

PORTABLE LANDSCAPES
FLEXIBILITY AND CUSTOMIZATION ASSOCIATED WITH TEMPORARY LANDSCAPES

by

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A REPORT

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Approved by:

Major Professor
Howard Hahn

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PORTABLE LANDSCAPES

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Portable Landscapes: Flexibility and Customization Associated with Temporary Landscapes

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Masters Report submitted in partial fulfillment of the requirements for the degree of:
Master of Landscape Architecture (MLA)

Major Professor: Howard Hahn
Supervisory Committee: Katie Kingery-Paige and David Richter-O'Connell

Kansas State University
College of Architecture, Planning, and Design
Department of Landscape Architecture & Regional and Community Planning



LANDSCAPE ARCHITECTURE
/ REGIONAL & COMMUNITY PLANNING
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ARCHITECTURE, PLANNING & DESIGN // K-STATE

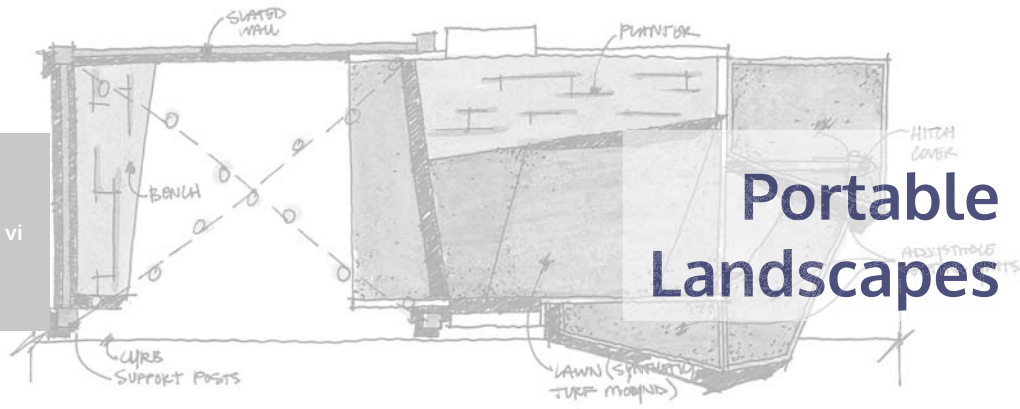
Abstract

Cities and towns across the world are in a dynamic state of change, and therefore, becoming responsive to new and innovative approaches to creating and restoring public spaces. These new approaches address the need for flexible, multifunctional spaces in order to adapt to and accommodate the changing demands and unexpected circumstances that occur within the city (Wall 1999, Temel 2006, Gehl 2011). Temporary landscapes, or site specific, time-limited designs of open space, have become an emerging approach to improving public spaces. These small scale projects provide unique experiences and offer a laboratory for experimentation where new, innovative ideas can be tested (Lydon 2012, Sargin and Savas 2012, Temel 2006).

The idea of flexibility and the need for multifunctional spaces are explored through the following report by investigating how an innovative approach involving temporary landscapes can enhance streetscape quality and offer a variety of public activities. First, I developed a deeper understanding of temporary landscapes in order to identify the transition in approach to urban design from focusing on permanence to

temporary, and express the importance of temporality in urban design. A design matrix exploring programmatic options and customizable design features was established through an extensive literature review and case study analysis.

Through the application process, I explored the regulatory process involved in implementing a temporary landscape intended for the Aggieville Business District in Manhattan, Kansas. This procedure involved a review of the city's ordinances and liability concerns, designing a portable landscape, and constructing a prototype to be deployed off-street until approval is gained. The results from this project provide field evidence to support recommendations for future design iterations for portable landscapes that increase pedestrian comfort and support an expanded range of activities for public spaces. Prototypes of different design iterations and replications can also serve as future projects for the College of Architecture, Planning, and Design at Kansas State University. Ultimately, this project will begin a critical discussion of the future role of temporary landscapes in cities that are in a dynamic state of change.



Portable Landscapes

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Figure 1.01: Trendiness of Temporariness (Arcadia 2013)

A black and white photograph of a rooftop garden. In the foreground, several people are sitting on stacks of plastic crates. One person in the center is wearing a wide-brimmed hat and a light-colored shirt. To their right, another person is wearing a dark tank top. In the background, a woman is sitting on a crate, and another person is standing. The garden is built on a wooden deck and features a wall made of stacked crates, some of which have plants growing in them. An "EXIT" sign is visible on the wall. The overall scene is a communal outdoor space.

1

INTRODUCTION

Changing Nature of Urban Spaces

IMPORTANCE OF PUBLIC SPACE

Public space is a vital aspect of social and cultural urban life. As open spaces, they provide relief from densely populated urban areas and structured everyday activities. As social spaces, they provide outdoor activities that are crucial for a healthy physical environment. As a civic space, they are associated with openness and inclusiveness to all pedestrians by providing opportunities for the public to gather and socialize. As cultural spaces, they reveal the historical importance and significance of the surrounding region (Hou 2010, Brill 1989). However, the traditional idea of urban space benefiting public life has slowly diminished over the past 50 years, and any residual space within the city has exacerbated any sense of place (Hou 2010; Jacobs 1961, Harrison 2012). The role of urban spaces benefiting social, economic, and cultural life within our cities has been overlooked (Flemming 2007).

The quality of city life is highest when an equal balance exists between functioning indoor and outdoor public spaces (Gehl 2010, Hou 2010). It is in the outdoor setting where public spaces have a much better chance of thriving. If outdoor urban space is provided, use and occupancy within that space will increase, whether it's large city parks, small urban landscapes, or even the addition of a single bench or chair. In these various settings, the spontaneous and impulsive actions attuned to the human scale

are driving forces that make each public space a special attraction (Gehl 2010).

RESTORING PUBLIC SPACE

In order to restore urban spaces, certain actions that question the character and use of privatized, neglected, and residual urban space have begun to take place across the world (Pagano 2013; Hou 2010). One approach urban designers, planners, and public leaders have used to transform declining urban spaces and influence future development is large-scale projects, such as stadiums, conference centers, or waterfront parks. Through this professional approach, urban designers create a physical framework for activities occurring within the city. This approach requires a wide range of skills, balanced between the social, economic, political, and aesthetic forces within a city.

This structure, at times, can be narrowly focused and lack urban vitality. More often than not, these projects involve a substantial time investment, but do not guarantee economic and social benefit with the end result. The everyday user is often forgotten about, or left with little to no role to play in this complex planning process. Even when they are, citizens are often asked to respond to issues and concerns they know little about, leading to public disinterest and a weak connection between themselves and the future space (Lydon 2012; Hou 2012).

TRANSITIONAL APPROACH TO URBAN DESIGN

Cities are in a dynamic state of change, and therefore, being viewed less in formal, permanent terms. In order to restore public space and transform the physical, social, and cultural aspects of urban life, the idea of impermanence must be considered as an urban design strategy (Wall 1999). Designers are being called to respond to the growing demand for these new practical approaches, methods of representation, and forms of conceptualizing urban space. Temporary landscapes, or site specific, time-limited designs of open space, have become an emerging approach to improving public spaces. Therefore, new and innovative approaches that address the need for flexible, multifunctional spaces need to be further explored and developed (Temel 2006; Wall 1999).

Challenges Facing Aggieville

RECENT PLANNING EFFORTS AND CURRENT CONDITIONS

The Aggieville – Campus Edge District Plan was created by the city of Manhattan in 2005 to provide specific guidance for the location and design for future development. The three main goals of the district plan are to 1) Create a campus-edge urban neighborhood, 2) Promote active community participation, and 3) Create a distinct identity through the built environment. A five-block mixed-use residential neighborhood is being proposed north of Aggieville, and a commercial corridor is planned to expand along Bluemont Avenue. Future proposals for Aggieville Business District include adding residential and retail uses above first floor commercial development, and increasing streetscape amenities to provide a walkable environment for local residents (City of Manhattan 2005). Due to development occurring within and surrounding Aggieville, the business district has strong potential to develop into a city-wide hub for the entire community of Manhattan.

Proposals occurring within the Aggieville Business District all intend to “promote safe pedestrian activity and a pleasant, walkable environment; and design guidelines that address human scale, detail of facade design, spatial definition, and the relationship between private buildings and the public streets” (City of Manhattan 2005, p. 10). According to the district plan, “the streetscape is an important element of the public

realm; it is public open space and the way the public experiences and perceives the city and the neighborhood... The streetscape, landscape, and design elements within the street space also help define the character of the public realm, and consist of sidewalks, paving, street furniture, lighting, commercial signs, landscaping, and street trees” (City of Manhattan 2005, p 10).

However, the current streetscape quality and lack of civic space within Aggieville result in an uncomfortable pedestrian space for patrons and visitors (LAR 646 2014). Sidewalks are in poor condition, amenities like outdoor seating and trash receptacles are missing, and vegetation is scarce. The few spaces that provide shade or opportunities to sit and congregate are outdoor bar patios, which are located on the backside of businesses and for private use only. Local residents complain that Moro Street businesses cater primarily to college students, especially on nights and weekends (LAR 646 2014; Walter 2001). If the individual private patios were to be relocated to publically accessible areas, like the street, there is an opportunity to enhance public space to benefit the community of Manhattan both socially and culturally.

The core of Aggieville is located along Moro Street, the historical linear spine that serves as the perceptual nexus of activity and identity. In order to accom-



Image 1.02: Aggieville Campus-Edge Plan (City of Manhattan 2005)

moderate parking requirements for development within the last 30 years, one-way Moro Street is lined with on-street parking on both sides (LAR 646 2014; Walter 2001). This provides direct and easy access for motorists, but detracts from the potential for other outdoor programs to take place. Although City Park adjoins the district, undeveloped lots within the district are also devoted to parking instead of any green or public open space.

OBJECTIVE OF STUDY

Since provision of convenient parking is a priority for business owners, converting parking stalls to street landscape areas is generally resisted. Moro Street in particular, is a frequent site for parades and special events affiliated with the university or city. Retaining traffic flow, maximizing street space for crowds, and maintaining flexibility for multiple uses are all highly valued considerations. Temporary landscapes are a relatively recent phenomenon, and can serve as an appropriate response to increase pedestrian comfort on a short-term basis, while maintaining maximum flexibility. The emergence of temporary landscapes and current conditions of Aggieville brings forth the following question:

Can new and innovative temporary landscapes serve as a short-term, sanctioned approach to improving streetscape qualities and generating flexible programs for the Aggieville Business District?

In order to answer the underlying research question, three main objectives were addressed, as seen in Figure 1.03 to the right: 1) provide relevance for temporality in urban restoration, 2) explore necessary criteria involved in the design-build process for implementing

a temporary landscape, and 3) explore programmatic options and innovative design concepts that express flexibility and customization associated with temporary landscapes.

The exploration of the formal process of designing, constructing, and installing a temporary landscape in a public parking stall in the Aggieville Business District and the potential for a parking stall to serve as a multifunctional space influences both professional and educational outcomes. From a professional standpoint, a new and innovative approach to urban design was investigated. A design prototype for portable landscapes was tested, which could pilot the fabrication and manufacturing of temporal landscapes. From an educational perspective, the public will be informed of the potential that parking stalls have for acting as public spaces, which could inspire future related events and activities in Manhattan, Kansas, and other cities. Recommendations for future design iterations and replication of portable landscapes that increase pedestrian comfort and support the yearly Aggieville activity calendar could be advanced through design-build classes in the College of Architecture, Planning, and Design at Kansas State University.

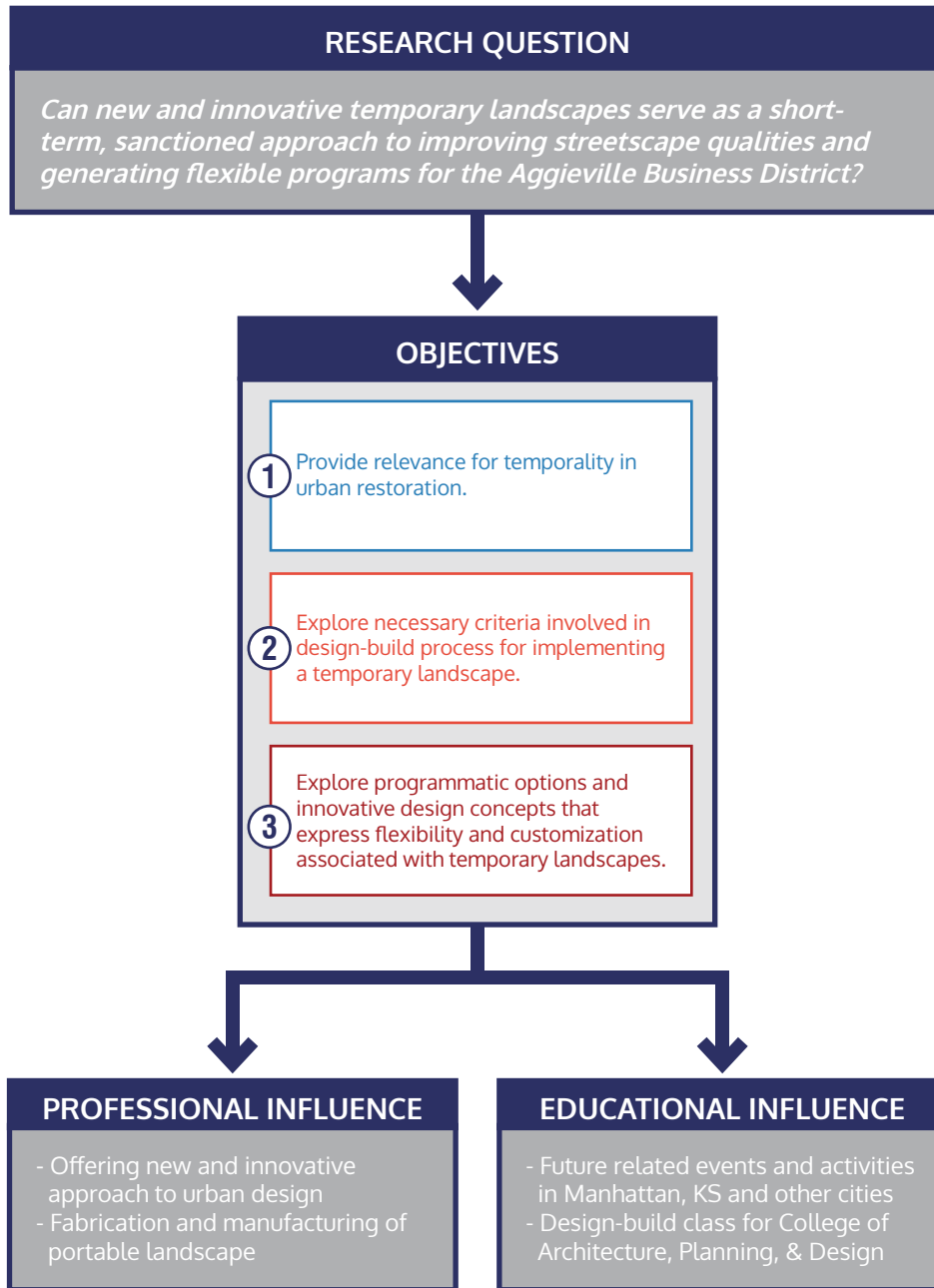


Figure 1.03: Project Structure and Outcomes (Sickmann 2015)

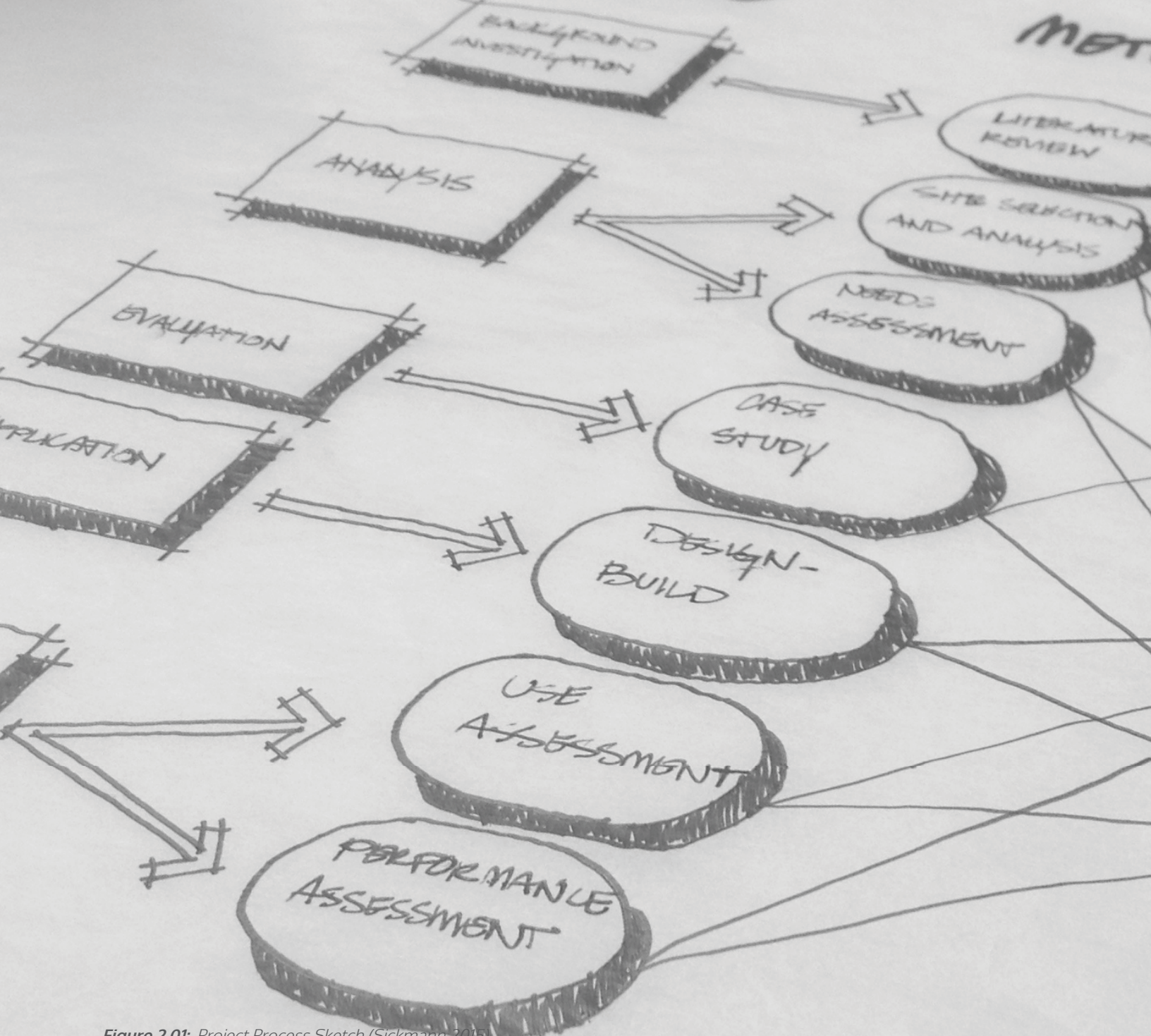


Figure 2.01: Project Process Sketch (Sickmann 2015)

HOPS

GOALS

2

PROJECT PROCESS

UNDERSTANDING OF THE PHENOMENA INFLUENCING TEMPORARY LANDSCAPES

DISCOVER HOW TEMPORARILY LANDSCAPES CAN BE UTILIZED BY THE PROFESSIONAL PRACTICE IN THE URBAN DESIGN PRACTICE

CREATE PROTOTYPE FOR A PORTABLE LANDSCAPE

Process Rationale

My process was broken down into three phases which includes steps critical to explore the sanctioned approach involving temporary landscapes: Research, Analysis, and Application. Figure 2.02 displays steps included within each phase, and how each step responds to the underlying objective. Since each phase informs the other, it was critical to follow the timeline in Figure 2.03. Phase 1: Research provides relevance for temporality in urban restoration. Phase 2: Analysis provides recent examples of temporal practices altering and improving urban space. The process for implementing a temporal project begins in this stage by correlating with players involved and analyzing the site impacted by the installation. In Phase 3: Application, I developed a design matrix to express programmatic options, explore innovative design concepts, and document the design process utilized for implementing a temporary installation. Phase 1: Research and Phase 2: Analysis ultimately influenced the methods utilized in Phase 3: Application. As shown in Figure 2.03, the work plan was modified after a meeting with the City of Manhattan at the end of January. The light grey displays the original work plan established in the early stages of the project, and the dashed line reveals changes made during the application phase.

PHASE 1: RESEARCH

Step 1: Literature Review

A review of the literature supported an initial case expressing the significance of utilizing a short term approach incorporating temporary landscapes when activating public space. First, I identified the transition in approach from traditional urban design focusing on permanence to the current idea of temporality in the city. I then explored the phenomena of temporary landscapes to provide relevance for temporality and establish issues involved with these types of landscapes.

PHASE 2: ANALYSIS

Step 2: Case Study Analysis

A case study analysis of community driven and professional practices utilizing this temporary approach to improving urban space was then completed. First, I identified organizations that are supporting the concepts of temporary landscapes. Then, I focused on a temporal landscape known as a “pocket park” to serve as the primary focus for my case study. Each individual case study was analyzed using the framework developed by Rachel Fox (2015) for evaluating temporary landscapes. This framework consists of five primary components, all defined in the Developing Frameworks section in the literature review: scale, repetition, power relationship, material mobility, and specificity to place (Fox 2015).

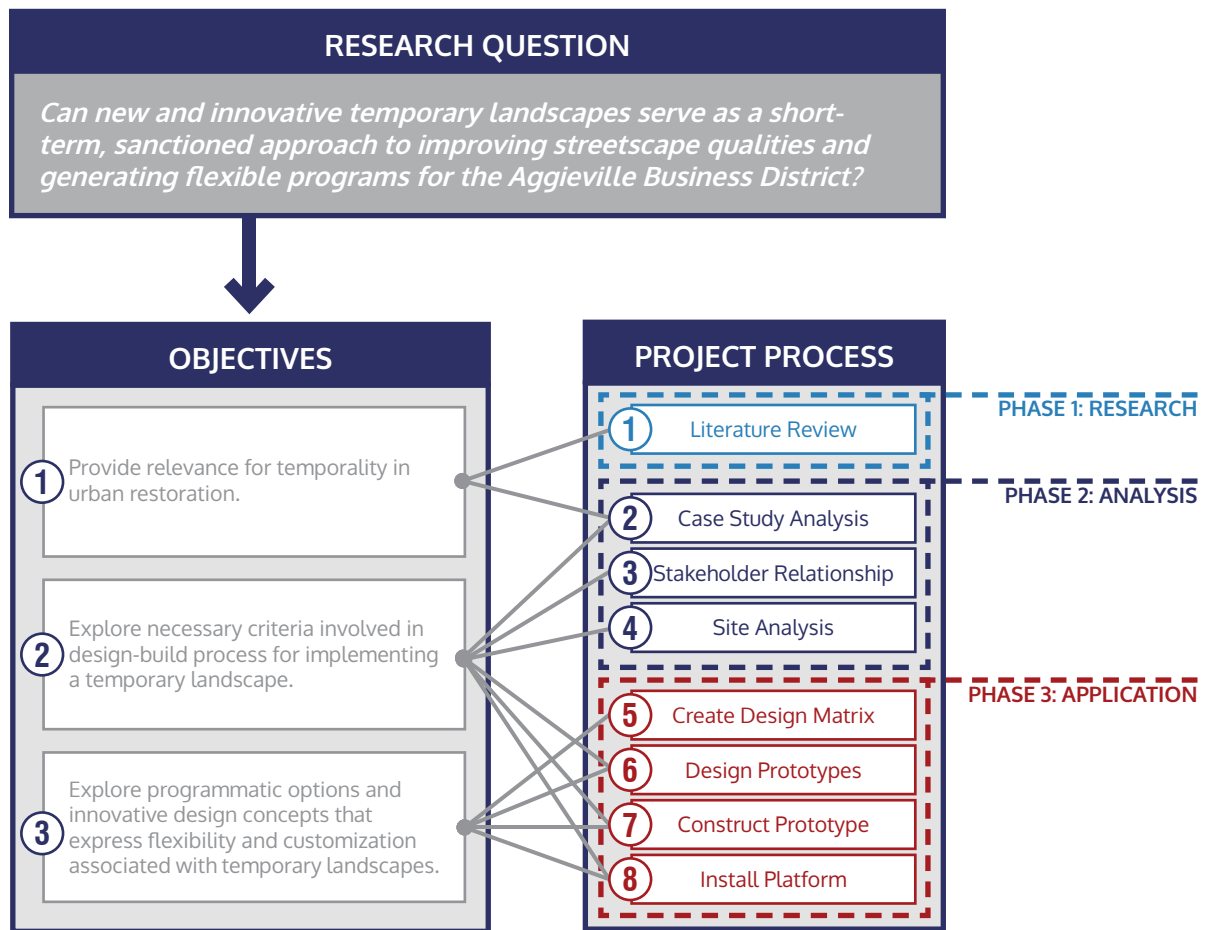


Figure 2.02: Project Process (Sickmann 2015)

Through the literature review, I discovered common themes that served as arguing points to stress the relevance of temporality in urban design. The case study analysis was used to highlight how other organizations, professionals, or community members who have successfully, or unsuccessfully, utilized temporary landscapes when seeking to improve public space. This, in turn, began to form a relationship between the two approaches to urban design: professional urban design focusing on permanence and current ideas on temporality within the city.

Step 3: Establish Stakeholder Relationship

Establishing a stakeholder relationship with the

Aggieville Business Association was a critical task in the beginning stages of my process, in order to set meetings to discuss specific locations of interest for the installation to occur, and potential sponsorship or funding sources. An initial relationship had been established after the completion of the project “Visions in the Ville” in the summer of 2014. This project involved 13 students studying landscape architecture, including myself, who envisioned future growth and expansion of the business district. As a studio, we identified issues that the business district was currently facing, and explored strategies that contributed to a community dialogue about enhancing Aggieville’s future. Throughout this studio, it became clear that

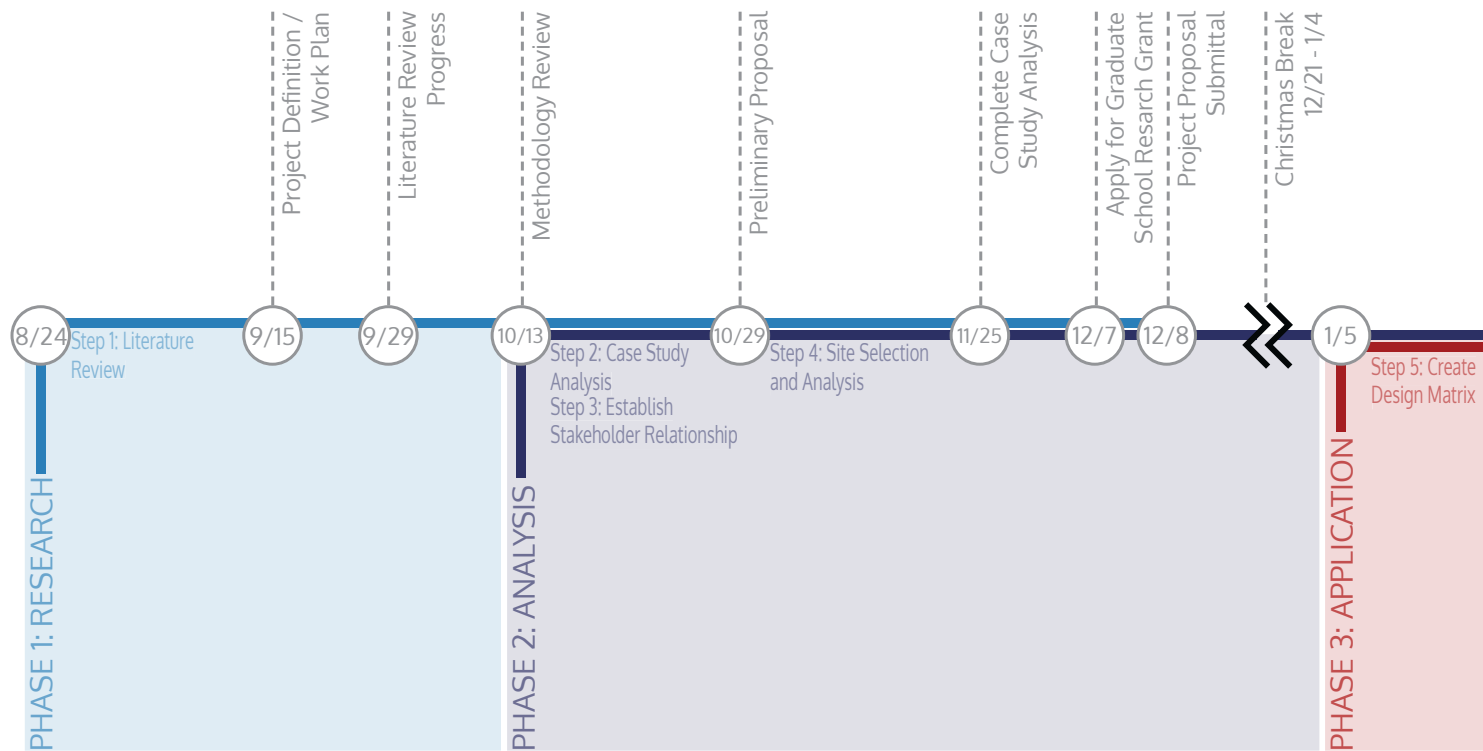


Figure 2.03 Work Plan (Sickmann 2015)

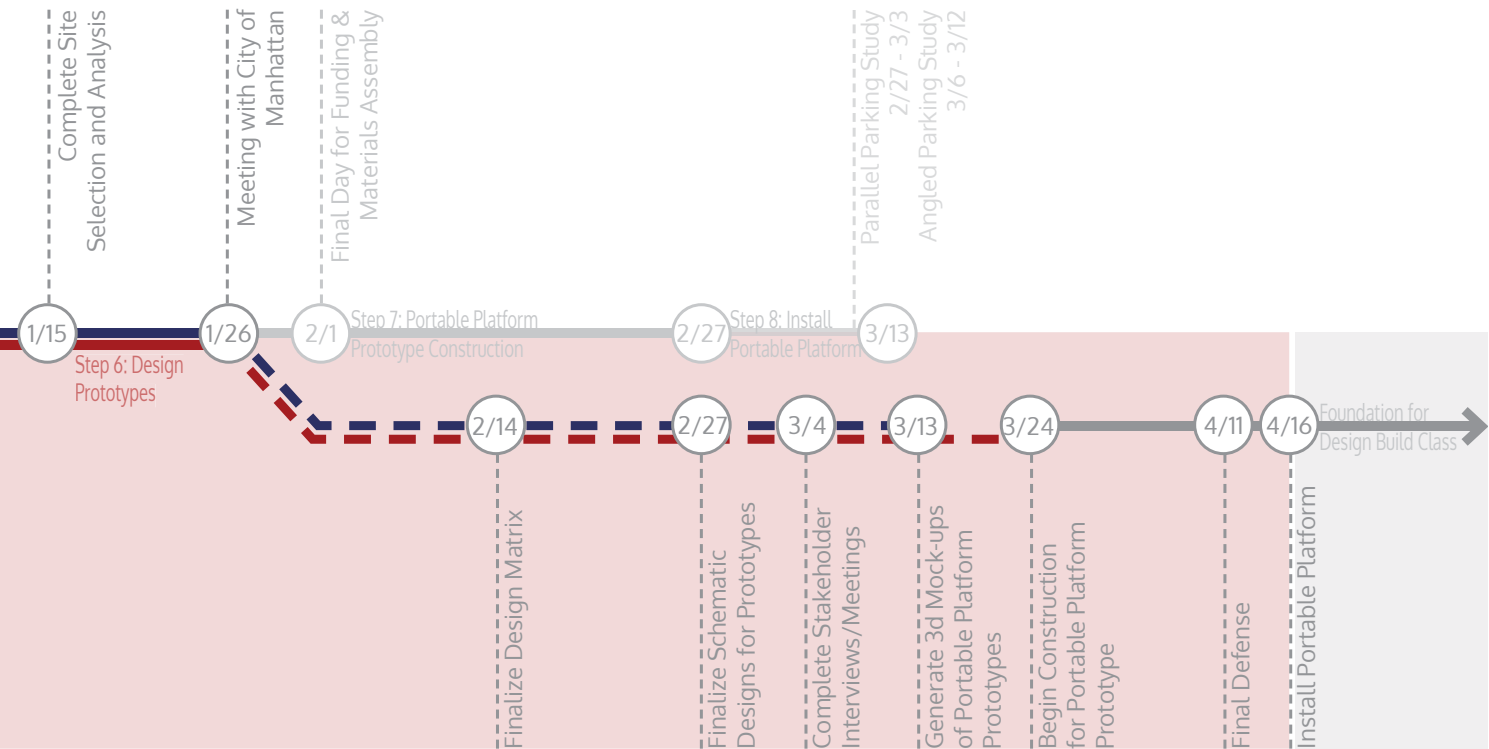
business owners and other stakeholders are motivated to improve Aggieville, and interest to implement a temporary landscape began.

Establishing a dialogue with the city was also vital in order to bring to the surface different issues and concerns for temporal projects to occur in the public right of way, and to explore potential funding opportunities. Manhattan Parks & Recreation and the Manhattan City Manager’s Office were two departments of interest for receiving feedback concerning legality issues and safety regulations, while the Manhattan Chamber of Commerce was contacted regarding financial opportunities. No initial contact had been

established with the City of Manhattan prior to the beginning stages of this project. In-person and e-mail interviews were conducted between all associations, departments, and offices. The Manhattan Police Department and Fire Department was then contacted in order to receive public safety guidance.

Step 4: Site Selection and Analysis

To supplement the information gathered from meetings, a spatial analysis at a district wide scale was conducted, based off of research established by the 4th year LAR 646 class in 2014 where issues concerning public space in Aggieville were identified. Then, a spatial analysis at a site specific scale was completed,



consisting of a further in-depth analysis of Aggieville to determine site selection options.

PHASE 3: APPLICATION

Step 5: Create Design Matrix

A first-hand temporary landscape design application was completed to test the results and conclusions developed from the first two phases. I began by establishing a portable landscape design matrix based on research found in the literature review, and lessons learned from individual case studies in order to express the numerous opportunities offered from a temporary landscape. This typology consists of four matrices used to facilitate decisions made during the design development stage: activity type, design inspirations, operative agents, and design elements. The activity type determines the function of the portable landscape by categorizing the range of programmatic uses. Design inspirations consist of potential design considerations and influences offering reasoning for the installation. Operative agents identify logistics for the portable landscape by listing players involved in the deployment and maintenance. Portable landscape design elements consist of customizable surface

types that can be interchanged depending on the type of activity and desired inspiration that the platform is accommodating, and the operative agents overseeing the installation. From a systematic standpoint, the portable landscape design matrix can be used as a tool to facilitate decisions made during the design development stage. The portable landscape design matrix is defined in Chapter 6: Application.

