

THE GREEN: BUILDING A VIABLE PROGRAM
FOR FORGOTTEN PUBLIC SPACE
IN UPTOWN DALLAS

by

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Presented to the Faculty of the Graduate School of
The University of Texas at Arlington in Partial Fulfillment
of the Requirements
for the Degree of

MASTER OF LANDSCAPE ARCHITECTURE

THE UNIVERSITY OF TEXAS AT ARLINGTON

December 2005

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ACKNOWLEDGEMENTS

First and foremost I'd like to acknowledge all of the groups and individuals that have direct relation to the properties studied in this thesis: the Reverend Larry P. Smith, Rector, and Jim Markle, Business Administrator, at Church of the Incarnation; Willis Winters, Assistant Director of Planning, Design, and Construction, and Darryl Baker, Senior Park Planner, for the City of Dallas Park and Recreation Department; the staff of North Dallas High School; Frank Meier, acting architect for NDHS; and John Slate with the Dallas Municipal Archives in the City Secretary's Office.

Next I'd like to say thanks to my thesis committee members for their input on not only this body of work, but also on my overall educational experience at UT Arlington—Professor David Hopman, ASLA; Dr. Sangwoo Lee; and Dr. Pat Taylor, ASLA. I'd also like to acknowledge the other landscape architects, architects, educators, developers, and planners who contributed to my study and my overall education—Professor Jane Ahrens, AIA; Bo Bass; Diane Cheatham; John Fain, ASLA; Professor Richard Ferrier, FAIA; Professor Rodney Hill; David Hocker; Kenneth H. Hughes; Professor Gary Robinette, FASLA; David Rolston, ASLA; Mohammed Salam; Professor Kevin Sloan, ALSA; Scot Swinburn; and the entire Lake Tahoe office of Design Workshop—and my colleagues and friends in the study of landscape architecture and architecture—Dr. Amy Archambeau, Lisa Balleu, Rebecca Holden Browning, Emily Drake, the late Josh Dunlap, Trey Kemp, Jieun Lim, Lori Lively,

Wendy Meyer, Sarah Mundy, Nathalie Stackable, and Valerie Warner—all of UT Arlington, and Jackie Togneri of Penn State University.

I'd specifically like to thank my very dear friend and my sister who have been through the thesis process and understood my every frustration, fumble, victory, and ultimate achievement—Page Lacey Heisser and the Reverend Amber Sturgess, respectively—and of course my family and close friends for all of their support over the past three and a half years (and more): Mark and Melanie Beedy and their family; Pete Buffa; Sarah Carlberg; Kyle and Lauren Embry; Jason Escalante; JL Forke; Hulen and Judy Hill; Tami Hill Hartman; Dr. Hank Huffman; Jeff Lovelace; M'Lynda Moss and her family; Hap and Earline Rogers; Idella Sturgess; Larry and Penny Sturgess; and Teed Westlake.

November 21, 2005

ABSTRACT

THE GREEN: BUILDING A VIABLE PROGRAM
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Publication No. _____

Larry Biff Sturgess, MLA

The University of Texas at Arlington, 2005

Supervising Professor: Pat D. Taylor, Ph.D.

The Uptown area of Dallas has seen rapid and drastic change. The conversion of the former Missouri-Kansas-Texas (KATY) Railroad line into the KATY Trail instigated measurable increases in adjacent property values, while new middle and high-end condominiums and townhomes replaced older and often dilapidated single- and multi-family structures. Extended trolley service and new light rail service now provide multiple means of access into the area from further-reaching regions. The overall result has provided Uptown with a vibrant mix of new residential, retail and business opportunities, with a quality of life that has visible appeal.

While private development in Uptown has given the area a new appeal, public and non-secular developments have remained as they have been for many years. One particular area is a concomitant cluster of such properties lying midway between two of the most active regions of redevelopment within the Uptown area. These properties about U.S. 75, a clearly carved edge of Uptown which is further shaped by street patterns from the original grid. However, public and non-secular developments have remained as they have been for many system. Properties constituting this unique space include North Dallas High School, Cole Park, Episcopal Church of the Incarnation, and The First Seventh Adventists Church of Dallas. These properties serve as a connection—much like a village green—between the Park Cities and Uptown, and between Uptown and the slower-to-develop regions east of U.S. 75. Because of their location, and for purposes of this research, these properties are referred to as “The Green.”

This study establishes a program for future growth and overall master planning for The Green. It does this by identifying the inertia and initiative affecting the area. The study concludes that through further development and enhancement of The Green, surrounding developments can see additional increases in value and use, and The Green can better serve the neighborhood and area constituents, enriching an urban life already identified with the area.

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CHAPTER 1

INTRODUCTION

1.1 The Study Area

The area under investigation in this study is comprised of four parcels of land approximately one mile north of Dallas, Texas' central business district, in the area known as the Uptown Neighborhood (Uptown). These parcels of land serve Uptown in some sort of public or semi-public role having done so similarly since the early days of the city. For the most part, these parcels are off the tax rolls or under review for replatting, ultimately removing them from the tax rolls (Markle 2005). They are not candidates for future development, at least not in the traditional sense of private or commercial real estate development. The individual parcels are Cole Park, North Dallas High School (NDHS), Episcopal Church of the Incarnation (Incarnation), and The First Seventh Adventists Church of Dallas (Seventh Day).

The four parcels of land comprise a rectangular space of approximately 25 acres, surrounded on three sides by clearly-defined edges of newly redeveloped or redeveloping urban space. These spaces contain a mix of retail, small commercial businesses, restaurants, rental and owner-occupied residential uses. The neighborhood is inhabited by a mix of middle-class young professionals and empty-nesters (Cheatham 2005). The few vacant parcels of land adjacent to the study area lie primarily to the

south, and they are currently in different stages of higher-density redevelopment. The fourth side of the study area is bound by U.S. 75 (See Figure 1.1).



Figure 1.1 Study Area: Aerial Site Map (from <http://www.dfwmaps.com>)

Although this study examines the four concomitant parcels of land mentioned, their relationship to the surrounding area and its rapidly changing dynamics is the catalyst for this study. The study area has emerged as a nucleus surrounded by these ever-changing, diverse urban dynamics. Neighborhood demographics on one side of the study area are juxtaposed to those on the opposing side; this juxtaposition is economical, cultural, political, social, spiritual, and geographical (Smith 2005). The introduction of these dynamics establishes the study area as a potential, constant ‘village green’ connecting all sides. For this reason the study area is referred to as “The Green.”

1.2 The Dilemma

The Green has historically served Uptown in a public role. Forces surrounding The Green have made the area more desirable, increasing development activity and property values. However these forces have left The Green untouched; that is, the overall programming and design of the parcels comprising The Green remain largely unchanged from what they were almost eighty years ago. It is described as being “soulless” (Hughes 2005), an ironic description of an area containing two churches. Temporary classrooms, vacant parcels, and lack of funding now threaten any cohesive qualities that may have existed. The result is a fragmented area of the city, defined by its under-designed, incohesive qualities. In order to serve as a cohesive core of Uptown, The Green’s appearance, program, usage, and service to the community should reflect changes in the neighborhood (Hughes 2005).

Sloan (2005) describes the space as having the potential of being a “beehive” of sorts to encourage the population of the area to increase. The “*need* of a neighborhood center” must be identified, and this will aid in providing an intensification of the public awareness of the value of the space. There is “no other space quite like it in Dallas.” It must once again serve as a space for “ritual” and “gatherings.” A “recovery” of the history of this site being a gathering place must happen. Programming needs to include elements grouping the activities together. In particular, the programming of the park must include a “simple definition of the space and volume.” This can become a place for students and the public to meet with political figures (Sloan 2005).

1.2.1 Evolution of Constituency

The constituency served by The Green has evolved over the past twenty years from an almost entirely lower income, minority demographic to a more populous, affluent, and diverse demographic. This change primarily results from rising housing prices in the region (Markle 2005). The changes in social behavior and culture that come with this change in constituency affect how public-oriented properties in the neighborhood should develop.

The presence of children in the neighborhood has greatly decreased over the last twenty years (Cheatham 2005). The former low income population sent their children to the neighborhood schools such as Milam Elementary and North Dallas High School (NDHS). The present population still falls within the same public school zone, but few of the new households include children (Cheatham 2005). Milam Elementary and NDHS now have students who make the trip across U.S. 75 from the east or come from

further reaches in Oak Lawn to the west; the remaining are bussed in from other areas (NDHS Informants 2005). This virtual absence of local neighborhood children is perhaps the most marked change in the neighborhood dynamic.

The workforce population represented by the lower income residents decreased. These were the people who served Highland Park and Uptown as maids, nannies, landscapers, and maintenance people. What may have been a walk to work—before the increase in housing prices within the neighborhood—is now a ride on a Dallas Area Rapid Transit (DART) bus or lightrail train to the neighborhood. Although this low income residential constituency has decreased, the same constituency retains frequent contact with the neighborhood for their livelihood and for the educational needs of their children.

The new constituency of the neighborhood is a more affluent, young or empty-nester demographic. They choose to live in the neighborhood for many reasons. But, the proximity of the neighborhood to a multitude of cultural, retail, and restaurant attractions is at the forefront of these reasons (Cheatham 2005). The close linkage to the outdoor recreation opportunities of the KATY Trail and the tennis courts of Cole and Reverchon Parks are contributing factors. A shorter work commute to Downtown or Uptown increases the attractiveness of the neighborhood. For those who choose not to commute by car, the ‘walkability’ of the neighborhood (having destinations within one quarter mile of each other) has contributed greatly to the change in demographics. This walkability has increased even more with the late nineties introduction of DART’s lightrail service to the neighborhood. All of the factors contributing to the re-emerging

attractiveness to the neighborhood further support the need for change in The Green, where inertia outweighs incentives to adapt to the urban changes that surround it.

1.2.2 Research Questions

The following set of research questions are aimed at assessing the programming of function and form of future design efforts in The Green:

- What differentiates this space from its surroundings?
- How does/should the space interact with the surrounding spaces?
- What comparable space(s) does this space make you think of?
- How should the space adapt going forward?
- Is there any incentive for developers to invest in upgrades to the specified area?

These questions aim to provide insight into the needs of The Green with relation to its surrounding neighborhood. They further aim to find urban areas and financial solutions that can serve as precedents.

This study takes into consideration the historical changes that have occurred in Uptown and how close consideration of those changes can affect what type of public space The Green can become. The study also considers the potential for shared uses among the neighboring properties and the four properties that comprise The Green. An inventory and analysis of the urban structure and pattern and the historical, social, environmental, and visual factors are used to determine opportunities and constraints in The Green. Finally, a program for future growth and improvement of The Green, developed in consideration of the needs of stakeholders and constituents, is offered

from a landscape architectural perspective. This perspective considers the needs of the public and the environmental responsibilities of design of the landscape.

CHAPTER 2

LITERATURE REVIEW

A review of urban design theory reveals guidelines on the effective programming of urban space. These are relevant to the study space and provide answers to what the space is missing and how the space could change. The theories address the importance of density and place, and they address the necessary ingredients for successful cities—particularly American cities—to create meaningful “places” from “spaces.”

Indicators are provided to identify “lost spaces” that are in need of redesign (Trancik 1986). Lost space theory provides a historical perspective of what has not worked in the past and explains how designers can be informed to avoid designing urban spaces that result in limited human activity and interest. Much of the study space can be described as lost space, because of its limited ability to respond to changing land uses and population dynamics around it.

Recent journal articles in landscape architecture, architecture, and planning techniques reveal evolved ideas on classical theory in urban design. These studies continue to support the idea of place and offer insight into over-programmed efforts. They further guide program development for The Green, enabling a flexible plan for progress.

