

**John  
Devine**

**MIT DUSP  
MCP 2023  
Work Sample**

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# Civic Atlas Zoning Case Tracker

Startup Pilot in Development  
(Spring 2023)

As a pilot for my startup, Civic Atlas, I partnered with the Dallas Free Press to create a zoning case tracker for two gentrifying neighborhoods in Dallas. This system uses airtable and javascript to allow DFP's reporters to quickly update information about cases and share them with the community.

Tools: Airtable, Javascript, Next.js

Development draft available at the following link:

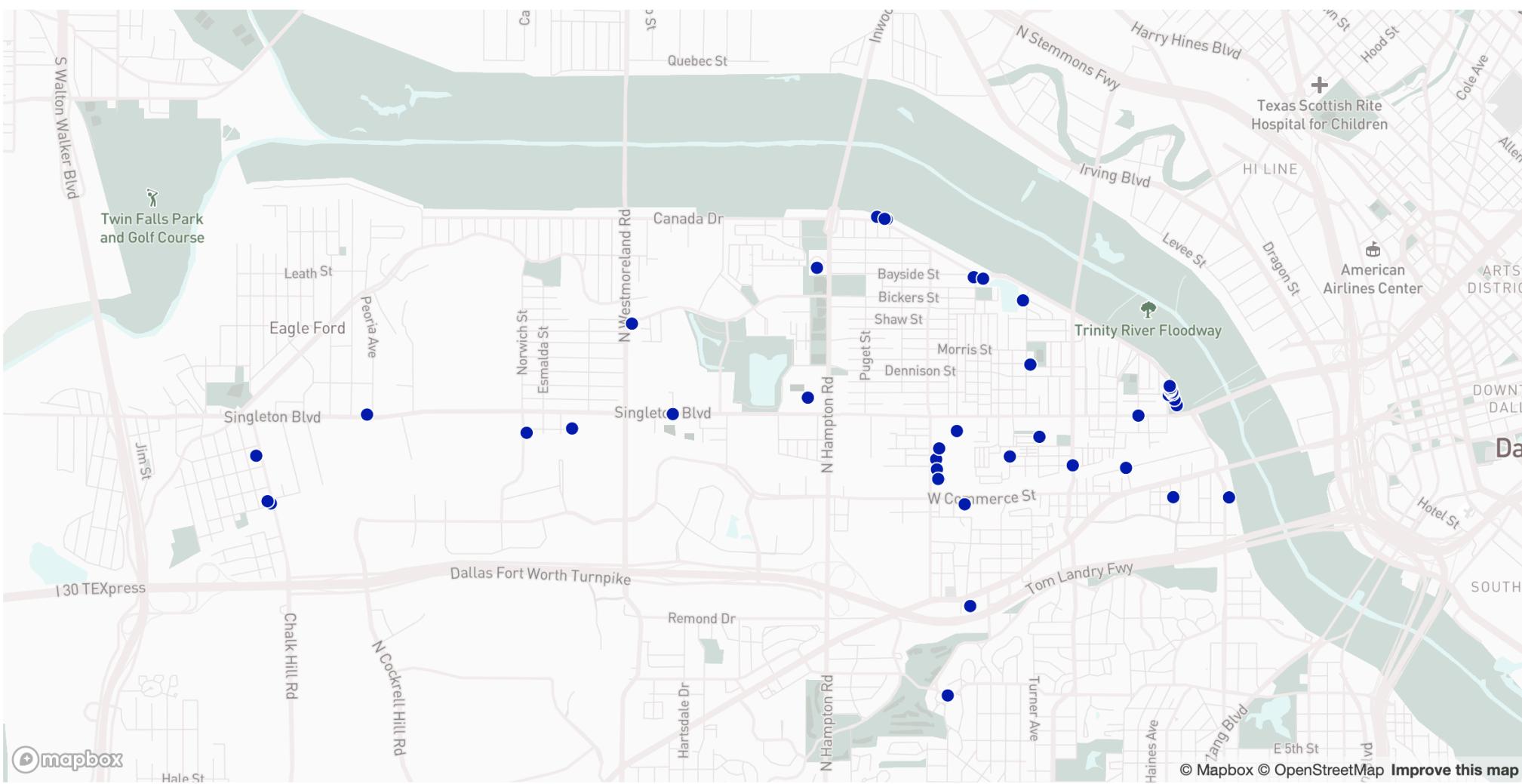
<https://www.civicatlas.info/>

## Civic Atlas

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West Dallas    South Dallas

- Upcoming Cases
- Past Cases



# Interactive Food Access Map

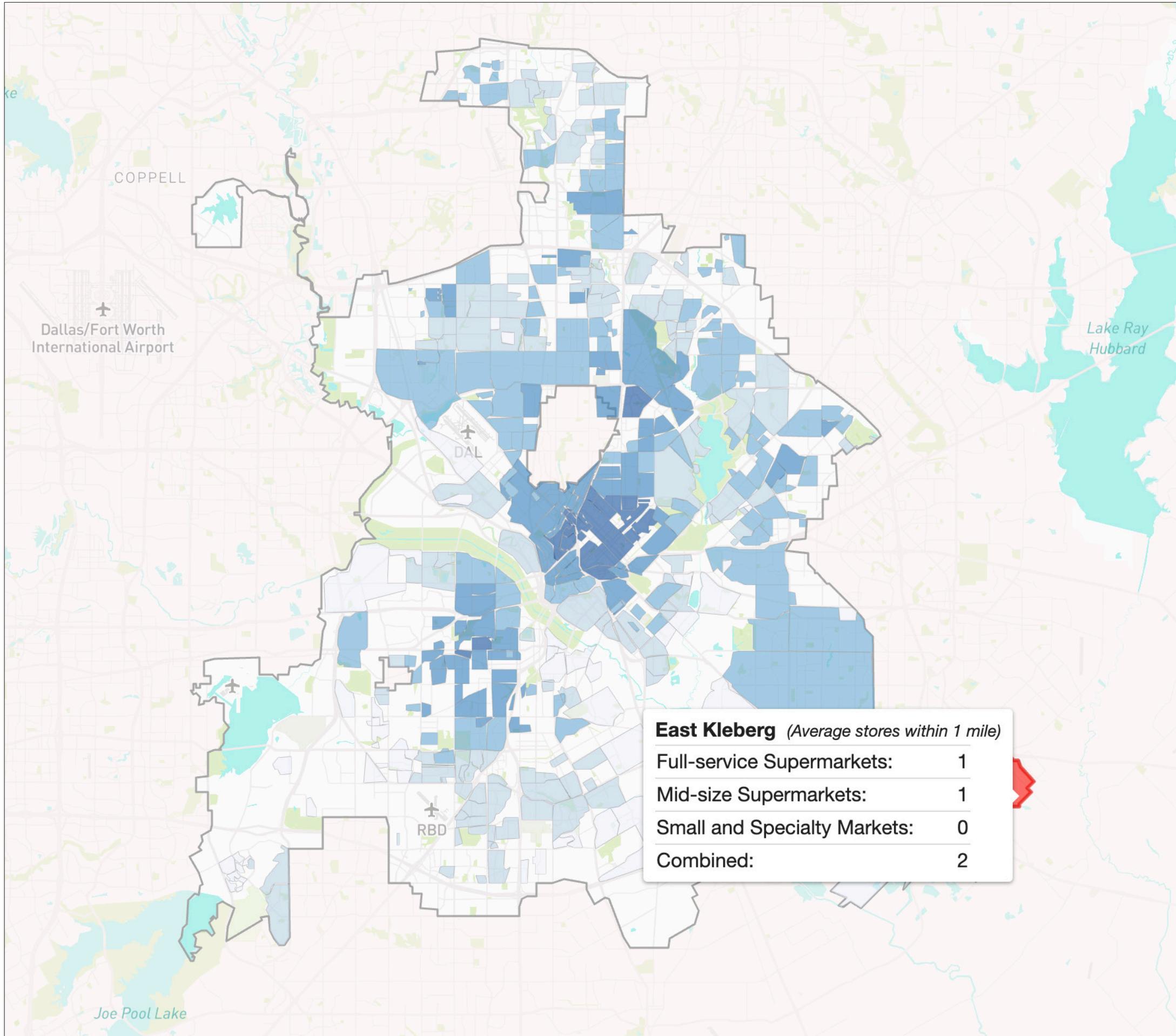
Freelance Data Journalism  
(Spring 2021)

