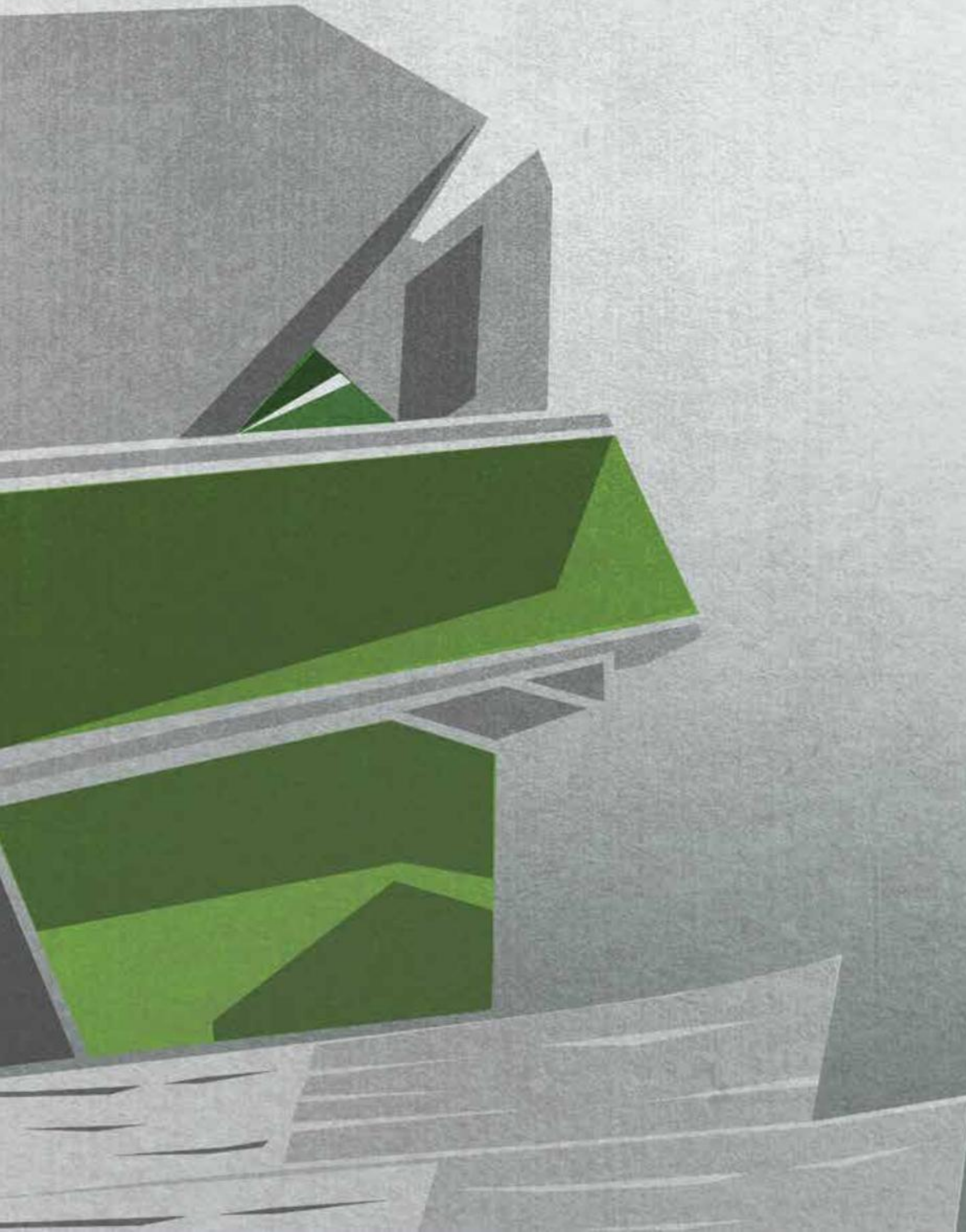


COLUMNS

DALLAS + ARCHITECTURE + CULTURE

Fall 2018 Vol. 35 No. 4



EDGES

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AIA Dallas *Columns*
Fall 2018 + Vol. 35, No. 4

edges

The outer limits are hardly the places where consensus is formed, but a thorough consideration of where the lines begin and the edges develop goes a long way in the conversation about architecture and innovation. Edges inform us of what's or who's on the outskirts of conventional acceptance and societal progress.

DEFINING NEW EDGES

13

Home on the Urban Edge

Creating a home wherever you can with whatever you can.

16

Missed Connections

How can we efficiently move between our city's edges?

20

The Architecture of Innovation

Can drivers of innovation be innovative themselves?

22

Joining the Club

Who were the women who influenced Dallas' heritage of firm collegiality?

28

An Urban Edge Revisited

How did an abandoned railway line become a connecting spine in our city?

Cover Illustration: Frances Yllana



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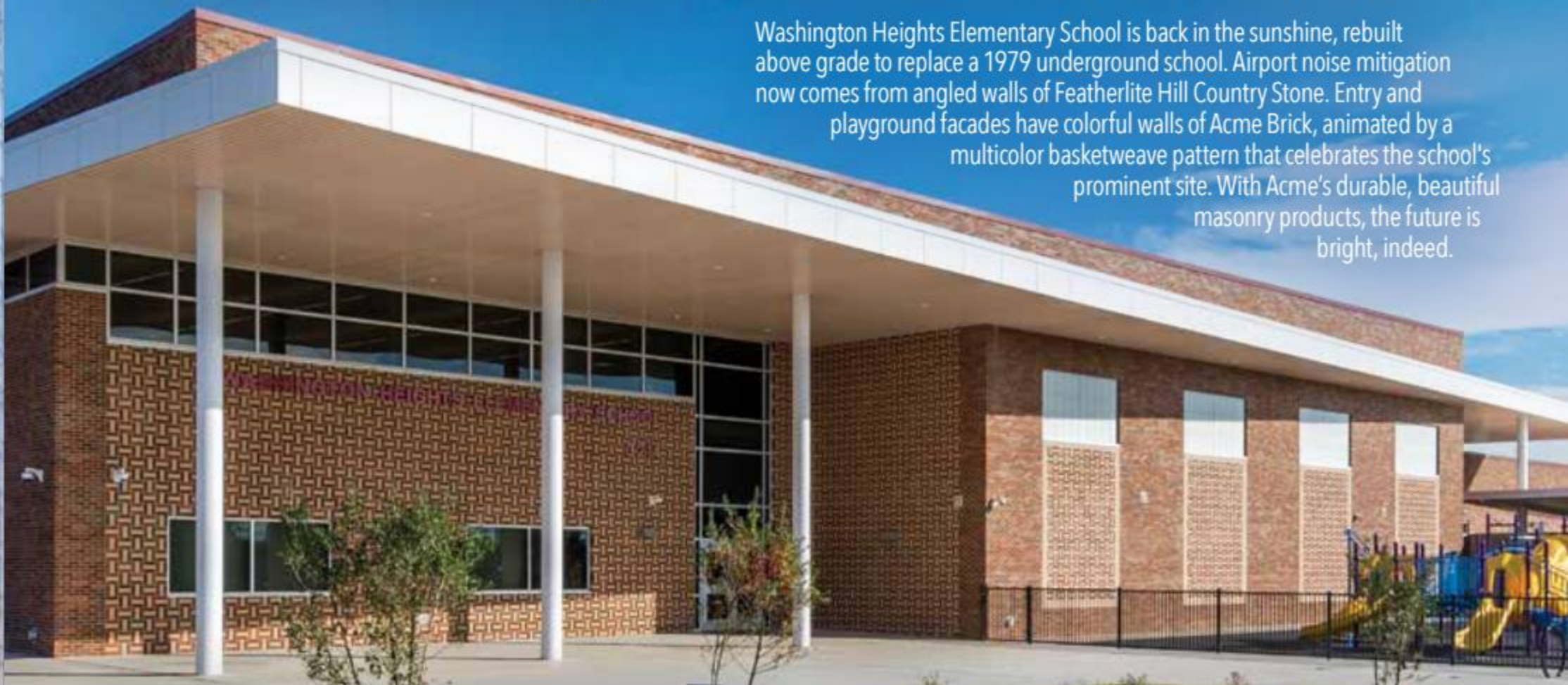


photos: Becky Heath, Wade Griffith (below)

A Future So Bright

Masonry Makes Functional Art for a School Once Hidden, Now a Beaming Beacon of Pride

Washington Heights Elementary School is back in the sunshine, rebuilt above grade to replace a 1979 underground school. Airport noise mitigation now comes from angled walls of Featherlite Hill Country Stone. Entry and playground facades have colorful walls of Acme Brick, animated by a multicolor basketweave pattern that celebrates the school's prominent site. With Acme's durable, beautiful masonry products, the future is bright, indeed.



"We used masonry to tie the whole building together. The larger Hill Country Stone and laminated windows on the sawtooth classroom design element addressed sound from the airport across the street. Acme Brick was a simple material we could use in interesting ways to celebrate the special parts of the building and handle the challenges of a tight plan and FAA height restriction. We even repurposed the void of the old school as a detention tank for storm water under the playground." – Roberto Ramirez, AIA, Principal, WRA Architects

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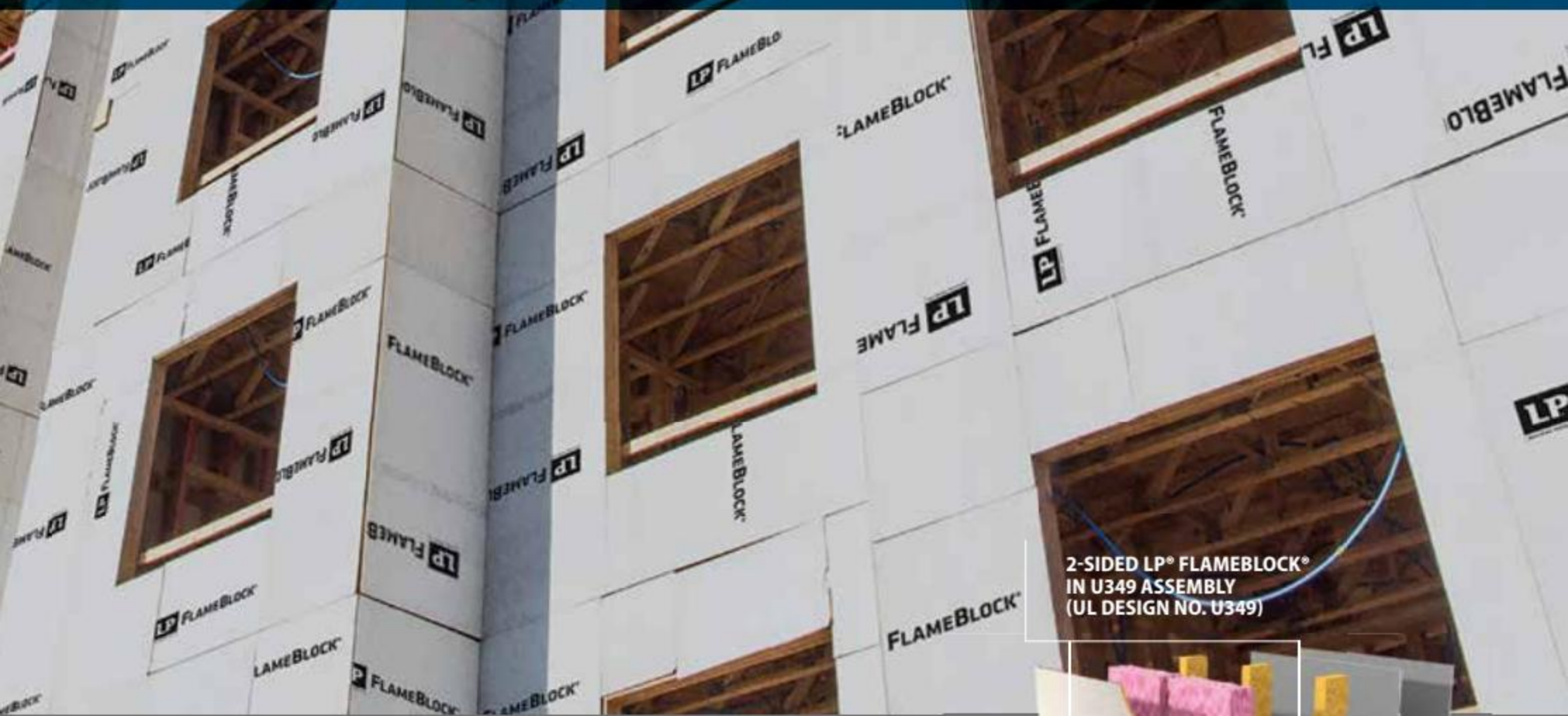
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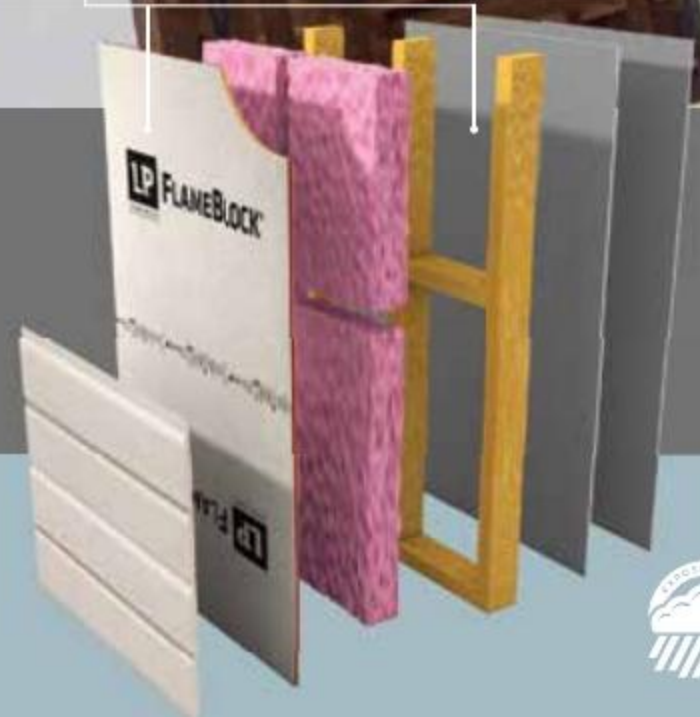


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The mission of *Columns* is to explore community, culture, and lives through the impact of architecture.

ABOUT COLUMNS

Columns is a quarterly publication produced by the Dallas Chapter of the American Institute of Architects with the Architecture and Design Foundation. The publication offers educated and thought-provoking opinions to stimulate new ideas and advance the impact of architecture. It also provides commentary on architecture and design within the communities in the greater North Texas region. Send editorial inquiries to columns@aiadallas.org.

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IN THIS ISSUE

FALL 2018

FEATURES

- 13 Home on the Urban Edge**
For those on the streets, a place of their own means many different things.
- 16 Commuting From the Edge: Bike, Bus, Bypassed**
Is our transportation system missing the connections?
- 20 The Architecture of Innovation**
Downtown service versus innovation is today's great divide for architects.
- 28 Transforming an Edge Into a Seam: The Katy Trail**
The edges converge at the Katy Trail and other linear parks, but can we maintain the vision?

DEPARTMENTS

- 9 PRESIDENT'S MESSAGE** Expanding Our Boundaries
- 11 EDITOR'S NOTE** That Narrow Strip of Real Estate on the Edge
- 22 STORYTELLING** The story of the Dallas Architects' Wives Club, who bonded together the local architectural community.
- 26 POINT/COUNTERPOINT** Two local developers explore how "edge cities" evolve in purpose and proximity.
- 33 IN CONTEXT** What is it? Where is it?
- 35 LOST + FOUND** The groundbreaking Exchange Park served as a model for development across the country.
- 38 PROFILE** Brad Bell: The director of the UTA School of Architecture explores the cutting edge of architecture, technology, and fabrication.
- 40 DIALOGUE** Two AIA Dallas members committed to education and mentorship spearhead the creation of CityLab High School, recently recognized by the Greater Dallas Planning Council.
- 44 DETAIL MATTERS** Dynamic ceramics are the star of 1217 Main Street's redevelopment.
- 47 GALLERY** Learn more about the winners of the 2018 AIA Dallas Unbuilt Design Awards and the inaugural Student Design Awards.
- 52 INDEX TO ADVERTISERS**
- 52 WEB EXCLUSIVES** Enjoy extended interviews and other extras.
- 55 CRITIQUE** *Chasing the Sky: 20 Stories of Women in Architecture* and *Evicted: Poverty and Profit in the American City*
- 60 LAST PAGE** Cobblestones

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Photo: Michael Cagle

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Krista Nightengale *Home on the Urban Edge*

Krista Nightengale is the managing director of the Better Block. She began her career at *D Magazine*, where she became intrigued by the built environment. In 2016, she joined the Better Block, an international, urban design nonprofit that educates, equips, and empowers communities and their leaders to reshape and reactivate built environments to promote the growth of healthy and vibrant neighborhoods. Here, she works to help with its growth, spread its story, and make the world a little better by working with communities to demonstrate how wonderful walkable/bikeable districts are and what it means to build for love, not fear.