Step 6: Design Prototypes

To express the various event themes and activity types that can result through the combination of different customizable design elements, multiple design iterations were developed through the design development level. Two areas of concern when dealing with untapped potential for urban space provided a setting for the design of a temporary landscape: parallel and angled parking. The design elements chosen during the design-development phase were influenced by the following design factors: locations for deployment, space definition, accessibility, supported landscape, programmatic use, potential liability issues, safety concerns, aesthetic appearance, durability, cost, vandalism resistance, set-up/tear-down

procedures, transport, and storage capability. Photomontages were used to explore activity types and event themes in which the portable landscape might accommodate. Hand rendered plans, sections, elevations, and 3D digital models were then generated to demonstrate portable landscape design concepts.

Step 7: Construct Portable Landscape Prototype

One portable landscape prototype design was selected to test design ideas, activity types, and functionality. As discussed previously, multiple designs were completed to express the customizable variations of different portable landscapes. The prototype chosen to test reflects the portable landscape implemented on a typical day, with no special accommodating event. The platform's surface type was a 5'x8' trailer, which served as a base for the portable landscape, and storage component used when traveling. The funds provided from the Graduate School Small Grant Program were used to purchase necessary materials for construction. The steps taken and tools utilized during the design-build process can be seen in Figure 2.04 below.

Step 8: Install Portable Landscape

Due to issues encountered with accessing permits to implement a temporary project in the public right-of-way, the portable landscape was unable to be installed in the Aggieville Business District. The portable landscape was instead deployed in Bosco Plaza on Kansas State University's campus during the 2016 Open House. This popular event provided an ideal setting to display the potential of what temporary landscapes have to offer in an urban setting. If the portable landscape could have been implemented in multiple settings, a performance and use assessment would have been completed to gauge effectiveness relative to the temporary installation. Steps involved in this assessment process can be found in Appendices A.



Figure 2.04: Design Process (Sickmann 2016)



Figure 3.01: Parkmobiles (CMG Landscape Architecture 2011)



3

PHASE 1: RESEARCH

Literature Review

OVERVIEW

Designers need to respond to changeable aspects of a city, such as program and function, by designing to create an indeterminate range of actions that could take place in a city. "Thus, if the goal of designing the urban surface is to increase its capacity to support and diversify activities in time-even activities that cannot be determined in advance-then a primary design strategy is to extend its continuity while diversifying its range of services. This is less design as passive ameliorant and more as active accelerant, staging and setting up new conditions for uncertain futures" (Wall 1999, 233). By expanding function of urban spaces, the focus of permanence is replaced with temporality, efficacy, and change within a city. Therefore, the purpose of urban design is not only to create attractive cities, but to make them more adaptive and accommodating to changing demands and unexpected circumstances (Wall 1999).

DEFINING PRACTICES

Temporary landscapes serve as tools that transform a space shaped traditionally by urban-planning into a social space with its own unique identity and function fitting for specific circumstances occurring in the urban realm (Temel 2006). In contrast to large-scale planning, temporary urbanism is site specific reacting to and influenced by existing situations. Due to their temporal state, they are merely ideas of how the space can be improved to reinforce qualities of urban life. Temporary uses take place in specific types of urban places: spaces that are not empty, but contain former information or purpose.

The length of time in which these projects lasts is irrelevant. Instead, it is the idea of temporality, and how these small scaled, short-term interventions can create endless opportunities versus those of typical designs for long-term uses (Temel 2006). "When the concept of temporality is applied accordingly to the practice of urban use and urban planning, it is clear that the city as a whole will still have a long life, as it always has, but that the practice of urban use and urban planning will lend it certain qualities that the temporary, as opposed to the long-lived, has to offer, for whatever reason" (Temel 2006, 55-56). Therefore, temporary urbanism offers an unordinary approach to urban design.

The cultural changes influenced by the Millennials are what fuel this movement of temporary projects. Younger generations are looking for new and innovative forms to satisfy a need for discover and creativity. Due to their cynical views and reactive mentalities, they are more willing to address problems they see within their community by implementing projects for public benefit, without much consideration towards laws (Gibson et. al 2011).

Because this approach is relatively new, the vocabulary is still forming and connections/relationships among different temporary interventions is still being explored. Examples of similar concepts, but different terminologies include: urban acupuncture, which focuses on socially catalytic interventions that relieve stress within the environment, and tactical, temporary, do-it yourself (DIY), guerilla, and dialectical urbanism, which focus on grassroots interventions that instigate change within the urban environment (Casagrande 2008; Lydon 2012; Pagano 2013). Although there are multiple names for these types of temporary projects, all contain two common objectives: 1) to use urban space for common, instead of private use; and 2) to alter the character of the space, either directly from designers or by enforcing community participation (Pagano 2013).

Temporary urbanism is a form of city building that expresses how short-term actions from small scale projects create long-term change that improves the livability of our cities. Temporal projects focus on testing temporary solutions from both bottom-up and top-down approaches with the intentions of sparking lasting change. Projects under this realm begin as unsanctioned grassroots efforts but may prove to be so successful that they soon become sanctioned or permanent practices (Lydon 2012). In Figure 3.02 below, projects are placed on a spectrum of unsanctioned (i.e. ad busting and chairbombing) to sanctioned efforts (i.e. pavement to platforms and open streets).

Projects under the umbrella of temporary landscapes are often led by citizens, community groups, non-profit organizations, and sometimes, even professionals, like government agencies, planners, or architects. Tactical initiatives driven by the public have inspired

planners and government agencies to experiment with pilot projects. Examples of these small scale projects include implementing pocket parks in unused lots, creating temporary crosswalks, generating unsanctioned public art, or even forming community gardens (Pagono 2013; Pfeifer 2013; Lydon 2012).

Mike Lydon, an advocate leader for livable cities and one of the original authors who brought the term “tactical urbanism” into common use, stated that these projects have five common characteristics: 1) A deliberate, phased approach to instigating change; 2) An offering of local ideas for local planning challenges; 3) Short-term commitment and realistic expectations; 4) Low-risks, with the possibility of high reward; and 5) The development of social capital between citizens, and the building of organizational capacity between public and private institutions, non-profit groups, and their constituents” (Lydon 2012,



Figure 3.02: Tactical Sanctions (Lydon 2012)

1-2). Do-it-yourself (DIY) Urbanism, on the other hand, refers to a bottom up instead of a top down approach. Citizens or community groups focus on communicating a message or making smaller scale improvements, like an urban block or building (Lydon 2011).

TACTICS VS. STRATEGIES

The two terms, tactics and strategies, often get confused and interchanged in discussion. However, a difference between the two exists. Unlike traditional urban design which utilizes design strategies, temporary landscapes employ tactics for reviving urban spaces. Whereas tactics operate based on time and address current issues or concerns, strategies allude to long-term issues or future change based on a place (Certeau 1980). The following definitions provides further description of the differences between tactics and strategies.

Tactics

"Tactic is, like 'strategy', a term from a military context, where it refers to short term battle planning in contrast to long-term, less flexible war planning. 'Tactics' means an approach from the weaker place, which is not in a position to dictate conditions to an opponent but is compelled to try to exploit relationships to its advantage, and by waiting for an opportunity and exploiting it flexibly and quickly. Tacticians have to work in others' locations" (Temel 2006, 16).

Strategy

"Strategy is, like 'tactics', a term from a military context, where it refers to long-term war planning in contrast to short-term, more flexible battle planning. 'Strategy' means an approach that emerges from the planning desk and the sand table; it works from

a position of power that is in a position to force its opponents to accept its conditions and to ignore limitations imposed by circumstances. Strategy plans for its own space, and that is a space of autonomy, where the objects, whether enemy soldiers or one's own, can be maneuvered at will" (Temel 2006, 16).

DEVELOPING FRAMEWORKS

In “Creating a Typology of Temporary Landscapes” (2015), Rachel Fox developed three distinct temporal types to better understand and synthesize different characteristics of temporary landscapes: event-based, interim, and incremental. Event-based projects occur in a short time frame and call for an alternative use of space. They push the boundaries of how space is used by asking individuals to reevaluate preconceptions they have about the built environment. Interim projects occur for a longer duration of time; typically multiple weeks or even months with alternative development interests following the implementation. This type of project arises because of a disinterest in a place, whether it’s neglected or underdeveloped space. Incremental projects have a vague implementation timeline, but rather serve as a continuation of open space. These temporary installments, or referred to as pilot projects, promote the continuity of use, test out new ideas, and mitigate risks involved with the project (Fox 2015).

These three temporal types were developed and refined from pertinent literature and case study analysis of temporary landscape applications. This research led to the creation of a framework, seen in Figure 3.03, consisting of five factors that can be used to evaluate temporary landscapes: scale, repetition, power relationship, material mobility, and specificity of place. These five factors were used to assess case studies that offer support for the temporal idea of public spaces, then further modified and developed in order to influence my design for a portable structure.

When creating temporary installation projects, Guven Arif Sargin and Aysen Savas offer six different tactics

that can be used as framework: rerationalization, reprocess, reuse, replacement, reproduction, and representation, as seen in Figure 3.04. These tactics propose unique solutions to achieving the underlying goals of temporary urbanism. Tactics may be used individually, or paired together to strengthen the final temporary installation design (Sargin and Savas 2012). The framework developed by Fox consists of terminology used to describe temporary landscapes, and factors involved in the planning and design. Sargin’s and Savis’ tactics serve as a strong basis for establishing a temporary urbanism movement. Although both frameworks do help influence design decisions, they fail to specifically discuss programmatic opportunities offered from temporary installations.

CONCERNS WITH TEMPORARY LANDSCAPES

There are different issues and concerns that are related to temporary urbanism. Liability and risk among professionals or those responsible for the implementation of temporary projects is one major concern. City officials or other professionals could be held liable for injuries since many temporary projects take place within the public right-of-way. Due to the unique nature of certain tactical projects, responsibility for insurance policies can cause confusion, and liability amongst ownership of private lots or storefronts ensuring a certain level of safety can also cause concern (Pfeifer 2013; Temel 2006).

Along with the risk of being held responsible for public safety, risk of project failure also serves as a concern. When projects are organized by professionals, community support is key in ensuring the success of the project. However, methods for engaging with

FACTORS	DEFINITION
SCALE	The spatial impact of a project; temporary landscape can be at site, block, or district scale (Fox 2015, 19).
REPLICATION	Replication describes if or how a project has been replicated. Temporary landscapes can either be unrepeated, repeated in the same location, or repeated and relocated (Fox 2015, 19).
POWER RELATIONSHIP	Power relationship refers to the relationship established between the designer of the temporary landscape and site owner. The four types of power relationships are when the creator has no site rights, appropriated site rights, collaborative rights, and full site rights (Fox 2015, 19).
MATERIAL MOBILITY	Material mobility depicts the level of impact the temporary landscape has on the site, and if the installation could easily transform the site into something new (Fox 2015, 19).
SPECIFICITY OF PLACE	Specificity of place portrays if and how the design responds to the site. Four types of specificity of place were taken from Irwin's Being and Circumstance Notes Toward a Conditional Art (Irwin 1985), and include site dominant, site adjusted, site specific, and site determined (Fox 2015, 19).

Figure 3.03 : Framework for Evaluating Temporary Landscapes (Adapted from Fox 2015)

TACTICS	DEFINITION
REATIONALIZATION	Adjusting the existing urban structure, function, and aesthetics that are subject to change due to a new design; for example, reclaiming underutilized/ residual asphalt within cities as public space (Sargin and Savas 2012, 361-362).
REPROCESS	To introduce new programmatic elements; for example, using recycled materials for streetscape furniture (Sargin and Savas 2012, 362).
REUSE	Recycling, recovering, and re-commissioning to give an additional value to an object, including the urban space; for example, reclaiming space dedicated to automobiles to increase the vitality of street life (Sargin and Savas 2012, 362-363).
REPRODUCTION	Most often used; enables designers and citizens to generate urban niches consisting of two different spatial programs; for example, promoting outdoor public seating in parking areas (i.e. public/private, open/closed, etc) (Sargin and Savas 2012, 363).
REPLACEMENT	Creating a unique pattern that constantly replicates itself to create an urban fabric, for example, guerilla gardening or chairbombing (Sargin and Savas 2012, 363).
REPRODUCTION	Interpreting the relationships between what is observed and what is unseen; not about forms and styles, but an assertive instrument used interactively to represent the imaginary world; for example, referencing the local history and culture through artful expressions (Sargin and Savas 2012, 365-367).

Figure 3.04: Tactics Used as Framework (Adapted from Sargin and Savas 2012)

the public and ensuring that the projects address the public needs can be challenging. It is important for projects to reflect the interest of the stakeholders, which are often citizens of the community, instead of being driven by a particular interest group (Pfeifer 2013).

IMPORTANCE OF TEMPORALITY IN URBAN DESIGN

Through the research done on temporary urbanism, different themes, or concepts, were gathered to provide relevance for temporality in urban design. Temporary landscapes have other positive attributes associated with them; these concepts were extracted from literature based on their relevance towards my project. They provide significance for temporality in urban design, and will guide the design application and study of temporary landscapes.

Through small scale projects, temporary landscapes offer a low-cost laboratory for experimentation. Ideas and concepts are able to be tested by residents of the community before planners and designers make any substantial time or financial commitment. Instead of being restricted by planning regulations or participatory limitations during typical design approaches, citizens are able to undertake initiative to question the function and character of public space. With this public involvement, awareness of current issues is developed, interest is gained, and users become excited about the idea of change. It is through this dialogue between the community and designers that allow for an appropriate analysis of the site's social, economic, and cultural potential to be challenged (Casagrande 2008; Hou 2010; Lydon 2012; Zeiger 2011).

The idea of temporality supports the demand of an urban economy, which can be defined as the totality of all activities and uses that are important for a city (Kohoutek and Kamleithner 2006). Some spaces within cities do not accumulate enough capital to compete with urban real estate markets. Therefore, projects that could occur within these spaces do not happen because the projects themselves become unprofitable. This calls for the need of flexible spaces of all sizes in order to accommodate a range of social uses, like event based spaces used for social activities that have no need of occupying a space for a long period of time (Kohoutek and Kamleithner 2006; Temel 2006).

Temporality within a city enforces the concepts of "Everyday Urbanism," which calls for the city to serve as a social entity that is responsive to the experiences of everyday life. The lived experience serves as the main concern, rather than the physical form, in defining the city. Therefore, the design of spaces utilized by the general public should begin by understanding and accepting the experiences that currently take place. Everyday urbanism examines performance of common spaces within a city, responds to different patterns and interactions that occur, and focuses on social interaction by creating potential for new social arrangements to take place and forms of imagination to occur (Crawford 199; Temel 2006).

Lastly, temporary landscapes encourage innovation within cities. "Cities need a supplementary praxis for using space that adroitly – through minimal extensions of planning and building code – operates with vacant spaces, niches and time windows in the course

of changes in use as a way of balancing out urban disparities” (Kohoutek and Kamleithner 2006, 32). Temporary landscapes respond to this demand by providing interchangeable temporary uses that address diverse and questionable concerns with public space. Temporary uses within a city serve as a strategy for urban planning that integrates flexibility, adaptation, and self-expression into desirable spaces for social interaction. Temporary landscapes effectively serve as a tool for creative placemaking by forming a distinct sense of place in a concentrated period of time (Kohoutek and Kamleithner 2006; Lydon 2012).



Image 4.01: Site Analysis - Aggieville

The background of the slide is a semi-transparent aerial photograph of a city grid, overlaid with a solid red color. A large, white, bold number '4' is positioned on the left side of the slide.

4

PHASE 2: ANALYSIS

Support for Temporary Landscapes

OVERVIEW

A case study analysis consisting of community driven and professional practices was completed to provide evidence of successful temporary installations. I first provided general examples of professional organizations seeking to improve public space at the streetscape level by incorporating concepts of temporary landscapes. Individual case studies of temporary installations provided information on emerging issues and innovative projects occurring around the world. Each case study is at the streetscape level, and was analyzed using the framework developed by Rachel Fox for evaluating temporary landscapes. This framework consists of five primary components, all defined in Figure 3.3 Developig Frameworks, and consist of scale, replication, power relationship, material mobility, and specificity to place (Fox 2015). Through these five components, I explored innovative approaches taken to revitalize urban space, and public response to each design.

Street Plans

Street Plans Collaborative is an award-winning urban planning, design, and research firm known for “advancing innovative practices to test and implement new ideas and concepts for a range of public, private, and non-profit groups” (Street Plans 2015). Street Plans Collaborative works with a wide range of individuals, from government officials, non-profit groups, everyday citizens, and design professionals, to improve the quality and function of the built environment. Principals and staff of Street Plans have completed over 200 lectures and workshops in communities of all sizes around the world.

Street Plans focuses on research, writing, and communicating best practices related to urban design. Through the publication of four open-source guides, including *Tactical Urbanism 2: Short-Term Action // Long Term Chance* which was explored throughout the literature review, Street Plans have become the pioneers and advocates of the tactical urbanism movement. Their work has inspired other collaborations and organizations to form, like Open Streets, Public Market Design, Street Seats, and Pattern Cities (Street Plans 2015).

Open Streets

Open Streets Project is a collaboration between the Alliance for Biking & Walking and the Street Plans Collaborative. Over 100 initiatives have occurred in



Image 4.02: Street Plans PlanBTV Walk/Bike (Street Plans Collaborative 2015)

cities across North America; each seeks innovative ways to meet environmental, social, economic, and public health goals. The purpose of this program is to temporarily provide safe spaces for walking, bicycling, skating, and social activities to occur, while raising public awareness of the damaging effects of the automobile on urban living (Alliance for Biking & Walking 2015).

Substantial educational benefits of Open Street initiatives are caused by the social interaction and activity that develops from the temporary installation. Thousands of people of different ages, incomes, occupations, ethnic and cultural backgrounds, and races have the opportunity to meet in the public realm while taking part in different physical or social activities. General users experiencing the public realm in a different way are able to learn more about their city, each other, and the potential for the streets becoming more pedestrian friendly. This, in turn, helps initiate political support for undertaking more permanent pedestrian, bicycle, and other livability improvements. Open Street initiatives serve as a tool for building social and political capital, while having very real economic impacts for local businesses and organizations (Lydon 2011; Alliance for Biking & Walking 2015).

San Francisco's Pavement to Parks

The City of San Francisco suffers from excessively wide streets and large underused areas within the urban core. The streets and public right-of-way make up roughly 25% of the city's land area, which is more than all of the green space combined. San Francisco's "Pavement to Parks" seeks to test the potential of these underutilized areas by converting them into new pedestrian spaces in a quick and inexpensive manner.

The program views each project as a public laboratory for the community and local organizations to test the performance of design interventions. Adding landscape, improving seating, and enhancing paving patterns are common temporary improvements made to the urban realm in attempt to permanently reclaim public open space (Pavement to Parks 2015).

Testing Grounds

In October of 2013, a site in the heart of Melbourne, Australia's Southbank arts and cultural district was devoted as a public space for "creative works and ideas to be developed and shared, for public gatherings and educational opportunities" (Creative Victoria 2015). Testing Grounds is driven by These Are The Projects We Do Together, an Australian based studio focusing on incorporating art, design, and architecture in programming for public projects. With support from the Victorian government, Creative Victoria, an old government-owned property that was vacant and underutilized for over 30 years provided an alternative art space within the arts district. The site is curated through an open and ongoing 'Expression of Interest' program, and is open to all arts and educational related activities. In order to use Testing Grounds, one must fill out a form describing their needs or desires for experimentation (Creative Victoria 2015; Hartley 2014).

Multiple design installations transition into different programmatic functions to host exhibitions, performances, rehearsals, tattoo workshops, local chefs, artists, and more. Although the installations may have the capability to be repeated in other locations, Temporary Grounds serves as a permanent site for temporary installations. Over 300 pop-ups supporting local

art-related activities have been created by reclaimed wooden pallets and a 20-foot shipping container found on-site. This transitional space juxtaposes the traditional large-scale dedicated arts buildings that surrounds the site, and fully encourages experimentation, testing ideas, and taking risks (Hartley 2014).



Image 4.03: Testing Grounds (Testing Grounds 2014)

Build a Better Block

Location:	Dallas, Texas
Creator:	Local Advocates and Business Leaders
Project Brief:	<p>In April 2010, a group of local organizations and residents assembled to show the city how their neighborhood block could be revived to improve the health, safety, and local economy. Community resources were used to convert a block filled with vacant properties and wide streets into a walkable, bikable neighborhood that served as a destination for people of all ages (Roberts 2015). Bike lanes were added, café seating was provided, vegetation was offered, and pop-up businesses were invited to occupy the space. In the end, a single commercial block in an underused neighborhood in Dallas, Texas incorporating temporary landscapes revealed the potential for reviving public space if restrictions and ordinances preventing multi-model infrastructure were to be removed (Lydon 2015).</p>
Scale:	Site Block District
Replication:	<p>Build a Better Block is a recently popular temporary landscape that has been repeated and relocated. This project was initially launched in 2010 by the neighborhood of Oak Cliff in Dallas, Texas to promote livable streets and increase neighborhood vitality. Over the next few years, Build a Better Block became a major force through the use of social media. Urbanists and advocates are using similar efforts to promote livable streets and increase neighborhood vitality in cities around the world.</p>

Power Relationship:

The initial Build a Better Block was an example of a temporary installation involving no site rights. City laws and local ordinances consisted of certain restrictions preventing multi-model infrastructure within these publically owned spaces. However, bike lanes were painted onto streets, café seating and vegetation were added in vacant properties, and pop-up businesses were launched.

As different cities have adapted the underlying themes of Build a Better Block, this type of temporary landscape has shifted, in some cases, to involve collaborative site rights. Local organizations often pair up with advocates and business leaders to transform underutilized urban blocks by activating vacant storefronts and creating comfortable public spaces.

Material Mobility:

Build a Better Block is an example of a temporary installation that incorporates both types of material mobility: layering and anchored to the site. For the Dallas neighborhood Oak Cliff, sidewalk café tables were incorporated to create places for the public to congregate. These items were created from cheap or donated materials, were easy to transport, and can be modified depending on the site of installation. The creation of bike lanes and cross walkings involved painting the streets, which acted more as a permanent site furnishing.

Specificity to Place:

Build a Better Block is an example of a site adjusted landscape, meaning the project can be implemented in other locations, but is influenced by the site. The underlying concepts and project purposes are what inspire Build a Better Block to occur, but each project instructs the designers to respond to various site conditions, like local context and best suited programmatic use.



Image 4.04: Build a Better Block (Better Block Foundation 2016)



PARK(ing) Day

Location:	San Francisco
Creator:	Rebar
Project Brief:	<p>In 2005, the San Franciscan Design group Rebar converted a parking stall into a small public pedestrian park in the attempt to “call attention to the need for more urban space, to generate critical debate around how public space is created and allocated, and to improve the quality of urban human habitat (Rebar Group, Inc 2014). The group made minor adjustments by laying down sod in a parallel parking stall, adding a bench and tree, and, of course, paying the parking meter. This event brought awareness to the abundance of space devoted to private automobiles, and served as the catalyst for the San Francisco’s Pavement to Parks Movement (Lydon 2012).</p>
Scale:	Site
Replication:	<p>PARK(ing) Day is another example of a popular temporary landscape that has been repeated and relocated. After the first PARK(ing) Day installation, Rebar developed an open source manual to help others replicate PARK(ing) Day. This manual informs designers to consider the type of parking space being taken over, the intended audience, documentation of the installation, and environmental conditions (Rebar Group 2011). This project instantly gained international attention, sparking an international PARK(ing) Day movement in 2006.</p>
Power Relationship	<p>PARK(ing) Day is an example of a temporary landscape that consists of appropriated site rights. The site originally served as a parking stall, but was transformed, in an unconventional way, into a pocket park. Rebar complied with site rights without infringing on legal issues by feeding the parking meter.</p>

Material Mobility:

The materials used for PARK(ing) Day were layered onto the site. Sod was laid down, a bench was placed, and a tree in a planter was added. Nothing initially was done to prepare the site, and there was no damage to the site after the installation was removed.

Specificity to Place

PARK(ing) Day is an example of a site adjusted landscape, meaning the project can be implemented in other locations, but is influenced by the site. It is evident that PARK(ing) Day was meant to be replicated through the development of Rebar's PARK(ing) Day Manual, which provides helpful tips for other people to create their own version of PARK(ing) Day.

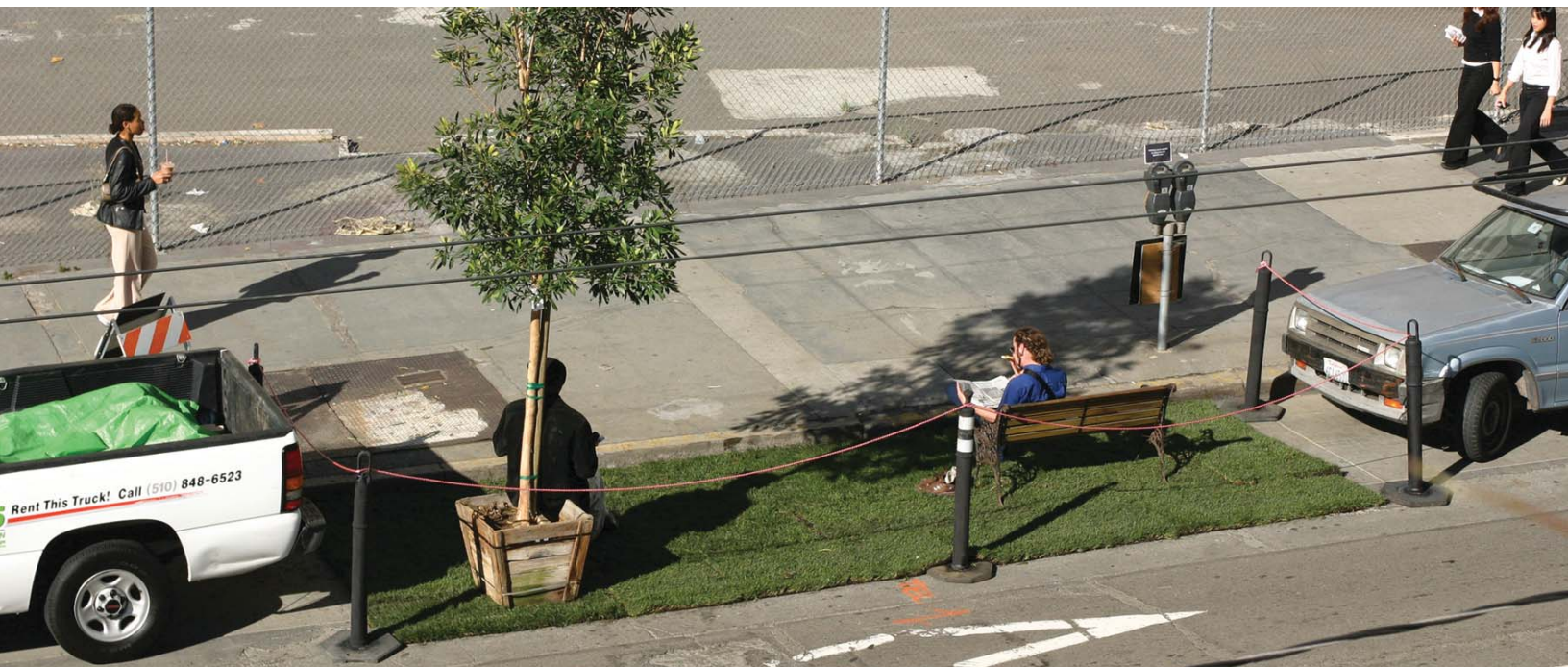


Image 4.05: PARK(ing) Day Installation (Rebar 2005)

Porch Parade

Location:	Vancouver
Creator:	Design With Company
Project Brief:	<p>Walkability program VIVA Vancouver hosts an annual design competition during the summer to temporarily transform Robson Street, an iconic block in the heart of downtown Vancouver, into an inviting and enjoyable pedestrian platform (VIVA Vancouver 2015). Porch Parade, which successfully connected people of the city to one another and the urban space, was the winning design of the 2015 Robson Redux Design-Build Competition. The project displays an informal arrangement of front porches in a linear fashion. At first glance, the porches appear abstract and unfamiliar in their new location and arrangement. When the space is fully activated with visitors, however, the porches transform into a lively atmosphere for the city of Vancouver (Design With Company 2015, Hubers 2015).</p>
Scale:	Block
Replication:	<p>Porch Parade is an example of an unrepeated temporary landscape. The Chicago architecture group, Design With Company, was the first group to implement this iteration of a temporary landscape in the summer of 2015. The project, however, has the opportunity to be replicated in similar site locations in other cities.</p>
Power Relationship	<p>Porch Parade was a response to a design competition, therefore, consisted of collaborative site rights. The project creator, Design With Company, had to work with VIVA Vancouver, the hosts of the competition who served as the selection jury. The winner of the design competition was chosen to then construct and implement the temporary public space installation.</p>

Material Mobility:

The architectural element Porch Parade was temporarily layered onto Robson Street. The project used conventional materials for the construction, and porch items, purchased from local yard sales, to populate the space. After the deployment, the elements used in Porch Parade were donated to the local chapter of Habitat for Humanity to be used for porches for their newly constructed homes.

Specificity to Place

Porch Parade is an example of a site adjusted landscape, meaning the project could be implemented in other locations, but was influenced by the local site. The project took pieces of the local community and reinserted them back into the area by putting them on display in new and unfamiliar ways. If the project consisted of just the porch alone, it would serve as a site dominant landscape, because it would have been independent of the site and had the potential to be placed in similar sites in multiple different cities.



Image 4.06: Porch Parade along Robson Street (Design with Company 2015)

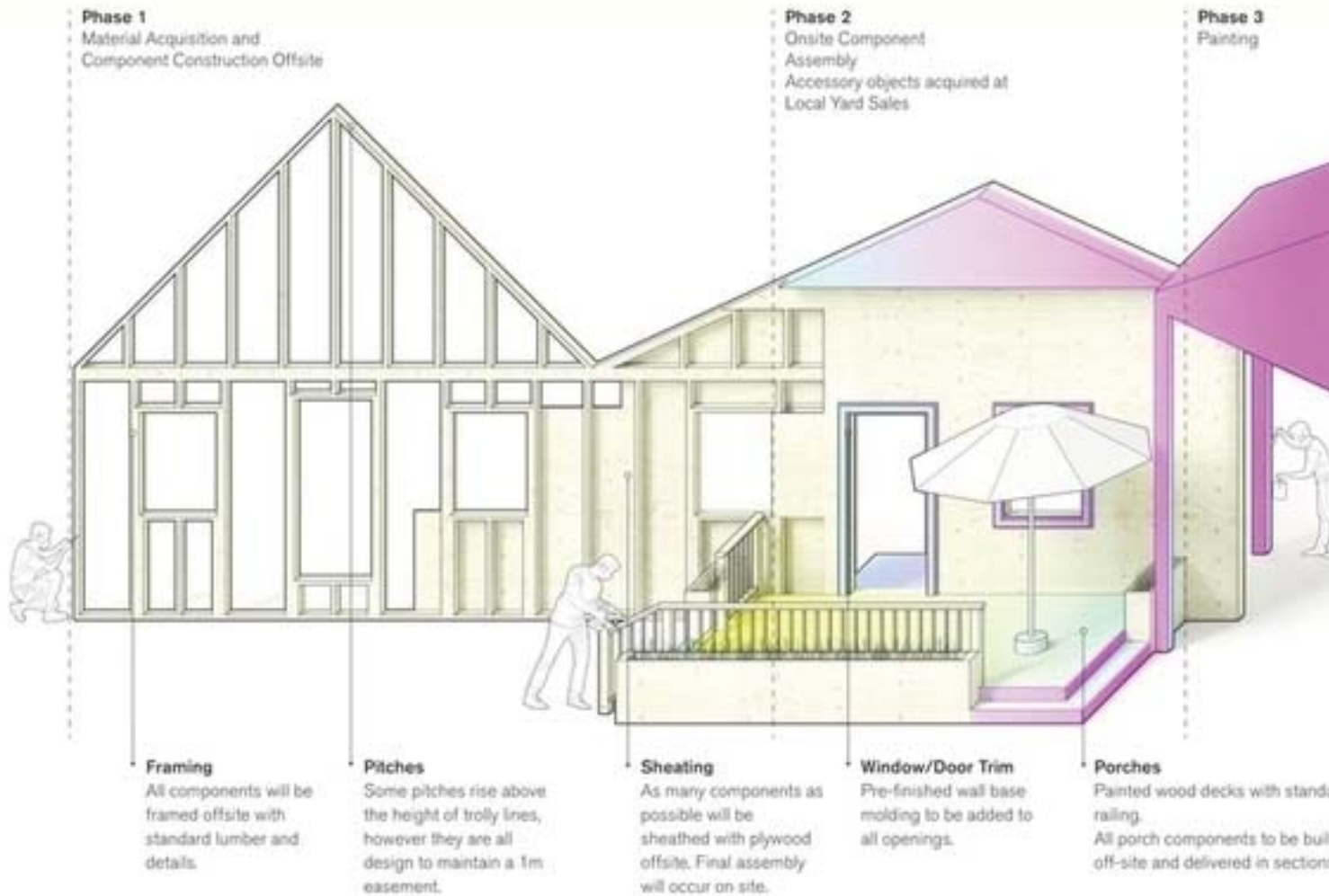
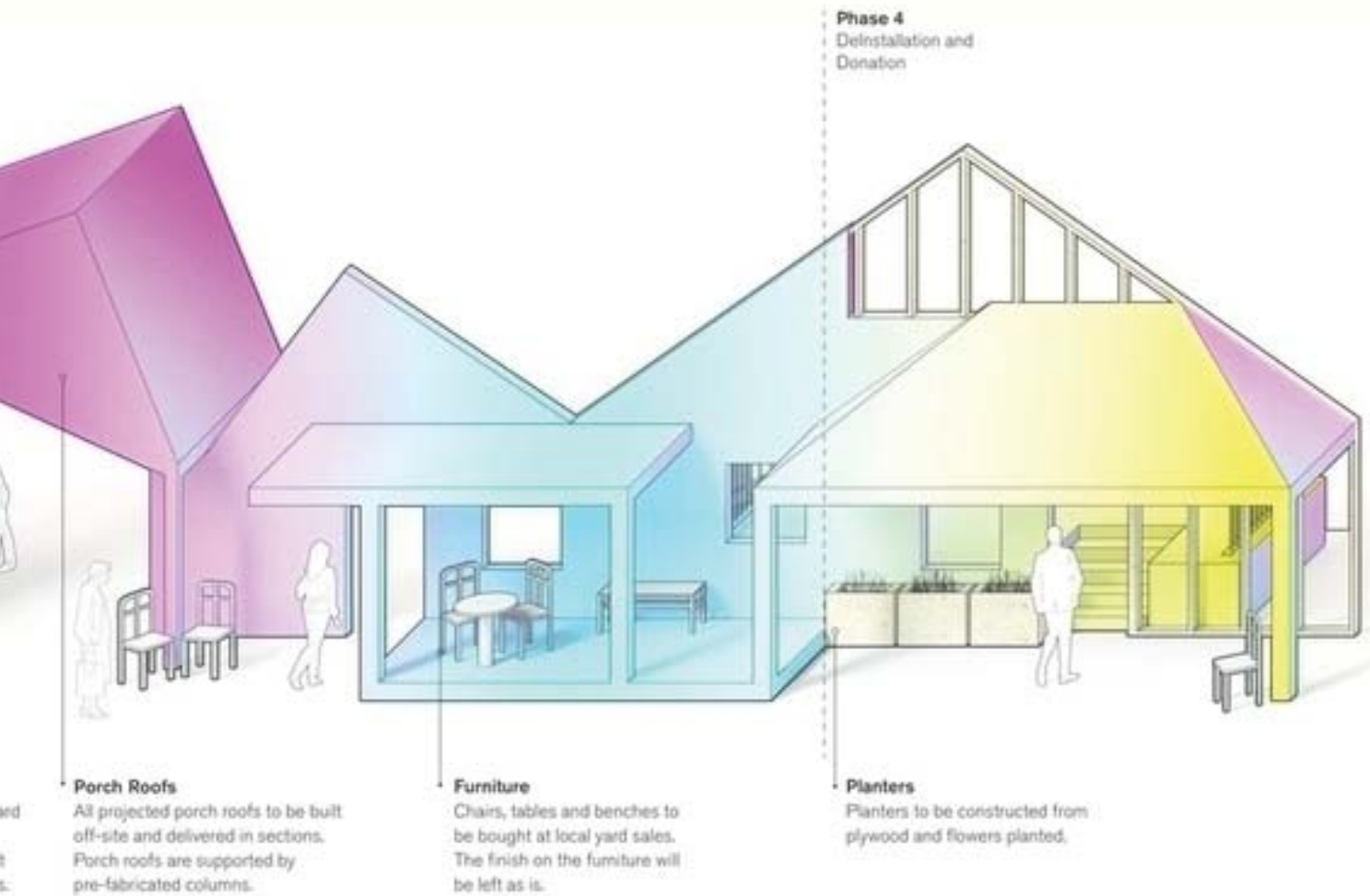


Image 4.07: Porch Parade Construction (Design With Company 2015)



Parklet in Kansas City

Location:	Kansas City, Missouri
Creator:	Confluence Structura
Project Brief:	<p>During the summer of 2013, a landscape architecture and urban design firm, Confluence, and site furnishing fabricator, Structura, partnered to create Kansas City's first "Parklet" to transform an on-street parking space into a vibrant pedestrian amenity. This parklet offers a near term, semi-permanent alternative to a small urban space that extends the public sidewalk, provides green space, and offers an alternative use to a parking space.</p>
Scale:	Site
Replication:	<p>The parklet in Kansas City is an example of a temporary landscape that is repeated and relocated. The parklet was initially installed in front of a small scale snack bar in Kansas City's Art District from Memorial Day to Labor Day. The parklet was put in storage for the winter season, then re-implemented during the summer of 2014.</p>

Power Relationship

The parklet in Kansas City is an example of a temporary landscape that consists of collaborative site rights. Although Confluence and Structura designed and constructed the parklet, local businesses had to apply to have the parklet installed in front of their business. After the first installment in 2013, the following requirements were made prior to selection in 2014:

- Parallel parking stall in non-travel lane with a min. curb height of 3" and no inlets (Confluence 2013).
- If selected, business owner must obtain permit from local government and pay all associated fees (in KCMO, contact Brian Flynn, Street + Traffic Division at (816) 513-2646) (Confluence 2013).
- Letter from property/business owner acknowledging support for parklet (Confluence 2013)
- Permit Fee (estimated to be \$210.00) (Confluence 2013)
- The selected partner will be required to pay \$750.00 for installation. (Confluence 2013)
- Business is required to maintain the parklet for the duration of the installation (watering, trash pick up, etc.) (Confluence 2013)
- The parklet will be installed on Friday, May 23, 2014 and shall remain in place until at least Labor Day. (Confluence 2013)

The parklet in Kansas City has been available for rental for a total of three years.

