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( page 34 )

## A GATEWAY TO THE CITY OF DALLAS

### A County Government Center

John Crews Rainey

Submitted for the degree of M. Arch. in the  
Department of Architecture on August 13, 1958.

The city of Dallas, Texas, population 600,000, is air capital of the Southwest, a wholesale and manufacturing center, a quality retailing center, one of the largest insurance centers in the nation and an industrial giant.

The city, just over one hundred years old, was founded in 1841 by John Neely Bryan on a bluff overlooking the Trinity River Valley. Bryan's cabin still remains on the bluff as a testament of Dallas' amazing growth.

In the past fifty years the center of downtown activity has moved eastward from the area surrounding Bryan's cabin. Due to the recently completed Dallas-Ft. Worth expressway, and because of an existing ring of traffic around the downtown area limiting expansion beyond it, the downtown area will, in the immediate future, expand back to its original location.

To serve as impetus to the movement westward, and also act as a nucleus, it is proposed that a proper gateway to the city be created in the area which was the original site of the settlement of Dallas and which now exists as a decaying county government center.

On the site will be erected a new County Court House, preserving the existing building as a landmark of Dallas' growth, also preserving Bryan's cabin which is beside it. An additional County Records Building will also be required. A plaza for civic functions will be necessary---and development in such a way as to create the gateway to the city that the site implies and which use makes an actuality.

345 Commonwealth Avenue  
Boston, Massachusetts  
August 13, 1958

Pietro Belluschi, Dean  
School of Architecture and Planning  
Massachusetts Institute of Technology  
77 Massachusetts Avenue  
Cambridge 39, Massachusetts

Dear Dean Belluschi:

In partial fulfillment of the requirements for the degree of Master of Architecture, I herewith submit a thesis entitled "A Gateway To The City of Dallas, Texas; A County Government Center." I am

Sincerely yours,

C

John Crews Rainey

7

## A C K N O W L E D G E M E N T S

To those members of the faculty who have aided me in preparing this thesis I wish to express my sincere appreciation. Special acknowledgement is also due to Marvin Springer, Dallas' City Planner, for his assistance and information; to James Pratt and Hal Box, Dallas architects, who first stimulated my interest in the redevelopment of downtown Dallas; and to Bryan Thruston and Bill Booziotis, classmates from the University of Texas, who aided me in obtaining material in preparation of this thesis.

## T A B L E O F C O N T E N T S

	Page
I. Title Sheet- - - - -	II
II. Abstract- - - - -	-III
III. Letter of Submittal- - - - -	IV
IV. Acknowledgements- - - - -	-V
V. Table of Contents- - - - -	VI
VI. List of Illustrations- - - - -	VII
VII. A Brief Resume of the Origin and History of Dallas County- - - - -	-1
VIII. The Problem- - - - -	9
a. Need	9
b. Importance	16
c. Justification	19
IX. Data- - - - -	-22
a. Organization	24
b. The Court House and Court Buildings	25
c. The Records Building	26
X. The Proposed Solution- - - - -	28
a. Approach to Site	29
b. The Plaza	30
c. The Buildings	32
d. Parking	37
e. The Symbolic Gateway To The City	37
XI. Bibliography- - - - -	-41
Appendix	

L I S T   O F   I L L U S T R A T I O N S

	Page
I.    The Cabin of John Neely Bryan- - - - -	-3
II.   Interstate Defense Highway System- - -	-10
III. Traffic Volume:State of Texas- r - - -	-11
IV.   Relationship of Dallas and Ft. Worth- -	12
V.    Traffic Volume:Dallas County- - - - -	15
VI.   Dallas Central Business District- - - -	18
VII. Birdseye View of Site- - - - -	-23
VIII. Volume Diagram of Solution- - - - -	33
IX.   The Existing Condition- - - - -	34
X.    Appendix	
Photostats of Presentation Drawings	

"A people that take no pride in the noble achievements of remote ancestors will never achieve anything worthy to be remembered with pride by remote descendants."

Macaulay



## A BRIEF RESUME OF THE ORIGIN AND HISTORY OF DALLAS COUNTY

A Tennessean named John Neely Bryan and called the "Father of Dallas County," acquired, in 1841, a headright to some six hundred and forty acres which lay east of the Trinity River in old Nacogdoches County; after Texas' admittance to the United States, the first Legislature of the state passed an act creating the County of Dallas on March 30, 1846.

A further act approved on April 18, 1846, provided "That until otherwise provided by law, the town of Dallas shall be the seat of justice of Dallas County and all the courts for said county shall be thereat." A third act approved on May 12, 1846, appointed John Neely Bryan to appoint managers and order an election for organizing Dallas County---the election to be held according to existing law.

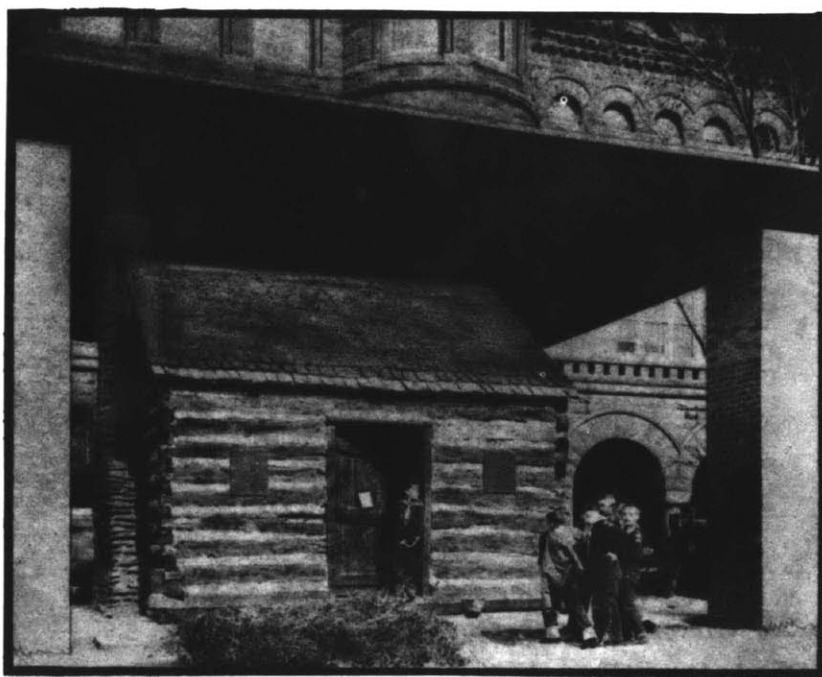
The actual settlement of Dallas County began in the spring of 1842 when the first cabin was erected. Special details of the affairs connected with the settlement will not be given. Suffice it to say the pioneers of Dallas County, far removed from navigation, markets and town, were besieged by cunning and hostile savages; but in 1843 the United States government partially effected treaties with the Indians which spared the settlers the horrors encountered by settlers farther west.

Twenty years after Texas became a Republic the City of Dallas was created by an act of the Texas Legislature on February 2, 1856.

The early pioneer, John Neely Bryan, built a two room log cabin on the East bank of the Trinity River and it served as the first Court House for Dallas County. This now famous historical log cabin is preserved in its original state and stands at the foot of Main Street on the edge of the Trinity River, below the site of the present Court House. Thus Bryan's cabin home became the beginning of a settlement which was destined to grow into one of Texas' greatest industrial cities.

The following year after its incorporation, the judicial affairs of the City and County of Dallas were administered in a new two-story brick Court House which had replaced the two-room log cabin erected by Bryan. However, in this log cabin were held the first sessions of the Court of Law for Dallas. Later when the first United States mail began to arrive it served as the first U. S. Post Office with Bryan as the first postmaster.

The nearest markets for early Dallas County were Houston, 275 miles south, and Shreveport, over 200 miles by the Red River road, and in the beginning without roads at all.



