to the USACE the terms and/or stipulations of this agreement to be amended. USACE will consult with the other parties to this agreement to consider such an amendment.

Any party to this agreement may terminate it by providing thirty (30) days notice to the other parties, provided that the parties will consult during the period prior to termination to seek agreement on amendments or other actions that would avoid

termination. In the event of termination, the USACE will comply with 36 C.F.R. Part 800 with regard to the activities covered by this agreement.

Execution and implementation of this agreement evidences that the USACE has satisfied its Section 106 responsibilities for the undertaking.

Signature Page for the U.S. Army Corps of Engineers, Fort Worth District

FIRST AMENDMENT TO
PROGRAMMATIC AGREEMENT
AMONG
THE U.S. ARMY CORPS OF ENGINEERS, FORT WORTH DISTRICT,
THE CITY OF FORT WORTH, TEXAS,
AND
THE TEXAS STATE HISTORIC PRESERVATION OFFICER,
REGARDING THE IMPLEMENTATION OF THE CENTRAL CITY PORTION OF THE TRINITY
RIVER VISION MASTER PLAN, FORT WORTH, TEXAS (AGREEMENT)

Execution and Implementation of this agreement of its terms, provides confirmation that the USACE has afforded all parties an opportunity to comment on the Central City Portion of the Trinity River Vision Master Plan, and its effects on historic properties, and that the USACE has taken into account the effects of the Central City Portion of the Trinity River Master Plan on historic properties.

Signatories include the USACE, SHPO, and the City of Fort Worth. Separate signature pages for each agency follow.

Signatory

U.S. Army Corps of Engineers, Fort Worth District

REED.KENNETH.NORRIS.1112 Digitally signed by
126623 REED.KENNETH.NORRIS.1112126623
Date: 2021.03.29 19:46:36 -05'00'

Date: _____

Kenneth N. Reed, PMP
Colonel, U.S. Army
District Engineer

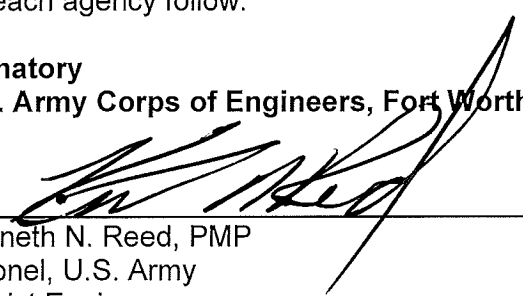
Signature Page for the U.S. Army Corps of Engineers, Fort Worth District

FIRST AMENDMENT TO
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Execution and Implementation of this agreement of its terms, provides confirmation that the USACE has afforded all parties an opportunity to comment on the Central City Portion of the Trinity River Vision Master Plan, and its effects on historic properties, and that the USACE has taken into account the effects of the Central City Portion of the Trinity River Master Plan on historic properties.

Signatories include the USACE, SHPO, and the City of Fort Worth. Separate signature pages for each agency follow.

Signatory
U.S. Army Corps of Engineers, Fort Worth District



Kenneth N. Reed, PMP
Colonel, U.S. Army
District Engineer

31 MAR 2021

Date: _____

Signature Page for the City of Fort Worth, Texas

FIRST AMENDMENT TO
PROGRAMMATIC AGREEMENT
AMONG
THE U.S. ARMY CORPS OF ENGINEERS, FORT WORTH DISTRICT,
THE CITY OF FORT WORTH, TEXAS,
AND
THE TEXAS STATE HISTORIC PRESERVATION OFFICER,
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Signatories include the USACE, SHPO, and the City of Fort Worth. Separate signature pages for each agency follow.

Invited Signatory
City of Fort Worth



DANA BURGHDOFF
ASSISTANT CITY MANAGER

Date: 3/25/2021

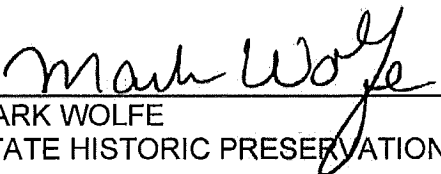
Signature Page for the State Historic Preservation Officer

FIRST AMENDMENT TO
PROGRAMMATIC AGREEMENT
AMONG
THE U.S. ARMY CORPS OF ENGINEERS, FORT WORTH DISTRICT,
THE CITY OF FORT WORTH, TEXAS,
AND
THE TEXAS STATE HISTORIC PRESERVATION OFFICER,
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Signatories include the USACE, SHPO, and the City of Fort Worth. Separate signature pages for each agency follow.

Signatory
Texas Historical Commission

 _____ Date: 3/26/21
MARK WOLFE
STATE HISTORIC PRESERVATION OFFICER

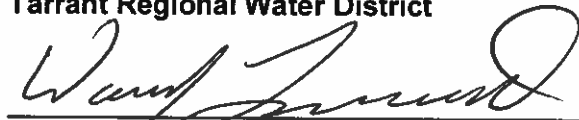
Signature Page for the Tarrant Regional Water District

FIRST AMENDMENT TO
PROGRAMMATIC AGREEMENT
AMONG
THE U.S. ARMY CORPS OF ENGINEERS, FORT WORTH DISTRICT,
THE CITY OF FORT WORTH, TEXAS,
AND
THE TEXAS STATE HISTORIC PRESERVATION OFFICER,
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Signatories include the USACE, SHPO, and the City of Fort Worth.

Concurring Party
Tarrant Regional Water District



Woody Frossard
Environmental Division Director

Date: 4/27/2021

Signature Page for the City of Fort Worth Historic and Cultural Landmarks Commission

FIRST AMENDMENT TO
PROGRAMMATIC AGREEMENT
AMONG
THE U.S. ARMY CORPS OF ENGINEERS, FORT WORTH DISTRICT,
THE CITY OF FORT WORTH, TEXAS,
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Signatories include the USACE, SHPO, and the City of Fort Worth.

Concurring Party

City of Fort Worth Historic and Cultural Landmarks Commission

 _____ Date: 5/31/21
Brandon Allen
Chair - Historic & Cultural Landmarks Commission

Appendix C
Previously Constructed Elements of the Modified Central City
Project, Historic Properties Identification and Resolution of Effects
Efforts

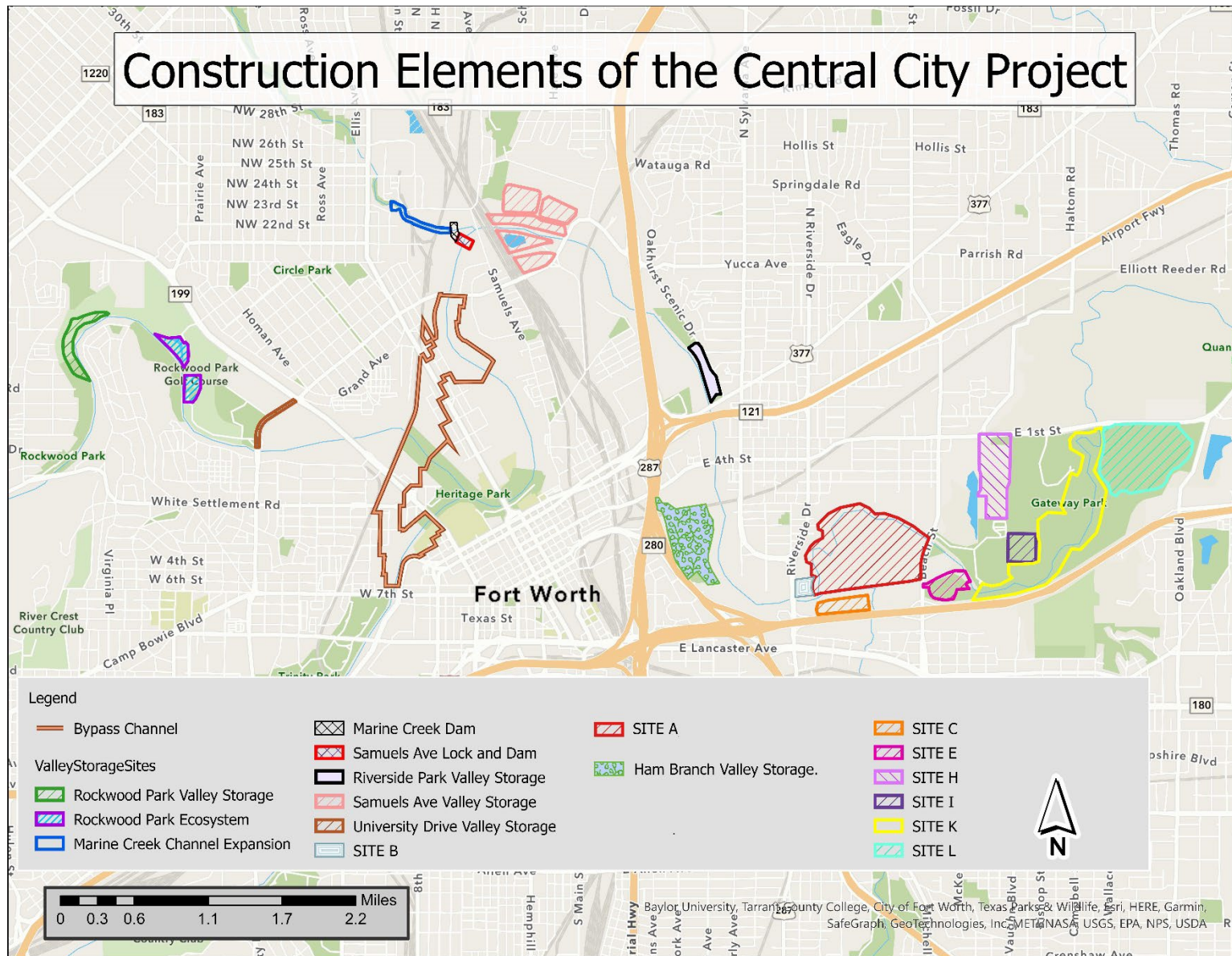


Figure 3 Map of the entire Modified Central City project depicting previously constructed elements and unconstructed elements.

The following elements of the Modified Central City Project were constructed under the original agreement: Samuels Avenue Valley Storage, Riverside Park Valley storage, Ham Branch Valley Storage, Site A, Site C, and Site H elements were constructed under the Original Agreement, which implemented Sites I and L for deposition of excavated material (see Figure 4 below).

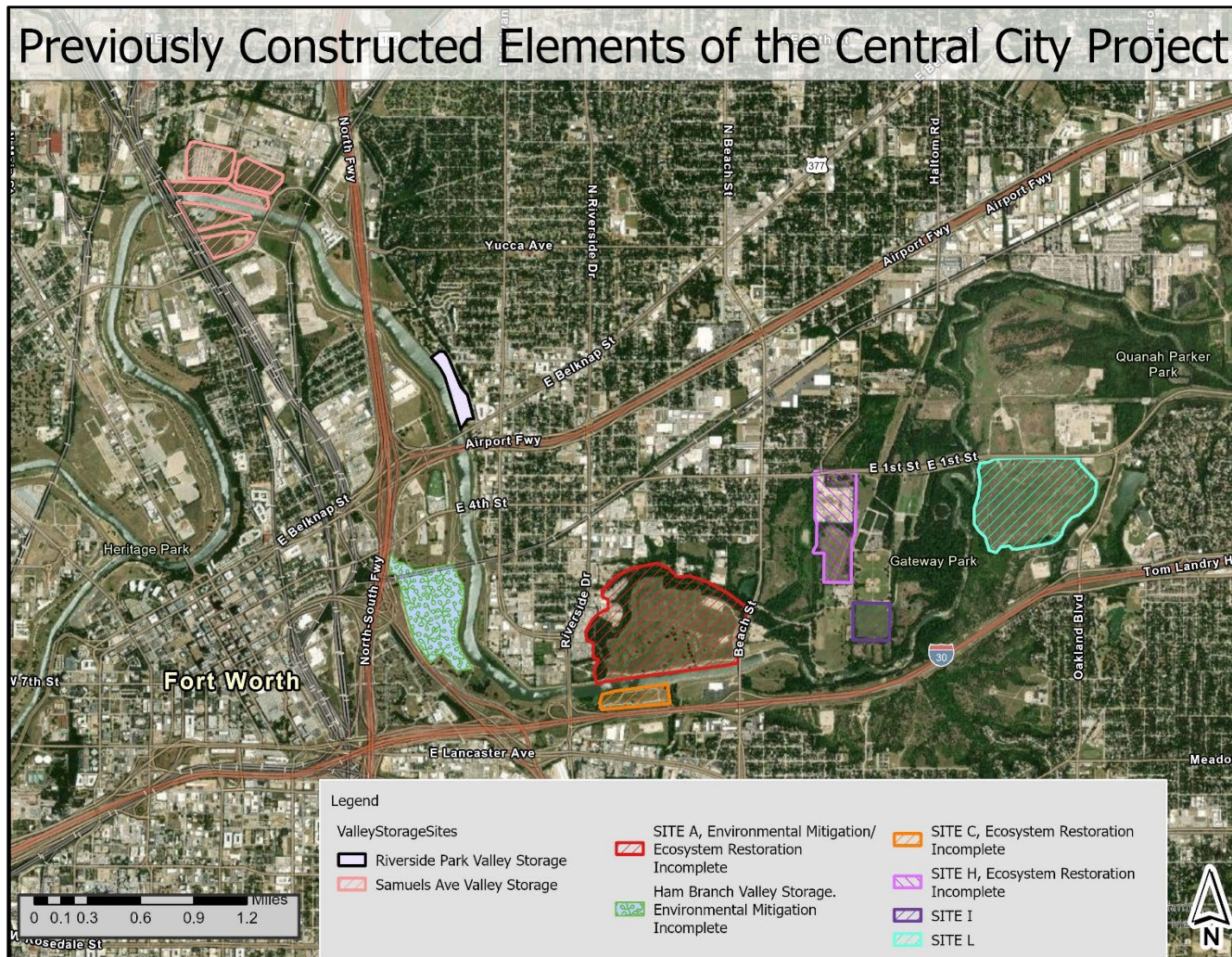


Figure 4

Previous Archaeological Surveys and Data Recovery Conducted for the Central City Undertaking

Report	Site Number	NRHP Eligibility	Mitigation
"Cultural Resources Assessment of Riverside Oxbow Environmental Restoration Fort Worth, Tarrant County, Texas" by Geo-Marine, Inc. 2004	41TR198	Eligible	Data Recovery conducted and documented in the report "Archaeological Data Recovery (41TR198) and Survey within the Riverside Oxbow Project Tarrant County, Texas" by Geo-Marine, Inc. 2011
"The Big Dig: Archeological and Geoarcheological Survey of the Central City Modified Project Fort Worth, Tarrant County, Texas" by Stell Environmental and Amattera Environmental, Inc. 2016	41TR285	Ineligible	
	41TR286	Ineligible	
	41TR287	Ineligible	
	41TR289	Ineligible	
	41TR288	Undetermined	Rockwood Valley Park Storage not yet designed/constructed. Report stated that a redesign would avoid impacts to the site or the site would be tested if this is not feasible.
"Geoarcheological Coring of the Central City Hydraulic Mitigation Areas, Fort Worth, Tarrant County, Texas" By Geo-Marine, Inc. 2005	41TR202	Undetermined	No longer within APE
	41TR203*	Undetermined	No longer extant nor within APE; fully mitigated with data recovery by TxDOT/FHWA in 2019.
	Temp. Site 3	Undetermined	No longer within APE
	41TR204	Undetermined	No longer within APE
	41TR160	Undetermined	No longer within APE

* Site 41TR203 was subsequently determined Eligible for the NRHP by TxDOT (FHWA) with concurrence from THC in 2016. A report prepared by Shipp, et al. (2019) documents that the site was mitigated prior to the expansion of I-35W and is no longer extant (TAP #s 6673 and 6753; TASA Abstract #8100022702).

Architectural Historic Properties Identified in *Below the Bluff, Development at the Confluence of the West and Clear Fork of the Trinity River, 1849-1966 Expanded Edition* and Mitigation

Address	Central City Survey Property Number	Year Built	Theme	Potential Impacts	Eligibility Status	Mitigation
Fort Worth Power and Light/TXU	1-A	1911 - 1912	Industry/ Commerce	Indirect	Eligible A, C	Recordation and NRHP Nomination
Fort Worth Power and Light/TXU	1-B	1940	Industry/ Commerce	Indirect	Eligible A, C	Recordation and NRHP Nomination
Fort Worth Power and Light/TXU	1-C	1940	Industry/ Commerce	Direct	Eligible A, C	Recordation
Fort Worth Power and Light/TXU	1-F	1940	Industry/ Commerce	Indirect	Eligible A, C	Recordation and NRHP Nomination
Fort Worth Power and Light/TXU	1-G	ca 1940	Industry/ Commerce	Indirect	Eligible A, C	Recordation and NRHP Nomination
501 North Main <i>Bottling works</i>	5	ca 1930	Industry/ Commerce	Indirect	Eligible A, C	Recordation and NRHP Nomination
818 North Main <i>Bud Sellers</i>	40	ca 1921	Industry/ Commerce	Direct	Eligible A, C	Recordation
832 North Main	50-A	ca 1928	Industry/ Commerce	Direct	Eligible A, C	Recordation
840 North Main	50-B	ca 1936	Industry/ Commerce	Direct	Eligible A, C	Recordation
842 North Main <i>Texas Refinery</i>	50-C	ca 1928	Industry/ Commerce	Direct	Eligible A, C	Recordation
900 North Main <i>Lumber yard office</i>	53-A	ca 1925	Industry/ Commerce	Direct	Eligible A, C	Recordation
900 North Main <i>Walter Dearman Truck</i>	53-B	1945 - 1946	Industry/ Commerce	Direct	Eligible A, C	Recordation
917 North Main <i>Texas Refinery</i>	56	ca 1938, ca 1946	Industry/ Commerce	Direct	Eligible A, C	Recordation
921 North Main <i>Store and lab</i>	57	ca 1950	Industry/ Commerce	Direct	Eligible A, C	Recordation
1012 North Main <i>KKK/Ellis Pecan</i>	62	1926	Social History/ Commerce	Indirect	Eligible A, C	Recordation and NRHP Nomination
529-541 North Throckmorton	3-A	1940	Industry/ Commerce	Indirect	Eligible A, C	Recordation and NRHP Nomination
601 North Throckmorton <i>Hutchison Pipe & Waste Material Co.</i>	13-A	ca 1937	Industry/ Commerce	Direct	Eligible A, C	Recordation
601 North Throckmorton <i>Hutchison Pipe & Waste Material Co.</i>	13-B	ca 1937	Industry/ Commerce	Direct	Eligible A, C	Recordation
806 North Throckmorton <i>Southwestern Brass Works</i>	42-A	ca 1927	Industry/ Commerce	Direct	Eligible A, C	Recordation

Address	Central City Survey Property Number	Year Built	Theme	Potential Impacts	Eligibility Status	Mitigation
901 North Throckmorton <i>McKinley Iron Works</i>	47-A	ca 1931	Industry/ Commerce	Direct	Eligible A, C	Recordation
901 North Throckmorton <i>McKinley Iron Works</i>	47-B	1941	Industry/ Commerce	Direct	Eligible A, C	Recordation
609 North Houston <i>Hobbs Trailers</i>	14	1950 - 1951	Industry/ Commerce	Direct	Eligible A, C	Recordation
841 North Houston <i>Texas Refinery</i>	48-A	ca 1946	Industry/ Commerce	Direct	Eligible A, C	Recordation
At terminus of North Houston <i>Texas Refinery</i>	48-C	1945	Industry/ Commerce	Direct	Eligible A, C	Recordation
201 NE Seventh <i>Electrical supplies</i>	41	1948	Industry/ Commerce	Indirect	Eligible A, C	Recordation and NRHP Nomination
205 NW Seventh <i>National Educators Life Warehouse</i>	31	1949	Industry/ Commerce	Direct	Eligible A, C	Recordation
625 North Commerce <i>Hobbs Trailers</i>	15	1928	Industry/ Commerce	Indirect	Eligible A, C	Recordation and NRHP Nomination
648 North Commerce <i>Carruthers Stone</i>	18	1930	Industry/ Commerce	Indirect	Eligible A, C	Recordation and NRHP Nomination
1024 North Commerce <i>Western Paint & Roofing</i>	64	1931	Industry/ Commerce	Indirect	Eligible A, C	Recordation and NRHP Nomination
825 North Calhoun <i>Quonset hut warehouse</i>	46	1947	Industry/ Commerce	Indirect	Eligible A, C	Recordation and NRHP Nomination
1100 North Commerce ³ <i>Rector Well</i>	65	1930	Industry/ Commerce	Indirect	Eligible A, C	Recordation and NRHP Nomination
336 Greenleaf Street <i>Residence</i>	70	1925	Residential	Indirect	Eligible A, C	Recordation and NRHP Nomination
701 North Henderson <i>AAA Package Store</i>	87	1946	Industry/ Commerce	Direct	Eligible A, C	Recordation
1809 White Settlement Road <i>Auto repair</i>	81	1949	Industry/ Commerce	Direct	Eligible A, C	Recordation
900 Woodward <i>City of Fort Worth incinerator</i>	96-A	1952	Industry/ Commerce	Indirect	Eligible A, C	Recordation and NRHP Nomination
Henderson Street Bridge	101	1930	Transportation/ Engineering	Indirect	Eligible A, C	Recordation and NRHP Nomination

Address	Central City Survey Property Number	Year Built	Theme	Potential Impacts	Eligibility Status	Mitigation
SL, SF and Texas Railway Bridge	102	1902	Transportation/ Engineering	Indirect	Eligible A, C	Recordation and NRHP Nomination
Paddock Viaduct	103	1914	Transportation/ Engineering	Indirect	NRHP-listed	Recordation and NRHP Nomination
Flood Control System	104	1910 - 1957	Flood Control Development/ Engineering	Direct	Eligible A, C	Recordation
Tarrant County Courthouse	107	1895	Community Development	Indirect	NRHP-listed	Recordation and NRHP Nomination

Architectural recordation based on the HABS guidelines was conducted by Geo-Marine and incorporated as Appendix A in *Below the Bluff: Urban Development at the Confluence of the West Fork and Clear Fork of the Trinity River, 1849-1965 – Expanded Edition*. Large format photography was conducted by Joseph Murphey in 2008 and incorporated into *Below the Bluff: Urban Development at the Confluence of the West Fork and Clear Fork of the Trinity River, 1849-1965 – Expanded Edition* as Appendix B. The recordation of all eligible properties contributed to the development of the educational materials as stipulated in the original PA resulting in a document titled *From Fort to City: A Training Module for Fort Worth Independent School District Teachers and Students* by Donna Koch and Christina Stelzl, prepared by Geo-Marine, Inc. in 2009. NRHP Nomination forms were written by Geo-Marine, Inc. in 2008.

Appendix C

Panther Island Vision and Strategy Summary

March 5, 2024

PANTHER ISLAND

VISION & STRATEGY SUMMARY

March 5, 2024



HR&A

LAKE|FLATO



ACKNOWLEDGMENTS

PUBLIC SECTOR & CIVIC PARTNERS



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ELVA LEBLANC *TARRANT COUNTY COLLEGE*
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LAKE | FLATO

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K-STRATEGIES

COMMUNITY ENGAGEMENT
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DEAVON COLLINS *ASSOCIATE VICE PRESIDENT*

SALCEDO GROUP

CIVIL ENGINEERING
LUIS SALCEDO, PE, RPLS *OWNER*

INTRODUCTION

PANTHER ISLAND'S ECONOMIC DEVELOPMENT OPPORTUNITY

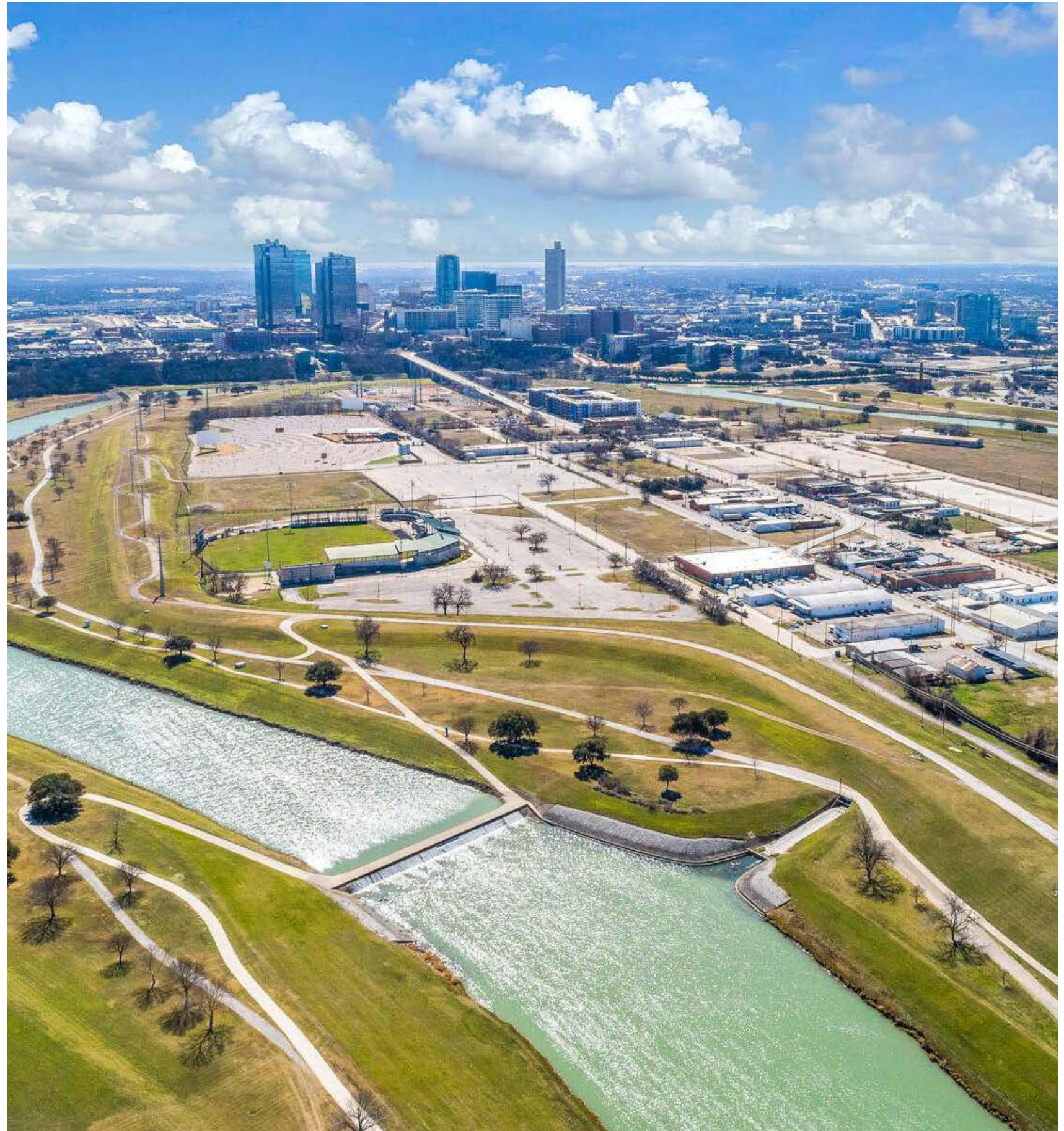
Panther Island is a once-in-a-generation city-building opportunity for Fort Worth to amplify the energy of its urban core and surrounding neighborhoods. It is a critical link that consists of around 330 acres of underutilized public and private land in the city's core. This is an opportunity to create meaningful physical and community connections between some of Fort Worth's most vibrant neighborhoods. Given Fort Worth's rapid growth, with population surging by 24% from 2010 to 2020, Panther Island offers a new development ground for the city.

As the Central City Flood Control Project is completed by the United States Army Corps of Engineers (USACE) to protect vital Fort Worth neighborhoods and position Panther Island as a core economic development opportunity, the redevelopment of Panther Island will move forward. The construction of the bypass channel will not only reduce flood risk and create the possibility to embrace the Trinity River waterfront through levee removal, but it will also unlock significant land for development on Panther Island. A once-neglected, industrial section of the Trinity River will be transformed into a vibrant neighborhood with green spaces bustling with activity and opportunities for living, working, shopping, connecting, and playing.

In 2023, the Panther Island Steering Committee, which includes the public and civic stakeholders leading planning and implementation, embarked on a mission to update the vision for Panther Island. This process was sparked by the recent influx of federal funding to build the Trinity River bypass channel, an ambitious flood-control project which will help mitigate flooding in the region and will unlock extensive development potential on Panther Island. The Steering Committee engaged a consulting team consisting of HR&A Advisors, Lake Flato, and a supporting team to create an updated strategic vision that focuses on the physical and design aspects of the plan and also to gain a deeper understanding of real estate economics, funding, financing, and implementation strategies. Throughout the year, the team engaged numerous stakeholders, including landowners, community members from surrounding neighborhood and across the city, real estate and civic organizations, and others to gather valuable feedback, ideas, and desires to shape this document.

This document summarizes a renewed strategic vision and strategy that centers on the design, planning, and big ideas for Panther Island, distilling a year of engagement, analysis, and planning by the Consultant and Client teams. Encompassing streets, parcels, open spaces, buildings, water, and mobility, the vision proposes a district that prioritizes people. It takes into account the intricate relationship between land ownership, infrastructure, and development phasing to outline a realistic approach in alliance with the economics and funding for building out Panther Island. This summary document touches on the real estate strategy for Panther Island, phasing drivers & approaches to development, funding & financing, project governance & coordinating structure, and community & equitable development.

This document offers recommendations to guide the design and implementation of public and private investments on Panther Island, providing insights into the vision's benefits and suggesting additional work to come to keep advancing the exciting momentum and collaboration. Continuing the momentum from this summary and managing the Panther Island project towards successful implementation in the coming years will require consistent planning, policy making, partnership development, community engagement, property disposition, and other activities.

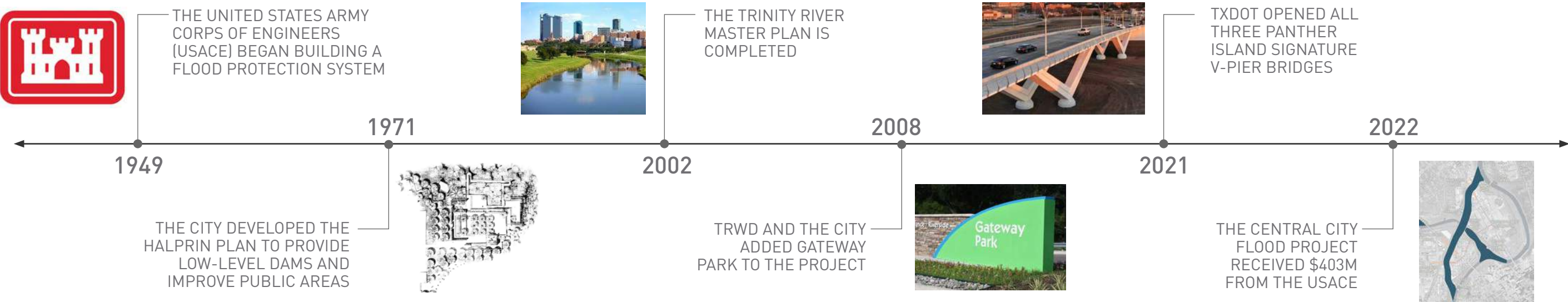


PROJECT HISTORY

PAST VISIONS & FLOOD PREVENTION

THE FLOOD CONTROL AND PANTHER ISLAND PROJECTS HAVE A LONG HISTORY. FEDERAL FUNDING AND COMPLETION OF NEW BRIDGES IN RECENT YEARS HAVE ACCELERATED PROGRESS.

CENTRAL CITY FLOOD PROJECT TIMELINE



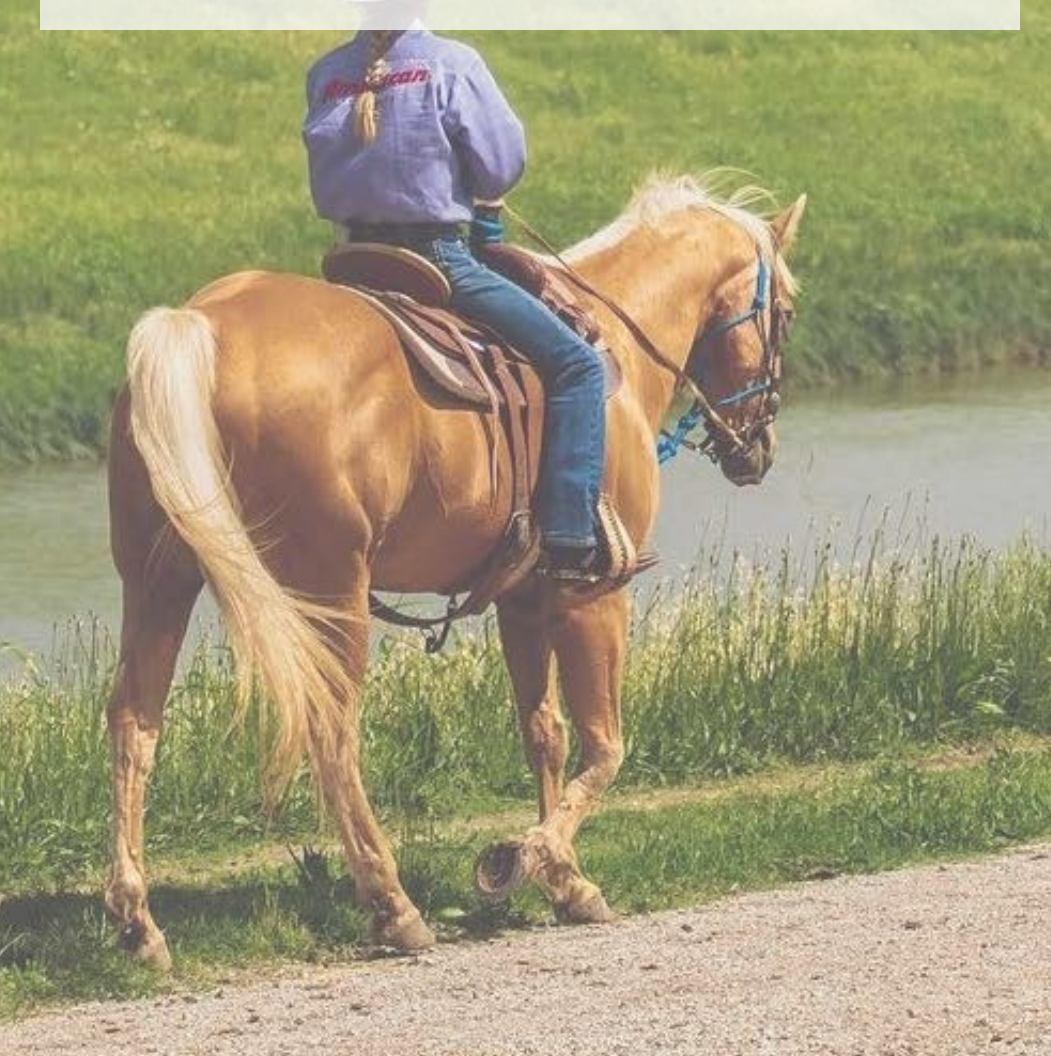
PANTHER ISLAND PROJECT TIMELINE



CORE VALUES

CONNECTION

Panther Island is a place that connects neighborhoods and people, turning what were once dividing lines of rivers and railroads into places of congregation and community. Long a place that people passed through on their way to somewhere else, Panther Island will become a destination that *connects opportunities for building community, home, and career – all in one place.*



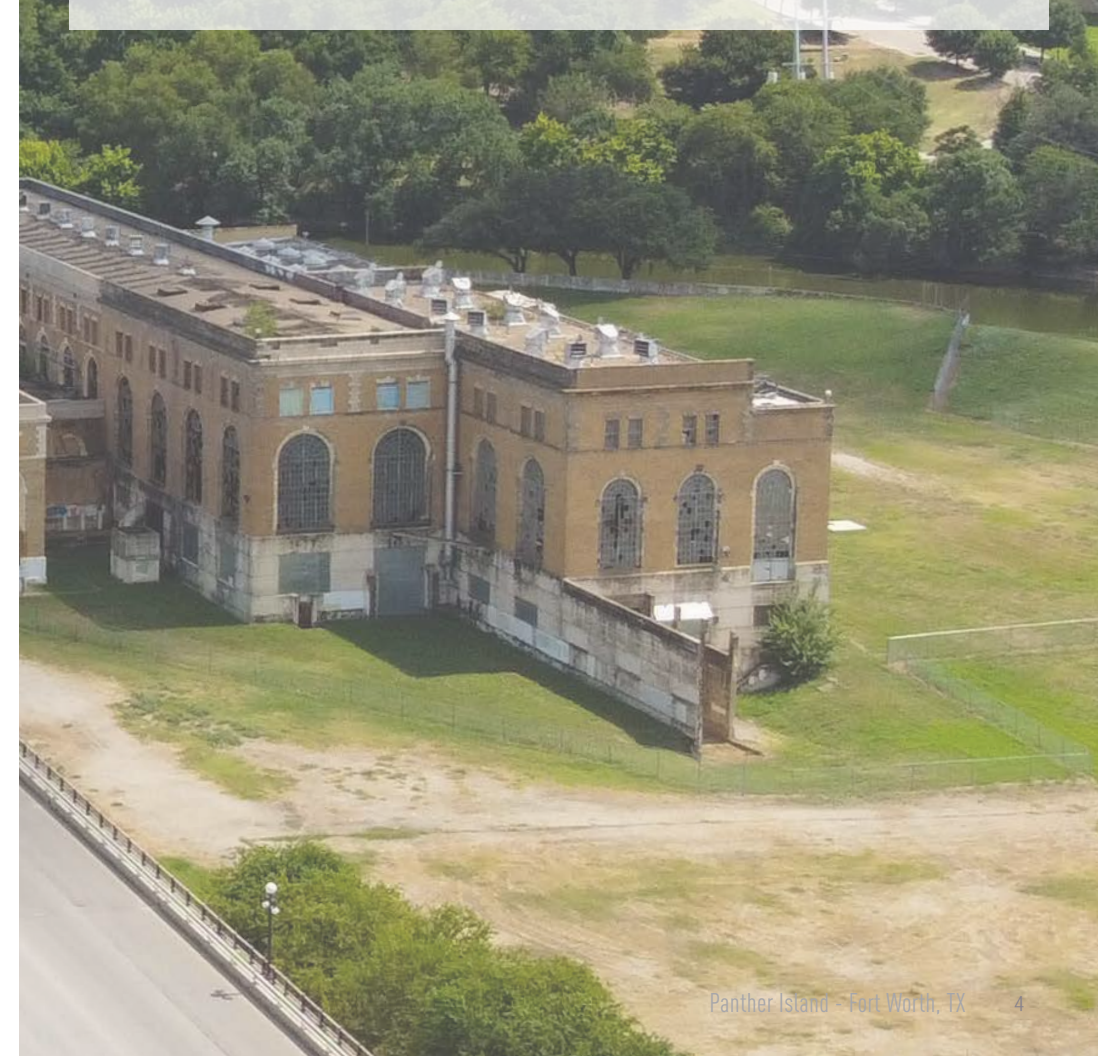
DISCOVERY

Panther Island is a place to discover Fort Worth – encountering the city's culture, ecology, and community around every corner. Through the great feat of removing and overcoming massive barriers to reconnect people to the Trinity River and to their environment, the Panther Island project *invites people to rediscover their city.*



OPPORTUNITY

Panther Island embraces the past while building for the future. Deeply rooted in the city of Fort Worth's historic industries, Panther Island's heritage will serve as an authentic foundation for the City's economic growth. Panther Island will cultivate the growth of communities, businesses, and individuals, becoming a *place to evolve and thrive.*



GUIDING PRINCIPLES

01

A ONE-OF-A-KIND WATERFRONT DISTRICT NESTLED IN THE TRINITY RIVER

The development of Panther Island will be an unprecedented transformation of a large growing city. Levees will be removed, and a resilient, vibrant, and water-oriented district will take their place. The transformation will restore the public's access to the river and create a new channel, lakes, and canals, enabling a wide variety of waterfront experiences and development opportunities.

