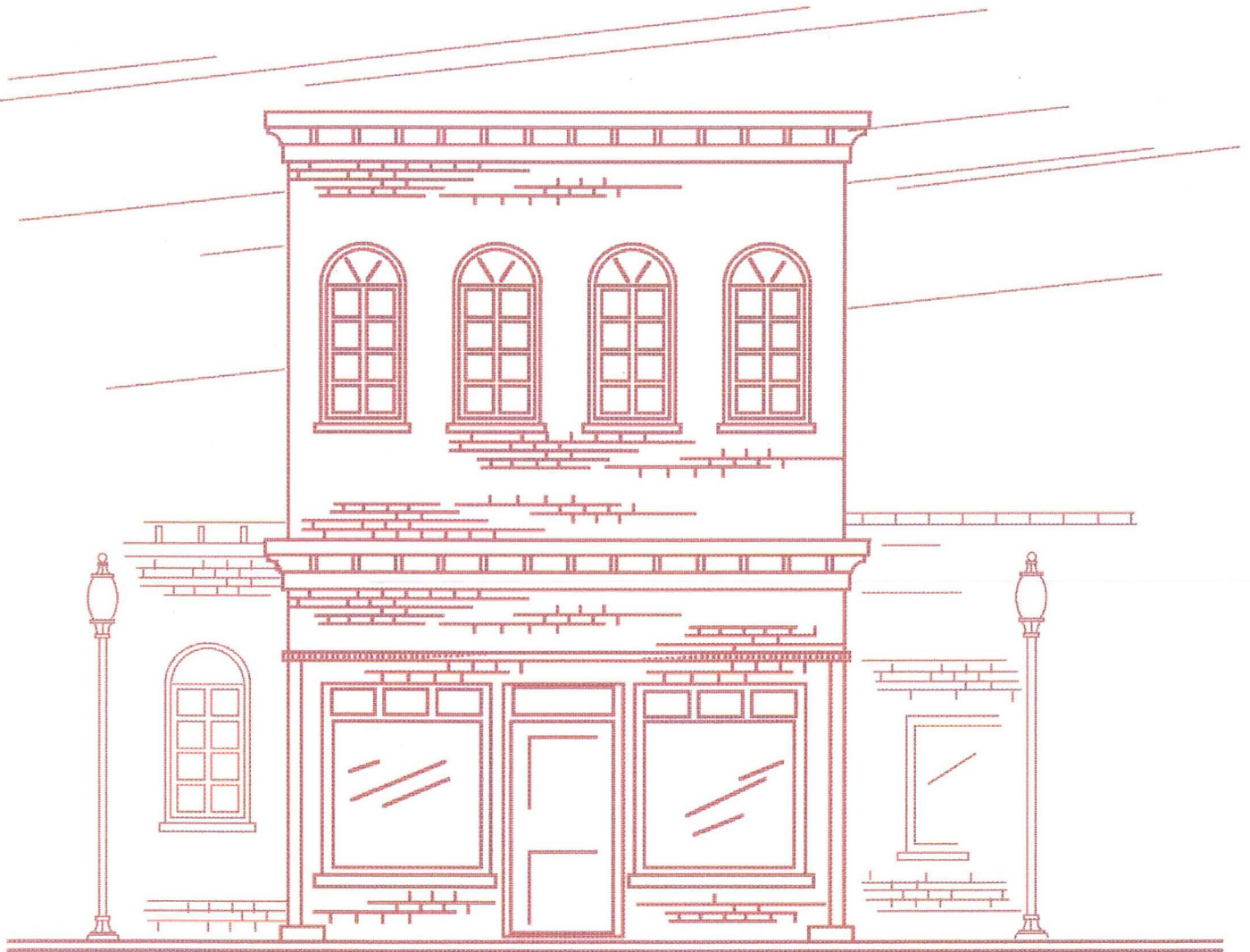
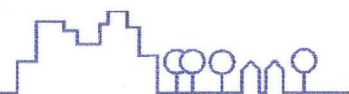


# Smithfield Area Feasibility Study

North Richland Hill, Texas



**MPRG inc.**  
Municipal Planning Resources Group, Inc.



# Smithfield Area Feasibility Study

North Richland Hill, Texas

-DRAFT-  
October 30, 1995

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# Smithfield Feasibility Study / North Richland Hills, Texas

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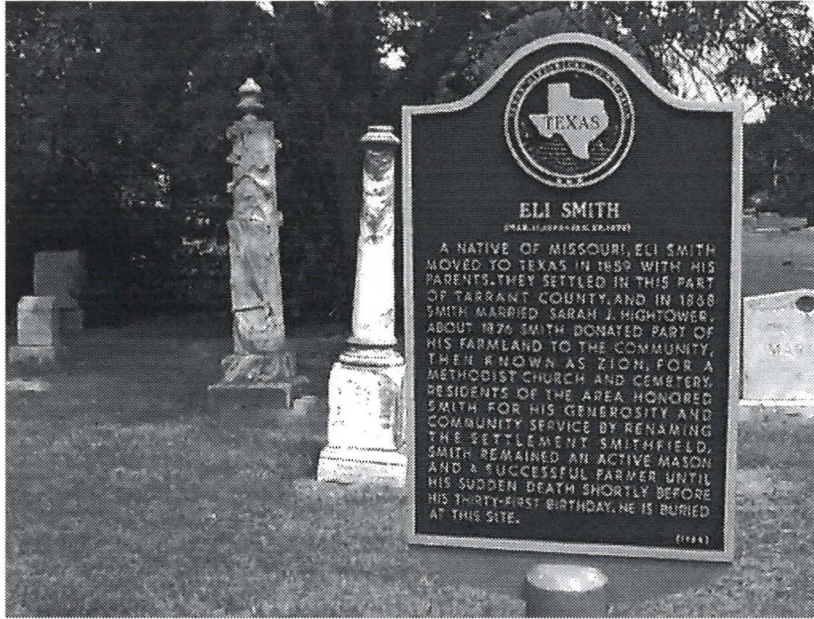
## *Purpose and Objective*

