

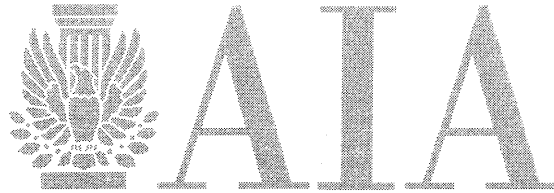


The American Institute of Architects



Dallas

Trinity  
Policy



**The American Institute of Architects**

**Dallas**

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We are pleased to present the AIA Dallas' position and policy recommendations for the Trinity River Corridor project.

This booklet, a result of AIA Dallas' work over the past four years, contains the documents that provide a view of AIA Dallas' comprehensive analysis as it relates to the built environment and Trinity River Corridor project.

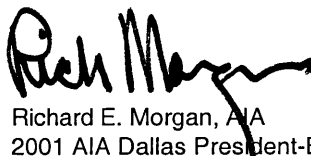
If there is just one message to the people of Dallas from our four year's work, it is **the urgent need to create a grand urban vision through urban design for the Trinity River Corridor...**the place for people that was originally envisioned by the voters who approved the 1998 bond issue. It is critical that Dallas identify and engage a nationally renowned Planner & Urban Designer to help lead an interactive effort to create a bold and distinctive vision for the corridor. This must be done.

AIA Dallas is committed to leading the effort to identify funding for the Trinity River Corridor Urban Design and Planning Team. We must move forward today to put the team in place for the project to avoid delays.

Sincerely,



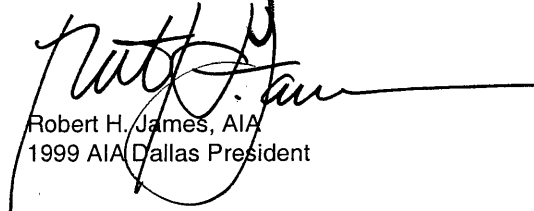
Myriam E. Camargo, AIA  
2001 AIA Dallas President



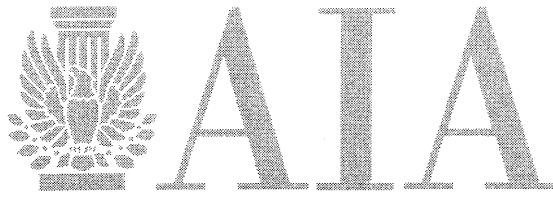
Richard E. Morgan, AIA  
2001 AIA Dallas President-Elect



Robert L. Meckfessel, AIA  
2000 AIA Dallas President



Robert H. James, AIA  
1999 AIA Dallas President



The American Institute of Architects

Dallas

AIA Dallas Trinity River Policy  
November 2001

## INTRODUCTION

The Dallas Chapter of the American Institute of Architects continues its support of the redevelopment of the Trinity River Corridor as an urban amenity for Dallas' citizens and visitors, both in the near future and in years to come. Here, at the opening of the 21st century, the Trinity River Corridor offers Dallas a rare opportunity to create a great urban experience that fulfills its citizens' dreams of what their city can be. Liveable. Dynamic. Varied. Sustainable. World-class.

The simple existence of this opportunity does not necessarily equal success, however. Attaining a vision requires an integrated plan of action to become reality. With the sole purpose of furthering this vision, AIA Dallas has taken several actions since the 1998 bond election. These include attendance at workshops as participants and facilitators, development of a position paper to offer professional recommendations, and careful monitoring of subsequent progress to keep AIA leaders and members informed about the complex issues and proposed solutions.

Continuing this process, AIA Dallas recently held a three-day symposium at which 29 speakers, including governmental representatives, consultants directly involved in the project, civic groups, and private individuals, made presentations to capture a comprehensive understanding of the project issues to date. A wide variety of viewpoints were presented covering a range of topics, including transportation, environment, hydrology, recreation, and economic development. AIA Dallas was represented by a number of individuals, most particularly an eight-member Advisory Panel of highly respected and capable architects who had no previous direct involvement in the Trinity River Corridor Project. They listened carefully, asked questions, and then carefully documented their observations and recommendations for the Executive Committee. Their report is included as Appendix A.

