Elemental landscapes:

Transforming prospect corridor into a legible urban element

By

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A REPORT

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Approved by:

Major Professor Lee R. Skabelund

Abstract:

This project explored a possible design framework to transform Prospect Corridor, from 75th Street to Swope Parkway (Prospect South), into a legible urban element within Kansas City, Missouri. This report was done in coordination with the Kansas City Design Center's (KCDC) Nodal Study of the Prospect Corridor from 75th Street to Independence Avenue. KCDC was asked by the Kansas City, Missouri Department of City Planning and Development to conduct this study because of new city investments in transit and funding along the corridor (KCDC, 2019).

Currently the Prospect Corridor is made up of disparate parts that have little to no relation to Kansas City's urban form and where there are relationships between the urban form and the built environment it is not expressed in a legible manner. Most development in the corridor is done with only economic considerations and has led to a ad-hoc built environment that has little organization.

This report examines theories of typology and imageability used as the basis for a design framework that enhances the legibility of the Prospect South as an integrated urban element within Kansas City. The purpose of this framework is to counteract current development practices and guide new development along the Prospect Corridor so that the people living there may enjoy a richer urban environment.

ELEMENTAL LANDSCAPES:

Transforming Prospect South Into A Legible Urban Element

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

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ABSTRACT

This project explored a possible design framework to transform Prospect Corridor, from 75th Street to Swope Parkway (Prospect South), into a legible urban element within Kansas City, Missouri. This report was done in coordination with the Kansas City Design Center's (KCDC) Nodal Study of the Prospect Corridor from 75th Street to Independence Avenue. KCDC was asked by the Kansas City, Missouri Department of City Planning and Development to conduct this study because of new city investments in transit and funding along the corridor (KCDC, 2019).

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INTRODUCTION 01

INTRODUCTION

The Kansas City Design Center (KCDC) was asked by the City of Kansas City, Missouri Department of Planning and Development to conduct a visioning study for Prospect Avenue from Independence Avenue to 75th Street (KCDC, 2019) (Figures 1.1 - 1.6). The Planning Department wanted KCDC to conduct the study in order to define potential catalytic nodes along Prospect Avenue because of transit-oriented development initiatives, growing investment in public transportation, and community interest in quality of life improvements (KCDC, 2019). As well as defining these nodes, KCDC was asked to develop design strategies for the nodes and to investigate what potential development in these areas might look like, in order to provide a community resource that could act as guide for future development (KCDC, 2019).

During the course of the KCDC Prospect Nodal Study four groups were formed (KCDC, 2019). These groups were created in order to make the eight mile stretch of Prospect Avenue more manageable so that comprehensive community engagement and design development could take place (Figures 1.7 - 1.9). I was part of the Prospect South group which looked into design solutions for Prospect Avenue from 75th Street north to Swope Parkway (KCDC, 2019).

This masters report explores a possible design framework for Prospect South and the goal of the framework is to transform it into a legible urban element connected to the rest of Kansas City, Missouri. Currently the Prospect Corridor is made of disparate parts that have little to no relation to Prospect or to Kansas City and relationships between the urban form and the built environment are not evident or expressed. Most development in the corridor is done with only the economic considerations of the developer and has led to a non-hierarchical built environment that might be perceived as random. This masters report uses typological and imageability theories to uncover the hierarchy and relationships of different physical elements within Kansas City and use applies these theories to create a framework for design to help make Prospect South a legible urban element connected to the rest of Kansas City.



Figure 1.1 Martin Luther King Jr. Mural: A mural of MLK Jr. in Prospect South (Andresen, 2019)



Figure 1.2 Abandoned Building: There are many abandoned buildings in Prospect South (Andresen, 2019)



Figure 1.3 Empty Lot Used for Parking: Vacant parcels are often claimed for unauthorized parking in Prospect South (Andresen, 2019)

Typology is a classification system according to general types. A typology refers to a group of types. A typological study of Kansas City and the Prospect Corridor will examine the different physical elements that make up the corridor using parts of Aldo Rossi's methodology from his book The Architecture of the *City*. His definition of type can be described as "less the image of a thing to copy or imitate completely than the idea of an element which ought itself to serve as a rule for the model" (Lee, 2010, p N.A.). The implication for urban design is to not classify elements by function or programming because those can change overtime, but to ask how it shapes the physical urban environment. A typological study of this kind is concerned with if an urban element is a central nucleus, or an organizing axis, but not is it a city hall, or is it a main street (Bu, 1996). While function is an important consideration, designing using function as the primary consideration implies a permanent function, or in other words that the design will never have a different use than what it was designed for. Designing using type as the primary consideration leads to a design that has permanence within the city, namely that it will continue to define and influence the city after its function has changed (Rossi, 1982).

Rossi's typological method involves the identification and study of "urban artifacts." These are influential physical elements that define a city's growth over time. An urban artifact can be a natural feature, a landmark building, or a road system, but what makes them important is how they shape the growth and physical form of an urban environment (Rossi, 1982). Urban artifacts themselves develop through time and space. Their form is expanded on and grow as each generation of a city's inhabitants build on them. Each generation has different beliefs and needs so the function and form may be modified over time. The type of urban artifact, the most basic idea of what it is and its role in defining the city does not change. (Rossi, 1982). Design solutions for unifying the Prospect Corridor would reveal the interrelationships between these elements in order to connect it to Kansas City and enhance what is unique to Prospect.



Figure 1.4 Abandoned Car Wash (Andresen, 2019)



Figure 1.5 Dead Ended Street: A man lays down with his things on a street that was cut off by the construction of Highway 71 (Andresen, 2019)



Figure 1.6 Building on Prospect Avenue: Graffiti and billboards are common sights in Prospect South (Andresen, 2019)

Kevin Lynch, in his book *The Image of the City*, describes "imageability" as a city's legibility. Lynch argues that people have a "need to recognize and pattern our surroundings," that our cities have legible patterns which guide us to an understanding of our urban environment over time (Lynch, 1960, p 4). When a person is able to read their environment, understand it, then process new information and incorporate it into previous understandings it creates a richer experience (Lynch, 1960). When a city is legible it has the chance to become more meaningful in "what a setting can mean in terms of daily delight, or as a continuous anchor for their lives, or as an extension of the meaningfulness and richness of the world" (Lynch, 1960, p 4).

Lynch tested his ideas on imageability by seeing how residents of cities mapped their environments in order to see how they read it. What they sketched showed that people produce mental maps that are the basis for their understanding of their environment. Not only does everyone produce an internal mental map, but the consistencies between different peoples maps shows that there is also a public image of a city. This public image is the identity of a city, and the "skeleton" of the public image is made up of the five physical elements of imageability (Spreiregen, 1965, p 50). These physical elements include path, edge, node, district, and landmark, and are the basis for how people read their environment. They can be used as the basis for designing legible urban environments that enrich the experiences of residents and visitors (Lynch, 1960).

Fast food restaurants, parking lots, and gas stations are just a few of the kinds of development that do not contribute to or enrich the identity of Prospect Avenue. These kinds of development have their place in cities but when they dominate an environment it creates an indistinct setting that leads to disorientation. Lynch says it best when he writes "that the sweet sense of home is strongest when home is not only familiar but distinctive" (Lynch, 1960, p. 5).