The Cabin of John Neely Bryan

From John Henry Brown's book, History of Dallas County, we find this interesting description of early life:

Ox teams for transportation, hand mills for grinding corn, wild game for meat, dressed deer skins for mens clothing, rifles for defense, faithful dogs for sentinels, true women to help and to cheer---beautiful and fertile country, a mild climate, strong wills, brave hearts, intelligent and laudable aspirations, sustained by hope and faith and God, acknowledged by and ruling over all---such were the conditions attending the settlement of this now most populous and wealthy of the organized counties of the imperial State of Texas.

This was the beginning; a number of log huts, a newly erected brick Court House, within the first city limits comprising an area of about one half square mile extending east from the Court House site which had been Bryan's first gift to his growing settlement. On Main Street there were several small stores, general merchants, groceries and wearing apparel, apothecaries and drug supplies, and an attorney and a doctor. There was also a saloon and bar, a blacksmith shop and a wagon yard often times filled with oxen-drawn freight wagons, with the nearest railroad two hundred miles to the south.

By 1856, Dallas' population had grown to about 400 and on March 21, 1856, a notice appeared in the Dallas Herald announcing that an election would be held in the Town of Dallas on the 5th day of April next, for the purpose of electing a Mayor, six aldermen, a Recorder, Treasurer, and a Constable, as officers of the town.

Every city or country achieving success and becoming great from a wilderness or a small beginning has its periods of adversity as well as prosperity. Dallas was no exception to this. From the settlement of Dallas by Bryan in 1841 to the organization of the county July 13, 1846 and the permanent location of the county seat, the fate of Dallas hung in the balance. On July 8, 1860, a disastrous fire of unknown origin destroyed all of the business section, including Dallas' largest hotel, the St. Nicholas, the Dallas Herald, and many homes. The only building to escape the fire was the brick Court House.

Slowly recovering from the destruction of its business center, Dallas was suddenly plunged into the maze of Civil War. Dallas was now under the control of the Military Governor of Texas, and no Mayor was elected during these two years. During the Civil War Dallas held her own, as the Confederate Government established what might be termed a military post there. A General Quartermaster's and Comissary Department was located and kept at Dallas from which supplies for the Arm of the Trans-Mississippi Department were distributed. It was also a general recruiting station with a transportation department. This kept the town up and gave it considerable prominence. The Civil War started the city's population on the upward swing as many northern families fleeing the Northern Armies reached Texas.

By the end of 1866 Dallas boasted many new buildings and many small industries. The city census showed over 1,260 voters. In the early 1870's Dallas' need for a larger and more modern Court House had become a necessity due to the city's and county's ever expanding judicial problems and the increase in the population of Dallas which now numbered 3,600 whites and 400 negroes.

The first old two-story brick courthouse built in the early '50's was dismantled in 1871 and Dallas' third Court House was built. This imposing structure was the most magnificent building in North Texas. Its grey-brown stone exterior capped with a balconied roof upon which was built an inspiring dome, created Dallas' first civic pride in the achievements of its loyal citizens. Another milestone in growth was reached in 1872 when Dallas' first railroad entered the city's limits. A two day celebration was held.

In 1873 Dallas' first Opera House was built on the south side of Main Street, between Austin and Lamar. A Library was also opened in 1873. No public schools had yet been opened and privately owned schools flourished during these years.

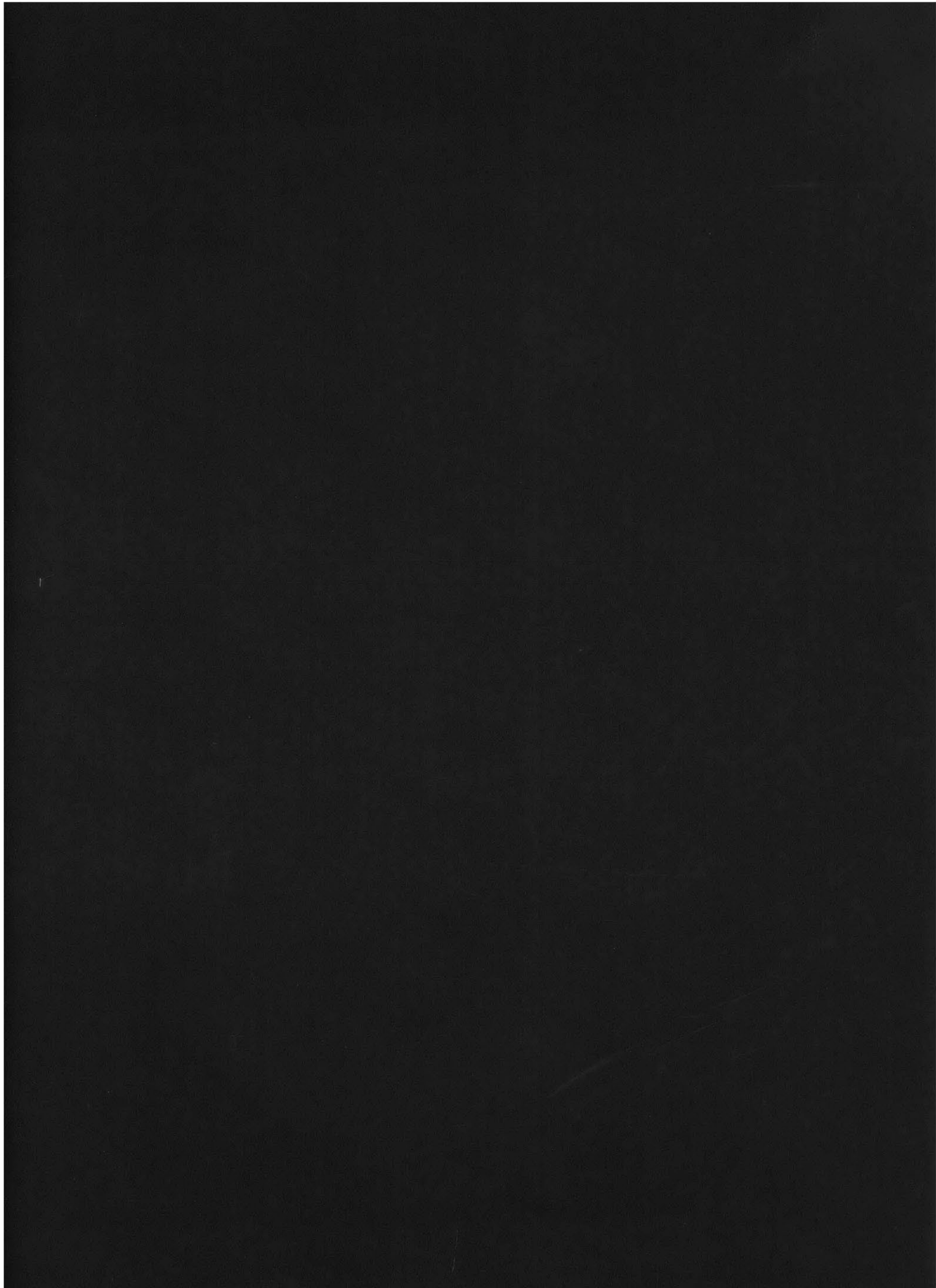
In February 1880, Dallas' brown stone Court House was destroyed by fire and in 1881 a fourth Court House was built at the cost of \$75,000. This new building was made of native granite

and was much larger and more imposing than its predecessor. Its three stories were topped with a magnificent square tower into which was built a huge clock.

Many changes have been made as Dallas has come to be known throughout the world. At the beginning of 1956 the population was over 725,000, an enviable figure as compared to the 403 rugged and enterprising pioneers who first settled upon the east bank of the once mighty Trinity River. The new city corporate lines had now extended in every direction including a territory of almost 250 square miles nearly 500 times larger than John Neely Bryan's first city limits of early Dallas.

