

THE CITY AT NIGHT:
ACTIVATING WASHINGTON SQUARE PARK
THROUGH NIGHTTIME PROGRAMMING

by

ALYSSA AILTS BUTLER

B.S., South Dakota State University, 2009

A REPORT

submitted in partial fulfillment of the requirements for the degree

MASTER OF LANDSCAPE ARCHITECTURE

Department of Landscape Architecture, Regional and Community Planning
College of Architecture, Planning and Design

KANSAS STATE UNIVERSITY
Manhattan, Kansas

2014

Approved by:

Major Professor
Dr. Jason Brody

Copyright

ALYSSA AILTS BUTLER

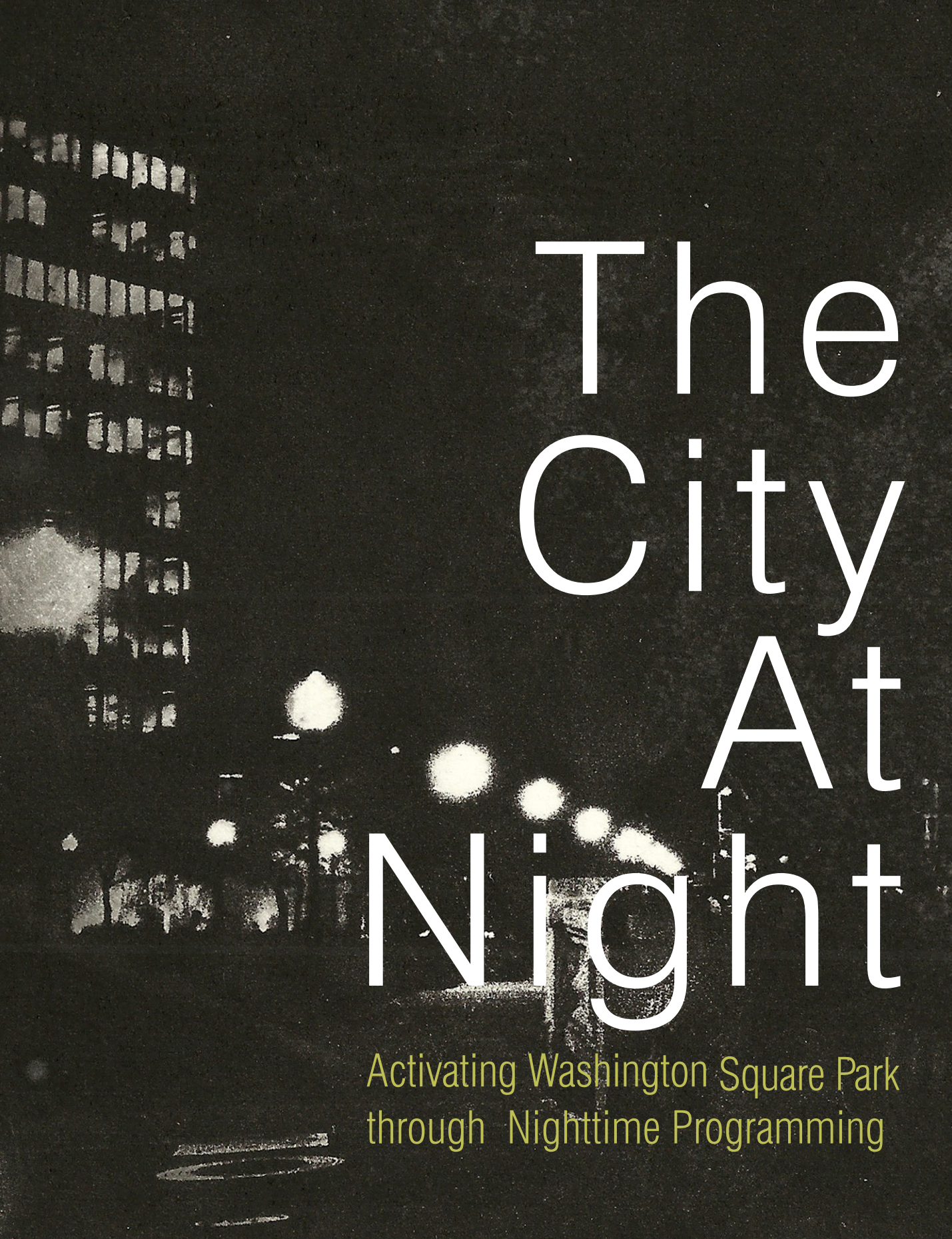
2014

Abstract

Many cities are beginning to embrace the 24-hour city concept, where people stay up later, businesses are open 24 hours a day, and nighttime economies are expanding (Bianchini, 1995). Cities can reap social, economic, and cultural benefits by extending business hours into the night, creating safe and attractive reasons for people to utilize urban public spaces during these times, and connecting these spaces both physically and culturally to surrounding districts (Roberts, 2009). Washington Square Park in Kansas City, Missouri is an underused civic space identified as a potential anchor park for the city that could become a downtown destination, both day and night (KCDC, 2012). This report focuses on the nighttime aspects of the park, making it a vibrant evening destination for downtown Kansas City that could help boost economic activity, create new social opportunities and strengthen physical, and cultural connections to surrounding districts.

Through a process of project goal finding, questioning and analysis, a set of programming strategies was developed and applied to a design for Washington Square Park that reflects the needs of stakeholders, relevant theory, and lessons learned from built precedents. Key components of a successful nighttime programming strategy for Washington Square Park include: extending business hours into the night; increasing the amount of retail, restaurant and building uses; establishing a sense of place with lighting; enhancing views; creating strong connections to surrounding areas; creating attractive amenities that extend into the night; and creating a space that is welcoming and safe with appropriate levels of lighting, activity and security.

Through this research I have found that nighttime programming for an urban civic park can be an effective way of helping to create an active downtown destination for cities, benefiting the area socially, economically and culturally. Utilizing evening programming strategies in Washington Square Park can, not only help to activate the space during more hours of the day, but also create a unique sense of place that defines the park as an urban destination both day and night. By including nighttime programming strategies into design considerations, new opportunities for economic growth and social interaction can be revealed.



The City At Night

Activating Washington Square Park
through Nighttime Programming

The City At Night

Activating Washington Square Park
through Nighttime Programming

Alyssa Butler
Masters Project + Report

Major Professor | Dr. Jason Brody
Committee Members | Anne Beamish + Blake Belanger

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

The City At Night

Activating Washington Square Park
through Nighttime Programming

Alyssa Butler | Masters Project and Report

Abstract

Many cities are beginning to embrace the 24-hour city concept, where people stay up later, businesses are open 24 hours a day, and nighttime economies are expanding (Bianchini, 1995). Cities can reap social, economic, and cultural benefits by extending business hours into the night, creating safe and attractive reasons for people to utilize urban public spaces during these times, and connecting these spaces both physically and culturally to surrounding districts (Roberts, 2009). Washington Square Park in Kansas City, Missouri is an underused civic space identified as a potential anchor park for the city that could become a downtown destination, both day and night (KCDC, 2012). This report focuses on the nighttime aspects of the park, making it a vibrant evening destination for downtown Kansas City that could help boost economic activity, create new social opportunities and strengthen physical, and cultural connections to surrounding districts.

Through a process of project goal finding, questioning and analysis, a set of programming strategies was developed and applied to a design for Washington Square Park that reflects the needs of stakeholders, relevant theory, and lessons

learned from built precedents. Key components of a successful nighttime programming strategy for Washington Square Park include: extending business hours into the night; increasing the amount of retail, restaurant and building uses; establishing a sense of place with lighting; enhancing views; creating strong connections to surrounding areas; creating attractive amenities that extend into the night; and creating a space that is welcoming and safe with appropriate levels of lighting, activity and security.

Through this research I have found that nighttime programming for an urban civic park can be an effective way of helping to create an active downtown destination for cities, benefiting the area socially, economically and culturally. Utilizing evening programming strategies in Washington Square Park can, not only help to activate the space during more hours of the day, but also create a unique sense of place that defines the park as an urban destination both day and night. By including nighttime programming strategies into design considerations, new opportunities for economic growth and social interaction can be revealed.

	Abstract	viii
	List of Figures	xi
00	Preface	xvii
	Masters Report Expectations	xviii
	Driving Forces and Personal Goals	xix
01	Introduction	1
	Dilemma + Thesis	2
	Relevance	4
	Location.....	6
02	Background	8
	Introduction	11
	Plan Review	12
	Literature Review	25
	Precedent Studies	45
	Summary of Project Goals	64
03	Methods	70
	Introduction + Overview	72
	Process	74
	Summary	76

Table of Contents

04	Mapping + Analysis	80
	Introduction	82
	Analysis: Active + Vibrant	84
	Analysis: Walkable + Connected	98
	Analysis: Authentic	106
	Analysis: Safe	114
	Programming	120
	Summary of Findings	122
05	Design	124
	Introduction + Design Intent	126
	Master Plan Concept	128
	Design Strategy: Site Scale	132
	Design Strategy: District Scale	154
	Chapter Summary	161
06	Conclusions	162
	Project Implications	164
	Limitations + Future Research	166
	Conclusions	166
	Appendices	168
	Appendix A: Glossary	170
	Appendix B: Park History	172
	Appendix C: Precedent Study Critical Dimensions	174
	Appendix D: Lit Map	175
	Appendix E: Site Photos	176
	Appendix F: KCDC Maps	182
	References	188
	Figure References	192

List of Figures

00 Preface

- Figure 0.1. Tree of Light | xvii
- Figure 0.2. Washington Square Park by Night | xx

01 Introduction

- Figure 1.1. Moonlight Silhouette | 1
- Figure 1.2. Kansas City Skyline | 4
- Figure 1.3. Large Scale Site Context | 6
- Figure 1.4. Site Boundaries | 7

02 Background

- Figure 2.1. Western Auto | 8
- Figure 2.2. Washington Monument at Night | 10
- Figure 2.3. 2012 KCDC Plan for Washington Square Park | 17
- Figure 2.4. Typical Existing 4-Lane Section | 19
- Figure 2.5 Typical Proposed 4-Lane Section | 19
- Figure 2.6 Rendering of Streetcar on Main | 19
- Figure 2.7 Section and Aerial Perspective of Grand Boulevard Vision as defined in the Grand Boulevard Plan | 21
- Figure 2.8 Synthesis of Plan Goals | 23
- Figure 2.9 Evening Lights | 24
- Figure 2.10 Night Market | 29
- Figure 2.11 Who Needs Sleep | 29
- Figure 2.12 Summer in the City | 29
- Figure 2.13. Tree of Lights | 33
- Figure 2.14 Synthesis of Literature Goals | 43
- Figure 2.15 Grand Park at Night | 44
- Figure 2.16 Grand Park, Los Angeles | 46
- Figure 2.17 Grand Park Illustrative Plan | 47
- Figure 2.18 Concert at Grand Park | 48
- Figure 2.19 Grand Park's Pink Benches | 48
- Figure 2.20 Los Angeles City Hall by Night from Grand Park | 49
- Figure 2.21 Bryant Park at Night in NYC | 50
- Figure 2.22 Bryant Park Fountain | 50
- Figure 2.23 Bryant Park Winter Village | 51
- Figure 2.24 Bryant Park Grill | 51
- Figure 2.25 Bryant Park Shops by Night | 53
- Figure 2.26 Bryant Park Lawn, New York City | 53
- Figure 2.27 Scioto Mile Park | 54
- Figure 2.28 Swings on the Scioto Mile | 55
- Figure 2.29 Movie in the Park | 55
- Figure 2.30 Fish Fountain | 56
- Figure 2.31 Fountain at Dusk | 56
- Figure 2.32 Scioto Mile Fountain | 57
- Figure 2.33 Civic Space Park Light Sculpture | 58
- Figure 2.34 Civic Space Park Light Tubes | 59
- Figure 2.35 Civic Space Park | 60
- Figure 2.36 Civic Space Park Blue Walls | 61
- Figure 2.37 Civic Space Park at Night | 61
- Figure 2.38 Precedent Summary | 63
- Figure 2.39 Project Goals | 64
- Figure 2.40 Western Auto Sign from Washington Square Park | 69

03 Methodology

Figure 3.1 Park by Night | 70

Figure 3.2 Methodology Diagram | 73

Figure 3.3 Detailed Methodology Depicting Process from Goals to Questions, to Maps to Strategies | 76

Figure 3.4 Views to WW1 Memorial | 78

04 Mapping + Analysis

Figure 4.1 Hazy Skyline | 80

Figure 4.2 Methodology Process Diagram | 83

Figure 4.3 Numerous Activity Centers in Close Proximity to Washington Square Park | 84

Figure 4.4 Activity Centers Surrounding Washington Square Park Attract over 7 million Visitors Annually | 85

Figure 4.5 Many Parade and Race Routes Begin and End at Washington Square Park | 86

Figure 4.6 Very Few Daily Events and Amenities are Open Past 6pm | 87

Figure 4.7 Residential Population is Sparse near Washington Square Park | 89

Figure 4.8 Very Few Establishments are Open Past 6:00pm Daily | 90

Figure 4.9 Businesses within the Site that are Open at Night are Limited to Restaurants, Bars, and Limited Retail | 91

Figure 4.10 High Property Values Adjacent to Washington Square Park South of Rail Lines | 92

Figure 4.11 Adjacent Property Ownership | 93

Figure 4.12 Daytime Activity Mapping | 94

Figure 4.13 Evening Activity Mapping | 95

Figure 4.14 Potential Users from Employees and Residential | 96

Figure 4.15 Transit Ridership at the Pershing and Grand Stop | 97

Figure 4.16 Transit Ridership at the Pershing and Main Stop | 97

Figure 4.17 Evening Bus Frequency | 97

Figure 4.18 Bicycle Disconnect between Park and Downtown | 98

Figure 4.19 Transit Routes Provide Adequate Connections | 99

Figure 4.20 Arterial Routes Dominant in KC | 99

Figure 4.21 Barriers adding to the Disconnect Include Topography, Infrastructure and Surface Parking | 100

Figure 4.22 Smaller Destinations between Downtown and the Park Could Reduce Perceived Walking Distances | 101

Figure 4.23 Strategy for Park Expansion and Infill | 102

Figure 4.24 Current Pedestrian Routes Have Little Connection to Surrounding Building Entrances | 103

Figure 4.25 Strategy for Infill and Parking Consolidation | 104

Figure 4.26 Evening Views Along Grand and Main Driving North | 106

Figure 4.27 Evening Views Along Grand and Main Driving South | 107

Figure 4.28 Evening Views Toward City Skyline | 108

Figure 4.29 Evening Views Toward Union Station | 109

Figure 4.30 Evening Views Toward Crown Center Plaza | 109

List of Figures

Figure 4.31 Lighting Levels within Site are Dark Compared to nearby Activity Zones | 110

Figure 4.32 Lighting Levels and Sense of Place Along Main and Grand | 111

Figure 4.33 Planned and Ongoing Projects | 113

Figure 4.34 Path Lighting Within Park | 114

Figure 4.35 Park Lighting Compared to Parking Lights | 114

Figure 4.36 Blinding Entrance Lights at Memorial Statue | 114

Figure 4.37 Park Light Fixtures | 115

Figure 4.38 Lighting Levels within the Park are Much Darker than Surrounding Streetscape and Parking Lots | 115

Figure 4.39 Transit Routes | 116

Figure 4.40 Evening Bus Frequency | 116

Figure 4.41 Activity Center Visitors | 117

Figure 4.42 Potential Users from Employees and Residential | 117

Figure 4.43 Park is Maintained by Kansas City Parks | 118

Figure 4.44 Paths are Poorly Maintained and Falling Apart | 118

Figure 4.45 Crime Rates are not High Near Washington Square Park | 119

Figure 5.6 New Buildings | 132

Figure 5.7 New Building Use | 133

Figure 5.8 Spatial Programming | 134

Figure 5.9 Programming Word Cloud | 135

Figure 5.10 Great Lawn | 136

Figure 5.11 Fountain Plaza | 137

Figure 5.12 Grand Promenade | 138

Figure 5.13 Terrace and Fountain Gardens | 139

Figure 5.14 The Grove | 140

Figure 5.15 Railway Promenade + Underpass Plaza | 141

Figure 5.18 E-W Section Through Great Lawn Looking North | 142

Figure 5.19 N-S Section Through Park Looking West | 142

Figure 5.20 Building Height Diagram | 143

Figure 5.21 Circulation | 144

Figure 5.22 Topography | 145

Figure 5.23 Views | 146

Figure 5.24 Views Opened up to Union Station and Memorial | 147

Figure 5.25 Views of Skyline Framed by New Buildings and Capped Parking Lot | 147

Figure 5.26 Views Opened up to Crown Center Plaza | 147

Figure 5.27 Views Of the Great Lawn, Looking North Toward the Skyline | 148

Figure 5.28 Lighting Levels Heat Map | 150

Figure 5.29 L'Observatoire Lighting Details | 151

Figure 5.30 Light Art Precedents Relevant to Washington Square Park | 151

Figure 5.31 Lighting Plan | 152

05 Design

Figure 5.1 Lights on the Obelisk | 124

Figure 5.2 Design Process Diagram | 126

Figure 5.3 Illustrative Master Plan | 128

Figure 5.4 Before Reference Plan | 129

Figure 5.5 View of Fountain Plaza | 130

- Figure 5.32 Infill | 154
- Figure 5.33 Connectivity and Walkability | 155
- Figure 5.34 Grand Boulevard Typical Section | 156
- Figure 5.35 Lighting Fixture and Color for Grand and Main | 157
- Figure 5.36 Lighting Fixture Style along Streetscapes and Overhead Areas | 157
- Figure 5.37 Phasing | 158
- Figure 5.38 The Grove | 160

06 Conclusions

- Figure 6.1 Lonely Main St.. Bridge | 162
- Figure 6.2 Aerial Rendering of Washington Square Park | 164

Appendices

- Figure 7.1 Fast Nights | 168
- Figure 7.2 Gate at Washington Square Park | 173
- Figure 7.3 Critical Dimensions for Analyzing Precedents | 174
- Figure 7.4 Literature Map | 175
- Figure 7.5 Daytime Site Photos | 176
- Figure 7.6 Nighttime Site Photos | 179
- Figure 7.7 Daily Workflow: Residential Demographics | 182
- Figure 7.8 Wind Speed and Direction for Kansas City | 183
- Figure 7.9 North-South Sections through Park and Downtown | 184
- Figure 7.10 View Sections From Park | 186

Acknowledgements

This project is a reflection of the support and encouragement of many wonderful individuals throughout the past three years of education at Kansas State University. I would like to thank all the faculty and staff in the Department of Landscape Architecture Regional and Community Planning who have inspired, pushed and guided me through my graduate career.

Special thanks to my major professor Jason Brody for continually pushing me to a better understanding of my project, and for the words of encouragement throughout this process.

Thank you to my committee members Anne Beamish and Blake Belanger for the extra help and support I needed to create a great final project.

Special thanks to Anne Beamish and Jon Hunt for not only helping to inspire creativity but also acting as my personal therapists from time to time. My sanity would be lost without you.

Thank you to my H.E.R.D. team: Olivia, Mitch, Ashley and Chase. You have been a great support system full of happy distractions, honesty and inspiration.

To the great friends I have made in studio, especially Wes, Adam, Diane, Kraig, Beth, Ninah, Casey and Brandon. You have filled these last few years with laughs, unforgettable conversation, and a great many Rock-a-Belly decompression sessions. Thank you for making our long days in Seaton so memorable.

Finally thank you to my parents for supporting my decision to go to graduate school and always being there with words of encouragement.



00

Preface

Masters Report Expectations

The master's project and report experience allows students to undertake an independent project which focuses on a specific area of professional interest and, in the development of that project, to demonstrate the highest level of professional competence they have achieved during their professional education.

The masters project and report is the product of two semesters of work. The first semester focuses on identifying an appropriate research topic, process and methodology for the project, and to complete the necessary research and analysis to develop a programming strategy and design in the second semester. The second semester involves the development of design solutions that respond to the process and methodology established in the first semester.

Students will push the envelope of their ability in pursuing creative solutions to their project and demonstrate strong conceptual thinking. In addition, application of scholarly methods with the intent of advancing knowledge or capability of the profession through this study is expected. Exploration of issues relevant to contemporary landscape architecture and demonstration of critical thinking on projects that are socially relevant and ecologically sensitive will be central to the project.

The products, exhibited as a series of graphics, written and oral presentations, represent the solution for the project that clearly reveals the complete design or research process used and emphasizes visual and critical thinking.

This chapter explains the driving forces of my research project and personal goals. The next chapter introduces and defines the project dilemma and thesis along with explaining project boundaries and the relevance of my project to contemporary landscape architecture.

Driving Forces

The city at night is much different than the daytime city. At night, the city is freer from social conventions, constraints and persecutions. It is a time when people can transform from their professional daytime personas and be able to enjoy the experiences and entertainment options that the city at night can offer (Bianchini, 1995). The city at night opens up possibilities for the expansion of economic and social opportunities, especially if these activities are concentrated into an active nighttime district or destination (Roberts et.al, 2009). For this project, I am focused on creating an active nighttime destination in a civic park setting, specifically, Washington Square Park in Kansas City, Missouri.

I first became interested in the nighttime aspects of urban sites and landscapes as a result of working as an intern in Denver, Colorado during the summer of 2013. While in Denver, I was able to experience the way the city came alive in certain areas at night, and how the plazas and park spaces were transformed (in both positive and negative ways) after businesses closed and the streetlights turned on. I was intrigued by the way some spaces became active nighttime destinations while others were much more threatening. During this time, I was also drawn to the way lighting and shadows played a role in the experiential qualities of a site in the evening and night. I began to experiment with how these experiences could be designed into a site as a planned element rather than a happenstance form. I have also taken

professor Beamish's World of Night studio where we devoted an entire semester to night landscapes, design, art and theory. Since taking this studio, my interest in the night and lighting design has grown and the readings and material covered in this course have contributed positively to my research.

This project is integrated into the work of our masters project group (H.E.R.D) that is creating a set of supporting resources for the redevelopment of Washington Square Park in the Crown Center district of Kansas City, Missouri. Within this group, each member is pursuing a different research topic relating to the park site. Our individual projects will be used as supporting resources for the stakeholders and design team (Coen + Partners) in charge of this development endeavor. My intent for this project is to create a resource that can help drive the programming of the site to incorporate nighttime social, cultural, and economic activity and help transform Washington Square Park into a 24-hour destination for the city. Because of the site's proximity to active downtown districts (Crossroads, Crown Center, and The Loop), this specific park site presents numerous opportunities to address night life and nighttime economies to help bolster activity in the area.

Figure 0.2 Washington Square Park by Night.

Personal Goals

- To develop a usable program and design concept for the creation of an urban nighttime destination in Washington Square Park.
- To gain an understanding of the principles of designing for a nighttime destination in a way that I can apply it to future projects.
- To create a valuable resource for the Washington Square Park design team and stakeholder groups.
- To synthesize and illustrate goals and objectives derived from existing plans and literature into a cohesive design program.
- To explore the potentials of new graphic representation techniques, especially as it relates to nighttime renderings and process diagrams.
- To create a project that will demonstrate the skills and knowledge I have gained through my years of study at K-State and undergraduate work.





01

Introduction

“At night, the city is freer from social conventions, constraints and persecutions. It is a time when people can transform from their daytime personas and be able to enjoy the experiences that only the city at night can offer.”

- *Bianchini, 1995*

Introduction

The city at night offers many unrealized economic and social opportunities. These opportunities can be capitalized by extending business hours into the night, creating safe and attractive spaces that give people a reason to stay in the city after typical office hours, and connecting these spaces both physically and culturally to surrounding districts. Washington Square Park offers a unique opportunity to explore this concept because of its location and classification as a potential anchor park for the city.

This chapter identifies the dilemma, research questions and thesis for my research project, defines the relevance of nighttime programming to contemporary landscape architecture, and defines the physical and theoretical boundaries for the project. This chapter is followed by an intensive background of existing development plans, theory on the topic of nighttime programming, and relevant precedents that can help inform programming strategies for an urban nighttime destination.

Dilemma

The site our H.E.R.D. group is focusing on is Washington Square Park in Kansas City, Missouri. This site is located in a prime location adjacent to Union Station and the Crown Center Shopping area as well as being within a few blocks of the Crossroads district downtown. The primary challenge with this site is that, because of railroad infrastructure, severe topography, and lack of street level interactions with the park, the site is cut off from the nearby active urban spaces downtown that are working toward expanding their nighttime social and economic activity.

Another major issue with the Washington Square Park area is that the site is currently surrounded by office and retail uses that close around 5:00pm. Because there are few to no evening amenities, restaurants or other evening programmed activities in the area, people that work in or visit the area during the day have no reason to linger in the park after businesses close. After work, most people flee to the suburbs or other areas of the city and the park site is left empty and lonely. Given these conditions, my primary research question for this report is:

How can nighttime programming and design help activate Washington Square Park as an urban destination and restore connections to the active downtown districts?

Thesis

There are many different approaches to designing an active urban park space; though, many of these strategies focus primarily on day-time use. The consideration of nighttime programming strategies in the design of an urban civic park can contribute to greater economic, social, and cultural opportunities for the area. Utilizing evening programming strategies can, not only help to activate the space for longer periods of time during the day, but also create a unique sense of place that defines the park as a destination that is alive, both day and night.

Key components to a successful nighttime programming strategy derived from research on stakeholder goals, relevant theory, and precedents include: extending business hours into the night; increasing the amount of retail, restaurant, and residential building uses within and near the space to promote greater use after office hours; establishing a sense of place with lighting; maintaining views of night time focal points such as the city skyline or unique building lighting; creating strong connections to surrounding areas and making sure these areas are easily accessible by car, transit, and especially by foot; creating attractive amenities and programmed activities that extend into the night such as movies on the lawn, concerts, and night markets; and creating a space that is welcoming and safe, with appropriate levels of lighting, activity, and security.

Relevance to Landscape Architecture

A primary responsibility of landscape architects is the protection of public health, safety and welfare. Currently, Washington Square Park is underutilized at night, not only because of the extreme disconnect with downtown but also because of safety concerns. This project begins to identify why people may not be using the site during evening hours and what could be done with programming and lighting strategies to increase the sense of safety within Washington Square Park at night and encourage more activity.

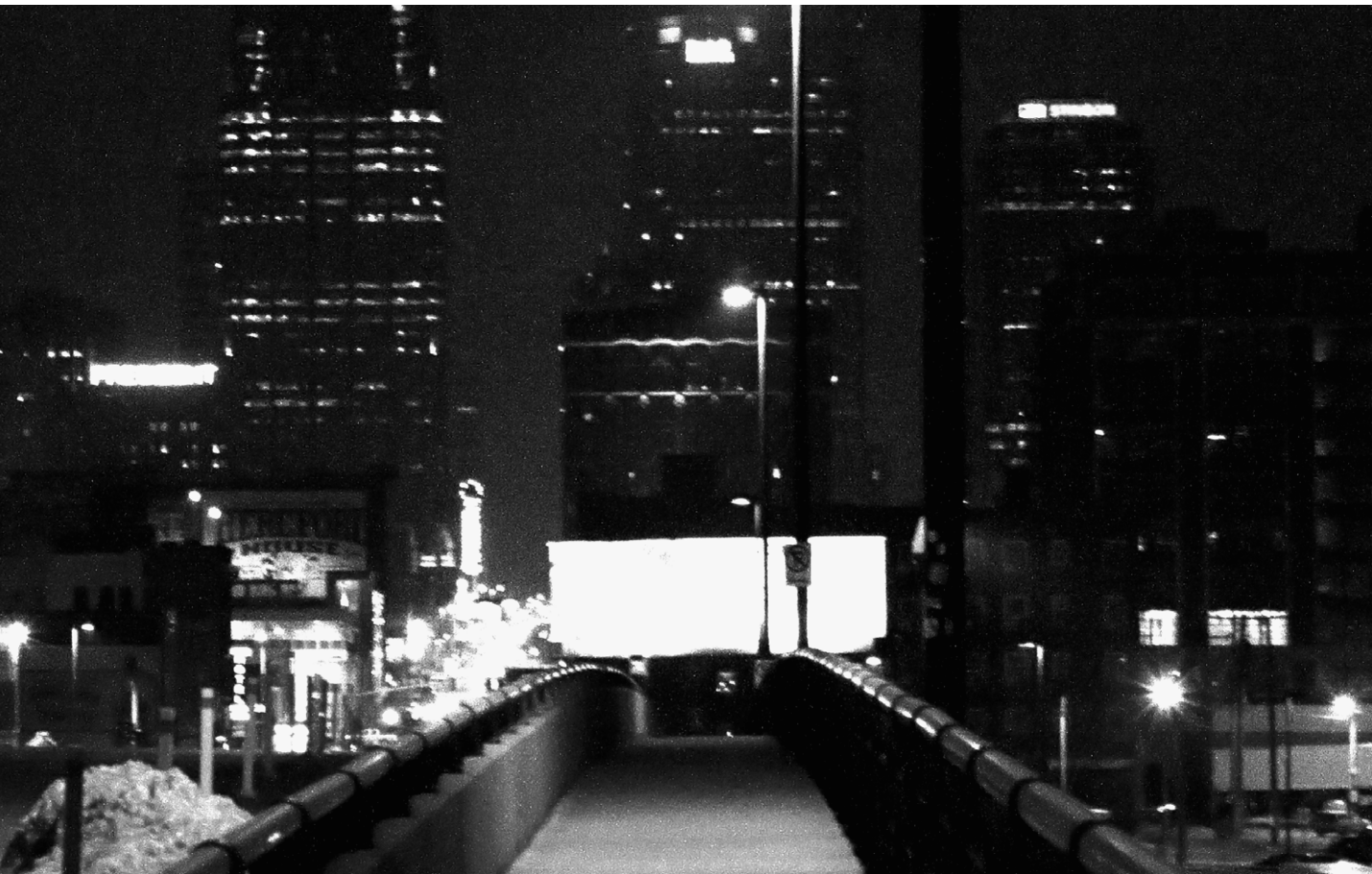
Also of relevance is the trend for cities to move toward becoming 24-hour cities where people are staying up later, businesses are open later or 24 hours a day, and the development of nighttime economies is becoming more common (Bianchini, 1995). This project focuses on bringing more activity to the park and surrounding areas at night, increasing the opportunity for 24-hour or late-night businesses to develop and bring in more revenue for the area.