02

A HAVEN OF DIVERSE PARKS, GREEN SPACES, AND EXPERIENCES AROUND EVERY CORNER

Panther Island will be home to numerous green spaces with distinct sizes, identities, and programs, connected to one another by trails, canals, and walkable streets. Along the river, Panther Island will bring Fort Worth its first urban, highly-programmed waterfront open space that will be a gathering place for the city and region.

03

A MIXED-USE NEIGHBORHOOD DESIGNED TO BUILD COMMUNITY

Panther Island will be Fort Worth's first purpose-built district for dense, urban, pedestrian-friendly living. Characterized by walkable streets, inviting buildings, and a diverse mix of uses that energize the district, this will be a place that's built for people first and foremost. Panther Island will have office, residential, and commercial spaces, with an emphasis on opportunities for small businesses and cultural institutions, and abundant green space and recreational facilities. The district framework will foster a sense of connection and discovery, offering access to nature, culture, community, and play.

04

A DESTINATION CONNECTING AND COMPLEMENTING VIBRANT SURROUNDING NEIGHBORHOODS

Panther Island will become a place people come to, instead of just passing through. Panther Island will connect and complement Downtown, the Cultural District, the Stockyards, and Northside by offering synergistic uses and honoring the look and feel of the surrounding neighborhoods. The island will add to the energy of Downtown Fort Worth by seamlessly connecting surrounding neighborhoods via the reimagined road network, pedestrian bridges, robust mobility and transit access, and distributed open space network, and drawing new residents, businesses, and visitors to the core of Fort Worth.

05

A CELEBRATION OF FORT WORTH'S DIVERSE COMMUNITIES AND HERITAGE

Panther Island will celebrate the cultural richness and diversity of Fort Worth, showcasing and supporting the arts, culture, and cuisine of legacy communities such as Northside, while welcoming diverse newcomers and influences. The history of the island's industries and communities will be visible in signage, structures, and public art throughout the district, honoring the past as an authentic foundation for growth. With accessibility a core feature of all amenities, the island will be a place for everyone to enjoy.

06

AN ECONOMIC DRIVER SUSTAINING THE RAPID GROWTH OF FORT WORTH

The development of Panther Island is a unique collaboration of public and private investment unparalleled among comparable U.S. cities. Panther Island's size, proximity to downtown, and the abundance of public land create a rare opportunity to utilize public land to channel private investment. That investment will build an inclusive community and intensify the economy, attracting high-paying jobs and opportunities for residents. The development will bolster Fort Worth's ability to compete on the regional and national stage to attract and retain talent. Panther Island will not only help capture the rapid population growth of Fort Worth but build the economic opportunity and amenities to sustain it.

OVERVIEW OF PUBLIC & STAKEHOLDER ENGAGEMENT

COMMUNITY FEEDBACK

A VARIETY OF ENGAGEMENT APPROACHES PROVIDED OPPORTUNITIES FOR PUBLIC INPUT INTO THE STRATEGIC VISION, WITH A FOCUS ON THE PRIORITIES OF NEIGHBORING COMMUNITIES MOST IMPACTED BY THE PROJECT.

PHASE I: INTERVIEWS & ENGAGEMENT PLANNING

20+ CONVERSATIONS WITH STAKEHOLDERS

3 STEERING COMMITTEE MEETINGS

FORT WORTH REPORT CANDID CONVERSATION PANEL

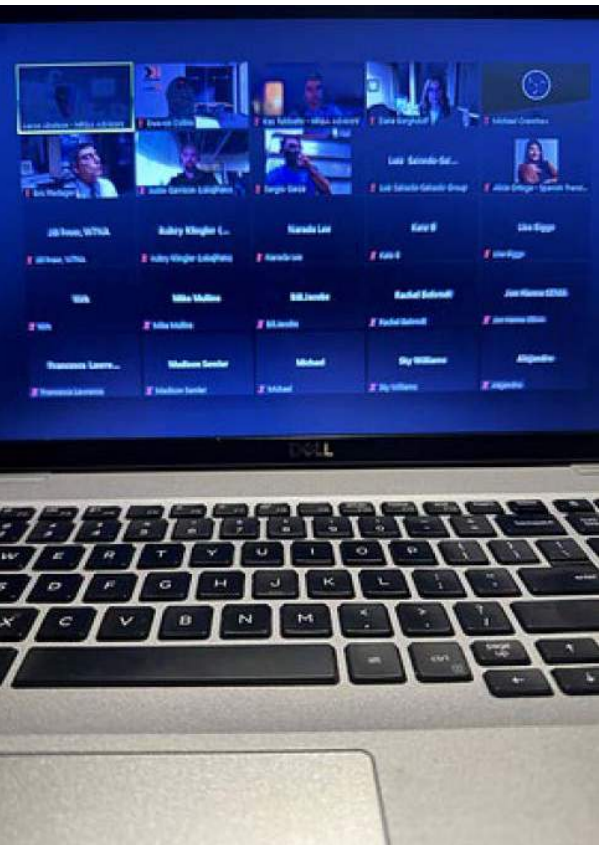
BREAKFAST WITH THE REAL ESTATE COUNCIL OF GREATER FORT WORTH

PHASE II: VISIONING

6 NEIGHBORHOOD-FOCUSED AND CITYWIDE PRIORITY-SETTING WORKSHOPS

130 ATTENDEES FOR PUBLIC MEETINGS

110 SURVEY RESPONDENTS



IMAGES FROM ENGAGEMENT EVENTS

PUBLIC ENGAGEMENT - WHAT WE HEARD

COMMUNITY FEEDBACK

ACCESSIBILITY & PARKING

ENSURE THAT PANTHER ISLAND IS READILY ACCESSIBLE, AFFORDABLE TO REACH, AND EFFECTIVELY ADDRESSES PARKING AND OTHER TRANSPORTATION/MOBILITY CHALLENGES.

"FOR ALL CITIZENS OF FORT WORTH TO BE ABLE TO USE THIS AREA, IT MUST BE AFFORDABLE FOR ALL CITIZENS."

"PANTHER ISLAND SHOULD BE EXTREMELY WALKABLE, SO THAT PEOPLE CAN ARRIVE BY TRANSPORTATION AND GET AROUND PANTHER ISLAND BY FOOT/BIKE/PUBLIC TRANSPORTATION WHILE THEY ARE ON PANTHER ISLAND."

EMBRACING WATERFRONT & WATER ACTIVITIES

PROVIDE ACCESS TO THE WATERFRONT AND RECREATIONAL ACTIVITIES FOR ALL.

"NEW WATERFRONT IS A UNIQUE TREASURE AND NEEDS TO BE DEVELOPED CAUTIOUSLY AND WITH GREAT CARE."

RETAINING AND IMPROVING TRAILS & PARKS

ENSURE RESIDENTS CAN WALK AND BIKE SAFELY TO AND WITHIN PANTHER ISLAND.

"I WOULD SEE PANTHER ISLAND AS A LOCAL GEM WITHIN OUR CITY THAT PROMOTED ACTIVITIES THAT EMPHASIZE GREEN SPACE AND OUTDOOR ACTIVITIES WITH NATURALLY SHADED PARKS AND CANOPIES AND WATER ACTIVITIES."

"I WANT TO FEEL CONNECTED TO NATURE IN FORT WORTH WHILE STILL ENJOYING THE CITY FEEL."

BALANCE AUTHENTICITY & UNIQUENESS

DESIRE FOR PANTHER ISLAND TO BE OF FORT WORTH, WHILE DRAWING INSPIRATION FROM THE FINEST APPROACHES IN NEIGHBORHOOD AND WATERFRONT DEVELOPMENT IN OTHER CITIES.

"OUR CITY HAS A UNIQUE HISTORY WITH SOUTHWESTERN ART DECO STYLES WHICH COULD ALSO LOOK VERY INTERESTING AND GIVE PANTHER ISLAND A DISTINCTIVE FORT WORTH IDENTITY."

"I'D LIKE TO SEE IT DEVELOP INTO AN ACTIVE RIVERFRONT, SUCH AS SAN ANTONIO."

INCLUSION & REPRESENTATION

CELEBRATE THE HISTORY AND CULTURE OF PANTHER ISLAND AND ITS NEIGHBORING COMMUNITIES THROUGH ART, HISTORICAL MARKERS, AND DESIGN.

"THERE WILL BE PEOPLE OF ALL AGES, FAMILIES, SINGLE PEOPLE. I WOULD LIKE TO SEE THIS BE A SPECIAL, EXTRA FUN PART OF TOWN AND NOT JUST ANOTHER NEIGHBORHOOD."

"PANTHER ISLAND WOULD LOOK LIKE AN INVITING PLACE FOR PEOPLE OF ALL KINDS AND DEMOGRAPHICS."

EQUITABLE ECONOMIC OPPORTUNITY

ENSURE THAT LOCAL BUSINESSES AND RESIDENTS CAN BOTH DERIVE BENEFITS FROM AND ACTIVELY PARTICIPATE IN THE PROJECT AS IT PROGRESSES.

"PANTHER ISLAND SHOULD NOT MEAN REMOVING CURRENT RESIDENTS AND GENTRIFYING ONLY. WE NEED A PLACE FOR EVERYONE TO COME TOGETHER AND GROW AS A COMMUNITY."

"IT'S EXTREMELY IMPORTANT TO LISTEN TO LOCAL STAKEHOLDERS IN THE CENTRAL FORT WORTH AREA, PARTICULARLY CURRENT RESIDENTS IN AND AROUND PANTHER ISLAND."

THE FUTURE PANTHER ISLAND IN FORT WORTH, TEXAS

UPDATED STRATEGIC VISION



CURRENT USES & SIGNIFICANT SITES ON PANTHER ISLAND

EXISTING CONDITIONS

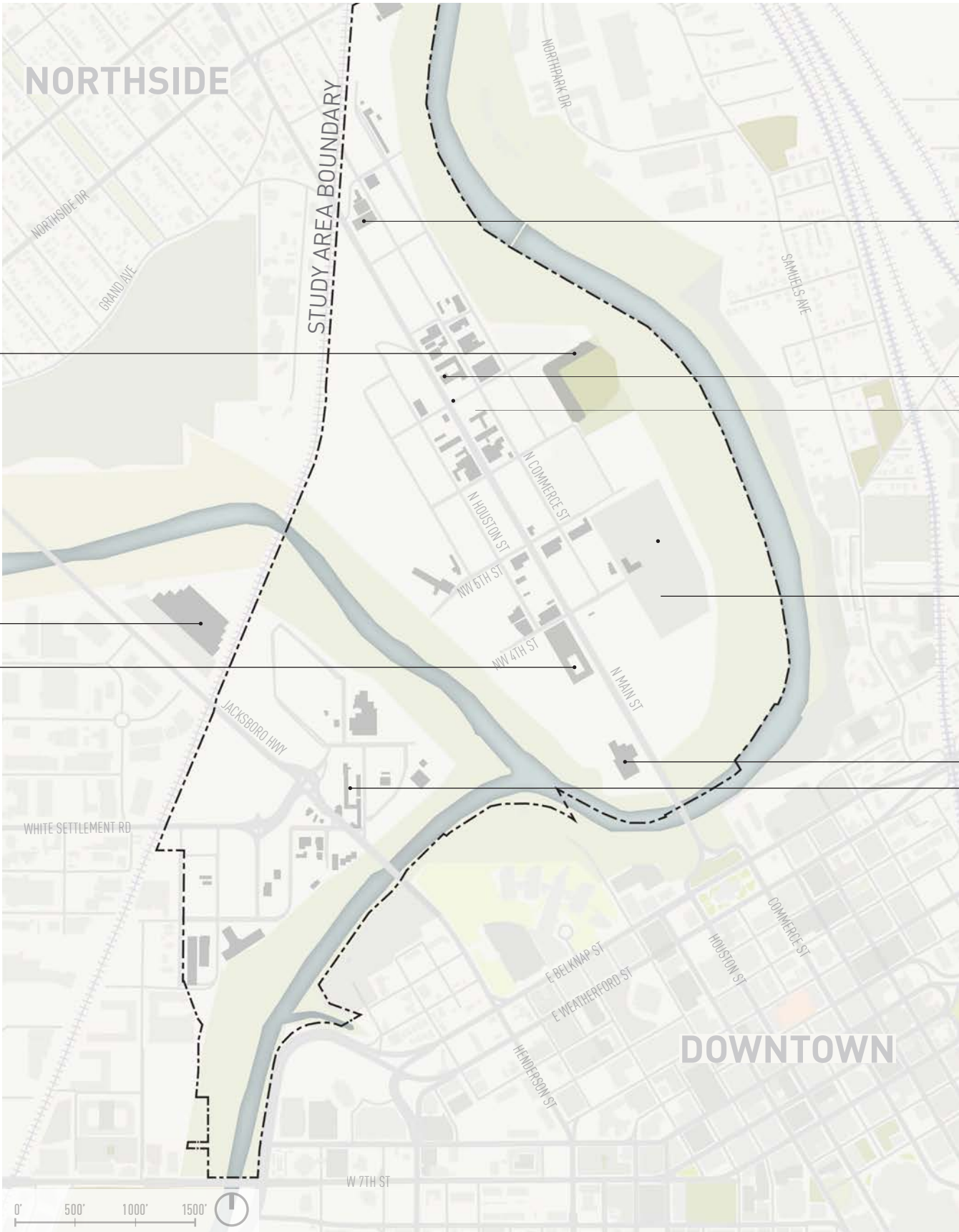
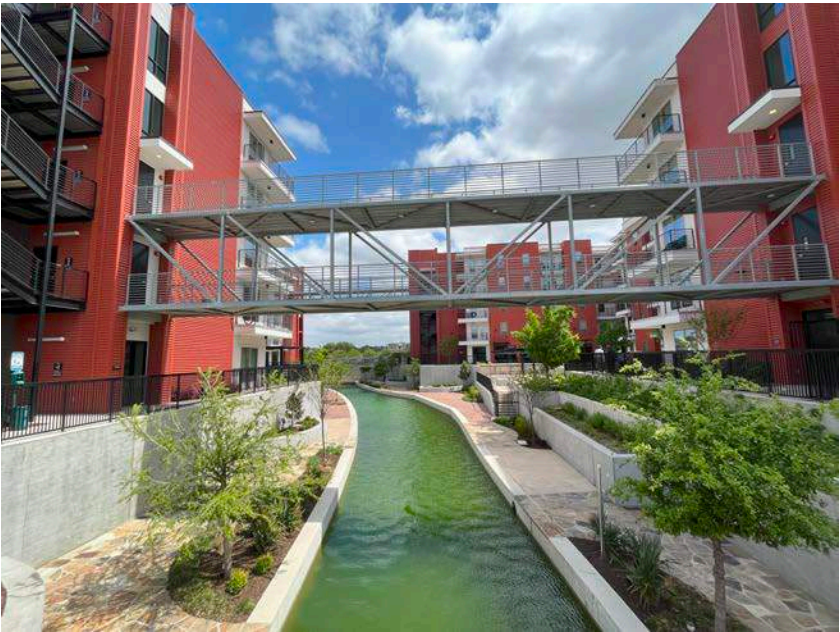
Panther Island contains some unique historic assets. While each has physical and reuse challenges to be assessed, re-activating sites like the Power Plant could help establish an anchor and identity for Panther Island.



LA GRAVE FIELD The first baseball diamond built on this site was constructed in 1926 but was eventually flooded and destroyed. It was rebuilt in 1950 but only lasted seventeen years before the club declined and it was torn down. It was revived in 2001 and rebuilt but was soon vacant again.

HENDERSON STREET FLEA MARKET This weekend market is an important gathering space for the communities surrounding Panther Island. A wide variety of goods are sold here - everything from fresh produce to cowboy boots.

ENCORE / PANTHER ISLAND BREWING New development along N Main st including an apartment building and a brewery. This includes the first built portion of the canal system.



ELLIS PECAN CO BUILDING Built in 1925, this large brick building was constructed to house Klu Klux Klan meetings. It was later used as a warehouse, a boxing arena, and more recently by Ellis Pecan Co. Today, the building sits vacant, but a non-profit has plans to convert the building into a Center for the Arts and Community Healing.

ABNER DAVIS BUILDING Built around 1921, this building was originally home to the Abner Davis oil refinery business. Since then it has primarily been used by auto shops. It has a historical designation through the city of Fort Worth.

CONCENTRATION OF LEGACY BUSINESSES Along this portion of N Main street is where the majority of existing private land ownership is concentrated. Some buildings may be old enough to be considered historically significant

COYOTE DRIVE-IN A drive in theater that opened in 2013 on 20 acres of land owned by TRWD.



POWER PLANT The old power plant, which was built in Beaux-Arts architectural style in 1912, produced power for the city until it was decommissioned in 2004. The smoke stacks were torn down but the building itself remains on the site.

FORT WORTH TRANSITIONAL CENTER This 220 bed halfway house that provides housing and services to people transitioning out of incarceration.

LAND OWNERSHIP BY TYPE - PUBLIC VS PRIVATE

EXISTING CONDITIONS

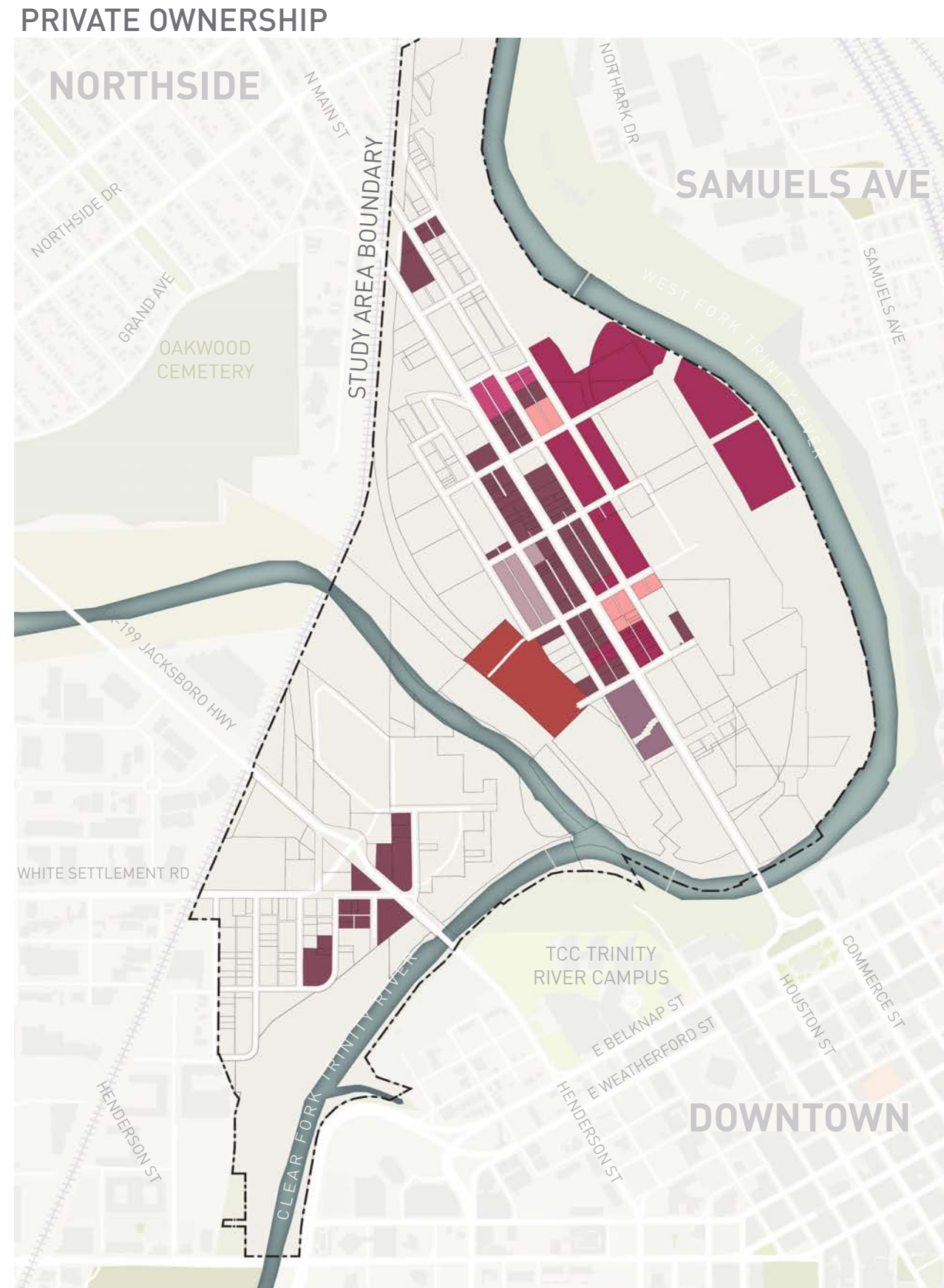
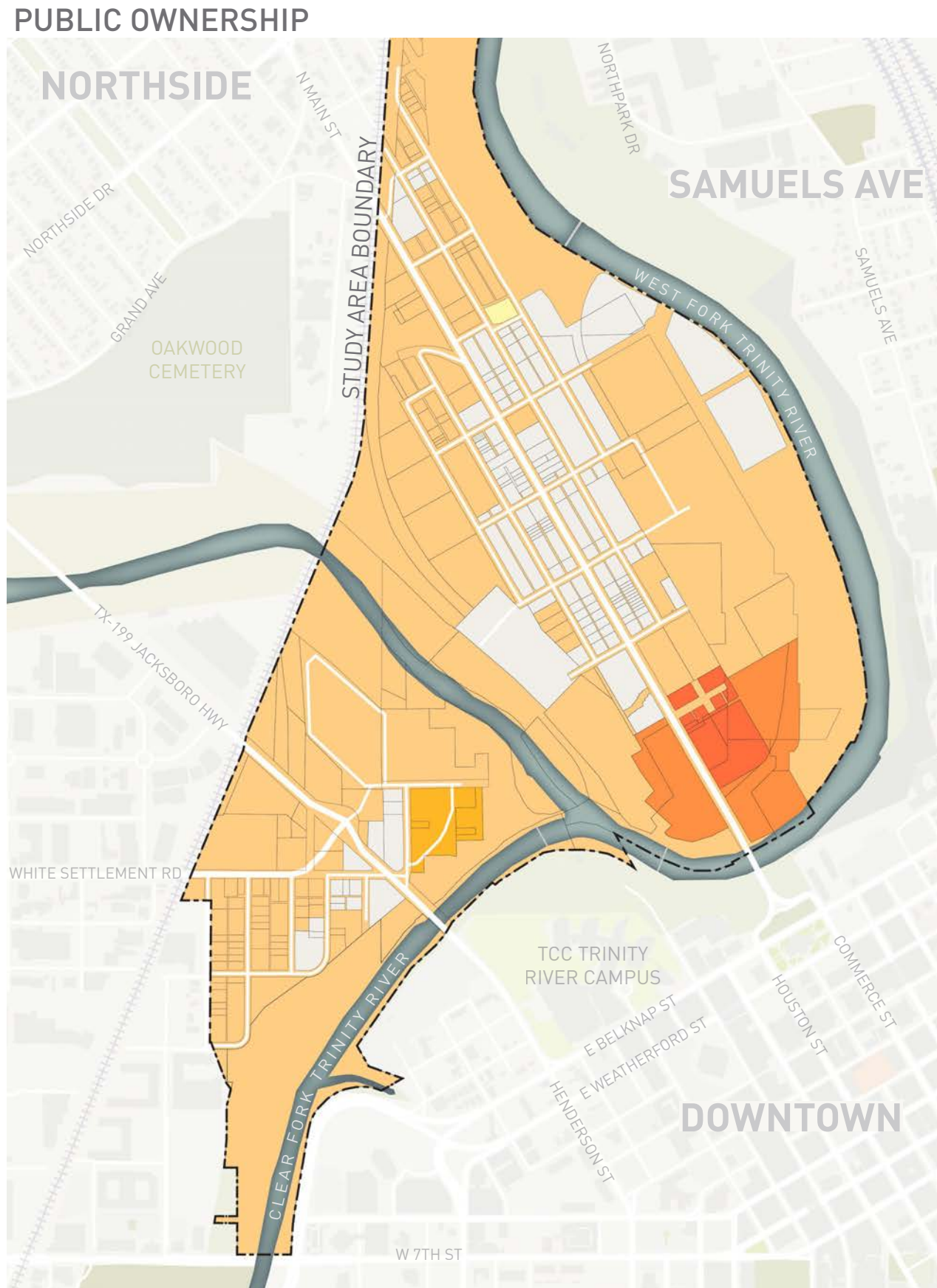
Over 85% of the total project area on Panther Island is owned by the public sector, giving the public a great level of control over timing, selection of development partners, and quality of design. In general, public sector partners will look to benefit from market competition by holding open development solicitation processes.

PUBLIC 382.61 ACRES

- TRWD
347.08 acres
- TARRANT COUNTY
0.72 acres
- CITY OF FORT WORTH
6.05 acres
- TCCD
21.33 acres
- ONCOR
7.44 acres

PRIVATE 74.31 ACRES

- VARIOUS PRIVATE OWNERS
25.39 acres
- UNION PACIFIC RAIL ROAD
11.77 acres
- PANTHER ACQUISITION PARTNERS
26.06 acres
- TEXAS REFINERY CORP
1.93 acres
- DEAN VENTURES
2.96 acres
- RED BARON REAL ESTATE
3.06 acres
- ENCORE OLYMPUS
3.15 acres



OVERALL URBAN DESIGN FRAMEWORK

UPDATED STRATEGIC VISION

DISTRIBUTED OPEN SPACE NETWORK
WITH 14 PUBLIC SPACE OFFERINGS

CONTINUOUS PUBLIC WATERFRONT
ACCESS

A WALKABLE AND CONNECTED
PEDESTRIAN ENVIRONMENT

EFFICIENT & CONNECTED ROAD
NETWORK STRENGTHENING URBAN GRID










ACCESS TO EFFECTIVE BIKE ROUTES

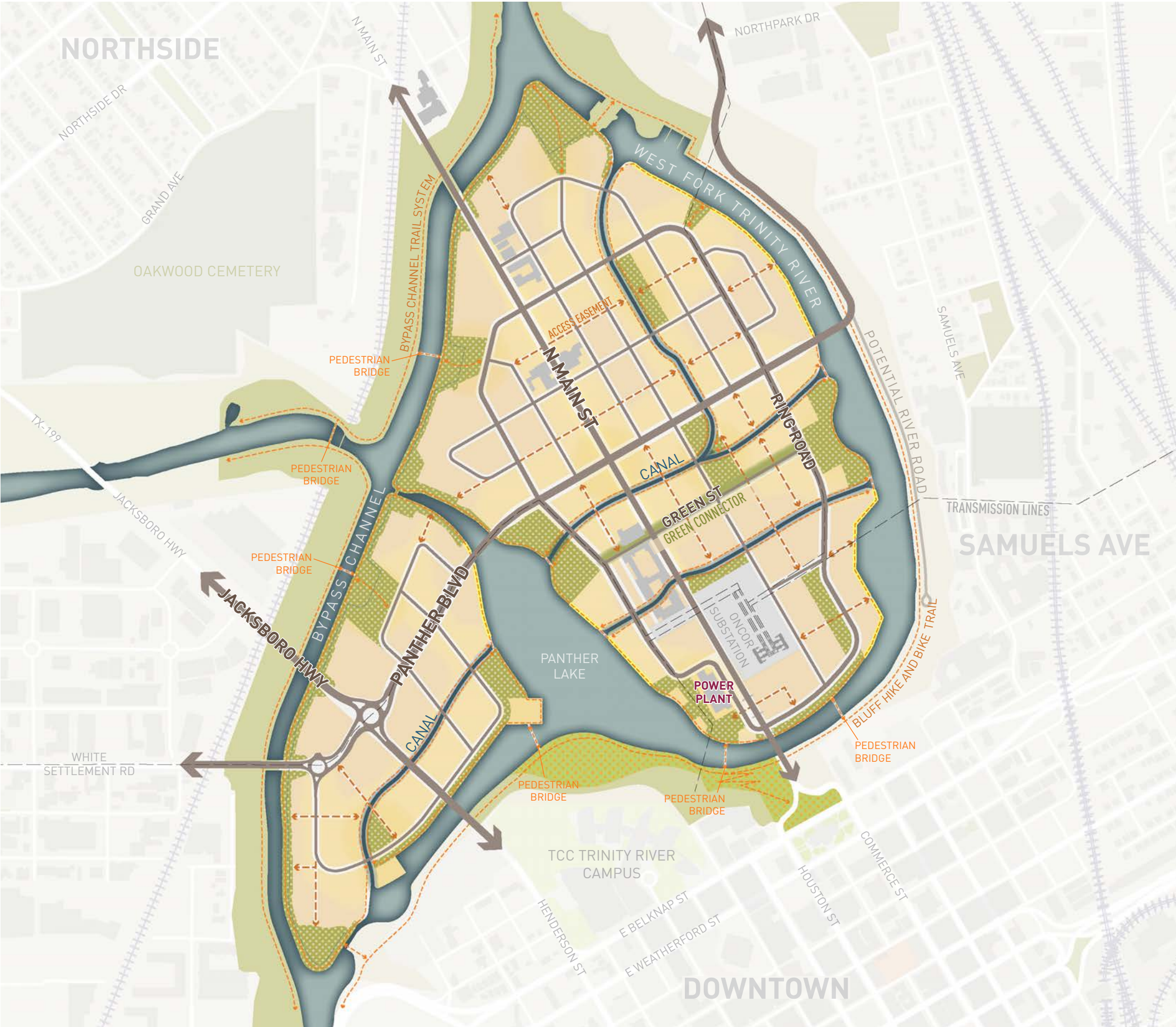
ROBUST PUBLIC TRANSPORTATION

193 ACRES OF PUBLIC & PRIVATE
DEVELOPABLE LAND

INTIMATE & ACTIVE CANALS WITH
DISTRICT STORMWATER STRATEGIES

LEGEND

- | | |
|---|---|
|  DEVELOPABLE PARCEL |  TRANSMISSION LINES |
|  PEDESTRIAN ROUTE |  WATER BODY |
|  ACCESS EASEMENT |  ROAD |
|  INTERNAL PANTHER ISLAND PUBLIC SPACE |  ADJACENT GREENSPACE |
|  DOWNTOWN ADJACENT PUBLIC SPACE | |



OPEN SPACE NETWORK - BIG IDEAS

OPEN SPACE NETWORK

MAXIMIZE VALUE THROUGH DISTRIBUTED OPEN SPACE NETWORK

Leverage value of public space while creating nodes of identity and activity with multiple unique programs, experiences, typology, and scale across the district to cater to various users and community needs. Proposed vision includes 14 distinct public spaces and 15% of land dedicated to open space across Panther Island.

SIGNATURE RIVERFRONT PUBLIC SPACES

One-of-a-kind opportunity for the City of Fort Worth to provide a network of active urban waterfront parks surrounding downtown.

PUBLICLY ACCESSIBLE WATERFRONT

Continuous connectivity along the water front through various engaging open space experiences like parks, plazas, promenades, boardwalks and marinas, promoting a sense of discovery.

A PHASED IMPLEMENTATION

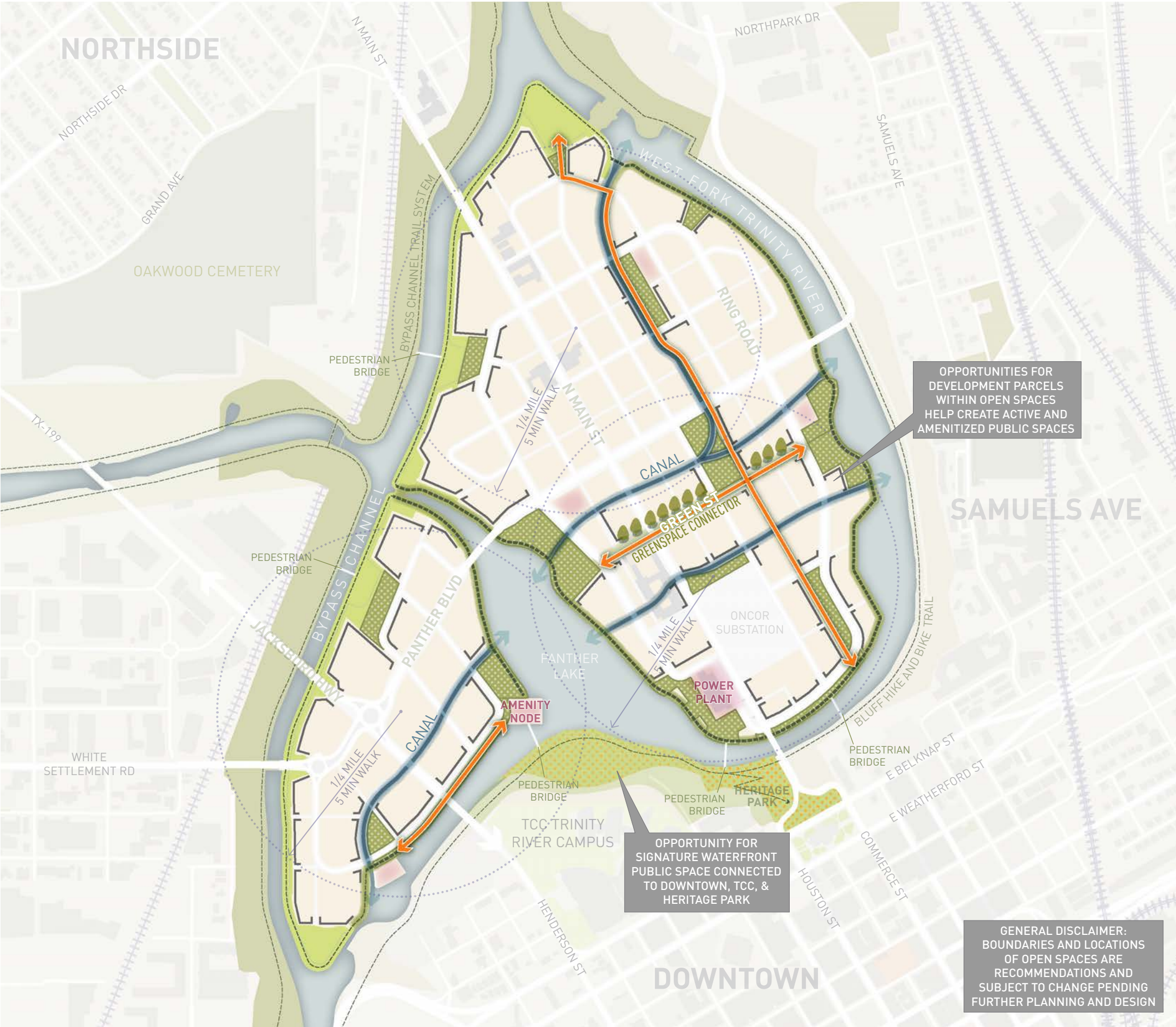
Benefits of a distributed open space network facilitate a phased implementation strategy as finances are available and development occurs.

