Welcome to the Metroplex!

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Cover photo courtesy of Matt Pasant, photographer

Welcome to The Metroplex!

Whatever brought you to The Metroplex, there is one thing that is a certainty- You are going to love it! The Metroplex is comprised of thirty cities full of interesting, welcoming, friendly and helpful people. They want you to enjoy your life as much as they do theirs, and it probably wasn't that long ago that a good many of them were also new to the area, trying to find their way around the sometimes overwhelmingly large number of freeways, highways and by-ways that crisscross hundreds and hundreds of square miles.

The Metroplex is also affectionately known as DFW, which obviously stands for Dallas-Fort Worth. It is also the acronym for the airport built between the two cities that served as a tangible and holistic link between the once bitter rivals- Dallas and Fort Worth.

For as long as some of the "old timers" can remember there was no love lost between the two cities. Dallas was viewed by Fort Worth as the bullying Big Brother who looked down on everything Fort Worth. A Dallas newspaper even fueled the rivalry by claiming in an article that Fort Worth was so dead a panther had been seen sleeping unmolested in the main street. As the geographical region separating the two cities began experiencing steady growth, new cities like Arlington, Irving, and Grand Prairie were established, and it became difficult to know where one ended and another began. But it was the Dallas/Fort Worth International Airport that literally brought consolidation of the region.

The DFW Metroplex offers just about anything and everything, and it's all available with pretty much a minimum of effort. The freeways, highways and by-ways are well planned to get you from one place to another or even out of the bustling city (whichever one of the 30 it might be!) to a day trip destination or weekend getaway. There is no shortage of things to see, attractions to enjoy, festivals to experience, museums to explore and history relived. The hardest thing is to decide what, where, and when because there is so much from which to choose. All it

takes is a little planning!

The first chapter will give you a brief history of each of the thirty cities in The Metroplex. The cities are arranged by size, not alphabetically.

Everyone loves FREE stuff, and the second chapter is full of things that you can do for free. The chapter is intentionally divided into categories instead of being divided by locale. The categories of free stuff are:

Cultural Stuff
All Aboard
Historical Attractions
Nature Abounds
Other Cool Stuff to Do

So, if you're a Nature person you can sort through the variety of things to do in *Nature Abounds.* If Historical venues flip your switch, peruse *Historical Attractions.* Same with Cultural things, etc. The various categories are alphabetized by the name of the free stuff to do, and the city in which it is located is provided.

To make things easier for you, free attractions are also listed by city at the end of the chapter. So, if you're looking for something to do in or around where you live or are going to happen to be, check out the listing and flip back a few pages to get the description of the attraction.

Willing to part with a few dollars? The next chapter is a descriptive listing of Affordable Things to Do. Just like the free stuff, the affordable things to do are listed alphabetically. And, at the end of the chapter is a listing of affordable things to do by city. Same drill as the previous chapter.

Festivals and Special Events are just plain fun, and The Metroplex has a festival for just about anything and everything. There are almost two hundred, that's right- 200, listings of festivals and special events that go on in The Metroplex.

They are arranged by city, and no description is given as the names are pretty self-explanatory. Times are not given because they change from year to year, but with the technology available

on your computer or smart phone particulars are easy to check out.

Water your passion? Explore the chapter on lakes. There is only one natural lake in the state; all the rest are man-made for either recreational and/or agricultural needs of locales nearby. The lakes are listed by county and include not only the size of the lake but also a description of amenities, etc. If water (or what's in it) is your thing, you're going to love what The Metroplex has to offer!

Love to chase the little white ball? There are golf courses, public, semi-private, and private all over the area. Courses, their category of accessibility and a description including length in yards are arranged by city.

The Sports Enthusiast will think he/she has died and gone to Sports Heaven when you browse through the Sports chapter and learn not only about what is available but some of the history surrounding what The Metroplex offers.

Wanna Get Away? Over twenty Day Trips are described for your quick escape and equally quick return to The Metroplex. If you've got a weekend free, try one of the fourteen Weekend Get-Aways arranged alphabetically.

And lastly, it's always good to know where to pick up some good old educational learning. There are almost forty colleges and universities located in The Metroplex. The last chapter gives you the name, type of institution and other vital information for your use.

This has been a selfish undertaking! We moved to Dallas thirty years ago by choice and have never for one minute regretted our decision. We've seen our two sons flourish and relish in what The Metroplex has to offer as have we. You are here for a reason. Enjoy, embrace, love, experience and immerse yourself in what is easily the most wonderful place in the world. Welcome to The Metroplex!

