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Project #: 11-284
Project Name: Long Beach Harbor, WA

Invoice

Phase	Phase Description	Contract Amount	% Complete	Prior Billing	This Invoice
11-28410101	Submittal Design	\$8,000.00	50%	\$0.00	\$4,000.00
11-28410201	Design/Development	\$4,000.00	50%	\$0.00	\$2,000.00
11-28410301	Construction Documents	\$10,000.00	10%	\$0.00	\$1,000.00
11-28410401	Construction Administration	\$12,000.00	0%	\$0.00	\$0.00
TOTALS:		\$34,000.00		\$0.00	\$7,000.00

Computer Fees:

Description	Rate	Units	Cost	Amount
Structural Engineer Program #1	1175/H	1.00	\$1,175.00	\$1,175.00
			20175.00	\$2,000.00

Reimbursable Expenses

Code	Rate	Units	Cost	Amount
	11420/H	1.00	\$11,420.00	\$11,420.00
			99175.00	\$27.00

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Frank Lloyd Wright, circa 1953



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Fall, Vol. 30, No. 3

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About Columns

Columns is a quarterly publication produced by the Dallas Chapter of the American Institute of Architects. It is distributed to members, other AIA chapters and Centers for Architecture, architects, business leaders, public officials, and friends of the Dallas Center for Architecture. The publication offers educated and thought-provoking opinions to stimulate new ideas and elevate the profession of architecture. It also provides commentary on the art and architecture within the communities in the greater North Texas region.

Columns has received awards for excellence from the International Association of Business Communicators, Marcom, and the Society for Marketing Professional Services.

The Mission

The mission of *Columns* is to provide contemporary, critical thought leadership on topics of significance to the architectural community and to professionals in related industries.

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President's Letter | The Messy Reality of Urban Life

Of humanity's innovations, the concept of "city" has made a massive contribution to the greater well-being of our species. While only a handful can gather around the feeble light and warmth of a campfire in the wilderness, a city can leverage the energy of millions. Our culture has been largely defined by the city for hundreds of years. Now, as we cross the tipping point where the majority of humankind inhabits urban spaces, we are also faced with the necessity of understanding the city in new terms.

Curiously, it seems that our profession is not fully engaged in the discussion. More often than not, we celebrate and emulate the contribution of only a few voices—the so-called stars of our profession. Unfortunately, elite architectural expression is frequently only concerned with the building as an object, isolated from its more vital urban landscape. Examples of this phenomenon can easily be found in our own city—identifying

them is an exercise left to the reader. When we, as architects, do address the city, it is often abstracted and idealized, leaving out those elements driven by the real economy. Here, I'm referring to the messy reality of urban life—the billboards, the food vendors, getting caught in the rain without an umbrella. Or, perhaps worst, we put the city in ersatz wrappers of congeniality and the comfortable familiarity, invoking fading memories of a small town, tree-lined street, now part of history. Security cameras have replaced friendly neighbors waving from the porch.

Cities are wonderful because they, like many complex systems, defy our instinct as architects to constrain them by a formal approach to design. We contribute incomplete fragments and celebrate them as high art—denying that the real city is the messy bits that connect and humanize these elements.

Other disciplines view the city differently. For example, consider Geoffrey West of the Santa Fe Institute. His work extends the physics of scaling to biology and other complex systems—including structures like cities and corporations. Could there be an underlying, quantifiable foundation to the matters of scale and growth? We can certainly do more to understand the world in terms that do not automatically give rise to another building. As is often the case, our profession can be enriched by looking beyond our traditional domain of knowledge. Perhaps looking beyond our fondness for the picturesque and into the domain of addressing the very real concern of creating sustainable frameworks that accept and encourage the messy vitality of a truly innovative and democratic society. ■



Photography by Ishita Sharma, Assoc. AIA

David Zatopek, AIA

By Michael Friebele, Assoc. AIA

FINDING PERMANENCE

NEGLIGENCE AND NEW BEGINNINGS
IN DALLAS'S ARCHITECTURAL STYLES

It has been nearly fifty years since *The Prairie's Yield* was published, yet it still holds a very important place in the history of Dallas's architecture. Written by local architects and published by the AIA in 1962, it served as the first organized guidebook for Dallas architecture. More importantly, it carried with it a critical but optimistic message about the current and future state of local architectural expression. The final statement in the book made it clear that Dallas was changing at a very rapid pace and that the Dallas architectural community was ready to respond to those changes.

Our landscape has indeed changed dramatically since that time. In five decades, our entire skyline has transformed from one of dense development, ruled by mid-level, turn-of-the-century structures to one of tall buildings surrounded by planned landscape. Each piece, from Fountain Place to Comerica, displays a very important short chapter in the grand scheme of Dallas architecture. Since 1962, Dallas has been the hub of much exploration in the architecture world. With the imprint of international architects came a series of styles that dramatically altered the morphology of our skyline, from the Brutalist architecture of Paul Rudolph and I.M. Pei to the sculptural motion of Fountain Place by Henry Cobb and one cannot forget "The Ball." Although the aforementioned is a mere fraction of the styles and architects that have touched our city, it was these pieces that changed something about the Dallas way of life.

By the 1980s much of the work displayed in *The Prairie's Yield* has been forgotten. With every new idea came a casualty

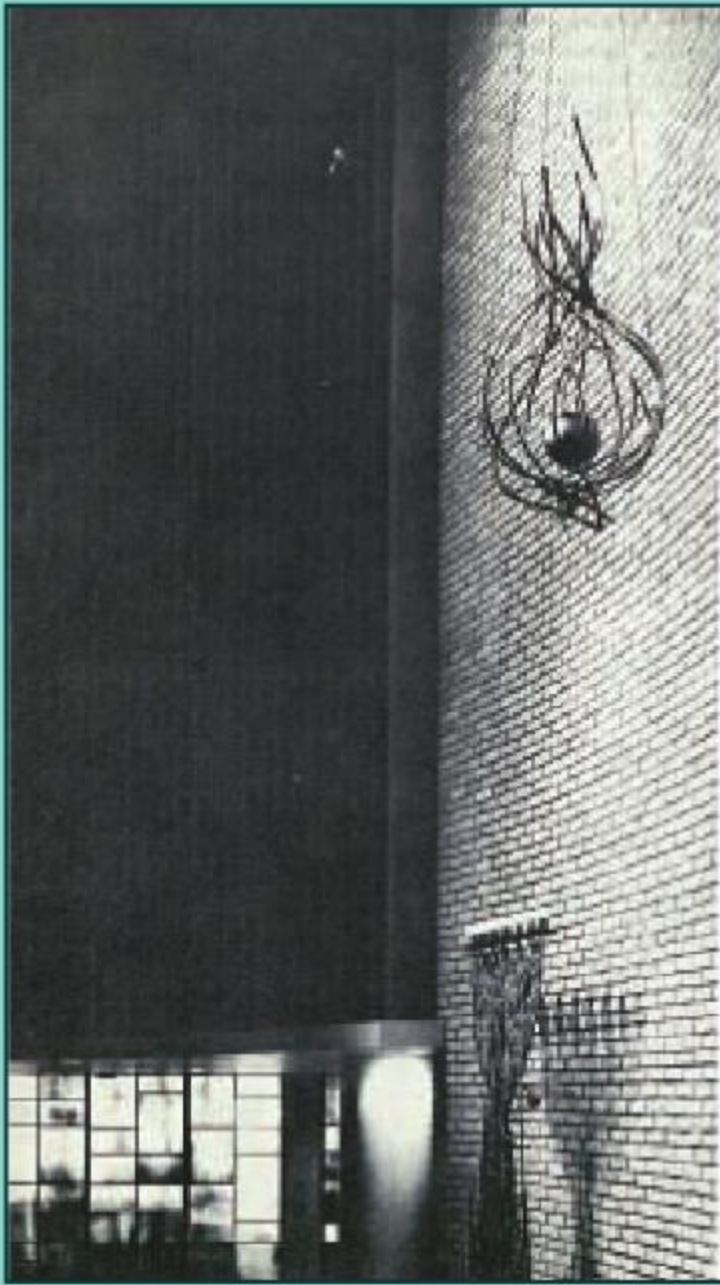
in one way or another. Today, the arts district and Woodall Rodgers Park are the focus of attention. Since its inception, the arts district has developed into one of the world's premiere collections of modern architecture and is the only place in the world where you can visit the work of five Pritzker Prize winners within a short walking distance. With the addition of the Woodall Rodgers Park, the area will become the new pedestrian gateway to downtown. Notably, this area represents the latest big move to improve the entire cultural and economic landscape.

It has been nearly a year since all of the fanfare when the Wyly and the Winspear Opera House opened their doors, but already there is something all too familiar happening within the district. Walk through it during an event and you will be treated to a sea of activity. Walk through it on a typical Tuesday night and you will experience nothing of the sort. "It is beautiful but a ghost," says Robert Wilonsky, columnist for *Dallas Observer's* "Unfair Park." His blog entries have clearly reflected on the arts district's woes. One can argue that once the park is in place the area will be frequented by more people but the same can be said about Victory Park's influence upon the American Airlines Arena and the West End district.