Figure 1.7 Community Engagement Meeting: KCDC and the Prospect South group gathered feedback from the community at 3 different meetings (KCDC, 2019)



Figure 1.8 Educational Review: Professionals and educators in urban design or related fields provided feedback on the project (KCDC, 2019)



Figure 1.9 Community Engagement Meeting (KCDC, 2019)

Both Rossi and Lynch allude to cities and their elements as a work of art. Lynch describes urban design as a "temporal art", because a city is always being modified and changing over time (Lynch, 1960, p. 1). Rossi describes the city as a physical object that shapes and is shaped by its conditions, it is "both conditioner and condition" (Kim, 2012, p N.A.). A city shapes peoples idea of a city and then they modify their city to fit their idea of a city. This relationship between people and cities is expressed in a physical form developed through time and space.

The relationship people have to a place over time is described by Rossi as "collective memory", the experiences a community has in relationship to an element (Rossi, 1982). Lynch describes it as "meaning", the understanding of an element's practical or emotional value (Lynch, 1960, p 8). The current development practices on the East Side shows how these ideas can have a negative impact. The lack of good urban design has led to an indistinct urban environment that does not produce a meaningful image. Singular museums, plaques, and street names are used in the East Side as a way of expressing collective memory and trying imbue meaning into places but alone they are ineffective. While they express pride in the achievements of community members and reference common realities they do not create an richer overall experience. Singular elements, whether for community or economic reasons, with no relation to the larger organization of the city, often fail produce a meaningful experience.

Rossi and Lynch's work reveal how different elements define a city's physical form and include an understanding of how cultural forces impacts their development through time and space. There are many different cultural forces that have and continue to impact the Prospect Corridor. Segregation, intentional and not, effectively divided Kansas City into two different cities. The West Side became predominantly white, and the East Side predominantly black. The effects of institutional racism have had lasting historical and physical impressions on the community. Redlining in the 1930's and then neglect have made the East Side an economically deprived section of Kansas City. Poor infrastructural planning to connect the suburbs to downtown by car has damaged most communities in the corridor and removed some communities entirely. These issues are larger than the scope of this research and require far more resources than this project is able to offer to solve them. They are relevant to this work in that they have directly influenced the physical environment of the Prospect Corridor. These problems are only part of the story for the East Side though.

For every negative aspect of corridor there are many positive aspects of the communities that make up the corridor and it is equally important to understand and respond to these forces. The Prospect Max, a rapid transit bus system, is being implemented. The Revive the East Side, an initiative to incentive redevelopment in the East Side, has gained local support and become a top priority for city officials. The community itself is a large asset, and other initiatives gained their momentum through local support. Both the good and bad aspects of the Prospect Corridor are important because without an understanding of the city as a physical object that the social, economic, and political forces of culture are imprinted on design solutions for the Prospect Corridor would be shallow at best and negligent at worst.

Rossi and Lynch describe the frameworks discussed in their books as the beginnings of new ways to understand a city's physical structures. Adapting parts of their methods and using the two together will create a new framework for urban design. Rossi's methods allow for the study of the cities development through time and space. Lynch's methods provide the basis of how physical elements within the city be recognized, organized and defined. This master's report synthesizes their two complimentary theories to create a framework that uses Rossi's theory of urban artifacts to determine a hierarchy of relationships within Kansas City and Lynch's theory of imageability make these relationships within the Prospect Corridor legible.

BACKGROUND 02

PROJECT CONTEXT

Kansas City was created at the junction of the Missouri and Kansas rivers. Straddling both Kansas on the west and Missouri on the east (Figure 2.1). Kansas City originated as a trading post, then with the introduction of the railroads it became a shipping center for livestock. After World War II it experienced the typical white flight from the downtown to the suburbs which continue to grow today. Highways have been the major arteries for growth in the suburbs and led to the deterioration of the urban core. At present time there is renewed investment in the downtown as more people try to live closer to the city center (Haskell and Fowler, City of the Future).

Due to redlining, suburbanization and white flight, and neglect, Kansas City is divided into two cities, the East and West side (Figure 2.2). Troost Avenue is the historic dividing line, with everything between it and the Blue River being East Kansas City. Troost Avenue used to be a clear divide but recently has been starting to blur due to economic opportunity and equity initiatives in the East Side.

Prospect Avenue is a major corridor centered within the East Side of Kansas City (Figure 2.3). The main part of Prospect Avenue runs from Independence Avenue south to 75th Street. Prospect Avenue was chosen as the site for my study because it is a central spine in the East Side and new investment initiatives have been and will continue to be proposed for this part of Kansas City. Planning Officials for Kansas City asked the Design Center to conduct a design study to gain insight into how best to move forward with planning policy and initiatives. The corridor boundary was chosen by the Design Center and is based off important parallel streets, neighborhoods, and planning initiatives.





Figure 2.1 Map of Kansas City: Kansas City has experienced most of its growth south of the Missouri River, with most of the suburban development happening in Kansas. (Andresen, 2019)

Figure 2.2 Map of East and West Side: The

Kansas City Metropolitan Area extends beyond the Blue River to the east and well over the Kansas border. The faded back area is based on geographic features, like rivers, topography, and infrastructure. The border was drawn to focus on physical elements most relevant to the study. (Andresen, 2019)

Figure 2.3 Map of Prospect Avenue in Kansas City: A new rapid transit bus line is being implemented from 12th Street to 75th. The goal is to revitalize Prospect Avenue with transit oriented development. (Andresen, 2019)

PROJECT DILEMMAS

Redlining

Redlining was a mortgage lending practice that started in the 1930's and was outlawed in the 1940's because of its basis on racial discrimination (Johnson, 2018). Maps were drawn outlining predominantly minority neighborhoods and people living within those neighborhoods were automatically denied loans, usually home loans. While this practice has been outlawed for over 80 years, the effects on these neighborhoods is still felt (Johnson, 2018). A study conducted by the National Community Reinvestment Coalition found that neighborhoods that were redlined or designated as "hazardous" to lend to are still feeling the effects (Johnson, 2019). These neighborhoods inability to access capital and credit continue to affect residential patterns, neighborhoods' economic health, and household accumulation of wealth (Johnson, 2018).

1968 Riots

Following the assassination of Martin Luther King Jr. students were released from school to protest at Kansas City, City Hall. After a peaceful protest, the situation escalated later that day into four days of civil unrest (Haines, 2018). Six people were killed, 20 were hospitalized, and a three-block area along Prospect Avenue was bombed. 40 buildings in total were destroyed, 20 of them being on Prospect Avenue (Haines, 2018). This has had lasting effects for the economic vitality of Prospect Avenue because of the loss of businesses (Haines, 2018).

Highway 71

Beginning in 1951, Kansas City officials proposed a freeway connecting the downtown south to the suburbs. Kansas City and the Missouri Department of Transportation (MO DOT) began planning the route for Highway 71 through the East Side of Kansas City, an already segregated part of the city (Hogan, 2014). Even though they began purchasing houses in the 1950's the highway would not be completed till 2001 and because of this properties purchased by MO DOT were left vacant and to deteriorate, blighting an already struggling part of the city (Hogan, 2014). Highway 71 cuts through over 15 neighborhoods, displaced over 10,000 people, and further divides an already divided city. Some compromises were made to appease the neighborhoods it would divide, like ornate bridges, wide parkway like medians, and traffic-light intersections to slow traffic, but the effects were still largely the same (Hogan, 2014). Most controversial are the three traffic-light intersections located at Gregory Boulevard, 55th Street, and 59th Street which are some of the most accident prone intersections in the city (Hogan, 2014). Even with its controversial history, continued criticism, and safety concerns, Highway 71's use has only increased since its construction (Hogan, 2014).