2.1 The 'Life' of Cities

Successful urban spaces possess a certain vocabulary of ingredients that make them successful. Jacobs (1961) delves into these ingredients in depth, and Jacob's work is echoed in current research (Richards 2005); (Trancik 1986). Her work contains solid theory, with supporting examples, of what great cities are and can be. Further review of classic works, such as those by Lynch (1960) and Koetter and Rowe (1978) provide vocabulary and theory on urban form. Lynch's concept of "place legibility" provides a means of reading a city's network of "paths, edges, districts, nodes, and landmarks." Koetter and Rowe provide insight into the "ideal city" theories of architects of the modernist movement and the flaws therein.

2.1.1 Diversity

Urban diversity is represented by a multitude of factors—building types and usages, architectural styles, recreational offerings, transportation options, and the culture, heritage, economic, and social status of the inhabitants to name a few (Jacobs 1961). Diversity becomes a foundation on which most successful urban public spaces are built (Jacobs 1961). Jacobs explains "we get closest to its [the city's] structural secrets when we deal with the conditions that generate diversity" (Jacobs 1961, 376). Jacobs adds that diversity is an integral part of the urban environment because it conveys an "important fact about city differences: that they support each other" (Jacobs 1961, 388). For the purposes of this study diversity is defined as the composition of differences, unlike elements, or qualities of all of the components of an urban space.

Other recent designers and scholars echo the importance of diversity in more recent statements. With regard to diversity in parks, for example, specifically those created from industrial wastelands in the Netherlands, Verhagen explains:

A good park must be attractive seven days a week, 24 hours a day and through all seasons of the year. This means that the park must provide spaces that are both attractive and flexible. It is also crucial that a park should not be claimed by a single user group—be this the footballers or the ubiquitous dog walkers (Verhagen 2003, 17).

Singleton, an architect and city design adviser to the Birmingham, England City Council, adds; “a well-designed place needs to make for fast and slow space—some route to dash though and somewhere to dwell—another opportunity for interplay” (Singleton 2003, 17). In an overall summation of diverse function within open space design Girling and Helphand (1994) offer; “successful open spaces encourage people to use them, provide rich structured and unstructured opportunities, and give order to a community” (3).

Although not a designer, Florida (2002) provides valuable sociological insight to the design professions by cataloging those designed components that create a vibrant urban place. He praises urban places which are designed with an overall degree of diversity that the creative class tends to embrace. Cities with “a tremendous amount to do, a thriving music scene, ethnic and cultural diversity, fabulous outdoor recreation, and great nightlife” are ones that become more attractive to the creative workforce (Florida 2002, 217). He adds that “such communities provide the stimulation, diversity and a richness of experiences that are the wellsprings of creativity” (15). Cities like

Austin, Washington, D.C., and Seattle support the argument for designing with diversity at the core of any successful “placemaking” program (Richards 2005).

2.1.2 Place Theory

While Trancik (1986) explains that “three approaches to urban-design theory can be identified: (1) figure-ground theory; (2) linkage theory; (3) place theory,” (Trancik 1986, 7), the literature reviewed for this study focuses on place theory. However figure ground and linkage theories are not ignored. “These theories differ significantly from each other but taken together can provide us with potential strategies for integrated urban design” (97). This study utilizes all of the theories Trancik proposes to formulate a placemaking program.

Space, designed or un-designed, is not necessarily place. Van Eyke’s (1968) manifesto proclaims: “Whatever space and time mean, place and occasion mean more. For space in the image of man is place; articulate the in-between...Space experience, I repeat, is the reward of place experience” (Van Eyke in Smithson 1968, 89). “If in abstract, physical terms, space is a bounded or purposeful void with the potential of physically linking things, it only becomes place when it is given a contextual meaning derived from cultural or regional content” (Trancik 1986, 112). This means that a place should be intrinsically connected to its historical and current site usage, architecture, culture of its inhabitants, and the inhabitants themselves. Trancik notes that “this response to context often includes history and the element of time and attempts to enhance the fit between new design and existing conditions” (Trancik 1986, 97). The

inclusion of preserved and recreated historical architectural style and scale can help to achieve this.

Contextual evidence in design provides “spirit” to a place, as Norberg-Schultz (1979) emphasizes:

A place is a space which has a distinct character. Since ancient times the genius loci, or spirit of place, has been recognized as the concrete reality man has to face and come to terms with in his daily life. Architecture means to visualize the genius loci and the task of the architect is to create meaningful places where he helps man to dwell (5).

The spirit of a place is apparent in the uniqueness of its culture, inhabitants, landscape, architecture, and inherent connectivity. This authentic spirit of place is seen as valuable to the overall life of the neighborhood and the broader city.

Places are...valued for authenticity and uniqueness, as I have heard many times in my studies. Authenticity comes from several aspects of a community—historic buildings, established neighborhoods, a unique music scene or specific cultural attributes. It comes from the mix—from urban grit alongside renovated buildings, from the commingling of young and old, long-time neighborhood characteristics and yuppies, fashion models and “bag ladies” (Florida 2002, 228).

This statement expresses the values of urban place; diversity or “the mix” is seen as being an inherent ingredient. Florida further clarifies that urban places are those “having ready access to a wide range of lifestyle amenities” (Florida 2002, 15), and he takes one step further in connecting place to the economy. “Places provide the ecosystems that harness human creativity and turn it into economic value” (Florida 2002, xix).

2.2 The 'Death' of Cities

The causes of negative gaps in the urban fabric cannot be ignored if landscape architects, architects, and planners are to be successful in preventing more of the same. For example, in most American cities unsuccessful spaces exist, spaces that either went ignored for too long or were never designed for the people that inhabit them. Many parking lots, easements along highways, parks, school grounds, and vacant or derelict properties are poorly designed and risk becoming ignored space. Trancik's widely accepted theories on lost space address these types of spaces and how to avoid creating them.

The Green contains areas within its boundaries that fall into the overall category of lost space: the perimeter space of North Dallas High School; much of Cole Park; the vacant properties of Incarnation and Seventh Day; and the designated parking areas. There are multiple causes for these spaces being lost, and these causes are discussed in the supporting literature.

2.2.1 Lost Space

Lost space is defined as “the undesirable urban areas that are in need of redesign—antispaces, making no positive contribution to the surroundings or users” (Trancik 1986, 3-4). It is void of a successful sense of human scale or a relation to its urban surroundings. It differs from regular space. “Space can be measured; it has definite and perceivable boundaries; it is discontinuous in principle, closed static, yet serial in composition. Antispace, on the other hand, is shapeless, continuous, lacking perceivable edges or form” (Trancik 1986, 61).

Lost space is represented by urban parcels that have become lost for different reasons. Design efforts to accommodate the automobile that have ignored the human element, the “no-man's land along the edges of freeways that nobody cares about maintaining, much less using” (Trancik 1986, 3), represent one type of lost space. Also representative are the blank or void areas where older buildings were razed or destroyed by fire; they are the “vacant blight-clearance sites—remnants of the urban-renewal days—that were never...redeveloped” (Trancik 1986, 3). The following list of five contributors is offered as the major factors of lost space in cities today:

- 1) an increased dependence on the automobile;
- 2) the attitude of architects of the Modern Movement toward open space;
- 3) zoning and land-use policies of the urban-renewal period that divided the city;
- 4) an unwillingness on the part of contemporary institutions—public and private—to assume responsibility for the public urban environment; and
- 5) an abandonment of industrial, military, or transportation sites in the inner core of the city (Trancik 1986, 4).

The parcels of land comprising The Green exhibit on three factors that define areas of lost space: automobile dependence, zoning and land-use policies, and lack of public or private involvement in the overall public urban environment.

Automobiles have arguably changed the urban environment more than any other factor over the last century, and the accommodations for the automobile have taken a toll on urban public life. For example, rather than green open spaces and environmental corridors, “highways, thoroughfares, and parking lots are the predominant types of open space” (Trancik 1986, 5). Even the overall social value and meaning of streets, boulevards, and avenues has diminished. “The artery replaced the avenue and the street

lost its social meaning as a multipurpose space” (Trancik 1986, 7). It is undeniable that this “desire for order and mobility has undermined the diversity and richness of urban public life” (Trancik 1986, 7). People, particularly western and southern Americans, have become less pedestrian and more dependant on the automobile, arguably causing less social interaction on streets and in neighborhoods and contributing to America’s escalating obesity and physical health concerns (Cheatham 2005).

Zoning and land-use practices over the relatively short life span of American cities have also contributed to increased pockets of lost space in the overall urban fabric. Trancik explains “both zoning and urban renewal substituted functional for spatial order and failed to recognize the importance of spatial order to social function” (Trancik 1986, 12). These policies encouraged the segregation of property types with little or no regard to the daily functions in people’s lives. The policies also encouraged the removal of older construction in more blighted areas with no real solution in mind for replacement.

Lost spaces in The Green that fall within the public/private negligence realm include schools, parks, churches and other private developments and a low prioritization of the public space around them. These spaces have fallen into disrepair or blighted existence due to lack of funding, poor maintenance, and lack of programming.

2.3 Design-Solvable

In regards to urban design, the reviewed literature consistently illustrates good and bad urban space. It derives from these spaces a series of design elements that are present or absent in both the good and bad spaces, respectively. This suggests, through

a solid design process, that issues of urban design can be well researched, reviewed, and conceptualized into workable solutions for successful urban spaces.

These metaphoric space-defining fires are formed—to get back to tangible realities—by areas where diverse city uses and users give each other close-grained and lively support. This is the essential order which city design can assist. These areas of vitality need to have their remarkable functional order clarified. As cities get more such areas, and less gray area or murk, the need and the opportunities for clarification of this order will increase.

Whatever is done to clarify this order, this intricate life, has to be done mainly by tactics of emphasis and suggestion (Jacobs 1961, 377).

While Jacobs suggests how designers might approach public space, Trancik offers more specific direction in the following guidelines for designing public spaces:

- 1) maintain continuity of the street wall;
- 2) respect the existing silhouette of buildings and landscape;
- 3) prevent building masses that are out of scale ;
- 4) match and/or complement materials;
- 5) respect existing rhythms of façades and spatial elements; and
- 6) enhance patterns of public space usage (Trancik 1986, 229)

The landscape architect is trained and suited to respond to the issues surrounding urban space. Schwartz (2003) explains “if clients wish to have a strong space for their city, they must employ a landscape architect, with a separate budget, as a strong advocate for the public space” (16). This advocacy for public space is rooted in the diversity of knowledge that landscape architects possess. Richards (2005) clarifies with: “the field of landscape architecture, informed by the physical sciences, geography, sociology, psychology, art and design, offers a good vantage point from which to observe and draw conclusions on such environments” (15).

An abbreviation of the ingredients encompassed in the urban design process or composition is reviewed here. Unification through connection and walkability are defined and considered with regard to the design of outdoor, urban public space. While these are only two of the ingredients of good urban design, they begin to establish a solid foundation from which to build on. Examples of urban design solutions that incorporate these concepts are illustrated below.

2.3.1 Unification through Connection

Appropriate connection of the elements of an urban space is a crucial ingredient in its overall unification—“the usual process of urban development treats buildings as isolated objects sited in the landscape, not as part of the larger fabric of streets, squares, and viable open space” (Trancik 1986, 1). Trancik (1986) explains that well designed connections from one element of an urban space to another are essential in creating an outdoor space that is inhabitable by the public (1). He adds that “designers are faced with the challenge of creating outdoor environments as collective, unifying frameworks for new development” (Trancik 1986, 1).

Connections come in the form of paths, courtyards, and streets to accommodate pedestrians and automobiles, but they also take the form of visible clearings tying one element to another. These connections give hierarchy to the different realms, and they begin to create a sense of place through this hierarchy. Trancik (1986) centers his approach “on the concept of *urbanism* as an essential attitude in urban design, favoring the spatially connected public environment over the mere master planning of objects in the landscape” (1). Robertson (1981) explains the importance of developing some

sense of the rules to creating a hierarchy among urban elements in the following excerpt:

With the loss of a collective sense of the meaning of public space, we have also lost the sense that there are rules for connecting parts through the design of outdoor space. In the traditional city, the rules were clear. Buildings were subordinate to the more powerful collective realm—to an implicit vocabulary of design and a deference to the larger order of things. The “manners and rules of place” gave instructions on how to connect. One of the challenges to urban design in our times is to redevelop a sense for the rules and, in doing so, to bring back some richness and variety to the public life—important ingredients in the cities of the past (Robertson 1981).