Material Mobility:

The parklet in Kansas City was temporarily layered onto the site. The project incorporated wood decking, bench seating, solar powered lighting, and low maintenance landscaping providing a unique experience for pedestrians walking on the sidewalk or customers seeking seating at the snack bar.

Specificity to Place:

The parklet in Kansas City is an example of a site dominant landscape, meaning that the landscape is independent of the site and has the potential for placement in many different sites. Although perfectly fitting for a parking stall, the option for rental is available during the summer season for any local businesses in Kansas City.



Image 4.08: Parklet in Kansas City (Confluence 2014)

Parkmobile

- Location:** San Francisco, California
- Creator:** CMG Landscape Architecture
- Project Brief:** In 2011, CMG Landscape Architecture innovatively responded to residents' desire for more green space on the streets in the Yerba Buena Community District in San Francisco, California. Parkmobiles were created as movable, high-quality, parklets, or small scale temporary landscapes the size of parking stalls, containing lush gardens that activate streets with public seating. Each parkmobile was retrofitted from custom dumpsters that fit within a single vehicular parking stall, and only costs \$6,000 to create each parkmobile. This temporary landscape envisions the next generation of public space in Yerba Buena district, and pays respect to San Francisco's tactical urbanism movement by improving the urban landscape through small but highly effective solutions (CMG Landscape Architecture 2015; Lydon 2015).
- Scale:** Site | District
- Replication:** Parkmobiles are an example of a temporary landscape that is repeated and relocated in new locations. Currently, there are six parkmobiles constructed by CMG Architecture that are moved periodically around the Yerba Buena district. This type of temporary landscape has the ability to be repeated in other residential districts striving for more green space.
- Power Relationship:** CMG Landscape Architecture collaborates with the San Francisco Planning Department when relocating each parkmobile to a new site in the Yerba Buena Community District. Therefore, Parkmobiles are an example of a temporary landscape that consists of collaborative site rights. Other consultants were used during the construction of this temporary landscape, such as general contractors, Stockton Tri, and landscaping company Gardeners Guild.

Material Mobility:

Parkmobiles have the ability to be installed, removed, and towed by layering the landscape on the site. A 40" high, 5'-9" wide x 16' long steel container can easily fit into on-street parking stalls in the Yerba Buena district. Nothing initially was done to prepare the site; construction of the mobile landscape was done offsite then implemented after completion. There was no damage to the parking stalls after the installation is removed.

Specificity to Place:

Parkmobiles are an example of a site dominant landscape, meaning they are independent of the site and have the capability to be placed in many different sites. The six parkmobiles are visually distinct, consisting of a different type of vegetation that attracts small wildlife, like Yuccas, Tasmanian Tree Ferns, Strawberry Trees, and other types of shrubs. This creates unique experiences and conveys the importance of vegetation and seating in creating attractive environments for pedestrians.



Image 4.09: Resting on Parkmobile (CMG Landscape Architecture 2011)



Image 4.10: Transporting and Installing Parkmobile (CMG Landscape Architecture 2011)



Site Analysis

SITE HISTORY

The Aggieville Business District is a small commercial and entertainment district in Manhattan, Kansas that dates back to 1889, when a local businessman and student opened up a laundry service for students attending Kansas State Agricultural College. During the early 1900s, book stores, grocery stores, clothing companies, restaurants, and apartments began developing within Aggieville, mostly concentrated along Manhattan Street and Moro Street. During the 1960s, new buildings were constructed and the limits of Aggieville expanded. In the early 2000s, the Aggieville businesses experienced another period of substantial growth, resulting in retail shops, bars, and restaurants that can be found in Aggieville today (Walter 2001). Today, Aggieville remains one of the oldest retail districts in Kansas (City of Manhattan 2005).



Image 4.11: Site Context - Manhattan, KS (Sickmann 2016)

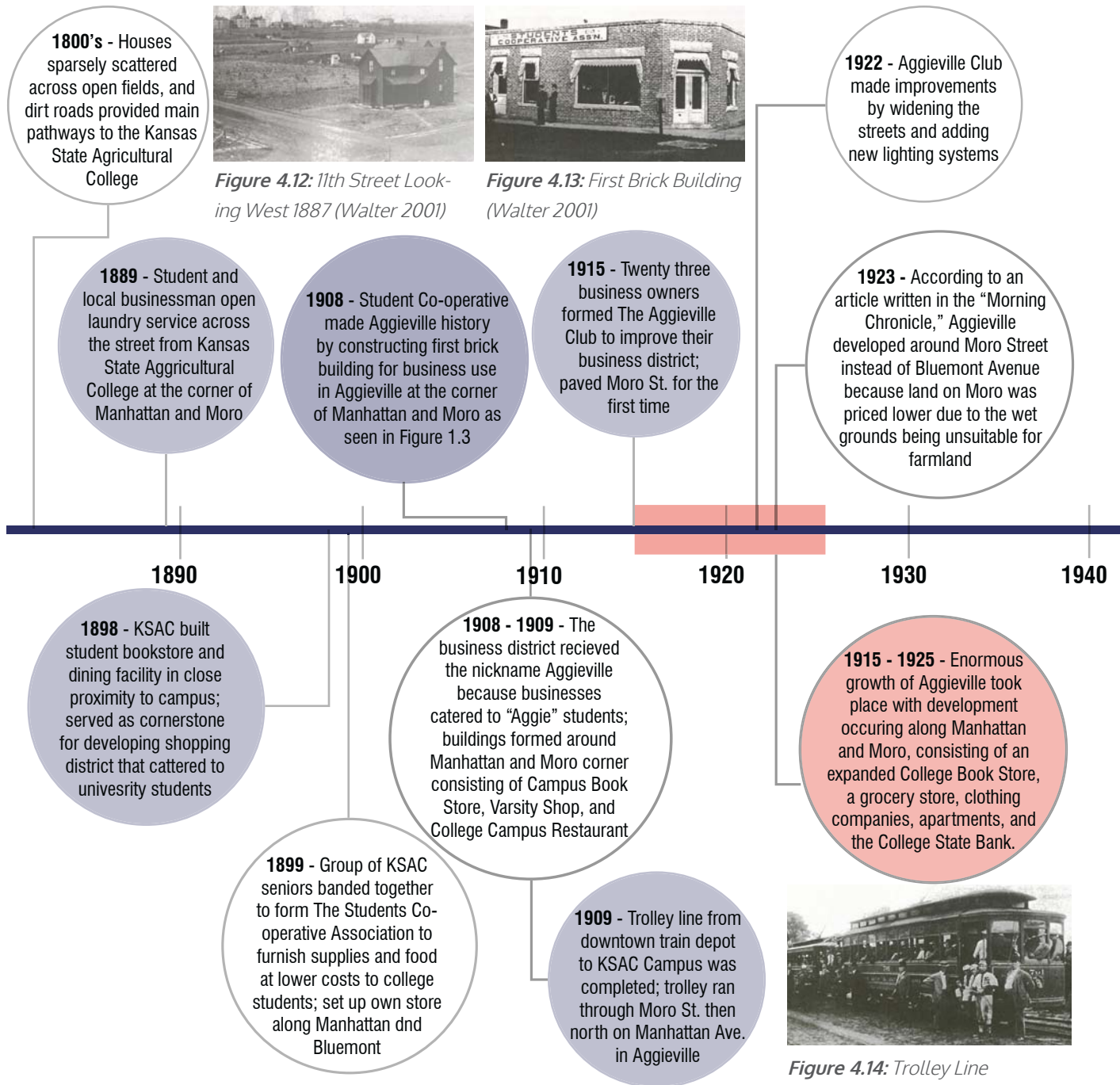




Figure 4.15: 11th Street Looking West 1989 (Kaubisch 1989)

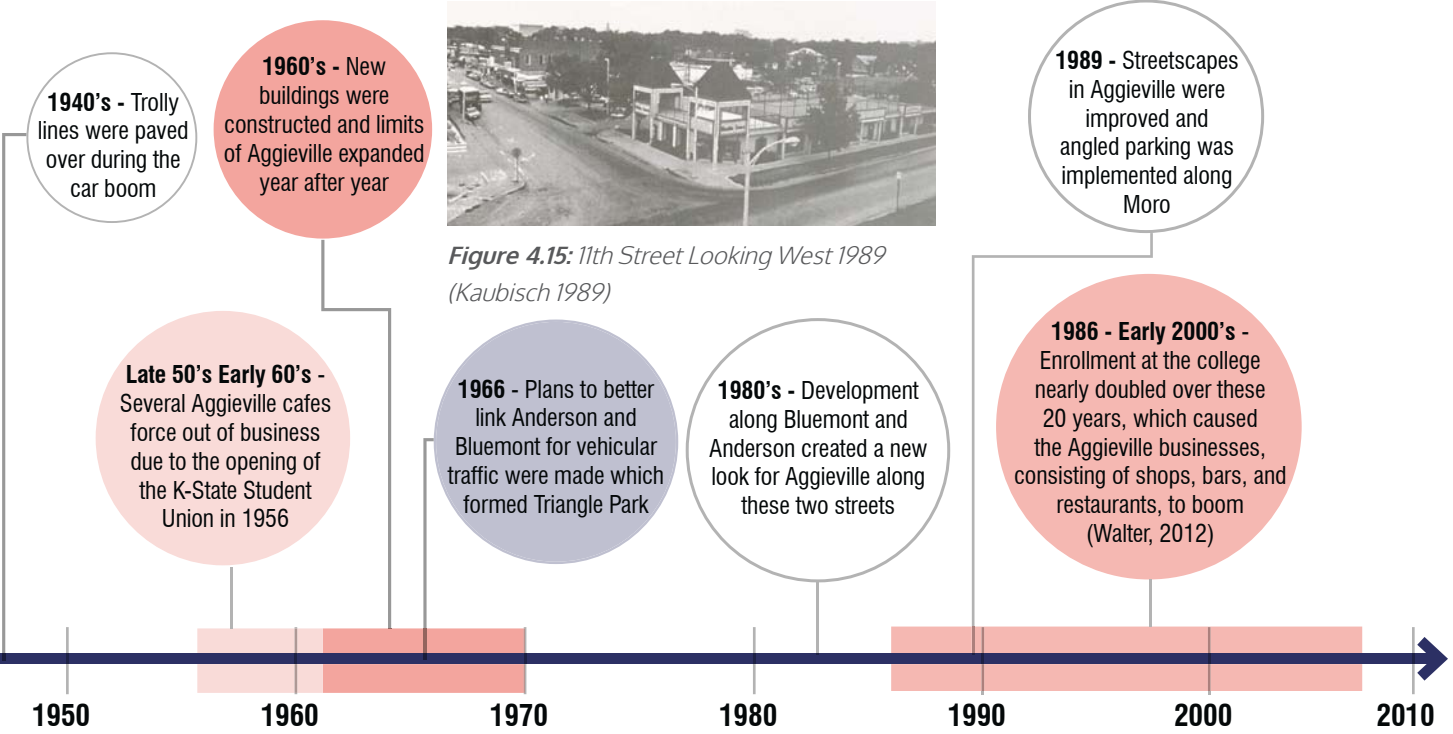


Figure 4.16: Current Day Aggieville (Sickmann 2016)



Image 4.17: Moro Street Enlargement (Sickmann 2016)

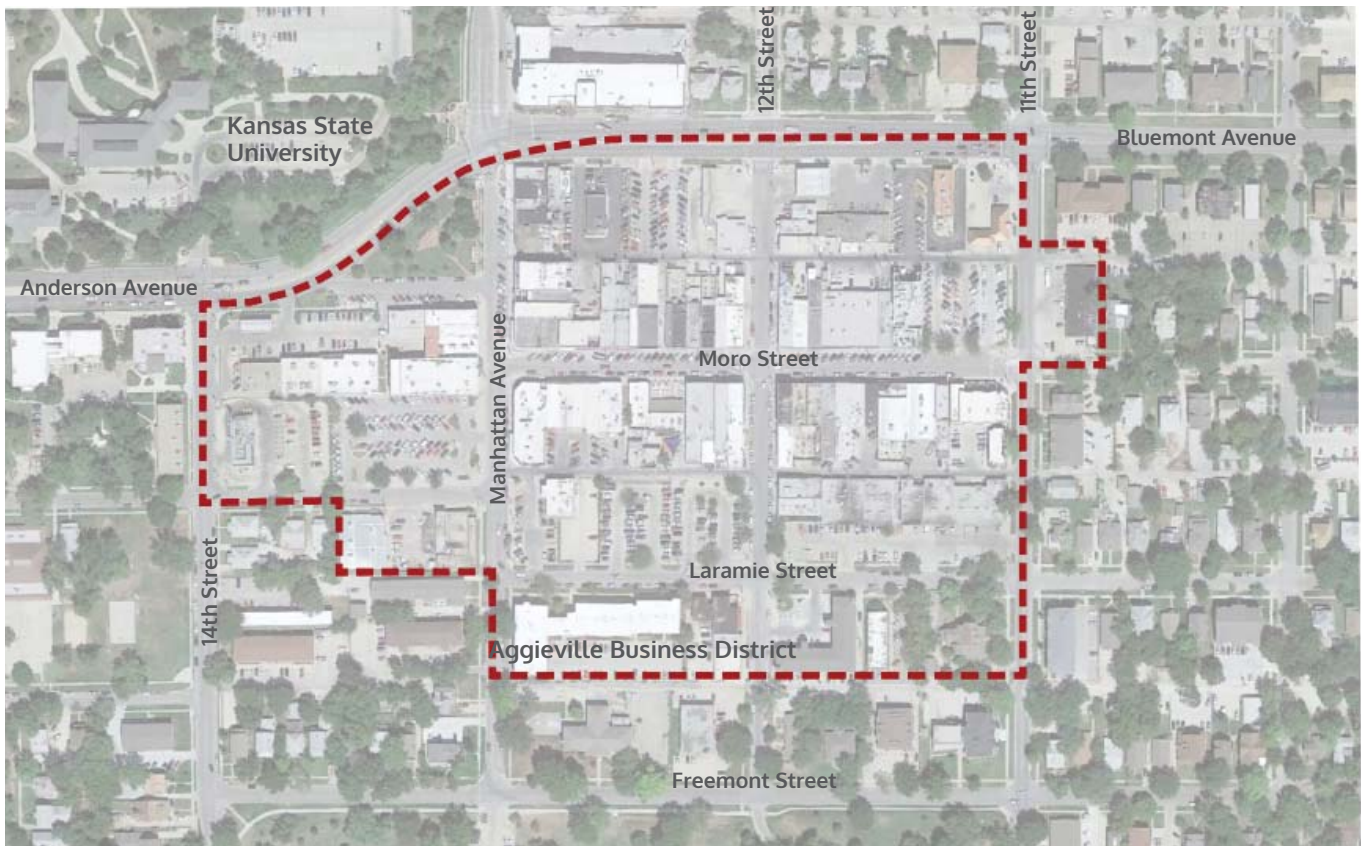


Image 4.18: Aggieville Context (Sickmann 2016)

LACK OF CIVIC SPACE

Two civic spaces currently impact Aggieville, Triangle Park, located in the northwest corner of Aggieville, and City Park, bordering Aggieville to the south. Triangle Park is the only dedicated civic space in Aggieville, but high traffic volume on Anderson Avenue diminishes the experience of being in the park and creates an unsafe edge for families. With both parks located on

the edges of Aggieville, there is no centrally located civic space. A small platform or public park offering amenities such as seating, shade relief, creative play areas, and flexible use areas could provide a destination appealing to residents of all ages in Manhattan, and help build upon Aggieville's identity.



Image 4.19: Lack of Civic Space (Sickmann 2016)

PARKING

Surface parking lots cover 55% of the ground area in Aggieville, while only 10% is devoted to pedestrians. There are currently 904 total parking spots in Aggieville; 299 are private stalls, 265 are on street parking, and 340 are located in public parking lots. There are 45 angled stalls on the north side of Moro Street, and 28 parallel stalls on the south side. Narrow and degraded sidewalks lacking amenities like street trees, trash bins, and café seating line both sides of the street. The discussion to remove on-street parking to widen the sidewalks

contradicts one of the most common concerns among business owners, who argue that there isn't adequate parking in Aggieville. If any redevelopment were to occur in Aggieville, additional parking to support increased population, employees, local customers, and visitors would be necessary.

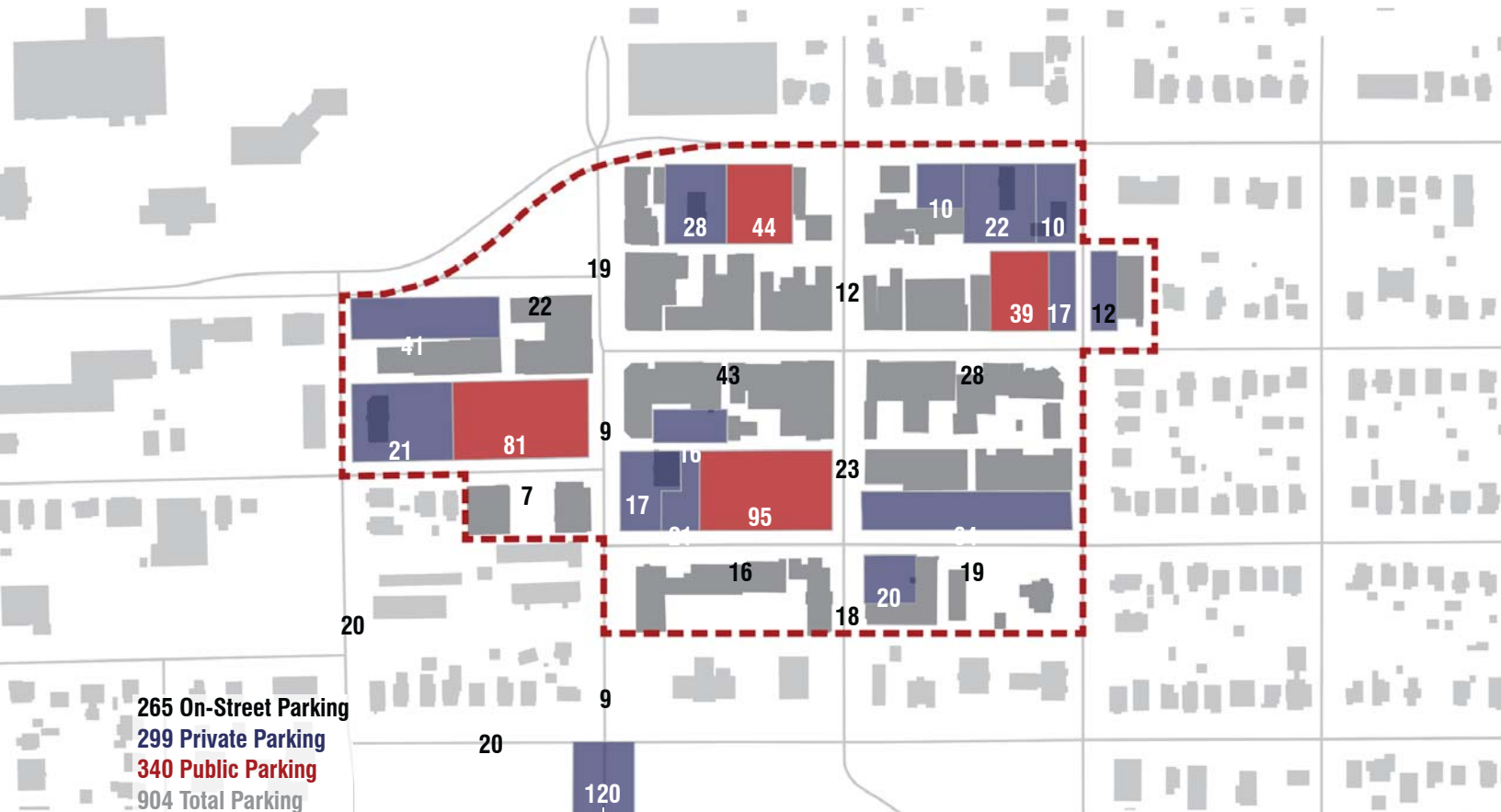


Image 4.20: Parking In Aggieville (Holzum 2016)

AGGIEVILLE EVENTS

Many publicized events help activate life on Moro Street throughout the calendar year. The east end of Moro Street in front of Varney's is a site of most event attraction, while pedestrian street experiences decrease closer west. Figure 4.21 below shows the

events advertised through Aggieville's social media accounts. As seen in the figure, most scheduled events take place in the late winter and early fall months.

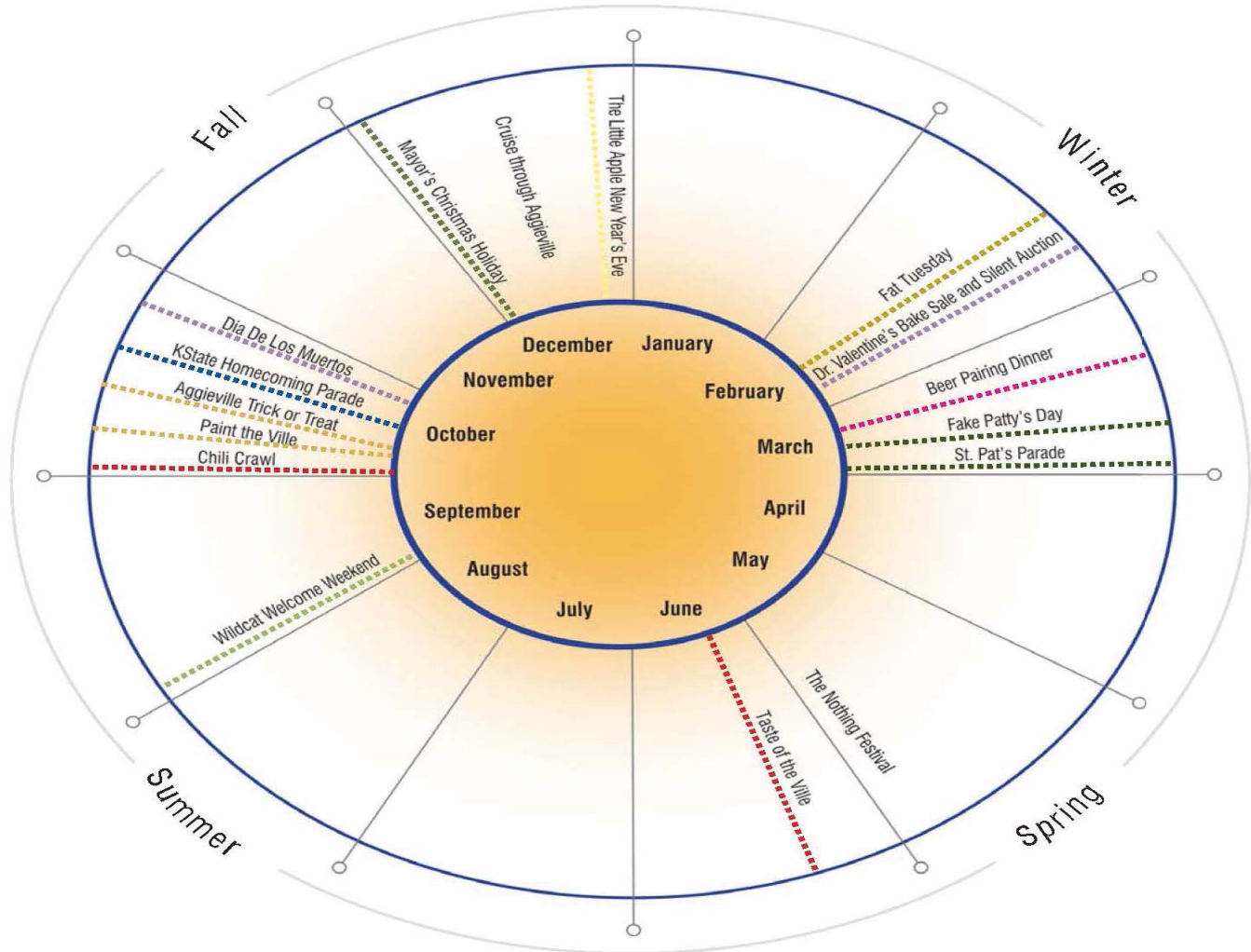


Image 4.21: Business Operating Hours (Heerman 2014)

BUSINESS DEMOGRAPHICS AND OPERATING HOURS

Entertainment venues, including drinking and eating establishments, make up 53% of the business located in the Aggieville business district, while 29% of the businesses are professional and personal services, and 18% are retail stores. Figure 4.22 below displays the variation in operating hours for each business category for each day of the week, while Figure 4.23 displays the location of businesses in comparison to

operating hours. The graphs show that more businesses are open from Tuesday through Friday rather than Saturday through Monday. The types of businesses open at different times of day influences the type of crowd that is attracted to Aggieville. For instance, personal and professional services are generally open from 8:00 AM and close by 8:00 PM, attracting more local residents to places like banks, dry cleaners,



MONDAY: PEAK 4:00 PM

74 Businesses Open

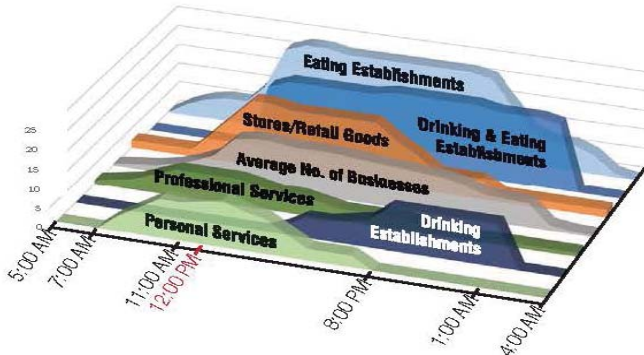
25% of Aggieville Businesses are Not Open



TUESDAY-FRIDAY: PEAK 4:00 PM

85 Businesses Open

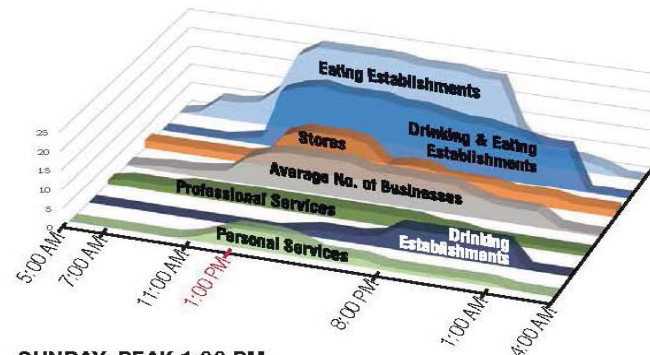
Aggieville Businesses are Typically Open



SATURDAY: PEAK 12:00 PM

75 Businesses Open

25% of Aggieville Businesses are Not Open



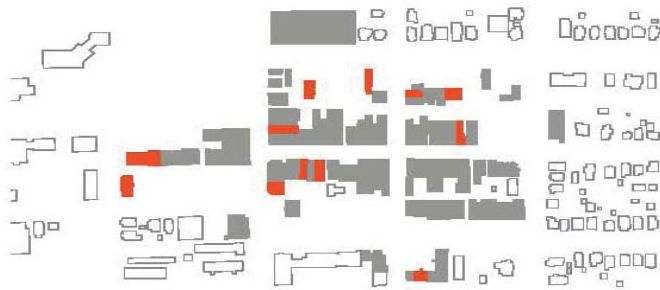
SUNDAY: PEAK 1:00 PM

60 Businesses Open

40% of Aggieville Businesses are Not Open

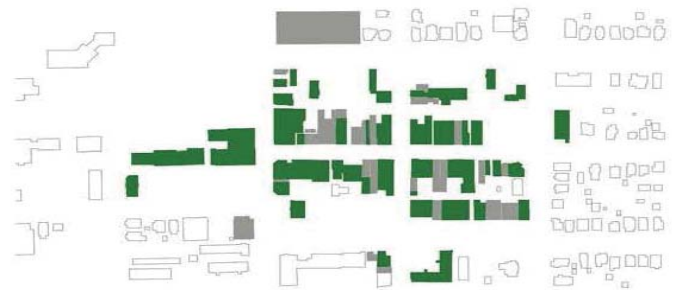
Figure 4.22: Business Demographics and Operating Hours (Wilson 2014)

and barber shops. Many drinking and eating establishments, however, open later in the day and do not close until 2:00 AM. Although local residents may seek dining options in Aggieville in the early evening, most drinking establishments attract college students in the later hours of the night.



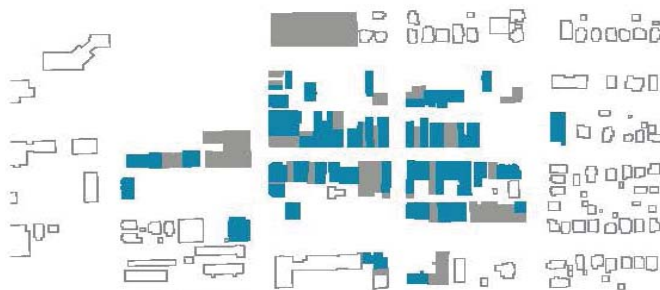
AGGIEVILLE: 7:00 AM

Monday-Sunday: Only 9-13% of Businesses are Open



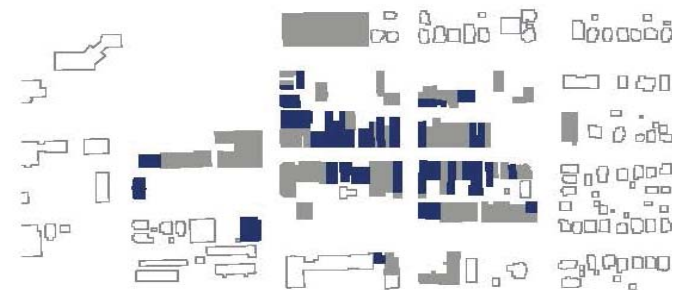
AGGIEVILLE: 11:00 AM

Monday-Sunday: An Average of 30 Businesses Open at 11:00 AM



AGGIEVILLE: 8:00 PM

Monday-Sunday: An Average of 60 Businesses Open at 8:00 PM



AGGIEVILLE: 1:00 AM

Monday-Sunday: Between 18-30 Drinking Establishments Close by 2:00 AM

Figure 4.23: Location of Business vs. Operating Hours (Wilson 2014)

Stakeholder Relationship

OVERVIEW

Multiple stakeholders, ranging from business owners to city officials, were corresponded with during the planning and initial stages of design for a portable landscape to be implemented in the public right of way. The Aggieville Business Association was contacted to gauge interest from a business standpoint regarding occupying a parking stall directly outside of their establishment. In order to make sure the regulatory process was followed, I communicated with the City of Manhattan to discuss proper permitting procedures and safety parameters. A relationship was established with Downtown Manhattan, Inc. in order to gain potential interest from an additional business association, and pave the way for future related activities and events to take place in Manhattan, Kansas.