Nick Thorn, AIA *Commuting From the Edge*

Nick Thorn, AIA, is an architect with Malone Maxwell Borson Architects in Dallas and is co-chair of the AIA Dallas Communities by Design committee. He attended Texas A&M University for undergraduate and graduate studies in architecture. His lifelong passion for design and architecture, mixed with his Dallas roots, have inspired him to advocate for excellence in design, planning, and public policy as they relate to the built environment.



Matthew Crummey, AIA *The Architecture of Innovation*

Restless curiosity has led Matthew Crummey, AIA, into many encounters with the edge of usefulness. An upbringing rooted in the Midwest, combined with a persistent strain of frugality, have kept him engaged with practicality. His career began in Chicago, where he drew by hand on velum and mylar. He now works as a senior project architect at Perkins+Will in Dallas, where he balances his interest in exploring innovative design solutions with documenting those designs concisely.

Bud Melton *Transforming an Edge Into a Seam: The Katy Trail*

Bud Melton spearheaded initial funding for conversion of the abandoned MKT Railroad right-of-way in Dallas. Since then, he's managed scores of large-scale bikeway, trail, and transit-oriented development projects in dozens of Texas cities. Among his achievements are master planning and design input on two Trinity Strand trails, plus two inventive public-private partnership streetscape projects for upgrading Hi Line Drive in the Dallas Design District. He joined Half Associates Inc. in early 2016 and is frequently sought out for his expertise in trails.

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PRESIDENT'S MESSAGE
Expanding Our Boundaries



Photo: Michael Cagle

What does it mean to live “in” versus “out”? What does it mean to live on the edge? How are our edge cities faring? And most important, how do we as architects in Dallas break down the perceived edges that exist to create the urban environment that we envision living in?

This issue of *Columns* has the theme “edges.” Edges are normally thought of as a boundary between two things. Those things can be physical, such as the boundary between cities or property or perhaps the boundary between states of being. When people talk of being on the “edge of danger,” “the edge of adulthood,” or the “edge of war,” they are referring to the states of what is before the event versus what is after the event.

As architects, we deal with edges all the time. Our designs by nature should blur the edge between our proposed building and its surroundings. You might say as architects, we are in the business of creating new edges, re-creating the built environment every day. Indeed, our city is changing before our eyes and, in my opinion, Dallas has become a more livable, interesting city, thanks to the talents of the architectural community and allied professions.

Of course, edges may have negative attributes as well as the positive ones. The physical as well as invisible edges that divide our city are a challenge to our community. One of the reasons that AIA Dallas has been so involved with the Trinity River debate over the years is that the river has been an edge between north and south but also has the potential to be part of the solution. That’s the interesting aspect about edges: They evolve and change.

So this issue of *Columns* explores edges. What does it mean to live “in” versus “out”? What does it mean to live on the edge?

How are our edge cities faring? And most important, how do we as architects in Dallas break down the perceived edges that exist to create the urban environment that we envision living in?

The great news is that AIA Dallas is positioned at our new home, AD EX, the Architecture and Design Exchange, to influence, shape, and solve these important questions that affect our city. After a very eventful year, we are in our new home at Republic Center on St. Paul Street. With a space that will allow for better exhibitions, more robust social events, and, my personal favorite, the member lounge, there are now more reasons for members to spend some time at the AD EX apart from simply attending our normally excellent professional development programs. I truly believe that the date of our grand reopening will in itself become an edge that separates all that came before from the wonderful potential of what comes after.

I invite all our members and readers of this magazine to stop by and check out our new home!

A handwritten signature in black ink, appearing to read 'Mike Arbour'. The signature is fluid and cursive, with a long horizontal stroke at the end.

Mike Arbour, AIA
AIA Dallas President

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EDITOR'S NOTE

That Narrow Strip of Real Estate on the Edge



Photo: Allison Richter

Placing these magazines in order created a graphic timeline of my architectural education, and the edges of these magazines played a key role.

During my formative years in architecture school (way, way back when) I was fixated on architecture magazines. I couldn't wait until the latest issue of *Progressive Architecture* came out, and I would pore over it for hours, studying the plans of Morphosis and Aldo Rossi, Hon. FAIA, and, yes, even Michael Graves, FAIA. Then I discovered *Abitare* and *Domus* and *A+U* and so many others — and the floodgates had opened. My shelves were lined with all of these journals that I for sure was going to need for reference at any moment. Years of magazines moved with me from Austin to California to Dallas to Philadelphia and back to Dallas.

All those moves and all those backaches from lifting boxes and boxes of journals, just to methodically place them on the shelves of yet another apartment. Honestly, I rarely ever opened the magazines, but I just could not get rid of them. For years I saw tiny strips of real estate lining my shelves, carefully organized by year and month. I became more familiar and fixated with the oft-ignored magazine spine than the cover and content inside. It was this seemingly inconsequential and underappreciated patch of real estate that I saw for so many years. Placing these magazines in order created a graphic

timeline of my architectural education, and the edges of these magazines played a key role.

When we set out a few years ago to redesign *Columns*, someone made a comment during a planning retreat that "it sure would be nice to have enough content to have writing on the spine." We wanted *Columns* to be placed in chronological order and inhabit the shelves along with the other architectural magazines that we know you haven't gotten rid of yet. Well, we finally "grew a spine." Check out the edge of the Edges issue and make a space on your bookshelf for *Columns*.

Focus on the spine, and it might be the only time when being called "narrow-minded" is a compliment.

A handwritten signature in black ink that reads "Harry Mark". The signature is written in a cursive, slightly slanted style.

Harry Mark, FAIA
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Home on the **URBAN** **EDGE**

*By Krista
Nightengale*

The first time I visited Tent City, I wasn't sure what to expect. It was 2016, and the homeless encampment under Interstate 45 had grown so large that it was divided into sections, A through E. There was even a "convenience store" in one area and portable toilets to serve about 300 people. On weekends, charitable groups handed out food, supplies, and clothes. But a string of violence prompted City Hall to shut it down.

Debra spent some time at the Austin Street and Bridge shelters before finding her way to Tent City. "I didn't think I'd ever be homeless. I just had to keep the faith," she says before breaking into a huge smile. "I'm getting ready to get a place! Thank the Lord!" Debra's dream is to have a house with a picket fence. But, for now, "I just want to get back to where I can feel good about myself." // Photos: Ryan Plesko

Just over **19% OF DALLAS RESIDENTS LIVE IN POVERTY.**

There was never a clear plan as to what would happen to the people who called Tent City home. Several organizations worked with folks to find them housing. But many of the homeless simply moved to a new encampment.

I live downtown. Generally, when I walk out my door, the first person I see is homeless. He sleeps on the grate in front of my apartment building. We exchange pleasantries. Often, my interactions with the homeless are about my dogs, which I find to be great icebreakers, not only with the homeless but also tourists, kids, adults, everyone enjoying our vibrant downtown neighborhood.

When news spread about Tent City closing, a few neighbors and I decided to help tell the stories of those losing their homes. We believed that Tent City, for better or worse, truly was home to many.

As our group started walking in Tent City, we were nervous. We were encroaching on people's front yards. We were timidly making our way through the sections when a group of guys by a fire pit waved us over. We're making dinner, they told us. Want to join?

We looked at each other, shrugged and joined them for dinner, which was a stir-fry. One of the chefs, Yasef, was a tall guy with clothes way too small. He looked beat down. He wouldn't smile for our camera. He said there was nothing to smile about.

We interviewed a few other tenants, and then we left. Two weeks later, we returned. And Yasef was there.

"I got an apartment!" he said, flashing us a huge grin. "It's furnished and has a TV!" He told us he had moved a week ago.

"Why are you still here, then?" we asked. "I can't forget where I came from," he said. "These are my brothers."

For many, home is a structure. It has a certain number of rooms, a bathroom or two. Maybe it's a condo downtown or a ranch home on acreage. And yet for many in Dallas, home is on the streets, or under an overpass, or on a cot in a shelter.

If you ask what home means to this group in our community, the answers are as varied as the options.

Ron Gray is a veteran with PTSD. He used to live on a Michigan farm, which he misses greatly. But he got into an argument with his brother and knew he had to leave. So he took Cujo, his Jack Russell

terrier, and started walking. It was late at night, and he saw some fireflies along the edges of the road. He asked them, "Where are you going to send me?"

He feels they set him on the road that led to the Bridge Homeless Recovery Center in downtown Dallas.

"The Bridge probably saved my life," he said. "It gives you time to think, to reflect back on. It helps you to get back on your feet, and that's what I'm doing right now."

Two reasons he appreciates the Bridge so much: It has services for veterans that he uses, and it allows Cujo to stay with him.

The little spotted dog is 12, and he's had cancer for about five years, Ron said. Calm for a Jack Russell, he is content to lie at Ron's feet and catch a quick nap. The Bridge has a kennel for dogs, something most shelters don't provide. But Cujo gets to stay in Ron's transitional housing space because he's a service dog.

"He's detected my blackouts, my seizures, and he's helped me with my PTSD," Ron said. Ron even credits him for being the force that separated him from his brother the night of their fight.

For Ron, home is being back on the farm, being with the horses. But here in Texas, home is Cujo. "He's a big part of home."

It's been more than two years since the first Tent City closed. Since then, a Dallas Commission on Homelessness was created (full disclosure: I was on this commission), a restructuring of various departments in City Hall occurred, a permanent homeless commission was put in place, and a new housing policy was introduced. There have been several changes in leadership in the various homeless services.

But where are we now?

"This is a challenging conversation because the simple answer is: Things have gotten worse," said Sam Merten, chief operating officer at the Bridge. Since the first Tent City shut down, he said, the poverty rate in Dallas has increased but funding for homelessness has not.

Just over 19 percent of Dallas residents live in poverty, according to the Dallas Mayor's Task Force on Poverty, issued in September 2017. "The line between poverty and homelessness

"There is a lot of love and trust here," says Mrs. Ray, who lived in Tent City for six months. "Not the rape and murder that people talk about." Mrs. Ray found Tent City after she was robbed and then stranded at the Greyhound bus station in downtown Dallas. "We've been together for 11 years," she says, pointing to Ray. "He helped me find God." Ray smiles, hugs her, and says, "No, God helped you find God." / Opposite page: The setup at Tent City before it was closed in May of 2016. // Photos: Ryan Plesko



In the March 2018 homeless count by the Dallas Metro Homeless Alliance,
**THE NUMBER OF UNSHELTERED HOMELESS
INCREASED 23% FROM 2017**

is razor thin," Sam said. "I tell people all the time that I can find a home for everybody in all the shelter systems today, and tomorrow there will be a line outside of people who slipped from poverty into homelessness. It happens every day."

Russell Stonecypher knows this well. His mom owned a beautiful home in Oak Cliff. When she died, she left it to him. But he couldn't afford the taxes, and after only a month, he had to sell the home. He had been on the street for about two weeks when we talked to him in May. He spends most of his time reading at Main Street Garden downtown. He's working his way through George Jones' autobiography. "He's a talker," Russell said as he sat on the deck at Main Street Garden. "What do I consider home? Right now, it means this," he said as he swept his arm around the park. There's a full moon over the flashing PARK sign on the edge of the greenspace.

It's a beautiful spring evening, and we're talking on the porch at Main Street Garden. "What do I consider home? Right now, it means this," he said as he swept his arm around the park. There's a full moon over the flashing PARK sign on the edge of the greenspace.

"Look at that beautiful moon," he said. "So cool. It's really red. I love this park."

All Russell had with him were his clothes and several books. For him, the definition of home shifted over the past few weeks. "It's changed a heck of a lot," he said. "Golly. It's changed a whole bunch. This is not even home compared to that. I had a beautiful brick home."

The affordable housing stock in Dallas is low. "We're living in a city with massive poverty, and we don't have affordable housing for people to transition out of homelessness," Sam said. "So things are rough."

In the March 2018 homeless count by the Dallas Metro Homeless Alliance, the number of unsheltered homeless increased 23 percent from 2017.

When my neighbors and I began visiting Tent City in 2016, we ran into many people who hoped to find a home before it closed. They had vouchers. They were just waiting for a place to accept them. Brenda was one such person.

She greeted us with a huge smile and a big hug as the clock ticked on Tent City.

"I didn't think I'd ever be homeless," she told us. "I just have to keep the faith. I'm getting ready to get a place! Thank the Lord!" Brenda's dream was to have a house with a picket fence. But, for now, "I just want to get back to where I can feel good about myself."

We first met Brenda on a Friday. She said she'd have an apartment by Monday. We then saw her that Wednesday. She said she'd have an apartment by Friday. Then we then saw her at a new Tent City on a Saturday. "No apartment yet," she said. "But Monday!"

We lost track of her after that. But she showed the determination it takes to get off the streets. It's not just having a desire to find a home, but also finding the place that will accept a voucher.

"There are people staying in our transitional shelter who literally have housing vouchers and just no one willing to take them," Sam said. "So that creates a massive bottleneck in the system. If I have people in transitional housing who should be out if only for housing opportunities, then I have people in my emergency shelter who can't graduate there and people in the street who can't get in."

Because of this, people create home wherever they can with whatever they can.

Leonardo Vasquez sits in front of the downtown library, smoking a cigarette. He doesn't have a home. He sleeps on the sidewalk. He did have a home at one point, but the people he was staying with didn't like his smoking, so he had to leave. "I want a house, not a home," he said. The difference? "Family."

For Ron, Dallas is now his home. He's exploring the city with Cujo. Last summer, they spent some time at the Dog Bowl at Fair Park. Ron's meeting with the VA to discuss permanent housing. He calls the night the fireflies lit his way "fate."

"They say Texas does big things," he said. "Texas has a big heart." And that, to him, is home.

Krista Nightengale is managing director of the Better Block Foundation.





COMMUTING FROM THE EDGE

BIKE, BUS, BYPASSED

By Nick Thorn, AIA

The development cycle of Dallas is predictable: population boom, build more housing, extend the highways; population boom, build more houses, extend the highways; and repeat *ad nauseum*. Because there are no physical limits containing Dallas-Fort Worth, unlike cities bounded by mountains or water, we're free to grow as far as we're willing to lay the highways.



As the edges of the city creep farther from the core, the dependence upon a personal vehicle significantly increases. Moving throughout the city is something a lot of us take for granted — when we're not stuck in traffic, that is. Getting from Point A to Point B, across the city to Point C, followed by a quick stop at Point D before heading back to Point A is a daily routine that is regularly accomplished with a car. But many Dallasites can't afford the luxury of their own vehicle for their daily mobility needs. Some rely on the DART buses and trains. Others take a more athletic mode by skateboarding or riding a bike.

Dallas Area Rapid Transit (DART) is the preeminent transit authority in the area, and its mission statement is to “build, establish, and operate a safe, efficient, and effective transportation system that within the DART service area provides mobility, improves the quality of life, and stimulates economic development.” It is no secret that Dallas remains lacking in equitable access to transportation and mobility options despite these lofty goals.

A TRANSPORTATION DESERT

While DART strives to provide safe, efficient, and effective transportation for residents and member communities, a large portion of the area lives in a transportation desert. A recent mobility study completed by DART in partnership with the University of Texas at Arlington found that 29 percent of those living in Dallas and 44 percent of people residing in the DART service area are not within walking distance to a transit station.

Residents most left out are those in low-income neighborhoods. They spend a higher percentage of their income on transportation than others and also end up spending significantly more time moving throughout the city than people with their own vehicle. The ideal trip time for those using public transportation is twice as long as the same trip by car. However, in most low-income neighborhoods, trips by public transit can take up to four times as long as those by car.