On February 2, 1956 at 11:00 o'clock a.m. Dallas' first century passed into the historic annals of time. As George Santerre said in his book Dallas' First Hundred Years, 1856-1956:

Dallas' hundredth milestone had been reached. One hundred years of outstanding accomplishments, filled with adventure, wars, depressions, hardships and joys, followed by achievements which had now placed this great city upon the roster of the nation's finest. Dallas citizens had now become a proud and inspired people, and Dallas had become "Big D," the giant of the future.





## THE PROBLEM

The city of Dallas, Texas, has had an amazing history of growth. Founded in 1841, it now has a population of 600,000, while Dallas County contains approximately 725,000 people. Dallas has become an industrial leader in the Southwest, a wholesale and manufacturing center, an important retailing center, one of the largest insurance centers in the nation, and air capitol of the Southwest.

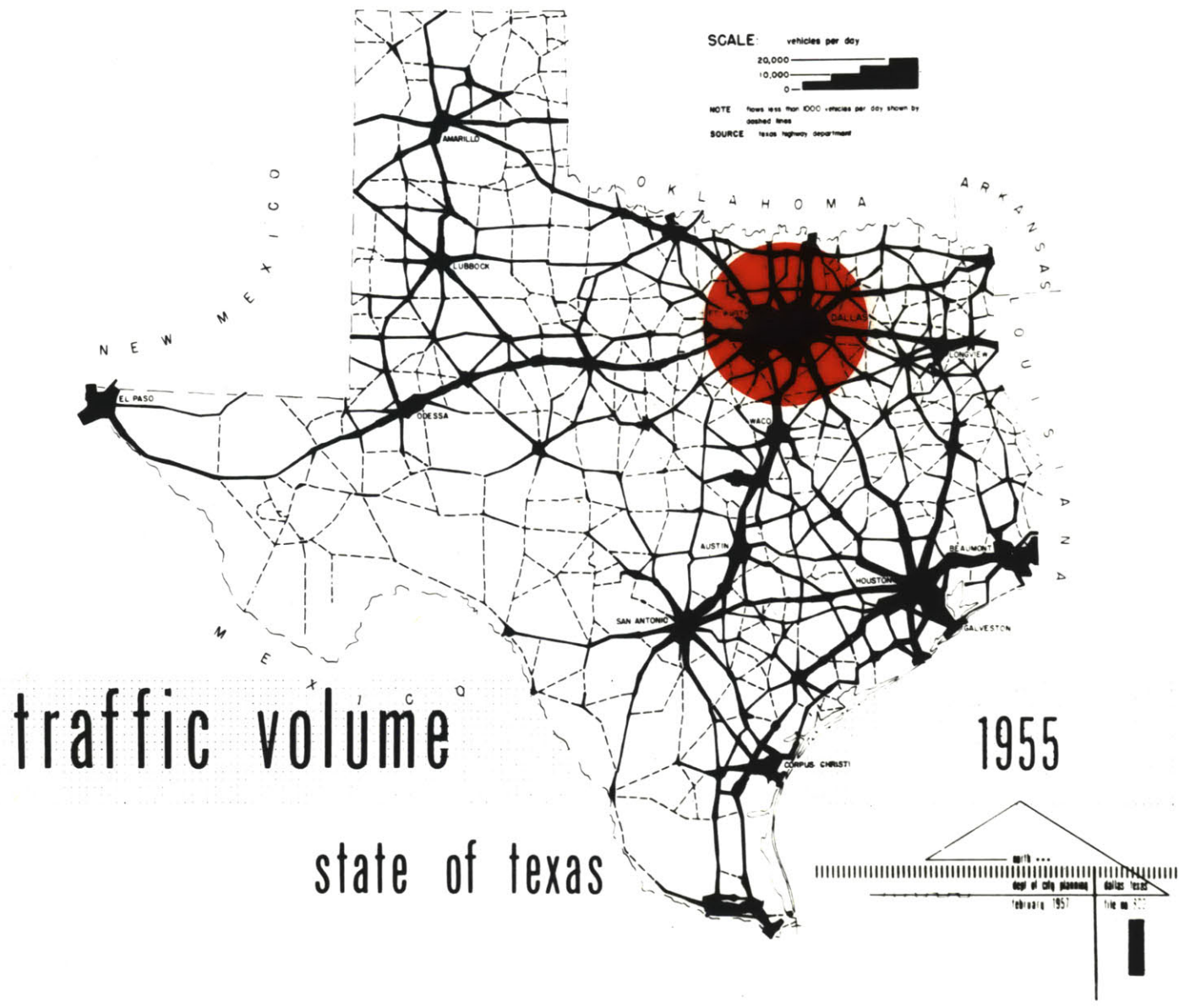
As testament to Dallas' booming growth the original cabin which was built on the bank of the Trinity River still stands----beside it, built approximately 50 years later is the existing court house building.

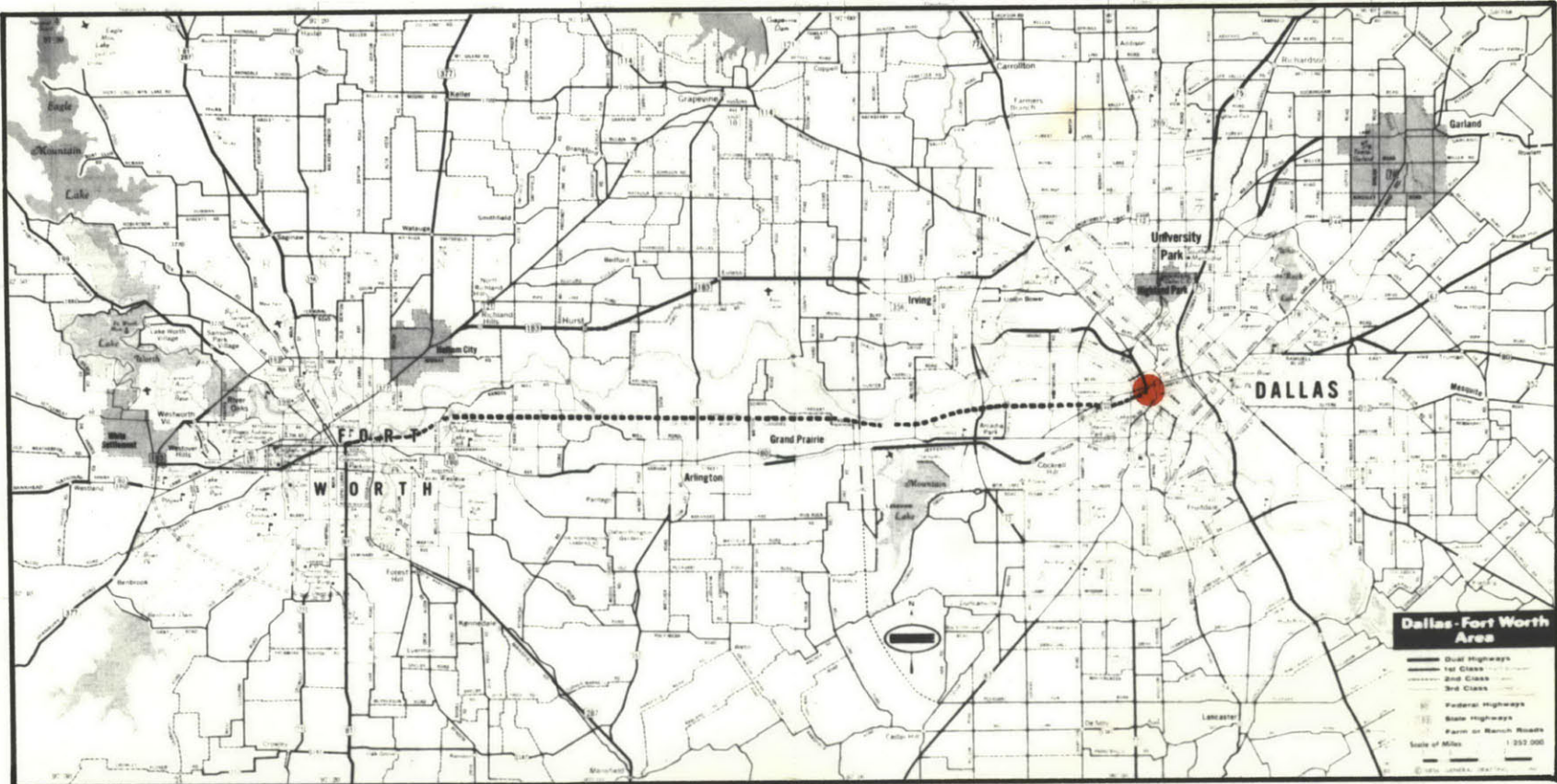
In the past 50 years the center of downtown activity has shifted eastward from the banks of the Trinity River. The rapid growth of the city has not allowed time for it to plan for future growth. Only now has there been serious talk of redeveloping and planning the downtown area. The current method of attracting shoppers back downtown is in billboards bearing such subtle slogans as "Shop Downtown."