Leonard Critcher
Mary Tullie Critcher

Dedication

This is dedicated to our four wonderful grandchildren, Carson Critcher, Sailor Critcher, Luca Claire Critcher, and Nicholas Critcher! Each of you was born in this great city, and wherever life takes you you'll always be able to brag that you are from Dallas!
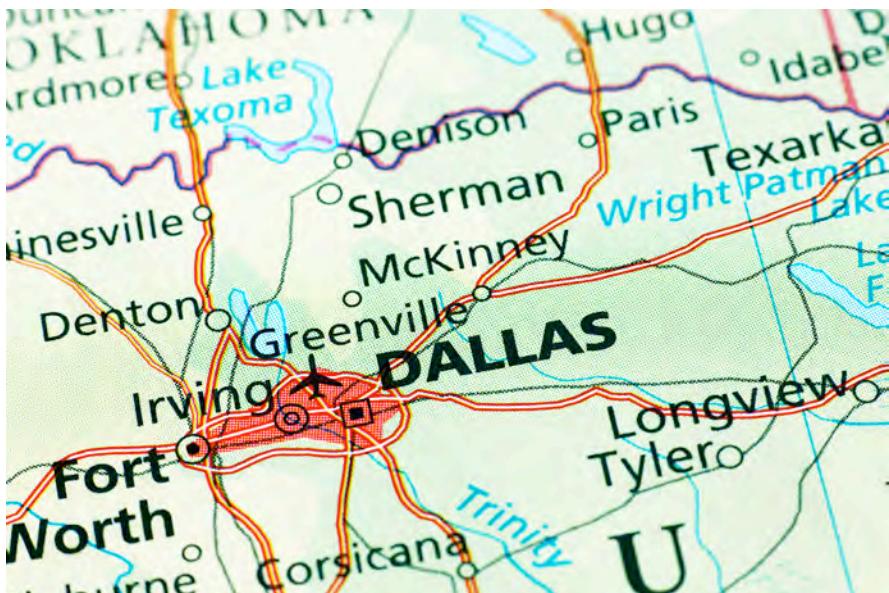
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THE CITIES OF THE METROPLEX
A Brief History

Dallas

Before Spanish colonists claimed the territory of Texas in the 18th century, the area of what is now known as the DFW Metroplex was inhabited by the Caddo people. Later, France claimed the area but never established much settlement.

In 1819, the Adams-Onis Treaty between the United States and Spain defined the Red River as the northern boundary of what was known as New Spain. This officially placed the future location of Dallas well within Spanish territory. Spain continued

to rule the area until Mexico declared its independence from Spain in 1821. The area became part of the Mexican state of Coahuila y Tejas. In 1836, the Republic of Texas gained independence from Mexico and became a distinct nation.

The area around present-day Dallas was surveyed by Warren Angus Ferris in 1839, and John Neely Bryan, considered as the founder of Dallas, established a permanent settlement near the Trinity River in 1841. The origin of Dallas' name is uncertain. After the Republic of Texas was annexed by the United States in 1845, Dallas County was established the following year. Dallas was formally incorporated as a city on February 2, 1856.

With construction of railroads, Dallas became a business and trading center and was booming by the end of the 19th century. It evolved into an industrial city, attracting workers from Texas, the South and the Midwest and is now the geographical centerpiece and one of the largest concentrations of banking, financial, telecom and industrial production in the world.

The "can do" spirit of the city and its diverse residents is best exemplified by its rebound from the devastating events on November 22, 1963 when President John F. Kennedy was assassinated on Elm Street while his motorcade passed through Dealey Plaza in downtown Dallas.

Dallas is largely landlocked, being almost totally surrounded by a large number of cities. Because of this, the city has not grown in population like its sister city to the south, Houston. However, the "greater Dallas area" is easily the most dynamic, vibrant and growing region in the country.

Fort Worth

The United States War Department established Fort Worth in 1849 as the northernmost of a system of 10 forts that protected the settlers of Texas along the American frontier. Originally a camp on the bank of the Trinity River, the post was

named in honor of Major General William Jenkins Worth, who had commanded the Department of Texas and died from cholera in South Texas. The fort became the epicenter for people migrating from other parts of the United States, and homesteads encircled the military post. The original fort was abandoned September 17, 1853, and no trace of it remains.

Fort Worth became known as "Cowtown" because it was a stop on the legendary Chisholm Trail on which millions of heads of cattle were driven to markets up north. The city was stimulated by the business of the cattle drives and became a brawling and bustling center for the ranching industry. During the Civil War, it suffered from shortages of money, food and supplies, and the population dropped as low as 175. After the end of the war and following Reconstruction the once vibrant town began to recover.

Fort Worth is also known to locals as Panther City. This nickname originated from an article written by a Dallas Herald columnist in 1873. He wrote that the population of the city was so decimated that he actually saw a panther asleep in the street by the courthouse. Although an intended insult, the name Panther City was enthusiastically embraced after it recovered in 1876. Many Fort Worth businesses and organizations continue to use Panther in their names, and a panther is set at the top of the police department badges.