The Executive Committee of AIA Dallas has carefully considered that report, as well as the recommendations of the Government and Industry Affairs Committee, and the Trinity River Task Force in order to create a position and a policy to guide and direct the unified efforts of the Chapter. AIA Dallas offers the following observations regarding the current and future status of the Trinity River Corridor.

## OBSERVATIONS

AIA Dallas believes there is much to admire in the current progress of the planning of the Trinity River Corridor. The Calatrava bridge extending Woodall Rogers Freeway will be a dramatic, soaring addition to the Dallas skyline, as well as a much-needed link to West Dallas. The plans for protecting the Great Trinity Forest and improving access to it will bring this environmental amenity into the lives of far more Dallasites. The proposed system of trails will provide recreational amenities greatly needed in many parts of the city, as well as a link to the overall regional trails system. Very importantly, the public discourse prompted by the ambitious Trinity project is a positive sign of the concern and care that Dallasites have for their city, even when expressing differing opinions.

While there is much to be admired in the work to date, there are still critical shortcomings in the current process which threaten the ultimate effectiveness of the vast expenditures of time, money, and effort this project will demand. The most important of these is the lack of a grand vision – one that is appropriate for our unique river and forest assets and that provides an integrated solution addressing all critical issues with equal priority - transportation, recreation, hydrology, environment, and economic development. While much thoughtful work has been done by talented consultants to resolve each of these issues separately, no one entity has been charged with the task of addressing them all together - to create one plan that solves each of them without excessively impacting the others.

On the path currently being taken, the Trinity River Corridor will not become Dallas' answer to the great urban places of the world - the Seine in Paris, New York's Central Park, or the Boston Commons. It will fall short of the amenity most citizens expect – a development rivaling Austin's Town Lake, or Washington D.C.'s Rock Creek Parkway. More locally, it will not prove to be the great success of other equally ambitious civic projects such as DFW Airport, North Central Expressway, or DART.

Thus, the Dallas Chapter of the American Institute of Architects has adopted the following policy:

## AIA DALLAS TRINITY RIVER POLICY

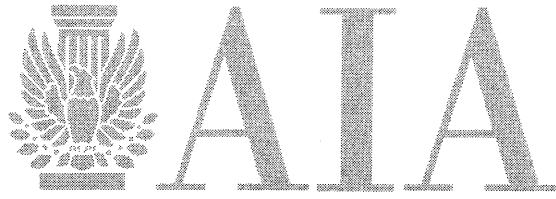
Whereas the Dallas Chapter of the American Institute of Architects seeks to continue its support and pursuit of excellence in the redevelopment of the Trinity River Corridor and:

Whereas the Trinity Corridor's rivers and forests combine with its undeveloped and under-developed land to offer a unique opportunity to not only solve immediate infrastructure concerns, but also to create a legacy of a more mature, vibrant and liveable community;

Be it resolved that AIA Dallas; through both the collective and individual efforts of its members and in partnership with the community shall:

- Vigorously encourage and support the creation of a "**Grand Urban Vision through Urban Design**"- the place for people that was originally envisioned by the voters that approved the 1998 bond issue.
  - Pursue strategies to identify and engage an eminent, nationally and internationally renowned Planner & Urban Designer to help lead an interactive effort to create a bold and distinctive vision for the Trinity Corridor. The Planner / Urban Designer must have a broad scope for this visionary process, building on previous design efforts that were very limiting in scope.
  - Encourage the development of a more comprehensive plan for the Trinity Corridor that evenly balances the region's needs for mobility, flood control, recreation, economic development and the environment. Promote better understanding within the leadership of Dallas and the Region of the value of true excellence in urban design and city planning.
- Vigorously encourage and support the development and application of "**Smart Growth Principles**" successfully being employed by many progressive communities in this country today.
  - Encourage alternative flood control measures, such as providing incentives for greater point source retention of water throughout the watershed.
  - Support development of the Trinity River Corridor and all of Dallas as a "walkable community".
  - Promote mixed land uses, compact building design, and variety in housing in the Trinity Corridor as a model for redevelopment.
  - Advocate the preservation of open space, natural beauty, critical environmental areas and historic resources.
  - Advocate and support a variety of transportation choices.
  - Promote sustainable, low maintenance naturalized environments inside the levees.
- Advocate a continuation of the search for a comprehensive system-wide "transportation vision" that 1) will relieve congestion in the "Canyon" and "Mixmaster" and 2) will respect and enhance the recreational and economic development potential of the corridor.