The Smithfield area has roots extending back into the 1800's. It seems to still retain its own character and individuality even though it was absorbed into the City of North Richland Hills in the 1950's. The rapid urbanization of North Richland Hills has virtually surrounded Smithfield's unique mixture of land uses with new single family subdivisions to accommodate the growth. Commercial development of properties along either side of Davis Boulevard has accelerated with the widening of this thoroughfare from two lanes in 1991 to its present four lane status. Ultimate completion of the Loop 820/Hwy. 26 interchange in 1998 will bring a greater economic emphasis to commercial development along Davis Boulevard and particularly in the Smithfield area.

The ingredients of pending economic development in the Smithfield area combined with its historical setting and tourism potential offers various opportunities for a unique setting in North Richland Hills. The purpose and objective of this report is to explore the feasibility of several development options available to local officials to influence the best development plan for the area. The report includes a review of the Smithfield areas historic background, a description of the existing land use patterns, an identification of area's attributes and a discussion of feasible alternatives.

## *Original Town of Smithfield*

The area now known as the City of North Richland Hills grew from an area originally known as Smithfield. This area's history began in 1807, with the founding of the Willow Springs Methodist Church south of Watauga - Smithfield Road. In 1876 Eli Smith donated part of his farmland to the Zion community for a Methodist church and cemetery. Residents of the area honored Smith for his generosity and community service spirit by renaming the settlement Smithfield. Eli Smith and many of his family are buried in the cemetery that now occupies the land he donated. In addition pioneer physician Lilburn Howard Colley, for whom nearby Colleyville is named, is also buried in the cemetery. *City Limits of Smithfield, Texas* dated August 7, 1951 indicates the original lot and street layout of the area. Prior to that time, as recently as 1935, records show that Smithfield was an unincorporated independent community located ten miles northeast of Fort Worth with a population of 137 and nine businesses and a school. In 1951, Smithfield incorporated, but voted in 1958 to drop their incorporation and become annexed by North Richland Hills.

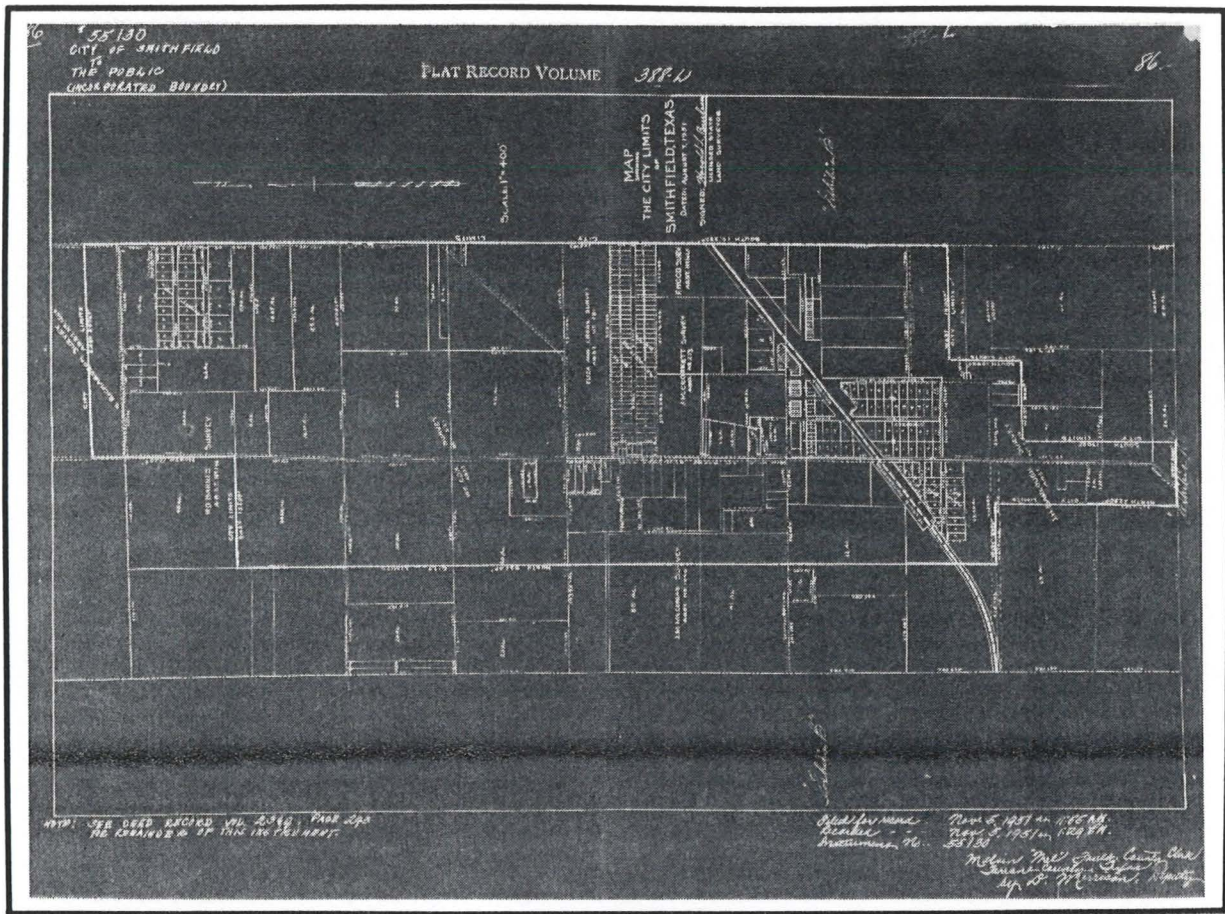


Texas Historical Marker - Eli Smith who in 1876 together with his wife Sarah donated part of their farm to the Zion community which was renamed Smithfield in their honor.