The city began its boom era when the Texas and Pacific Railway was finally completed. This transformed the Fort Worth Stockyards into a premier center for cattle wholesale trade. The population quickly swelled as a result of large numbers of migrants from the devastated war-torn South. By the time Louville Niles formed the Fort Worth Stockyards Company in 1893, the city had become the westernmost railhead and transit point for cattle shipment, and the two biggest cattle-slaughtering firms at the time, Armour and Swift, had both established operations in the new stockyards.

While Fort Worth still holds firmly to it wild and wooly past, it has become a progressive city of refinement, culture and wide offerings of the arts.

Arlington

As early as the 1840s, European settlers found the rich soil throughout the area to be conducive to farming. Present day Arlington began as a trading post established after the May 24, 1841 battle between Native Americans and Texas General Edward H. Tarrant. By the end of the nineteenth century several agriculture-related businesses had been firmly established.

Named after General Robert E. Lee's Arlington House in Virginia, Arlington was founded in 1876 along the Texas and Pacific Railway. It began as a cotton-ginning and farming center and was formally incorporated in 1884. By 1910 the city boasted water, electricity, natural gas, telephone services and a public school system.

The city grew slowly until 1954 when large-scale industrialization began with the arrival of a General Motors assembly plant. Automotive and aerospace development gave the city one of the nation's greatest population growth rates between 1950 and 1990.

Arlington is probably best known for its many entertainment venues including Globe Life Stadium (home of the Texas Rangers), Six Flags Over Texas and AT&T Stadium (home of the Dallas Cowboys). It sits comfortably between the two largest cities in the Metroplex, Dallas and Fort Worth.

Plano

Immigrants from Europe first inhabited this area north of what would become Dallas in the 1840s. The community saw steady growth as a result of rare facilities such as a sawmill, a gristmill and stores stocked with much needed items. When a mail service was established, the community needed a name. It was first suggested that the town be named Fillmore, after then-President Millard Fillmore, but that and other suggestions were rejected. The name, Plano (from the Spanish word for "flat"), was suggested and won overwhelming approval from the small

population.

By 1872 the Houston and Central Railway was completed, and the city began growing. Plano was incorporated in 1873, and by 1874 had a population of over 500. The rapidly growing number of school aged children were mostly educated in private schools, which were partially replaced when the city assumed responsibility for what would eventually become Plano ISD.

The population grew slowly, reaching 1,304 in 1900 and rose to only 3,695 sixty years later. By 1970, Plano began to experience the post-World War II growth enjoyed by its surrounding neighbors, and in the ten years later the number of residents had exploded to 72,000. This growth was attributable to many factors, including a series of public works projects and a change in the tax structure that effectively removed the farming community from the town.

The city fathers had a great vision for the city and were able to provide sewers, schools and street development that kept pace with this massive number of new residents. Because of the well thought out planning initiatives and grid layout, Plano was able to attract many large corporations to the city including J.C. Penny and Frito-Lay. In 1994 the city was recognized as an All-American City. Plano is surrounded by other municipalities. There is little undeveloped land in the city, and expansion of its area is not likely. Even with its geographical limitations, it still remains as one of the largest suburbs of Dallas.

Garland

Immigrants began occupying this area around 1850, but it was not until 1874 that a community was created. A second community sprang up, and Embree (named after the physician K.H. Embree) and Duck Creek (named for the local creek) became natural rivals as the two grew around the Santa Fe Railroad depot. A dispute about which community would receive the coveted local post office was resolved by Dallas County Judge Thomas A. Nash. He requested that the local

Congressman, Joe Abbott, arrange to have the location situated between the two towns. This was completed in 1887, and the new location was named Garland after U.S. Attorney General Augustus Hill Garland. Soon after Embree and Duck Creek combined to form the city of Garland, which was incorporated in 1891. By 1904 the town had grown to a population of 819.

On May 9,1927 a devastating F4 tornado nearly wiped out the growing city and killed 15 people. It was not until the late 1930s that businesses began moving back into the area. Growth was bolstered by the arrival of Craddock Food Company and later the Byer-Rolnick hat factory (now owned by Resistol). During World War II, several aircraft plants operated in the area. The suburban population boom that the whole country experienced after World War II also reached Garland. In the ten-year period between 1950 and 1960 the population nearly quadrupled and doubled again in the subsequent ten years.

Irving

Irving was founded in 1903 by J.O. "Otto" Schulze and Otis Brown, whose wife, Netta Barcus Brown, is believed to have given the town site its name. The literary author, Washington Irving, was a particular favorite of hers, and she persuaded the founders to use the name, Irving.

Irving was actually incorporated on April 14, 1914, but the area had been known by two previous names. It began in 1889 as an area called Gorbit, and in 1894 the name was changed to Kit. Otis Brown was elected as its first mayor.

