

COLUMNS

A Publication of the Dallas Chapter of the American Institute of Architects | Spring 2015 | Vol. 32 No. 1

MOBILITY

- + Urban Planning by Design
- Rethinking Auto Dependency
- Mobility, Sprawl, and Our Future

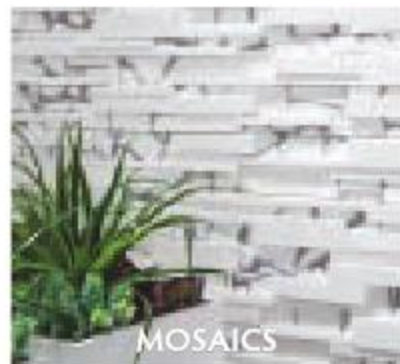
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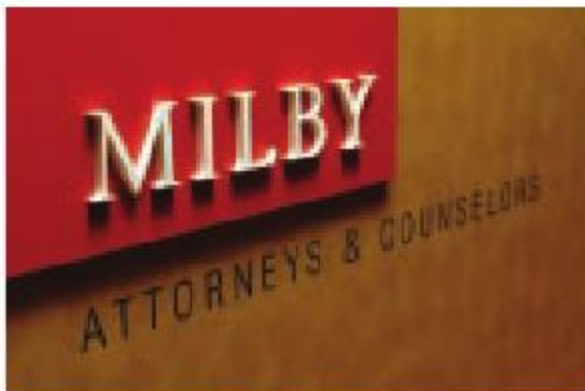
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Columns has received awards for excellence from the International
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for Marketing Professional Services.

Contributors



**Active Transportation—
Navigating Mobility
Option**

Bud Melton

Bud is a fifth generation Texan and former bike shop owner who has pledged to leave the planet more fun than when he arrived. As vice president of Bowman-Melton Associates Inc., founded by his wife, Annie, Bud helps to plan, fund, and create environments conducive to healthy, active lifestyles. He serves on the boards of the Greater Dallas Planning Council, the Deep Ellum Foundation, and the Texas Trees Foundation. He is also a member of the American Planning Association, the Association of Pedestrian and Bicycle Professionals, and other organizations pursuing active transportation and recreation alternatives throughout Texas. He and Annie are enjoying their 31st year of marriage.

PHOTO BY ANNIE MELTON



**Getting Around Dallas:
Evolving Solutions to
Mobility Challenges**

Linda Mastaglio

Linda has served as the managing editor of *Columns* magazine since 2006. She is also a contributing editor of *SMPS' Marketer* magazine and has written over 100 special sections for *Engineering News Record* and over 1,000 articles for publications worldwide. A strong believer in living life zestfully, she divides her time equally between satisfying professional projects, retreats in the woods of East Texas, quality time with family and friends, and extensive national and international travel. She founded a virtual public relations company in 1996 which serves AEC firms and associations nationwide. She also owns a small publishing firm.

PHOTO BY TARA CANTIERI



**Mobility, Sprawl, and the
Future of North Texas**

James Adams, AIA, RIBA

Passionate for dense urban environments and the people and places that make them thrive, James proudly walks to work in the West End of Dallas daily from his loft in downtown. At Corgan, he has worked as an architect on a multitude of office, mixed-use, and residential projects over the past 10 years. An aspiring writer always looking for good stories, he is the associate editor of content for *Columns*. James has a zest for traveling the world which he hopes to instill in his 6-year-old daughter, Audrey.

PHOTO BY JAMES SCOTT

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MOBILITY

Cover: Public art at City Place like this one, *Synchronicity of Color Receptors* by artist Margo Sawyer, enhances the walkability of the city of Dallas. Photo by Michael Cagle, Assoc. AIA.



BLAKE MARVIN

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Installations in a compressed space create the urge to take a walk.

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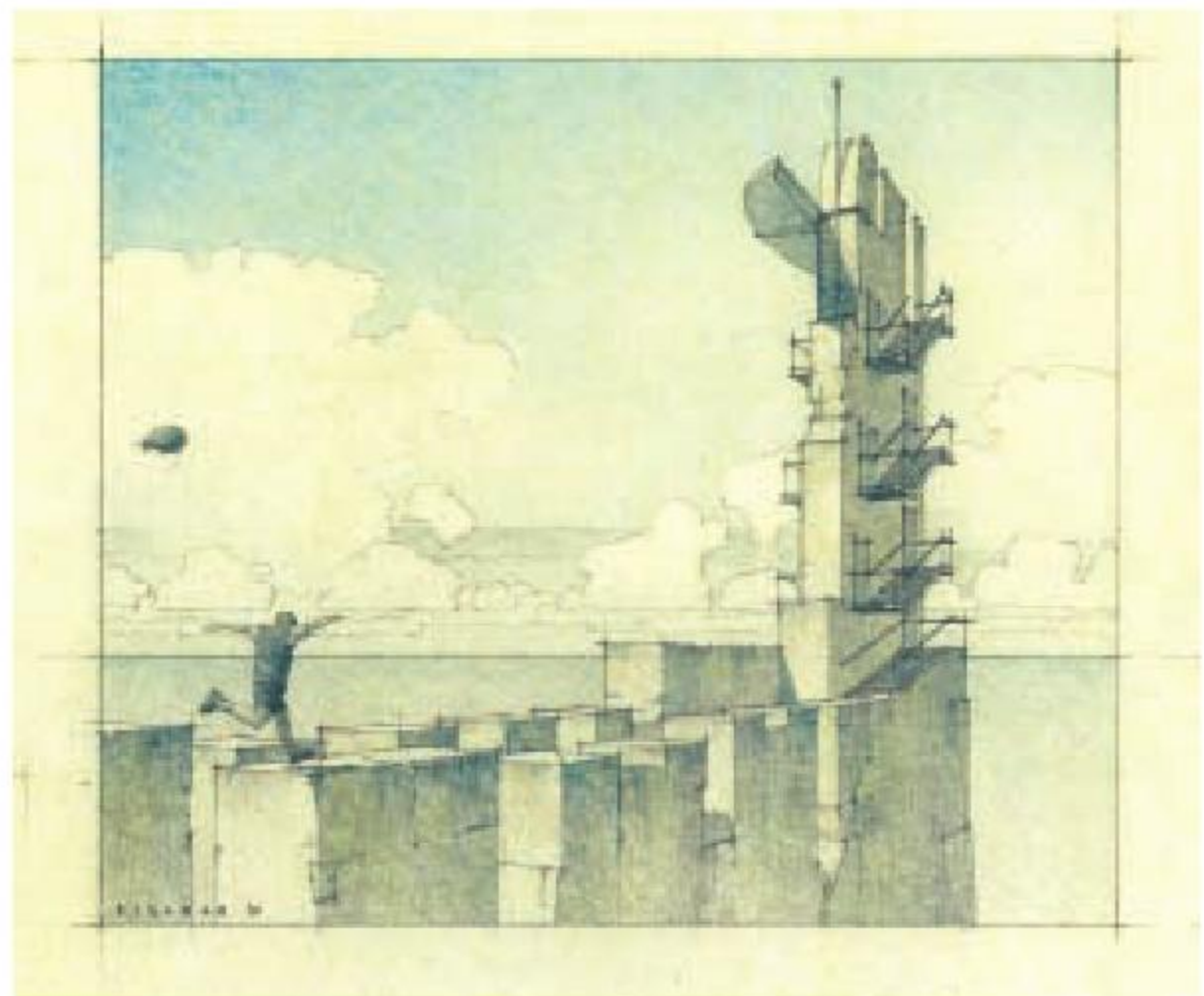
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Support the firms that support *Columns*.

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Learn more about the topics and trends highlighted in this issue.

Correction: In the winter 2014 issue of *Columns*, the photos of Jim Lake and David Spence were misidentified in the article "Architects and Developer Clients" by Ryan Flener. We apologize for the error.



SAMUEL RINGMAN

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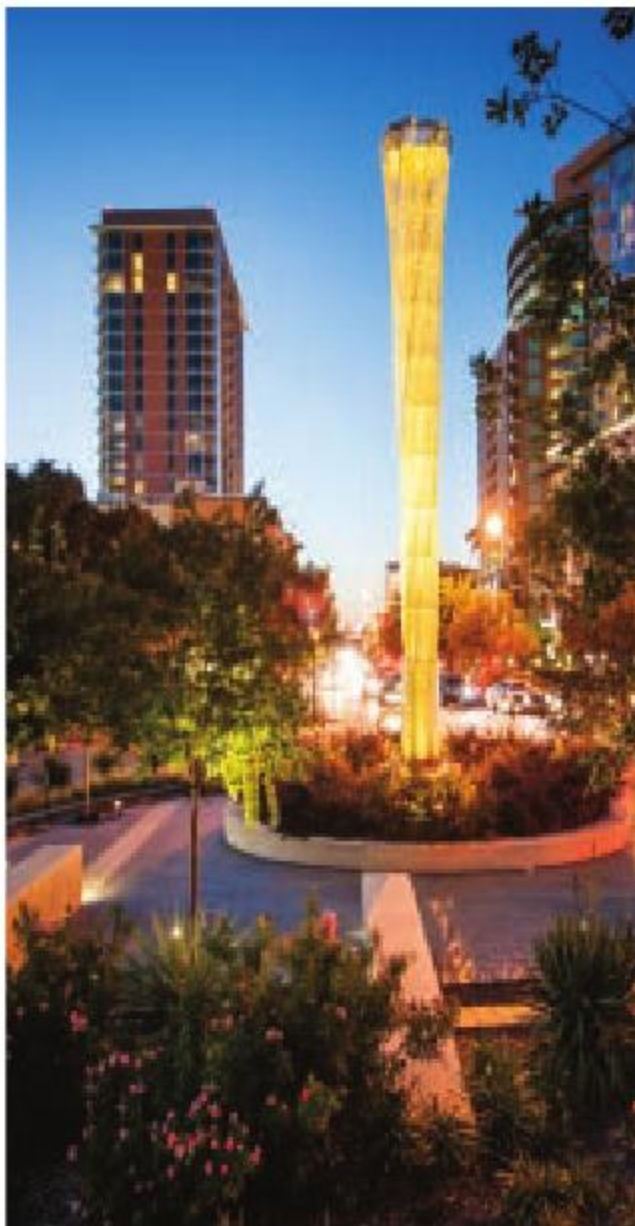


Public Arts | Sculptures of City Place

BELOW: *Synchronicity of Color Receptors*, Margo Sawyer, Elgin, TX
LEFT: *Tower II*, Cliff Garten, Venice, CA



PHOTOS BY MICHAEL CAGLE, ASSOC. AIA



The **City Place** development includes three unique sculptures as part of an initiative to promote walkability by beautifying the surrounding landscape. The permanent installations installed October 2011 visually anchor the site, becoming landmarks within the development by compressing space to a pedestrian scale. As landmarks they also serve as fixed markers against the variable backdrop of the ever-surrounding urbanity.

The first of these installations is nestled between the McKinney Avenue trolley turntable and the DART Station. Titled *Synchronicity of Color Receptors*, these two colorful glass cubes are the work of artists Margo Sawyer. Only a short distance away at the corner of the McKinney Avenue and Blackburn Street is *Watertable*, a 12-ton piece of black granite by sculptor Brad Goldberg. The third installation, a work by Cliff Garten titled *Tower II*, is visually present soaring 35 feet in the air. All three artistic pieces have dynamic qualities, modulating light and water, making them intriguing both day and night.