Within the City of North Richland Hills there are a number of Texas Historical Markers. There are two similar markers for Eli Smith, one of which is pictured above. The first is located at 6600 Smithfield Rd. The second marker is located in the Smithfield Cemetery. There is also a marker for Alfred Madeson Hightower located in the Smithfield Cemetery. The Cemetery itself has a marker located along the roadway at 6700 Smithfield Rd. In addition to markers for the people of Smithfield's past there are several markers which identify historic sites or structures within Smithfield. There is a marker at the Smithfield Masonic Lodge, #455, AF & AM., 8007 Main Street. The Smithfield Methodist Church has a Texas Historical Marker; and, the Cobb Barber shop has a marker.

While not all located within the core of the Smithfield study area there are a number of sites listed in the Tarrant County Historic Resources Survey. (Community Services Guide Summer 1991 North Richland Hills Public Library). The Hightower Autrey House located at 6725 Smithfield Road is one of the oldest in the Smithfield area. It is thought to have been built around 1880 by Jimmy Hightower for his son L.A. There is some confusion as to the date that the Walker House located at 8201 Main Street was built. One source says 1878 and another says 1889. Even the later date would make this one of the oldest surviving residences in the Smithfield area.

Soon after the War Between the States, John Shivers settled on land near the Smithfield Community. The original house with a stone chimney of the John Shivers Farm at 8320 Davis Boulevard still exists today. It was built in 1895. In the late 1890's the John Newton Farm, which consisted of a farmhouse and barn, was built at 8101 Green Valley Drive. Another historical site is the Harwell-Engler Farm at 9501 Grapevine Highway, the house was built around 1900 by the Harwell family. The barn was built in 1932 by the Engler family.



City Limits of Smithfield, Texas - August 7, 1951

The oldest commercial building in the Smithfield area is the Old Smithfield Feed Store. This historically significant building is located at 8021 Main Street and was built in 1926 by John T. Overly. The building, which has suffered from structural problems, was scheduled to be demolished in 1986. However the owner and tenant, at the time, decided instead to gut the inside, saving what could be saved and retaining the exterior in near original condition.



Smithfield Feed Store - This structure is located at 8021 Main Street and was built in 1926. It is believed to be the oldest remaining commercial building.

The Feed and Garden store occupied the Old Smithfield Feed Store until February of 1994 when they moved because of the need to be located conveniently for their customers. The current occupant of the Old Smithfield Feed Store is an irrigation company.

Up until 1879 the Smithfield communities weekly contact with other parts of the country was the pony express. The mail was handed out at the church until the frame post office was built in 1877. In 1879 the pony express was replaced by a regular mail hack from Fort Worth. In the 1870's Smithfield had two stores: a general store owned by J.O. Samson and a hardware store run by Westly Prater.

The Cotton Belt Railroad, which arrived in 1878, had a major impact. The railroad made access to other nearby towns more available. There was a major fire in Smithfield in 1890, due to sparks from the engine igniting dry grass



Smithfield Depot - Although recently built, this professional office reflects the historical theme of historic Smithfield.

along the tracks. The Smithfield area is impacted to this day by the Cotton Belt Railroad, which bisects the southern portion of the area and provides opportunities for both economic development through industry and tourism. The Smithfield Depot pictured above is not a historic structure; however, this new construction has been built in the historic theme of the area.

The existence of the Cotton Belt Railroad, which is currently owned by Dallas Area Rapid Transit (DART), provides the possibility of additional development based on a railroad theme for the Smithfield Old Towne area. While this track is currently used for freight, there are plans, within the next two years, for the Tarantula Corporation to be running excursion trains from Fort Worth to Grapevine. The plan is to run both "period" trains and modern diesel trains. However, the old "period" engines are about 100 years old and are not always dependable. The number of trips planned is currently undetermined. This will depend on demand. Whether or not the train stops at Smithfield will likely be determined by the amenities provided in the area.



Cobb Barber Shop - Constructed in 1930. Clarence Gardner Cobb cut hair at this site during the depression. In exchange for his services he received eggs, chickens, fruit, vegetables or whatever, if anything, the customer could spare.

A second historic commercial structure located within the Smithfield area is the Cobb Barber shop. In the 1930's Clarence Gardner Cobb built this structure and during the depression he often cut hair for free or for eggs, chickens, fruit, vegetables, or whatever the customer could spare. The Cobb Barber shop is still in existence today and is located at 8000 Main Street.

The original Masonic Lodge was first named the Grand Prairie Lodge. The original meetings were held in the Zion Church, which is now known as the Smithfield Methodist Church. By 1876, work had begun on the first Lodge building. It was erected on a lot approximately one-fourth of a mile west of the present building. In 1894, with the coming of the railroad, the original Lodge building was moved from its original location to a lot located adja-



Texas Historical Marker-Smithfield Lodge No. 455. This structure sits adjacent to the site on which the original lodge was relocated to in 1894.



cent to the present newly constructed building. In 1947 the Grand Lodge of Texas gave permission to change the Lodge name from Grand Prairie Lodge No. 455 to Smithfield Lodge No. 455. Beginning in 1960 the Lodge began purchasing surrounding lots and on June 10, 1981 the cornerstone for a new Lodge building was laid. This new building is adjacent to the site of the old Lodge and is located at 8007 Main Street.