Because this project is part of a larger development plan for downtown Kansas City and other plans for this area have been developed, it is important that this project also operates within the context of the larger picture for Kansas City. As stated previously, this project is meant to act as a resource for the design team involved in the redevelopment of Washington Square Park. It has been my intent throughout this research and design process to identify the goals of these existing plans and always make sure that what is being produced will be beneficial

to the design team. Nighttime aspects of a site are largely ignored in many design projects other than considerations for path and street lighting. Because I will be looking at this topic area in depth, I will be providing a resource that the design team will most likely not have time to address in house.

Figure 1.2 Kansas City Skyline.



Project Boundaries | Location

Washington Square Park consists of 4.74 acres of land located in downtown Kansas City, Missouri. The park is bounded by Main Street on the west, Grand Street on the east, Pershing Road and Crown Center on the south, and a large depressed parking lot owned by Union Station to the north (City of Kansas City, 2013). For this project, I am defining my site boundaries in a way that will allow for connection opportunities and expansion of the park area and programming into adjacent spaces. Therefore, the geographic boundaries for this project extend to include the Crown Center

shopping area and plazas, the northeast corner of Penn Valley Park, Union Station, the city block directly adjacent to Washington Square Park on the east, the depressed parking lot, rail right-of-way and city block directly north of the park, as well as the right-of-way (R.O.W) areas along Grand Boulevard and Main Street extending north into the Crossroads district (see Figure 1.4). This extension of project boundaries allows me to utilize adjacent spaces and streetscapes in a way that can contribute positively to activating Washington Square Park at night. Because the ground-level uses of



these adjacent properties will have a strong influence on how the park is or is not used in the evening. It is important that these properties are included in the new programming strategy.

This research focuses primarily on nighttime programming and design as it applies to activating and connecting urban spaces. For this project I am using the working definition of nighttime programming as adapted from Lynch and Hack (1984): "The design program represents the purposes and specifications for site improvement. It explains the objectives of the project and limits the task." For nighttime programming, this definition is the same but applied to the design of a site for nighttime use. For the purposes of this project, "night" is defined as any time after normal business hours. In the case of Washington Square Park, these hours tend to be from 5:00pm until 5:00am. However, when speaking of nighttime programming for this site, it does not imply that programming needs to extend through this entire time-period, it simply exists some time during this period (typically the first half of the night). Though the day time activities and programming would most likely be of equal or greater importance in creating an active urban space and should be thought of concurrently, focusing only on the nighttime aspects allows me to narrow my area of research and gain greater depth and understanding of the subject area.

Figure 1.3 (Left) Large Scale Site Context.

Figure 1.4 Site Boundaries





02

Background



To continue normal
city life into and
through the night is
to expand economic,
social, and cultural
opportunities and to
take full advantage of a
once feared and lonely
time of the day.

- *Roberts et. al, 2009*



VALLEY FORGE

Plan Review

Introduction

Using nighttime programming and design as a way to activate and connect urban space in Washington Square Park is a unique concept requiring an understanding of the city's goals, theoretical literature, and precedents that provide insight into successful strategies for design. A review of influential plans for the park and city provides insight into the city and stakeholder's goals for the park project. A review of literature provides foundational knowledge on concepts of night-programming, safety, and civic park programming. Finally, a series of precedent studies conducted on sites noted for being successful nighttime park spaces provides useful insight into successful design and planning strategies that can be applied to Washington Square Park. From each of these three background sections, goals are identified to be used in the development of a programming strategy for Washington Square Park.

Current Influential Plans

Kansas City has developed a number of plans and initiatives for development that are specifically relevant to the Washington Square Park site. Two of the most relevant documents include the Greater Downtown Area Plan (GDAP) and the current Request for Qualifications/ Proposals (RFQ/P) created for the Washington Square Park redevelopment project. Other important plans include Kansas City Design Center's (KCDC) plan for Washington Square Park, the Downtown Streetcar Plan, and Making Grand "Grand." The following sections briefly summarize each of these plans and identify the key goals from each plan. The goals are categorized based upon the GDAP's qualities of an ideal downtown neighborhood and are then combined with goals from a theory-based topical literature review and precedent studies to serve as a framework for the development of a design program for Washington Square Park (Figure 2.39).

Figure 2.2 Washington Monument at Night.

Greater Downtown Area Plan

The Greater Downtown Area Plan (GDAP) is a guide for future development, redevelopment, and public investment within the greater downtown area of Kansas City, Missouri. This plan is a highly relevant source for the development of a programming framework because it defines the goals of the city and other large scale stakeholders for the site. It is a plan that is derived from previous FOCUS and Sasaki plans, and is a more focused and implementable version of these two plans (City of Kansas City, Missouri, 2011).

The overarching vision for the GDAP is “A focus on connecting neighborhoods to create a strong urban community, flourishing with diversity, fostering business, maintaining historic neighborhood identities, and sustaining a safe, vibrant, and healthy Greater Downtown Area for current and future generations.” The plan identifies qualities of an ideal downtown neighborhood as: urban, thriving, sustainable, livable, vibrant, walkable, authentic, safe and connected. Qualities that are most applicable to my specific research project at Washington Square Park include: vibrant, walkable, authentic, safe, and connected (City of Kansas City, Missouri, 2011).

A vibrant downtown space is one with an active and lively 24-hr environment with a diverse array of events, attractive public spaces and opportunities for social interaction (City of Kansas City, Missouri, 2011). In terms of night planning and programming it is therefore essential to include a diverse array of activities and events to help activate a space at night and to cater to different user groups.

A walkable downtown should have abundant transportation alternatives, direct routes, continuous sidewalks, and public spaces designed to encourage pedestrian activity. In order for people to want to visit a site, especially at night, their transportation options need to be convenient and safe (City of Kansas City, Missouri, 2011). This quality addresses the need to connect spaces via transit and walkable routes, and relates to the disconnect dilemma between downtown and Washington Square Park.

The character of an authentic downtown space should reflect the culture and history of downtown neighborhoods and should not include forced elements that are non-urban or artificial (City of Kansas City, Missouri, 2011). This quality suggests

that the design for Washington Square Park should reflect the character and history of Kansas City.

A safe downtown neighborhood should make visitors and residents feel safe during the day or night. This is characterized by a dense, active environment with many “eyes on the street.” The concept of safety and “eyes on the street” is extremely important to the development of an active nighttime space. This concept is based on the assumption that perceived safety in a space at night is increased when there are more people keeping an eye on the street. These people can be neighbors, business owners, or simply people using the space temporarily. The more people that could possibly identify threats and assist in preventing crime, the greater the perceived sense of safety is for site visitors (City of Kansas City, Missouri, 2011). This topic is discussed in more detail in the literature review.

Finally, a connected downtown neighborhood provides visual and physical connections between neighborhoods and districts (City of Kansas City, Missouri, 2011). This is closely

related to the concept of walkability, but also implies a broader connection to neighborhoods further away from the park site boundaries.

“When the urban environment has a high level of connectivity and spatial definition, people will be naturally drawn to it. Until then, the strategy for increasing the vibrancy of downtown spaces involves programming spaces to attract people and increasing the amount of amenities for people in the public realm. Focusing development around activity centers and parks is a good way to build on downtown's strengths and create momentum” (City of Kansas City, Missouri, 2011).

Because the GDAP is such an influential document in guiding development in downtown Kansas City, it is important that any new project or programming goals also relate back to the GDAP goals. All project and programming goals for this project are organized according to the GDAP's qualities of an ideal downtown neighborhood. A summary of the goals derived from the GDAP above is outlined in Figure 2.8.

Washington Square Park Request for Qualifications / Proposals

The Request for Qualifications/Proposals (RFQ/P) contains a detailed description of Washington Square Park and the services required of the hired consultant for the development project. The RFQ/P acts as a reference to what the city and stakeholders want from this project and gives a more detailed background of the site, its history, and the scope of services.

This document also defines the involvement of stakeholders and consultants including our masters group (H.E.R.D). Though the stakeholders involved in this process are still relatively undefined, the general organization is as follows. This RFQ/P was initiated by the Kansas City Downtown Council, funded by PIAC (Public Improvements Advisory Committee), and is now being administered by the Parks and Recreation Department. Parks and Recreation put together a request for proposals in order to hire a design consultant for the redevelopment of Washington Square Park. The design consultant, Coen + Partners, was selected in November. In this document, Kansas City Design Center (KCDC) is identified as a university consultant to the selected design team. The H.E.R.D. master's project group as well as a second master's group from

Kansas State University will act as a sub-consultant under KCDC (City of Kansas City, Missouri, 2013).

Included in the RFQ/P is a copy of the Grand Boulevard streetscape plan which offers detailed planning and design guidelines for making Grand Boulevard complete, green and livable. Within the document the city addresses the desire to turn the park into a vibrant civic gathering space that is connected with the surrounding districts and communities. This aligns directly to my research aims of a nighttime programming strategy being developed alongside the daytime programming developed by the hired consultant.

Key goals from this document include the development of a civic hub, reinforcing the park and boulevard system, complementing existing plans for the area, providing for multiple user types and uses and the connection to multi-modal transport. Transforming Washington Square Park into a gathering place and civic hub that serves the adjacent area as well as the broader community aligns with the GDAP's goals of a vibrant downtown. Along with this, a vibrant space should be one that welcomes all ages and

abilities of people for everyday use and special events. Complementing existing plans for Grand Boulevard, Washington Square Park, Main Street, and the greater downtown area provides a stronger base and frame of reference for a design that responds to the needs of the city, stakeholders, and user groups. Many of these existing plans speak primarily to transportation options; therefore, new plans need to connect to multi-modal transit as well as reinforce the relationship with the existing park and boulevard system. A summary of the goals derived from the RFQ/P is outlined in Figure 2.8.

Kansas City Design Center's Plan for Washington Square Park

The KCDC Plan identifies Washington Square Park as an anchor park in their comprehensive vision plan for green and civic spaces in greater downtown Kansas City. "Anchor Parks are iconic parks which have permanence and embody the identity of Kansas City" (KCDC, 2012). Their design proposal visualizes Washington Square Park as an iconic, multi-purpose destination space. The plan is based upon in-depth research of the area and existing development plans. Because this plan embodies the goals of the GDAP, the RFQ, and my own research goals, much of the work that KCDC has completed on this project (including critical maps, diagrams, and analysis) has helped to inform design decisions for a civic park that supports nighttime activity.

Key goals derived from this plan include: creating a multi-purpose urban node that is programmed for a variety of events, creating a transportation hub, taking advantage of city views, strengthening physical and visual connections to downtown, and reconnecting Crown Center to other downtown districts. As mentioned in other existing plans, a key goal for this park is to program the space to allow for a variety of uses, events and activities. This goal aligns with vibrancy

goals of the GDAP. Along with utilizing streetcar and rail transportation options, the KCDC plan addresses increasing walkability by taking advantage of bike sharing programs that will help to create a truly multi-modal transit hub catering to all types of potential user groups. Washington Square Park has extraordinary views of the downtown skyline. By taking advantage of these views and addressing connectivity barriers, the park can become visually as well as physically reconnected to the downtown Crossroads and Loop areas. A summary of the goals derived from the KCDC Plan above is outlined in Figure 2.8.



Figure 2.3 2012 KCDC Plan for Washington Square Park (KCDC, 2012).

Downtown Streetcar Plan

The Downtown Streetcar Plan identifies proposed transit routes for the new streetcar system along with supporting design guidelines. This transit system runs through my proposed site boundaries along Main Street and has a proposed stop at Washington Square Park. The plan influences how people access the site and helps to create better connections to downtown Kansas City; giving more people access to Washington Square Park (City of Kansas City, 2012).

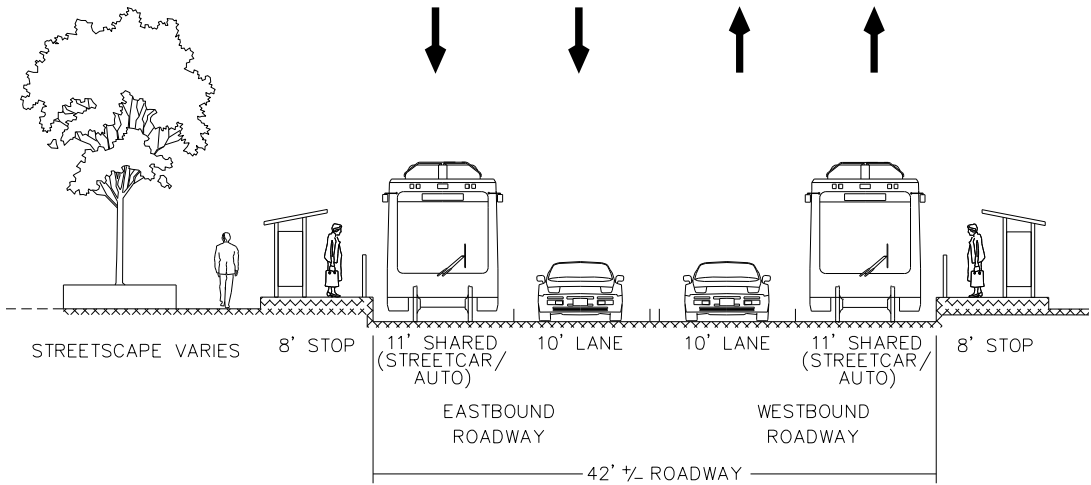
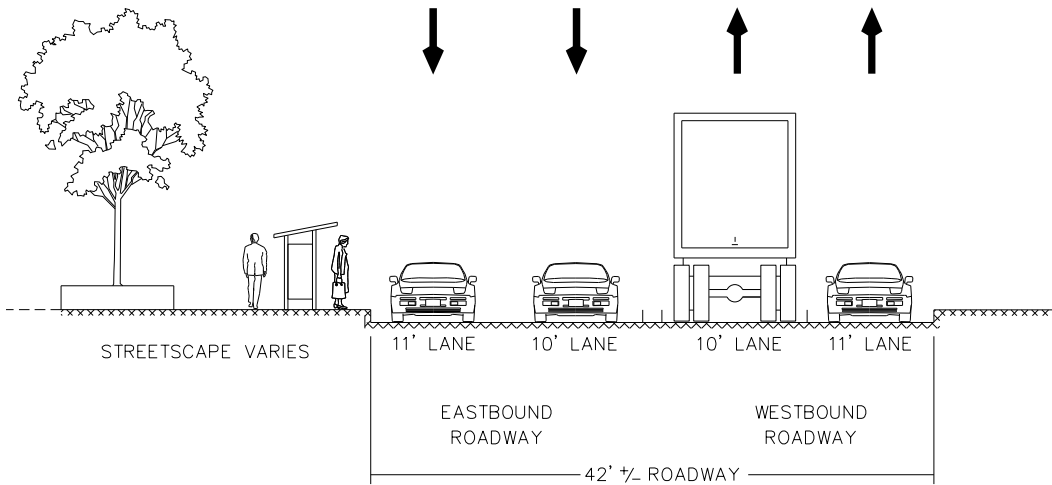
Key goals derived from this plan include: increasing connectivity through downtown, creating a catalyst for continued economic development, improving the pedestrian environment and accessibility, and reducing surface parking and auto dependence downtown. A trend in all of the identified plans is a desire to increase connectivity downtown which is a major dilemma for Washington Square Park. The Streetcar Plan in particular emphasizes a need for the creation of a north-south connection from the River Market area, through the Central Business District and the Crossroads Arts District to the Union Station/Crown Center Area. Along with connectivity and transit, this plan focuses on reducing auto dependency and

increasing the walkability of downtown, making it more convenient and acceptable to walk or use transit options to access downtown spaces and amenities. Finally, the Streetcar Plan addresses the desire to use the streetcar as a catalyst for continued economic development. For the Washington Square Park project this goal can be continued further to include the park acting as a catalyst for surrounding development. A summary of goals derived from the Downtown Streetcar Plan is outlined in figure 2.8.

Figure 2.4 (Top) Typical Existing 4-Lane Section (Nextrail KC, 2014).

Figure 2.5 (Middle) Typical Proposed 4-Lane Section (Nextrail KC, 2014).

Figure 2.6 Rendering of Streetcar on Main (Nextrail KC, 2014).



Making Grand “Grand”

Using the GDAP as the basis for a catalyst project, this plan involves creating an iconic downtown corridor to connect the River Market, Downtown Loop, Crossroads, and Crown Center districts. This plan identifies key goals for creating a Complete Street and discusses design guidelines and principles for implementation (City of Kansas City, Missouri, 2013). This plan was important in informing streetscape design and programming for Grand Boulevard within my site boundaries. Because my project boundaries extend along Grand Boulevard and Main Street through the Crossroads District, it was important to consider the design strategy already in place for this corridor.

Key goals derived from the Grand Boulevard Plan include: creating a healthy mixed-use corridor that stimulates investment, adding parks and greenspace along Grand Boulevard, incorporating complete streets concepts, improving the pedestrian experience, incorporating Kansas City vernacular style, and complementing existing plans for Main Street and Downtown (City of Kansas City, Missouri, 2013). Adding to previous plans' goals of creating a vibrant downtown by incorporating a variety of

uses, this plan focuses on the mix of uses as a whole along Grand Boulevard that can begin to stimulate investment in retail and housing. This goal can be extended to include Washington Square Park along with Main Street and Grand Boulevard. Walkability can also be increased along these two boulevards by adding parks and greenspace along the routes to create smaller destinations along the larger route. This will shorten the perceived distance along the two streets and help to increase walkability downtown. The Grand Boulevard Plan is the first plan to identify the Complete Streets concept to improve multi-modal transit options and circulation. This concept helps to encourage multi-modal transit as well as improve the aesthetics of the streetscape, thus opening up possibilities to encourage more investment along the corridor and into Washington Square Park. In aligning with the GDAP's goal of authenticity, the Grand Boulevard Plan identifies the need to incorporate Kansas City vernacular in order to create a space that feels unique but still fits with the visual aesthetic of downtown Kansas City. A summary of the goals derived from the Grand Boulevard Plan above is outlined in figure 2.8.

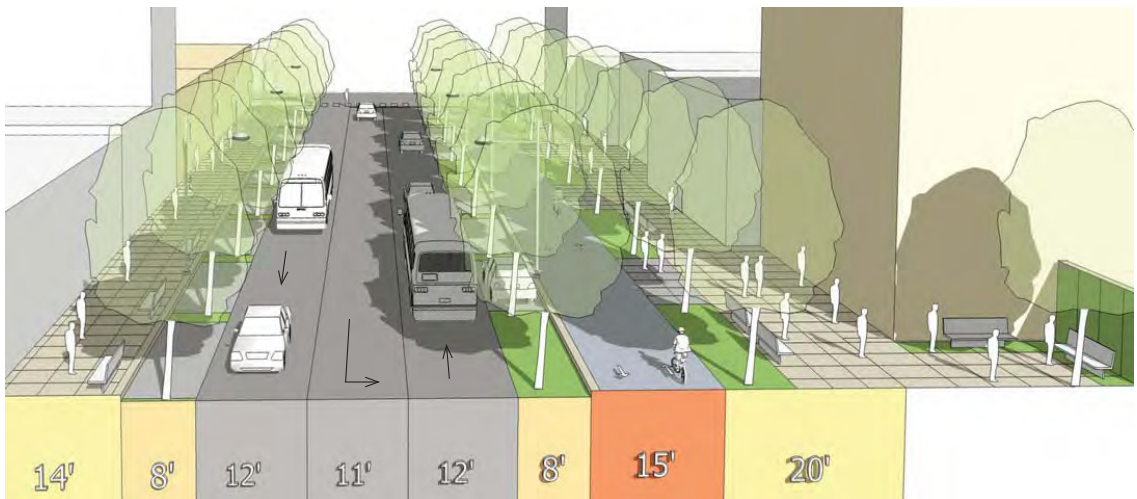


Figure 2.7 Section and Aerial Perspective of Grand Boulevard Vision as defined in the Grand Boulevard Plan (City of Kansas City, MO, 2011).

Synthesis of Plan Goals

After analyzing each plan for relevant goals and objectives, many similarities were identified between the plan goals. Similar themes were identified that called for creating a diverse array of events, attractive public spaces and opportunities for social interaction. These spaces need to appeal to multiple user groups and allow for a variety of uses within the space. The first logical step in creating an active space seems to be attracting people to use the space, so by providing a variety of social, economic and cultural opportunities for a wide range of user types, the park is likely to appeal to a larger population. Because the perceived safety in a space at night is increased when there are more people keeping an eye on the street, the attraction and presence of more site users will help to increase the safety of the site during evening hours (City of Kansas City, Missouri, 2011). With added use and activity, the park site can then act as a catalyst for surrounding development, helping to solidify the park as an urban node.

Walkability is another important component in all the analyzed plans. In order for a site to become an active destination, day or night, it needs to be easily accessible by multiple forms of transit. Utilizing not only streetcars but, bus, train, biking and transportation by

foot, the park site becomes accessible to a broader range of potential users. The concept of Complete Streets is a method of designing a streetscape in a way that can successfully manage all types of transit safely and efficiently (City of Kansas City, Missouri, 2013). Utilizing these concepts will help to improve the pedestrian experience downtown, both day and night. The improved aesthetics and safety of this system will make accessing the park site more attractive and increase the perceived safety of pedestrian and transit routes.

Creating an authentic space that reflects the character of Kansas City is an important element in all the analyzed plans as well. Taking advantage of city views, using Kansas City vernacular style, and complementing existing plans proposed for the area will help to ensure the design responds to the character of the area and to the needs of the city, stakeholders, and potential user groups. A summary of the synthesized goals derived from the existing plans is outlined in figure 2.8. These goals will be combined with goals derived from the topical literature review and precedent studies to develop a final set of project goals for the nighttime programming of Washington Square Park.

Goals		Sections from which goals were derived				
Objectives		GDAP	RFQ/P	KCDC Plan	Downtown Streetcar	Making Grand "Grand"
Vibrant	Create a diverse array of events, attractive public spaces and opportunities for social interaction between multiple cultural and social user groups.	●	●	●		
	Create a catalyst for economic development that stimulates investment in retail and housing.				●	●
	Create a civic hub and gathering space serving adjacent areas that integrates neighborhood services with living, working, shopping, eating, cafes, and night life.	●	●			
Walkable	Incorporate Complete Streets Concepts and abundant and convenient transportation options to enrich the pedestrian experience.	●	●			●
	Reduce surface parking and auto dependence downtown.				●	
	Create a transportation hub that takes advantage of the streetcar plan, Union Station, and Bike Sharing Programs and allows more user groups to access the park.			●		
	Create public spaces and connected routes designed to promote walkability.	●			●	
	Mitigate barriers by improving rail and street crossings.	●				
	Create routes with destinations that are within a reasonable walking distance.	●				
	Create additional parks and greenspace along Grand Boulevard Corridor.					●
	Incorporate Kansas City vernacular that reflects the culture and history of downtown.	●				●
Authentic	Take advantage of city views.			●		
	Complement existing plans that were based upon the needs of stakeholders and users.		●			●
	Increase surveillance with more "eyes on the street."	●				
Safe						
	Create and strengthen visual and physical connections between downtown districts and between programmed spaces.	●		●	●	

Figure 2.8 Synthesis of Plan Goals



Literature Review

Introduction

The night is constantly referred to as one of the great frontiers to be conquered (Melbin, 1978). It is a temporal space that historically has been claimed by fear and darkness (Roberts et.al, 2009). However, with new technologies in lighting and security, the night now offers new opportunities to use the city 24 hours a day. To continue normal city life into and through the night is to expand economic, social, and cultural opportunities and to take full advantage of a once feared and lonely time of the day (Armengaud et.al, 2009; Roberts et.al, 2009).

The previous section identified goals for the Washington Square Park development project based upon existing local and regional plans. These plans are useful for identifying the needs of the stakeholders and user groups, but further research is needed to address the nighttime aspects of the project as well as relevant theory on urban parks and destinations. This section identifies key topics that

need to be discussed to develop a successful nighttime programming strategy for Washington Square Park. Literature corresponding to each topic is synthesized and additional project goals are derived from this literature.

In order to determine if nighttime programming and design can help activate Washington Square Park as an urban destination and restore connections to the active downtown districts, a number of other topics relating to nighttime programming, night economies, and urban parks need to be discussed. In this review of literature, I am particularly addressing the benefits, drawbacks, opportunities and constraints of creating an urban nighttime destination. I address potential hindrances the development of a 24-hr city such as safety and fear, and also look at the topic of urban civic parks and how they have typically been used, both day and night.

Figure 2.9 Evening Lights.

Night Economies and Programming

Nighttime programming and the 24-hour city are two of the most important topics used to help answer my research questions. Theories and principles of nighttime economies and programming help guide precedent analysis, help define a framework for the development of a feasible design program, and guide design decisions for an active nighttime civic park destination. Within this section I outline the 24-hour city concept, its evolution, benefits and drawbacks, and hindrances to the creation of the 24-hour city. Opportunities and constraints for the application of the 24-hour city concept in Kansas City are then discussed and key goals applicable to Washington Square Park are identified.

The 24-Hour City

The 24-hour city concept is becoming more common in today's society because of increased incomes, leisure time and the abundance of shift work occupations. This concept involves businesses staying open later, or 24 hours a day, and people being out in the city later because of work or leisure activities. An increase in urban activity, social opportunities and economic activity are all major benefits of this trend that align

directly with research goals of creating an active urban destination for Kansas City at night (Roberts, 2009).

Evolution of the 24-hour City

Globalization, new forms of work, lighting and the expansion of new forms of leisure have all contributed to the most recent extension of the late night city. The idea of the nighttime city is changing from an exclusionary culture dominated by drinking and club scenes. "This means that alternative scenarios for town center evening life once again become a real possibility" (Roberts et.al, 2009). If the city at night used to be about the local and anonymous meeting up or purely about pleasure, now it is a place for business, networking and the sharing of social capital. Illumination of the night allowed for new possibilities and opportunities that did not previously exist. Late night culture began with street lights and outdoor festivals and has now grown to a wide range of entertainments and services (Thomas and Bromley, 2000).

New technology, new forms of leisure and changing patterns of activity and household structure have shaped our current late night cities and will continue

to evolve as these factors change. The late night city is a place that enables a new, everyday use of space. "It is a place where the everyday and mundane can occur side by side with the spectacular and adventurous" (Roberts et.al, 2009). What this really means is that the night workers exist alongside and support the more adventurous opportunities of the night. One cannot exist without the other. Therefore, when planning the nighttime city, one must consider both the everyday activities of the working world at night as well as the more exciting activities that can be programmed into a space (Roberts et.al, 2009).

Hindrances

Over the past 30 years, development that had previously been concentrated in city centers has been moving to the suburbs and contributing to urban sprawl. This decentralization of office, retail and leisure functions has added to the "5pm flight" in city centers and is one of the largest factors in the decline of the significance in the downtown city center at night. The 5pm flight refers to the end of the 'business day' when most city establishments close and people leave the city center for the day (Thomas and Bromley, 2000).

Suburbanization has also added to the loss of population in the downtown areas. Suburbanization has taken much of the higher income population out of the city center and into a suburban neighborhood that contains competing retail malls and outlet stores. This "removes the spending power of the [city center's] immediate market and the attraction of the central city for affluent suburbanites." (Thomas and Bromley, 2000, p3) Along with the decrease in spending power, population loss also adds to a decrease in security and an increase in fear at night with fewer "eyes on the street" in the evening.

