



ARLINGTON HEIGHTS

SEPTEMBER - OCTOBER 2005

NEIGHBORHOOD NEWS & VIEWS

NEWSLETTER OF THE ARLINGTON HEIGHTS NEIGHBORHOOD ASSOCIATION • WWW.ARLINGTONHEIGHTSNA.COM

Camp Bowie Boulevard

by Christina Patoski

Camp Bowie Boulevard wouldn't be here without Denver real estate developers Alfred W. and H. B. Chamberlin who purchased 2,000 acres of land west of the town of Fort Worth in the late 1880s. The two men invested heavily in "Chamberlin Arlington Heights" by constructing a dam to form Lake Como, which they named after the Italian resort. They added an entertainment pavilion and boathouse to attract visitors to their resort. A two-story hotel, Ye Arlington Inn, was built on the high bluff at present day Merrick St. and Crestline Rd. The key component for the success of their new empire was the streetcar line they built in 1892 to connect their development to the city of Fort Worth. The electric trolley line was flanked by two vehicular lanes which was named Arlington Heights Boulevard, the main thoroughfare in the sparsely populated suburban prairie subdivision.

During the financial panic of 1893, the Chamberlin's company collapsed and soon thereafter Ye Arlington Inn burned to the ground. Although twenty substantial homes had been built, development in Arlington Heights stagnated for several years. A red brick school house, the first in Arlington Heights, was built around 1896 at the corner of Pershing and Prevost, one block off Arlington Heights Blvd.

In 1905, a group of Arkansas and Louisiana investors bought Arlington Heights Addition and began promoting "Fort Worth's most fashionable suburb". In 1909, the Arlington Heights Independent School District commissioned a two-story tan and maroon brick schoolhouse on El Campo, facing Arlington Heights Boulevard, to serve all grades.

In 1917, when the U. S. entered World War I, the Army was looking for training camp sites. The wide open prairie and the existing Arlington Heights trolley line which provided transportation into town were big factors that sealed the deal for the establishment of Camp Bowie on the city's West Side. One hundred thousand soldiers trained on more than 2,000 acres in Arlington Heights before shipping off to France. With the end of the war in November 1918, the camp began to be dismantled and converted back to civilian use in 1919, leaving behind the water, sewer, power and telephone lines which had been installed for the camp.

Arlington Heights Boulevard was re-named Camp Bowie Boulevard in 1919 in commemoration of the Army training camp. Trees were donated by area organizations and citizens to line the boulevard which was the main road leading west out of town to the prolific West Texas oil fields. One-story, brick commercial



Camp Bowie Boulevard 1927, looking west from Carleton. Photo credit: North Texas Traction Company Scrapbook 1927, Fort Worth Public Library, Genealogy, History & Archives.

establishments built up near the boulevard's streetcar stops. Head-in parking in front of the pedestrian-scaled storefronts accommodated the exploding number of motorists.

A building boom on the boulevard began in 1922 when Arlington Heights was annexed by the city of Fort Worth. The cornerstone for the Arlington Heights Masonic Lodge was laid that year at Dexter and the boulevard. Across the street and just to the west, another cornerstone was laid for Arlington Heights Presbyterian Church, a Gothic revival brick building. Construction was started in 1922 on the bungalow-style Arlington Heights Firehall on Carleton Avenue. In 1923, a booster station for the city's water system was built at Watonga and Camp Bowie Blvd. The Hillcrest Service Station at Clover Lane and the boulevard was built in 1924. The same year, a one-story brick commercial row of storefronts with tiled gable roofs were constructed at Belle Place, housing a bakery, grocery, drugstore, cleaners and service station. A similar row was built one block to the west in 1927.

In 1926, Steve Murrin, Sr. closed his successful chili parlor downtown to build a new restaurant, Steve's, on the triangular lot at the boulevard and Sanguinet and Bryce. That same year, the one-story, flat-roofed Martin Commercial Building with a dentil-patterned brick frieze was built one block to the east at Kenley St. To the immediate east, the Thurber Construction Company built the one-story brick

Helpy-Selfy Store in 1927. Around 1926, on the south side of the boulevard between Sanguinet and Kenley, James P. Elliott built a one-story commercial row of six storefronts separated by brick piers. Early tenants included a café, barbershop, beauty shop and cleaners.

By the mid-1920s, the automobile had become a major form of transportation. Even though Camp Bowie had the distinction of being included in the "Official Automobile Blue Book, 1925 Standard Touring Guide of America", the locals started to complain about the deteriorating condition of the asphalt-paved boulevard.

The Arlington Heights Civic League tried to include the re-paving of the boulevard in a 1926 bond issue, and traveled to Austin to try to get state money for the re-paving. In 1927, reconstruction of the boulevard began using vitrified brick from the Thurber Brick Company, the same brick used to build Congress Avenue in Austin and the Galveston sea wall. The sturdy bricks were laid over a cushion of 1-inch of sand over a six-inch base of concrete. The speed limit was 20 miles per hour. Eighty-one new streetlights were installed along the boulevard.