The spatial and connective element of the common street cannot be ignored, especially since it has become a space almost exclusively for vehicles and is commonly widened to accommodate ever more traffic and parking. Trancik (1986) offers the following as “some of the problems of contemporary streets: the emphasis on rapid movement, the inappropriate scale, and the lack of a consistent, unifying framework” (86). When streets are only used to get from point A to point B with no regard to the in-between, they are mere arteries, losing their social importance. “The streets and squares of our cities should once again become spaces for social discourse, taking precedence over the movement and storage of automobiles” (Trancik 1986, 20). Further, the street cannot simply be the left over space resulting from the areas between buildings; it must stand as a spatial entity of its own (Trancik 1986, 77).

In unifying spaces through connections the pedestrian’s ability to comfortably walk from one point to another plays an important role. “The tasks of daily life should be within walking distance” (Girling and Helphand 1994, 2). Pedestrians should be able to go to the market, park, church, school, dry cleaners, with relative ease.

Unfortunately the walkability of an area isn't always that simple, due to pedestrian links that are broken. This causes walks to be “disjointed, disorienting experiences” (Trancik 1986, 2).

2.3.2 In Summary

In the following, Singleton (2003) explains the successes of a clearly designed urban space: “People need to walk from place-to-place via a legible arrangement of streets and squares. Each space, as it opens up along routes, needs to have a spirit about it. A space can evoke memories; it can enable us to lose the thoughts of the day into the rush of a fountain” (17). When designers accomplish this type of unification through connectivity—of pedestrians, vehicles, architecture, open space, memories, emotions—place is created. But to avoid romanticizing the idea of place, the following comment from Schwartz offers a concrete perspective :

Public space must have a real personality. We have been through a time where the ‘appropriate’ way to design a public space so that it projects ‘democratic’ ideals has resulted in anonymous and bland spaces. Such spaces never evoke emotion or encourage a connection—without which they languish. What is needed is a strong design character. Love it or hate it, it’s crucial that people feel strongly about a space (Schwartz 2003, 16).

CHAPTER 3

SITE ETHNOGRAPHY

In order to produce a program that accurately reflects the complexity of Uptown, physical and historical data of the study site are reviewed. These offer insight into the established characteristics and cultural fabric of the neighborhood. Development trends are also reviewed, as they are a driving force of change in the Uptown neighborhood (Cheatham 2005). Together the data provide a contextual framework from which to build a holistic program for The Green.

3.1 Physical Specifications

The physiographic specifics of the Uptown neighborhood are defined by the manmade edge of U.S. 75 to the east and the natural edge of Turtle Creek to the west. The northern and southern boundaries are less obvious, so for the purpose of this study they are defined as the border of Highland Park to the north and Downtown and Interstate Highway 35E to the south. Two primary foci of development exist in Uptown, Knox Park and State Thomas/West Village. These are both adjacent to the study area on its northwestern and southern sides, respectively.

The study area is bound by the southbound service road of U.S. 75, Elizabeth Street, and Haskell and Cole Avenues. U.S. 75, cut some twenty feet below grade, creates a visible edge on the site's eastern side. This freeway divides the site from the Deere Park neighborhood, home of many of the students of Milam Elementary School

and North Dallas High School. The freeway also serves as a socio-economic barrier between the middle-class and poor areas (Smith 2005). McKinney Avenue bisects the area, and it is the primary north-bound, non-freeway route from western Downtown to Highland Park. Cole Avenue to the west serves as the south-bound route. The two streets form one-way pairs between McCommas Avenue to the north and the Post Square development to the south.

3.1.1 Cole Park

Cole Park is bordered on the north by Elizabeth Street and McKinney and Cole Avenues on the east and west sides, respectively. The south side of Cole Park is currently separated from North Dallas High School by a parking lot, a chain link fence, several portable classroom buildings, and a stormwater management facilities building, all forming a boundary that bisects the overall visual and physical feel of the two sites.

Parking for Cole Park currently exists street-side on Elizabeth Street and McKinney and Cole Avenues. Parking along the one-way McKinney and Cole Avenues forces one lane of traffic to close, and two-way Elizabeth Street becomes cramped as both sides allow parking. Parking for Cole Park also exists just south of the Cole Park Tennis Center.

Cole Park currently serves the neighborhood with an eight-court tennis center, a small playground, a small practice field for soccer, a small concrete-slab basketball court, a few benches, universally-designed sidewalks around the perimeter and the almost year-round shade of approximately sixty live oak trees (*Quercus virginiana*), most likely planted in the 1950's. These elements have little connection to one another

or the pedestrian traffic patterns of the surrounding neighborhood. Cole Park provides the neighborhood with the following: its original pavilion structure that is in visibly poor condition; drainage issues that plague the lower areas of the park where a natural creek used to run; a mono-culture of mostly evergreen trees; and a complete absence of trails to organize the area and provide circulation possibilities (Winters 2005).

Cole Park has a significant underground feature; a large stormwater retention system exists one hundred feet below the park. A complex of tunnels and pumps that stretch almost three hundred yards is used to temporarily store excess storm water originating from U.S. 75. This project was selected by the National Society of Professional Engineers as One of the Ten Outstanding Engineering Achievements in the US in 1994 (Greater Dallas Chamber 2004). This feature of the park is noticeable in and around the tennis center's parking lot. A large circular access pad for lowering large equipment into the tunnels is in the parking lot, and a pump house structure exists at the end of the same lot (Winters 2005).

3.1.2 North Dallas High School

North Dallas High School (NDHS) is located to the north of Haskell Avenue between Cole and McKinney Avenues just south of Cole Park. The original 1922 structure still stands, originally built to accommodate seven hundred high school students from the growing city of Dallas (Meier 2005). The northern part of the site is used for athletic fields and once merged with Cole Park. This open area is currently sealed off by a six-foot chain link fence and twenty-six portable classrooms. The NDHS structure currently has two additions; the school also uses four buildings across

Haskell Avenue to the south. NDHS now serves over nineteen hundred high school students, mostly minorities bussed from the eastern side of U.S. 75 and the poorest regions of the adjacent Oak Lawn neighborhood to the southwest (NDHS Informants 2005).

A bond election passed in 2003 aimed to expand NDHS and other schools by building new facilities to reduce or eliminate the number of portable classrooms in use. The expansion plan for NDHS aimed to eliminate all but six of the portable classrooms by removing three of the four buildings south of Haskell Avenue and constructing a new twenty-classroom annex; a second, unapproved phase would have eliminated all of the portable buildings. A central pedestrian connection between the original structure and the new annex was also included in the overall plan, closing off Haskell Avenue to vehicular traffic (Meier 2005). Demolition of the old buildings and construction of the new annex began in August 2005.

Parking for NDHS is oriented on either side of the original structure, and an additional lot has recently been completed to the west of the new annex site. Unofficial drop-off sites currently conflict with the parking lots along McKinney and Cole Avenues. The one-way traffic along all three avenues creates bottleneck conditions during the 7:30AM morning and 4:00PM afternoon drop-off periods.

The organization of the grounds of NDHS is fragmented, reflecting incremental changes that have been made to accommodate the growing student body and the evolution of accessibility requirements (NDHS Informants). The practice field to the north of the original structure is used for football and baseball practice. However, the

portable classrooms along its perimeter limit the practice of both sports. Soccer practice is so limited at NDHS and the adjacent Cole Park that the NDHS teams practice at Griggs Park approximately 1 mile to the south near Downtown Dallas (Winters 2005). The primary approach to NDHS is still the symmetrically-balanced walk to the original grand staircase, comprised of three runs of steps with landings in between. Little has been done to accommodate wheelchair access along this approach in order to preserve the structure's façade and due to the fairly extreme elevation change from the street to the front doors. However, unsymmetrical curved paths have been added to accommodate capable pedestrians entering from the parking lots or unidentified drop-off locations on the sides of the structure. An area of the site adjacent to the cafeteria is paved with concrete to accommodate the overflow from the three-hundred-person cafeteria during one of the six thirty-minute lunchtimes (NDHS Informants 2005).

Much has been done to restore and preserve the historical value of the NDHS structure and its importance to Uptown. NDHS is listed on the Texas Register of Historic Places, and the structure's front façade currently exists in a similar state to what it did in 1922, with the exception of the replaced windows (Meier 2005). The historical façade holds a certain prominence due to its Beaux-Arts symmetry, elevated entry atop a grand staircase, organization along the Park Cities grid where it meets the Uptown grid, and fairly unobstructed site line to the increasingly prominent intersection at McKinney and Blackburn Avenues. The historical structure also provides architectural diversity to the surrounding neighborhood which has become increasingly homogenized with three-story townhomes and condominiums with combination brick

and stucco façades. The side and rear façades of the structure have not been preserved due to additions. These additions are not in the same architectural style as the original structure (Meier 2005).

3.1.3 Church of the Incarnation

The site of the Episcopal parish, Incarnation, is located to the east of McKinney Avenue, between McKinney Avenue and the southern-bound service road of U.S. Highway 75 (U.S. 75). This has been the site of Incarnation since 1921. Incarnation's original gothic revival structure remains much the same as when it was originally built. Three major renovations and/or additions have resulted in an increase in size to the original structure and two other structures that are attached by small hallways (Markle 2005). One of the newer structures is in the same traditional gothic style of the original, and the other is in a style reminiscent of the sixties modernist style. Each structure is set back from McKinney Avenue approximately the same distance, allowing for significant buffer space between the structures and the street. Each of the structures is in good condition.

Parking for Incarnation is primarily surface parking, oriented to the east and south of the three structures, adjacent to the service road of U.S. 75 and the currently-vacant property to the south, respectively. Surface parking is also provided to the north of Incarnation along Cambrick Street. Cambrick Street severs Incarnation from its property stretching to the north along McKinney Avenue.

Incarnation's vacant property stretches from Cambrick Street north along McKinney Avenue to a narrow property occupied by condominiums. This stretch of

land was formerly comprised of fifty-foot wide single family residential parcels and a larger multi-family residential parcel (Markle 2005). These properties all front on Cole Park to the west and are bordered by a small alley to the East, separating them from the parcels along U.S. 75's south-bound service road.

3.1.4 The First Seventh Adventists Church of Dallas

Seventh Day is located to the northeast of the Incarnation site between the south-bound service road of U.S. 75 and the newer property that Incarnation owns along McKinney. Seventh Day's property stretches northward toward the commercial developments along U.S. 75 just prior to Elizabeth Street. Seventh Day currently has three buildings housing their church and a small third through ninth grade private school (Markle 2005). These are adjacent to each other on the southern half of the site. Each of the structures is in good condition. The northern half of the site is secured with a six-foot chain link fence containing a small playground for the younger children of the school and a multi-use playing field for the older students. Little else is known about this particular site due to multiple requests for information going unanswered. The information that has been obtained has been provided by Incarnation (Markle 2005).

3.2 The History

The history of Uptown in and around The Green is largely based on that of the Cole family farm. Inclusion of the historical data about the areas adjacent to Uptown helps to establish a better understanding of the overall dynamics of "North Dallas." These data offer insight to the issues and opportunities The Green is presented with at the present. The portions of the history reviewed are related to land ownership, the

definition of what was North Dallas, the evolution of the demographics to the present, and how those demographics relate to the adjacent neighborhoods of Highland Park, Oak Lawn, and Deere Park (east of U.S. 75).