Houston retooled its bus network to provide more effective, efficient routes a few years ago. Dallas should follow this initiative. Certain routes have recently been reworked for increased efficiency, but a true commitment to bus service across the city needs to happen.

DART is one of the largest landowners in the

While DART might have the longest length of light-rail service in the county and a large fleet of buses with routes crisscrossing North Texas, those rail and bus lines don't serve all mobility needs.

City of Dallas, yet there's only one transit-oriented development, Mockingbird Station, outside of the downtown core. In southern Dallas, where transportation inequity is the highest, light-rail stations are surrounded by acres of empty parking lots. Simply put, in low socio-economic neighborhoods, DART still requires a car for easy access to light rail. Why is that? To better improve connectivity along light-rail lines, what about developing these vast swaths of underutilized land with attractive, affordable mixed-use and transit-oriented projects?

FROM GARLAND TO IRVING: ONE COMMUTER'S EXPERIENCE

While DART might have the longest length of light-rail service in the country and a large fleet of buses with routes crisscrossing North Texas, those rail and bus lines don't serve all mobility needs. Michael McNair, president of BikeDFW, a nonprofit organization that works to promote the safe use of bicycles as an affordable, viable, and sustainable means of active transportation and personal enjoyment, is one of those people. He lives in Garland, and his office is near DFW International Airport. His preferred mode of transportation is his bike. What began out of necessity because he and his wife were down to one car has blossomed into a passion and a hobby. He currently has six or seven bikes in his garage, and three of those can tackle the 26-mile commute to the office. That's right, Michael essentially rides the equivalent of the biking leg of a triathlon to work and then home each day, regardless of weather.

He has been commuting by bike to work for over 10 years. First by skateboard and DART, then by bike when his commute changed to Allen and there wasn't a direct bus route. With an approach similar to a seasoned athlete's, he didn't attempt to ride from one edge of the city to the other on the first morning. He rode to a bus stop and took the bus to his office. He pushed himself each week to ride to the next farthest stop from his house before he abandoned the bus altogether and biked from house to office. When his job moved to Irving, he continued riding his bike to work from edge to edge.

His mornings start with an alarm at 5 a.m., and he's pedaling toward Irving by 6 to be at his desk by 8. The 26-mile ride takes roughly an hour and 45 minutes from door to door. He freshens up in the office restroom and changes clothes before settling in behind his desk. Once the clock strikes 5 p.m., he changes back into his bike gear and joins the throngs making their way home for the night.

The route mostly takes him down neighborhood streets or along bike trails such as the Northaven Trail through Preston Hollow. He's learned which major thoroughfares are best. For him, Royal Lane is more enjoyable than Walnut Hill Lane; Plano Road is stressful, and Jupiter Road is much less so.

Visibility is important for bicyclists everywhere. One thing Dallas

has going for itself in creating a bike-friendly city, Michael said, is the basic grid layout of the city streets. The straight north-south and west-east streets provide drivers with plenty of forewarning to see a bicyclist ahead, while the curving streets of the suburbs are much more dangerous. As a commuter, Michael is interacting with the same drivers each day, and they've grown accustomed to seeing him on the road. Surprisingly, he receives the most respect and courtesy from 18-wheeler drivers along the route and parcel delivery drivers near his office.

DART simply isn't the best option for him. There's not much of a cross-town DART bus service from Garland to Irving, and if he were to rely solely on DART, the commute would be just as long, if not longer, than riding his bike. There are mornings when he knows he can't do the whole distance on the bike, but the bike affords him a level of flexibility and freedom that commuting with a car would not. If the mood strikes him, he can catch the bus or light rail at almost any point along his route, allowing him a chance to read or even catch a few winks of sleep in the early morning.

He enjoys the mornings and evenings on his bike, calling the commute a "great way to frame the day." He regularly stops at neighborhood grocery stores or coffee shops, and more than once has met others who were commuting next to him in their cars.

IS IT POSSIBLE TO GO CAR-FREE?

The importance of multi-modal transportation in creating vibrant communities and an equitable city is not lost on architects in Dallas. The AIA Dallas Communities by Design committee often discusses the benefits that a robust multi-modal transportation network would have for our city. We dream of a high-frequency bus network that connects to transit-oriented developments dotted around the almost 100 miles of light-rail track in Dallas. We challenge the shortcomings of the current public transportation network in the city and the status quo of the federal, state, and local transportation authorities.

In an effort to take our conversations beyond the conference table of our monthly meetings, the members of AIA Dallas were challenged to leave their cars at home and try other options for a day. For me, a native Dallasite, DART has been a novelty: a special treat for elementary school field trips as a child or using light-rail to get downtown when I don't want to deal with traffic or parking. But never have I left my car at home and used DART for my sole means of transport.

My #DitchYourCarDFW day started with the #60 bus from my neighborhood near White Rock Lake to a transfer at Casa Linda Plaza to take the #475 bus to my office. As I was getting ready in the morning, anxiety set in that I'd miss the bus, so I hurried out the door only to wait at the stop for much longer than necessary. Getting on was a breeze with the DART GoPass app, and I found a

seat near the front. When the time came to request the stop, I got anxious again. Would I press the bar in the right spot? Would I be too early or too late? Thankfully, someone else got off at the same place and my anxiety was for naught.

Waiting for the #475 bus on the side of Buckner Boulevard was unpleasant. Instead of sitting, I used the cold concrete bench as a barrier between me and traffic on the chance that a car would jump the curb. Surely that'd be enough to protect me, right? As cars sped past me, I felt vulnerable and exposed, and I could feel people looking at me thinking to themselves: "Why is he taking the bus? He must be down on his luck." I'm sure those were their thoughts because I've thought the same thing when driving past someone waiting for a bus.

The bus arrived right when the GoPass app "Where's My Bus" feature said it would, and it turned out I didn't have to protect myself from any runaway cars. I sat next to the woman who had gotten off with me 20 minutes earlier and asked why she went to a different stop than I did. She doesn't like crossing the seven lanes of Garland Road and instead waits at the stop just down the road. A seasoned bus rider, indeed.

I arrived at my desk just before 7:45 a.m. after leaving my house just before 7. Forty-five minutes to work, when driving my car would get me to the office in 12. Not bad, but not great. Lunchtime rolled around and because it was a nice day, I got quesadillas to go from the nearby bodega and walked down to the lake. Normally, I'd get in my car and drive somewhere and hurry back to the office.

As the end of the workday approached, I felt the anxiety and urgency that had washed over me that morning. Would I wrap up my work in time and catch my bus? Was the "Where's My Bus" feature accurate? Nervous, I finished my work and rushed to the bus stop early. My plan was to take the #475 bus to the Lake Highlands Station, then catch the Blue Line light-rail downtown for our committee meet-up and happy hour. The bus came and made only a handful of stops on the way to the station.

Arrival couldn't have been more perfect. As I approached the platform, the Blue Line train arrived, and I was on my way downtown. A short walk from the St. Paul Station through downtown got me to AD EX, the new home of AIA Dallas at Republic Center, with time to spare before the Communities by Design meet-up, followed by happy hour across the street.

As one of the seasoned public transit commuters of the group, Bob Bullis, AIA, joined the #DitchYourCarDFW day and even introduced the event to his co-workers. "My highpoint of #DitchYourCarDFW was introducing 10 of my co-workers to the

DART streetcar to Bishop Arts. We all took the free streetcar to Bishop Arts for lunch. It was a memorable experience for all, including myself as I had never personally made the trip, though often advocating for it." For his everyday commute from Bedford to downtown Dallas, Bob cherishes his "train time in the frenzied world in which we live. It gives me time for meditation and an occasional nap."

Kate Aoki, AIA, co-chair of the AIA Dallas Communities by Design Committee, spent the day without her car. The ups and downs of her schedule resulted in a very insightful experiment as she took a break from her typical auto-centric commute. "It's always helpful when we can break out of our daily routines in order to experience a part of life that we aren't normally accustomed to, and #DitchYourCarDFW was the perfect opportunity to do that. What I quickly realized, however, was that unless I only planned to spend only half of my day in the office, I wouldn't be able to reach every location in a timely enough manner throughout the day. I am fortunate to be in a position that allows for experimentation of this sort and lucky to have a boss who understands. What I cannot fathom is how people who rely on our public transportation system cope with the inconveniences inherent in our system. It was truly eye-opening."

All told, participants left their cars at home that day and shared stories of success or failure. The short-term goal is to make this an annual event for AIA Dallas. The long-term goal is to get more people to leave their cars at home on a regular basis.

This is a complex topic with many interconnected pieces. For change to occur, the best thing to do is to contact your City Council member and your DART board member. Be an advocate for high-frequency and efficient bus service, for an additional light-rail line through downtown, for a more dignified bus stop experience. However, this advocacy is not limited to people residing within Dallas' city limits. The biggest benefit would be for those who live in other DART member cities.

Because it's impossible to shrink the edges of our sprawling metroplex, the best solution is to provide more convenient options for people to move between those edges. You can make a difference by advocating for smart, equitable transportation policy. Practice what you preach by leaving your car at home and commute by public transportation, and design your own projects with mobility in mind.

Nick Thorn, AIA, is a project architect with Malone Maxwell Borson Architects and is co-chair of the AIA Dallas Communities by Design Committee.

"I am fortunate to be in a position that allows for experimentation of this sort, and lucky to have a boss who understands. What I cannot fathom is how people who rely on our public transportation system cope with the inconveniences inherent in our system."

Kate Aoki, AIA, co-chair of the AIA Dallas Communities by Design Committee

By Matthew Crummey, AIA

THE ARCHITECTURE *of* INNOVATION

You should always be suspicious when people divide the world into two parts. Often it is an intellectual crutch that allows the ends of a spectrum to be spliced together, eliminating the most interesting parts in between.

If you believe, as the joke goes, there are two types of people in the world: morning people and those who want to shoot morning people, you miss the complexity of the human life cycle and the possibility of change. My teenage daughter will sleep until two in the afternoon, as could I at her age. Circadian rhythms change over time, and I am now a morning person.

Accepting that you can either be a generalist or a specialist eliminates countless combinations of skill sets and experiences. Reliance on stereotypes limits possibilities. But there is a difference between stereotypes and typologies. Stereotypes are usually where a conversation ends; typologies are usually where a conversation begins.

For this reason, typologies can be a useful framework on which to build new insights. The profession of architecture has been full of rich typologies, not just of building type but also of professionals and schools. One of my favorite professional typologies was born in 1947, when Henry-Russell Hitchcock divided the world into the architecture of bureaucracy and the architecture of genius.

Bureaucratic architects were those who executed their work competently, mechanistically, but without questioning the system within they operated. Genius architects were those who worked independently to create the "prototypes that will set the standard in the next stage of bureaucratic development."

Hitchcock's insight helped in understanding the stylistic transformation that architecture went through during the middle of the 20th century. Now, at the beginning of the 21st century, the profession is in the middle of another significant transition, this time less about building style and more about how the profession operates. New technologies are changing the traditional delivery model, millennials are infusing their values, and building performance is increasingly important.

Is the bureaucracy/genius typology useful in understanding these professional trends? While the intent of the typology remains

interesting, the words are more loaded today. Here is a suggested rephrasing for the typology to align it with the present day: service/innovation.

Service, in this typology, is to clients. Architecture of service results in satisfied clients through competency and predictability. Architecture of innovation changes expectations. The innovations of today become what clients will expect from service architecture in the future.

Changing a client's expectations is harder than meeting a client's expectations. For this reason, the architecture of innovation occupies a zone at the edge of the profession: sometimes removed from direct client market forces and sometimes working explicitly to change market forces. The profiles of the innovators presented here represent a spectrum of professionals and trends.

Using a typology to understand the profession has its limits. None of us are completely service architects nor completely innovative. While these innovative trends lead to changes in client expectations in interesting ways, they also provide a route to client satisfaction. Similarly, most architects who focus on service must innovate to remain competitive.

Don't think you have to be all service or all innovator. Reside in the interesting gray area in between.

COOPERATIVE PROTOCOL

Le Corbusier famously called a house "a machine for living." In retrospect, this seems charmingly midcentury modern. The promise of the machine! Efficiency! Ordered systems will save us! But the term is ultimately impersonal, implying that the machine is primary, with humans required to submit. Wouldn't it be better to have machines make our places of living?

Factory prefabrication brings us closer to this reality. I recently had lunch with Jared Rooker, AIA, an architect at Prescient, a company working to integrate architects into the prefab process.



A MADi Studio student presents his sketch of ideas to prototype potential design solutions for resettled refugees. The studio class puts students to work with a client on real-world problems that are not easily solved. // Photo: Devon Skerritt

Our conversation ranged through building codes, the nature of the labor market, the need to educate inspectors, and beyond. Prescient's system includes participation from designers and builders, and adds to a feature of BIM that has long been underutilized by architects: the ability to assign metadata to building components. Integrating their structural model with an architectural model allows a highly efficient production flow that can be tightly controlled and automated. The cooperative protocol seeks to maximize the value of BIM as a tool in all phases of a project. As we wrapped up lunch, Jared reminded me of a Miles Davis quote that seemed relevant to the conversation: "The way to change and help music is by trying to invent new ways to play."

HUMAN-CENTERED DESIGN

When you are working on a project, does it ever feel like you are walking through a thick fog? One so thick that every few steps you need stop and re-evaluate where you are and where you are going?

It might feel frustrating at times, but maybe it is not such a bad thing. At Southern Methodist University, candidates for the Lyle School of Engineering master's degree in design and innovation (MADI) are encouraged to pay attention to people first. In doing so, preconceived notions are strongly discouraged, and process becomes paramount. This emerging field of education is referred to as human-centered design.

Although the MADI program is not specifically tailored to architectural education, its pedagogy aligns with an understanding of design that most architects can appreciate. MADI was conceived with the belief that creativity is a learned behavior and that there is a market demand for creatively competent people in all vocations. Graduates from the program might go into careers as diverse as engineering, cognitive science, or banking. It is distinctly possible that a MADI graduate could be a future client.

Imagine having a client who understands that walking through

the fog of the design process is not to be avoided but embraced and relished.

CARROTS OR STICKS?

What is the best way to drive innovation: a carrot or a stick? The auto industry appears to require sticks. Without revised fuel-efficiency standards, there is little incentive to improve mileage. Without safety requirements, we wouldn't have airbags. Hollywood, on the other hand, is eternally chasing the carrot of audience approval. Better visual effects! Fancier sound systems! Tilting seats!

Fifteen years ago, if you had asked which path would lead to improved energy performance for buildings, you would have heard a number of theories, variations of these themes: A stick is required (federal requirements for energy performance) or a carrot will make it happen (Clients will want to save on utility costs and demand higher performance).

What happened was more interesting. LEED emerged as a primary driver of change. Not exactly a stick and not exactly a carrot, it was a voluntary standard of compliance, whose growth benefited from client requests and adoption by institutions and municipalities as de facto code.

Fast-forward to today: Architects are talking not just about building performance, but also about the people in the buildings. How do we ensure our built environments improve human performance? The WELL Building standard, similar to LEED. The checklist of compliance, built of "features" under the concepts of Air, Water, Nourishment, Light, Fitness, Comfort, Mind, and Innovation, ensures that architects will need innovative ideas to achieve certification.

Perhaps more interesting than the WELL Building standard is the idea that drivers for innovation can be innovative themselves.

Matthew Crummey, AIA, is senior project architect and senior associate with Perkins+Will.

STORYTELLING



THE SOCIAL GLUE

THE STORY OF THE DALLAS ARCHITECTS' WIVES CLUB

By Jenny Thomason, AIA

Group photo courtesy of Donna Pierce

It's a beautiful, sunny March day, and I pull up to a dark brown brick mid-century modern home in North Dallas. Clerestory windows face the street, and on the front door is a little needlepoint sign that says "Come in Please." Inside, the warm wood provides the backdrop for an Architects' Wives Club reunion. Pat Meyer — or Mrs. Jim H. Meyer, using the styling with which the club referred to the women back in the day — is the host.

"Pat, your house is really cool!"

"Oh, Jenny, we all have really cool houses — our husbands are architects!"

For the record, my husband is also an architect, but my house is not like this one.