Like most major American cities, the majority of Dallas's architecture since 1962 has been designed in an international style that represents a departure from Dallas's traditional architectural past. This style was often brought into the city through the influence of non-Dallas architects. As a result, Dallas lost much of its architectural identity and part of its



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holiday attendance. The large musicians' loft is unobtrusive to the service. Collaborative art work was coordinated by Gyorgy Kepes who designed the brilliant mosaic incrustation of brickwork joints, lighting, colored windows, and the eternal light.²⁵ The chapel is horizontally proportioned and smaller in scale and elaboration; the eternal light, Menorah and glass art by Kepes. Landscape was by Arthur and Marie Berger. (AIA Honor Award, 1958)

TO DATE

Architecture expresses the level of a society's culture and transcends it rarely. Dallas architecture is not great. However, it has shown constant improvement parallel with the evolving culture. The evident earlier time lag between the best architectural expressions and Dallas examples is disappearing. Perhaps this is due to instant communication; perhaps it is due to more sophisticated aspirations of city leaders. As the culture has matured, so has the understanding and appreciation of architecture by laymen and the profession alike. The importance given to social values as well as visual design in a few buildings is of more than local note. The beginning of a design expression which has elements of originality to reflect this culture should make all Dallas proud; here can come genuine individuality. There is now one building for worship which embodies enough of the important values of human needs that it might still be standing a thousand years hence. There are a few prime personal expressions in residences. Two industrial environments reflect the same human values of personal delight usually visible only in dwellings. These

72 TEMPLE EMANUEL (97 B), 1956

In 1962, AIA Dallas created *The Prairie's Yield*, an architectural guide. Physically published by Reinhold Publishing in New York, the content, commentary, and critique were solely developed by members of AIA Dallas. The authors looked at Dallas with a critical eye towards how the city was then developing. They viewed it through the lens of the previous master plans developed by George Kessler and Harlan Bartholomew. The excerpt above illustrates the public voice that the design community has communicated in the past.

architectural history. With the development of our skyline came vast casualties to our historical landscape. Gone are the rich areas of activity and life. The architecture left from that period in downtown, and even some examples after the fact, suffer badly from decay and negligence. George Dahl's work is very much in the spotlight; yet 1401 Elm still sits empty and the old Dallas Central Library is withering away after thirty years of vacancy. With most of these buildings, the reasoning tends to be economic changes or obsolescence in the face of a changing market. Architectural study and creative exploration could help us adapt historic buildings to this market. Until recently, there has been little investment in this area. The voice of the Dallas architecture community has been relatively silent since the 1960s.

Deep in the Heart

To find the work being done to transform the built morphology of the Dallas landscape, look deep into the neighborhoods surrounding the central core. Some of the finest work has been accomplished by Laguarda Low. Formed in the year 2000, the

firm has become synonymous with large, international design projects. While their team works on nearly every continent in the world, it is their body of work in Dallas that shows the explorative nature of the firm. The Nash-Davis Recreation Center, the Light and Sie Gallery, and the Saint Augustine Pavilion all have very different contextual conditions and each design provides a solution that works well within its context. The Nash-Davis, set in West Dallas, showcases the relationships between existing architecture and its subsequent addition. Tectonically, the building is a series of contrasting geometries. The Light and Sie Gallery serves as a model for development and adaptive reuse in the Design District. The Saint Augustine Pavilion is the only truly new piece of architecture out of the three. Through simple geometric expression, it helps to redefine the way we look at our city parks. Although Laguarda Low has accomplished a great deal in the past ten years, they represent a small portion of the Dallas architecture community that has begun to explore their context once again. Work by Cunningham Architects is also relevant—from the House in the Garden to a simple entry on the Half Price Books flagship store, each takes advantage of the natural context.

Arts District Backdrop

One of the more dramatic changes in recent years has happened in our core. In the backdrop behind the arts district and

have recognized that the psyche as well as the soma is important to satisfy in all environments which the individual touches in his daily world. But these rare examples are only the seeds of a fully integrated culture.

These beginnings have not yet touched the larger Dallas environment. There is still a lag between the level of ideas building city life here and those building Stockholm and Philadelphia, or those expressed in the work of the London County Council. The center city expresses only trade; the public environment contains little human warmth as a place in which to enjoy working. Speed and trade have eclipsed dignity along our public ways. The city with its boom of plenty has been recently callous in provision of dwellings for low income large families and for the aged. Its schools, with few exceptions, have not created architectural environments which to the utmost foster growth of individuals; they seek conformity. The city's neighborhoods have not been designed as finite, identifiable units to foster personal interest and pride; they deny to the individual an affirmation of his personal worth to society through their endlessness; thus the dwelling rates only a minimum investment—the owner will soon be moving on, hopefully, to better things.

The physical environment affects our lives vitally. It enhances or degrades each individual's worth everywhere he moves in the city. This environment can be more fully bent to serve our largest needs by the same driving force of will which built in this most improbable setting a Dallas of tremendous vitality.

"There is not a single thing in this city that you need that you cannot do if you make up your mind that you need it and will have it."—George E. Kessler, 1911.



within the skyscrapers that form our skyline, an extensive transformation is taking place. It is a transformation that has found firms such as Page Southerland Page, Corgan, and Merriman Associates moving back into the central city and with their move has come a great deal of success in reinventing our downtown. For Jerry Merriman, AIA, and his firm, the move has clearly paid off. Their work has affected nearly a quarter of the downtown core's existing buildings either through finished work or

Corgan Associates is another firm making great strides in downtown and spearheading a reinvestment in the West End District. Their projects have provided a fresh adaptation to the existing environment, from the modern injection into the Sixth Floor Museum to re-adaptations of The Metropolitan and the House of Blues. One of the most exciting projects is the Holocaust Museum, which will provide a much needed addition to the district.

"The value judgments of this book will surely not be agreed with by all. Readers may agree, however, that the judgments will provoke thought on American architecture and city environment. They are offered as one more voice toward improvement of our cities, as well as toward understanding Dallas architecture."

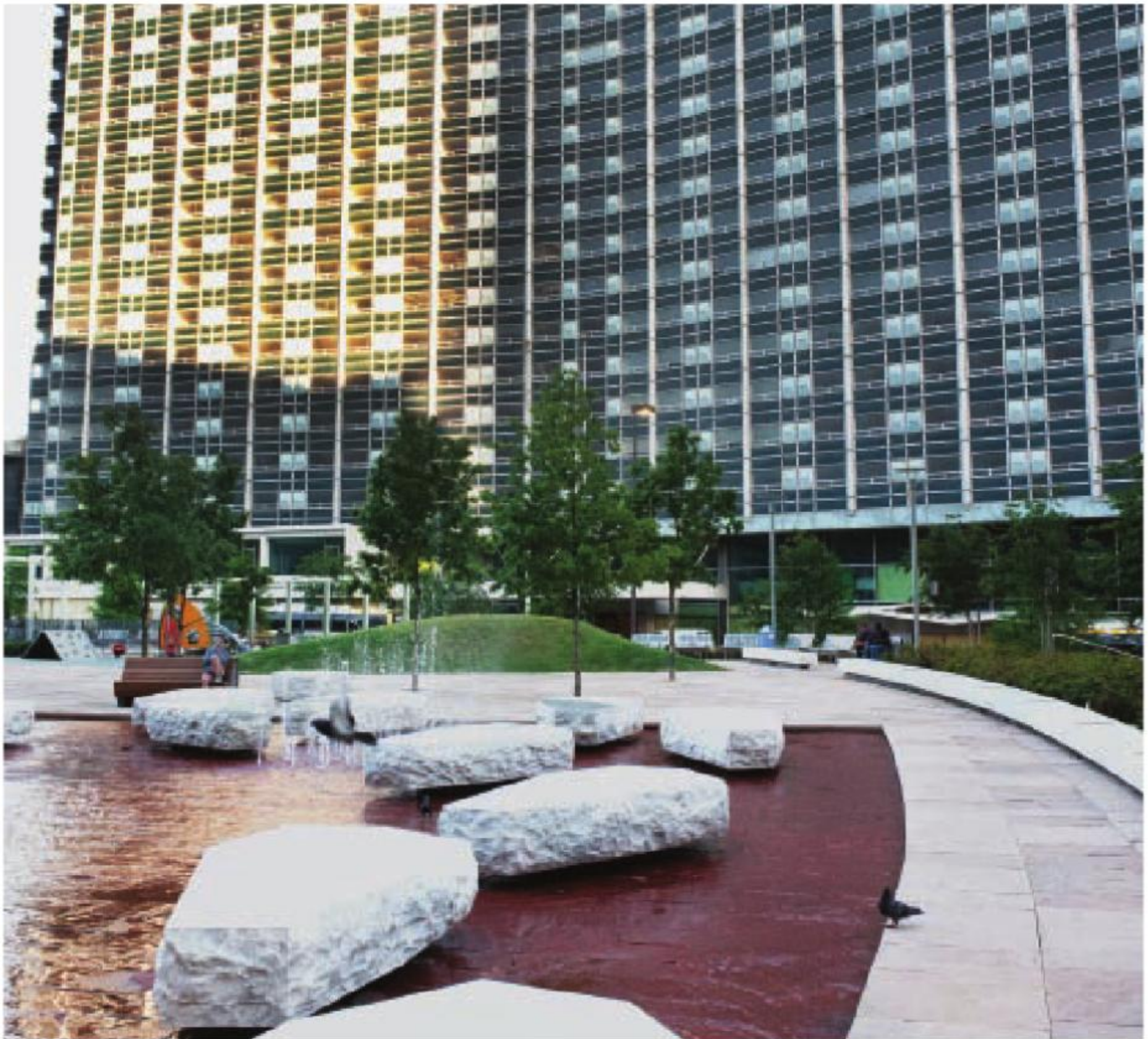
The Prairie's Yield

conceptual study. The firm is currently working on an extensive part of the Harwood Historic District. Most notable are the Continental Building with Forest City and the Atmos complex with Hamilton Properties, as well as the long-vacant Statler Hilton and old Dallas Central Library recently purchased by Ricchi Dallas Investments. Firms in downtown Dallas also have the benefit of proximity to developers that have also moved back downtown again. "It is a great luxury to walk to a firm and then to the site," says Larry Hamilton.

The architecture of Dallas is still not perfect and has departed quite a bit from what it was back in 1962. It is clear that there is a bright future for Dallas firms. Dallas architecture is on the right path toward developing into something truly special, an architecture that greatly influences the culture and society of this city. ■

Michael Friebele, Assoc. AIA, is with merriman associates/architects inc.

Local Arts Event | Main Street Garden Park



Benjamin Burnside

Main Street Garden Park is the first of four parks developed through the City of Dallas's campaign to support downtown revitalization and pedestrian traffic. With only about 5% (10 acres) of the land area in downtown allocated for parks and open spaces, this 1.75-acre parcel is an oasis for many. It was designed by Thomas Balsley Associates, a New York City-based landscape architecture firm. Bounded by historically significant buildings designed by noted architects of their time (George Dahl and C. D. Hill to name a few), the outdoor space stretches in front of the Municipal

Building like a private lawn. Its flower gardens contain salvaged architectural materials from buildings once sited there. A neon sign, spelling out P-A-R-K, once directed drivers to a parking garage on the site. Today, it serves as a strong graphic element within the park design.

Amenities include a café and shade structure, splash fountain, playground, and an off-leash, fenced dog run. The shade structure houses SpectraScape, a public art commission by Leni Schwendinger.