3.2.1 Cole Farm

The four parcels that comprise The Green were historically part of the larger John D. Cole family farm. Cole Farm stretched from the eastern edges of Turtle Creek and what is now Blackburn Avenue to Fitzhugh Avenue to the north and U.S. 75 to the east (Foster 1925, 11). The farm encompassed an area that was to become some of the most valuable land in the city (Hughes 2005).

Cole Farm was largely a cotton-producing farm, but it was known by the public for its variety of fruit orchards. The orchards were scattered among the cotton fields in areas that were either closer to structures or unfit for heavy cultivation. Peaches, pears, and grapes were all included in the orchards. The Cole family would normally eat and use what fruit they could, and the rest would go to family, friends, and neighboring property owners. Any undesirable or excess fruit that dropped from the trees served as feed for the family's hogs (Foster 1925, 11).

The Cole's were pioneers in Dallas' history, as land owners in an area of the city that was to become one of the most popular "out of town" spots. Their land was often the site of both civic and church-related events (Dealey 1966). A portion of Cole Farm, where NDHS and Cole Park are now located, was the site of the Dallas State Fair and Exposition, one of Dallas' two competing fairs, from the early 1870's until the merger of the two into the State Fair of Texas (located at Fair Park) in 1886 (Hunter

2001). The same site was also home to occasional ‘tent revivals’ of the early churches of Dallas (Dealey 1966) (See Figure 3.1). These hosted events clearly established the site as a well known place for civic gatherings.



3.1 John D. Cole Farm: 1916 Tent Revival (from Dallas Parks and Recreation)

The Cole family eventually sold some of the land surrounding the fair site to friends and family that wanted to build second country homes away from the hustle and bustle of Downtown Dallas (Dealey 1966). The fair’s history was attached to the name of the area, Cochran Fairlands (Winters 2005). Many of the homes built in Cochran Fairlands were large two-story prairie and Victorian style homes. Two of the original homes remain along the western edge of the NDHS site today. As these homes became primary residences, the vacant space from the relocated fair had become a busy central

gathering place for the families (Dealey 1966). The Cole family decided to lease this future site of NDHS and Cole Park to the City of Dallas for public usage. The lease included an 'option-to-buy' clause, as the family knew that the City would first have to get the funds approved by the Citizens of Dallas to purchase the land (Hogan and others 1976, 364-365).

As the city of Dallas began to grow more quickly, it was soon realized that additional schools were needed for the children being raised in the vicinity of Cole Farm, what had now become known as North Dallas. Building of a high school on the Cole Farm site was approved, and NDHS opened its doors in 1922 (Meier 2005). The descendants of John Cole further saw an opportunity to sell the land adjacent to NDHS to the City for an organized city park with sports fields for NDHS. The family gave the City an added incentive; they offered the land for only fifty percent of its total value – \$52,588.88. The one caveat was that the City name the park in John Cole's honor. The city leaders saw this as the opportunity they needed to make this traditionally civic space official. A bond election was approved by the voters in 1923, and Cole Park was established (Hogan and others 1976, 364-365) (See Figure 3.2).



Figure 3.2 Cole Park: 1940's Aerial (from Dallas Parks and Recreation)

3.2.2 North Dallas

What today's Dallas considers 'North Dallas' is far from what the Dallas of the early 1900's considered North Dallas (Smith 2005). Dallas was still a relatively young city at the beginning of the twentieth century, and the study area, considered to be part of Uptown today, was very much on the northern edge of the city then. The

neighborhoods to the north of the CBD were starting to expand, and several attractions like Turtle Creek, Southern Methodist University, and the newly forming Highland Park continued to draw more new people north to and through this region (See Figure 3.3).



3.3 Study Area: 1960's Aerial (from Dallas Parks and Recreation)

3.2.3 Demographics

The demographics of the neighborhood surrounding The Green have seen many changes over the past century. The neighborhood's demographics have gone from being almost entirely made up of fairly affluent, white, second or 'country' home owners during the first half of the twentieth century, to an almost entirely lower-

income, minority population following white flight and the sprawling growth of the city in the 1950's and 1960's. The neighborhood has now evolved back to a predominately middle to upper-income white population within the last twenty years. This latest shift has also seen retention of some of the existing lower income, minorities in the neighborhood (Smith 2005). Throughout all of these demographic shifts, the neighborhood's public service entities, Cole Park and NDHS, have remained largely the same—physically and programmatically (Winters 2005). A closer examination of the past twenty year's changes is needed for a better understanding of what caused the neighborhood's overall physical state to improve as a result of massive redevelopment trends. These improvements quickly surpassed any improvements to the physical state of the parcels comprising The Green; they have largely been left untouched.

3.3 Development Trends

Real estate development trends have shifted from the over-building in the 1980's that led to a bust cycle. The speculative nature of eighties development has become a market-driven atmosphere in the nineties and early twenty-first century. Real estate developers are still involved in many new projects, but the projects are more solidly financed by a sales cycle that begins prior to and continues throughout their construction (Cheatham 2005). This trend has had a measurable impact on Uptown Dallas with its close proximity to Downtown Dallas, Oak Lawn, Turtle Creek, and Highland Park. The trend has specifically had an impact on the area of Knox Park adjacent to The Green (Smith 2005).

3.3.1 80's Bust

Largely a minority neighborhood with lower income inhabitants, the Uptown of 1985 was still bordered by the Missouri-Kansas-Texas (KATY) Railroad on the western side. The Railroad had long separated the poorer people on the eastern side of the tracks in Cochran Fairlands from the more affluent people of the western side, including Northern Hills and Highland Park. The elimination of this railroad and the formation of the KATY Trail through the “nationwide rails-to-trails program” had a profound influence on the reemergence of development and change for Uptown and The Green (Friends of the Katy Trail 2003).

When it was learned in the mid-eighties that the KATY Railroad was abandoning the lines running from Downtown northward, developers started buying properties that were adjacent to the KATY Railroad line. Northern Hills and Cochran Fairlands both began to see a rise in the demolition of older, single-family structures and the construction of newer, more contemporary-styled housing that included duplexes, condominiums, and zero-lot-line townhomes. Many of these properties were built with lasting quality, and they were designed by some of up-and-coming or already reputable architects of Dallas at the time such as Bud Oglesby, Frank Welch, and Lionel Morrison (Cheatham 2005). Slowly, the entire area started to evolve. But then the late-eighties real estate crash hit Dallas severely, and speculative construction projects in this and other areas of the city were halted.

3.3.2 90's Boom

The interest, spawned in the late eighties and nurtured through the early nineties, in creating a recreational trail along the old KATY Railroad line caused interest in the neighborhood to re-emerge. The realization of the KATY Trail coupled with the growing economy of the early nineties caused both the commercial and residential real estate markets in the area to grow—soaring by the late nineties and turn of the century (Winters 2005).

Along the northern bounds of the area, the Knox Avenue district was completely re-vamped with new sidewalks, rear-parking, street trees, and other pedestrian-friendly features. This was the first major reinvestment in the neighborhood and was an almost immediate success. This success would further stimulate action southward (Winters 2005).

CitiHomes, a development company conceived from the minds of two young investors, emerged as a result of the new, tangible market potential in the area. They started buying up old, dilapidated apartment complexes stretching from the new development along Knox Avenue southward across Fitzhugh Avenue toward Blackburn Avenue. They remodeled and built properties that were architecturally-designed as contemporary, urban, and rather cutting-edge living spaces for Dallas at the time. There was nothing else in Dallas quite like the CitiHome product; a quality product designed and built for the niche market of the young professionals or empty-nesters that wanted to live among the city's culture and excitement and did not want to have the responsibilities of a commute to work or a yard. CitiHomes went so far in this

neighborhood with their concept that they coined a trendy new name for the Cochran Fairlands neighborhood, “Knox Park” (Winters 2005).

Other real estate developers followed the CitiHomes lead in redeveloping other parcels in Uptown. The City of Dallas had begun to condemn some of these older properties as unsafe, both in terms of the high crime and the poor construction that still existed in places. Other parcels simply remained vacant, leftovers from speculative development that fell short in the late eighties. Due to the demand for living and retail space and the City’s desire for more dense development, lower mixed-use and up to twenty-story apartment and condominium buildings had begun to creep into the area by the early turn of the century.

3.3.3 Trends

Trends in nationwide labor markets over the past twenty years have also evolved, and these are directly related to real estate markets. People are looking to live in areas that accommodate their profession of choice, convenience to work, and convenience to an active life outside of work. “People are still striving to be themselves, to find meaningful work, and to live in communities that let them validate their identities and live as complete people” (Florida 2002, xix). Florida explains that this trend especially follows the “creative class” (Florida 2002), and the creative class chose to live in areas of greater diversity of all aspects of life. Although the city of Dallas is not directly referred to in Florida’s research, presumably because it falls in the mid-range of his overall study, Uptown Dallas fits most if not all of the criteria of creative class centers.

The greater interest in Uptown is measurable in terms of the influx of new, younger, more educated and affluent home owners. According to Florida's study (2002), "places with greater numbers of highly educated people..." grow faster in population and popularity (222). This overall interest and popularity has furthered the speed at which Uptown has seen redevelopment and escalating housing prices over the past twenty years (Smith 2005).

CHAPTER 4

RESEARCH METHODS

This chapter describes the qualitative methods used in this research, and explains their appropriateness in identifying The Green's opportunities and constraints. From this process emerges a cohesive program to guide future design efforts. Because of the qualitative nature of the research, the techniques used evolved during the research sequence.

4.1 Data Gathering

In an effort to learn more about the parcels of land comprising The Green, site data were gathered from the stakeholders and site owners, as well as from the Dallas Municipal Archives. The data were in the form of property surveys, maps, site master plans, landscape plans, expansion plans, photographs, informal or formal partnerships, future intents, and stories told. The requested material was used to carefully assemble a cohesive new program for The Green from which future design efforts can be guided.

4.1.1 Stakeholder Meetings

Meetings with the stakeholders were in the form of face-to-face interviews. During these interviews, the research questions were reviewed and pertinent site documentation was requested. The stakeholders were invited by phone to participate in a face-to-face interview for approximately one hour. Any information that the stakeholders possess regarding a joint-use relationship with one of the other sites was

requested during the interview, and the stakeholder was asked if there are current or future plans for re-platting, redevelopment, expansion, or sale. Follow-up contact with the stakeholders occurred as necessary.

4.1.2 Key Informant Input

In an effort to guide the programming of The Green in a realistic direction, key informants (Rogers 1971) in the fields of real estate development, journalistic architecture critique, landscape architectural site planning, and architecture were selected to take part in an interview process. Participants were selected on the merits of their professional experience and success in the Uptown neighborhood or similar urban areas. These key informants were invited by phone to participate in the study. A follow-up email containing the abstract and research questions for the study was sent to each. Four key informants agreed to participate in the study.

The participants were interviewed for approximately one hour, guided by the research questions of this study. The interviews followed a conversational format to allow the participants to freely expand on their thoughts regarding The Green; however the participants were persuaded to focus on the opportunities and constraints that exist in linkages to surrounding neighbors and within the boundaries of the study site.

The interviews with both the stakeholders and key informants were transcribed and paraphrased in the following appendices. This allowed for an analysis of the data in effort to find thematic information.

4.1.3 Site Observations

Site visits were conducted by the researcher, spanning a nine month period from January to October 2005, to collect photographic and observational data. These site visits coincided with various seasonal characteristics of the overall region. Photographs were taken during these visits to observe usage patterns, climatic effects, site degradation, and spatial order related to scale. In addition, numerous casual site observations were made in almost daily drives by the site.

In an effort to model urban design alternatives likely to result from the program produced in this study, landscape architecture students in an upper level design studio at the University of Texas at Arlington (UT Arlington) were asked to create design concepts for The Green as one of their studio projects. The students' efforts included a review of the research questions and program requirements, site visits and data gathering. Site analysis and conceptual sketches were then produced by the students, and ideas that were generated through these exercises produced data that enhanced the program. These were used to produce an informed design concept that reflects the resulting program.