## NEED

Because of the close proximity of Dallas and Fort Worth, the area between the cities is rapidly filling up and trade







between the two cities increases yearly. The new Amon Carter Airport, or Midway Airport, supports this fact, even though Dallas has recently completed a new air terminal at its own Love Field. Since trade between the two cities is increasing, obviously they will compete for trade more than ever before and a more attractive city is certainly desirable. Due to the topography the city will not move any farther west, and surveys indicate that the west end of the downtown area will again become the focal point of the city.

The existing Court House building, which is in the area of consideration, is architecturally interesting and symbolically important as an early Dallas building. It is not capable of the functions which it is required to perform. The existence of several Court House annex buildings emphasizes this fact. With the various County agencies so separated confusion is only heightened. A new government center would offer much greater efficiency in operations.

New buildings are needed to replace facilities which have outlived their services. Since the county government buildings have concentrated in one area, and city government has concentrated in another, it would be desirable to maintain this separation to more clearly define their function when new buildings are built. Therefore the use of the same site seems feasible.

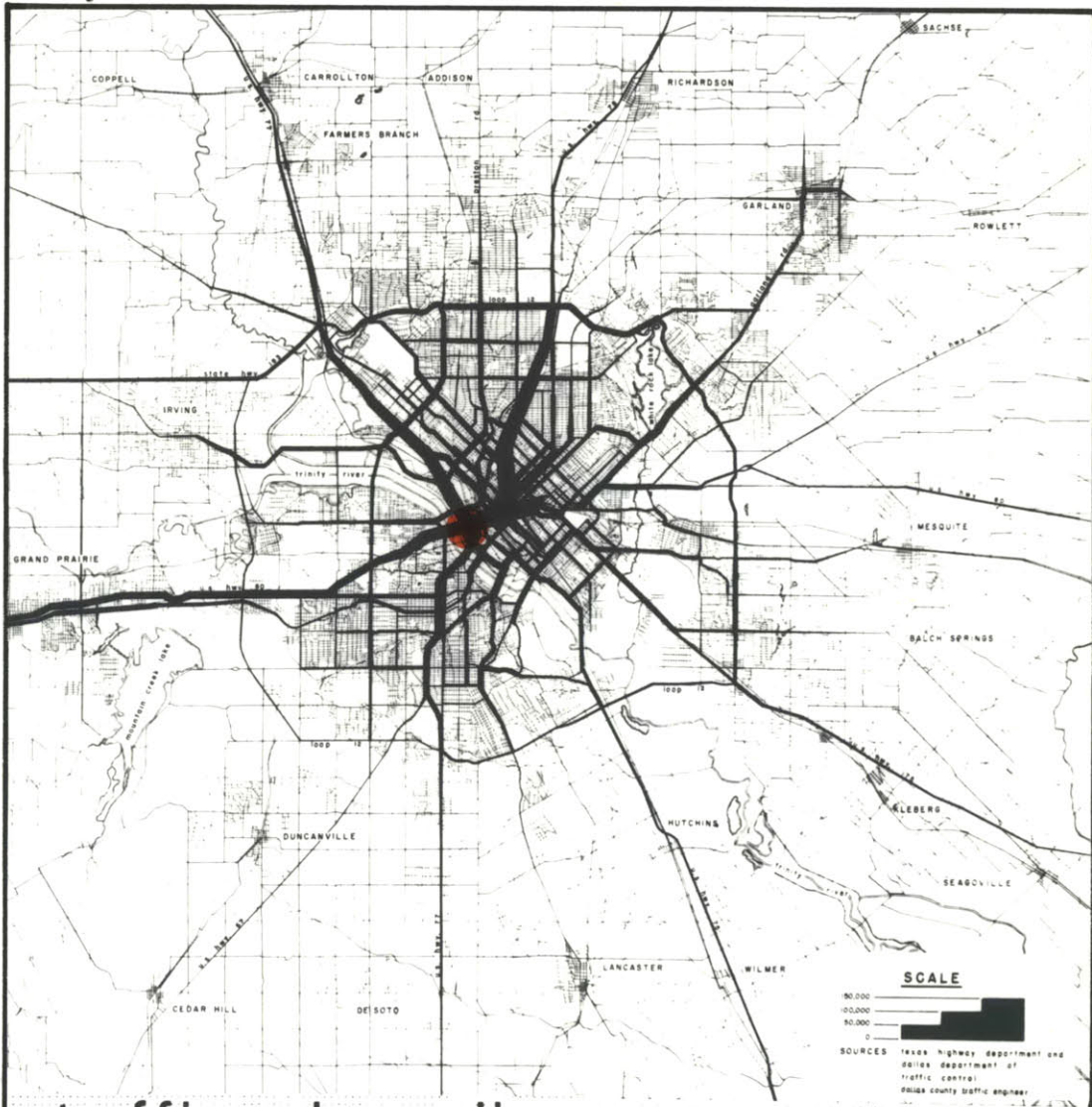


between the two cities increases yearly. The new Amon Carter Airport, or Midway Airport, supports this fact, even though Dallas has recently completed a new air terminal at its own Love Field. Since trade between the two cities is increasing, obviously they will compete for trade more than ever before and a more attractive city is certainly desirable. Due to the topography the city will not move any farther west, and surveys indicate that the west end of the downtown area will again become the focal point of the city.

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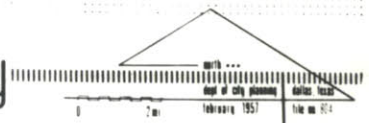
Due to the rapidity of growth, Dallas has very few buildings older than fifty years, and these are being removed as quickly as possible. The Court House, as previously mentioned, is one of the very few remaining examples of Dallas' early buildings, and it should be retained even though it is no longer useful as a court house. The solution could consist of converting the building into an historical museum. Dallas lacks a downtown museum, which have proven very popular in other cities. To gain a wider appeal, however, the building might become a home for the newly formed group "Dallas Center For The Contemporary Arts."



# traffic volume diagram

1955

dallas county





## IMPORTANCE

In the booklet "Metropolitan Growth and Its Effect On Dallas" published by the Business Executives' Research Committee there is presented the possibility of making a change in the State Constitution in order to permit counties above a certain population to adopt an optional form of County government and with additional powers. This strengthening of the county government would be an important step in integrating the communities within the metropolitan area, so that "area-wide resources---both fiscal and governmental---can be used to solve problems on an area-wide basis."