So the reunion begins. The Architects' Wives Club members reminisce at the brunch, arranged after I contacted them to find out more about the former group. The women who've gathered today represent the group when it was the social glue of the Dallas architectural community.

Founded in 1941 to host events for the second convention of the Texas Society of Architects, the Architects' Wives Club was the first of its kind in Texas. Mrs. John B. Danna, wife of one of the Texas Society of Architects' founders, organized the women to aid the Dallas convention and then served as the club's inaugural president. Now, 77 years later, we begin today's event with a moment of silence for loved ones lost, and it's clear these women mean a lot to each other.

Donna Pierce, tall, well-dressed, and not short for words, is one of the first women to arrive. She served as the 1968-69 president. At the time, she was married to John Allen Pierce, whom she met at Rice University while both studied architecture.

"In those days, we all had three or four children. Architects' Wives was our day to get out without the kids. Have lunch and be with all of our friends. ... We had so much in common because we worked so hard to build our own homes," Donna says.

In 1969, vandals burned down the Pierce home, and the family lost everything in the fire.

"We had nothing, and everyone helped," she says. "Guess what some of these girls did?...They knew I'd lost my Waring blender. It's what you make drinks in, and they brought me a new Waring blender. I still have it."

Donna pulls out a stack of 8x10 black-and-white photos. Most pictures are from the TSA conventions, with the couples in evening attire, the women's hair perfectly coiffed. "Those were the days when we had wrapped our hair in toilet paper. You'd get it done once a week and wrap it in toilet paper to make it stay," Donna says.

It was a different time, and no one misses the days of wrapping her hair in toilet paper. "Thank goodness for the hair dryer!" one member says.

Meetings were held monthly, usually at a member's house, and they always had a speaker. At the end of each year, they elected officers to manage the programs and events for the next.

"We loved being able to go into the architects' houses because they are all so creative. ... We would always go to a fancy country club for the last meeting, and we wore hats. You had to have hats!" says Yvonne Davis, president in 1967-1968.

For some, the group was simply "lunch, program, good-bye," as one puts it when pressed for stories. Indeed, it is the conventions, the couples' nights, the vendor-sponsored ski trips, and events around town that produce today's stories.

"We all had the same taste in men," laughs Jane Clement, the 1979-80 president and a Texas Christian University alumna dressed in purple.

Carol Corgan, wife of the younger Jack Corgan, FAIA, served as president in 1980-81. This petite woman with a pixie cut is quiet until talk turns to the belly dancer who came to her house for a couples' event.

"Oh, it was the '70s!" she says to explain the belly dancer. No one remembers whose idea it was, but eventually the group settles on Perk Corgan, Carol's mother-in-law. After reading the Grape Wine and Sudden Death recipes that Perk contributed to the club's cookbook *Cooking Directions*, I see why they assume it was her.

Cooking Directions was published in 1976 for the Texas Society of Architects convention in Dallas, then republished in 1978 for the national convention. Babs Cape served as chairman of ladies' events for the 1976 event.

"The conventions in those days were when women came as spouses. We would host activities for all the women," she says. "When we had the national convention here, we did a book review. We didn't realize it until it came up that this was a unique thing for Dallas. ... So we had it as a highlight for that convention."

Ruth Anderson has brought memorabilia from the 1978



Photo: Craig D. Blackmon, FAIA

national convention. "Architects' Wives ran the gift shop and we wore these aprons," she says as she shows me an apron with a bold yellow, orange, and red pencil graphic and a matching convention program. "Can you believe it! A pencil theme! Who would even think of doing something like that now?"

Jane Clement helped organize the convention book review, held at Neiman Marcus.

"I remember the public relations lady came and said, 'Mr. Marcus would like to say a few words to you all.' It was Lawrence Marcus. ... He was so anxious to tell us about all the different architects he had hired to do their stores," she says.

Beth Beran Duke hosted a dinner for the 1976 convention guests at her new house, designed by her husband, Ed Beran of Beran & Shelmire. I am curious if she made anything from the convention cookbook but was quickly reminded that this was a different era. A cook helped prepare the meal. "I remember the help saying, 'If you quit openin' that oven door, that meat might get ready!'"

It sounded like Beth often hosted events. After one AIA event, Beth recalls, "They came back to our house and O'Neil Ford looks around and says, 'Every man in this room started out with me' at some point."

The club also provided opportunities for these women to travel

abroad and tour architecturally significant buildings.

"We got to see places that we normally wouldn't have access to," says Pat.

Every year starting in 1941, the group's historian collected the program from the year, newspaper clippings about the club, and photos, and put them in a large leather-bound scrapbook. Each scrapbook covers a decade, and all are kept in the archive at the AIA Dallas office.

Among the clippings is one headlined "Architects Need Training in Art of Keeping House," published shortly after World War II. In this article, the women offer suggestions for a better designed house, such as the kitchen as a family gathering space due to "servantless days" ahead and connecting the house more with the landscape. "The architect husbands ... applauded some of the house ideas, lifted a superior masculine eyebrow at others, but by and large admitted the little women might have something."

The scrapbooks end in 1995 without much explanation as to why the group dissolved. So what happened?

When the stock market crashed in 1987, the group began to fade.

"No one wanted to be associated with their husband's profession anymore," Donna recalls hearing at the final meeting. Once in a while, someone would try to restart the group, but it never gained traction.

Over the course of talking with the women, my perspective of the organization shifts. I grew up in a time when women were expected to work and support themselves without depending on a husband. I assumed their role must have been purely for networking and a bit like what our marketing department does in-house.

But none of my notions are true.

Each member was an active participant in her husband's career and heavily involved in the community in addition to their primary role of caretaking. The women's bonds superseded their husbands' professional relationships, whether friendly or competitive. It was an era when a wife supported her husband by holding dinners, typing specifications — or even offering advice on a home design.

"That's why women should be architects!" Donna says. "I'm so proud of you. I go around Texas to talk to women scientists because I'm an astronomer now, and it means so much to me to see how far we've come."

Jenny Thomason, AIA, is an associate at OMNIPLAN.

Learn more about the history of the Dallas Architects' Wives Club and hear more memories from its past members online at www.aiadallas.org/architectswivesclub.



Angel Biscuits

3-4 dozen

5 C. flour
1/4 C. sugar
3 t. baking powder
1 t. salt
1 t. baking soda
1 C. shortening
2 C. buttermilk
1 pkg dry yeast
4 T. warm water

Sift together first 5 ingredients. Cut in shortening. Add buttermilk and yeast mixture (dry yeast dissolved in the warm water.) Mix and place on well-floured board. Flour your hands, knead the dough for about a minute. Roll out and cut. Dip in melted butter, fold over, place on greased baking sheets. Bake in 400°F oven for about 15 minutes. Biscuits may be frozen before cooking by placing prepared biscuits close together on baking sheet, freezing solid, then placed in a plastic bag or container. Frozen biscuits may be placed directly on greased baking sheets, adding about 5 minutes to baking time. Dough may be kept in the refrigerator for several days also.

Mrs. Dale E. Selzer (Betty)

FOLLOW THE COOKING DIRECTIONS

The Architects' Wives Club published *Cooking Directions* in 1976 for the Texas Society of Architects convention in Dallas and republished it in 1978 for the national convention.

“The secret to this book is that you can search by ingredients,” says Babs Cape, chairman of Ladies' events for the Dallas convention. “I remember the typing went on forever. Then we got our husbands involved to do the graphics.”

The cookbook is “dedicated to the husbands who have been victimized by the failures necessary to achieve success. May you cook with joy, eat with delight — and reduce in private!”

It was that quote in the cookbook that led me to meet these women. One of my co-workers pointed out the blurb in an AIA document about the Architects' Wives Club cookbook, and I was curious enough to try to find a copy of the cookbook. I got in touch with Connie Hawes and Pat Meyer, who lent me a copy of the cookbook and suggested that the best way to learn about the Architects' Wives Club was to meet the group. They were absolutely correct, and I am very grateful they organized the reunion.

The favorite recipes, Connie and Pat say, are Angel Biscuits, Marinated Carrots, Mexican Enchilada Casserole and Ward's Beans.

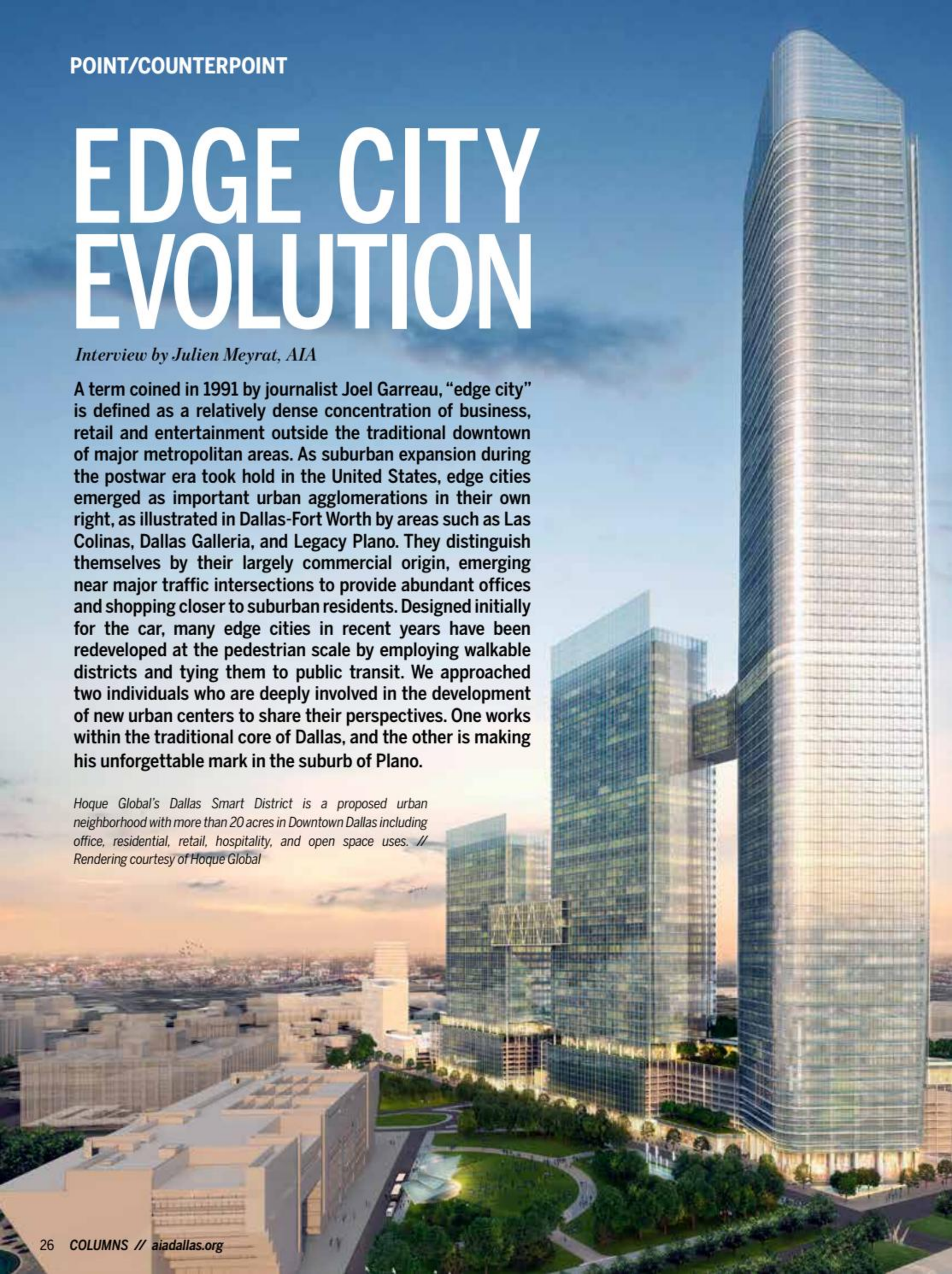
The Angel Biscuits recipe is featured above. Discover all of Connie and Pat's favorite recipes and more from the Dallas Architects' Wives Club. Although *Cooking Directions* is no longer in print, it is available online at www.aiadallas.org/recipes.

EDGE CITY EVOLUTION

Interview by Julien Meyrat, AIA

A term coined in 1991 by journalist Joel Garreau, “edge city” is defined as a relatively dense concentration of business, retail and entertainment outside the traditional downtown of major metropolitan areas. As suburban expansion during the postwar era took hold in the United States, edge cities emerged as important urban agglomerations in their own right, as illustrated in Dallas-Fort Worth by areas such as Las Colinas, Dallas Galleria, and Legacy Plano. They distinguish themselves by their largely commercial origin, emerging near major traffic intersections to provide abundant offices and shopping closer to suburban residents. Designed initially for the car, many edge cities in recent years have been redeveloped at the pedestrian scale by employing walkable districts and tying them to public transit. We approached two individuals who are deeply involved in the development of new urban centers to share their perspectives. One works within the traditional core of Dallas, and the other is making his unforgettable mark in the suburb of Plano.

Hoque Global's Dallas Smart District is a proposed urban neighborhood with more than 20 acres in Downtown Dallas including office, residential, retail, hospitality, and open space uses. // Rendering courtesy of Hoque Global



Fehmi Karahan is founder and CEO of The Karahan Cos. in Plano, which oversaw the development of Shops at Legacy, one of the metroplex's first successful suburban mixed-use districts. He is the current master developer of Legacy West, in which 240 acres surrounding the J.C. Penney headquarters have been converted into corporate campuses for Toyota of North America, FedEx Office, Liberty Mutual and J.P. Morgan Chase as well as a mixed-use urban village that includes retail, restaurants, hotels, apartments and condominiums.

JM: *Edge cities tend to arise in commercially thriving locations outside traditional city cores where large private developers are freer to influence planning on a large scale. Is this privately driven development preferable to one with more public intervention?*

FK: I think that without a doubt, having it privately controlled is the preferred method because when you're public, you may have to go through certain bidding processes. I prefer to choose my favorite general contractor and subcontractors for my projects. When using public funds, we are subject to the open bids act, meaning that they may have to award a proposal from the lowest bidder. This lowest bidder may not necessarily be the most qualified, resulting in either the final product is not the quality you want or the project lingers for a very long period. People who work for the governmental agencies are working on their schedule. They don't get paid extra because they work Saturday and Sunday, so trying to get the work done, an agreement done will have to wait until Monday. Imagine if they were reviewing our leases, our contracts; to someone at an agency, it doesn't make a difference if our tenants go there or not, but for us it does. I'm going to stay up all night during the weekend, if necessary, making my list and reading a list of their wants. Profit and timing are very important in creating a new edge-city core, whereas city entities work on a fundamentally different platform.

JM: *As the individual who has been responsible in transforming one of the region's premier edge cities into an urban core in its own right, what are your thoughts about the criticism that edge cities are inauthentic? Is Legacy in Plano true to the suburban character of its context, or is it intended as a kind of departure?*

FK: Absolutely! There was never any intention for these developments be true to Plano. I'm going to answer your question a little differently. When I walk to Legacy West or Shops at Legacy, watching the guests eating in the patios or shopping there, it reminds me of the cafes in Paris, of streets in Miami, of places in California. When visitors to my developments say, "This is not Dallas," or "This is not Plano," it's music to my ears. We're not building here in suburban Plano ... a suburban product which would typically include surface parking, a Walmart, Target, Whole Foods or other big-box chain retailer. The kind of development we are building contains structured parking garages, a pedestrian-friendly, walkable environment that certainly is not a typical suburban development. Visitors love it because it offers them a completely different experience than the usual life in their home suburb. In general, there will be limited pockets of these kind of dense mixed-use developments at very strategic locations, offering an appealing downtown kind of environment. But as far as changing entire suburbia and all the streets and highways becoming more pedestrian, I don't see that happening in suburban America for decades to come.

Mike Hoque, turnaround entrepreneur whose well-known restaurants such as Dallas Fish Market and Wild Salsa have been credited with revitalizing Downtown Dallas and Main Street, founded Hoque Global Real Estate to spearhead major real estate projects within the Dallas central core and beyond. Hoque's property—strategically acquired as the Dallas Smart District near City Hall—a proposed 20-acre mixed-use district designed by Hoque, KDC, and architect Pelli Clarke Pelli, could potentially be the headquarters for major global brands.