CHAPTER 5

RESULTS: THE PROGRAM

The future success of the public functions of The Green rests in effective programming, design, expansion, and some redevelopment of the properties included (Sloan 2005). This effort requires the involvement of more than just the stakeholders of The Green: It requires visionary developers who have a stake in the adjacent properties and other properties in Knox Park and further into Uptown; it requires the active involvement of the residents, retailers, students, and key informants with direct relation to The Green; and it requires the professional and academic expertise of landscape architects, architects, urban planners, and students acting on behalf of the property stakeholders *and* the public to find design solutions that will further promote The Green as a cohesive and successful public place (All informants 2005). This study potentially can bring these parties together in support of the resulting program from which to guide future growth and redevelopment efforts within The Green.

5.1 Program Development

Design programs for any urban design project include steps which are customarily practiced by landscape architects. First the need for such a program is identified by the owners or stakeholders of a site or broader region. A needs assessment is built from this initial discovery. Next an overall inventory and analysis of is done to examine the urban structure and pattern. Trancik explains “identification of the gaps

and overall patterns of development opportunities should be done before any site-specific architecture or landscape architecture is designed” (Trancik 1986, 2). The inventory and analysis also includes the historic, social, environmental, and visual factors related to the site, with relation to the broader region. Opportunities and constraints of changes, enhancements, and barriers can then be logically extrapolated from the information obtained. The programming effort normally ceases at this point, with an established starting point for design to begin. This study goes further in formulating, with the help of several UT Arlington graduate students of landscape architecture, a possible design concept reflective of such programming.

5.1.1 Needs Assessment

In determining the needs for The Green, considerations are reviewed for two primary groups: the property stakeholders and the key informants. Perhaps there was a time in Dallas’ history when the property stakeholders and the surrounding constituency were one and the same. However, the changing demographics and density in the neighborhood has presented an opportunity for change. Trancik explains that “in any redesign of urban space the conflict between public good and private gain must be resolved” (Trancik 1986, 17). Although there are no traditionally ‘private’ stakeholders in the mix, this idea still applies. The idea suggests that balance in The Green be between the public good and the gain of the public entities involved.

Incarnation and its stakeholders have obvious concerns regarding their future growth and how their land might be used for such growth. For example, they currently share spaces with NDHS and Seventh Day, and these relationships will continue and

should expand. There is a primary need for additional parking. Incarnation would like to accomplish this by adding some surface parking to the land north of their current site. They also desire to create a school for kindergarten through sixth grade students. These needs depend on their ability to convince the City of Dallas to approve a re-plat of their properties, taking them all off the tax rolls. Otherwise Incarnation, in private partnership, might consider a fairly dense senior living center. They do not intend to sell the properties to private development (Markle and Smith 2005).

The Dallas Parks and Recreation Department's (DPRD) plans for Cole Park closely follow recommendations resulting from Carter and Burgess' Renaissance Plan and a master plan financed by the original owners of CitiHomes. The Renaissance Plan provides citywide guidelines with specific suggestions for certain high priority parks in Dallas; Cole Park was not considered a high priority park in the study. CitiHome's master plan for Cole Park enhances the park's circulation system and its tennis program into a 'tennis center', including a pro-shop. DPRD plans to renovate a dilapidated structure from 1923 that once served as a shaded picnic area with restrooms. The renovation will include the removal of the restrooms as a means to make the structure more visible. DPRD also plans to add new walks and drainage to the site (Winters 2005).

Finally the NDHS site, with its twenty-six temporary classrooms that greatly reduce practice field space and overall visibility, has needs that are the most critical. The construction of a new annex building is underway across Haskell Avenue south of the main school building. The annex will allow for twenty temporary classrooms to be

removed, but six will remain due to lack of funding. The annex project also includes the reorganization of vehicular circulation around the campus through closure of Haskell Avenue. A public plaza is included in place of the street to eliminate pedestrian and vehicular conflict and better connect the two buildings. Additional parking is also needed at NDHS, but funding is not currently in place for a parking structure (Meier 2005). All power and telephone lines around the new annex will be buried, but the lines around the original part of the school's property are not currently slated for burial (Meier 2005).

The Green needs to become an open, active public place; it needs to truly become the 'heart' and embody the 'spirit' of the neighborhood in which it exists (Sloan 2005). People need to feel comfortable going to small concerts, plays, or speeches in Cole Park; minimally-programmed space is needed for such freedom of activity (Sloan 2005). Restrooms are needed. The neighborhood needs to have visible and physical access to Cole Park and the playing fields of NDHS after hours, and the connection to and from these playing fields and Cole Park needs to be resolved – both visibly and physically. Cohesively-designed, pedestrian-friendly connections from Cole Park and NDHS across McKinney to Incarnation and Seventh Day are needed. Finally, some sort of traffic calming is needed on the north-south, one way routes of Cole and McKinney Avenues; both streets currently act as high speed avenues to speeding drivers avoiding the use of U.S. 75 (UT Arlington Studio 2005).

5.1.2 Inventory and Analysis

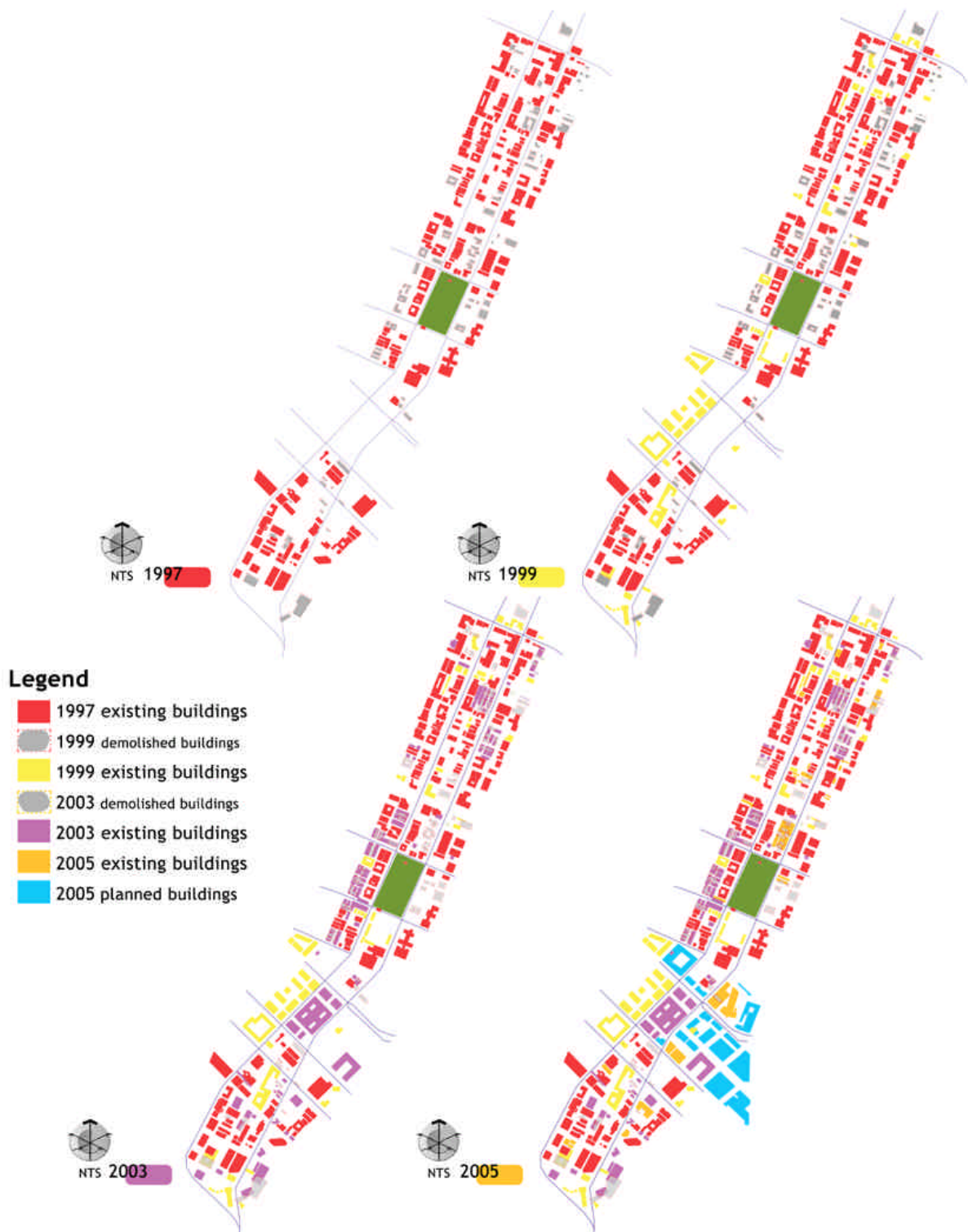
Several factors affecting The Green are reviewed in order to direct programming opportunities and constraints. The historical and social factors are presented previously in the site ethnography review of chapter three. Transportation, development, and visual factors and a unique hidden feature of the Cole Park site are discussed here. Graphic representations of these factors better helps to guide any future design studies; these are provided by the landscape architecture graduate students in Lee's fall 2005 Studio V at UT Arlington. Reviewing these factors aids in a more informed, viable program for The Green.

The traffic patterns in and around The Green contribute both positively and negatively to its over all connectivity—visibly and physically. U.S. 75 serves as the main artery to and from The Green from regions north and south of the study site. Pedestrian traffic from the east side of U.S. 75 is greatly impeded due to the expansive width of the freeway. Crosswalks at the intersection of Blackburn Avenue and the service roads to U.S. 75 promote little sense of pedestrian safety across the five lanes of the traffic intersection's signals. The DART lightrail also follows this route, and riders have close access to the site from the Cityplace Station. Both McKinney and Cole Avenues serve as the primary north and south routes through The Green. They are both one way routes, and site observation suggests that this contributes to higher than posted speeds along these routes. This speeding traffic impedes safe pedestrian crossing along the length of Cole Park and NDHS. Various secondary routes lead traffic to the east and west of the site (See Figure 5.1).



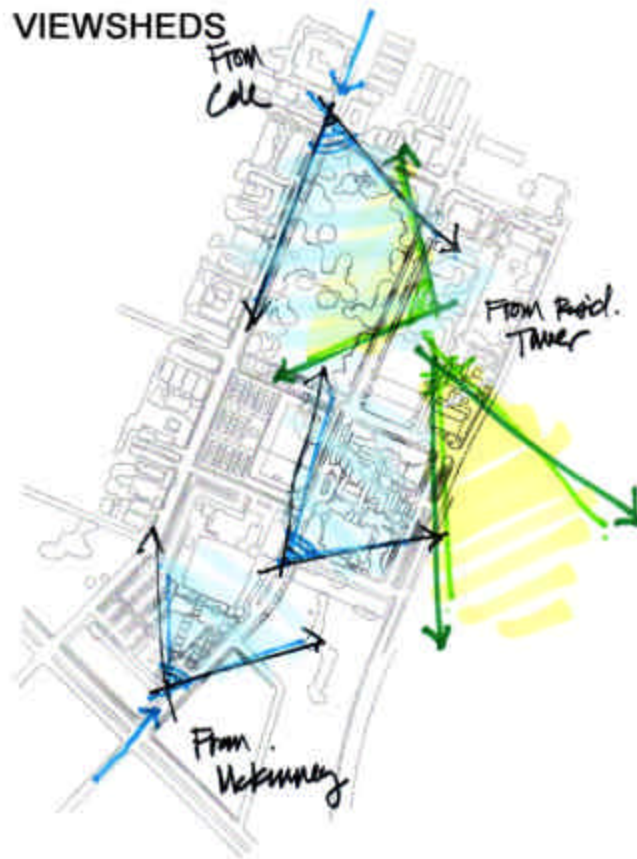
5.1 Inventory and Analysis: Vehicular Circulation (by Wendy Meyer, Natalie Stackable, and Valerie Warner)

A review of recent development trends in the area provides information regarding the increased density of the neighborhood surrounding The Green (See Figure 5.2). This data illustrate how the neighborhood has seen drastic change in just eight years. With the density of the neighborhood on the rise, The Green has an increased opportunity to serve its urban constituency in a new way.