INTERCONNECTED PUBLIC SPACE SYSTEM

Location of open spaces are all within a 5-minute walk with various linkages through streets, canals, trails, and pedestrian connections.

ENGAGEMENT WITH RIVER & CANALS

Multiple opportunities to interact with the river, interior lake, and canals as a unique experience only offered to Panther Island.



OPEN SPACE NETWORK - CHARACTER & EXPERIENCES

OPEN SPACE NETWORK



WATERFRONT CONDITIONS - BIG IDEAS

WATERWAY DESIGN & ACTIVATION

PUBLICLY ACCESSIBLE WATERFRONT

Provide continuous waterfront connectivity by offering diverse open space experiences such as parks, plazas, promenades, boardwalks, and marinas, promoting a sense of discovery and providing exclusive opportunities to interact with the river, interior lake, and canals.

INTIMATE & ACTIVE CANALS

Various opportunities for a mix of private, semi-public, and public building and open space programs to engage the canals across the island and provide an authentic experience exclusive to Panther Island.

CANAL LINKAGES & DISTRICT STORMWATER STRATEGIES

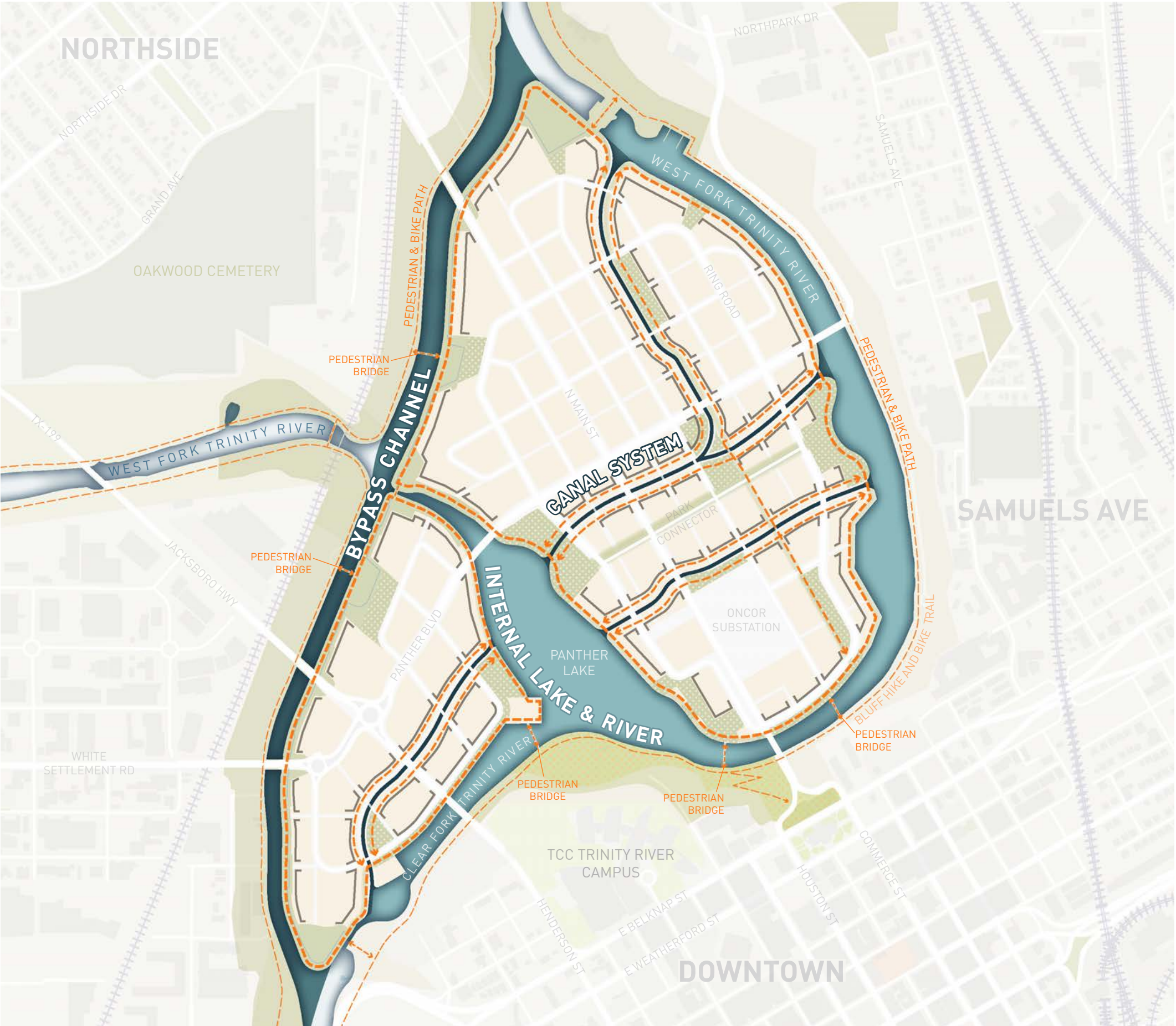
The canals serve as linear pedestrian spines, simultaneously functioning as stormwater retention systems, while providing distinctive waterfront experiences that enhance connectivity, access, and fulfill infrastructure requirements throughout the district, linking open spaces and the riverfront.

DESTINATION INTERIOR "PANTHER LAKE"

One-of-a-kind opportunity to provide a large water body adjacent to downtown Fort Worth that becomes a regional attraction for water-based activities, engagement, and visually captivating attractions.

BYPASS CHANNEL & PARKS

Open space offerings on both sides of the bypass channel provides a opportunity to connect to adjacent neighboring districts and Panther Island. Public realm spaces include a large linear greenspace along the western levee edge and an urban promenade along Panther Island eastern edge connecting several pocket neighborhood parks.



WATERFRONT CONDITIONS - CHARACTER & EXPERIENCES

WATERWAY DESIGN & ACTIVATION



ROAD NETWORK - BIG IDEAS

ACCESS & CONNECTIVITY

MORE EFFICIENT & CONNECTED ROAD NETWORK WITH HIERARCHY OF STREETS

Re-routing select roadways to promote a more seamless and interconnected network across the district and to surrounding neighborhoods. Provide various street typologies with a goal of putting pedestrians first and creating safe, engaging, and intimate street environments and experiences.

A TRANSIT-MINDED TEXAS MAIN STREET

Opportunity to create an authentic Texas Main Street with high capacity transit in mind.

'GREEN STREET' @ 4th STREET

Unique shopping & dining street with tree alley promenade connecting major east-west greenspaces together.

REIMAGINED EAST-WEST PANTHER BLVD

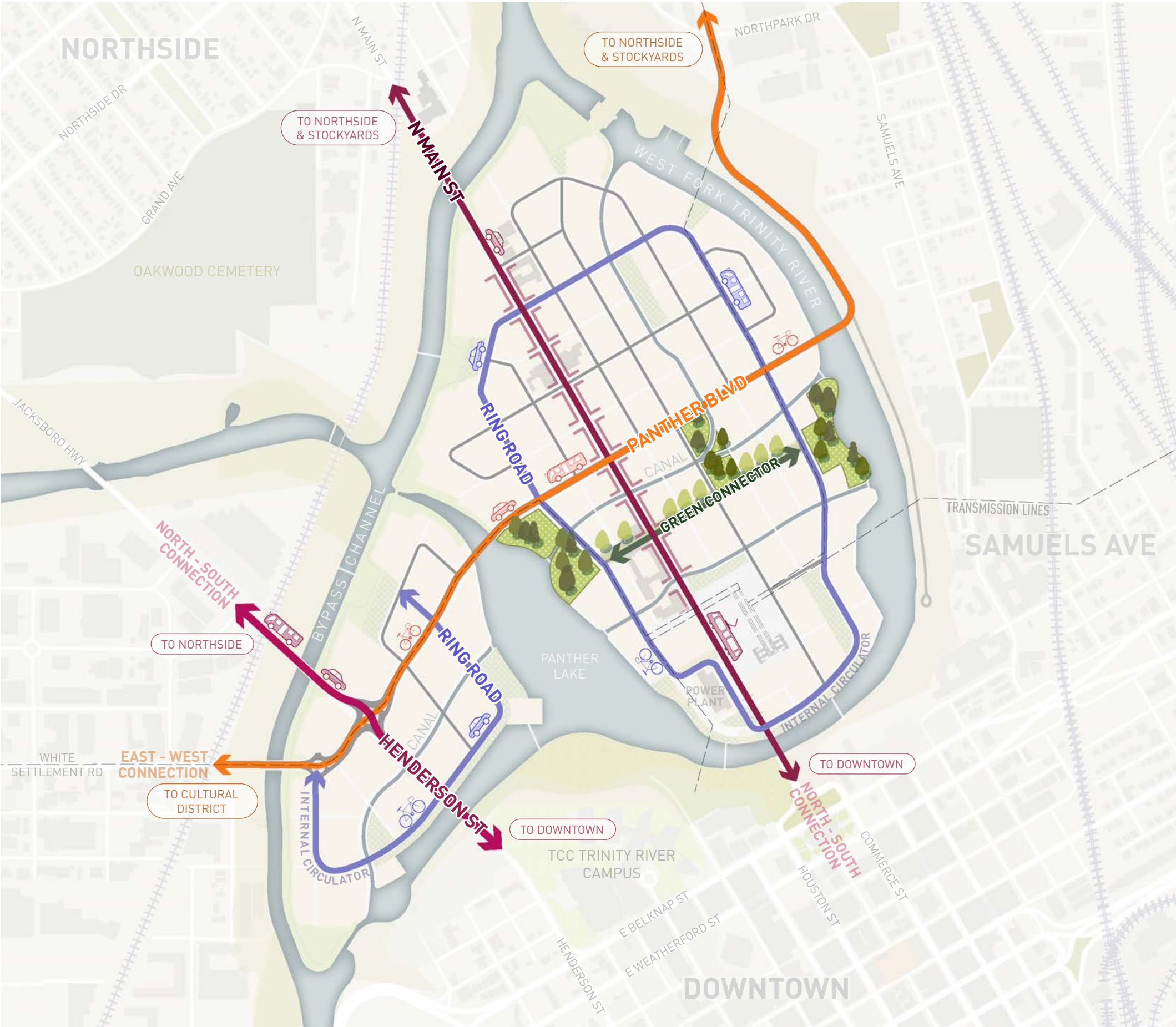
A relocated urban boulevard efficiently connecting north and south islands together with its surrounding neighborhoods.

INTERNAL RING ROADS

Promotes connectivity internal to north & south island with access to riverfront open spaces and opportunities for mobility.

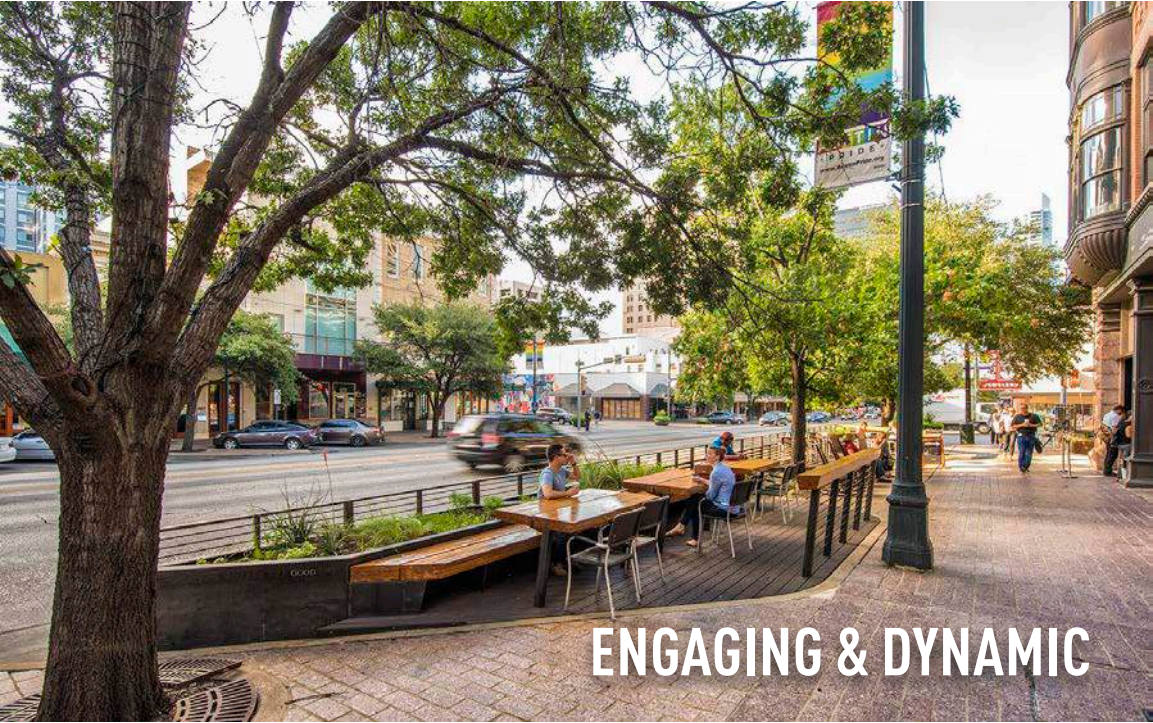
PEDESTRIAN & MOBILITY ORIENTED STREETS

Streets are designed for people with comfortable sidewalks, adequate tree planting, street parking, and ability to provide bike and transit access.



ROAD NETWORK - CHARACTER & EXPERIENCES

ACCESS & CONNECTIVITY



TRANSIT NETWORK - BIG IDEAS

ACCESS & CONNECTIVITY

A TRANSIT ORIENTED DEVELOPMENT

An equitable, compact, walkable, pedestrian-oriented, mixed-use community centered around high quality and capacity public transportation.

N-S-E-W CONNECTION TO SURROUNDING NEIGHBORHOODS

Multiple transit options through buses, high capacity transit, and mobility loops increase connectivity to and from the district and adjacent communities.

HIGH CAPACITY TRANSIT OPTION

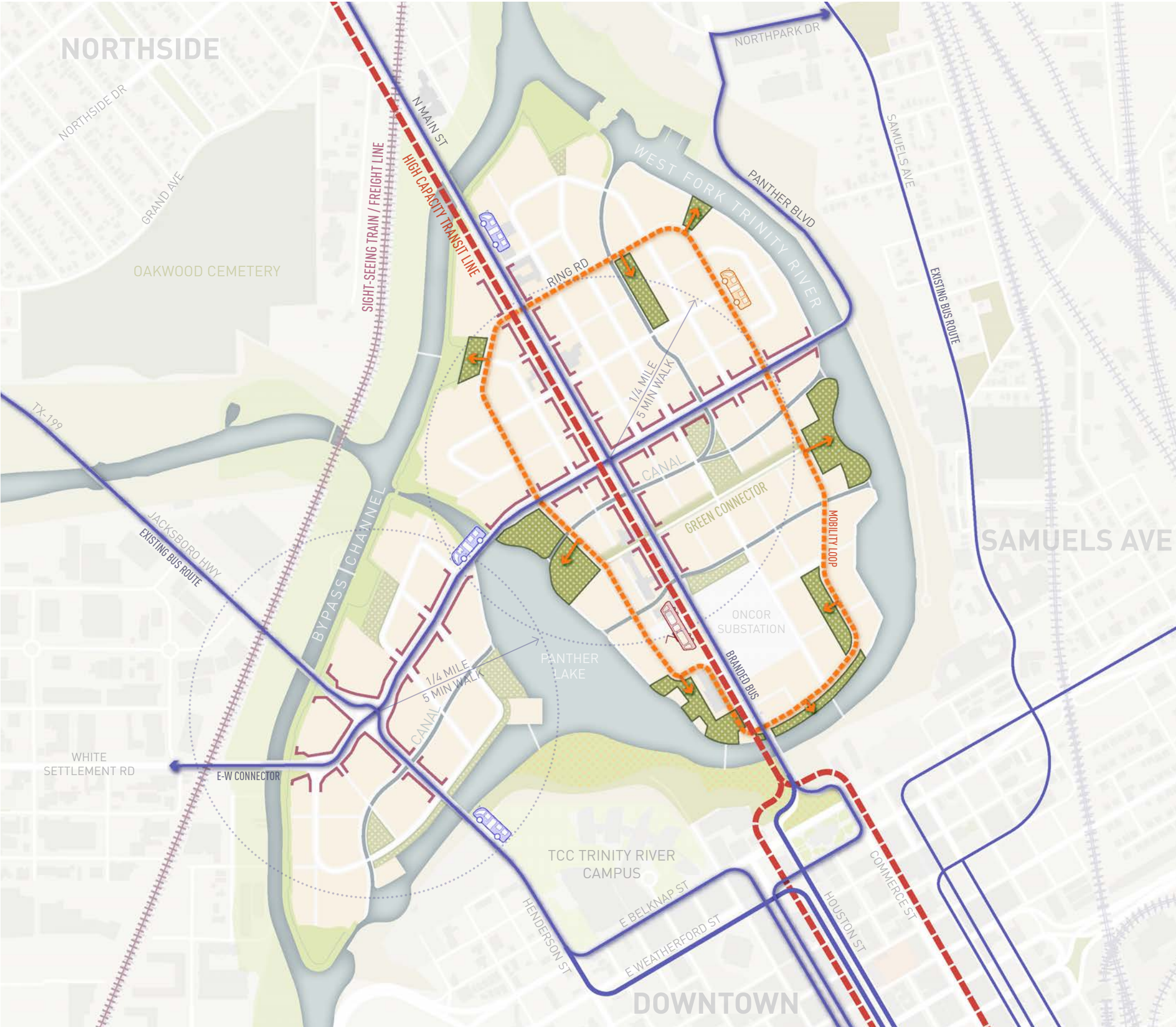
Opportunity to provide a high capacity transit spine running north-south from Downtown to Stockyards and Northside Station along North Main St. or parallel corridor, to be determined through a future alternative analysis.

MOBILITY CIRCULATORY

Promote public transportation connectivity internal to the north island community with access to riverfront open spaces.

RE-BRANDED ROUTE 15 BUS LINE

Current plans by Trinity Metro to re-brand the Route 15 bus line aesthetically to encourage use and clear route destination from Downtown to the North along N Main Street.



TRANSIT NETWORK - CHARACTER & EXPERIENCES

ACCESS & CONNECTIVITY



BRANDED BUSES



BUS RAPID TRANSIT



MULTI-MODAL ACCESS



BIKE STATIONS



MOBILITY CIRCULATOR



TRANSIT BOULEVARD



LOCAL CULTURE

TROLLEY



HIGH CAPACITY TRANSIT

PEDESTRIAN FRIENDLY STATIONS

PEDESTRIAN NETWORK - BIG IDEAS

ACCESS & CONNECTIVITY

A WALKABLE & PEOPLE SCALED DISTRICT

A human scaled district with core values of accessibility and inclusion connected through streets, canals, and pedestrian corridors with access to open space and waterfronts.

PUBLICLY ACCESSIBLE WATERFRONT

Continuous connectivity along the water front through various engaging open space experiences like parks, plazas, promenades, boardwalks and marinas, promoting a sense of discovery.

NORTH-SOUTH PEDESTRIAN SPINE

Unique pedestrian oriented corridor connecting north-south open spaces, downtown, TCC campus, and waterfront across on the north island with multiple experiences along various public spaces and canals.

MID-BLOCK CONNECTIONS

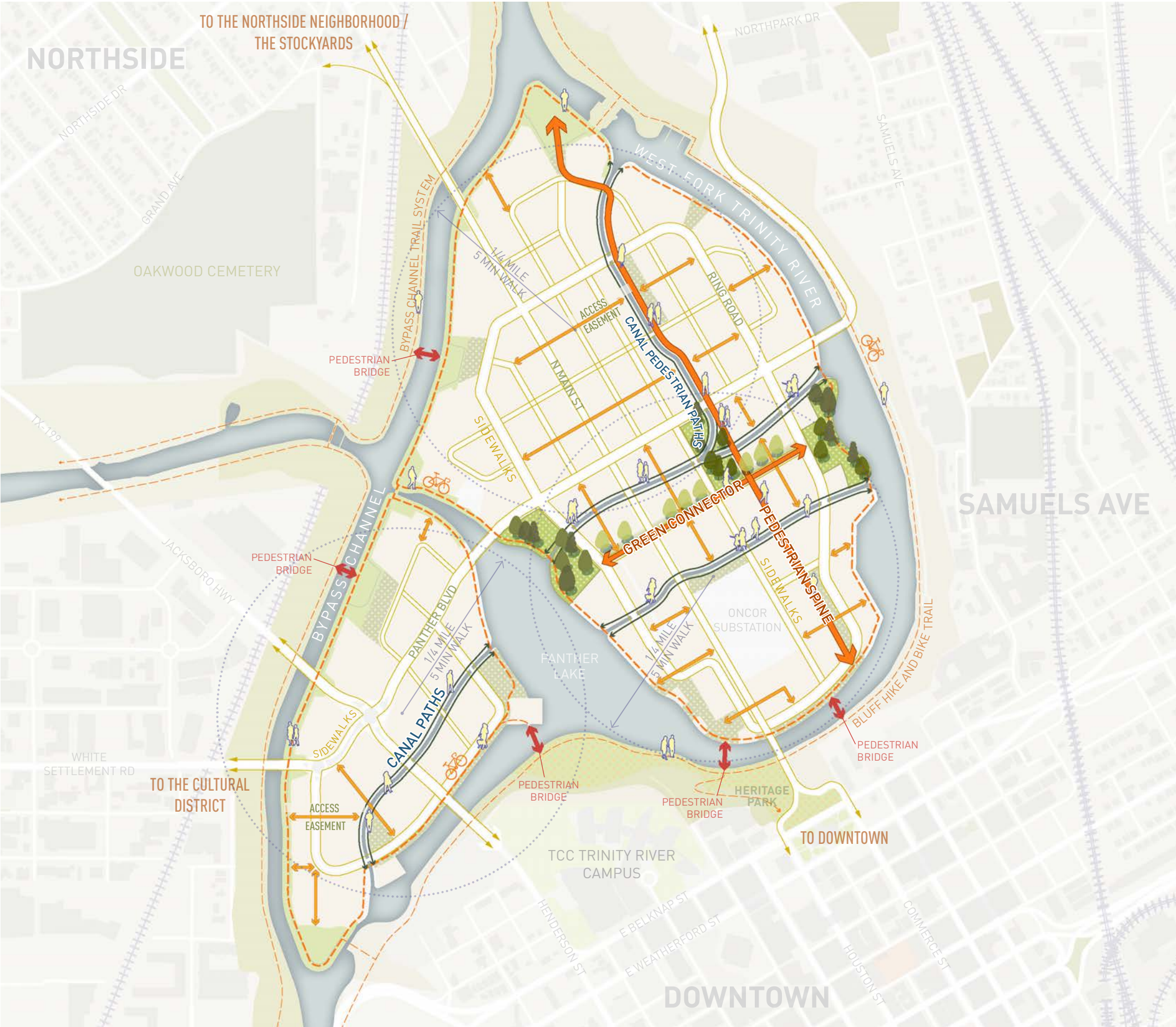
Promoting pedestrian scaled blocks by breaking down large block lengths by providing connectivity through alleyways, paseos, and pedestrian connections to better accommodate development.

CANAL & OPEN SPACE LINKAGES

Canals act as linear pedestrian spines with unique waterfront experiences promoting connectivity and access across the district to open spaces and riverfront. 'Green Connector' is a tree alley promenade that provides an east-west pedestrian friendly connection to large riverfront open spaces.

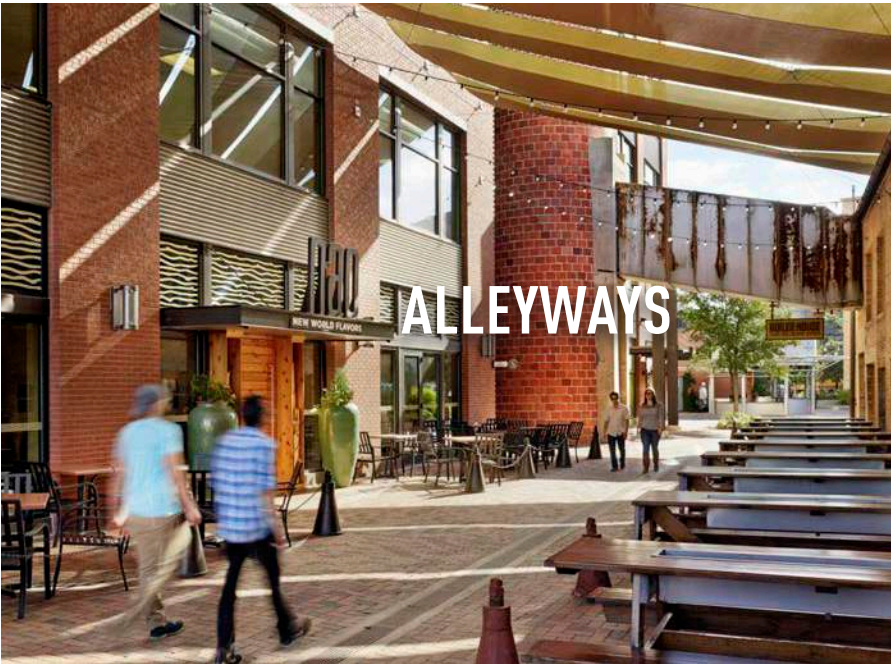
PEDESTRIAN BRIDGES & ACCESS TO SURROUNDING NEIGHBORHOODS

Future pedestrian bridges promote access to Downtown and Northside community along the Bypass Channel riverfront greenspace.



PEDESTRIAN NETWORK - CHARACTER & EXPERIENCES

ACCESS & CONNECTIVITY



BIKE NETWORK - BIG IDEAS

ACCESS & CONNECTIVITY

BICYCLE FRIENDLY DISTRICT WITH A MIX OF OFFERINGS

A robust bike network with various dedicated and shared lanes promoting connectivity across both islands with access to several district amenities.

ACCESS TO ALL OPEN SPACES

Promote quality of life with easy access to all open spaces.

CONNECTION TO SURROUNDING NEIGHBORHOODS

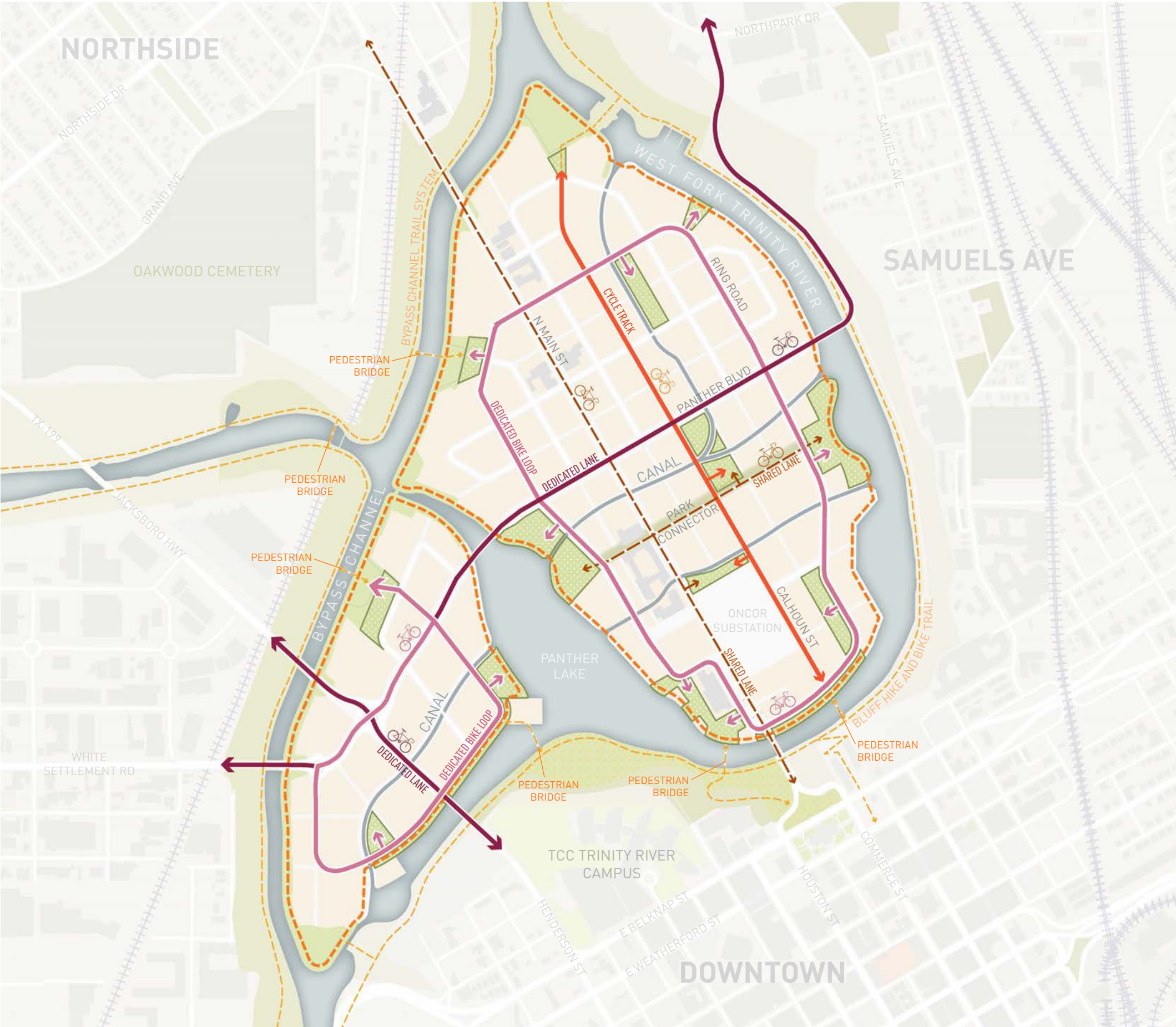
Bridges provide a safe experience and help increase access adjacent communities.

RIVERFRONT TRAILS

Shared-use pathways and hike & bike trails with unique waterfront experiences and surrounding views.

NORTH-SOUTH CYCLE TRACK

Promote a more efficient bicycle connection across the north island from downtown / TCC campus / southern riverfront park to northern bypass channel riverfront park through a vibrant urban mixed use district.



BIKE NETWORK - CHARACTER & EXPERIENCES

ACCESS & CONNECTIVITY



CULTURAL / COMMUNITY / AMENITY ANCHORS - BIG IDEAS

PROGRAM & DENSITY DISTRIBUTION

NEIGHBORHOOD ANCHORS & PUBLIC AMENITIES

Public spirited programs that cater to the surrounding community needs and act as sub-district nodes within Panther Island.

WATERFRONT DESTINATIONS

Opportunity to engage the water and provide a views to surrounding districts.

ICONIC ARCHITECTURE

Authentic design that honors Fort Worth's rich character and identity.

CATALYST DEVELOPMENTS

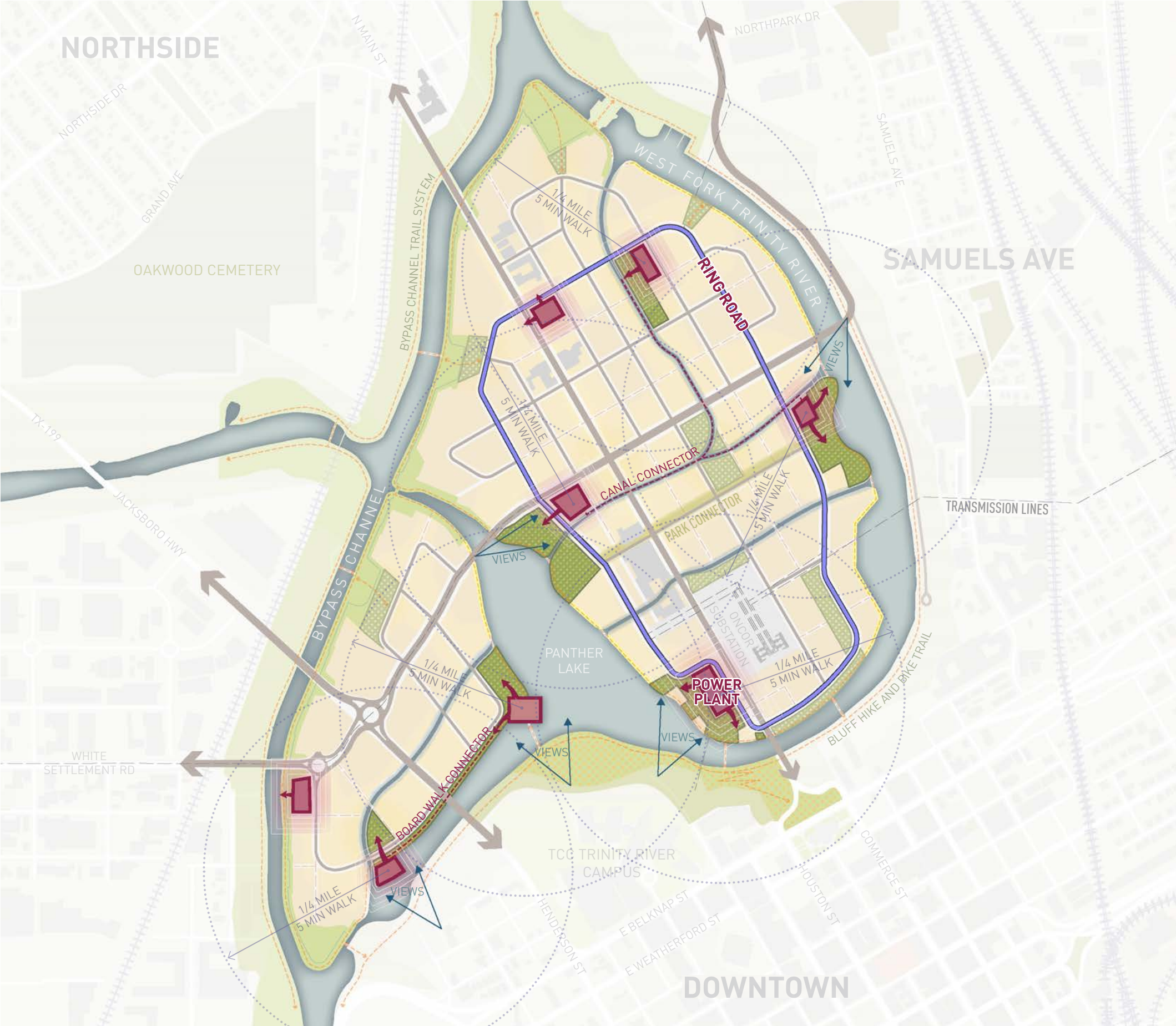
Amenity locations energize surrounding economic development.

ACCESS TO OPEN SPACE

Prominent locations activating open spaces connected by north island mobility loop and south island waterfront promenade.

CULTURAL & HISTORIC ICONS

New and re-purposed buildings that enrich Fort Worth's culture.



CULTURAL / COMMUNITY / AMENITY ANCHORS - CHARACTER & EXPERIENCES

URBAN DESIGN FRAMEWORK



PROGRAM & DENSITY ON PANTHER ISLAND

PROGRAM & DENSITY DISTRIBUTION

The vision for Panther Island is to achieve a harmonious balance between regional attractions and local amenities, ensuring a vibrant and sustainable community. The island will feature a mix of restaurants, stores, spaces for art, places for music, and other attractions and venues to foster activity and draw people in. Yet there will also be all the essential programs for every day life such as grocery stores, offices, residences, schools, gyms, and libraries. The density of the district should be aimed at creating a unique and livable urban environment without overshadowing the Northside or resembling a new downtown.