While these sculptures have a distinct beauty as autonomous objects upon first glance, a supplementary appreciation is gained experiencing them over time on a multitude of occasions. In this way an insight unfolds as the observer accumulates experiences that are layered in the mind's eye. These gained perspectives bring a new connotation, one pertaining to human interaction with environment. As the sculptures redefine the surrounding space, they are no longer just independent monuments juxtaposed with the ever-changing landscape, but are sewn into the fabric of the site. Perhaps to the pedestrian this becomes the greatest benefit: an artwork so engrained with place that it serves to trigger memories of the past. ■

Lindsay Brisko, Assoc. AIA is a project coordinator at Good Fulton & Farrell.



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In Context | What is it? Where is it?

Can you identify this North Texas building?

See page 47 for the answer.



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By Linda Mastaglio

GETTING AROUND DALLAS

EVOLVING SOLUTIONS TO
MOBILITY CHALLENGES



Mobility issues currently being debated in pockets across Dallas range from toll road expansions and I-30 growth to the potential teardown of IH 345. "While there has been much discussion and debate, little is being done to find a comprehensive solution that factors in the economic, social, and environmental impacts to the Dallas community," says Lisa Lamkin, AIA, a principal with BRW Architects and the 2014 president of AIA Dallas.

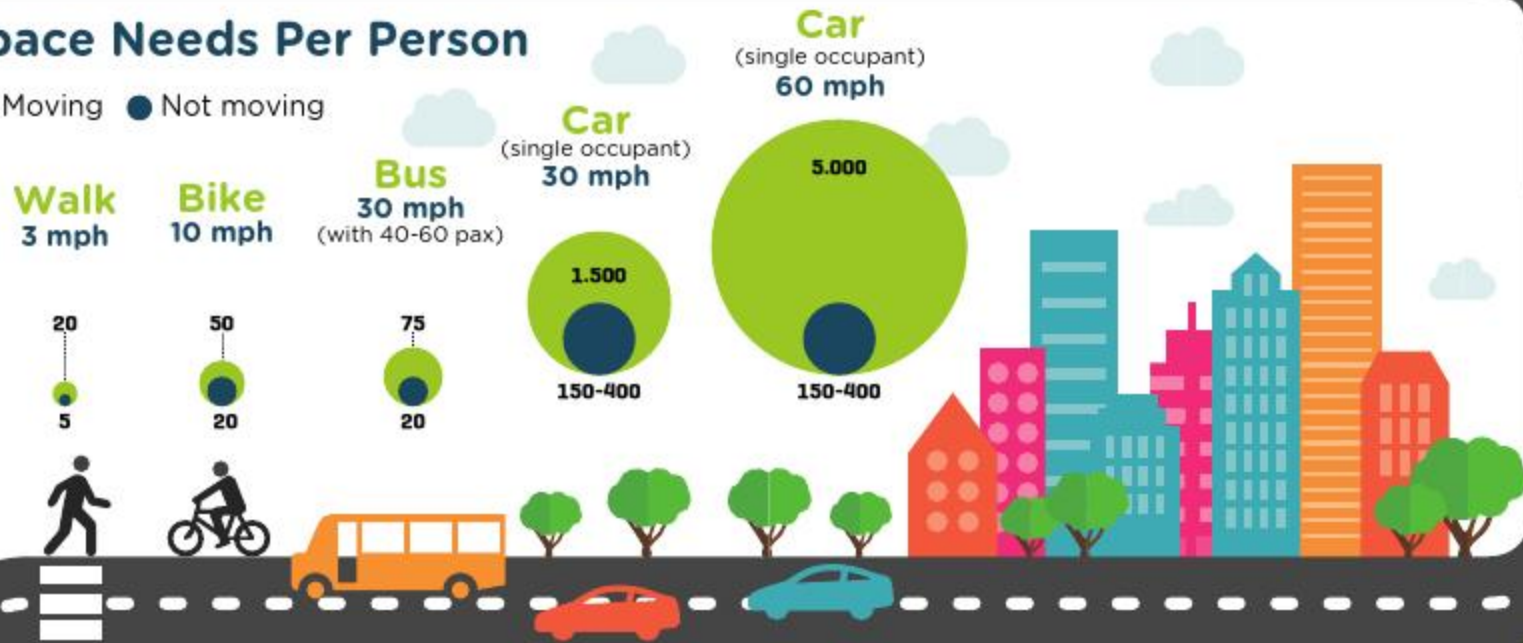
In response to this perception, AIA Dallas partnered with the Greater Dallas Planning Council to bring in local and national transportation experts last September to spend two days exploring ideas, issues, and best practices. The program, *Choices for a 21st Century Dallas: Connecting People and Opportunities*, brought together a diverse audience and a wide range of opinions. "This summit was a starting point to bring disparate points of view together to help us work toward a

DIVERSITY IN MOBILITY

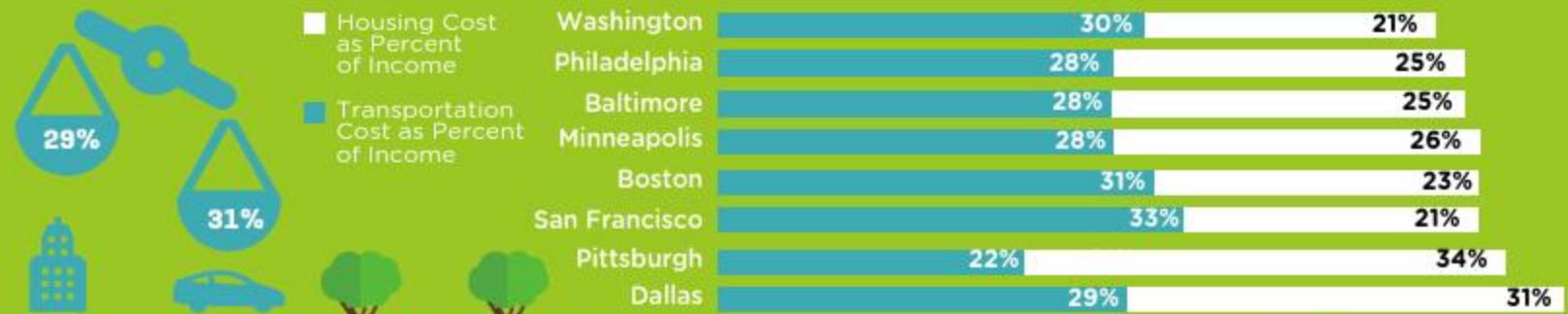
Transportation Choices Make Dallas Stronger

Space Needs Per Person

● Moving ● Not moving



High Transport Costs Make Dallas Less Affordable



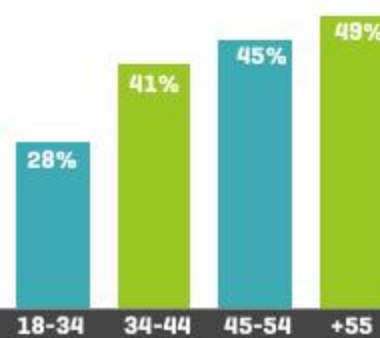
Changing Lifestyles

How likely are you to purchase something online rather than drive or take public transportation to a store?



In your daily routine, losing which piece of technology would have the greatest negative impact on you?

Losing car



Urban Tribes

More companies are moving their headquarters to urban areas that are magnets for educated young people. A survey taken earlier this year of likely movers found 38% of Generation Y respondents plan to live in medium or large cities.

CONTINUED FROM THE PREVIOUS PAGE



Rural Small Town Suburb Medium or Large City

Generation Y
(Ages 18-34)



Generation X
(Ages 35-47)



Baby Boomer
(Ages 48-66)



North Texans...
Are you ready for the coming changes?

Sources: Urban Land Institute; Zipcar Annual Millennial Study; Center for Neighborhood Technology; Nelson\Nygaard Consulting Associates, Inc.; Victoria Transport Policy Institute

common goal of designing Dallas in a way that will make Dallas stronger and of greater value to future generations," says AIA Dallas Executive Director Jan Blackmon, FAIA.

A key presenter at the summit was Jeff Tumlin, who has helped cities worldwide explore their transportation options. He is also author of *Sustainable Transportation: Tools for Creating Healthy, Vibrant and Resilient Communities*, a book critiqued in this publication.

Dallas' Multiple Dilemmas

Tumlin contends that Dallas has unique issues, but faces many of the same challenges as other cities and can learn from their experiences and successful initiatives. He reminds us that "One more traffic lane will not solve the congestion problem; congestion isn't an infrastructure problem, it's an economic problem." This is underscored by research which affirms that the difference between free-flow conditions and gridlock is about 10%. Therefore, if you reduce congestion by 10%, you remove gridlock; but then the city grows and gridlock returns. "A 12-lane gridlocked highway is actually moving less people than a congested 2-lane street," Tumlin contends.

He further underscores the issue by pointing to Dallas' "north/south divide." Since many people live in South Dallas and commute to jobs in North Dallas, they spend all their expendable time traveling to and from work. This means they have little or no

opportunity to cultivate family relationships, engage in continuing education, or have time for themselves. In addition, the affordable housing on the south side is offset by the vastly more expensive transportation costs involved in daily commutes.

What is the solution? Tumlin says that if we make South Dallas a great place to live, then employment will follow. He envisions many options there for specialized manufacturing and for the growing onshoring /re-shoring opportunities.

Dallas' Changing Demographics

Another area of particular consideration is the needs and expectations of millennials and those who follow after them, a generation currently referred to as "posts," "homelanders" or "Generation Z."

Both millennials and those who follow directly behind them are swinging the pendulum back to simplicity—even while relying on a knowledge source that revolutionizes thinking like never before. Still, they value simplicity and options. Tumlin reminds us that the seductive power of automobiles has dissipated in post-baby boomers. They see a car as a tool, not an extension of their personal identity.

They are more likely to bike to work, take an Uber to a client meeting, and ride the DART home.

Returning to his interest in South Dallas, Tumlin offers a best practice scenario from the city of Fresno, CA, which used ARRA

funding to repave street. During the process, they reduced striping and added bike lanes. This low-cost effort attracted young people and created a positive spiral in local entrepreneurship. "There are no silver bullets—just 1,000 small things that make a difference," he said.

He also points to San Francisco's success in fostering the ecology of retail neighborhoods. He contends that "less than 20% of our trips are for work: the majority involve things like grocery shopping, visiting friends, going to the pharmacy, taking kids to events." He says that when we put the needs of daily life within walking distance we automatically increase neighborhood housing values.

The Pulse of Public Transportation

The logistics of travel are influenced by many factors, not the least of which is physical shape and size. As Tumlin's *Space Needs* graphic visually displays, a moving bus full of people only requires about 75 square feet of space per person, where a single passenger car moving at 60 miles per hour needs 5,000 square feet of space. Logically, public transportation has many advantages, socially and economically, but wait times remain a challenge in a society built on instant gratification.

This underscores the potential for a combination of services, including synchronized bus and transit systems. Tumlin cites the Los Angeles bus system which he refers to as the "work horse" of the city's public transportation system and a "huge contributor to the city's economic engine." There, busses run on two-minute schedules to be responsive to light rail arrivals and departures. The vehicles (spacious and clean, by the way) are linked to the city's traffic signals and the signals respond by adding or subtracting a signal length by a second or two in order to keep busses on their schedules.

Houston's light rail has been a source of anger, a brunt of jokes, and a life-taking system due to its lack of grade separation. Still, Tumlin warns that Houston may outpace Dallas in bringing its multimodal commuter options to a higher level in the near future. To learn more, begin at www.tiny.cc/houston-plan and also view a comprehensive PDF at www.tiny.cc/plan-complete.