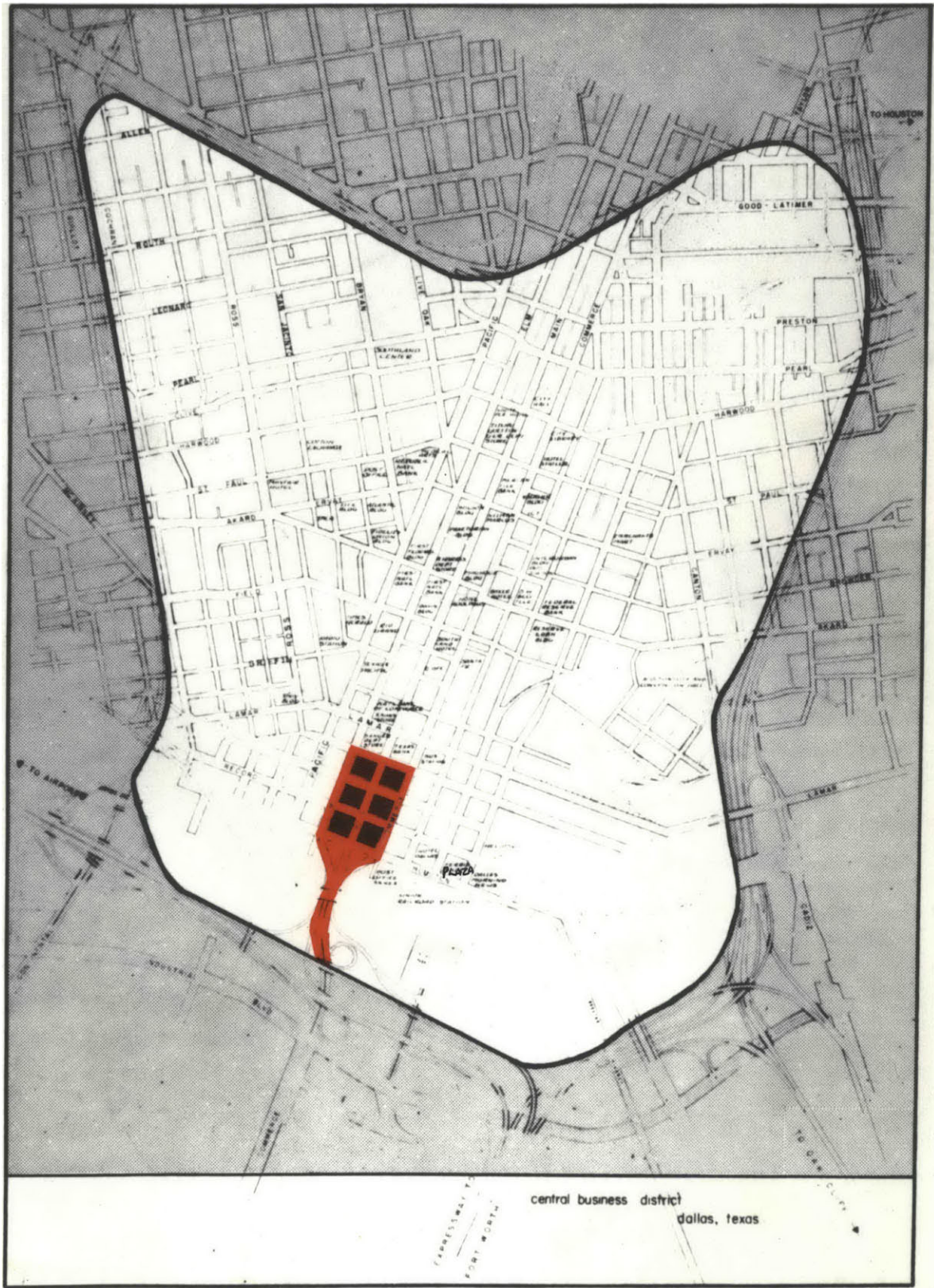
The government center would have a multi-purpose function. New buildings are needed by the County government in order to function adequately and smoothly, especially if the duties of the county government are increased and made more powerful. The development of the center would act as a nucleus for the entire area, and would be impetus for redevelopment on an extensive commercial basis. Insurance companies, banks, office buildings and residential could all benefit from the downtown location---but are currently building away from the downtown area because of the lack of presently desirable sites.

The possibility of unifying the government functions will also lead to a saving in rental space, as some agencies are located in buildings which are not county owned. It would

be better to reverse the procedure, and possibly have the county collect rent on space which can be made available to private enterprise.

Since Dallas has been in the process of creating a traffic circulation ring around the downtown area, it is unlikely that the area of downtown activity will expand beyond it. The County government center is at one side of the ring, just in the vicinity of the newly finished Dallas-Fort Worth expressway. The area under consideration will continue to have importance, since it will remain the entrance to the downtown area for a great number of people.

To give downtown Dallas additional identity, the development of a Government Center will contribute much. Certainly new buildings are needed and the site of them is actually a gateway to the city; the proper development of the area will give a strong focal point to the downtown area, giving the inhabitants additional reason to go downtown, something which merchants have been desperately trying to do.



## JUSTIFICATION

With the current interest in redevelopment of the downtown area has come a proposal that, while not solving all the problems, might lead the way to broad redevelopment, even though some would consider it an end in itself. The proposal is that Main Street be made an entirely pedestrian thoroughfare. The cross-streets can continue to serve as service arteries, and at points where they would need to cross Main Street, there can be built a series of underpasses. With the recent ordinance against projecting street signs in the downtown it is indicative that more changes will be forthcoming.

The area at the west end of Dallas is one of the areas in greatest need of redevelopment. One of the reasons is that it is just the oldest---and instead of reclaiming the property the town just moved away from it. Now that the city has boundaries, set by the expressway loop, there will be a necessity for more land and the revitalization will take place eventually.

Because the majority of traffic coming into the downtown area must pass the vicinity, and because the less expensive land of the river valley encouraged the railroads, the west end of Dallas is the hub of transportation for the city. The railroad depot and bus stations are in the vicinity, as well as an access road to the Dallas airport. The new expressway from Fort Worth has already been mentioned.

Although no new projects have been started at the west end of Dallas, the new Dallas Municipal Auditorium was built in the southwest side of the downtown area which is adjacent to the area under discussion. Of course people are not unaware that the west end needs redevelopment, and currently a survey is being made of the buildings in the area, showing an analysis of age groups, function, necessity and condition.

The bluff upon which the city was founded also is a sort of link between the two sides of Dallas, which is bisected by the Trinity River Valley. Certainly the area designated as the "front door" of the city and which also acts as an important link between two sides of the city should be as attractive as possible.

In addition to all the factors in favor of redeveloping the west end of Dallas, and the need for a unified County government center there remains one important factor which can not be overlooked---the need for a symbolic gateway to the city. European walled cities were necessary as a method of defense, but the gateways, or entrances, were often more than that. And this is what is necessary for Dallas; a gateway to the city, a symbol of civic pride, a tribute to the appreciation of the past and anticipation of the future.





## DATA

The area for consideration consists of six city blocks which are 200 feet square. Within these blocks is the existing Court House building, with John Neely Bryan's cabin adjacent to it, and a new Court House building annex which has been built within the last five years. Much of the six-block area is currently vacant, with the land being used for parking lots. The area is bounded by Houston Street on the west to Austin Street and by Elm Street to Commerce Street. Extending from the area is mixed non-residential use. There are warehouses, cold storage houses, furniture storage, dress manufacturing and other light manufacturing, wholesale houses, etc.

Looking west beyond Houston Street is the Trinity River Valley. Beyond the Trinity River Valley is the section of Dallas called Oak Cliff. Until recently the valley had been relatively unused because of the danger of flooding. Currently there are used car lots and small businesses.

Because of the orientation of the site on the bluff, it can be seen for a great distance. As one descends from Oak Cliff to the valley then ascends up the bluff and into the downtown area one is very conscious of a profound spatial experience.





## ORGANIZATION

In order to develop a new County Government Center it will be necessary to base the requirements on the expected population increase in Dallas County from its present 800,000 inhabitants to the expected increase to 1,440,000 in 1980. There is also an anticipated rise in the services offered by the County to the expanding population in such areas as administration of justice, juvenile problems, health, better streets and bridges and more charity and welfare services.

Within the site, and dependent on related surroundings, a civic plaza will be created. The buildings relating to the plaza will be those of the County Government. Emphasis in the design will be stressed towards the creation of a symbolic gateway, since the site is essentially the entrance to the city. Within the scope of the problem the building forms and relationships will be studied, while the interior design will not be covered to any great extent.