5.2 Inventory and Analysis: Recent Development Trends (by Wendy Meyer, Natalie Stackable, and Valerie Warner)

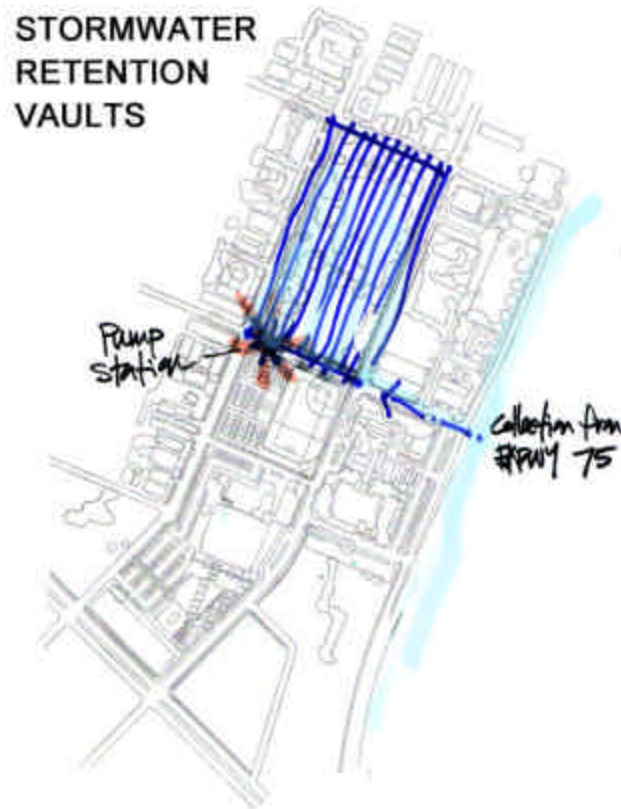
The potential visual connections or viewsheds to and from the site are important in the establishment of The Green as a visible center of Uptown. The historic North Dallas High School (NDHS) façade currently has a well-preserved visual connection to the south and the intersection of Blackburn and McKinney Avenues with its very dense development activity. However the siting of the new NDHS annex building will obstruct this view. Other prominent viewsheds of The Green include the southerly view into Cole Park from Cole Avenue, the northerly view from McKinney Avenue into the Incarnation and Cole Park sites, and the potential Downtown and Turtle Park views from any future mid-rise construction around the perimeter of Cole Park (See Figure 5.3).



5.3 Inventory and Analysis: Important Viewsheds (by Wendy Meyer, Natalie Stackable, and Valerie Warner)

The stormwater management system for U.S. 75 that lies underneath Cole Park lends a unique program element to The Green. Although they are well out of the public's site, the eleven concrete vaults that retain runoff water from U.S. 75 during heavy storms are a recognized element of Cole Park in other ways. These catacombs-like structures have been awarded for their engineering qualities, and their presence is visible by the access point and pump house in the parking lot for Cole Park.

Recognition of these vaults brings an authentic interpretive design element to the programming (See Figure 5.4).



5.4 Inventory and Analysis: Stormwater Management Vaults (by Wendy Meyer, Natalie Stackable, and Valerie Warner)

5.1.3 Opportunities

Opportunities exist throughout The Green that can make this space a viable place in the Uptown neighborhood. The following list of the opportunities is formulated and provided from the data collected in this study.

- 1) Opportunity: Development of eight to twenty-story residential living along McKinney Avenue on Incarnation's land (Cheatham 2005). This provides

residential frontage on three sides of Cole Park and a continuation of enclosure for the park.

- 2) Opportunity: Development of an Oxford campus-like, shared space among school and senior living center at Incarnation (Sloan 2005). This provides open spaces shared by the two communities where both can benefit from interaction with each other.
- 3) Opportunity: Development of parking structures along the service road to U.S. 75 for shared usage by both churches and NDHS (UT Arlington Studio 2005). This moves the majority of parking into an architectural parking structure along the less desirable, freeway frontage area of The Green. It also decreases development cost and coverage by sharing the parking among three institutions whose primary parking needs fall on different days.
- 4) Opportunity: Creation of a northern façade for NDHS that acknowledges the open playing fields and Cole Park to its north. This would transform the school building from turning its back on the open space to creating a connection between itself and the open space (Sloan 2005); (UT Arlington Studio 2005).
- 5) Opportunity: Relocation of the tennis courts (possibly to the NDHS site) and parking lot in Cole Park to open up the connection to NDHS (UT Arlington Studio 2005). The current, central location of the tennis courts and their parking lot visually and physically bisects the open space of the

school and the park. The relocation of these would allow for a more open central space.

- 6) Opportunity: Development of plaza space to the north of Incarnation that connects to Cole Park and NDHS across McKinney Avenue (Markle 2005); (UT Arlington Studio 2005). This provides both an axial extension of Incarnation's historic building and a connection across McKinney Avenue to the open spaces of Cole Park and NDHS.
- 7) Opportunity: Creation of a significant water feature (Cheatham 2005) or monument acknowledging a connection between all four sites (UT Arlington Studio 2005). An element such as this has the potential to provide a visual landmark to The Green that unifies the site.
- 8) Opportunity: Execution of a previously planned extension of the McKinney Avenue Trolley to accommodate The Green (UT Arlington Studio 2005). This provides additional access to The Green.
- 9) Opportunity: Creation of designated parallel parking places along Cole and McKinney Avenues that do not interfere with traffic (UT Arlington Studio 2005). This would allow for a better flow of traffic along McKinney and Cole Avenues during heavier traffic flow.
- 10) Opportunity: Preservation of the visibility of NDHS's historical façade to the new developments surrounding the intersection of McKinney and Blackburn Avenues (UT Arlington Studio 2005). This would provide a strong visual connection into The Green, acknowledging the historic

school's importance to the neighborhood and preventing any feeling of exclusion for the students of NDHS.

- 11) Opportunity: Acknowledgement of the underground storm water tunnels for U.S. 75 (Markle 2005). This could guide the organization of any design of the site, while acknowledging a significant human achievement that lies beneath the park.
- 12) Opportunity: Removal of all temporary classrooms from the NDHS site (All informants 2005). The presence of the temporary classrooms has negative visual and aesthetic impact on the site.
- 13) Opportunity: Creation of loosely-programmed space in Cole Park to serve as the true village green portion of The Green (Sloan 2005). This space could serve as a place for planned or impromptu public, church, or school-sponsored gatherings.
- 14) Opportunity: Creation of grading enhancements to Cole Park that enhance the possibility for visible recognition of the space (UT Arlington Studio 2005). The current average grade of the park is two percent. While this is appropriate for activity in a park, it has no contrast with the surrounding urban terrain.
- 15) Opportunity: Acknowledgement through interpretive signage of the historical public importance of the site (UT Arlington Studio 2005). This would lend understanding of the historical importance of this site to the public.

- 16) Opportunity: Creation of simple—but ample—shade structures in Cole Park that can accommodate a diverse group of events (outdoor classrooms, picnics, neighborhood meetings, markets, etc.) (Sloan 2005). These loosely-programmed structures could provide shaded outdoor classroom space or gathering space for neighborhood meetings or markets.
- 17) Opportunity: Introduction of a more diverse plant pallet to Cole Park (UT Arlington Studio 2005). The park currently has a monoculture of evergreen live oak trees that shade out most life beneath them. The introduction of deciduous tree and shrub species would provide more seasonal interest.
- 18) Opportunity: Strategic clearing and/or pruning of some live oaks in Cole Park to open up views (UT Arlington Studio 2005). The park currently has so many live oaks along its edges that visibility into the park is limited.
- 19) Opportunity: Strategic clearing and/or pruning of some trees at Incarnation to reveal the church's historical façade (UT Arlington Studio 2005). This would provide a visual connection to Incarnation.
- 20) Opportunity: Creation of a master plan for NDHS that includes the reorganization of the school's practice fields and the inclusion of outdoor structures, circulation, plantings, and lighting (All informants 2005). This could provide cohesive connections between the school and the neighborhood.
- 21) Opportunity: Burial of telephone poles and electrical highlines (Meier 2005). The highlines in and around The Green obstruct views and litter the

neighborhood with visual noise. Burial of these would provide an uncluttered urban space.

22) Opportunity: Creation of funding initiatives by means of bond packages, private organizations, and required park enhancement fees for height-encouraged development around the perimeter of Cole Park (Cheatham 2005) (Hughes 2005). Nothing will happen with the space unless the funds are available.

23) Opportunity: Promotion of public involvement in the planning phases (NDHS Informants 2005). Allowing the public to be involved with planning for The Green's future can provide them with a sense of ownership and pride in the space. It is also provides a free outlet of promotion for fundraising efforts.

While this list of opportunities is extensive, it still has room for expansion. It aims to provide a starting point from which to design a cohesive public place, The Green.

5.1.4 Constraints

Constraints were also acknowledged and formulated by the same means as the opportunities. Though fewer in number than the opportunities, the following list of constraints present significant challenges.

1) Constraint: Funding (All informants 2005). The funds that currently exist for Cole Park and NDHS serve to advance the properties, but the advances still fall short of creating a cohesive urban space (Meier 2005); (Winters 2005).

- 2) Constraint: Apathy on the part of some of the stakeholders (Markle 2005).
The stakeholders do not all see themselves as included in this space or the neighborhood, so little thought is given to advancement (Markle 2005). One stakeholder remains uninvolved in this study.
- 3) Constraint: Politics among the stakeholders that prohibits agreement on the shared and best usages within the site (Multiple informants 2005). The differences in the governmental and church entities of The Green create challenges that can be overcome with more understanding.
- 4) Constraint: Adoption of the idea that this space is in a completely unique position to play a significant role in Uptown's history and evolution (Sloan 2005). Without the buy-in by the stakeholders and the public of the potential that the site has in unifying the neighborhood, no such project will progress.

5.2 Conceptual Study

Through interaction with the landscape architecture graduate students of Lee's fall 2005 Studio V class at UT Arlington, formulating a program for The Green evolved. The students produced a conceptual design that takes advantages of the programming opportunities of The Green (See Figure 5.5). While not the focus of this study, the design is offered as a possible solution to making the space of The Green into an active urban place in Dallas' Uptown neighborhood.



5.5 Conceptual Study: Design Concept for The Green (by Wendy Meyer, Natalie Stackable, and Valerie Warner)

CHAPTER 6

CONCLUSION

The parcels of land comprising The Green have the potential to unite the Uptown neighborhood and beyond into a cohesive place. The Green can offer Uptown a public place where similarities are discovered and differences are celebrated: residents can meet in the space for neighborhood gatherings; students can use the space for outdoor learning; and churchgoers can gather in the space for picnics or celebrations. This historically public space has served the surrounding neighborhood for many years, and the recent changes in the neighborhood provide a catalyst for The Green to serve a new urban fabric.

Through a formulated program presented here, the possibilities of change can be guided. This program uses approaches presented in a literature review regarding urban public space as its foundation. The program is built upon information gathered from property stakeholders, key informants, developers, landscape architects, architects, and academics. It considers the needs, inventory, and analysis in determining a set of opportunities and constraints. The program is further enhanced by the inclusion of landscape architecture graduate students from UT Arlington whose design concept offers possible solutions.