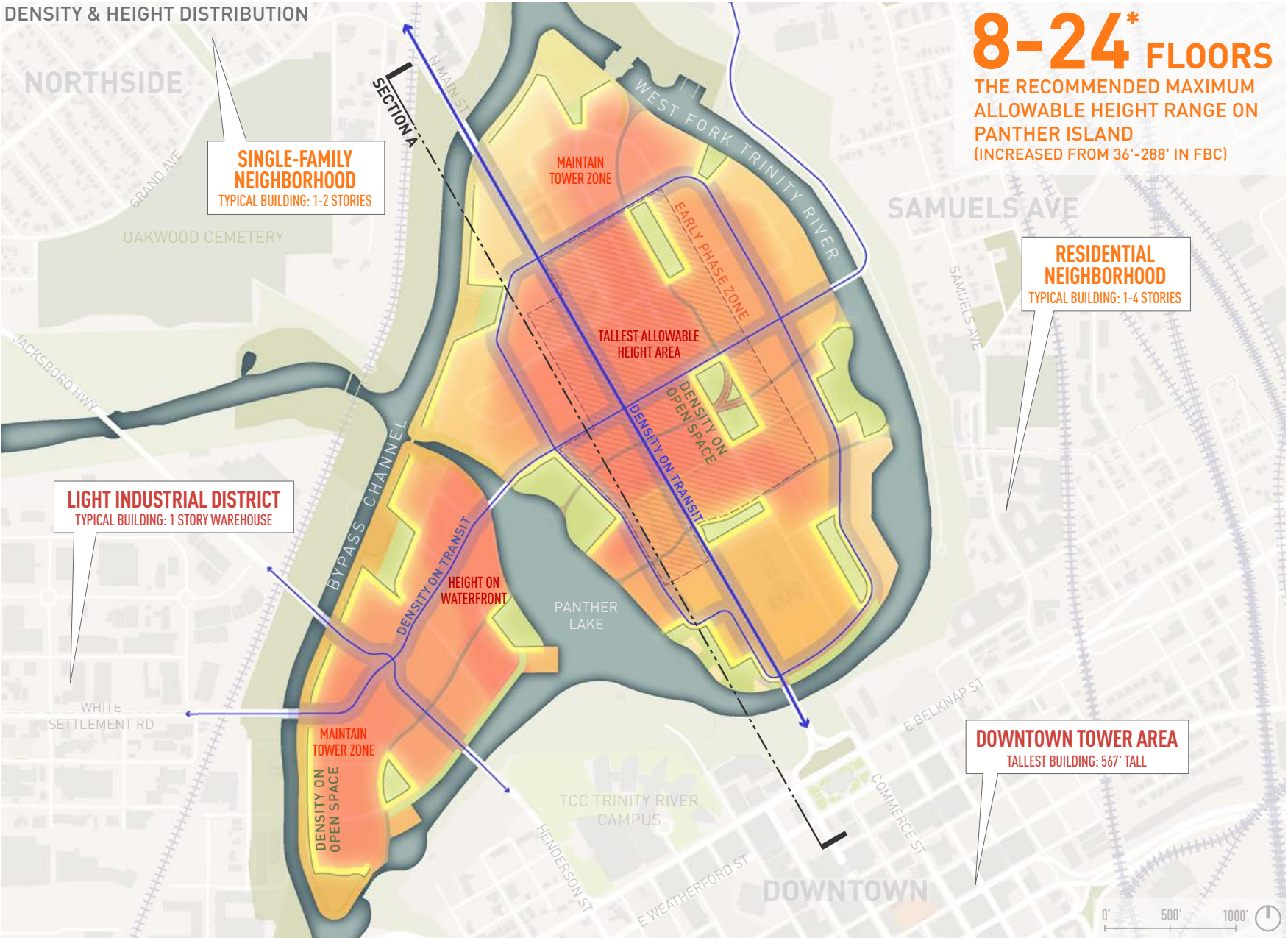
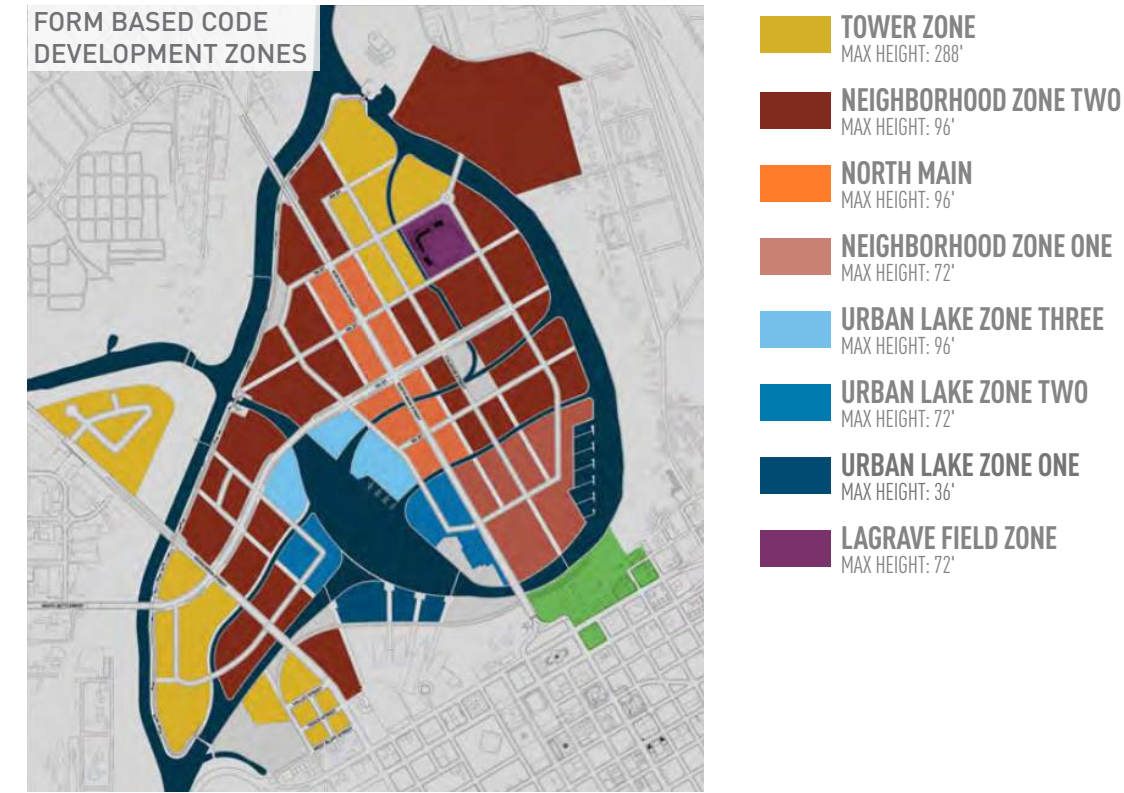


DENSITY DISTRIBUTION STRATEGY AND POTENTIAL HEIGHT RESTRICTIONS

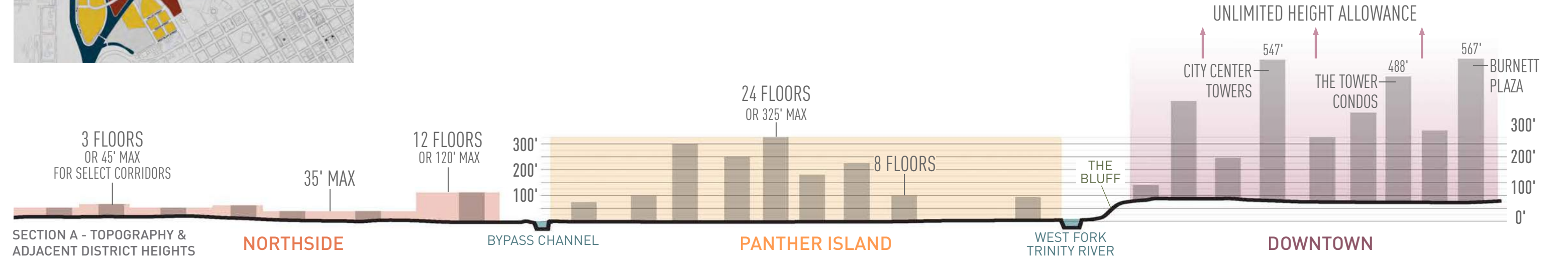
PROGRAM & DENSITY DISTRIBUTION

It is important to consider various factors when determining restrictions for building heights for creating a successful and cohesive urban environment. These are some recommendations to consider for updating the allowable height.

- Provide a less rigid approach to height zones from original FBC plan to be flexible with market forces and more holistic with height locations based on mobility and public realm locations.
- Locate height adjacent to major transit corridors, stations, and select open spaces and Panther Lake waterfront.
- Be sensitive to the residential neighbors by transitioning height down towards the north and eastern edges.
- Maintain tower zones from original form-based code, provide views of Tarrant County Courthouse and Panther Lake, and consider views from Downtown to the islands.



*MAX HEIGHT: 24 FLOORS OR 325' WHICHEVER IS LESS



COMMUNITY & EQUITABLE DEVELOPMENT

EQUITABLE DEVELOPMENT: PRECEDENT TOOLS & POLICIES FOR CONSIDERATION

A development of the scale of Panther Island has the potential to offer immense economic, employment, housing, and community benefits to the people of Fort Worth. Simultaneously, the scale of the Panther Island project also increases the potential for powerful unintended consequences on surrounding communities, making the early and proactive implementation of equitable development strategies essential. While the island itself is relatively isolated from surrounding communities, separated by the river and the future bypass channel, the scale of the upcoming development is such that it could still have significant impacts on property values, traffic patterns, and other dynamics in surrounding neighborhoods such as the Northside and Downtown. The island could also feel unwelcoming and insular if not developed intentionally to be an inclusive community, representing the cultural diversity of Fort Worth and offering opportunities for housing, employment, shopping, and recreation that are accessible to all.

The City of Fort Worth recently completed a Neighborhood Conservation Plan and Housing Affordability Strategy that suggests a Neighborhood Improvement Framework focused on maintenance of existing assets and safety in neighborhoods, investment in those neighborhoods, and capacity-building of community-based organizations. The tools below address the same priorities to mitigate unintended consequences and maximize local participation in the development. The tools suggested below – drawn from local policies and projects and national precedents - are ideas for the public partners to consider as policies or programs that can help them meet their equitable development goals. Throughout community engagement, residents surrounding Panther Island emphasized three goals that were most important to them:

1. Maximize local participation throughout the process of developing Panther Island and maximize local presence and benefit in the final development.

In several community meetings, leaders in the Northside community emphasized the importance of not just creating opportunities for local businesses to participate in the development process or have a place in the final development, but building capacity to make sure local organizations can access those opportunities. Collaboration early, often, and consistently with on-the-ground partners will be essential to reaching those local small business owners, contractors, vendors, and individuals who should be most involved in and benefiting from the development process. The recommendations included in the Real Estate, Economic Development, and Implementation Strategy document include actions the public partners can take to create the most opportunities for local participation, and partnerships they can make to ensure that people are accessing those opportunities.

2. Support the vibrancy and stability of surrounding neighborhoods and mitigate displacement.

Throughout community engagement, the most challenging and long-term concern residents had about the project and other recent developments such as the Stockyards was gentrification and displacement. In the majority-homeowner neighborhoods surrounding Panther Island, residents – many of them below Fort Worth’s median income – are shouldering the burden of rapid property value increases. The City of Fort Worth’s recent Neighborhood Conservation Plan and Housing Affordability Strategy noted that rapid changes in property values and resident populations were disproportionately impacting BIPOC neighborhoods, noting that, “In areas where displacement may be in progress or high risk, 81% of residents identify as Hispanic, Black, and other non-white group (175,000 residents out of 216,268). [For comparison purposes,] 62% of Fort Worth residents citywide identify as Hispanic, Black, or another non-white group.

Surrounding Panther Island, the report identified that displacement is likely already in progress in the Far Greater Northside and areas immediately surrounding the Stockyards development, while the Belmont Terrace neighborhood was high risk. **The percentage change in median assessed property value from 2016-2021 was more than 60% on Panther Island itself, in the areas immediately surrounding the Stockyards, and to East of Panther Island near Samuels Avenue. Property value increases in Northside more broadly hovered between 40-60%.** The toolkit in the Real Estate, Economic Development, and Implementation Strategy document includes recommendations for neighborhood stabilization and displacement mitigation aligned with those of the Neighborhood Conservation Plan and Housing Affordability Strategy, while also catering specifically to the needs of neighborhoods surrounding the island, as identified through community engagement and best practice research.

3. Welcome everyone to Panther Island.

The recommendations under the previous two goals build the foundation for Panther Island to be a place where everyone is welcome. In engaging with surrounding neighborhoods, residents stressed the importance of cultural representation and accessibility: both seeing themselves and their communities in the design and programming of Panther Island and being able to access, afford, and enjoy everything the island has to offer. The public partners can set high standards for inclusion and accessibility across the island by establishing high standards and equity metrics throughout the procurement and development process. They can also partner with local foundations and non-profits such as Community Design Fort Worth to maximize opportunities for public art and storytelling, ensuring that the history and culture of Panther Island and its communities are evident along every trail and sidewalk, and at every public space.

Recommended Next Steps

The initial recommendations above reflect the priorities of the public sector partners and communities shared during the vision update process. As planning and implementation move forward, project partners should continue exploring and vetting these tools, identifying local partners for implementation, and incorporating where appropriate into policies (e.g. form-based code), processes (e.g. developer solicitation), and organizational strategies (e.g. the establishment of new governance entity(ies).

DEVELOPMENT ZONES - CONSTRAINTS & IMPACTS

DEVELOPMENT ZONES & PHASING

Large-scale projects such as Panther Island require patience, long-term collaboration, and commitment to implement a shared vision. Over the multi-decade development of Panther Island, the public and private partners and stakeholders will need to be flexible and nimble to be able to respond to opportunities and conditions that are not always predictable, but an approach to phasing can help guide public and private investment in a way that seeks to take advantage of early momentum, balance cost and benefit, and effectively manage the sequencing and timing of infrastructure costs and land disposition.

ZONE 1

CONSTRAINTS:

Zone 1 is an area of the island within the levee system that can be developed early on using the existing utility infrastructure. Additionally, two segments of the canal system can be built to fulfill stormwater detention needs for all zone 1 development. Land ownership is a mix of public and private.

IMPACT:

Zone 1 will generate energy along N Main St, marking the first “four corners” of new development at the intersection of Main Street and 4th Street. This zone offers a high-impact, low investment option for the first phase of development on the island.

ZONE 3

CONSTRAINTS:

Zone 3 becomes available for new development only after the canal system in Zone 2B is complete. This area also has the highest concentration of existing buildings, some of which potentially have historical significance. Almost all the land here is privately owned.

IMPACT:

Zone 3 marks the culmination of potential near-term development within the levee system, infusing significant energy into N Main Street and contributing to the comprehensive growth of the area.

REFERENCE PAGE 152 OF STRATEGIC VISION UPDATE FOR APPROXIMATE SEQUENCING AND TIMELINE FOR ZONES

ZONE 2

CONSTRAINTS:

Zone 2 is poised for near-term development, contingent on the installation of the new wastewater main and canal construction. To meet stormwater detention needs, several new canal segments will need to be constructed. This area has been divided into two sub-zones due to the sizable investment required by the canal infrastructure in this area and the likelihood that build-out will need to be completed over two phases. Most of the land in this zone is publicly owned.

IMPACT:

Zone 2 will build upon the energy of Zone 1, connect additional canals, and generate public space activity interior to the district with two new open space offerings along the canal system. The completion of Zone 2 will unlock the build-out of Zone 3 - an area of the island within the levee system lacking its own canal segment, and thus relying on Zone 2’s canals for its stormwater requirements.

ZONE 4

CONSTRAINTS:

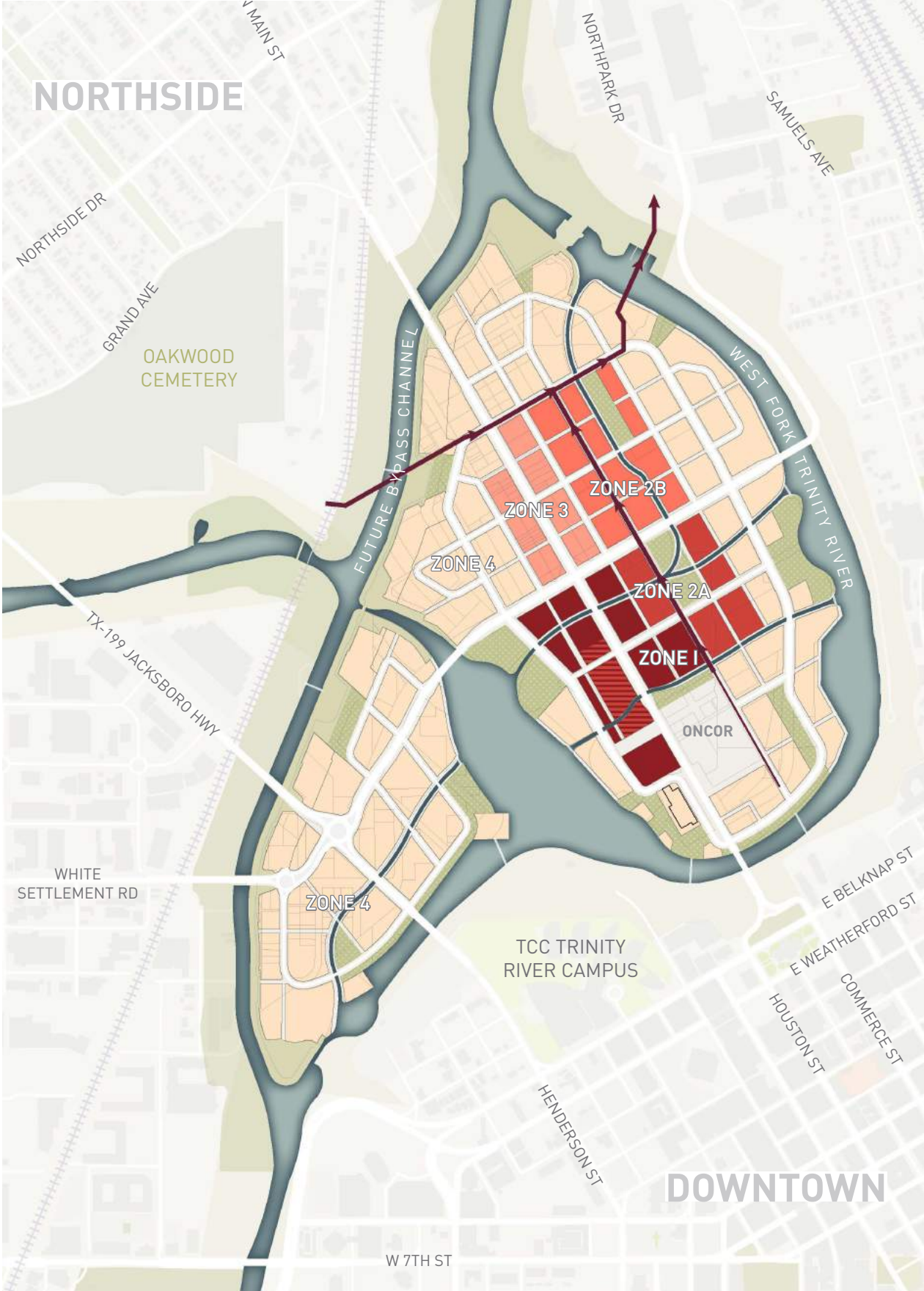
Zone 4 consists of all the development parcels within Panther Island that will not become available for development until the levees are dismantled. Once the levee system is removed then the development of these parcels could happen when desired by land owners, market conditions, ability to connect to the river, and available canal network for stormwater requirements.

IMPACT:

Zone 4 represents a significant future phase in the expansion and transformation of Panther Island. Zone 4 will likely be built out in several phases, the sequencing of which will emerge as the project evolves. This zone of development will introduce the major waterfront open spaces, the redevelopment of the power plant site, and the establishment of Fort Worth’s deep connection to the waterfront.

PROPOSED CONDITIONS

UPDATED STRATEGIC VISION



FUNDING & FINANCING

PANTHER ISLAND PROJECT COSTS

The redevelopment of Panther Island requires major upfront and ongoing investments, summarized under the following capital project needs that will necessitate continued public investment and partnership with the private and philanthropic sectors:

- 1) **Site Preparation:** Site preparation involves the initial groundwork necessary to make the land suitable for construction and development, such as past land acquisition and future levee removal.
- 2) **Utilities & Core Infrastructure:** Utilities and core infrastructure refer to the fundamental systems that support the functioning of the development, including the wastewater system, electricity, and water supply.

- 3) **Stormwater Infrastructure:** The canal system planned for Panther Island will provide a cost-effective flood protection system, containing up to a 100-year flood event. The main purpose of the canal system is to provide district-wide stormwater management for Panther Island to accommodate new development, which is distinct from the regional flood protection covered by the Central City Flood Control Project.
- 4) **Transportation & Mobility:** Transportation and mobility are essential for connectivity and accessibility within and around Panther Island. This includes new road construction in collaboration TXDOT and NCTCOG, road elevation for canals, pedestrian easement, sidewalks, streetscape improvement, and bridge construction.
- 5) **Parks & Public Space:** Parks and public spaces are vital components for the quality of life for residents and visitors. This includes linear riverfront promenade along the bypass channel and pedestrian and bike-friendly connections throughout the green space network.

IDENTIFIED SOURCES WITH CONSIDERATIONS

Different funding mechanisms, involving both public and private entities, can be employed to address Panther Island’s needs or to support economic development efforts.

Source	Entities	Definition and Considerations
Budget Allocation	City of Fort Worth Tarrant County	The City and/or County can designate a portion of the annual municipal budget to fund necessary capital projects. It is likely limited as a capital source given the scale of costs and requires greater understanding of political and fiscal realities.
Capital Public Improvement District (C-PID)	City of Fort Worth	C-PID enables the expenses associated with capital projects in a defined area to be assigned to and covered by the landowners who directly benefit from these improvements. This system establishes a revenue stream that can be leveraged for initial infrastructure investments, necessitating owner approval and contributing to an increase in the overall cost of ownership. A cost-benefit analysis would need to be undertaken to assess the potential impact of adopting a capital PID on development feasibility.
City/County Bond	City of Fort Worth Tarrant County	Municipal bonds represent a type of debt issued by a local government to secure funding for capital projects. Investors acquire these bonds, supplying the municipality with immediate capital for the implementation of these projects. The City and/or County undertakes the obligation to reimburse bondholders, along with interest, over a predetermined timeframe. The issuance of City bonds involves considerations such as assessing bond capacity, existing allocations, and navigating political considerations.
Developer Capital Contributions	Developers	Developers are required to allocate capital towards necessary infrastructure.
Federal Infrastructure Funding Opportunities*	City of Fort Worth Tarrant County	The City and/or County may consider applying for federal funding programs, such as Building Resilient Infrastructure and Communities (BRIC) funds, EPA’s Water Infrastructure Finance and Innovation Act (WIFIA) program, and the Federal Highway Administration’s Transportation Alternatives Program.
Fees	Developers	Developers will be obligated to pay fees to public entities for access to infrastructure such as wastewater or canal network.
Philanthropic Contributions	TBD	Contributions from local nonprofits with an interest in Panther Island and the riverfront (e.g. Streams and Valleys) along with other local and regional foundations or civic organizations can be a potential source for certain water-oriented projects and public space development. Should other similar nonprofits be in place to support development and/or operations of the island’s green spaces, they can be a similar source of grants and gifts.
Private Land Contribution	Private Landowners	Landowners may contribute their property as equity or in-kind, minimizing the capital needed by developers. Motivated owners are essential for voluntary contributions, while public entities might explore land swaps for strategic advantages.
Public Land Sale/Lease Proceeds	TRWD, TCC, City of Fort Worth	The sale and ground lease of public land offer a means to generate revenue for infrastructure or other project expenses. For instance, TRWD could allocate proceeds from land transactions to fund the expansion of the canal system. The scale and timing of these initiatives will hinge on market dynamics.
Statewide Funding Opportunities*	City of Fort Worth Tarrant County	The City and/or County may consider applying for State flood mitigation funding programs, such as the Clean Water State Revolving Fund (CWSRF) and the Flood Infrastructure Fund (FIF). These programs offer financial assistance for activities related to planning, acquisition, design, and construction of wastewater, reuse, and stormwater infrastructure. They may also utilize Texas Parks and Wildlife grant funding to support recreation.
Tax Increment Financing (TIF)	City of Fort Worth	TIF is a public financing method that involves earmarking future increases in property tax revenue to fund infrastructure within that designated area. Typically, TIF is a key resource for infrastructure or development incentives. However, the Trinity River Vision TIF District, which encompasses Panther Island, which is set to sunset in 2054 or earlier, is fully obligated to repay flood control costs at an 80% capture rate through 2054.

* Information provided above only covers a portion of the available funding opportunities at both the State and Federal levels. To apply for these programs, additional discussions are necessary for eligibility and requirements.

PROJECT GOVERNANCE & COORDINATING STRUCTURE

GOVERNANCE MODELS AND RESPONSIBILITIES

Recommendation #1: There is meaningful value in establishing a new independent entity to steward the implementation of the Panther Island development project, separate and apart from the flood control project. This entity should have a board makeup representative of the public entities involved through their land contributions on Panther Island or anticipated and additional capital funding into the success of Panther Island, like the City of Fort Worth, TRWD, and TCCD. The board responsibilities could include: planning, infrastructure development management, land disposition and developer solicitation economic development, branding & marketing, and community engagement .

Recommendation #2: The City and TRWD should formalize their partnership through an interlocal agreement to govern who pays for and completes infrastructure work, land disposition, and design review and approval, especially for early phase infrastructure projects that will be necessary to support initial development (e.g. in Zone 1). It should also contemplate and govern the creation of the new independent entity along with the respective commitments of the City, TRWD, and the County to its success through financial and other means.

Recommendation #3: Establish an operating public improvement district (PID) that funds and manages operations and maintenance for parks, public space, and canal public realm; clean and safe functions across Panther Island; and potentially unique ongoing/capital maintenance needs related to Panther Island infrastructure and water recreation. The level of PID assessment can be scaled up over time to reflect the increase in operating costs over time and to limit the cost burden on early catalytic development.

Recommendation #4: Charge an organization (e.g., an independent 501c3) to be responsible for overseeing programming and activation of public space and other operational responsibilities for Panther Island, such as clean and safe functions. This could be the same entity as that suggested in Recommendation #1 or a separate entity that works in coordination with the new entity created. TRWD should have an ongoing and long-term role in the underlying ownership, operations, and maintenance, but could defer branding, programming, and fundraising. Other benefits of a nonprofit being responsible for the activation of green space includes:

- **Design quality and programming intensity** should expand beyond typical Fort Worth parks. The centrality of the management of green space is important for a cohesive design vision and programming.
- **The ability to raise funds from a broad range of sources** which a public entity cannot as easily accomplish.
- **Not subject to Chapter 26 of the Texas Parks and Wildlife Code (“Chapter 26”)**, which limits a municipality’s authority to approve programs or projects that require the use or taking of publicland previously designated and used as a park or recreation area. Exceptions are allowed forprograms or uses that are consistent with the original purpose for acquiring the property.

PROJECT GOVERNANCE & COORDINATING STRUCTURE

PANTHER ISLAND DEVELOPMENT AND OPERATION ORGANIZATIONAL RESPONSIBILITIES

Below are initial recommendations on the allocation of responsibilities with respect to the economic development of Panther Island. Responsibilities largely pertain to considerations for development, disposition, and public infrastructure.

Topic	Responsibility	Development Lead	Development Support	Operating Lead	Operating Advisee
Public Land Disposition and Development Key Considerations – phasing & timing, value maximization, commitment to vision, incentives, zoning, development partners	Land Use Regulation & Design Oversight	City	New Organization <i>(Development Oversight)</i> ; TRWD	N/A	N/A
	Land Disposition	New Organization <i>(Development Oversight)</i>	TRWD	N/A	N/A
	Developer Solicitation, Selection	New Organization <i>(Development Oversight)</i>	City, TRWD, TCC	New Organization <i>(Development Oversight)</i>	-
	Attracting Investment	New Organization <i>(Development Oversight)</i>	City; County	New Organization <i>(Development Oversight)</i>	City; County
Public Infrastructure – Flood Control Key considerations – construction management, stormwater planning, risk management, phasing	Canals	TRWD	City	TRWD	New Organization <i>(Parks & Public Spaces)</i>
	Water Quality	TRWD	City	TRWD	-
Public Infrastructure – Green Space Key considerations – capital development, capital maintenance, phasing, operation & maintenance, programming & activation, security, steward public resources, partnerships	Green Space	New Organization	City; TRWD	New Organization <i>(Parks & Public Spaces)</i>	TRWD; Streams & Valleys
	Water Recreation	TRWD	New Organization <i>(Development Oversight)</i>	TRWD	-
	Canal Walkways & Access	TRWD	New Organization <i>(Development Oversight)</i>	New Organization <i>(Parks & Public Spaces)</i>	TRWD
	Clean & Safe	-	-	New Organization <i>(Parks & Public Spaces)</i>	-
Public Infrastructure – Mobility & Connectivity Key considerations – commitment to vision, phasing & timing, operations & maintenance	Streets & Roads	City	-	City	-
	Sidewalks	City	New Organization <i>(Development Oversight)</i>	City	-
	Public Transit	Trinity Metro	-	Trinity Metro	-
Public Infrastructure – Utilities & Other Key considerations – capacity & phasing, coordination with development	Wastewater	City	-	City	-
	Water	City	-	City	-
	Electricity	City, Oncor	-	City, Oncor	-

IMPLEMENTATION AND A PATH FORWARD

ROADMAP FOR IMPLEMENTING THE STRATEGIC VISION

The next two years will set the tone for the pace of progress and the commitment to quality development, a dynamic public realm, meaningful community engagement, and responsible partnership that will guide the continued implementation of the Strategic Vision. Described below are actions for implementing parties to prioritize in 2024 and 2025. HR&A recommends organizing the immediate efforts ahead into four separate but deeply coordinated efforts, each of which will likely require dedicated staff resources and teams of external experts:

TACTICAL PLANNING FOR EARLY PHASE INFRASTRUCTURE & REAL ESTATE DEVELOPMENT

A concerted effort to advance infrastructure and real estate development in Zone 1 can begin immediately and create meaningful value and momentum. Led by TRWD and the City of Fort Worth in collaboration with TCCD and private landowners within the Zone, this effort will entail:

- **Development Strategy and Economics** – Detailed real estate analysis and strategy development to determine additional detail about early stage development, including the specific boundaries of Zone 1, the benefits and risks of planning and property disposition extending into Zone 2.
- **Developer Solicitation** – Advance the planning and market engagement necessary for a solicitation process to select a developer for TRWD property in Zone 1.
- **Infrastructure Costing** – Undertake the costing (and necessary design) of streets, utilities, canals, public spaces, and other elements necessary for the full completion of Zone 1.
- **Landowner Engagement** – Continue engaging with landowners and developers within Zone 1 to coordinate on infrastructure, design, approvals, and public engagement.

ARCHITECTURE, PUBLIC REALM DESIGN, & PLANNING

The teams responsible for design, policy, and programming efforts for the long-term should be responsible for the work involved in Zone 1 that will pilot many of the policies and guidelines, which will entail:

- **Zone 1 Planning and Urban Design** – Preparation of a detailed master plan that establishes development program, parking strategy, necessary infrastructure investment (including canals), design vision, activation strategies, and likely timing for Zone 1.
- **Panther Island Green Space & Public Space Master Plan** – Prepare a plan for the public space, promenades, sidewalks, pedestrian corridors, and other elements of the overall green space system.
- **Architectural Design Guidelines** – Update and refine design guidelines for future buildings on Panther Island, including what elements of design should be governed by form-based code requirements and the role a new governance entity should play to develop and enforce other design standards.
- **Canal Design Guidelines** – Where necessary, updates to the TRWD design guidelines to ensure consistency with the Strategic Vision. The Zone 1 canal design process can be used to determine necessary updates and improvements.

INFRASTRUCTURE DESIGN & DELIVERY

While the infrastructure work associated with the relocation of utilities for the Central City Flood Control project is well advanced, this separate effort to move forward design and construction of development-serving infrastructure on Panther Island can build on initial work that has begun during the development of this updated vision. The effort will entail:

- **Street and Road Design** – Translation of the updated vision for streets and roads in the Strategic Vision into plans and designs that the City and its partners can integrate into future capital planning and that can inform negotiations with developers about responsibility for funding and construction.
- **Transit / Transportation Planning** – Coordinated planning between Trinity Metro and the City regarding future transit and transportation on Panther Island, consistent with the vision.
- **Wastewater System Design & Procurement** – The City and TRWD have already collaborated to modify initial concepts for the Panther Island wastewater system to reduce cost and reduce time for planning and construction. The detailed design and procurement for this system should continue, given its importance in unlocking development on the east side of Panther Island.
- **Costing** – Prepare cost estimates for all proposed infrastructure to inform budgeting and funding planning.
- **Infrastructure Funding Strategy** – Based on more detailed planning and costing, prepare a detailed funding strategy for Panther Island infrastructure that considers public sector contributions, feasibility of developer contributions and participation, and the establishment of fee methodologies and projections, where appropriate for infrastructure repayment from future private development. For example, it is anticipated that fees from future development will be expected for canal access, thoroughfare construction, and wastewater system impacts.

GOVERNANCE PLANNING & ORGANIZATIONAL IMPLEMENTATION

The City, County, Water District, and College District will need to continue organizational planning and partnership development to formalize creation of a dedicated governance entity, addressing such topics as board representation, funding responsibility, and delegated authority. This effort will entail:

- **Strategic Planning** – Continued planning to build out the structure, authority, and resources of the new governance organization(s) for Panther Island and the implications for existing entities.
- **Board & Staff Recruitment** – As the public partners move towards establishing one or more new organizations, they will need to recruit board members and early executive staff whose leadership and commitment is commensurate with the ambition and vision of all parties.
- **Legal Adoption** – The governance planning effort will involve significant legal work to determine appropriate organizational structures, applicable laws and regulations, and development of founding documents.

PANTHER ISLAND

VISION & STRATEGY SUMMARY
March 5, 2024



LAKE | FLATO



Appendix D

Panther Island Real Estate, Economic Development, and Implementation Strategy

March 5, 2024

Panther Island

Real Estate, Economic Development, and Implementation Strategy

March 5, 2024

ACKNOWLEDGMENTS

PANTHER ISLAND EXECUTIVE SUMMARY

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INTRODUCTION

PANTHER ISLAND'S ECONOMIC DEVELOPMENT OPPORTUNITY

Panther Island is a once-in-a-generation city-building opportunity for Fort Worth to amplify the energy of its urban core and surrounding neighborhoods. It is a critical link that consists of around 330 acres of underutilized public and private land in the city's core. This is an opportunity to create meaningful physical and community connections between some of Fort Worth's most vibrant neighborhoods. Given Fort Worth's rapid growth, with population surging by 24% from 2010 to 2020, Panther Island offers a new development ground for the city.

As the Central City Flood Control Project is completed by the United States Army Corps of Engineers (USACE) to protect vital Fort Worth neighborhoods and position Panther Island as a core economic development opportunity, the redevelopment of Panther Island will move forward. The construction of the bypass channel will not only reduce flood risk and create the possibility to embrace the Trinity River waterfront through levee removal, but it will also unlock significant land for development on Panther Island. A once-neglected, industrial section of the Trinity River will be transformed into a vibrant neighborhood with green spaces bustling with activity and opportunities for living, working, shopping, connecting, and playing.

In 2023, the Panther Island Steering Committee, which includes the public and civic stakeholders leading planning and implementation, embarked on a mission to update the vision for Panther Island. This process was sparked by the recent influx of federal funding to build the Trinity River bypass channel, an ambitious flood-control project which will help mitigate flooding in the region and will unlock extensive development potential on Panther Island. The Steering Committee engaged a consulting team consisting of HR&A Advisors, Lake Flato, and a supporting team to create an updated strategic vision that focuses on the physical and design aspects of the plan and also to gain a deeper understanding of real estate economics, funding, financing, and implementation strategies.

This document addresses the latter, including themes such as:

- **The Generational Economic Development Opportunity of Panther Island**
- **State of the Real Estate Market:** A project of the scale and centrality of Panther Island needs to be responsive to the ever-changing conditions of the economy and real estate market conditions. To factor in these changes in the updated strategic vision, the consultant team examined existing documents, such as the City of Fort Worth Economic Development Strategic Plan, the City of Fort Worth Comprehensive Plan, and the Downtown Fort Worth Plan 2033.
- **Real Estate Strategy:** The successful development of Panther Island requires attracting significant real estate development interest, strategically deploying publicly owned property for development, and providing the public infrastructure necessary to serve the development of the scale and quality envisioned in the Strategic Vision.

- **Phasing Drivers & Approach:** Over the multi-decade development of Panther Island, the public and private partners and stakeholders will need to be flexible and nimble to be able to respond to opportunities and conditions that are not always predictable, but an approach to phasing can help guide public and private investment in a way that seeks to take advantage of early momentum, balance cost and benefit, and effectively manage the sequencing and timing of infrastructure costs and land disposition.
- **Funding & Financing:** Clearly articulating the shared benefits of a well-developed Panther Island, not just for private investors but for the entire community, can help garner support for a balanced funding approach.
- **Project Governance & Coordinating Structure:** Panther Island demands an approach to governance that creates the alignment of mission, powers, and capacities to deliver upon the vision.
- **Community & Equitable Development:** A variety of engagement approaches allowed the team to collect important input from key stakeholders and the broader public, with a focus on the communities on and surrounding Panther Island who may be most impacted by the development.
- **Next Steps for Planning & Implementation:** Continuing the momentum from this report and managing the Panther Island project towards successful implementation in the coming years will require consistent planning, policy making, partnership development, community engagement, property disposition, and other activities.