The design effort is directed toward creating an integrated government center with buildings which meet the square and cubic footage requirements as set forth in the program.

While the entire center might not be completed as designed, it can serve as a guide, or masterplan, to insure a unified complex.

## THE COURT HOUSE AND COURT BUILDING

The present Court House was erected in 1890 with subsequent annex buildings built later on as they were needed. The Court House contains approximately 74,000 square feet and 1,400,000 cubic feet. The building should be maintained for its historical importance, and as a possible solution, the building might be maintained as an historical museum. As an alternative possibility, and one that many would favor, the building might become the home of the Dallas Museum for Contemporary Arts. Bryan's cabin, of course, will be retained as an historical point of interest.

The existing Courts Building in Dallas contains about 80,000 square feet and 960,000 cubic feet. Because the Courts Building was built to serve as an annex to the Court House, the functions of both buildings will be combined into one building which will be called the Court Building.

The proposed square footage for the new Court Building includes 116,200 square feet, based on the present Court House, and 125,000 square feet, based on the present Court Building, or a total of approximately 240,000 square feet. This figure, of course, is based on the needs of the anticipated increase in population. In combining the functions of the two buildings it is hoped that greater efficiency in operations will occur.

## THE RECORDS BUILDING

The present Records Building contains approximately 230,000 square feet and 2,420,000 cubic feet. Naturally any building constructed to house government records must either be giganticly large, or be designed to hold only selected records. The latter case is the better choice, as many records are never needed and these can be stored in warehouses for a cheaper cost than storing them on the site. With the possibility of micro-filming, many records can be destroyed, but there is always a need for a great deal of relatively dead storage space. Based on the needs of 1980, the Records Building will require 361,000 squarefeet and contain 3,799,000 cubic feet. It is assumed that this much area on the site will not be required, and the Records Building will be used in conjunction with the Court House Annex building which will remain.



## THE PROPOSED SOLUTION

In developing the County Government Center an attempt was made to create a strong visual symbol composed of a dominant building mass, with additional elements relating to it; the entire complex being unified by a raised plaza. To create this strong symbol, it was necessary to contrast the Government Center in visual form from the buildings of the surrounding area.

Because of the parallel streets in downtown Dallas and because of their origination at the bluff, there is created a dual need---to develop a visual focus, or introduction to the city, and to create a climax, or focal point, for the pedestrian approaching the Government Center from the other direction. These requirements lead to the part of creating one dominant architectural element which controls the entire site and acts as a backdrop in a theater stage set---with pedestrian activity in front of it, at the same time forming a visual barrier for the long parallel streets of downtown Dallas. Unless stopped with a structure, these streets extend to an infinite perspective. As the pedestrian approaches the Center on Main Street he is conscious of the Court building guiding him on his way. The building will form a strong visual symbol and will certainly become a land-mark, just as the old Court House is today.

In order to create large open spaces within a complex of buildings, it was necessary to combine the city blocks for additional space. The arbitrary size of the block, 200 feet square, is more suitable to the horse and carriage. With the creation of a larger site uninterrupted by traffic, it will be possible to create large pedestrian areas which would otherwise be impossible.

In accepting the proposal to close Main Street to vehicular traffic and make it a pedestrian thoroughfare, we must realize that the current building form, that of building to the edge of the site, will probably prevail for years to come. This is why it is important, when given the chance, to combine the blocks and create free, open pedestrian spaces with the buildings articulating the space, not merely having the traffic controlling the pedestrian.

#### APPROACH TO SITE

In developing the symbolic "Gateway" to the city, the approach is very important. By raising the highway gradually and allowing the approaching vehicles to have a view into the County Government Center, a strong visual impression will be formed. In addition, the axial approach by a raised road will give the impression of an entrance, just as a pedestrian might be funneled through a small gate. The

approach is asymmetrical, since the site is actually entered from one side--- therefore more emphasis is given to the entrance.

#### THE PLAZA

Early in the design stage of the problem there was an attempt made to unify the existing buildings on the site with a roof which would either cover, or allow the buildings to pierce through, the entire complex. The buildings, the Old Court House and the Court House Annex, were extremely dissimilar and attempts to unify them with a roof were unsuccessful. The proper solution seemed to consist of treating the Court House as a focal point and creating a setting for it.

Instead of attempting to unify the complex with a roof, the plaza itself acts as the unifying element.

Since there will be parking underneath the buildings, the need for ramps to the lower level necessitates cutting large openings in the plaza to allow for clearance. This cutting of the site is de-emphasized by creating a strongly defined pedestrian plaza which is raised above the sidewalk level and does not interfere with the traffic activity.

In creating the plane of the plaza, the pedestrian will be pulled forward through the mass of the Court Building and emerge by the old Court House; and before him will be the sweeping view of the Trinity River Valley.

To give importance to the old Court House building, the plaza was pulled out in front of the building to create a sort of pedestal for the building to sit upon. The strong visual impact thus created emphasizes the gateway function of the area. By approaching the site a bit above it, one is allowed a view into the area without actually walking in it. However, one is immediately given the choice of passing the Government Center altogether, or parking underground and coming up a monumental ~~stairway~~ stairway into the Center. This approach offers the possibility of entering the complex from the west; creating a very impressive visual impact for the pedestrian.

The sunken plaza functions as a zone of transition between the parking area below ground and the plaza above. After a vehicle is parked, the pedestrian can come into the sunken plaza or go directly up into the Court Building by elevator or simply come up into the plaza itself.



## THE BUILDINGS

In choosing the tall rectangular slab as a parti for a Court Building, it was intended that the building would stand as the most dominant element in the complex, symbolic of its importance as a center for the citizens of Dallas County. Incorporating the existing Annex building into the Court Building leads to the Z-shaped building plan. This form lends to the moulding of space.

The height of the building was determined to allow for each area requirement to be met, and at the same time, to establish proper design relationships for the pedestrian approaches. The new Court Building contains only the Court Rooms; its auxiliary facilities are in the main building mass. There are both public and private entrances to the Court Building, so that the public can be kept separate from the trial participants.

In the Z-shaped parti each intersection of a volume contains vertical circulation and an interior core of service facilities. Because of the mild Texas climate, lobbies were designed so that elevators may be entered directly from the plaza without going inside a lobby. For periods of extremely cold or hot weather, the lobbies are available.





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In developing the building complex an important design consideration is that the old Court House building is of a more pedestrian scale than is actually needed today, since vehicles pass the area quite rapidly. Because the building is full of much intricate detail which can only be comprehended by a person moving slowly and examining it, the building was kept as a focal point of the complex. The major plaza in the complex is dominated by it.

In contrast to the intricate detail of the Court House, an attempt was made to keep the large volume in the scheme relatively simple, since it can be quickly comprehended more easily, an important consideration for a site bounded on two sides by important streets. Although the large, simple volumes can be more easily comprehended by swiftly moving automobiles, on the inside of the complex there is a need for a more intimate size relationship.

The new Court Building has a plastic shape and was intended to recall the old Court House, since they co-exist in the same complex. In addition to the Court Building requirements, facilities for offices of the County Administration are also provided. There are a number of County services which have offices spread all over the area, and which will be more efficient if grouped together. There are also some

functions carried on by both city and county, which could function more economically if combined. Approximately fifty thousand square feet of space is being allotted, and the space will be composed primarily of individual offices. Since these offices have direct contact with the public, further elaboration of the problem would require that the offices be more easily accessible than the offices of the Court Building.

Since the site is oriented east and west, with the west end open to the brilliant, hot sun, there is a duality of function with which the facades must comply. There is a need to allow for an excellent view and, at the same time, enclose the building, protecting the offices from the sun. The exposed structure can be utilized and sun shades can be introduced, used over the windows screening the sun but not jeopardizing the view. A shaded promenade deck is provided, as well as an open "Roof", a visitor attraction. A light colored building material would be necessary to reflect as much heat as possible and to contrast with the dark red Court House. Texas limestone seems a logical choice for a facing material. The strong verticality of the structure and its immense mass imply a need for simplicity, so that the basic impact of the building can be fully realized.