Temporal gaps exist between various functions in the city. There tends to be a segregation of activities where daytime functions include retail and business, and nighttime functions tend to include smaller concentrations of entertainment and cultural facilities such as bars and night clubs. Studies also reveal a socio-temporal division of activities in the city center between evening and nighttime. The early evening activities of late night shopping, theater, restaurants and movies are most often patronized by older and wealthier visitors who tend to come to the city center with moderate frequency. The later evening and nighttime activities

associated with bars and night clubs attract mostly a younger crowd who visit the city center more regularly. Because of this, the nighttime economy tends to contain mostly exclusionary cultural areas focused on the younger population, which turns off potential users of other age or social groups. This, in turn, poses a significant obstacle for the expansion of the market to include a wider social spectrum of visitors at night (Thomas and Bromley, 2000).

The 5pm flight, decentralization, loss of population, suburbanization, fragmentation of uses, temporal separation of activities, fear of the city at night, exclusionary cultural characteristics, lack of diverse nighttime activities and amenities, lack of street level interactions and poor public transit at night all create hindrances to the creation of a 24-hour city (Thomas and Bromley, 2000; Bianchini, 1995).

Opportunities

The 24-hour city concept; however, does offer opportunities for revitalizing nighttime economies. General strategies involve extending the activity period and social mix of city users by offering a wide range of evening and nighttime functions and providing a safer city center with an image

more likely to attract investment. Extending the business day and integrating it with an expanded nighttime economy would help to keep people in the city center later and increase perceived safety by having more eyes on the street. Along with this, an increase in residential population downtown would provide a more immediate market for emerging social and economic activities as well as create a type of informal surveillance for these areas. A wider range of evening and late night activities will help to bridge temporal gaps; more surveillance will help improve perceived safety; and promotional initiatives to help re-image the nighttime city in a more favorable light will help draw investment and visitors. Revitalization has largely been dependent on the attraction of commercial development and research suggests this investment could be increased by using public-private partnerships in the development of active urban spaces at night (Thomas and Bromley, 2000; Bianchini, 1995).



Key Goals

Though most of the identified hindrances to the 24-hour city are applicable to Kansas City and could pose limitations for design, a consideration of the strategies for revitalizing nighttime economies identified in this section will help inform a viable solution for the programming and design of an active nighttime destination in Washington Square Park. Key project goals derived from the topical literature review on nighttime programming and the 24-hour city are summarized in figure 2.14.



Figure 2.10 (Top) Night Market
(Photo courtesy of Flickr user Colin Campbell).

Figure 2.11 (Middle) Who Needs Sleep
(Photo courtesy of Flickr user Eric).

Figure 2.12 (Middle) Summer in the City
(Photo courtesy of Flickr user Cathy).



Safety and Fear

Fear and the perception of safety can become a major deterrent in bringing people out in the city at night (Jacobs, 1961). This topic is important for developing a nighttime programming strategy because, as mentioned above, the perception of fear or safety in spaces is a primary reason for the space's use or lack of use at night along with the lack of things to do. Within this section I discuss what promotes fear in an urban space, the concept of "eyes on the street" promoting a perception of safety, and finally, lighting and techniques of crime prevention through environmental design (CPTED). Key goals are then identified from this literature that are applicable to the development of a nighttime programming strategy in Washington Square Park.

What are People Afraid of?

Fear becomes an issue for the revitalization of an urban space at night. It reduces the number of people visiting the city in the evening and increases the loss of "eyes on the street." Because of this, most nighttime visitors don't venture beyond the self-contained retail complexes, indoor walkways and brightly lit promenades. Most fears of the city at

night involve threats of being robbed, fear for personal safety, or fear for the safety of their cars (Thomas and Bromley, 2000).

Physical characteristics of city spaces at night that create a sense of fear for visitors include: dark parking lots or parking garages, dark, lonely transit stops, low lighting levels, lonely stairwells, separation of parking lots from trip destination points via lonely walkways, low presence of security staff, and areas of concealment that offer little room for escape such as alleyways or linear corridors. At night there can always be a fear of what's around the next corner, so the reduction these situations would be a necessary design consideration for reducing fear of city spaces at night (Thomas and Bromley, 2000).

"Eyes on the Street"

The concept of "eyes on the street" is a major factor in determining the safety of a street or urban space. The more people that are present in an area, the safer a place feels, thus attracting more users to the site. As Jacobs notes in her book *The Death and Life of Great American Cities* (1961): "The sight of people attracts people." This is an significant concept to note when designing for a nighttime

destination because in order for people to be attracted to and feel safe in a site at night, there needs to be a critical mass of people already using it (Jacobs, 1961).

The “eyes” on the street also need a reason to watch the street. A substantial quantity of store and public spaces placed along the sidewalks provide a reason for people to look out onto the street and observe the comings and goings of people in the space. Businesses and public spaces that are used in the evening and night must be among these, especially in order to increase pedestrian traffic and, therefore, increase the attractiveness of the area to other people. Stores, bars and restaurants give a legitimate reason for people to be out on the street and people are not expected to be up to no good when these establishments are nearby. Also, storekeepers are normally good at trying to keep the peace and are a good set of eyes on the street (Jacobs, 1961; Bianchini, 1995).

Lighting and CPTED

Lighting and concepts of crime prevention through environmental design (CPTED) are strategies that some authors

have noted for their effects on reducing the perception of fear at night and reducing crime. The idea of lighting as a means of crime reduction is argued for its actual effectiveness in a number of different literature sources. Some sources suggest that lighting reduces crime because criminals are not able to carry out their crimes under cover of darkness and they are more likely to be identified. In the early years of lighting technology it was suggested that each addition of a street light was the crime fighting equivalent of a police officer (Gardner, 1994; Schivelbusch, 2005; Schlor, 1998). Other research suggests that there is no real evidence to prove that more lighting will decrease crime. In fact, it has been suggested that lighting actually makes it easier for crime to occur because the malefactor can see what they are doing and are less likely to be suspected of suspicious activity if they are working in daylight or in a brightly lit area (Mizon, 2002). The take-away then, for my study is that the perceptions of fear and safety in visitors are usually just that, perceptions. These perceptions or feelings are not always associated with actual occurrences of crime (Schlor, 1998). It is therefore our job as designers to alleviate the perception of fear by creating a

welcoming and “safe” space and not necessarily use lighting to stop crime.

The quality of lighting is also an important aspect to creating a comfortable and safe environment. More lighting does not always equal a better or safer space. A harshly lit plaza can be just as intimidating as a dark pathway. Glaringly bright, unshielded lights are uncomfortable to sit under and create unattractive, harsh shadows. This can cause the space to be used less than a space that contains softer, diffused light. This lack of use adds to the perception of fear with less “eyes on the street” providing a sort of informal surveillance (Mizon, 2002). For Washington Square Park, it will be important to provide more “quality” lighting to increase the perception of safety and create a more welcoming environment at night.

CPTED is defined as: “the proper design and effective use of the built environment that can lead to a reduction in the fear and incidence of crime and an improvement in the quality of life... The goal of CPTED is to reduce opportunities for crime that may be inherent in the design of structures or in the design of neighborhood” (Eckblom, 2011). Principles of this concept will help in identifying

design solutions that can increase the perception of safety in an urban park environment.

Major principles of CPTED that could apply to urban public space, such as Washington Square Park, include: surveillance, image, and activity support. Surveillance is related to the concept of “eyes on the street.” “It concerns how design and technology can help people acting as crime preventers to see or hear suspicious people or criminal behavior and take some appropriate action” (Eckblom, 2011. p2). Image deals with the appearance of the place; not only aesthetically, but also relating to social stigma that can either have a positive or negative effect on the perception of safety. If a place is well maintained and appears to be an attractive and well-used space, then the perception of safety is increased. Activity support “concerns the beneficial effect of having significant numbers of people in, or passing through a particular space, who are doing routine, honest activities like shopping or dining” (Eckblom, 2011). The idea behind this is that the presence and behavior of these people will deny offenders some opportunities to commit a crime.

Key Goals

Though fear can be a major hindrance to the creation of a nighttime destination, consideration of the strategies for increasing the perception of safety at night identified in this section will help inform a viable solution for the programming and design of an active nighttime destination in Washington Square Park. Key project goals derived from the topical literature review on the perception of fear and safety are summarized in figure 2.14.



Figure 2.13 Tree of Lights

Civic Parks and Programming

Identifying the purpose of a civic park in an urban environment is the first step to developing a programming strategy for Washington Square Park. By understanding how urban parks are used, programmed, and deemed successful or unsuccessful during the day and night, I am able to develop a program that will satisfy the needs of user groups and be successful in creating an active nighttime destination for downtown Kansas City. Within this section I discuss what makes a park a destination (day or night), how urban parks have typically been handled at night, and typical programming and design considerations for urban civic parks. Key goals are then identified from this literature that are applicable to the development of a nighttime programming strategy in Washington Square Park.

“Reclaiming the Night”

In reviewing literature for this topic, one particular source stood out as most relevant to my research because of its focus on the nighttime usage and programming of urban parks. In the 1994 book entitled *Reclaiming the Night: nighttime use, lighting and safety in Britain's parks* by Carl Gardner and

Jonathan Speirs, the authors describe the history of urban parks at night, suggest ways that park use may be extended after dark and the benefits of doing so, address safety issues raised by greater nighttime use, and discuss the enormous potential of high quality artificial lighting and skilled lighting design as a way of enhancing the usability, safety and aesthetic appearance of parks and open spaces at night (Gardner and Speirs, 1994). This piece of literature is critical to the development of my design program because it is the only literature source I have been able to identify that speaks specifically to nighttime programming in urban parks.

Gardner and Speirs identify parks within heavily populated urban areas as prime candidates for evening use. Because the Washington Square Park site is situated in downtown Kansas City and has potential connections to other active districts and neighborhoods, the source justifies that nighttime programming strategies could be applicable to the Washington Square Park site.

In order for a nighttime park to be effective, designers need to create a successful lighting strategy, maximize

user attraction, comfort, and safety, and enhance the contribution that these park areas make to the overall urban environment (Gardner and Speirs, 1994). The authors also identify potential nighttime uses of parks to include: evening sports activity (for all types of sports), extended dining opportunities, general entertainment events and performances, and passive or leisure activity.

Along with each of these nighttime uses, lighting strategies are suggested to enhance the sense of place and to provide for the function of these spaces at night. Lighting should be designed to maximize attractiveness and impact. Pedestrian routes should be safe and easy to navigate. Floodlighting and large fluorescent lamps should be avoided and indirect lighting from building facades or trees should be utilized whenever possible. The authors also recommend allowing some spaces to be left darker to create a more passive ambiance in certain areas (Gardner and Speirs, 1994). In terms of park circulation, the main entrance and most used pathways should be brightly lit to announce themselves and create a sense of place. “Half the battle for increased park use at night is about making people aware that the park is actually open, and

this welcoming, reassuring entrance is where you can get into it” (Gardner and Speirs, 1994). Main through routes should be visibly lit to reassure visitors that they can make their way through the park in lit conditions. Areas next to the main walking paths should be void of large areas of darkness, such as areas of thick shrubbery alongside them. Finally, the park should emphasize destination points with lighting that can be seen from a distance so that people feel they have a reason for walking there (Gardner and Speirs, 1994).

Designing for Different User Groups

Types of urban park space and proper access to these spaces have a large effect on how or if the park is used. Survey research has shown that the majority of park users want to come by foot, but will only do so if the destination is within a 3-5 minute walk from their home or workplace (Thompson, 2002). “The people who perhaps have most need for access to public parks and the opportunity for sociability in a safe, outdoor setting will always be those who are least freely mobile (through age, economic status, lack of private transport, etc.)—children, older people, disabled people, the unemployed—and

so there will always be a demand for good access to appropriate, local open spaces" (Thompson, 2002). For Washington Square Park, access is currently a large issue. The disconnect with downtown and the lack of residential and street level interactions with the park create a barrier that discourages use. Along with the new transit connections, the park design needs to address access issues for all user groups.

This same research has also analyzed people's preferences for "pathways" and "stay places" and has discovered that the non-spatial qualities of a landscape are just as important as spatial qualities. Pathway spaces are many times preferred over "stay places" such as plazas or park space. This is most likely because, on these path spaces, there are more opportunities to engage with other people and the environment such as in shops, cafes or shady seating areas along boulevards. Literature suggests there is a need for 'loose fit' landscapes, which are often "undesignated" spaces that allow opportunities for a variety of functions, as well as those spaces that are precisely planned. These "undesignated" spaces often serve people's needs in ways that many designed spaces cannot. Research has shown that, not only for adults but also

children, 'loose fit' places can provide healthy places for escape, especially among people with troubled childhoods (Thompson, 2002).

Public space; therefore, should be designed as an outdoor room, or rooms, for the neighborhood where people can relax and enjoy urban experiences. It should provide a range of different activities from eating to entertainment and sports or civic functions. It should also always contain places for walking or sitting where there can be better opportunities for social interaction (Thompson, 2002).

New technology can also increase and enhance the use of public open space. Though it has been suggested that the increase in "virtual" communications has transcended the need for real social interaction, new evidence suggests that e-mail and cell phone technology can actually increase park use. These functions allow the use of urban public space to be organized very quickly with low costs. People no longer need to go out into the streets or seek out newspapers to find or organize upcoming events. These activities can now be organized much quicker with online or

cell-phone communications and people can be more confident that they will find what they want, where they want, when they get there (Thompson, 2002). This concept could provide options for Washington Square Park to gain support and interest in the park project through social media or networking events.

Types of Activities in Urban Spaces

In the book *Life Between Buildings*, author Jan Gehl identifies three types of outdoor activities that take place in urban public space: necessary, optional, and social activities. Necessary activities include those which the person(s) involved are generally required to participate. These include activities such as going to work, shopping, or running errands and usually include a great deal of walking.

Optional activities include those that are participated in if time allows and there is a desire to do so. These include taking a walk, sunbathing, or just soaking in the afternoon air. Optional activities are very much dependent on exterior conditions such as weather or the quality of the space. "When outdoor spaces are of poor quality, only strictly necessary activities occur. When outdoor activities

are of high quality, necessary activities still occur, but a wide range of optional activities will also occur because place and situation now invite people to stop, sit, eat, play, and so on" (Gehl, 2011).

Social activities are those that depend on the presence of others in public spaces. "Social activities occur spontaneously as a direct consequence of people moving about and being in the same spaces. This implies the social activities are indirectly supported whenever necessary and optional activities are given better conditions in public spaces" (Gehl, 2011). This concept keys into Jane Jacobs discussion of how people and their activities attract other people to a space, and how many activities begin in the vicinity of events that are already in progress (Jacobs, 1961). Therefore, for Washington Square Park, it is necessary to create high quality and diverse outdoor spaces to encourage optional and social activities within the park.

Physical Characteristics of Good Public Open Space

The physical characteristics of public open space have a large effect on how the space will be used or not used. A well-used public space should include many different seating options for people to observe urban activity, have a strong pedestrian focus, create a strong street level connection with the public space, be safe, and offer protection from weather conditions (Gehl, 2011).

The “eyes on the street” concept related to safety and site use begins with creating reasons for people to watch the street and provide an informal type of surveillance in the form of people watching. These street watchers need comfortable places to sit and view the activities of the space. Benches should offer a good view of surrounding activities. Popular zones for sitting or staying are usually found on the edges of space (the transitional zones between spaces or along building facades). These edge locations provide the best opportunities for observing the rest of the space, many times because the person's back is protected. Niches in walls, stairs, along tree rows or columns etc.,

can provide a good vantage point for observing a space (Gehl, 2011).

The dimensions of a public space can have a strong effect on perceived comfort levels. “Spatial dimensions of around 82 ft. are immediately comfortable and well dimensioned in a social context. Spaces dimensioned greater than 360 ft. are seldom found in good city spaces” (Gehl, 2011). For Washington Square Park, it will be important to create numerous seating opportunities in areas that allow for social interaction as well as casual observation of urban activity. Sight lines are important as well, not only from the seating area, but also from outside the space looking in. If people do not see a space, they will not use it (Gehl, 2011).

Walkability and the creation of pedestrian friendly zones promote increased use and social interaction within an urban public space. Cities with long distances between functions and car dominated places make it impossible for people to walk to their destinations because of fast speeds, large barriers and intersections, and extreme distances. Car free zones, in general, almost always attract more pedestrians and thus more people.

The usual radius for people to walk to a destination is 1,300-1,600 ft. per trip; however, the perceived acceptability of walking distance can vary based upon the street length and the quality of the route. Winding or slightly interrupted streets make pedestrian movement more interesting and allow the route to appear shorter (Gehl, 2011). For the Washington Square Park project, pedestrian routes along Main and Grand should be designed to promote more interesting pedestrian movement. This can help to increase the walkability of routes from the downtown Crossroads district to Washington Square Park.

Street level connections between buildings and public open space are also of great importance for an active and connected public space. Gehl recommends that large passive buildings such as banks should be avoided on city streets when possible. If that is not possible, these large passive buildings should be pushed back and more street level, smaller sized buildings and businesses should be along the street. The placement of buildings and the orientation of entrances in relation to pedestrian routes and public open space are important in establishing connections

between areas. In general, the number of street level entrances to buildings should be increased to create a stronger connection to the adjacent public space (Gehl,2011).

Visual accessibility is key for programmed events and functions in urban spaces and the maximum distance for seeing events is approximately 230-330 ft. (Gehl, 2011). Therefore, keeping all functions relatively on the same plane will further help to reinforce spatial connections between building and open space functions. Layered path networks such as underground networks or skywalks should also be avoided as they separate users from the urban public space and hinder social interaction (Gehl, 2011). The skywalks that surround Washington Square Park currently add to the disconnect between pedestrian routes and park space. In order to create a stronger connection between surrounding buildings these skywalks should be eliminated or reduced and stronger street-level connections should be made between adjacent businesses and the park.

Key Goals from Civic Parks and Programming

Public space should be designed as a series of outdoor rooms for the neighborhood where people can relax and enjoy urban experiences. It should provide a range of different activities from eating to entertainment and sports or civic functions. It should also always contain places for walking or sitting where there can be better opportunities for social interaction (Thompson, 2002). A well-used public space should include many different seating options for people to observe urban activity. It should have a strong pedestrian focus, create strong street level connections with public space, be safe, and offer protection from weather conditions (Gehl, 1987). In order for a nighttime park to be effective, designers need to create a successful lighting strategy, maximize user attraction, comfort and safety, and enhance the contribution that these park areas make to the overall urban environment by increasing social, economic and cultural opportunities for the area.

Identifying the purpose of a civic park in an urban environment is the first step to developing a programming strategy for Washington Square Park. By

understanding how urban parks are used, programmed, and deemed successful or unsuccessful during the day and night, I can develop a program that will satisfy the needs of user groups and be successful in creating an active nighttime destination for downtown Kansas City. Key project goals derived from the topical literature review on urban parks and programming are summarized in Figure 2.14.

Synthesis of Literature Goals

After analyzing each literature topic for relevant goals and objectives, many similarities were identified such as: designing a space that caters to multiple cultural and social user groups, offering a wide range of evening and nighttime amenities, extending business hours into the evening, creating numerous seating areas and high quality spaces that encourage social interaction, increasing residential populations, and creating destination spaces within the park at night. By creating a diverse array of spaces and amenities for a wide variety of user groups, the park can be used by a greater number of people during different time periods and seasons and thus become a more attractive and active public space. The extension of business hours into the evening, increasing residential populations and programming spaces based on time as well as activity will create more opportunities for people to enjoy the site in the evening and night hours. Together these goals can work to create a vibrant downtown space in Washington Square Park.

Walkability, authenticity and connectivity are important components in terms of creating an urban park destination at night. In order for a site to become an

active destination, day or night, it needs to be easily accessible to a variety of user groups. Pedestrian walkability is of primary importance in the urban park setting because most park users prefer to access a site by foot (Gehl, 2011). Therefore, routes need to be easy to navigate, both within and to the park. Perceived walking distances should also be decreased by creating more interesting, varied routes.

The idea of connectivity between downtown and Washington Square Park is one of the primary issues addressed in this project; however, there also needs to be a strong connection between the park and adjacent buildings and neighborhoods. To do this, street level connections need to be created between buildings and adjacent open space and building entrances should align with pedestrian routes and open space locations. The existing skywalks connecting Crown Center and Union Station to the park do just the opposite, by keeping pedestrians away from the street level. Therefore, these structures should be removed and more direct connections should be made between the surrounding areas. Strengthening visual connections to downtown and the surrounding areas will help connect the

park to the greater downtown areas and to Kansas City as a whole. Along with creating a strong connection and identifying with the character of Kansas City and downtown, the park needs to establish itself as a destination and create a unique sense of place within the greater downtown area.

Safety is an important element identified in all the reviewed literature. The concept of “eyes on the street” is a reoccurring theme dealing with perceived safety and use. It is a type of informal surveillance created by people using a space and attracting more users to the site. In order to attract more site users and passive street watchers at night, there needs to be quality lighting and a reduction of dark and lonely stretches of space. There also needs to be legitimate reasons for people to occupy the space such as retail, public spaces, restaurants, bars, and housing. Finally, the circulation within these spaces needs to be logical and well lit to add to the perceived sense of safety. A summary of the synthesized goals derived from the literature review is outlined in figure 2.14. These goals will be combined with goals derived from the existing plans and precedent studies to develop a synthesized set of project goals for the nighttime programming of Washington Square Park.

Figure 2.14 Synthesis of Literature Goals

Goals

Objectives

Vibrant	Create a diverse array of events, attractive public spaces and opportunities for social interaction between multiple cultural and social user groups.	●	●	●
	Utilize both programmed and loose fit spaces.			●
	Create numerous fixed and movable seating opportunities in areas that allow for social interaction and casual observation of urban activity.			●
	Increase residential populations.	●		
	Extend business hours in the new nighttime hub areas to keep people in the site after 5pm.	●		
	Offer a wide range of evening and nighttime activities and amenities.	●	●	●
	Provide a greater amount of dining opportunities in the park as a way of re-animating parks at night.			●
Authentic Walkable	Encourage multiple types of active and passive recreation opportunities and spaces for entertainment events and performances at night			●
	Create a transportation hub that takes advantage of the streetcar plan, Union Station, and Bike Sharing Programs and allows more user groups to access the park.			●
Safe	Pedestrian routes should be easy to navigate.			●
	Create an entrance to the site and a lighting strategy that enhances the sense of place and provides for the function of spaces at night.			●
	Illuminate main routes through the space and create a logical circulation plan for illuminated routes.			●
	Increase the amount of "quality" lighting in more spaces.		●	
Connected	Reduce instances of dark parking lots and stairwells, confined spaces, lonely transit stops, and separation of parking lots from trip destination points via lonely walkways.		●	
	Increase surveillance with more "eyes on the street."	●	●	
	Utilize principles of CPTED to increase visitor perceptions of safety.		●	
	Create and strengthen visual and physical connections between downtown districts and between programmed spaces.			●
	Increase street level connections between buildings and adjacent urban open space.			●
	Relate building entrances to pedestrian routes and open space locations.			●
	Remove skywalks.			●



Precedent Studies

Introduction

Along with the literature and plan reviews, a series of precedent studies has been completed to identify additional goals for the development of Washington Square Park. An analysis of relevant precedents can offer possible insight to my dilemmas, identify solutions that do and do not work, identify contextual requirements for a successful nighttime park destination, and begin to determine possible opportunities and limitations for the concept of nighttime programming in a civic park setting.

I chose to look at four different precedents for this project. The selection criteria for choosing these precedents include sites that are: destinations at night, located in an urban environment, and are in a park setting. Using these criteria, I was able to develop a list of approximately 12 relevant precedents to analyze for this study. A further narrowing was done based upon the relevance of the sites, the quality and availability of source information, and projects that are noted for their specific successes in nighttime programming or activity.

The parks that were selected for the precedent analysis include: Civic Space Park in Phoenix, Arizona, the Scioto Mile in Columbus, Ohio, Bryant Park in New York, New York, and Grand Park in Los Angeles, California. These precedent sites are analyzed based on an adapted version of Mark Francis' "A Case Study Methodology for Landscape Architecture" (2001). Each precedent is described in response to a set of critical dimensions or questions including: context information, project dilemma, project goals, program, design, use, management, successes and failures (related to evening and nighttime programming), and lessons learned (See Appendix C page 174). Relevant findings are summarized into a matrix format for easy comparison between the precedents (See Figure 2.38). Results from this precedent study are then added to the set of goals for Washington Square Park that was developed through the review of plans and literature (See figure 2.39).

Figure 2.15 Grand Park at Night
(Photo Courtesy of Flickr user Flickr user victoriabernal).

Grand Park, Los Angeles, California

Context: Grand Park is a 12 acre park located in downtown Los Angeles, California between City Hall and the LA Music Center. It is defined by two busy streets (Grand Ave. and Spring Street) on the east and west ends, and by civic and municipal buildings on the long north and south perimeter. The park is located in close proximity to major freeways and public transit hubs and was designed by Rios Clementi Hale Studios as a part of the Grand Avenue Redevelopment Project, opening July of 2012 (Dunlop, 2013).

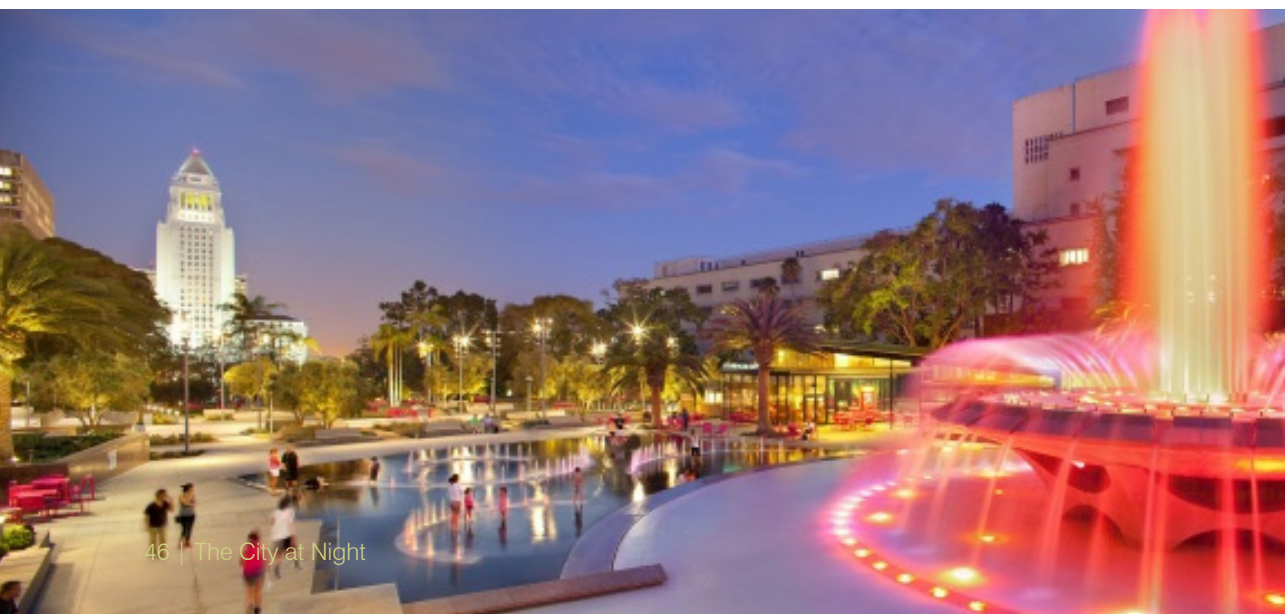
Dilemma: The original Grand Park site had major connectivity and access issues that contributed to a lack of use. The park was nearly invisible to anyone who wasn't looking out of the window of adjacent office buildings. From the Music Hall there was no way to access the park because people simply couldn't cross the busy street. If people did manage to get there, they still had to navigate around huge entrance ramps to underground parking garages. Part of the original park was a large asphalt parking lot that was taken over as a homeless encampment. Also, the Arthur J. Will Memorial Fountain, an

LA landmark that exists in the park, was hidden from view by a parking structure (Dunlop, 2013).

Project Goals: Primary goals for this project were to establish physical and visual connections between the park and surrounding area. The designers also wanted to attract a wide range of user groups, catering to LA's extremely diverse population (Dunlop, 2013).

Program: Grand Park was designed to encourage flexible uses. It is not overly designed in the sense that every space has a designated function. The programmed elements consist of a series of formal courts and plazas, performance and event lawns, picnic areas with shade structures, a multi-use marketplace, a plaza around the landmark fountain, Starbucks and restrooms, underground parking, an off leash dog space, and a pedestrian loop along with other path systems. This strategy was developed to support not only use by the general public, but also the people working in the civic and municipal buildings that surround the park (Dunlop, 2013).

Figure 2.16 Grand Park, Los Angeles (Photo Courtesy of Jim Simmons. Copyright jimsimmonsphotography.com, all rights reserved).