AIA Dallas continues to pledge its on-going commitment to serve as a resource in efforts to build a greater sense of community, and in fostering excellence in the built environment in our community.



The American Institute of Architects

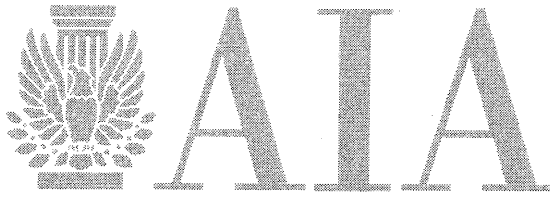
Dallas

Policy Summary Matrix  
November 2001

**SUMMARY OF AIA DALLAS POSITION ON TRINITY RIVER DEVELOPOMENT ISSUES**

PROJECT COMPONENT	AIA DALLAS POSITION	COMMENTS
<b>PLANNING AND URBAN DESIGN</b>		
Urban Planning	AIA <b>strongly recommends</b> expanding the vision of the long range potential of the Trinity Corridor and reassessing the process and the schedule toward achieving that vision.	A highly qualified planning team, recognized at national and international levels, should be commissioned to create an integrated, grand vision for the Trinity Corridor, addressing, in a more balanced manner, all aspects of the project. AIA is committed to a key role in funding the development of a grand vision.
Preservation of Historically Significant Bridges	AIA <b>supports</b>	
<b>RECREATION</b>		
Development of Trails	AIA <b>supports</b>	AIA applauds the recreational planning to date and urges:  1. Further development of amenities in conformance with the Grand Urban Vision  2. Involvement of Dallas Parks Department and other recreational stakeholders  3. Implementation of refined designs with all deliberate speed  4. Provision of funding for adequate maintenance and operations
Development of Boat Ramps	AIA <b>supports</b>	
Development of Public Plazas and Gathering Spaces	AIA <b>supports</b>	
Development of Equestrian Centers	AIA <b>supports</b>	
Development of Recreational Sports Facilities	AIA <b>supports</b>	
Development of Nature Interpretive Center	AIA <b>supports</b>	
Development of the Proposed Off-Channel Lake	AIA <b>Opposes</b> as currently planned	AIA supports the concept of ponds, lakes and wetlands as focus points and amenities within the corridor. However, the currently proposed lake is a timid and artificial design, only 1/9th the size of White Rock Lake. AIA urges additional design work and the development of more natural and varied water features incorporating significant low maintenance foliage and tree cover.
<b>HYDROLOGY</b>		
Dallas Floodway Extension	AIA takes <b>no position</b> on levee extensions or modifications	AIA urges long-range development of a watershed-wide program to encourage or require improvements in managing surface runoff rates and quality.
<b>TRANSPORTATION</b>		
Trinity Parkway / Tollway	AIA <b>strongly recommends</b> development of alternatives to the currently proposed high-speed tollway.	AIA recognizes the need for transportation improvements to allow Dallas to meet its mobility needs in the 21st century. However, AIA finds that the currently proposed high-speed, limited access tollway is inherently incompatible with the other goals of the Trinity River Corridor Project. AIA advocates a continuation of the search for a comprehensive system-wide "transportation vision" that 1) will relieve congestion in the "Canyon" and "Mixmaster" and 2) will respect and enhance the recreational and economic development potential of the corridor.
Calatrava Bridges	AIA <b>supports</b>	AIA urges continued study of transportation improvements and linkages west of the Calatrava Bridge.
<b>ENVIRONMENT</b>		
Great Trinity Forest: Acquisition of Additional Public Land	AIA <b>supports</b>	AIA urges implementation at all deliberate speed.
Conservation of Buckeye Grove and other Important Natural Resources within the Great Trinity Forest	AIA <b>supports</b>	AIA urges implementation at all deliberate speed.
Preservation of bird and wildlife habitats	AIA <b>supports</b>	AIA urges implementation at all deliberate speed.
<b>ECONOMIC DEVELOPMENT</b>		
Woodall Rogers Extension into West Dallas	AIA <b>supports</b>	AIA urges immediate study of linkages west of the Calatrava Bridge to optimize positive impact on the neighborhood and community.
Development of Gateways and Key Developments (8th and Corinth, Reunion Place, Etc.)	AIA <b>supports</b>	AIA urges further development of specific urban design proposals and implementation at all deliberate speed.
Preservation of Neighborhoods and Infill Housing	AIA <b>supports</b>	