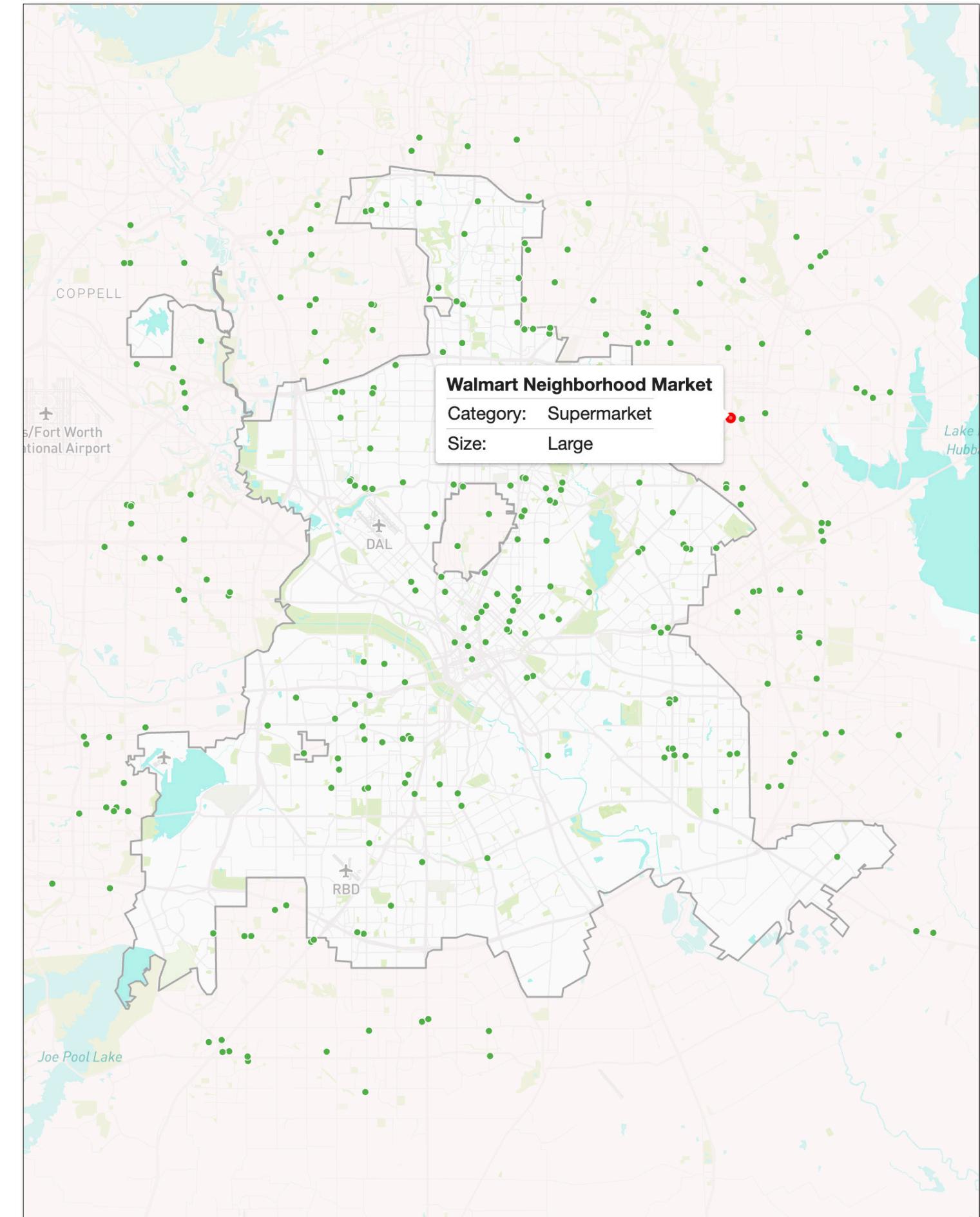
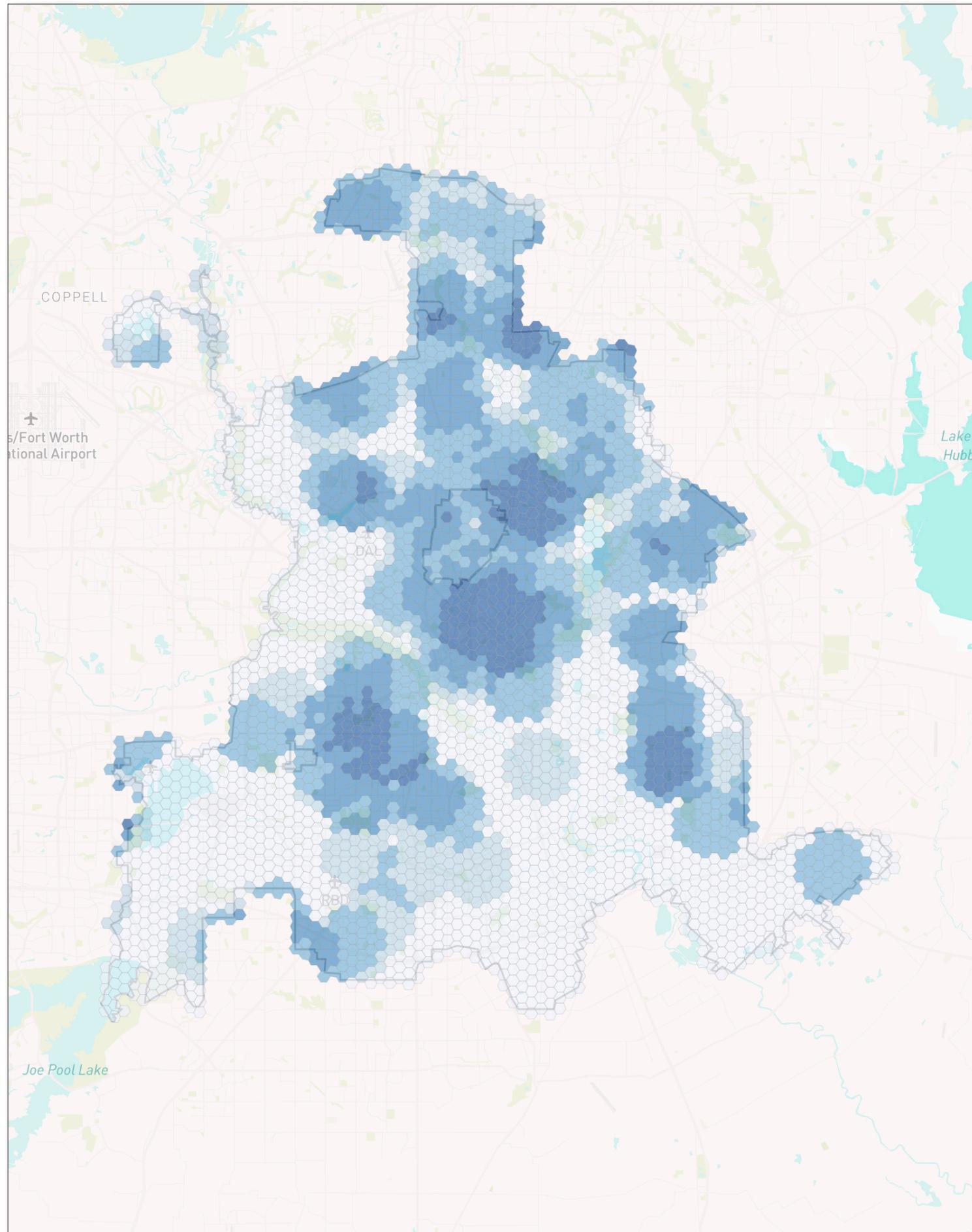
In spring 2021, I was contracted by the Dallas Free Press, a nonprofit newsroom focused on low-income communities of color, to map food access across the city of Dallas. I generated a new comprehensive dataset of food access across the city and used them to create a series of interactive maps.