JM: *A defining aspect of any city is its inclusiveness: All are free to come and become a part of its commercial life as long as they submit to the maintenance of social order provided by city authorities. Are edge cities inclusive? Does their privately imposed order allow them to be more inclusive?*

MH: I have been across the U.S. and the world, and I know that downtowns of large cities are irreplaceable. That is why I chose to do my businesses in downtown Dallas, back when it was a ghost town after 5 p.m. Downtown Dallas' power and excitement as a burgeoning urban center had only to be nurtured and fostered to spark more growth. Today you will find 11,000 residents, and steadily counting, in the downtown core.

Downtowns are special. They show the old and the new, not just the new. True downtowns are the melting pot of people from all backgrounds and ideas from all perspectives. Edge cities, many times characterized as too uniform and not as free-form, are succeeding by creating their own versions of the intriguing and complex nature and elements of downtowns.

Now, as cities are revitalizing their downtowns, edge cities at various distances from downtowns are learning from their

core neighbor cities by becoming more inclusive. There is an interesting exchange, especially in our city and region, between the core cities and the edge cities at varying radii, as brands create additional locations to share the energy and vibrancy of things everyone loves closer to downtown, making great experiences more accessible farther out. Edge cities are making things more interesting and more reflective of history and diversity — learning from downtowns — because that is compelling and makes life better for everyone and builds interest.

While Downtown Dallas Inc. has expanded its definition of downtown beyond the central business district, we will have our own new set of edge cities in proximity to downtown Dallas. After Klyde Warren Park was built, Uptown and now Deep Ellum have become very much connected to be among downtown's walkable neighbors. All of the Cedars is the next. This much-ignored southern part of downtown has unobstructed, stunning views of the skyline and lots of character and history, and Cedars as a gateway will soon experience phenomenal growth. Edge cities will be successful, and are being successful now, by being more open and dynamic — changing their approaches and changing perception.

Julien Meyrat, AIA, is an architect with Gensler.

TRANSFORMING AN EDGE INTO A SEAM THE KATY TRAIL



From tracks to trails: Abandoned railroad tracks that once divided Dallas' core have been transformed into the unifying Katy Trail, used by residents and visitors alike. // Photos: Tom Fox / Rendering: Katy Trail Vision Plan



By Bud Melton

The Dallas Katy Trail grew out of a roughly 3.5-mile stretch of the Missouri-Kansas-Texas Railway line that roughly parallels Central Expressway from the thriving mixed-use urban center Mockingbird Station to the rapidly reinventing Victory District near downtown Dallas.

Historically, that rail line — first when active and later when abandoned — acted as a prominent barrier, or dividing edge, both socially and economically, separating neighborhoods and families. On one edge stood duplexes over 50 years old, interspersed with the occasional single-story commercial building; on the other, a high-income single-family neighborhood in Highland Park.

The Katy Trail has become one of many urban edges — or seams — upon which growth, new developments, and hopes and dreams are now traversing.



The ramp from Snyder's Union plaza connects to Oak Lawn Park below. // Photos: Tom Fox

NEW MOBILITY VISIONS EMERGE

In the early 1980s, DART light-rail transit was but a gleam in the eyes of city visionaries. Voters in Dallas were among those in the county, plus 13 other cities in the region, to agree to dedicate a portion of sales tax revenues to create a regional light-rail transit network. The vision was that the LRT stops would eventually become nodes for denser and more connected developments. The MKT line was a candidate for the DART system. Many cities voted to support it, but Highland Park wasn't among them. Highland Park residents wanted nothing to do with an active rail line behind their homes. As the transit agency's plans took shape, outright opposition to a DART line along those tracks reached a tipping point. The light-rail alignment was moved to a subway tunnel beneath the soon-to-be-reconstructed North Central Expressway/U.S. 75. That 3.3-mile portion of the MKT line, then owned by Union Pacific, was instead donated to the Dallas Park and Recreation Department. Graduate landscape architecture students from University of Texas at Arlington created an impressive array of concepts and a plan, and the MKT was renamed the Katy Trail. Round 1, won and done!

BRIDGING NEIGHBORHOODS

Historically divided Uptown and Oak Lawn were among early participants in determining the future for land uses within the adjacent areas. Historically significant homes were being scraped away to widen Central Expressway and build apartments.

Leaders in the Oak Lawn Forum, a community group focused on urban redevelopment, saw an urgent need for a historic overlay that allowed for mixed uses and denser residential

neighborhoods, bordering Turtle Creek and the old MKT alignment, while preserving established housing stock in stable neighborhoods. A Planned Development (PD) was established in response. PD-193 was instrumental in a bringing about more responsible blending of redevelopments in the adjacent areas, Dallas architect Philip Henderson, FAIA, recalled. The overlay required new developments to share the cost of recreational infrastructure needed by new tenants in the area.

INVESTMENTS THAT INSPIRE?

"But how do we keep enhancing it?" Henderson often ponders about the Katy Trail. And more important, properly maintain our investments? In recalling a seismic shift in Dallas' civic visions, Henderson felt motivated by Goals for Dallas, the highly revered citizen involvement program led by former Mayor Erik Jonsson years earlier. The landmark effort from the mid-1960s through 1971 sparked a meaningful civic conversation that set the city on a new path. Stanley Marcus, Hon. AIA, the legendary retailer behind Neiman Marcus, was quoted as saying, "The things people go see when traveling are the things great cities have built for themselves."

Other civic leaders saw the abandoned Katy line as another opportunity for greatness. Harvard-trained planner and landscape designer Raymond Entenmann and Oak Lawn Forum leaders Cay Kolb and Dedo Kidd reached out to philanthropist Margaret McDermott, Hon. AIA for funds to hire an executive director to help lead the implementation – and invited Henderson to take the gavel as its president. Henderson focused on using his experience as an architect in getting the partially-funded project implemented. But



The Katy Trail features several entrances, benches, concrete paths for bicyclists and skaters, adjacent soft-surface tracks for pedestrians, and drinking fountains for all users, including pets. // Photos: Tom Fox

his group's interest reached far beyond a simple hike and bike trail.

Civic commitments germinated by Goals for Dallas led to the Dallas Arts District, Dallas City Hall, DFW International Airport, Dallas Museum of Art, Thanks-Giving Square, the Morton H. Meyerson Symphony Center — and more recently, Henderson suggests — the Katy Trail, the Ronald Kirk Pedestrian Bridge, and Klyde Warren Park. Leaders inspired by these achievements are quick to recognize that bureaucracy is a service organization for the city, but they also acknowledge that bureaucracy can't care for these city investments alone. He highlighted the critical importance of collective efforts in also privately funding stewardship of the city's public investments. "Public-private partnerships," Henderson said, "are key to great civic projects succeeding."

But he quickly acknowledges there's not an adequate framework. Not enough civic leaders have yet accepted a role in significantly enhancing public investments in trails and greenway assets. To them, he says, please look at the numbers, and at the results.

A PLACE TO ATTRACT CROWDS

Aaron Abelson of HR&A Advisors Inc. sees multiple dimensions of value creation associated with investment in trails. From increasing nearby real estate values to accelerating development — and attracting tourist dollars — trails generate economic value for cities and communities, Abelson asserted.

In a study of the Dallas parks system, HR&A found that trails generate the highest return on investment, at over 50:1, of any type of park. The study found Dallas residents, much like those in other U.S. cities, are attracted to, and will pay more

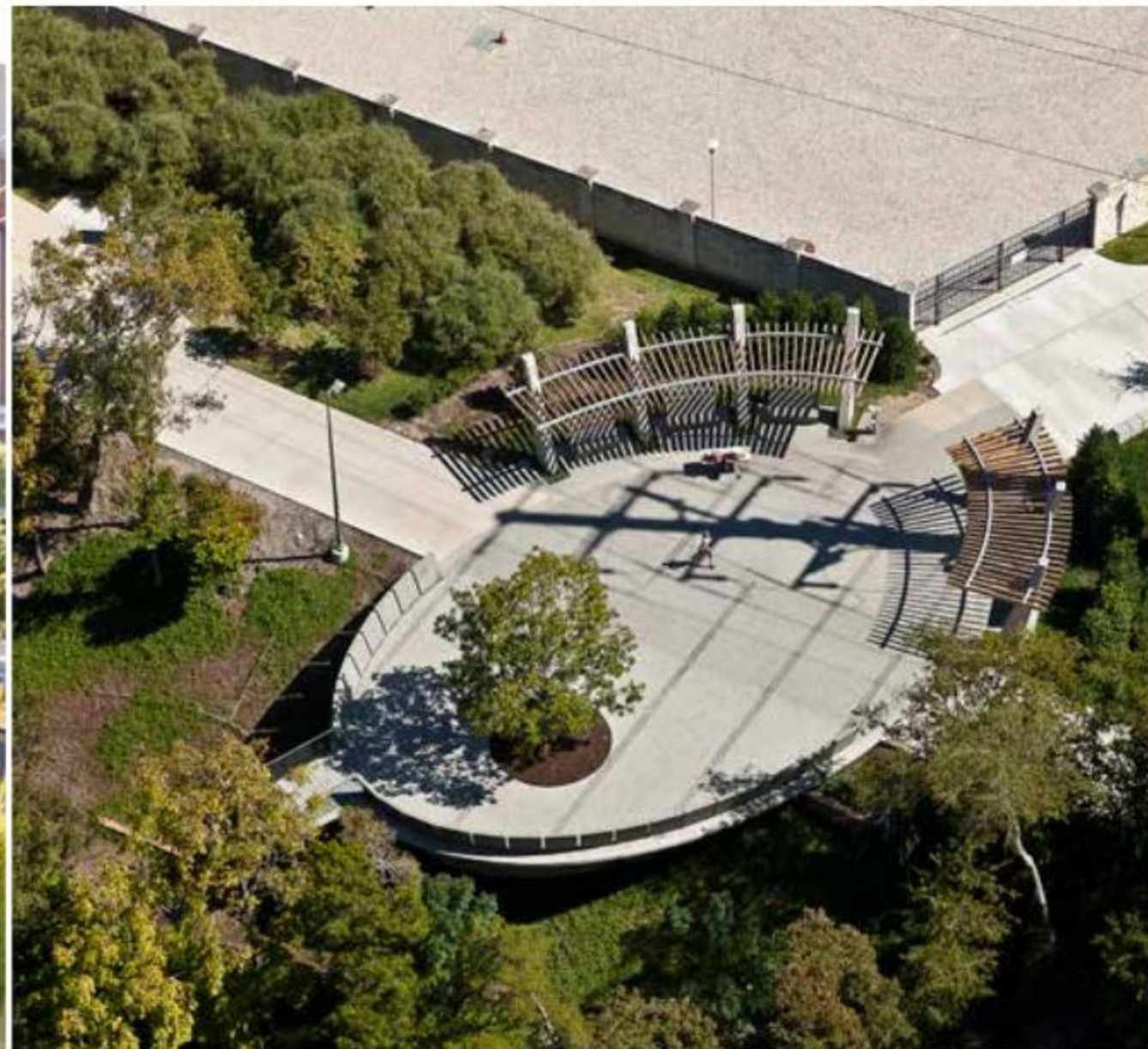
for, real estate near trails because of their recreational and other amenities. Not only do trails produce a price premium for homes adjacent to or a short walk away from them, but they also touch more properties per acre because they are linear, greatly maximizing their economic value. The study determined that the Katy Trail has created about \$880,000 per acre in real estate value over the last 18 years, Abelson said. "With cities striving to stretch every dollar available for parks and trails, development of multi-use trails continues to provide significant measurable benefit," he concluded.

KEEPING EDGES SHARP AND INVITING

The City of Dallas recently adopted a park land dedication ordinance that requires builders to set aside park land for new developments. Proponents, including the Greater Dallas Planning Council, say this will help neighborhoods remain balanced in the availability of park and open space. Dallas is known for benefactors stepping forward to enhance and beautify these facilities, often adding form and function to the initial layouts.

But beyond initial capital expenditures, there's still no broad-based method of maintaining these investments. To address operational and maintenance costs, some cities and counties elsewhere are enacting annual assessments dedicated to the stewardship of their park and trail investments.

In the state of Washington, Kirkland voters approved in 2012 a proposition to fund restoration, maintenance, and enhancement of the city's network of parks and trails. Planners said the \$2.35 million-per-year levy will help the city complete a series of vital



The Katy Trail connects Dallas's West End and the American Airlines Center near downtown to Southern Methodist University and the Mockingbird DART Station. // Photos: Tom Fox

projects, including helping the city transform an old rail corridor into an interim bicycle and pedestrian trail. Cincinnati, however, unsuccessfully asked voters to support a citywide property tax levy that would have cost homeowners \$35 annually per \$100,000 in value.

In Seattle, voters passed a 2008 Parks and Green Spaces Levy of \$146 million over six years for park and trail improvements and acquisitions, in addition to creating a \$15 million Opportunity Fund allocated to projects identified by neighborhood and community groups.

A critical question for Dallas and surrounding cities: Are we at a time where area stakeholders would sufficiently support funding for stewardship? As of this writing, numerous trail stakeholders said they're relying on the city to enhance or even adequately maintain trails that, like the Katy, need additional resources. Most organized friends groups seem to have the same concerns.

When asked whether an annual assessment based on proximity might be palatable, Mike Kutner, an area property owner and founder of the Trinity Strand Trail, indicated that it might be fair for properties within a quarter-mile, given their premium rents and sale prices. But he finds many apartment builders seem unwilling to go along. Education and stakeholder involvement are essential to arriving at a fair amount, he said.

Neal Sleeper, developer of Cityplace, also developed West Village, a pedestrian-friendly mixed-use project that benefits from its proximity to the Katy Trail. He considers the Katy to be one of

the most important projects in the area, "even more important than McKinney Avenue" in its value to apartment developers. Building on that, he's developed two projects adjacent to the Katy.

"I sold land adjacent to the Katy too early during development of the trail," he said. Like many others, he didn't realize the potential then. Most multifamily developments are pleasant to view from the trail, "but some have slammed parking garages or blank walls too close to the trail, which is a missed opportunity and disservice to the trail." He said Ross Perot, Jr. is getting it right with his connection to the trail from his family's new Turtle Creek campus, as is Leon Backes of Provident Realty Advisors, who Sleeper said, set his development back for a better relationship with the trail.

But the city prohibits overlaying Public Improvement Districts, Sleeper said. Uptown does contribute to the Katy up to Blackburn, and a sliver at Knox Street gets funds. But most trails like the Katy, the Santa Fe and the Trinity Strand rely on supporters' generosity.

Some have suggested implementing some sort of revenue enhancement or setting aside a portion of local sales tax revenue from commercial retailers benefiting from the trails. Are we approaching an inflection point where adjacent beneficiaries may be willing to share in the bounties of trail connectivity? That's an important question.

Bud Melton is special projects manager with Halff Associates Inc.

*Can You Identify
This North Texas
Structure?*

*Find the what, where, and more on page 57.
Photo: Michael Cagle*



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EXCHANGE PARK

1950S CUTTING EDGE

By David Preziosi, FAICP

In 1956, only a few miles north of downtown Dallas, William Blakley opened Exchange Park, transforming 120 wooded acres near Harry Hines Boulevard and Mockingbird Lane into a mixed-use commercial development landscaped as a park. Blakley proclaimed that “Exchange Park will be a self-contained business community — America’s first completely integrated and weather-controlled commercial development.”

Photo: Michael Cagle



Top left: The large office towers at Exchange Park were connected by “weather conditioned streets” of a mix of brick and exposed concrete with designs of varying shades and sizes of exposed aggregate. Originally shops, services, and restaurants opened up to the “street” and now those spaces are used by UT Southwestern Medical Center. / Bottom left: La Tunisia, one of Dallas’ most unique restaurants, opened in 1959 in Exchange Park. Guests entered through a loggia surrounded by an exotic garden of tropical plants and palm trees. / Center: In 1965, sculptor Wilbert “Bill” Verhelst created a 35-foot-tall fountain to be the focal point of the new Frito-Lay building in Exchange Park. The sculpture resembles a huge stalagmite and is made of non-corrosive silicon copper which was hand textured and intended to oxidize to a blue-green color consistent with the forces of nature. // Postcard image courtesy of Dallas Heritage Village / Photos: Michael Cagle

Architects and engineers at Dallas’ Lane, Gamble & Associates spent three years planning the project. It included office buildings, shops and services, two department stores, a hotel, and residential towers. The press labeled the development a “city-within-a-city” and the “city of tomorrow.” The development was never fully built, but the part that was constructed was ahead of its time and set trends for similar development across the country.