This report will point to the key factors that influence the development process on Panther Island. Factors include influencing the development process, the intersection of utilities and urban design, economic viability, phasing, governance, and community involvement.

PANTHER ISLAND: A GENERATIONAL ECONOMIC DEVELOPMENT OPPORTUNITY

PANTHER ISLAND’S ECONOMIC DEVELOPMENT OPPORTUNITY

In 2004, the *Trinity Uptown Plan* for the area now known as Panther Island proposed to “promote mixed-use family-oriented development in this area” and “[join] a North American city movement that is finding strategies to reconnect citizens and downtowns with their riverfronts.” The wait for federal flood infrastructure funding for the investment necessary to unlock real estate and economic development of Panther Island significantly delayed Fort Worth’s initial plans for Panther Island. Now, with infrastructure funding secured, the Panther Island project will begin at a critical moment in the development of Fort Worth’s economy. As Fort Worth leads Texas in rapid population growth, Panther Island will be one of the final signature developments in the urban core that defines community, identity, and economic opportunity for the next generation of Fort Worthians.

- (1) **Today, Fort Worth is at a critical juncture of planning how to capture projected growth while attracting employers that will grow, strengthen, and sustain the economy along with the growing population.** This is an opportunity to secure investment. The Dallas-Fort Worth-Arlington metro area is one of the fastest growing regions in the country. The region’s economic opportunities, cultural diversity and attractions, and relative affordability in cost of living are attracting new residents from across the country and the world. Fort Worth was the fastest growing city in Texas from 2020-2023, a trend that has been reflected in the increasing pace of housing production.
- (2) **Panther Island is one of the last untapped development opportunities in the urban core of Fort Worth.** Unlocking investment in Panther Island requires an inspiring vision, quality infrastructure, and an urban fabric that can foster density and a people-scaled district. The Strategic Vision will help make possible activation and development of at least 193 acres that otherwise are likely to remain underutilized. The scale and centrality of the project has very few precedents in major cities and poses a huge opportunity for the city and region to intentionally build a district for the future of Fort Worth.
- (3) **Panther Island sits at the crossroads of an incredibly dynamic and diverse set of neighborhoods and destinations, including Downtown, Northside, the Stockyards, and the Cultural District.** Panther Island can knit these places together and complement them with new experiences, offerings, and increased vitality – creating a unique synergy between neighborhoods in Fort Worth.
- (4) **With 383 acres of public land holdings*, Panther Island can set a new standard for public-private partnerships and equitable real estate development.** The project provides many opportunities to purposefully leverage public land to build community, reduce economic disparity, and bring new opportunities to the people of Fort Worth.

CONNECTIONS TO FORT WORTH’S ECONOMIC DEVELOPMENT PRIORITIES

The City of Fort Worth’s first economic development plan was written in 2017. Since then, the city has grown rapidly, with major developments and investments such as the Dickies Arena, the TCU School of Medicine, and major progress on the further development of the Stockyards. The 2022 update to the City’s Economic Development Strategic Plan addresses the effects of COVID-19 on the economy and real estate, growing opportunities for real estate development, and the importance of equitable

workforce development. The development of Panther Island presents an opportunity for the City to deliver on many of its economic development goals, especially supporting large-scale public-private partnerships, building capacity and opportunities for local businesses, attracting new anchors in target industries (especially culture and anchors and innovators), and leveraging the equitable development of real estate to reduce disparities.

Relevant Fort Worth Economic Development Priority Initiatives (2022-2026)	What role could Panther Island Play?
INVESTMENT FRAMEWORK Adopt an investment framework to drive public-private development projects, align City incentives to create new jobs and private sector investment, and build capacity in Fort Worth businesses.	As the largest scale public-private project in Fort Worth, Panther Island can set a national standard for leveraging public assets to attract private investment, developing a place that economically, socially, and culturally benefits the whole region. <ul style="list-style-type: none">• Focus on attracting anchors that provide a range of job opportunities.• The ample real estate available on Panther Island creates opportunities to attract major employers for two of the City’s target sectors: Anchors & Innovators and Culture.
EQUITABLE REAL ESTATE DEVELOPMENT Position Fort Worth for equitable real estate development Citywide—including catalyst projects, like the Texas A&M expansion and Convention Center expansion, in historically underserved areas and foundational infrastructure in new growth centers—through external funding, City resources, and private sector engagement. For more specific tools that could be used, see the Equitable Development Toolkit on p. 29	Panther Island could set the standard for equitable real estate development in Fort Worth, complementing surrounding neighborhoods, reducing economic disparities, and providing new opportunities for building wealth. <ul style="list-style-type: none">• Use the development process as an opportunity to provide capacity building for small businesses and local contractors, and build in space for local small business in the completed development.• Utilize equitable development tools (see p. 28) to maximize local participation in the development process, ensure the development is beneficial to residents of surrounding neighborhoods, and encourage the production of affordable housing and amenities throughout the island.
HUMAN CAPITAL INVESTMENTS Focus on human capital investments that attract, retain, and develop a broad base of creative talent in Fort Worth.	Panther Island will focus on attracting employers by first attracting talent. The island will be a district where people can find housing, employment, a robust network of green space and nature, arts, and culture, all within a walk or a bike ride. Panther Island will be an investment in the quality of life of all residents of Fort Worth, drawing talent to the region. <ul style="list-style-type: none">• Partner with organizations like Tarrant County College to proactively build workforce development pipelines for Fort Worthians to access jobs created by Panther Island.

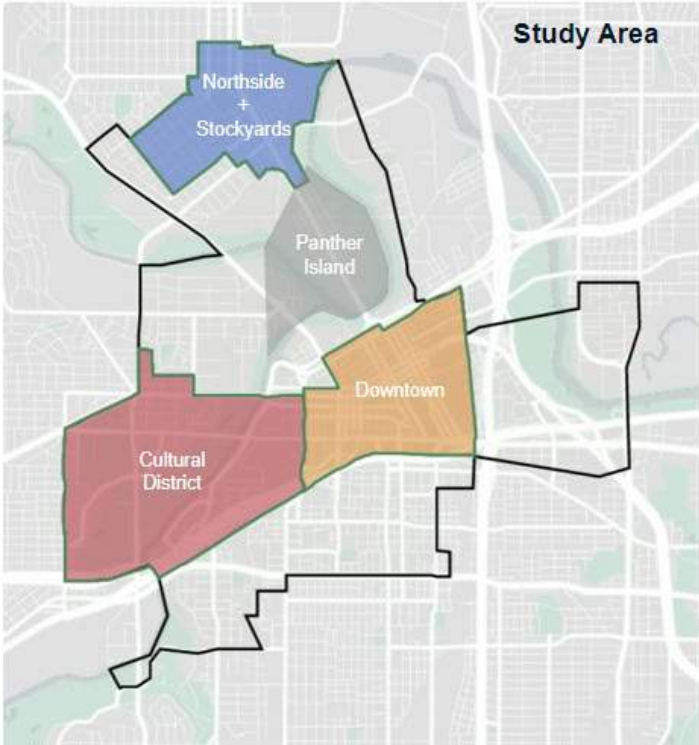
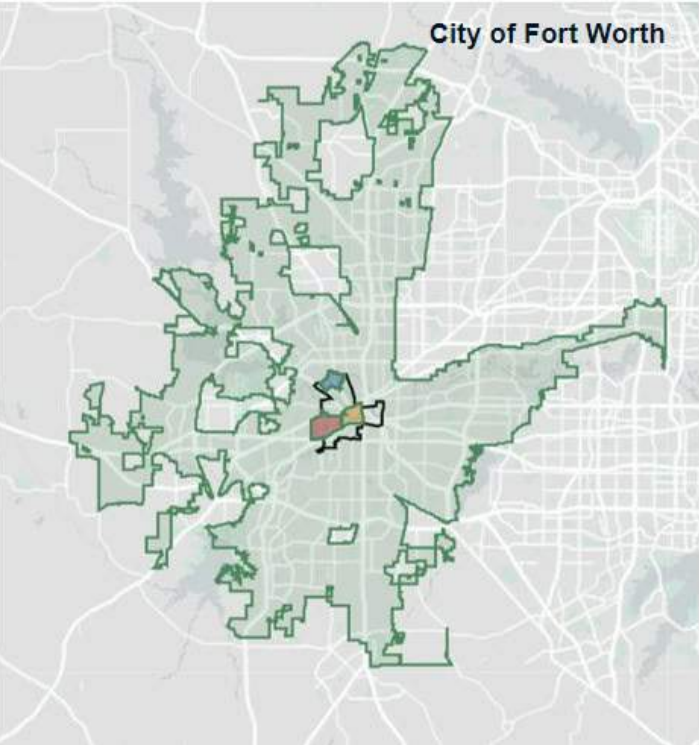
**This does not include land dedicated as public ROW (56 acres)*

STATE OF THE REAL ESTATE MARKET

INTRODUCTION

Since the City of Fort Worth adopted the Trinity Uptown Plan in 2004, the population and economy of the region and the city have experienced significant growth. The Dallas-Fort Worth-Arlington metro area emerged as the leader in population expansion among metro areas nationwide. From 2009 to 2019, the region exhibited a job growth rate surpassing that of the state. Since 2004, the city's population surged by 55%, with more than 13 million square feet of new developments added, accompanied by an 81% increase in employment. A project of the scale and centrality of Panther Island needs to be responsive to the ever-changing conditions of the economy and real estate market conditions. To factor in these changes in the updated strategic vision, the consultant team examined existing documents, such as the City of Fort Worth Economic Development Strategic Plan, the City of Fort Worth Comprehensive Plan, and the Downtown Fort Worth Plan 2033 (full list of documents can be found in the appendix). Additionally, the team utilized quantitative data sources portraying demographic and development trends over time, such as the U.S. Census Bureau, the U.S. Bureau of Labor Statistics, and CoStar.

STUDY AREA



Panther Island

Located immediately north of Downtown Fort Worth, Panther Island district of approximately 335 acres, which consists of approximately 146 acres that are considered developable today and an additional 193 acres that will become developable once the Central City Flood Control project is completed and the existing levees are removed. In

addition to Downtown, Panther Island is surrounded by several of Fort Worth's most celebrated neighborhoods and districts, including the Stockyards, the Northside, and the Cultural District. Panther Island has a concentration of existing businesses that have been located there for decades. Over the last 15 years, TRWD has acquired land in preparation for the flood control implementation that is now being funded by the United States Army Corps of Engineers.



Cultural District

Located west of downtown, the Cultural District is home to major museums and an array of other cultural venues. Today, the Cultural District is reviving its sporting and performance roots with the opening of Dickies Arena.

Population	3,630
Annual Visitors	2.5 million



Northside + Stockyards

The Northside + Stockyards area includes the vibrant residential Northside neighborhood and the Fort Worth Stockyards, a historic district centered on a former livestock market.

Population	3,690
Annual Visitors	8 million



Downtown

Downtown is Fort Worth's traditional center of commerce, transportation, government services and hospitality with expanding residential development and higher education offerings.

Population	9,970
Annual Visitors	12.6 million
Employees / Businesses	37,970 / 1,450

STATE OF THE REAL ESTATE MARKET

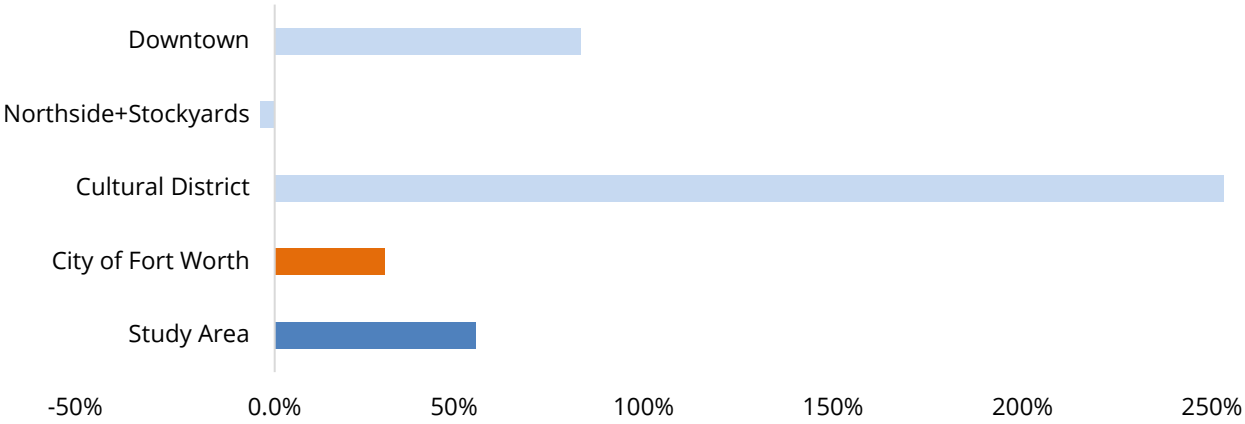
STUDY AREA DEMOGRAPHIC TRENDS

The population in the study area is experiencing rapid growth, surpassing that of the City of Fort Worth. Over the past 12 years, the Cultural District has nearly tripled in population, driven by new housing development. The neighborhoods around Panther Island reflect the significant diversity of the city and region, but also the racial and socioeconomic divisions prevalent across many center cities. For example, the population north of Panther Island is over 90% Hispanic, while the south and west are less than 10% Hispanic. The socioeconomic gap is widening as affluent populations in Downtown and the Cultural District expand, contrasted by significantly lower incomes in the Stockyards/Northside. The study area also features a distinctive mix of single households and families, with a higher proportion of children compared to similar urban core districts in nearby cities. While residents in the Cultural District and Downtown are predominantly of workforce age, the Stockyards Northside neighborhood stands out with over 70% of its population comprising families, many with young children.

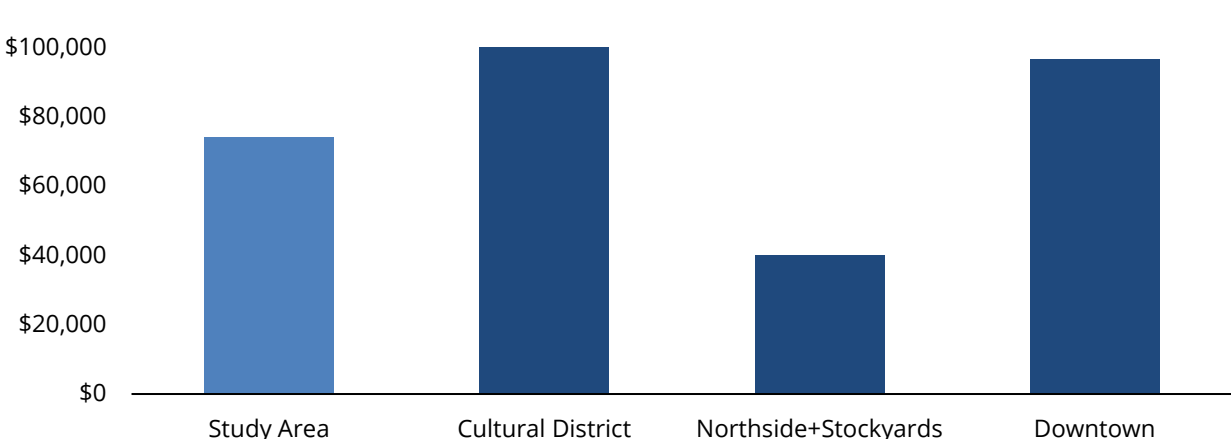
- Population Growth (2010-2022): 53%
- Median Household Income: \$74K
- Median Age: 36
- Workforce Population: 37%
- Labor Force Participation Rate: 48.6%
- Highest Employed Industries
 - Healthcare: 12.5%
 - Manufacturing: 11.6%
 - Professional/Scientific/Tech: 11.5%
 - Construction: 10.2%
 - Retail Trade: 9.3%

Implication for Panther Island: In light of Fort Worth's substantial and continuing population growth, the creation of a distinctive district is crucial to the accommodate not only the individuals propelling the city's economy, but also to engage with and add to the bordering neighborhoods and city overall. Panther Island will provide this growing population with spaces to live, work, and engage in recreational activities. The location of Panther Island amid diverse and culturally rich neighborhoods offers opportunity to reflect, embrace, and welcome all surrounding communities to the future development and activity on Panther Island.

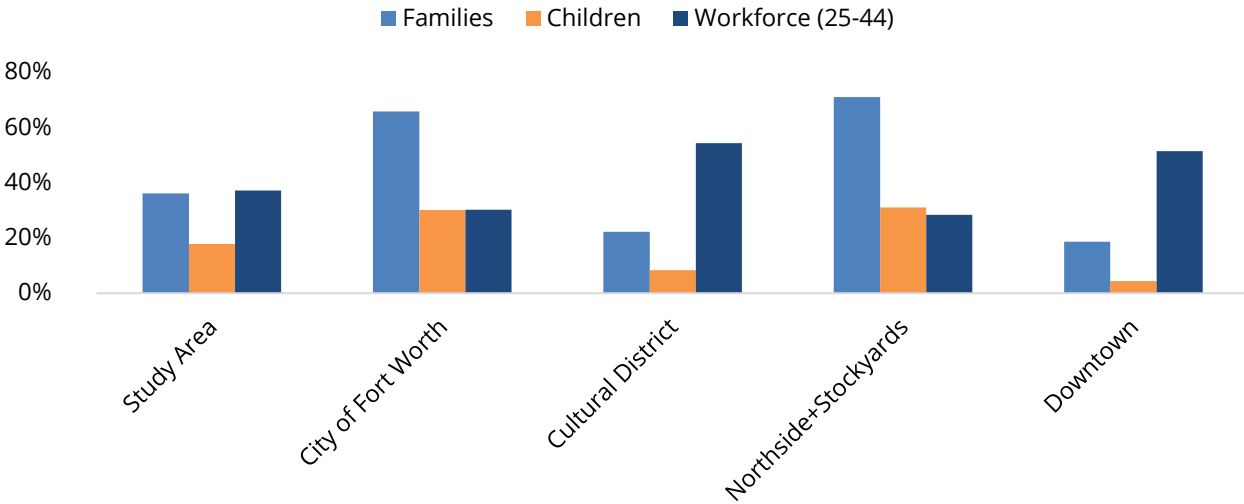
Population Growth (2010-2022)



Median Household Income (2022)



Neighborhood Composition (2022)



STATE OF THE REAL ESTATE MARKET

STUDY AREA REAL ESTATE MARKET TRENDS

1. Multifamily

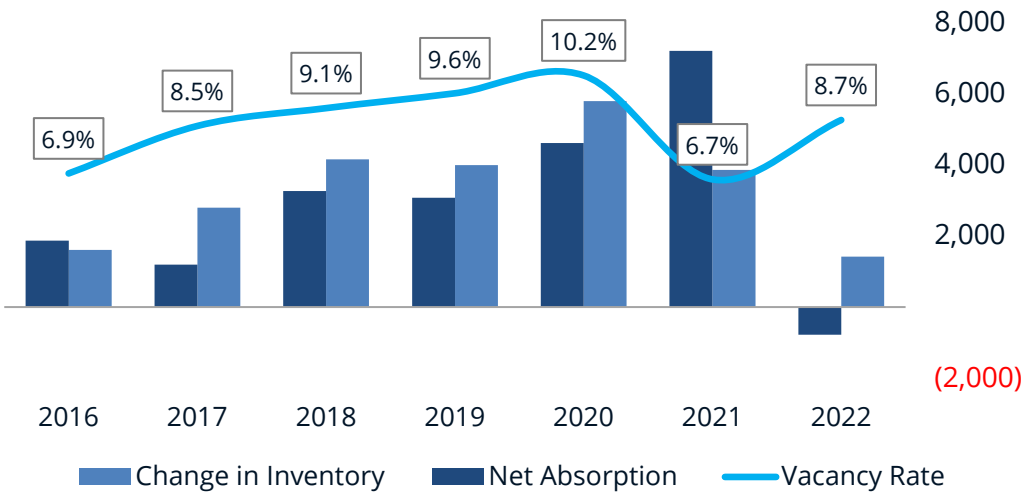
Over the past decade, multifamily development has been strong, with apartment construction citywide growing significantly between 2016 and 2020 and growth in rents within study area neighborhoods demonstrating robust demand for residential properties. According to the 2033 Strategic Action Plan for Downtown Fort Worth, concession rates in the Downtown area currently stand at 1.2%, the lowest since 2015. The Study Area currently constitutes 9% of the city's multifamily housing stock. The Study Area shows higher multifamily vacancy rate compared to citywide, yet 25-50% of the absorption in the City is happening in the Study Area. This, combined with rising market rents and low vacancy rates, underscores the significant demand for multifamily residential developments.

Implication for Panther Island: The notable share of overall multifamily absorption and the consistent upward trend in rents underscore continued growing demand for rental apartments in Fort Worth and the appeal of the city's core for residents. With the market in Fort Worth and the region continuing to deliver apartments at significant scale, multifamily projects are likely to be an important and significant component of early development activity on Panther Island.

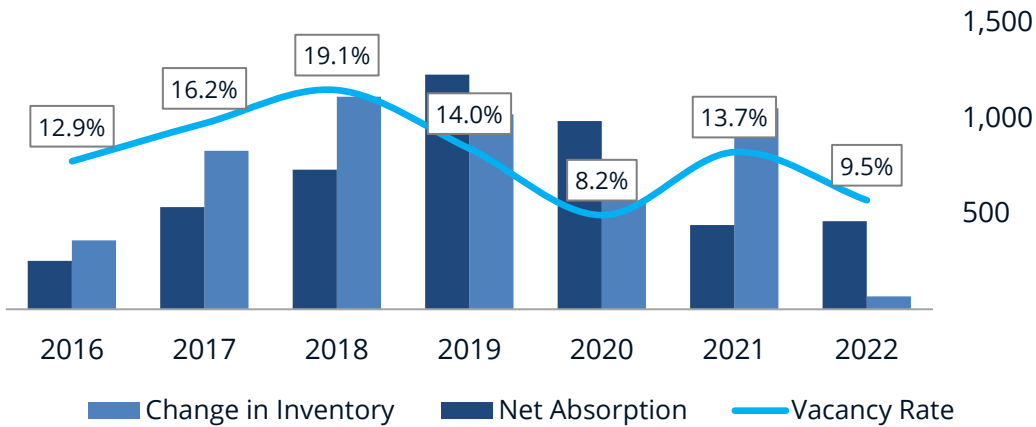
	Downtown	Cultural District	Northside+Stockyards	Study Area	City of Fort Worth
Inventory Units (2023)	2,188	2,163	77	9,857	108,052
Rent per Square Foot (2023)	\$1.77	\$1.86	\$1.06	\$1.87	\$1.52

Note: The Study Area is inclusive of Downtown, the Cultural District, the Northside+Stockyards, and smaller areas surrounding these neighborhoods as noted on the Study Area map on Page 4.

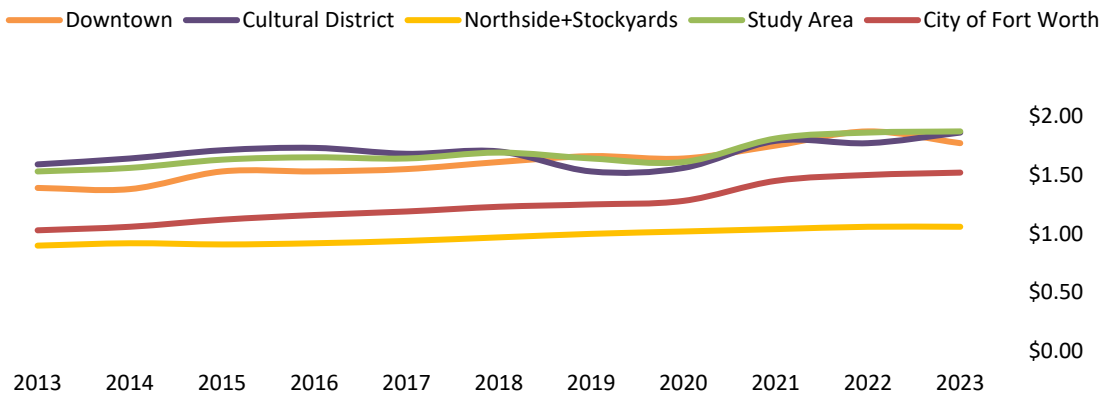
Multifamily in City of Fort Worth



Multifamily in Study Area



MF Rent Per Square Foot



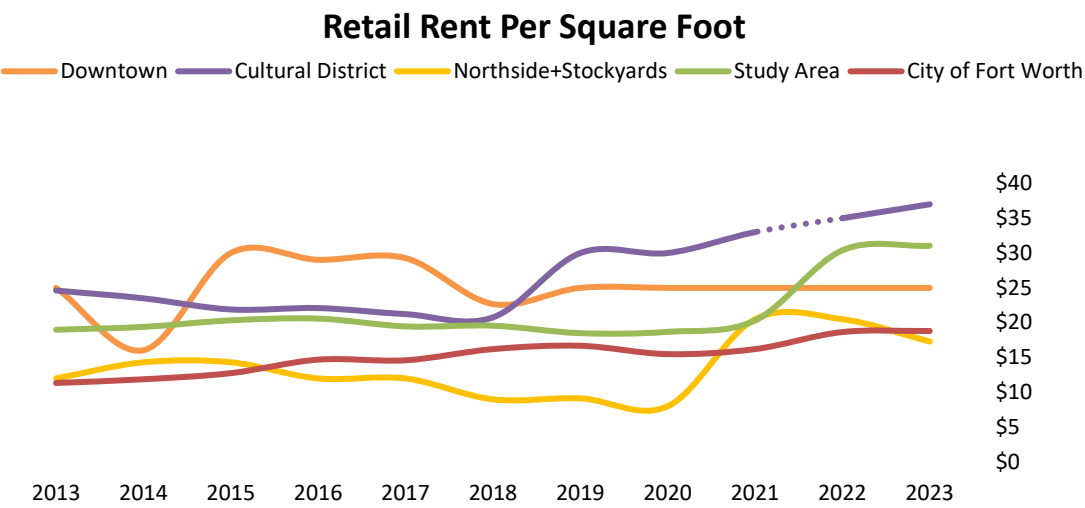
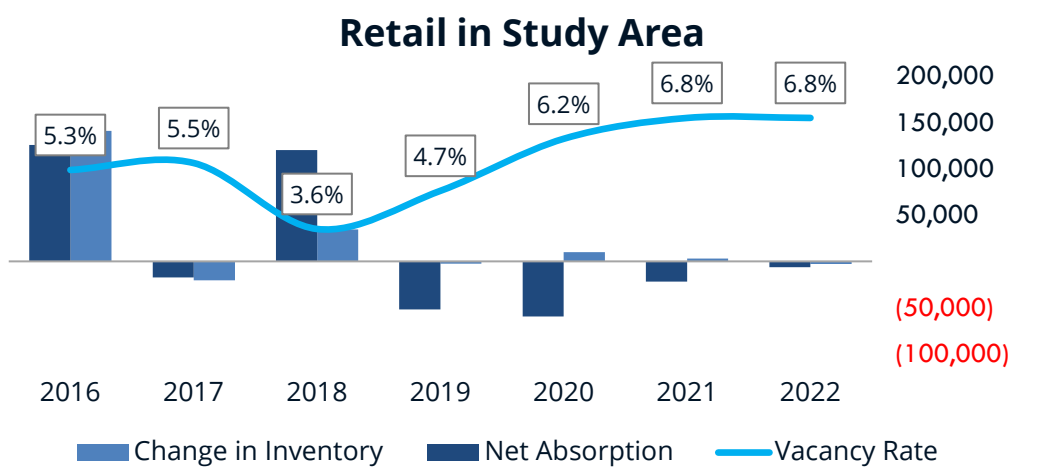
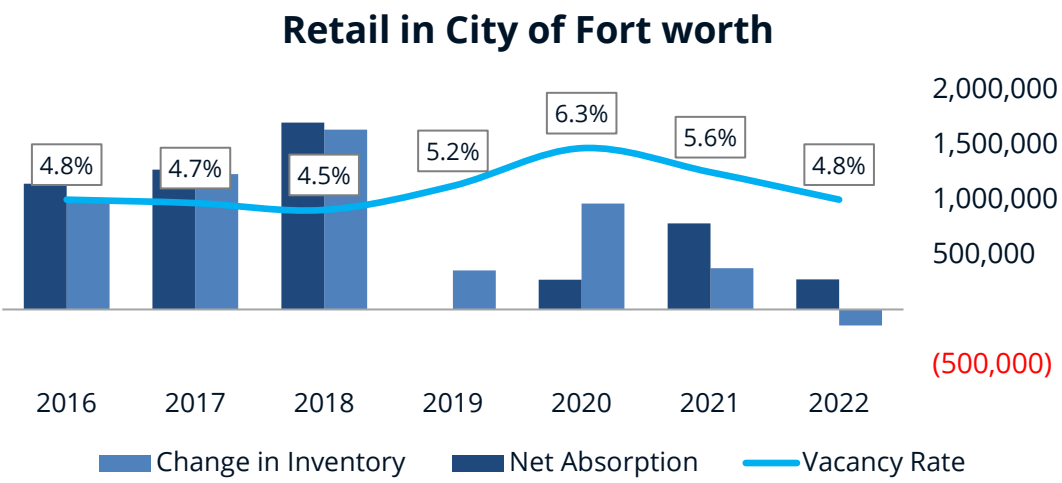
STATE OF THE REAL ESTATE MARKET

2. Retail

The Study Area demonstrates lower retail production and a higher vacancy rate than the city overall. This decline in retail since 2019 can be attributed in part to COVID-19 pandemic, coupled with minimal new inventory introduced since 2016. In the last few years retail has been in demand throughout Fort Worth, evidenced by the retail revitalization of the Stockyards and Mule Alley and the continued success and growth of Clearfork. Within the Study Area, the Stockyards has placed a strong emphasis on retail, with fewer multifamily and office developments.

Implication for Panther Island: It is crucial to recognize retail’s potential role as an amenity that can enhance the value of residential properties and draw visitors, workers, and residents to Panther Island. A thoughtful and strategic approach is required to ensure retail delivery on Panther Island has overall success. Recently developed retail projects demonstrate the significant value creation of mixed-use districts in Fort Worth.

	Downtown	Cultural District	Northside+ Stockyards	Study Area	City of Fort Worth
Inventory Buildings (2023)	49	77	86	422	4,765
NNN Retail Rent Direct PSF (2023)	\$25	\$37	\$17.30	\$31.04	\$18.81



STATE OF THE REAL ESTATE MARKET

3. Office

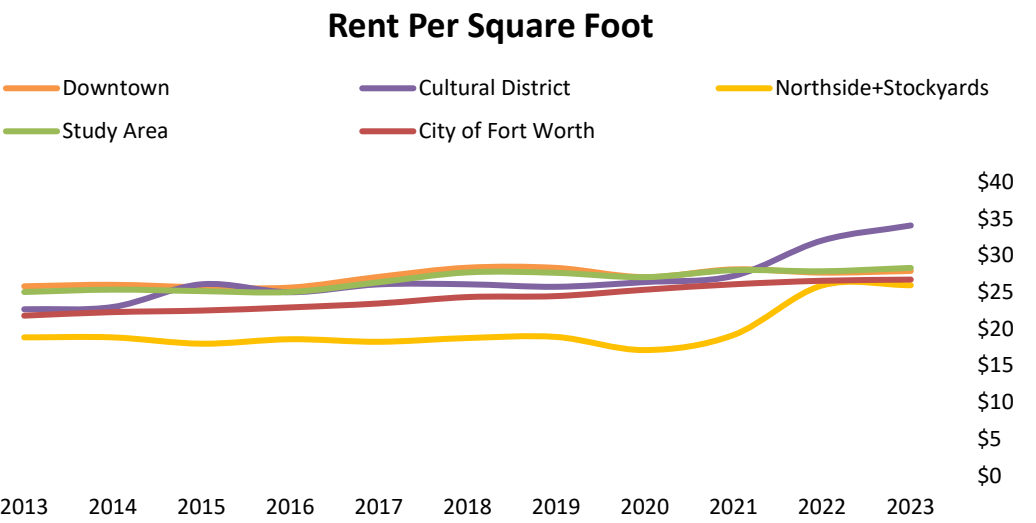
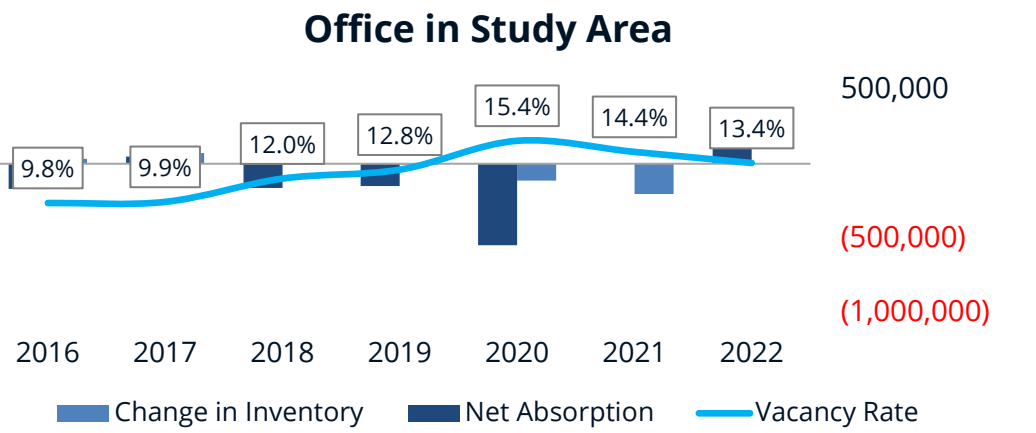
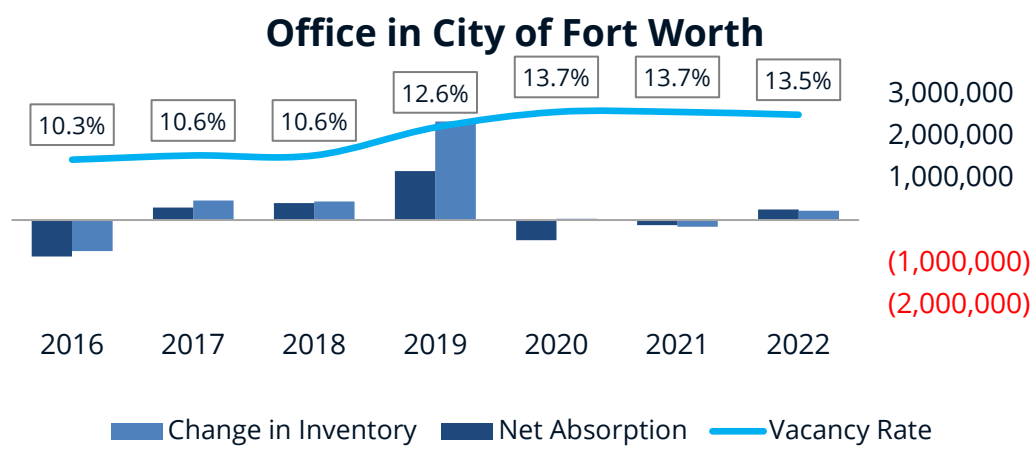
Currently, Downtown comprises 25% of the total office inventory in Fort Worth. Recent office construction has been limited both citywide and in the Study Area, and the Study Area experienced declining office absorption even prior to the pandemic. Office rent has consistently increased throughout the city, with particular growth observed in the Cultural District. Although 2022 marked the highest absorption in the study area in over seven years, occupancy rate gains have been significantly driven by the acquisition of buildings for non multi-tenant office purposes, tenants' building preference changes, and building closure in anticipation of redevelopment into other uses. High interest rates and construction costs in 2023 continue to impact office development across the country and in the DFW area.

According to Dallas Regional Chamber data, Fort Worth is home to just over 8% of the 530 companies that relocated or expanded to North Texas in the last decade. While Panther Island can capture the interest of out of market tenants looking at Fort Worth, it will also appeal to existing companies. However, the migration of those existing companies to Panther Island is not a net gain to Fort Worth, and is neither complimentary to nor supportive of downtown, which is a key objective of the Panther Island plan.

Recent movements in the Fort Worth office market have included the development and strong pre-leasing of projects like The Crescent along West 7th Street, though the overall trend of office occupancy in the area has declined.

Implication for Panther Island: Fort Worth has attracted relatively few corporations of significant scale compared to some neighboring cities. Panther Island has the potential to position itself as an opportunity over the long term to capture the interest of both regional and national companies, dependent upon building a strong base of amenities first. Panther Island can also drive the successful attraction of the district by providing typologies that don't exist nearby due to its larger block sizes and blank slate context.