On any given day you will find park visitors enjoying music, food, conversation, dog walking, group exercise classes,

reading, sketching, jogging, and other single and group activities. While urban in placement, there is still a neighborhood feel to the space, evidenced through the multitude of park users and their personal efforts to take care of their park. Main Street Gardens, while just the beginning of Dallas's urban green-space campaign, sets a hopeful tone for the success of the downtown parks to come. ■

Charla Blake, Assoc. AIA, is the interior design accreditation coordinator at The Art Institute of Dallas.

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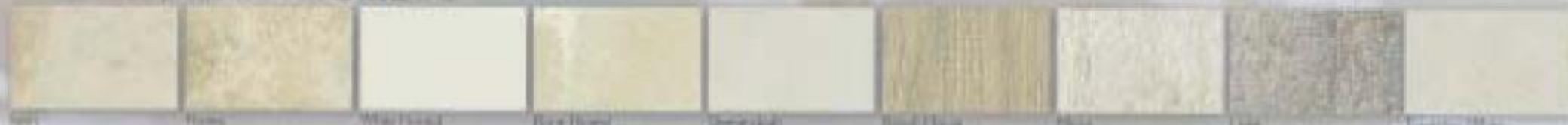
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People, Places & Things

People

Quimby McCoy Preservation Architecture, LLP announces the promotion of **Gil Hickox, AIA**, and **Greg Johnston, AIA**, to Senior Associates.

Dewberry welcomes **Linda Bernauer, AIA**, as a project manager in the Dallas office.



Congratulations to **Edward Baum, FAIA**, for receiving a 2011 Residential Architect Design Award for the project, Prototype Housing for Modest Means. The proposal, designed to provide North Texas working class renters with options for home ownership for the same money, is one of 40 works recognized from among over 800 national and international submissions.

Gresham, Smith and Partners promoted **Jane Ahrens, AIA**, and **Laura Fiffick, P.G.**, to senior associates.

SHW Group expanded its leadership diversity with the appointment of **Marjorie Simmons, CPA**,



as chief executive officer, making them the only member of the American Institute of Architects' Large Firm Roundtable to have a female CEO.

Corgan promoted three employees on its aviation team. **Bob Emery, AIA**, has been named a vice president, **Karen Farmer, AIA**, and **Farhad Mody** are now associates. The firm was also designated Design Firm of the Year by *Engineering News-Record Texas & Louisiana*, marking the first time the publication has presented this award.

The Board of Directors of **Lea+Elliott** Inc. re-elected **Diane Woodend Jones, AIA**, as the firm's chairman of the board.

Datum Engineers announces the following promotions: **Rodolfo D'Arlach, PE**, and **Jeff Koke, PE**, to senior associate, **Tanya Corbin** to associate and corporate director of business development. **Randy Lackner, PE**, **Ann-Marie Doughty, PE**, **Craig Rios**, and **Carla Pate** were named associates. ■

In Memoriam

Larry Walls passed away March 24, 2011 after an 18-year battle with Parkinson's disease. He attended Texas A&M University and graduated in 1960 with a degree in architecture. He became a partner in the firm of **Burson, Hendricks and Walls**, later to become **Hendricks and Walls**. Notable projects include the restoration of the Cumberland School for Sedco Drilling Co. into its corporate headquarters, the School Book Depository for the Dallas County Commissioners Court and the sixth-floor JFK library, the Texas Woman's University library, family Life buildings for Highland Park United Methodist Church and Lake Highlands United Methodist Church, and the restoration of the Tarrant County Courthouse.

John Harold "Hal" Box, FAIA, passed away May 8, 2011 after a five-year battle with Myelodysplastic Syndrome (MDS) complicated by COPD. Hal received his early training in architecture at the Uni-

versity of Texas at Austin and as an apprentice to O'Neil Ford. He served as a partner at **Pratt, Box and Henderson Architects**. Hal was the first dean of the School of Architecture and Environmental Design at the University of Texas at Arlington and was chosen as dean of architecture for the University of Texas in Austin in 1976. He served on the board of directors for the American Institute of Architects and the Association of Collegiate Schools of Architecture, and was chapter president of AIA Dallas in 1967.

John Barthel, AIA, passed away on April 2, 2011. John studied at the University of Illinois and later at the Cranbrook Academy of Art receiving a masters degree in architecture and city planning under the tutelage of the late Eliel Saarinen. He began his architectural career in Chicago at the firms of **Skidmore, Owings and Merrill** and **Belli and Belli**. In 1952, he moved to Dallas to work with George Dahl. In 2002, he received the 25-Year Residential Award from The Dallas Chapter of the American Institute of Architecture. He retired in 1991. ■

Places



The DART Police Department opened their new headquarters in the historically registered Monroe Shops building on South Corinth Street. Together with DART architect and project manager **Steven Bourn, AIA**, and **Ronald Maddox, P.E.**, the team rehabilitated approximately 69,000 sq ft of the old trolley repair shop into a 21st Century police headquarters.

Dewberry announced the completion of several projects on the 300-acre campus of Mountain View College: a 68,000-sq-ft, \$14.4-million student center and services building and more than 55,000 sq ft of adaptive reuse within two other buildings. Congratulations to **Mayse & Associates** for receiving the Excellence in Healthcare award for the design of Remington Medical Resort of Richardson from Texas Construction magazine's Best of 2010 awards. **VLK Architects Inc.** completed one of the first net-zero educational facilities in Texas, the Elizabeth Hoggatt Whatley Agriculture Complex at Northeast Texas Community College.

Congratulations to **CamargoCopeland** on receiving the 2011 Rudy Bruner Award for Urban Excellence for The Bridge Homeless Assistance Center. The biennial award honors urban places that have lasting transformative impacts on their urban neighborhoods and communities.

Merriman Associates/Architect Inc. announces the groundbreaking of the new corporate campus for Traxxas in McKinney, TX. Merriman also celebrated its 25th year of operation this past spring.

BRW Architects and **SEDALCO Inc./MetalMan Construction** were recently recognized by the 2011 TEXO Distinguished Building Awards in the



Specialty Construction category for their collaborative work at the Dallas Zoo on the Giants of the Savanna project. The firm also announced that **Matthew Faulkner, AIA**, and **Alexis Flores, AIA**, are now licensed architects in Texas and **Anne Hildenbrand, AIA**, has been appointed as BIM director. ■

Things

At the DMA...

Afterlife: The Story of Henri Matisse's "Ivy in Flower" through December 11

Form/Unformed: Design from 1960 to the Present through January 2012

African Headwear: Beyond Fashion through January 1

Mark Bradford opening October 16 through January 15

The Fashion World of Jean Paul Gaultier: From the Sidewalk to the Catwalk opening November 13 through February 12

At the Nasher...

Tony Cragg opening September 10 through January 8

At the Meadows...

Ribera in a New Context opening September 18 through January 15

At the Crow Collection...

Motion Pictures: A Handful of Drawings by Katsushika Hokusai through August 28

Tradition Transformed: Tibetan Artists Respond through September 11

Dream Chamber: Chinese Bedroom Furniture from the 17th to 19th Century through September 18

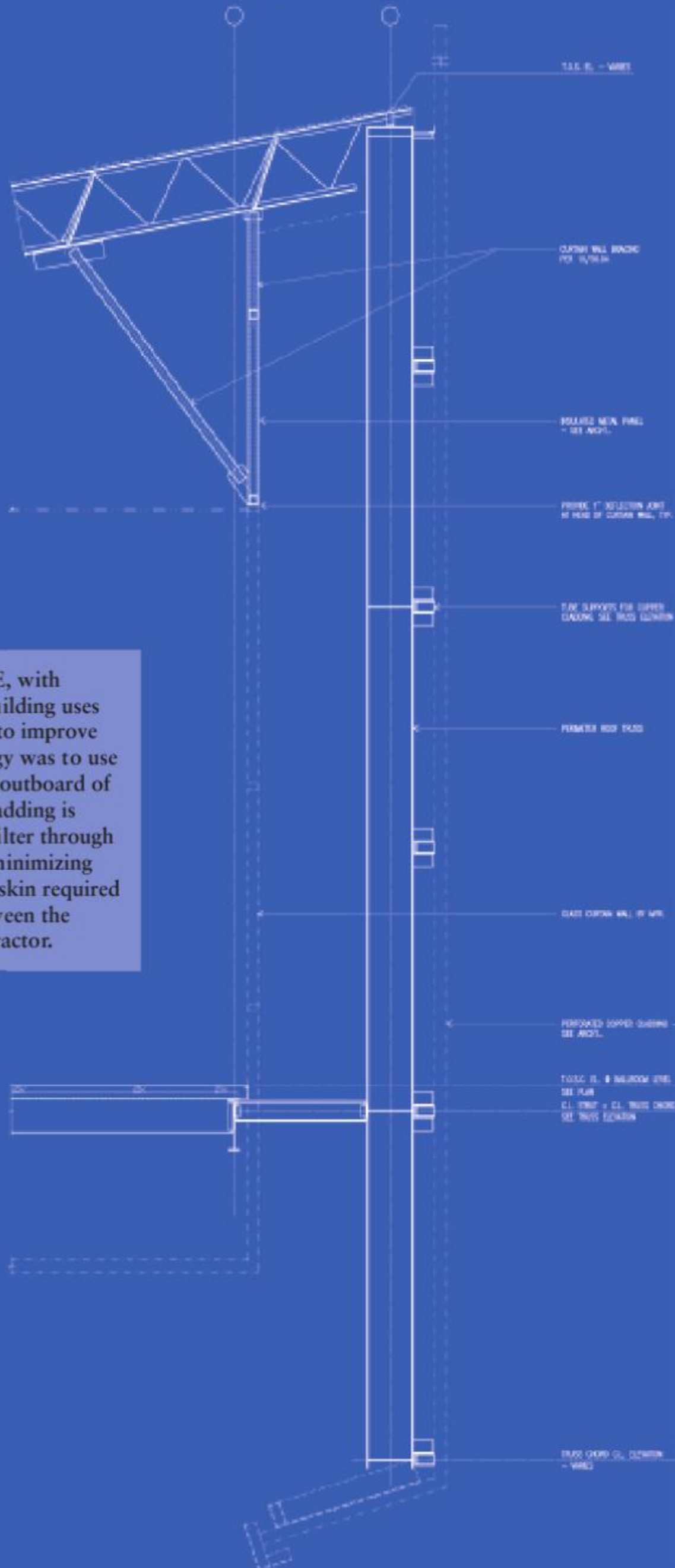
Fabled Journeys in Asian Art: South and Southeast Asia through January 2012 ■

Laurel Stone, AIA, is a studio director at 5G Studio Collaborative.