Design: The concept for Grand Park was designed to pay homage to the civic values and needs of the 21st century. However, the design is also very much rooted in the idea of the public garden that dates back two centuries. It is designed to encourage and celebrate diversity. The design includes an expanded stairway entrance along Grand Ave and the fountain which creates memorable views into the space and a unique entry experience. The area around the historic fountain was expanded to create a more interactive splash pad water feature and plaza. At night, this fountain and plaza area is the site of a beautiful light show which can be seen from the street and most of the park. This lighting element becomes a major draw for people using the site at night. Near this plaza, a Starbucks and shaded picnic area is placed within the park to provide visitors with a place to get a drink or snack and to sit out and watch the park events. There are also several performance lawns and gathering areas where concerts, speakers, or movies are shown in the evening and the entire park is wired to host a variety of events or activities (Dunlop, 2013).

In terms of access, the park is almost entirely porous and can be accessed from nearly any point around the perimeter. However, the park does close after 10pm most nights and is fenced off during these times. Grand Park is designed to have more than one way through it, and the experience entering the park from the west is much different than the experience of entering from the east. Though parking downtown is very expensive, including the lot below the park, there is a metro stop in the middle of the park to provide access to more user groups. Along with the concept of celebrating diversity, the planting scheme is designed as a botanical garden, including plants from all over the world and symbolizing the diversity of the people of LA. To increase opportunities for social and cultural activity, the placement and design of site furnishings was also a unique gesture. All the bright pink furnishings are movable and designed to encourage people to make their own seating areas. This is a change from typical park furnishings that are bolted down; however, at Grand Park, not a single chair has been stolen since its

Figure 2.17 Grand Park Illustrative Plan (Los Angeles Grand Avenue Authority).



opening. Along with the chairs there is also a long communal dining table meant as a statement of inclusiveness to encourage social interaction (Dunlop, 2013).

Use: During the day, the Grand Park is used as a gathering space, a place to relax, or to sit and eat lunch under a tree. It is a place for people to exercise, gather for events, or just walk through and enjoy a relief from the city. There is also a weekly farmers market. At night, use is concentrated between early evening and 10pm when the park closes. During this time, movies are often shown on the wall of an adjacent municipal building. There are regularly scheduled events such as concerts, election viewing events, and major holiday events. The 4th of July celebration at Grand Park attracts over 12,000 people to the park at night. There are holiday lighting events, art displays and light exhibits, and City Hall is beautifully lit at night where it can be viewed from the park. There is also a concentration of food trucks that set up at the park during the day and evening (Los Angeles Grand Avenue Authority, 2013).

Figure 2.18 Concert at Grand Park
(Photo Courtesy of Bryan Sides)



Users of Grand Park are as diverse as the people who live in LA. There are a variety of different cultures and age groups represented in the park on a daily basis, and through reading online comments from users about the park (such as on yelp), it is obvious that people highly value the park for its comfortable atmosphere and diversity of events and entertainment options (Los Angeles Grand Avenue Authority, 2013).

Management: Security measures are most likely a contributor to park use in the evening in Grand Park. The park is monitored 24 hours a day by security staff and camera technology. There is a security guard for each of the four blocks of the park on duty 24 hours a day, and a fifth who walks around the whole park (Dunlop, 2013).

Successes or Failures: Grand Park has succeeded in various attempts to activate the park at night; however, there are some limiting design qualities. The unique lighting features and exhibits especially around the fountain create a destination space within the park at

Figure 2.19 Grand Park Pink Benches
(Photo Courtesy of Flickr user Kent Kanouse)



night that is well-lit and inviting. Also, the events and activities that occur at night such as movies, concerts, and art exhibits are very successful in promoting evening park activity. Events such as food trucks and markets are a great way of bringing people together during the day, but it would be even better if it were expanded into the evening hours as well.

Some criticisms of the park that are limiting for nighttime use include the fencing and closure of the park after 10pm. This closure may help promote a perception of safety in the park and keep unwanted activities from occurring at night; however, this also limits the use of the park to only 4 or 5 hours into the evening. Other criticisms include a lack of food options (other than Starbucks) and high parking costs (Schneider, 2013).

Lessons Learned: Grand Park is a great example of an underutilized space that was transformed into an active destination. Key takeaways from this project that could be useful in designs for Washington Square Park include: utilizing a creative lighting scheme, not

only for safety, but also for creating destinations within the park; programming a diverse array of evening and nighttime events; providing more food and dining opportunities within the park to create reasons for people to linger in the park after normal office hours; lower the cost of parking where possible and provide more transportation options; maximize connections to surrounding areas and buildings; utilize design to celebrate diversity and to create options for social interaction.

Grand Park is a relevant reference for nighttime design and programming because it caters to and provides access to diverse populations of user groups. It allows users to create their own spaces within the park by manipulating furnishings and taking advantage of built elements. The park hosts a number of large and small scale evening events that provide reasons for people to linger in the parks later. Finally, the security, management and lighting strategies help promote a feeling of security and create an attractive atmosphere at night.

Figure 2.20 Los Angeles City Hall by Night from Grand Park (Photo courtesy of Gaetano Castaldo)



Bryant Park, New York City, New York

Context: Bryant Park is a 9.5 acre park located in Midtown Manhattan, New York City. It is defined by 5th and 6th Avenues on the east and west, and by 40th and 42nd Streets on the south and north respectively. The New York Public Library is located within the park, and forms the park's functional eastern boundary. Along with the library building (and the archives structure that the park is built atop of) surrounding uses include dense office, business and residential functions. Using William Whyte's previous research on design's influence on human behavior, OLIN designed the current Bryant Park site for the city of New York and the Bryant Park Corporation and construction was completed in April of 1992 (ASLA, 2010).

Dilemma: Bryant Park has undergone numerous changes over the past 100 years; however, the most recent restoration was the greatest success. Previous design had raised the park level above the street because of library stacks beneath it. It was conceived as an urban sanctuary, however, this design created isolation and invited crime. Along with the elevation difference, tall hedges,

constricted entrances and iron fencing blocked physical and visual access and separated the park from the surrounding areas. The park became a haven for drug dealers and other negative activities (ASLA, 2010).

Project Goals: Based on William Whyte's report on Bryant Park, the main goal for the Bryant Park restoration project was to make the park more accessible, both physically and visually, and to increase desirable attendance by all types of people at all hours and seasons (Landscape Urbanism, 2013). The design was intended to "transform the park into a safe and vibrant urban nexus" (ASLA, 2010). Goals of the Bryant Park Restoration Corporation echoed the goals of trying to increase park attendance, while also exploring how to create revenue (Bryantpark.org). The ongoing mission statement of the Bryant Park Corporation is:

"To create a rich and dynamic visual, cultural and intellectual outdoor experience for New Yorkers and visitors alike; to enhance the real estate values of its neighbors by continuously improving

Figure 2.21 Bryant Park at Night in NYC.
(Photo courtesy of Andrius)

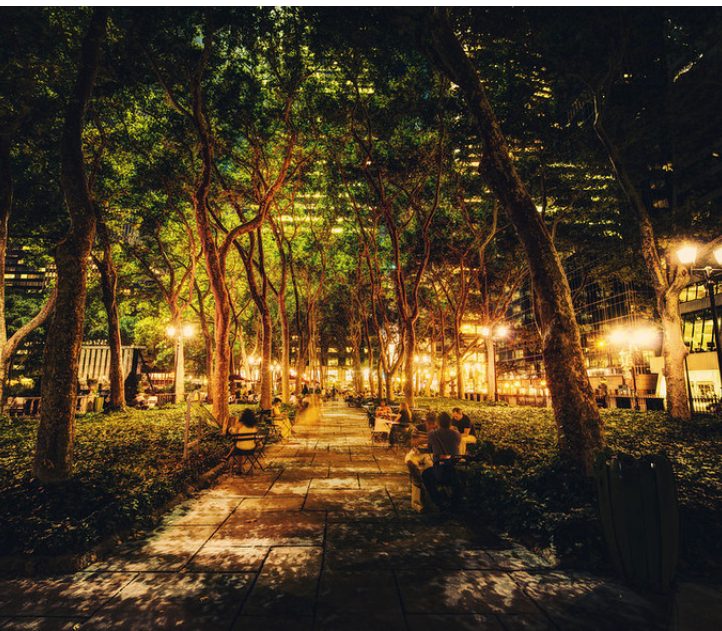
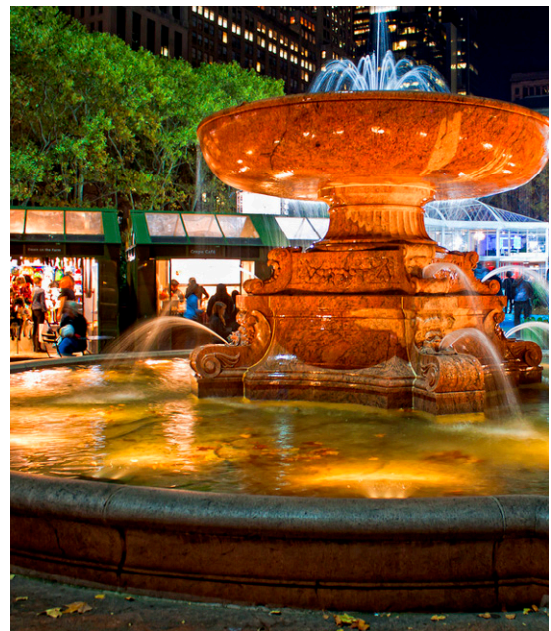


Figure 2.22 Bryant Park Fountain.
(Photo courtesy of Flickr user Gary Burke).



the park; to burnish the park's status as a prime NYC tourist destination by presenting a meticulously maintained venue for free entertainment events; and to help prevent crime and disorder in the park by attracting thousands of patrons, at all hours, thus fostering a safe environment" (Bryantpark.org).

Program: In order to address project goals, programming for Bryant Park was based upon providing more entrances and access to the park, allowing free circulation, and providing concessions, public restrooms, and numerous entertainment activities and events. The small urban park contains a vast amount of programmed spaces including: two restaurants, food kiosks, a reading room, ping pong and other board and lawn games, memorial monuments and fountains, plazas and seating areas, shops, a carousel, putting green, large open lawn, and movable furniture. Bryant Park has been referred to at times as an over programmed space. With its large variety of activities, passive and actively programmed spaces, numerous events and restaurants, there is always something to do within the park (Bryantpark.org).

Figure 2.23 Bryant Park Winter Village.
(Photo retrieved from about.com)



Design: The design of the park included small and large changes that yielded significant results. Entrances, ramps, stairs and pavements were added or modified to configure free circulation. Hedges and iron fencing were removed to promote visual and physical access from adjacent sidewalks and reduce possible hiding places. In their place, low perennial borders and evergreens were added where visitors could still see and enjoy them, but they didn't provide an access barrier. The overall site is designed to promote visual and physical access to the site; therefore, visible activity areas are placed around the perimeter of the park and more programmed activity is located in the center. The perimeter is surrounded by allees of London Plane trees with a central lawn and a series of plazas and seating areas around the perimeter. The symmetrical design emulates the French style, the style in which Bryant Park was originally based on. The design also includes concessions and restaurants to allow people to linger in the space during lunch and evening dining hours. Kiosks, games, an open air reading room, a carousel, plazas and

Figure 2.24 Bryant Park Grill.
(Photo courtesy of Flickr user Ted Eytan)



seating areas are all arranged around this perimeter, and the large central lawn hosts numerous day and evening events. Another important design element is the movable seating that allows visitors to create or manipulate their own seating areas (Bryantpark.org).

The lighting design also reflects the French formal style and an original lantern was designed for the park to add to the sense of place. The lighting was designed to be a pure white as opposed to the yellow glow from the surrounding street lamps. This created a special “precinct” and contributed to park safety and neighborhood renewal (Francis. 2001). The park is completely wired to cater to a variety of large and small events and there is even free Wi-Fi.

Use: Bryant Park is a landmark for the city that draws thousands of visitors every day. Since its redesign, a diverse group of residents, office workers, and tourists flock to the space. After its reopening in 1992, the New York Times was cited in saying “Where once the park was the home of derelicts, drug dealers and drug users, it is now awash with office workers, shoppers, strollers, and readers from the New York Public Library next door.” Though the park does close at night (between 10:00pm and Midnight depending on the season), many of the programmed spaces are open into the evening hours. The restaurants, shops, carousel, food kiosks, and other activities operate well into the night, and the park is constantly programmed with nighttime events such as movies, concerts, festivals, dinners on the lawn, trivia nights, fashion shows and other events. The park is a place where people can sit and watch urban life, take a stroll through the park, participate in the provided games or other activities, read a book, go ice skating in the winter,

or eat and drink at one of the restaurants and open air patios within the park (Bryantpark.org).

Management: Bryant Park is managed privately by the Bryant Park Corporation, a non-profit organization. This company is responsible for the programming, security and maintenance of the park which is financed entirely by private funds coming mostly from local merchants, property owners, and citizens. It is the largest organization in the nation to manage a public park with private funding. The park is meticulously maintained and the public restrooms have been noted as some of the best in the area. Security guards and maintenance personnel not only provide upkeep, but their presence discourages crime and vandalism. “In a sense the park is self-enforcing. The increased access and visibility of the park, improved lighting, and signage which states park rules and regulations as to conduct and opening and closing hours, have all contributed to making the park safer” (PPS, 2001). The Bryant Park Restoration Corporation has stated that in 1979, 150 robberies occurred in Bryant Park, and since 1981, there has been only one (PPS, 2001). Park maintenance, temporary kiosks, and public events helped reduce crime by 92 percent and doubled the annual number of park visitors (Bryantpark.org).

Successes or Failures: Bryant Park's biggest success is in the reduction of crime and attraction of a wide variety of users by creating a wide range of activities, events and social opportunities for visitors. The amount of programmed events and activities also contributes to the economic success of the park and the surrounding neighborhood. The hosting of events and provision of shops and other entertainment options provides a source of income for the park

foundation and business owners. Also, the success of the park has spread to the rest of the neighborhood. After the park's completion, building lease and land values of properties near the park increased dramatically (Bryantpark.org).

One recurring criticism of the park is that it is possibly over-programmed. Though large events such as fashion week bring in great revenue, they also push normal users out of the park. Also, the park does close at night, but most evenings it is open until midnight.

Lessons Learned: Bryant Park is a great example of how programming and design, coupled with support from surrounding businesses can provide a safe and active urban park destination. This park utilized private funding to create an immaculately maintained and safe park that helps promote use, both day and night. The amount and diversity of programmed events and activities that run into the evening, as well as restaurants placed directly within the park, create reasons for people to linger in the space

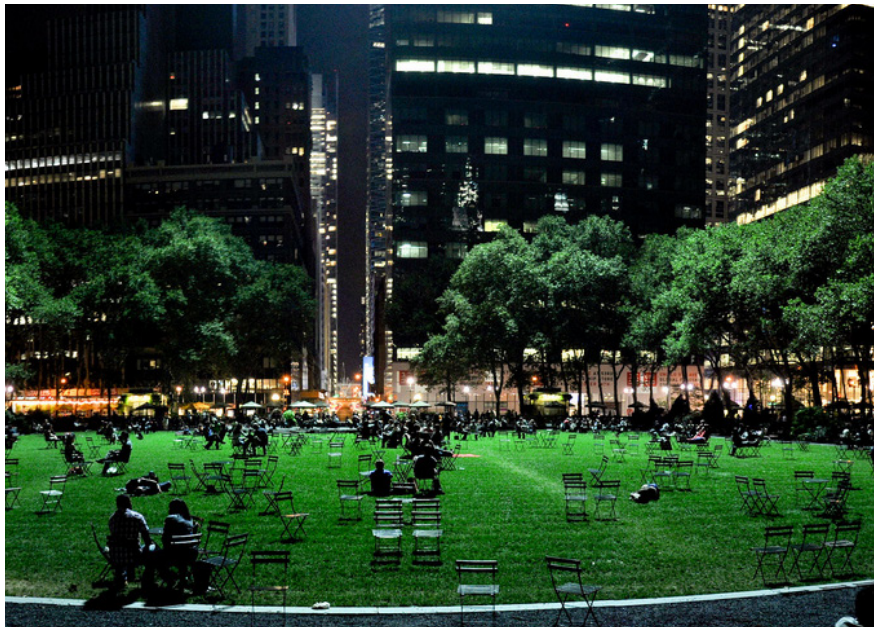
into the evening hours. The lighting scheme is unique in that the style and color choice of the lighting is designed to create a sense of place, differentiating it from the surrounding streets. This is another park that utilizes movable furniture to give people the freedom to manipulate their space and it creates more opportunities for social interaction. Finally, Bryant Park is a great example of how an active public park can add value and promote activity and development in the surrounding urban realm.

Key takeaways from this project that could be useful in designs for Washington Square Park include: providing a wide and diverse array of programmed activities and events, provide movable and fixed seating elements, maximize visual and physical access into the site, place dining opportunities within the park space itself, provide shopping opportunities within the park, and create a highly maintained space with visible security presence.

Figure 2.25 Bryant Park Shops by Night
(Photo courtesy of Flickr user Gary Burke).



Figure 2.26 Bryant Park Lawn, New York City.
(Photo courtesy of Flickr user Lars Som Hansen)



Scioto Mile, Columbus, Ohio

Context: The Scioto Mile is a landmark redevelopment project along the riverfront in the heart of downtown Columbus, Ohio. The Scioto Mile is composed of two main pieces, the promenade and the park. The promenade is a 30 foot wide, mile long linear garden walk that runs south along Civic Center Drive from Broad Street. The park (John W. Galbreath Bicentennial Park) is 4.7 acres and is located at the southern end of the promenade. The Scioto Mile is stitched into the existing fabric of downtown and connects the historic Civic Center District to the emerging residential River South District. It is bounded by Civic Center Drive and tall office buildings to the east, the Scioto River to the west, the Broad Street Bridge and a riverfront park to the north, and the Main Street Bridge to the south. Designed by MKSK for the City of Columbus, the park was opened in July of 2011 (Landscapeonline, 2013).

Dilemma: The Scioto Mile was undertaken in an effort to reinvigorate downtown Columbus and reconnect the city to the

river. The site itself sits along the Scioto River which had a deteriorating flood wall that separated the city from the waterfront (Nyren, 2013).

Project Goals: The Scioto Mile project had two main goals: to connect the city back to the riverfront, and to help play a role in revitalizing the downtown by offering a “vibrant public space and gathering area.” The design team was charged with “creating a signature urban park, a unique regional attraction and a public open space that would be the heart of civic events for Columbus and central Ohio” (Landscapeonline, 2013).

Program: The Scioto Mile is programmed in two different zones. The promenade is designed to reconnect downtown to the river through a system of pedestrian friendly parks, boulevards, bikeways, pedestrian paths, and unique seating areas. The park includes an outdoor performance venue and event lawn, rose garden, exquisite fountains and interactive water features, and a glass enclosed restaurant with views of the park

Figure 2.27 Scioto Mile Park. (Photo Courtesy of Randall Shieber)



and skyline. The park hosts free concerts, movies, and other performances or community events day and night (Nyren, 2013).

Design: The design for the promenade is that of a grand boulevard that stretches along Civic Center Drive, connecting a riverfront park to the north with Bicentennial Park. The promenade contains a similar style to that of the historic district around it and features a stone colonnade with relaxing park swings, garden plantings, water canals, and table seating for chess or dominoes (Landscapeonline, 2013). The tree-lined promenade also contains bronze fish fountains and it is said that this area is “the most romantic place to watch a sunset in central Ohio” (Nyren, 2013).

John W. Galbreath Bicentennial Park, is a much more programmed and active space that hosts a number of activities and events, day and night. There are three main program areas for the park: the Scioto Mile Fountain, Milestone 229, and the Performance Pavilion.

The Scioto Mile Fountain is a 15,000 ft. spectacle that shoots more than 1,000 jets of water and serves as a backdrop for interactive lighting and fog. This is the centerpiece of the park and is defined by a crescent shaped scrim of water 200 feet long and one-fourth inch deep. The crescent is embedded with over 500 nozzles that create moving water hedges acting as an interactive feature for visitors. The fountain allows hands on interaction between park users and the water. To increase visibility from across the river and other vantage points, designers created 5 metal halos that spout water and mist and central steel blossom that houses a 70-foot high burst jet. “During the evening, LED’s and a projector system display images on the fountain blossom, adding drama to the downtown skyline” (Landscapeonline, 2013).

Milestone 229 is a glass enclosed restaurant and covered dining terrace that offers amazing views of the Scioto Mile Fountain and the downtown skyline. This restaurant is located directly within the park and is open daily for lunch and

Figure 2.28 Swings on the Scioto Mile (Photo Courtesy of Randall Shieber)



Figure 2.29 Movie in the Park. (Photo Courtesy of Randall Shieber)



dinner. The Performance Pavilion is a permanent stage that hosts concerts, movies, and performances. The stage is connected to an event lawn which acts as a viewing area during events or a recreation area during other times (City of Columbus, 2013).

Use: The Scioto Mile park is open from 7:00am to 11:00pm daily. The park has allowed downtown festivals and events to occur in this area, bringing in nearly a million people to the park each year. The promenade is used day and night for walking, jogging, biking, sitting, and playing games. Ornate lights are placed along the promenade to make it safe and usable at night. The park area is used for concerts, dining, interacting with the fountain, movies, and other recreational opportunities. On average 3,000 people attend the Saturday night movies each week in the summer (Landscapeonline.com). Though the park is still young, it appears as if this has and will continue to be a destination for downtown Columbus, day and night.

Management: The Park is maintained and managed by the Columbus Parks and Recreation department. No information was found on crime rates or security measures.

Successes or Failures: The Scioto Mile has so far proven to be a destination for downtown Columbus, reconnecting people to the river and providing a place for social, cultural and economic activity. The inclusion of the large interactive fountain element creates a sense of place and serves as an icon for the surrounding area, day and night. By illuminating the fountain and allowing it to be used into the night, there are more reasons for people to come into the site in the evening hours. The restaurant on-site creates another reason to linger, and the views of the park from the restaurant terrace invite diners to partake in an evening walk after eating. Another major success was the inclusion of the promenade as a connecting feature to other parks as well as creating a space for people to get closer to the river.

Figure 2.30 Fish Fountain.
(Photo Courtesy of Randall Schieber)



Figure 2.31 Fountain at Dusk. (Photo Courtesy of Randall Schieber)



Lessons Learned: The Scioto Mile is a great example of how a park and promenade can be used as a connecting feature between downtown districts. The promenade allows greater access and extends the sense of place from the park into the surrounding areas. Key takeaways from this project that could be useful in designs for Washington Square Park include: combining a park and promenade system to draw in visitors and connect destinations; providing a space for a variety of outdoor events; creating unique lighting and water features as interactive elements that attract people of all ages, day and night; taking advantage of views, both to and from the park as well as within the park; and including dining facilities to create reasons for people to linger at night.

Figure 2.32 Scioto Mile Fountain. (The Columbus Dispatch)



Civic Space Park, Phoenix, Arizona

Context: Civic Space Park is a 2.8 acre open space between downtown Phoenix, Arizona and the in-town campus of Arizona State University (ASU). The park was designed by AECOM as a result of a partnership between ASU and the City of Phoenix and was opened in April of 2009. It sits immediately north of Phoenix's downtown civic and business center, and is directly adjacent to ASU's downtown campus to the east. The park is also directly adjacent to a YMCA to the west, a transit center to the south with light rail lines along the east and west sides of the park, a historic post office building within the park and a subsidized senior housing project to the north (Brunner Foundation, 2011).

Dilemma: The Civic Space Park project was undertaken as part of the ASU campus expansion. The site for the park was an underdeveloped and blighted area on the edge of Phoenix's urban core (Brunner Foundation, 2011).

Project Goals: Major goals for the Civic Space Park project include: Providing a "place for the community to come

together;" to become a "true civic space that would bring together the intersecting and overlapping needs of various users" including students, low-income seniors, downtown residents and workers, and visitors to Phoenix; to create a civic amenity – not just a recreational amenity; to be environmentally friendly; and to energize and enliven a substantial area of the downtown Phoenix urban core (Brunner Foundation, 2011).

Program: Civic Space Park offers two types of program activities at the park: informal activities and scheduled events. Informal activities include active pursuits such as strolling or playing on the lawn, and passive activities such as reading, sitting in the sun or shade, picnicking, and studying. The park offers an open lawn, meandering paths, benches, and tables to accommodate these activities. The park also hosts a number of day and evening events such as yoga classes, movies, live music, poetry readings, lectures, evening food trucks, gallery openings and more. The major physical programmatic elements of the space include; an open lawn, performance

Figure 2.33 Civic Space Park Light Sculpture.
(Photo courtesy of Surface Design Association)



space, shaded seating areas, a post office, re-purposed historic building for meetings and other events, and transit connections. There is no parking located on the site to encourage pedestrian visitation and the use of mass transit (Brunner Foundation, 2011).

Design: The design concept for Civic Space Park involves the idea of an “urban weave” tying the park into the fabric of downtown. This is only visible in the shaping of undulating landforms and overhead canopies. One successful way they have managed this “weaving” is by extending the axis of the main campus circulation into and through the middle of the park and the historic building on its axis, providing a strong connection to café, meeting, terrace, and gallery facilities. The remainder of the circulation within the park meanders diagonally through the park, directing visitors to shade structures, art installations, lawns, the performance space, and finally connecting to the transit station (Brunner foundation, 2011).

The park contains numerous types and locations of seating in the sun or shade. Movable benches under the shade structures provide opportunities for visitors to manipulate the space they are in. Concrete benches are located in areas that will be shaded by trees in the future. Undulating concrete retaining walls in the lawn and paved areas provide a unique seating opportunity. The shade structures are an important element in this design as the Arizona climate requires sites to offer protection from the sun and heat. These shade structures are made of warped undulating planes (Brunner Foundation, 2011). The most unique of these structures is an art installation that consists of a “field of white columns beneath an undulating canopy that come alive at night with light and color from an array of LED animations.” This lighting feature is interactive and responds to the movement of visitors (AECOM, 2013).

Other design elements of importance are a series of performance spaces to host events. The historic A.E. England building provides a raised stage for about 500 viewers. A second performance

Figure 2.34 Civic Space Park Light Tubes.
(Photo courtesy of AECOM)



area is planned in the future. There are also two fountains in the park. One is an illuminated water wall that creates a blue cove at night, and the other is an interactive splash pad fountain which is also illuminated and programmed to provide a variety of colors and patterns at night. The real gem of the park is a large art installation that hovers above the park, suspended from four tall pylons. This sculpture is visible from quite a distance, and is especially stunning at night. Entitled "Her Secret is Patience," this net sculpture was designed by Janet Echelman and is suspended 100 feet above the park. For such a large sculpture it has a very small footprint, allowing other activities to take place on the ground below it. At night, the piece is illuminated by a number of ground and building mounted colored flood lights that are programmed to change slowly. This sculpture is strategically placed at the intersection of main circulation paths to maximize visibility and impact (Brunner Foundation, 2011).

Use: Civic Space Park is actively used by a wide variety of people including residents, students who attend classes in the area,

downtown office workers, and people from other parts of the city. The park is used for passive leisure activities, people watching, studying, or large and small scale programmed events, day and night. The park is open from 5:00am to 11:00 pm and is active most of the day and evening; however, during the hot summer months, use patterns shift to where there is much less daytime use and much more evening use (Brunner Foundation, 2011).

Management: Principles of CPTED were used in the design of Civic Space Park to fight the perception of crime in the area. Specific design principles used in this manner include: keeping the park animated and active into the night, eliminating places where threatening individuals could hide, and providing at least minimal levels of lighting in all areas and brighter lighting along main pathways. There are also a series of safety "kiosks" with call buttons for assistance. The chief of security claims that he has achieved his goal of fighting perceptions of safety in the park and creating a place where "all populations, ranging from students to the homeless, feel comfortable

Figure 2.35 Civic Space Park.

(Photo courtesy of Flickr user Tim Clarke)



and safe in the park and have the opportunity to interact. This results in a sense of ownership and territoriality which prevents the park from being taken over by unsavory elements" (Brunner Foundation, 2011).

Successes or Failures: Civic Center Park has succeeded in creating a space that serves the university and downtown populations. It is well programmed to support a wide range of activities and offers a great deal of programmed evening events to help activate the space at night. The inclusion of CPTED principles of lighting and design has seemed effective in promoting a sense of safety within the park. One of the greatest successes of the park was the incorporation of large scale, dramatic art installations that are specifically catered to nighttime display. These lighting sculptures and interactive displays provide unique destinations for visitors, and the larger piece acts as a beacon for the area that can be seen from a distance.