	Downtown	Cultural District	Northside+Stockyards	Study Area	City of Fort Worth
Inventory SF (2023)	11.8M	1.3M	174K	17M	46.2M
Office Gross Rent Direct PSF (2023)	\$27.90	\$34.10	\$25.96	\$28.32	\$26.73

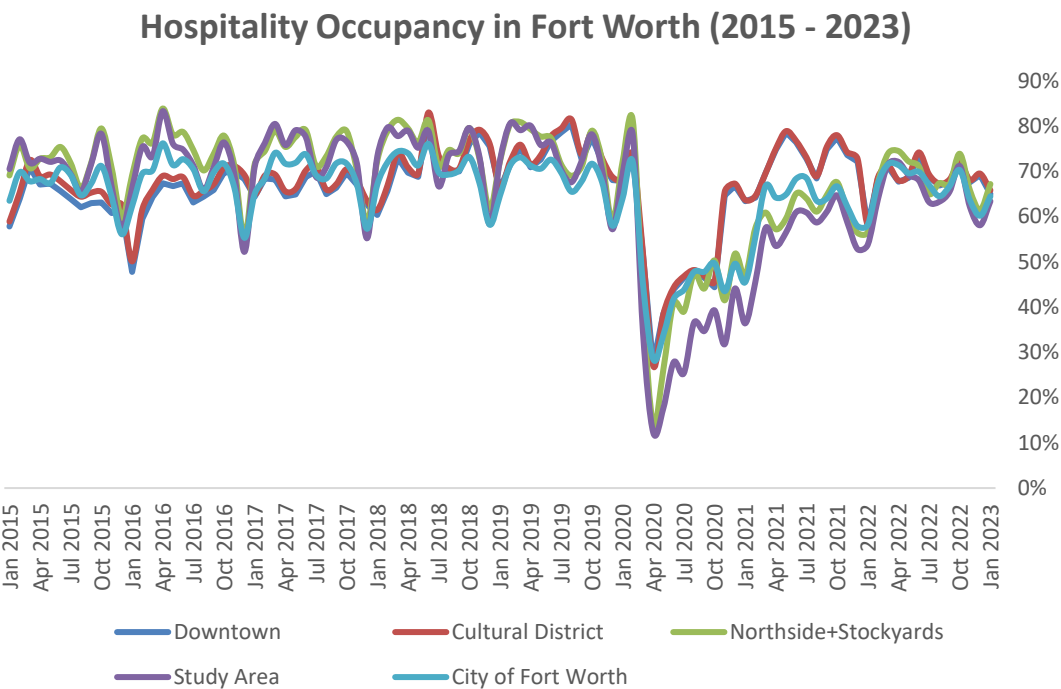
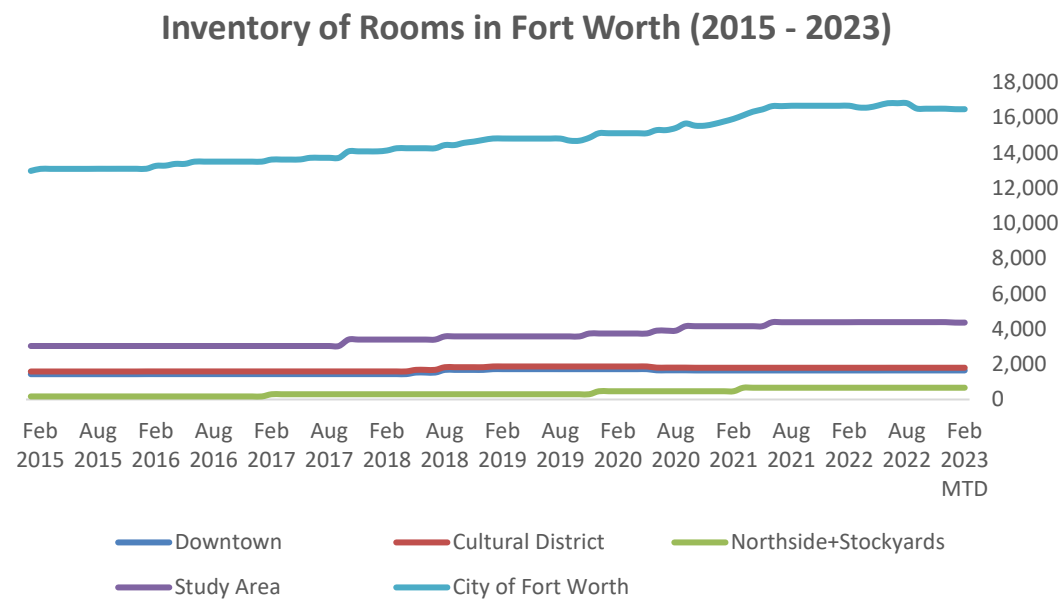


STATE OF THE REAL ESTATE MARKET

4. Hospitality

Since 2015, the hotel inventory has shown consistent growth. Downtown comprises just 7% of the city's hotels, yet it commands 23% of the total room inventory. According to the State of Downtown 2021+2022 report by Downtown Fort Worth, the occupancy rate has demonstrated signs of recovery post-pandemic, reaching 64% as of Q4 2022. This figure is only 1% lower than the Dallas-Fort Worth metroplex rate of 65%. Furthermore, the City has plans to construct a Convention Center hotel with 600-1,000 rooms, alongside the \$700 million Convention Center expansion. The Stockyards has undergone significant tourism growth, up to about 8 million visitors in 2023 from about 3 million in 2017. A beneficiary of this success has been Hotel Drover, which also plays a role in supporting market-wide increases in the average daily rate (ADR) of hotel rooms.









Implication for Panther Island: The rebounding occupancy rate and ongoing construction projects in Downtown signify a growing demand for hotels in the region. In the long term, Panther Island may want to explore opportunities for new hospitality developments to meet this increasing demand, which will initially require a base of multifamily and office development given their attraction for jobseekers and employees.



STATE OF THE REAL ESTATE MARKET

5. Recent Development Highlights Around Panther Island

Implication for Panther Island: In light of successful development occurring in areas adjacent to Panther Island, it is imperative for Panther Island to foster synergy among adjacent neighborhoods. Projects brought to market should be additive and complementary, supporting the success of surrounding districts by increasing residential population, driving visitation, and supporting employee retention. This involves strategically avoiding direct competition where possible and taking advantage of the uniqueness of Panther Island to deliver development that is distinctive and high quality.

Dickies Arena	Deco 969	New City Hall	Convention Center Expansion	Texas A&M University (TAMU) Expansion
				
<p>Opened in 2019 Dickies Arena is a 14,000-seat multipurpose American arena, located in the Cultural District. The 2.7-acre large concert hall has the capacity to accommodate conventions and exhibit events, with ancillary event spaces. City agreements restrict City investment in other large-scale event venues in proximity to Dickies Arena, including on Panther Island</p>	<p>Under Construction, expected 2024 Deco 969, a 27-story, first-of-its-kind Downtown, high-rise apartment complex, is expected to set new price points at the high end of Downtown's rental market. This project will establish comps for other high-rise multifamily developments and has the potential of initiating a new wave of high-rise residential construction.</p>	<p>Under Construction, expected 2024 The City of Fort Worth is consolidating functions from several City buildings into the 20-story former Pier 1 Imports headquarters and building a new City Hall Council Chambers at 100 Fort Worth Trail. The redevelopment will add a significant amount of green space for public use and help attract additional development East of Henderson.</p>	<p>Under Construction, expected 2026 The City plans to expand the Convention Center to connect to Downtown's core, including a new grand ballroom space and straightening Commerce Street to allow for greater efficiency in the building. These improvements set the stage for adding a new Convention Center headquarters hotel and improving the overall experience in this area.</p>	<p>Under Construction, expected 2027 Texas A&M University is moving forward with plans for a new Law and Education Building and Research and Innovation Center Downtown. This development will strengthen Downtown's appeal to businesses seeking high-quality employees, research partnerships, and an enhanced technological ecosystem.</p>
	Crescent Hotel	Bowie House - Auberge Resorts	Hotel Drover	
				
	<p>Opened in 2023 This 200-room hotel is located in the Cultural District. The hotel is part of a larger \$275 million mixed-use development that includes 1680,000 SF of Class A office space and 167 apartments.</p>	<p>Opened in 2023 Located in the Cultural District, the luxury resort offers 88 Studios, 12 Lofts, and 6 Suites. Rooms start at over \$600 a night. The resort also features a spa, restaurant, and leverages its close proximity to 5 revered museums.</p>	<p>Opened in 2021 Hotel Drover was the first new building built in the stockyards after the announcement of redevelopment in the area. It features 200 rooms and suites and has an ADR that exceeds \$600, demonstrating tourist demand.</p>	

REAL ESTATE STRATEGY

INTRODUCTION

The successful development of Panther Island requires attracting significant real estate development interest, strategically deploying publicly owned property for development, and providing the public infrastructure necessary to serve the development of the scale and quality envisioned in the Strategic Vision. The development of Panther Island will likely take 20 to 30 years due to both physical constraints (the removal of the Panther Island levees can only occur after completion of the Central City Flood Control Project) and market absorption dynamics. Among the many examples of long-term phased buildout of major waterfront projects is the Capitol Riverfront in Washington, DC, which began in the early 2000s with a new vision for mixed-use development and has seen successful phased delivery over the last twenty years that already has transformed the area into a residential, commercial, entertainment, and retail center and that continues today.

The development of Panther Island will be phased over time as market conditions evolve, public and private resources become available, and successful partnerships are formed. The strategy for successful real estate development on Panther Island is grounded in three key imperatives:

1. **Leverage Public Land and Investment:** The scale and magnitude of large-scale public land ownership on the island provides an opportunity to develop the island thoughtfully and strategically over time, including a balanced near-and long-term view on investment. While public land holders (TRWD, TCCD, and the City) have a responsibility for generating revenue and positive outcomes from their property holdings, public entities have the ability to balance public policy objectives with financial returns, as well as greater patience, offering flexibility to think and plan long-term not always available to private real estate interests. This publicly owned land can be used to develop a district aligned with the Panther Island vision, function as a resource for social and environmental infrastructure, like public space, to deliver value to the area, and be used strategically to support the feasibility of development through the terms of sale or lease to developers in the future.
2. **Demonstrate Near-Term Progress:** Communities across Fort Worth have waited patiently for plans for Panther Island to move forward. Many are eager to see development progress as the Central City project continues, and the development community seeks clarity and consistency on the timeline and expectations for development. Near-term progress can be exemplified through the visibility of early successes, which will be important to showcase in order to generate future tax increment to repay flood control costs and to signal development to all stakeholders. The Strategic Vision update focused on identifying opportunities for near-term investment and development that is not contingent on the completion of flood control project phases, providing direction on infrastructure development, land disposition, and private development that can move forward independent from other project components.
3. **Create Long-Term Value:** For Panther Island to be a success, conditions for development must support value creation and feasibility which will encourage more development interest in the area. This development at scale will drive public return on investment and therefore support the repayment of flood control obligations associated with the Trinity River Vision Tax Increment Financing (TIF) District. Additional amenities to Panther Island, like waterfront access, utilities, public space, public transit, and entertainment, will contribute to the area's long-term value as well.

OVERVIEW: INVESTING IN VALUE CREATION

The Panther Island project is a once-in-a-generation opportunity to continue strengthening and growing Fort Worth's urban core. In terms of tax revenue, private investment, and community benefits, the returns on early investment will increase over time, as the full buildout of the area becomes possible and the impacts on connectivity, economic growth, and the brand of the city are realized. Achieving these long-term returns requires thoughtful and strategic near-term action along with continued patience and diligence in the delivery of the project by public and private partners consistent with the Strategic Vision.

To create value and achieve the Strategic Vision of Panther Island, investments towards the following real estate considerations should be taken into account:

- **Use** – Encourage and attract a range of uses, likely including multifamily residential and townhomes, rental office, various retail typologies, entertainment, hotel, and civic/cultural/community uses. Momentum for development on Panther Island likely starts with residential given both the reflection of the strength of the multifamily market in Fort Worth, but also as a way to drive the growth of an initial base of population on the island. Public sector partners will need to work through land use regulations and potentially certain targeted inducements and incentives to encourage uses that are important to achieving the economic and community goals of the project but require some level of support for viability at the time of development (such as affordable housing, corporate campuses, or cultural developments) or priorities.
- **Density** – Create conditions that can support development density through zoning and design principles.
- **Quality** – Maintain commitment to quality of design, construction, and management of buildings and public realm consistent with public sector and community aspirations for the project.
- **Timing** – Phase development to demonstrate the early feasibility of developing on Panther Island, meet long-term return thresholds for public entities, and to create a site that meets the Strategic Vision.
- **Affordability** – Establish programs and policies that align with local needs and goals for affordability to enable developers to pursue projects and support diverse residents and businesses.

Developers considering the acquisition of land and/or the delivery of projects on Panther Island will be considering a wide range of factors that affect project feasibility and the ability to generate sufficient returns to warrant investment. Among the factors that will drive the decision-making regarding investment in development of Panther Island are:

- **Rents** – The proximity of developments on Panther Island to regional amenities, public transit, and job centers will drive rents upward due to the convenience that location can offer. Most properties developed in the area will be new construction given the lack of development that's occurred on Panther Island to date. For the properties with historical value or certain unique conditions (views, waterfront location, etc.), a premium could also be expected. Fort Worth's economic conditions combined with its spectacular population growth are likely to drive up demand for newly developed properties on Panther Island as well.

REAL ESTATE STRATEGY

- **Costs** – Construction costs, including material prices and labor costs, are a major driver for development feasibility. Financing costs are the other major consideration, which have fluctuated over the last few years due to interest rates. Land acquisition costs can also be influenced by location premiums and regulatory requirements. Other considerations for costs include potential future market volatility, operational and maintenance costs, as well as the utilities and infrastructure required for development.
- **Infrastructure Delivery** – Infrastructure is a critical component that influences the feasibility and appeal of real estate development. Road networks and public transit access both play a role in enhancing connectivity and accessibility around developments. Utility infrastructure like electrical power, water/sewer, stormwater systems, and high-speed internet will need the capacity to meet the needs of development. In addition, attention to green space, public amenities, and features like street lighting and landscaping will contribute to the quality of the public realm and therefore the value of nearby property.
- **Disposition and Marketing** – The decision of when to sell property, the optimal pricing for the property, and the structuring of deals for maximum return are considerations for both the developer and public entity holding onto the land.

ADVANCING THE STRATEGIC IMPERATIVES

1. Near-Term Progress:

- **Public sector partners should move quickly to initiate planning, design, and funding for early infrastructure development on Panther Island.**
 - Public sector partners must work towards implementing early infrastructure projects consistent with the Strategic Vision that will ensure the elements that require public investment (e.g. wastewater systems) are in place to support future private investment that will generate activity and tax revenues. Public partners will also need to engage in analysis and discussions with landowners and the philanthropic and development communities to establish expectations around share of costs for all elements of the vision.
- **Initiate process to deploy the first public site(s) for development.**
 - As planning is implemented, the focus shifts to the allocation of the first public land for development, which will involve navigating legal processes and the consideration of zoning regulations. The land selected should align most seamlessly with the overall infrastructure development plan and establish the foundation for a well-coordinated and integrated Panther Island. This is likely to be development concentrated at a major intersection or with the opportunity to quickly activate parcels at the 4 corners of an intersection.
- **Work with landowners and developers interested in early development opportunities.**
 - Collaborating with private landowners and developers will be crucial for early development initiatives to find success. Public sector partners need to engage in open communication to understand the interests, capabilities, and expectations of these stakeholders and align priorities and expectations around topics such as cost sharing and design review processes. Incentive programs, streamlined permitting processes, and infrastructure support should be explored to encourage private entities to actively participate in the early stages of development, including in the area around North Main Street and Northeast Fourth Street where development activity is already contemplated.

- **Build confidence among private investors and community members that a transformation of Panther Island can and will occur.**
 - Public sector partners should develop a communication strategy that articulates the long-term vision, benefits, and progress of the development. Community engagement initiatives should continue to be conducted to gather feedback, ensure that development aligns with the needs and values of nearby residents and stakeholders, and address any concerns.
- **Generate tax increment through early development within the TIF, including the interior of Panther Island and, where possible, in other areas with development potential within the TIF.**

2. Long-Term Value:

- **Public Space** – Distributed trails and green spaces will provide a base of amenities and will also drive meaningful real estate value that will attract investment and support sustained creation of tax value on Panther Island. There is an important balance in setting aside land for green and public space rather than development, which creates value through an enhanced environment while also preserving adequate land for tax revenue generation. The public sector should initiate a series of planning processes to further design the vision for the public spaces and critical adjacent development sites. These efforts will define the design vocabulary that will become the groundwork for long-term implementation. To deliver meaningful value to surrounding development, green and public spaces will need to be heavily programmed and play a crucial role in cultivating connections throughout Panther Island. The public space will serve as gathering space for events and cultural activities, recreational and water-based activities, community initiatives, all of which will drive value to surrounding real estate. Examples of programming at urban waterfront parks include farmers' markets, yoga, festivals, sports clinics and retail pop-ups. Further recommendations for park management are listed on Page 25. Nationally, parks and public spaces have created measurable and meaningful value for surrounding real estate while providing important recreational and community amenities. For Panther Island, phased public, private, and philanthropic investment in the public realm network proposed in the Strategic Vision Update will provide opportunities for park-oriented development that can achieve higher rents on market-rate units, faster absorption, and greater viability for ground floor retail activation based on proximity to a network of parks, pedestrian-oriented streetscapes, and trails and promenades. In this way, capital investment in public spaces, paired with strong operations and maintenance, can accrue significant return on investment.



**40-60%
value premium**
on trail-adjacent blocks



**30-40%
value premium**
on trail-adjacent blocks



**50-90%
value premium**
within ¼-mile radius



**40%+
value premium**
on park-adjacent blocks

REAL ESTATE STRATEGY

- **Waterfront Location & Access** – Beyond park activities, this network of public spaces will create a highly walkable district that stands apart from the surrounding neighborhoods. Access to the waterfront and the unique canal network will continue to drive value by connecting the real estate and amenity based pockets around Panther Island. Given their distributed nature, these public investments into the public space can be incremental, rather than all occurring upfront. By developing aspects of the public space in stages, the plan can be adaptable and also leverage increased development interest to support further public space. Water-oriented residential and commercial buildings offer opportunities for immediate and future pedestrian-oriented commercial activity on the ground floors and waterfront restaurants with outdoor cafe seating, waterfront-oriented entertainment venues, and opportunities to interact with water.
- **Public Transit** – Proximity to transit hubs is often a value driver due to the ability to enhance accessibility for people in the area, reduce traffic congestion, provide an affordable option for commuting, and ultimately support social mobility. Public transit will also contribute to climate resilience by reducing dependence on cars, thereby reducing greenhouse gas emissions and improving air quality. Signature public transit, such as streetcars, can promote public use and increase ridership. Increased public transit on Panther Island will also provide benefits like relieving stress on parking, reducing congestion, and supporting infrastructural road design. Establishing this transit line will play a crucial role in further supporting the north/south corridor from Downtown to the Stockyards.
- **Views** – Views created by Trinity River and the waterfront, the downtown skyline, and surrounding green space to be further developed on Panther Island will generate value for developments across the project.

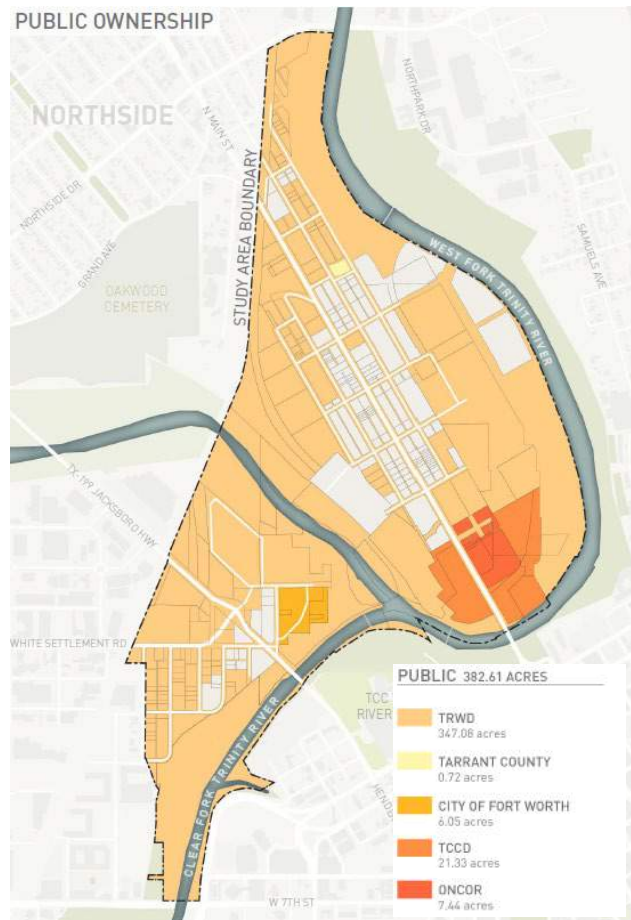
Leverage Public Land and Investment:

- TRWD-owned land should be taken to market in phases that prioritize areas with immediate potential for development where the resources necessary (public and private) can be identified.
- The level of heavy-handedness required from public entities to attract development will decline over time as early projects take shape and are successful. Once catalytic development occurs combined with green space, streets, and the like, the market will be positioned to deliver more quality product with less regulation and incentives.
- Public land and investments should balance infrastructure cost with the potential for development value and public returns. To accomplish this, cost-benefit analyses should assess short-term returns versus potential for long-term returns. Beyond simply evaluating financial outcomes, projects and developments should be assessed based on the public benefit that they offer. While the City can control land use policy, TRWD controls the disposition of much of the land on Panther Island, and therefore can define expectations for development and financial return. To ensure that both public benefit and financial returns are adequate for public sector partners, expectations need to be further formalized through mutual agreement.

PUBLIC SECTOR LAND OWNERSHIP AND DISPOSITION

Of the 512 acres of total project area for Panther Island, 438 acres (85.5%) are owned by public sector partners, and, therefore, the public has a great level of control over timing, selection of development partners, and quality of design. The following premises should be used to inform the public sector's approach to land disposition.

- In most cases, public sector landowners will not develop real estate, except for necessary public facilities.
- Given the need for land sales to help fund project delivery, public land will be released to the market in stages, benefiting from growth in value over time while not hindering early progress.
- Public sector partners will, in most cases, seek market value for the land, though they will have the flexibility to consider discounted land transactions if necessary to achieve development goals.
- Governance approaches will establish the methods and decision-making protocols that will inform the disposition of land over time.
- In general, public sector partners will look to benefit from competition by holding open development solicitation processes.



REAL ESTATE STRATEGY

Below is an overview of the factors that public sector partners will need to consider for the disposition of public property:

Timing & Phasing

Timing should correlate with economic conditions and optimize community development goals [more on phasing on Page 16]. Sequential phases of development should be structured to correspond with canal development, levee removal, and other infrastructure development which will unlock land opportunities on Panther Island.

Decisions Regarding Transaction Type and When to Hold or Dispose of Public Land

The assumption is that most land will be sold, but in specific cases, long-term public ownership may be warranted to support land use objectives around green space, public spaces, and public facilities.

Methods for Selecting Developer(s)

Developer selection requires a structured and transparent process to ensure that the chosen partners have the capacity and commitment to align with the vision for Panther Island and contribute positively to the community. There are a range of developer solicitation processes to consider to generate interest, evaluate potential developers, and ensure responsible stewardship of the project consistent with the Strategic Vision.

- A Request for Qualifications (RFQ) or Request for Expressions of Interest (RFEI) can help public landowners gauge market interest and identify developers to be pre-qualified for more detailed project and economic proposals based on their expertise and track record.
- A Request for Proposals (RFP) can be used to evaluate interested developers based on predetermined criteria like experience, financial capacity, project design, sustainability, and community impact and include specific deal terms (e.g. land price) to allow comparison of financial outcomes, risk, and commitments.

Throughout these processes, transparency, community engagement, and adherence to legal and ethical standards are paramount to ensure public trust in the developer selection process. Additionally, the public entities involved can establish review committees or hire external consultants to evaluate proposals objectively, which fosters an impartial decision-making process.

A hybrid approach of utilizing RFPs and RFQs may support Panther Island’s project complexity by incorporating needs for creative and innovative design, cost considerations, and differing scale of proposed disposition.

Pricing & deal economics

Factors like local demand, comparable property values, economic trends, and potential for future growth should inform pricing and deal economics. Assessing market feasibility enables the formulation of realistic expectations regarding the property’s value, potential return on investment, and overall economic viability for public sector partners. Other economic considerations involve financing structures, tax implications, and any potential public incentives. Striking the right balance between market demand, property attributes, and financial feasibility can create a deal that aligns with market realities and maximizes economic value for all stakeholders involved.

It is in the public land holders’ best interest to dispose of land as close to the market rate as possible. Decision making criteria should inform the public partners’ consideration of proposed development and disposition:

	Considerations
Alignment with Vision	<ul style="list-style-type: none">• Architectural Quality• Equitable Development Goals for Implications on Surrounding Community• Local business or economic support• Contribution of cultural space• Diversity of uses
Cost vs Benefit	<ul style="list-style-type: none">• Infrastructure cost required for development• Impact on future property tax revenue (e.g. will uses & ownership transition land from public/nontaxable to private/taxable)
Development Feasibility & Timing	<ul style="list-style-type: none">• Market conditions• Likelihood of delivering on proposed vision• Willingness of selected sites to commit to timing milestones
Quality of Potential Partners & Developers	<ul style="list-style-type: none">• Project experience• Involvement of local partners• Alignment with equity/community commitments

REAL ESTATE STRATEGY

SPECIAL SITES RECOMMENDATIONS AND CONSIDERATIONS

Panther Island contains some unique historic assets. Now vacant and deteriorated, LaGrave Field and the Power Plant are unique sites. While each has physical and reuse challenges to be assessed, re-activating sites like the Power Plant could help establish an anchor and identity for Panther Island

LaGrave Field

Vacant since 2014, some stakeholders showed a desire for a return of baseball on the field, though there is skepticism about the ability to attract a financially sustainable sports use for year-round activation. The site's location adjacent to the largest consolidated private land ownership on the island suggests that prompt resolution is warranted regarding the use of the site for development, public space, destination entertainment, or other uses.



In its deteriorated condition, LaGrave Field is unusable and requires significant costs from TRWD for security and upkeep. It also is a significant land user that is important to transition over time from a non-taxable use to a revenue generating use to meet the project's fiscal needs. Lastly, a significant sports use at the site would require further analysis regarding traffic, noise impacts on surrounding communities, and parking.

Without a clear, viable path to activation of the current facility with a sports use, the planning team recommends that TRWD demolish LaGrave Field and clear the site to position it for future public space and mixed-use development while reducing ongoing costs. This action, supported by many stakeholders and public sector and civic leadership, would increase the attractiveness of the site and its surrounding properties to potential developers in the future, without limiting the potential for any future uses on the site.

Power Plant

TCC has explored the reuse of the Power Plant, including soliciting proposals in 2011. However, the viability of reuse of the structure is currently unknown and warrants further study, as in its current state, the building's structural issues make it inaccessible and unusable. The site's location and visual identity next to the Main Street gateway to Panther Island could offer value in attracting activity to Panther Island and this important connecting corridor. Exploring how reuse could seed and catalyze the southern node of Panther Island is important for the vision update. The Power Plant is one of the potentially highest impact development sites on Panther Island due to its eventual proximity to the interior water feature once levee removal is possible, its adjacency to downtown, and its symbolism as a recognizable gateway to Panther Island. To redevelop the site, accessibility needs to be improved. Furthermore, the cost of repurposing the Power Plant is unknown and likely costly, making the ability to preserve and redevelop the site that much more achievable once higher land values have been established on Panther Island, especially if the project is taken on in conjunction with adjacent new development and in partnership with developers experienced in historic reuse.



The Domino Sugar Refinery in Brooklyn, NY, is a prime example of a successful mixed-use development centered around the historic adaptation of a prominent industrial building and integration of a dynamic 5-acre open space, Domino Park. The former Domino Sugar Refinery has been re-envisioned as an office building, preserving key historical architectural elements, as well as integrating many of these elements into the design of the park and district. The mixed-use development surrounding the Refinery and Domino Park contributes to the liveliness of the area. The park's cultural programming, events, and educational initiatives have built community ownership and brought new people to the waterfront.

The Power Plant should take an early role in temporary activation that might include lighting, or other visual means, that signal the future development opportunity and activity of the site. The Power Plant can take a longer-term hold to:

1. continue structural studies and feasibility to determine whether building reuse is possible, and
2. await a connected waterfront site as levee can be removed



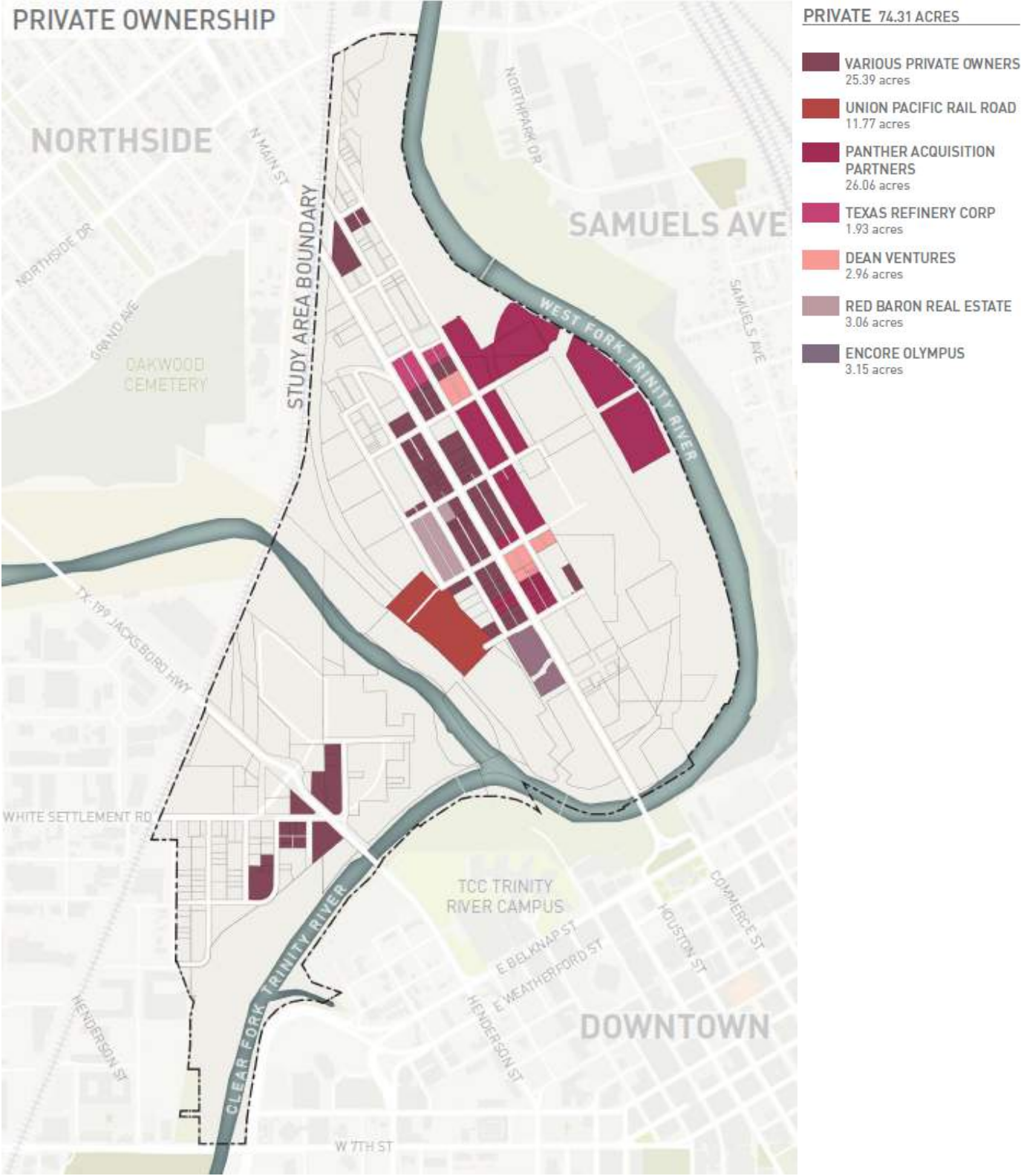
REAL ESTATE STRATEGY

INFLUENCING PRIVATE SITES

While public sector partners will have the greatest level of influence and control over the future of publicly owned land, it will be important to ensure all development on Panther Island proceeds in a manner consistent with the Strategic Vision. The tools for regulating and influencing development that will occur on land held by private owners include the form-based code, design guidelines (e.g. guidelines for the canal governed by TRWD), and potential additional guidelines and requirements that may be developed in the coming years (see final Roadmap section). Ultimately, the City and TRWD cannot control what existing landowners do with regards to timing and land sales, though the City can also influence timing by selecting which areas of Panther Island receive investments towards infrastructure, facilitating the possibility for new development over time. Both the City and TRWD will look to minimally disrupt the activities that are already ongoing on Panther Island.

In areas with more scattered ownership and existing active site uses, primarily concentrated along Main Street, development momentum is likely to be slower given the need for more collaboration and coordination for mutually oriented development and design goals. Panther Island’s vision and policies will therefore play a vital role in maintaining cohesive development goals where ownership is scattered.

Given these realities, land disposition and development should prioritize areas of consolidated ownership in early phases. For example, the consolidated ownership in Zone 1 (see page 18) should function as a pilot to showcase an ease for development. Large, consolidated land parcels also enable economies of scale in construction and infrastructure development, resulting in cost savings. When land ownership is consolidated, it becomes easier to implement comprehensive zoning and land-use plans and allows for more efficient allocation of resources. This includes a simplification of the process of developing infrastructure.



PHASING DRIVERS & APPROACH

INTRODUCTION

Large-scale projects such as Panther Island require patience, long-term collaboration, and commitment to implement a shared vision. Over the multi-decade development of Panther Island, the public and private partners and stakeholders will need to be flexible and nimble to be able to respond to opportunities and conditions that are not always predictable, but an approach to phasing can help guide public and private investment in a way that seeks to take advantage of early momentum, balance costs and benefits, and effectively manage the sequencing and timing of infrastructure costs and land disposition.

KEY TIMING DRIVERS & PHASING CONSIDERATIONS

Some key elements of phasing and timing for Panther Island are pre-determined by the Central City Project, land ownership, and how the developments intersect with the establishment of the new canal network.

- The edges of Panther Island will only be available for development once the Central City Project is completed and **levees are decommissioned** and can be removed. While the flood control project is ongoing, public and private landholders can begin to develop property on the interior of Panther Island. Once the flood control project is complete, the existing levees, which today prevent waterfront development and visual and physical access to the Trinity River, can be removed. At that point, a portion of property at the edge of Panther Island can be transformed into real estate or public space.
- Real estate development of Panther Island depends on the **availability of infrastructure** to serve new construction, including phased delivery of the canal system.
- Public agencies can control the **timing of when land held by TRWD, the City, and TCC is leased or sold**. The timing of investment in or disposition of privately held land can be influenced by public sector actions. Some parcels, especially along North Main Street, are actively used by existing businesses and held by legacy landowners, whose future decisions about the use of their land will be affected and influenced by surrounding activity but not controlled by public sector actions.

Infrastructure Phasing

- **Funding source identification and availability:** Panther Island presents distinctive challenges due to the major upfront cost for various capital project needs. The timing and availability of funding for these projects directly influence the accessibility of infrastructure, subsequently impacting the overall availability for development. For example, the funding for wastewater main construction is set to come from the City (with potential repayment over time through fees) while levee removal funds will need to be identified and TRWD budget allocations and land sales will need to move forward for canal system development.
- **Scale of potential development served:** The scale and pace of development is directly tied to the availability of electric, water, and sewer infrastructure to service new buildings. For example, a new wastewater trunk line will serve the entire east side of the island and unlock development potential for a great portion of Panther Island whereas developments in other parts of Panther Island may proceed more gradually depending on the infrastructure delivery.

- **Responsibility for funding:** Consistent with practices in Fort Worth and across the country, developers will bear responsibility for some infrastructure costs, but public investment will be essential to attracting private sector interest and generating tax revenues in the near and long term.