Arlington Heights Methodist Church started construction of their two-story Tudor Revival buff brick building on Camp Bowie between Hillcrest and Thomas Place in 1928. The Original Mexican Eats opened in 1930 by the

(continued on page 8)



From the President

by D. Lou Ragan

I am certain there is not a person reading this that hasn't had tears in their eyes or a lump in their throat as they have read the news or viewed the dire photographs and heart-breaking videos about Katrina and her aftermath. As the days have passed, more and more individuals, businesses and other countries have contributed money and much needed supplies. This is going to be a long process and the evacuees will need help for months and months. I feel that I would be remiss if I did not take this opportunity to share with you the following information.

If you are looking to help with hurricane relief, you have many, many options.

To donate cash:

American Red Cross 1.800.HELP NOW (435.7669) www.redcross.org
 America's Second Harvest 1.800.344.8070 www.secondharvest.org
 Lowe's Home Improvement is matching dollar for dollar up to \$1 million to American Red Cross.

To donate cash or volunteer:

Salvation Army 1.800.SAL ARMY (725.2769) www.salvationarmyusa.org
 United Methodist Committee on Relief 1.800.554.8583 www.gbgbm-umc.org/umcor

To offer housing:

www.HurricaneHousing.org
www.ShareYourHome.org

More information:

National Voluntary Organizations Active in Disaster www.nvoad.org

Temporary shelters in need of volunteers:

The Resource Connection 1100 Circle Drive 817-531-7600
 Worth Heights Community Center 3551 New York Ave. 817-871-8722
 Salvation Army, Mabee Center 1855 East Lancaster 817-344-1800

AHNA is not affiliated with any of the above organizations.

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NEWSLETTER SUBMISSIONS

Do you have some news you would like to see listed in our newsletter? Please submit it to: Lou Ragan, PO Box 470692, Fort Worth 76147 or lragan@sbcglobal.net. Please include your name, address, phone, and e-mail address. Deadline for submissions is the 1st of each month.

The editors have the right to refuse any submission they deem inappropriate to the newsletter. We may also edit for content and length. Appropriate items for the newsletter include neighborhood news, meetings, events, zoning issues, personal items, etc. The views and opinions expressed in the newsletter are not necessarily those of AHNA or of its members.

ADVERTISING RATES

Current circulation is 300 households bi-monthly.

Business card: **\$25**, 1/4 page: **\$50**,

1/2 page: **\$100**, Full page: **\$200**

Call Winn Schultz 817-456-3003

AHNA FINANCIAL REPORT

Balance as of 1/01/05	\$2,173.66
Accounts Receivable	
Advertising	\$1,540.00
Business memberships	\$125.00
Individual memberships	\$1,195.00
Miscellaneous	\$325.00
Total receivables	\$3,185.00
Accounts Payable	
Bank charge	\$14.00
Newsletter	\$494.29
Office supplies	\$104.82
Dues	\$64.95
Postage	\$331.15
Miscellaneous	\$350.00
Taxes	\$110.19
Total Accounts Payable	\$1,469.40
Balance as of 9/01/05	\$3,889.40

PRESERVING NEIGHBORHOODS

It's a subject near and dear to the hearts of many of us in Arlington Heights. As the zero-lot McMansions get closer and closer, it's time for us to explore ways to protect the qualities that make us love our neighborhood so much. Julie Lawless, Preservation Officer and Senior Planner for the City of Fort Worth, will present a number of strategies for us to consider at the next AHNA meeting on Monday September 19 at Arlington Heights United Methodist Church. The public is welcome. Julie will speak from approximately 7pm-7:30pm.

Julie moved to Fort Worth a year ago, but spent the previous four years as the Preservation Planner for the city of Liberty, Kansas, outside of Kansas City. She has a Master's Degree in City and Regional Planning with an emphasis on Historic Preservation from Clemson University, where she served as a Housing and Urban Development fellow and worked as a planner in the communities of Clemson, Greenwood and Charleston, South Carolina. She studied French culture, history and architecture in France, and traveled throughout Italy, Switzerland and Spain. She is a member of the American Planning Association, as well as the American Institute of Certified Planners.

**Police non-emergency number:
817/335-4222**
Call 911 to report a crime
.....
**Neighborhood Patrol Officer
David Miller**
cell: 817/996-5506

CHRIST CHAPEL UPDATE

by Deborah Roszek, Committee Chair

The steel skeleton for the 1,500-seat sanctuary has been under way for several weeks now. A topping ceremony for the steeple now sitting in the front parking lot will take place in about six weeks. The new parking lot at Montgomery and Birchman is open, and the church has placed signs on several lots reminding attendees to be considerate of the neighborhood by parking in the lots south and east of the building.