Even prior to its official incorporation, the area enjoyed churches, two cotton gins, a blacksmith shop and a general store. The Irving district public school system dates to 1909 with the establishment of Kit and Lively schools. Population growth was slow, even stagnant at times, with only 357 residents in 1925. This slow growth changed for the better with significant increases in the 1930s.

Three decades later the population had grown to over

45,000, brought on by the establishment of a number of manufacturing plants and the arrival of transportation, retail and financial businesses. In 1956 the city boasted of the opening of the University of Dallas in Irving, and when Texas Stadium was completed in 1971, football fans nationwide knew the city as the Home of the Dallas Cowboys.

By 1990 the population had reached 155,037 and leaped to over a quarter of a million residents in 2013.

Grand Prairie

The city of Grand Prairie was first established as Dechman by Alexander McRae Dechman in 1863. Dechman learned he could trade his oxen and wagons for land in Dallas County, so he left his home in Birdville and bought 240 acres of land on the eastern side of the Trinity River and 100 acres of timberland on the western side. The price was a broken-down wagon, an oxen team and $200 of Confederate money. Difficulties soon arose, and he returned to Birdville before fighting in the Civil War. In 1867 he filed a town plat with Dallas County for 50 acres of future development.

After the war, he returned to Birdville and lived there for two years before selling his farm and moving to Houston. An outbreak of Yellow Fever forced him to move his family to Bryan, the current home of Texas A&M. With great foresight, he traded half of his "prairie" property to the T&P Railroad to ensure the railroad came through the town. The railroad named the depot "Dechman," which prompted him to move from Bryan, where he and his family joined his son, Alexander, who had been operating a trading post and ran a farm. The first church, Good Hope Cumberland Sabbath School, was established in 1870 and is still active today as the West Fork United Presbyterian Church.

The first U.S. post office was opened in 1877 under the name, Deckman. In the application that was filed the writing was so bad that the name, Dechman, was read incorrectly. Further confusion about the settlement arose when the

designated name of Deckman conflicted with how the T&P Railroad referred to the area. They had called the area Grand Prairie based on maps drawn from approximately 1850 through 1858 that labeled the area between Dallas and Fort Worth as "the grand prairie of Texas." In order to eliminate the confusion, the postal service officially named the post office Grand Prairie.

The town of Grand Prairie eventually incorporated as a city in 1909 and has established itself as the home of any number of companies involved in the defense and aviation industry. In 1953 the mayor and city council started feeling their oats and began an unprecedented land grab, attempting to annex nearly 70 square miles of the unincorporated and undeveloped land in southern Dallas and Tarrant counties. This sparked heated debates, and legal pressure from the cities of Arlington, Duncanville and Irving caused the overly enthusiastic attempt to be overturned.

McKinney

On March 24, 1849 William Davis donated 120 acres of his 3,000 acres of land holdings for the town site of what is now McKinney. McKinney officially incorporated ten years later. In 1913 it adopted the commission form of government.

The population grew from 35 in 1848 to 4,714 in 1912. By 1953 McKinney boasted a population of 10,000 and over 355 businesses. For the first 125 years of its history, McKinney was the principal commercial center for the county. It provided farmers with flour, corn, cotton mills, cotton gins, a cotton compress and a cottonseed oil mill. Banks, churches, schools, newspapers were complimented by the opening of an opera house.

By 1970 the neighboring city of Plano surpassed it in size. McKinney grew modestly during the twenty year time period of 1970 (population 15,193) to 1990 (population 21,283). The rapid growth in the areas north of Dallas did not overlook the city. By the mid-1980s McKinney became a commuter center for

residents in Plano and Dallas. In the 2000 census McKinney had grown to a population of 54,369 and was the home of over 2,000 businesses. The city grew to over 155,000 residents by 2015.

McKinney is the seat of government for Collin County. Both the city and the county were named for Collin McKinney, one of the signers of the Texas Declaration of Independence and who was also a congressman for the Red River district of the Republic of Texas.

Mesquite

Mesquite was founded on land along the Texas and Pacific Railroad on March 14, 1878. It became a convenient stop for the railroad that ran between Dallas and Shreveport, LA , 186 miles to the east, and the new city began to grow around the railroad. It was officially incorporated on December 3, 1887.

As would be expected, the city prospered through the late 19th century and early 20th century as a farming community growing cotton, hay, corn and sugar and having the luxury of using the railroad to ship its raw goods. The town stayed pretty much this way until after World War II when the Dallas suburban boom reached it. The city's population rapidly grew from 1,696 in 1950 to 27,526 in 1960 and over 55,000 in 1970.

In 1958 the Mesquite ProRodeo was established, and in 1959 Big Town Mall made history as being the first air-conditioned shopping mall in the United States. The mall was demolished in the summer of 2006.