In 2010, the American Association of State Highway Transportation Officials (AASHTO) released a significant report entitled, *Transportation Reboot: Restarting America's Most*

Essential Operating System. In it, the authors affirm that "significantly increasing transit service will be an important component in ensuring affordable transportation and access to jobs and other services in communities all across America." The document cites congestion and emission reductions and service needs of a graying population as critical components of system enhancement. However, they go on to say that "even massive investments in transit capacity and a quadrupling of transit ridership cannot substitute for additional increases in interstate highway capacity needed to accommodate longer-distance passenger and freight movements and the through-trips that continue to grow."

Defining a Dallas Solution

In the time it's taken you to read this article, another person has moved to Texas. If we are going to care for the needs of an exploding North Texas population, we must think with intelligence and long-term perspective. Tumlin gives us a structure worth considering:

1. Define your vision as a community
2. Determine how you will measure success
3. Define your capital projects and score each against your objectives
4. Reveal to policy makers how current approaches might not be serving the highest public and social good
5. Focus on outcomes

The summit, *Choices for a 21st Century Dallas: Connecting People and Opportunities*, was intended to "ignite continued conversation toward comprehensive solutions," says 2015 AIA Dallas President Bob Bullis, AIA. ■

Linda Mastaglio is managing editor of *Columns* and owner of TWI-PR.

Join the conversation by responding to this article at www.aiadallas.org/columns/mobilitysolutions.

Also, for a well-rounded exploration of the topic of transportation and mobility challenges in Dallas, check out the background information and extensive list of published news and opinion articles created by AIA Dallas and the Greater Dallas Planning Council, organizers of Transportation Summit 2014. www.aiadallas.org/columns/primer

TRINITY TOLL ROAD OR NO ROAD?

The goal of our profession is to influence quality of life in our communities. Having been a part of the discussions surround the Trinity River dating back to the 1960s, the AIA Dallas Board of Directors is continuing to lend its voice and expertise through position papers, letters, and events.

In November of 2014, Dallas Mayor Mike Rawlings invited a "Dream Team" of experts to engage in studying the current plans for a toll road within the Trinity. To keep up with AIA Dallas' efforts and involvement, visit www.tiny.cc/Dream-Team.



"The lack of mobility choices remains a social justice issue."
Panelist David Marquis, Texas Conservation Alliance

"Have compassion for those who have different perspectives. Viciousness in public debate never helps."
Jeff Tumin, Nelson Nygaard

"Are planners willing to make tough choices and include new voices in the conversation?"
Christian Yazdanpaneh, The Commit Partnership

"No great city is ever going to have the slogan, 'It's an easy place to drive through.' Just never let up on making Dallas a fantastic place to be."
Jeff Tumin, Nelson Nygaard

"A sign that Dallas is maturing is that there's more than one hot spot. City life is coming back."
Scott Gregg, Dallas City Council

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"a walkabledfw false Dallas truism: it was built for car. Was built for rail and pedestrians #transpodfw"

"We need to attract employment downtown; there is so much inexpensive land in the south part of town."
Maria Loveland-Schneider, lead developer for the Buckner Station TOD in S.E. Dallas

People Respond to the Mobility Summit

"The Trinity Toll Road isn't appropriate for South Dallas. The solution is to fix the core."
Panelist Roddrick West, HKS

"Today's generation wants to create density, and make it easier to be downtown."
Panelist Roddrick West, HKS

Revolutionary Parks @revparks
"Roads need to be assets not just people movers."
Maria Loveland-Schneider #transpodfw

Omniplan @omniplan_Arch
"No one misses highways when they're gone."
Alex Krieger #transpodfw

Eric Celeste @EricCeleste
"All smart cities are fighting against dumb urban highways."

sugarsaint @thesugarsaint
"Traffic is kind of like plumbing; the water just goes where it can"
Alex Krieger re: hwy tear down apocalypse fears #transpodfw

SparkFarm @SparkFarm
"Driving 75 MPH whenever we want is not a god-given right."
Alex Krieger #transpodfw

Peter Graves @elliorygraves
@WalkableDFW "economy always occurs at intersections. How can we create more intersections?" #transpodfw

Jeffrey Tumin @jeffreytumin
"Next task for Dallas: going really big on the 1000s of small projects that make cities truly great."
#transpodfw @aiadallas

We are growing . . .

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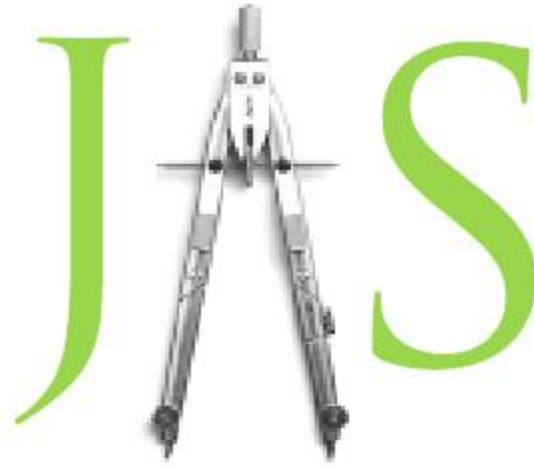
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PHOTOS BY ROBERT GUERRA

ACTIVE TRANSPORTATION – NAVIGATING MOBILITY OPTIONS

Who's minding the city? The venerable Stanley Marcus, were he alive today, would likely be asking this very question in a sequel to his much-loved book on retailing principles by a similar name. He commanded his managers to “lift the hood and check for leaks” before opening their stores each day. By Marcus’ standards, when small aberrations were promptly addressed, sales went well—and events came off with few, if any, glitches.

Today, Dr. Gail Thomas of the Trinity Trust and founder of the Dallas Institute of Humanities and Culture asks us again what the Dallas that’s surrounding Stanley’s stores wants to be.

But how do we navigate the challenges confronting Dr. Thomas and the rest of us? And how do we accomplish the small creative improvements that make huge differences in people’s lives?

In 2014, AIA Dallas and the Greater Dallas Planning Council

(GDPC) organized a two-day event—*Choices for a 21st Century Dallas: Connecting People and Opportunities*. It focused on the long-range future for Dallas and the surrounding region. This summit featured a variety of perspectives and explored what investments may be needed to achieve the greatness we collectively envision. AIA Dallas and GDPC expressed concern that the conversations seen in the press focus on isolated projects and that the solutions to specific traffic needs are not comprehensive enough. The summit explored ways traffic infrastructure decisions impact the social, economic, and environmental future of Dallas and North Texas.

Transportation planning—in the context of both internal and external costs and benefits—can run a similar qualitative course in shaping urban life for decades to come. It happens both

Opposite Page: 1. Transportation Summit personalities for the discussion on "Balancing Transportation and Development Opportunities" included Frank Bliss, president, Cooper+Stebbins; Maria Loveland Schneider, president, Sustainable Development Resources; Monte Anderson, president, Options Real Estate; and Brent Jackson, president, Oaxaca Interests. **2.** Exploring "Historical Context of Mobility and Decision Impact" were Jeffrey Tumlin, principal and director of strategy at Nelson Nygaard, Brent Brown, AIA,

director, CityDesign Studio; and Keith Manoy, assistant director of public works/transportation, City of Dallas. **3.** Keith Manoy, assistant director of public works/transportation, City of Dallas. **4.** Discussing "Mobility Planning for Next Gen ROI" were Scott Griggs, Dallas City Council; David Marquis, Texas Conservation Alliance; Roddrick West, HKS; and Christian Yazdanpanah, director, The Commit! Partnership. **BELOW:** Trinity Strand Trail Masterplan

regionally and citywide, and sometimes in just a single corridor. The job of implementing transportation infrastructure can be adversely affected by skipping over details, just as in a retail operation. As Mr. Marcus would say, cheap or not well thought-through is never the best approach.

Summit keynote Jeff Tumlin of Nelson/Nygaard views transportation as an investment decision that results in real estate and social responses. A transportation system, he says, is intended to support larger goals in addition to transportation.

Texas Department of Transportation's new state director of metropolitan planning and former Dallas TXDOT district engineer, Bill Hale, also sounded receptive to new ideas. So was Michael Morris, director of transportation programs for North Central Texas Council of Governments (NCTCOG), and his program managers Karla Weaver and Tom Shelton. Together, they voiced support for the more city-centered, urban kind of transformation that's helping them succeed with their state transportation plan and air quality models. They're the lead technicians in the transformative projects currently coming forward.

The Next Gen panel, moderated by Scott Griggs, got a

boost when he said, "... A sign Dallas is maturing is that there's more than one hot spot. City life is coming back." Architect Roddrick West of Oak Cliff, one Next Gen panelist, suggested that IH-35 led to urban sprawl with the result being loss of tax base, schools, and culture—as well as (city) life after 5:30 p.m. "Today's generation wants to create density and make it easier to be downtown" he said, warning that a Trinity Toll Road wasn't appropriate for South Dallas. "The solution is to fix the core."

West said he loves Deep Ellum because it gets away from Dallas stereotypes and is very accessible. He mentioned that the recent move by Uplift Academy to Deep Ellum creates a node for South Dallas education and urged the audience to count education facilities as nodes of communities.

Next Gen panelist David Marquis worries about mobility limitations. He believes that the lack of mobility choices remains a social justice issue. "When people can live in Deep Ellum, it has potential. It comes down to water, mobility, and housing. And how do we fund all this?"

While the automobile remains the primary form of transportation for most individuals, the need for safely



FRIENDS OF THE TRINITY STRAND TRAIL

BELOW: Winding 3.5 miles through inner-city Dallas, the Katy Trail was a transformation of the old route of the Missouri-Kansas-Texas Railroad,



better known as the MKT or "the K-T." SWA Group Dallas carried out the master plan and served as landscape architect.



PHOTOS BY SWA GROUP

accommodating the most basic transportation modes, including bike and pedestrian facilities, is only growing stronger.

So what principles apply, and how do we navigate the process of funding and implementing active transportation infrastructure? How do innovative bikeway and pedestrian facilities get properly built, managed, and maintained?

At the federal level, most gas taxes sent back to states can fund walking and bicycling facilities. A cornerstone is that agencies must give equal consideration to all modes, and include public involvement from the earliest stages when planning for transportation infrastructure projects.

Here in the North Texas region, progress toward these principles began gradually shifting more than a decade ago. Morris was given broadened responsibilities with the adoption of this new congressional funding mechanism in what's now called MAP-21: Moving Ahead for Progress in the 21st Century. The bike and pedestrian components are called the Transportation Alternatives Program, which is also administered through NCTCOG.

Within North Central Texas, the region's long-range regional transportation plan includes a network of more than 1,600 miles of hike/bike trails called the "Veloweb." This plan, part of the region's overall mobility plan, is also updated every five years, and cities within the region apply for funding to build bikeway and pedestrian infrastructure that's consistent with the long-range vision. (See more at www.nctcog.org/trans/sustdev/bikeped/mtpactive/.)

Through a slow and methodical process, NCTCOG has created an entire team of active transportation planners who manage a sustainable development program that is succeeding at leveraging public improvements with mixed-use developments in Dallas and elsewhere around the region. Hi Line Drive in the Dallas Design District connects the Trinity Strand Trail to DART LRT and TRE stations east of IH35, thanks to this program.

Another example of progress in mobility alternatives is the 2011 Dallas Bike Plan, which identifies an on-street bikeway network with connections to the park department's citywide trail network. The goal is to eventually connect more than a thousand bikeable miles throughout Dallas.

For the program to work, several principles need to be considered:

- Busy routes benefit from separated facilities for people who choose to ride bicycles.
- Safe accommodations for bicyclists and pedestrians is integral to future roadway improvements.

- Restriping of roadways should be routinely viewed as an opportunity to enhance bicyclist safety.
- Contiguous sidewalks must be developed for pedestrian safety and access.
- Convenient, easy-to-follow bicycle and pedestrian routes will spur transit and denser development.
- A transit stop's "catchment area" is extended by up to nine times further when bicycling is a viable option, and not just walking.