Linbeck Construction Company is also trying to be considerate. They have denied a request by a subcontractor who wanted to begin work earlier than the agreed upon 8 a.m. start time. The church listened to the suggestion of several neighbors to ask the city to turn the stop sign on Birchman at Margaret to face Margaret at Birchman to help traffic flow for us on Birchman. (Margaret is closed between Birchman and Pershing.) During the pouring of the church's foundation when Birchman was closed, the contractor made a detour map for the day care center's clients in order to minimize the inconvenience that it created.

The right lane on Montgomery has been closed to remove an old driveway and to replace the sidewalk as required by the City for a new parking lot in that location. If you have any concerns, questions or ideas about the church construction and how it's impacting our neighborhood, please call me at 817/737-7520.

& Become a member

receive your newsletter six times a year!

Please check: New member Renewing member
 Household \$15 Business \$25

Name _____

Address _____

Phone _____

E-mail _____

What are your concerns/interests? _____

Would you like to join a committee? _____

Please mail annual dues (\$15 for household, \$25 for business):

AHNA, PO Box 470692, Fort Worth, TX 76147-0692

SEPTEMBER - OCTOBER 2005 Membership Form

AHNA Meeting Schedule

Monday October 17, 2005

Monday November 21, 2005

Monday December 19, 2005

6:30pm-7:30pm

Every 3rd Monday

Arlington Heights United Methodist Church
4200 Camp Bowie Blvd. (enter on Hillcrest)



JAZZ BY THE BOULEVARD

Here are the highlights for this year's free Jazz by the Boulevard in front of Will Rogers Coliseum:

Friday September 16

5:30pm - Lao Tizer Band

7:30pm - Lavay Smith & Her Red Hot Skillet Lickers

9:30pm - Joe Sample

Saturday September 17

7:30pm - Regina Carter Quintet

9:30pm - Eddie Palmieri Latin Jazz Band

Sunday September 18

4:00pm - Faces, the band and friends

Go to fortworthjazz.com for complete performance listings of all the acts. There are lots of activities for the kids, arts and crafts for sale, cultural/heritage exhibits, cooking demonstrations, and food from 5pm-11pm on Friday, noon-11pm on Saturday, and noon-6pm on Saturday.

Reserved table seating available in advance for \$15/person, \$20/person at the show. Get a 25% discount if you're a Kimbell member. Call **817/763-JAZZ** to reserve.

Please, no outside coolers, food, beverages, tables, or umbrellas.



PROBLEM SOLVER

Write to Problem Solver with your questions or problems in the neighborhood. We'll try to come up with solutions for anything, from barking dogs to blocked sidewalks.

Dear Problem Solver:

My sidewalk is crumbling and I would like to get it replaced. Is there someone at the city to call?

Well-maintained sidewalks are an important asset in our neighborhood, with all the joggers and dog walkers who use it daily. If you think your sidewalk is in bad disrepair, call Traffic Engineering at 817/392-8770 to request that a city engineer examine it. It doesn't matter if it's from tree roots or water erosion.

If it's deemed to be in poor condition, city crews will remove the damaged sections at no charge and replace it with soil. It's up to you to replace the new sidewalk, but you have a couple of options.

The city has a 25/75 program that encourages property owners to repair existing damaged sidewalks, whereby the city pays for 75% of the cost to replace the sidewalk. Call Traffic Engineering at 817/392-8770 to request an assessment. If they determine that your sidewalk qualifies, they will send you an estimate of 25% of the cost of reconstruction and require you to pay up front. Then, your sidewalk will be added to an ongoing city sidewalk contract, subject to available funding.

If you plan to install new sidewalk at your own expense you must employ a licensed and bonded contractor who has to obtain a permit from the Transportation and Public Works Department at 817/392-6594. Once installed, the sidewalk must be inspected by the city. Call 817/392-7807 to make those arrangements.

THOMAS PLACE COMMUNITY CENTER

4237 Lafayette @ Thomas Place

After school program

8/22/05 - 5/26/06

Mon. - Fri. - 2pm - 6pm

\$25/month with free snack provided

Call about programs offered for your child

TaeKwondo - \$35/month

Tues. - 6pm - 7pm

Instructor: Greg Rouse

Tai Chi - \$40/month

Thurs. - 6pm - 7pm

Instructor: Dennis Beck

Fall hours:

Mon. & Thurs. - 9:30am - 8:30pm

Tues. & Wed. - 10:30am - 7pm

Fri. - 2pm - 6pm

Sat. - 11am - 1pm

Sun. - closed

For more information: 817/735-1751

Thomas Place Update

by Deborah Roszek, Thomas Place Community Center Advisory Council

Thanks to all who voiced their concerns about the proposed budget cuts at our community center—your work paid off. Thomas Place is off the chopping block, at least for this year. Considerations for staff reduction and/or closing of the center were removed from this year's budget before it was presented to City Council. Services at Thomas Place will continue with a full-time staff. (see the fall schedule/hours below)

Please continue to make use of Thomas Place for any activity, party or meeting. Increased numbers of people and the hours of occupation will insure that the center stays open for us.