## *Existing Conditions*

Gathering data of existing conditions before planning for the future is essential. The study area, for which detailed existing conditions information was collected, is the land area on either side of the two major thoroughfares in the area. The first thoroughfare is Main Street, running east and west from Davis Boulevard to Smithfield Road. The second is Smithfield Road, running north and south from just north of the School to the Railroad tracks. The specific data concerning the existing land use and structural conditions extends beyond these corridors. The data collected regarding existing conditions in the Old Towne Smithfield area included current land uses and general structural condition of those land uses within the limits of the study area.

### *Existing Land Use*

Existing land use represents how the land is currently being used. Often, an analysis of current land uses will give the analyst an understanding of existing development trends being realized in the area.

Data, gathered during the field survey completed during the Comprehensive Land Use Plan process in 1992, provided a basis from which to start the update of said data. A field survey was conducted in July of 1995 for the purpose of updating the existing land use and other existing conditions within the study area. *Existing Land Use* indicates the current land uses in the study area.

The majority of the land uses located along the main corridors which make up the Smithfield area are public land uses. These uses include churches, schools, and a cemetery. There is a very limited amount of residential development located within the area. The residential development located within the study area is limited to single family residential structures. The commercial land uses located within the Smithfield area include retail, office and service type uses. In addition there are two industrial uses located in the area.

### *Existing Land Use Analysis*

Land uses, relative to the Old Towne Smithfield area, were first addressed in the City of North Richland Hills Comprehensive Land Use Plan adopted in June of 1992. This study provided general analysis of the existing land use issues. The Comprehensive Land Use Plan described the area as having limited historical significance. The development within the Smithfield area was described as being comprised of very low intensity commercial and residential uses. It was felt, at that time, that the land value within the area would likely increase to the point where the land value is greater than the improvements on the land in some locations.



**City of North Richland Hills**  
**Smithfield Historic District Feasibility Study**  
**Existing Land Use**

The Comprehensive Land Use Plan indicated that it is desirable to protect the areas of historical significance in North Richland Hills that do exist, as development of more intense commercial uses are introduced to the area. Indeed the area once known as Zion and then Smithfield does have a history worth preserving.

The general form of the City was originally defined by the Original Smithfield Subdivision which was based upon a grid pattern street layout typical of early town development. The two main corridors analyzed in this study are Main Street and Smithfield.

Commercial property along Main Street originally consisted of a series of twenty-five (25) foot wide lots. The original purpose of these twenty-five (25) foot lots was to give the owner flexibility of lot width by allowing them to purchase and combine any number of lots they wished to create a building site that suited his or her needs. In the case of Smithfield there are a limited number of these twenty-five (25) foot frontage lots remaining. These lots are located in one area along Main Street which is included in our study area. These eight (8) lots are on the north side of Main Street just west of Davis Boulevard. The first three lots at this location on the corner of Main Street and Snider is the location of the original feed store. There are three vacant lots and then two lots have been combined and a single family home is located on the corner of Main Street and Davis Boulevard. This type of subdivision layout often led to a diversity of development occurring. There is a combination of commercial and residential land uses located along Main Street. Municipal planning principles have evolved such that they now encourage residential neighborhoods to be developed homogeneously. Variety provided by the twenty-five (25) foot lot layout is no longer a standard practiced by developers and planners. What is likely to occur in the case of the remaining twenty-five (25) foot lots is that they will be combined and replatted for future development.

The Comprehensive Land Use Plan recommended the creation of a Smithfield Redevelopment or Historical District. Several of the benefits derived from this type of effort might include: (1) The protection of site specific historical structures and sites; (2) A uniform theme which may include limitations on height, set-backs, landscaping, and signage; (3) Regulations regarding street signage, lighting, street furniture and appurtenances, and special roadway treatments may be adopted; (4) The development of commercial uses that be encouraged to comply with a uniform theme regarding future development; and (5) Buffering and screening requirements should be carefully observed between adjacent commercial and residential development.

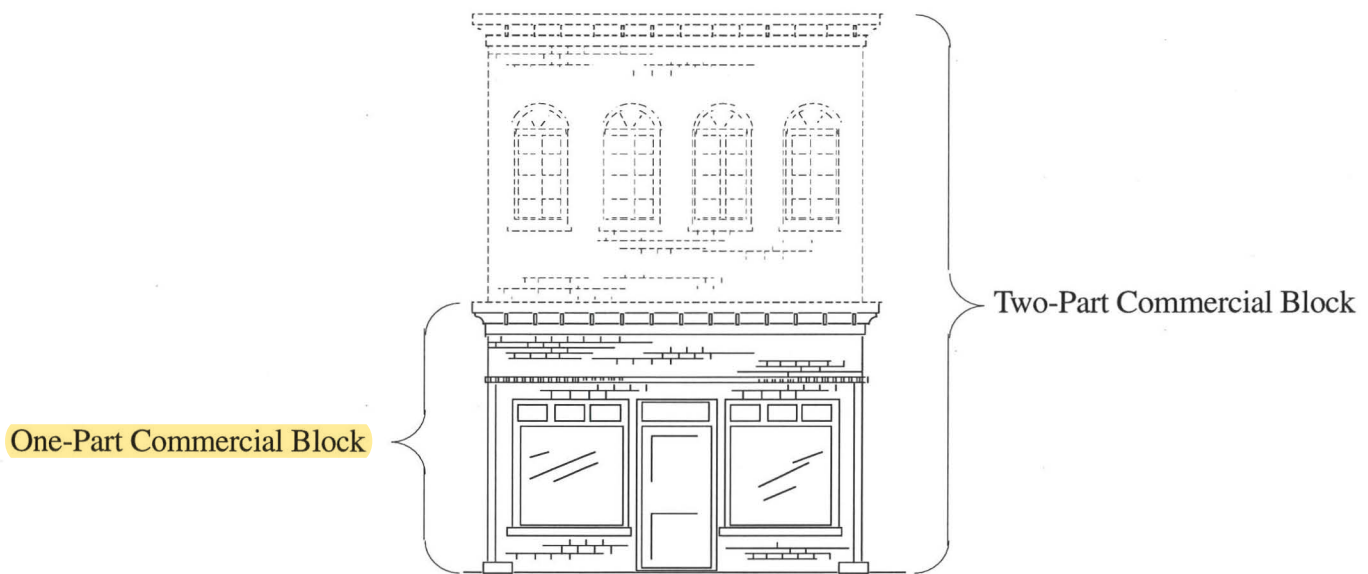
#### *Historic and Architecturally Significant Structures*