By 1970 LBJ Freeway, also known as I-635, had reached the city and connected it to its neighbors, Garland to the north and Balch Springs to the south. Town East Mall was constructed in 1971 and was used by director Ron Howard to film portions of *Cotton Candy* in 1978. A variety of factors, not the least of which was the city's location along I-20 and LBJ Freeway, saw the city grow to a population of over 100,000 by 1990, doubling the residents from twenty years earlier.

The Mesquite ProRodeo's popularity with Metroplex locals

as well as thousands of tourists led to its relocation in 1986 to the Mesquite Arena. Its continuing popularity brought an expansion in 1998, which included a Convention Center, Exhibition Hall and an adjacent hotel/suites facility.

Mesquite followed the lead of most of the municipalities in eastern Dallas County, and in 2011 passed a law that allows beer and wine dales within the city limits.

Carrollton

The area where Carrollton sits today was first settled by Jared Ford in 1842 and by William and Mary Larner on a site within the Peters Colony grant. In 1844 the A.W. Perry family claimed land in the area around Trinity Mills, where they, in partnership with Wade H. Witt, established a mill.

The northeastern area of the settlement became referred to as an English colony because of a large group of families that arrived in the area from Denton County. Carrollton's name most likely came from Carrollton, Illinois, the original home of many of the settlers.

In its infancy, Carrollton was exclusively agricultural like so many of its neighbors. However, following the construction of the Dallas-Wichita Railroad through Trinity Mills in 1878, the community began to grow in it industrial significance. This significance was further strengthened when Jay Gould extended the railroad to Denton in 1880. Five years later, Carrollton boasted of having flour mills, cotton gins, two churches, a school, and a population of 150. In 1888 the small but vibrant town became a shipping center for livestock, cotton, cottonseed, and grain, which led to its surpassing Trinity Mills to the north.

Carrollton was officially incorporated in 1913, and W.F. Vinson was elected as its first mayor. A gravel industry that began in Carrollton in 1912 transformed the city, and by the late 1940s it had become known as a "grain and gravel" town.

Like most of its neighbors, Carrollton grew rapidly after World War II. By 1950 its population had grown to 1,610, by

1960 to 4,242 and by 1970 reached 13,855. The burgeoning area of North Dallas saw suburban growth in the northern suburbs including Carrollton, and the city grew tremendously between 1970 and 1980 with a documented growth of 193% to over 40,000 residents. Three years later the residents totaled 52,000, by 1990 it had reached over 82,000 and by 2010 it boasted almost 120,000 inhabitants.

Carrollton has received many accolades for the quality of life in the city. In 2006 it was named to America's "Top 100 Places to Live" by *Relocate America*. In the same year *Money Magazine* selected it as the 19th best place to live in the United States, and in 2008 the same magazine named it the 15th best place to live among small cities.

Denton

The formation of the city of Denton is closely tied with that of Denton County. Settlement of the area began in the middle 1800s when William S. Peters of Kentucky obtained a land grant from the Texas Congress and named it Peters Colony. The area was initially settled in the southeast part of the county, and in 1846 the Texas Legislature voted to form Denton County. The name for both the county and the town were named for John B. Denton, a preacher and lawyer who was killed in 1841 during a skirmish with the Kichai people in what is now Tarrant County. Prior to the town of Denton being name as the county seat in 1857, the sites of Pickneyville and Alton temporarily enjoyed the distinction.

Denton was incorporated in 1866, and J.B. Sawyer was elected as its first mayor. Like many of its neighbors it became an agricultural trade center for the mill and cottage industries. With the arrival of the Texas and Pacific Railway in 1881, Denton secured its first rail connection, which brought an influx of people to the area. North Texas Normal College, now the University of North Texas, was established in 1890, and the Girls' Industrial College, now Texas Woman's University, was

founded in 1903. As both institutions grew in size and stature, so did their impact on Denton.

In the twenty-year span between 1960 and 1980 the population grew from 26,844 to 48,063, aided greatly by its connection to the DFW Metroplex via I-35E and I-35W. The opening of Dallas/Fort Worth International Airport in 1974 led to an even greater population boost. The 1980s saw heavy manufacturing companies like Victor Equipment Company and Peterbilt join older manufacturing firms such as Moore Business Forms and Morrison Milling Company in the rapidly growing city. The population jumped from 66,270 in 1990 to over 80,000 ten years later.

Today Denton is a vibrant center of business, educational and cultural endeavors.

Richardson

Settlers from Kentucky and Tennessee came to the Richardson area in the 1840s. For the next ten+ years the settlement was located around the present-day site of Richland College. The village's center shifted to the northwest when a railroad was built there after the Civil War. Richardson was chartered in 1873 and was named for railroad contractor E.H. Richardson.