REGULATORY APPROACH

Aggieville Business Association

As discussed in Chapter 2: Project Process, relationships with the Aggieville Business District were initially developed during the project completed in the summer of 2014, "Visions in the Ville." Aaron Apel, the President of the Aggieville Business Association Board of Directors, and our studio's point of contact during our project, and Rod Harms, the Director of the Aggieville Business Association in 2014-2015, were contacted first. Aaron invited me to attend the monthly ABA meeting on October 29, 2015 to present my proposal for implementing a temporary installation in an Aggieville parking stall. To my surprise, different board members had either personally experienced temporary landscapes, or were familiar with the emerging use of these types of installations. In turn, there was a high acceptance for owners wishing to have a portable landscape installed outside their business location.

Aggieville Business Association's main concern regarded vandalism to the portable landscape, especially if it were to remain during weekend nights when Moro Street is occupied by a large number of inebriated college students. The idea of the installment only lasting for one day also brought forth concern among the board. Members of the ABA felt that it would be beneficial to have the portable landscape installed over a longer span of time to generate more

public awareness and provide more opportunities for community engagement. These issues were taken into consideration by designing a portable landscape that has the mobile capability to relocate quickly and efficiently to a safe and secure location.

City of Manhattan, Kansas

Rod Harms met with me in the Fall of 2015 to discuss concerns amongst business owners and offer first-hand insight on specific locations for installment. Following our meeting, Mr. Harms connected me with business owners and city staff members, like Trent Armbrust, Director of Business Development & Strategic Initiatives in Manhattan. Mr. Armbrust was familiar with temporary installations after recently visiting a pocket park in Columbia, MO that was deployed by the Columbia Parks and Recreation Department and local businesses. He was able to provide relevant concerns, from the city's standpoint, in regards to the design and how to approach the city for funding opportunities, if further funding was necessary.

Mr. Armbrust pointed me towards Kiel Mangus, assistant city manager, who I met in-person during the Spring of 2016. During our meeting, Mr. Mangus discussed safety and liability issues from the city's point of view, and with the assistance of Katie Jackson, who worked in the City Attorney's office in Manhattan, Kansas for almost a decade, was able to provide an

understanding of Manhattan codes and ordinances. According to Section 30-1 of Manhattan city code, it is unlawful for a person to "obstruct vehicular or pedestrian traffic on any street, alley, sidewalk, public place, public plaza, or right of way..." (Municode Manhattan, KS 2016). The definition of obstruct includes placement of any object that blocks lawful passage or usage of those spaces. Due to my temporary installation being deployed in a parking stall located in the public right-of-way, I would need to access a city permit in order to implement the portable landscape. However, since a parklet has never been implemented in the City of Manhattan, the process for obtaining a permit for this type of project does not exist.

Mr. Mangus also stressed the amount of liability and safety concerns that the city would have to consider with a temporary installation in the public right-of-way. In order to access a permit, one must "assume all risk of damage to the activity site and its property, injury to its officers, directors, agents, contractors, or invitees, in or about the activity premises from any cause, and waives all claims against the city" (City of Manhattan, KS 2016). A permit holder must provide evidence of insurance coverage for the term of the permit. The minimum limit of liability shall be \$1,000,000, and all insurance policies "1) shall be subject to approval by the City's Human Resources Department as to company, form and coverage; 2) must

protect the City from any and all claims and risks in connection with any activity performed by the applicant by virtue of the permit, or any use and occupancy of the Premises authorized by the permit; 3) shall include the City of Manhattan as additional insured on a primary to and non-contributory basis and include defense expenses on behalf of the City; and 4) must be issued in the name of the permit holder/applicant” (City of Manhattan, KS 2016).

Although Mr. Mangus supported the original concept of converting a parking stall into a transitory public space, the timeline for project completions caused him to become apprehensive. The City would need substantial time to review the plans for the portable landscape, making certain there were no hazardous conditions being created for the public. Support from the Aggieville Business Association would have to be gained in order to obtain the insurance policy. This process, Mr. Mangus feared, would substantially delay my expedited timeline for the Spring 2016 semester involving the construction and implementation of a portable landscape.

Downtown Manhattan, Inc.

Gina Scroggs, Executive Director at Downtown Manhattan, Inc. (DMI), was contacted in the early Spring of 2016. Although the targeted site for the installation of my project was initially Aggieville Business District, DMI was viewed as a potential future business partner to support related activities and events that could take place in Manhattan. Gina was able to provide relative feedback from a business’ point of view, allowing me to gauge interest and concerns with temporal landscapes.

In downtown Manhattan, KS, on-street parking seemed to serve as a larger concern to business owners versus business owners in the Aggieville Business District. DMI was uninterested in occupying an on-street parking stall, but very intrigued with the idea of temporal landscapes. They, in turn, had a different site other than a parking stall in mind. Due to parking lots being located on the backside of the building, many businesses received heavier foot traffic coming through the back door than the front. The alleyways where heavy foot traffic occurs, however, is run down and neglected, providing a negative experience for the user.

In turn, the alleyways could provide a new setting for future projects to take place. The current conditions provide a challenge that can be overcome using the ideas and tactics present in temporary landscapes. Gina informed me that majority of the alleyways are within the public right-of-way, so a similar process for accessing a permit and obtaining an insurance policy would need to be completed. However, in certain instances, a building may not extend to the edge of their property, leaving a residual space. These spaces located on private property could serve as a site where an installation could take place more sporadically due to less regulatory procedures needing to be completed.

SEEKING SUPPORT

Amid meeting with the city to discuss safety and regulatory issues, other tasks were completed prior to finding out that I was unable to implement the portable landscape in the timeline established in Chapter 2: Project Process. These following tasks included material sourcing and the acceptance of a research grant. Completed tasks may serve beneficial for any future researcher interested in continuing the drive to implement a portable landscape and initiate future related activities.

Structura

Dan Kohnen, President of Structura, Inc. in Kansas City, was contacted in January 2016 concerning donation of materials. Dan had paired up with Confluence, a Landscape Architecture, Planning, and Urban Design group, to design and install a parklet in downtown Kansas City, Missouri (see Parklet in Kansas City for further information on the project). Dan provided me with recommendations and lessons learned after his parklet construction and implementation.

Along with providing insight on his experience, Dan also generously donated a large quantity of Cumaru wood, a decking material to use for a base surface, for the construction of my portable landscape. However, concern was raised regarding the weight of the wood. From a portability standpoint, the modular units that make up the portable landscape would be difficult to move and transport in between different parking spaces. Heavier units could, however, prevent the general public from throwing or stealing the modular pieces, which was a concern of the city.

Kansas State University Graduate School

Further funding was sought by applying for the Kansas State University Graduate School's Arts, Humanities, and Social Sciences Small Grant Program. I was awarded \$750 through the Graduate School Small Grant Program in February 2016 to be used for purchasing materials necessary for the construction of a portable landscape during the Spring 2016 semester. Due to the obstacles that were encountered with implementing a fabricated temporary landscape in Aggieville, only a prototype was constructed. The lumber and additional materials needed for construction of the prototype were budgeted within the awarded grant funding, therefore, the wood donated by Structura was no longer needed for my project.



Figure 5.01: Constructing Portable Landscapes (Borwege 2016).

A construction worker with a beard and safety glasses is walking through a workshop, carrying a long wooden board. The workshop is filled with various construction materials, including stacks of wood, metal frames, and a hand truck. In the background, another worker is visible, and the overall scene is a busy construction environment. The image has a reddish tint.

5

PHASE 3: APPLICATION

Design Process

NARROWING THE RANGE OF TEMPORARY LANDSCAPE OPTIONS

Although temporary landscapes are an emerging practice, a wide range of projects that temporarily transform depleted or neglected space exist. The focus for my design involved streetscape improvements, since the street is serving as the primary site for public space improvements. Multiple approaches, involving different scales and time investments, can be taken to revitalize the public realm at the streetscape level. Figure 5.02 expresses, on a temporal scale, different approaches taken by local residents, organizations, and design professionals to improve streetscape quality.

Due to parking serving as a high priority among business owners, temporarily transforming parking stalls by providing a short term, temporary urban space offering further amenities and additional programmatic activities will serve as the underlying concept of my project. Therefore, my design for a portable landscape relates to approaches, or precedent studies, lower on the permanence spectrum, specifically PARK(ing) Day, the Parklet in Kansas City, and Parkmobile. This portable landscape acts as an extension of sidewalk space and is intended to create a flexible urban space that serves as a catalyst for attraction and social events. This approach provides opportunity for creativity to thrive and encourages community building activities to take place in both a time and cost efficient manner.

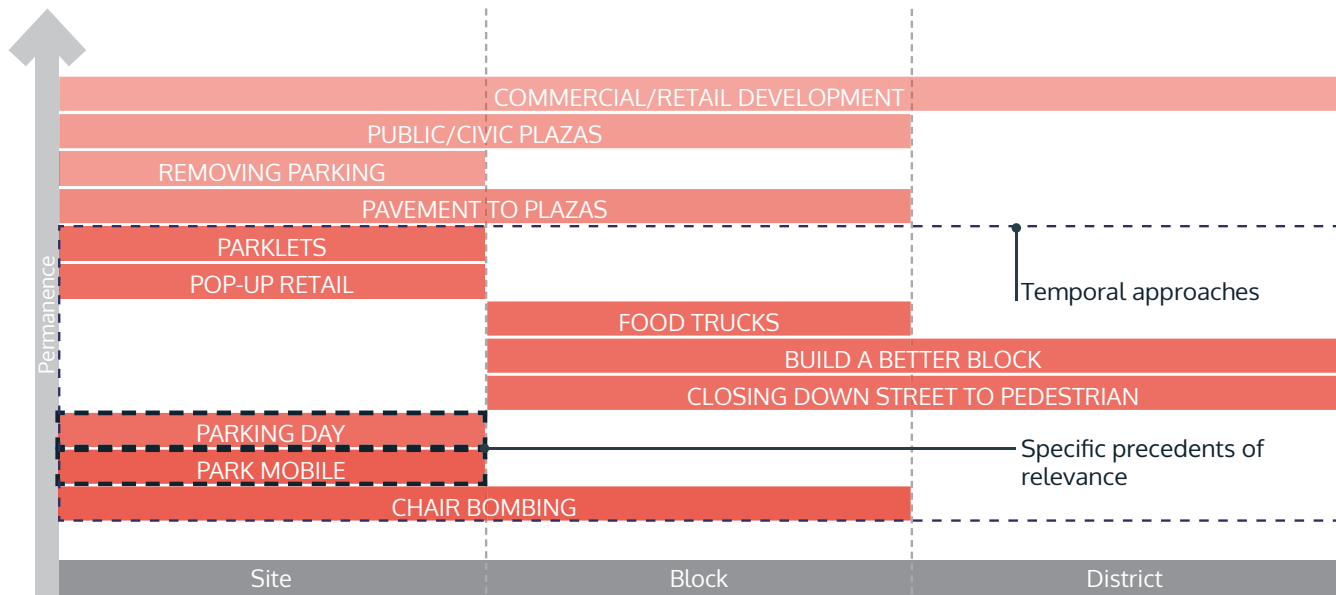


Figure 5.02: Temporary Installations vs. Permanent Alterations (Sickmann 2016)

ESTABLISHING A DESIGN MATRIX

The typology proposed by Rachel Fox (2015) was further developed and deepened to create the following design matrix. Whereas Fox's typology deconstructs temporary landscapes for evaluation measures, this design matrix provides the next stage of research: exploration of the design process. Programmatic opportunities that a temporal landscape may accommodate need to be taken into consideration, and a typology of ideas relating to design elements offered in a portable plaza need to be examined.

As discussed in the literature review, temporal landscapes allow for innovation to occur and interchangeable uses to be incorporated into the urban environment. As found in Fox's research, multiple factors are responsive specifically to unique site conditions. Therefore, many different elements and activities can be explored through temporary installments. It is the idea of flexibility, adaptation, and self-expression that creates unique and desirable spaces for social interaction. Therefore, the program, or what Alex Wall refers to as "the engine of a project, driving the logic of form and organization while responding to the changing demands of society" (Wall 1999, 237), may vary between each portable landscape design.

A design matrix was used to collect and filter ideas of what temporary components could be incorporated into a mobile landscape. This matrix, which helped determine the program, was formed by four different typology categories: activity types, design inspirations, operative agents, and surface types. Activity types describe the underlying purpose, or function, of the portable landscape. Design inspirations consist of elements influencing design moves and strategies:

aesthetics, seasonality, materiality, texture/color, massing, form, spatial enclosure, and mood expression. Groups or individuals found under operative agents include those involved in the deployment and maintenance of a portable landscape.

The surface types, or customizable elements, explored throughout the design matrix relate to what amenities are offered in a good quality urban space that can be replicated in a portable landscape for temporary customization: base, seating, vegetation, lighting, edge condition, enclosure, and amenity feature. Each surface type consists of three or more customization techniques, ranging from adjustable to fixed in-place, as seen in Figure 5.03. The surface type elements and activity types found in the matrix are not the only applicable programmatic features. The ideas demonstrate the range of possibilities and stress the idea of flexibility and customization associated with temporary landscapes.

Activity Type

Prior to selecting customizable elements, the operative agent and designer must know what activity the portable landscape will be supporting. Activity types vary depending on the underlying purpose and determine the function of the landscape: to benefit social, physical health, educational, entertainment, reflective, or economic purposes. Various activities are possible under each activity type. Figure 5.06 through Figure 5.11 list potential actions that could occur within each activity type. Selecting desirable activity types that the portable landscape will accommodate should be done in the initial stage of design. This provides an underlying goal for transforming the neglected or restricted urban space into something new for the public to utilize.

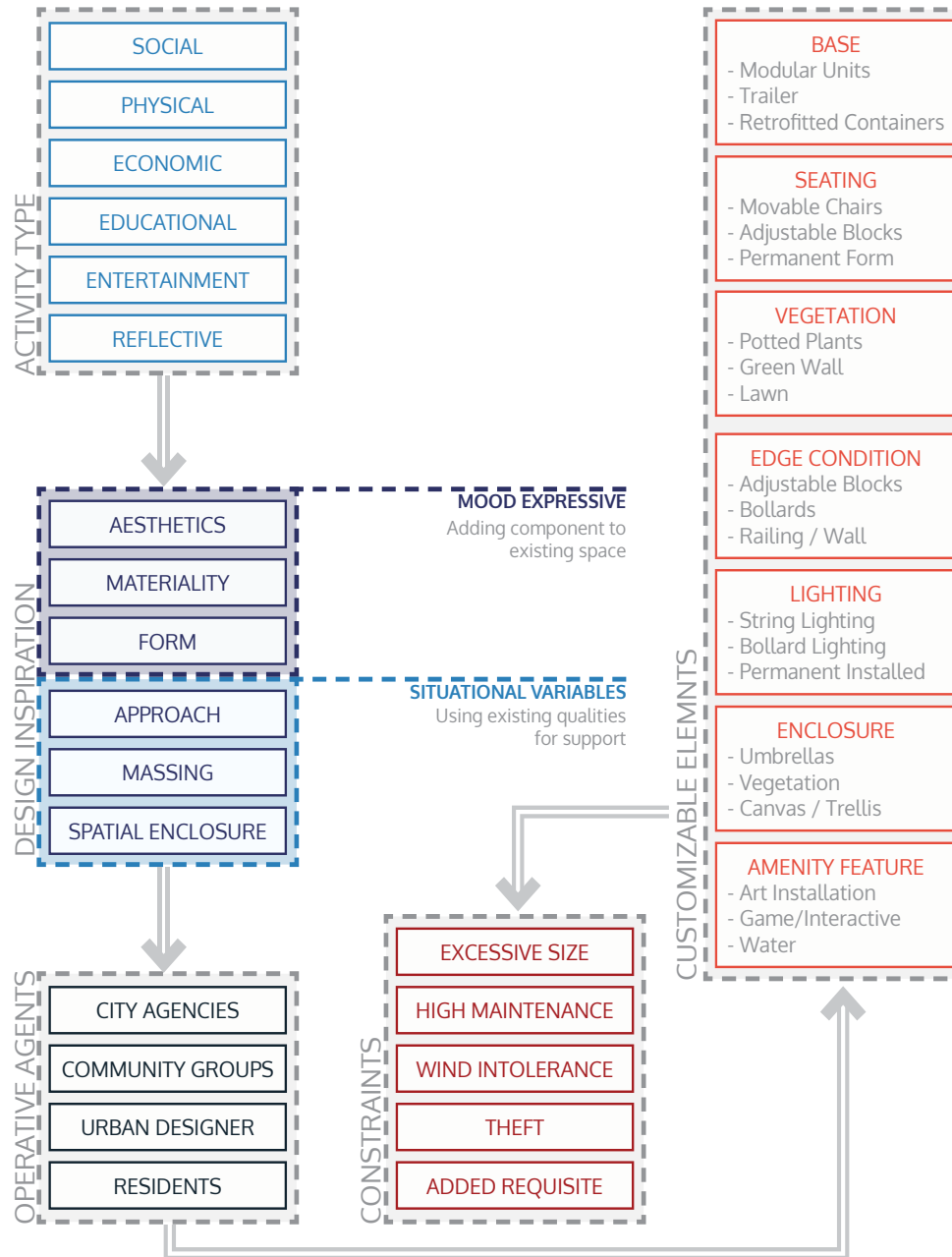


Figure 5.03: Systematic Process of Design Matrix (Sickmann 2016)

Design Inspiration

The components listed under design inspiration are necessary to consider when designing for a specific activity type. Each inspiration influences the experience generated from the portable landscape in one of two ways, as seen in Figure 5.04: by offering a new, additional component to the space, or using existing qualities for support. The first three elements, aesthetics, materiality, and form, control necessary actions needed to transform an old space into something new. Each mood expressive variable instigates a unique experience for the user to question the new function of the space.

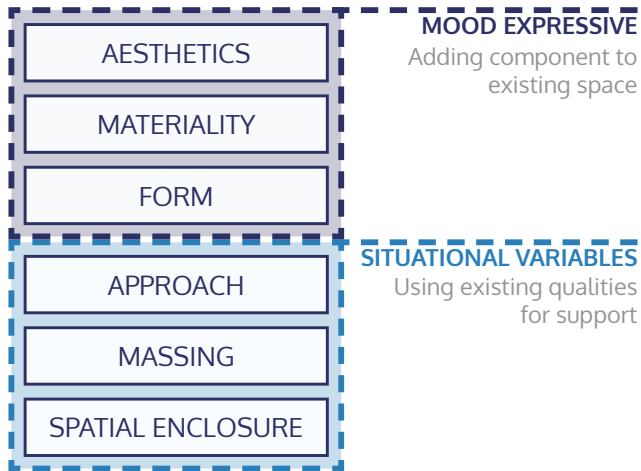


Figure 5.04: Design Inspiration Elements (Sickmann 2016)

The last three elements, approach, massing, and spatial enclosure are affected by the surrounding context, and can be referred to as situational variables. Settings where the stall is less visible, or standing alone, will require elements to engage the pedestrian passing by. Certain settings, like events held at a block or district wide scale, may allow for massing to occur, where multiple installations can be deployed. These events

may create a safer setting for certain elements, that may cause concern when placed next to vehicular traffic, to be incorporated. Spatial enclosure will influence whether or not it is necessary to incorporate vertical elements into the design in order to provide a shade setting. Whereas the three mood expressive qualities should always be strived for, the situational variables may not necessarily be utilized for every application.

Operative Agents

Operative agents identify logistics for regulating the portable landscape. The selection of operative agents was based off of findings from the literature review, case study analyses, and personal discussions that were held during stakeholder meetings held for this project. The four operative agents listed determine who is in charge of installing and maintaining the portable landscape, and include: city agencies, community groups, urban designers, and residents.

As found through the literature review and case study analysis, city agencies, community groups, urban designers, and residents were most often the regulator of temporary landscapes. City agencies, community groups and urban designers tend to follow regulatory approaches by collaborating with city governments to access permits for occupying public space. Residents, on the other hand, typically utilized guerilla tactics to reclaim public space, which involved an unsanctioned process. However, the opportunity does exist for residents to be involved in regulatory approaches for implementing portable landscapes. This opportunity may be best fitting in event settings, where residents are involved directly in the design and implementation of landscapes, and city agencies or urban designers complete the necessary regulatory tasks.

Constraints

When developing and synthesizing the customizable elements, there were five reoccurring constraints that were brought to light, and can be seen in Figure 5.05: excessive size, high maintenance, wind intolerance, theft, and added requisite. Excessive size refers to elements larger and less compactible than others, which may cause issues when seeking storage and transportation options. High maintenance may affect the willingness of the owner of the portable landscape to deploy the installation. Plant material, for instance, may require substantial maintenance, affecting the spontaneity of implementing temporary landscapes. Wind intolerance becomes a concern when dealing with vertical, temporary elements. Pre-

cautionary measures will need to be taken in order to secure elements from blowing over and falling on adjacent vehicles or pedestrians. The level of flexibility and mobility with certain elements may result in thievery. Mobile elements may need to contain locking mechanisms for the owner to control. Added requisite refers to certain customizable elements that need to utilize resources from the surrounding environment, like electrical or water hook-ups. These five constraints were not the only limitations found with the customizable elements; they were merely the five main limitations that transpired. Additional considerations and concerns were addressed during the design application utilizing the customizable elements found in the matrix.






	FACTORS	DEFINITION
	EXCESSIVE SIZE	Large, non-compactable items that may cause issues when storing and transporting.
	HIGH MAINTENANCE	Customizable elements that require substantial maintenance may affect the spontaneity of implementing temporary landscapes, and the willingness of the owner to deploy the portable platform.
	WIND INTOLERANCE	Vertical elements may cause concern with blowing over and falling on adjacent vehicles or pedestrians. Precautionary measures will need to be taken in order to secure elements.
	THEFT	The level of flexibility and mobility with certain elements may result in thievery. Mobile elements may need to contain locking mechanisms for the owner to control.
	ADDED REQUISITE	Certain customizable elements may require additional resources from the surrounding environment, like electrical or water hook-ups.

Figure 5.05 Constraints of Customizable Elements (Sickmann 2016)

SOCIAL

Social activities may include, but are not limited to, gathering, resting, interacting, eating, and experiencing the everyday.



Figure 5.06: Social Activity Eidetic Photomontage (Sickmann 2016)

PHYSICAL

Physical activities may include, but are not limited to, exercising, playing, and exploring.



Figure 5.07: Physical Activity Eidetic Photomontage (Sickmann 2016)

EDUCATIONAL

Educational activities may include, but are not limited to, informing the public of social opportunities, cultural exploration, and studying.

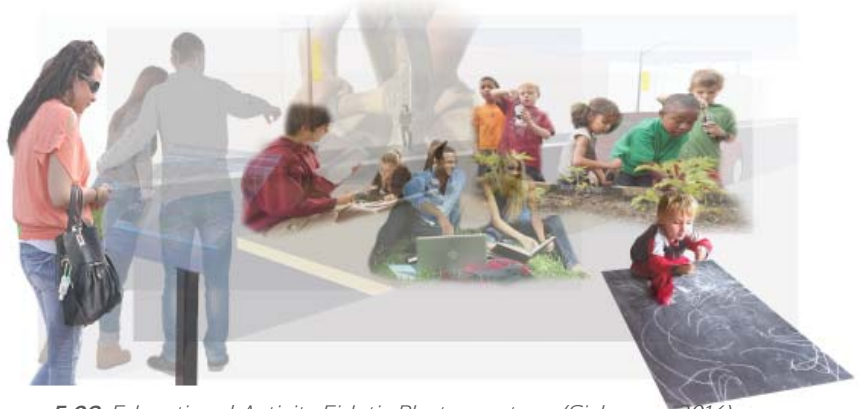


Figure 5.08: Educational Activity Eidetic Photomontage (Sickmann 2016)



Figure 5.09: Entertainment Activity Eidetic Photomontage (Sickmann 2016)



Figure 5.10: Reflective Activity Eidetic Photomontage (Sickmann 2016)



Figure 5.11: Economic Activity Eidetic Photomontage (Sickmann 2016)

ENTERTAINMENT

Entertainment activities may include, but are not limited to, dancing, playing musical instruments, gaming, and concert staging.

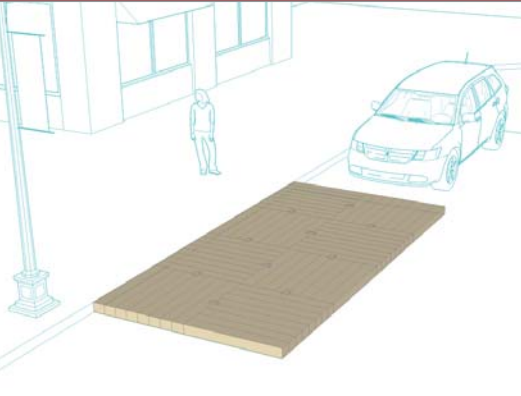
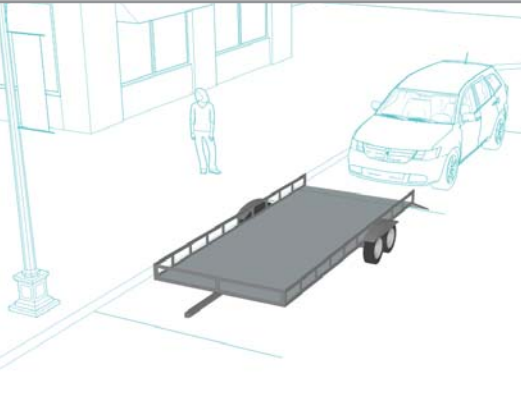
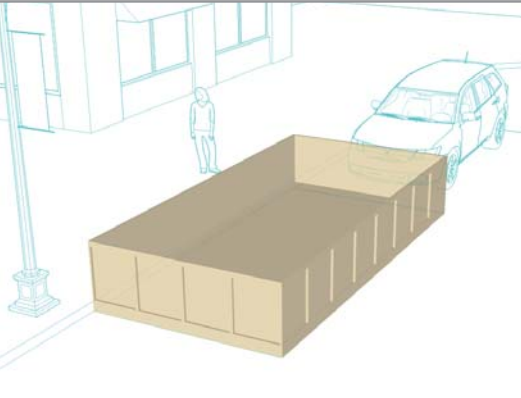
REFLECTIVE

Reflective activities may include, but are not limited to, people watching, relaxing, exploring, and healing.

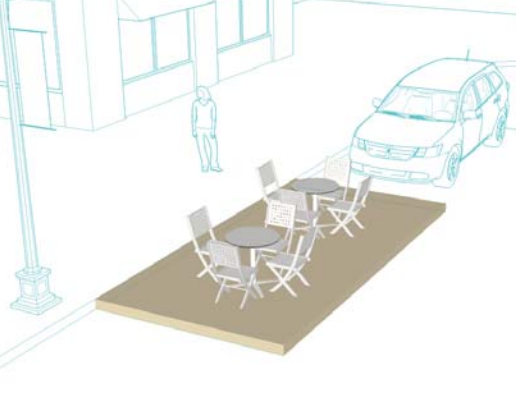
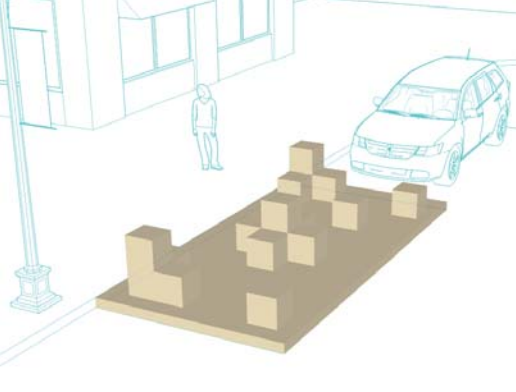
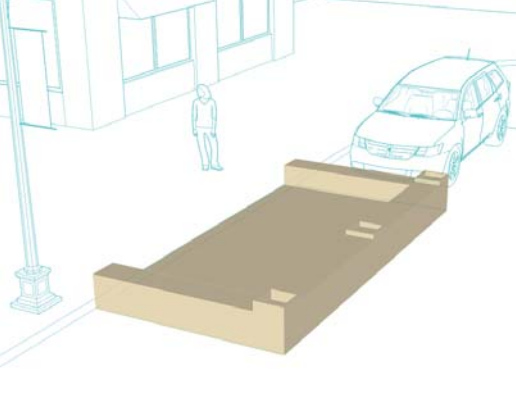
ECONOMIC

Economic activities may include, but are not limited to, selling, promoting, marketing, and advertising.



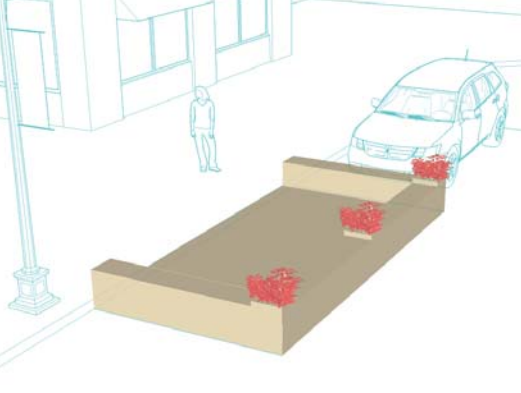
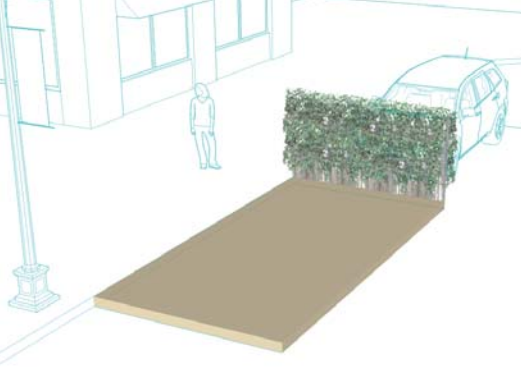
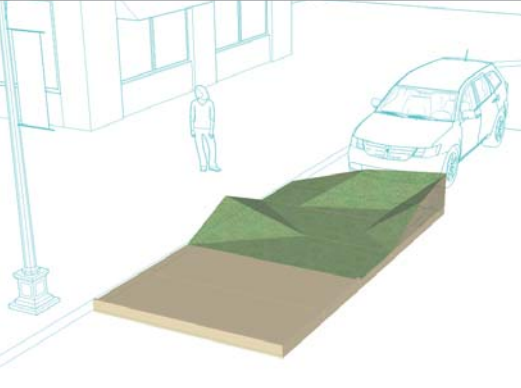
BASE	ITEM DETAILS
	<p>Mobility Level Adjustable</p> <p>Minimal Cost Considerations ~\$500 for decking and hardware</p> <p>Requirements Deployment involves assembly of multiple pieces by 1 or more persons, depending on the weight of the material used for base construction, affecting overall mobility level; compactible for storage.</p>
MODULAR UNITS	
	<p>Mobility Level Moderately Adjustable</p> <p>Minimal Cost Considerations ~\$2,000 for 6.4' x 16' utility trailer</p> <p>Requirements Easily transportable; deployment is quick and efficient for one person. Requires sufficient storage space and towing vehicle.</p>
TRAILER	
	<p>Mobility Level Fixed</p> <p>Minimal Cost Considerations ~\$2,500 for 8'x20'x3.5' container</p> <p>Requirements A roll-off tandem truck is required for transportation and deployment of container. Largest of three base elements; requires sufficient storage space.</p>
RETROFITTED CONTAINERS	



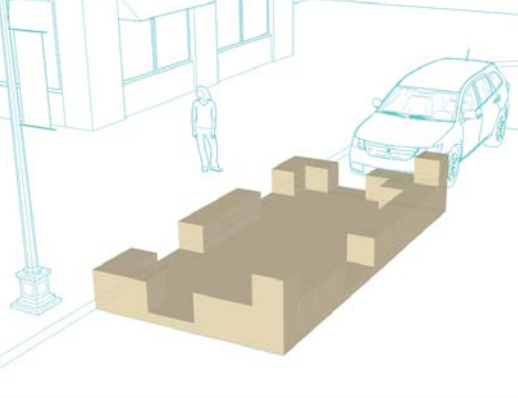
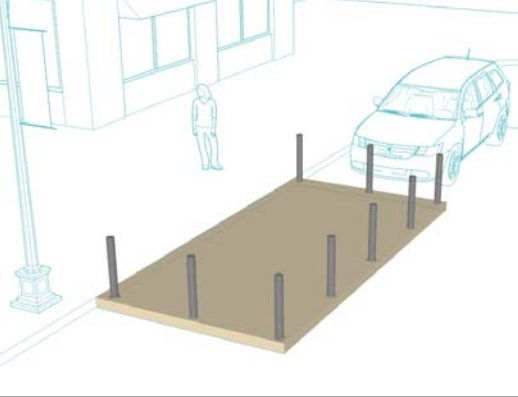
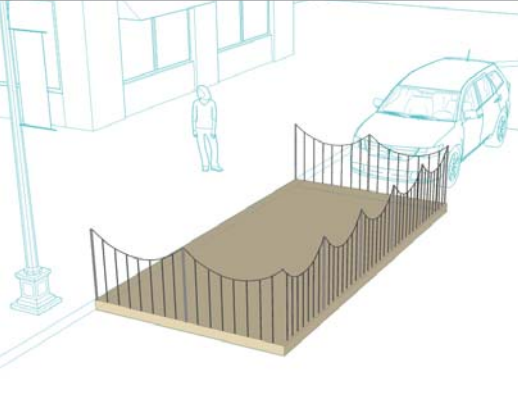
ITEM DETAILS	SEATING
<p>Mobility Level Adjustable</p> <p>Minimal Cost Considerations ~\$100 for 2 person patio dining set</p> <p>Requirements Easily deployed by 1 person; compactible for storage. Due to mobility level, actions to prevent theft may need to be taken.</p>	 <p data-bbox="837 570 1365 613">MOVABLE CHAIRS</p>
<p>Mobility Level Moderately Adjustable</p> <p>Minimal Cost Considerations ~\$30 for (1) 1.5'x1.5'x1.5' adjustable block unit</p> <p>Requirements Requires blocks to snap in place in order to prevent public safety hazards, if blocks stack on-top of each other, and theft. Large quantity of adjustable blocks may require sufficient storage space.</p>	 <p data-bbox="837 1011 1365 1055">ADJUSTABLE BLOCKS</p>
<p>Mobility Level Fixed</p> <p>Minimal Cost Considerations ~\$250 for lumber and hardware construction</p> <p>Requirements Deployment involves multiple people to handle heavy pieces. Requires sufficient storage space.</p>	 <p data-bbox="837 1453 1365 1495">PERMANENT FORM</p>





VEGETATION	ITEM DETAILS
	<p>Mobility Level Adjustable</p> <p>Minimal Cost Considerations ~\$20 dependent on size and type of vegetation</p> <p>Requirements Easily deployed by 1 person; minimal maintenance and easily disposable. Due to mobility level, actions to prevent theft or destruction of containers may need to be taken.</p>
<p data-bbox="418 581 626 607">POTTED PLANTS</p> 	<p>Mobility Level Moderately Adjustable</p> <p>Minimal Cost Considerations ~\$45-\$65 / sq. ft for LiveWall system</p> <p>Requirements Irrigation system may need to be installed for properly functioning green wall. Larger storage space required for wall system.</p>
<p data-bbox="440 1023 605 1049">GREEN WALL</p> 	<p>Mobility Level Fixed</p> <p>Minimal Cost Considerations ~\$25 / 7.5 ft. x (desired length) Classic Artificial Turf</p> <p>Requirements Artificial grass will require minimal maintenance. Once implemented, lawn will be difficult to interchange. Precautionary measures will need to be taken to prevent slippery surfaces.</p>
<p data-bbox="483 1463 561 1489">LAWN</p>	

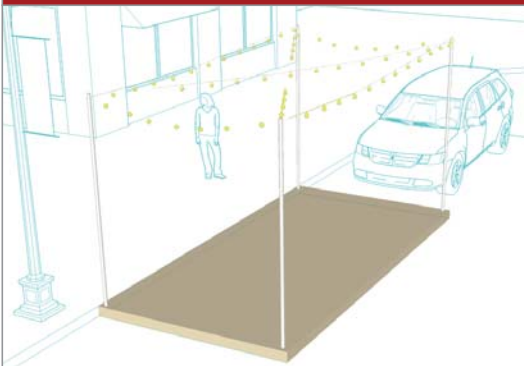


ITEM DETAILS	EDGE CONDITION
<p>Mobility Level Moderately Adjustable</p> <p>Minimal Cost Considerations ~\$30 for (1) 1.5'x1.5'x1.5' modular unit</p> <p>Requirements Requires blocks to snap in place in order to prevent public safety hazards, if blocks stack on-top of each other, and theft. Large quantity of adjustable blocks may require sufficient storage space.</p>	 <p>MODULAR UNITS</p>
<p>Mobility Level Moderately Adjustable</p> <p>Minimal Cost Considerations ~\$200 for (1) 32" Bollard</p> <p>Requirements Requires base to allow for bollards to snap in place. Depending on quantity of bollards, sufficient storage space may be required.</p>	 <p>BOLLARDS</p>
<p>Mobility Level Fixed</p> <p>Minimal Cost Considerations ~\$300 for 96" long Aluminum Safety Railing</p> <p>Requirements Demands substantial time for assembly and deconstruction. Compactible for storage.</p>	 <p>RAILING / WALL</p>





LIGHTING



ITEM DETAILS

Mobility Level

Adjustable

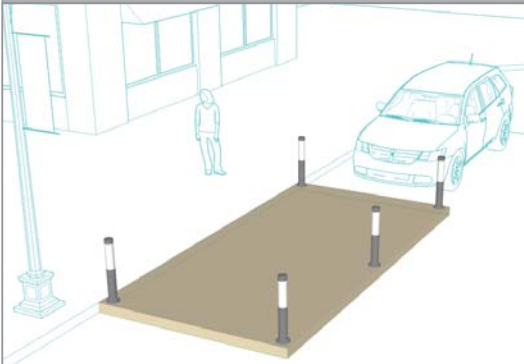
Minimal Cost Considerations

~\$20 for 15' long battery powered LED lights

Requirements

Lights will need to be hung from poles or surrounding buildings. If non-battery powered, nearby electric source is necessary.