Community Ownership and Vacancy

There are many deteriorating properties within the Prospect Corridor, which lead to crime, blight, illegal dumping, and lower property values. There are four major influences that lead to deteriorating properties: out-of-state and country owned parcels, Land Bank parcels, and vacant parcels (KCDC, 2019). Within the Prospect Corridor 15.5% (3,952) of parcels are owned out-of-state, 0.5% (113) of parcels are owned out-of-country, 5% (1,477) of parcels are owned by the Land Bank, and the remaining 78% (20,184) of parcels are Missouri-owned (KCDC, 2019). Of the total 25,726 parcels within the corridor 25.4% (6,545) are considered vacant, which is 1,003 more than the total out-of-state, out-of-country, and Land Bank owned parcels (KCDC, 2019). Out-of-state and out-of-country owned parcels are a problem because often the were purchased as speculative properties, where the owner has no intention of maintaining the property. Land Bank parcels are a better situation as they can be purchased at a discount with the promise that the owner will make the property livable, but parcels not purchased continue to deteriorate. Vacant parcels are a problem for the same reasons as the first three (KCDC, 2019).

KCDC PROSPECT NODAL STUDY

The Kansas City Design Center (KCDC) was asked by the City of Kansas City, Missouri Department of Planning and Development to conduct a visioning study for Prospect Avenue from Independence Avenue to 75th Street (KCDC, 2019). The Planning Department wanted KCDC to conduct the study in order to define potential catalytic nodes along Prospect Avenue because of transit-oriented development initiatives, growing investment in public transportation, and community interest in quality of life improvements (KCDC, 2019). As well as defining these nodes, KCDC was asked to develop design strategies for the nodes and to investigate what potential development in these areas might look like, in order to provide a community resource that could act as guide for future development (KCDC, 2019).

The project went through three phases: site analysis, initial design studies and community engagement, and design development (KCDC, 2019). During the site analysis phase two important steps were taken along with corridor inventory and assessment. First an internal definition of Prospect Corridor was created in order to define a study area and to focus site analysis (KCDC, 2019). Second was the analysis of existing planning initiatives in order to both understand previous research and to build on them (KCDC, 2019).

Initial design studies based on our analysis started in the second phase. The study team broke into four groups and strategically chose four focus areas within the study boundary based on the site analysis from phase one (Figure 2.4) (KCDC, 2019). It was important to the study that designs be based on community engagement. As the design studies progressed the teams met with the community twice to gain important insight and balance design explorations with the needs of the community (KCDC, 2019). During the design development phase the community was invited to come to an open house presentation on the project to provide their final input.



Figure 2.4 Four Focused Study Areas (KCDC, 2019)

KCDC VISION, MISSION, GOALS

VISION

Our vision is to create a community-focused platform that establishes a cohesive urban concept for the future of Prospect Avenue, leveraging the corridor as a uniquely desirable and healthy community within Kansas City's urban fabric.

MISSION

Our mission is to create a conceptual framework through the identification, evaluation, and exploration of the current conditions which define the Prospect Corridor. The intent of the framework is to encourage social connections and economic growth through strategic design intervention and development policies. Catalytic nodes are selected for strategic prototyping using the developed conceptual framework.

GOALS

Our goals are to test and propose a design platform that addresses:

- Cultural Identity Development
- Safety and Security
- Diverse, Affordable, and Quality Housing
- Economic Opportunity
- Environmental Quality
- Alternative TOD Strategies
- Reintegration into the Greater KC Area

KCDC PROJECT CONCEPT

Overall Concept

The overall concept for the Prospect Nodal Study is to re-center Kansas City on Prospect Avenue by making it a unified urban corridor (Figure 2.5). During the analysis phase of the project three distinct parts of Prospect Avenue were identified: urban, inter-urban, and suburban (Figure 2.6) (KCDC, 2019). While the overall goal is to create a unified urban corridor these three distinct parts are recognized but linked where they change from one to another (Figure 2.7) (KCDC, 2019). To support the three parts and links there is a system of gateways and anchors (Figure 2.8). Gateways are major nodes along the corridor that are the entrances to and from Prospect Avenue. The anchors are lesser nodes that are important to the character and activity of the surrounding communities. Through linking the three parts of Prospect Avenue and creating a system of gateways and anchors it will become a unified urban corridor (KCDC, 2019).



Figure 2.5 Prospect Re-centered: Kansas City re-centered on a unified Prospect Avenue (KCDC, 2019)



Figure 2.6 Three Distinct Parts: Prospect is made of three parts (KCDC, 2019)



Figure 2.7 Links of Prospect Avenue: Prospect linked across Brush Creek and the rail line and I-70 (KCDC, 2019)



Figure 2.8 Gateways and Anchors: The system of gateways and anchors supporting the links and three parts of Prospect Avenue (KCDC, 2019)

Concept Methods

In order to accomplish the overall concept for Prospect Avenue, four methods were developed. First the system of gateways and anchors connect to the greater Kansas City area (Figure 2.9). Second development density targets support the three parts of Prospect Avenue and support transit-oriented development (Figure 2.10). Third development strategies were created to support, enhance, or change the character of Prospect Avenue (Figure 2.11). Finally a system of green infrastructure and development improves quality of life along the corridor and nearby neighborhoods,, enhances the natural environment, and mitigates the effects of new development (Figure 2.12) (KCDC, 2019).



Figure 2.9 Connections: The system of gateways and anchors connects to other parts of Kansas City (KCDC, 2019)



Figure 2.10 Development Density: Different density targets for development support transit oriented development (KCDC, 2019)



Figure 2.11 Development Strategies: Different strategies allow for sensitive design that fit within the context (KCDC, 2019)



Figure 2.12 Green Infrastructure System: A system of green infrastructure unifies Prospect Avenue (KCDC, 2019)

Overall Plan for the Prospect Corridor

The designs for the four focus area of the Prospect Nodal Study follow the concept mostly, but as there were four teams dealing with four distinct sites that each had their own set of challenges and opportunities which led to some variations of the concept. Altogether though the concept and methods still hold and creates a unified Prospect Avenue (Figure 2.13). From this point on, this report will deal solely with the Prospect South group and designs generated for this portion of the project. Prospect South looked at design solutions from 75th Street north to Swope Parkway (Figure 2.14).



Figure 2.13 Overall Plan for the Prospect Corridor: Prospect South is highlighted in relation to the rest of the corridor (KCDC, 2019)



Figure 2.14 Prospect South Overall Plan: From Swope Parkway to 75th Street (KCDC, 2019)

LITERATURE REVIEW

Typology

Type is most often thought of as thing belonging to a certain class or group. In architecture types are usually grouped by their uses, for example hospitals, schools, and houses (Lee, 2011). Aldo Rossi in his book The Architecture of the City believes this is a limiting definition of type because a building's use might change over time. Rossi describes type as the most basic idea of what architecture is. It is "less the image of a thing to copy or imitate completely than the idea of an element which ought itself to serve as a rule for the model" (Rossi, 1982, p 34). A type is a concept, its abstract and does not exist in reality, as opposed to a model which is built using the type as guiding principle. Rossi uses type as way of looking past superficial classifications of architecture based on their uses to uncover how they shape the built environment.