Tools: QGIS, R, Leaflet

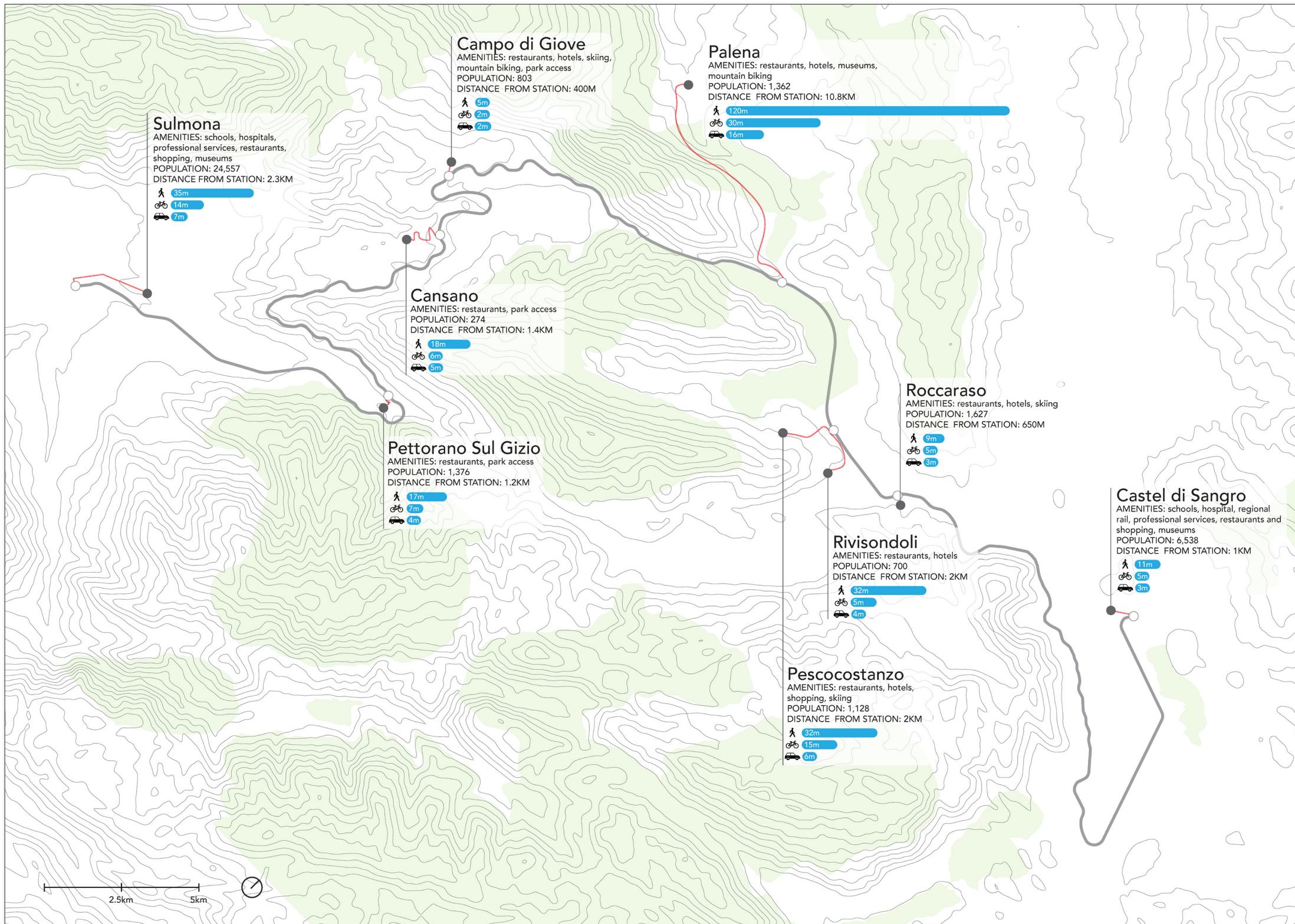
These maps are available at the following link:

[https://johndevinemit.github.io/  
Portfolio/2022%20Food%20  
Desert%20Map.html](https://johndevinemit.github.io/Portfolio/2022%20Food%20Desert%20Map.html)





# Last Mile Connections in Italy



## MIT Research Workshop (Summer 2022)

In Summer 2022, I participated in MIT's summer architecture research workshop in Abruzzo, Italy. I was part of a team that researched the last-mile connections between a historic rail line and the villages it passes through.