STRING LIGHTS



Mobility Level

Moderately Adjustable

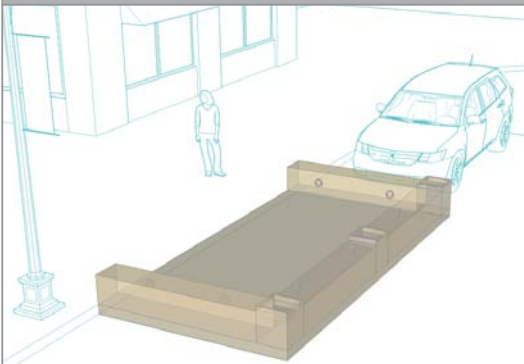
Minimal Cost Considerations

~\$200 for (1) 32" Solar Lighting Bollard

Requirements

Requires base to allow for bollards to snap in place. If non-solar bollards, electric source is necessary. Depending on quantity of bollards, sufficient storage space may be required.

BOLLARD LIGHTING



Mobility Level

Fixed



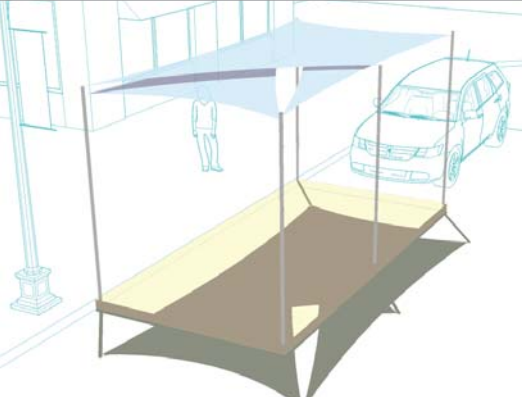
Minimal Cost Considerations

~\$150 for (1) flush mount wall fixture

Requirements

Requires electric wiring to be completed prior to installation; nearby electric source is necessary.

PERMANENT INSTALLED

ITEM DETAILS	ENCLOSURE
<p>Mobility Level Adjustable</p> <p>Minimal Cost Considerations ~\$150 for umbrella canvas</p> <p>Requirements Stands or dining tables will be needed to support overhead umbrellas. Collapsible for minimal storage space.</p>	 <p data-bbox="1024 578 1182 605">UMBRELLAS</p>
<p>Mobility Level Moderately Adjustable</p> <p>Minimal Cost Considerations ~\$500 for grown tree and container</p> <p>Requirements Constant maintenance is necessary; sufficient storage space is required.</p>	 <p data-bbox="1024 1019 1182 1047">VEGETATION</p>
<p>Mobility Level Fixed</p> <p>Minimal Cost Considerations ~\$50 for (1) 16' square shade canopy</p> <p>Requirements Additional poles or surrounding buildings will need to support the overhead canvas. Collapsible for minimal storing space.</p>	 <p data-bbox="987 1459 1219 1487">CANVAS / TRELLIS</p>





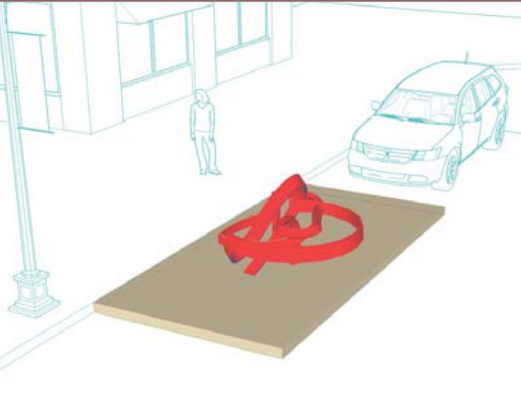
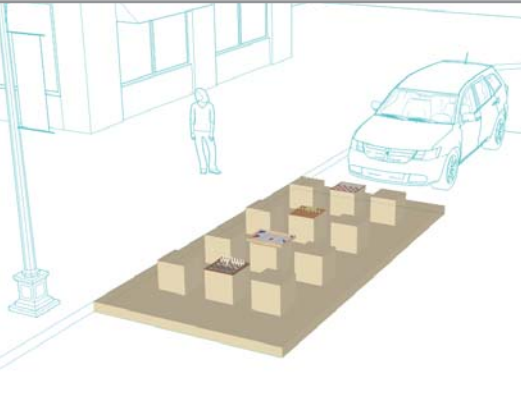
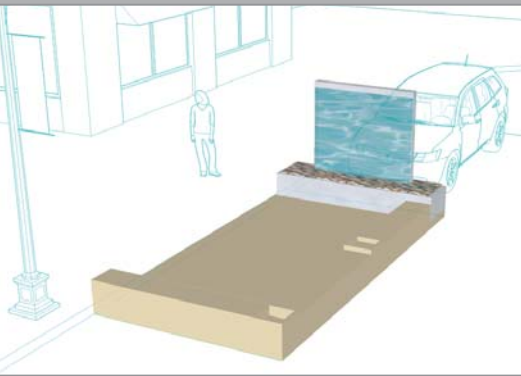
AMENITY FEATURE	ITEM DETAILS
	<p>Mobility Level Adjustable</p> <p>Minimal Cost Considerations ~\$0 for donated art installation</p> <p>Requirements Actions to prevent theft or vandalism of art installation may need to be taken.</p>
<p data-bbox="402 581 638 605">ART INSTALLATION</p> 	<p>Mobility Level Moderately Adjustable</p> <p>Minimal Cost Considerations ~\$50 for (1) 1.5'x1.5'x1.5' adjustable block unit with gaming piece incorporated</p> <p>Requirements Opportunity to be incorporated into adjustable, snap in place blocks. Storage opportunities for gaming pieces will need to be explored.</p>
<p data-bbox="386 1023 654 1047">GAME / INTERACTIVE</p>  <p data-bbox="475 1433 565 1458">WATER</p>	<p>Mobility Level Fixed</p> <p>Minimal Cost Considerations ~\$500 indoor/outdoor water feature</p> <p>Requirements Size of water feature requires larger storage space. Nearby electric source may be necessary for certain water features.</p>



Figure 5.12: Customizable Design Elements (Sickmann 2016)

CONCEPTUAL DESIGN

The design matrix was used to generate a series of conceptual designs of portable landscapes accommodating different activity types, design inspirations, and customizable elements in order to express flexibility and customization associated with temporary landscapes. Each concept is intended to be implemented in a streetscape setting, serving as an extension of pedestrian space. Select few may be applicable in other sites and settings where one wishes to transform neglected or underutilized space.

Nine different designs represent each surface type, and then variations of customizable elements were chosen to reflect the underlying activity type. Then, hand rendered plans, elevations, and 3D digital models were generated for visual support. Each portable landscape design concept contains a brief description regarding elements used, amenities offered, and programmatic influence, as seen in the following pages. These conceptual designs are meant to serve as ideas exploring programmatic options and innovative design concepts that have the potential to be implemented in on-street parking spaces.

CONCEPT 1: "MODULAR PLAZA"

Description

Modular Plaza transforms an on-street parking stall into a social, educational, and entertainment hub. This concept is based off of 4' x 4' modular base units, with 2' x 2' adjustable blocks that snap into place, creating an environment for users to transform the space to how they intend to use it.

The transforming capability makes this design for portable landscapes highly flexible depending on the desired use, surrounding site context, or supporting event. Each face of the 2' x 2' cube has different functioning uses, and can serve as seating blocks, game tables, or drawing cubes. The 4' x 4' units allow the landscape to transform and fit into both angled and parallel parking stalls, as seen in Figure 5.16.

Limitations

The modular base units will be a difficult structure to incorporate vertical elements that provide shade for the portable landscape. Shade will have to be provided by an overhead canvas separate from the landscape, or attached to surrounding elements, like street trees or adjacent buildings. If lighting is desired, string lights will also have to be attached to supporting surrounding elements. Theft and vandalism may cause concern due to high mobility of the adjustable blocks. Objects will have to contain fixtures that allow the pieces to be locked in certain settings, if the operator feels it is necessary.

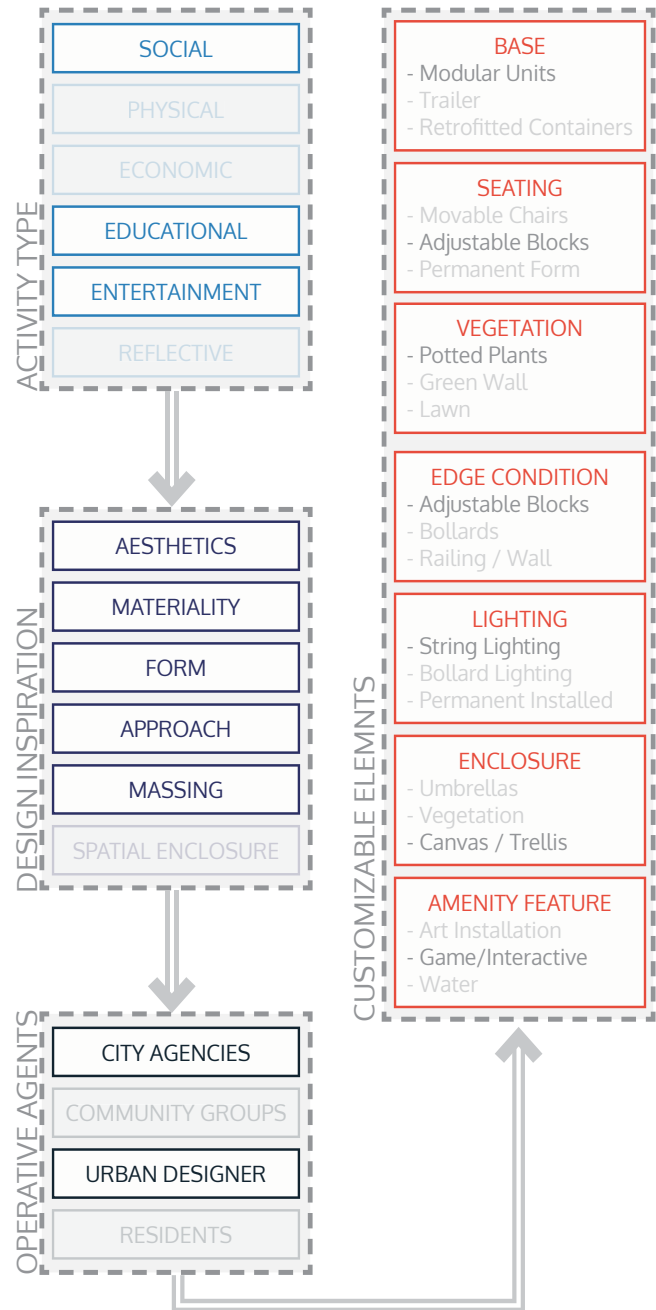


Figure 5.13: Concept 1 - Matrices Applied (Sickmann 2016)

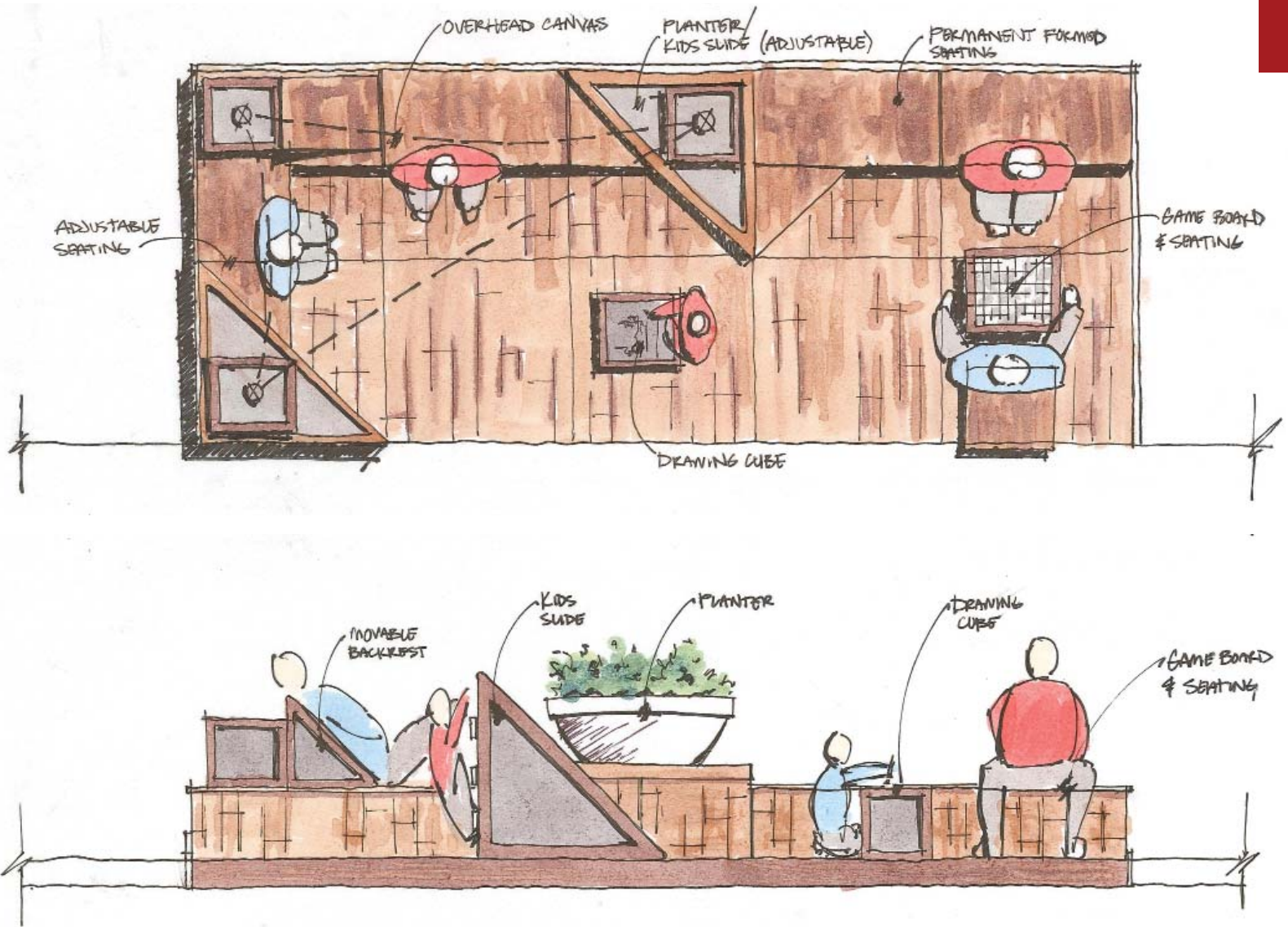


Figure 5.14: Portable Landscape Conceptual Sketches (Sickmann)

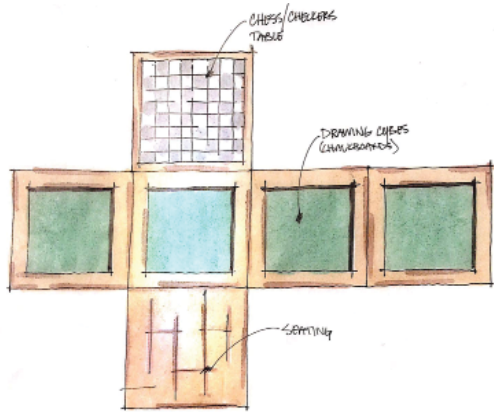


Figure 5.15: Modular Units

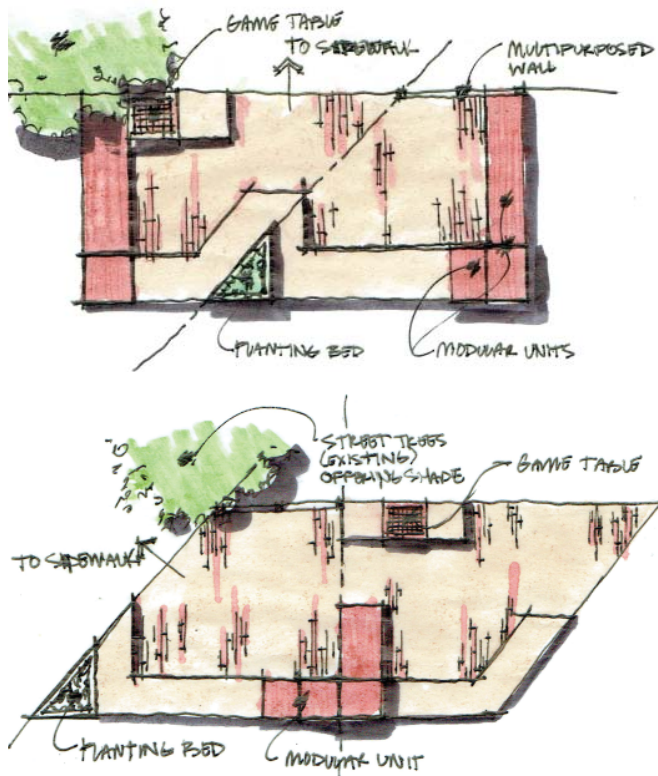


Figure 5.16: Angled vs. Parallel Parking Stall (Sickmann 2016)



Figure 5.17: Portable Landscape Installed (Sickmann 2016)



CONCEPT 2: "MODULAR PATIO"

Description

"Modular Patio" provides a social and entertainment setting, and has the potential to enhance economic benefits for surrounding businesses by providing outdoor dining options within the parameters of a parking stall. Outdoor dining tables offer seating options, and bar-tops located along the perimeter provides a setting for people to stand and observe their surroundings. Users feel at ease from the sound created from the water wall, and comfortable shade is provided by the overhead trellis. A green wall incorporated into the privacy wall provides an appealing, and soothing, backdrop for those stopping in, and string lighting allows the portable landscape to function at night. "Modular Patio" can serve as a great amenity to gain attraction for businesses with little outdoor space to offer.

Limitations

"Street-side Dining" includes many individual units, most being very large in size. The base, for instance, consists of three 8' x 6' units, which will require ample room for storage and transportation. The landscape platform will need to incorporate adjustments for leveling, so the water feature operates correctly. Additional time will need to be accounted for when implementing the portable landscape each time, making sure a level surface is created. Due to the size, and complexity, of "Street-side Dining," multiple individuals will most-likely be needed to install this landscape in a timely fashion.

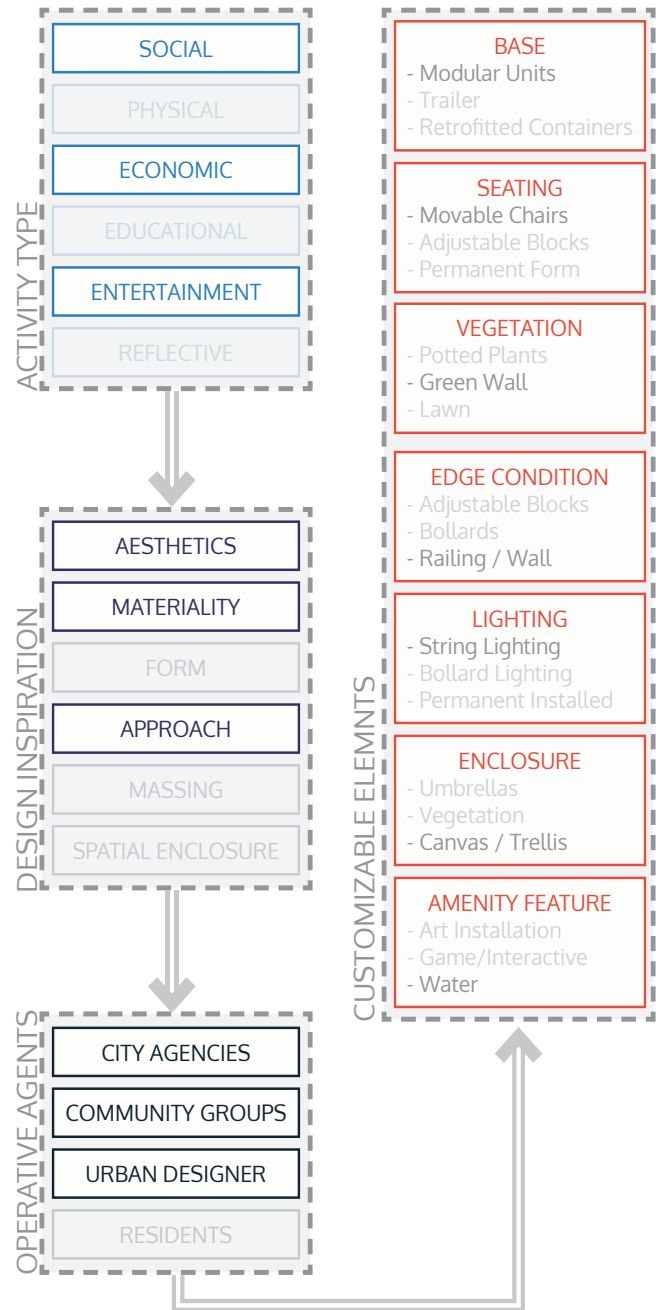


Figure 5.18: Concept 2 - Matrices Applied (Sickmann 2016)

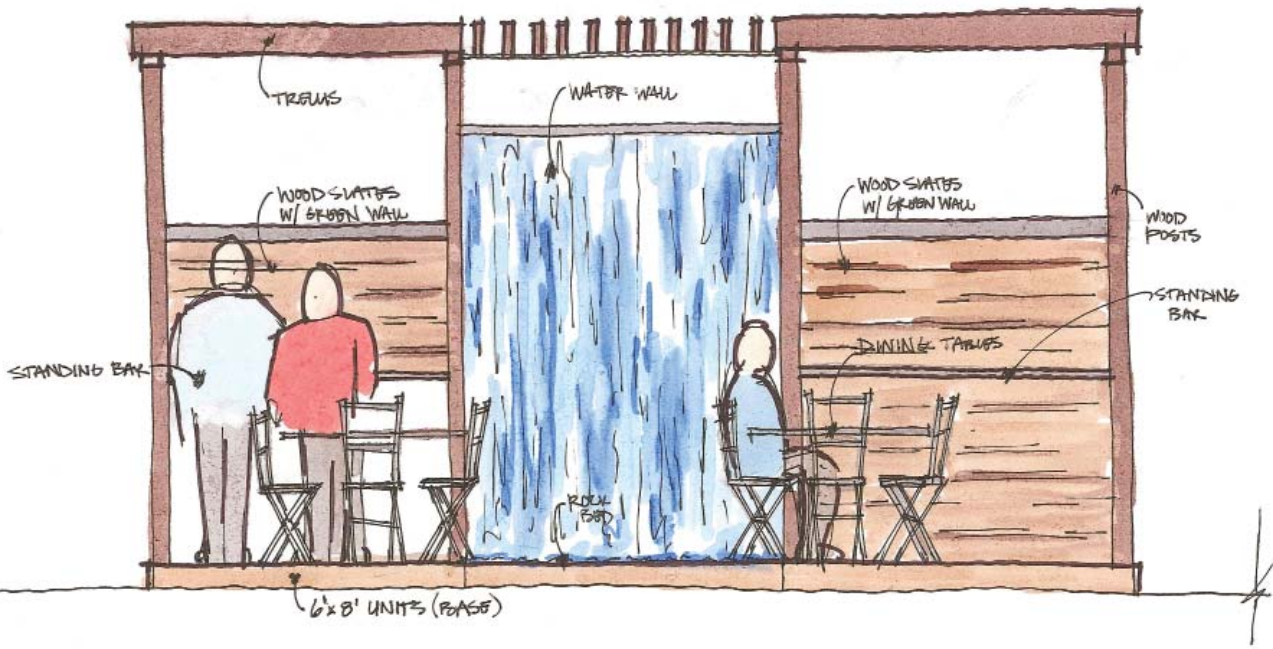
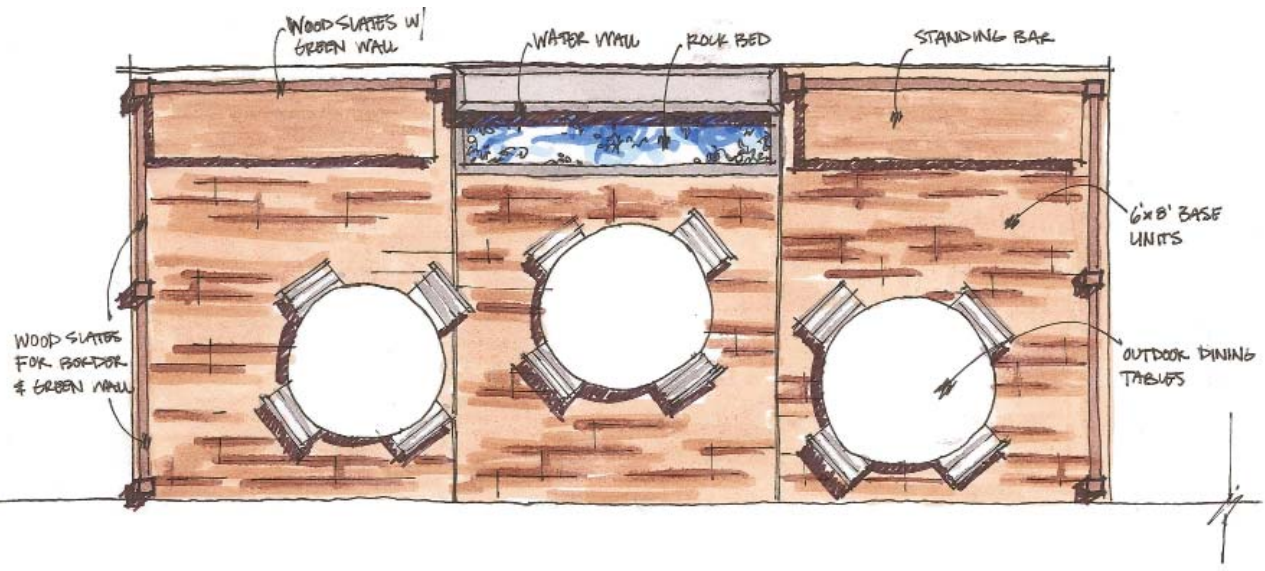
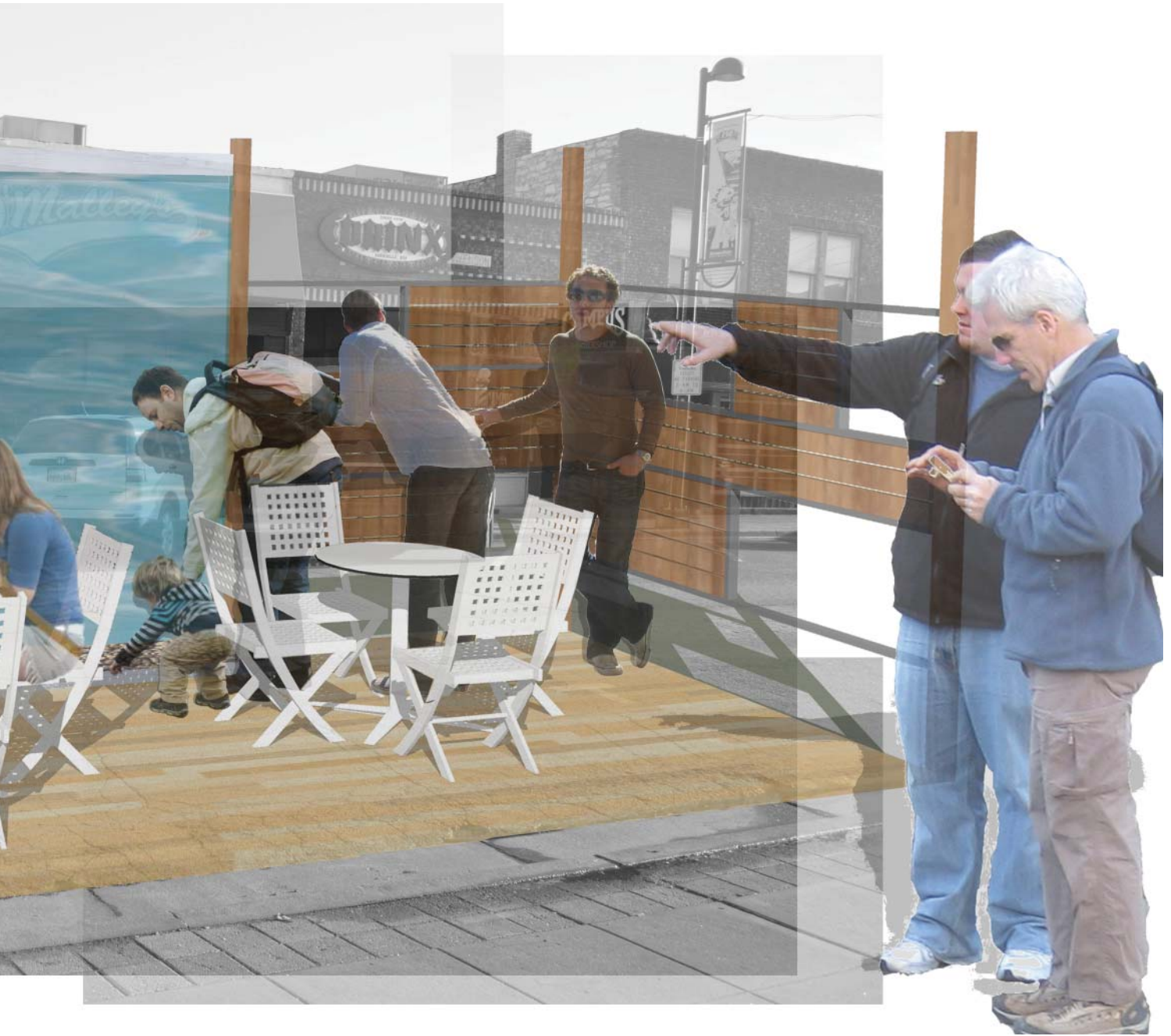


Figure 5.19: Portable Landscape Conceptual Sketches (Sickmann)



Figure 5.20 Portable Landscape Installed (Sickmann 2016)



CONCEPT 3: "MODULAR LAWN"

Description

"Modular Lawn" is a minimalistic approach involving a 4' x 4' modular base units geometrically formed into an undulating lawn and permanent seating, providing a space to socialize and reflect upon the surroundings. Artificial turf will allow users to sit, lie, and reflect on the turf mounds. Permanent formed seating emerging from the lawn will enclose the landscape to one side, providing a hard surface for users to sit on. A steel cable railing will enclose the remaining sides of the landscape not adjacent to the sidewalk. A modular unit with different gaming boards will offer an additional element for users to interact with in the space. The small size of each unit will allow the landscape to be highly mobile and easy to implement.

Limitations

The modular base units will serve as a difficult structure to incorporate vertical elements that provide shade for the portable landscape. Shade will have to be provided by an overhead canvas separate from the landscape, or from surrounding elements, like street trees or adjacent buildings. Permanent installed lighting has the potential to be incorporated into the permanent form seating, if surrounding electrical hookup is present.