As would be anticipated, the Old Towne Smithfield area of North Richland Hills contains a number of fifty (50) years and older structures. Several of these structures exhibit examples of period architecture reflective of North Richland Hills' early days. While there are a number of State of Texas Historical Site markers in the area, they either mark places where historic structures used to be or relate to persons having an impact on the history of the area. They do not identify existing historic structures. The field survey of historic and architecturally significant structures incorporated category guidelines unique to Smithfield Old Towne. These structures are identified on the *Existing Land Use* figure.

*Historic Structures:* The structures identified include the state designated historic places as well as other places and structures throughout the Old Towne area which are not state designated historic places. There are sites within the study area which do not have the state historic designation but, nevertheless, were found to be significant to the early history of Smithfield and North Richland Hills. As a part of this study, these structures were considered to be of historic significance due to their age and/or example of period architecture. It is important to note that historic designations may be granted by local authorities in accordance with criteria unique to that community as determined by that community.

#### *Architectural Style*

The architectural style evident in the Smithfield area is typical to small rural towns which took form in the latter part of the 1800's. Smithfield does not have any structures that indicates that anything except the minimum requirement for construction was used. The structures are simple. There are no two story structures located within the area. The Cobb Barber Shop and the Feed Store are the only two commercial structures remaining in the area.



#### **Example of One-Part and Two-Part Commercial Block Architectural Style**

Both of these structures fall into the category of "one-part commercial block" structures. This category of structure was developed at about the time of the Civil War. The simplicity of the construction facilitated future expansion and growth. Second and third floors could easily be added if the economy proved successful. County seat towns and larger communities already established during the mid 19th century have multiple examples of "two-part commercial block" structures, which is simply the addition of additional floors.

As in the case of Smithfield, most one-part commercial block structures were used as retail stores. The street frontage is narrow and the facade comprises little more than plate glass windows and an entry surmounted by a cornice or parapet. A sizable wall area often exists between windows and cornice to provide a place for advertising and to make the facade appear larger and more urban.

The one-part commercial block construction was ideal for the new Smithfield of the 1870's. It was relatively inexpensive to construct, could be enlarged easily, and was the popular architectural style of commercial construction of that time. These two buildings alone, The Cobb Barber Shop and the Feed Store, establish Smithfield's roots to the late 1800's and early 1900's.

## *Structural Conditions*

In determining the appropriateness of this area - wide preservation and development program, a "windshield" structural condition survey was conducted. No interior survey or evaluation was performed. However, the survey was conducted by personnel knowledgeable of City of North Richland Hills Building and Housing Codes. The exterior appearance of a structure is often misleading as to its overall structural condition. This is particularly so in an old area of a community or in a transitional area. Without the benefit of an interior detailed survey, attention must be directed to the exterior structural elements, such as the foundation, walls, and roof. These structural elements were obviously considered more heavily in the classification process than more superficial elements such as paint condition or window and door treatments. Critical structural elements which were observed include: bowing walls, sagging roofs, and/ or porches and cracking foundations. The condition of superficial elements such as condition of paint, doors, windows or lack thereof were noted during the survey. Judgements of the structure and its collective supportive elements resulted in identifying the structure in one of three categories: "standard," "deteriorating," or "dilapidated".

*Standard:* A standard structural condition means the structure has no, or very few, visible exterior defects. It is of solid construction and generally meets the City's adopted building codes. Some minor painting and /or facade maintenance may be required.

*Deteriorating:* Those structures falling within this classification require more than regular routine maintenance. These structures may have, judging from the exterior survey, one or more interior housing or building code violation. However, they may still be rehabilitated into standard condition. In addition, rehabilitation of deteriorated structures is more likely to be economically feasible than structures that are classified as substandard.

*Dilapidated:* The remaining structures were found to be in the dilapidated classification. Structures classified as dilapidated could be demolished without impact to the preservation efforts of the area.

*Vacant Structures:* Structures found to be abandoned, or which appear to be vacant, were classified as vacant structures. This determination included both residential and nonresidential structures.

The majority of the structures within the Old Towne Smithfield area are of standard structural condition. Of the thirty two (32) structures included in the survey all are of standard construction with the exception of two (2) which are designated as deteriorating. The first deteriorating structure is a single family residential unit located on the west side of Smithfield Road directly across the street from the school. The second deteriorating structure is the Old Smithfield Feed Store located on Main Street. Of these two structures the Old Smithfield Feed Store is very important to the history of the area. This structure is the oldest commercial structure still in existence in the area. It is recommended that efforts be undertaken to bring this structure up to standard and maintain it in the future.