Real Estate Development Phasing

- **Infrastructure availability & capacity:** The timing of investment in infrastructure, the public realm network, and private real estate are deeply intertwined. The ongoing Central City project currently limits the waterfront development along the edges of Panther Island. Phasing is also closely linked to the construction of the canal system, which will serve as the primary stormwater management system for future development. Developers need confidence that development sites will receive the necessary infrastructure capacity. Simultaneously, public sector capital investment in infrastructure (e.g., utilities, streets) must strike a balance with citywide priorities, necessitating careful consideration of the cost-benefit analysis for each significant investment.
- **Land Ownership:** Public agencies such as TRWD, the City, and TCC, have the authority to determine the timing of land sales for property they hold. The timing of investment in or disposition of privately held land can be influenced by public sector actions but is not directly controlled. The sale and development of publicly-owned land brings multiple benefits, attracting activity to Panther Island while also transitioning property from tax-exempt to tax-generating, supporting the need for tax revenues to repay flood control project obligations. Public landowners also possess a degree of flexibility in choosing the location and program for signature green spaces, which can enhance real estate value over time by attracting private developments and investments nearby.
- **Land value/pricing:** Unlocking the potential value generated by the completion of the flood control project will demand patience in development phasing. Early infrastructure investments and public realm creation will create momentum for private development and investment, and as the value to existing landowners becomes apparent, land values will rise, opening opportunities for additional private development and investment, generating tax increments to repay flood control project obligations, and supporting denser development. All the while, land on Panther Island will benefit from the opportunity to walk, bike, and take public transit to and from Downtown and the surrounding neighborhoods.
- **Infrastructure/development cost:** Early phase commercial development will set the tone for quality and alignment with the vision. These projects will also likely carry the highest risk and infrastructure cost burden. Across Panther Island, achieving public benefits such as a distinctive public realm will also carry costs. The allocation of cost and incentives for development, especially prior to the removal of the levees, will likely affect whether early phase projects move forward, especially given the current obligation of all TIF proceeds to repay the local share of flood control costs.
- **Market condition:** A project of the scale and centrality of Panther Island needs to be responsive to the ever-changing conditions of the economy and real estate market conditions, such as demand for office, residential, hospitality, and retail use, capital market conditions as well as central city/citywide/regional landscape.

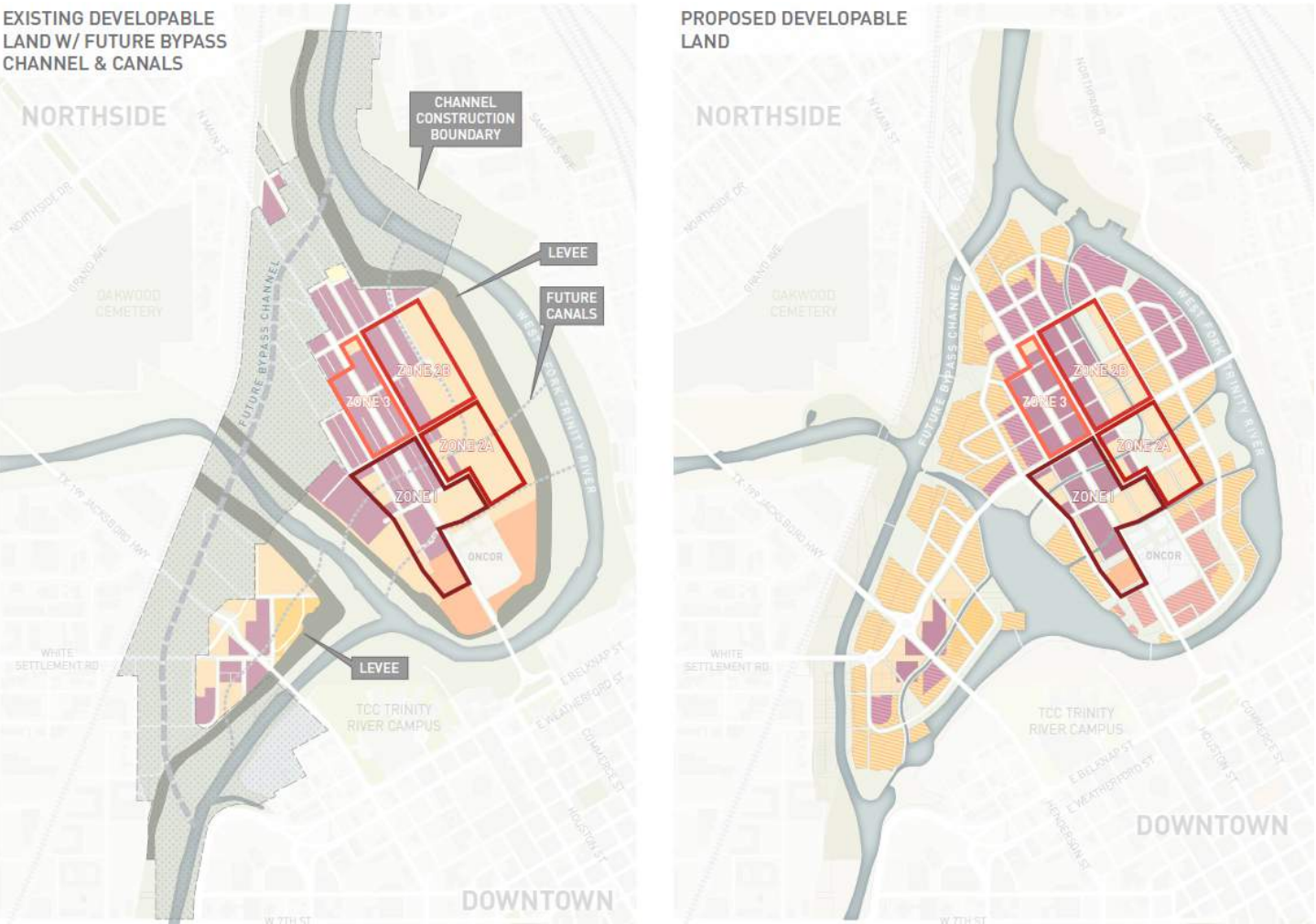
PHASING DRIVERS & APPROACH

DEVELOPMENT ZONES TO GUIDE INITIAL PHASING

To establish an approach to phasing that can guide decision making as the project progresses, the team examined various dynamics that shape a strategy for sequencing and timing that seeks to advance development of the interior of Panther Island in preparation for the longer-term availability of land at the waterfront.

- **Public vs. Private Ownership:** The type of owner affects the level of control, available development funding and financing tools, and decision-making regarding timing and partnership.
- **Active vs. Vacant Use:** The presence of existing buildings and businesses can present opportunities and challenges compared to vacant property. Furthermore, the impact of construction and development on existing businesses needs to be thoughtfully considered and mitigated.
- **Flood Control Encumbrance:** Existing levees, future construction impacts, and available infrastructure capacity can create encumbrances affecting the timing and scale of development.
- **Concentrated vs. Scattered Ownership:** The number of public or private owners in a certain area affects the complexity of partnership, decision-making, planning, cost sharing, and coordination.

Additionally, the consultant team looked at three different variables – Control, Cost, and Time – to consider the dynamics affecting different areas of Panther Island and their potential for development.



Development Zone 1

Development Zone 1 features a combination of concentrated public ownership (TRWD, TCC) and private ownership (Panther Acquisition Partners, Encore Panther Island, etc.). Positioned close to Downtown with existing activity on Main Street, such as Panther Island Brewing and Encore Panther Island, Zone 1 stands as an optimal location for early catalytic development. All parcels are ready for near-term or immediate development, as the existing infrastructure in Zone 1 is sufficient to support new development. A segment of the canal system has already been completed to serve the Encore apartment building. Consequently, Zone 1 boasts a lower upfront infrastructure cost compared to other Development Zones, establishing it as the most cost-effective option.

Development Zone 2 (2A and 2B)

Development Zone 2 comprises the bulk of the eastern side of the interior of Panther Island. Once development is initiated will take time to develop and absorb based on market conditions, with opportunity unlocked through a combination of the installation of a new wastewater trunk line and the extension of the canal system beyond Zone 1. The City and TRWD have progressed in the design and planning of the wastewater trunk infrastructure. Because of its large size, the Zone is divided into two sub-Zones for the purposes of the phasing strategy, with the future Panther Boulevard (currently White Settlement Road) dividing 2A and 2B. It will likely be advisable to continue the momentum of Zone 1 into Zone 2A as it progresses, prompting the next phase of land disposition and development. However, TRWD and private landholders can remain flexible and opportunistic, taking advantage of opportunities that emerge in 2B should market or other conditions create opportunities in that area. As the timeline for this significant project becomes more defined, more comprehensive master planning and land sale planning can be initiated, seeking to draw on the momentum and energy of Zone 1.

Development Zone 3

Development Zone 3 includes primarily smaller parcels owned by a variety of public owners. There is a concentration of legacy businesses with some buildings that may be old enough to be considered historically significant. Positioned adjacent to both Main Street and the Bypass Channel promenade, Zone 3 will play a crucial role as a “transition zone”, requiring careful consideration of topography and how development aligns with future conditions. The timing of development on Main Street is contingent upon the completion of the canal system in Zone 2B and requires connection to the canals as they get built. Aside from the canal system buildout, the timing for development in Zone 3 is less controlled by the public sector partners, but it is important to ensure that private owners are actively engaged in the discussion and keep them informed about progress on the bypass canal and that the Main Street will be prioritized as a key spine for all of Panther Island.

PHASING DRIVERS & APPROACH

PHASING IMPLICATIONS

- Additional study and planning after completion of the Central City project can create more predictability and determine more specific timing and phasing, such as infrastructure planning, public realm planning, continued budgeting, and identification of funding sources for major elements of the project. The completion of the bypass channel and levee removal will open up many different timing scenarios within Zones 2 and 3 pending completed infrastructure and funding available.
- The current focus on Zones 1-3 does not imply that planning for Zone 4 – the area unlocked by the completion of the flood control project and potential removal of the levees – should be delayed until that project is complete. It is important to make sure that early-phase development does not preclude certain high-value opportunities at the edge of Panther Island. As the flood control project progresses, the public sector partners and private developers will be able to envision and plan for waterfront development opportunities, allowing for the strategic arrangement of development orientations towards future green spaces or potential waterfront developments over time.

DEVELOPMENT ZONE 1 DEEPER DIVE

By leveraging public land ownership, existing activity, and infrastructure capacity for initial development, Development Zone 1 can function as a pilot to showcase development and design quality and create meaningful value and momentum.

- **Control Over Land:** Development Zone 1 comprises a blend of public and private ownership. Of the total land spanning approximately 12 acres, TRWD and TCC collectively possess around 4 acres, while private entities including SECO Ventures, Encore Panther Island, and individual owners own the remaining 8 acres.
- **Cost:** The current infrastructure in Development Zone 1 has the capacity to support early development. The initial segment of the canal system was completed in conjunction with the Encore development. Therefore, it incurs lower upfront infrastructure cost compared to the other Development Zones.
- **Time:** Parcels within Development Zone 1 are vacant and ready for immediate development, offering an opportunity to pilot and demonstrate the principles and recommendations of the updated Strategic Vision.



- **Catalytic Potential:** Located close to Downtown, Development Zone 1 is well-positioned to infuse excitement into Panther Island. By leveraging the existing developments such as Panther Island Brewing and Encore Panther Island apartments, the Zone can also actively contribute to building momentum and vibrancy by completing a four-corner intersection on Main Street. Furthermore, the Zone presents an early activation opportunity on publicly owned land, including the temporary activation of the Power Plant site.
- **Development Zone 1 Considerations:** Planning for the development and disposition of property in Zone 1 should commence immediately and is a collaboration opportunity between the public and private sectors to pilot elements of the vision and address key infrastructure needs for early development, including the next phase of canal investment. Discussions are underway with private land holders in the area regarding a mixed-use development situated on the northeast corner of North Main Street and Northeast 4th Street, while the potential sale or lease of TRWD land in Development Zone 1 presents an opportunity to generate revenue, which could be directed towards crucial aspects like infrastructure or the buildout of the canal system. Additionally, the parcel positioned north of the historic Power Plant offers the opportunity for interim activation until the levees are removed and plans for the future of the Power Plant progress.

FUNDING & FINANCING

INTRODUCTION

In 2022, the U.S. Army Corps of Engineers received \$403 million for the Central City Flood Control Project. Additional federal funds, local contributions, and incremental tax revenue are funding this \$1.1 billion transformative investment. The project will not only address immediate flood risks but also set the stage for unlocking economic and real estate development opportunities on Panther Island. By prioritizing flood mitigation, this funding serves as a crucial catalyst for unlocking the potential for future investment and development of Panther Island.

The economic and real estate development of Panther Island is a separate and distinct project from the Flood Control Project, which will require a range of public and private resources and funding tools to implement. While the Central City project will protect Panther Island from flooding and provide new waterfront green spaces and amenities, achieving the updated Strategic Vision for Panther Island will require, over time, delivery of infrastructure, utilities, public spaces, connectivity, transportation, and real estate. It will mean removing the existing levees to provide public realm and development access to the waterfront, and building a canal system that will serve as the primary stormwater detention and conveyance system for future developments on Panther Island. Therefore, it is essential to communicate a collaborative effort to secure additional funds, laying the foundation for future real estate development. Consistent with practices in Fort Worth and across the country, developers will bear responsibility for some of these costs, but public investment will be essential to attracting private sector interest and generating tax revenues in the near and long-term. As described in the Roadmap section later, additional analysis, costing, and engagement with the development community over time can help ensure an achievable and appropriate balance between public and private investment. The success of the Panther Island development hinges on finding sustainable funding sources and building a financial model that aligns with the value created and the envisioned level of quality for Panther Island's development.



Figure 1. Projects included in the USACE \$403 million

the entire community, can help garner support for a balanced funding approach. Moreover, emphasizing the commitment to maintaining a high standard of development underscores the public sector's dedication to creating a sustainable, vibrant, and resilient urban space.

PROJECT SOURCES AND USES

Panther Island Project Costs

The redevelopment of Panther Island requires major upfront and ongoing investments, summarized under the following capital project needs that will fall largely or exclusively to the public sector for funding:

- 1) **Site Preparation:** Site preparation involves the initial groundwork necessary to make the land suitable for construction and development, such as past land acquisition and future levee removal.
- 2) **Utilities & Core Infrastructure:** Utilities and core infrastructure refer to the fundamental systems that support the functioning of the development, including the wastewater system, electricity, and water supply.
- 3) **Stormwater Infrastructure:** The canal system planned for Panther Island will provide a cost-effective flood protection system, containing up to a 100-year flood event. The main purpose of the canal system is to provide district-wide stormwater management for Panther Island to accommodate new development, which is distinct from the regional flood protection covered by the Central City Flood Control Project.
- 4) **Transportation & Mobility:** Transportation and mobility are essential for connectivity and accessibility within and around Panther Island. This includes new road construction, road elevation for canals, pedestrian easement, sidewalks, streetscape improvement, and bridge construction. TXDOT is instrumental to ensuring connectivity along one of the primary arteries of transportation on Panther Island, the TXDOT managed N. Main Street. To develop along N. Main Street, coordination between other public agencies, developers, and TXDOT will be critical for road elevations, street improvements, and bridges over canals. The North Central Texas Council of Governments (NCTCOG) will also play a role in allocating funding and facilitating regional coordination is also important for transportation development in Fort Worth. NCTCOG will help ensure that transit-oriented projects are both effectively planned and implemented to meet the needs of Panther Island and its growth.
- 5) **Green & Public Space:** Green and public spaces are vital components for the quality of life for residents and visitors. This includes linear riverfront promenade along the bypass channel and pedestrian and bike-friendly connections throughout the green space network.

FUNDING & FINANCING

Uses	Capital Project Needs	Funding Source Identified	Funding Raised Or Deployed
Site Preparation	Land Acquisition	Y	Completed
	Levee Removal	Y - Waterfront Owners/Developers	Pending Development
Utilities & Core Infrastructure	Wastewater - Branch Lines	Y - Developers	Pending Development
	Wastewater - Main Lines	Y - City	In Process
	Stormwater Laterals	Y - Developers	Pending Development
	Wastewater Connection to Each Property	Y - Developers	Pending Development
	Electricity Service	Y - Developers	Pending Development
	Water - Branch Lines	Y - Developers	Pending Development
Stormwater Infrastructure	Canal Design & Construction	Y - Likely Combination of TRWD Sale/Lease Proceeds and Developers	Pending Land Sales and Development
	Canal Connections from Each Property	Y - Developers	Pending Development
Transportation & Mobility	Road Elevation for Canals	N - Likely Shared Responsibility of City & Developers	No
	Streets & Roads	Y - Likely Combination of City, Regional Partners (i.e., TXDOT and NCTCOG, and Developers	Pending Development
	Sidewalks	Y - Developers	Pending Development
	Streetscape	Y - Developers	Pending Development
	Vehicular Bridges	Y - Transportation Impact Fees	Pending Development
	Pedestrian Bridges	N - Likely Shared Responsibility of TRWD and City	No
Green & Public Space	Public Spaces & Green Spaces	N - Likely Mix of Public, Private, and Philanthropic Sources including TRWD land donation	No

FUNDING & FINANCING

Identified Sources with Considerations

Different funding mechanisms, involving both public and private entities, can be employed to address Panther Island's needs or to support economic development efforts.

Source	Entities	Definition and Considerations
Budget Allocation	City of Fort Worth Tarrant County	The City and/or County can designate a portion of the annual municipal budget to fund necessary capital projects. It is likely limited as a capital source given the scale of costs and requires greater understanding of political and fiscal realities.
Capital Public Improvement District (C-PID)	City of Fort Worth	C-PID enables the expenses associated with capital projects in a defined area to be assigned to and covered by the landowners who directly benefit from these improvements. This system establishes a revenue stream that can be leveraged for initial infrastructure investments, necessitating owner approval and contributing to an increase in the overall cost of ownership. A cost-benefit analysis would need to be undertaken to assess the potential impact of adopting a capital PID on development feasibility.
City/County Bond	City of Fort Worth Tarrant County	Municipal bonds represent a type of debt issued by a local government to secure funding for capital projects. Investors acquire these bonds, supplying the municipality with immediate capital for the implementation of these projects. The City and/or County undertakes the obligation to reimburse bondholders, along with interest, over a predetermined timeframe. The issuance of City bonds involves considerations such as assessing bond capacity, existing allocations, and navigating political considerations.
Developer Capital Contributions	Developers	Developers are required to allocate capital towards necessary infrastructure
Federal Infrastructure Funding Opportunities*	City of Fort Worth Tarrant County	The City and/or County may consider applying for federal funding programs, such as Building Resilient Infrastructure and Communities (BRIC) funds, the EPA's Water Infrastructure Finance and Innovation Act (WIFIA) program, and the Federal Highway Administration's Transportation Alternatives Program.
Fees	Developers	Developers will be obligated to pay fees to public entities in return of using the infrastructure such as wastewater or canal network.
Philanthropic Contributions	TBD	Contributions from local nonprofits with an interest in Panther Island and the riverfront (e.g. Streams and Valleys) along with other local and regional foundations or civic organizations can be a potential source for certain water-oriented projects and public space development. Should other similar nonprofits be in place to support development and/or operations of the island's green spaces, they can be a similar source of grants and gifts.
Private Land Contribution	Private Landowners	Landowners may contribute their property as equity or in-kind, minimizing the capital needed by developers. Motivated owners are essential for voluntary contributions, while public entities might explore land swaps for strategic advantages.
Public Land Sale/Lease Proceeds	TRWD, TCC, City of Fort Worth	The sale and ground lease of public land offer a means to generate revenue for infrastructure or other project expenses. For instance, TRWD could allocate proceeds from land transactions to fund the expansion of the canal system. The scale and timing of these initiatives will hinge on market dynamics.
Statewide Funding Opportunities*	City of Fort Worth Tarrant County	The City and/or County may consider applying for State flood mitigation funding programs, such as the Clean Water State Revolving Fund (CWSRF) and the Flood Infrastructure Fund (FIF). These programs offer financial assistance for activities related to planning, acquisition, design, and construction of wastewater, reuse, and stormwater infrastructure. They may also utilize Texas Parks and Wildlife grant funding to support recreation.
Tax Increment Financing (TIF)	City of Fort Worth	TIF is a public financing method that involves earmarking future increases in property tax revenue to fund infrastructure within that designated area. Typically, TIF is a key resource for infrastructure or development incentives. However, the Trinity River Vision TIF District, which encompasses Panther Island, which is set to sunset in 2054 or earlier, is fully obligated to repay flood control costs at an 80% capture rate through 2054.

** Information provided above only covers a portion of the available funding opportunities at both the State and Federal levels. To apply for these programs, additional discussions are necessary for eligibility and requirements.*

FUNDING & FINANCING

ADDITIONAL SOURCES AND TOOLS TO CONSIDER


Public Partners may explore additional sources and tools to strategically address the major capital project costs.

- 1) **Economic Development Initiatives Fund (EDIF):** Established in March 2023, EDIF is a newly created special revenue fund established to secure sustained annual funding for economic development projects, programs, and initiatives, along with their administration in the City of Fort Worth. The funding for EDIF will stem from new revenue generated by TIFs that are either expiring or expecting reduced contributions from the City and County.
- 2) **Philanthropic Support:** Wealthy individuals or organizations can establish foundations or trusts dedicated to Panther Island, especially supporting green space developments. These entities can provide grants, donations, and other forms of financial support to projects that align with their mission. Naming rights for civic assets and other amenities can also be sold to support funding, similar to Klyde Warren Park or the Margaret Hunt Hill Bridge in Dallas.
- 3) **Public-Private Partnership:** The City can consider partnering with other public entities and the private sector to invest in capital projects and generate revenue through user fees and future developments over time. The more limited the value sources brought forth from public participation, the less flexibility there will be to achieve mutually favorable terms to create a win-win situation.

Park developments in other cities offer compelling examples on how **effective regional philanthropic support and public-private partnerships** can be utilized for green space development and generate sustained value over time.


Case Study: Brooklyn Bridge Park, New York, NY

Brooklyn Bridge Park is a 84 acres park to reclaim derelict industrial areas and reconnect New York residents to the waterfront area. The Brooklyn Bridge Park Corporation receives financial contributions from the City of New York and the State, which are to be used only for initial capital projects. Plans are that the park eventually will be self-sustaining. Development of properties that lie within the park footprint will generate most of the revenues for the park, and a separate entity, the Brooklyn Bridge Park Development Corporation, is managing the development process.



Case Study: A Gathering Place, Tulsa, OK

Opened in 2018, A Gathering Place is nearly 100 acres of Tulsa’s waterfront along the Arkansas River. \$350 million was gifted from the George Kaiser Family Foundation and local donors that covered land, design, and construction costs. During the construction phase, more than 1,600 local construction jobs and 200 permanent full-time staff positions were supported. In the first two years of its operation, the park averaged 2.5 million visitors per year and was named the number one new attraction in the United States by USA Today, voted one of TIME magazine’s World’s Greatest Places.



IMPLICATIONS FOR PANTHER ISLAND

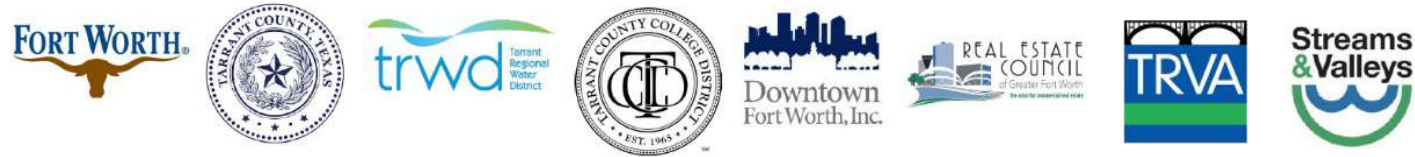
Panther Island presents distinctive challenges due to the major upfront cost for various capital project needs. Considering the funding mechanisms coordinated by different entities, it is crucial for Public Partners to maintain the balance between public and private investment, leveraging public land ownership, strategically allocating public investment, and developing detailed planning and urban design components aligned with the updated strategic vision.

- 1) **Balance of Public and Private Investment:** The development of Panther Island is logistically and financially complex and the level of costs associated with Panther Island development is extraordinary compared to other infill and greenfield development opportunities in the City of Fort Worth. Therefore, planning and development for Panther Island must consider the phasing of public and private investment, the conditions necessary for high-quality development, sequencing of all project elements, the delivery of necessary infrastructure for development, and the tools and approaches necessary to leverage public landholdings for community and economic benefit. Given the level of upfront investment and risk required to kickstart development of Panther Island, public investment needs will likely be higher in early phases, while the ability for private owners and developers to bear significant cost will increase over time as success and value are demonstrated. Public and private parties can expect to see long-term return on fiscal and financial investment as the project grows and major opportunities – such as the development of waterfront parcels – become available over time.
- 2) **Leveraging Public Land Ownership:** The scale of public land ownership on Panther Island presents a significant opportunity to generate revenue and influence development outcomes and delivery of public benefits. While some publicly-owned land is not developable until the completion of flood control work or longer, significant portions can help catalyze early activity. Public landowners should leverage their flexibility in selecting locations for signature green spaces, their power to select strong development partners, and the ability to bring restrictions and/or financial resources to bear to facilitate quality development. Public entities have control of the parcels that they own and significant influence on the development of parcels that are adjacent. By leveraging one property, public entities can create a catalytic ripple to impact multiple properties with the proper strategy in place.
- 3) **Strategic Public Investment:** Early public investment in infrastructure is crucial to help leverage private investment, which will become easier over time as value is generated. Unlocking development in the near and long term requires investment in utility, stormwater, and mobility infrastructure. It may take a considerable amount of time to generate tax revenue to repay these expenses and realize substantial benefits and developers would be more willing to pay for infrastructure in the later phase than some of the pioneering developers investing early. Thus, it is essential to identify funding sources with a long-term perspective.
- 4) **Strategic Development Framework:** The updated Strategic Vision provides a development framework which should be followed by detailed planning and urban design.

PROJECT GOVERNANCE & COORDINATING STRUCTURE

BACKGROUND OF GOVERNANCE TO DATE

An unprecedented partnership of public and nonprofit entities has come together to update the vision and strategy and to begin focus on the implementation of Panther Island. The current entities involved on Panther Island have been in close collaboration with one another on the generational economic development project for the region that will define the future of Fort Worth. The project demands an approach to governance that creates the alignment of mission, powers, and capacities to deliver upon the vision.



The Trinity River Vision Authority (TRVA) has also been an important steward of the Panther Island project to date. In 2006, the TRVA was created to coordinate and manage efforts between the federal, state, and local government project stakeholders responsible for coordinating and managing stakeholders and developing building and zoning standards on the eventual island that will be created from the bypass channel.

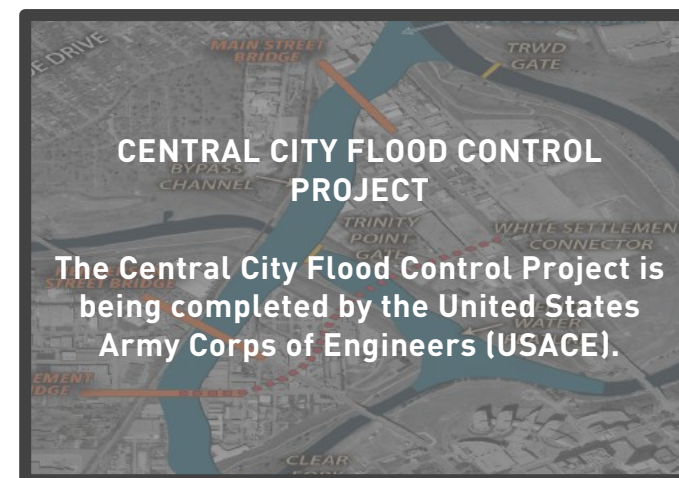
GOVERNANCE GOALS

Establishing clear goals is essential to navigate the governance needs of Panther Island and to foster a comprehensive understanding of the project's direction. The economic development of Panther Island is meant to improve Fort Worth's overall economy and secure high-value economic activity unique to this district that would be significantly difficult to achieve in other parts of the region. Clarity on goals will help guide an understanding of governance needs and structuring opportunities.

1. Ensure the **long-term stewardship** of the vision for Panther Island for the life of the project.
2. Direct the **effective implementation** of the project, including **dedicated coordination** among public and private sector partners.
3. Ensure the **long-term maintenance** of the public sector's investments in Panther Island.
4. Build **confidence in the private market** to catalyze investment.
5. Deliver meaningful **public return on investment**, grounded in an understanding of **private market potential** and limitations.
6. Guide deep, meaningful **engagement with the Fort Worth community** and stakeholders.
7. Ultimately spur **economic development** and contribute to a mission of building a **strong future for the city and region**.

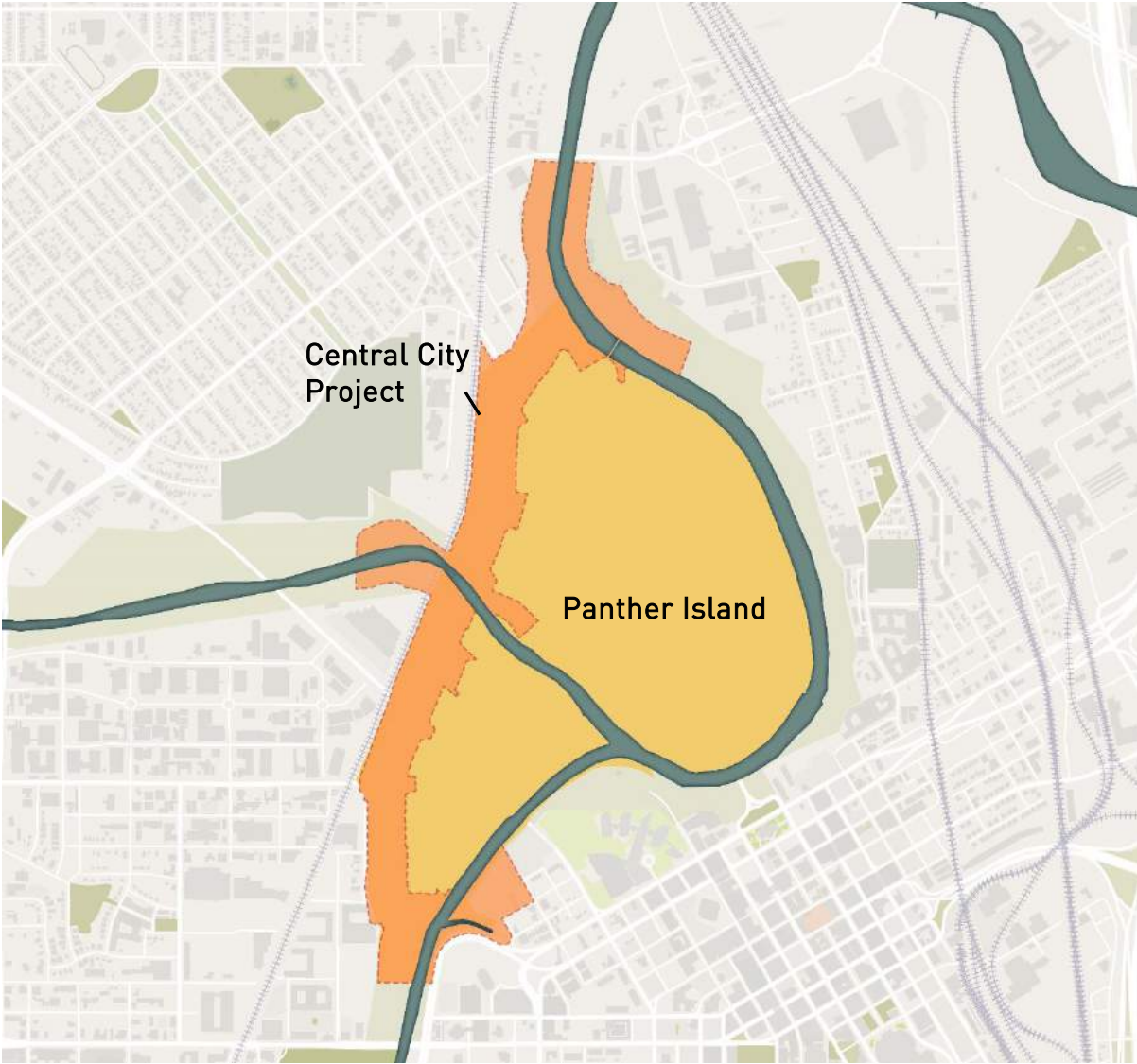
An appropriate governance solution will deliver upon a need for streamlined decision-making processes, efficient resource allocation, and foster an environment for the successful execution of Panther Island's goals. Addressing governance needs provides a foundation for a structured framework to mitigate risks and optimize the impact and longevity of Panther Island.

1. **Dedicated commitment to the vision of Panther Island**, including strong alignment between the organization's own mandate and the goals of the Panther Island economic development project.
2. **A level of independence and longevity**, including leadership, plans, and commitments that can survive the changes of local administrations. Independence must be balanced with adequate public oversight and strong accountability, as well as thoughtful board representation from the invested public entities.
3. **Suitable tools, influence, and resources** to shepherd implementation of the vision and coordinate regulatory oversight and approval, private market engagement, and delivery and maintenance of public investments.
4. **Effective tapping of the powers, talents, and capacities** of current organizations as partners in the project.
5. **Attracting top talent to run the organization**, typically through a national recruitment process given the scale of the project, with deep experience leading large-scale public-private real estate and economic development projects and ability to garner respect and influence among the public and private sectors.
6. **Instituting confidence in the private market** through an entity helping guide public sectors partners responsible for development standards, infrastructure, and Panther Island's long-term stewardship, cutting through "red tape."
7. **Engagement with communities surrounding Panther Island to ensure the representation of the broad range of interests** of Fort Worth's communities.
8. **Fundraising and deployment of public, private, and philanthropic resources**, which may be addressed through a coordinated set of entities for development, operations, and maintenance of specific public assets (e.g., greenspace)



GOVERNANCE NEEDS TO ADDRESS

PROJECT GOVERNANCE & COORDINATING STRUCTURE



CURRENT GOVERNANCE RESPONSIBILITIES

A number of organizations have potential responsibilities for the Panther Island economic development project and it is important to establish their current responsibilities to ensure effective collaboration among these stakeholders moving forward. Clarity of responsibilities facilitates smoother decision-making processes and also creates alignment of the interests and contributions of each entity related to the economic development goals of the project.

Organizations	PI Current Responsibilities	PI Land Ownership
City	<ul style="list-style-type: none">Funding and financing through TIF, City bonds, and budget allocationLand use and zoningDevelopment approvalsEconomic development	Holds a portion of the South Island land which is used as government offices.
TRWD	<ul style="list-style-type: none">Coordination of the economic development project with the flood control projectCanal construction and maintenanceLand disposition for TRWD propertiesSupporting waterfront activation and recreation	Holds the largest amount of land, including LaGrave Field.
TCC	<ul style="list-style-type: none">Stewardship of the historic Power Plant and adjacent land	Controls the southern gateway to Panther Island, which includes the power plant.
Tarrant County	<ul style="list-style-type: none">Funding through County bondsEconomic development and business attraction	N/A
TRVA	<ul style="list-style-type: none">Coordination with Central City Flood Control ProjectCreated to coordinate and manage efforts between project stakeholders, though that role has shifted in recent years	N/A
Streams & Valleys	<ul style="list-style-type: none">Advocacy, fundraising, and event programming	N/A

PROJECT GOVERNANCE & COORDINATING STRUCTURE

CONSIDERATIONS FOR A GOVERNANCE MODEL AND ORGANIZATIONAL RESPONSIBILITIES

These goals and needs suggest the following recommendations regarding project delivery and development.

Recommendation #1: There is meaningful value in establishing a new independent entity to steward the implementation of the Panther Island development project, separate and apart from the flood control project. This entity should have a board makeup that is representative of the public entities involved through their land contributions on Panther Island or anticipated and additional capital funding into the success of Panther Island. Public entities on the board should include the City of Fort Worth, TRWD, and TCCD. The board Potential responsibilities could include:

- **Planning** – Manage future planning efforts.
- **Infrastructure Development Management** – Coordinate across agencies for infrastructure funding and delivery, including ongoing consideration of phasing strategies and triggers.
- **Land Disposition and Developer Solicitation** – Manage the solicitation and selection of development partners on behalf of public landowners consistent with agreements governing objectives and approval processes.
- **Economic Development** – Coordinate with economic development departments and agencies on strategies and tools for attracting Panther Island investment, including aggregating potential economic development resources and incentive tools. Other roles might include job creation, business attraction and retention, marketing, and other responsibilities.
- **Branding & Marketing** – Develop and deploy a consistent brand and marketing effort for Panther Island.
- **Community Engagement** – Maintain ongoing engagement with all stakeholder groups during planning and development.

Recommendation #2: The City and TRWD should formalize their partnership through an interlocal agreement to govern who pays for and completes infrastructure work, land disposition, and design review and approval, especially for early phase infrastructure projects that will be necessary to support initial development (e.g. in Zone 1). This agreement should include clear milestones and/or triggers for beginning subsequent phases of work. It should also contemplate and govern the creation of the new independent entity along with the respective commitments of the City, TRWD, and the County to its success through financial and other means.

Recommendation #3: Establish an operating public improvement district (PID) that funds and manages operations and maintenance for green space, public space, and canal public realm; clean and safe functions across Panther Island; and potentially unique ongoing/capital maintenance needs related to Panther Island infrastructure and water recreation. Other examples of PIDs being used in Fort Worth include Downtown to fund improvements and amenities, West 7th Street to promote economic development and infrastructure, and Camp Bowie. The level of PID assessment can be scaled up over time to reflect the increase in operating costs over time and to limit the cost burden on early catalytic development.