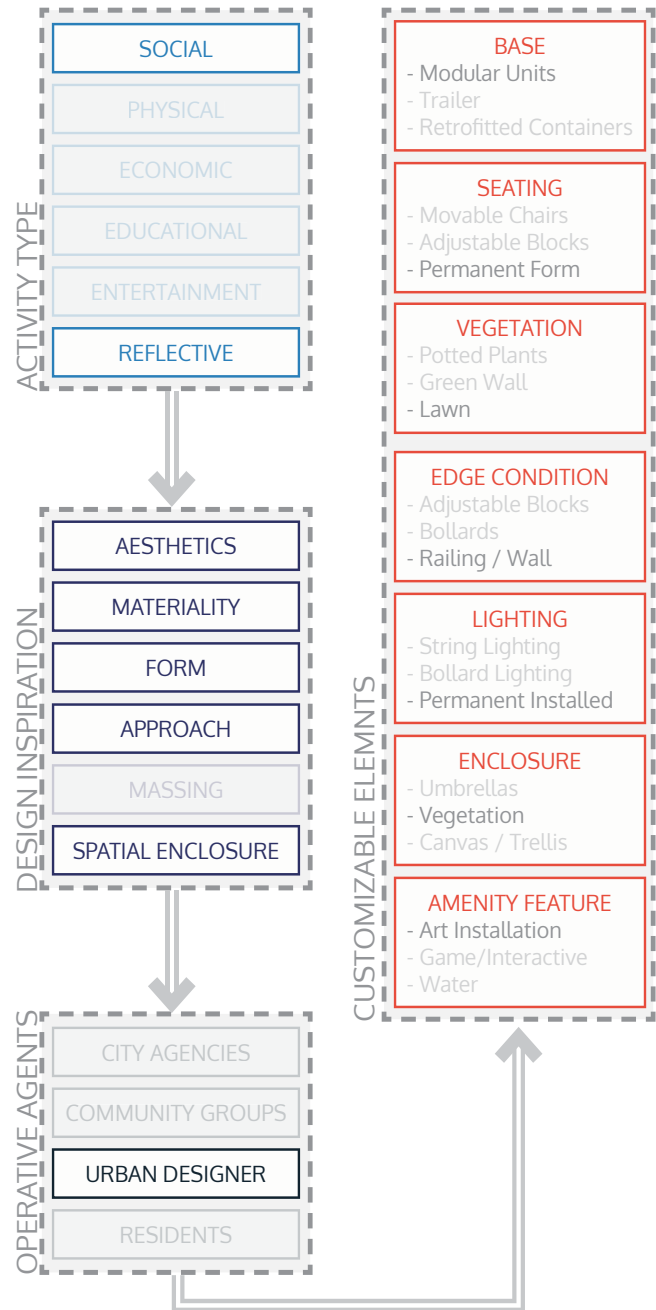


Figure 5.21: Concept 3 - Matrices Applied (Sickmann 2016)

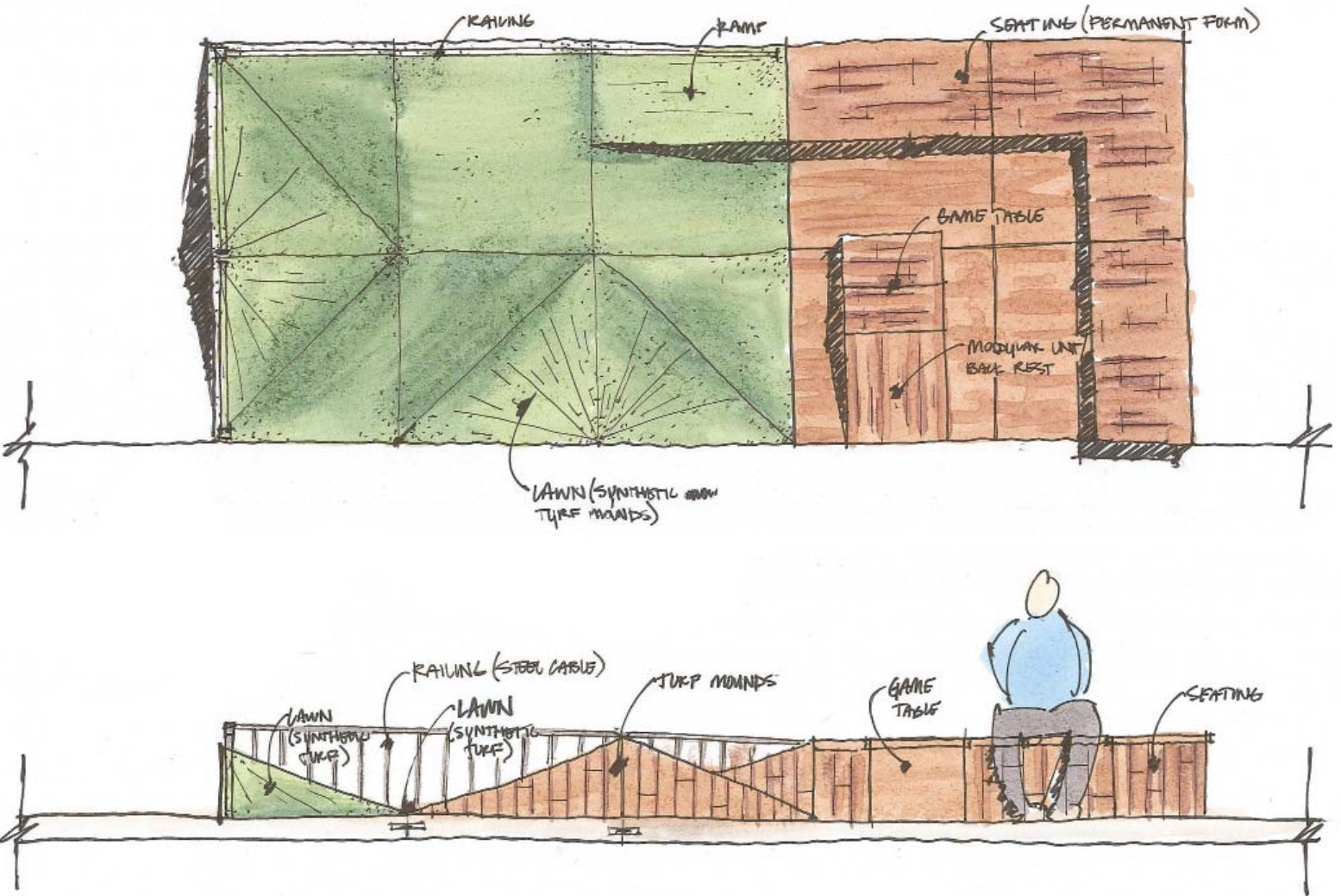


Figure 5.22: Portable Landscape Conceptual Sketches (Sickmann)



Figure 5.23: Portable Landscape Installed (Sickmann 2016)



CONCEPT 4: "MOBILE LANDFORM"

Description

"Mobile Landform" instigates reflective and social activity by providing a small scale landscape for individuals to engage with. The portable landscape is based around a 7' x 16' trailer, with seating benches and ramps covered in artificial turf for the public to sit or lie on. "Mobile Landform" serves as a highly mobile landscape that's feasible for any one person to install.

Limitations

Surrounding electrical hookup is required in order to incorporate permanent lighting fixtures. The trailer will serve as a difficult structure to incorporate vertical elements that provide shade for the portable landscape. Shade will have to be provided by an overhead canvas separate from the landscape, or from surrounding elements, like street trees or adjacent buildings. Climatic variables, like heavy wind for instance, may necessitate heavy reinforcement for the vertical screening wall blowing over onto adjacent vehicles or pedestrians.

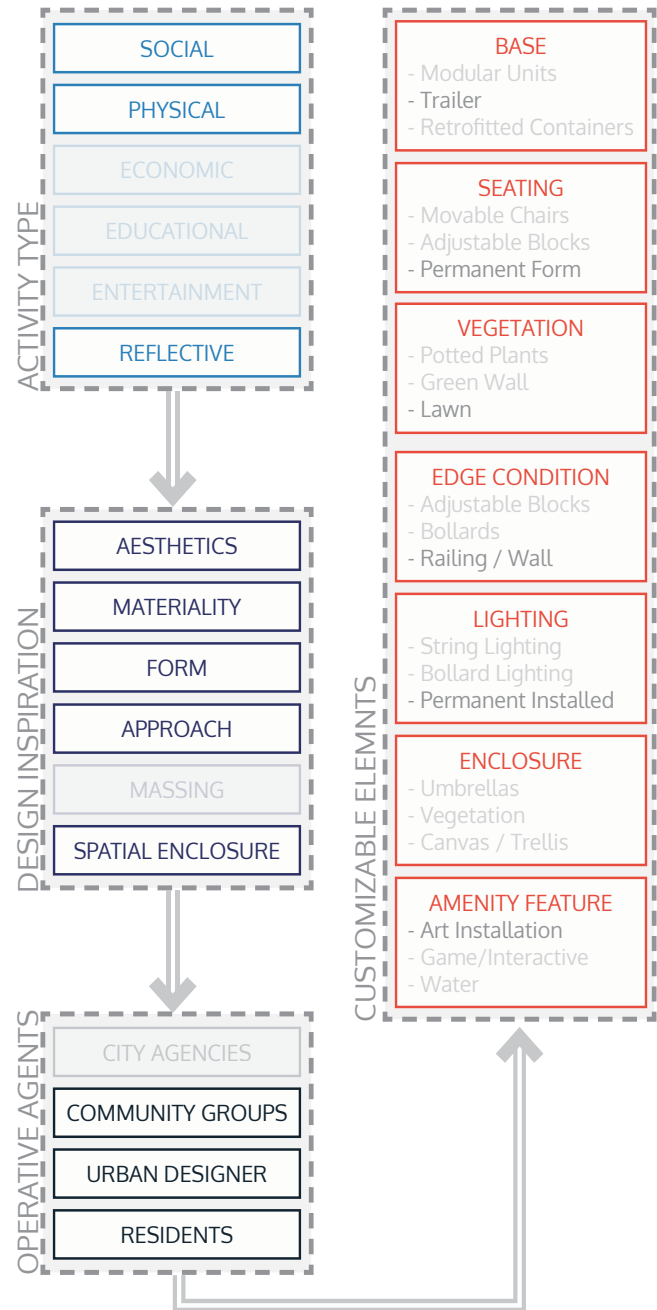


Figure 5.24: Concept 4 - Matrices Applied (Sickmann 2016)

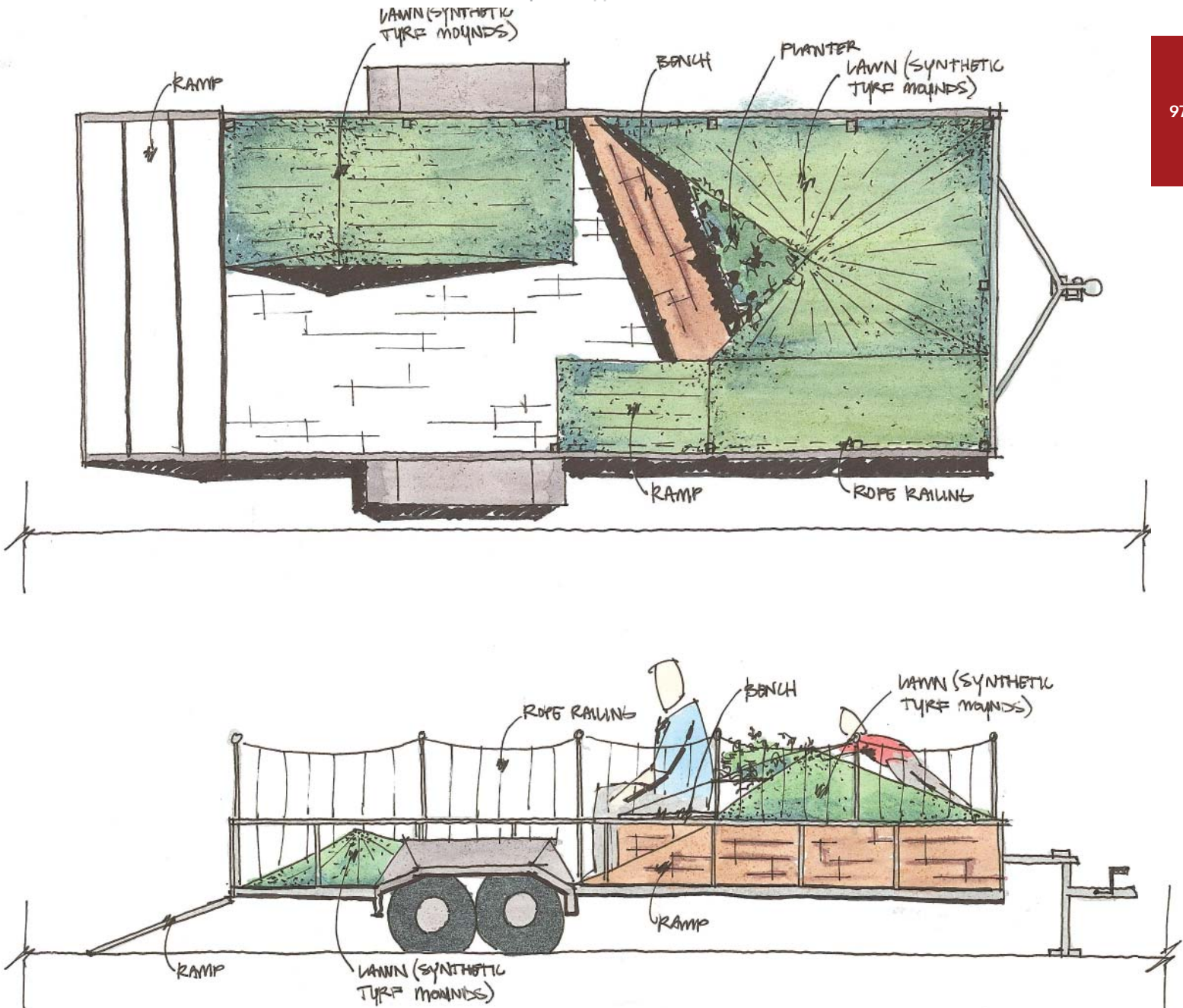


Figure 5.25: Portable Landscape Conceptual Sketches (Sickmann)



Figure 5.26: Portable Landscape Installed (Sickmann 2016)



CONCEPT 5: "MOBILE LANDSCAPE"

**Selected for Prototype Construction*

Description

"Mobile Landscape" creates an easily portable landscape that accommodates social, economic, and entertainment activities within the public realm. Users can engage with terraced seating that extends from the 5' x 8' trailer onto the existing sidewalk. Artificial turf capping the terraced seating and potted plants placed on the top tier provides a visually comforting green space in a densely paved environment. The adjustable seating elements are able to stack into place on top of the trailer, and posts supporting the canvas and screen wall are able to slide underneath the base frame for convenient storage and easy transportation, as seen in Figure 5.29.

Limitations

Permanent installed lighting has the potential to be incorporated into the permanent form seating if surrounding electrical hookup is present. Theft and vandalism may also cause concern since multiple pieces are adjustable and not fixed in-place. Objects will have to contain fixtures that allow the pieces to be locked in certain settings, if the operator feels it is necessary. This portable landscape may require substantial time for one person to install due to the multiple different pieces that have to be assembled.

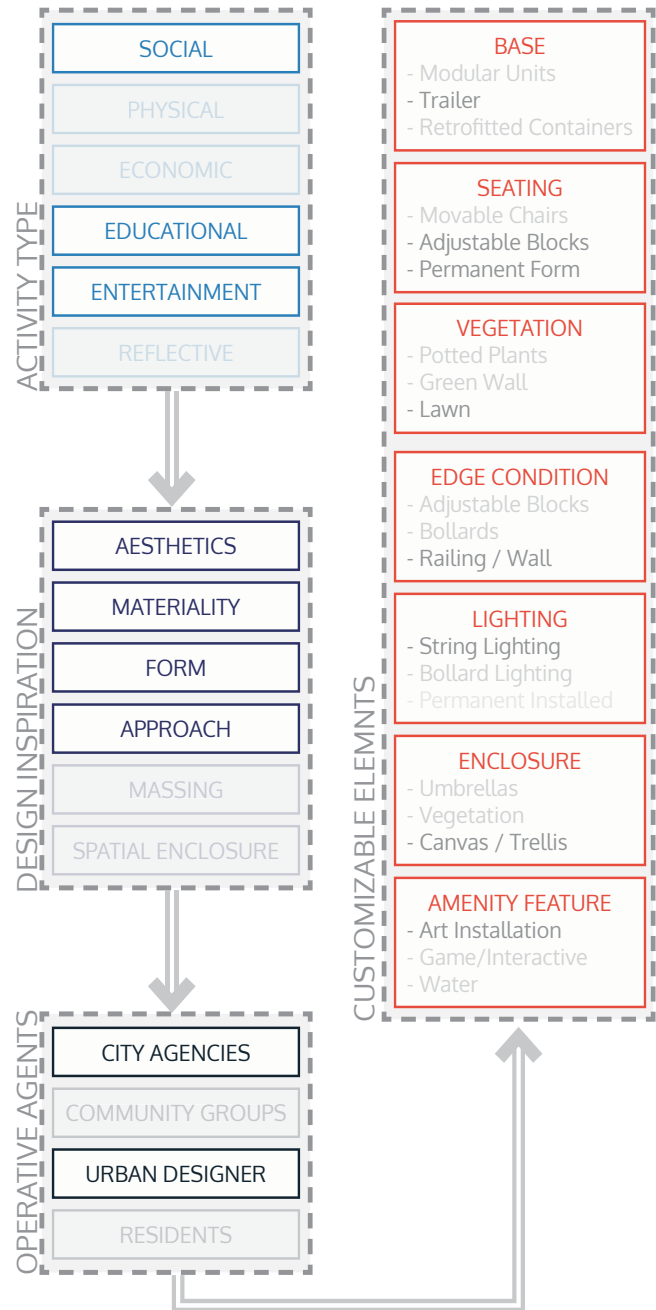


Figure 5.27: Concept 5 - Matrices Applied (Sickmann 2016)

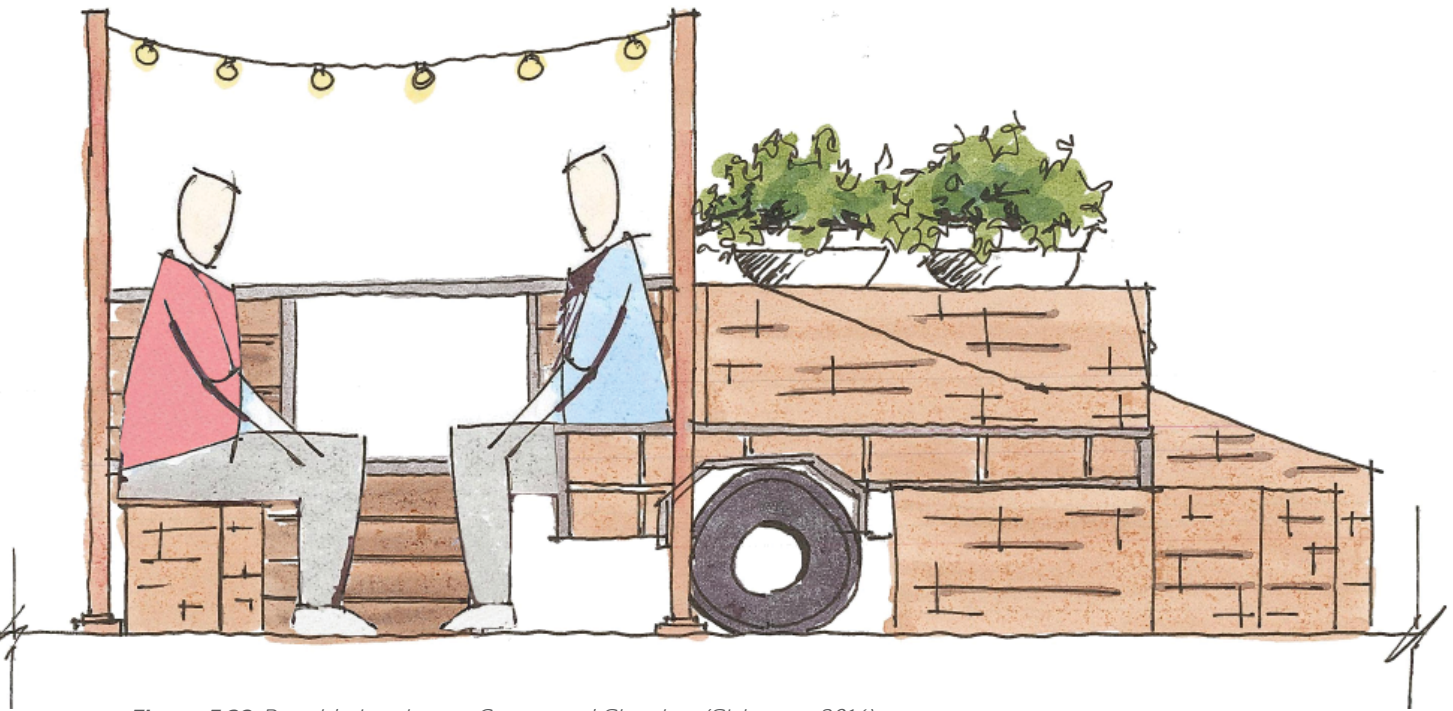
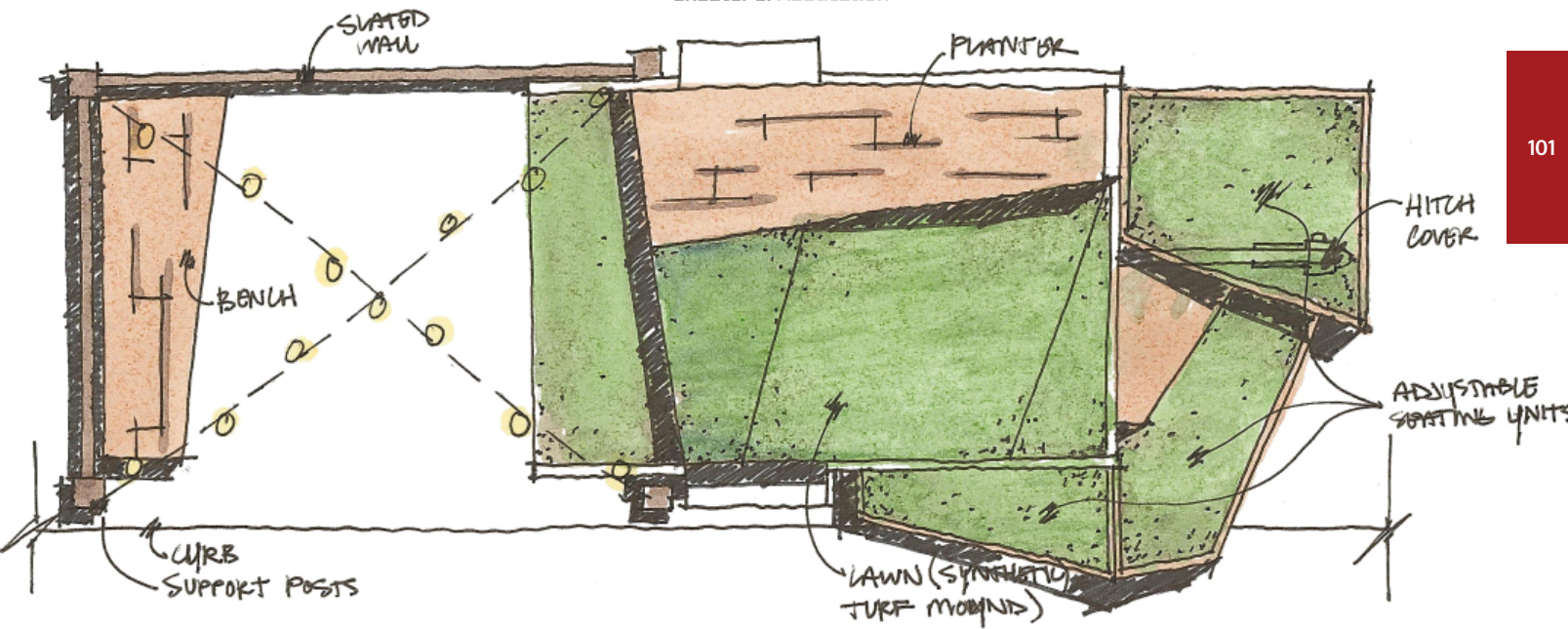


Figure 5.28: Portable Landscape Conceptual Sketches (Sickmann 2016)



Figure 5.29: Compact for Transportation (Sickmann 2016)



Figure 5.30: Portable Landscape Installed (Sickmann 2016)



CONCEPT 6: "MOBILE ENTERTAINMENT"

Description

"Mobile Entertainment" creates a social environment that offers entertainment activities within a 7' x 16' trailer. A permanent, angular seating landscape serves as an element for users to engage with, while offering a place to sit. Two gaming tables located on the front end of the trailer serve as an additional amenity feature by offering opportunities for pedestrians to play chess or checkers. Vegetation enclosing the space separates the pedestrian from the business surrounding them. All of the customizable elements incorporated into this portable landscape remain on the trailer, making it highly mobile and easy to install in any setting.

Limitations

The trailer will pose some difficulties incorporating vertical elements that provide shade for the portable landscape. Shade will have to be provided by an overhead canvas separate from the landscape, or from surrounding elements, like street trees or adjacent buildings. Permanent installed lighting has the potential to be incorporated into the permanent form seating, if surrounding electrical hookup is present.

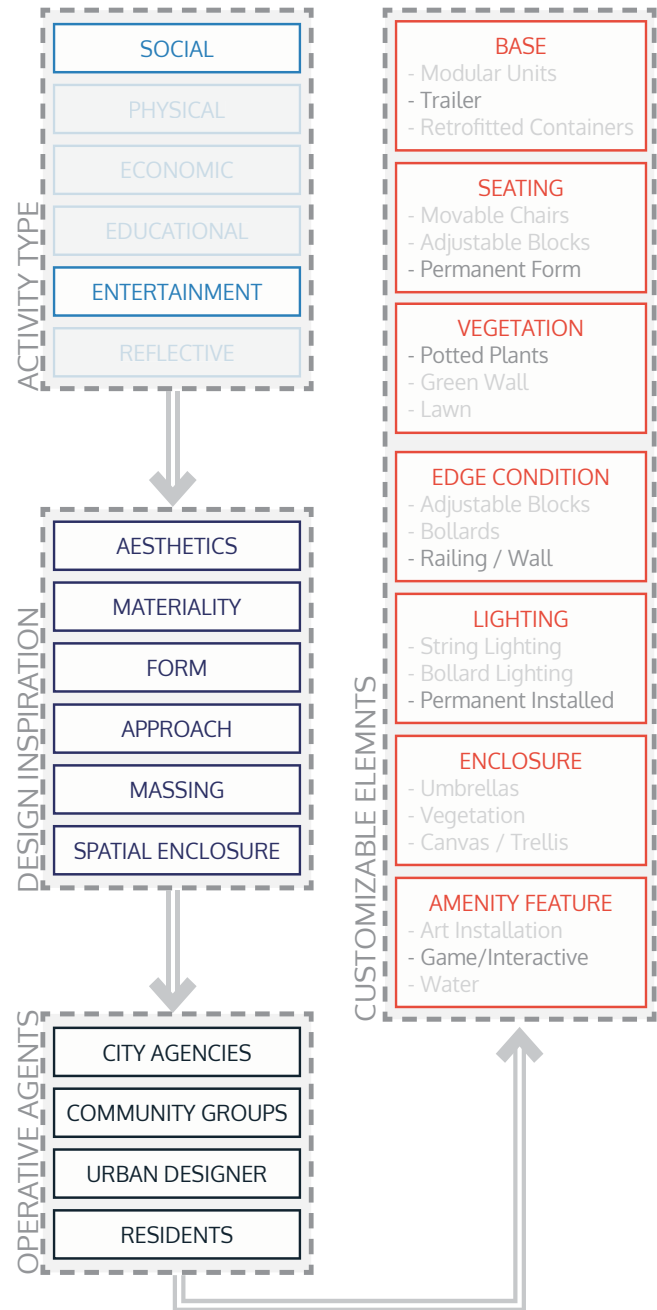


Figure 5.31: Concept 6 - Matrices Applied (Sickmann 2016)

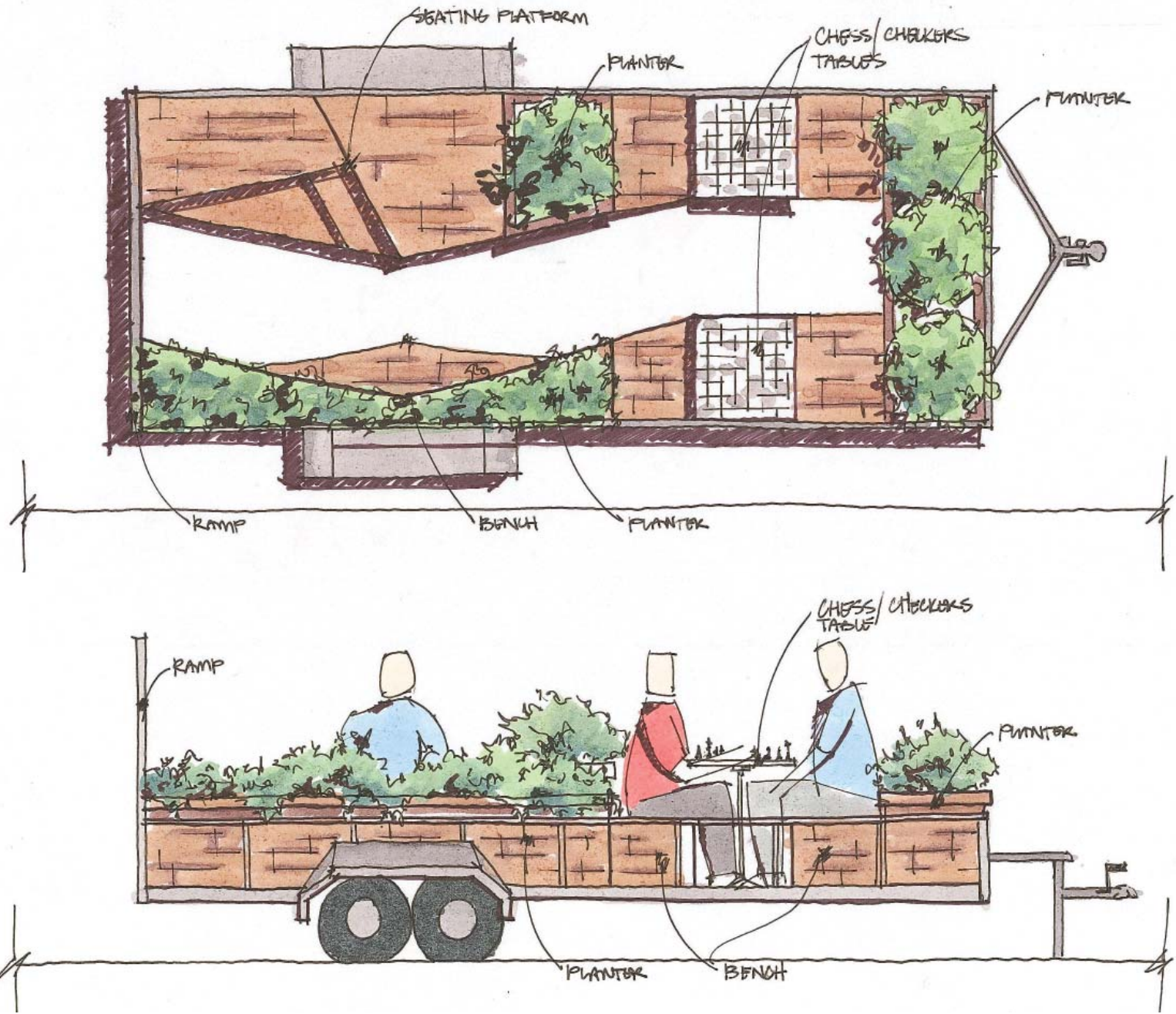


Figure 5.32: Portable Landscape Conceptual Sketches (Sickmann 2016)



Figure 5.33: Portable Landscape Installed (Sickmann 2016)



CONCEPT 7: "REFURBISHED POOL"

Description

"Refurbished Pool" creates a social environment that offers entertainment activities within an 8' x 20' retrofitted shipping container. A 10' x 8' ball pit provides an exciting and unique experience for users to sit in and relax in a public setting. Permanent form, surface level seating also serves as seating options for pedestrians. Solar lighting incorporated into the permanent formed seating allows the portable landscape to be utilized at night.

Limitations

Having a ball pit located directly adjacent to vehicular traffic may cause concern due to balls spilling onto the roadway. Rope mesh will need to extend above the pool in order to contain the balls and prevent them from spilling onto the street. Shade will have to be provided by vertical supports attached to the container, or surrounding structures to support an overhead structure. The weight and size of the retrofitted shipping container will cause this portable landscape to be less mobile and compactible. Towing trucks will be needed to transport the portable landscape, and sufficient space for storage will be required.