When referring to "architecture" in his work, Rossi is describing more than a building. He is describing the form and structure of a city, the same way architecture describes a building's form and structure (Lee, 2011). By looking at the different types that make up the architecture of a city Rossi hopes to uncover their value to the city. Rossi describes these types as "urban artifacts," historical elements that are unique to a city (Kim, 2012). Urban artifacts are a part of a cities architecture because of their persistent presence has shaped the growth of that city. A building or a landscape feature can be an urban artifact if it has shaped the form and growth of a city.

Urban artifacts are specific types within a city and are based on four major principles; individuality, *locus*, design, and memory (Rossi, 1982). These themes overlap and are directly related to one another because of how one always effects the others. Individuality refers to an urban artifact's identity, historical richness, and its permanence as a defining part of the city (Rossi, 1982). The historical richness of urban artifacts are increased when they are modified to fit the needs of a new generation because that generation values it enough to make it apart of their



Figure 2.15 Union Station: (Andresen, 2019)



Figure 2.16 Union Station on Main Street: Photo taken from the corner of Pershing Road and Main Street (Andresen, 2019)



Figure 2.17 Space Between Union Station and Liberty Memorial: (Andresen, 2019)

lives (Kim, 2012). An example would be Union Station, a unique element within Kansas City. Originally designed as a train station, when it fell into disuse the people of Kansas City valued it for its individuality, there is nothing else like it in Kansas City. They valued it enough to preserve it, so they created a sales tax in order to transform it into science museum as opposed to tearing it down (Figure 2.15) ("Timeline", 2019).

Locus refers to the emotional quality of a place. In ancient city planning the concept of *genius loci*, the spirit of the place, was an important consideration for choosing the site of important buildings. Placing a temple on a hill top instead of in a valley changes your perception of it. The concept of *locus* is also important within the geography of a city. A building on Main Street has a different feeling to it than a building on a neighborhood side street (Rossi, 1982). For example Union Station would not have the same presence in Kansas City if it were located in the West Bottoms, where the original train station was located ("Timeline", 2019). Where it stands now it sits on Main Street, at the entrance to downtown Kansas City (Figure, 2.16).

Design refers to the style and quality of the urban artifact (Rossi, 1982). The style is important because architecture and its details have always been a form of communication (Venturi, Brown, and Izenour, 1997). Union Station with its grand arches, tall columns, facing a large fountain and park, communicates civic pride. It is an impressive building that is the foreground of nearly every image that you find when you search online for images of Kansas City. When the Royals won the world series the celebration was held there because it communicates the ideals of Kansas City. Quality in this sense does refer to the materials used for construction but its value in peoples lives (Kim, 2012). Union Station is not only valuable as the face of Kansas City but is a well designed piece of architecture. Its interior can be used as train station, an exposition space, or an event space. The building itself is situated so that it becomes the transition to downtown and defines the space between itself Crown Center, and Liberty Memorial (Figure 2.17).

Memory is the culmination of individuality, locus, and design making it harder to differentiate from the others. Rossi describes memory as "the soul of the city" (Rossi, 1982, p 130). Our memory of a city is directly tied to the individuality of an urban artifact, its permanence as a defining part of the city. The *locus*, or emotional guality of a place, plays a role in our perception of an urban artifact. The success of the design allows an urban artifact to shape our idea of a city and play a role in our lives (Rossi, 1982). We each associate urban artifacts with our personal memories and together they form a collective memory. This collective memory "becomes the city's predominant image," which is how urban artifacts become types (Rossi, 1982, p 130). Union Station is part of the collective memory of Kansas City, its the foreground of almost every photo of downtown (Figure 2.18). There are other angles of Kansas City that show the downtown skyline, but Union Station is such prominent part of the Kansas City image that a photograph of Kansas City without it in it seems odd.

Urban artifacts become types because types are concepts, or ideas. Even though the urban artifact is an existing element within the city, because it has become a "memory", its now an idea (Guney, 2007). Union Station is a part of Kansas City's collective memory. It is a unique element (individuality), at an important place in the city (*locus*), that is well designed (design), which makes it a valuable part of Kansas City's identity. Its value has made it a significant factor in the city's growth. Rossi refers to Marcel Poëte's, a French urban theorist, theory on the persistence of urban artifacts. Rossi believes Poëte's most important discovery was that "cities tend to remain on their axes of development, maintaining the position of their original layout, and growing according to the direction of and meaning of older artifacts" (Rossi, 1982, p 59).

Union Station was built in 1914, and with it came the railroads that brought the industrial development that has become the Crossroads district. The main post office of Kansas City was built next to it, which later had a new, national IRS Service Center added to it (Haskell and Fowler, City of the Future). In 1922 Hallmark's offices were located nearby which has since become Crown Center (Figure 2.19) (Kipp, 1995). The newly implemented KC Street Car connects Crown Center through Downtown to River Market District. These events are interconnected, and you could argue that Crown Center had more to do with the IRS Service Center or street car, but Union Station defined the "axes of growth" since it was there originally.

Rossi breaks down urban artifacts into two different categories, vital and pathological, which describe the way they influence cities. Vital or propelling, artifacts are elements that have been modified to fit the modern needs of the city. They are modified as they continue to shape the growth of the city, but kept intact because they are considered vital to the image of the city (Rossi, 1982). Pathological artifacts are isolated elements that are so significant to the image of the city that they can not be changed (Rossi, 1982). The National World War Memorial across from Union Station is a good example (Figure 2.20). Although everything around it has changed over time, the image of The Memorial remains intact. The design of it is unaltered and it continues to serve as a public monument (Lee et al., 1995).

Urban artifacts are specific types, physical elements within a city that embody our idea, or image, of that city and guide its growth. They are significant to our idea of the city because of their individuality, *locus*, design, and memory. Over time, as they are experienced by multiple generations they become more significant in our idea of the city and this makes them more influential on the physical development of the city (Rossi, 1982). Vital and pathological artifacts either grow with the city or preserve parts of it but remain as persistent parts of a city's image. Urban artifacts physically shape a city, which shapes our idea of that city, which then physically shapes our city in an endless cycle of change. By studying urban artifacts you can understand the evolution of a city allowing for more considerate urban design (Rossi, 1982).