The population of Richardson reached 600 in 1910, largely because of the Texas Electric Railway built in 1908 and connected Richardson to Denison, Waco, Corsicana and Fort Worth. In 1914 a red brick schoolhouse was built and remains today as the administrative office for the Richardson ISD. The Red Brick Road, the present-day Greenville Avenue, was completed in 1924. This road brought increased traffic from nearby north Dallas, and the city incorporated in 1925. By 1940 the population had reached 740.

Like most all of its neighbors, Richardson experienced a major increase in population after World War II. By 1950 its residents had double from ten years earlier and the growth

continued with the opening of the Collins Radio Richardson office, the much-used Central Expressway, a police department, shopping centers and new home construction. Significant gains in population, land values and economic status was realized almost overnight when Texas Instruments opened it offices in Dallas on the southern border of Richardson in 1956.

The 1960s saw additional growth including several new parks, facilities and the creation of the University of Texas at Dallas within its city limits. By 1972 the population reached 56,000, which grew throughout the 70s but slowed in the 80s. The population growth throughout the 90s was primarily a result of development in the northeast part of the city. The city of Buckingham, after being completely surrounded by Richardson, was annexed into the city in 1996. By the 2000 census the number of residents had grown to almost 92,000.

Its geographical proximity to Dallas combined with the expansion of the Dallas Area Rapid Transit (DART) to its four light rail stations added to its already positive appeal as a desirable place to live. Its stature grew even more with the opening of the Eisemann Center for Performing Arts and Corporate Presentations and the adjacent Galatyn Park urban center, which has a two-acre public pedestrian plaza and mixed use development. Additional notoriety came from an April, 2009 interview with Mike Judge, in which he said he modeled Arlen, the setting for *King of the Hill*, after Richardson.

Widely recognized for the quality of public education it provides, Richardson has also received an ever growing number of accolades including 3rd Best Place to Live in Texas (2006), the 69th safest city in America (2007), the 18th best place to live in the United States (2008), the 4th best place to live in Texas (2008), 2nd best place to raise kids in Texas (2009), and in 2014 the "5th happiest mid-sized city in America."

Lewisville

In 1841 the Republic of Texas chartered the Peters Colony Land Grant Company (named for William Smalling Peters, publisher of the song, *"Oh, Suzanna!"*) to settle the north Texas area. In 1844 John W. King and his wife settled on the east side of the prairie, where the city now lies. Baptist settlers from Platte County, Missouri settled on the west side. Among them were brothers John and James Holford, who named the area Holford's Prairie. The Presbyterians began arriving and settled the area further south and named it Flower Mound. Confusion over land ownership in the area reigned after the Hedgcoxe War, and Basdeal Lewis purchased Holford's Prairie in 1853 and named it after himself.

In 1845 the Fox family, which owned about a dozen slaves, buried a slave child named Melinda on the family farm. This eventually became the site of the town's cemetery for Black residents. Named Fox-Hembry Cemetery, the plot still exists today. After it had fallen into disrepair, local businesses and residents gathered their collective resources and restored it in 2011.

During Reconstruction Lewisville became home to Denton County's first cotton gin in 1867 and boasted of its ability to produce up to three bales of cotton per day. The Thirteenth Texas Legislature chartered the Dallas and Wichita Railroad (later known as the Missouri-Kansas-Texas) under the condition that required 20 miles of track to be in running order by July 1, 1875. Lewisville had kicked in $15,000 to the railroad and promised another $5,000 upon completion. The company fulfilled its obligation by completing the tracks to a point just south of Lewisville on the morning of the deadline. The line began running full-time in 1881.

It was not until January 15, 1925 that residents voted by a slim margin of 17 votes to incorporate Lewisville. Five years later its population had grown to 853, marking it as the fourth most populous municipality in Denton County.

After the Wall Street Crash of 1929, the city's diversification

was the reason the city's economy did not suffer as much as numerous other areas surrounding it. Lewisville also was relatively insulated from the resulting effects of the Great Depression. The foresight of the city fathers to openly support the New Deal programs of Franklin. D. Roosevelt resulted in the Works Progress Administration operating a cannery in the city, which provided numerous temporary jobs.

The roads between Dallas that went through Lewisville and on north to Denton were well traveled as well as frustratingly difficult when rain turned them into mud. A Good Roads Committee was formed in the early 1910s and by 1931 the city enjoyed the fruits of its lobbying efforts in the form of new, paved streets and the paving of US Route 77 that extended from Dallas to the south and Denton to the north. The opening was celebrated with a "Coming Out of the Mud" ceremony.

Lewisville also has a bit of notoriety in its history. On April 25, 1934 Raymond Hamilton of the Barrow Gang robbed the First National Bank of Lewisville. Irate residents chased him to Howe, Texas, where he was captured at a roadblock and transferred to Dallas County Jail.

Lewisville's rapid growth began when construction of the Garza-Little Elm Dam was finished in 1954, expanding the Garza-Little Elm Reservoir into what is now Lewisville Lake.