The 14-story Exchange Bank opened in 1956 with a clean-line modern design that featured continuous strips of windows with bright yellow spandrels, since painted a charcoal gray. Projecting sun visors, a new concept, were built into the facade to cut down on the heat load by keeping sun off the windows. The interior was just as cutting edge, with movable wall partitions that could be rearranged overnight to create new office spaces. Innovations included snap-in air outlets and light fixtures as well as floor construction that allowed wiring and outlets to be easily rearranged to meet tenant requirements. According to *The Dallas Morning News*, Exchange Bank was the first U.S. office building to incorporate such modular flexibility.

The Braniff Airways headquarters, the site’s second office

tower, opened in 1958. The 10-story building used the same sun visor system on the main façade. But the Braniff building had bright blue spandrels (which today still retain their original color), a rear facade with a different shading system and a top floor whose landscaped terrace gave Braniff executives views of nearby Love Field. The interior featured the same flexible wall system.

Connecting the two towers were 40-foot-wide “weathered-conditioned streets.” The forerunner of the mall, the fully enclosed, air-conditioned area contained shops, services, and restaurants. The “street” had a mix of brick and exposed concrete, with designs scattered throughout. Above, a series of large skylights provided natural light for the space, including planters with lush foliage.

Two establishments made their marks after opening in 1959. At La Tunisia, guests entered into the main dining room through a loggia surrounded by an exotic garden of tropical plants and palm trees. Handwoven silk hung from the ceiling and adorned the walls to give the effect of being inside a huge tent on the Arabian desert. The Sheik’s Tent lounge and the private Pioneer Room bridged the divide between North Africa and Texas.

Marco Engineering, the Los Angeles firm that supervised the



Exchange Bank was the first building constructed in the complex in 1956, followed by the Braniff Airways headquarters in 1958. The Frito-Lay Tower came later in 1966. // Postcard image from the late 1950s courtesy of Braniff Airways Foundation / Photo: Michael Cagle

building of Disneyland, designed the restaurant space, touted as “one of the best examples of interior design in the nation.”

The Mickey Mantle Bowling Center, also opened in 1959, featured 32 lanes, and the baseball great moved his family to Dallas to be near the new center. Over 10,000 people, including Whitey Ford, Yogi Berra, Billy Martin, and Dorothy Malone, came for the opening.

Underneath the complex, a 3,600-foot-long tunnel system allowed trucks to unload and service vehicles to operate without being seen or interfering with traffic movement at ground level.

The third and final office tower at Exchange Park opened in 1966 as the corporate home of Frito-Lay. Lane, Gamble dropped the sun visors for a clean, glass-walled cube of 17 stories with a five-story projection. The building included a private rooftop club and a medieval pub. The elaborately landscaped garden area featured a five-ton copper water sculpture by Wilbert Verhelst.

Today, Exchange Park remains close to its original design, having been updated slightly for modern conveniences. But its use has changed dramatically. Braniff moved its headquarters to DFW International Airport in 1976, and Frito-Lay left for Plano in 1985.

Exchange Bank was bought out and became Texas American Bank before it closed.

Arthur’s West restaurant replaced La Tunisia in 1972, and it, too, eventually closed. The Mickey Mantle Bowling Center is long gone. Exchange Park changed hands several times, and in 2008 UT Southwestern Medical Center purchased a large portion to expand its campus. Today the complex is mostly medical, with offices for UT Southwestern Medical School and Parkland Memorial Hospital. J.P. Morgan Chase has taken over Exchange Bank’s lobby and motor bank. Medical offices and a food court replaced the mall, but the original skylights and street of brick and concrete endure. While the complex was never completed, what did get built was groundbreaking and served as a model for development across the country.

David Preziosi, FAICP, is the executive director of Preservation Dallas.

Learn more about Exchange Park online with an expanded version of this article at www.aiadallas.org/exchangePark.

PROFILE

BRAD BELL

By Nate Eudaly, Hon. AIA Dallas

Growing up with NASA almost in his backyard and a father employed in the space industry, Brad Bell might have become an astronaut.

Instead, Brad is on the cutting edge of technology as the director of the Digital Architecture Research Consortium (DARC) at the University of Texas at Arlington, where he researches and teaches about the integration of advanced digital technologies into the architectural design process, with a focus on digital fabrication and cast materials.

He is also the director of the School of Architecture at UTA's College of Architecture Planning and Public Affairs (CAPPA). Brad has lectured, taught, and written on CAD/CAM technologies, and he is the co-director and founder of TEX-FAB, an organization committed to providing a platform for education on digital fabrication and parametric modeling to the professional, academic and manufacturing communities in Texas. Brad was awarded the UTA President's Medal for Teaching Excellence in 2015 and serves as the lecture programming chair for the Dallas Architecture Forum. I was pleased to visit recently with Brad, a leading voice on architecture, technology, and fabrication, to share more about him and his insights with *Columns* readers.

Photo: Craig Kuhner



Brad, tell us a bit about your background.

I grew up in Clear Lake City, Texas, a suburb of Houston, not too far from NASA. My dad was a computer engineer who worked on the Apollo and Skylab space programs. I have memories of visiting the Mission Control room with my dad when I was a kid and going to see one of the mainframe computers at IBM that ran off of punch cards. While these things seemed perfectly normal then, in hindsight they were unique experiences and probably shaped my thinking about technology from an early age. Math and art were my favorite subjects in school, so I guess I had both left and right brain interests from a fairly young age.

What influenced you to become an architect?

I took a drafting class in high school where I drew plans and built models. When I realized I could do the same thing in college, I was sold. Of course, as I got older and started to see great buildings as I traveled, this is what transformed casual interest into a passion for design.

Where did you attend college, and what did you enjoy studying?

I went to Texas A&M since it wasn't too far from home and had a good architecture program. Much of the studio work at A&M was focused on smaller scale projects with an emphasis on craft and making. At the time (I was there in the early '90s), the school had an influx of younger faculty with new ideas and new teaching methods. As a result of this group of faculty, I became interested in pursuing graduate studies at Columbia University, where there was a chance to live in a larger city and expand my interest in digital applications. I graduated with a bachelor of environmental design from A&M and then enrolled at Columbia to obtain a master of architecture degree from the Graduate School of Architecture Planning and Preservation.

Bernard Tschumi, FAIA, had just introduced the paperless studio the year before I arrived in 1995. Instructors like Greg Lynn, Stephen Holl, FAIA, Manuel Delanda, Ph.D., Hani Rashid, Stan Allen, FAIA, Laurie Hawkinson, and Kenneth Frampton were all debating the role of the computer in the design education at that moment. It was a great time to be there. While I was at Columbia, I decided to pursue a career focused on the academic side of the architecture. I stayed in New York one year after completing my work at Columbia and then became a member of the faculty at the University of Colorado at Boulder, where I taught until 2000.

What brought you to the University of Texas at Arlington?

I joined the faculty at Tulane and taught there for five years until 2005. I became friends with Don Gatzke, FAIA, who was the dean of the architecture school. After Don accepted the position of dean of the School of Architecture here at UTA, he asked me to join him. I have now been at UTA for 13 years and have been able to expand the school's curricula and facilities focused on both digital computation and fabrication.

Tell us more about TEX-FAB and the Digital Architecture Research Consortium.

I have been fortunate to collaborate with architecture school leaders at other universities in Texas to develop the TEX-FAB Digital Fabrication Alliance, which is a creative network connecting professionals, students, and the AEC industry to advance the discipline of architecture in its adoption of parametric design and

digital fabrication.

Between 2008 and 2015, we set up digital fabrication competitions and symposia, and our alliance now includes the University of Houston, UT-San Antonio, and UT-Austin in addition to UT-Arlington. We are currently working on a new website and planning our next conference in 2019.

The Digital Architecture Research Consortium is a network of strategic industry partners in North Texas that have joined UTA's College of Architecture Planning and Public Affairs to conduct directed research into ways computational fabrication will transform the AEC profession. DARC is based at UTA, and it connects with AEC firms including HKS, Beck, and other local industry leaders.

What projects or initiatives at UTA have you enjoyed the most?

We have been able to expand the reach and focus of DARC with the addition of two faculty members. Our team is focused on additional research on building performance analysis, structure/material optimization, computational architecture, building skins, and exo and endoskeletons of structures. More recently, I have really enjoyed continuing to help develop the Design+Build program. Parallel construction is a great new initiative that has taken the next step in development, thanks to the partnership of folks like John Mullen, FAIA, the Housing Channel in Tarrant County, Wall Homes, and Wells Fargo. Together with our faculty and students, we are designing and building a new 1,500-square-foot house near AT&T Stadium.

Dr. Adrian Parr recently joined UTA CAPP as its new dean. How do you think the new dean will impact CAPP?

We are very excited to have Dr. Parr join us. She brings a tremendous interdisciplinary track record from the University of Cincinnati, where she was recognized internationally for her work in sustainable urban communities through her position as the director of the Taft Research Center for Humanities. We are looking forward to how her leadership and current position at UNESCO and connection to USAID will translate to helping shape a bold new vision for our programs and students at CAPP and North Texas.

What hobbies do you have?

My kids would say my hobby is making things. I am not sure if that is a hobby or a habit. Lately, my hobby is making renovations on our mid-century modern house. That project may never end.

What are some of North Texas' strengths?

It's entrepreneurial. There is a low barrier to trying to do things, where there are higher barriers in other metro areas. There is also a strong sense of community in many areas of North Texas. You also have to love the people.

What are some key areas where our region needs to improve?

A major factor is that we're not building and developing in a sustainable way. Transportation, affordable housing, and walkability are areas of need. We have to update our thinking to prepare for the continued rapid growth in the area. There's also a need to improve diversity in where/how we work, live and play.

Interview conducted by Nate Eudaly, Hon. AIA Dallas, executive director of The Dallas Architecture Forum.

By John Allender, AIA

CITYLAB HIGH SCHOOL

ACADEMICS AND INNOVATION IN THE HEART OF THE CITY

On a Wednesday evening, students, parents and teachers gathered in a nondescript office building on the edge of downtown Dallas. One by one, the students stood in front of their parents and peers as they presented ideas for their latest school project.

Assigned to redevelop the rooftop of their school to incorporate outdoor classrooms and exercise space, the students offered their ideas while also applying strategies to mitigate the urban heat-island effect, capture rainwater and provide alternative energy sources. Using a large-format, interactive LCD monitor, the young designers panned and zoomed through 3-D CAD models. They explained orientation techniques to capture not only downtown views, but also prevailing winds as they showcased wind turbines and photovoltaics, and they described geometric, multi-planar canopies that create playful shade structures. Their designs were well-considered and sophisticated; their enthusiasm was genuine and infectious.

These students are members of the inaugural class of CityLab High School, an innovative public school focused on architecture, urban planning, and environmental science. CityLab is the product of a grass-roots effort of design professionals, educators and community advocates to create a school that represents the diversity of Dallas while utilizing the city's core as a living laboratory.

A product of Dallas ISD's Public School Choice Initiative, led by the district's Office of Transformation and Innovation, CityLab reflects the school system's long-term goals to create a range of options so that students can attend a "best-fit" program that aligns with their interests and individual learning styles. Choice Schools offer the same rigorous academics of the district's Magnet School program but use a lottery-based selection process for open enrollment, which allows for a broader demographic reach. By design, the enrollment represents 50% low-income students and 50% middle- to high-income levels, achieving the goal of socioeconomic integration. It is a true cross-section of the city, providing an environment that reflects an increasingly diverse and expanding world.

Although CityLab owes its existence to many dedicated individuals and industry leaders, it was primarily spearheaded by two local architects committed to education and mentorship. Peter Goldstein, AIA, a graduate of DISD's Hillcrest High School, received his bachelor's degree in architecture from Tulane University and master's in architecture from Yale University. Lorena Toffer, AIA, RID, originally from Mexico City, received her bachelor of arts degree in architecture from Monterrey Tech and her master's in architecture from Texas A&M

University. Both attest to the importance of academic mentors in their early careers. While at Yale, Peter was inspired by Vincent Scully and his passion for promoting the power of art and architecture in the community. Lorena credits Emilio Alvarado Badillo, dean of Student Services at Monterrey Tech, and Guillermo Vasquez de Velasco, associate dean and director of outreach at Texas A&M, with setting her on the path to becoming an architect.

Most architects enjoyed similar relationships with a mentor, either at a university or early in our professional careers. Peter and Lorena, through separate tracks, are carrying the torch forward. Peter taught in South Africa on a Fulbright scholarship, at the Boston Architectural Center, at Skyline High School, and, since 2009, has led a summer high school residency program at Fallingwater. Lorena has been recognized as an industry leader and advocate for diversity and inclusion, with accomplishments and accolades such as the 2011 AIA Dallas Young Architect of the Year, 2014 AIA National Young Architect Award, founding committee chair of the AIA Dallas Latinos in Architecture Network, and adjunct professor at the University of Texas at Arlington College of Architecture, Planning, and Public Affairs.

Peter and Lorena first met while Peter was teaching architecture at Skyline. The two found themselves aligned over several years as Lorena provided mentorship to Skyline students, including coordinating a donation of architectural texts from the Latinos in Architecture Network's annual book drive, From An Architect's Bookshelf. Peter had been trying for years to bring a design-focused high school program to downtown Dallas. Over lunch one day in 2015,



Lorena Toffer, AIA, John Allender, AIA, and Peter Goldstein, AIA, at CityLab High School. // Photo: Roy Aguilar

Peter pitched the idea one more time, hoping he had found a partner to help bring the idea to fruition. Lorena jumped at the opportunity.

By fate or serendipity, DISD's Office of Transformation Innovation released the RFP for the next round of Choice Public Schools a few days after that lunch meeting. The two set to work, researching similar programs from Philadelphia to Albuquerque, San Diego to Dade County, Florida. They turned to local developer Jack Mathews, local educator Carmen Casamayor-Ryan and Samuel Odamah of the Harvard Business School for advice and a multi-disciplinary perspective on the program. They received the endorsement of AIA Dallas as well as local architecture firms, both large and small, proving the industry support. Through hundreds of hours and sleepless nights, they crafted their vision of "an inner-city high school where students use the city as a lab and engage with and explore the diverse social fabric and neighborhoods of Dallas." The proposal was submitted in December 2015 and received unanimous approval by DISD's Board of Trustees in the spring 2016. On Aug. 28, 2017, the first students walked through the doors of CityLab High School.

As a parent of one of those students, I can say that CityLab is meeting its goals and then some. This past academic year, the students have engaged with Texas Trees Foundation, the African American Museum Dallas, and the City of Dallas' Planning and Urban Design Department. Studio critiques have involved representatives from Beck, Perkins+Will, AECOM, HKS, and others. Field trips have included measuring the heat-island effect at City Hall Plaza, examining urban recreation at Klyde Warren Park and the Ronald

Kirk Bridge, discussing historic preservation with a tour of the Wilson Block Historic District and delving into concepts of urban planning via an examination of Fair Park. Students participated in Parking Day, EarthX, and AIA Dallas Retrospect. One of the highlights was a discussion with Theaster Gates, the 2018 recipient of the Nasher Prize, whose message of art, beauty and community — that one step alone is different than walking with 100 others — perfectly aligned with CityLab's goals.

Like any grassroots startup, CityLab is a work in progress. The facilities provided by DISD will require a phased renovation over the next several years, ultimately inhabiting 120,000 square feet and five levels of that nondescript office building on the edge of downtown. With just under a year to design and complete the first phase of the finish-out, Manning Architects-Perkins Eastman focused on an open plan with abundant light and views of the Dallas skyline. Movable white board partitions define "classrooms," and a central gathering space serves as a hub where students start each day. The 2018 class of the AIA Dallas Emerging Leaders Program is working with students and administrators on the design of studio and maker spaces.

Planned future phases will add classroom space as each year adds a new class of students. The first floor will house an expanded lobby, cafeteria, fitness facilities, a maker space, and bicycle storage for the CityLab Bike Brigade. And someday, hopefully soon, there will be a vibrant rooftop garden where the dreams of CityLab's inaugural class of urban academics are made real.

John Allender, AIA, is a principal with Architexas.