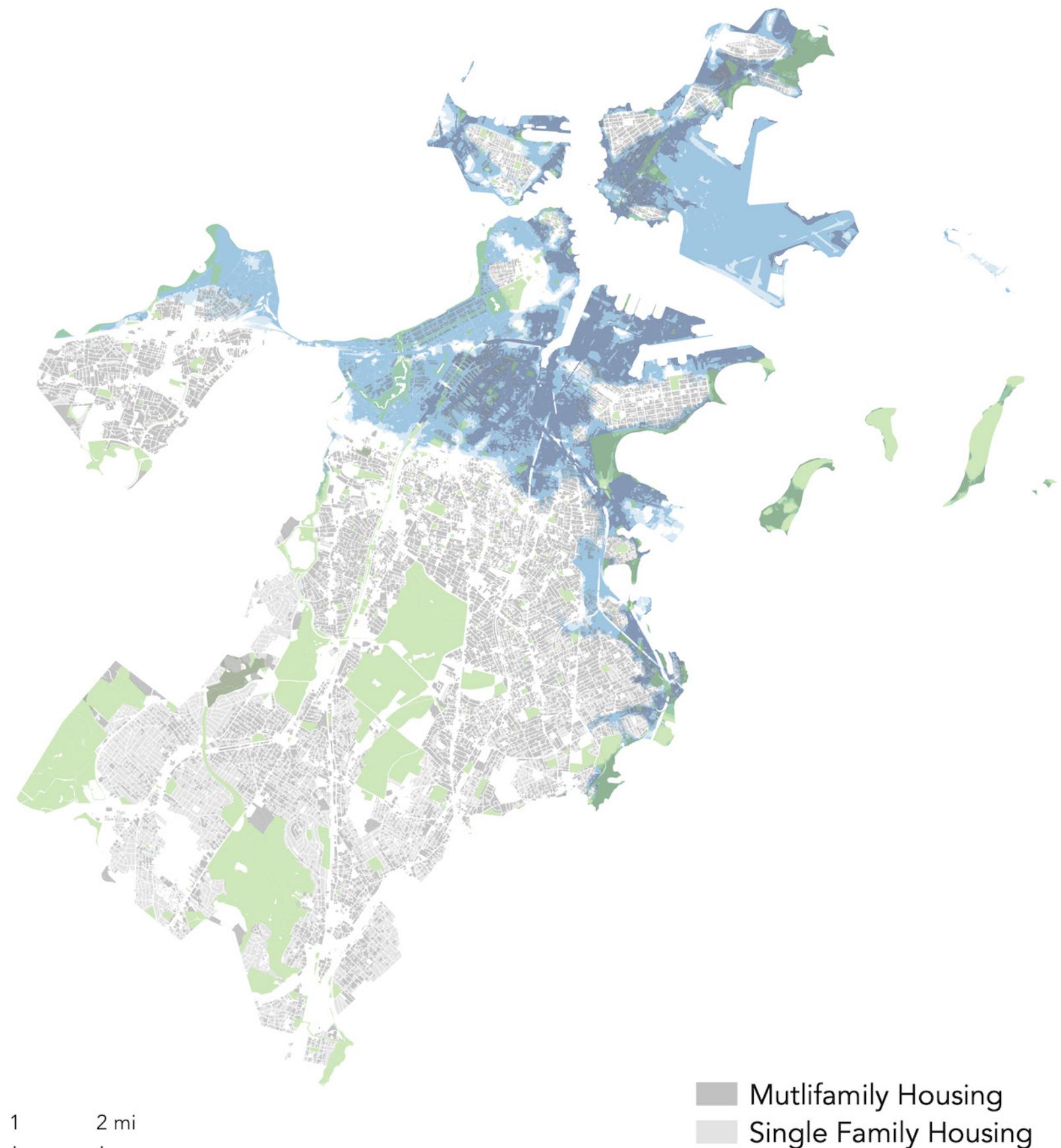
Tools: QGIS, Illustrator

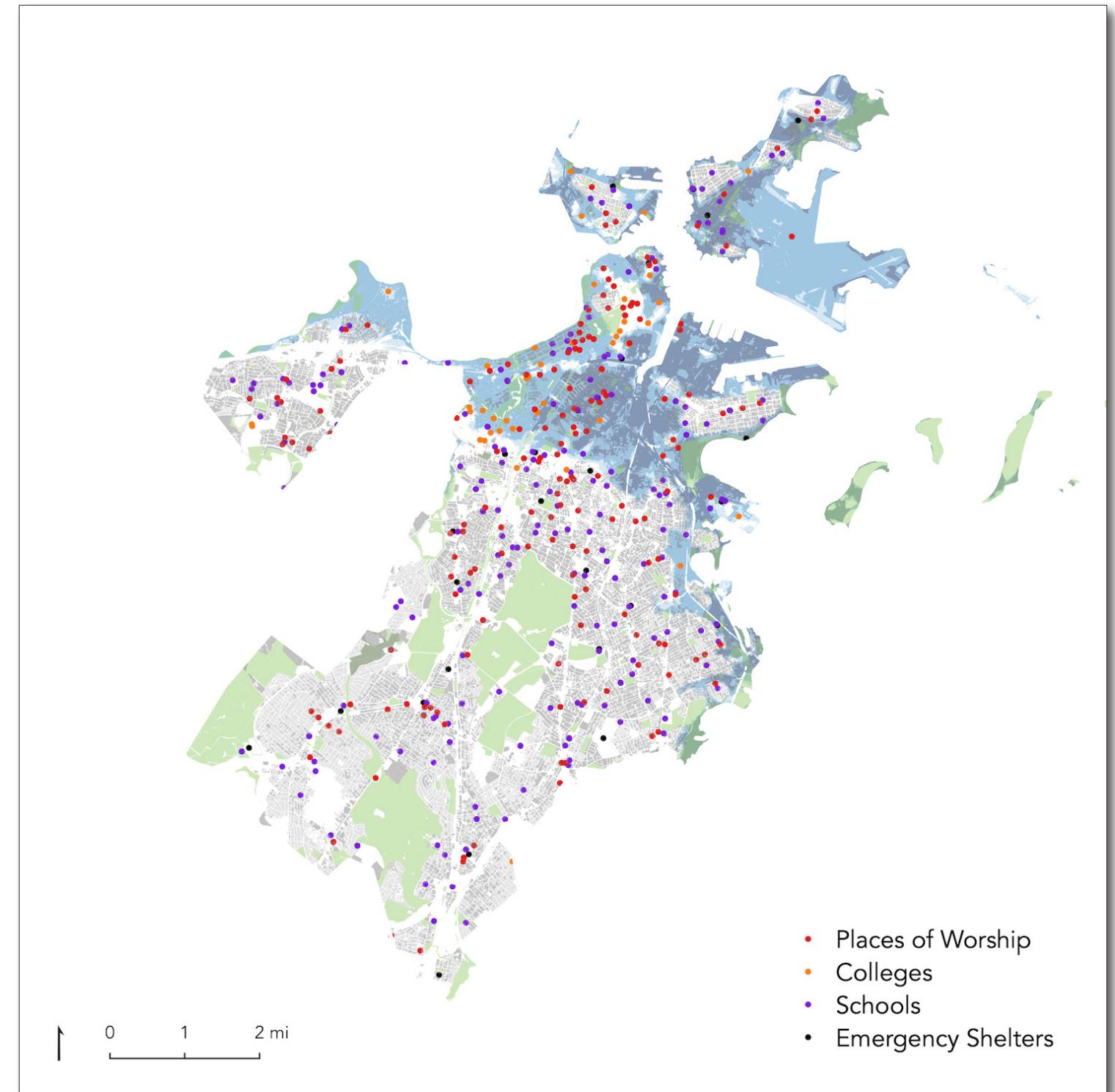
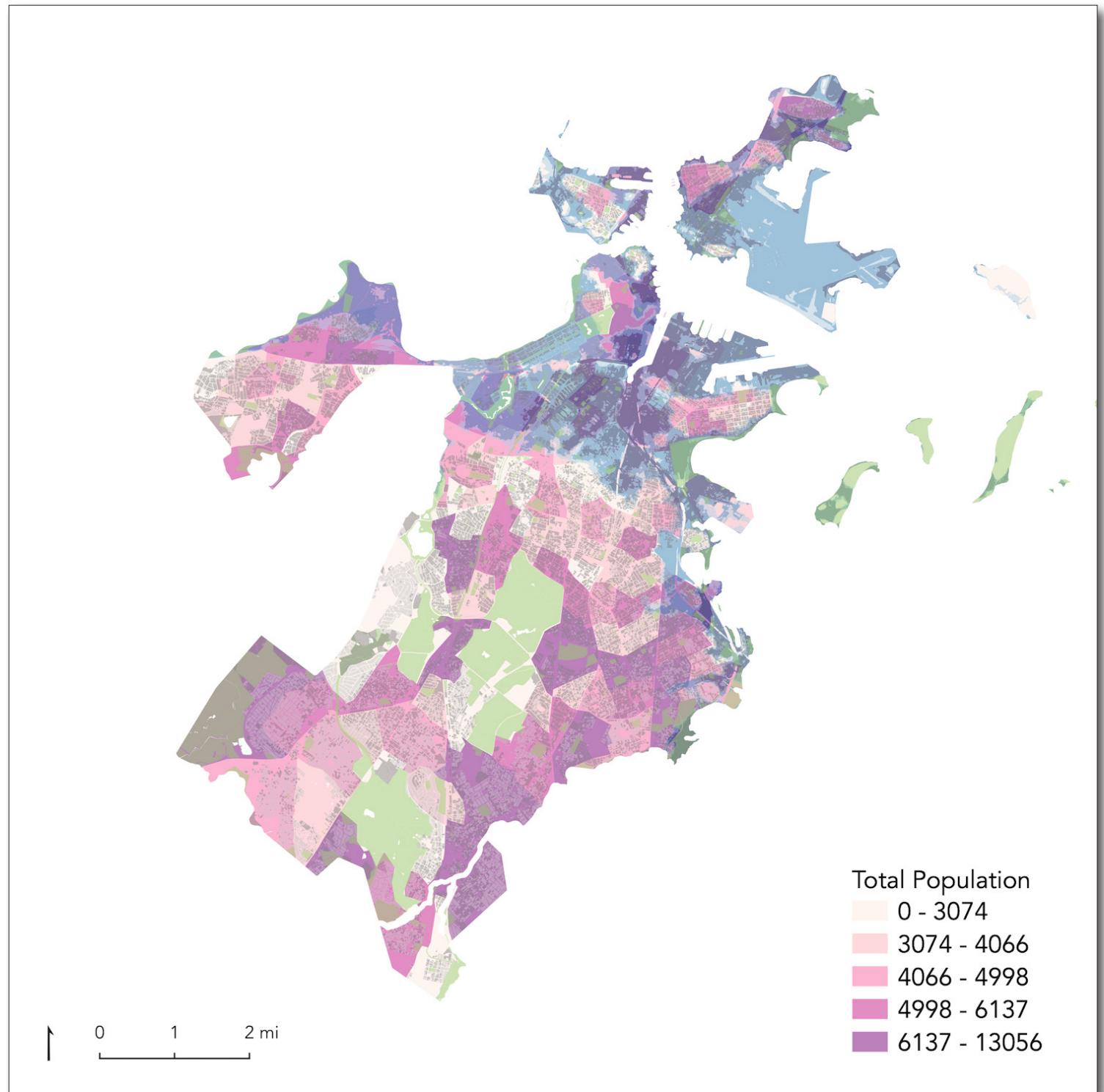
# Post-Hurricane Housing in Boston

UrbanRISK Lab Research  
(Fall 2022)

As part of developing a FEMA webtool for post-disaster housing recovery, I created these maps to help facilitate a workshop with the City of Boston Office of Emergency Management

Tools: QGIS, Illustrator





# Automated Zoning Case Tool

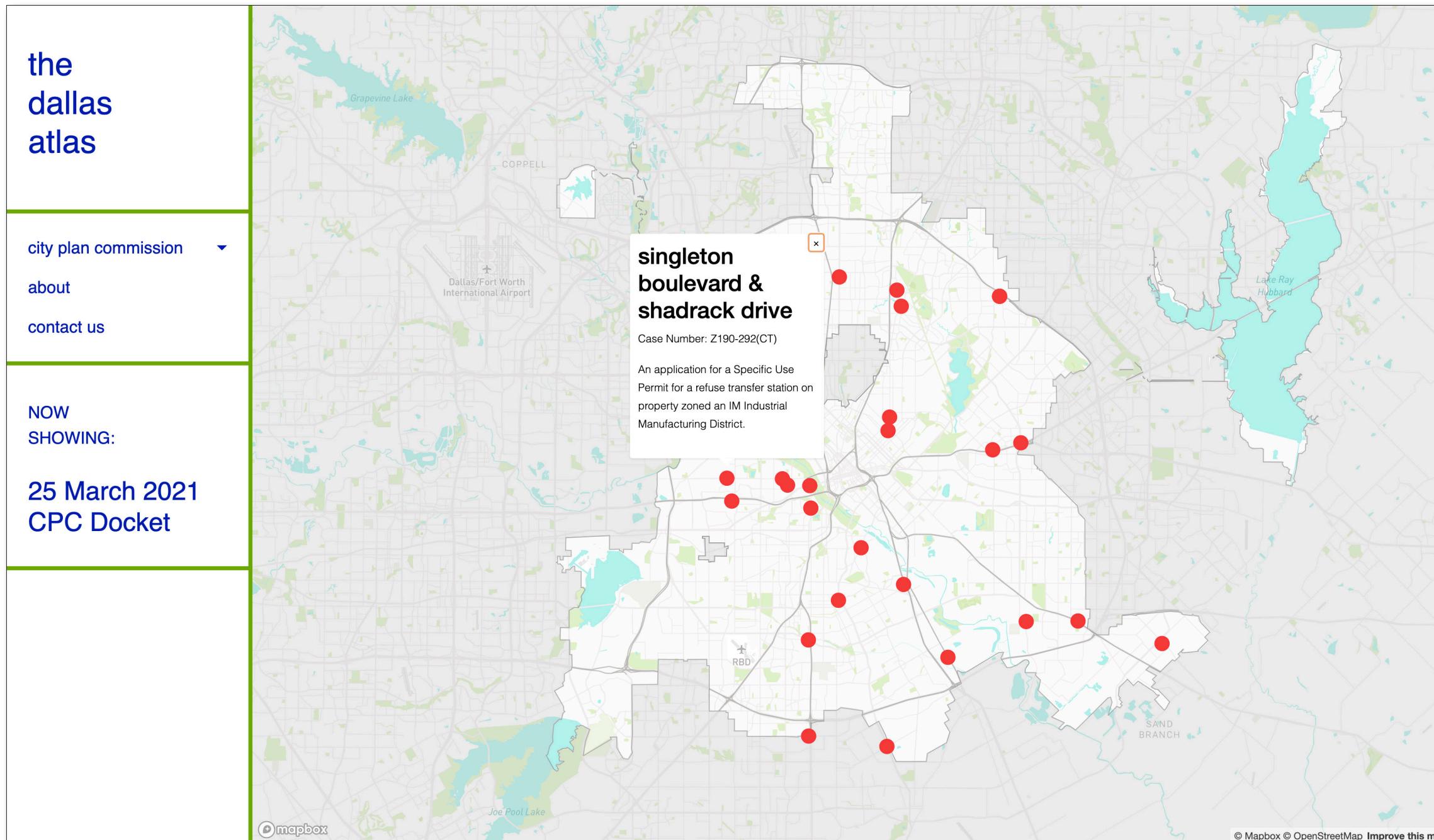
## Simplified planning case tracker (Spring 2021)