Send your People, Places & Things submissions to her at columns@aiaDallas.org. Be sure to put "Columns PPT" in the email subject line.



Detail Matters | Irving Convention Center

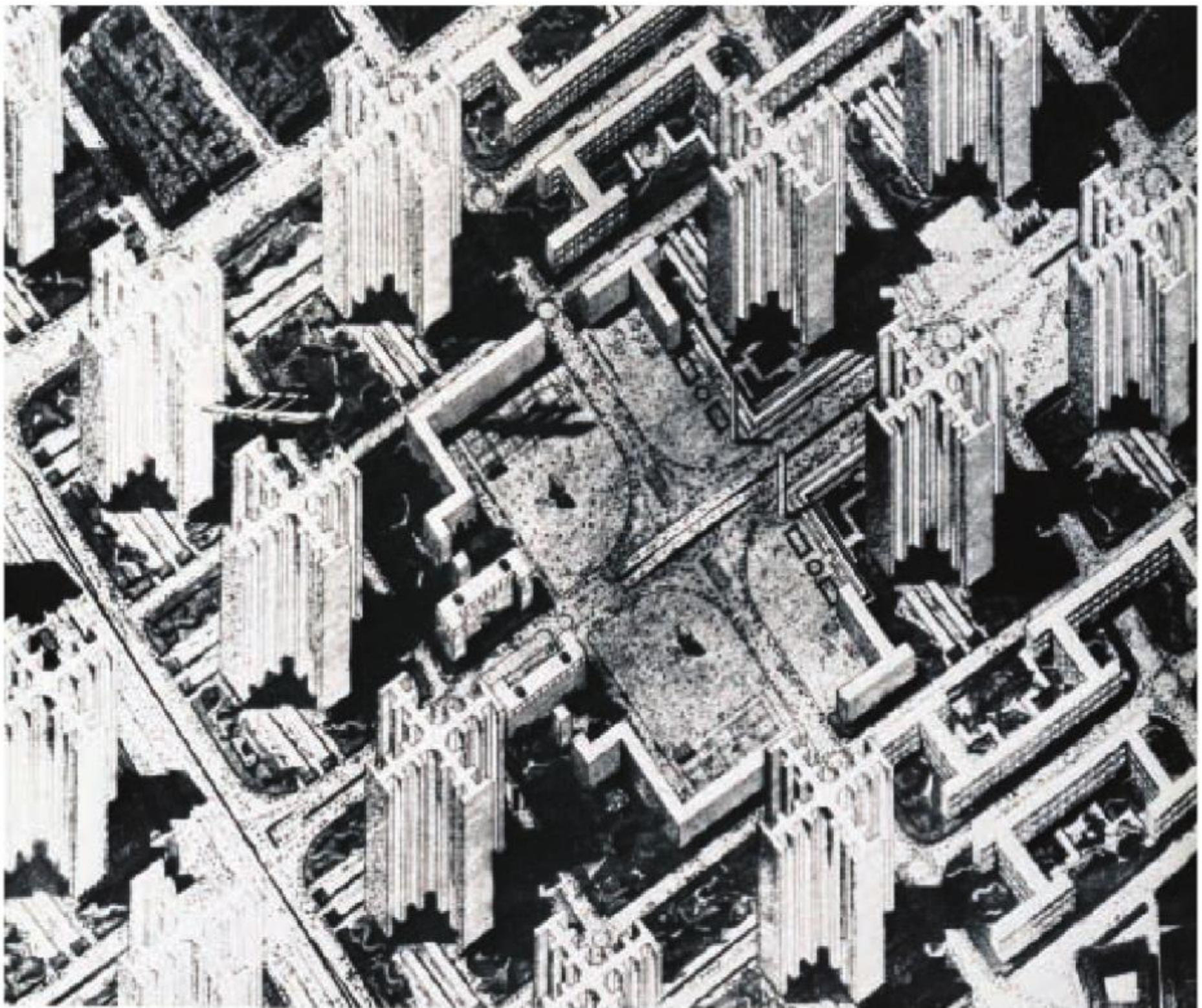


According to Greg Diana, P.E, with Datum Engineers Inc., the building uses various shading alternatives to improve energy efficiency. One strategy was to use the exterior copper-cladding outboard of the glass curtainwall. The cladding is perforated to allow light to filter through and into the building while minimizing heat gain. The two layers of skin required significant coordination between the architect, engineer, and contractor.



PLANES, TRAINS, & AUTOMOBILES (AND THE PATHS LESS TRAVELLED)

A LOOK AT THE PAST, PRESENT, AND FUTURE OF TRANSPORTATION IN TEXAS AND WHAT IT MEANS FOR ARCHITECTURE.



Le Corbusier became famous for his idea that a "building should function as a machine," which in itself was little more than snappy marketeering. However, Corbu accidentally set off a string of dominoes in the architectural design and city-building industries, ultimately resulting in something rather un-city-like and without a future.

Corbu, like many of his generation, was influenced by the problem of the city as he saw it. That knowledge inspired him to try to find a solution. In his time, the industrial era city was a dirty, disease-infested, poverty-stricken, polluted place. Rather than correctly diagnosing and remedying the economic and political machinations responsible, the patient (the city) was blamed for

being sick. Around the same time, Henry Ford helped usher in a new era of industrialization, one that offered so much promise. Ford's assembly line embodied the paragon of modern efficiency, churning out freedom mobiles to the less wealthy, further influencing the transition of the early 20th century American city.

While other sects of the design world pursued the concept of "city" more literally, Corbu sought a Ford-like efficiency, only this time, in both building and city design. If the city (in theory) needed to be a simple equation, the actual city was a messy chalkboard that needed erasing. Thus begot Robert Moses and a world where "Could we?" was asked and answered far more than "Should we?" Whether it was his intention or not, Corbu's influence and limited abstract metaphorically ideal city prioritized the individual building at the expense of the overall system. The resulting real estate industry became rather machine-like as well. The checklist approach allowed expansive physical growth unprecedented throughout the history of human civilization.

Only recently has Corbu's equation been flipped on its head by a relatively obscure professor of urban morphology at the University College in London named Bill Hillier. In his career magnum opus, *Space is the Machine*, Hillier argued that the building is not the machine, but the spaces between the building. The city is the system. How we move about between our destinations contributes to the relative desirability and productivity of the place (or lack thereof). The connections between things are the essence of a city, facilitating our ability to live and improve our lives, thereby making our transportation networks the most critical part of cities.

Hillier suggested that the assembly-line nature of cities and a narrow-minded pursuit of efficiency corrupted the purposeful function of cities. Using statistical metrics to gauge the relative spatial integration within cities, his work is the objective counterpart to historian and critic Lewis Mumford. In his book, *The City in History*, Mumford theorized that "an effective network requires the largest number of alternative modes of transportation, at varying speeds and volumes, for different functions and purposes."

And further that, "what our experts in transportation are kept by their own stultifying axioms from realizing is that an adequate transportation system cannot be created in terms of any single limited means of locomotion however fast its theoretic speed." However, the transportation equation has been tipped almost entirely in one direction through various policies and subsidies.

Our task today is, in many ways, to re-complicate the city to address balanced and competing needs and speeds. What began in the Rust Belt and produced for the Sun Belt, actually created today's Detroit and Dallas. The lag time from the start of production to the delivery of the finished product will mirror the lag time in current and future economic busts. Detroit and the Rust Belt failed because of a homogeneity of industry. While there have been several contributing factors to the Sun Belt's

homogeneity of place, without significant and extraordinary measures taken to diversify the transportation structure, Sun Belt cities will face a bleak future.

Fortunately, many Texas cities have the necessary foresight if not the necessary political backing. They understand the competition among cities and see the future increasingly defined by quality-of-life factors. Our cities are learning that job creators are the creative individuals who choose a city to live, to work, and to prosper in because of a diversity of place and experiences. They must be wooed, unlike the captains of industry who are drawn by the promise of healthy tax breaks and various other "smoke-stack chases."

Economic development is a product of demand. And, demand is a product of demographics. Baby boomers are the largest population bubble in the history of this country and are beginning to hit retirement age. Many are looking to downsize houses and maybe even give up their cars as their abilities and desires change.

Millennials, those aged approximately 30 and down, have been called the "echo-boom," but they resemble baby boomers only in sheer numbers. In many ways, millennials, the off-spring of baby boomers, grew up in car-dependent suburbia. Where cars meant freedom to one generation as symbolized by James Dean—ironically, considering his demise, they meant something entirely different to another. Millennials spent their formative years dependent upon mom, dad, or the school bus driver to get anywhere. Their bicycle was their salvation; their independence entirely dependent upon how far their little legs could pedal. As the fat part in the bell curve of the millennial population bubble begins to graduate from college, cities must diversify to accommodate differing preferences, and that includes transportation alternatives.

Initiative:

Around the state new projects and policies are materializing to transform our cities to accommodate the future. Within the last two decades, the citizens of Dallas, Houston, and Austin had to construct light rail lines, all now materialized to varying degrees. With the recent opening of the Green Line, Dallas Area Rapid Transit (DART) now has 72 miles of light rail, making it the largest system in the country. However, as always, biggest does not necessarily translate immediately into best-est (sic). The DFW area is notoriously decentralized, lacking the density to properly support a mass transit system.



Where the Dallas system has managed to expand despite funding hiccups, the Houston Metro rail system's expansion plans have been derailed. Having hit ridership goals several years ahead of schedule, the construction of additional lines has fallen behind target completion dates. In 2010, the City of Austin opened their one and only commuter rail line. However, its ridership has been well below expected levels. Where the Houston system was phased to serve high-employment areas first, the Capital MetroRail in Austin was built to utilize existing freight rails and to help leverage development by locating transit stations where there was little to no existing development.