Figure 2.18 Union Station in Kansas City Skyline: (Minter, 2019)



Figure 2.19 Crown Center on Main Street: Crown Center was sited on Main Street because of its proximity to Union Station and Downtown (Andresen, 2019)



Figure 2.20 Liberty Memorial: Liberty Memorial Remains nearly unchanged since its construction (Andresen, 2019)

Imageability

Kevin Lynch, in his book *The Image of the City*, describes "imageability" as a city's legibility, or our mental image of an environment. Lynch argues that people have a "need to recognize and pattern our surroundings" (Lynch, 1960, p 4). Cities need to have legible patterns that can be ordered into an understanding of a person's environment. When a person is able to read their environment, understand it, then process new information and incorporate it into previous understandings it creates a richer experience (Spreiregen, 1965). When a city is legible it has the chance to become more meaningful in "what a setting can mean in terms of daily delight, or as a continuous anchor for their lives, or as an extension of the meaningfulness and richness of the world" (Lynch, 1960, p 2)

In Lynch's view settings like this are rare in U.S. cities and "Americans have little to no idea what it can mean to live in such an environment" (Lynch, 1960, p 2). The Kansas City Country Club Plaza is a good example of a setting that provides a richer experience through legibility (Figure 2.21). There is a clear understanding of which spaces are for cars and which are for people. Through distinctive buildings you can see from a distance and different features like fountains and statues it is easy to navigate. It is clearly defined by Brush Creek to the south, the steep hills to the north, to the east and west by major roadways. Only after a few times at the Plaza you understand its basic structure. As you spend more time on the Plaza you begin to gain a deeper understanding of it as a place and recognize different patterns layered on top of the ones you already know. The system of hidden parking garages becomes more apparent and your able to navigate to the different stores and restaurants regardless of where you park. This clearly legible structure give you freedom to choose how you move through the Plaza. Lynch says "like any good framework, such a structure gives the individual a possibility of choice and a starting point for the acquisition of further information" (Lynch, 1960, p 4).



Figure 2.21 The Kansas City Country Club Plaza (Andresen, 2019)



Figure 2.22 Kevin Lynch's Five Elements of Imageability: From top to bottom there is path, edge, district, node, and landmark (Lynch, 1960)

Imageability is based on three components; structure, identity, and meaning. Structure is the relationship between different features and the person moving through them. Different features could be buildings, roads, or anything that makes up the physical environment (Lynch, 1960). On the Plaza this structure is the relationship between the roads, buildings, fountains and person using them to navigate. Identity is a features individuality, whether it is distinct or not from other features within the structure. The buildings on the plaza with decorative towers are distinct from the others. Brush Creek is distinct from the rest of Plaza (Lynch, 1960). Meaning is a features practical or emotional value to a person. A sidewalk can be understood for its practical value as a place for pedestrians to walk. It can also have an emotional meaning to a person based on the lived experiences they have had. Emotional meaning is deeply personal, and becomes inconsistent over larger groups of people (Lynch, 1960). For this reason urban design should focus on structure and identity when trying to make a city physically legible. Meaning "is not so easily shaped by physical manipulation as are these other two components" (Lynch, 1960, p 8). Meaning should be left to develop on its own over time (Lynch, 1960).

Lynch tested his ideas on imageability by seeing how residents of three different cities mapped their environments in order to see how they read it. What they sketched showed that people produce mental maps that are the basis for understanding of their environments. Not only does everyone produce an internal mental map, but the consistencies between different mental maps shows that there is also a public image of a city (Ryan, 2017). The public image of each city was different from the other, since the structure, identity, and meaning is particular for each city. The different features that shape the physical environment of each city thus play a role in its image (Spreiregen, 1965). "Certain features - open space, vegetation, sense of motion on the paths, visual contrasts - seemed to be of particular importance in the cityscape" (Lynch, 1960, p 16)



Figure 2.23 Plaza Sidewalk: The sidewalks in the Plaza are clearly legible with buildings, on-street parking, and street trees (Andresen, 2019)



Figure 2.24 Plaza Street: A street in the Plaza clearly defined by the buildings, sidewalks, on-street parking, and median (Andresen, 2019)

Figure 2.25 The Edge of the Plaza: Baltimore Avenue and Mill Creek Park create on edge of the Plaza, clearly separating two styles of architecture (Andresen, 2019)

This public image is of a city is made of a "skeleton" based on five physical elements of imageability (Figure 2.22). These different types of physical elements are broken down into path, edge, node, district, and landmark. They are the basis for how people read their environment (Lynch, 1960). Examples of these elements in the context of the Plaza can be found.

Paths are easy to understand since they are any passage a person could potentially travel along. "For many people, these are usually the predominant elements in their image" (Lynch, 1960, p 47). On the Plaza these are the streets and sidewalks (Figure 2.23 + 2.24).

Edges are boundaries between two different areas or breaks in continuity. They can be seen as barriers that prevent connections between two different areas, or as a seam connecting two different areas (Lynch, 1960). Brush Creek forms the southern edge of the Plaza, and is one of the boundaries that defines the Plaza (Figure 2.25 + 2.26).

Districts are "medium to large sections of the city" that a person "mentally enters 'inside of'" (Lynch, 1960, p 47). Districts have a recognizable character that is common throughout them, and can be used as references for navigation. Districts are possibly just as important as paths in a city's legibility. The Plaza is a district, you recognize it as a distinct place and know when you have entered it. You can also use the Plaza as a reference for navigating the city, because you understand its location in relation to other areas of the city (Lynch, 1960) (Figure 2.27).

Nodes are "strategic spots in a city" (Lynch, 1960, p 47). They are important transportation intersections or areas of intensive and particular use. Nichols Road and Pennsylvania Avenue is an important node in the Plaza for both cars and activity. It is one of the busiest intersections, and has a small plaza space where people hang out. Nodes are related to paths because they are often where they intersect. They are also related to districts as they are typically the core of the district (Figure 2.28) (Lynch, 1960).



Figure 2.26 Brush Creek: Brush Creek forms the southern edge of the Plaza (Andresen, 2019)



Figure 2.27 Plaza Definition: The topography and continually taller buildings surrounding create a bowl like effect making it legible as a district or a place you can see perceive yourself as being inside of (Andresen, 2019)



Figure 2.28 Nichols Road and Broadway Boulevard: Nichols Road and Broadway Boulevard is a busy node in the Plaza (Andresen, 2019)
Landmarks are external references within a city. They are physical objects, like a building, sign, or natural feature. Landmarks come in different sizes, some are seen from a distance and others can only be seen from specific points and directions. The Plaza is filled with many landmarks like decorative towers, distinct buildings, fountains, and statues that allow you to navigate through it (Figure 2.29 + 2.30) (Lynch, 1960).

The five elements of imageability can shift from one element to another depending on the point of view. Brush Creek forms the edge of the Plaza, but can be a path to some walking along it. The Plaza itself is a district, but on the scale of the entire city it becomes a node (Lynch, 1960). None of the five elements exist alone either, they overlap and relate to one another to create the image of the city. "Districts are structured with nodes, defined by edges, penetrated by paths, and sprinkled with landmarks" (Lynch, 1960, p 49). New development changes a city's image and understanding the five elements of imageability allows for this development to strengthen the image (Spreiregen, Urban Design). The city's image is in the mind of its citizens and "urban designers should understand this image to incorporate the citizen's view of the city" (Ryan, The Largest Art, p 201)

Using the five elements of imageability in urban design creates a strong image that makes a place distinct. The opposite of this is an indistinct place that is hard to navigate and understand. People adapt to these places and are able to navigate them but experience is lacking, and they can be disorienting. Fast food restaurants, parking lots, and gas stations are examples of elements that do not create a strong image. Today it is rather hard to get lost, but disorientation is still unpleasant. "Let the mishap of disorientation once occur, and the sense of anxiety [...] that accompanies it reveals to us how closely it is linked to our sense of balance and well-being" (Lynch, 1960, p 4). Places without a strong image are missing the opportunity to enrich peoples lives and create a sense of balance. Lynch says it best when he writes "that the sweet sense of home is strongest when home is not only familiar but distinctive (Lynch, 1960, p. 5).