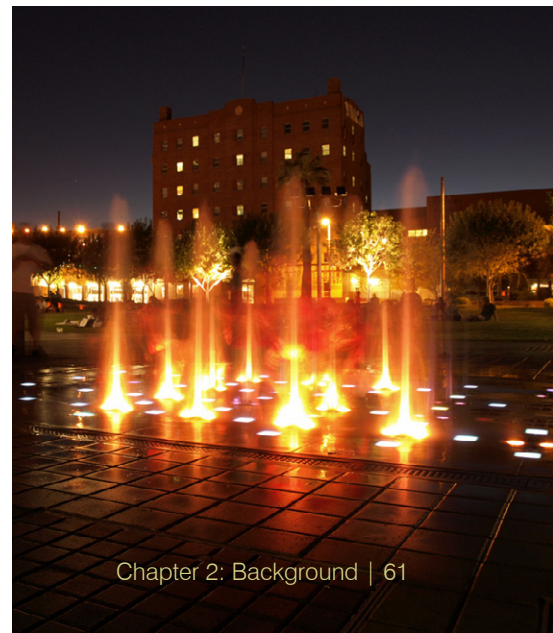
The inclusion of a café and post office within the park is a good move; however, this could be expanded to bring more people into the park and create a space to linger (Brunner Foundation, 2011).

Lessons Learned: Civic Space Park is a good example of a smaller scale urban park that is integrated into both a university campus and downtown core. The park offers great examples of sculptural light features that help to attract visitors at night. Key takeaways from this project that could be useful in designs for Washington Square Park include: utilizing unique lighting elements and sculptural features to create a sense of place and identify a destination; programming a diverse array of evening events such as food trucks, concerts, films, lectures, and other forms of entertainment; utilizing principles of CPTED to help promote a sense of safety and comfort in the area; using outdoor shade structures as a sculptural lighting element as well as a usable nighttime space; and eliminating vehicular traffic by eliminating parking and making public transit very accessible.

Figure 2.36 Civic Space Park Blue Walls
(Photo courtesy of AECOM).



Figure 2.37 Civic Space Park at Night.
(Photo courtesy of Flickr user Ms. Phoenix)



Summary of Precedent Goals

In analyzing the precedents, many of the key takeaways align directly with the goals that were derived from literature and plan reviews. All four of the precedents addressed goals of: creating a diverse array of evening activity, entertainment, and social opportunities; offering food and dining options within the park; utilizing unique lighting features to establish a sense of place; and creating evening destinations within the parks such as interactive fountains or light sculptures. All four of the parks studied did close at night, but usually not until 11pm-midnight. In some of the parks there were gates that closed the park at night, but it was uncertain if all the parks had fences. It is hard to say whether the low crime rates and high perceptions of safety in these areas is due to park closure or not, but it is significant that all of the parks had closing times. Other key elements common in many of the precedents include: providing movable seating; providing convenient and affordable transit options; and maximizing physical and visual connections into and within the park. There were also a few precedents that offered relevant takeaways to Washington Square Park that weren't necessarily repeated in other precedents. These included: maximizing connections

to surrounding buildings; creating a highly maintained space with visible security presence; combining a park and promenade system to draw in visitors and connect destinations; and utilizing principles of CPTED to increase visitors' perception of safety within the park. These precedent takeaways are added to the goals from literature and plan reviews to compose final project goals for Washington Square Park (see Figure 2.39).

Figure 2.38 Precedent Summary

Reviewed Precedents

Critical Dimensions	GRAND PARK	BRYANT PARK	SCIOTO MILE	CIVIC SPACE PARK
Size	12 acres	9.5 acres	4.7 acres + mile	2.8 acres
Close to Transit?	yes	yes	bus only	yes
Surrounding Use	Civic & Municipal	Office, Business, Residential	Civic & Office	University, Civic, Residential, Business
Dilemmas	Access, Visibility, Derelict	Crime, Access, Derelict	Separated from River	Underdeveloped, Campus Extension
Goals	Establish physical and visual connections & attract diverse population	Physical and visual access & Increase diversity and attendance at all hours and seasons	Connect city back to riverfront & Help revitalize downtown	Place for community to gather, Appeal to the needs of diverse users, Create civic amenity & Enliven downtown
Program	Flexible uses, Courts and plazas, Event lawns, Picnic Area, Iconic Fountain, Multi-use Marketplace, Food in park, Off-leash dog space, Pedestrian Loop, Transit stop in park	More entrances, Free circulation, Restaurants, Public restrooms, Numerous activities and events, Kiosks and shops, Reading Room, Ping Pong and games, Monuments, Plazas and fountains, Seating areas, Carousel, Putting green, Lawn, Ice rink	Promenade and Park, Bikeways and Paths, Seating options, Performance Stage, Lawn, Rose garden, Iconic Fountains, Interactive water and light features, Restaurants	Open Lawn, Meandering Paths, Shaded seating area, Performance Space, Post Office, Meeting building, Cafe, Transit stop in park
Design	Expanded stairway and entrances (views), Celebrate Diversity, Fountain and splash pad plaza, Light Show on Fountain, Movable Furniture, Porous Perimeter	Visible activity on the perimeter and programmed activity in the center, Movable Seating, Unique Lighting design to establish sense of place, Wi-Fi, Visual and physical access strengthened	Boulevard reflects historic style, Swing seating, Garden Plantings, Tables for chess, Tree-lined promenade, Fountain and interactive light show, Restaurant with view of river and park, Performance pavilion with grass lawn	Tying park into downtown, Movable seating, Diagonal paths, Undulating concrete seat walls, Unique shade structure and interactive lighting element, Fountain uniquely lit at night, Huge Lighting Sculpture that is a beacon day or night
Park Hours	5:30am - 10:00pm	7:00am-12:00am	7:00am-11:00pm	5:00am-11:00pm
Evening Events	Movies, Concerts, Holiday events, Light shows, Food trucks, Walking, Biking, Sitting, Eating	Eating, Movies, Concerts, Skating, Festivals, Walking, Sitting, Reading, Fashion Shows, Games, Carousel	Festivals, Walking, Biking, Sitting, Playing games, Concerts, Movies, Eating, Interacting with Fountain	Studying, Sitting, Walking, Civic events, Concerts, Movies, More evening use because of heat.
Management	24 hours a day security staff and cameras	Security guards, Meticulously maintained grounds, Rules and signage	Maintained by Parks and Rec, unknown security	Designed with CPTED, Security Kiosks, Lighting in all areas.

Project Goals

Goals

Objectives

Vibrant

Create a diverse array of events, attractive public spaces and opportunities for social interaction between multiple cultural and social user groups.

Utilize both programed and loose fit spaces.

Create numerous fixed and movable seating opportunities in areas that allow for social interaction and casual observation of urban activity.

Use unique lighting strategies to establish a sense of place.

Create evening destinations within the park (i.e. lighted fountain, or interactive sculptural elements).

Create a catalyst for economic development that stimulates investment in retail and housing.

Create a civic hub and gathering space serving adjacent areas that integrates neighborhood services with living, working, shopping, eating, cafes, and night life.

Increase residential populations.

Extend business hours in the new nighttime hub areas to keep people in the site after 5pm.

Offer a wide range of evening and nighttime activities and amenities.

Provide a greater amount of dining opportunities in the park as a way of re-animating parks at night.

Encourage multiple types of active and passive recreation opportunities and spaces for entertainment events and performances at night

Walkable

Incorporate Complete Streets Concepts and abundant and convenient transportation options to enrich the pedestrian experience.

Reduce surface parking and auto dependence downtown.

Create a transportation hub that takes advantage of the streetcar plan, Union Station, and Bike Sharing Programs and allows more user groups to access the park.

Create public spaces and connected routes designed to promote walkability.

Mitigate barriers by improving rail and street crossings.

Create routes with destinations that are within a reasonable walking distance.

Create additional parks and greenspace along Grand Boulevard Corridor.

Pedestrian routes should be easy to navigate.

Sections from which goals were derived

	GDAP	RFQ/P	KCDC Plan	Downtown Streetcar	Making Grand "Grand"	Night Economies and Programming	Safety and Fear	Civic Parks and Programming	Grand Park	Bryant Park	Scioto Mile	Civic Space Park
	●	●	●		●	●	●	●	●	●	●	●
							●					
							●	●	●	●	●	●
								●	●	●	●	●
				●	●			●				
	●	●										
					●							
					●							
					●	●	●	●	●	●	●	●
							●	●	●	●	●	●
		●					●	●	●	●	●	●
	●	●		●								
			●									
			●				●	●				●
	●		●									
	●											
	●											
				●								
							●					

Figure 2.39 Project Goals.

Project Goals (Continued)

	Goals
	Objectives
Authentic	Incorporate Kansas City vernacular that reflects the culture and history of downtown.
	Take advantage of city views.
	Complement existing plans that were based upon the needs of stakeholders and users.
Safe	Create an entrance to the site and a lighting strategy that enhances the sense of place and provides for the function of spaces at night.
	Illuminate main routes through the space and create a logical circulation plan for illuminated routes.
	Increase the amount of “quality” lighting in more spaces.
	Reduce instances of dark parking lots and stairwells, confined spaces, lonely transit stops, and separation of parking lots from trip destination points via lonely walkways.
	Increase surveillance with more “eyes on the street.”
	Utilize principles of CPTED to increase visitor perceptions of safety.
Connected	Create a highly maintained pace with a visible security presence.
	Create and strengthen visual and physical connections between downtown districts and between programmed spaces.
	Increase street level connections between buildings and adjacent urban open space.
	Relate building entrances to pedestrian routes and open space locations.
	Remove skywalks.



Figure 2.39 Project Goals (Continued).

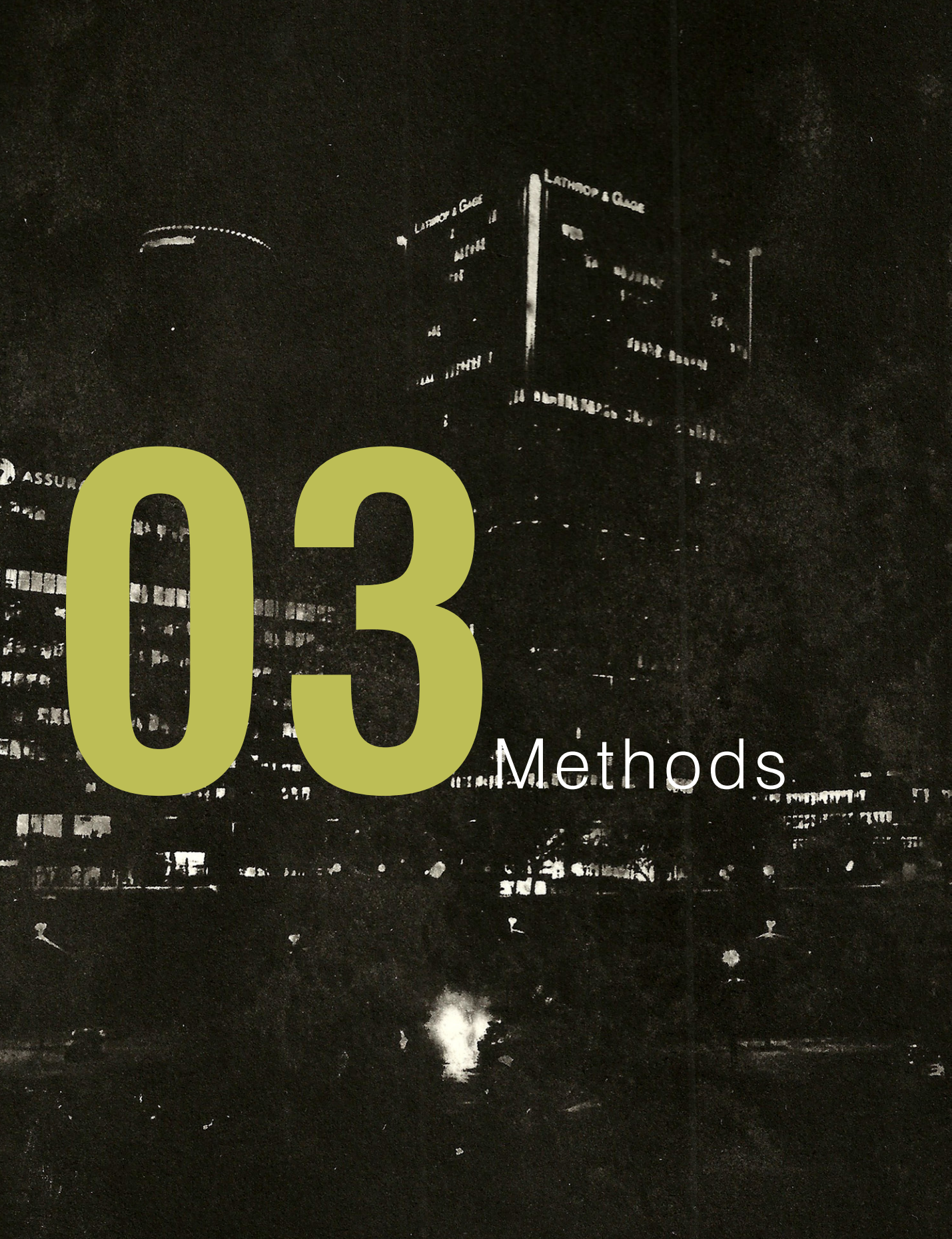
Chapter Summary

Through a detailed review of existing plans, literature and precedents a set of project goals have been developed. An individual set of goals was derived from each existing plan, literature, and precedent topic. All of the goals from plans and literature were combined into a set of plan and literature goals and then finally a set of project goals as summarized in figure 2.39. These initial project goals represent the needs of stakeholders, the city, and user groups as well as the specialized knowledge of educators, researchers and designers in the topics of nighttime programming, economics, safety and fear, parks and programming. Because these goals draw from such a deep knowledge base, I can be confident that the site analysis, programming strategy, and design is based on a strong theoretical and stakeholder-based foundation that responds to the goals of the city and stakeholders as well as my personal goals for this masters project. The next chapter will explain the methodology for using these goals to guide analysis and programming for the design of Washington Square Park.

Figure 2.40 Western Auto Sign From Washington Square Park.

WESTERN
AUTO





03

Methods

“When the urban environment has a high level of connectivity and spatial definition, people will be naturally drawn to it. Until then, the strategy for increasing the vibrancy of downtown spaces involves programming spaces to attract people and increasing the amount of amenities for people in the public realm.” - *GDAP*

Introduction

Washington Square Park is seated in a prime location adjacent to Union Station and the Crown Center Shopping area as well as being within a few blocks of the Crossroads district downtown. The primary issue with this site is that, because of railroad infrastructure, severe topography, and lack of street level interactions with the park, the site is cut off from the nearby active urban spaces downtown that seem to be working toward expanding their nighttime social and economic activity. Another major issue with the Washington Square Park area is that the site is currently surrounded by office and retail uses that close around 5:00pm. Because there are few to no evening amenities, restaurants or other evening programmed activities in the area, people that work in or visit the area during the day have no reason to linger after businesses close. This contributes to the 5:00 pm flight which severely reduces the chance of increased social or economic activity in the area (Thomas et.al, 2000).

With the aforementioned dilemmas in mind, the primary research question for this proposal asks: **How can nighttime programming and design help activate Washington Square Park as an urban destination and restore connections to the active downtown districts?**

This primary question leads to a number of secondary questions that need to be addressed during this project. Each of these secondary questions corresponds to a specific method that is described in detail within this chapter:

- What are the current conditions of Washington Square Park and the surrounding districts at night?
Methods: Direct Observation, Site Inventory and Analysis through Critical Mapping
- What are the opportunities and constraints for creating a night time destination in Kansas City and how does this relate to the priorities of the city, stakeholders and community?
Methods: Literature Review, Critical Mapping
- What are the benefits and drawbacks of creating a nighttime destination?
Method: Literature Review
- What makes a civic park a destination (day or night)?
Method: Literature Review
- What types of programming and design strategies are successful in activating an urban public space at night? **Methods: Precedent Studies, Programming and Design**

Methodology Overview

The research methodology for this project is aimed at creating a nighttime programming strategy and design for Washington Square Park that is based upon a process of project goal finding through a synthesis of plans, literature and precedents, and determining questions

that need to be answered in order to achieve the project goals. A form of critical mapping is utilized to visually answer these questions and the final product from the mappings is a set of programming strategies for Washington Square Park. These programming

strategies are then used to create a design for the park. Throughout this process, each method builds off of the previous method, ensuring that the overall project goals remain the focus of the project from the beginning of the research process through final design.

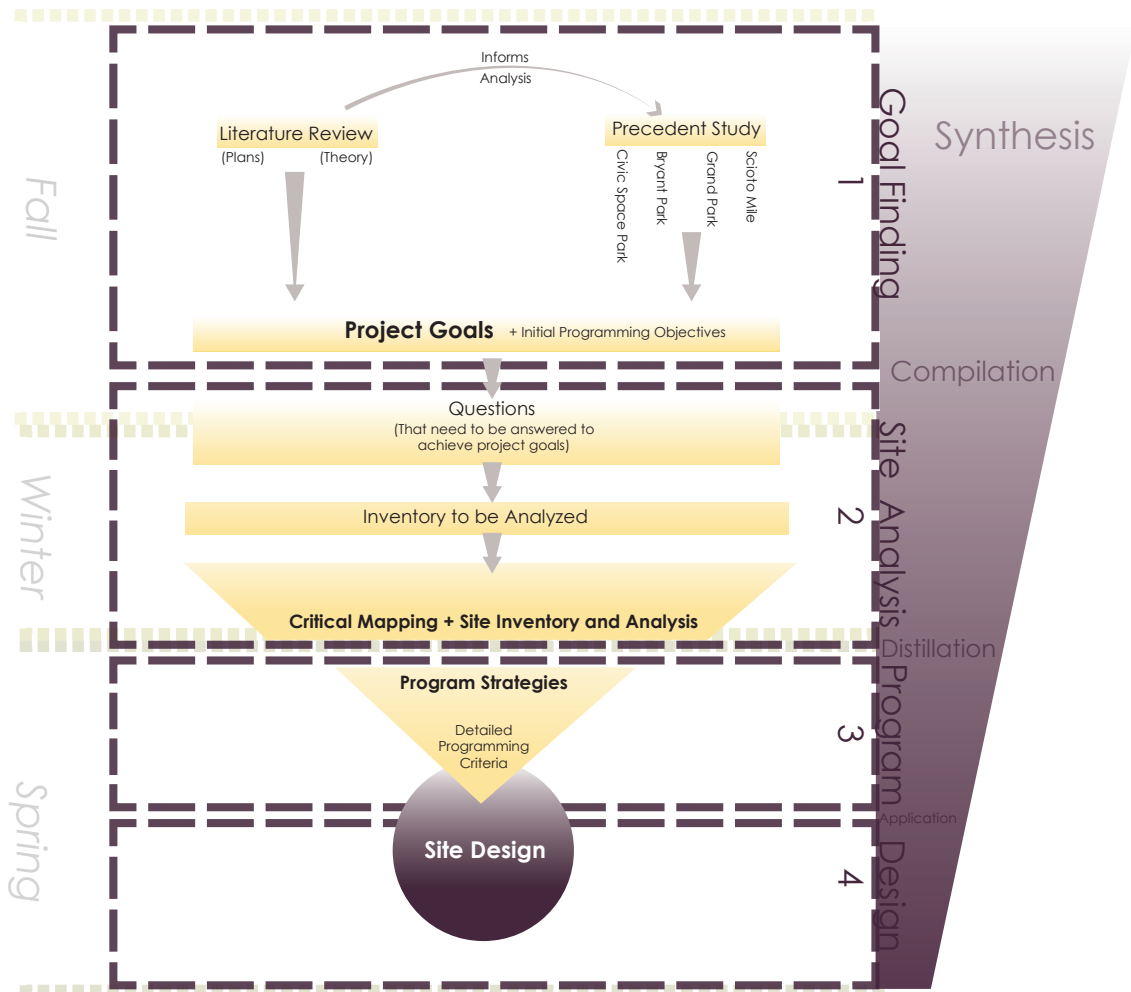


Figure 3.2 Methodology Diagram.

From Literature and Precedents to Goals

The first step in this research process is a detailed literature review, which has been included in the previous chapter. For this specific project, the literature review consists of three main parts: plans, theory and relevant precedents. Plans include documents created by the city or other organizations for the greater downtown area and/or the immediate site of Washington Square Park. These plans provide major development goals for the area along with possible implementation strategies or development opportunities for the site. The particular plans I am referencing in this project are: the Greater Downtown Area Plan (GDAP), Kansas City's Downtown Streetcar Plan, Making Grand "Grand," Kansas City Design Center's Plan for Washington Square Park, and the current RFQ/P document for the Washington Square Park development project.

The theory component of this literature review consists of a topical synthesis of relevant literature from which I can identify major project goals. The key topics I have analyzed include: night economies and programming, safety and fear, and civic parks and programming. In synthesizing the literature for each of these topics, I was able to identify relevant theory-based goals for the development of an active nighttime park destination. These theory-based goals provide a connection to a broader knowledge base outside of the plan documents.

The final precedent study is completed to identify additional goals and programming strategies for the development of Washington Square Park. An analysis of relevant precedents can offer possible solutions to my dilemmas, identify solutions that do and do not work, identify contextual requirements for a successful nighttime park destination, and begin to determine possible opportunities and limitations for the concept of nighttime programming in a civic park setting.

The combination; therefore, of the plan, theory, and precedent goals represents the needs of stakeholders, the city and user groups, as well as the specialized knowledge of educators, researchers, and designers in the topics of night-economies, programming, urban parks and safety. Because these goals are drawing from such a deep knowledge base, I can be confident that the methods to follow, including site analysis and mapping, programming, and design, are based on a strong theoretical, contextual, and stakeholder-focused foundation that responds to my initial research questions as well as stakeholder needs. A summary of these project goals can be found in figure 2.39.

Process

From Goals to Questions

Goals derived from the three-fold literature review were further synthesized to a final set of goals that are most relevant to the more detailed programming and design of Washington Square Park. (The remaining goals are not abandoned in this process. They are simply less tangible for the design process and will remain as overall vision goals for the project). The final project goals were then used to identify a set of questions (1-3 per goal) that needed to be answered to achieve these goals.

From Questions to Maps and Strategies

Questions asked from the project goals were answered through a set mappings and site analysis. Each question identified from the project goals corresponds with a specific inventory item(s) to be mapped. The mapping method used in the process is a form of critical mapping. Critical mapping, for this project, is based on James Corner's essay *The Agency of Mapping*. Corner explains that even our most basic maps reflect critical decisions made by the map maker about knowledge, value, and power (Corner, 1999). Any map could not possibly reflect every tangible aspect of a chosen site. Therefore, map makers choose to portray only the most important elements to make a map easily understandable and in doing so, are assigning value and power to these elements. For this project I analyzed, through mapping, the most relevant aspects of the Washington Square Park site in terms of nighttime

programming. These maps were analyzed to identify opportunities and constraints for development. The claims made through this analysis are then visualized through critical mapping as supporting evidence for design strategies and programming. This mapping method provides a way of looking at each of the goals and questions through the lens of the site and its context and how these goals can physically be applied to the site. Mapping data for this process was retrieved through direct observation of the site as well as digital data from KCDC, Google earth, and Kansas City GIS databases. Each map provided one or more strategies for the programming of Washington Square Park. A detailed listing of the goals, questions, mappings, and strategies is visualized in Figure 3.3.

From Strategies to Design

Strategies identified from the process of goal finding, questioning, and mapping were then used in the creation of a master plan design for Washington Square Park that reflects the needs of stakeholders, relevant theory, successful precedent strategies and the physical context of the park. The design process is outlined in further detail in chapter 5; however, the process is based on a cycle of conceptual design, review, and revision based upon the design's ability to meet the project goals and specific programming strategies.

	Goals	Questions
Vibrant and Active	Provide evening activities and amenities	What type of Activities/Events occur near the space at night? How often do these occur? When? Where?
	Increase Residential	Where is residential located within the site? Is there adequate residential to support a civic hub? What opportunities exist for increasing residential?
	Extend Business Hours	What types of amenities are open at night? When do most establishments close?
	Create Economic Catalyst	What are the current property values around WSP?
	Provide Diverse Social Opportunities	How is the space currently used and by whom? What potential users exist? How can we create a larger potential user base?
Walkable and Connected	Create Transportation Hub	What are the major destinations within the site? How are they accessed? What are current transit options?
	Increase Walkability	How easy is it to walk from downtown to WSP? What visual or physical barriers decrease walkability?
	Connections Between Park and Buildings	What are opportunities for park expansion into adjacent areas. How do the building entrances and park circulation routes relate?
	Strengthen Physical and Visual Connections	What opportunities exist to extend the park space to create stronger connections?
	Mitigate Barriers Between Districts and Park	What limitations/ barriers exist between destinations for visitors, residents, and workers?
	Reduce Surface Parking and Auto Dependence	Where is parking located within the site? What opportunities exist to consolidate parking and develop empty lots?
Authentic	Take Advantage of Views	What are the views into and within the park at night? Which should be highlighted and which should be hidden?
	Create Sense of Place	What are the current lighting conditions in the site and what can be done to create a sense of place with lighting? Is there an established sense of place in surrounding areas?
	Complement Existing Plans	What plans are currently being implemented? What are the design implications of existing plans?
Safe	Increase "Eyes on the Street"	What is the current level of informal surveillance? How many potential users could be observing the space (i.e. residential, office workers, shoppers)
	Increase Amount of "Quality" Lighting	What are the current lighting conditions in the park site?
	Utilize CPTED Principles	Is crime an issue in WSP? What elements of CPTED are relevant and lacking in WSP?
	Create Highly Maintained Place	How well is the site maintained? Is there a visible security presence?

Figure 3.3 Detailed Methodology Depicting Process from Goals to Questions, to Maps to Strategies

Maps

Programming Strategy







Chapter Summary

The research methodology for this project is aimed at creating a nighttime programming strategy for Washington Square Park that is based upon a process of project goal finding and synthesis of literature, site analysis and distillation of data through critical mapping, programming and design. This methodology is appropriate for the Washington Square Park project because each method responds to the needs of stakeholders, relevant theory, and knowledge gained from built precedents. Each method builds off of the previous method, ensuring that the overall project goals remain the focus of this project from the beginning of the research process through final design. The previous chapter has detailed the plan reviews, literature reviews, and precedent studies. The next chapter in this document will move forward to detail the questioning and mapping components of this methodology.

Figure 3.4. Views to WW1 Memorial.



04

Mapping +
Analysis

“As a creative practice, mapping precipitates its most productive effects through a finding that is also a founding; its agency lies neither in reproduction nor imposition but rather in uncovering realities previously unseen or unimagined, even across seemingly exhausted grounds.” - *Corner, 1999*

Introduction

Through a process of literature review, plan review and precedent studies, a set of project goals have been defined that reflect the needs of stakeholders, relevant theory and lessons learned from built work. To effectively transition from these theoretical goals to a design strategy for Washington Square Park, a strategic site analysis was completed.

In order to determine what specific elements are most critical to analyze in terms of developing a design for the park, there was process of goal synthesis, questioning and mapping (Figure 4.2). Utilizing the goals developed from literature, plans and precedents in chapter 2, a simplified list of goals was developed that was most relevant to the development of a tangible design plan. These goals were organized based upon the GDAP categories of successful downtown spaces: Active and Vibrant, Walkable and Connected, Authentic, and Safe.

The goals were then used to identify key questions that would need to be addressed in order for the goals to become realistic opportunities for Washington Square Park. For each of the goals, 1-3 questions were asked about

the current park site and its context to determine if and how the goals could be applied to the site. A full set of the questions identified through this process are outlined in Figure 3.3.

Each of the questions were answered in terms of what specific site inventory items would need to be analyzed. Analysis for this project involved a form of critical mapping to identify specific dilemmas and constraints, or opportunities for development which were then developed into final programming strategies for Washington Square Park.

The analysis information in the following chapter is organized based upon the four GDAP categories of successful downtown spaces and is an expansion of Figure 3.3. Each section identifies a specific project goal, the questions associated with that goal, and the maps and findings that were created through the analysis process. The process of translating findings into a programming strategy for Washington Square Park is finally outlined at the end of the chapter.

Process

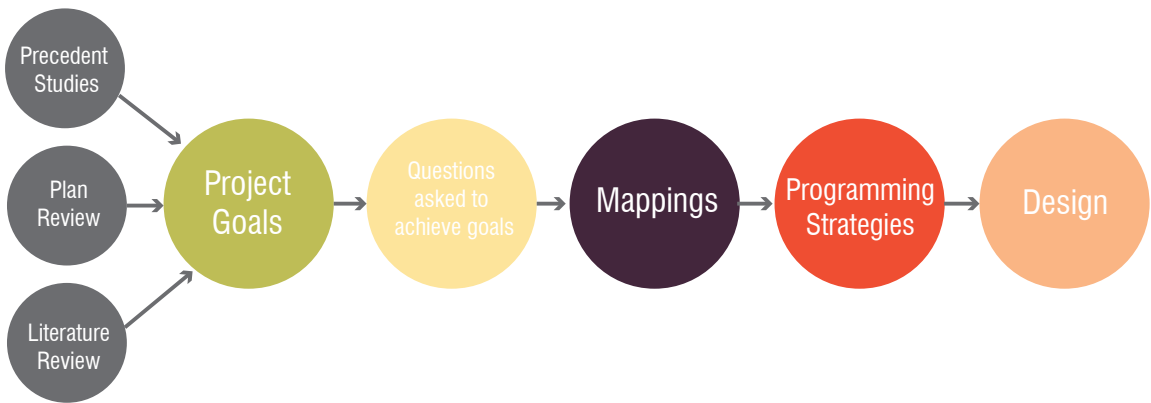


Figure 4.2 Methodology Process Diagram.