Construction for new playground equipment will begin in July 2006. This August, Joel McElhany, senior landscape architect for the Parks and Community Services Department, met with neighbors and gave them options for equipment and color schemes to choose from. All options had halves that separated the playing areas for ages 2-5 and ages 5-12, connected by a bridge of activity. Neighbors chose the natural colors of green and beige, and the option that provided additional equipment of spring riders and a swing set with two bucket and two belt seats. For older children, the equipment will have an angled climbing wall, spiral and split sides, an arced climbing bridge, plus a chain ladder and clover climber. For smaller children, there will be two slides, one of which is called a rumble and roll, two panels with turning pieces picturing animals and endangered species, and a tunnel bridge with a ninety-degree turn. Both areas are covered by a towered dome roof.

McElhany proposed that the new equipment be placed to the east of the building to accommodate the new equipment. However, neighbors expressed a desire to keep the playground in its original location. This will require grading that area and thus increase the cost, but George Krzwick of the Parks Department said he would make that a goal.

The new playground equipment will take up more space than the present equipment, requiring the site to extend all the way to the rear boundary of the park. There is concern about visibility and safety. Maintaining the landscape to assure safety will have to be considered.

HEIGHTS HISTORY

"The Depression slowed, but did not stop, the furious pace of growth on the West Side. Private dwellings continued to be built, increasing in number toward the end of the decade as the nation's economy recovered. Fort Worth's first Depression relief was the Municipal Rose Gardens near Trinity Park, completed in 1934; improvements were undertaken the following year on Trinity Park to the north. Other federally funded work projects which gave work to the local unemployed were three schools. North Hi Mount Elementary School, South Hi Mount School and Arlington Heights High School eased overcrowding at West Side schools; their locations are indications that West Side suburbs had expanded beyond the original Arlington Heights plat.

Promoted by Amon Carter, Sr., himself a resident of River Crest, Fort Worth's cultural center located in an open, undeveloped area of

the near West Side. The Will Rogers Memorial Coliseum, Auditorium, and Pioneer Tower were erected in 1935-6 to house Fort Worth's centennial celebration. A combination of municipal and Public Works Administration funds employed local workers. Additional exhibit buildings and livestock barns were constructed in ensuing years; the site has served as the home of the Southwestern Exposition and Livestock Show since 1944. The original Casa Manana (now demolished) and Farrington Field of 1938-9 added to this cultural district, which serves all of Fort Worth."

(To be continued in our November newsletter)

The preceding is excerpted from the excellent book, "Tarrant County Historic Resources Survey", published in 1988 by the Historic Preservation Council of Tarrant County, Texas. It's considered the bible of local historic preservationists and is available at Historic Fort Worth for \$25.

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Arlington Heights United Methodist Church

4200 Camp Bowie Boulevard

Sunday Services

8:30 a.m. and 10:50 a.m. Traditional Worship

9:30 a.m. Sunday School

7:00 p.m. Service in Spanish

Friday Night Service

6:30 p.m. "Come As You Are" Contemporary Service

Coming soon...

The Lord's Acre Fall Festival!

October 15th

10 a.m. – 2:30 p.m.

Bounce House ♦ Country Store

Auction ♦ Homemade Food

Pumpkin Patch (through Oct 31st!)



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NEIGHBORHOOD PET PEEVES

We asked our neighbors to tell us what bugs them the most in the neighborhood. You may not be aware of some of them.

Trash carts put out too early or removed too late

Trash carts aren't supposed to be placed at the curb before 7pm on the night before your pickup day. Some folks put them out a day ahead of time. Once emptied, carts should be removed from the curb by midnight on the day of pickup. The idea is to keep our neighborhood looking beautiful by minimizing the amount of time the carts are at the curb. Carts should be stored so they can't be seen from the street in front of your house.

Over-stuffed trash carts

Collection crews will not collect carts that are over-stuffed and can't be emptied without spilling. Placing garbage bags outside or on top of the garbage cart is also a violation of city code, except for certain holidays. If you've got excess garbage save it for the next week, order a larger cart, or take it to a free city drop off site. Another common no-no is placing bulky items on the curb outside of your designated pickup week. If you're physically unable to handle your cart and need permanent special assistance, call 817/392-3279 to arrange for crews to schedule a weekly custom garbage pickup for you.

Dog poop on the sidewalks

What would our sidewalks would be like if no one picked up after their pets? It's loaded with e-coli, even when it comes out of Fido. And there's not a poop fairy that comes along and miraculously disappears it after you've walked away. Responsible pet owners who walk their dogs know how to put a plastic baggie on their hand like a glove and pick up after their pets. It's the law and you can be ticketed.