In September, 1969, 13 days after the infamous Woodstock, the city hosted the Texas International Pop Festival. It drew over 150,000 spectators and featured performance by Janis Joplin, B.B. King and Led Zeppelin. In 2011 the Texas Historical Commission dedicated an historical event marker at the Hebron A-train station in Lewisville to commemorate the event.

When DFW International Airport opened to the south of the city in 1974 and Vista Ridge Mall opened at the intersection of I-35E and Round Grove Road in 1989, Lewisville began to undergo rapid suburban growth. Its population increased from 24,273 in 1980 to 77,737 in in 2000 and 95,290 in 2010.

Frisco

When the Dallas area was being settled by American pioneers, many of the settlers traveled by wagon trains along the old Shawnee Trail. This trail was also used for cattle drives north from Austin. The trail would later become known as the Preston Trail, which would later become Preston Road as Dallas and areas north developed. Preston Road is one of the oldest north-south roads in the state of Texas.

With the continuous activity on this route, the community of Lebanon was founded along the trail and was granted a U.S. post office in 1860. In 1902 a line of the St. Louis-San Francisco Railway was being built through the area, and periodic watering stops were needed along the route for the steam locomotives in use at that time.

The current settlement of Lebanon was on the Preston Ridge, and it was too highly elevated for a watering stop. The solution was to locate the watering stop four miles to the west on lower ground. A community grew around this train stop, and residents of Lebanon actually moved their houses to the new community on logs.

The new town was originally named Emerson, but that name was rejected by the U.S. Postal Service as being too similar to another town in Texas. In 1904 the residents chose to name the city Frisco City in honor of the St. Louis-San Francisco Railway on which the town was founded. It was later shortened to its present name.

Frisco was perfectly located for the exploding growth of the landlocked northern suburbs of Dallas. It has been recognized as the fastest growing city in America and now is the proud home of the Dallas Cowboys.

University Park

University Park, along with its southern neighbor, Highland Park, are generally known as the Park Cities because of the

numerous public parks located within their city boundaries. University Park is an autonomous city bordered on the north, east and west by Dallas and on the south by Highland Park. Addresses in University Park, or more commonly known as UP, may use either a postal address of Dallas, TX or University Park, TX.

University Park was appropriately named because it began as a cluster of homes surrounding the then fledgling Southern Methodist University, which was founded in the then rural Dallas County in 1915. The university provided these homes with utility service until 1924 when the growing population could no longer be supported by the school's utilities.

The UP homeowners first sought annexation into its neighbor to the south, Highland Park. It refused due to the high cost that would have been required to provide the necessary utility and safety services. Dallas then followed suit and refused a request for annexation.

Determined to confront the challenges before them, community leaders organized to incorporate as a separate and individual city. According to state law at that time, incorporation required that area residents hold an election on the issue before the new city could be officially formed and recognized. On April 24, 1924 voters approved the measure by a 5:1 margin. Shortly after this vote, another nearly unanimously-passed election was held to issue $150,000 in bonds. The issue funded the installation of a new water system, street paving and the construction of a new city hall and fire station. When first incorporated, the city encompassed 515 acres, 380 homes and 1,200 residents.

As a result of efforts to build and improve the city, University Park grew to a population of over 20,000 residents by 1945 and had become one of the most prestigious locations in the area. The community's attractiveness and tax value rose to such an extent that the city of Dallas sought to have UP annexed into its boundaries. In the largest turnout to that date and still one of the largest in city history, the annexation was denied by a 53% to 47% margin.

Since the 1940s, the population and area of University Park has stabilized at about 24,000 residents and 2,350 acres (4.7 square miles).

University Park is part of the Highland Park Independent School District, which is perennially ranked as one of the best educational systems in the country. Athletes from the system have recorded numerous individual as well as team state championships.

University Park received its name from its proximity to Southern Methodist University as well as the fact that many of the pioneer residents were SMU faculty and administrators. Many of its streets are named after noted colleges and universities including Centenary, Bryn Mawr, Villanova, Colgate, Greenbriar, Southwestern, Marquette, Purdue, Amherst, Stanford, Hanover and Vassar. Well- known for its ten public parks, six tennis courts and numerous other amenities, the city has been a magnet for young couples seeking quality education for their children while enjoying family oriented opportunities "just down the street."

Highland Park

Highland Park is an affluent city that is located between the Dallas North Tollway on the west and Central Expressway (U.S. Route 75) on the east. HP, as it's known to most residents, is a short 4 miles north of downtown Dallas and is bordered on the south, east and west by Dallas and on the north by University Park. HP and UP together comprise what is known as The Park Cities.

The land now known as Highland Park was bought in 1889 by a group of investors from Philadelphia for an average price of $377 an acre and totaling $500,000.The intention was to develop an exclusive housing area based on parkland areas in Philadelphia. It would be known as Philadelphia Place, and gravel roads were laid and Turtle Creek was damned to form Exall Lake. The Panic of 1893 brought a blow to the developer's

fortunes and halted development.