All of the aforementioned transit agencies also operate a vast network of bus routes. However, the intention to serve a decentralized private automobile-oriented city becomes a barrier to transit ridership and its ability to organize the city around it. Much like the tension between the Houston and Austin rail lines, bus network planning is caught in a catch-22. In order to serve both citizens (short-term) and city (long-term), the systems need the predictability of relatively fixed alignments linking a prioritized hierarchy of destinations.

With the rise in bicycling around the state and country, several cities have completed or begun work on city-wide bike plans, placating the influx of millennials-turned-taxpayers and bike enthusiasts. Critics suggest that there are not enough cyclists to support the investment in neither the plan nor the infrastructure. Consider, however, the nature of elasticity in transportation. There is no predicting what the usership would be without having the infrastructure to support it. Some critics see cyclists as nuisances while supporters of cycling initiatives believe the problem is simply a matter of education. However, having to dress like Lance Armstrong and to be an expert in safely navigating the dangerously fast-moving and sometimes hostile traffic is an enormous barrier to bicycling for commuting purposes or recreation.

Fort Worth recently completed a comprehensive bike-path plan called Bike Fort Worth. It includes provisions for individual bike trails, shared lanes between cars and bikes, as well as segregated bike-specific lanes within the street right-of-way. A critical component is the simple, straight-forward, and measurable goals established in order to construct the plan around key measurable indicators of success. These include decreasing the number of bicycle-related crashes by 10% and tripling the amount of bicycle commuters from 0.2% to 0.6%, which is 1/10th of Portland's current bicycle commuting ratio and 1/50th of Copenhagen's.

Bike culture has also spawned a new phenomenon, one that could be known as do-it-yourself, guerilla, or vigilante urbanism



where citizens reclaim their streets, close traffic lanes, add parking lanes and/or outdoor seating, and paint bike lanes in the street. When these plans are executed well, in the right location, and with the right measure of brazenness, you will see an entire neighborhood show up, enjoy their day, play in the street, meet new friends, and support local businesses as car traffic slows.

None of the labels for the movement could be deemed inappropriate since the actions of citizens arose out of the dereliction of a city's duty to provide safe, context-appropriate transportation options as an integral neighborhood component.

With the rise in interest and availability of various transportation modes, a complete streets bill has made its way into the Texas State Legislature (SB 513 & HB 1105). The bill, if passed into law, stipulates that all road-construction projects using public monies must consider providing adequate infrastructure for all appropriate forms of transportation. However, to date widespread political support and understanding of the relationship between movement, balance, and prioritization of mode is extremely limited.

The equation is quite simple. In a free market economy, there is a direct relationship between density and desirability. Density equals tax base; yet moving cars remains the number one priority dictating most transportation decisions. As an example, in the past 20 years, Main Street in Dallas has seen its average daily vehicle counts drop by 50%. The residential population has more than doubled, numerous businesses have opened and thrived, and it has once again become a popular regional destination.

The key matter in the transportation equation is choice. When transportation infrastructure primarily caters to motorized vehicles, this limits overall mobility to the detriment of cities, the quality and character of urban development, and economic stability and prosperity.

Back to the Future?

Perhaps the most interesting aspect of today's transportation dilemma is that, for the first time in history, a new form of technology may not become the primary mode of movement, thus dictating the emergent urban form. High-speed rail would likely be the only mode or technology that might apply, but those efforts have gained little traction state-wide.

Since transportation and development are inextricably linked, transportation technology is sometimes used as the cart, sometimes used as the horse. New forms of transportation allow the value of land to be unlocked from zero to viable and transformed from agricultural or natural land to neighborhoods. Some of this development was true growth. Some measure of it however was cannibalization. Highways were built into cities to deliver suburban residents into urban jobs.

Advancing technology has historically allowed growth outwards; but if we're heading back to feet, bikes, and trains,



perhaps the next wave of growth and development will be back inward, towards central cores revitalizing depressed, underdeveloped, and left-behind areas. A modern city can be a pleasant, safe, and desirable place. Dirty industries have long since left or are being quarantined as locally undesirable land uses (LULUs). Value is re-orienting to where "location, location, location" once again trumps "if you build it (anywhere) they will come."

One of those LULUs often brushed aside as a necessary evil is those intra-city highways President Eisenhower despised. As heavily subsidized, decentralizing forces, highways through our core cities flipped the equation so that it only made sense to live further and further out. However, the economic equation has shifted. When the highways were new, they leveraged new investment further throughout the city. However, today we've overextended ourselves and we've hit and quite probably exceeded our limits of growth via the automobile. Exurban neighborhoods sit half-finished or barely begun. Our highways are literally crumbling, graded D- by the American Society of Civil Engineers in terms of their structural integrity due to deferred maintenance.

Perhaps it is time to unwind some of that progress from the 20th Century that left our cities bankrupt and bereft. We simply can't pay to maintain them because there is no return on that investment. Furthermore, any investment in increased supply of roads only leads to a temporary reprieve of traffic. Remember that concept of transportation elasticity? If you build more roads, you get more cars, and in turn a less desirable place. This leads to less density and a reduced tax base. When you remove lanes, not only does some of the traffic find alternate routes, some of it disappears entirely. Then again, maybe there is a new tech-

nology that will transform cities—one that is partially responsible for that disappearing car traffic. The internet has the potential to be a parallel and interconnected infrastructure to our cities. They are remarkably similar in that they have developers, designers, sites, network hubs, traffic, and interfaces. The web is the conduit and our smart phones and portable devices are our vehicles. The web allows us to increase our global interconnectivity because of the speed and cost at which data and information can travel. Social networking has proven to be an effective platform for clustering, improving local connectivity, as well as providing digital interfaces with transit schedules. We can be where we want, with whom we want, when we want to be there. When our transportation choices are appropriate and cost-effective, we define a smarter system.

In Dallas, we like to refer to things as "world class." Truly world class cities are already ahead of the curve, removing costly and destructive freeways, and improving the quality of place as well as the economics of their cities. Citizens are no longer beholden to the expense of car payments, insurance, maintenance, and gas prices. Transit agencies aren't begging and borrowing just to survive. Cities aren't behind on maintenance or without tax base. Police departments aren't overextended and underactive, stuck in patrol cars from which they monitor drivers' speeds. Schools aren't laying off teachers in order to pay for busing.

In the case of transportation and cities, bigger is not better. Better is better—and more profitable economically, environmentally, and socially. ■

Patrick Kennedy is an urban designer and partner in the design firm Space Between Design Studio, LLC.

In Context

What is it? Where is it?

Can you identify this North Texas building and its architect?

See page 31 for the answer.

Creative On the Side | Things People Create on Their Own Time



The Street, oil on canvas
Vesna Komarica, AIA
Vesna Komarica Architecture & Art



Jazz Player, pencil on sketch paper
Dan Killebrew, AIA
KFP Architects



Handsome Tulip, oil on board
David "Buzz" Baldwin
David C. Baldwin Inc.



Ponte Vecchio, acrylic and tissue paper on masonite
Paul Louis Haberman, AIA
HKI Architects

SPREADING OUR WINGS

DALLAS ARCHITECTS AT WORK IN CHINA

Unassuming. Smart. Hardworking. Undaunted by large challenges. These are the words that describe Dallas's architects who are taking on design assignments in the People's Republic of China.

Maybe you have heard about the building boom going on in China and wondered, "Should I finally learn the metric system? After all, who can afford to ignore such a big pie?" If the domestic market is the main meal for Dallas architects, even a tiny sliver of the China pie is a huge serving of dessert. Sometimes, if your main meal is a little small due to domestic recessions, a large serving of dessert can help fill you up and maybe help you keep meeting your payroll.

There are approximately 1,300,000,000 people in China. The official 2010 U.S. census put the total population of the

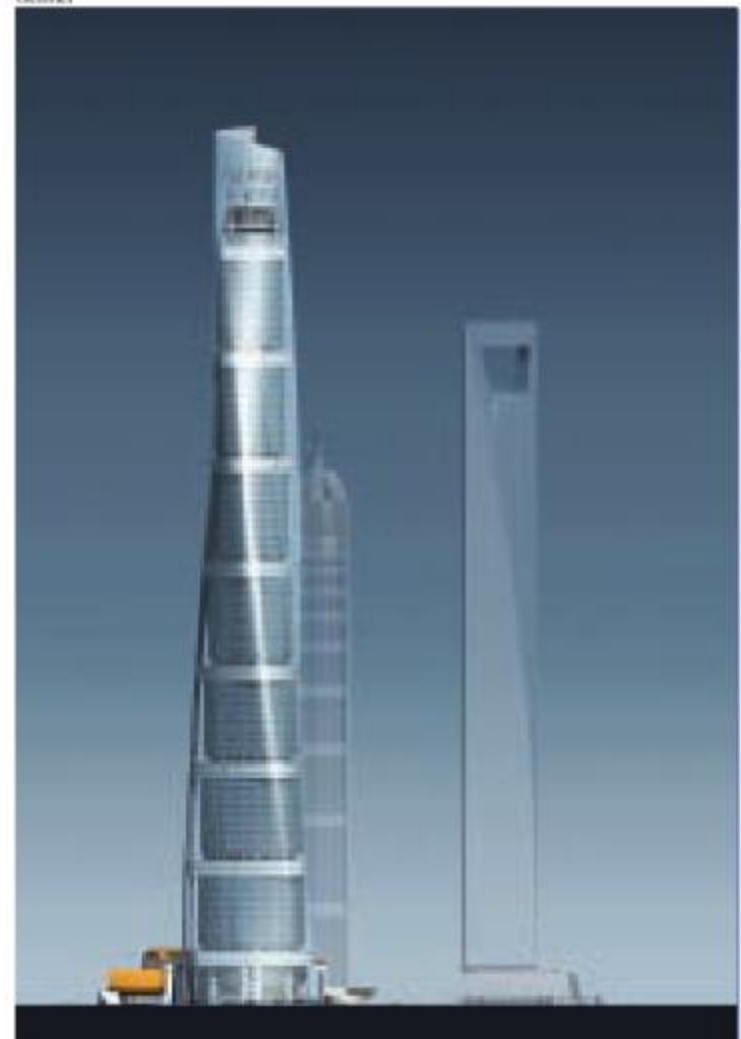
United States at 308,745,538. The population of the North Texas metropolitan area is 6,371,773. This means that population-wise, the market in China is 4.2 times bigger than the U.S. and 204 times bigger than the Metroplex. But of course, economies are complicated and the size of the market for architectural services in China is not related in a linear manner to the size of their population.