The Green has the potential of being a place which captures the spirit of Uptown, and adoption of this study's program could guide planning efforts toward this

achievement. Implementation of the opportunities outlined here could create a shared urban space that is used by multiple groups for multiple purposes. The space would continue to have athletic opportunities, while offering the possibility for other recreational and cultural possibilities: plays; concerts; political rallies; school carnivals; weekend markets; and picnics. An implemented program could also provide cohesive visual and physical connections between the different properties within The Green and the surrounding neighborhood. This would welcome residents to use the school's playing fields after hours, and bussed school students might feel more a part of the neighborhood where their school has existed for over eighty years. The potential benefits to the increasingly urban Uptown neighborhood are endless.

The Green's potential as a neighborhood nexus will only be seen when the property stakeholders, development leaders, the constituency of The Green, and design professionals are involved in a collective effort to transform this space into a vibrant urban place. This will involve the acknowledgement of the cultural, historical, and geographic importance of the space and its potential for having a positive economic impact on neighboring properties. It will also involve creative new ways of raising funds to design and construct The Green in a new capacity.

APPENDIX A

STAKEHOLDER CONVERSATIONS

A-1: Interview with Incarnation Business Administrator

Subject Site: Church of the Incarnation

Interviewee: Jim Markle

Date: January 2005

- Issues exist in communication between Incarnation and North Dallas High School (NDHS). The new principal at NDHS is not as communicative.
- NDHS is leasing space to Fellowship Bible Church on Sundays, because they do not currently have their own building. This is causing parking issues for Incarnation.
- Incarnation has considered for-profit options that would create a parking garage between Incarnation and the adjacent Cityplace property to the south. There are issues with this because Cityplace owns this land, and they are reluctant to sell us any of it or share uses because of liquor sales. Texas will not allow liquor sale within 100 feet of church property. They are afraid it will scare off developers that might want to develop mixed-use complexes on the neighboring site. In addition to parking fees from the garage, Incarnation could make income from cell tower and billboard rental space on the structure.
- Incarnation is considering a possible K-6 school for the vacant properties north of the main site. This could be a feeder school into the Episcopal School of

Dallas. Recreational space would be needed for the school; Cole Park could partially serve that purpose.

- Parking is also being considered for the property north of Incarnation. Parking is currently shared with Seventh Day.
- Seventh Day currently has a ministry building and a smaller school building to the north. Seventh Day wants to create a free medical clinic to be housed in one of their buildings. This probably isn't the right area of town for something like this.
- Incarnation has tried to buy Seventh Day's land from them (offered \$4.5 million for all six lots), but their governing board is reluctant to sell—this is their only presence close to the Downtown Dallas area. They only have 200 members, and these all come from far east Dallas; they have no membership from the adjacent neighborhoods.
- Seventh Day currently has a parochial school that is suffering, so Incarnation would like to acquire their building for their own K-6 school.
- Seventh Day doesn't really even understand the value of their land; they sold the lot adjacent to CitiHomes for \$75,000.
- If Incarnation could obtain Seventh Day's land, the alleyway separating the two could be removed; it is not a hindrance. The only possibly issue would be moving the old sewer line that runs down the alley, continuing southward directly under Incarnation's buildings.

- Cole Park would be a desirable area for shared recreation for Incarnation's school. Something would have to be worked out with NDHS, because they currently have some use of the park.
- The drainage system underneath the park should be acknowledged in some sort of design.
- Some sort of parking solution needs to be found for NDHS; we could possibly share with them. Security would need to be included for any shared solution. They may have an agreement with West Village's new expansion that is adjacent to them.
- The 1965 addition of Incarnation has never been inspected, so any future upgrades requiring permitting would be very expensive. We would have to bring everything up to code.
- Markle provided master plans for the Incarnation that were completed by Good, Fulton, and Farrell Architects of Dallas.

A-2: Interview with NDHS Informants

Subject Site: North Dallas High School

Interviewees: NDHS Informants (Names withheld)

Date: February 2005

- North Dallas High School (NDHS) is “busting at the seams.” The building was originally built for 700 students and the school now has 1900. Two additions to the building have been done, but these cannot accommodate the necessary classrooms. One of these is a gym extension, and the other has classroom space. The portable classrooms had to be added for the extra space—there are currently 15 and 6 new ones will be added at the end of the school year.
- The cafeteria was originally built for 300, so now NDHS is forced to have 6 thirty minute lunch periods. There is still insufficient space for this. And the cafeteria’s ventilation system is so loud that you can barely hear the person next to you talking.
- A new annex by architect Frank Meier, an alumnus of NDHS, has been approved by the citizens of Dallas, and construction should begin on this in the summer of 2005. Even with its 20 new classrooms, we will still have to have 6 portable classrooms.
- The parking garage that was designed with the annex was not funded.

- The Pi Organization does a lot for the school. It is made up of business leaders from 7-11 Corporation, Church of the Incarnation, ACS, Wilson and Associates, and others.
- The City has been a challenge for NDHS. The school used to hold a yearly parade along McKinney Avenue from the middle school to the south all the way up to Milam Elementary to the north (the feeder schools). The City will no longer allow this due to construction in the area and the potential street blockage that both cause.
- There is no money at the school for landscape or campus improvement. All of the focus is on test scores; the money the school makes from Fellowship Bible Church's rental of our space all goes toward raising test scores.
- New air-conditioning and wiring in the existing structure is also included in the summer 2005 construction budget.
- NDHS administrators really don't have time to work with the study, as their concentration is on test scores. It is suggested to work with DISD.
- The student leaders should be included in the planning process for the school's future.

A-3: Interview with Incarnation Rector

Subject Site: Church of the Incarnation

Interviewee: The Reverend Larry Smith

Date: April 4, 2005

- A major renewal for the NDHS area was in place, and its “thunder was stolen by the Trinity River project. The urban energy moved” away from this area.
- The land east of Central Expressway is half the price of that on the west side. There has not been much change in this area for fifty years—all the way to Baylor Hospital. However one major change has been the raising and redevelopment of the Roseland Projects.
- There has been a displacement of the minorities of the neighborhood to the area of the Episcopal Cathedral of Dallas, on Ross and Henderson Avenues. Incarnation sees the need for “outreach across Central” Expressway; the church could be a “bridge” across Central Expressway.
- The days of Ben Milam Elementary School to the north are numbered.
- A foundation related to Incarnation holds the title to the vacant property to the north of Incarnation, not the parish.
- Incarnation would like to build a K-6 private school, but this really doesn’t produce the money the City wants from this land.

- Incarnation would like to tear down or re-face the south building (from the sixties), but this may be too costly. The church would like to re-face the building in the traditional gothic style to unify the campus.
- Parking for Incarnation will most likely all go to the north, as negotiations for land to the south have not been productive.
- The neighborhood is “full of anomalies—and yet full of opportunity.” You have the ultra-wealthy of Highland Park to the north, and one of the poorest neighborhoods in Dallas to the east, and the differences don’t stop there. You have the ultra-conservative Republican stronghold of Highland Park and North Dallas, and Oak Lawn is the predominately gay, Democratic region to the southwest.
- This neighborhood really isn’t quite urban; it feels more suburban. “The urban Episcopal Church in the U.S. is ugly...poor, old, and gay.” Incarnation is not those things; we do have those members, but they aren’t a majority.
- There needs to be “a coordinated effort towards a master plan” for the area.
- Incarnation has the capability of bringing “visions into reality.” And through this the church could create a “bridge between the divine and human.”
- The school district should probably sell NDHS; this could become a “monument to conspicuous consumption...an older, wiser statement could be made.”
- A twenty-story “upscale retirement center” could be built on Incarnation’s land to the north.

- Father Smith's interest in the topic is evident. He explains that he was an industrial engineer prior to going into the priesthood; he has both landscape architects and city planners in his family.
- The neighborhood is not seen as integrated or sustainable. A "duality" exists in the area, and this makes for a "very fragile atmosphere."
- Incarnation is in need of expanding its sanctuary. They would also like to go underground or higher with parking. Commercial kitchen space is also needed.
- Incarnation would love to be able to build a "life center" with a pool, gym, auditorium, classrooms, etc.

A-4: Interview with Incarnation Business Administrator

Subject Site: Church of the Incarnation

Interviewee: Jim Markle

Date: October 5, 2005

- Re-platting is currently underway for the vacant properties north of Incarnation's primary site. Incarnation wants to use this property to build a new youth building on the north end and surface parking between that and the church's main structures. A school might be part of this plan, as well.
- If the city chooses not to allow this because of the tax revenue Incarnation would definitely a mid-rise senior living center, but there is no plan to sell the land back to developers.
- Incarnation could consider a parking structure where the sixties addition is or near the freeway portion of the property, rather than surface parking on the land north of the church.
- Incarnation's Uptown Service is not using the Seventh Day space across the street.
- Seventh Day no longer has a pastor. This could be the reason that they won't make contact with regard to this study.
- Negotiations have not really resumed in trying purchase Seventh Day's land. Incarnation has learned that the district head of Seventh Day has personal

attachment to this church location—his father was the pastor there for years. Incarnation feels it's a matter of time before Seventh Day will decide to sell the property.

- At the very least their parking agreement with Incarnation is up for renegotiation, and Incarnation is going to ask for first right of refusal on Seventh Day's land as part of this agreement.
- Seventh Day's parochial school's "days are numbered." They have lost their upper grade level students to the regional Seventh Day school in Arlington, so they only have sixty students and six teachers left. "This is not economically viable."
- Incarnation is still having communication issues with the relatively new principal at NDHS, so no parking solutions are closer to realization.
- Incarnation continues to allow NDHS to use its southern structure for school events like dances or carnivals.
- The Fellowship Bible Church's lease agreement with NDHS is up for renewal. If Fellowship stays on at NDHS, parking solutions need to be solved. Incarnation has talked to Fellowship about leasing parking space from the office building north of Elizabeth Street off McKinney Avenue. Their multi-level garage is not used on Sundays. The two would share the cost of shuttle bus service to and from the parking garage if this agreement were to happen.
- Cityplace only has one parcel of land left for development—the one at the corner of Central Expressway and Blackburn Avenue. An eight-story apartment

development is going on the property directly to the south of Incarnation. It will be a u-shaped development with a central, hidden parking structure. Twenty story structures are underway for the land where Hank Haney Golf Center currently is.

A-5: Interview with Assistant Director of Planning,
Design, and Construction, DPRD

Subject Site: Cole Park

Interviewee: Willis Winters

Date: October 18, 2005

- CitiHomes funded a park study by HLM Architects. This particularly focusing on a tennis program that included a tennis pro and pro shop. They saw this as a need for their clientele. Friends of Cole Park was also formed around the same time.
- A 2003 bond package funded the creation of a master plan by TBG Landscape Architects and upgrades for Cole Park (\$668,000). The master plan is much like the HLM plan. However it was done by landscape architects, so it is more “sympathetic to the nuances in the landscape.”
- The neighborhood associations wanted the pavilion in the park gone, because it is a hang out for gangs. This structure is not going to be removed, because it is a pre-WPA historical structure from 1923. It will be renovated, removing the restroom wing, opening up the transparency of the structure, and providing better lighting. It will now be a rectangular structure instead of a t-shaped.
- The tennis pro from Samuel Grand Park is being consulted in regards to tennis program at Cole Park. He wants to install a bubble over the courts for year-

round play and a pro shop. These are not funded by the current bond, and it is doubtful that a bubble will be installed. This would visually separate the area too much.

- The property values around revitalized parks in the city have increased. This would be a great thesis topic for a landscape architecture student.
- The fair began at Cole Park in or around 1870. In 1886, the two fairs merged at Fair Park. This is how the neighborhood subdivision got its original name—Cochran Fairland.
- The heirs of John D. Cole sold the land to the City in 1923 for \$52,588.88 under an option to purchase in the lease agreement. That was half of its value at the time.
- Positive redevelopment has happened in the area. Substandard structures have been removed.
- Incarnation and North Dallas High School (NDHS) both stand as good examples of institutional architecture in the neighborhood.
- The area is now known as “Knox Park” due to CitiHomes marketing.
- The area shares similar spatial characteristics with Exall Park to the east, and Tietze Park on Skillman (except that Tietze is surrounded by single family homes). It is kind of like Randall Park by Woodrow Wilson High School, too. It shares history with this park; they were purchased at the same time, and their pavilions are identical.