As a side project during quarantine, I created a tool that uses a Python script to scrape the Dallas City Planning Commission website and convert meeting agendas from 500-page long pdfs to a simple interactive map. This tool is completely automated and updates daily. (Note: website frozen to save server costs)

Tools: Python, Javascript, HTML, CSS

Access the full tool at:

<https://dallas-atlas.uc.r.appspot.com/>



# Infrastructure Bill Proposal

# **Successful federal funding request for bikeway and pedestrian infrastructure (Summer 2021)**

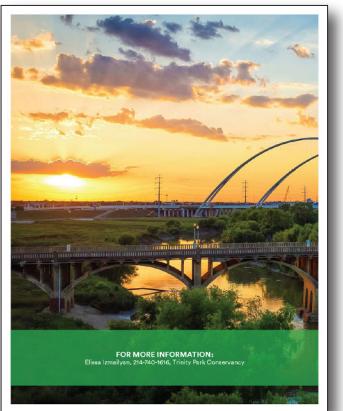
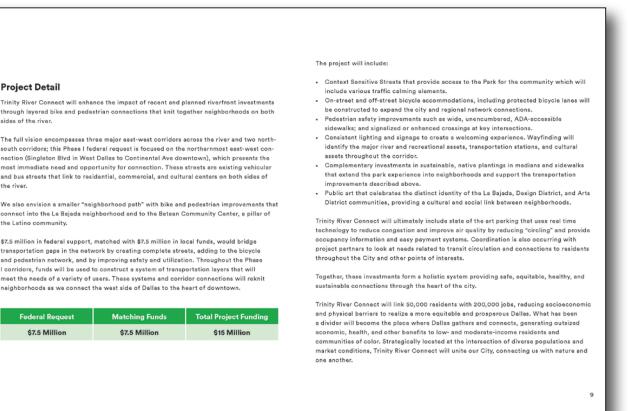
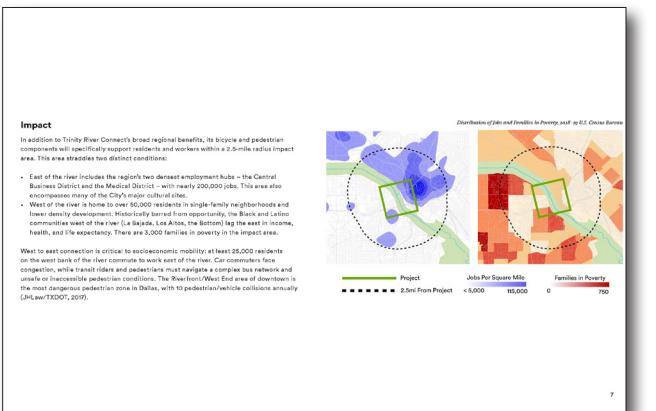
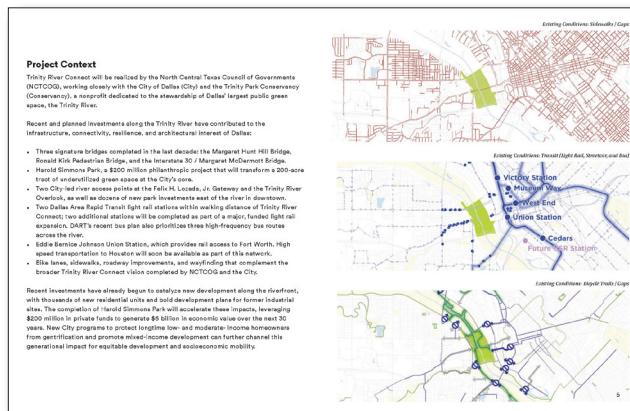
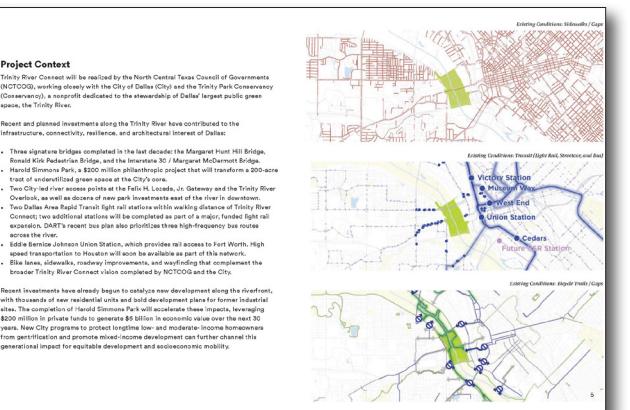
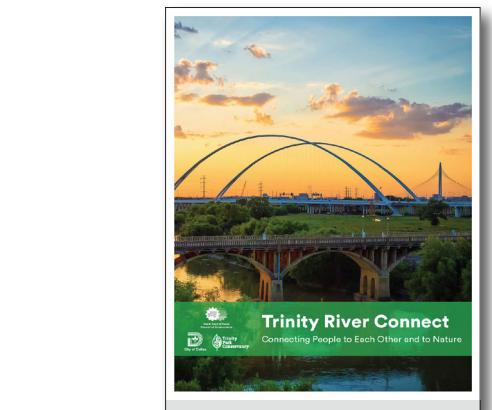
In summer of 2021, I helped put together a funding proposal on behalf the Trinity Park Conservancy for \$15M in state and federal funding for a new bike and pedestrian network. This proposal was presented to Congresswoman Eddie Bernice Johnson and was officially listed as a priority project for the bipartisan federal infrastructure bill by Dallas Mayor Eric Johnson.

led the creation of visuals for the report, spatial analysis of the network's impact, and drafted sections of the text.