The American Institute of Architects

Dallas

**Appendix A**  
Advisory Panel Summary Report  
September 2001

*The tendency of mankind to congregate in cities is a marked characteristic of modern times. The movement is worldwide. Men are becoming convinced that the formless growth of the city is neither economical nor satisfactory; and that overcrowding and congestion of traffic paralyze the vital functions of the city. The complicated problems of a city are not beyond the control of aroused public sentiment, and practical men of affairs are turning their attention to working out the means whereby the city may be made an efficient instrument for providing all its people with the best possible conditions of living."*

*(Chicago) in common with other great cities, realizes that the time has come to bring order out of chaos incident to rapid growth. Among the various instruments designed to accomplish this result, a Plan for a well- ordered and convenient city is seen to be indispensable."*

.....Daniel Burnham, 1906, "The Plan of Chicago"

## RESPONSES

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### Specific Comments & Reactions to the "Trinity River Corridor Plan"

As demonstrated by planning examples, which produced America's great urban parks, a successful and thorough urban plan includes more than five issues. Most significantly, they also include the design of any surface streets within the park; specific locations of new civic buildings, specific design proposals to the adjacent neighborhoods to correctly mesh the city with the public space. Additionally, all issues are equally weighted to prevent any one issue from dominating and compromising the success of the others. The AP finds the issues addressed in the current scheme are incomplete and too narrow to realize the full potential of the floodway.

The design did not demonstrate any connection or consideration of precedents culled from established and successful park designs which gave credibility and assurance to the design.

A 135-acre lake is inadequate to accommodate the recreational uses (e.g. sailboating etc.) as portrayed to the public in the Bond Election. The AP is highly concerned the outcome of the project as a usable and accessible recreational amenity is significantly beneath public expectations.

Although justified for "hydrologic reasons," splitting the river channel to bypass the lake is artificial, unnatural and inconsistent with contemporary thinking, which emphasizes the creation of low maintenance self-sustaining environments. Additionally these flanking channels will literally and psychologically operate as a moat preventing easy and convenient access.

The logical route to position the split channels ultimately constricts the size of the lake to 135 acres. Its elongated form restricts the movements of boats to only one direction and is inadequate to accommodate the uses represented to the public in the Bond Election.

High-speed multi-lane highways extinguish conventional recreational uses from occurring in any meaningful way.

The garden like design of the park land will be costly to maintain and is in opposition to the Trinity's natural inclination to be a wetland.

The Advisory Panel supports the initiative to architecturally consider all proposed bridges as represented by the Calatrava designs.

### Narrative Summary about the Trinity River Corridor Plan

The project's main programmatic elements - the lake, the Tollway, and recreational uses are compromising each other through their co-location into this site. The river cannot flow into the lake for alleged hydrological reasons. As a result, two bypassing channels isolate it from convenient recreational access. Conversely, logical routes for the channels constrict the size of the lake into acreage insufficient to meet the recreational expectations (sail boating et. al) that was portrayed during the Bond Election.