The summit revealed a need for more integration and interconnectivity as guiding principles for transportation alternatives.

What if a more grassroots planning effort emerges within area professional organizations and among neighborhood leaders? What if thought leaders reached out to motivate and teach younger generations—as young architect West implores us to do? What if the next generation of city planners, architects, engineers, and stakeholders chose to transform the Dallas of the future in a big way?

Today's workforce is looking for transportation options and many would welcome opportunities to arrive at work on foot or by bicycle. Numerous studies show that, in some areas, this strategy can save families as much as \$9,000 per year. The average American household spends an estimated 16% of its budget on transportation—more than on either food or health care. Low-income families spend as much as 55% of their household budgets on transportation.

What if the Dallas City Council pressed the city manager and his staff to expand creation of "complete streets" and trails that connect directly to DART stations? Conference attendees questioned why we're not leveraging more mixed-use centers near inner ring DART stations to be catalysts for creation of "complete streets." And what if we construct bike and trail plans wherever neighborhoods or districts asked for them? That then begs the question: Would regional highway planners realize we actually don't need a toll road? If that were to occur, the river's free to run or ride!

Just ask any real estate professionals. They'll likely tell you that bikeways, good sidewalks, and trails are more popular than golf courses. Costly? Yes. Great return on investment? Just look around at the neighborhoods that are near them. As Mr. Marcus would say, cheap is never the best approach—to which I'd add ... also true for active transportation infrastructure. These kinds of improvements can be very worthwhile investments. ■

Bud Melton is a vice president with Bowman-Melton Associates Inc.



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AARON OPSAL

He's been described as an "Architect's Architect" with architectural experience in design, project management, consultation, academia, and most recently as the director of client relations with Rogers-O'Brien Construction. Bob has been active in organizing events such as the AIA Dallas and Greater Dallas Planning Council's *Choices for a 21st Century Dallas: Connecting People and Opportunities*. This mobility summit, held last fall, spotlighted urban issues of connectivity, transportation, mobility, and the far-reaching impacts these issues currently have on Dallas and North Texas.

First as president-elect in 2014 and now AIA Dallas president for 2015, Bob continues to focus his efforts on the influence the chapter and its members have on the local community, while understanding the constraints and challenges our city currently faces. Also an advocate for the younger generation of architects and designers, Bob is a firm believer in creating opportunities for success among those eager to learn and stay connected in the profession. He sees diversity, change, and forward-thinking strategies as a win for AIA: The combination of different viewpoints, cultures, interests, and activities are the unique elements that create connectivity within the city.

We met up with Bob for lunch on the

heels of the mobility summit to talk about issues impacting both Dallas and the region.

You've served on the board of directors for AIA Dallas for some time. What are your immediate goals as president of AIA Dallas?

AIA Dallas must be seen as relevant organization and we must claim our seat at the table, providing context to the conversation and planning/design expertise to our political leaders and the greater community. This was the mission of the recent mobility summit. There are ongoing conversations in the news (such as the ongoing highway debates), the economic divide between North Dallas and the southern sector, and the impact our schools have on growth and

economic opportunity for our residents. Organizationally, we need to keep an open mind and, regardless of how we feel as individuals, we must try to understand the opposing argument and practice empathy in our listening, our response, and our actions. As architects we are trained to be big picture thinkers and strategic planners. We have the ability to define clarity of vision and to effectively communicate this vision to the public. I am certain our members and our chapter leadership will rise to the occasion.

How can AIA Dallas continue to expand its presence in the community and stay relevant on current issues like mobility, transportation, and public infrastructure in North Texas?

Several years ago, AIA Dallas leadership took an introspective look at our chapter, soliciting feedback from membership on the effectiveness of the organization. The outcome of this strategic planning exercise is the implementation of programs that focus on key areas of communication, education, advocacy, and networks. The AIA Dallas Springboard website was launched January 2014 under the leadership of 2014 President Lisa Lamkin, AIA and past President Kirk Teske, AIA. Through the website, we provide our members with a voice and a platform to engage the community, both AIA Dallas and the larger community. In 2014 we re-engaged our public policy committee and took our seat at the table, becoming advocates and champions for building a better Dallas. It is my belief that our public policy efforts should continue to be a consistent and positive voice on communitywide issues. From our home at Dallas Center for Architecture (DCFA), located in the heart of the Dallas central business district, we are well positioned to be a resource to politicians, community builders, benefactors, and clients alike.

BELOW AND RIGHT: Inspired to create art since college, Bob Bullis specializes in watercolors and architectural renderings. More of his work can be viewed at www.aiadallas.org/columns/Bullis

Speaking of current events, AIA Dallas recently hosted a mobility summit here in Dallas. You are a big proponent of the mobility issues and increasing the urban fabric and walkability and connectivity of our neighborhoods. What are some of the topics covered and how do we stay relevant in the discussion and discourse?

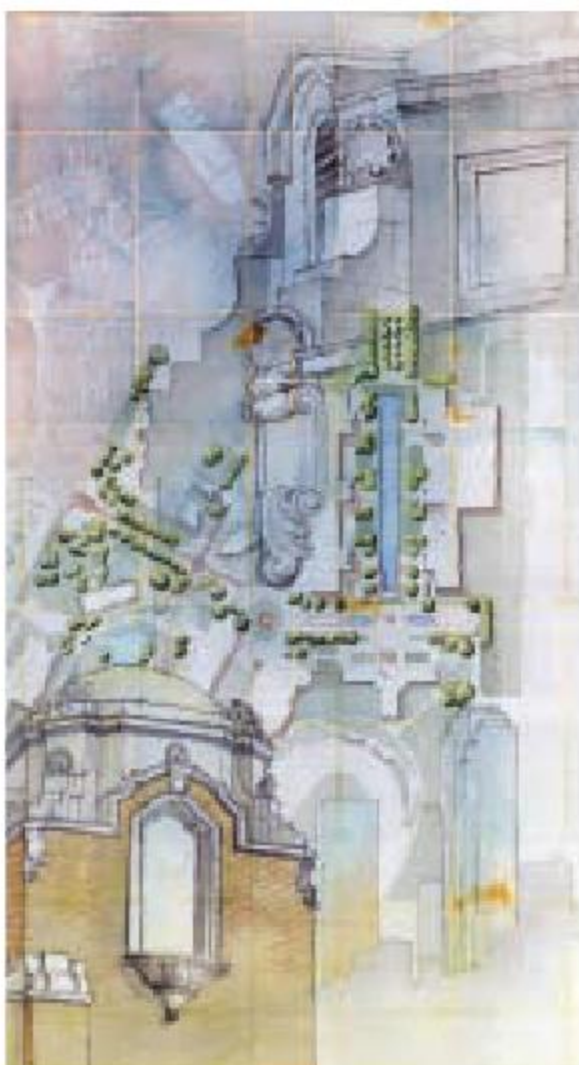
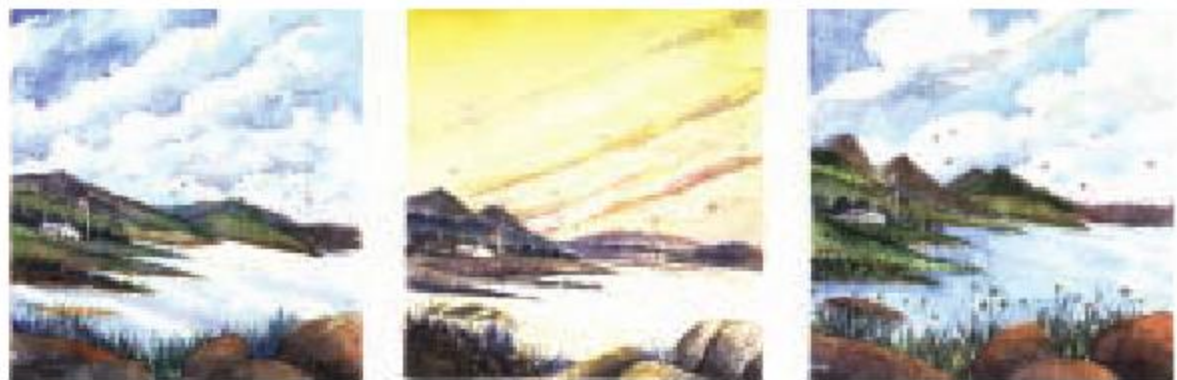
It has been said that the next four years will change the face of Dallas as we know it. Dallas and Texas are leading the nation in job and population growth and the investments in our communities are unparalleled. The highways and development projects we build over the next four years will be the communities of our children's children. The stakes are high and we must lead the discussions and ensure the development is responsible, sustainable, and equitable.

Understandably, this good economy has created a series of complex issues that we must respond to, including the impacts of transportation, education, economics, and

overall well-being of our communities. As one of our keynote speakers from the mobility summit, Jeff Tumlin, pointed out, we are on the "cusp" of becoming a true U.S. destination city in terms of our amenities, attractions, and public infrastructure. We need to be very clear about what our visions and goals for Dallas entail and need to have significant metrics and quantitative data to support these decisions. Big picture: If we can continue the civility of our discussions and are steadfast in focusing the conversation on mobility and public infrastructure, we will hopefully get the details correct. ■

Interview by Ezra Loh, Assoc. AIA, intern with Corgan.

Web Exclusive: Find out about the personal side of Bob—his hobbies and pastimes—as well as his love of architectural delineation at www.aiadallas.org/columns/Bullis.



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MOBILITY, SPRAWL, AND THE FUTURE OF NORTH TEXAS

Before JFK's assassination changed the path of Dallas' future, our sunbelt city began a major shift unabated even by the soul-searching tragedy. The Federal Highway Act of 1956 and the interstate highway system—in conjunction with Texas' state system of spurs, loops, and highways—decentralized growth in North Texas and pushed development further and further from our core. Today, Dallas/Fort Worth is the fourth most populous metropolitan area in the U.S., ranking just below New York, Los Angeles and Chicago.

Sprawl has not only made us automobile-dependent, it has changed the organization of our neighborhoods and eroded our culture by chipping away at connectivity. A 10-block walk to the grocery store, common in the early '50s, all but vanished as our lifestyles morphed to accommodate the assumption that we must drive to our destinations. This cultural shift is evident in our regional architecture. Our building programs are centered around the automobile, higher parking requirements, and singular zoning regulations.

Sprawl gave us a different way of thinking about what we do and where we go. When Raymond Nasher opened NorthPark Center in 1965, it was the largest climate-controlled retail establishment in the world. Surrounded by surface parking lots, and eventually larger parking structures, this elegant center

produced no connectivity beyond its property lines. Today, the 2.3 million-square-foot structure accommodates 26 million visitors a year with more than 235 stores and restaurants. The intrigue and success of concepts such as this led to further changes. By the 1970s, zoning practices in North Texas changed to support residential neighborhoods that included clusters of strip centers at the intersections of major arterial roadways. During this era, the population growth rate in Dallas was cut in half from 10 years prior while Plano experienced a 300% annual increase and Arlington a 400% increase over the previous decade's rate. Opportunities for cheap development further from our core became easily attainable through the highways produced via the 1957 Thoroughfare Plan, the brainchild of Marvin Springer, Dallas' first full-time planning director.