Figure 2.29 Plaza Towers: Towers dot the landscape of the Plaza acting as landmarks that help with way finding from a distance (Andresen, 2019)



Figure 2.30 Neptune Fountain: Small landmarks like this fountain help with legibility at a smaller scale (Andresen, 2019)

METHODOLOGY 03

RESEARCH APPROACH

The goal of this report is to create a design framework based on typological and imageability. This report was done in tandem with the KCDC Prospect Nodal Study which aims to provide a cohesive vision for the Prospect Corridor. The design framework described in this report was developed to guide the Nodal Study's design investigations into Prospect South (Figure 3.1).

A typological study looking into the individuality and design of urban artifacts defined the important relationships within the area. A supplementary typological study looking at the urban elements identified the character of the place through its locus and memory. The typological studies were conducted through two forms of mapping. The first, by extruding the different urban artifacts and then removing "layers" to highlight their relationships to each other. The second, by highlighting the defining elements and documenting the character they create. An imageability study looked into the legibility of Prospect South by creating a legibility map. The created legibility map looked at the urban artifacts and elements identified in the typological study and then categorized them into the five elements of imageability. This provided a map of how the urban artifacts, elements, and overall image is perceived.

The framework helps one identify the relationships of the urban artifacts, the character defining urban elements, and than convert them to imageability elements so that the overall structure and character of Prospect South can manipulated to make it legible. These steps are carried out on the following pages. This framework guided the physical organization of the designs for the KCDC Prospect Nodal Study of Prospect South.



Figure 3.1 Methodology Approach (Andresen, 2019)

RESEARCH QUESTIONS

How can typology and city imageability be used as the basis of a design framework that enhances the legibility of Prospect South as an integrated urban element within Kansas City?

Sub Question 1:

How can a typological study identify urban artifacts and their relationships in order to use them to understand the urban elements that define Prospect South's relationships to itself and Kansas City?

Sub Question 2:

Do the urban artifacts of Prospect South create legible elements that make a clear image?

Goals

- Develop Design Framework Based on Typology and Imageability
- Enhance the Legibility of Prospect South
- Make Prospect Avenue a Legible, Integrated Urban Element



Design Framework



METHODS

Urban Artifacts

After site analysis during phase one of the KCDC Prospect Nodal Study it became clear Highway 71 was a dominant urban artifact in the East Side of Kansas City and its close proximity to Prospect Avenue defines Prospect South. Prospect Avenue is viewed here as an urban element that is secondary to Highway 71 and defined by its parallel relationship to it. In this series of maps Highway 71, Prospect Avenue, the streets, streams, and parks have been extruded, turning negative spaces into positives, to highlight the singularity and design of Highway 71 revealing the irregularities created by it (Gandelsonas, 1991).



Figure 3.2 Composite: Highway 71 (Red), Prospect Avenue (Pink), Major Streets (Grey), Minor Streets (White), Streams (Blue), and Parks (Green) all layered together show the overall structure of Prospect South (Andresen, 2019)



Figure 3.4 Major Roads: Highway 71 (Red), Prospect Avenue (Pink), and the Major Streets (Grey) show that Highway 71 has largely made Prospect Avenue redundant as a North/South connection (Andresen, 2019)



Figure 3.6 Dead Ended Streets: Highway 71 (Red), Prospect Avenue (Pink), and the Minor Streets (White) that have been dead ended at Highway 71 shows how Highway 71 has severed connections between the East and West (Andresen, 2019)



Figure 3.3 Road System: Highway 71 (Red), Prospect Avenue (Pink), Major Streets (Grey), and Minor Streets (White) show a mostly organized street layout (Andresen, 2019)



Figure 3.5 East/West Roads: Highway 71 (Red), Prospect Avenue (Pink), and the Major Streets (Grey) with the North/South Major Streets removed shows there are only seven East/West connections south of where Highway 71 crosses over Prospect Avenue to 75th Street (3.2 Miles) (Andresen, 2019)



Figure 3.7 Parks and Streams: Highway 71 (Red) Prospect Avenue (Pink) split the Streams (Blue) and Parks (Green) systems in half effectively removing access to the greater parks system from Prospect Avenue and the west side of Highway 71 (Andresen, 2019)

Urban Elements

Prospect Avenue is defined by its parallel relationship to Highway 71. The highway's long history of construction blighted Prospect Avenue and displaced Prospect's significance as a transportation corridor. This has caused a series of urban elements to form that define Prospect Avenue's locus and memory. These urban elements define Prospect Avenue's image through their regularity, but this image does not make it legible as an urban artifact itself because these regular elements are not distinct enough from each other to produce a meaningful image. Their inaccessibility and remote nature makes them inconsequential to the daily lives of residents on Prospect Avenue. They have little meaning, or value, because they are not usable.

Dead Ended Streets



Figure 3.8 Dead Ended Streets Map: These occur at regular intervals along Prospect Avenue and are simply leftover from when Highway 71 was put in (KCDC, 2019)



Figure 3.9 Dead Ended Street: Dead ended streets have become a no-mans-land where there is illegal dumping, abandoned cars, leftover driveways (Andresen, 2019)



Figure 3.10 Dead Ended Street: Some dead ended streets have been claimed adjacent properties (Andresen, 2019)



Figure 3.11 Dead Ended Street: At some dead ended streets you can still see where they once connected to on the other side of Highway 71 (Andresen, 2019)

Billboards



Figure 3.11 Billboard Map: Billboards are found along Prospect Avenue at the back of parcels oriented towards Highway 71 (KCDC, 2019)



Figure 3.12 Billboard (Andresen, 2019)



Figure 3.13 Billboard (Andresen, 2019)



Figure 3.14 Billboard (Andresen, 2019)

Car-Oriented Services



Figure 3.15 Car-Oriented Services Map: Prospect Avenue has a large amount of car oriented services that take advantage of the cheap and vacant land, and highway access (KCDC, 2019)



Figure 3.16 Tire Shop (Andresen, 2019)



Figure 3.17 Car-Oriented Services: A gas station and fast food restaurant taking advantage of Highway 71 (Andresen, 2019)



Figure 3.18 Car Repair Shop: A car repair shop with a large amount of derelict cars (Andresen, 2019)

Setback Buildings



Figure 3.19 Setback Buildings Map: Prospect Avenue has a large amount setback buildings with little relation to the street creating an uninviting suburban condition (KCDC, 2019)



Figure 3.20 Setback Building (Andresen, 2019)



Figure 3.21 Research Medical Center: The campus is inwardly focused campus that does not relate to Prospect Avenue (Andresen, 2019)



Figure 3.22 Setback Garage (Andresen, 2019)

Surface Parking Lots



Figure 3.23 Surface Parking Lots Map: The suburban condition of Prospect Avenue is established further by the large amount of surface parking (KCDC, 2019)



Figure 3.24 Surface Parking Lot (Andresen, 2019)



Figure 3.25 Surface Parking Lot (Andresen, 2019)



Figure 3.26 Surface Parking Lot (Andresen, 2019)

Closed or Abandoned



Figure 3.27 Abandoned or Closed Map: The poor economic health of Prospect Avenue has led to closed and abandoned buildings (KCDC, 2019)



Figure 3.28 Abandoned Car Wash (Andresen, 2019)



Figure 3.29 Abandoned Building (Andresen, 2019)



Figure 3.30 Abandoned Car Wash (Andresen, 2019)

Vacant Parcels



Figure 3.31 Vacant Parcels Map: The East Side of Kansas City has a large number of vacant parcels and many can be found along Prospect Avenue (KCDC, 2019)



Figure 3.32 Vacant Parcel (Andresen, 2019)



Figure 3.33 Vacant Parcel (Andresen, 2019)



Figure 3.34 Vacant Parcel (Andresen, 2019)

Legibility Mapping

This legibility map of Prospect South is based on historical research, site analysis, and the typological study (Figure 3.35). The key elements currently in Prospect South are Highway 71, Troost Avenue, Research Medical Campus, and Swope Park. Highway 71 is categorized as a major edge because of its scale, inaccessibility, the way it disconnected the street grid, and because of the belief by community members that it divides the neighborhoods it cuts through.