Furthermore, the Tollway becomes an inner liner isolating the park. Flood protection walls must be added to its interior edges since the preferred option is to place it within the levees. These conditions further restrict access and views of the park. Since the existing levees are already barriers to access, these addition elements make the park effectively inaccessible if they are implemented.

Although the Advisory Panel noted that intermittent pedestrian bridges had been shown to cross the successive barriers, no historic precedent was presented nor known to any committee member of a park with this degree of restricted and bounded access. This perception was supported by the design consultant's own characterization of the project as "access challenged." As a consequence, it is highly unlikely this design will generate the kind of social and economic benefits realized by other great urban American Parks.

### **Specific Comments and Reactions to the Comprehensive Land Use Plan (CLUP)**

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There is no connection between the economic assessment study and the Trinity River Corridor Project. Since their autonomy does not permit the exchange of any factual information, the studies do not gain any credibility or direction as a consequence of the other.

No rationale was given as to why 22 specific sites were selected given the form of the floodway has continuous urban frontage on both sides. As a result, The AP is concerned that the study is erroneously fragmented in its view dismissing the opportunity to envision the project's economic and urban design component as a contiguous whole.

The fact that the land use maps do not indicate any effect of one highway alignment over another is fundamentally unsound. Although explanations were offered this was due to insufficient professional fees, without this level of study - which in the view of the AP is fundamental - the CLUP is meaningless in evaluating the benefits of one alignment over another. Additionally, the CLUP did not evaluate the economic impact of a no-highway, park-only alternative.

The CLUP did not collect, study or evaluate the property value increases and effects that have been generated by other existing parks built in major American cities. (See introduction) The AP sees this as missing groundwork to build a credible business case that characterizes the economic benefits of the project.

## RECOMMENDATIONS

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### Towards a Sustainable Region

The environmental sustainability of our built and natural environment is a fact of contemporary discourse. Presentations made to the advisory committee made clear that growth and traffic counts used to validate the Tollway, were based on assumptions that planning models of suburban sprawl and singular use of the automobile would continue unchanged in our regional culture for the next 25 years. The AP finds these assumptions narrow and inconsiderate of the cultural changes already taking place nationally as well as in Dallas.

The success of light rail, pockets of newly developed high density neighborhoods such as Uptown, Addison Circle, and Legacy Town Center to name a few, clearly indicate a shift in patterns that will put worker and workplace closer together. This view was additionally supported by the NTCOG's presentation that the construction of new high-speed multi-lane highways is always a "last resort" to overcome transportation problems. The Advisory Panel lauds the NTCOG's view and dedicates its support to solve problems of regional mobility by considering the broader influences of sustainable strategies. To think in these terms is consistent with increasing national and worldwide emphasis on issues like the environment, air quality, stability of inner-city neighborhoods and the highest quality of life for the perpetuity of all generations.

### The Need for an Encompassing Urban Vision

An Encompassing Urban Vision comparable in content and thoroughness to those, which produced the great urban parks of America, is urgently needed for this project. (e.g., Burnham's plan of Chicago, Olmstead's plan for the Back Bay of Boston and the Emerald Necklace to name a few.) A nationally acknowledged urban planner that has worked on high quality waterfront projects, a landscape architect with built experience in river corridors, and an urban economist that understands the relationship between private values around public spaces are the essential participants formulating the plan. This effort may or may not compliment engineering studies already prepared and could be accomplished within the Environmental Impact Study timeline of one year.

This effort would insure that Trinity Park would achieve its highest potential in generating economic value and simultaneously lower risk of investment. The Advisory Panel pledges its assistance in mobilizing this undertaking, if supported by the resources of the Dallas Chapter of the AIA.

### Specific Recommendations for the Five Issues Enumerated in the Master Implementation Plan:

**Transportation** – A high-speed limited access Tollway will extinguish usable recreation and assembly within the levees in any meaningful way.

**Flood Control** – Wetland landscapes are more consistent with the floodway's natural and functional tendencies. A greater consideration should be given to utilizing these within the conveyance area. Environmental presentations reinforced wetlands are less maintenance given they are self sustaining.