Automotive-dependent growth continued as planned communities came into vogue and began popping up in suburban areas. Developer Ben Carpenter's Las Colinas to the west of the city became one of the earliest planned communities in the 1970s. It experienced major growth during the 1980s construction boom. Carpenter displayed exceptional vision at that time, imagining a people mover system that would ferry business professionals throughout the Las Colinas community. His plan was to extend the people mover from Las Colinas to

Right: The Dallas Galleria was envisioned by Hines and designed by HOK.

just the mass transit infrastructure

BELOW RIGHT: Riders arriving at DART's Southwestern Medical District/Parkland Station are treated to artwork, and not

OPPOSITE RIGHT: DART's green line follows a path to Fair Park that is very similar to the location of the streetcar line of earlier days

Dallas/Fort Worth International Airport so that people could leave their cars at work and simply hop on the transit system—a dream foiled by recession and slowed growth of the business community. However, EDS followed suit with a corporate campus at Legacy Plano which led to many new corporate relocations to the far north suburbs. These campuses provided for low-density with large parking structures and increasingly higher parking requirements, driven by market needs. All of this growth continued to fracture the urban core.

The architectural culmination of sprawl and its impact on consumerism is visible in the advent of big box retail. They became dominant in the late 1980s as they were the most utilitarian and efficient response to the zoning changes of previous decades. These hulking buildings litter the access roads of North Texas highways and are universally considered unsustainable due to their land use requirements, rain water run-off, and automobile-focused planning.

North Texas had spiraled away from developers Hugh Prather and Edgar Flippen's Highland Park Village, a quaint predecessor built in 1931 and recognized by the Urban Land Institute as the first planned shopping center in the United States. As Jane Jacobs wrote in *The Death and Life of Great American Cities*, "As a sentimental concept, 'neighborhood' is harmful to city planning. It leads to attempts at warping city life into imitations of town or suburban life. Sentimentality plays with sweet intentions in place of good sense."

What To Do with Sprawl

The North Dallas Corridor Study, completed in 1979, was an early attempt to determine the implications of sprawl. The study, funded by Dallas, Addison, Carrollton, Plano, and Farmer's Branch, turned out to be "grim reading," according to the late David Dillon who was then architectural critic at *The Dallas Morning News*. The plan showed that, if development patterns continued at their present rate, it would require investing about \$200 million to upgrade existing roads and build new ones. Interestingly, the study also concluded that North Dallas could not ever develop the density necessary to support mass transit unless some efforts were put in place to manage and control commercial sprawl. Little did they envision the success of the Dallas Area Rapid Transit (DART) system. The creation of DART in 1983 was a result of regional collaboration among Dallas' neighboring communities that voted to levy a 1% sales tax - for the creation of a regional mass transit system. This public rally was the impetus for accomplishing a part of Mayor J. Erik Jonsson's *Goals for Dallas*, a carefully designed and integrated public transportation system for the future.

Turning Point

The turning point for mobility in relation to future developments came with the opening of the first light rail lines in 1996. This is most apparent in the construction of Mockingbird Station in 2001, the first transit-oriented development in the state.



GALLERIA DALLAS



DALLAS AREA RAPID TRANSIT

Developed by UC Urban and Hughes, and designed by RTKL with Selzer Associates Inc. and Envirodesign, Mockingbird Station integrated existing buildings into a mixed-use, dense node that succeeded both in creating an active work/play/live environment and in serving as a successful case study for future developments in the region.

Today, DART's fleet of busses and light rail vehicles traverse Dallas and 12 North Texas suburbs. DART is now the largest light rail operator in the United States, covering 90 miles. Interestingly, many of its routes follow streetcar paths from the past. DART's green line, for example, carries passengers through Deep Ellum and the neighborhoods by Baylor Hospital to Fair



DALLAS AREA RAPID TRANSIT

Park. DART's Fair Park Station is situated in the same location as the original Fair Park streetcar stop.

Planning Comes and Goes

As sprawl continued to seep deeper and deeper into the fabric of North Texas throughout the '70s, a new plan, *Dallas 2000*, was spearheaded by Jack Schoop, planning director for the City of Dallas from 1979 to 1983. The goal was to develop a comprehensive land use plan for the city. Hundreds of citizens were engaged in the plan, spending thousands of hours studying current issues, including mobility problems and unbalanced growth, and envisioning the needs of the next century. Dillon dismissed the

work. "Like other comprehensive planning efforts, it got nowhere," he said. "Developers dismissed it as wimpy utopianism, and the city manager's staff privately regarded it as a joke."

System for Smart Growth

The rise of smart growth in the early 1990s has influenced our thinking. The American Planning Association's 1997 publication *Growing Smart Legislative Guidebook: Model Statutes for Planning and the Management of Change* began a shift towards ebbing city sprawl. The Congress for New Urbanism (created in part by Andres Duany and Elizabeth Plater-Zyberk of the architectural firm Arquitectonica) pioneered efforts for the modern implementation of form-based codes.

The earliest and best example of this is the Seaside Code that regulated the development of the town of Seaside, FL. These codes are implemented by traditional municipalities, but are favorable to developers in the creation of flexible projects and a wider range of land use. In North Texas, this method has been prevalent in planned development zoning in both areas of new growth in suburbs including the wildly successful town center portion of Legacy Plano and the forthcoming CityLine development along DART's red line in north Richardson, as well as within neighborhoods and districts in the city core that have begun flourishing in recent years.

Crescent's newest mixed use office tower in Uptown, designed by Cesar Pelli, FAIA serves as a trend towards architecture that better engages pedestrian activity. Located on a three-acre site, the design allocates a significant amount of land for smaller scale urban-friendly retail and green space. In a *Dallas Morning News* interview, Design Principal Gregg Jones says, "Twenty to 25% of this site is not built on and is non-revenue generating."

Another example is evident in Victory Park's renewed commitment to make the planned neighborhood successful. This includes efforts to redirect traffic to fit the area's circulation needs and to improve pedestrian traffic. Smaller scale infill is expected as well to enhance the urban fabric. Last April, Phil Puckett of CBRE Group told *Dallas Morning News*: "This means people will actually be living at Victory Park day and night, which means that Victory Park will soon be able to support retail that it never could before."

Great architecture is made when it responds effectively to its surroundings. As a result our city and its architecture have been shaped by the automobile and by the infrastructure that has paved the way for development. With 1,000 people moving to Texas every day, our job as architects and influencers of the built environment is to guide North Texas development towards success. We can do this by heeding the lessons learned from bad planning, unconnected neighborhoods, and unsustainable design practices, and by leading future projects to incorporate multiple means of mobility.

Sprawl is inherent with growth. However, the opportunity to construct it wisely is ever-present. ■

James Adams, AIA, RIBA is a senior associate with Corgan.

TOP TEN FREEWAY CONTROVERSIES IN NORTH TEXAS: A TIMELINE

1960

1970

1980

1965

Dallas North Tollway,
design of intersections
in north Dallas

1974-1986

Central Expressway (US 75)
expansion in Dallas

1982-1990

SH 190 Bush Turnpike
in Carrollton, alignment

According to Oscar Slotboom in his book *Dallas-Fort Worth Freeways*, North Texans have been some of the most aggressive freeway planners in the United States since 1949. It wasn't until the early 1970s though that the public began frequently pushing back against the ambitious nature of state and local governments to build big roads. In the shadow of a long list of canceled freeways from past iterations of the official regional transportation plan, North Texas' 2013 version stands as the most ambitious in the United States in terms of new added capacity. The fact that nearly all of these projects are toll roads is sure to fan the flames of controversy well into the 21st century.

These are selections from Slotboom's list of the 16 most controversial freeway projects in North Texas. The dates refer to the duration of the controversy, not necessarily the project itself.

1975-2000

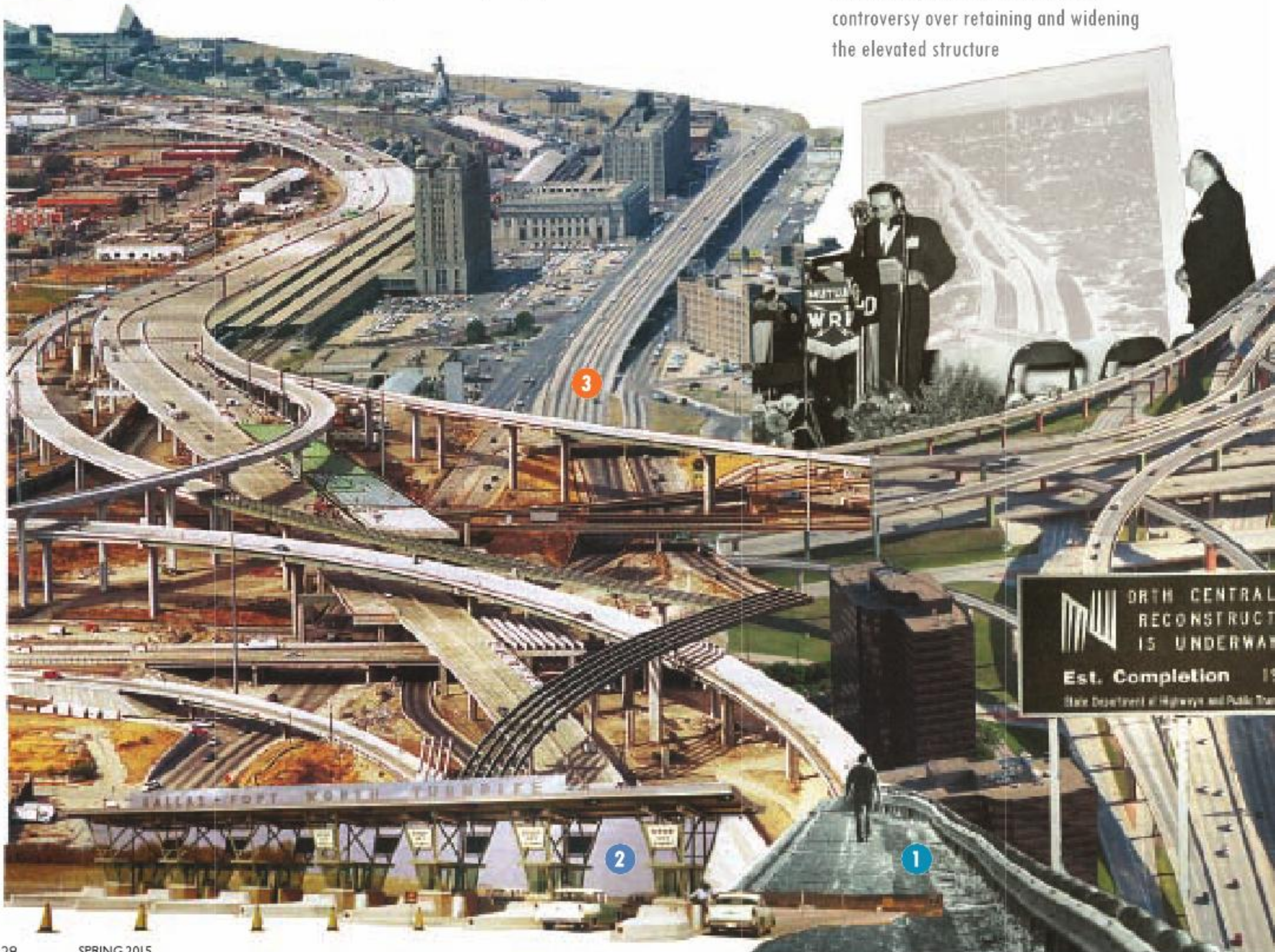
SH 161 in Grand Prairie,
alignment

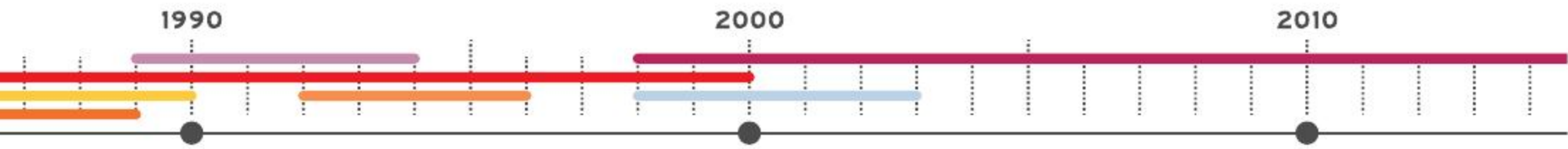
1976-1977

Dallas-Fort Worth Turnpike
toll removal

1977-1989

Interstate 30 in downtown
Fort Worth (the Lancaster Elevated),
controversy over retaining and widening
the elevated structure





1989-1994

SH 190 in Garland and Rowlett, alignment

1992-1996

Interstate 635 (LBJ Freeway) widening in North Dallas

1998-ongoing

Proposed Trinity Parkway tollway in Dallas

1998-2003

Chilsolm Trail Parkway (formerly Southwest Parkway) in Fort Worth

No. 1 Most Controversial

Interstate 30 in downtown Fort Worth (the Lancaster Elevated). Controversy was over retaining and widening the elevated structure through the downtown business district.