Tools: ArcGIS Pro, Illustrator, InDesign

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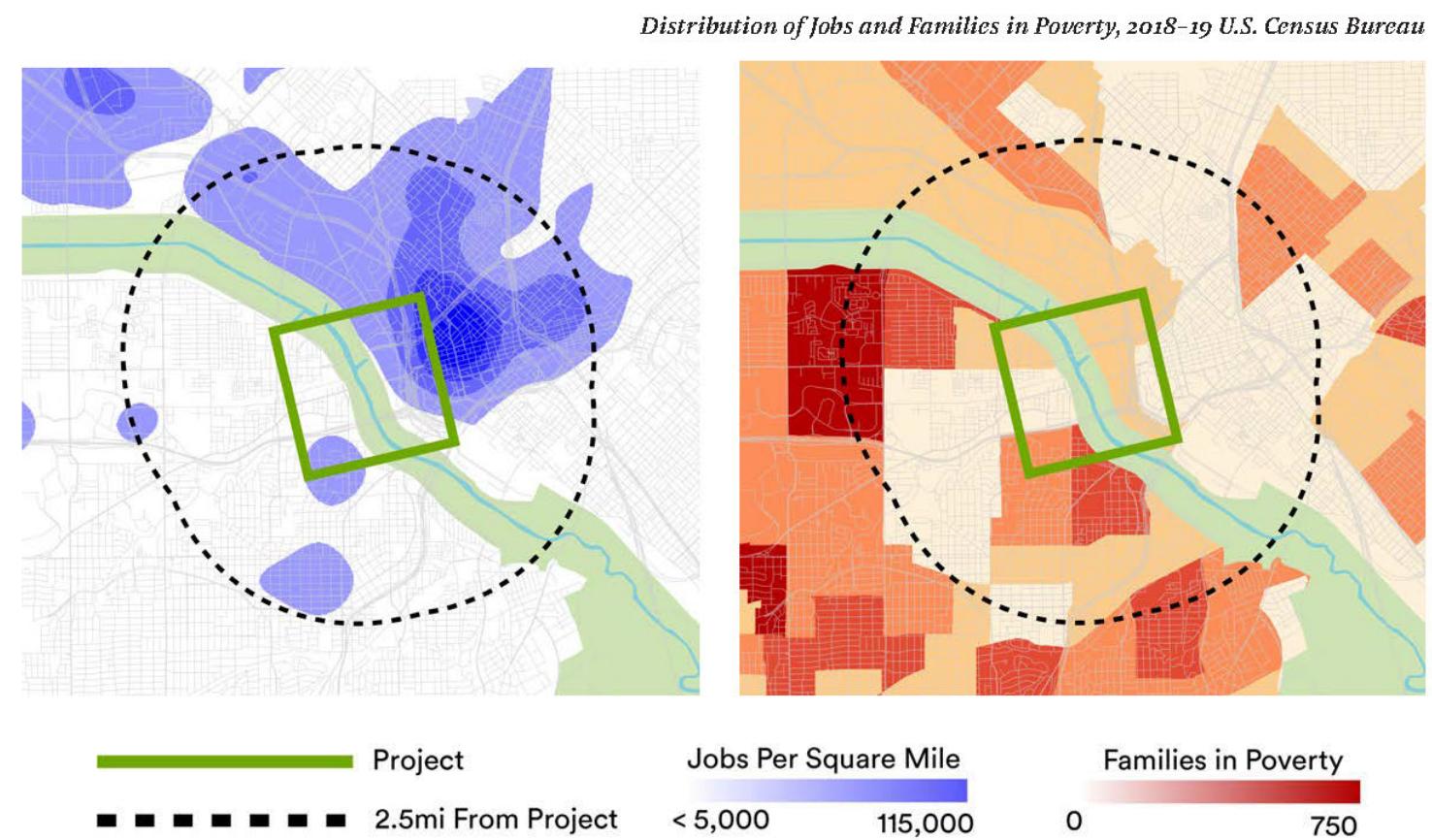


## Impact

In addition to Trinity River Connect's broad regional benefits, its bicycle and pedestrian components will specifically support residents and workers within a 2.5-mile radius impact area. This area straddles two distinct conditions:

- East of the river includes the region's two densest employment hubs – the Central Business District and the Medical District – with nearly 200,000 jobs. This area also encompasses many of the City's major cultural sites.
- West of the river is home to over 50,000 residents in single-family neighborhoods and lower density development. Historically barred from opportunity, the Black and Latino communities west of the river (La Bajada, Los Altos, the Bottom) lag the east in income, health, and life expectancy. There are 3,000 families in poverty in the impact area.

West to east connection is critical to socioeconomic mobility: at least 25,000 residents on the west bank of the river commute to work east of the river. Car commuters face congestion, while transit riders and pedestrians must navigate a complex bus network and unsafe or inaccessible pedestrian conditions. The Riverfront/West End area of downtown is the most dangerous pedestrian zone in Dallas, with 10 pedestrian/vehicle collisions annually (JHLaw/TXDOT, 2017).



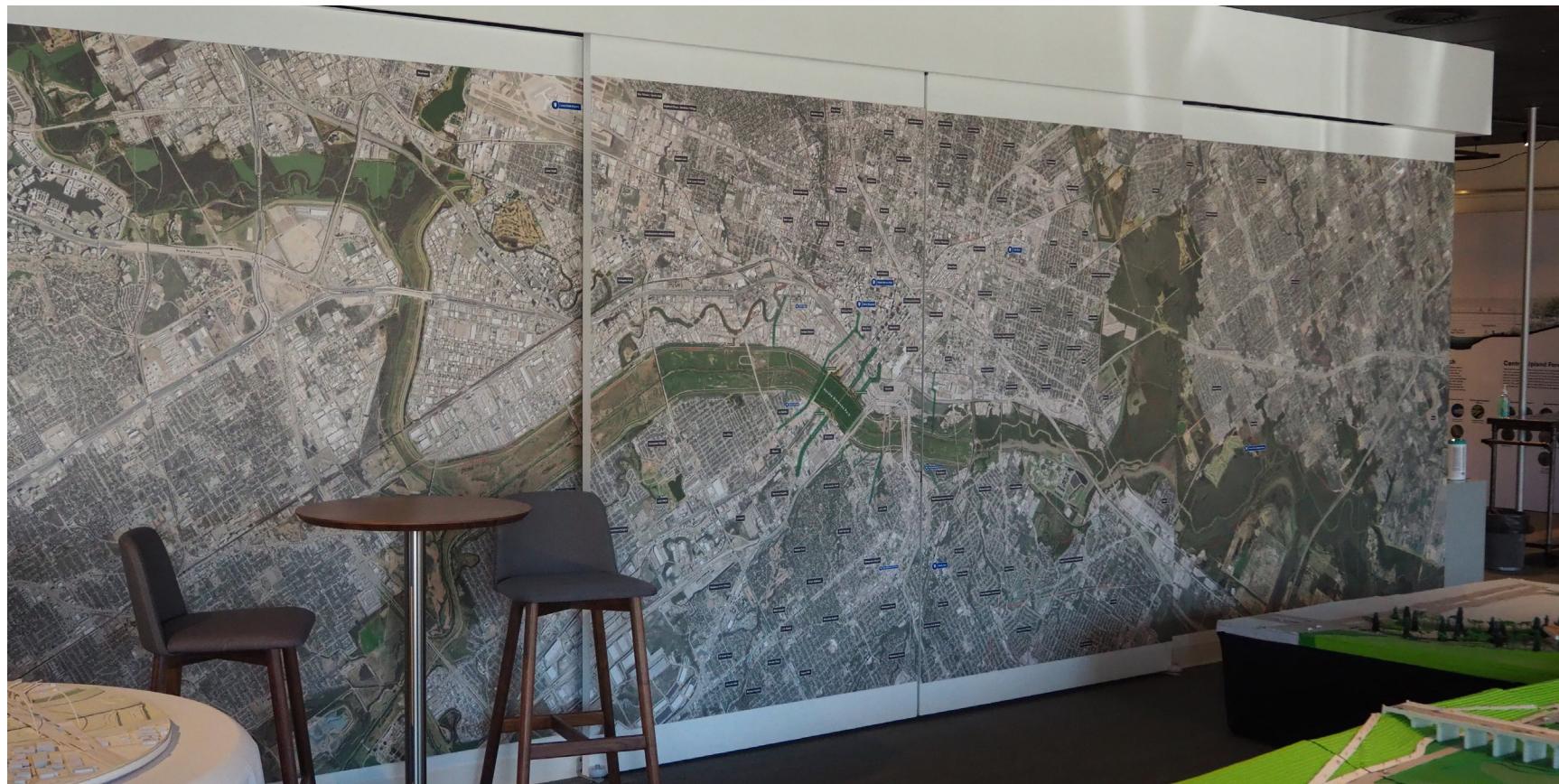
# Bilboard-Sized Map of Dallas

## Donor cultivation tool

25 x 8ft map of the Trinity River's course in Dallas, including nearby neighborhoods. Used as a key piece of donor cultivation presentations for Harold Simmons Park. Map created with satellite iamgery processed in GIS and Photoshop, with annotation in Illustrator and Indesign.