**Recreation** – A chain of islands connected by a contiguous webbing of wetlands is more consistent with the environmental habitat of the Trinity and would add national distinctiveness (identity/image) to the recreational uses it would contain.

**Environment** – Splitting the Trinity to by pass the lake is unnatural, artificial, and was invalidated by any urban precedent that functions successfully. The over-engineering of this design diminishes the lake in size and use, and is antithetical to contemporary notions of self-sustaining environments.

**Economic** – The Comprehensive Land Use Plan must be rational and grounded in fact so that logical and informed decisions can be made about the Tollway. Realizing the highest economic potential of the Trinity opportunity will only be accomplished through empirical study working in conjunction with an encompassing urban vision.

### **Heighten Planning Emphases of Two Key Areas**

The urban region directly between the Trinity and existing aggregation of downtown buildings contains a collection underutilized low-density land uses. In the interest of developing a more tangible connection to the Park, this area should receive heightened attention. The designation of the Woodall Rogers Bridge as a landmark connection across the Trinity also demands meaningful and comprehensive planning of West Dallas including the entire length of Singleton Boulevard from the Trinity to Loop 12.

### **Increase Resources to Relevant City of Dallas Departments**

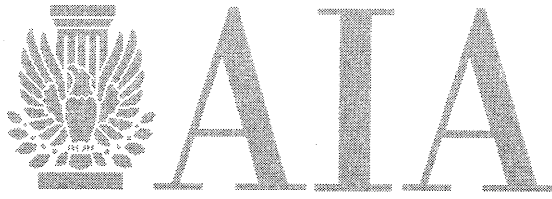
This project is too large for the private sector or any one developer to steward and coordinate. Towards that end, the AC suggests the City of Dallas distribute more resources to all relevant Departments (Planning, Parks and Recreation et. al.) to endow this project with the civic leadership and participation it requires.

## **SUMMARY**

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### **“A Usable and Pleasant Park as the Public Domain to Connect all Citizens and Neighborhoods of Dallas”**

The public realm of a city is the real estate where all are welcome – that all in a sense “own.” If designed to be usable and pleasant, the Trinity River will become the place equally shared and enjoyed by citizens of south and north Dallas. It is paramount to the success of this project, and to the long-term economic value it will generate through correctly planned adjacencies, that this project is conceived and implemented with an urban vision with parity to all issues. Towards this, our professional society is dedicated to enable and advance.



The American Institute of Architects

Dallas

**Appendix B**

AIA Dallas Community Involvement History



## **A SHORT HISTORY OF AIA DALLAS URBAN DESIGN AND CIVIC INITIATIVES**

The Dallas Chapter of the American Institute of Architects and its members have a strong record of active involvement on architectural and urban design issues of importance to Dallas. Issues have included relatively simple and benign matters, while others have been of great contention within the city's political landscape. There have been great successes and notable failures, and the level of AIA involvement has varied over the years.

Regardless of the issue, or the climate surrounding it, a few key words come to mind that describe many of the AIA's activities - courage, risk, challenge, community.

This history was assembled through interviews, personal recollections, and other conversations. It is by no means complete, detailed, or guaranteed 100% accurate, but it does provide an overview of past AIA's activities that should serve us all as background and encouragement as the AIA Dallas of today addresses the new challenges Dallas faces today, including the Trinity River Corridor.

### **the 1950s**

In 1956 and 1957, one of the earliest AIA Dallas initiatives involved the architect selection and project management processes by the Dallas Independent School District. The DISD process was highly restrictive in both design and process; Arch Swank and others took the issue on directly, opening up the selection process, and removing burdensome restrictions on the design and delivery processes.

Shortly thereafter, in 1957 and 1958, Hal Box and James Pratt, two upstart Dallas architects, led the development of a Master Plan for downtown Dallas, in conjunction with the Dallas Museum of Art, Greater Dallas Planning Council, and the Texas Architecture Foundation. AIA Dallas funded a presentation of the CBD urban design plan which was widely distributed. Ultimately, this effort led to the creation of the Central Dallas Association, an effective advocate for downtown interests that still exists today.