## PARKING

Parking has been provided underneath the plaza for the government employees. The cross streets which pass north and south through the site are not necessary as traffic arteries, and were therefore suppressed to be treated merely as accesses to the parking area. The access to the parking is by ramps down to the lower level. More parking could be provided by the addition of several floors of parking beneath the one floor indicated, and escalators could bring the pedestrian up to the plaza level. In the solution of this problem, parking for 440 cars is provided, this figure is more than adequate for the employee parking.

Additional public parking was not provided, as a survey of the parking situation in the downtown area indicates that there is ample space. The complaint is that there is not enough free parking, but a multi-level parking area under the Government Center would be expensive, and it is doubtful if it could be offered as free parking.

## THE SYMBOLIC GATEWAY TO THE CITY

Many factors have been combined to create this gateway. The character of the Government Center is a most important. An attempt was made to create a monumental building group retaining the dignity which government requires, and at

the same time to create human scale. Human activity is encouraged with the addition of specialty shops which do not detract from the prime function of the Center. A gift shop, stationery store, book shop, travel agency, and restaurant would all be welcome additions to the complex and might even be added to the Promenade Floor above the plaza.

The embellishments of fountains and landscaping help to establish the human scale and establish a calm, peaceful setting for the buildings. The informal landscaping of the approach contrasts well with the formal building composition. The water at the base of the pedestal unifies the upper level with the plane of the river valley. The splashing water flowing down the terraces would be a welcome and refreshing sight.

The approach to the site is probably the strongest single element in the composition. Increasing the view into the complex and then the possibility of entering from the same area, a symbolic idea of "City Entrance" is strongly presented. In developing the plaza as a pedestal for the entire complex, the Court House is given the importance it deserves and is unified with the complex.

The building mass of this "Gateway" actually forms a portal. In order to unify the old Court House, the large building mass was placed across the site, practically cutting it in half. By creating a fifty foot high opening all the way across the base of the building and extending the plaza through it, the pedestrian is drawn through the building toward the raised plaza. This plaza is the vantage point of the whole group. Similarly, after coming from below, the pedestrian is drawn through the building toward the Court building. Beyond this building lies Dallas, appropriately introduced.





## B I B L I O G R A P H Y

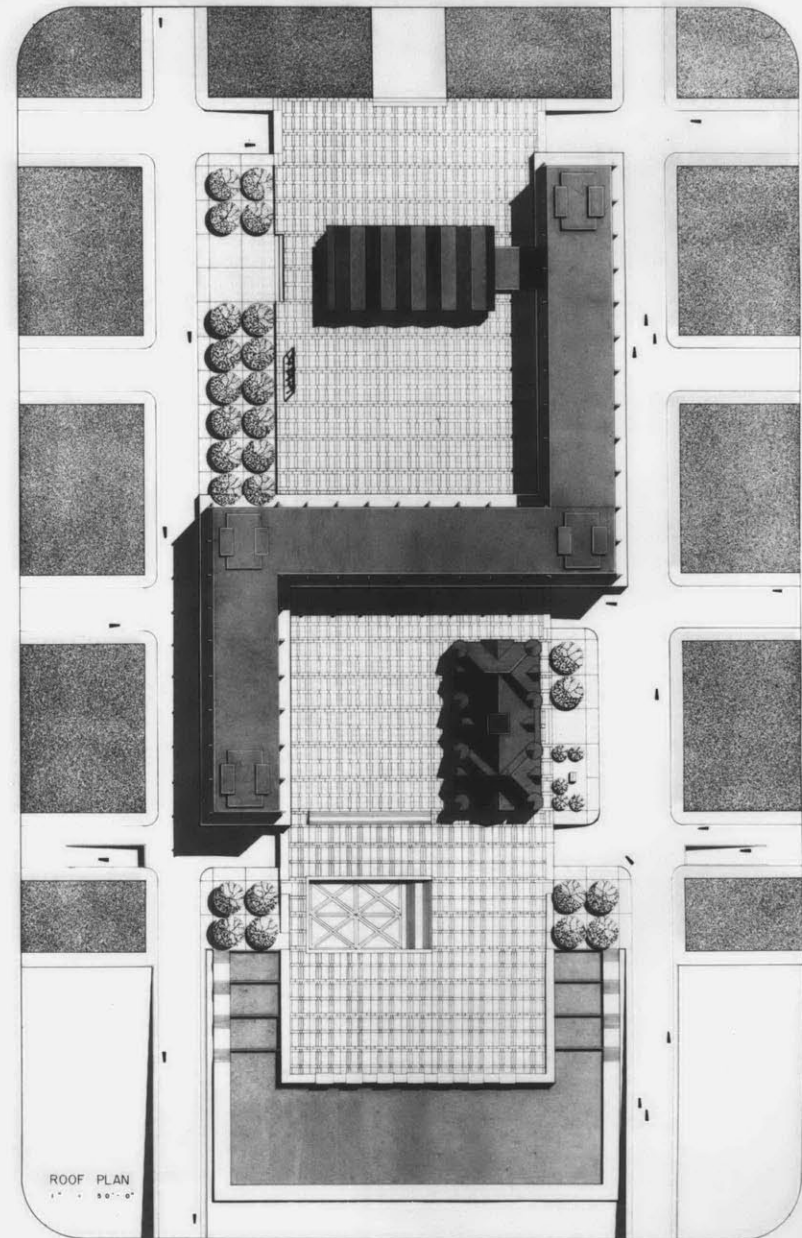
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**A P P E N D I X**