1217 Main St, Dallas

We are proud to have worked on this jewel of a project, featured in this issue of COLUMNS, with 5G Studio Collaborative and Headington Properties

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CERAMIC PRECISION

By Ezra Loh, Assoc. AIA

The most striking change to downtown Dallas' 1950s-era 1217 Main Street building, home to The Commissary, is plainly visible — its exterior. Headington Cos. commissioned Cuban-born artist Jorge Pardo to conceptualize the ceramic tile mosaic, with a rain screen facade system made from 36,215 glazed ceramic tiles. The remodeled building, once home to a bank, opened in December 2017.

Headington Cos. and Pardo challenged the team to design, engineer, and construct a ceramic tile facade with no visible control and expansion joints, panel or module seams, or shadow lines. Artistic intent required the building to read as a single plane of tile.

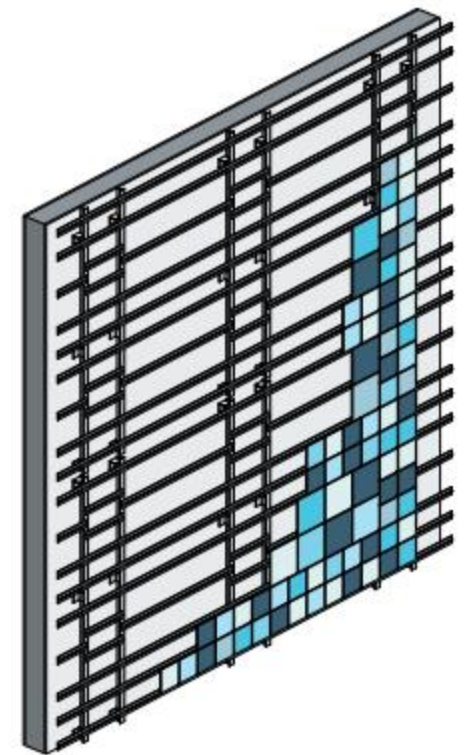
The use of ceramic on the exterior of any building is a challenge because, unlike porcelain, a ceramic-bodied tile absorbs water; when the ceramic expands and contracts from temperature changes, the tile will sprawl. 5G Studio worked with the contractor and fabricator to develop a custom triple-fired, polymer-modified ceramic bisque that, when tested, achieved a water absorption percentage that classifies it as impervious — the same classification as porcelain.

The expansion and contraction of each tile is isolated by being hand-set onto a dedicated aluminum dead-load angle that is a part of a larger aluminum rain screen system.

PROJECT TEAM

OWNER: Headington Cos. // **ARCHITECT:** 5G Studio Collaborative / Paul Merrill, AIA / Yen Ong, AIA; Josh Allen
// **INTERIORS:** 5G Studio Collaborative / Paul Merrill, AIA
// **MEP ENGINEER:** RTM Associates / Choice Engineering
// **STRUCTURAL ENGINEER:** Armstrong-Douglass Partners // **CIVIL ENGINEER:** Stantec // **FACADE CONSULTANT:** StudioNYL // **LIGHTING DESIGNER:** PHDC Lighting // **FOOD SERVICE CONSULTANT:** Complete Restaurant Services

Contributed by Ezra Loh, Assoc. AIA, with Droese Raney Architecture in collaboration with Paul Merrill, AIA.



Above: A particular challenge with placing ceramic tiles on the exterior of the building was the thermal expansion and contraction. An aluminum rain screen system was designed to support each tile and separate their movements from themselves; structural silicone adheres each tile onto the aluminum grid. // Diagram: 5G Studio Collaborative

Opposite page: Glazed ceramic tiles in bright and vibrant colors helped give new purpose to the 1950s-era bank as a multi-use commercial and office building. // Photo: Adam Mork



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2018 AIA DALLAS UNBUILT DESIGN AWARDS

AIA Dallas announced four designs to receive its 2018 AIA Dallas Unbuilt Design Awards, the highest recognition of works that exemplify excellence in unbuilt projects by Dallas architects. An additional design earned a People's Choice Award.

The 2018 Unbuilt Design Awards recipients were selected by a jury composed of world-renowned architects and educators, including Michelle Addington, dean of the University of Texas at Austin School of Architecture; Nancy Hou, co-founder and principal at Hou de Sousa and lecturer at the Parsons School of Design; and Elena Manferdini, principal and owner at Atelier Manferdini and graduate programs chair at the Southern California Institute of Architecture (SCI-Arc). The jury deliberated over 43 entries from 18 Dallas firms and announced the winning entries at the AIA Dallas Unbuilt Design Awards Ceremony and Exhibition.

This inaugural year of AIA Dallas' Student Design Awards expanded the program to recognize the most innovative and thoughtful student work from Texas architectural programs. The Student Design Awards jury was comprised of 2017 AIA Dallas Design Awards winners: Thad Reeves, AIA, of A.Gruppo Architects; Tim Shippey of The Beck Group; Zac Mowery, AIA, of 5G Studio Collaborative; Russel Buchanan, FAIA, of Buchanan Architecture; Lizzie MacWillie of bcWorkshop; Beth Brant, AIA, of DSGN; Hernan Molina, AIA, of CallisonRTKL; and Ian Zapata, AIA, of Gensler. They deliberated over 26 entries from five universities.

"The Unbuilt Awards program is always a special opportunity to get an inside look into our Dallas architects' visions for the future of the built environment," said Andrew Barnes, AIA, of Agent Architecture, 2018 AIA Dallas Design Awards Committee chair. "In addition to celebrating the great work of our professional architecture firms, we are thrilled to introduce the Student Design Awards this year. This is a fantastic opportunity to bring the academic and professional worlds together, as both have much to gain from further interaction and collaboration."

PROFESSIONAL DESIGN AWARDS

NATIONAL MUSEUM OF WORLD WRITING /

Songdo, South Korea

BOKA Powell

A diverse body of world writings provided a rich set of parts for this competition project. The experiential sequence of the museum would allow patrons to drift in and out of intimate viewing of the collections from communal introspections.

SHENZHEN AIRPORT NEW SATELLITE CONCOURSE /

Bao'an, Shenzhen, Guangdong, China

Corgan

Today, Shenzhen is one of the fastest-growing cities in the world and a gateway for trade, commerce, and tourism. Intended to move 22 million annual passengers, this new concourse will be a first and last impression of the city, and includes tranquil gardens, high-end shopping, local art and cultural markets. Biophilic elements integrated into the space, such as lush interior landscaping, biomimicry in patterns and furniture, and digital-landscape waterfalls, emphasize the deep connection Shenzhen has with nature.

PACIFIC PLAZA PARK PAVILION / Dallas, TX

HKS Inc.

Located at the main entrance leading into the future Pacific Plaza Park, the proposed pavilion welcomes pedestrians into the park with a large shade-providing structure. The pavilion's form bends to meet the ground, creating a series of continuous framed views to the surrounding programmatic areas of the park. Acting as a backdrop to concerts and other civic events, a curving exterior of perforated metal panels provides shade and filters sunlight, presenting dynamic visual surface patterns throughout the day, complemented by illumination through the porous pavilion at night.

HEALING RIFT / Korean Peninsula DMZ

Ricardo A. Muñoz, AIA

Healing Rift creates an underground place of reflection, relaxation, and relationship building. Located along the DMZ on the Korean Peninsula, the project is meant to allow citizens from the neighboring countries to interact. The central void's inward expression is created to focus on the elements that unite bordering countries such as a singular sky, bodies of water and the human spirit. With the narrow opening at the surface of the bathhouse, visitors can gaze up at the sky in contemplation while bathing in the different pools. This project was developed specifically for this location along the DMZ, but it could very well be replicated along many borders in the world where friendly or adversarial relationships occur between nations.

(Corresponding renderings shown right, from top to bottom)





STUDENT DESIGN AWARDS

THE ANONYMOUS HOTEL FOR NIGHT OWLS, INTROVERTS, AND INDULGENT OVER-SLEEPERS / New Orleans, LA

Samantha Ding, Rice University

The activities in hotels take place primarily during the night, suggesting a need for anonymity and privacy. It becomes a dark refuge for the sleep-deprived, a space for a rowdy gathering, or a romantic sanctuary. It utilizes a normative facade that mirrors the language of nearby industrial buildings to create an exterior wrapper that masks the contents. With the absence of the lobby, the building lacks a communal space. Instead, guests check availability at the sunken ground-floor entrance and pay through their phones. There are 11 guest rooms, each with its own point of entry, using the circulation as an architectural means of separation. This hotel becomes a place to perform both ordinary and extraordinary activities, equalizing every guest through anonymity.

CALDERA RESEARCH OUTPOST / Valles Caldera National Reserves, NM

Tuan Nguyen, University of Texas at Arlington

Caldera Research Outpost is a resolution between manmade structure and its pristine natural setting through the process of site planning, space planning, and building tectonics. Along with traditional design methods and intuition, scientific and computer-generated data were also used to guide decision-making and optimizations to make the building fit its environment.

ICELAND'S DIGITAL ECONOMY / Reykjavik, Iceland

Will Powell, University of Texas at Austin

This project acts a symbol for Iceland's changing economy. By giving the digital arts a central presence bordering the historically important Old Harbor, the digital creative economy is represented as a growing part of Icelandic culture and industry to the local and the tourist alike.



NEW BRAUNFELS AUDUBON CENTER – AN ECOLOGICAL REHABILITATION / New Braunfels, TX

Francisco Resendiz, University of Texas at Austin

This project transforms a previous brownfield site into an indoor/outdoor experience that encourages visitors to explore, understand, and enjoy an ecological restoration. Previously covered by asphalt, the site is rehabilitated by removing the impermeable flat surface and introducing topographical changes to minimize water runoff into an adjacent natural-spring river. Plants and trees native to Texas are incorporated into the site's landscape design to minimize the use of irrigation and attract native and migrating bird species. The Audubon Center ultimately seeks to cultivate a memorable experience that will persist in the minds of visitors and will bring an appreciation and understanding of the region's ecology.

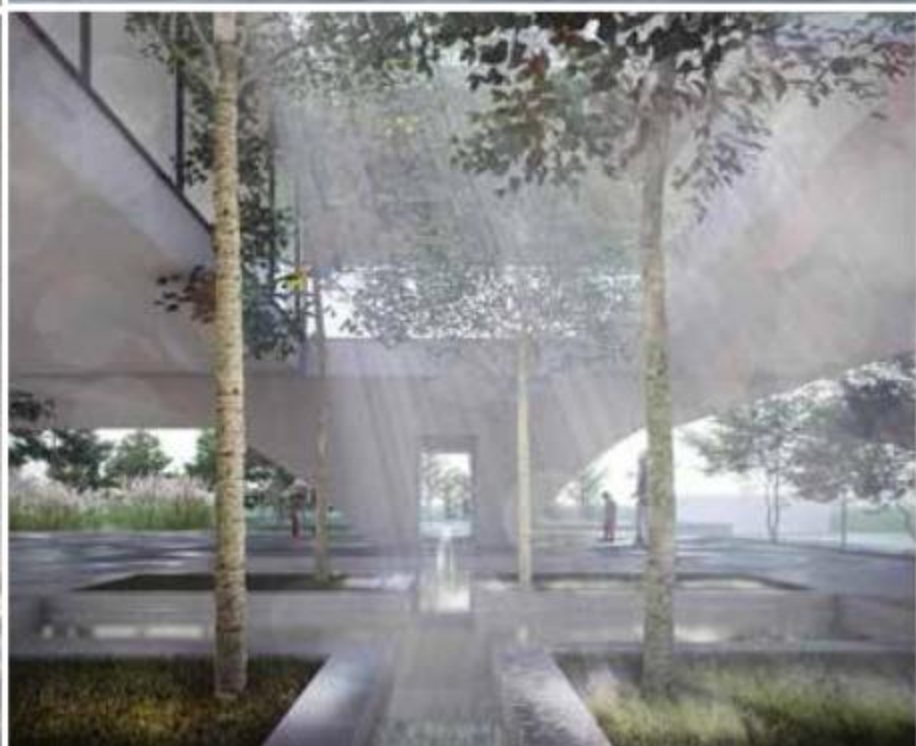
(Corresponding renderings shown left, from top to bottom)



PEOPLE'S CHOICE AWARD

The 2018 program also included an additional honor, the People's Choice Award, which was voted on by online visitors and event attendees. The People's Choice Award was given to **Elevating Therapy (CallisonRTKL)** in the professional category, and to **Laboratorio Civico (Prathan Shah, University of Texas at Austin)** in the student category. Images for both projects can be seen online at the link below.

The Unbuilt and Student entries featured a range of project typologies across the globe — from airports, banks, health facilities, and residences, to experimental studies meant to provoke thought and further discussion. View the complete gallery of 2018 entries and recipients at www.aiadallasdesignawards.com.



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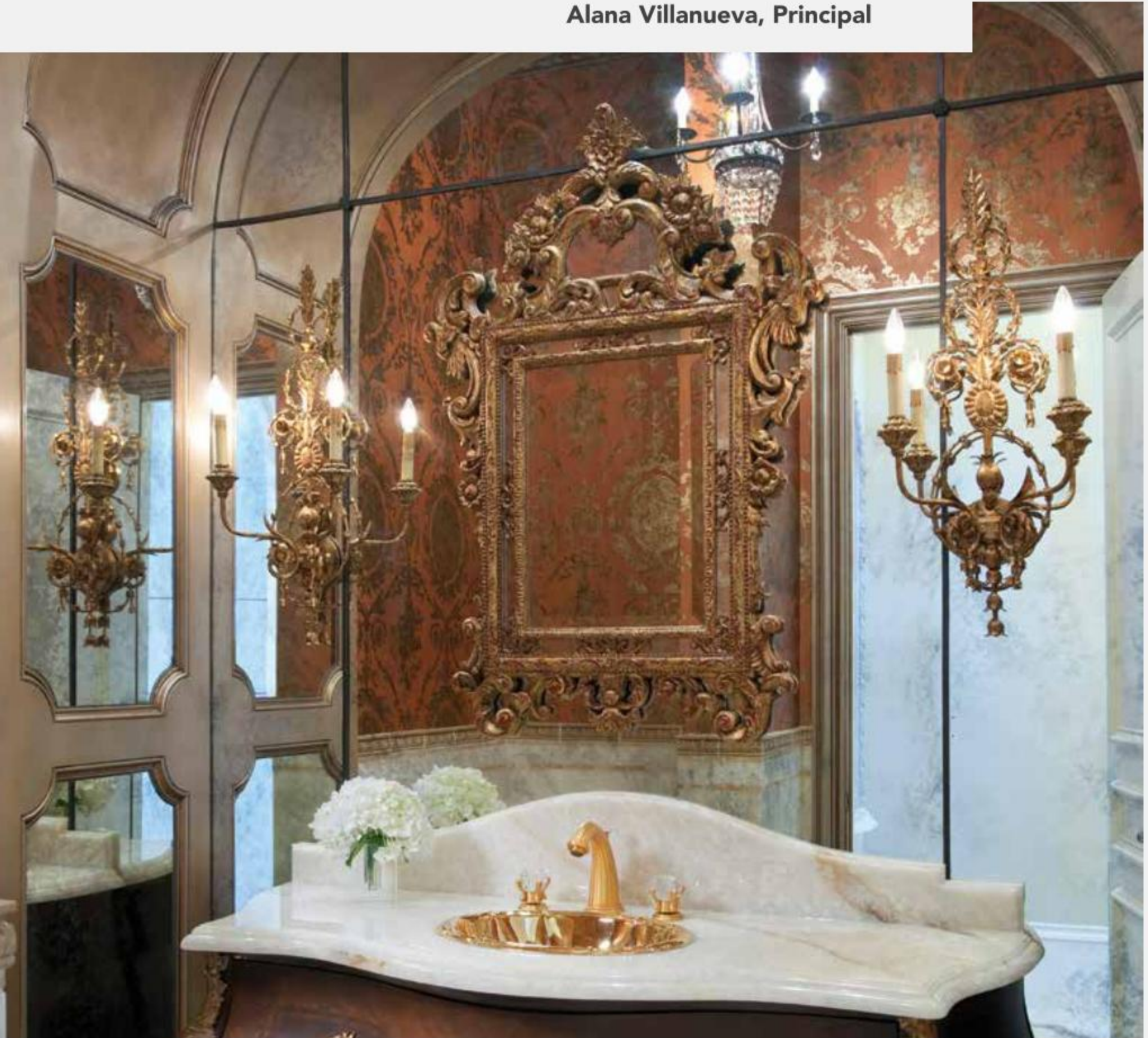
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WEB EXCLUSIVES