Changing Times

Back in the 1980s, the number one job in the world was rice farmer. This was largely due to the populations of India and China and the large proportion of their populations that were subsistence farmers, dependent on rice crops. Subsistence farmers don't typically hire architects—especially foreign ones.



Gensler



Architect: Gensler
Project: Shanghai Tower
121 Stories
2,073-ft tall
3.8-million sq ft
Estimated completion:
2014

Building Use:
Office space, entertain-
ment and cultural venues,
retail, an exhibition center,
and a boutique hotel.

Notable Features:
The tower's taper and asymmetry combine to reduce wind loading by 24%, allowing savings in construction costs. Sustainable design strategies include a double-skin facade, wind turbines, and a rain-collection system.

This fact, combined with very tight central-government economic and regulatory control, limited opportunities for American architects to work in China.

But times have changed. As a national firm with representation in Dallas, Gensler's experience entering into the mainland China market mirrors the evolving geopolitical conditions that have led to the opportunities of today. In the early 1990s, a third generation of Chinese leadership was developing new paradigms following the retirement of Deng Xiaoping in 1989. During this time, Gensler established a beach head in Hong Kong that served clients looking to expand into the Asian market.

By the late 1990s, Hong Kong and Macau had been returned to the People's Republic, the economy was booming, and Gensler had moved into China, working in Shenzhen, Beijing, Qingdao, Shanghai, and Xian. The 1997 Asian economic crisis did not have much effect on China, whose economy continued to grow at about a 7% rate. By the early 2000s, Gensler had an office in Shanghai and a satellite office in Beijing. Working today as a wholly foreign-owned enterprise, Gensler has positioned itself in China such that today it is designing what will become the second tallest building in the world. (See side bar 1.)

While Gensler's story illustrates the path to today, RTKL's work in China serves as an example of current conditions.

Rise of the Middle Class

The automobile market in China is expanding exponentially, fueled largely by the emergence and growth of a new middle class. This market closely resembles the middle class in other developed countries. In addition to the measure of self-determination that owning a car brings, this new social stratum aspires to own their own home, work in an office, and shop. RTKL has plenty of experience with both mixed-use development and master planning, and is engaged in both types of work in China today.

Until very recently, there were no property taxes in China. This, of course, makes sense in a communist economy. As the economy has been allowed to transition to a more open-market model, the value of real estate has grown dramatically. House prices in Beijing have risen 250% over the past four years. In an effort to cool the overheated residential real estate market, a property tax has been introduced in Shanghai and Chongqing.

What does this have to do with the work RTKL is doing? Currently there is a lot of money being made in selling land. The problem with making money by selling public land is that there is a limited supply. Selling land doesn't make money forever. Developers in China are working to diversify their endeavors to include holdings that provide solid long-term investments. Mixed-use development is a key component of this strategy.

Developers in China, like developers in the U.S., have an eye on the bottom line; but they also are driven by a sense of competition to be the best in less quantifiable measures than financial profitability. As a result, developers in China are not only willing to pay for design, they sincerely value it.

The state-run design institutes do not have a significant amount of experience in innovative retail design. Under the strict "communist" model, department stores were state-owned, and designs followed formulaic guidelines established by central command. Today, the demand is for sophisticated design. RTKL's creativity and expertise in multi-use development has been granted fertile ground in contemporary China. (See side bar 2.)



RTKL



Architect: RTKL
Project: Chengdu Pearl River New Town
4.5-million sq ft

Building Use: Retail mall, office tower, apartments, and hotel

Notable Features: Pearl River New Town will be the heart of a new commercial business district for Chengdu, China. In addition to providing the master plan for the surrounding district, RTKL designed a four-level shopping mall, two office towers of 35 and 50 stories respectively, and two small office/home office buildings of over 40 stories each. An outdoor retail zone between the mall and podium of the towers satisfies a government requirement to provide lively streets, reminiscent of traditional Chinese shopping streets.



Images by Perkins+Will



Architect: Perkins+Will
 Project: Changzhou Golden Oriental Senior Living Community
 2.3-million sq ft

Notable Features:
 This senior-living facility houses independent living apartments and villas

(1,000 rooms/ 1,500 beds), assisted living, memory care, skilled nursing (270 rooms) and staff housing (274 rooms). The buildings and grounds were designed in an effort to remake the site into an ideal landscape according to basic Chinese concepts of natural order.

An Aging Population

If middle-class aspirations, such as shopping, represent the current trend in China, an aging population and the associated infrastructure for retirement living is the future as well. One of the effects of a one-child policy is a rising average age. In the near future, China will be adding 10-million seniors a year, while losing 7-million productive citizens. In 2050, it is projected that there will be almost 450-million Chinese over the

age of 60. As much fuss has been made about the baby boomers retiring in the U.S., that demographic is barely a ripple compared to the looming tidal wave of seniors in the People's Republic of China.

In much the same way that developers have identified and valued the expertise of RTKL Dallas in retail design, Perkins+Will Dallas has been able to translate extensive senior-living experience in the U.S. market into opportunities in China. (See side bar 3.)

This is a glimpse into the work being done by Dallas-based architects in China today. As our world becomes smaller, our reach becomes greater and we begin to see new possibilities as we open our vision to a larger world. ■

Matthew Crummey, AIA, is an architect with Perkins+Will.

Dallas Architecture Forum

Fall 2011 Chinese Lecture Series

China is a leading center of architectural activity in the world today. The Dallas Architecture Forum, in conjunction with Houston's Rice Design Alliance, will present some of the most significant global voices focused on Chinese architecture in a lecture series here in Dallas this fall.

The Chinese Architecture Series will include:

Thomas Campanella
 Thursday, September 29, 2011

Wang Shu
 Thursday, October 13, 2011

Pei Zhu
 Thursday, October 6, 2011

Qingyun Ma
 Thursday, October 20, 2011

Check Forum's website for venues and more information on these distinguished speakers. General admission is \$20 per lecture. Admission is free for Forum members.

GALLERY



“The Park’s design focus is on outdoor spaces that literally and symbolically unify Dallas’s fragmented urban fabric and radiate out to touch the entire community.”

LINDA OWEN

THE PARK
Dallas, TX
Woodall Rodgers Park Foundation
www.theparkdallas.org
Photographer: M2 Studio

GALLERY



MUSEUM TOWER

Dallas, TX

Design Architect: Scott Johnson,
FAIA, Johnson Fain

Architect of Record: Gromatzky
Dupree and Associates

www.johnsonfain.com

www.gdainet.com

Photographer: Johnson Fain

“Museum Tower is a smooth shaft of light, a kind of translucent beacon in the center of Dallas’s extraordinary and growing arts district.”

SCOTT JOHNSON, FAIA

GALLERY



“A building unlike any other in Dallas and possibly the world, the museum will remain an iconic memorial to science for many years to come.”

JENNIFER WORKMAN, AIA

PEROT MUSEUM OF
NATURE & SCIENCE

Dallas, TX

Architect of Record: Morphosis

Consulting Architect: Good Fulton
& Farrell

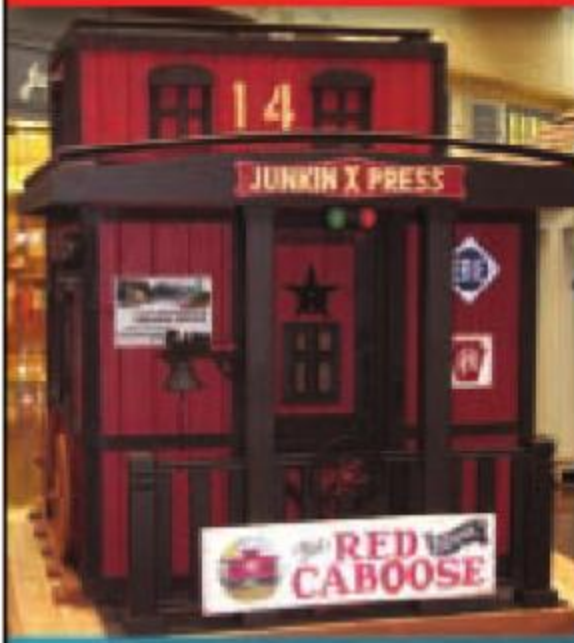
www.morphosis.com

www.gff.com

Photographer: Morphosis

DESIGN A PLAYHOUSE? HELP AN ABUSED CHILD?

HOW ABOUT BOTH!



Sponsored by **The Young Architects Forum**, more than 40 architects and students vied to have their playhouse designs brought to life at the Orix Parade of Playhouses at NorthPark Center, Aug. 5 – 21. Parade of Playhouses benefits Dallas CASA (Court Appointed Special Advocates), an organization of volunteers who are voices in court for abused children.

Congratulations to the winning playhouse designers

Easel Haus and Tangram House

by Dan Fletcher, Architectural Intern and Vandana Nayak, AIA of SHW Design Group

Hillside Bed and Breakfast House

by Chris Owens, Architectural Intern of Raymond Harris & Associates Architects

Red Bubble Playhouse

by Julian Alva, student of Westwood College

Zoo House

by Natalie Crawford, Architect at JHP Architecture/ Urban Design and Brian Crawford, Architectural Intern of Raymond Harris & Associates Architects



To learn more about Dallas CASA and the Young Architects design competition, visit dallascasa.org.



Got Ideas?

Columns is the primary arts and architecture magazine in North Texas. As such, we offer many opportunities for our readers to express their creativity and share themselves with their peers in new and interesting ways. Here are features that run in every issue where we would like to have your involvement.

PEOPLE, PLACES & THINGS

Send entries to Laurel Stone, AIA, columns@aiadallas.org.

CREATIVE ON THE SIDE

Contact Doug Sealock, Hon. AIA Dallas, columns@aiadallas.org.

SENSE OF PLACE

Contact columns@aiadallas.org.

THE GALLERY

Contact columns@aiadallas.org.

HAVE AN ATTITUDE?

Contact Chris Grossnicklaus at cgrossnicklaus@RTKL.com.

DCFA / DAF Events

As we recover from another hot summer, it's a perfect time to get out and about and enjoy the incredible architecture our area has to offer.

ARCHITECTURE WALKING TOURS
We offer walking tours on the first four Saturdays of the month: Arts District

Walking Tours on the first and third Saturdays and Main Street District Walking Tours on the second and fourth Saturdays. For details and to register, visit the tours page at DallasCFA.com.