Walking dogs off leash

Dogs haven't run free since the 1950s. Prevent unnecessary canine confrontations and observe the leash law. Not all dogs are friendly, especially dogs on leashes that are approached by dogs that aren't on leashes.

Cats pooping in other yards

You are required by law to confine your cats, as well as dogs, to your property. It's your responsibility to figure out how to keep them from using your neighbor's flowerbeds as a dumping ground.

Barking dogs

There've been years of bitter battles between neighbors over psycho-barking canines. Write a letter or talk to the owner of the offending party to let them know the barking is a problem. If that doesn't work, call the police's non-emergency phone at 817/335-4222 and start building your case. After several warnings they can be issued a citation. Remember, sound carries, so this includes housebound Fidos, too.

Speeding vehicles

The maximum speed on our neighborhood streets is 30 miles an hour, unless posted otherwise. During school hours, it's 20 miles an hour in school zones. Young drivers are especially guilty of pedal-to-the-metal behavior, but so are distracted cell phone drivers. If you observe over-the-top driving, write down license plate numbers, as well as the make and model of the vehicle and report it to the police non-emergency number at 817/335-4222 or 817/392-SAFE.. They'll send out a Hazardous Driving Notification Letter to the offending party.

Truck traffic through the neighborhood

According to city code, commercial motor vehicles, truck-tractors, trailers, semi-trailers, or any combination through our neighborhood are illegal, without a local destination or point of origin. Trucks can use our neighborhood streets as long as they have a bill of lading to prove where they are going, and they must take the shortest route there and back. This means that a truck exiting I-30 at Hulen to make a delivery on Camp Bowie must travel on Hulen straight to Camp Bowie and back again—no side street cut throughs. Commercial

motor vehicles and trucks are allowed on Camp Bowie and Montgomery which are designated commercial delivery routes.

Some neighbors near Montgomery have been experiencing an increase in problems with commercial vehicle traffic. Police normally allow trucks to turn around through the neighborhood once they've made their delivery. Parking is allowed only for delivery and pick up. No overnight parking is allowed anywhere in our neighborhood. When in doubt, call the police non-emergency number 817/335-4222 and ask them to come out and investigate. The police have not been universally consistent in their interpretation and enforcement of this city code.

Parked cars blocking the sidewalk

As much as our sidewalks get used, don't forget about pedestrian traffic. Police write tickets for parking your car across the sidewalk, even if it's in a driveway.

Abandoned cars on the street

If your car is more than eight years old and is unattended on the street for more than 48 hours, it's considered an abandoned car and can be ticketed. You can also get a ticket for a junked vehicle which the city considers to be a motor vehicle that has remained inoperable for more than 45 consecutive days.

Overgrown alleys

Currently, there is no city program to provide routine maintenance for clearing brush, trimming trees or mowing grass. That leaves the mowing to us. Get together with your neighbors and make a plan to keep your alleys tidy. Some good souls mow the length of their block. High grass is a fire hazard, encourages crime, pests, allergies, and deters backyard access in cases of emergency. Check out the article "Buy Back Your Alley For Free" in this newsletter.

Unmaintained properties

Grass and weeds that average over 12 inches in height are a violation of city code. Call 817/392-1234 to report violations. If a property owner fails to respond to code's notification within ten days, they can be fined up to \$2,000. If the City ends up mowing your yard or lot, expect a bill from the City for the cost of mowing, plus a \$200 administrative fee, plus sales tax.

Fences installed in the wrong direction

Fence posts must face the interior of the yard, not the streetscape, according to City Code. If your neighbor reports you, be prepared to pay for the expense of re-doing it the right way.

Solicitors

Soliciting in the neighborhood is illegal without a city permit. If you see anyone, including school kids, going door to door, call the police non-emergency number at 817/335-4222, and let the police come out and check for the permit. It's also illegal to leave advertising fliers on residential doors and vehicles without the owner's permission. If you see them doing it, call the police. Solicitors are allowed to knock on the door and give the handbill to the owner.

Noise

Yes, there's a noise ordinance, but who's got a decibel meter laying around? FWPD wants you to call them on the non-emergency number 817/335-4222 anytime there's noise that's loud enough to disturb you.

Signs on utility poles

They're against the law whether it's a garage sale sign or "Lose Ten Pounds in a Week". It's a \$200 fine and police will write tickets for it, even though most of them turn a blind eye to lost pet fliers, but not when they've been up for months. Make sure to take down your lost pet fliers once you locate your pet.

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Boulevard (continued from cover page)

Pineda family from Waco across the street from Steve's. In 1931, at Dexter and Camp Bowie, the Crystal Ice Company built a one-story brick structure with an arcade of arches and rounded Mission parapets. The building served as an ice factory, a virtual necessity for survival before refrigerators.