Troost is categorized as a linear district because people perceive it as a place you can go to and experience. It is an edge because it has historically been the racial and geographical dividing line between the East and West Side of Kansas City.

Research Medical Campus is categorized as a district because one can perceive as being outside of it. It is not as legible as it could be because of its setback buildings and surface parking lots making it a district that you are outside or moving around. It is not perceived as a district that you can readily enter. Research Medical Campus's indistinctness is almost paradoxical because of distinct elements that surround it. 63rd Street and the Paseo are two of the distinct paths in the area. The intersection at Prospect and 63rd is a somewhat well defined node, and the hospital itself is the largest landmark in Prospect South. Yet even with all these elements around it remains removed and largely indistinct due to its suburban condition.

Swope Park is categorized as a district. It is a regional park with a zoo, theater, soccer village, golf course, nature center, museum, and many other amenities. However, it is indistinct and seperated from Prospect Avenue due to Highway 71 and poor pedestrian access.

Prospect South is somewhat legible but this is based mostly off major roads that act more as edges and barriers than they do paths. Prospect Avenue itself does not read as a major element and is defined more by its relationship to Highway 71 than anything else. In order to make Prospect Avenue the actual center of Prospect South a new set of relationships need to be established.



The most important new relationship to establish is Prospect Avenue to Highway 71 so that they compliment each other instead of one dominating over the other (Figure 3.36). First, based on the typological study of urban artifacts, three important conditions were identified: seven East/West cross streets, the severed streams and parks systems, and the dead ended streets. Second, based on the typological study of urban elements, Prospect Avenue's image needs to made distinct by strategically locating recognizable, usable, and consistent elements.

The cross streets need to be targeted for nodal development. Currently where these streets intersect with Prospect Avenue they do not reveal what important nodes they are. As the only seven streets to connect both sides of Highway 71 these cross streets should be important points of connection and help define different districts along Prospect Avenue.

The streams and parks system needs to be reconnected and bridge across Highway 71. Swope Park should serve as a resource to the community. Meyer Boulevard, which leads to the park's main entrance, should connect it to Prospect Avenue. Town Fork Creek could serve as a natural amenity that connects both sides of Highway 71.

The dead ended streets are fragmented but regular parts of Prospect Avenue. What they reveal is that between Highway 71 and Prospect Avenue there is a significant of leftover space. This space could be used as a linear green element that unifies Prospect Avenue and serves as much needed green space for the community.

This system of nodes, park connections, and linear green space could incorporate the different types of urban elements found along Prospect Avenue and use them to create a new image. This new image would be one that does not try to write over historical conditions but incorporate it into a new meaning. This image is of a Prospect Avenue that benefits from Highway 71 and a Prospect South that is truly centered on Prospect Avenue as a legible place.



Figure 3.36 Possible Imageability of Prospect South (Andresen, 2019)

DESIGN DEVELOPMENT 04

PROSPECT SOUTH

The concept for Prospect South is to redefine its relationship to Highway 71 through the transformation of Highway 71's buffer into a linear green space and through nodal development at key intersection along Prospect Avenue (Figures 5.1 - 5.3). The two parts of the concept developed into two sub-concepts: the Green Buffer and the Ex-Urban Villages (KCDC, 2019).

During analysis of Prospect South two key conditions were found that defined the programming outcomes of the project. First, there is a lack of health related services such as medical facilities, fitness centers, and healthy food options. Second, there is a lack of entertainment services such as hotels, dining, and retail.

The Ex-Urban Villages provide community based services that are lacking such as pharmacies, physicians, gyms, and groceries. The Green Buffer would supplement these services by incorporating edible landscapes, urban agriculture, recreation, and access to natural environments. The Ex-Urban Villages would also be programmed with entertainment services. A hotel provides a place to stay for those with family at Research Medical Hospital, or those going to soccer tournaments at the Swope Park Soccer Village. Other entertainment services such as dining and retail would provide economic opportunity for the community and could draw on people from Research Medical and Swope Park.

The Green Buffer and Ex-Urban Villages concepts compliment and support each other. The Green Buffer is a path that connects the district defining, nodal development of the Ex-Urban Villages making Prospect Avenue a legible, urban element.



Figure 4.1 Rendered Plan of Prospect South (KCDC, 2019)

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Figure 4.2 + 4.3 Enlargements of the Prospect South Rendered Plan (KCDC, 2019)

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GREEN INFILL TYPOLOGY

The Green Buffer is a connective trail that takes advantage of the extra space between Highway 71 and Prospect Avenue but it is also an infill strategy. In order to connect the trail system to Prospect Avenue a Green Infill Typology was created. This typology incorporates the different urban elements found in the typological study and re-imagines them as service providing, public space that can also access the trail (Figures 5.4 - 5.10).

The programming of each green infill type would be based on community engagement to maximize their usefulness for their potential users as well as differences in parcel size, topography, existing conditions, and level of investment. The following pages illustrate the differences in infill types (Figures 4.11 - 4.38)



Figure 4.4 Green Infill Types Placement (KCDC, 2019)



Figure 4.5 Trail/Community Hub (Andresen, 2019)



Figure 4.6 Urban Agriculture (Andresen, 2019)



Figure 4.7 Community Plaza (Andresen, 2019)



Figure 4.8 Edible Landscape (Andresen, 2019)



Figure 4.9 Pocket Prairie (Andresen, 2019)



Figure 4.10 Green Stormwater Infrastructure (Andresen, 2019)

Trail/ Community Hub

Conditions: Dead Ended Street

Strategy: Reclaim Public Space

Function: Community Hub

Programming: Trail Connection, Bus Stop, Plaza Space, Edible Landscape, Safety Station, Integrated Stormwater Management

Investment: Medium

Lot Size: Small

Permanence: Permanent

Distribution: Many



Figure 4.11 Trail/Community Hub (Andresen, 2019)



Figure 4.12 Dead Ended Street (Andresen, 2019)



Figure 4.13 Reclaimed Public Space (Eckert, 2011)

Urban Agriculture

Conditions: Setback Building, Surface Parking Lot, Closed or Abandoned, Vacant Parcel

Strategy: Re-use for Community Resource , Specialty Fresh-Food Shop and/or Cafe/Restaurant, Training for Food Production and Greenhouse & High Tunnel Management, Urban Farm-to-Table and Farmer's Market Events