While it is not always possible to determine vacancy from viewing the exterior of the structure there seem to be very few vacant structures located within the Smithfield area.

## *Opportunities & Concept*

### *Attributes*

The Old Towne Smithfield area has a number of attributes which provide an opportunity to revitalize and develop a historically significant and economically viable area. Several of these attributes which have been identified in previous sections are listed below. Also listed are recommendations regarding possible enhancement of these attributes.

- The Old Towne Smithfield area is blessed with a very accessible location. Access is provided by Davis Boulevard which is a major arterial and Smithfield Road and Main Street which are collector roadways.
- The Cotton Belt Railroad is located within the area. Robert Roberson of Tarantula Corp. indicated that Smithfield is a good location for a stop along the planned route from Fort Worth to Grapevine due to its midway location, the Depot building, and historical characteristics already existing in the area.
- There are six Texas Historical Marker located within the area.
- There are several parking areas, or potential parking areas, located throughout the area which may be shared with adjacent properties as well as utilized for special events.
- There are easily identifiable entrance locations into the Smithfield area which can be utilized as Principle Entrance Features.
- There is vacant land available for development of a staging area or gathering place along the Cotton Belt Railroad.

### *Recommendations*

After analysis of the Smithfield area, there are several efforts which are recommended to encourage revitalization and redevelopment of the area. However, in order for this area to be successful, a number of efforts must be accomplished. There are four elements which must be addressed. These elements include: 1) Historic Significance, 2) Recreational Opportunities, 3) Commerce or Economic Opportunities, and 4) Urban Design. The figure titled *Opportunities and Concept Plan*, graphically illustrates the applications of these recommendations.

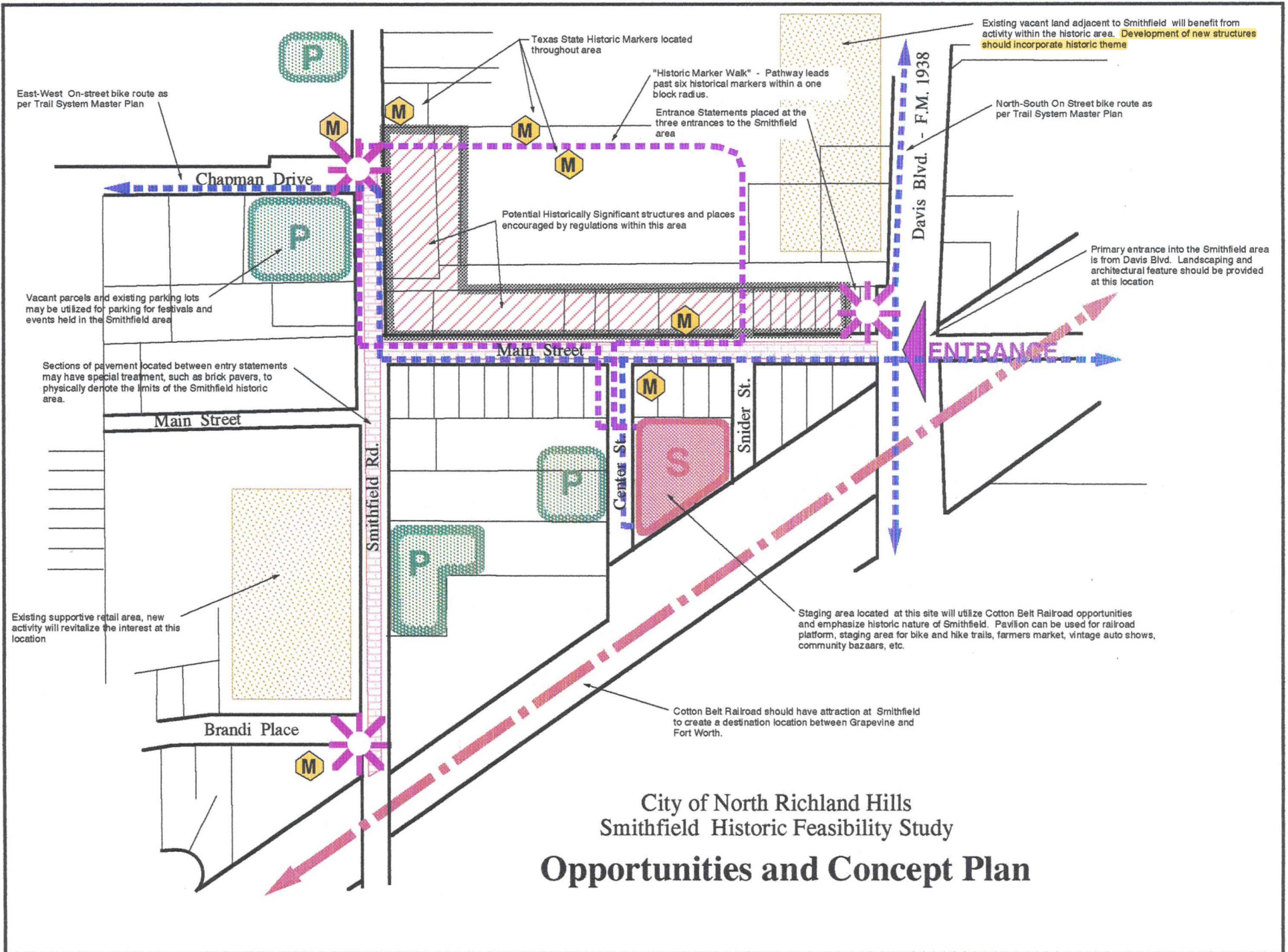
### **Historic Significance**

As is evident from the section of this study entitled *Original Town of Smithfield*, there is a significant history to this area of town. While there is not an extensive amount or a great concentration of historical structures, there are several structures which should be preserved and protected. Of principal concern is the preservation of the "feed store" This structure is currently not designated as a historic structure. This is the oldest commercial building in the area and it is important that steps be taken to protect the future of this structure. It is also recommended that a historic "walking" route be established through the area which incorporates all the historic markers located within the an easy walking distance.