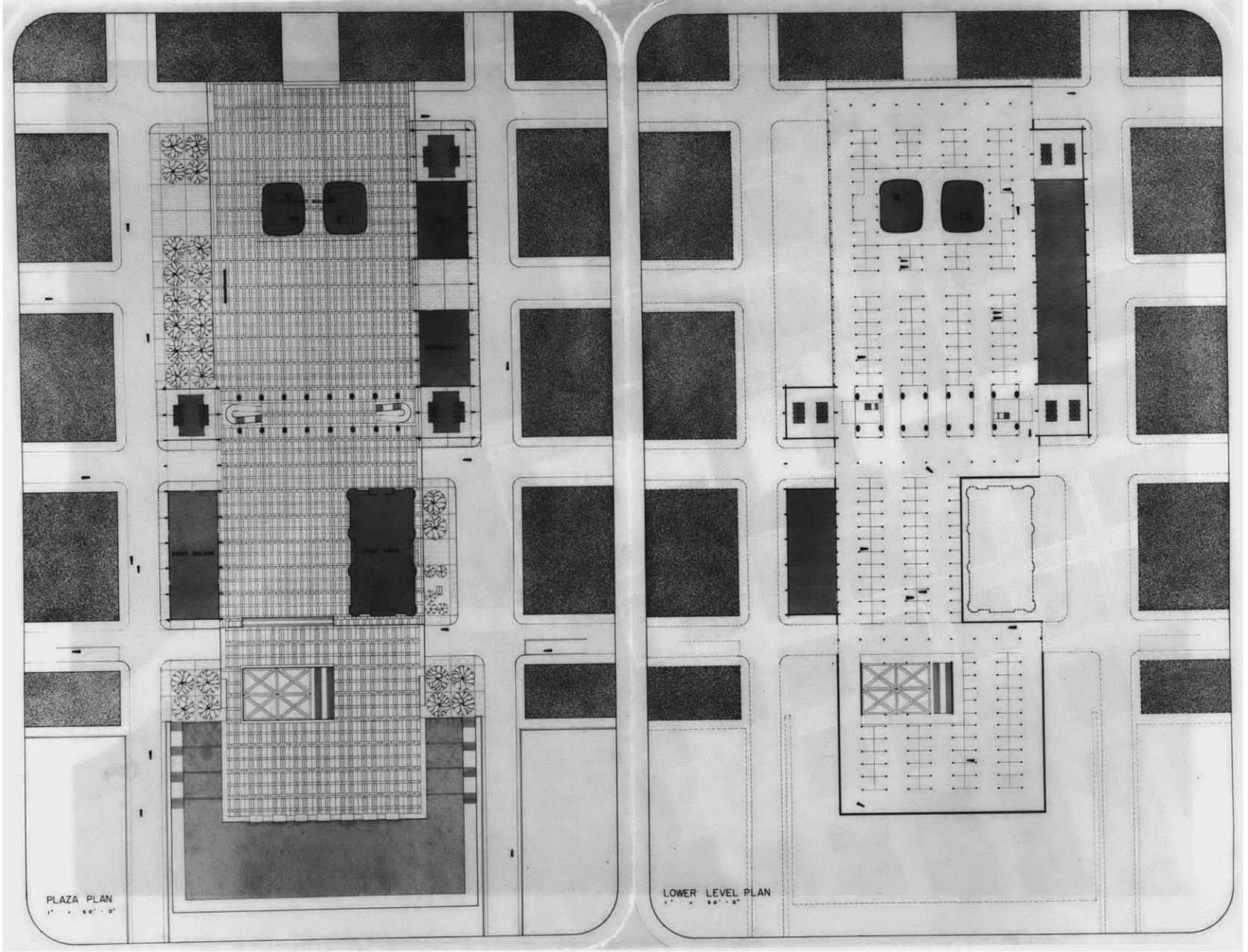
# A GATEWAY TO THE CITY OF DALLAS

## A COUNTY GOVERNMENT CENTER

A THESIS SUBMITTED IN PARTIAL FULFILLMENT OF THE  
REQUIREMENTS FOR THE DEGREE MASTER IN ARCHITECTURE  
THE MASSACHUSETTS INSTITUTE OF TECHNOLOGY  
JOHN CREWS RAINEY AUGUST 20, 1958

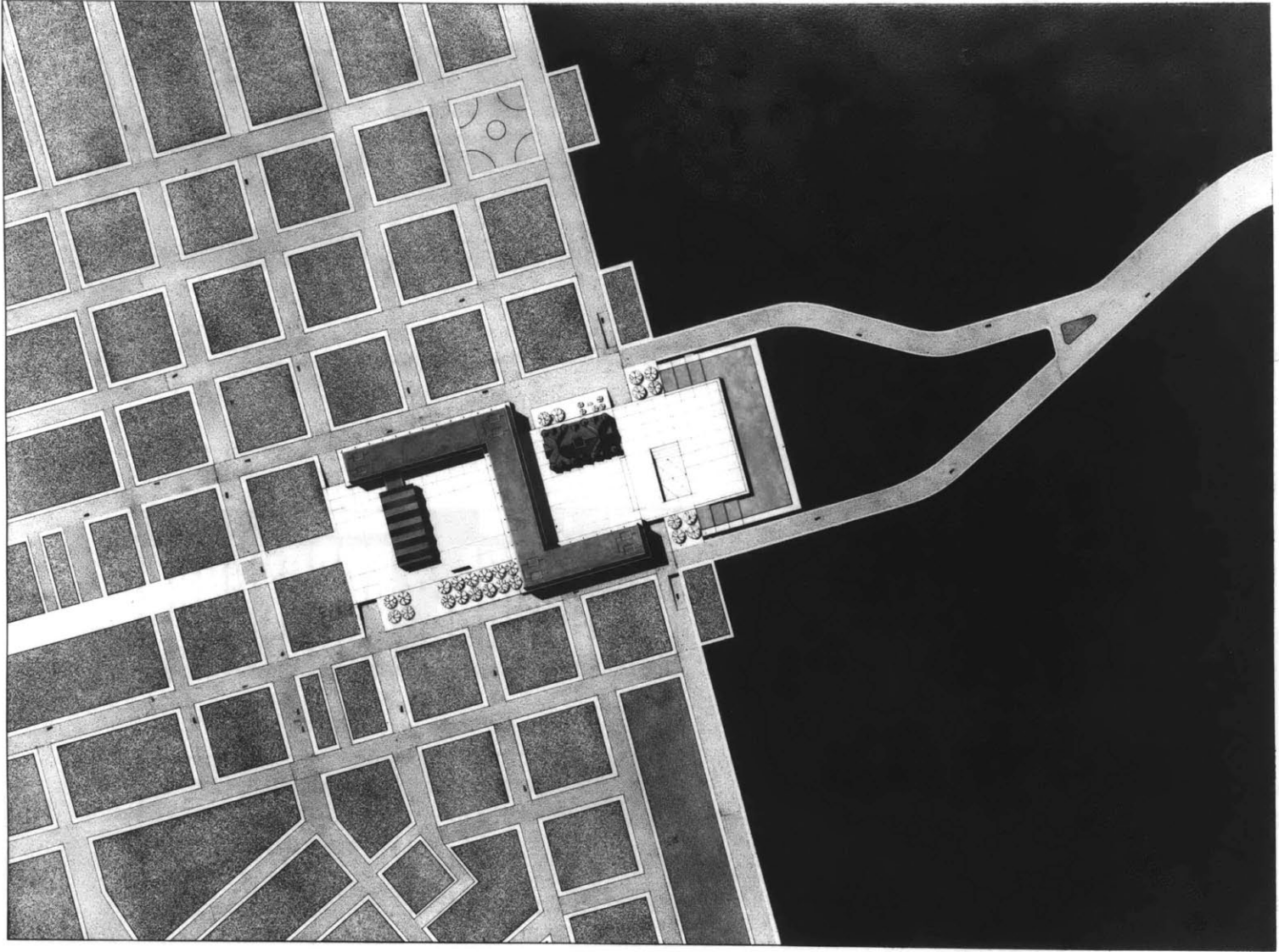


ROOF PLAN  
1" = 30'-0"

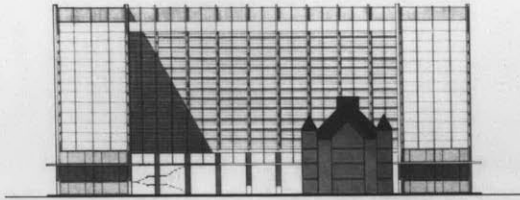


PLAZA PLAN  
1" = 30' - 0"

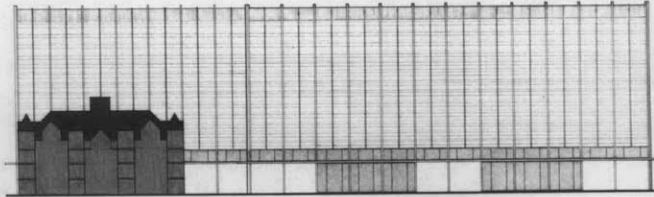
LOWER LEVEL PLAN  
1" = 30' - 0"



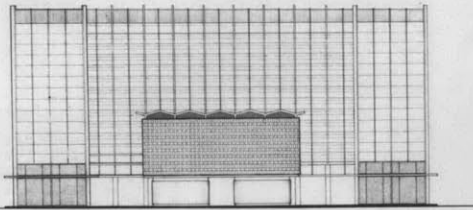




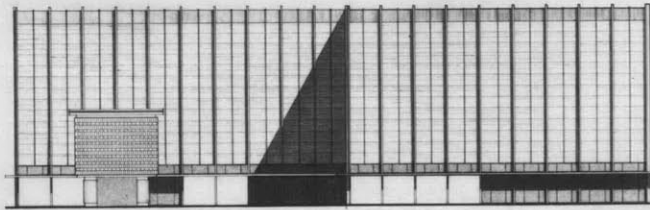
WEST



SOUTH

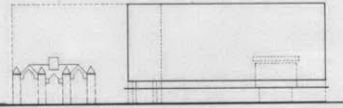


EAST



NORTH

ELEVATIONS  
1" = 36'-0"



SECTION  
1" = 100'-0"