Active + Vibrant

Project Goal | Provide Evening Activities and Amenities

Questions | What type of activities occur within/ near the space at night?

How often do these occur?
When? Where?

Activity Centers and Visitors

To understand where activity is currently centered in the city, an analysis of current activity centers was completed utilizing research completed from the KCDC team. The most popular destinations within or near my site boundary are shown in Figures 4.3 and 4.4. Through this analysis it is apparent that Washington Square Park is currently surrounded by a number of these activity centers, and that these activity centers together attract over 7 million visitors each year (Figure 4.4). The adjacency to Crown Center and Union Station provides opportunities for Washington Square Park to create a civic hub that takes advantage of the existing user groups and attracts new populations of users. There is also an opportunity, through better connectivity, to tie into the large activity center near the Power & Light district, which attracts over 9 million visitors each year.

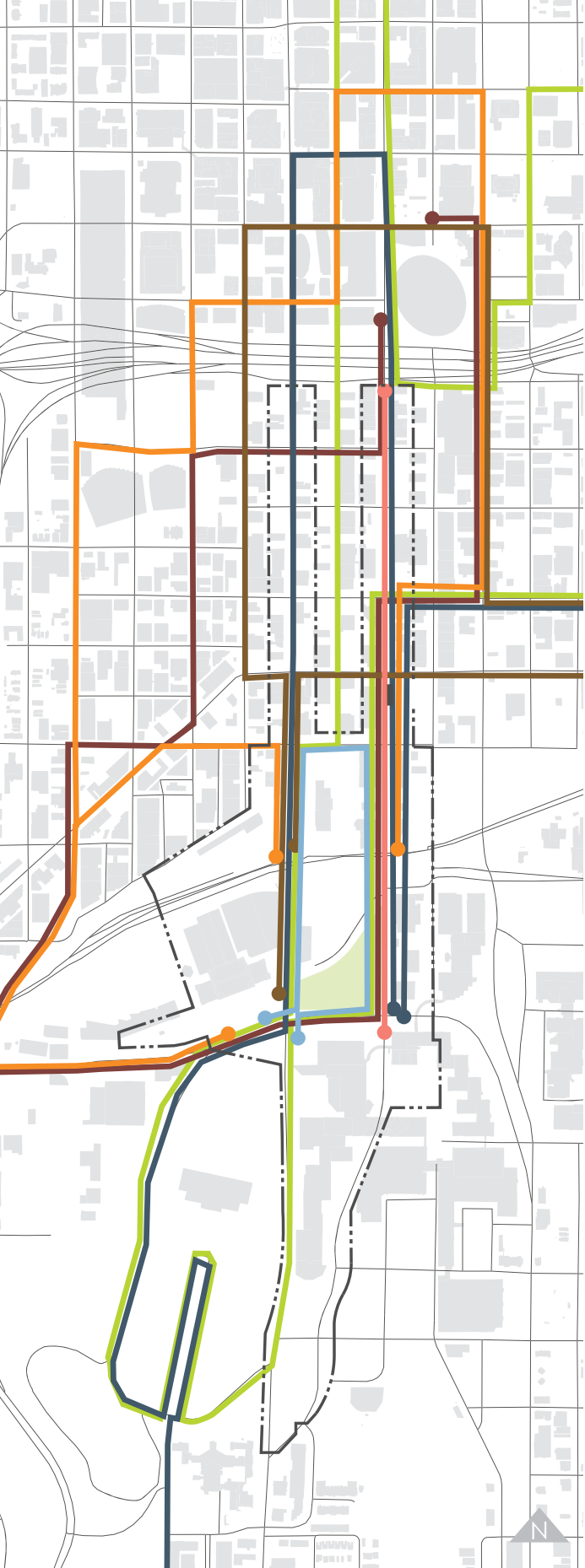
Legend

- Activity Center
- Site Boundary
- Washington Square Park

Figure 4.3 Numerous Activity Centers in Close Proximity to Washington Square Park.



Figure 4.4 Activity Centers Surrounding Washington Square Park Attract over 7 million Visitors Annually.



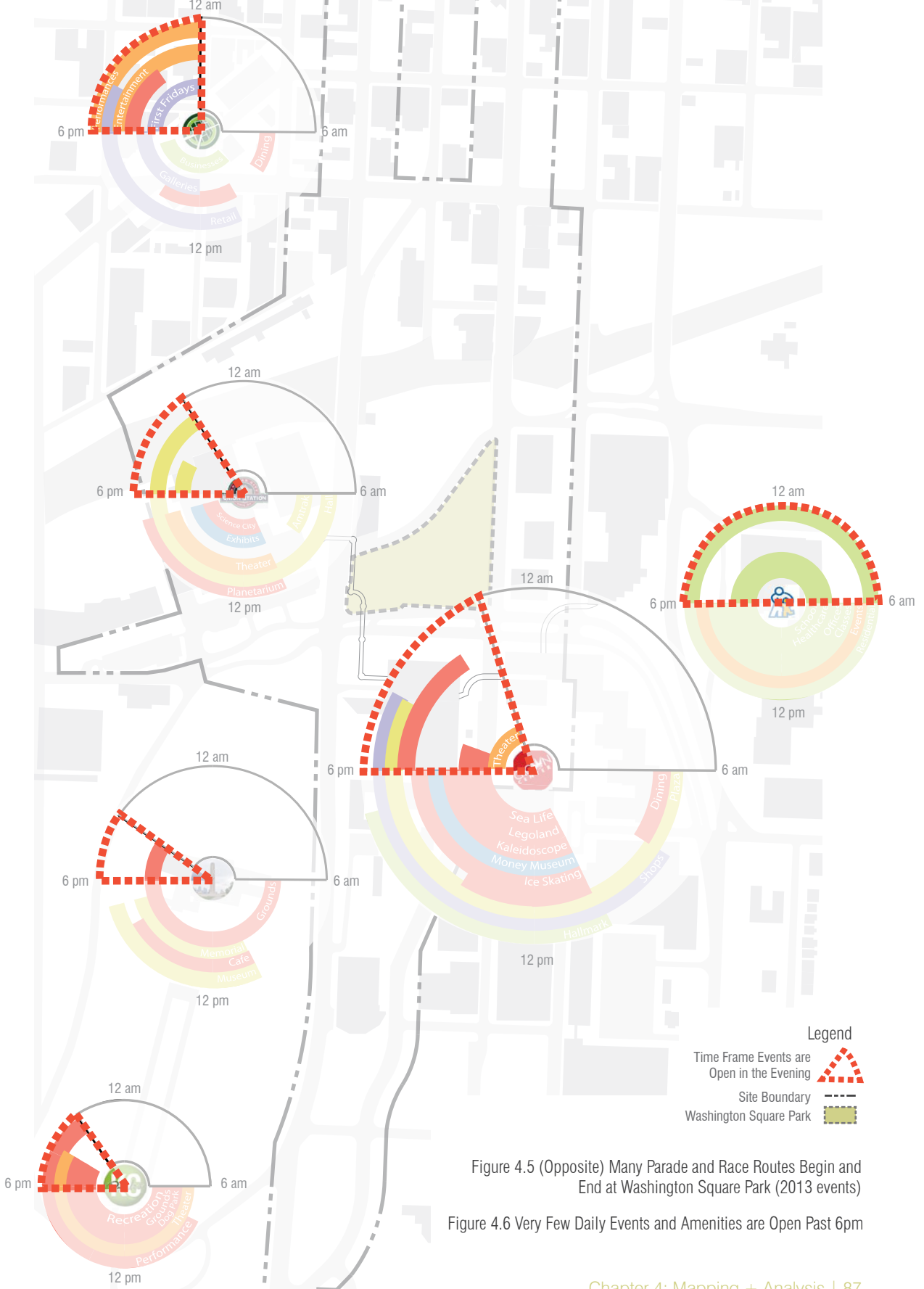
Events

The primary events that take place within Washington Square Park are parades, races and the Kansas City Irish Fest. As depicted in Figure 4.5, Washington Square park is currently the start and finish location of many parade and race routes. This aspect creates an opportunity to utilize the park as an events hub; however, there are currently no amenities to support this function (i.e. food, restrooms, entertainment). These amenities are currently brought in temporarily for each event and then removed afterwards. Because of this, there is a strong need for amenities that can cater to large and small events, and that can be used into the evening hours.

Washington Square Park is surrounded by a number of Kansas City's most influential institutions which draw many people to the area (as identified on the previous page). Figure 4.6 looks at the daily activities and events that occur within these nearby institutions and their operational hours. This analysis shows that very few of these daily events are open after normal business hours (between 6pm and 6am). For Washington Square Park to be an active nighttime destination, business hours for these activities will need to be extended and/or new programmed activities need to be added with later hours of operation.

Legend

-  Veteran's Parade; Armed Forces Day Parade
-  American Royal Parade
-  Broadway Bridge Run
-  Ugly Sweater Run
-  Big 12 5K
-  Waddell & Reed KC Marathon
-  Komen Race for the Cure
-  Site Boundary
-  Washington Square Park




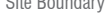

Legend
 Time Frame Events are Open in the Evening 
 Site Boundary 
 Washington Square Park 

Figure 4.5 (Opposite) Many Parade and Race Routes Begin and End at Washington Square Park (2013 events)

Figure 4.6 Very Few Daily Events and Amenities are Open Past 6pm

Project Goal | Increase Residential

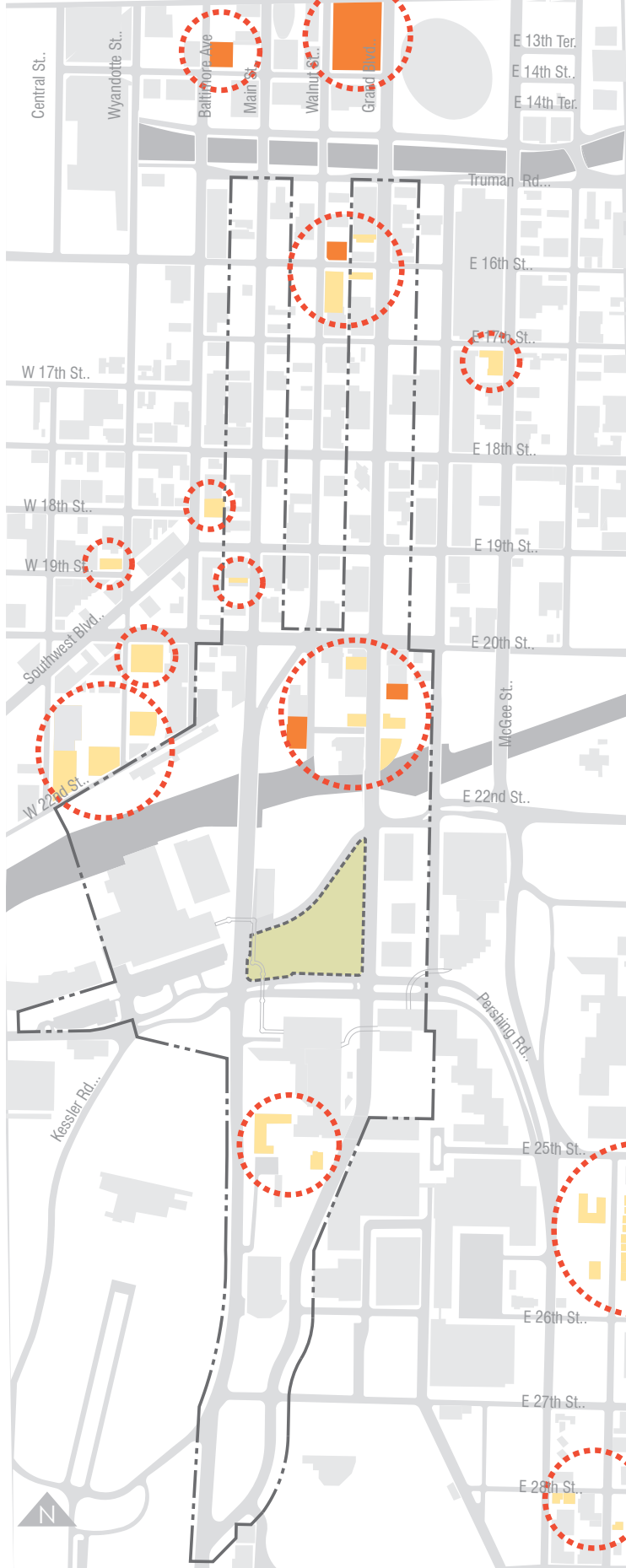
Questions | Where is residential use located within the site?

Is there adequate residential to support a civic hub?

What opportunities exist for increasing the amount of residential ?

Residential

The residential population surrounding Washington Square Park is limited to a sporadic clustering of multi-family buildings to the north and south of the park. The only residential locations with direct access to the park are a set of condos within Crown Center and a set of multi-family residential units around the Western Auto Building. Because of this severe lack of residential population surrounding the park, there are limitations to the number of potential users that could help activate the park site and provide more “eyes on the street”. For Washington Square Park to be a safe and active nighttime destination, there needs to be a critical mass of users within the site. This critical mass cannot be obtained unless there is a certain level of residential population to provide a consistent level of use. Therefore, design and development plans for the park need to consider adding residential development to provide a more active space, both day and night. Specific opportunities for the expansion of residential development are discussed in the infill section of this chapter.



Legend






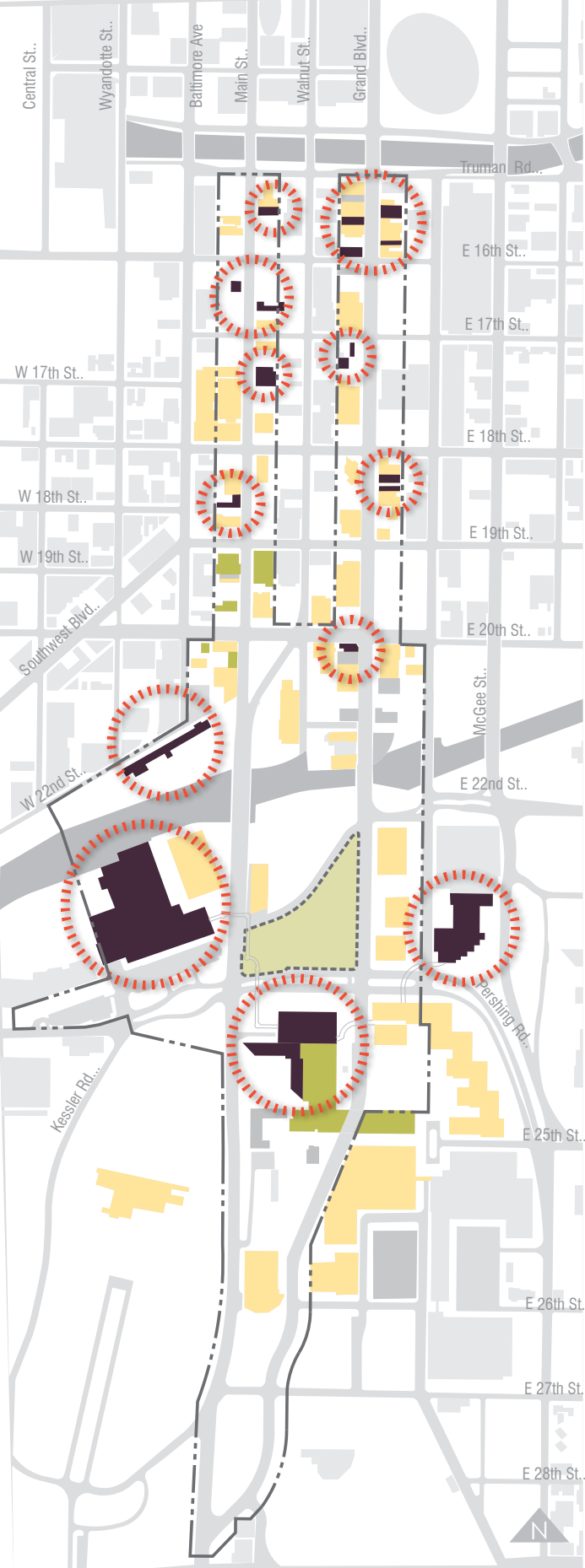
-  Residential Clusters
-  Mixed-use-Residential
-  Multi-Family Residential
-  Site Boundary
-  Washington Square Park

Figure 4.7 Residential Population is Sparse near Washington Square Park



Project Goal | Extend Business Hours

Questions | What types of amenities are open at night?
 When do most establishments close?

Evening Amenities

To understand what evening amenities currently exist within (or near) the site, an analysis of building closing times was completed (Figure 4.8). From this analysis it was found that only 16 establishments within the site are open past 11:00 pm. Six establishments were found to be open past 6:00pm but close before 11:00 pm. All other buildings and amenities within the site close by 6:00 pm daily.

Building closing times were then compared to building use (Figure 4.9). The results from this second analysis showed that the buildings that stayed open past 6:00 pm include: restaurants, bars, and gas stations to the north of railway, and the Crown Center Mall and hotels to the south of the tracks.

Legend







-  Location of Evening Amenities (for comparison with Figure 4.7)
-  Closes by 6:00 pm
-  Closes between 6:00 pm and 11:00 pm
-  Closes after 11:00 pm
-  Site Boundary
-  Washington Square Park

Figure 4.8 Very Few Establishments are Open Past 6:00pm Daily

For a nighttime destination to be successful at Washington Square Park there needs to be a dramatic increase in the amount of evening or nighttime amenities adjacent to, or within the park. These new amenities should include dining, bar, and local business establishments. Along with creating new amenities, considerations should be made to extend business hours for existing establishments surrounding the park.

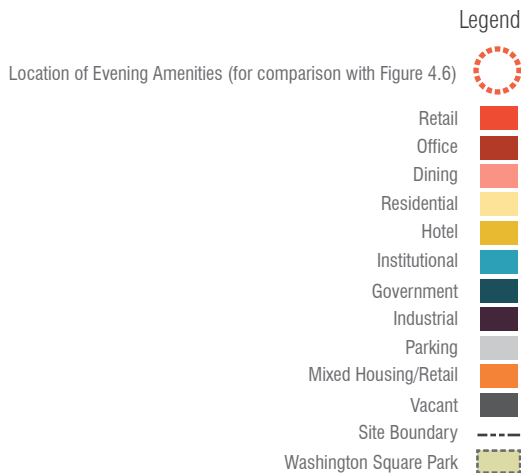


Figure 4.9 Businesses within the Site that are Open at Night are Limited to Restaurants, Bars, and Limited Retail



Project Goal | Create an Economic Catalyst

Questions | What are current property values around Washington Square Park?

Land Value

Analyzing land values of properties within the project site provides insight into what value the area currently holds. As seen in Figure 4.10, properties surrounding Washington Square Park to the south of the railroad track are overall valued much higher than properties in the Crossroads to the north. Redevelopment of the park area will only increase land values, which in turn, will help to attract new business and residential investment. This in turn could lead to more activity in the area.

Because this plan considers expanding the park outside its current trapezoidal shape, an understanding of adjacent parcel owners is necessary to figure out how the land could be acquired. Figure 4.11 identifies the property owners for the parcels most relevant to the expansion of the park.

Legend

- 0 - \$75,000
- \$75,001 - \$150,000
- \$150,001 - \$500,000
- \$500,000 +
- Site Boundary

Figure 4.10 High Property Values Adjacent to Washington Square Park South of Rail Lines

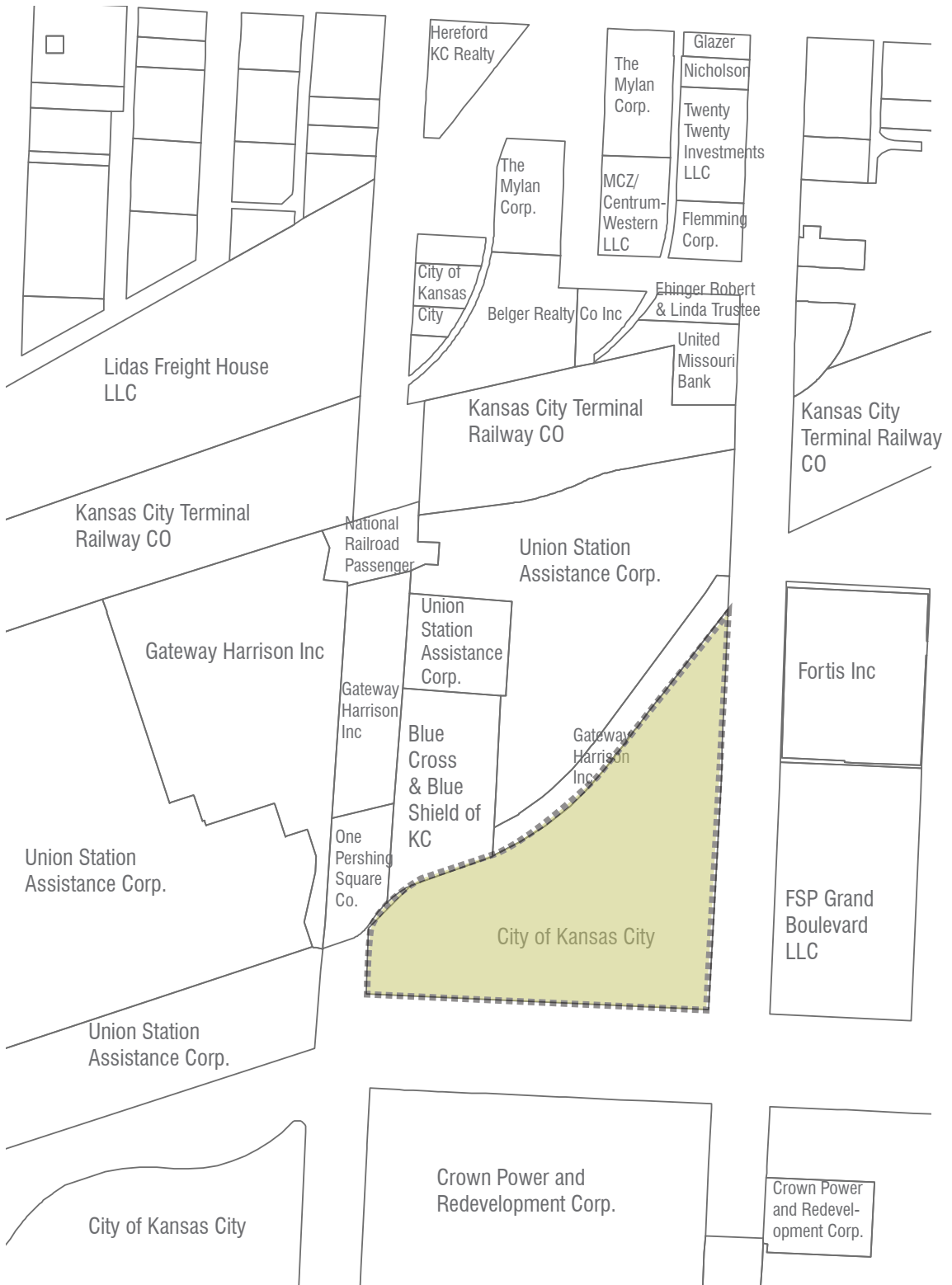
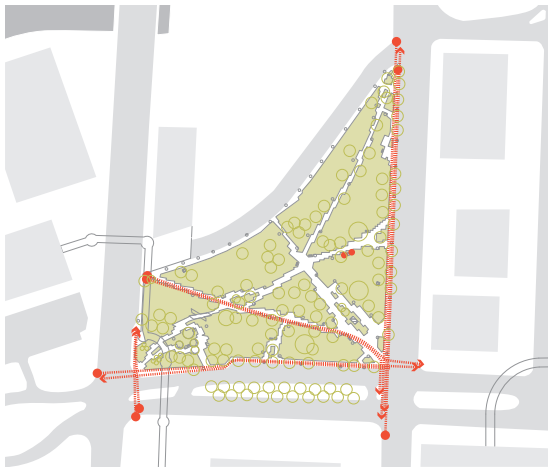


Figure 4.11 Adjacent Property Ownership



October 17, 2013 : 12:00-1:00 pm



October 31, 2013 : 4:00-5:00 pm



January 24, 2014 1:00 - 2:00 pm

Project Goal | Provide Diverse Social Opportunities

Questions | How is the space used and by whom?

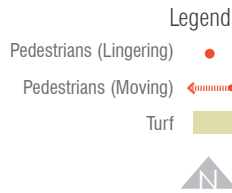
What potential users exist?

What opportunities exist to create a larger potential user base?

Activity Mapping

To gain a greater understanding of how the park site is actually used both day and night; I analyzed the activity within the park through a process of direct observation. During this process I visited the site 6 different times for one hour intervals. Three visits occurred during the day and three visits occurred at different times during the evening and night. For the day visits, I wanted to observe how well the park was used during the hours when people have the best opportunity to utilize it; lunch hours and office closing time (Figure 4.12). At night, I chose an early, middle, and late evening time frame to observe how people use the site during different times of the night. See Figure 4.13

In my daytime observations I noted a few people walking and running around the site and people eating their lunch on the benches placed sporadically around the park. Mostly, people just passed through the space rather than lingered within it, but it was still relatively active compared to the nighttime. During my nighttime visit I observed very few people other than a sprinkling of homeless and a few groups of pedestrians walking along the periphery of the park.



October 17, 2013 : 6:00-7:00 pm

I also noticed that the primary entrance to the Westin Hotel is directly across the street from the park to the south and there is an opportunity to create a stronger connection between the busy hotel area and the adjacent park. Neighborhoods adjacent to the park and areas of the Crossroads district were very empty in the early evening hours during the weekday. On the weekend; however, the Crossroads district was much more active with people going to restaurants and bars, especially during my visit on a First Friday event. The area around Power and Light was especially bustling around 9:30-10:00pm on my Saturday visit.



November 23, 2013 : 9:30-10:30 pm

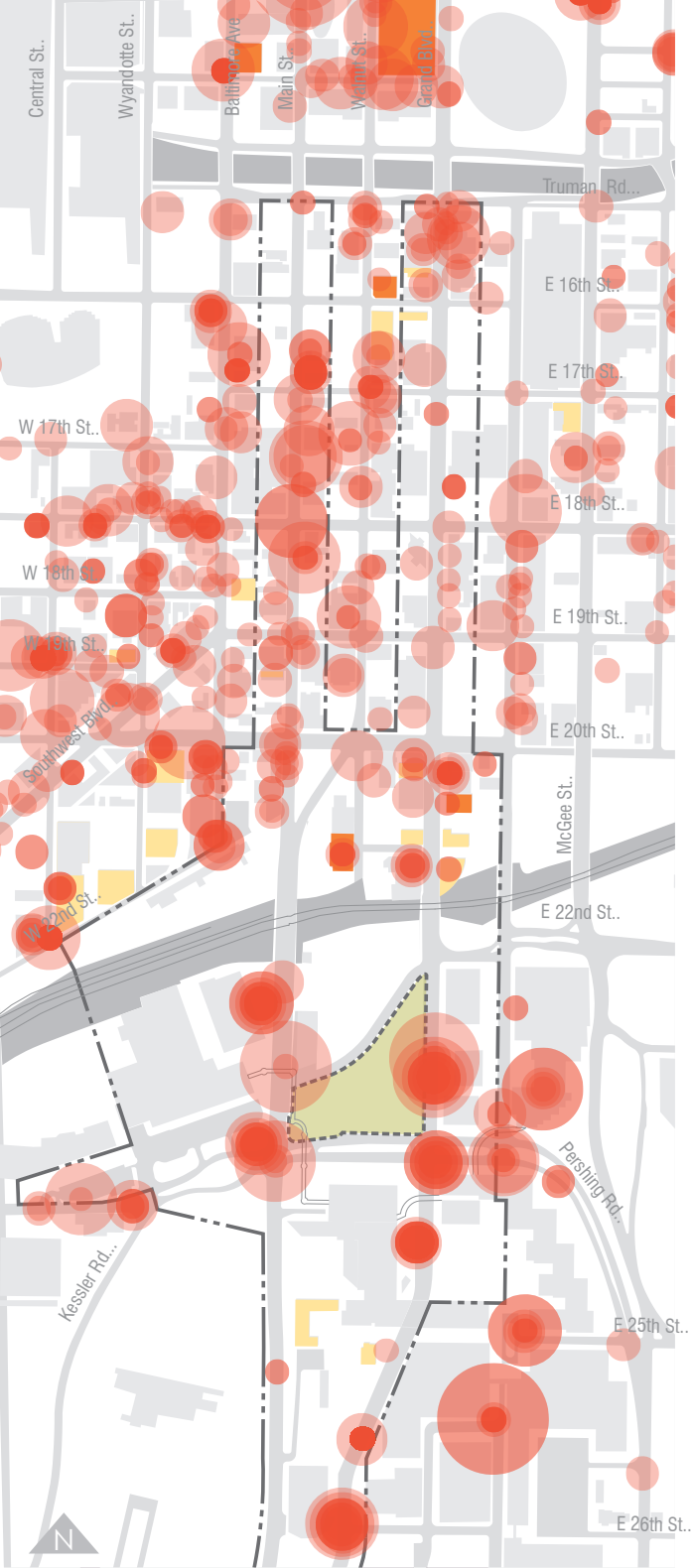
These findings show that the park is quite inactive during the day and especially at night, and is used primarily as a pass through space. The reasons for this could be many but it is most likely due to a lack of amenities and poor lighting. For Washington Square Park to become an active nighttime destination there needs to be amenities and attractive, safe spaces to linger within the park.