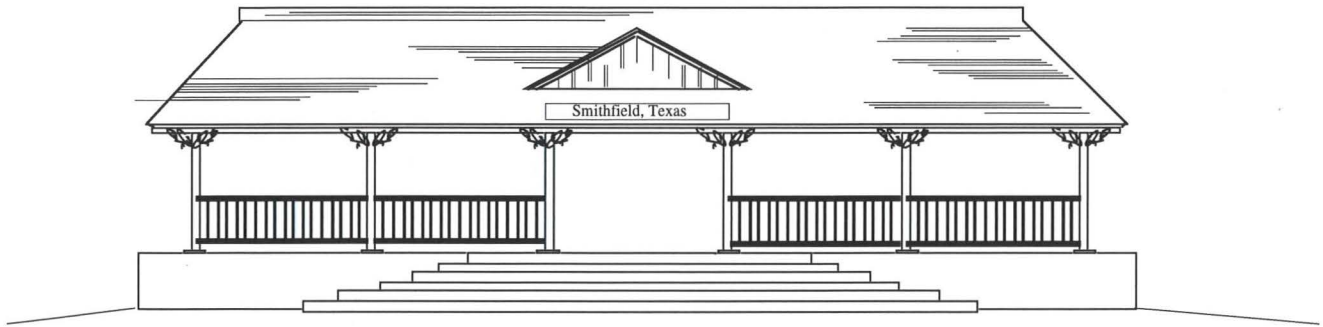
### **Recreational Opportunities**

One important step necessary to make this area viable both economically and historically is to make the area a destination point. It is recommended that several "Destination Attractions" be developed. One attraction could be a staging area for bicycle rides and runs or a display area for automobile shows. The area designated as a staging area is currently in private ownership, but has limited commercial or residential value due to its size and frontage on Main Street. The City of North Richland Hills has previously prepared a Trail System Master Plan, which includes two bike trail systems of which portions are in this area. For example, this Master Plan indicates a Primary Off Road Hike/Bike Trail along the Cotton Belt Railroad. The planned route is to be constructed from the Hurst city limits to I-H 820. This route will continue through the Smithfield area and run adjacent to the proposed staging area in the Old Towne Smithfield area. The second route proposed in the Master Plan which passes through the Old Towne Smithfield area is a On Road Bike Route. This system includes a route which is located along Davis Boulevard along the eastern boundary of the Smithfield Old Towne area. Resolution No. 94-37, a resolution approving the submission of four proposed projects to the North Central Texas Council of Governments and the Texas Department of Transportation as candidates for statewide transportation enhancement program funding, was passed by the North Richland Hill City Council on July 25, 1994.

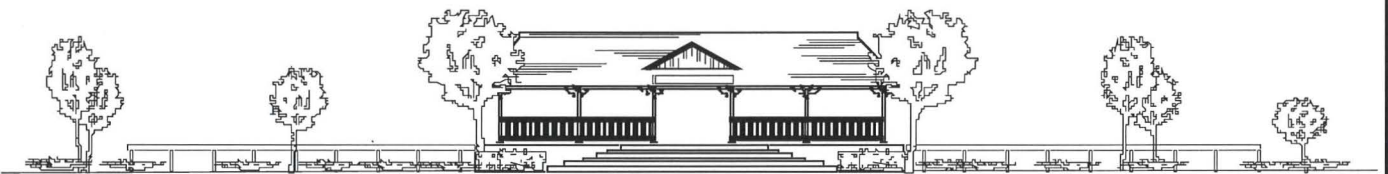
It is recommended that a staging area be built that can serve a number of functions. One possibility is a covered pavilion with a railroad platform located adjacent to the Cotton Belt Railroad. The Cotton Belt Railroad right-of-way at this location has extra width to accomodate such a platform. This staging area may be utilized as a staging area for bicycle races and runs. In addition this staging area may be utilized for other economic activities discussed below. A typical elevation of the proposed Pavilion and Railroad Platform is shown on the figure titled *Pavilion and Railroad Platform*.







**Depot Pavilion Detail**



**Depot Pavilion with Railroad Platform**

**Commerce or Economic Opportunities**

Another important element is supportive business. In addition to drawing people to the area by providing destination attractions, it is important to provide supportive businesses such as restaurants and retail shops such as antique shops. Depending on the level of activity drawn to the area, these supportive businesses could range from sandwich shops and ice cream parlors to full service restaurants. In addition farmers markets could be held on weekends at the pavilion railroad platform. Even though there is a limited amount of commercial development currently located within the area, it is a good base from which to grow and develop additional supportive businesses, which will attract people to the area. Because it is important that the historic theme of Smithfield be encouraged, it is recommended that any commercial development that is proposed in the core block area of Smithfield be of historic type construction.

There has been interest expressed in developing a retail center west of Davis Boulevard, north of Mickey Street, and east of Smithfield Road. While this is not in the core area of the Smithfield Old Towne, it is in relatively easy walking distance and would be of definite economic benefit to the area, especially if it were constructed of a "period" architectural style.