Joining the Club

Wives of local architects provided support to their husbands' careers and to each other through participation in the Dallas Architects' Wives Club. Learn more about the untold history of the group and hear more memories from its past members online. www.aiadallas.org/architectswivesclub

More Cooking Directions

Food is one of those cultural indicators not only of a place, but also a time. *Cooking Directions*, the cookbook produced by the Dallas Architects' Wives Club became a staple of home cooks within our architectural community. While *Cooking Directions* is no longer in print, it is available online. www.aiadallas.org/recipes

Explore a "City Within a City"

Did you know the mixed-use concept was born in Dallas? Learn more about the cutting-edge Exchange Park online with an expanded version of Lost + Found. www.aiadallas.org/exchangePark

Intersection of Architecture, Technology, Fabrication, and Education

Read the full version of our interview with Brad Bell, director of the UTA School of Architecture, for his insights on the greatest challenges and opportunities facing the architecture profession and schools of architecture, and much, much more. www.aiadallas.org/columns/bradbells

Where Great Design Begins

The 2018 AIA Dallas Unbuilt and Student entries featured a range of project typologies across the globe — from airports, banks, health facilities, and residences, to experimental studies meant to provoke thought and further discussion. View the complete gallery of entries and recipients. www.aiadallasdesignawards.com

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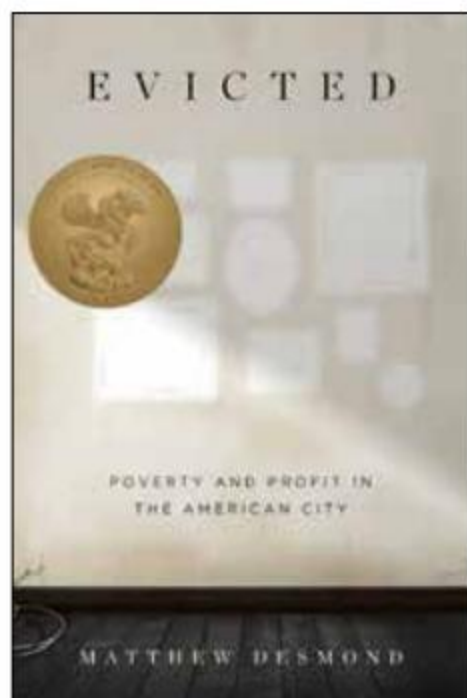
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Adrian Nicole LeBlanc

EVICTED: POVERTY AND PROFIT IN THE AMERICAN CITY

BY MATTHEW DESMOND

Reviewed by Lisa Lamkin, FAIA, a principal with BRW Architects

Home, a place of stability and protection, is the centerpiece of the American dream. Eviction from home, historically a rare event, has become strikingly commonplace in recent years. The stress from the constant threat of homelessness has become a new normal for poor renting families, who spend more than half their income on housing. In this groundbreaking book, Matthew Desmond masterfully strikes a balance between the facts and powerful personal insights into eight families living on the edge. Here are the major sections of the book:

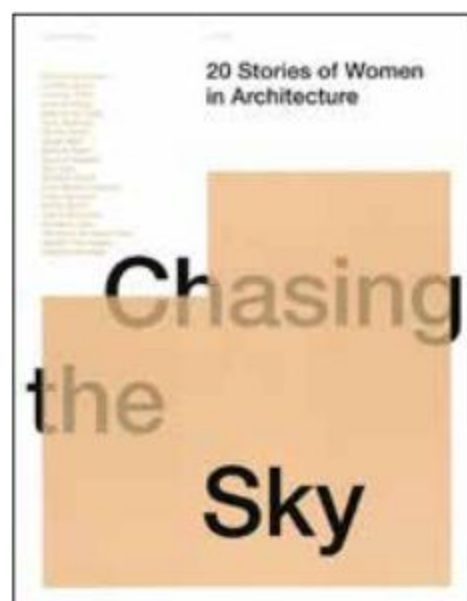
RENT / As the stories unfold, we are introduced to renters and landlords with intertwined stories of wins and losses. Their stories provide a focused lens into the chaotic system that they operate in, a system where defining right and wrong may not define justice.

OUT / Through the engaging individuals we’ve gotten to know, we begin to understand their struggle to stay in their homes. We see the painful process of eviction and its ripple effects — possessions gone, except for the few things the renters can carry and the clothes they wear. And now, they fall further behind, with another “demerit” that makes it harder to qualify to rent again or even obtain public assistance.

AFTER / As their stories continue, we see the mounting complications from living on the edge. A few bad decisions or a little bad luck create a gravitational pull that is hard to escape. Desmond makes the case that eviction is now at such a scale that it is America’s problem. “Every year in this country, people are evicted from their homes not by the tens of thousands or even the hundreds of thousands but by the millions.”

EPILOGUE: HOME AND HOPE / “When people have a place to live, they become better parents, workers and citizens.” Desmond posits that housing is a basic right of Americans and discusses policy changes that could address the problem.

The details of policy are endlessly debatable, but the reality of the situation is not. These eight families illustrate the reality for millions of Americans and the cities they live in. Everyone who has a stake in elevating the quality of life in our communities will benefit from a deeper understanding of the challenges our society faces from eviction and its aftermath.



“Personally, I hope to be respected as an architect — full stop. Not a woman architect.”

*Kerstin Thompson
Kerstin Thompson Architects,
Melbourne, Australia*

CHASING THE SKY: 20 STORIES OF WOMEN IN ARCHITECTURE

BY DEAN DEWHIRST

Reviewed by Janet Spees, Assoc. AIA, of Merriman Anderson Architects

With the #MeToo movement intensifying the focus on gender equality, architecture again faces its struggle with diversity and equity in the professional practice. So it was serendipitous to discover the book *Chasing the Sky: 20 Stories of Women in Architecture* for our Edges issue. *Chasing the Sky* provides a relevance we need more of in the industry, as it highlights the stories of 20 leading women in architecture in Australia who are successfully practicing today. As author Dean Dewhirst describes, “These stories capture the buzz of architecture: the smell of building sites, the precision of lines and of creating something tangible from something ethereal.”

Dewhirst organized the book into 20 manageable chapters, each with beautiful full-page images of selected work from each individual profiled. In addition to drawing the reader in with beautiful imagery, the book provides succinct, thoughtful autobiographical stories of the featured architects, along with a question-and-answer section. The Q&A seems to focus on students and young professionals, with questions such as: “What advice would you give a student when they hit a brick wall?” and “What qualities do you look for when hiring for your practice?” But there are also inspiring responses even for seasoned professionals looking for refreshed energy.

Although the title is definitely indicative of female-only subject matter, this book never feels like a grouping of over-the-top feminist essays. Instead, the book reads as a collection of stories about successful architects who happened to be women and Australian. This book is for anyone in the industry who is interested in rise-to-the-top stories showcasing hard work and an aptness to take, and make, the most of opportunities when they arise.



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Answer to In Context on page 33

ONE LEGACY WEST

The beauty of One Legacy West lies in its simplicity. Its 15-by-15-foot structural grid is elegantly expressed in white aluminum and different shades of reflective glass. The result is a refined juxtaposition of squares and rectangles of various scales in both plan and section.

“We are most comfortable with a limited palette and geometry that is restrained and avoids contrivance,” said MDW principal Mark Dilworth, AIA. “The simple, sculptural form of One Legacy West, with its crisply detailed white aluminum frame, is representative of this point of view.”

The front edge of the tower is shielded by a rectangular reflecting pool, providing a sharp, clean street facade. A 60-foot-wide bridge connects to the parking garage and marks the entry. The bridge also doubles as an open-air tenant deck.

The tower, which won a 2018 Design Award from the Texas Society of Architects, opened in December 2016 and is certified LEED Gold. It sits between the new Toyota and FedEx campuses on the northern edge of the \$3.2 billion Legacy West development.

DESIGN TEAM

ARCHITECT: Morrison Dilworth + Walls

OWNER: Gaedeke Group

GENERAL CONTRACTOR: Austin Commercial

STRUCTURAL ENGINEER: L.A. Fuess Partners Inc.

MEP ENGINEER: Purdy-McGuire

LIGHTING DESIGNER: 2cLighting

CIVIL ENGINEER: Kimley-Horn Associates Inc.

LANDSCAPE ARCHITECT: Belle Firma

Photo: Michael Cagle

Contributed by Cindy Smith, AIA, a project manager at Harwood International



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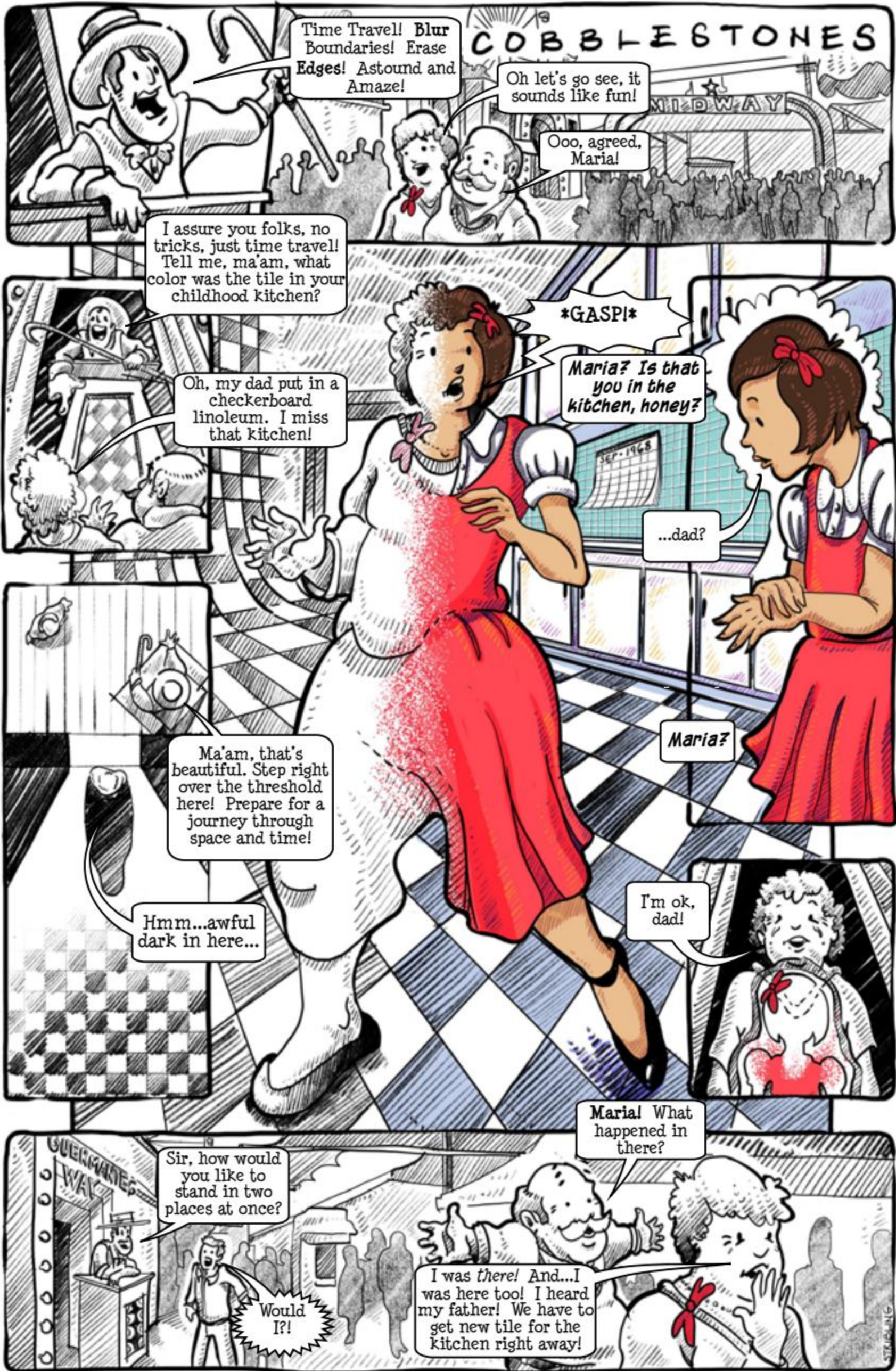
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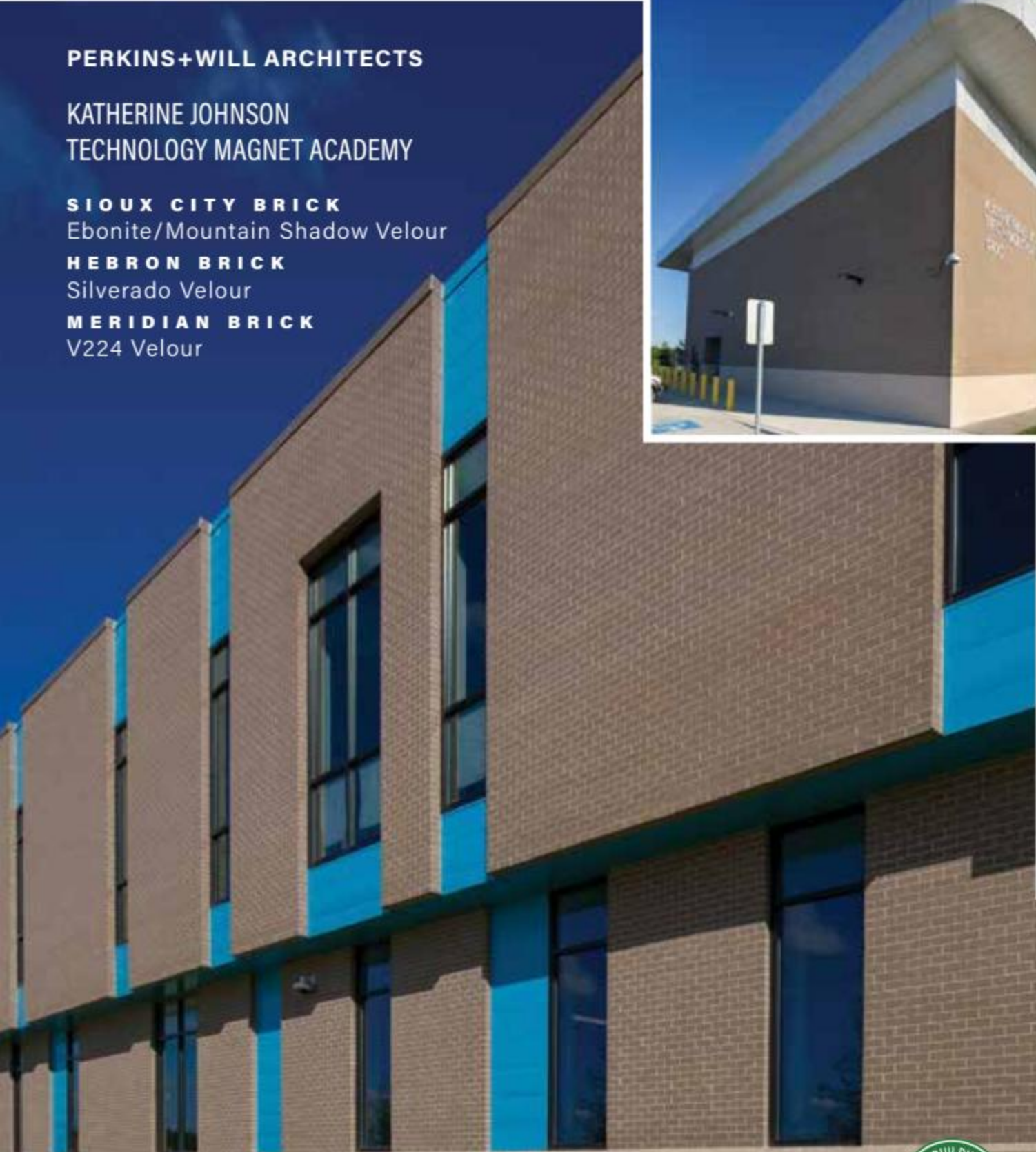
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