Tools: ArcGIS Pro, Photoshop, Illustrator, Indesign





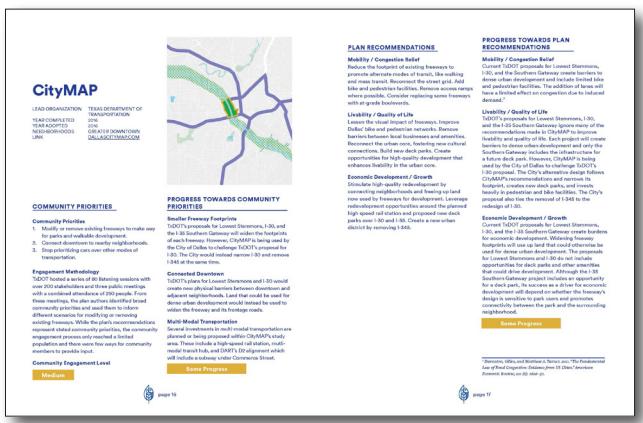
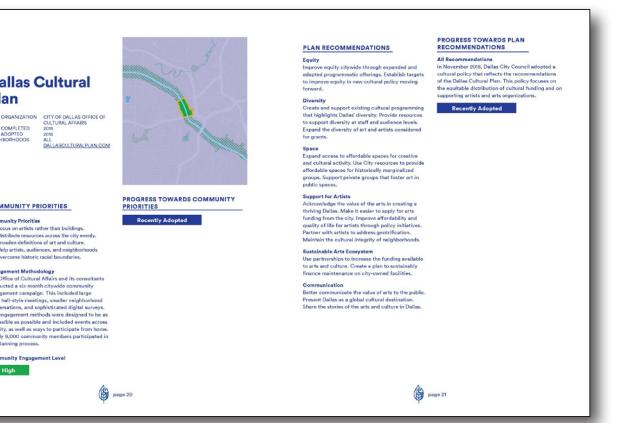
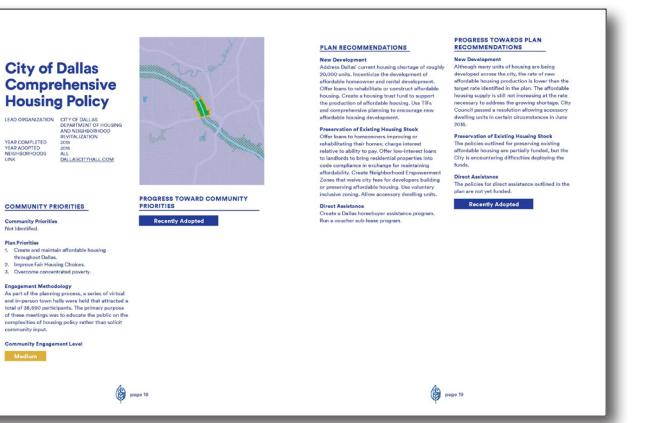
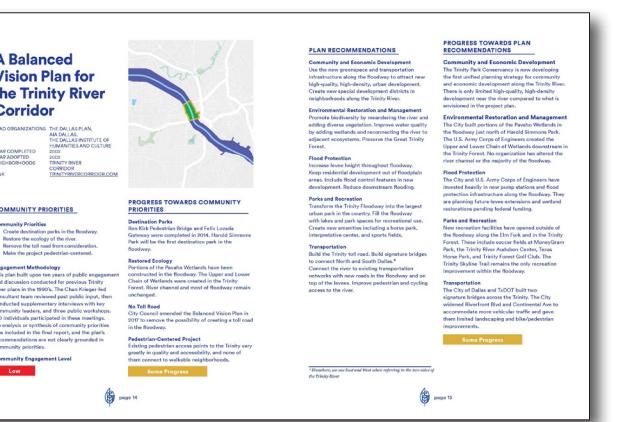
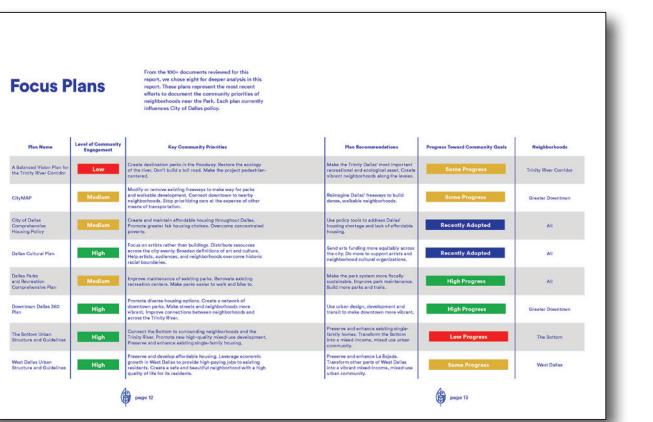
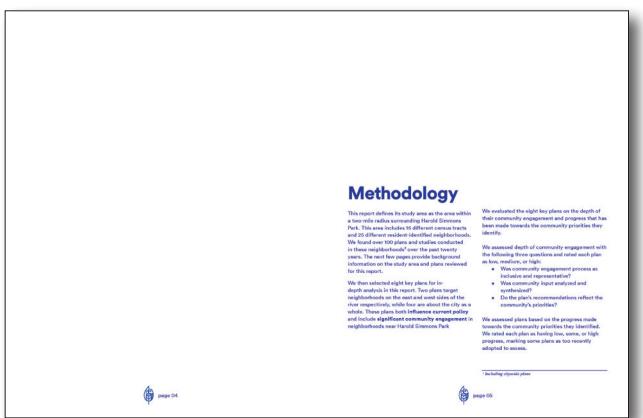
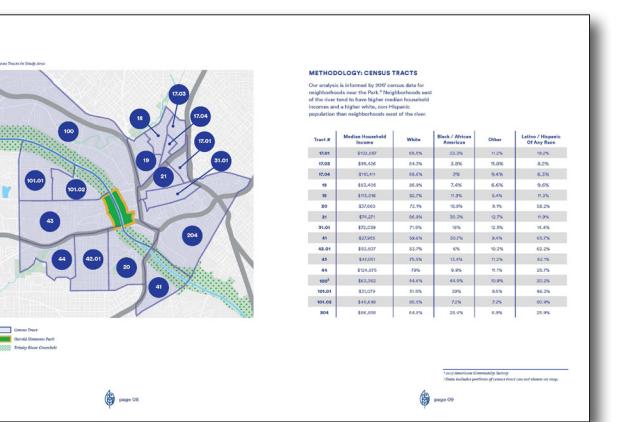
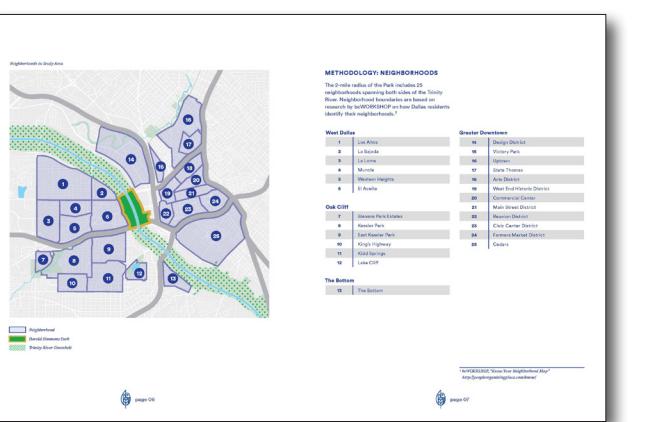
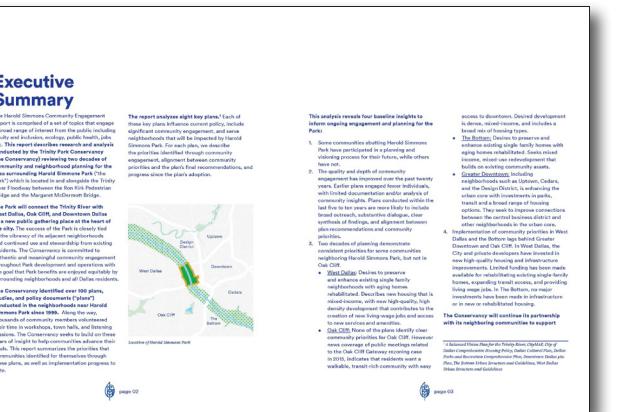
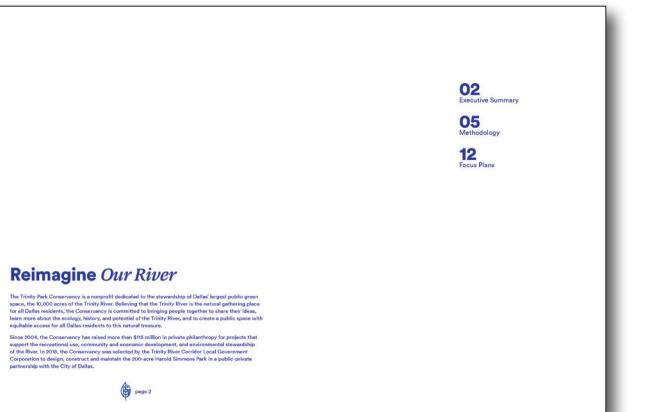
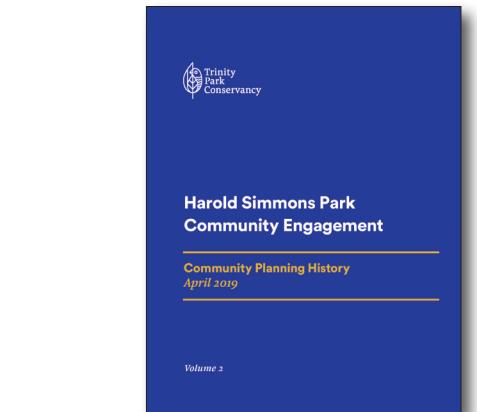
# Community Planning History

## Synthesizing place-based policy (30 Pages, March 2019)

The Community Planning History summarizes the past decade of urban planning near Harold Simmons Park. In preparation, I reviewed over 100 community plans, reports, and policy documents. All writing and graphic design is my own.