ARCHITECTURE FILM SERIES

Join us on the second Wednesday of the month at 7:30 p.m. for a screening of a film on architecture. Be sure to stay for the lively discussion to follow.

SPECIAL EXHIBITION: THE ARCHITECTURE OF THE TEXAS CENTENNIAL EXHIBITION

Celebrating the 75th anniversary of this important Texas "Worlds Fair," the exhibition examines the incredible Art Deco architecture of Fair Park and George Dahl and other architects and artists who made a Texas-size dream a reality. ■

For details and a full event schedule, visit DallasCFA.com. Follow us on Facebook and Twitter!

Profile | Don Raines

As a landscape designer, Don Raines' multidisciplinary explorations include the 2,200-acre Trinity Lakes project and a variety of Dallas Area Rapid Transit projects. He holds two degrees from Rhode Island School of Design in landscape design and has worked with Wallace Roberts & Todd in Dallas since 2000.

What drew you to the discipline of urban design?

I am an advocate of landscape urbanism and developing a better understanding of green infrastructure to improve the public realm. My interests in planning, architecture and landscape architecture, plus my drive to develop a sense of community converge in the discipline of urban design.

What intrigues you about Dallas and what has kept you here?

Like the prairie that surrounds us, the appreciation of details depends on one's perception. Dallas intrigues me because it has a core value of being considerate and friendly. That may sound corny to some, but quality people do matter over the course of a lifetime—even more than scenic views. What keeps me here is the fact that our environment, especially our urban environment, does not reflect our core values and we, the local artists, designers, and planners, have a responsibility to retrofit the mistakes of the 20th Century.

What inspires you to create?

I try to decipher the *genus loci*, the spirit of a place, and find out what the place wants to be. I dislike the term "placemaking" because it suggests there was no place until the designer came along. That's somewhat counter to the Greek notion of the *genus loci*.

Where is the balance between intelligent growth and organic evolution in the life of a city?

Intelligent growth should include an organic evolution. Society is focused on compressing time, and planning for intelligent growth is a rushed process. The organic evolution and human scale of the Bishop Arts District is a great example of a former pedestrian/streetcar neighborhood that got to sleep through the late 20th Century and missed out on any distinction as an automobile destination.

How do you see the Trinity River Project adding value to our city?

It takes an isolated, utilitarian, grey infrastructure environment (that has stood still for 80 years) and re-purposes it into green infrastructure. Dallas really should take ownership of the Trinity and make environmental stewardship and environmental responsibility a part of being a Dallas citizen. Green infrastructure could be to Dallas, what architecture is to Chicago or what transportation is to Portland. The Trinity River Project literally would flip this city, making the back door the front door.

What's on your iPod?

The Cars and the Ting Tings

The Best advice you can give?

Always know that you have original ideas and don't let another soul tell you otherwise. ■

Interview conducted by Ishita Sharma, Assoc. AIA, an intern architect at Corgan Associates Inc.



Profile | Raymond Harris

Shown here in his West End office, Raymond Harris sums it up by saying, "It's all about the people." The 33-year resident of Lake Highlands started his own firm 28 years ago and has grown it into a 74-person operation. Arguably one of Dallas's most prolific architecture firms, Raymond Harris & Associates Architects has completed more than 5,000 projects scattered across the country. In the late 1980s, Raymond completed a small stockroom expansion for a little-known Arkansas-based company called Walmart. This project started a long working relationship with what would become the largest corporate client in the world. Nearly every reader of this article has been in one of RHA's buildings.



Explain your early career as an architect here in Dallas.

After graduating from the University of Oklahoma, I was recruited to Dallas by Larry Good of Good Fulton & Farrell, and then hired by Jack Corgan of Corgan Associates. Before starting my own firm, I also worked for Howard Parker and Jim Clutts of HKCP, once one of the city's largest architecture firms. Both of these men were also pupils of Harwood Smith. By the age of 27, I began looking for clients of my own. Much of my early work was typical of a boutique firm—personal residences, surgical centers, and small one-off projects.

Discuss the transition of your work and clientele since beginning your firm in 1983.

It's hard to develop one-off clients and stay in business. The secret is developing repeat clients. I realized the most prolific repeat clients were corporations, so I changed the practice from being a design firm to being a service-oriented firm. It was ultimately a business decision.

In your free time, what do you enjoy outside of architecture?

For many years, I served as a scoutmaster for my sons' Boy Scout troops. I enjoy hiking and have explored all the National Parks in the U.S. In recent years, I've devoted a significant amount of time to serving the poor and illiterate, helping them find spiritual transformation by knowing and loving God. This has led me to China, Brazil, and Africa, which also afforded me the opportunity to speak on business and leadership topics. This past year, I ran 58 5K races, most of them with my dog, Maggie, alongside.

Harris has authored *The Anatomy of a Successful Firm* and published a collection of his sketches entitled *Hiking America's National Parks & Other Places*. He is currently working on *Operating a Business in God's Economy*, a series of three books that will explore business topics defined in the book of Proverbs, focusing on parables, stewardship, ministries, and leadership. ■

Interview conducted by Andrew P. Moon, an intern architect with Raymond Harris & Associates Architects.

In Context |

Continued from page 20



Benjamin Burnside

Brookhollow One

Brutalist architecture came to Dallas in the 1970s, most notably with IM Pei's Dallas City Hall, but a prime example of this movement was Paul Rudolph's Brookhollow One, the first piece of a much grander concept known simply as the "Plug-In City." The concept stressed simple repetition in order to streamline the construction process and to maximize the amount of usable occupied space. Through this simplistic design approach, one could then expand upon the architecture, if desired, resulting in a streamlined cohesive development. The idea was ambitious but was ultimately replaced in the office market with newer international trends, leaving the building vacant for nearly twenty years. ■

Contributed by Michael Friebele, Assoc. AIA, with merriman associates/architects inc.



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By Chris Grossnicklaus, Assoc. AIA

Web wise | Online Spaces That Intrigue, Engage, and Educate.

Fast Company's Co.Design

<http://www.fastcodesign.com/>

Co.Design is the design sub-site of Fast Company Magazine that covers the gap between business and design with features on new products and writing from some of today's leading designers. The site also provides daily visual stimulation in a cleverly designed format that you would expect from Fast Company.

The Dirt

www.dirt.asla.org

The Dirt is the weekly blog from the American Society of Landscape Architects that features critical news about landscape architecture and architects giving insight into the process of transforming the environment.

Coffee With An Architect

<http://www.coffeewithanarchitect.com/>

This simply constructed blog bases its content on the irreverence of being in architecture. Posts range from the Rules for Surviving Studio to Crank Calling an Architect.

The Urban Fabric's Photostream

<http://www.flickr.com/people/ninjatune/>

This flickr stream, from local photographer Justin Terveen, documents Dallas from its disrepair to the fantastic and everything in between. This stream provides a rich narrative of the state of our city.

Stuck In Studio

<http://stuckinstudio.com/>

Stuck in Studio is a blog that focuses its attention on architecture students by connecting them through shared experience. It provides resources like articles specific to students, job search advice, and news on competitions. ■

Chris Grossnicklaus, Assoc. AIA, is with RTKL Associates Inc.

To offer your ideas for websites that others might like to visit, send him suggestions at cgrossnicklaus@rtkl.com.