Recommendation #4: Charge an organization (e.g., an independent 501c3) to be responsible for overseeing programming and activation of public space and other operational responsibilities for Panther Island, such as clean and safe functions. This could be the same entity as that suggested in *Recommendation #1* or a separate entity that works in coordination with the new entity created. TRWD should have an ongoing and long-term role in the underlying ownership, operations, and maintenance of many of these spaces, but could defer branding, programming, and fundraising to the nonprofit. Other benefits of a nonprofit being responsible for the activation of green space includes:

- **Design quality and programming intensity** should expand beyond typical Fort Worth parks, which will require dedicated responsibility, resources, and staff. The centrality of the management of green space is important for a cohesive design vision and programming.
- **The ability to raise funds from a broad range of sources** which a public entity cannot as easily accomplish. The nonprofit can also compete for bond programs.
- **Not subject to Chapter 26 of the Texas Parks and Wildlife Code (“Chapter 26”)**, which limits a municipality’s authority to approve programs or projects that require the use or taking of public land previously designated and used as a park or recreation area. Exceptions are allowed for programs or uses that are consistent with the original purpose for acquiring the property.

**See appendix for case study examples*

PROJECT GOVERNANCE & COORDINATING STRUCTURE

PANTHER ISLAND DEVELOPMENT AND OPERATION ORGANIZATIONAL RESPONSIBILITIES

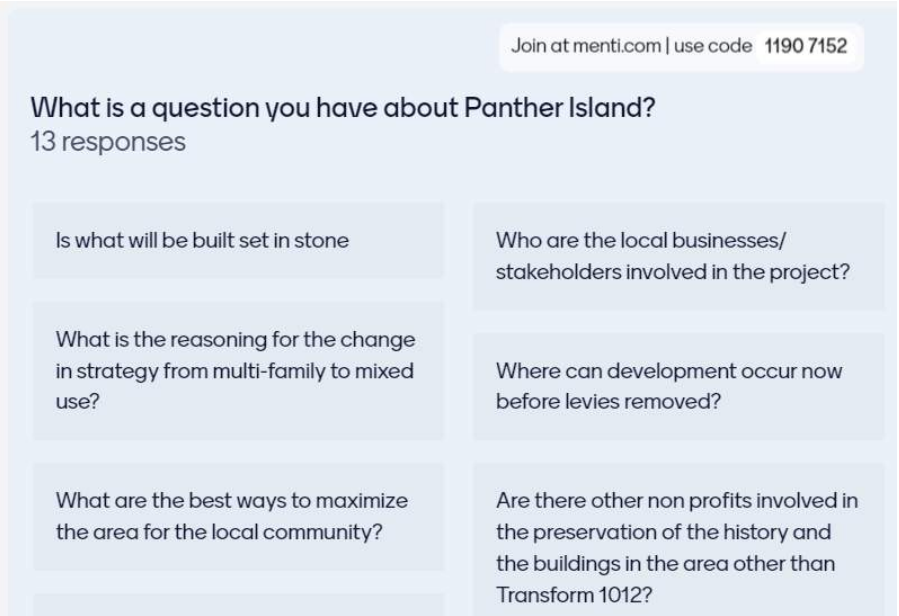
Below are initial recommendations on the allocation of responsibilities with respect to the economic development of Panther Island. Responsibilities largely pertain to considerations for development, disposition, and public infrastructure.

Topic	Responsibility	Development Lead	Development Support	Operating Lead	Operating Advisee
Public Land Disposition and Development <i>Key Considerations</i> – phasing & timing, value maximization, commitment to vision, incentives, zoning, development partners	Land Use Regulation & Design Oversight	City	New Organization <i>(Development Oversight)</i> ; TRWD	N/A	N/A
	Land Disposition	New Organization <i>(Development Oversight)</i>	TRWD	N/A	N/A
	Developer Solicitation, Selection	New Organization <i>(Development Oversight)</i>	City, TRWD, TCC	New Organization <i>(Development Oversight)</i>	-
	Attracting Investment	New Organization <i>(Development Oversight)</i>	City; County	New Organization <i>(Development Oversight)</i>	City; County
Public Infrastructure – Flood Control Key considerations – construction management, stormwater planning, risk management, phasing	Canals	TRWD	City	TRWD	New Organization (<i>Rec #1</i>)
	Water Quality	TRWD	City	TRWD	-
Public Infrastructure – Green Space Key considerations – capital development, capital maintenance, phasing, operation & maintenance, programming & activation, security, steward public resources, partnerships	Green Space	New Organization	City; TRWD	New Organization <i>(Green & Public Spaces)</i>	TRWD; Streams & Valleys
	Water Recreation	TRWD	New Organization <i>(Development Oversight)</i>	TRWD	-
	Canal Walkways & Access	TRWD	New Organization <i>(Development Oversight)</i>	New Organization <i>(Green & Public Spaces)</i>	TRWD
	Clean & Safe	-	-	New Organization <i>(Green & Public Spaces)</i>	-
Public Infrastructure – Mobility & Connectivity Key considerations – commitment to vision, phasing & timing, operations & maintenance	Streets & Roads	City	-	City	-
	Sidewalks	City	New Organization <i>(Development Oversight)</i>	City	-
	Public Transit	Trinity Metro	-	Trinity Metro	-
Public Infrastructure – Utilities & Other Key considerations – capacity & phasing, coordination with development	Wastewater	City	-	City	-
	Water	City	-	City	-
	Electricity	City, Oncor	-	City, Oncor	-

COMMUNITY & EQUITABLE DEVELOPMENT



Pictured from top left: Flyer advertising public workshops for Panther Island, Councilman Flores speaking at a public meeting at Artes de la Rosa in Northside, Fort Worth Report Candid Conversation Panel, Phase II Steering Committee Meeting



ENGAGEMENT STATISTICS

A variety of engagement approaches allowed the team to collect important input from key stakeholders and the broader public, with a focus on the communities on and surrounding Panther Island who may be most impacted by the development. Throughout the course of this work, the team hosted:

- 3 Steering Committee Meetings
- 3 Events: Fort Worth Report Candid Conversation, Breakfast with the Real Estate Council of Greater Fort Worth, ULI + The Real Estate Council Panel
- 6 neighborhood-focused and citywide priority-setting workshops
- 20+ one-on-one conversations with stakeholders

130 people attended the public workshops, and 110 people responded to the public survey.

PUBLIC ENGAGEMENT: WHAT WAS IMPORTANT TO PEOPLE?

Inclusion & Representation: Celebrate the history and culture of Panther Island and its neighboring communities through art, historical markers, and design.

Equitable Economic Opportunity: Ensure that local businesses and residents can both derive benefits from and actively participate in the project as it progresses.

Accessibility & Parking: Ensure that Panther Island is readily accessible, affordable to reach, and effectively addresses parking and other transportation/mobility challenges.

Embracing Waterfront & Water Activities: Provide access to the waterfront and creative recreational activities for all.

Retaining and Improving Trails & Green Space: Ensure residents can walk and bike safely to and within Panther Island and have places for recreation, gathering, events, and activities.

Balance Authenticity & Uniqueness: Desire for Panther Island to be of Fort Worth, while drawing inspiration from the finest approaches in neighborhood and waterfront development in other cities.

“Panther Island should not mean removing current residents and gentrifying only. We need a place for everyone to come together and grow as a community.”

“It’s extremely important to listen to local stakeholders in the central Fort Worth area, particularly current residents in and around Panther Island.”

COMMUNITY & EQUITABLE DEVELOPMENT

EQUITABLE DEVELOPMENT: PRECEDENT TOOLS & POLICIES FOR CONSIDERATION

A development of the scale of Panther Island has the potential to offer immense economic, employment, housing, and community benefits to the people of Fort Worth. Simultaneously, the scale of the Panther Island project also increases the potential for powerful unintended consequences on surrounding communities, making the early and proactive implementation of equitable development strategies essential. While the island itself is relatively isolated from surrounding communities, separated by the river and the future bypass channel, the scale of the upcoming development is such that it could still have significant impacts on property values, traffic patterns, and other dynamics in surrounding neighborhoods such as the Northside and Downtown. The island could also feel unwelcoming and insular if not developed intentionally to be an inclusive community, representing the cultural diversity of Fort Worth and offering opportunities for housing, employment, shopping, and recreation that are accessible to all.

The City of Fort Worth recently completed a Neighborhood Conservation Plan and Housing Affordability Strategy that suggests a Neighborhood Improvement Framework focused on **maintenance** of existing assets and safety in neighborhoods, **investment** in those neighborhoods, and **capacity-building** of community-based organizations.¹ The tools below address the same priorities to mitigate unintended consequences and maximize local participation in the development. The tools suggested below – drawn from local policies and projects and national precedents - are ideas for the public partners to consider as policies or programs that can help them meet their equitable development goals.

Throughout community engagement, residents surrounding Panther Island emphasized three goals that were most important to them:

- 1. Maximize local participation throughout the process of developing Panther Island and maximize local presence and benefit in the final development** In several community meetings, leaders in the Northside community emphasized the importance of not just creating opportunities for local businesses to participate in the development process or have a place in the final development, but building capacity to make sure local organizations can access those opportunities. Collaboration early, often, and consistently with on-the-ground partners will be essential to reaching those local small business owners, contractors, vendors, and individuals who should be most involved in and benefiting from the development process. The following recommendations include actions the public partners can take to create the most opportunities for local participation, and partnerships they can make to ensure that people are accessing those opportunities.

¹ [Neighborhood Conservation Plan and Housing Affordability Strategy](#) (2023), City of Fort Worth, 21

Tool	Project Stage	Potential Partners
Create opportunities for on-site vendor and small business development through temporary activations such as mercados, reserved contracts for local vendors, and the development of permanent commercial spaces that support small and microbusiness, such as food calls and accelerator/coworking spaces.	Throughout Development After Completion	Fort Worth Hispanic Chamber of Commerce, Henderson Street Bazaar, Devoyd Jennings Businesses Assistance Center, Certification Agencies & other Advocacy Partners that support MWBEs
Partner with Tarrant County College and other training programs to maximize local worker participation in the project.	Planning/Pre-Development	Tarrant County College, Workforce Solutions for Tarrant County
Build small business capacity for participation in the Panther Island project and final development through proactive education and outreach about how to become a City vendor, reply to an RFP, or other relevant topics.	Planning/Pre-Development Throughout Development	Fort Worth Hispanic Chamber of Commerce, Fort Worth Metropolitan Black Chamber of Commerce, Regional Hispanic Contractor Association, Certification Agencies & other Advocacy Partners such as: National Association of Minority Contractors – Southwest Region, US Pan Asian American Chamber – Southwest, and the Women’s Business Council – Southwest
Limit the percentage of “formula businesses” (i.e., large chains and franchises) in ground floor commercial space on Panther Island. Additionally, create a minimum percentage of commercial space leased to tenants from surrounding communities.	Planning/Pre-Development	City of Fort Worth, Shop Small Fort Worth
Enforce a living wage for all contractors hired throughout the construction process and continuing through operations.	Throughout Development and Operations	Public Partners
Maximize the use of local manufacturing for certain building materials, park structures, and amenities.	Throughout Development and Operations	Fort Worth Chambers
Invest in maintaining as much trail connection and usability from Panther Island to surrounding neighborhoods throughout the development process.	Throughout Development	City of Fort Worth, Army Corps of Engineers, TRWD

COMMUNITY & EQUITABLE DEVELOPMENT

2. Support the vibrancy and stability of surrounding neighborhoods and mitigate displacement.

Throughout community engagement, the most challenging and long-term concern residents had about the project and other recent developments such as the Stockyards was gentrification and displacement. In the majority-homeowner neighborhoods surrounding Panther Island, residents – many of them below Fort Worth’s median income – are shouldering the burden of rapid property value increases. The City of Fort Worth’s recent Neighborhood Conservation Plan and Housing Affordability Strategy noted that rapid changes in property values and resident populations were disproportionately impacting BIPOC neighborhoods, noting that, “In areas where displacement may be in progress or high risk, 81% of residents identify as Hispanic, Black, and other non-white group (175,000 residents out of 216,268). [For comparison purposes,] 62% of Fort Worth residents citywide identify as Hispanic, Black, or another non-white group.”²

Surrounding Panther Island, the report identified that displacement is likely already in progress in the Far Greater Northside and areas immediately surrounding the Stockyards development, while the Belmont Terrace neighborhood was high risk. **The percentage change in median assessed property value from 2016-2021 was more than 60% on Panther Island itself, in the areas immediately surrounding the Stockyards, and to East of Panther Island near Samuels Avenue. Property value increases in Northside more broadly hovered between 40-60%.**³ The toolkit below includes recommendations for neighborhood stabilization and displacement mitigation aligned with those of the Neighborhood Conservation Plan and Housing Affordability Strategy, while also catering specifically to the needs of neighborhoods surrounding the island, as identified through community engagement and best practice research.

Tool	Project Stage	Potential Partners
Leverage land use regulations, inducements, incentives, community engagement, and public art programs to support a mix of local uses on Panther Island that are representative of Fort Worth. Local uses to be supported might include local businesses, artisans, and community and cultural groups.	Throughout Development and Operations	City of Fort Worth, Historic Fort Worth
Develop a legacy business program to support small businesses and cultural organizations that have been operating on Panther Island and in neighborhoods surrounding Panther Island for 30+ years. Forms of support can include rent stabilization and emergency funds, in addition to formal designation and promotional support.	Throughout Development and Operations	City of Fort Worth, Historic Fort Worth, Fort Worth Hispanic Chamber of Commerce (FWHCC)
Create a tax exemption awareness program to educate residents of neighborhoods surrounding Panther Island about exemptions they may be eligible for, including	Throughout Development and Operations	City of Fort Worth, Northside

homestead exemptions and the 65 or older or disabled exemption. Targeted code enforcement can address the conditions of rental housing in the area by ensuring that all rentals are registered.		Neighborhood Association, Fort Worth Hispanic Chamber of Commerce, other neighborhood associations
Expand City home repair programs for the neighborhoods surrounding Panther Island and proactive/preventative outreach for code compliance. Establish a rental housing improvement loan program and a fund that targets non-U.S. resident homeowners that would otherwise not meet HUD improvement program requirements.	Throughout Development and Operations	City of Fort Worth Priority Repair Program, City of Fort Worth Code Compliance and Code Ranger program
Establish a preferential housing policy for gentrifying areas surrounding Panther Island (especially the Northside) that would give applicants with generational or family ties to the neighborhood or applicants with no-fault evictions priority placement in deed-restricted units in the same neighborhood. Affordable housing requirements can be applied 1) immediately, 2) with the first TRWD land disposition, and 3) aligned with the timing of rezoning.	Throughout Development and Operations	Fort Worth Housing Solutions
Reduce barriers to ADU permitting and approval in neighborhoods surrounding Panther Island.	Throughout Development	City of Fort Worth
Expand and reconfigure the demolition tax, the proceeds of which could also go to targeted equitable reinvestment in affordable housing in rent-burdened neighborhoods. Proceeds for the current demolition tax are used to support the City’s Historic Resource Survey update.	Throughout Development	City of Fort Worth
Establish a construction interruption fund that mitigates any negative effects of infrastructure development on businesses surrounding Panther Island, prioritizing small local MWBEs.	Pre-Development and Construction	Public Partners, Army Corps of Engineers

² [Neighborhood Conservation Plan and Housing Affordability Strategy](#) (2023), City of Fort Worth, 99.

³ Ibid., 50.

COMMUNITY & EQUITABLE DEVELOPMENT

3. Welcome everyone to Panther Island.

The recommendations under the previous two goals build the foundation for Panther Island to be a place where everyone is welcome. In engaging with surrounding neighborhoods, residents stressed the importance of cultural representation and accessibility: both seeing themselves and their communities in the design and programming of Panther Island and being able to access, afford, and enjoy everything the island has to offer. The public partners can set high standards for inclusion and accessibility across the island by establishing high standards and equity metrics throughout the procurement and development process. They can also partner with local foundations and non-profits such as Community Design Fort Worth to maximize opportunities for public art and storytelling, ensuring that the history and culture of Panther Island and its communities are evident along every trail and sidewalk, and at every public space.

Recommended Next Steps

The initial recommendations above reflect the priorities of the public sector partners and communities shared during the vision update process. As planning and implementation move forward, project partners should continue exploring and vetting these tools, identifying local partners for implementation, and incorporating where appropriate into policies (e.g. form-based code), processes (e.g. developer solicitation), and organizational strategies (e.g. the establishment of new governance entity(ies)).

Tool	Project Stage	Potential Partners
Select design teams with demonstrated expertise in planning and delivering projects through inclusive processes, with a focus on business interests in the neighborhood. Teams that have proven attractive and beneficial to people of all racial and socioeconomic backgrounds, and spaces that can be actively and diversely programmed.	Planning and Design	Industry Organizations, Chambers of Commerce
Develop an equity scorecard and requirements for all developments on public land on Panther Island, including a goals and requirements for affordable housing in all residential developments.	Planning and Predevelopment	Public Partners
Develop a standardized Developer Solicitation and Procurement Framework to ensure transparency and alignment with goals and equity values throughout the procurement process.	Planning and Predevelopment	Public Partners
Develop a robust system of cultural and historical signage and wayfinding throughout the island, honoring Panther Island’s past and the diverse cultures that have inhabited it.	Throughout Development	City of Fort Worth, Transform 1012, Historic Fort Worth, Community Design Fort Worth
Establish diversity/representation requirements for governing boards on Panther Island.	Throughout Development and Operations	Public Partners
Establish a small grant program to encourage the development of public art by local artists on the island. Include public art by local artists in all public spaces.	Throughout Development and Operations	City of Fort Worth, Arts Fort Worth, Artes de la Rosa, local foundations
Establish density bonuses in key transit-oriented areas to incentivize the development of affordable housing.	Planning and Predevelopment	City of Fort Worth

ROADMAP – NEXT STEPS FOR PLANNING & IMPLEMENTATION

INTRODUCTION

The vision for Panther Island presented in this document will guide the activities of public and private implementing partners as the development of Panther Island advances. During the year of this visioning process, there have been great strides in the design and planning for the Central City Flood Control project, and plans and budgeting for infrastructure development of the Panther Island has begun. Continuing this momentum and managing the Panther Island project towards successful implementation in the coming years will require consistent planning, policy making, partnership development, community engagement, property disposition, and other activities. As described in the Governance chapter earlier, some responsibility for implementation will likely transition to an organization dedicated to the development of Panther Island, but even as that partnership and organizational effort advances, all parties will continue to have important roles to play.

While some areas of Panther Island will not be developed for at least ten years, and physical and market conditions will continue to affect the pace and program of development, it is important to continue momentum and progress to:

1. Make sure the policy framework, governance, and planning framework are in place to facilitate development consistent with this vision
2. Design and begin construction of infrastructure to prepare for real estate development
3. Demonstrate commitment and progress to current and potential future investors in Panther Island development
4. Establish branding and marketing guidelines cohesive with the governance plan
5. Provide sufficient advance planning and preparation time for what will be a multi-phased project that will likely continue for multiple decades
6. Integrate meaningful and consistent community and stakeholder engagement into all future planning and implementation activities.

Roadmap for Implementing the Strategic Vision

The next two years will set the tone for the pace of progress and the commitment to quality development, a dynamic public realm, meaningful community engagement, and responsible partnership that will guide the continued implementation of the Strategic Vision. Described below are actions for implementing parties to prioritize. HR&A recommends organizing the immediate efforts ahead into four separate but deeply coordinated efforts, each of which will likely require dedicated staff resources and teams of external experts:

TACTICAL PLANNING FOR EARLY PHASE INFRASTRUCTURE & REAL ESTATE DEVELOPMENT

As detailed in the Phasing sections of the Strategic Vision Update and Strategy, a concerted effort to advance infrastructure and real estate development in Zone 1 can begin immediately and create meaningful value and momentum. Led by TRWD and the City of Fort Worth in collaboration with TCCD and private landowners within the Zone, this effort will entail:

- **Development Strategy and Economics** – Detailed real estate analysis and strategy development to determine additional detail about early stage development, including the specific boundaries of Zone 1, the benefits and risks of considering planning and property disposition extending into Zone 2 (e.g. whether TRWD should consider rights of first offer or similar terms to attract valuable and quality developer interest in initial disposition), land value expectations,

and implications for infrastructure funding responsibility. This effort will likely benefit from updating TIF projections and will include consideration of necessary gap financing or incentives for development on Panther Island.

- **Developer Solicitation** – Advance the planning and market engagement necessary to prepare for a solicitation process to select a developer for TRWD property in Zone 1.
- **Infrastructure Costing** – Undertake the costing (and necessary design) of streets, utilities, canals, public spaces, and other elements necessary for the full completion of Zone 1
- **Landowner Engagement** – Continue engaging with landowners and developers within Zone 1 to coordinate on infrastructure, design, approvals, and public engagement.

Team – This work would likely require the involvement of real estate advisors and cost estimators, in addition to in-house real estate, economic development, and public works staff.

Parallel Public Sector Activities – City and TRWD staff will need to continue development of an interlocal agreement to guide the responsibility for funding and development of infrastructure, especially in early phases, and the confirmation of capital planning activities important to progress on Panther Island (e.g. the timing and funding of the wastewater trunk project necessary to advance development beyond Zone 1).

ARCHITECTURE, PUBLIC REALM DESIGN, & PLANNING

This Strategic Vision provides the urban design framework and inspiration to inform continued planning and design activities. Advancing to implementation will require more detailed design activities for both early stage development opportunities, and Panther Island-wide investments. It is important that the teams responsible for design, policy, and programming efforts for the long-term be responsible for the work involved in Zone 1 that will pilot many of the policies and guidelines that will apply across Panther Island. Therefore, this effort will entail:

- **Zone 1 Planning and Urban Design** – Preparation of a detailed plan that establishes development program, parking strategy, necessary infrastructure investment (including canals), design vision, activation strategies, and likely timing for Zone 1. This planning work will address numerous considerations for building design, public realm, infrastructure needs and responsibilities, and other factors that will feed into broader guidelines and policies (see below).
- **Panther Island Green Space & Public Space Master Plan** – Prepare a plan for the public space, promenades, sidewalks, pedestrian corridors, and other elements of the overall green space system. It will be important that this set consistent expectations for design and program of all green space and public spaces and includes a funding strategy for the buildout and operation of the public realm system. This plan can have an important role in attracting public, private, and philanthropic funding sources to support the phased implementation of the public realm vision and help ensure a consistency of quality along with a diversity of green space typologies and experiences that is carried through multiple phases of public space development.

ROADMAP – NEXT STEPS FOR PLANNING & IMPLEMENTATION

- **Architectural Design Guidelines** Update and refine design guidelines applicable to future buildings on Panther Island, including consideration for what elements of design should be governed by form-based code requirements and what role a new governance entity should play in developing and enforcing other design standards. This effort should include a focus on buildings proposed within Zone 1 as the foundation for updated island-wide guidelines.
- **Canal Design Guidelines** – Where necessary, updates to the TRWD design guidelines to ensure consistency with the Strategic Vision. The Zone 1 canal design process can be used to determine necessary updates and improvements.

Team – This work would likely require the involvement of architects, urban planners, and civil engineers, in addition to in-house zoning, planning, and infrastructure staff.

Parallel Public Sector Activities – The City will need to facilitate the update process for the form-based code informed by the Strategic Vision and the activities covered here. These updates will follow the City’s typical legislative and engagement process for zoning updates. This effort should determine the role that the form-based code should play in governing design, potentially requiring a separate process led by the new governance entity to regulate design guidelines over time.

INFRASTRUCTURE DESIGN & DELIVERY

As discussed at length in the Strategic Vision and Real Estate Strategy, the planning, design, and delivery of high-quality infrastructure is essential to successful implementation. While the infrastructure work associated with the relocation of utilities for the Central City Flood Control project is well advanced, this separate effort to move forward design and construction of development-serving infrastructure on Panther Island can build on initial work that has begun during the development of this updated vision. The effort will entail:

- **Street and Road Design** – Translation of the updated vision for streets and roads in the Strategic Vision into plans and designs that the City and its partners can integrate into future capital planning and that can inform negotiations with developers about responsibility for funding and construction. This should include detailed design for Zone 1 streets and roads.
- **Transit / Transportation Planning** – Coordinated planning between Trinity Metro and the City regarding future transit and transportation on Panther Island, consistent with the vision.
- **Wastewater System Design & Procurement** – The City and TRWD have already collaborated to modify initial concepts for the Panther Island wastewater system to reduce cost and reduce time for planning and construction. The detailed design and procurement for this system should continue, given its importance in unlocking development on the east side of Panther Island.

- **Costing** – Prepare cost estimates for all proposed infrastructure to inform budgeting and funding planning.
- **Infrastructure Funding Strategy** – Based on more detailed planning and costing, prepare a detailed funding strategy for Panther Island infrastructure that considers public sector contributions, feasibility of developer contributions and participation, and the establishment of fee methodologies and projections, where appropriate for infrastructure repayment from future private development. For example, it is anticipated that fees from future development will be expected for canal access, thoroughfare construction, and wastewater system impacts. Beginning to estimate the fees required and methodologies for calculating and applying them will be important for assessing development costs and feasibility over time. Engage with North Central Texas Council of Governments regarding transportation project funding for Panther Island.

Team – This work would likely require the involvement of transportation engineers, civil engineers, cost estimators, and public finance experts.

Parallel Public Sector Activities – The City and TRWD will need to continue discussions related to agreements regarding the responsibility for infrastructure funding and construction.

GOVERNANCE PLANNING & ORGANIZATIONAL IMPLEMENTATION

The City, County, Water District, and College District will need to continue organizational planning and partnership development to formalize creation of a dedicated governance entity, addressing such topics as board representation, funding responsibility, and delegated authority. This effort will entail:

- **Strategic Planning** – Continued planning to build out the structure, authority, and resources of the new governance organization(s) for Panther Island and the implications for existing entities.
- **Board & Staff Recruitment** – As the public partners move towards establishing one or more new organizations, they will need to recruit board members and early executive staff whose leadership and commitment is commensurate with the ambition and vision of all parties.
- **Legal Adoption** – The governance planning effort will involve significant legal work to determine appropriate organizational structures, applicable laws and regulations, and development of founding documents.

Team – This work would likely require the involvement of public-private partnership experts, legal advisors, and potential executive search capacity, in addition to executive and legal teams of all public sector partners.

APPENDIX: Case Studies

PRECEDENT MODELS

Public-private partnership models provide an array of considerations for Panther Island that includes funding and financing models, board representation, agreements like memorandums of understanding, interlocal agreements, and master development agreements, responsibilities for maintenance, and more.

The case studies below offer insights into 4 different governance models around North America that demonstrate various implications for decision making.

	Waterfront Toronto Governance
Background	Waterfront Toronto is a multistage cooperation between public and private entities. Following infrastructure investments, Waterfront Toronto sells land to developers to build projects that are aligned with area plans. Park land is turned over to the City of Toronto for permanent ownership and O&M. The development is phased to allow the market to absorb and respond to any catalytic changes. Goals, priorities, and oversight are taken on by Waterfront Toronto’s public stakeholders annually.
Funding & Financing	The three governments contributed land and capital funding. Waterfront Toronto reinvests the proceeds of land sales in its ongoing redevelopment acres. All levels of Toronto’s government have experienced a significant return on their initial investments in these waterfront public amenities.
Memorandum of Understanding (MOU)	MOU in cooperation and partnership with the Mississaugas of the Credit First Nation (MCFN) for the revitalization of the Toronto waterfront. The MOU seeks economic opportunities for MCFN and the partnership to ensures that waterfront revitalization reflects the Indigenous history and culture of the MCFN.
Board of Directors	Each of the three levels of government with capital funding and land contributed to the district (federal, provincial, municipal) appoints four directors; the Board Chair is jointly appointed by all three levels. <ul style="list-style-type: none">City of Toronto: 4Province of Ontario: 4Government of Canada: 4
Staff	The President and CEO of Waterfront Toronto spent over 30 years in Ontario Public Service before joining the organization. He had extensive involvement with other Waterfront Toronto Project and negotiated the tri-government funding agreement to support Waterfront Toronto’s Port Lands Flood Protection Project. Other management level members of staff include members who worked on design, planning, real estate, and other areas for the likes of New York City 2012 Olympic Bid, the rebuilding of the World Trade Center site after 9/11, HOK Program Management, Cushman and Wakefield LePage, and more,
Design Review Panel	Independent advisory body made up of 14 of Canada’s city-building professionals. The panel provides advice and promotes design excellence, improves environmental performance, and ensures a cohesive approach to waterfront revitalization.

	Anacostia Waterfront Governance
Background	<p>Established by the Government of the District of Columbia, four local quasigovernmental corporations, and fourteen federal agencies in March 2000, when these entities executed a memorandum of understanding (MOU) to restore and revitalize the Anacostia River and its waterfronts. The DC Office of Planning, in collaboration with the Anacostia Waterfront Initiative (AWI) agencies and civic stakeholders, created the Anacostia Waterfront Framework Plan (AWI Plan) to implement the AWI.</p> <p>The Anacostia Waterfront Corporation (AWC) was created in 2004 by the government of District of Columbia which was intended to have a 20-year lifespan, during which it would oversee an \$8 billion public-private redevelopment plan covering the Anacostia River waterfront and numerous parcels of land in the city east of the river. However, a change in mayoral administrations and frustration with the slow pace of redevelopment resulted in the abolition of the corporation after three years.</p>
Economic	The Deputy Mayor’s Office for Planning and Economic Development (DMPED) is responsible for managing economic opportunities and creating new ones for the District. This includes substantial financial investment to create sustained economic development to continue to build and maintain its vibrancy. Every new project or development brings new opportunities for job creation, businesses and economic growth.
Transportation	The District Department of Transportation (DDOT) is following the Anacostia Waterfront Transportation Master Plan to revamp the transportation infrastructure network in the Anacostia Waterfront area. The goal is to facilitate multi-modal travel in the Anacostia Waterfront area, while also promoting environmental sustainability, economic growth, better residential services, improved access to recreational sites, and reconnecting communities on both sides of the river.
Environmental	An important aspect of AWI is to turn the Anacostia River, which is one of the most polluted rivers in the country, into a prime location for environmental education, sustainability, and recreational activities. The restoration project involves several initiatives led by the Department of Energy and Environment (DOEE) to minimize developmental impacts and enhance the overall watershed.
Community	Despite over 50,000 District residents living within a 10-minute walk from the Anacostia River, very few consider themselves to be part of a waterfront community. The District of Columbia’s Office of Planning (OP) is spearheading efforts to rejuvenate and reconnect existing communities with the river in more sustainable ways. Meanwhile, DMPED is collaborating with multiple private entities to establish new neighborhood projects.
Memorandum of Understanding (MOU)	<p>Memorandum of Understanding between the Washington Metro Area Transit Authority (WMATA) and Anacostia Waterfront Corporation for development of WMATA property in the Ballpark District</p> <ul style="list-style-type: none">WMATA has the right to review and approve or disapprove all plans and contracts related to use and development of the property.The MOU does not obligate WMATA to sell any property or pay for any costs associated with the station improvements.The MOU between WMATA and the AWC outlines how WMATA would sell air rights over the Navy Yard Station Property and adjoining parking lot to Selected Developer chosenThe Selected Developer would receive the federal funds or alternative non-WMATA funds if federal funds are not appropriated, and would be responsible to construct scheduled improvements to the Navy Yard Station in conjunction with its adjoining private development.WMATA would receive no less than fair market value for the property and the station improvements. WMATA would also receive the interim or permanent replacement of the 60 space employee parking lot on the Navy Yard Station Property.

APPENDIX: Case Studies

	DFW Airport Governance
Board of Directors	The DFW Airport Board of Directors approves the annual budget, debt transactions, commercial development and concessions leases, the Use Agreement, amendments to the Code of Rules and Regulations, all contracts over \$50,000, defined benefit plan investments, and debt and investment policies, advertising policies, and minority and woman-owned business enterprise program policies. Per the Contract and Agreement terms, the Owner Cities also approve the annual budget, debt transactions, commercial leases over 40 years, and amendments to the Code of Rules and Regulations. The Board of Directors hires a Chief Executive Officer (CEO) to manage and operate the Airport and a Director of Internal Audit. The General Counsel is an employee of the City of Dallas, but is assigned to and represents the Airport as the Airport's chief legal officer. The Board of Directors has 11 members, including the mayors of Dallas and Fort Worth, and nine other members appointed by the respective city councils; six from Dallas and three from Fort Worth. The split in Board representation was based on the populations of the two cities in 1968. DFW is located primarily within the city limits of four host cities: Coppell, Euless, Grapevine, and Irving, and the Board's 12th, non-voting seat rotates annually between the leadership of those four cities.
Capital Funding	<p>From a capital funding perspective, DFW funds its large capital programs primarily through the issuance of debt, supplemented with cash on hand and grants. Since the airlines pay for the debt service through rates and charges, the airlines approve capital projects that will be debt-financed and impact their rate base before any project is started. Approximately 78% of capital projects over the past five years were funded through the issuance of debt. This mix of capital funding is expected to continue in the future. This strategy also reflects DFW's low reliance on grant funding to pay for its capital program (approximately 10% for the past five years). The terms of the Use Agreement limit the availability of cash to pay for capital.</p> <p>DFW receives nonairline revenues from parking and ground transportation, concessions, ground and facilities leases, Rent-A-Car, and hotels.</p>
Key Partners	To accomplish its Mission and Vision, DFW relies on several key business partners, including American Airlines (AA), the FAA, Transportation Security Administration (TSA) and Customs and Border Protection (CBP). AA corporate headquarters is located on DFW property. AA represented 84.5% of DFW's operations and 88% of its passengers in FY 2022 and has preferential leases for all space in Terminals A, B, C and portions of Terminals D and E. AA is also responsible for terminal maintenance of Terminals A and C and the baggage systems in Terminals A, C and D.

What is an LGC?	<ul style="list-style-type: none">• Intergovernmental collaboration• Like a subsidiary of a municipal government• A LGC is formed by a municipality or county to act on its behalf to raise capital; debt orequity<ul style="list-style-type: none">◦ Can serve as a valuable tool to leverage private funding sources by engaging in private fundraising as a non-profit• Used for public projects oriented around transportation, water and sewer infrastructure, economic development, recreation development, etc.
Benefits of LGC	<ul style="list-style-type: none">• City controls the scope and purpose of a LGC• Can fundraise and accept donations for Dallas Floodway recreational projects• Board shall be singularly purposed to provide long-term leadership, focusing on specific development of recreational uses in the Dallas Floodway• Solely financially obligated for all design, construction, maintenance, management, and operation of future recreation projects• Creates no City financial commitments except as authorized by City Council to the LGC
City Council Role	<ul style="list-style-type: none">• Controls board appointments and replacements• Retains authority over actions affecting Dallas Floodway until or unless Council votes to delegate authority• Controls flow of any City funds for LGC recreation project expenditures
Terms of Master Development Agreement	<ul style="list-style-type: none">• City Council to approve terms to authorize a Master Development Agreement with Trinity River Corridor LGC• Agreement sets funding, design, construction, management, operation and maintenance and construction framework for future recreation projects• City to assign administrative and legal liaison for support in kind to LGC• LGC responsible for all design and construction, operation and maintenance of future recreational projects• City Council may elect to undertake and expend public monies for certain costs for flood risk management• City will be responsible for flood risk management obligations except as delegated to LGC• The LGC's use of the floodway property for recreational uses is subservient to the City's paramount use of the floodway• Includes specific direction for the LGC to specifically pursue undertaking the development of Phase 1 –anticipated to be the Harold Simmons Park(HSP)
Board of Directors	<ul style="list-style-type: none">• Appointed by the Dallas City Council, upon recommendation of the Mayor• Must be a resident of Dallas• Must be a registered voter of the State of Texas

DOCUMENTS AND PLANS REVIEWED

- 1. 2017 City of Fort Worth Economic Development Strategic Plan
- 2. 2022 City of Fort Worth Economic Development Strategic Plan
- 3. 2022 City of Fort Worth Comprehensive Plan
- 4. 2022 Transportation Impact Fee Study
- 5. 2023 City of Fort Worth Comprehensive Plan Update
- 6. Adopted Master Thoroughfare Plan 2020
- 7. Canal Design Standards and Guidelines
- 8. Confluence : The Trinity River Strategic Master Plan
- 9. Leonard Street Car Study
- 10. Northside Economic Development Strategy
- 11. Panther Island Proposed Text Amendments 5-6-22 by staff
- 12. Panther Island Zoning Standards & Guidelines
- 13. Project and Financing Plan Update City of Fort Worth Trinity River Vision TIF Tax Increment Reinvestment Zone #9
- 14. Property Potential After Completion of Construction
- 15. Riveron Trinity River Vision Central City Flood Control Project Programmatic Review Final Report
- 16. The Trinity Uptown Plan
- 17. Trinity Uptown Traffic Impact Study Draft