January 24, 2014 8:00-9:00 pm

Figure 4.12 (opposite) Daytime Activity Mapping

Figure 4.13 Evening Activity Mapping



Potential Users

Potential users of the Washington Square Park site could include anyone working, living, or shopping in the area, or anyone utilizing the transit stops within the site. An analysis of potential users was completed, utilizing data from KCDC's analysis, to identify the number of workers in the area as well as the residential locations within the site. This analysis shows that the number of employees is high in the office buildings directly adjacent to the park. However, the amount of residential with direct access to the park (as stated earlier) is limited to two or three sets of multi-family buildings (See figure 4.14). From this information it tells us that there is a great number of potential users in the form of people who work in the site. Therefore, to increase actual users and to make the park an active nighttime destination, there needs to be more amenities that are open after the offices close. There is also a need for increased residential near the park to increase the potential user base.

Transit ridership brings another set of potential users to the site. In order for riders to detour from their intended destination, or to make a stop at the park, there needs to be attractive, street level amenities such as storefronts and cafe spaces, as well as attractive spaces for people to linger near the transit stops. The diagrams in Figures 4.15 - 4.16 highlight transit ridership at the two stops within the park during the evening hours. Figure 4.17 highlights the frequency of buses at these stops. These figures show that transit ridership drops off dramatically after 5:00 pm. However, bus lines still run until midnight or 1:00am at the Pershing and Grand stop. Though ridership is currently low, with development there are opportunities to increase potential users with more frequent transit stops in the evening hours.

Figure 4.14 Potential Users from Employees and Residential

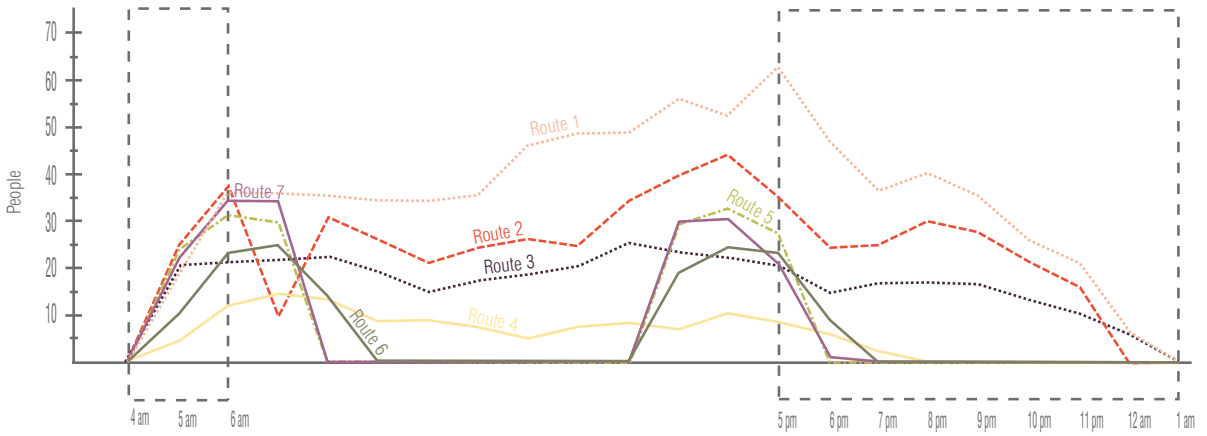


Figure 4.15 Transit Ridership at the Pershing and Grand Stop

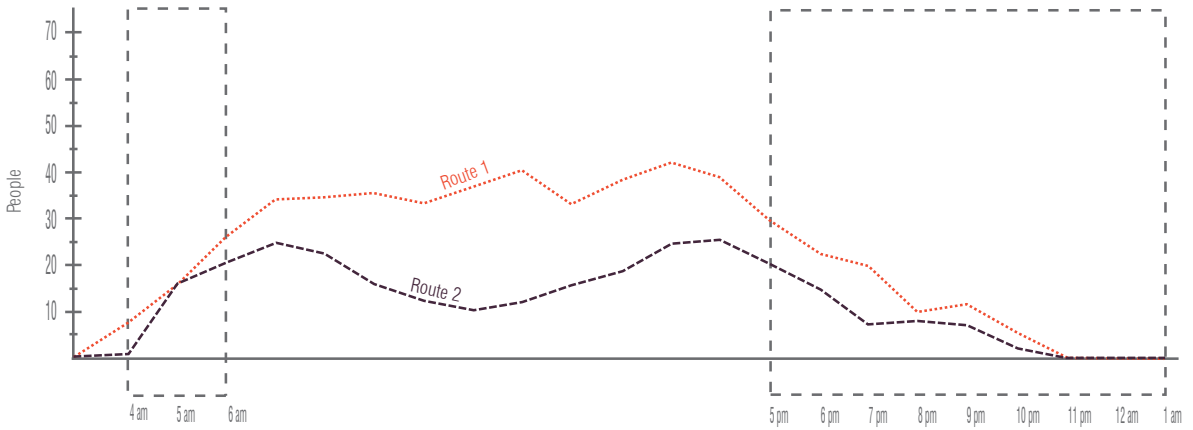


Figure 4.16 Transit Ridership at the Pershing and Main Stop

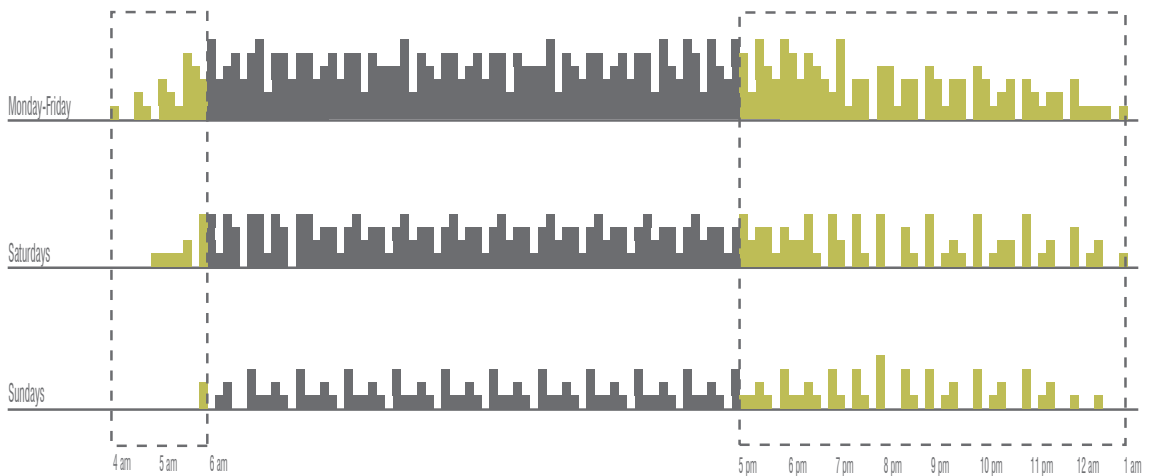
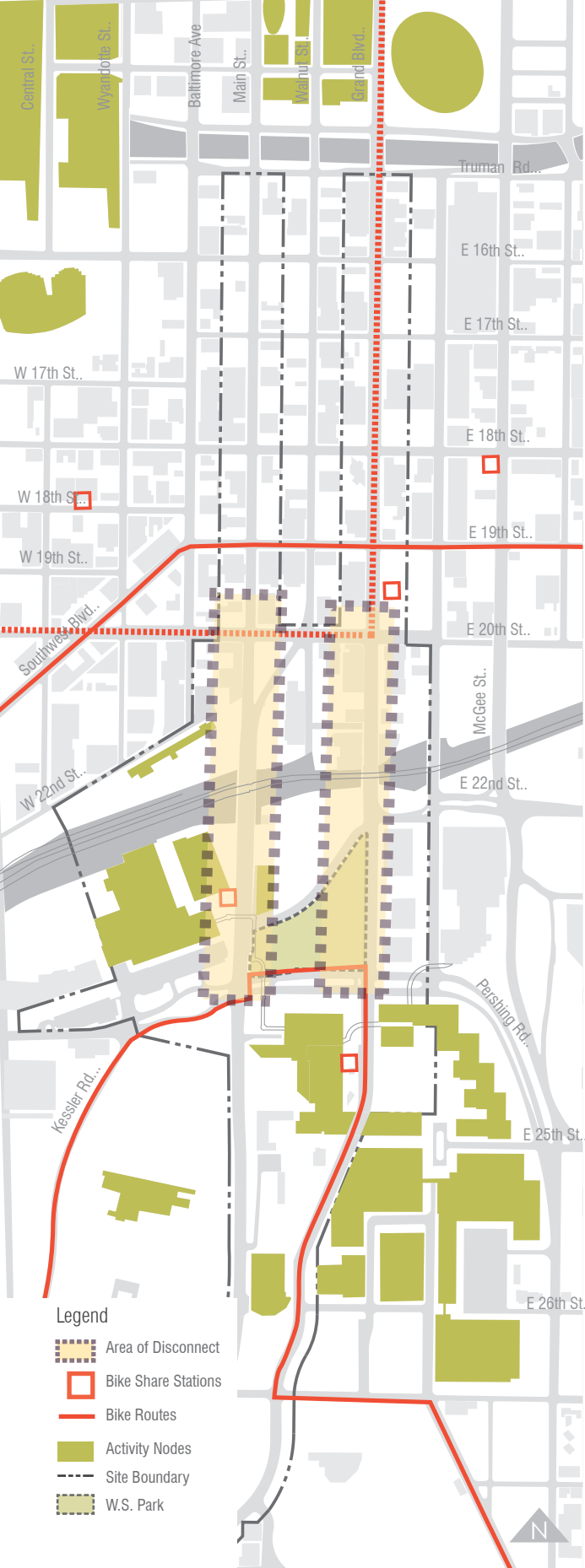


Figure 4.17 Evening Bus Frequency



Walkable + Connected

Project Goal | Create a Transportation Hub

Questions | What are the major destinations within the site?
How are they accessed?

What are current transit options?

Transit Connectivity

Major activity nodes within the study area are located at the far north end of the site and at Crown Center and Union Station. To become an evening destination, Washington Square Park needs to take full advantage of transit options to help connect to the northern downtown districts. An inventory of proposed and existing transit routes shows that these connections currently seem adequate to provide a link between the activity nodes (Figure 4.19).

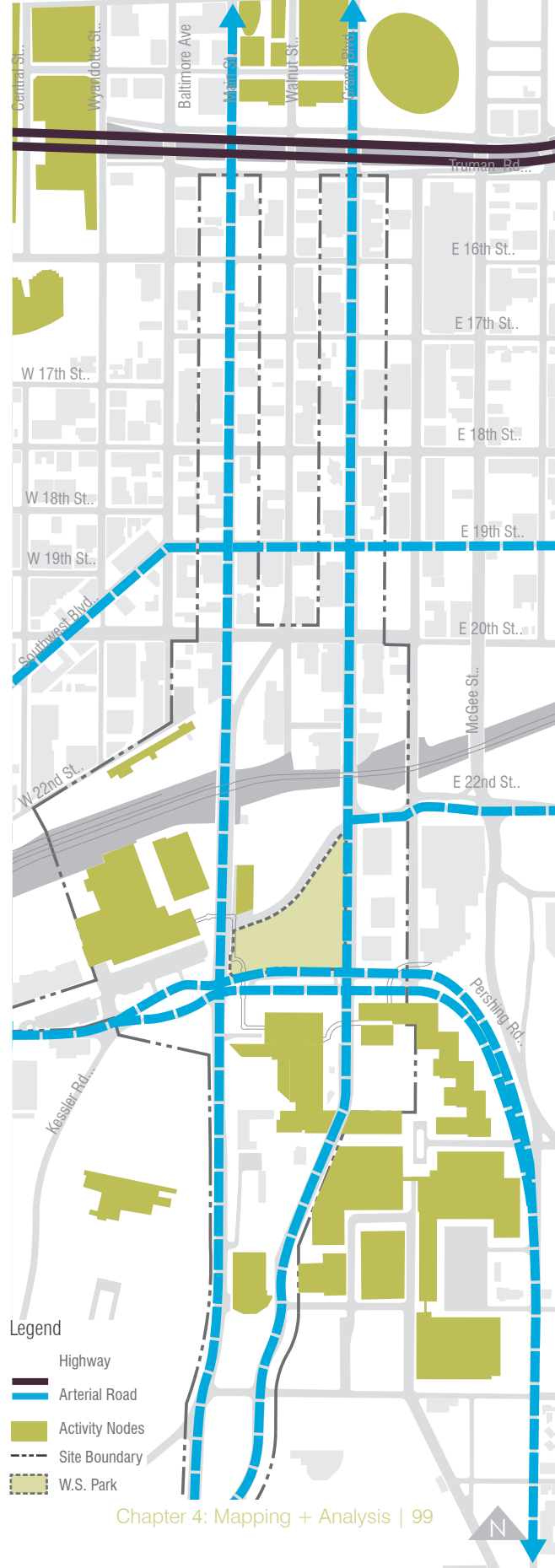
Other non-pedestrian connection opportunities were also inventoried. Figure 4.20 shows the major arterial routes for vehicular traffic. Because the area is so auto dependent, these routes are more than adequate to connect the destinations; though, more should be done to increase other modes of transit.

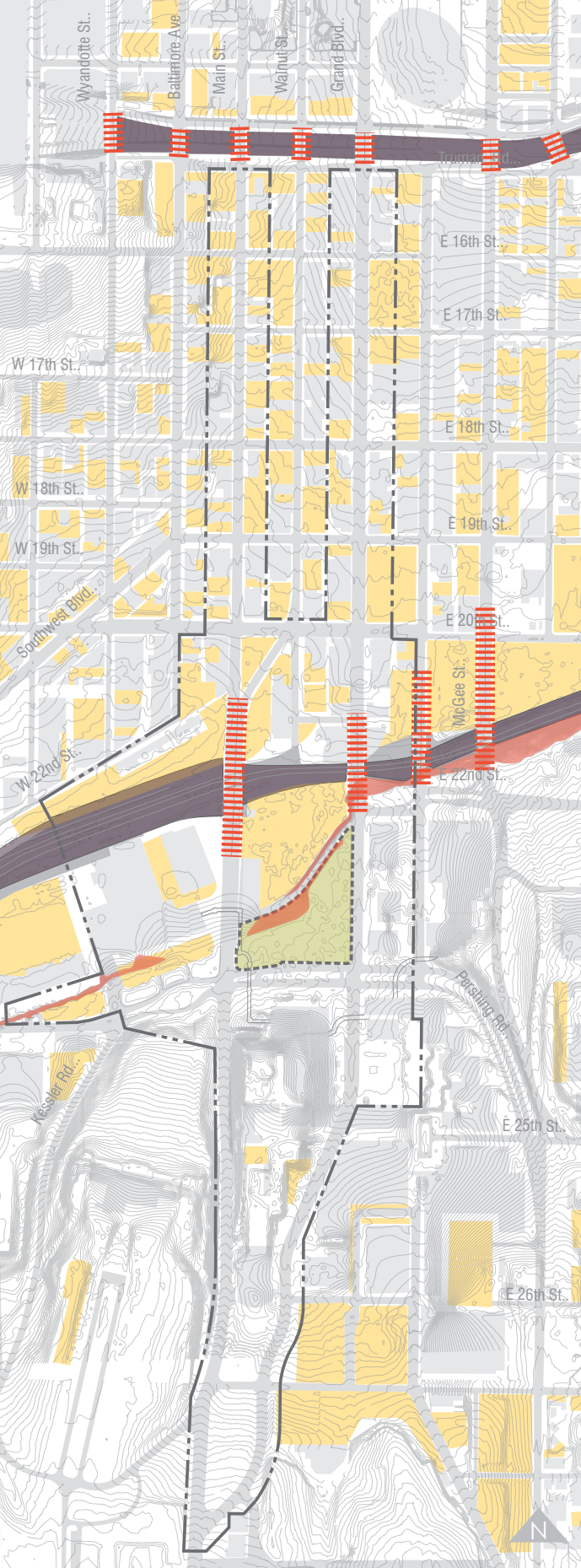
Bicycle routes were inventoried in figure 4.18. This map shows that there is a designated bike route that runs through the site and adjacent bike share stations. However, there is a large disconnect between the northern bike routes and southern routes. This is most likely due to the infrastructural barriers discussed on the next page.

Figure 4.18 (Left) Bicycle Disconnect between Park and Downtown

Figure 4.19 (Right) Transit Routes Provide Adequate Connections

Figure 4.20 (Far Right) Arterial Routes Dominant in KC





Project Goal | Increase Walkability and Mitigate Barriers Between the Park and Downtown

Questions | How easy is it to walk from downtown to Washington Square Park?

What barriers decrease walkability?

Walkability

A major hindrance to the success of Washington Square Park as a nighttime hub is its disconnect from the active downtown areas to the north. An analysis was conducted to identify major barriers to connectivity. Figure 4.21 identifies the infrastructural and topographic barriers along the rail and highway corridors to be the most influential barriers between the park and downtown. Surface parking is also included in this barrier analysis because large quantities of surface parking along a route can be a visual barrier to pedestrians walking along the street. For Washington Square Park to become an active nighttime destination that is connected visually and physically to downtown, these barriers will need to be mitigated by extending the park across the rail lines and reducing surface parking. The next page in this document goes into further detail on how and where this should happen.

Legend







-  Bridge Barrier
-  Topo Barrier
-  Infrastructure Barrier
-  Surface Parking
-  Site Boundary
-  W.S. Park

Figure 4.21 Barriers adding to the Disconnect Include Topography, Infrastructure and Surface Parking.

A second analysis was conducted to determine the current walkability of the site (Figure 4.22). The typical radius for people to walk to a destination is 1/4 mile (or a 5 min. walk) (Gehl, 2011). This 1/4 mile walking radius was placed over the park and surrounding activity nodes to determine which areas would be easily walkable and where there were gaps. Major gaps were found between the rail line and the northern highway bridges. The infrastructural and topographic barriers could very well be contributing to this, but it is also due to the lack of destinations along Main and Grand in the Crossroads. Proposed locations for mini-destinations were located along Grand to provide greater walkability between the park and downtown. Aligning these destinations with transit stops is also critical to making them work as mini-destinations.

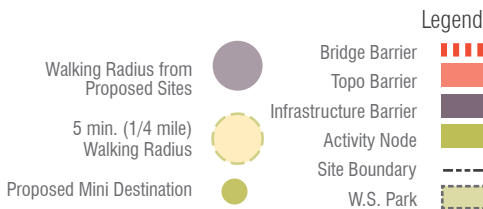


Figure 4.22 Smaller Destinations between Downtown and the Park Could Reduce Perceived Walking Distances





Project Goal | Strengthen and Create Connections Between Park and Buildings and Between Downtown Districts

Questions | What are the opportunities for park expansion in adjacent areas?

How do building entrances and park circulation routes relate?

Expansion Opportunities

From the literature review it was concluded that for a place to be an active destination, there needs to be a strong pedestrian focus and street level connections between the park and surrounding areas. An analysis was completed to identify street level connections between the park and surrounding buildings (Figure 4.24). From this map it is apparent that there are no strong correlations between pedestrian circulation paths in the park and the building entrances surrounding it.

Analysis has shown that in order to mitigate barriers, improve street level connections and promote walkability, the park needs to expand to strengthen the connections between the Crown Center district and downtown. Figure 4.23 identifies possible expansion opportunities for the park and infill along Grand and Main. The park expansion areas include the R.O.W. and frontage areas along streets adjacent to the park, which will help to promote greater connections

Legend





- Park Extension
- Streetscape Intervention and Infill Areas
- Site Boundary
- Washington Square Park

Figure 4.23 Strategy for Park Expansion and Infill

between the surrounding building and the park. An extension of Washington Square Park over the rail corridor to the north will allow the park to act as a bridge, mitigating barriers and connecting to commercial, residential, and transit routes. An extension of the park space under the bridge and into the freight house parking lot will add connections to additional evening and dining amenities. A final extension into the front of Union Station and Crown Center will help to create stronger connections between the spaces and create an entrance statement as one approaches the park from the south.

The R.O.W. areas along Grand and Main will be included in an intervention zone as an area for infill and streetscape improvements to create a connection to downtown and establish a unified sense of place along the corridor and into the park.

Legend

-  Main Site Entrances
-  Ground Level Pedestrian Connections
-  Skywalk Pedestrian Routes
-  Building Entrances

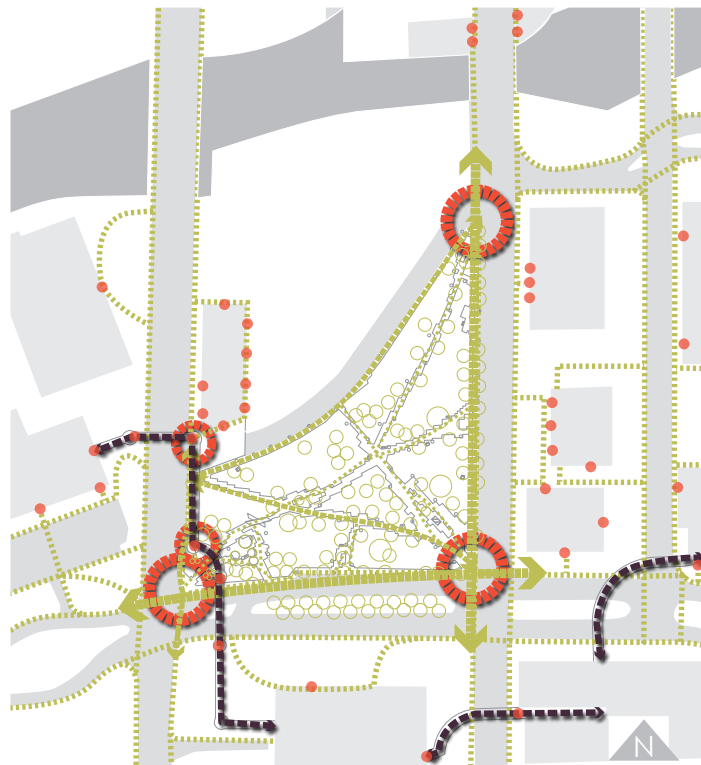


Figure 4.24 Current Pedestrian Routes Have Little Connection to Surrounding Building Entrances



Project Goal | Reduce Surface Parking and Auto Dependence

Questions | Where is parking located within the site?

What opportunities exist to consolidate parking and develop empty surface lots?

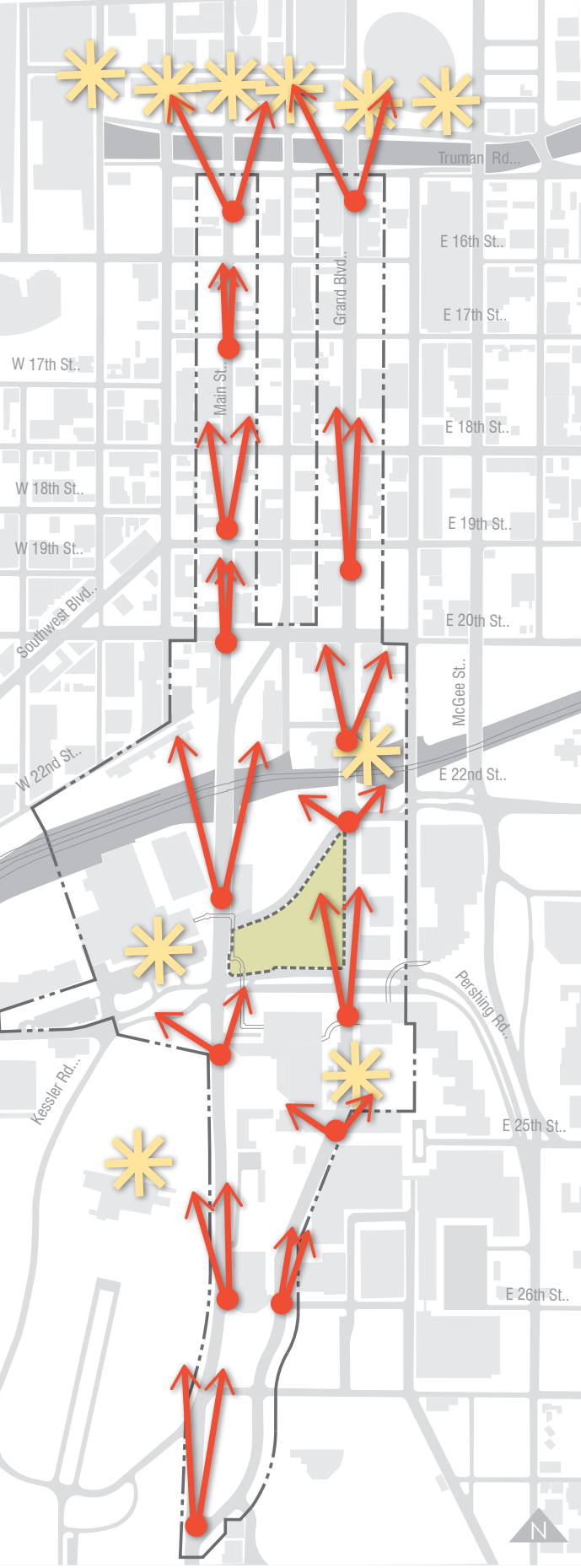
Parking Consolidation and Infill

Continuing from the analysis of barrier mitigation and park expansion, Figure 4.25 identifies opportunities for consolidation of existing surface parking lots. Though further analysis would be required to determine the actual amount of parking needed, this plan proposes eliminating all large to medium surface lots along Grand and Main to be replaced with two to four parking garages on each street. The remaining surface lots will be redeveloped with residential, retail, and office uses to increase walkability, help create mini-destinations along the routes, and to increase the residential population in the area.

Legend

-  Development without Parking
-  Development Including Parking Garage
-  Surface Parking to Remain
-  Site Boundary
-  Washington Square Park

Figure 4.25 Strategy for Infill and Parking Consolidation



Authentic

Project Goal | Take Advantage of Views

Questions | What are the views into and within the park at night?

Which should be highlighted and which should be hidden?

Evening Views

Views into and from the park site are important for establishing a visual connection to downtown. At night, the major focal points in the area include a dramatic city skyline to the north, the Western Auto Sign to the northeast, the Liberty Memorial to the southwest, Union Station's Facade to the west, and Crown Center Plaza's light display to the southeast.

For Washington Square Park to be a nighttime destination, it needs to stand out and make a statement in the area it is in. Views approaching the park vary from panoramic to short and narrow but they are never focused on the park itself. Currently, as you approach the park from the north or south, views are not directed into the park, but to the other brightly lit focal points mentioned above. Part of this has to do with the fact that the park is dimly lit at night and the skywalks do more to hide the park from view than to allow visual access into it.

To create a visual nighttime destination and create an entrance statement to the park from Grand and Main, the skywalks should be removed to allow visual access and the park should utilize unique lighting and other programmatic elements that establish a strong sense of place.