In 1906 John S. Armstrong sold his meat packing business and invested most of the proceeds in a portion of the former Philadelphia Place land, renaming the new development Highland Park. This name was chosen as the land was located on high land that overlooked downtown Dallas. Wilber David Cook, the landscape designer who had planned Beverly Hills joined forces with George E. Kessler, who had previously planned Fair Park and most of downtown Dallas and designed the city's layout in 1907. Notable is that twenty percent of the original land was set aside for parks. A second development in Highland Park was developed in 1910.

In 1913 the small but prestigious town of 500 residents petitioned its neighbor, Dallas, for annexation but was refused. The residents then voted to incorporate which was granted in 1915 after its population had grown to 1,200. The city kept expanding, and in 1919 Dallas had a change of heart and sought to annex HP. This began a lengthy fight to resist annexation that lasted on and off until 1945.

In 1931 Highland Park Village was constructed, the first shopping center of its kind in the country. The distinctive Moorish Style ornamental metalwork and lighting in "The Village" were created by Potter Art Metals Studios, a 90 year old custom metalwork company still in existence today. "The Village" is filled with the upper echelon of high-end retailers and has the same regional reputation as Rodeo Drive in Beverly Hills. Of special note is that Highland Park Village and Beverly Hills were laid out by the same designer, Wilbur David Cook.

Because of its convenient suburban location just north of downtown Dallas, HP had attracted a moderately large population of 8,400 by the early 1930s. The population has remained fairly stable due to its absence of development land and is easily the landmark pinnacle of residency in the Metroplex. Known for its quality housing, the city still has many parks running along Turtle Creek and is the home of Dallas Country Club, located across Preston Road from "The Village.

Addison

The Town of Addison is located a short fourteen miles north of downtown Dallas. It is located in an area once known as Peters Colony and was settled as early as 1846 when Preston Witt and his wife built a house on White Rock Creek. The area was not known as Addison until 1902.

The town received its name from the community's second postmaster, Addison Robertson, who served from 1908-1916. The first industry was introduced to the area in 1902, when a cotton gin was built by the Pistole brothers on Addison Road near the railroad. It became the Plano Cotton Oil Mill in 1904 and then the Farmers Gin of Addison in 1919.

Located on Belt Line Road is the Addison School Building, which was built in 1914. In 1954 the school was annexed and became part of the Dallas Independent School District. The school, which was closed in 1964, now seves as the Addison Magic Time Machine Restaurant.

The city of Addison was incorporated on June 15, 1953 under an aldermanic form of government, and the name was changed to the "town of Addison" in 1982. In 1975 an election to allow liquor by the drink served in town was a major contributor to the expansion of businesses and restaurants. All combined, Addison's restaurants and eating establishments can seat over 20,000 patrons at one time.

In 1978 the Town of Addison constructed its first town park, and by 1980 an aggressive beautification program was under way. Today Addison's 118 acres of parks are some of the finest in Texas, each uniquely themed and beautifully landscaped. Its annual 4th of July celebration, Boomtown, is attended by tens of thousands of celebrants.

During the late 1970s and early 1980s, Addison experienced explosive growth. Today the business and daytime "occupants" typically reaches up to 100,000 a day.

Allen

Before European and American immigrants arrived in the area now known as Allen, Caddo and Comanche tribes inhabited the region. As the settlers entered the area, the tribes migrated west. They were eventually removed to territory north of the Red River. One of the last known conflicts between early settlers and Native American tribes took place in 1844 along Rowlett Creek, near the existing railroad. An historic marker along State Highway 5 commemorates the event.

In the 1840s immigrants of European descent came to Allen in search of free land. They traveled via the Texas Road and the Central Nation Road, constructed by the Republic of Texas. A stage line also ran from Bonham to Allen, crossing Rowlett Creek at the spot where State Highway 5 crosses now. Allen, like some of its neighboring municipalities, was part of the Peter's Land Grant from the Republic of Texas to the Texas Emigration & Land Company.

The original township of Allen was located along the Houston and Texas Central Railroad, which was built in 1872. The city was named for Ebenezer Allen, a former attorney general of Texas and one of the promoters of the railroad. J.P. Morgan and Company bought it in 1883; Southern Pacific bought it in 1883. In 1918 the railroad built a freight and passenger depot in the Allen Central Business District.

The first train robbery in Texas took place in Allen on February 22, 1878 when Sam Bass and his gang pillaged the train. Allen was a short ride from their hideouts in the Elm Trinity brush lands.

The town was officially incorporated in 1953, and Home Rule Status was adopted in 1979 with a council/manager form of government. It is an affluent city in Collin County that has grown dramatically from its population of a few hundred when it incorporated to approximately 100,000.