Architect Manvel Ervin designed almost 2,000 gas stations throughout the Southwest, including the 1937 Sinclair gas station, directly to the west of the Masonic Lodge. Mosaic white and blue tile curb signs were underwritten by the Works Progress Administration and installed in 1938-1939 throughout the West Side, including Camp Bowie Blvd. The Bowie Theater was built at the corner of the boulevard and Zeloski in 1940.

Amazingly, all of these buildings still stand today. And, so does the boulevard. They have survived thanks to passionate neighbors who have fought battle after battle over the last thirty years to protect their beloved brick boulevard and the wonderful buildings along it.

For the first fifty years, Camp Bowie's bricks stood up to the beating of millions of car tires, requiring little to no maintenance. But, by the mid-1970s, the base of the road began to give way to potholes and bumps on the city's most distinctive boulevard. This is when the battles to "repair her or to take her out" began.

In 1975, the State Highway Department made \$3 million in funds available to reconstruct Camp Bowie, by taking out the brick and repaving the street with "asphaltic concrete paving", increasing it to three lanes of traffic in each direction, eliminating the head-in parking, and getting rid of the esplanade. City Hall gave the okay to do it. The uprising in Arlington Heights was immediate and widespread. Two citizens' groups, Arlington Heights Neighborhood Association and the Camp Bowie Improvement Association, quickly organized. More than 350 people showed up at a public hearing to oppose the project.

Frank Burkett, an advertising executive with Witherspoon and Associates, began a thirty-year long letter writing campaign to the Star Telegram and city officials. "There will go the great old red bricks that visitors to Fort Worth find so distinctive and actually use to find their way around," he pointed out. Councilmen Hugh Parmer and Dick Newkirk, both Westsiders, were sympathetic and convinced City Council to take Camp Bowie off the "improvement" list.

Arlington Heights Neighborhood Association, with assistance from the University of Texas at Arlington's School of Architecture and Environmental Design, began an application for a Texas Historical Landmark for Camp

Bowie through the Texas Historical Commission. The designation would identify the street as "a significant remnant of Fort Worth's cultural and historic heritage" and could help the city obtain federal funds to restore the brick-topped street.

While the historic marker application was being processed, the city was taking another look at improving the boulevard. Their 1978 study showed that it would take \$8.5 million to reconstruct the street with bricks, but only \$3.5 to do it with concrete. The biggest hurdle was the expense of pulling up all the old brick and re-laying them on a new foundation. Only four workers skilled in brick street maintenance were left on the city street crews, and they were nearing retirement.

Burkett's 1978 Star Telegram editorial refers to the tarring over of Berry, Vickery, Hemphill, Rosedale Streets, and Camp Bowie in Ridglea. "They keep covering up brick streets around Fort Worth, and all I can see it's accomplishing is sure work for the asphalt spreaders every few years." Doggedly, he argued for fixing just the parts of the street that were in disrepair, not pulling up all the bricks and re-laying them on a new foundation. It would save taxpayers money "over the long haul", he argued. He also criticized the city's maintenance crews who just filled in Camp Bowie's potholes with asphalt—a fix that didn't work for very long.

"How much is Fort Worth nostalgia worth?" was the headline in the Dallas Morning News on September 17, 1978. Defenders of the brick argued that it lasted a long time, had historic value and was a built-in traffic calming device that helped to prevent collisions. Opponents countered that it's expensive, it's bumpy, it's dangerous when wet, and it's hard to find bricklayers to maintain the brick properly. Hugh Parmer, now the mayor, suggested that the city public works department was "letting Camp Bowie deteriorate so it could cover the bricks with asphalt." Parmer preferred to repair the bad sections of the street, rather than a wholesale re-haul.

On April 14, 1979, a Texas State Historical Marker for Camp Bowie Blvd. was installed in Veteran's Park, next to Arlington Heights United Methodist Church. The plaque reads: "Today this street is a reminder of Fort Worth's heritage and a source of pride to area residents."

Guy McCollum, president of Arlington Heights Neighborhood Association, along with area businessmen interested in preserving the bricks on Camp Bowie, formed the Camp Bowie Restoration and Improvement Coalition (CBRIC) in 1979. They hoped to serve as a catalyst to get repair work done on the street and retain the street's 1920s charm. "Camp Bowie is one of the key drawing cards of the neighborhood," said McCollum, a local banker.

Maintaining a good combination of neighborhood and business was crucial.

By 1980, pressures to change the boulevard were coming from developers. Dallas real estate interests were looking at Camp Bowie as the next Greenville Ave. Gene Street took over Finley's Cafeteria (the old Steve's) and brought in his Black-Eyed Pea restaurant. One of the most ludicrous schemes was a local property owner who convinced the Zoning Commission that he could revive Camp Bowie with his spectacular 10-story 17th century Flemish village and \$1 million condos at the corner of Carleton and Camp Bowie. Thank goodness, City Council squashed the idea.