- “A dog park was part of the original plan, but this was nixed.” There is not enough space for a dog park, because the area of a dog park has to shift for “turf recovery.”
- There are turf issues on the playing field area (mostly used for soccer) of the park. The area suffers from overplay.
- Griggs Park to the south is currently used by NDHS for soccer practice, but the soccer area of Cole Park is available for school play (NDHS or a private school at Incarnation).
- Park master plans by HLM Architects and TGB Landscape Architects were provided by the Dallas Parks and Recreation Department. Historical photographs and plans were also provided.

APPENDIX B

KEY INFORMANT CONVERSATIONS

B-1: Interview with Kenneth L. Hughes, developer

Subject Site: The Green and Uptown

Interviewee: Kenneth L. Hughes

Date: May 18, 2005

- It doesn't make a lot of sense for Seventh Day to be on this site—if they could be convinced to relocate that would be good. They need money or a dynamic new minister to convince them of this. This is basically an “out parcel”; it makes more sense for Incarnation to own and use this property.
- There are zoning issues all over the area. High schools are always issues. North Dallas High School is “not a good neighbor; it's a distraction. It's out of sync with the gentrification” of the area.But since the school is here, a plan for parking/bus transportation/queuing needs to be formulated.
- The school's demographics don't match the neighborhood; this diminishes the property values adjacent to the school.
- Rental property would work adjacent to the school, because there is no long term investment on the part of the resident.
- A master plan is needed for the entire area. Height could cause the density issues of the area, but there is resistance on the part of City Zoning and the neighborhood. Look at Vancouver's model of density for a good example that has worked. More long term market demands would be met with more height.

- The McKinney Avenue Trolley is just an “amusement unless air-conditioned cars are added.” This might provide a clearer perception of “easy transit.”
- This space is really unlike similar spaces in other cities, because is really “soulless.” It’s unlike Atlanta’s midtown. “Atlanta is better zoned and well organized around the spine of Peachtree. MARTA is *in* the space; DART is not.”
- The Pearl District in Portland is an area to look at for guidance. It was a former rail yard. “Uptown could be this.” The Pearl District has managed its zoning; it has height diversity and parking maximums (rather than minimums). There is also a working street car system in the district.
- State-Thomas in Dallas now stands as a lost opportunity; “they missed the beat” due to the low heights and lack of retail. Instead there is a great turn over of the restaurants and retail of the area due to “lack of a critical mass.”
- West Village survives due to the new development around it.
- The one-way streets in the area are hard to justify.
- There needs to be some grid of retail in the area—not strip retail like Knox Street. “The grid is urban—strip is suburban.”
- The Demographics of Lemmon Avenue are non-local; the commuters from the north use this route. These one-ways further confuse the West Village connection to Hall and Bowen to the south. “The connection between Primo’s and West Village needs to be better.”

- West Village doesn't have a pedestrian sense—partially because of limited on street parking. Urban development should have no surface parking in front of retail. West Village paid too much for the land, so they had no option to build underground parking or concrete piers for more height.
- Too many twenty-story buildings will kill the short term market.
- Cityplace has been slow to develop due to the Bass Family money involved.
- The study area really has two zones that need to be improved—Blackburn to Fitzhugh and McKinney to Cole. Cole Park could serve as a node, but it needs to be more adult-oriented recreation. It could be improved through the formation of a 501C3 or a bid/window tax. Cole Park could be the anchor of the area.
- McKinney Avenue is a weak public space. Most of the former development there was oriented to the freeway; it should be oriented toward McKinney. This would better serve the neighborhood and provide neighborhood focus.
- This zone is not a low rise zone.

B-2: Interview with Diane Cheatham, developer

Subject Site: The Green and Uptown

Interviewee: Diane Cheatham

Date: September 27, 2005

- Cole Park could be a “grand space due to its size and location.” It has great trees; maybe it needs a pool. It definitely needs private funds and new programming. North Dallas High School (NDHS) should share this space for soccer and/or baseball. It needs a good playground and picnic space. It should be a “destination spot.” The park needs a major water feature or a fountain with topography-defining seating surrounding it. Maybe it could have a pond as part of Central Expressway’s drainage; this could be funded by the Highway Department.
- The presence of kids in the neighborhood is going to rise again. With gas prices where they are, people in the Plano are not going to want to pay \$5 per gallon to commute to work Downtown. The area needs to be kid-friendly, and the schools need improvement.
- The school is not a hindrance, but rather an opportunity. Some of the land could be “modeled after Alice Waters’ grow-what-you-eat program” in Berkeley, California. This could be a model for other schools in the DISD, and it could be

a way of combating America's growing obesity problem. Most fat children are those in the lower income brackets, and a program like Waters' could help this.

- The space has to be walkable. It needs to “encourage adults and children to get out and walk. Get people walking.”
- There are issues with a dual school/retail program. Retail close to schools is not viable due to restrictions on developers; it makes developing unattractive. There could be services for parents, though.
- There should instead be dense housing on around the park. The Dallas Planning Department complains about sprawl, but they have reluctance toward height. Eight- to twenty-story development around the park would be optimal. Developments like this could have dollars designated to go to Cole Park.
- A dog park or dog bathing area at the park might be a good thing for the neighborhood.
- There is currently child care at NDHS for latch key and teacher's children. This needs to continue.
- Incarnation and NDHS should be able to share parking; they use parking at different times during the week. It would be more challenging for NDHS or Incarnation to share parking with retail.
- West Village's extension across Blackburn does not block the space in an adverse way; “it stands on its own.”

APPENDIX C

DESIGN PROFESSIONAL CONVERSATIONS

C-1: Interview with Architect and NDHS Alumni

Subject Site: North Dallas High School

Interviewee: Frank L. Meier

Date: February 2005

- Frank Meier is on the board of the Pi Organization for North Dallas High School (NDHS). The organization provides \$2-3 million per year in college scholarships for NDHS graduating students. The Robert Dedman Trust provides four full scholarships per year to Southern Methodist University. The organization also holds a yearly banquet for the students and has supplied the school with computers.
- The original plan for the new NDHS annex included a parking garage to be shared by West Village. This fell through when Henry S. Miller Company, the original developer of West Village, declared bankruptcy and The Gables took over the construction for the expansion. They did not want to share parking with NDHS due to potential security issues, so they are building their own parking underground.
- Meier has worked closely with Interim Superintendent of DISD, Larry Gropel, on the annex plans for NDHS. The funded project will include twenty new classrooms, and the design allows for a second phase that would include twenty more classrooms. All of Meier's work was originally pro bono, but the bond

package that was passed for the funding up school upgrades includes fees for his work on NDHS and other schools.

- An earlier addition that Meier designed for NDHS included a Department of Energy grant for solar panel on the roof of NDHS. These paid for themselves in four and a half years.
- Meier graduated from NDHS in 1955, and his mom is an alumna from 1927.
- Meier would like to see Cole Park shared for athletic fields or a track if possible. CitiHomes funded a renovation plan for the park, but the actual renovation funding fell through when CitiHomes was sold to Centex Corporation.
- The new landscape and site plan for NDHS, completed as pro bono work by Newman, Jackson, and Bieberstein, includes upgrades to the parking and ADA requirements (the outside of the building currently only has one handicap ramp). Haskell Avenue would also be closed for a central connecting plaza. A fountain is being designed for the plaza, and donated money is almost in place to build the fountain.
- Money is also included in the bond package for deferred maintenance on the air-conditioning and wiring systems of the original NDHS structure.
- The plans have also been expanded to include the burial of the electrical and telephone lines around the new annex, but the funding for this does not include burial of the highlines around the rest of the NDHS campus.
- Landscape and site plans for NDHS were provided by Meier, as well as a rendered image of the new annex and plaza.

C-2: Interview with Kevin Sloan, Landscape Architect and Assistant Professor

Subject Site: The Green and Uptown

Interviewee: Kevin Sloan

Date: November 8, 2005

- Seventh Day Adventists are some of the longest living people on the planet. There was a recent article in National Geographic about lifespan, and it attributes the Seventh Day people's success to their Old Testament dieting requirements.
- The study area is "undifferentiated and disconnected" to everything else in the area.
- There is a "lack of relationship" between North Dallas High School (NDHS) and Cole Park. The lack of a rear façade on the school "impedes any relationship to the park." There needs to be some sort of architectural frontage to the north toward the park. Issues of parking at the school's rear need to be resolved through this effort, as well.
- Incarnation fronts on McKinney and faces nothing. There needs to be differentiation between the public and private realm, perhaps an open air structure on the school and park's west side to balance Incarnation to the east.

- The park has an “ambivalent” relationship to other properties around it. There seems to be an overall “spasmodic acceptance of random structure not adding to the programming of the park.”
- The space should be more like Bryant Park in New York or the space in front of Grace Cathedral in San Francisco. It is a “space to be occupied.”
- Burnet Park in Ft. Worth is the direct opposite of Cole Park. There is no urban life around Burnet Park.
- Programming for the area needs to be “inclusive, not exclusive.”
- The addition to NDHS needs to have “21st century sensibility.”
- The *need* of a neighborhood center should be identified—an intensification of the public awareness. There is “no other space quite like it in Dallas.” It should serve as a space for “ritual” and “gatherings.” There needs to be a “recovery” of the history of this being a gathering place. There should be elements grouping the activities together.
- Cole Park could include a structured lawn for the overflow of cars.
- Grouping the young and old together in a separate, but related, upscale retirement center and private school on Incarnation’s site would be better than isolating the elderly. Isolation of the elderly is not a positive thing; it is “quarantined benevolence.” Incarnation could call this the “Alpha and Omega program and structure the two much like the Oxford Campus with arcades and courtyards keeping the space dense and small scaled.” Volunteers from the

retirement center could help with school functions and interact with the children, and the children could entertain the older generation, keeping them active.

- Cole Park could serve as an “outdoor displacement of the schools” (NDHS and Incarnation). There could be a loosely-programmed outdoor or air-conditioned pavilion in which to hold art classes or performances. A “generic space pavilion” in the park would be good.
- The programming of the park should include a “simple definition of the space and volume.” This could be a place for students and the public to meet with political figures.
- The area does metaphorically serve as a bridge, but this may not have the architecturally-equivalent metaphor to support this as a name for the space. The space is much more of a gathering space, much like a village green. Maybe “the commons” or “the green” is a better name. Green gathering space, much like the Sprint campus contains, are what the aim is here.
- If any topography is to be pronounced on the site, it needs to be extreme—like a thirty-five foot high earth form that is “clearly artificial.” It would need to be “ziggurat-like” and allow for people, especially children, to climb on it.
- The solar patterns should also be recognized in programming the site. The north side of NDHS stays in the shade most of the year, so some type of façade or attraction at the north of the park should be replicated to draw attention that direction. People should be oriented to the north.

- The space should be loosely-programmed so that there is “organization to the space when needed.”
- This space could serve as a “beehive” for elevating the population around it.

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Biff Sturgess, SASLA, is an award winning graduate student in landscape architecture at the University of Texas at Arlington. He holds a Bachelor of Science degree in biology with a chemistry minor from Texas Tech University; his undergraduate career includes one year of study in environmental design at Texas A and M University. His interests are primarily in urban design and the marriage of landscape architecture and architecture in the creation of public place. These interests have been catalyzed by growing up in a farming and ranching family, gardening with both grandmothers, and traveling extensively for personal and professional purposes. Before deciding to change careers, he worked as a business consultant for the software industry. He has interned for both David Rolston Landscape Architects in Dallas, Texas, and the national award winning Design Workshop in Lake Tahoe, Nevada. He plans to join Hocker Design Group in Dallas, Texas, following graduation.