Other options include the development of Bed and Breakfast facilities within the area. While traditionally, most Bed and Breakfast facilities are developed through the conversion of existing older housing with unique architectural qualities, such "turn of the century" homes do not exist in North Richland Hills. In order to establish a Bed and Breakfast facility in the Smithfield area, one would be required to build new construction or move a structure from another community. Since many of the old homes traditionally used for this type of facility are constructed mainly of wood materials, one of the problems that would have to be resolved is the masonry construction requirement that currently applies to all construction in North Richland Hills. It would be necessary to allow for a special exception granted by the Zoning Board of Adjustment or possibly the use of a historic overlay zone which would permit different construction materials.

### **Urban Design**

Other features which are recommended include urban design elements such as light fixtures, benches, trash facilities, and brick paving for Main Street and Smithfield Road within the focus area. In addition the construction of a water tower for "period locomotives" may be done near the proposed pavilion and railroad platform.

Focal points and entry statements should be identified and labeled with markers and landscaping that is consistent with the historic nature of the area. The locations recommended for these statements are shown on the *Opportunities and Concept Plan* figure. Another recommendation is to use brick pavers on Main Street and Smithfield Road between the entry statements. In addition, the use of banners and or flags within this area identifying the area is a possibility.

### **Vehicles to Implementation**

#### *Smithfield Old Towne Foundation / Steering Committee*

It is recommended that some form of a citizen organization be developed to oversee the preservation and redevelopment efforts in the Smithfield area. Although the City will play a significant role in coordinating and assisting participants in effecting the redevelopment of the Smithfield area, it is realized that citizen participation will be vital in the preservation and redevelopment efforts. There are many forms that a citizen's organization may assume. It could be loosely organized. It could take the form of a business association. Whatever the form, it is critical that the organization be authorized to act as liaison between the citizen participants and the City of North Richland Hills and be empowered to represent the Smithfield Old Towne area.

*Steering Committee:* The programs and efforts to be initiated and accomplished as defined in this study surpass the ability of the City alone. In order for these plans to be accomplished, a cooperative effort of a number of interests must be realized. These interests include historic preservationists, business owners, homeowners, the Northeast Tarrant County Chamber of Commerce, as well as the City itself. It is recommended that a steering committee be assembled. Representatives of each interest group should be selected to serve on the committee and meet on a regularly scheduled basis. The committee would be responsible for reviewing and making recommendations to the appropriate organizations regarding formation activities required in implementing recommendation made in the Smithfield Old Towne area. Depending on desire of the committee and the city, the steering committee may continue to carry out these responsibilities or a more formal Smithfield Old Towne Foundation could be formed.

*Historic Committee:* Historic committees and the participation of other citizen groups are extremely important to fulfilling the efforts of a preservation redevelopment plan. Cooperative participation by all citizens can encourage a sense of pride. It can also help insure a longer term preservation support of the area long after completion of a development plan.

*Smithfield Old Towne Foundation:* This foundation must be a nonprofit Texas corporation. Other communities within the metroplex have utilized this type of an organization for similar purposes. Examples of this include the Grapevine Historic Foundation and the Burleson Historic Foundation. This type of corporation has been established in these municipalities and has proven extremely beneficial in the preparation and implementation of preservation and redevelopment efforts. This type of foundation could be responsible for receiving and dispensing funds, the procurement and transferring of properties, and other such donations for the use pursuant to its charter. The type of foundation can be funded through donations and non-profit business activities. The corporation would be obligated to expend all of its efforts, energies, and economic resources to the chartered requirements of historic preservation, development and redevelopment activities within the Smithfield area. It would be a totally non-profit operation. It establishes an organization specifically oriented to fulfilling the specific goals of the Smithfield Old Towne area. It also provides a vehicle for philanthropic donations to the preservation efforts.

#### **Municipal Administrative Controls:**

As mentioned previously, several of the suggestions discussed in this study would require revisions to or special regulations for this area of North Richland Hills. This can be accomplished through municipal administrative controls. The Zoning Ordinance, which regulates at a minimum items such as land use, area requirements, parking requirements, landscaping and signage requirements, should be reviewed to determine the need or lack thereof for revisions to reflect the unique character and design recommended for the Smithfield area. Refinements in the existing ordinance may be addressed ; at a minimum revisions to the landscaping, off street parking, mixed land uses, transitional land uses, signage, and architectural style should be considered. The types of uses permitted in the area should be examined. The intent of these revisions should not be to make development in the Smithfield area more difficult, although it may be perceived as such to some. Its intent is to protect and encourage the character and uniqueness of the area as it has been described in this study. This is important since the Smithfield area has considerable economic development potential. Another option would be the development of an Historic Overlay Zone which would enhance the "theme concept" by imposing certain architectural requirements for new construction and redevelopment of existing structures.

A critical element to the overview of the planning and design of development within the area is the preparation of guidelines for the design and construction of future development in the Smithfield Old Towne area. The guidelines should be prepared with the consensus of the City of North Richland Hills, public service companies, and property owners in the area. This consensus of those who hold an interest in the areas is important to achieve the appearance, use, maintenance, and design goals of the Smithfield area.

These guidelines differ from zoning regulations. Zoning addresses primarily area and use requirements. These proposed guidelines would address such items as building style, materials, color, lighting, and historic composition of the structure and the site. These guidelines may be referred to as the "Architectural Control Guidelines". In some cases authority to review and enforce these guidelines is placed with the property owners within the area. This is accomplished by setting up an Architectural Review Committee made up of interest citizens appointed by the City Council.

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