"Is Fort Worth just another Dallas, or do we do a better job of preserving our heritage?" asked Edwin Harris in a letter to the Star Telegram editor. In 1981, James Toal, director of the city's planning department and an Arlington Heights resident, addressed the Arlington Heights Neighborhood Association and presented three bond-financed options to solve the "Camp Bowie problem". The brick could be ripped up and replaced with concrete, the base could be repaired and the remaining brick covered with asphalt, or 20% of the boulevard could be selectively repaired where it was needed.

In May 1982, voters approved \$2.25 million in bond sales to re-brick the boulevard from Montgomery west to the Interstate 30 overpass by selectively replacing the deteriorating sections. A \$600,000 "repair mission" began in 1983 at Montgomery as a test by city officials to see if the work could be accomplished within the cost guidelines. "If the base is badly deteriorated, \$2.25 million will not get a lot done," according to the city's director of public works. The city had just completed brick street re-surfacing in part of downtown Fort Worth and at the Stockyards.

In 1985, bricks were removed from Montgomery to Belle Place and cleaned off site. Crews poured in new concrete, covered by 3/4-inch of an asphalt hot mix. Using an asphalt adhesive, the bricks, some of them salvaged from Vickery Blvd., were hand laid and filled in with a locking sand-cement mixture. To supplement the bond money for the project, property owners on the boulevard were assessed 13% of the total cost of the project.

As a younger generation of home buyers started snapping up the neighborhood's single family bungalows for restoration, Arlington Heights was dubbed "Yuppie Heights". Property values surged, and so did the pressure to re-zone residential homes near the boulevard into commercial properties. The Arlington Heights Sector Council, one of eleven neighborhood groups established by the city to give them a voice in the growth of their area, took a



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strong stand against "creeping commercialism". The Star Telegram quoted Jean Kelly, an Arlington Heights neighbor as saying, "It's very frustrating when the city won't listen. Maybe the city is more growth-oriented. Maybe they look at growth as commercial growth instead of the renewal of neighborhoods."

According to the Star Telegram in September 1985, "Camp Bowie is considered one of the most prized commercial locations in the country because it is adjacent to high-income, established neighborhoods such as Arlington Heights." McDonald's moved in at Montgomery and Camp Bowie, across the street from the Amon Carter Museum.

A Dallas developer who invested on Camp Bowie explained to the Star Telegram in August 1986, "what really attracted me to the Camp Bowie area was people tearing down existing homes to get lots to build on. That told me that the residential area, which is the support area for retail, is revitalizing. Once the residential starts revitalizing, you have a demand to upgrade retail properties."

One local developer tried to convert the Clover Lane Texaco into a bar and restaurant, but backed out when the Arlington Heights Neighborhood Association opposed the developer's parking variance request at zoning, and he was not able arrange for adequate off-street parking.

The next phase of the city's boulevard re-do project, from Virginia Place to Hillcrest, was completed in 1986. Voters approved selling \$1.125 million in street bonds for brick repair between Hillcrest and Western which began in 1988, but according to city officials, "our Camp Bowie Boulevard bond funds will be totally used up by the time we complete the street rehabilitation west to Hulen St. Continuation of the improvements will have to be included in a future bond program, probably in 1990 or so." Frank Burkett reminded city officials that the approved bond money was specifically to be used to selectively repair only the bad parts of the boulevard all the way to I-30, not a "wholesale redo...using up all the available time and money."

Frank Burkett's self-appointed "brick patrol" fired off letters to the city whenever he found displaced bricks or asphalt patches on top of the bricks along Camp Bowie. In a April 1996 letter, Councilman Bill Meadows informed Burkett that reconstruction of the bricks between Hulen and I-30 would require several million dollars in future bonds.

\$1.5 million in bonds for the last leg of the boulevard reconstruction were finally passed in April 1998. Desperate to find an alternative to the lost art of bricklaying, the city did nothing to Camp Bowie west of Hulen until July 1999, and when they did, they laid a test strip of Bomanite, a concrete mix, scored to look vaguely like brick. The "Friends of the Bricks" rejected the faux bricks.

In 2000, Historic Camp Bowie, Inc. was founded by two local businessmen, Mac Churchill and Holt Hickman, who own properties west of Ridglea on Highway 80 which they promptly re-named Camp Bowie West. Joining them in spearheading the new organization was Patsy Cantrell, daughter of A.C. Luther, the original developer of Ridglea. After petitioning the city, the group became a public improvement district (PID) which ran the 9 miles of Camp Bowie, from University all the way to 820. Commercial property owners assessed themselves an extra tax to help pay for infrastructure improvements. The first order of business was hiring Brandy O'Quinn, a veteran of the Fort Worth Chamber of Commerce and current member of the city's Zoning Commission, to be its first director.