Function: Food Service

Programming: Agriculture

Investment: Medium

Lot Size: Large

Permanence: Permanent

Distribution: Some



Figure 4.14 Urban Agriculture (Andresen, 2019)



Figure 4.15 Vacant Parcel (Andresen, 2019)



Figure 4.16 Urban Agriculture (Saltmarsh, 2008)

Community Plaza

Conditions: Car-Oriented Services, Billboard, Setback Building, Surface Parking Lot, Closed or Abandoned, Vacant Parcel

Strategy: Create Major Community Space

Function: Community Gathering Space

Programming: Plaza, Shelter, Trail Connection, Safety Station, Bike Repair, Stormwater Management , Rainwater Harvesting for Water Features, Irrigation & Public Restroom Use

Investment: Large

Lot Size: Large

Permanence: Permanent

Distribution: Few



Figure 4.17 Community Plaza (Andresen, 2019)



Figure 4.18 Abandoned Car Wash (Andresen, 2019)



Figure 4.19 The Lawn on D: A successful community public space (agencylp.com, 2015)

Edible Landscape

Conditions: Surface Parking Lot, Vacant Parcel

Strategy: Temporary or Permanent Ownership

Function: Supplemental Food Resource

Programming: Agroforestry, Edible Plantings, Small Lawn, Trail Connection

Investment: Small, Medium

Lot Size: Small, Medium, Large

Permanence: Temporary or Permanent

Distribution: Many



Figure 4.20 Edible Landscape (Andresen, 2019)



Figure 4.21 Abandoned Parking Lot (Andresen, 2019)



Figure 4.22 Orchard (Unknown, 2010)

Pocket Prairie

Conditions: Surface Parking Lot, Vacant Parcel

Strategy: Seed Bomb

Function: Temporary Ownership

Programming: Annual Crops and Herbs, Transplantable Perennials, Trees and Shrubs, Rapidly Edible Trees and Shrubs, Small Lawn, Trail Connection

Investment: Small

Lot Size: Small

Permanence: Temporary

Distribution: Some



Figure 4.23 Pocket Prairie (Andresen, 2019)



Figure 4.24 Vacant Parcel (Andresen, 2019)



Figure 4.25 Small Prairie Garden (Rentarob, 2014)

Green Stormwater Infrastructure

Conditions: Car-Oriented Services, Setback Building, Surface Parking Lot, Closed or Abandoned Building, Vacant Parcel

Strategy: Infrastructure as Amenity

Function: Stormwater Management

Programming: Stormwater Infrastructure, Habitat, Education Trail Connection

Investment: Small, Medium, Large

Lot Size: Small, Medium, Large

Permanence: Permanent

Distribution: Many


Figure 4.26 Green Stormwater Infrastructure



Figure 4.27 Vacant Space (Andresen, 2019)



Figure 4.38 Stormwater Infrastructure as Amenity (USEPA, 2014)

CONCLUSIONS 05

CONCLUSIONS

Project Successes

A design framework based on typological and imageability studies provides the basis for designs that respond to the physical conditions of the site. Instead of looking at programming as the basis for designs, or types as Rossi defines them, this framework first looks at the connections, disconnections, and other physical relationships that define a site. Not to say that programming is unimportant. A substantial part of the success for Prospect South's design is its response to the needs and wants of the community living there, but the framework guided its structure. The Green Buffer would be far less meaningful to the community if it were envisioned simply as an exercise/nature trail. By designing it as a connective path that allows for the plugging in of different nodal elements it becomes more responsive to its context and allows for a multitude of possibilities, while still staying true to its basic nature.

The typological study identified Highway 71 as the defining urban artifact of Prospect South. Isolating it and studying its impact revealed it to be the greatest influence on the physical organization of the environment. The study also identified the urban elements that defined Prospect Avenue's memory and locus. These elements defined the image and experience along Prospect Avenue and by understanding their underlying structure the design was able to re-imagine them as service providing amenities for the community. The imageability study took the typological study and converted the urban artifacts and elements into legibility elements. By doing this their relationships were contextualized and grounded in what they mean for the legibility of Prospect South.

Type, in the context of both Rossi and Lynch, is flexible and adaptive to change over time. By first responding to the "architecture" of Prospect South and identifying opportunities and problems presented by Highway 71 the Prospect South Team created an integrated solution that increases the livability of the site through utility, healthful, and beautiful means. The Green Buffer and Ex-Urban Villages concepts restructure Prospect South so that the relationships of the defining physical elements support the community and create a meaningful environment that brings daily delight.

Project Limitations

As stated earlier, a large part of the success of the design for Prospect South came from its responsive programming that addressed the wants and needs of the community while also addressing issues of urban form and legibility. This project's additional analysis and community engagement complimented the methods described in this report, but there is not a guarantee that this would happen if the process were repeated for another site. Further development of the design framework could investigate a deeper community engagement phase that informs the programming of the individual design types in a community specific way.

Another limitation of this project was the lack of community legibility. In the research proposal for this report one of the stated methods was community legibility mapping, where the community would draw legibility maps based on their own experiences. This is in line with process Lynch used during his study. While the community was engaged and their feedback was integrated into the project, due to the structure and limitations of those public meetings the community legibility mapping was removed as a method. If the community legibility mapping had been completed then their maps would have been synthesized and compared to the legibility map done in this report to understand how the community perceives the identified urban artifacts and elements. This would have added another level to this report by including the community's perspective of the legibility of Prospect Avenue in a much deeper way.

Application to Other Sites

In the case of Prospect South the design framework worked well. Even without a typological study it would be hard to miss Highway 71 as the defining element. If there were a less obvious starting point, the typological and imageability study could still uncover the underlying structure of the site. Prospect Avenue and Highway 71 are linear elements allowing for a long but narrow study area with a distinct hierarchy and relationship. It would be interesting to study a different element within the city, like a district, with less obvious hierarchy, relationships, and orientation. For example, there where the major elements are intersecting instead of running parallel to one another.

The framework could also be reversed. It could be used to investigate a smaller sites or an element's relationship to important urban artifacts. The process would start by identifying what urban artifacts it relates to and how it contributes to the overall image. Then, understanding how unique or repetitive of an element it is. Is it legible as part of a fabric? Does it contrast the overall image? From there the design of the site can start to be informed by the larger context. Is it one of many nodes in park system, or is it a neighborhood park that is a singular nucleus? It could be both, but the point is you identify the type to serve as the rule for the model. Shaping the site in a way that supports the greater artifact leads to legibility for the site, the artifact, and their interrelationship. Where someone might look at typical subdivision park amenity and say "that's a nice thing to do with left-over space," they might also look at a typical Italian town's piazza and understand it as the physical and meaningful center of a community.

Future Research

The ideas on imageability and typology discussed in this report could be benefited from further research into how they might be more concisely defined. I incorporated Kevin Lynch's ideas of imageability because of the richness of his idea but also because of the structure the five types of imageability bring to an abstract idea. On the other hand, Aldo Rossi's ideas on urban artifacts and typology are far more conceptual and less structured making it harder to describe, and creating an endless loop of relationships. Future research might look into how to more precisely describe those relationships either by nailing them down in a way like Lynch did with imageability or by better describing their fluid nature.

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