SUMMARY: One of the most contentious and divisive civic battles in the history of Fort Worth. Government, business, citizens and the Bass family were all heavily involved. Included a lawsuit and appeal.

OUTCOME: Opposition succeeded. Freeway was realigned south of downtown and the Lancaster Elevated was demolished.



- Key to Photographs
1. Central Expressway (US 75)
 2. Dallas-Fort Worth Turnpike
 3. I-30 in Fort Worth
 4. SH 190 Bush Turnpike
 5. I-635 (LBJ Freeway)
 6. Trinity Parkway




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2014 AIA DALLAS **BUILT DESIGN AWARDS**

The Dallas Chapter of the American Institute of Architects (AIA) has selected five designs to receive 2014 Built Design Awards, the highest recognition of works that exemplify excellence in built projects by Dallas architects. The jury also honored one entry with a Special Jury Commendation recognizing the project's initiative and unique concept.

"These award-winning projects demonstrate responsive and innovative design concepts, as well as the versatility of Dallas architects," said John Strasius, AIA, 2014 AIA Design Awards chair and senior associate at Perkins+Will. "We are pleased to honor and celebrate this year's recipients and their contribution to the elevation of design in our community."

This year's recipients were selected by a jury composed of world-renowned architects, including Coleman Coker of

buildingstudio; Anne Fougeron, FAIA of Fougeron Architecture; and Wendy Evans Joseph, FAIA of Cooper Joseph Studio. The jury deliberated over more than 60 entries and selected the final recipients based on each design's response to its context and community, program resolution, innovation, thoughtfulness, and technique.

The submissions for the 47th annual AIA Dallas Design Awards featured a range of project typologies from hospitals and schools to residences, playhouses, and park pavilions. View the entire 2014 gallery of entries and recipients here: <http://aiadallasdesignawards.com>.

Meet the jury on page 37.



HONOR AWARD



NICHOLAS MCWHIRTER, AIA

PROJECT TEAM: Lance Braht, AIA, Jeffrey L. Good, AIA
CLIENT: Jacob Sands
AREA: 5,400 square feet

YEAR COMPLETED: 2010
GENERAL CONTRACTOR: Hill & Wilkinson
STRUCTURAL ENGINEER: Group Structural Engineers Inc.

CIVIL ENGINEER: Dunaway Associates LP
MEP ENGINEER: McInnish Engineering
PROJECT MANAGER: Meloncon Consulting LLC

JOHN BUNKER SANDS WETLAND CENTER Seagoville, TX

Good Fulton & Farrell

DESCRIPTION: The John Bunker Sands Wetland Center serves as the hub of environmental and social interest for the 3,100 acres of man-made wetland habitat on the Rosewood Seagoville Ranch property. The Center provides opportunities for research, education, wildlife observation and community gathering through its exhibit hall, fully equipped research lab, classroom, and observation deck.

JUROR COMMENTS:

"Excellent exploration of traditional agrarian form with an openness on both sides that beautifully erodes differences of interior and exterior."

"The wide viewing porch provides a welcoming place to reorient and take in wetland environment."



BLAKE MARVIN

PROJECT TEAM: Ron Gover, AIA; Brent Sparks, AIA; Marc Budaus, AIA; Iris Dates; Douglas Mullen
CLIENT: Moncrief Cancer Institute & UT Southwestern
AREA: 60,000 square feet

YEAR COMPLETED: 2012
GENERAL CONTRACTOR: Linbeck
STRUCTURAL ENGINEER: HKS Structural
CIVIL ENGINEER: Dunaway Associates LP
MEP ENGINEER: Henderson Engineers Inc.

INTERIORS: HKS Inc.
LANDSCAPE ARCHITECT: Caye Cook & Associates
A/V IT: Datacom Design Group

MONCRIEF CANCER INSTITUTE Fort Worth, TX
HKS Inc.

DESCRIPTION: The Moncrief Cancer Institute houses the newly-created Community Survivorship Clinic, which supports cancer patients after their treatment and provides follow-up services. It was designed as a place where patients feel welcomed by a unique orientation of materials, color and light. A large public plaza welcomes the community while two more private, intimate gardens provide space for functions and a healing environment for survivors. Inside, extensive use of glazing gives workers and patients a strong

connection with the outside, bringing in abundant natural light.

JUROR COMMENTS:
"The interiors are at once tranquil and uplifting, offering a subtly warm and welcoming atmosphere."
"With a restraint not often seen in this typology, the project is well detailed and straightforward in its execution."



HONOR AWARD



JOSHUA NIMMO

AREA: 6,700square feet
YEAR COMPLETED: 2013
GENERAL CONTRACTOR: Constructive GC

OLDRANGE FAMILY HOME Dallas, TX NIMMO

DESCRIPTION: The design of the Oldrange Family Home aspires to enhance the lives of three generations: children, their parents and grandparents. The focus of the home is the open family spaces which are intended to continuously connect each generation to nature and one another. The communal spaces are balanced with a variety of smaller spaces that are meant to provide personal respite and environments for individual reflection.

JUROR COMMENTS:

"The plan takes advantage of a tight urban lot to help organize the spaces, giving separation to different generations while bringing them together."
"With clean, elegant detailing at every scale, the design displays impressive restraint and sophistication."



JOE AKER

PROJECT TEAM: Cindy Simpson; Paul Manno, AIA; Gracie Andraos; Nick Richardson
 CLIENT: Satori Capital LLC
 AREA: 7,500 square feet

YEAR COMPLETED: 2012
 GENERAL CONTRACTOR: MAPP Construction LLC
 MEP ENGINEERING: Purdy-McGuire

SATORI CAPITAL Dallas, TX
 Gensler

DESCRIPTION: The plan of Satori Capital was intended to create diversity of places to meet, be social, and focus when required. All meeting rooms were purposely transparent to increase access to daylight, but also encourage others to join the conversation. A carefully selected palette of materials, including concrete, painted drywall, natural stone, and glass create an airy and energetic interior.

JUROR COMMENTS:
 "The plan offers a strong clarity of purpose with a great diversity of spaces, both private and collaborative."
 "The juxtaposition of heavy and light materials, coupled with the transparency of the design, creates a dynamic interior."



HONOR AWARD



CHARLES SMITH, AIA

PROJECT TEAM: Patrick Glenn, AIA; Kevin Mereness; Matthew Crummey, AIA; Angela Whitaker-Williams, AIA; Courtney Johnston; Leticia Mavros; Amber Pickett; Matthew Johnson
CLIENT: Dallas Independent School District

AREA: 202,000 square feet
YEAR COMPLETED: 2012
GENERAL CONTRACTOR: Rogers-O'Brien Construction
CIVIL ENGINEER: Pacheco Koch

STRUCTURAL ENGINEER: JQ; L.A. Fuess Partners Inc.
MEP ENGINEER: Basharkhah Engineering
LANDSCAPE ARCHITECT: SMR Landscape Architect

ZAN WESLEY HOLMES JR. MIDDLE SCHOOL Dallas, TX Perkins+Will

DESCRIPTION: The design of Zan Wesley Holmes Jr. Middle School is flexible with an academic focus providing teachers and administration multiple ways to engage with students. While facilitating a diverse social connection for students from floor to floor, the school's plan allows natural lighting to penetrate deeper into multiple levels of the school including entry lobbies, student academic areas, the cafeteria and the media center.

JUROR COMMENTS:

"The plan is clear and well defined, shaping spaces that invite engagement and collaboration."

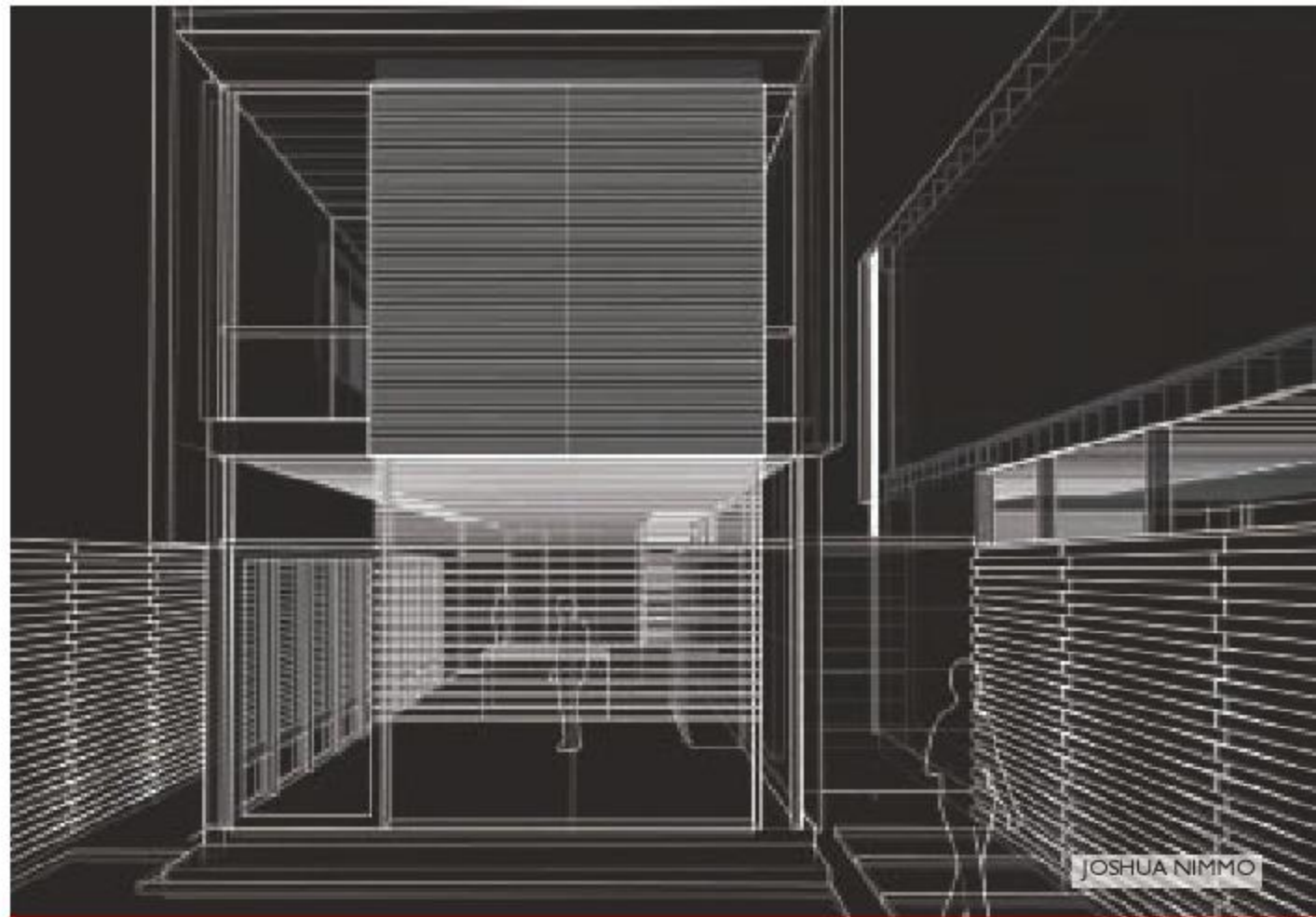
"Its use of natural light brings the spaces to life, creating a youthful and vibrant atmosphere."