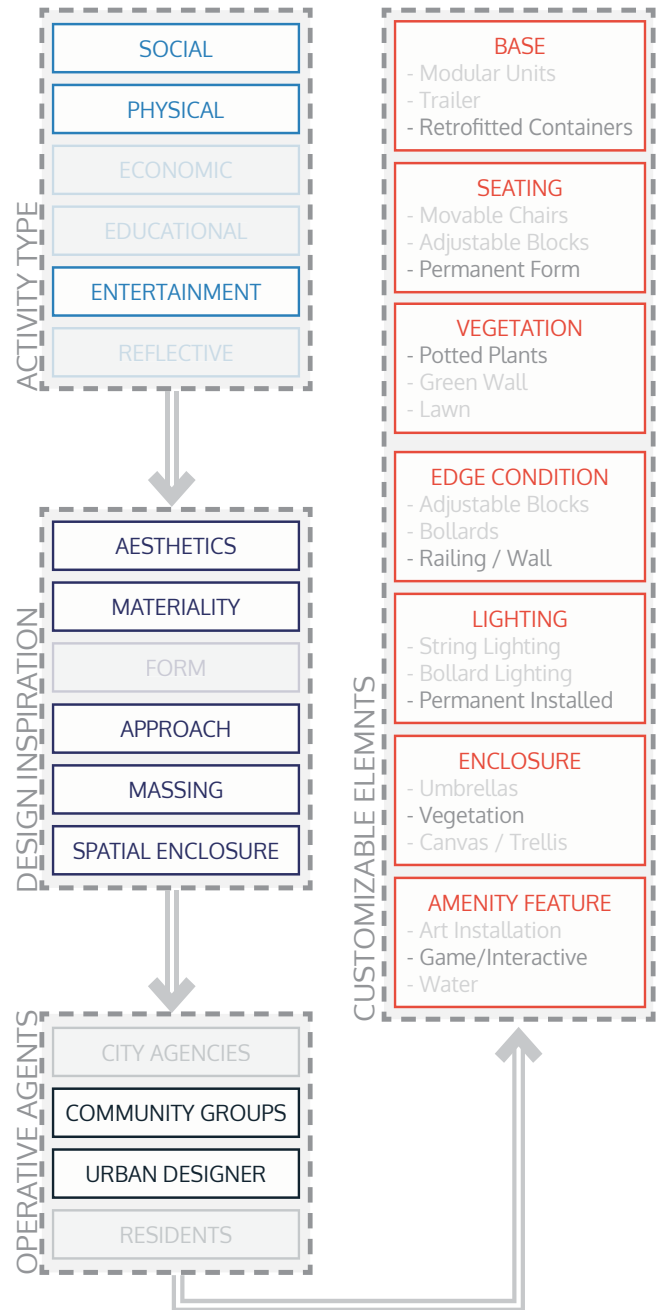


Figure 5.34: Concept 7 - Matrices Applied (Sickmann 2016)

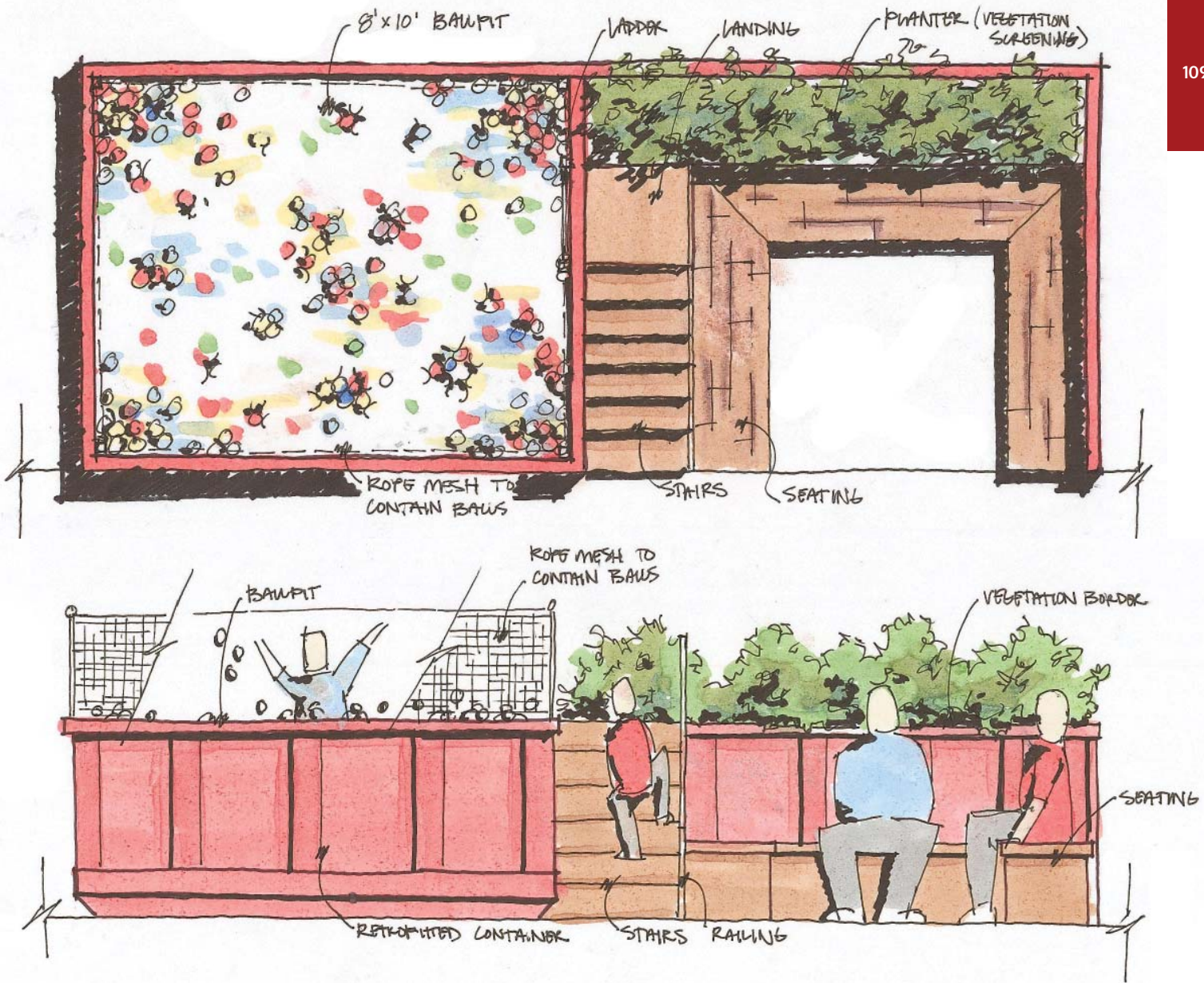


Figure 5.35: Portable Landscape Conceptual Sketches (Sickmann 2016)



Figure 5.36: Portable Landscape Installed (Sickmann 2016)



CONCEPT 8: "REFURBISHED GROUNDS"

Description

"Refurbished Grounds" creates a social and physically active environment for the public to engage with. Users can climb and explore on the tiered blocks inside the refurbished container, or sit and relax on the adjustable blocks that extend from the container onto the existing sidewalk space. Potted plants and rope railings located around the border of the refurbished container enclose the space for safety purposes, and serve as visual indicators for cars being driven, or parked, nearby. Solar lighting incorporated into the permanent tiered blocks inside the container creates an aesthetically pleasing, and usable space at night.

Limitations

The weight and size of the retrofitted shipping container will cause this portable landscape to be less mobile and compactible. Towing trucks will be needed to transport the portable landscape, and sufficient space for storage will be required. Shade will have to be provided by an overhead canvas supported by posts attached to the container or surrounding streetside elements.

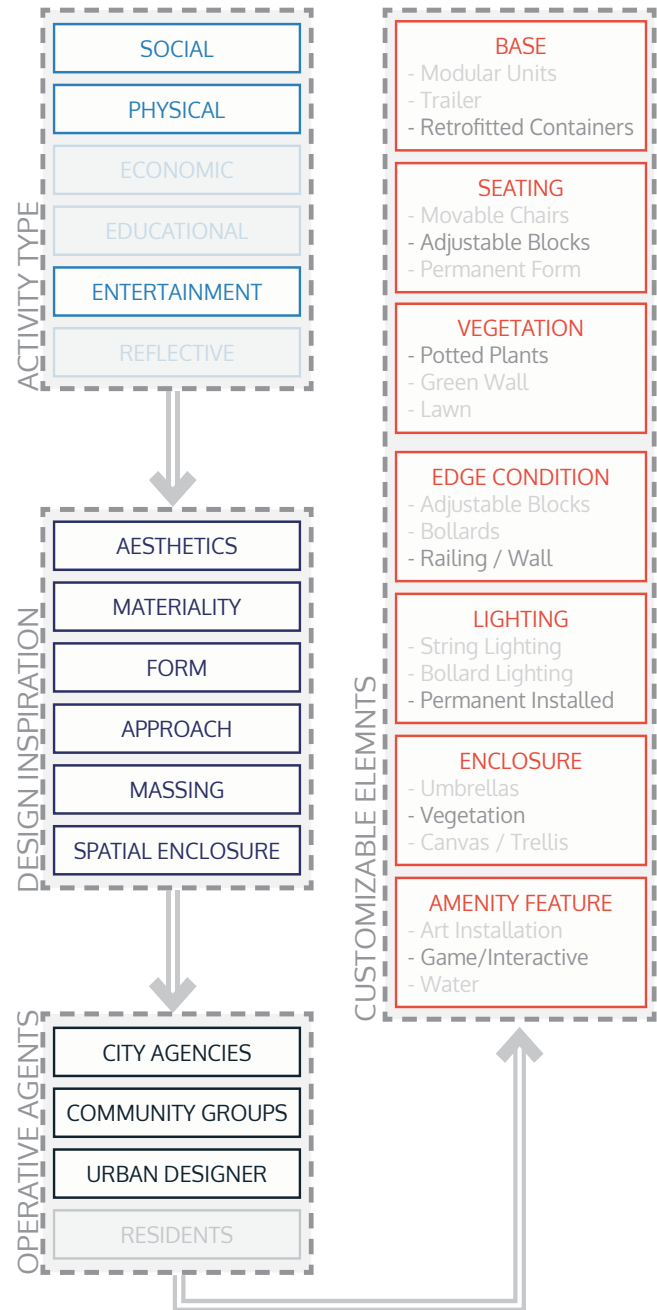


Figure 5.37: Concept 8 - Matrices Applied (Sickmann 2016)

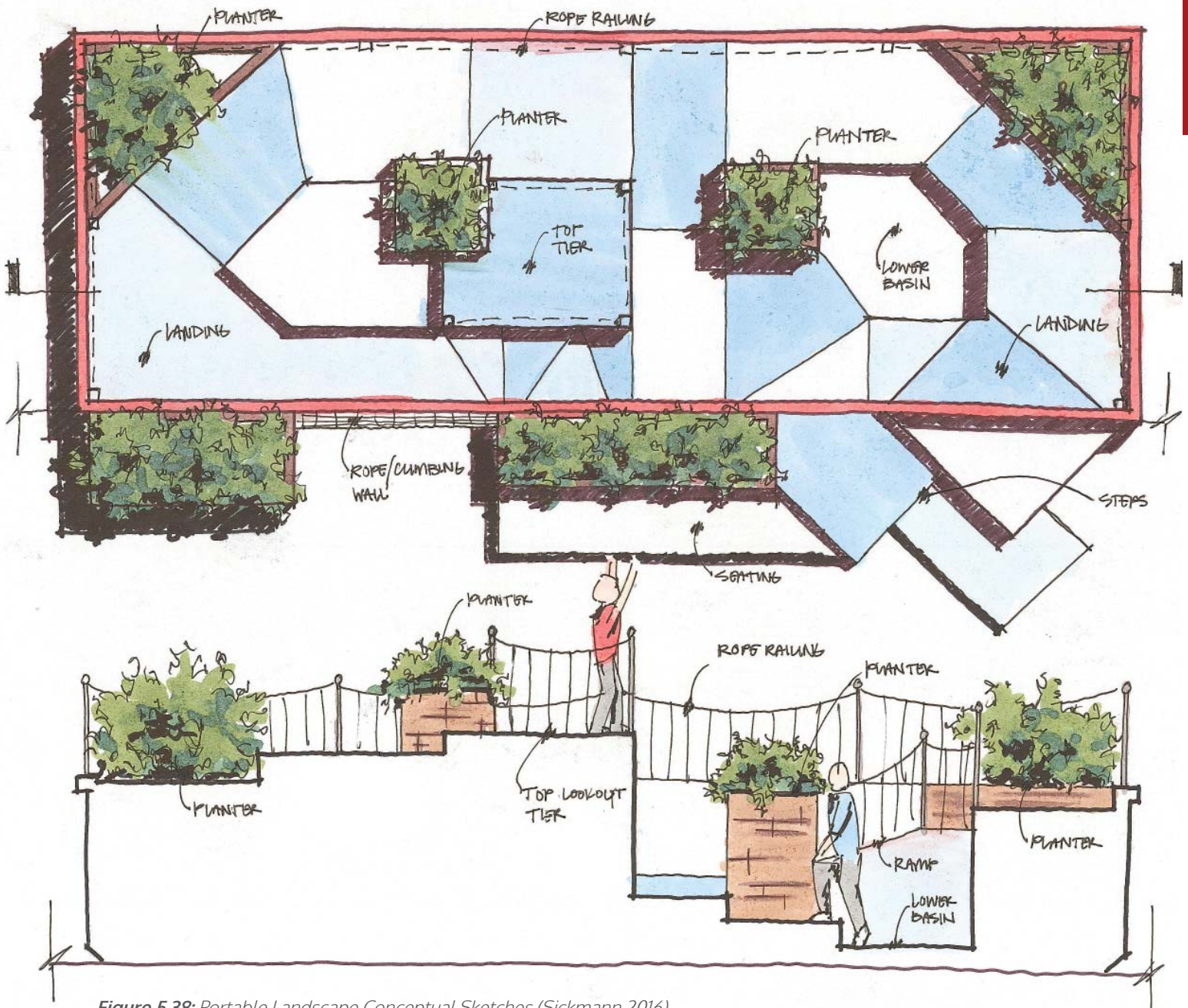


Figure 5.38: Portable Landscape Conceptual Sketches (Sickmann 2016)



Figure 5.39: Portable Landscape Installed (Sickmann 2016)



CONCEPT 9: "REFURBISHED GROUNDS"

Description

"Refurbished Gardens" provides a reflective space to sit, relax, and contemplate within a social setting. The sound of water slowly spilling over the wall creates a relieving setting for a user to unwind and reflect on the day. Vegetation on the top tier encloses the landscape, and serves as a noise and visual buffer from the surrounding busy streets.

Limitations

The weight and size of the retrofitted shipping container will cause this portable landscape to be less mobile and compactible. Towing trucks will be needed to transport the portable landscape, and sufficient space for storage will be required. Shade will have to be provided by an overhead canvas supported by posts attached to the container or surrounding streetside elements.

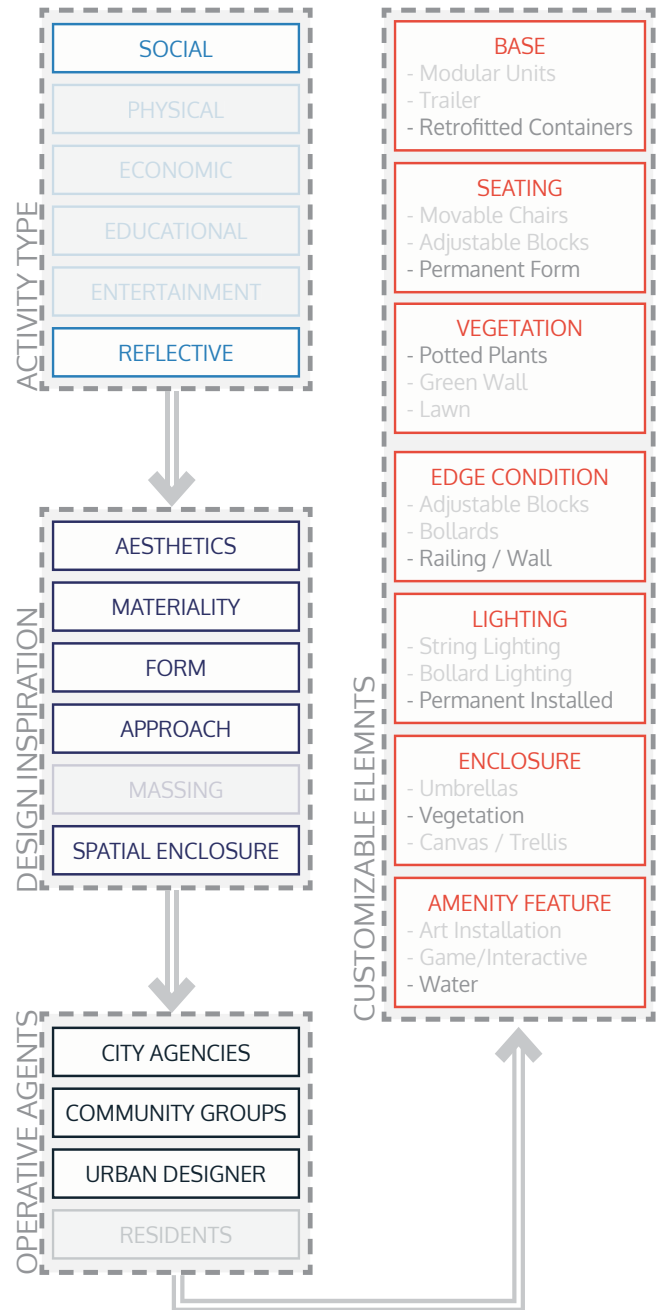


Figure 5.40: Concept 9 - Matrices Applied (Sickmann 2016)

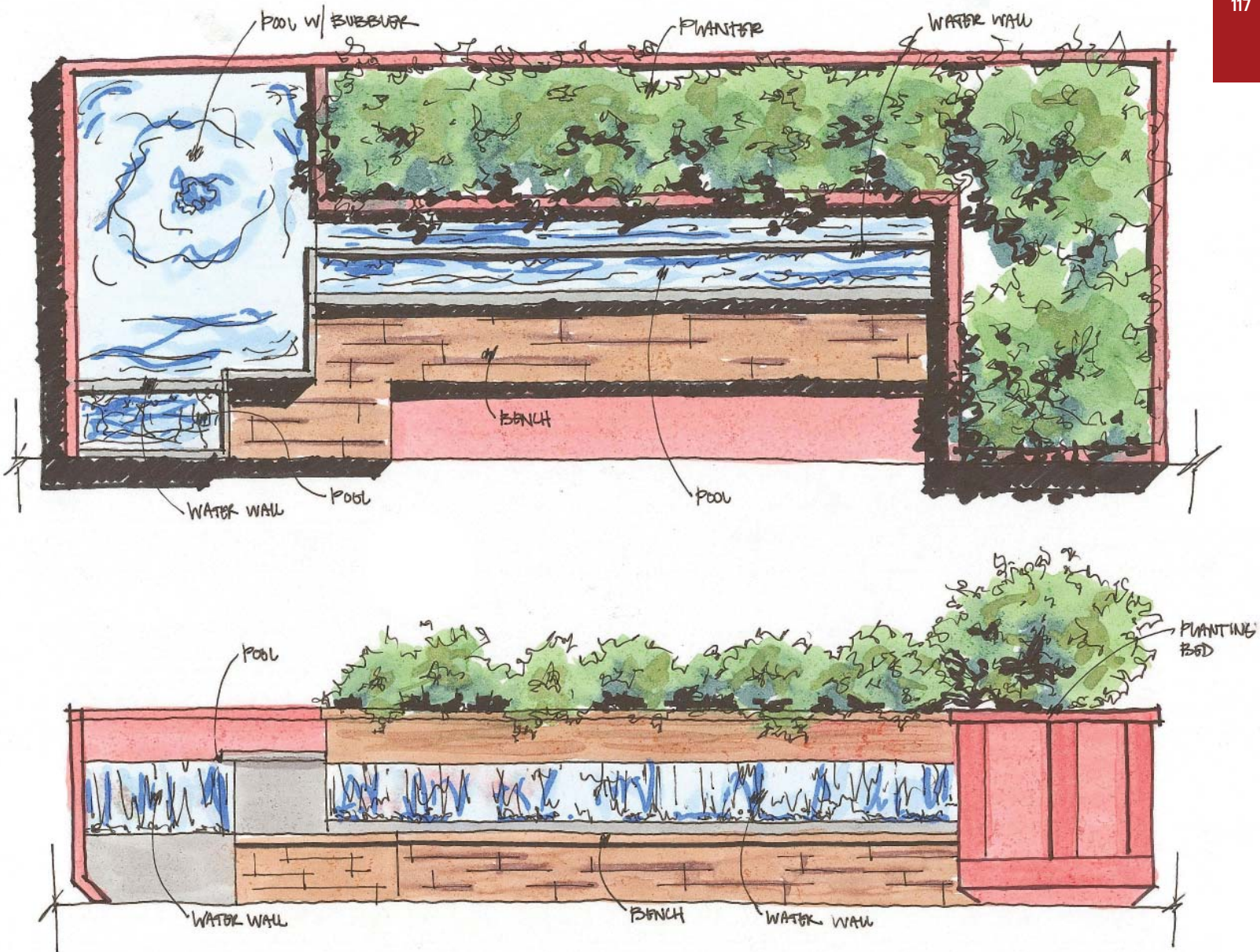


Figure 5.41: Portable Landscape Conceptual Sketches (Sickmann 2016)



Figure 5.42: Portable Landscape Installed (Sickmann 2016)



CONSIDERATIONS AND CONCERNS WITH DESIGN

Whereas the constraints discussed previously apply directly towards each individual customizable element, further considerations and concerns were brought to my attention through meetings with business owners, government officials, and designers. The following list consists of general considerations and concerns that need to be addressed during the design and fabrication of portable landscapes:

- Configuration of parking stalls, ranging from parallel to angled parking, creates a design challenge when establishing dimensions for the portable landscape.
- To prevent tripping hazards, height adjustments for the base will need to be taken into consideration to accommodate pavement and curb height irregularities.
- Visual recognition for cars moving and parking nearby the installation will need to be in place to prevent cars side-swiping or driving into the portable landscape. Specific elements incorporated into the landscape will need to be contained in order to prevent obstacles for vehicular traffic passing by.
- Climatic variables, like wind and sun, may cause issues with highly mobile elements. Precautionary measures will need to be taken in order to secure vertical elements from blowing over and falling on adjacent vehicles or pedestrians passing by.
- Maintenance of the portable landscape raises questions once the landscape is installed. Plant material involving low maintenance will be necessary.
- Size and compactness of the portable structure will be a significant consideration for storage. Larger, fixed-in-place landscapes will need sufficient storage space when not being used. Both size and ability to compress will also influence the mobility, affecting how the landscape will be transported from site to site.
- Weight and size of the landscape or individual units is important to consider for maximum efficiency when assembling and disassembling a portable plaza.
- Liability was a concern brought up during discussions with the city. The level of flexibility and mobility will need to be considered in order to prevent any unsafe or hazardous conditions for the public. Designing a landscape with minimal risk will make the operator who is liable more at ease.
- Extra care for portable landscape features must be incorporated to damaging paved surfaces during deployment or use.

The previous considerations and concerns influenced decisions made during the design and construction of the portable landscape.

Design considerations were also received by professionals who experienced designing and installing temporary landscapes first hand. Dan Kohlen, President of Structura, Inc. in Kansas City, provided me with the following recommendations and lessons learned after his parklet construction and implementation experience:

- Base unit was too large, which made transporting, assembling, and storing parklet an issue
- Various curb conditions, like curb height for instance, may cause hazardous surface conditions
- Parklet is along the curb and gutter, which is used to transport water and debris away from the road. The orientation of the structure used for the base frame could collect unwanted debris and stop water flow if perpendicular to the curb.
- Consider vertical aspect for visual recognition. If parklet is below bumper height, it will not be seen by drivers parking in neighboring stalls.
- Use solar lighting since power sources may not always be nearby.
- Prior to installation, understand who is liable for maintaining parklet (i.e. plant material).

Although the previous feedback is specific to their individual parklet, these considerations and recommendations provided solutions to the issues that one could experience when designing and installing a temporary landscape within the streetscape.

CONSTRUCTION PROCESS

One portable landscape prototype was chosen to be constructed after the conceptual design process. Concept Five: "Mobile Landscape" was chosen for construction since a 5' x 8' trailer was provided by Richard Thompson, the Instructional Technologist at Kansas State University, to serve as the base for the platform. The concept was refined to generate a prototype that was feasible to be constructed in two weeks. Materials for construction were purchased using the funds provided by the Kansas State University Graduate School's Arts, Humanities, and Social Sciences Small Grant Program. Although only one portable landscape prototype was chosen for construction, multiple design ideas were graphically displayed on poster boards during installation in order to educate the public regarding the flexibility of these types of landscapes, and various design ideas.

Due to the short allotted time for manufacturing, I continued to work through design details during the actual construction of the prototype. Hand drawn sketches and 3D models developed in SketchUp were the main design tools utilized during the design development stage. These drawings were developed into simple CAD drawings, which were referred to during construction, seeing that I did not have time to complete a proper construction document set. The finalized concept was tested by constructing the base frame of the prototype, and making adjustments as needed, before final fabrication of design details were completed.

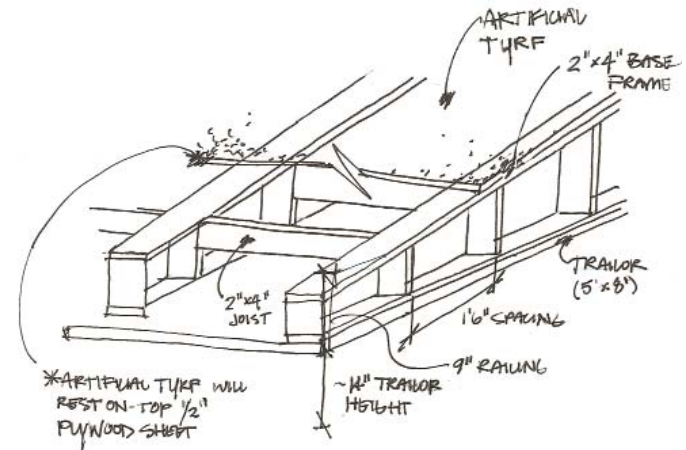


Figure 5.43: Conceptual Construction Sketch (Sickmann 2016)



Figure 5.44: Construction Mock-Up (Borwege 2016)



Figure 5.45: Portable Landscape Base Frame (Sickmann)

REGULATORY APPROACH FOR DEPLOYMENT

As discussed in “Stakeholder Relationships” in Chapter 3: Analysis, the regulatory process for implementing a temporary landscape within the public right-of-way in the Aggieville Business District was explored. Individual meetings and email conversations were held with the City of Manhattan City Manager’s Office in attempts to acquire necessary permits for implementing this type of project. However, the City of Manhattan, Kansas had never experienced a project of this type, therefore, did not have a proper permitting process in place. The time it would take in order to develop a permitting process and complete necessary safety inspections would have been impracticable to do before the study was intended to be completed.

Although Moro Street in Aggieville was unfortunately an impracticable setting for implementing a temporary project at this time, the process of designing and constructing a portable landscape was still explored. The site for deployment shifted from the public right-of-way to a space that would be highly visible, receive heavy foot traffic, and, of course, was accommodating of temporary landscapes. Bosco Plaza, a popular, heavily utilized space located directly outside the K-State Student Union became the new site of focus, and the Kansas State University Open House provided a great opportunity to incorporate a portable landscape into a larger event.

The main intent behind this shift in focus was to educate the residents of Manhattan and visitors to Kansas State University of what these types of portable landscapes entail. If city officials and business owners were able to see first-hand a deployment of a temporary landscape installed, they will be able to directly

observe public response to these types of landscapes. Figure 5.46 – Figure 5.48 display photos taken during Open House, and can be used for marketing purposes in order to generate excitement and gain support for future related projects and events to take place in Manhattan, Kansas.



Figure 5.46: Constructing Portable Landscape Prototype (Borwege 2016)

Portable Landscape Evaluation

Location:

Manhattan, Kansas

Creator(s):

Jared Sickmann - KSU Landscape Architecture Student
Howard Hahn - Major Professor
Katie Kingery-Paige - Committee Member
David Richter-O'Connel - Committee Member
Richard Thompson - Instructional Technologist
Cody Borwege - KSU Landscape Architecture Student
Jeff Czajkowski - KSU Architecture Student

Project Brief:

A portable landscape was constructed around a 5' x 8' trailer with adjustable pieces that extend around the perimeter, creating a temporary installment that can be easily transported, implemented quickly, and transformed into a small scale public space offering seating and entertainment activities. Artificial turf caps the seating, providing a visually comforting green space and an engaging surface for the public to sit, lie, and play on. The adjustable seating elements are able to stack into place on top of the trailer, and posts supporting the screen wall are able to slide underneath the base frame for convenient storage and easy transportation. The sloped surface piece on the main base was attached by rotating hinges, which provides another storage compartment for additional items, like four scissor jacks used to stabilize the trailer.



Figure 5.47: Leveling Jacks During Setup of Portable Landscape (Hahn 2016)



Figure 5.48: Portable Landscape Prototype (Borwege 2016)

- Scale:** Site | Block
- Replication:** Due to the range of possibilities associated with the elements that make up each portable landscape, they have the capability to be repeated and relocated. Each landscape may vary, however, depending on the desirable elements incorporated and the aspired activity type that the portable landscape may accommodate. If individual businesses or organizational groups gain interest, they have the ability to acquire their own customizable portable landscape to be manufactured. City agencies, community groups, urban designers, and even residents have the potential to personally assemble then install the portable landscape at their request.
- Power Relationship:** Portable landscapes are an example of a temporary landscape involving collaborative site rights. Since each landscape is customizable, the creator and client will have to work together in order to develop a final design that passes regulatory requirements and responds to the desires of the owner.
- Material Mobility:** Portable landscapes consist of materials that are layered on the site. Portable landscapes consist of customizable elements that can be modified and interchanged depending on the underlying purpose. Each prototype is designed to be installed and disassembled by a small group in a quick and efficient manner.
- Specificity to Place:** Portable landscapes are an example of site-adjusted landscapes, meaning each landscape can be implemented in other locations, but is ultimately influenced by the site. Portable landscapes are intended to be replicated, but each landscape may slightly vary from one another depending on the desirable design elements incorporated.



Figure 5.49: Portable Landscape Prototype (Borwege 2016)



Figure 5.50: Portable Landscape Prototype (Borwege 2016)



Figure 5.51: Portable Landscape in Bosco Plaza (Hahn 2016)



Figure 5.52: Portable Landscape in Bosco Plaza (Hahn 2016)





Figure 5.53: Playing Chess at the Portable Landscape (Hahn 2016)



Figure 5.54: Kids Playing on Portable Landscape (Hahn 2016)



Figure 5.55: Kids Investigating the Storage Trunk (Sickmann 2016)



Figure 5.56: Students Gathering on the Portable Landscape (Sickmann 2016)



Figure 5.57: Resting on Portable Landscape (Sickmann 2016)



Figure 5.58: Socializing on Portable Landscape (Hahn 2016)



Figure 6.01: Portable Landscape Installed at KSU Open House (Hahn 2016)

6

CONCLUSIONS



Project Results and Discussion

PURPOSE OF RESEARCH

In recent years, design professionals and research students have constructed models and typologies of temporary landscapes that begin to provide a better understanding behind the phenomena of temporary landscapes. These models compare tactics used for altering public space, discuss players involved, and deconstruct temporary landscapes into temporal types. Although sanctioned and unsanctioned approaches are identified in these models, there is little discussion focusing on the process entailed with taking a legal approach to installing a temporary landscape in the public right-of-way. Also, there was little dialogue focusing on the flexibility and customization associated with temporary landscapes, and the influence on public experience in urban space.

This research relates the concept of temporality in cities with the desire to design for flexible, multi-functional spaces, as seen in Figure 6.02. The range of possibilities and the importance of temporality when attempting to transform physical, social, and cultural aspects of urban life was conveyed through the establishment of a design matrix, which illustrates multiple ways in which one temporal landscape can be used. The impulsiveness associated with temporary landscapes was tested by exploring the regulatory process of implementing a portable landscape within the public right-of-way in the Aggieville Business District.

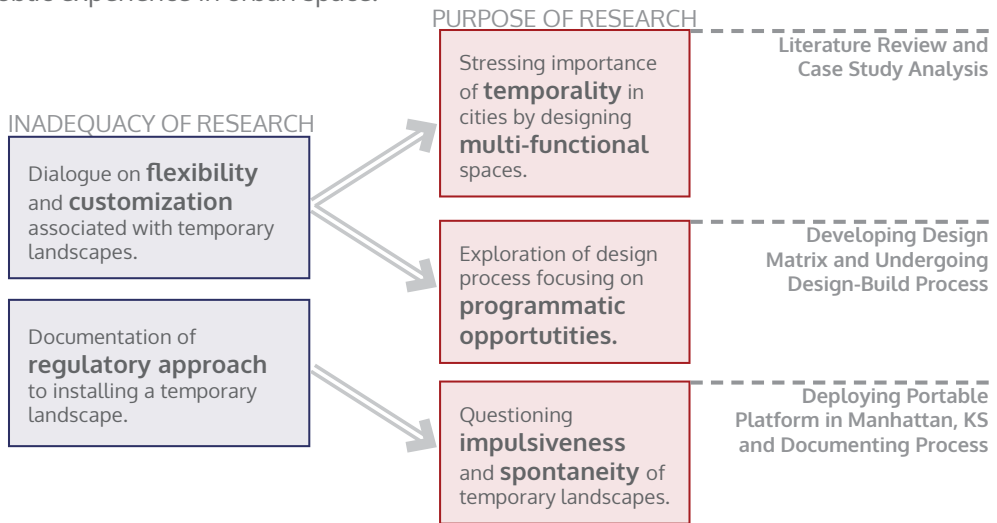


Figure 6.02: Purpose of Research (Sickmann 2016)

PROCESS REVIEW

Spontaneity of Temporary Landscapes

Temporary landscapes can be adapted to current conditions while occupying ambiguous space within the city. Portable landscapes are just one example of temporal landscapes influencing urban space. Due to their small scale and high level of flexibility, it is believed that these types of landscapes are typically impulsive.

In reality, however, certain temporal projects may not truly be as spontaneous as they appear, if all legal actions are taken prior to installment. As found through the sanctioned approach involving the City of Manhattan and Aggieville Business District, permitting processes and insurance policies can delay plans for deploying a temporal landscape within the public right-of-way. Extensive liability and safety concerns from a city's standpoint may limit the desired program for a space by influencing the new use and elements offered.

Reflecting on the work plan taken to complete this study, an interesting comparison was formed between the regulatory process and the actual design and construction of the portable landscape. If the regulatory procedures would have been completed, the entire process of designing, constructing, and installing a portable landscape would have been substantially longer. Whereas the design and construction of a portable landscape was able to be com-

pleted in only three weeks, establishing a permitting process, accessing an insurance policy, and adjusting the design of the portable landscape to comply with public safety concerns would have added months to the project.

Unfamiliarity with Temporary Landscapes

Studies consisting of user and performance assessments will need to be completed in order to properly educate business owners on the positive and negative side effects of temporary landscapes. The desire to have portable landscapes that are flexible in program but occupy on-street parking stalls may not exist in certain cities. Hard data retrieved from studies will need to be gathered and presented to local governments and business organizations to stimulate interest.

Sites for Temporary Landscapes

As discussed previously, implementing a temporal project that occupies on-street parking in the public right-of-way may be difficult in certain cities. However, other distinctive sites that are overlooked and neglected may be available. These sites are unique due to minimal function that the space provides for surrounding users and owners.

The intention of occupying on-street parking is to reactivate the streetscape by reclaiming and re-purposing space devoted to the public. Parking may serve as too high of a commodity in cities, so other locations, like alley-ways, for instance, may need to be sought after in order to further the discussion and provide evidence showing positive effects of temporary landscapes. Support for temporality within urban design will, in turn, be gained, and allow cities to generate active and healthy public spaces in new and innovative ways.

DESIGN OUTCOMES

Adaptable Approach to Urban Design

Temporary landscapes serve as short-term interventions that offer multiple opportunities for transforming and reinforcing qualities of urban life. As represented through the design matrix and conceptual design iterations, a wide range of customizable elements allow for small-scale spaces to be transformed into adaptable, multifunctional spaces that can accommodate a variety of activity types. The matrix applied to each design concept was appropriate for the streetscape setting, but can be furthered modified in order to be applied to other settings within the urban realm. During this development of a temporal design matrix, the concept of flexible spaces creating unique public spaces by diversifying program and function was explored and further emphasized.

Constructing Portable Landscapes

Over the course of the study, the project turned into less of a site-specific design to a product oriented focus. A discussion, therefore, began which questioned the feasibility of portable landscapes becoming manufactured and fabricated. Although issues

were encountered during the regulatory approach for installment, the actual design and construction of a portable landscape was able to be completed in a very short two week time-frame, while remaining within a tight budget of only \$750.

The total cost of items used for construction and deployment added up to \$734, making this portable landscape very cost efficient. It is important to note, however, that the trailer which served as the base was loaned. A standard 5' x 8' trailer similar to the one used for this portable landscape would have added an additional \$1000 to the project.