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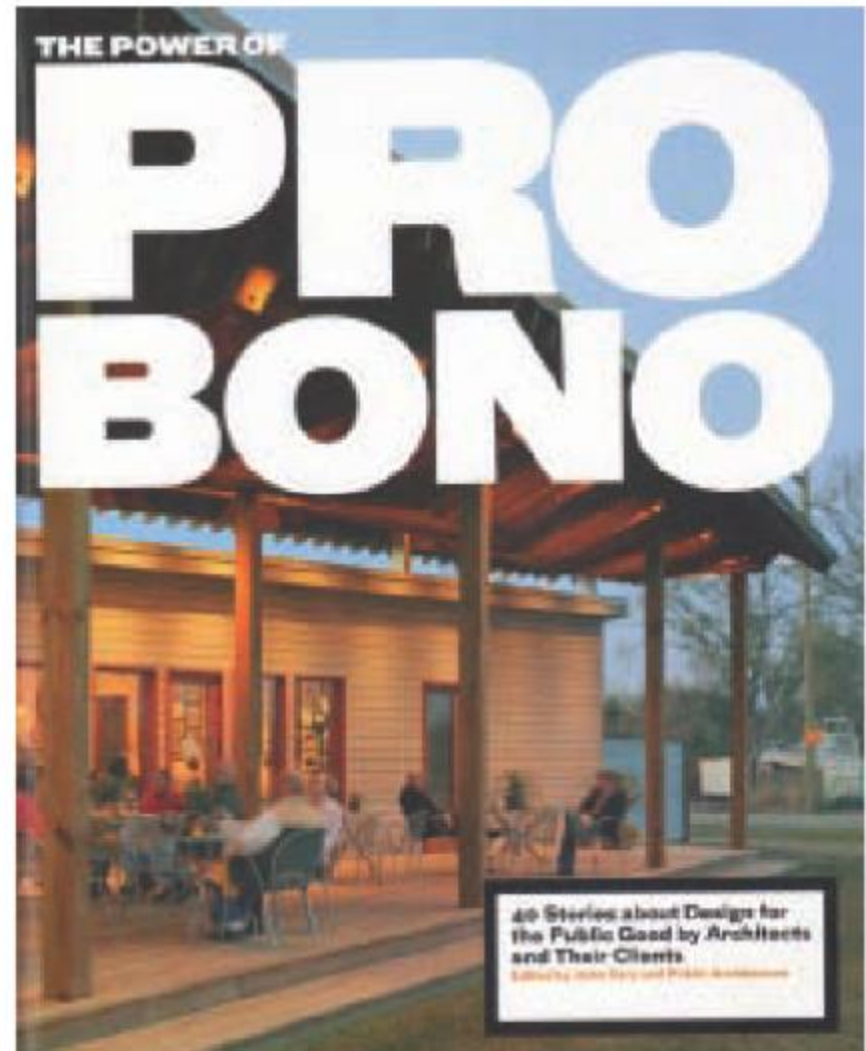
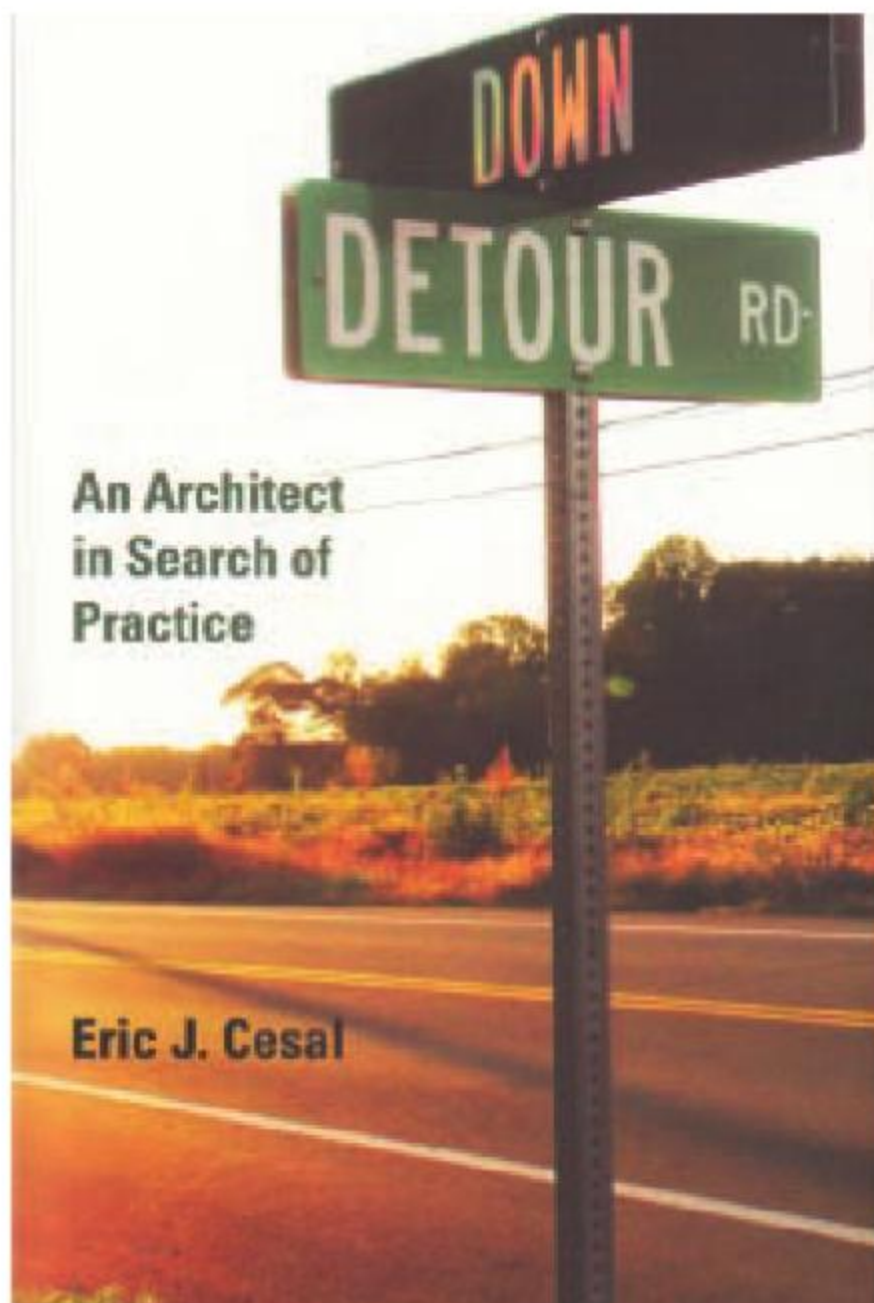
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Critique | Professionals Share Perceptions of Publications

Rise up followers of Mies and Le Corbusier, Kahn and

Wright. A new manifesto has been written that not only stands to reverse the great and tragic decline of our profession but to address said decline's nefarious root causes. Eric Cesal's *Down Detour Road* provides a clear path to reassert professional cohesiveness through strengthening public knowledge of the value of an architect and the value of good architecture. It is with this newfound professional unity and resolution that we can reclaim the mantle of architect from all those who have usurped it. We put all those who have attached the label "architect" to their title on notice. It is a certainty that our profession, armed with the historical knowledge we possess, has the ability not only to survive this downturn, but to rebound from it better positioned than before. No longer need our ranks suffer disproportionately in a bad economy. No longer need we cede more of our ancestral realm to new-age fields. No longer need we dread the seemingly inevitable question, "Why do I need an architect?" With Cesal's promulgation in hand, architects will not only persist, but flourish. The time has come to hoist the banner for a glorious, new Architectural Revolution. ■

Reviewed by Connor Burton, Assoc. AIA, an intern architect with Raymond Harris & Associates Architects



Q. What is the tie that draws these three items together?

1. Studio Gang Architects' building for the Chinese-American Service League in Chicago
2. A Gensler-designed camp for the Boy Scouts on Catalina Island
3. Perkins + Will's work on the Children's Hospital in Minneapolis

A. All three are pro bono projects completed by marquee design firms—and they're just a few of the 40 projects featured in *The Power of Pro Bono*. Compiled by John Cary (now head of Next American City) and Public Architecture, this beautifully designed and illustrated book takes a look at the growing movement of architects and designers who contribute their talents on a variety of pro bono projects throughout their communities.

The stories are told not just from the architects' perspectives, but also, quite persuasively, from the clients' points of view. For example, the green living walls, designed by Elmslie Osler in Los Angeles, are beautifully described and photographed; but their real power is in the entry by the organization they served, Urban Farming, which explains the impact of the project on the residents in the community and beyond.

Perhaps just as valuable as the individual entries are the prefaces, which discuss the importance of democratizing design and how architecture must always remain a social act. Here's hoping the book serves as an inspiration to many firms. ■

Reviewed by Greg Brown, program director for the Dallas Center for Architecture




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*When purchased online, \$30 on-site day of the tour.

Practice Matters | Give Back

Architects have many avenues through which to give back to their communities. Some firms are pledging 1% of the firm's billable hours to serve the public good, through the 1% Solution program sponsored by Public Architecture. Supported by a grant from the National Endowment for the Arts (NEA) and inspired by efforts in the legal and medical professions, the 1% Solution challenges architecture firms to donate 20+ hours of their time per year to better their communities through pro bono projects. In addition, many architects participate locally in Hearts & Hammers, a community construction program in its 15th year.

Architects can also provide solutions for many of our community needs through neighborhood charettes that influence land use planning. We can make a big difference by providing our professional services to our communities. For example, HKS hosted a charrette for the Southfair neighborhood, allowing planners and designers to work with community advocates to create a new vision for the Grand Avenue/Martin Luther King corridor adjacent to Fair Park.

Our staff also worked with the Nexus Recovery Center to design an inspiring living environment for women and their families recovering from substance abuse. We generated a master plan and



South Phipps is an illustrator from Chicago. See more work at www.southphipps.com

Reaching Out

Our local professionals support many charity initiatives.

Here are some excellent ones that your company might like to explore:

- American Cancer Society
- Big Brothers and Big Sisters
- Boy/Girl Scouts of America
- Boys & Girls Clubs
- Dallas Arboretum
- Lighthouse for the Blind
- March of Dimes
- Ronald McDonald House
- Salvation Army
- Society for the Prevention of Cruelty to Animals
- Toys for Tots
- United Way

building design to create an entirely new concept for an integrated living environment and workshop space.

The firm worked with the Make-A-Wish Foundation of North Texas to design and build a two-story, 500-square-foot, backyard-dream clubhouse for a "Wish Child." In addition, The American Sub-contractor Association, The Beck Group, HKS, and ccrd partners teamed up to donate a picnic pavilion to Texas Scottish Rite Hospital—free of charge.

Architecture, construction, and engineering (ACE) firms can also give back

through the Dallas/Fort Worth chapter of The ACE Mentor Program. The after-school program serves high-school youth interested in exploring career opportunities in these industries.

In this global recession, I would encourage our professionals to not only look inward but to reach up and out and realize how much our communities need us in these trying times. Give back. ■

H. Ralph Hawkins, FAIA, is chairman and CEO of HKS Inc.

Transitions | Sending Our Work Away

Andrew Brown, Associate AIA



The Internet has given us the ability

to instantly communicate with anyone, anywhere, at any time. In this technology-driven world, our abundant exchange of information has changed the way we approach business. Not only can we speak to international clients directly, but we can also distribute work among offices across the world.

Outsourcing is not a new concept but it has changed vastly in the type of work involved. Initially, unskilled jobs were sent to other countries to lower costs; but, as of late, professional work is sent both domestically and internationally. As the world grows closer in business relations, outsourcing has found a positive niche in the global economy. Jonathan Brown of JHP Architecture, who has experience with architectural outsourcing, defines it as, "going beyond your permanent employee base and engaging other professionals or entities for architectural or architecturally related services." It enables us to accom-

plish goals faster while saving money. We can upload sketches of a building mass at 5pm on Monday and download a conceptual model at 8am on Tuesday. Still, speed is not always the bottom line; sometimes it's profit margin. A handful of U.S. architectural firms are beginning to focus their time and energy on outsourcing, whether locally or internationally, as a cost-saving method for tedious model building and drafting. Smart, right?

The trouble with this strategy lies in its lack of foresight. Architectural interns would have otherwise completed a majority of the work being outsourced. How will future architects become experts in their trade if we send developmental work to a group of international draftsmen? We rob our staff of a solid educational foundation in exchange for increased workloads and profits. Sheila Kleinpeter of JHP recognizes the lack of human interaction. "You do not mentor your next replacement. This profession

has been built on mentorship."

Heath May of HKS Inc. sees it as an opportunity. "Those who find careers in architecture will have the unique opportunity of being more than just a commodity to their firm."

If the current percentage of architectural firms who outsource continues to rise, we must develop strategies to maintain the educational progress of our young staff in order to benefit the industry now and into the future. ■

Andrew Brown, Assoc. AIA, is an intern architect with Corgan Associates Inc. in Dallas.

The writer would like to extend special thanks to the following individuals for contributing their ideas and opinions, helping to make this article possible:

Jonathan Brown, JHP Architecture
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Ray Fambro, Raymond Harris & Associates Architects

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