2_PLEX Dallas, TX
NIMMO

DESCRIPTION: 2_Plex explores a new approach for residential infill development near downtown Dallas where typical lots have alley access and are zoned for two-family dwellings. The staggered "S" shape arrangement of the units allows greater privacy and natural light than typical solutions, while maintaining the density of the urban neighborhood. The concept is intended to be easily refined and repeated for future urban infill.

JUROR COMMENTS:

"This innovative and thoughtful response to urban infill offers an effective solution for increasing density."
"Clerestory lights and an open plan elevate the interior spaces and give them a sense of grandness."



CLIENT: Dwellings, AKC
AREA: 4,000 square feet
YEAR COMPLETED: 2014

GENERAL CONTRACTOR:
Dwellings, AKC

ABOUT THE JURY

Anne Fougeron, FAIA is principal of Fougeron Architecture in San Francisco. Born of French parents and raised in Paris and New York, she credits her bicultural upbringing as the source of her aesthetic values, which combine a respect for historic precedent with an interest in melding old and new. After earning a bachelor's degree in architectural history at Wellesley College and a master of architecture degree at the University of California, Berkeley, she worked for San Francisco architect and urban designer Daniel Solomon for three years. In 1986 she founded Fougeron Architecture and went on to design award-winning private and public sector projects in a decidedly modernist vocabulary.

Coleman Coker is director of the poetics of building and principal of buildingstudio. He is the Ruth Carter Stevenson Regents Chair in the Art of Architecture at the University of Texas at Austin School of Architecture. Coker was awarded the Rome Prize from the American Academy in Rome and is a Loeb Fellow in Advanced Environmental Studies at Harvard University Graduate School of Design. He holds a



master of fine arts from the Memphis College of Art and received an honorary doctor of fine arts from there. Coker founded buildingstudio in 1999 after a 13-year partnership with Samuel Mockbee as Mockbee/Coker Architects. With the formation of buildingstudio, Coker sought to blur the boundaries between architecture, art, craft and thinking – rather than separate disciplines, each is essential to the larger realm of building.

Wendy Evans Joseph, FAIA is partner at Cooper Joseph Studio. She holds a master in architecture from Harvard University Graduate School of Design and a bachelor of arts from the University of Pennsylvania. Winner of a Rome Prize in Architecture, she was a Fellow at the American Academy

ABOVE: (Left to Right) Wendy Evans Joseph, FAIA, Anne Fougeron, FAIA, Coleman Coker

in Rome. Past leadership positions include service as president of AIA New York, chairman of the AIA National Committee on Design, and president of the Architectural League of New York. Wendy is a Fellow of the American Institute of Architects and an Academician of the National Academy of Design. Familiar with both large and small-scale practice, Wendy worked for over 12 years with Pei Cobb Freed & Partners specializing in institutional and cultural projects. This early involvement informs Cooper Joseph Studio's engagement with museum installations, in addition to cultural and educational work as part of a diverse portfolio. ■

Profile | Sam Ringman



NICHOLAS MCWHIRTER, AIA

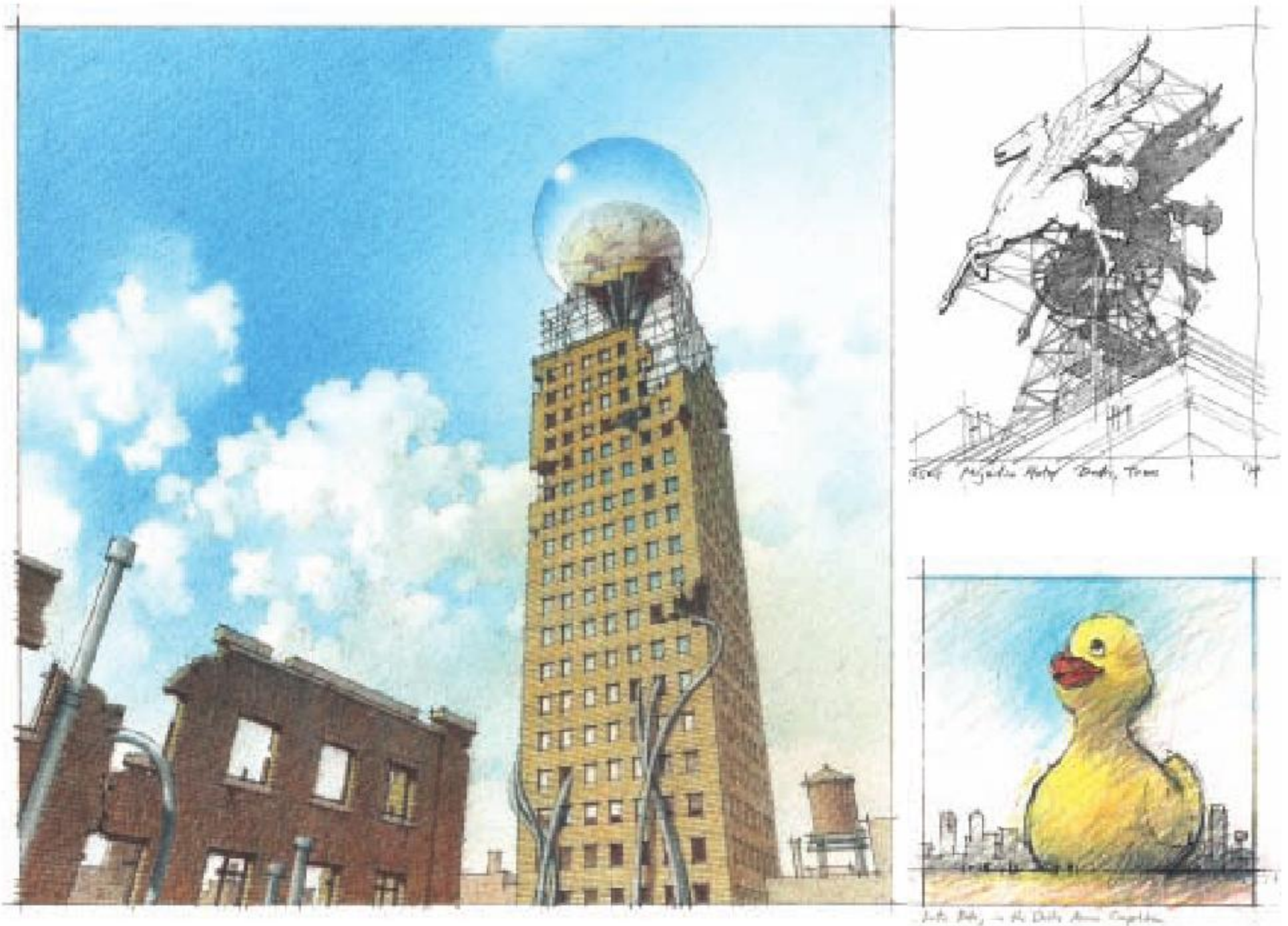
There is a feeling that comes to mind when arriving Sam Ringman's office, a one-room corner office on the fourth floor in a building in the West End historic district. The award-winning architectural illustrator quietly sits at his drafting table working on his latest rendering. The

sound of the radio fills the space lined with countless books and framed pieces of art and drawings. It's a calm respite that allows Sam to focus and carefully craft moving pieces of building imagery.

One wonders whether this process used to be a bit simpler, slower, maybe a

bit more human, more collaborative, a face-to-face experience between professionals.

Sam differentiates himself from other illustrators accordingly: "I am a professional architect. I am not a draftsman, I am a collaborator who will



meet with a client in person, not try to generate an image via electronic instructions from a distant time zone."

The rendered architectural perspective provides an important vision of the project that developers, banks, and the public can identify with. Yet, the process of creating architectural drawings can be quite tense. Often the renderer is situated in a different city or even across the globe and email is the main means of communication. The limited interaction forces the architect to red-line progress views for round after round with the renderer trying to decipher the aesthetic intent of the final image. The timeline always runs too short, the requested deliverables are too numerous, and the repetitive cycle makes it feel machine-like.

Sam cultivated a passion for drawing architectural perspectives as a student at Texas A&M University. After graduating with a master's in architecture in 1983, he worked for three years at HOK Dallas. He didn't return to his interest in illustration

then, but the desire to grow in the art of representing buildings remained. After getting licensed, he started his own practice as an architectural illustrator. For the next decade, his work at Ringman Design + Illustration would produce commercial perspectives for the Dallas area's largest firms, including WDG, Gensler, RTKL, and HKS, as well as major home builders such as Centex.

Sam's portfolio of work grew to include retail, office interiors, and residential work. One of his most enduring clients was Elby Martin, a Dallas-based architect of custom homes who seemed to appreciate Sam's trademark ink drawings, as well as his efforts at adapting a style reminiscent of Frank Lloyd Wright's perspective drawings featured in his famous Wasmuth Portfolio.

Before he can draw a single line, Sam wants the client to clearly define the final drawing's intentions: "I always try to ask at the beginning who we are trying to reach, what rational and emotional responses we

are after, and what story we are trying to tell." The information provided by the client can range from a verbal description to a complete computer-generated wireframe.

He works in a variety of media and techniques (pencil, ink, marker, and watercolor) and the scope of work can range from napkin sketches to large, highly-detailed watercolors. ■

Julien Meyrat, AIA is a senior designer at Gensler.

Find out more about Sam's methods, his commitment to "personal and emotional" drawings over digital renderings, and his distinguished reputation as a frequent winner of the Ken Roberts Memorial Delineation Competition. www.aiadallas.org/columns/ringman

Also check out more samples of his drawings at www.aiadallas.org/columns/samplesbysam

Lost & Found Dallas | Braniff Operations and Maintenance Base



Architect's rendering of the Braniff Operations and Maintenance Base

BRANIFF PRESERVATION GROUP



BRANIFF PRESERVATION GROUP



PETER CALVIN

Braniff International Airways was a cutting-edge airline with an emphasis on design, evident by its hostess uniforms, airport lounges, plane liveries and interiors, and buildings. Designers Alexander Girard, Emilio Pucci, Alexander Calder, and Halston all provided designs for Braniff. Famous architects were also called on by Braniff, including the Los Angeles firm of Pereira & Luckman that designed the Braniff Operations and Maintenance Base at Love Field, one of the best pieces of mid-century aviation architecture in the country. What could have been just a non-descript hanger to service aircraft turned out to be a highly designed and cutting-edge modern facility that embodied the spirit of flight in its architecture.

The Operation and Maintenance Base, or OMB as it was called, opened at 7701 Lemmon Ave. in 1958 to serve as the maintenance center for the entire fleet of

Braniff aircraft. It included two hangar bays, repair shops, testing laboratories, training facilities, a reservations center, a dining center for employees, a prep center for flight meals, and offices. There was even a room to test jet engines. Utilizing an overhead track, the engines were

removed from the planes and delivered to a special testing room with reinforced walls and a three-foot thick blast door.