Historic Camp Bowie, Inc. will tell you up front, they are not a historical society; they represent the interests of the commercial property owners along Camp Bowie, with the primary goal of encouraging economic vitality and redevelopment. O'Quinn's first order of business was to concentrate on beautifying the boulevard by commissioning a landscape plan designed by HNTB, a Kansas City-based urban design team. Then, there were still the bricks.

Almost twenty years had passed since the 1982 bond money for the reconstruction of the boulevard from Montgomery to I-30 had been approved. The boulevard west from Hulen to I-30 had yet to be touched. Finally, in 2002, construction began at Hulen to Eldridge. Historic Camp Bowie, Inc., which is facilitating the boulevard construction, estimated that 40-50% of the Thurber bricks would be salvageable, but they would only be used for crosswalks and along the curbs. The street was demolished and replaced with new Acme brick. Historic? No, but brick nonetheless. The remaining original Thurber bricks were put into storage off-site.

In February 2004, voters approved a capital-improvement bond program, with \$4.5 million earmarked for the final phase of re-bricking Camp Bowie, from Eldridge to I-30. Demolition of the boulevard started last year, and new construction continues today.

Constant vigilance has paid off. The boulevard is still intact as it was first laid out more than 100 years ago. Not every battle that Arlington Heights residential property owners have fought has been won, but as the guardians of our fabled street, it's up to us to conserve her history for future generations to enjoy ■



Hundreds of neighbors, including (from left to right) Citizen on Patrol member Rhonda Kuhl, COP Chair Jan Bourne, Jaquita White, and COP member Wanda Etheredge, enjoyed the 2005 Neighborhood Night Out.

NATIONAL NIGHT OUT

Ain't nothing but a party! This year's National Night Out on Tuesday August 2 was amazing. Hundreds of you turned out—it was great to see so many of our neighbors, their kids and dogs getting together to enjoy the unusually cool evening. It was the truest sense of community.

An inflatable jumping gym and slide, hula hoops and the Arlington Heights fire engine were big hits with the kids, as was the FWP's horse patrol. Mobile DJ Gil R. Loza of Mega-Mix Sound Systems was spinning Big Chill tunes. It was an unbelievable Taste of Camp Bowie with generous servings of lasagna from Bella West, hamburgers from Kincaid's, fajitas and fixings from Uncle Julio's, pizza from Domino's and Papa John's, custard from Curley's, sweets from Blue Bonnet Bakery and Cookie Bouquet. Even five bouquets of fresh flowers from Flowers on the Square! What a spread!

The night belonged to Officer David Miller, our Neighborhood Patrol Officer, who did a superb job of putting it all together. Many, many thanks to him for all of his hard work and to the Arlington Heights Citizens on Patrol who were great hosts, dishing up the delicious food and helping to set up and tear down everything. We thank them and are pleased to see that your group is growing in numbers.

Many area merchants and neighbors made cash contributions, including Affordable Air Jumps & Inflatables, Camp Bowie Food Bank, Cash America, D'Vine Wine, Dalton Photography, Glitz & Glitter, Jerrel James Hair/Makeup/Nails, Marty & Pat's Frame Shoppe & Art Gallery, Sarah's Place, Russell and Cheryl Schumacher, and Wedding Gown Solutions. Thanks to all for contributing to a memorable evening in the neighborhood.

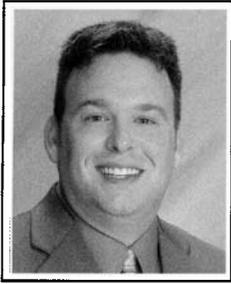
Don't miss this event next year—the first Tuesday night in August.

BUY BACK YOUR ALLEY FOR FREE

The City of Fort Worth has introduced a pilot program to encourage residential property owners to buy back their alleys at no cost. Since the city quit mowing, brush clearing and tree trimming in the alleys, and long ago quit using them for trash pickup, they have become havens for criminal activity, and the city would like to get rid of them. The petition-based process for re-claiming your alley can be done on a single block basis, but requires 100% of the adjoining property owners to agree to the abandonment for the full length of the block.

Once the City determines that all property owners agree to abandonment of their block, the City will clean and replat the alley, if necessary, at no cost to the property owners. If there are utilities (phone, water, gas, sewer, etc.) in the alley, the alley will be platted as a utility easement and the property owners will have to allow access for maintenance of the utilities. If there are no utilities within the alley, the alley will be platted to the property owner. Once your alley is re-claimed, your block is free to install locked gates at each end, if so desired.

For more information on this new program, call John Hobson at 817/392-6637.



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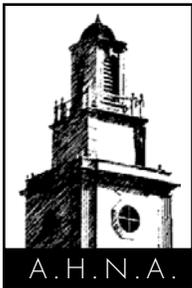
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