Tools: InDesign, Illustrator

A full copy of this document is available at the following [link](#)



# Focus Plans

From the 100+ documents reviewed for this report, we chose eight for deeper analysis in this report. These plans represent the most recent efforts to document the community priorities of neighborhoods near the Park. Each plan currently influences City of Dallas policy.

Plan Name	Level of Community Engagement	Key Community Priorities	Plan Recommendations	Progress Toward Community Goals	Neighborhoods
A Balanced Vision Plan for the Trinity River Corridor	Low	Create destination parks in the floodway. Restore the ecology of the river. Don't build a toll road. Make the project pedestrian-centered.	Make the Trinity Dallas' most important recreational and ecological asset. Create vibrant neighborhoods along the levees.	Some Progress	Trinity River Corridor
CityMAP	Medium	Modify or remove existing freeways to make way for parks and walkable development. Connect downtown to nearby neighborhoods. Stop prioritizing cars at the expense of other means of transportation.	Reimagine Dallas' freeways to build dense, walkable neighborhoods.	Some Progress	Greater Downtown
City of Dallas Comprehensive Housing Policy	Medium	Create and maintain affordable housing throughout Dallas. Promote greater fair housing choices. Overcome concentrated poverty.	Use policy tools to address Dallas' housing shortage and lack of affordable housing.	Recently Adopted	All
Dallas Cultural Plan	High	Focus on artists rather than buildings. Distribute resources across the city evenly. Broaden definitions of art and culture. Help artists, audiences, and neighborhoods overcome historic racial boundaries.	Send arts funding more equitably across the city. Do more to support artists and neighborhood cultural organizations.	Recently Adopted	All
Dallas Parks and Recreation Comprehensive Plan	Medium	Improve maintenance of existing parks. Renovate existing recreation centers. Make parks easier to walk and bike to.	Make the park system more fiscally sustainable. Improve park maintenance. Build more parks and trails.	High Progress	All
Downtown Dallas 360 Plan	High	Promote diverse housing options. Create a network of downtown parks. Make streets and neighborhoods more vibrant. Improve connections between neighborhoods and across the Trinity River.	Use urban design, development and transit to make downtown more vibrant.	High Progress	Greater Downtown
The Bottom Urban Structure and Guidelines	High	Connect the Bottom to surrounding neighborhoods and the Trinity River. Promote new high-quality mixed-use development. Preserve and enhance existing single-family housing.	Preserve and enhance existing single-family homes. Transform the Bottom into a mixed-income, mixed use urban community.	Low Progress	The Bottom
West Dallas Urban Structure and Guidelines	High	Preserve and develop affordable housing. Leverage economic growth in West Dallas to provide high-paying jobs to existing residents. Create a safe and beautiful neighborhood with a high quality of life for its residents.	Preserve and enhance La Bajada. Transform other parts of West Dallas into a vibrant mixed-income, mixed-use urban community.	Some Progress	West Dallas

# A Balanced Vision Plan for the Trinity River Corridor

LEAD ORGANIZATIONS	THE DALLAS PLAN, AIA DALLAS, THE DALLAS INSTITUTE OF HUMANITIES AND CULTURE
YEAR COMPLETED	2003
YEAR ADOPTED	2003
NEIGHBORHOODS	TRINITY RIVER CORRIDOR
LINK	<a href="http://TRINITYRIVERCORRIDOR.COM">TRINITYRIVERCORRIDOR.COM</a>

## COMMUNITY PRIORITIES

### Community Priorities

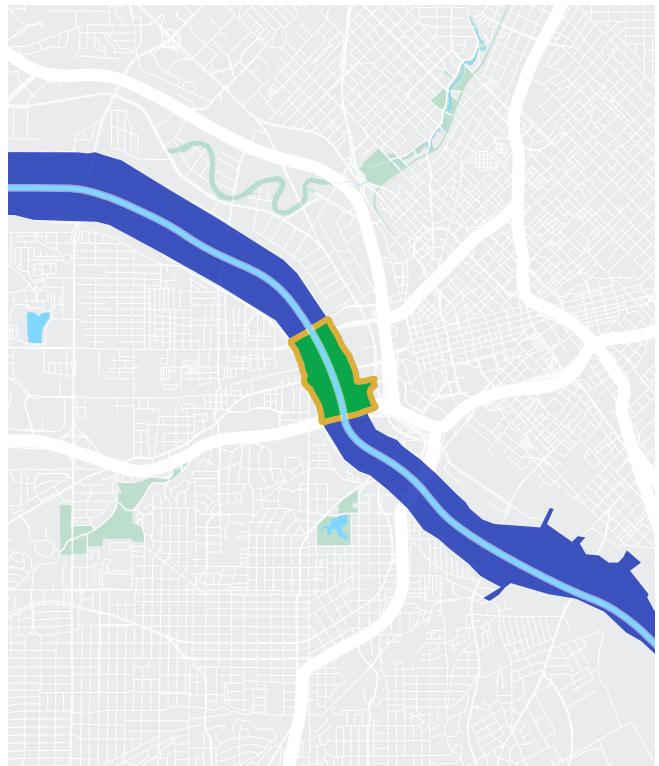
1. Create destination parks in the floodway.
2. Restore the ecology of the river.
3. Remove the toll road from consideration.
4. Make the project pedestrian-centered.

### Engagement Methodology

This plan built upon ten years of public engagement and discussion conducted for previous Trinity River plans in the 1990's. The Chan Krieger-led consultant team reviewed past public input, then conducted supplementary interviews with key community leaders, and three public workshops. 310 individuals participated in these meetings. No analysis or synthesis of community priorities was included in the final report, and the plan's recommendations are not clearly grounded in community priorities.

### Community Engagement Level

Low



## PROGRESS TOWARDS COMMUNITY PRIORITIES

### Destination Parks

Ron Kirk Pedestrian Bridge and Felix Lozada Gateway were completed in 2014. Harold Simmons Park will be the first destination park in the floodway.

### Restored Ecology

Portions of the Pavaho Wetlands have been constructed in the floodway. The Upper and Lower Chain of Wetlands were created in the Trinity Forest. River channel and most of floodway remain unchanged.

### No Toll Road

City Council amended the Balanced Vision Plan in 2017 to remove the possibility of creating a toll road in the floodway.

### Pedestrian-Centered Project

Existing pedestrian access points to the Trinity vary greatly in quality and accessibility, and none of them connect to walkable neighborhoods.

Some Progress

## PLAN RECOMMENDATIONS

### Community and Economic Development

Use the new greenspace and transportation infrastructure along the floodway to attract new high-quality, high-density, urban development. Create new special development districts in neighborhoods along the Trinity River.

### Environmental Restoration and Management

Promote biodiversity by meandering the river and adding diverse vegetation. Improve water quality by adding wetlands and reconnecting the river to adjacent ecosystems. Preserve the Great Trinity Forest.

### Flood Protection

Increase levee height throughout floodway. Keep residential development out of floodplain areas. Include flood control features in new development. Reduce downstream flooding.

### Parks and Recreation

Transform the Trinity Floodway into the largest urban park in the country. Fill the floodway with lakes and park spaces for recreational use. Create new amenities including a horse park, interpretative center, and sports fields.

### Transportation

Build the Trinity toll road. Build signature bridges to connect North and South Dallas.<sup>6</sup> Connect the river to existing transportation networks with new roads in the floodway and on top of the levees. Improve pedestrian and cycling access to the river.

## PROGRESS TOWARDS PLAN RECOMMENDATIONS

### Community and Economic Development

The Trinity Park Conservancy is now developing the first unified planning strategy for community and economic development along the Trinity River. There is only limited high-quality, high-density development near the river compared to what is envisioned in the project plan.

### Environmental Restoration and Management

The City built portions of the Pavaho Wetlands in the floodway just north of Harold Simmons Park. The U.S. Army Corps of Engineers created the Upper and Lower Chain of Wetlands downstream in the Trinity Forest. No organization has altered the river channel or the majority of the floodway.

### Flood Protection

The City and U.S. Army Corps of Engineers have invested heavily in new pump stations and flood protection infrastructure along the floodway. They are planning future levee extensions and wetland restorations pending federal funding.

### Parks and Recreation

New recreation facilities have opened outside of the floodway along the Elm Fork and in the Trinity Forest. These include soccer fields at MoneyGram Park, the Trinity River Audubon Center, Texas Horse Park, and Trinity Forest Golf Club. The Trinity Skyline Trail remains the only recreation improvement within the floodway.

### Transportation

The City of Dallas and TxDOT built two signature bridges across the Trinity. The City widened Riverfront Blvd and Continental Ave to accommodate more vehicular traffic and gave them limited landscaping and bike/pedestrian improvements.

Some Progress

<sup>6</sup> Elsewhere, we use East and West when referring to the two sides of the Trinity River

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