The massive 400,000-square-foot building is supported by a skeletal structure of 2,850 tons of steel on caisson foundations. Long-span trusses are



BRANIFF PRESERVATION GROUP



supported by two columns, thus eliminating traditional cantilever construction. As described by chief designer and famed architect William Pereira, the structure has no internal load-bearing features to allow for maximum interior configuration and the flexibility to move walls as needed to create different office configurations.

From the street elevation, an entire floor is hidden below grade to accommodate the sloping site. Over 22 feet or 216,000 cubic yards of rock and dirt were excavated to shape the sloping site to allow the hangar floors to be at runway grade and the main public entrance to the building to be at street level. This was the largest excavation project to date in Dallas.

The dominant design element of the building is the central core with an inverted roof flanked by sloping hanger roofs on either side. These primary,

slightly angled, forms are composed with rigorous symmetry—a fundamental precept of the aviation industry—and are distinct references to the geometry of aircraft wings. The spaces below the soaring roofs are enclosed with combinations of aluminum and glass curtain walls, aluminum panels, and cement plaster—all quietly detailed and often recessed to emphasize the dominance of the roof forms.

Not only was the architectural design significant, but the engineering as well. The building used 1,160 tons of air-conditioning to cool the spaces, including the hangar bays, which was a first in an aviation maintenance hangar. The entire building had sprinklers installed for fire suppression, done well before the now common code requirement for commercial buildings. The hangar openings are an impressive engineering feat with 35-foot-tall doors which roll

completely into pocketed gussets to reveal a clear horizontal opening of over 400 feet, the largest of the kind when built.

Over time, the building was expanded and portions of the interior reconfigured for different uses. However, the building still maintains much of the original features and integrity that made it such a cutting-edge design.

Today the building sits vacant and in 2012 was threatened with demolition. Luckily, several groups banded together to fight for its survival and prevailed. Now plans are underway for redevelopment of the OMB with new uses while maintaining the spirit and intent of the original design, preserving its place as one of the most significant aviation buildings surviving from the 1950s. ■

David Preziosi is the executive director of Preservation Dallas.

Detail Matters | DFW Rail Station at Terminal A





The Dallas/Fort Worth International Airport (DFW) rail station is the terminus of the DART Orange Line at Terminal A, providing access to the airport from downtown Dallas. In the near future, another station will be designed adjacent to the site, providing an intermodal connection to Fort Worth and surrounding areas.

Designed by Corgan with Berkenbile Landscape Architects, and led by Jacobs, it includes an in-grade station with large soaring tensile structural canopies, visible from airport access roads, terminals, and planes. GFRC panels clad the walls of the station. Its pattern acknowledges the movement of travel by car, train, or plane; and the flow of the Trinity River connecting Dallas/Fort Worth; and the DFW airport logo. Exterior terrazzo is designed with subtle wayfinding in mind. These free flowing trails lead the passenger towards a walkway that connects the station to the terminal. This 300-foot meandering passage is surrounded by 52,000 native plants, offering homage to the North Texas landscape. ■

Compiled by James Adams, AIA, RIBA, a senior associate with Corgan, and by Gregory Tallos, a designer with Corgan





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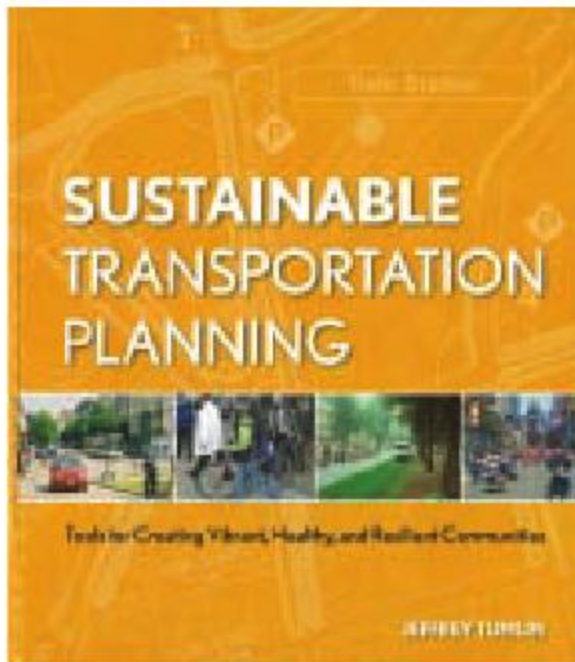
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Critique | Professionals Share Perceptions of Publications



Sustainable Transportation Planning

For over two decades, Jeffrey Tumlin, owner and sustainability practice leader at Nelson\Nygaard Consulting Associates in San Francisco, has focused his attention on sustainable transportation concepts and techniques for American (and Americanized) cities. *Sustainable Transportation Planning*, published by Wiley in 2012, is the culmination of his research and his enduring vision for walkable and healthy cities and people. Its photographs and images represent the text, not the other way round, allowing the book to function more as a small text-book.

Tumlin divides the book into three main sections by framing the book early

on with basic questions of sustainability, ecology, and what that means to urban infrastructures and the people who depend upon them. More importantly, Tumlin offers as much input on public health as he does on traffic congestion, devoting the third chapter to the human body and the amazing biological signals at work in a city. Through this dialogue of body and city, Tumlin proposes endless tools for creating sustainable environments and fostering diverse transportation methods.

This book will not design your city of the future, but is a wonderful reference guide for the contemporary crises of our new age. ■

Reviewed by Ryan Flener, Assoc. AIA, an intern with Good Fulton & Farrell.

Dallas-Fort Worth Freeways: Texas-Sized Ambition

In today's digital era, it is hard to find an author without some social or political agenda, but it is nearly impossible to find an author who, above all things, is simply interested in the subject at hand, especially when it comes to interstates and freeways. Oscar Slotboom is exactly that guy. In his recently self-published book, *Dallas-Fort Worth Freeways: Texas-Sized Ambition*, Slotboom has uncovered a past that many of us choose not to know or conscientiously understand: the interstate.

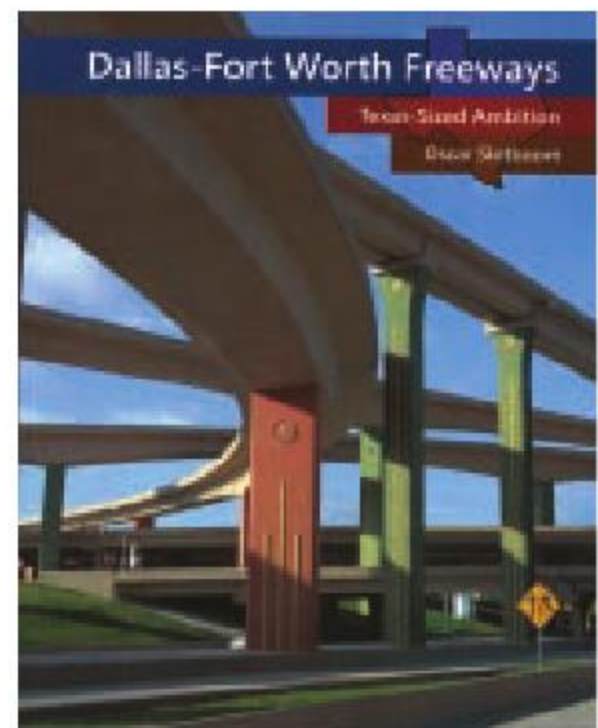
From interstate planning and construction to opening celebrations, Slotboom has turned a decade's worth of North Texas freeway research information

into a 539-page overview of how and why freeways in the DFW area have the form and organization that they do. Much of the history is rather surprising, diluting our preconceived historical notions of community and convenience. Moreover, Slotboom's latest work teaches us that freeways are more than just a means of transportation; they are also a means for growth and prosperity since World War II.

A free digital download for this fantastic book is available at www.dfwfreeways.com. ■

Reviewed by Ryan Flener, Assoc. AIA, an intern with Good Fulton & Farrell.

There's more to explore in an online interview with author Oscar Slotboom. www.aiadallas.org/columns/slotboom



ENGINEERING THE WIN

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In Context

Continued from page 9



MICHAEL CAGLE, ASSOC. AIA

Union Station was conceived in 1912 as a way to consolidate the seven railroads cutting through Dallas and its downtown near the turn of the century. The three-story building was designed in the Beaux-Arts style by renowned Chicago architect Jarvis Hunt, who also designed major rail stations in Kansas City, MO, Oakland, CA, and Joliet, IL. Hunt was a major proponent of the "City Beautiful" movement, and his design for Dallas was inspired by "The White City" that was the centerpiece of the 1893 Columbian Exposition in Chicago. The white enameled brick Union Terminal, as it was then known, opened on October 14, 1916, coinciding with the start of that year's State Fair of Texas.

At its peak, 80 trains a day passed through Union Terminal. Rail traffic declined rapidly through the 1960s, however, as trains were unable to compete with airplanes. The station eventually closed in 1969, the last year private railroads carried passengers in Dallas. The city purchased the building in 1972 and began making plans for a mixed-use facility. The terminal was renovated under a public-private partnership with Woodbine Development, and the renamed Union Station opened in 1978.

Amtrak soon brought passenger service back to Union Station. The station's original grand waiting room on the second level was converted into meeting and banquet rooms. A tunnel connected Union Station to Reunion Tower and the Hyatt Regency Hotel. Restaurants and offices took over part of the first floor. A second major renovation was completed in 2008.

Through it all, the building has remained an active train station. It still serves Amtrak, as well as two DART lines and the Trinity Railway Express. Dallas Union Station is a designated historic landmark and listed on the National Register of Historic Places. ■

Contributed by Cindy Smith, Assoc. AIA, with Gensler.

Web Exclusives



Inside the World of an Expert Illustrator

No one knows Sam Ringman as well as he does. The interview continues.

www.aiadallas.org/columns/ringman

Also, check out a sample of architectural drawings—many of them award-winners—from Sam. www.aiadallas.org/columns/samplesbysam



'Freeways' Author Offers More Direction

Following *Columns'* review of his book *Dallas-Fort Worth Freeways: Texas-Sized Ambition*, we sit down with author Oscar Slotboom to explore transportation's clash with community and convenience in the metroplex since World War II.

www.aiadallas.org/columns/slotboom



Meet the New AIA Dallas President

The interview continues. Find out about the personal side of Bob—his hobbies and pastimes—as well as his love of architectural delineation. www.aiadallas.org/columns/Bullis



Transportation Primer

For a well-rounded exploration of the topic of transportation and mobility challenges in Dallas, check out the background information and extensive list of published news and opinion articles created by AIA Dallas and the Greater Dallas Planning Council, organizers of Transportation Summit 2014.

www.aiadallas.org/columns/primer



Designs of Note

See the entire collection of award-winning work from this year's recipients of the 2014 AIA Dallas Design Awards. aiadallasdesignawards.com



Toll Road or No Road Continued

As conversations regarding urban design, mobility, and the Trinity River continue, AIA Dallas remains an active voice. To keep up with AIA Dallas' most recent efforts and involvement regarding the Trinity River, visit www.tiny.cc/Public-Policy. For a history of AIA Dallas' urban design and civic initiatives, visit www.tiny.cc/AIAhistory.



The Geography of Nowhere

Here's what one reviewer says of author James Howard Kunstler's book: "... Shocking and humbling books like this beg us to get up and do something, finally, for the good of our communal environment." www.aiadallas.org/columns/nowhere



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Retail Design Works

Cloud Ceramics

Crimson Ironspot Velour (field), Ebony (accent)



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Cloud Ceramics

Crimson Ironspot Velour (running bond),
Smooth (herringbone), Wiretex (soldier)



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— S. Lance Rose, Principal, NCA Partners Architecture

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