In 1959 and 1960, Arch Swank was back, leading (as President) AIA opposition to a proposed widening of Turtle Creek Boulevard, which would have devastated the one intact piece of the Kessler vision for Dallas. Ultimately, their success saved the Turtle Creek greenbelt that we enjoy today, and our descendants will enjoy tomorrow. Unfortunately, Arch took a lot of personal hits due to this courageous, far-sighted stand, and lost a lot of clients as a result.

### **the 1960s**

In 1960 or thereabouts, AIA Dallas went to Austin, backing an alternative view of the expansion plan for the State Capitol developed by Hal Box and James Pratt. AIA Dallas funded a slide presentation of the plan that was presented to the legislature in the old Paramount Theater.

From the late 60s, and on into the 70s, the AIA led the creation of a board of professionals, including landscape architects and planners, to advise the city on urban design issues. This group evolved into the Urban Design Advisory Group of today, and was responsible, at least in part, for the coming of Wei Ming Lu, the influential urban planner, to Dallas.

In the late 60s, ten firms, as a part of the Designs for Dallas program, created visionary designs for various parts of Dallas. One of those parts was the Trinity River, and included what was perhaps the first contemporary vision of a Town Lake. Following up on this, AIA Dallas supported the ultimately unsuccessful referendum to create a Town Lake.

### **the 1970s**

In 1975 AIA Dallas supported the creation of the first Preservation Ordinance in Dallas as championed by Wei Ming Lu, as well as the first Historic Districts. 25 years later, AIA Dallas was a vocal proponent for the strengthening of that ordinance, as well as extending the city's highly successful Preservation Tax Incentives program.

### **the 1980s**

In the mid-80s AIA Dallas, along with other public and private entities, provided funding for the Visions for Dallas project by James Pratt, which was recognized with a Progressive Architecture award for Urban Design.

AIA Dallas, always an advocate of mass transit, supported the unsuccessful referendum to create the Lone Star Transit Authority in the early 80s. A few years later, AIA Dallas again came out for mass transit, supporting the creation of the highly successful Dallas Area Rapid Transit system.

### **the 1990s to the present**

More recently, AIA Dallas and its members have been influential in numerous issues in Dallas, including establishing reasonable and clear Minority Business Participation guidelines. Similar efforts have included advocating clarity and equity in consultant selection processes, as outlined in City Directive 4-5. As a result of this last effort, AIA Dallas is ably represented by Bill Dickson on the committee responsible for reviewing that directive.

The AIA Dallas Urban Design Committee has been actively working with the city, residents, and other non-profits to develop new visions for the troubled Vickery Meadows neighborhood.

In 1998, under the leadership of Mike Wells, AIA Dallas spoke out about the flawed competition process for the Arena project to Mayor Kirk, the City Council, and the press. AIA Dallas encouraged future competitions to be run on a more transparent and equitable basis, based on widely understood rules, following AIA's prescribed competition parameters. Since then, the City has been blessed with at least one competition of much higher quality - that of the Arts Magnet High School - in which AIA Dallas played a key advisory role.

For the past three years, AIA Dallas has played an ongoing and active role in the Trinity River Corridor Master Plan process, including support for the original bond program in 1998, a 1999 paper calling for several key changes to the process (all supported by the Dallas Morning News), participation in Dallas Plan workshops, and hosting of a seminar in August of 2001 that provided an in-depth multifaceted overview of all aspects of the Trinity River Corridor.

### **the future**

AIA Dallas will remain immersed in issues involving the built form of our community. Future activities include continuing advocacy for the Trinity River Corridor to reach its full potential as an economic and recreation amenity, participation in development of a Lower White Rock Creek trail system, continued support for preservation and urban revitalization initiatives, and other issues only now appearing on the community's horizon. In addition, AIA Dallas members will serve individually as well in key leadership positions, in other organizations ranging from city councils to non-profit boards, from planning and zoning commissions to historic preservation task forces.

Courage, risk, challenge, community - these are watchwords from the past, but also for the future of AIA Dallas.