It will be important to consider easier and more efficient installment procedures for future portable landscape prototypes. Although the adjustable pieces did unfold from the trailer, the screen wall had to be re-assembled in order to stow away in the trailer during transportation. More collapsible or compactible supporting elements will lead to a faster deployment process, which will help support future use of these types of landscapes.

The time and financial investment seen in the design-build process supports the idea for portable landscapes to be designed, constructed, and fabricated. This portable landscape was originally designed for a specific site: an on street parking stall. However, after deployment in an existing urban plaza during KSU Open House, other site locations and uses began to be discussed. The following potential users may include, but are not limited to:

- City of Manhattan or Aggieville Business Association for testing in order to modify ordinances

to open street use, or special events or festivals where multiple portable landscapes are designed and installed by different organizations. As discussed previously, city agencies could deploy portable landscapes to draw attraction to certain districts, or businesses to their front door.

- Food trucks to create seating options in close proximity to the trucks.
- Plant nurseries as a creative way to showcase their plants, and advertise their company during farmers markets, home shows, or other large events.
- Site furnishing design firms for future prototyping or commercial product development.
- Professional landscape architecture organization for deployment during special events, or for recruitment displays at career fairs.

As this type of landscape continues to emerge and enthusiasm amongst the public continues to build, opportunities for use and positive effects continue to grow. Portable landscapes have the capability to be customized individually, then installed by individuals, or groups of people, in order to generate new program and function within public space.

MOVING FORWARD

Due to the lack of awareness and understanding of potential benefits that may result from temporary landscapes, advocates can continue with future installments around Manhattan. Since Moro Street was unfortunately an impracticable setting for implementing a portable landscape at this time, sites for initial installment may shift from the public right-of-way to private parking lots. Specific locations within private parking lots that possessed qualities similar to those found within a streetscape setting were investigated. Parking stalls in close proximity to the public sidewalk, entrance elevation, and curb appeal were unique characteristics that made certain parking stalls desirable.

Installations in private lots will bypass most legal restrictions associated with implementing a temporary landscape within the public right-of-way and allow for greater expression and flexibility. While support is being formed, permitting processes and other regulatory procedures needing to be completed prior to installment can be explored.

As installments proceed and support from local businesses and governments is more widespread, it is important to continue developing prototypes and design iterations to inspire how public space can be better utilized. Innovative designs will create excitement for the public, which, in turn, will generate additional support for temporal landscapes. Recommendations for future design iterations and replication of portable landscape landscapes that increase pedestrian comfort and support the yearly Aggieville activity calendar could be advanced through design-build classes in the College of Architecture, Planning, and Design at Kansas State University.

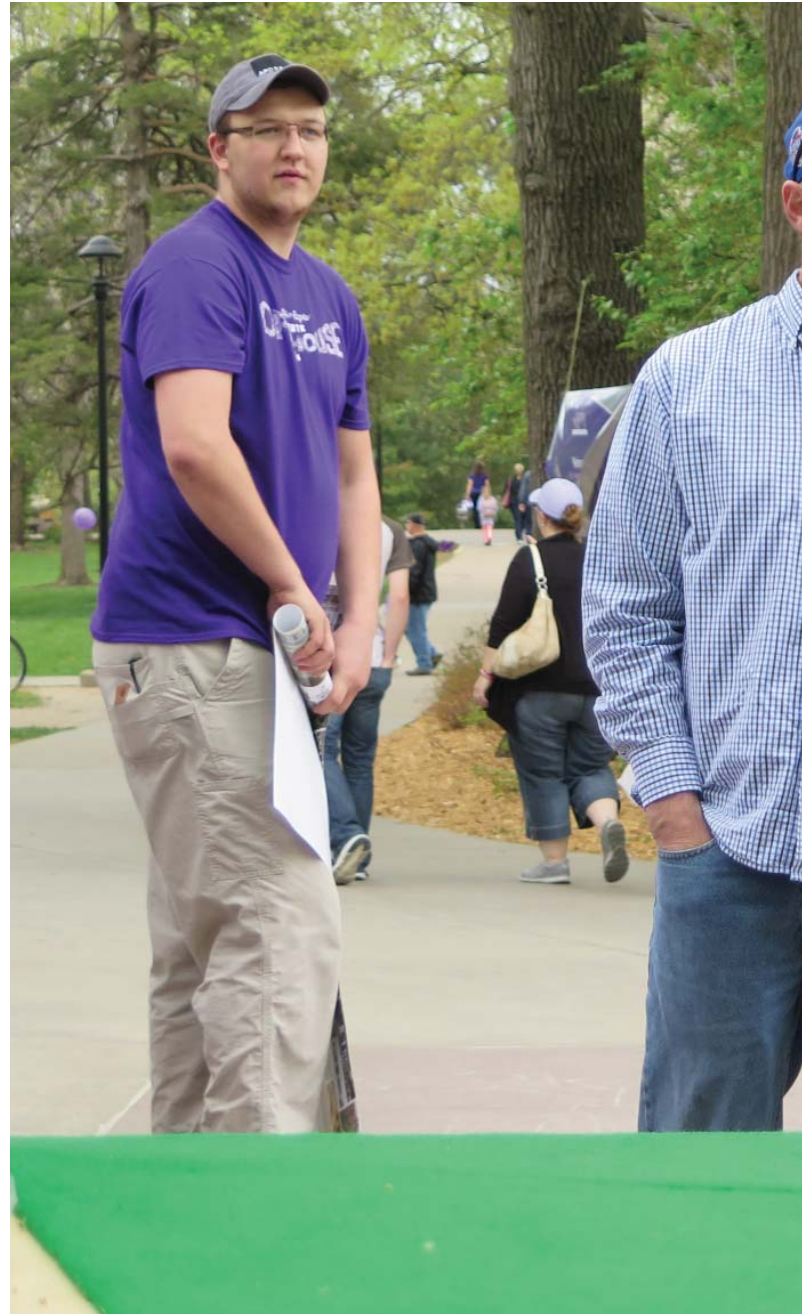


Figure 6.03: Educating Public on Portable Landscapes (Hahn 2016)



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Figure 5.12: Sickmann, Jared. "Customizable Design Elements." 2016. SketchUp/Photoshop Rendering, InDesign Graphic.

Figure 5.13: Sickmann, Jared. "Concept 1 – Matrices Applied." 2016. InDesign Graphic.

Figure 5.14: Sickmann, Jared. "Portable Landscape Conceptual Sketches." 2016. Hand Sketches.

Figure 5.15: Sickmann, Jared. "Modular Units." 2016. Hand Sketches.

Figure 5.16: Sickmann, Jared. "Angled vs Parallel Parking Stall." 2016. Hand Sketches.

Figure 5.17: Sickmann, Jared. "Portable Landscape Installed." 2016. SketchUp/Photoshop Rendering.

Figure 5.18: Sickmann, Jared. "Concept 2 – Matrices Applied." 2016. InDesign Graphic.

Figure 5.19: Sickmann, Jared. "Portable Landscape Conceptual Sketches." 2016. Hand Sketches.

Figure 5.20: Sickmann, Jared. "Portable Landscape Installed." 2016. SketchUp/Photoshop Rendering.

Figure 5.21: Sickmann, Jared. "Concept 3 – Matrices Applied." 2016. InDesign Graphic.

Figure 5.22: Sickmann, Jared. "Portable Landscape Conceptual Sketches." 2016. Hand Sketches.

Figure 5.23: Sickmann, Jared. "Portable Landscape Installed." 2016. SketchUp/Photoshop Rendering.

Figure 5.21: Sickmann, Jared. "Concept 3 – Matrices Applied." 2016. InDesign Graphic.

Figure 5.22: Sickmann, Jared. "Portable Landscape Conceptual Sketches." 2016. Hand Sketches.

Figure 5.23: Sickmann, Jared. "Portable Landscape Installed." 2016. SketchUp/Photoshop Rendering.

Figure 5.24: Sickmann, Jared. "Concept 4 – Matrices Applied." 2016. InDesign Graphic.

Figure 5.25: Sickmann, Jared. "Portable Landscape Conceptual Sketches." 2016. Hand Sketches.

Figure 5.26: Sickmann, Jared. "Portable Landscape Installed." 2016. SketchUp/Photoshop Rendering.

Figure 5.27: Sickmann, Jared. "Concept 5 – Matrices Applied." 2016. InDesign Graphic.

Figure 5.28: Sickmann, Jared. "Portable Landscape Conceptual Sketches." 2016. Hand Sketches.

Figure 5.29: Sickmann, Jared. "Compact for Transportation." 2016. Hand Sketches.

Figure 5.30: Sickmann, Jared. "Portable Landscape Installed." 2016. SketchUp/Photoshop Rendering.

Figure 5.31: Sickmann, Jared. "Concept 6 – Matrices Applied." 2016. InDesign Graphic.

Figure 5.32: Sickmann, Jared. "Portable Landscape Conceptual Sketches." 2016. Hand Sketches.

Figure 5.33: Sickmann, Jared. "Portable Landscape Installed." 2016. SketchUp/Photoshop Rendering.

Figure 5.34: Sickmann, Jared. "Concept 7 – Matrices Applied." 2016. InDesign Graphic.

Figure 5.35: Sickmann, Jared. "Portable Landscape Conceptual Sketches." 2016. Hand Sketches.

Figure 5.36: Sickmann, Jared. "Portable Landscape Installed." 2016. SketchUp/Photoshop Rendering.

Figure 5.37: Sickmann, Jared. "Concept 8 – Matrices Applied." 2016. InDesign Graphic.

Figure 5.38: Sickmann, Jared. "Portable Landscape Conceptual Sketches." 2016. Hand Sketches.

Figure 5.39: Sickmann, Jared. "Portable Landscape Installed." 2016. SketchUp/Photoshop Rendering.

Figure 5.40: Sickmann, Jared. "Concept 9 – Matrices Applied." 2016. InDesign Graphic.

Figure 5.41: Sickmann, Jared. "Portable Landscape Conceptual Sketches." 2016. Hand Sketches.

Figure 5.42: Sickmann, Jared. "Portable Landscape Installed." 2016. SketchUp/Photoshop Rendering.

Figure 5.43: Sickmann, Jared. "Conceptual Construction Sketch." 2016. Hand Sketches.

Figure 5.44: Borwege, Cody. "Constructing Mock-Up." 2016. Photograph.

Figure 5.45: Sickmann, Jared. "Portable Landscape Base Frame." 2016. Photograph.

Figure 5.46: Borwege, Cody. "Constructing Portable Landscape Prototype." 2016. Photograph.

Figure 5.47: Hahn, Howard. "Installing Portable Landscape at KSU Design Expo." 2016. Photograph.

Figure 5.48: Borwege, Cody. "Portable Landscape Prototype." 2016. Photograph.

Figure 5.49: Borwege, Cody. "Portable Landscape Prototype." 2016. Photograph.

Figure 5.50: Borwege, Cody. "Portable Landscape Prototype." 2016. Photograph.

Figure 5.51: Hahn, Howard. "Portable Landscape in Bosco Plaza." 2016. Photograph.

Figure 5.52: Hahn, Howard. "Portable Landscape in Bosco Plaza." 2016. Photograph.

Figure 5.53: Hahn, Howard. "Playing Chess on the Portable Landscape." 2016. Photograph.

Figure 5.54: Hahn, Howard. "Kids Playing on Portable

Landscape." 2016. Photograph.

Figure 5.55: Hahn, Howard. "Kids Investigating the Storage Trunk." 2016. Photograph.

Figure 5.56: Sickmann, Jared. "Students Gathering on the Portable Landscape." 2016. Photograph.

Figure 5.57: Sickmann, Jared. "Resting on Portable Landscape." 2016. Photograph.

Figure 5.58: Hahn, Howard. "Socializing on Portable Landscape." 2016. Photograph.

Figure 6.01: Sickmann, Jared. "Portable Landscape Installed at KSU Design Expo." 2016. Photograph.

Figure 6.02: Sickmann, Jared. "Purpose of Research." 2016. InDesign Graphic.

Figure 6.03: Sickmann, Jared. "Educating Public on Portable Landscapes." 2016. InDesign Graphic.



Figure 7.01: Portable Landscape After Installation (Borwege 2016)



7

APPENDICES

APPENDIX A: ASSESSMENTS

OVERVIEW

Time limitations with accessing permits and insurance policies for installing a temporary landscape in the public right-of-way prevented the portable platform from being installed and assessed. Therefore, Phase 4: Assessment was not completed for my study. If a portable platform is to be assessed, the following steps can serve as a guide to provide data relevant to temporary landscape use.

PHASE 4: ASSESSMENT

Step 7: Use Assessment

The use assessment is vital for evaluating the quality of the outdoor space and offering alternatives for improvements. According to Jan Gehl (2001), a Danish architect who focuses on improving the quality of urban life, there are three types of outdoor activities that exist: necessary activities, optional activities, and social activities. Necessary activities include those that one is required to do, like going to work or to school. Optional activities are dependent on exterior conditions, like weather or spatial qualities, and are activities in which individual may participate in if they wish to do so. Social activities occur spontaneously when people move and occupy the same space. When amenities and optional activities are provided, like benches for seating or objects for individuals to play with, there is a greater chance of social activity. Social activities are dependent on other people, and can occur in indoor, or outdoor, public spaces (Gehl 2001).

A use assessment to review the overall quality of outdoor space will involve observing public interaction with the temporary installment by completing scheduled on-site behavior mapping. This mapping process will allow a better understanding of public response to restoring an urban environment, and the influence a portable landscape might have on the general public's awareness of neglected and underutilized urban space. Multiple behavioral mapping exercises and user counts can be completed to account for the variation in activities being offered by the temporary installation. These studies can be done at three different times of the day for each location of the installation for thirty minute periods.

The behavioral mapping can influence the type of activity that the portable landscape will accommodate. Therefore, the use assessment is dependent on the form of activity of focus, as seen in the Portable Landscape Design Matrix: Activity Type. Future studies could include the assessment and comparison of each activity type.

Step 8: Performance Assessment

The performance assessment can test the mobility and efficiency of the temporary installation. First, the study will document how many individuals are required to construct and how long it takes to assemble and disassemble. Similar to the use assessment, this

assessment only tests the mobility of one combination of customizable design elements. The idea being conveyed is that each customizable element will ultimately affect the mobility and efficiency of that particular portable landscape prototype. Secondly, the analysis is intended to evaluate portable landscape usage relative to deployment location.

APPENDIX B: EMAIL INTERVIEWS

INTERVIEW WITH KIEL MANGUS

ASSISTANT CITY MANAGER | MANHATTAN, KANSAS

From: Jared Sickmann [mailto:jbsickma@ksu.edu]
Sent: Tuesday, February 23, 2016 8:44 AM
To: Kiel Mangus
Cc: Katie Jackson
Subject: Re: Aggieville Temporary Plaza

Kiel,

Great! As of now, I'm interested in learning more about the permitting process and general concerns from the city's standpoint. Along with that, I have the following questions for now:

-Are there ordinances that exist preventing any other objects other than vehicles to occupy a parking stall? Sec. 30-1 of the City Code makes it unlawful for a person to "obstruct vehicular or pedestrian traffic on any street, alley, sidewalk, public place, public plaza or right-of-way." The definition of "obstruct" includes placement of any object that blocks lawful passage/use of those spaces. Here's a link to the full provision:

https://www.municode.com/library/ks/manhattan/codes/code_of_ordinances?nodeId=COOR_CH30STSIOTPUPL_ARTIINGE_S30-1OB

In addition, based upon the object and/or the placement in the ROW, there could be a violation of a provision of the Standard Traffic Ordinance adopted by the City.

-How long will the permitting process take for a project of this type? I recall you mentioning that Manhattan has not experienced a project like this one, but am curious if you had a ballpark estimate? Are you talking about the time to create a permit process for this item? Or are you talking about once we actually have a permit process how long it will take to go through that process?

I think the time to create a permit process for this item will take much longer than when we actually have one in place and the time to go through that process.

-Along with the time frame, are there any other substantial tasks that need to be completed prior to

4/3/2016

RE: Aggieville Temporary Plaza - Jared Sickmann

accessing a permit and installing a parklet in the public right-of-way (i.e. accessing insurance policies, etc.)?

Yes. I think there are several items that would have to be considered.

- We would definitely require insurance coverage of some sort similar to our Special Event Permit req's. See link for insurance requirements.
<http://cityofmhk.com/DocumentCenter/Home/View/11660>
I'm not sure if the individual would get the insurance or have the Business Association, etc. Insurance would be required though.
- Another large issue would be community support. We would need to create some type of notification and support process for businesses adjacent to the proposed parklet. Either getting letters of support from the adjacent businesses, etc. I highly recommend you speak to the Aggieville and Downtown Business Groups to make sure this is even something they would desire. We often hear complaints about lack of parking and this would take away more parking.
- We would have to limit timeframes that the parklet structure could be there (if overnight in those areas then it must be somewhat permanent in nature because RCPD won't like to see things disappear/used as weapons or projectiles.
- A site design application would have to be developed with standards of what we would accept. We currently don't have any standards for what is a parklet. Our Public Works department would have to review. ADA Access would be very important in that process to make sure it is maintained.
- I imagine the approval process going similar to a Special event permit process. Public Works would review and ok, Police would review, Fire Dept would review, etc. Once all reviewed and okayed then the permit could be approved.

These are just a few items I can think of off the top of my head. There are likely more. Again, engagement with Downtown and Aggieville would be key in this endeavor to ensure they would even want something like this. Hope that helps.

Please let me know other questions you may have.

Thanks,

Kiel

** Questions asked by the author in black; answers are in purple.*

APPENDIX B: EMAIL INTERVIEWS

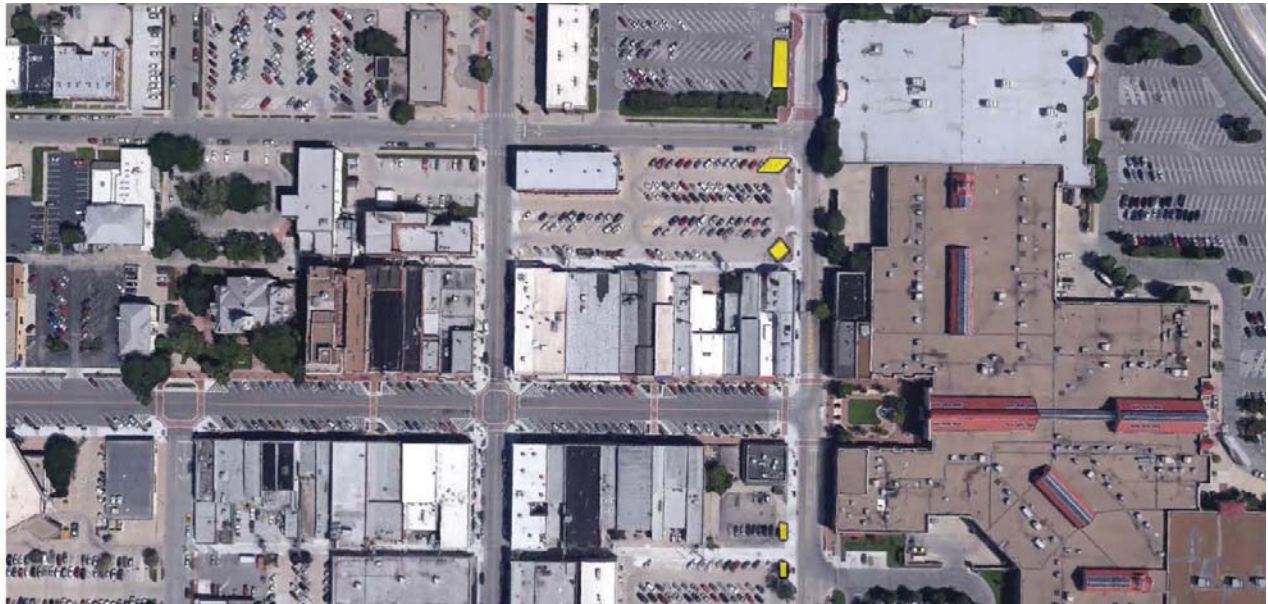
INTERVIEW WITH GINA SCROGGS

EXECUTIVE DIRECTOR | DOWNTOWN MANHATTAN, INC.

Email Sent 3.09.2016

Hello Gina,

Thank you for meeting with me a couple weeks ago to discuss the possibility of implementing a parklet in downtown Manhattan. We had originally discussed having the parklet implemented in the corner of the public parking lot across from the entrance of Applebee's. However, after discussing this idea my professor, he was curious about the possibility of having the parklet implemented in a few other locations downtown. The other locations shown below are unique and different than the original location we had discussed because of their proximity to the public sidewalk, entrance elevation, and curb appeal. The images below display areas of interest where I hope to implement the parklet between April 1-3.



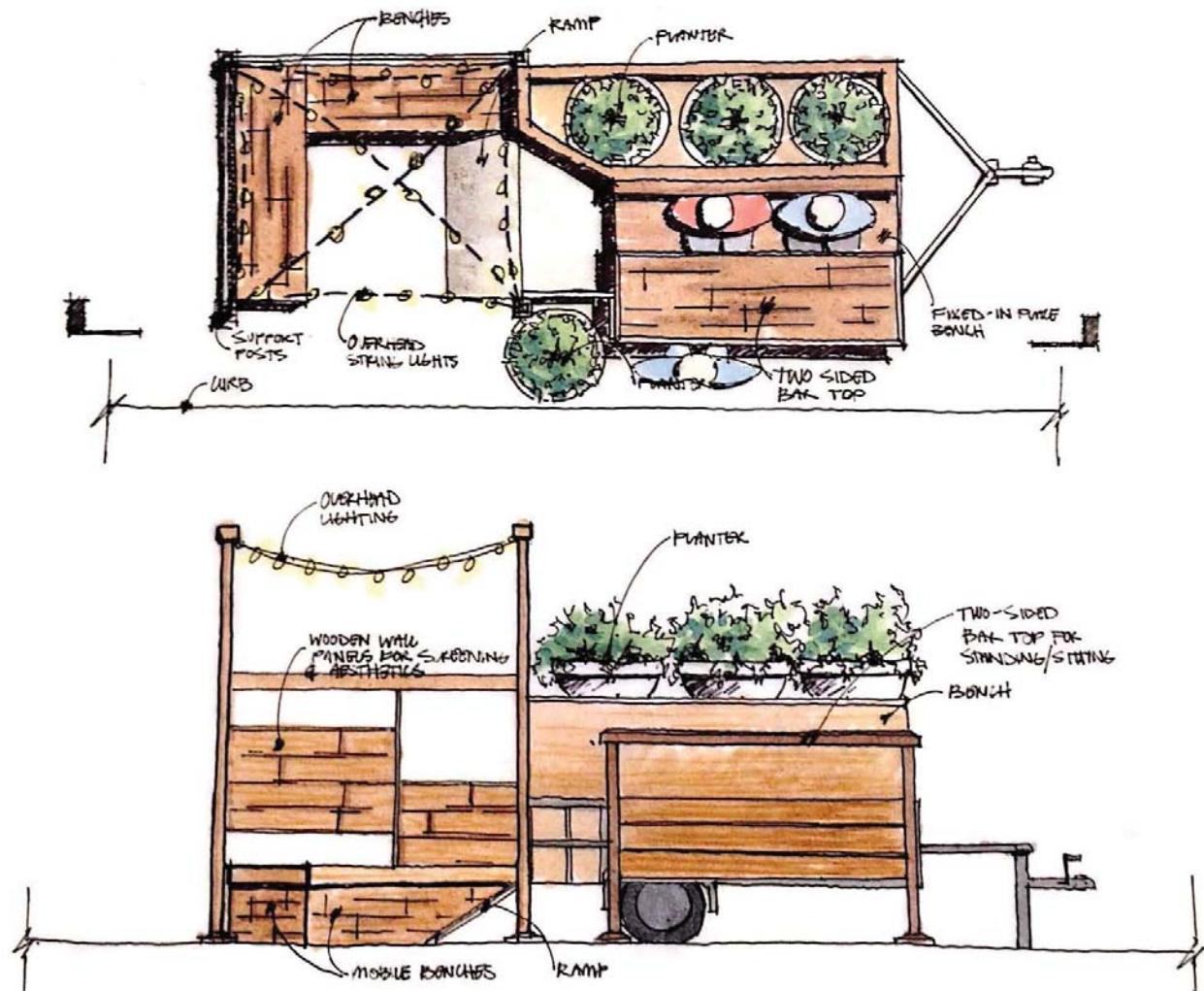


APPENDIX B: EMAIL INTERVIEWS

INTERVIEW WITH GINA SCROGGS

EXECUTIVE DIRECTOR | DOWNTOWN MANHATTAN, INC.

The portable platform will be the size of one parking stall, and stored on a 5'x8' trailer; drawings can be seen below.



If possible, I would be interested in deploying the parklet in multiple lots to test and display the mobility of these types of landscapes. The parklet will be implemented for a couple of hours at a time, re-loaded onto the 5'x8' trailer, then transported to a new location. Although it would be occupying one parking stall for roughly 2 hours, would it be possible for this to happen?

Thanks!

Jared Sickmann

Graduate Student | Master of Landscape Architecture

Kansas State University

Email Received 03.09.2016

Wed 3/9/2016 3:59 PM

To: Jared Sickmann <jbsickma@ksu.edu>;

Jared-

I spoke to Jason Hilgers, Deputy City Manager, and we will have to get a Special Event permit. Those have to be turned in 45 days in advance. I am happy to discuss this with you as it would have to be a Downtown event, using our liability insurance. In that case, I see using Earth Day as a theme. I am fond of this idea and interested in pursuing this further however I need to make some calls. I think we should bring Wyatt Thompson on board.

One of the locations you've identified is on private property- Aj's Pizzeria Parking lot. The owner of Aj's is the President of my Board of Directors and I can talk to him about your idea. That location would not require a permit but you would still have to coordinate, should he agree. In MHK, there is no way to deploy a parklet in a spontaneous manner.

Let me know your thoughts.

Gina

** Conceptual sketches used in the email conversation with Gina Scroggs were further developed and refined, and do not resemble the final built portable platform.*

APPENDIX B: EMAIL INTERVIEWS

CONVERSATION WITH TRENT ARMBRUST

DIRECTOR | MANHATTAN AREA CHAMBER OF COMMERCE

Email Received by Rod Harms 10.14.2015

- > On Oct 14, 2015, at 2:35 PM, "Rod Harms" <rharms@purpleprairie.net> wrote:
- >
- > Trent (and others) -- meet Jared
- >
- > You may remember Jared from the LARCP Aggieville Summer Studio. His studies continue and he'd like to pursue a master's report contemplating, designing and construction a parklet in Aggieville.
- >
- > Jared and I met yesterday and I relayed discussions and the sighting of the parklet in Columbia, MO. In hopes that other Chamber Members may have expressed an interest in this concept I told Jared I'd put the two of you in touch. Please relay any individuals / businesses that might express an interest in participation and/or funding.
- >
- > (for what its worth, two possible locations I like for a temporary
- > installation are the yellow no parking zones 1) immediately west of
- > Chipotle and 2) east of the RCPD substation towards Wahoo.)
- >
- > Rod
- >
- > --
- > Rod Harms
- > 101 Waterbridge Rd.
- > Manhattan, Riley Co., Kansas 66503
- > 785-537-3773 o 785-341-3773 c

Email Received by Trent Armbrust 10.14.2015

Hi Jared,

There were many intrigued by the idea of parklets. The open design and extension of the sidewalk to create space for interaction was instantly recognized.

I think the first step is an educational effort with the ABA and some specific businesses so there are fewer objections about losing parking stalls. I would also suggest a meeting with Kiel Mangus, assistant city manager, who attended the trip to Columbia along with a representative from Parks and Rec who attended, a city planner, MFD official and a RCPD rep. This will help bring to the surface any concerns regarding permits, regulations and safety that individuals may have.

Trent

Trent Armbrust

Email Sent 10.15.2015

Hi Trent,

I am very excited to see others interested in the idea of a parklet in Aggieville. After talking to Aaron and Rod, they advised me to attend the ABA meeting at the end of October, and I'm very excited to further discuss this idea to everyone. Would you be able to meet before this meeting to discuss how we should approach this discussion with other ABA members?

I think it would be very beneficial to meet with Kiel Mangus to discuss this idea along with any other concerns. Could you pass along his contact information?

Thanks!

Jared Sickmann

Graduate Student | Master of Landscape Architecture Kansas State University jbsickma@ksu.edu | 636.390.3684

** In person interview was held with Trent Armbrust on Monday, November 2.*

APPENDIX C: GRANT PROPOSAL

SMALL GRANT PROGRAM for KSU Graduate Students in Arts, Humanities, and Social Sciences
2016 FUNDING FOR FINAL YEAR OF PROGRAM
Deadline: December 7, 2015

Applicant name JARED SICKMANN Wildcat ID 859522952
Project title PARKLANDSCAPE: IMPLEMENTING PORTABLE LANDSCAPES FOR
ENHANCING ALBUQUERQUE STREETScape
Graduate program (e.g., MS in Sociology or PhD in History) MASTER OF LANDSCAPE ARCHITECTURE
Department LANDSCAPE ARCHITECTURE, REGIONAL AND COMMUNITY PLANNING
Anticipated graduation date: Spring 2016 Summer 2016 Fall 2016
Dept accounting specialist contact name JODY FRONCE
Amount requested (up to \$1,000) \$ 1,000 (Funds will be transferred to your department).

Attach a 1 page CV and research narrative (narrative should be single-spaced, in 12 pt type, 1" margins).
Narrative should address the following 3 items:

1. Summarize your research in up to 500 words (objectives, methodology overview, and contributions) and how you think it may be significant in your field.
2. In 100 words, describe how this grant will enhance your research at this time.
3. Provide itemized budget details for how grant funds will be used. Include any department research support - include GTA/GRA with annual stipend amount.

JARED SICKMANN [Signature] 12/6/15
Applicant - Print name Signature date

I confirm that the supervisory committee has approved this research/scholarly activity.

HOWARD HAHN [Signature] 12/7/15
Major Professor - Print name Signature date

STEPHANIE ROUAY [Signature] 12-7-15
Department Head - Print name Signature date

Combine this signed cover page, 1 page CV, and narrative into single pdf. Name the file SGP and your last name, e.g., "SGPCraig.pdf." Upload the pdf to:
<https://ksugsc.wufoo.com/forms/arts-humanities-social-sciences-grant-app-2015/>

All applications DUE by **5 pm December 7, 2015**. Late and incomplete applications will not be considered.

Please refer to guidelines on Graduate School website for complete funding requirements.
<http://www.k-state.edu/grad/financing/fellowships/index.html>

FOR GRADUATE SCHOOL ONLY
Amount approved _____
Date of notification _____

RESEARCH NARRATIVE

Cities and towns across the world are in a dynamic state of change, and therefore, becoming responsive to new and innovative approaches to creating and restoring public spaces. These new approaches address the need for flexible, multifunctional spaces in order to adapt to and accommodate the changing demands and unexpected circumstances that occur within the city (Wall 1999, Temel 2006, Gehl 2011). Temporary landscapes, or site specific, time-limited designs of open space, have become an emerging approach to improving public spaces. These small scale projects provide unique experiences and offer a laboratory for experimentation where new, innovative ideas can be tested (Lydon 2012, Sargin and Savas 2012, Temel 2006).

Aggieville, a small, historic commercial and entertainment district in Manhattan, KS is a heavily used, but generally uncomfortable, pedestrian space for local residents. Sidewalks in Aggieville are in poor condition, amenities like outdoor seating and trash receptacles are missing, and vegetation is scarce (LAR 646 2014, Walter 2001). The few spaces that provide shade or opportunities to sit and congregate are outdoor bar patios, which are located on the backside of businesses and for private use only. Local residents complain that majority of businesses cater primarily to college students, especially on nights and weekends (LAR 646 2014, Walter 2001). If the individual

private backyards were to be relocated to publically accessible areas, like the street, there is an opportunity to enhance public space to benefit the community of Manhattan both socially and culturally.

For my study, I will explore how an innovative approach involving temporary landscapes can enhance the streetscape quality and offer a variety of public activities for the entire community of Manhattan to experience in the Aggieville Business District. I have been in contact with the Aggieville Business Association, who is in full support of this type of installment, and has offered guidance on site selection and regulation concerns. I have completed a case study analysis of current community driven and professional practices utilizing this temporary approach to improving urban space. This stakeholder relationship and background research will influence the development of conceptual design and construction of a portable plaza prototype that will be implemented in Aggieville. This temporary landscape will have the mobility and flexibility to be implemented in multiple parking stalls along Moro Street over the course of three weeks in the following Spring 2016 semester.

Once constructed and deployed, observations and metrics concerning use will be compiled and analyzed to gauge effectiveness relative to the design and usage goals. I will then analyze the positive and nega-

APPENDIX C: GRANT PROPOSAL

tive effects associated with this temporary landscape, and how it affected the quality of outdoor urban space in Aggieville. The results from this project will provide field evidence to support recommendations for future design iterations and replications of the portable landscape platforms that increase pedestrian comfort and support future related activities in Aggieville.

INFLUENCE OF GRANT

Awarded funding will allow me to design, construct, and install a portable plaza in Aggieville. Funding from the City of Manhattan has been sought after, but timing for receiving the financial support was an issue. I am looking for a quicker source of funding in order to purchase materials needed for the construction of the portable plaza. This installation could help strengthen the relationship between the university, Aggieville Business Association, and the City of Manhattan by influencing future events, such as "Fake Patio Day," that are positive counters to current events that draw negative attention to Manhattan.

EXAMPLES OF TEMPORARY LANDSCAPE INSTALLATIONS



Parklet 2013 in Kansas City, Missouri (Confluence Landscape Architecture 2013)

ITEMIZED BUDGET

Material	Cost	Quantity	Total Cost Per Item	Purpose
Pressure Treated Lumber 4" x 4" x 10'	\$10.77	32	\$344.64	Base Structure
WeatherShield Standard Pressure Treated Lumber 1-1/4" x 6" x 10'	\$5.47	84	\$459.48	Decking surface/ constructing modular units
Black Chalk Board 3/16" x 2' x 4'	\$9.97	4	\$39.88	Interactive design element
Decking Screws 3" Phillips Flat-Head Deck Screws (1lb pack)	\$8.47	1	\$8.47	Assembling decking
Wood Screws 1-5/8" Phillips Exterior Screw (1lb pack)	\$8.47	1	\$8.47	Assembling modular units
TruGrass Emerald Artificial Turf 12' x 75' Turf Roll	\$2.25 / sq. ft	25 sq. ft	\$56.25	Grass seating; contrast hardscape surroundings
Sliding Latch 2-1/2" in Nickle	\$6.20	12	\$74.40	Locking modular base units into place
Total			\$991.59	

** All materials listed above were quoted prices from Home Depot in Manhattan, Kansas

** Department research support (GTA/GRA) - n/a