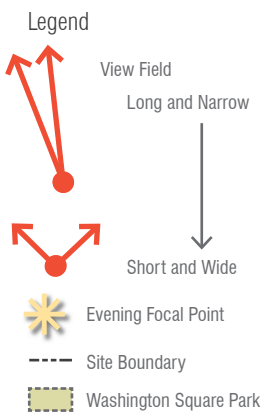
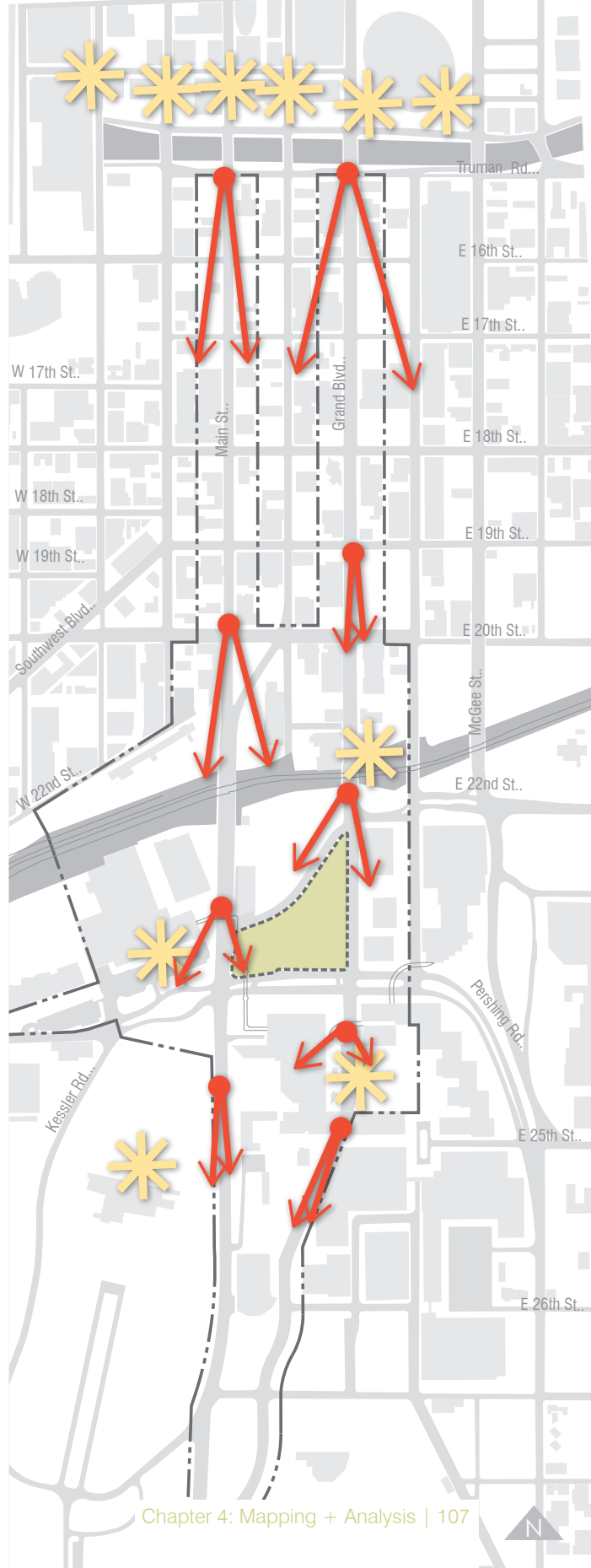


Figure 4.26 (Opposite) Evening Views Along Grand and Main Driving North

Figure 4.27 Evening Views Along Grand and Main Driving South

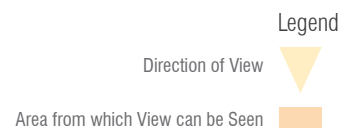


Evening Views From Park

Maintaining and enhancing views from the park is key to visually connecting the park to downtown and surrounding districts. Currently, the grandest views from the park look toward the city skyline and the Western Auto building to the north. These views can only be seen however, from the north edge of the park (Figure 4.28). In the winter, some of these lights can be seen through the bare trees, but otherwise views are restricted to the boundary. Other important views are of Union Station building to the west and the Crown Center Plaza to the southeast. The Union Station facade is spectacular at night; however, it is only fully visible from the very southwest corner of the park. In all other areas the skywalk blocks views of the building (Figure 4.29). Views into Crown Center are not as spectacular, but the light displays are inviting. These views can only be seen from the southwest corner and along the eastern boundary of the park (Figure 4.30). The large central portion of the park is much more inward oriented under the canopy of trees. For Washington Square Park to become a nighttime destination, these views need to be maximized from more areas of the park.



Figure 4.28 Evening Views Toward City Skyline



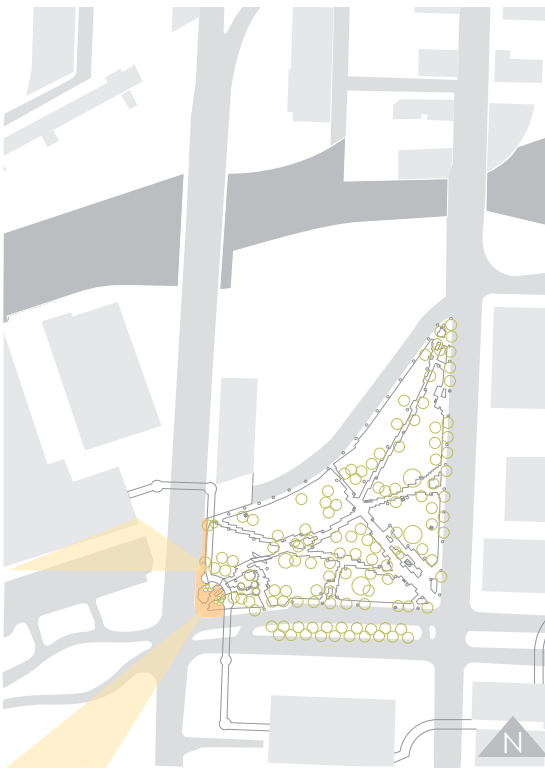


Figure 4.29 Evening Views Toward Union Station



Figure 4.30 Evening Views Toward Crown Center Plaza



Project Goal | Create a Sense of Place

Questions | What are the current lighting conditions within the site and what can be done to create a sense of place with lighting?

Is there an established sense of place in surrounding areas?

Lighting Conditions

The lighting conditions along Grand and Main are relatively low to moderate until reaching Power & Light or Crown Center Plaza. Washington Square Park itself is much darker than the surrounding areas, especially approaching from Main (Figure 4.31). There is no unified sense of place along these routes at night other than the typical cobra street lighting. There are however, three areas within the site that do have an established sense of place, utilizing lighting and whimsy to attract attention: Union Station, Crown Center Plaza, and Power & Light (Figure 4.32). Each has their own unique style; however, playful lighting is a key characteristic in all the spaces. For this project, utilizing unique lighting and streetscape design to visually connect the site from the Park to the Loop and create a sense of place will be necessary.

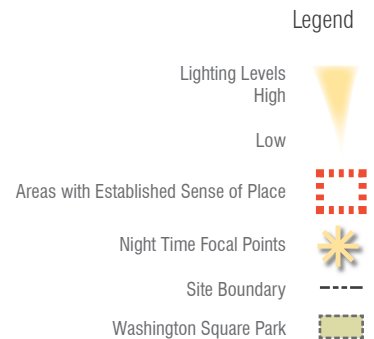


Figure 4.31 (Left) Lighting Levels within Site are Dark Compared to nearby Activity Zones

Figure 4.32 Lighting Levels and Sense of Place Along Main and Grand



Project Goal | Complement Existing Plans

Questions | What plans are currently being implemented?

What are the design implications of these plans?

Planned and Ongoing Projects

Planned and ongoing projects near Washington Square Park and downtown are important to consider as many of them relate to the site itself or adjacent areas. The Streetcar Plan and Making Grand "Grand" are two of the most influential plans helping to connect the site to downtown (See Chapter 2).

Legend


- | | | | |
|---|-----------------------------------|----|--|
| 1 | Streetcar | 8 | Blue Cross Blue Shield Parking |
| 2 | Making Grand Grand | 9 | Korean War Memorial |
| 3 | 20th St... Streetscape | 10 | Skywalk Memorial Garden |
| 4 | Baltimore / Wyandotte Streetscape | 11 | KCata Bus Routes |
| 5 | Triangle Park | |  Washington Square Park |
| 6 | W. Pennway Streetscape | | |
| 7 | Union Station Science Center | | |



Figure 4.33 Planned and Ongoing Projects

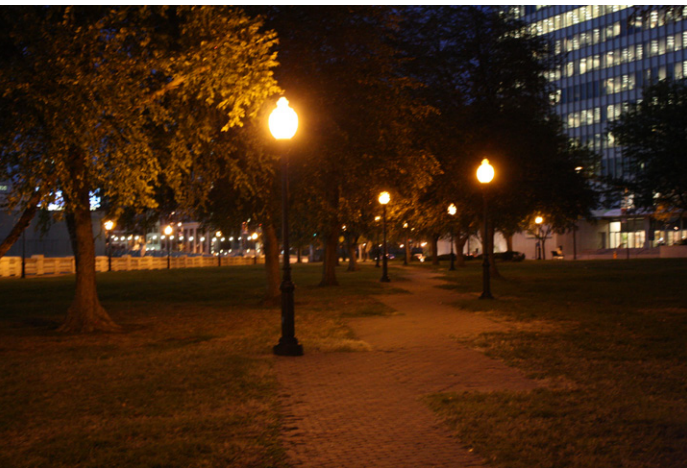


Figure 4.34 Path Lighting Within Park



Figure 4.35 Park Lighting Compared to Parking Lights



Figure 4.36 Blinding Entrance Lights at Memorial Statue

Safe

Project Goal | Increase Amount of Quality Lighting.

Questions | What are the lighting conditions in the park?

Park Lighting

As mentioned previously, lighting conditions within the park itself are poor. The lamps themselves give off a dull yellow hue, which does provide some ambiance, but is not conducive to attracting users at night. Also, many of these lamps were broken during my site visits, adding to the darkness in the park. Compared to the relatively light streetscape and parking lot areas surrounding it, the park itself seems like a dark void at times. The only area of bright lighting is at the Washington statue on the southeast corner, and here, the light is so bright that it is blinding to look at directly.

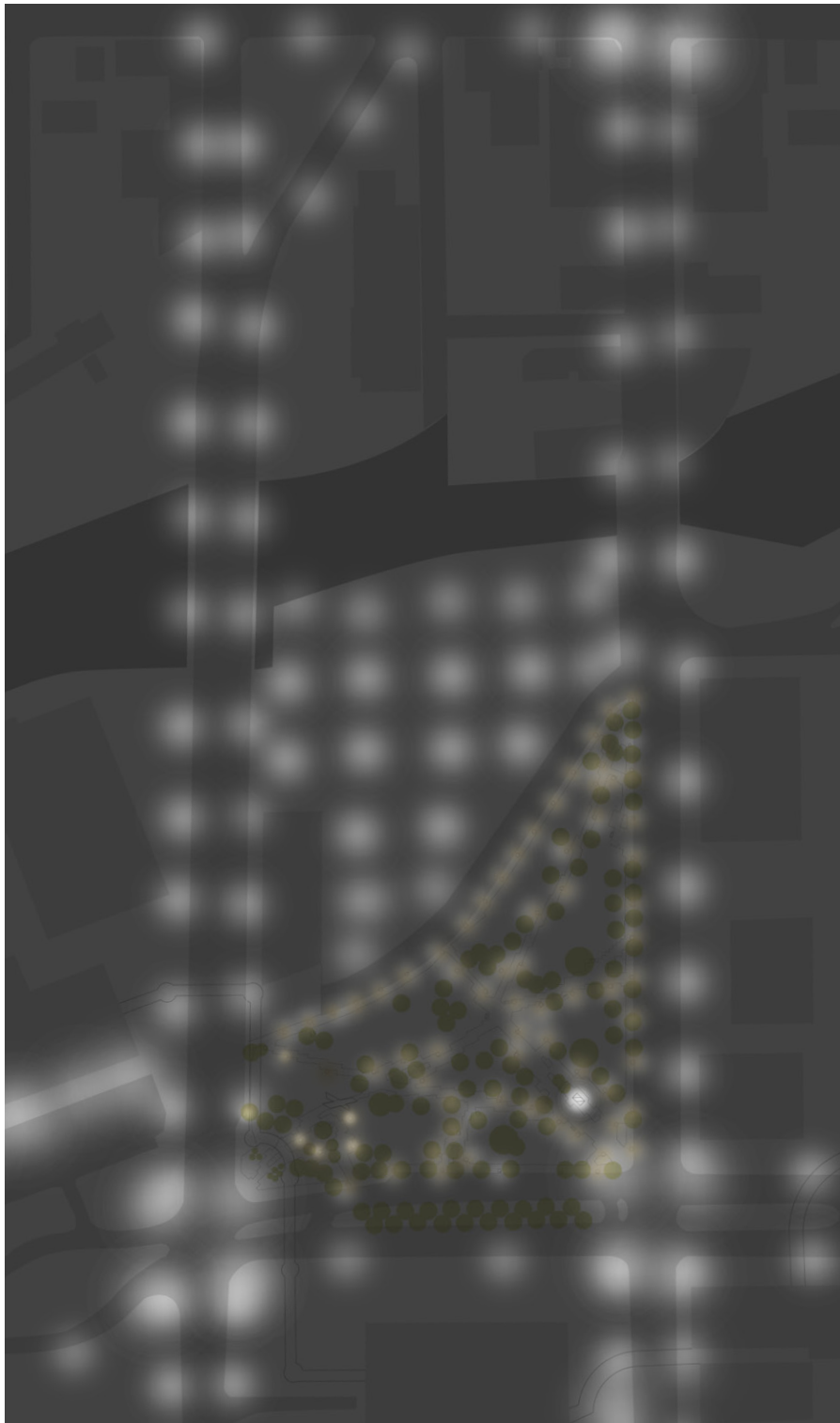
Lighting levels were measured during a site visit to be 5 lux (lumens per foot candle) under a lamp post, which is about half the brightness of street lighting (Descottes, 2011). This lighting level wouldn't be bad in a smaller size space; however, for Washington Square Park to become an active nighttime destination, the levels of lighting need to be conducive to reducing levels of fear. Principles of CPTED also recommend that areas are well lit (not overly lit) to deter crime and promote a sense of safety within the park. When the perceived sense of safety is high, then more users are likely to utilize the space.



Figure 4.37 Park Light Fixtures



Figure 4.38 Lighting Levels within the Park are Much Darker than Surrounding Streetscape and Parking Lots





Legend

- - - - Future Streetcar Route
- Streetcar Route
- Streetcar Stops
- Bus Stops
- Bus Route
- Activity Nodes
- Site Boundary
- W.S. Park

Figure 4.39 Transit Routes

Project Goal | Increase “Eyes on the Street”

Questions | What is the current level of informal Surveillance?

How many potential users could be observing the space?

Potential Users

Potential users of the Washington Square Park site could include anyone working, living, or shopping in the area, or anyone utilizing the transit stops within the site. Details of the potential user analysis are outlined on page 96. In terms of safety, it is important to have a critical mass of people using the site or people observing the site. There is a relatively large potential user base around the park, taking into account the amount of employees and visitors in the area daily. However, these potential user groups need a reason to observe the park site and provide a level of informal surveillance. Therefore, it is necessary for Washington Square Park to provide amenities that are not only attractive to active park use, but also attractive to sitting or people watching after work. Convenient, street-level amenities can help to create these spaces. Also, increased residential will help to provide additional users to the site.

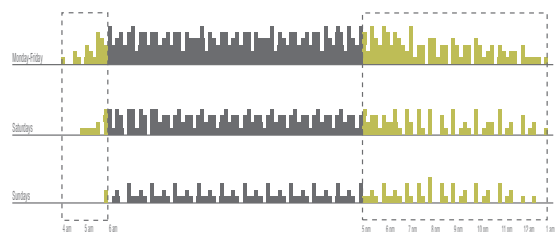


Figure 4.40 Evening Bus Frequency



Legend

- Number of Visitors
- Activity Center
- Site Boundary
- Washington Square Park

Figure 4.41 Activity Center Visitors

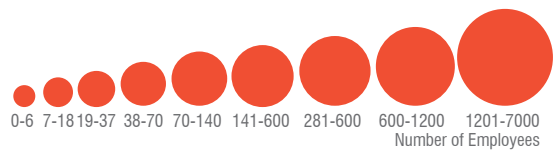
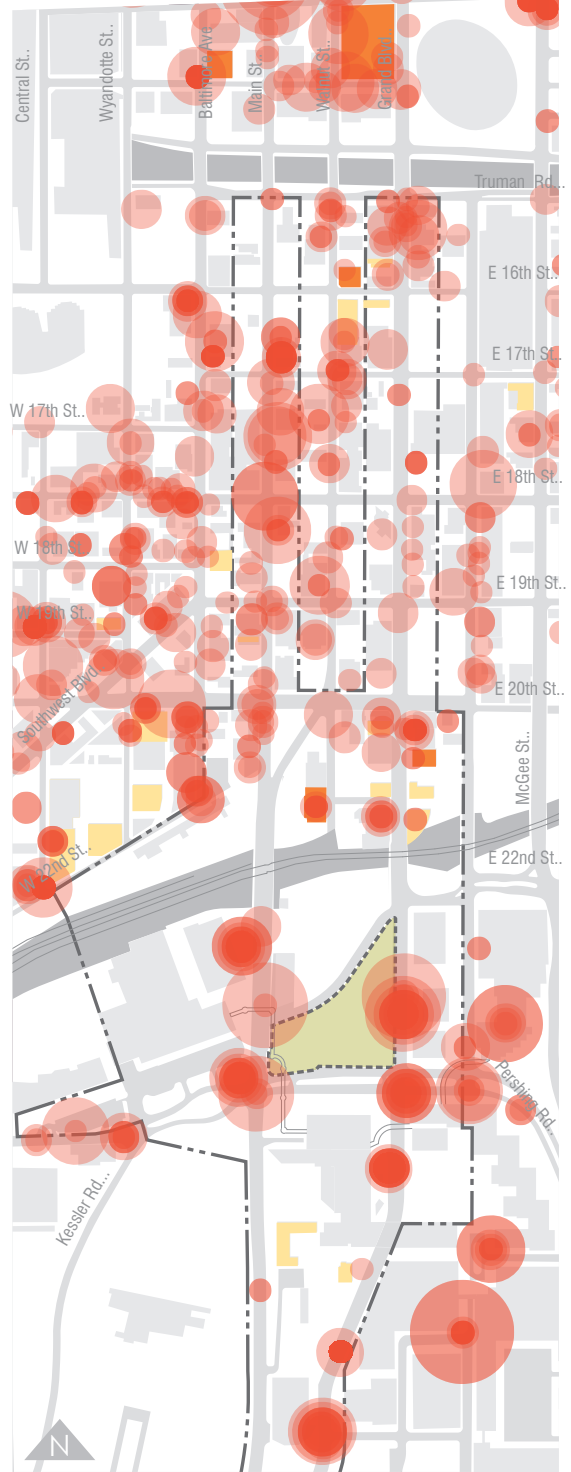


Figure 4.42 Potential Users from Employees and Residential



Figure 4.43 Park is Maintained by Kansas City Parks



Figure 4.44 Paths are Poorly Maintained and Falling Apart

Project Goal | Utilize CPTED Principles and Create a Highly Maintained Space.

Questions | Is crime an issue in Washington Square Park?

What elements of CPTED are relevant and lacking in the park?

How well is the site maintained?

Crime + CPTED

Crime rates do not seem to be an issue in or around Washington Square Park. Figure 4.45 shows the crime rates in a 5 month window. Though there were some incidences of theft nearby, the crime rates in this area should not be what is contributing to a lack of use. As stated in review of literature, most perceptions of fear in a space are only perceptions. They are based upon how a site feels and not on actual crime. Utilizing principles of CPTED and increased maintenance can help to increase perceptions of safety in Washington Square Park. The most relevant components of CPTED for Washington Square Park involve surveillance (both informal and formal), image or attractiveness, and activity support. Other principles involve reducing dead end pathways and dark corridors, and increasing the amount of quality lighting in the space.

During my site visits, I observed little in the way of maintenance or security; however, the park was still relatively clean. Trash was overflowing at times and lights were broken but otherwise the park site was maintained to an acceptable level. In order for the park to become an active nighttime destination that attracts a great number of users, the park needs to be maintained to an extremely high level. Partnerships could be made with surrounding businesses to help organize the maintenance of the park.

Legend

- Theft from Vehicle
- Stolen Vehicle
- Theft
- Armed Robbery
- Fraud
- Stealing from Building
- Assault
- Site Boundary
- W.S. Park



Figure 4.45 Crime Rates are not High Near Washington Square Park

Program Generation

Each map created during the analysis process informed one or more strategies for the programming and design of Washington Square Park. Strategies were based upon the opportunities or constraints identified in the mappings. Final programming strategies for the park are outlined to the right.

Programming Strategies

- Create multi-purpose event space(s) catering to evening events.
- Increase multi-family residential development directly adjacent to the Washington Square Park (WSP)
- Increase amount of dining, bar, gallery, and local business establishments directly adjacent to the park. Extend business hours for these street level businesses.
- Phase development to increase property values around WSP and stimulate investment.
- Create attractive spaces to linger within the park, especially near bus stops and main routes through the space.
- Create a transit hub that opens up onto an active civic space and invites people into WSP.
- Add 2-3 additional sub-destinations along Grand at approximately 1/4 mi. intervals.
- Extend park north to 20th St., east to meet building frontages, and south to the hotel entrance. Narrow street width on Grand to slow traffic and create easier crossings.
- Utilize unique lighting and streetscape design to visually unify the site from WSP to the Loop.
- Cap parking and rail corridor between Grand and Main from the park to 20th St... Consolidate parking where possible into parking garages and utilize remaining lots as pocket parks or areas for mixed-use residential development.
- Maintain views of city skyline to the north and northwest as well as to the Western Auto building. Remove skywalks from the southwest corner of the park to open up views.
- Create a sense of place with lighting in the site by using unique features with a unified color and intensity. Outside the park itself, lighting should be of a different color and fixture style, but consistent all along Grand and Main.
- Utilize established designs for Main and Grand streets as a basis for the streetscape and transit routes within the site. KCDC's plans for capping the park will also be used but modified.
- Increase potential users by adding residential, retail and restaurant amenities. Also, open up street level storefronts and cafe spaces.
- Utilize planting material that doesn't provide places to hide. Create well lit paths to transit or parking. Utilize signage where necessary to explain park rules and behavior. Consider closing part of the park after midnight or 2 a.m.
- Work with city maintenance or surrounding business to create a high quality maintenance strategy and security presence.

Chapter Summary

Through the process of goal identification, questioning, analysis and programming a number of constraints, opportunities and programming strategies have been identified for the application of project goals to Washington Square Park. The most relevant findings from these projects are summarized below.

Views and Sense of Place

Maintaining and enhancing views is critical to establishing visual connections to downtown and to adjacent areas. This is the case not only for views from within the site, but also views approaching the site. By providing greater visual access into the park from surrounding roads or areas it will not only help establish visual connections but will also help to create an inviting entrance statement to passers-by. The creation of a sense of place within the park is also essential. To create an evening destination, the park needs to be unique at night. By utilizing lighting and other design elements, a unique identity can be created which will help to draw visitors into the site.

Closing Times and Building Use

Another critical dimension for a successful nighttime destination is the extension of amenity closing times into the evening hours and the provision of amenities that cater to nighttime use. These include amenities such as restaurants, retail, bars, galleries, theaters and similar uses.

Lack of Residential

Establishing a critical mass of residential use that immediately serves the park area will be of great importance in creating constant activity within Washington Square Park.

Potential Users

Along with increased residential, taking advantage of and increasing the amount of potential site users will be essential for creating activity in the park. Currently, there is a large potential user group in employees working in the area and shoppers at Crown Center, but there is a low residential population. High activity levels within the park can be accomplished by increasing residential and providing amenities that attract office workers and shoppers after work hours.

Connections

Physical and visual connections between downtown districts are important for reconnecting the park to downtown as well as increasing walkability. Visual connections can be accomplished by enhancing views to iconic city nightscapes. Physical connections involve streetscape and transit improvements, and stronger connections between park circulation routes and building entrances.

Expansion Opportunities

Large surface parking lots, and wide street right-of-ways, create opportunities for infill and park expansion. The strongest opportunities for expansion that will support connectivity and the creation of a civic hub include extending the park across the parking lot and rail line to the north as well as infill and consolidation of parking lots along Grand and Main.

KCDC Work

Much of this analysis utilizes and/or expands upon research and analysis previously completed by students at KCDC. Analysis work done by KCDC is most relevant to my research is included in Appendix E.

This chapter analyzed existing and potential conditions of Washington Square Park to develop a set of programming strategies that were based upon the needs of stakeholders, relevant theory, and built precedents. The next chapter utilizes the programming strategies to inform a design for Washington Square Park.



05

Design

“The night is a place where the everyday and mundane can occur side by side with the spectacular and adventurous.”

-Roberts et.al, 2009.

Introduction

The design strategy presented in this chapter reflects my interpretations of programming strategies that were developed through a process of goal identification, questioning, analysis and strategizing. The design component of this project is important because it offers a way of applying the identified programming strategies specifically to Washington Square Park.

This chapter details the design concept and function at both the site and district scale. Furthermore, this chapter introduces visions of how the park is experienced through a series of renderings and explanatory diagrams.

Design Intent

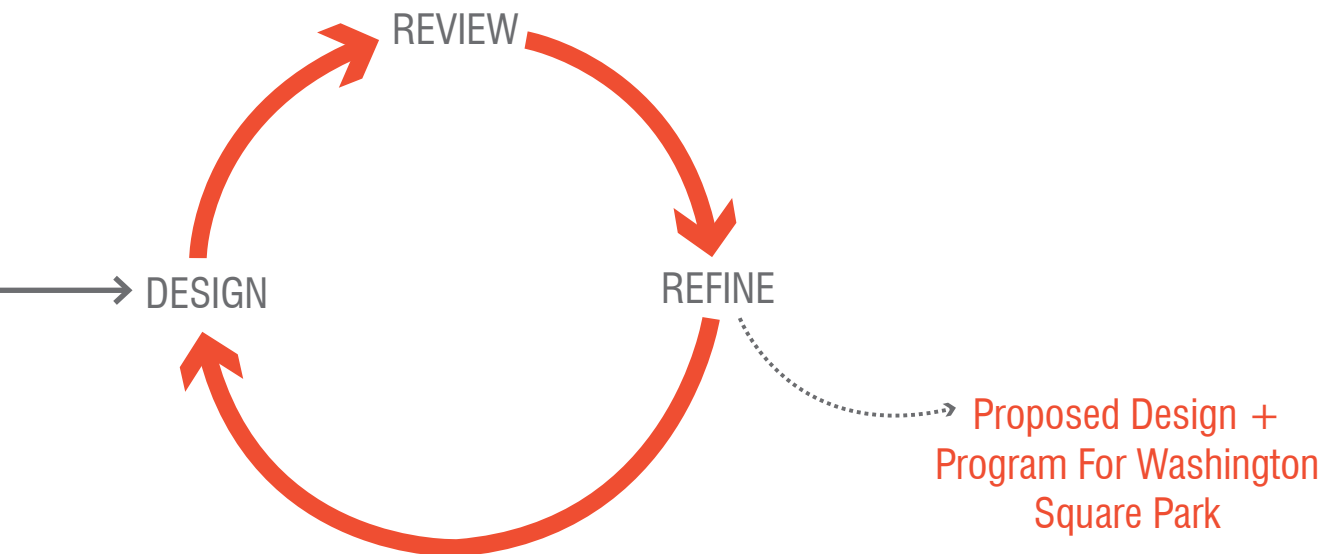
The intent for this design concept is to provide a vision for Washington Square Park as a nighttime destination for downtown Kansas City. This plan is the culmination of research, analysis, and planning that pushes the boundaries of the current planning process for the park. Rather than limiting the design to the existing park extents, this plan provides a vision of what the site could be. Based upon goals derived from stakeholders, precedents and literature, the design for Washington Square Park is intended to stimulate thinking about including nighttime programming into design considerations to create a more dynamic space with greater economic opportunity.



Figure 5.2 Design Process Diagram.

Process

The process of moving from conceptual programming to design involved an iterative process of design, review and revision until a product was completed that best reflected project goals and programming strategies. This process of design, review and refinement ensured that the design had theoretical and contextual solutions that were capable of creating an active nighttime destination for Washington Square Park.





20th St.

Western Auto

22nd St.

Union Station

Pershing Dr.

Westin Hotel

Crown Center

Grand Blvd.

Main St.

A

B

C

D

E

C

F

O

Q

R

S

T

Z

Y

H

I

L

M

U

V

X

3

4

5

K

N

G

W

2



Concept

With a vision grounded in stakeholder needs, theoretical knowledge and emphasis on nighttime experience, the proposed design for Washington Square Park is conceptualized as a beacon for downtown Kansas City, day and night. The design is focused on creating an anchor park for the city that links downtown districts to Crown Center and Union Station. It is not simply a connecting feature; however, but a park that is an evening destination for the city of Kansas City, providing reasons for people to linger in the area after offices close and further activating the space.

The key components of this design most critical to the success of Washington Square Park as a nighttime destination include the following:

- Enhancing views.
- Capping of the rail line and parking lot infrastructure to create connections to the north.
- Inclusion of a diverse array of spaces (programmed and non-programmed).
- Programming of amenities and events that can be used well into the night.
- Utilizing unique lighting features to create identity.
- Creating a variety of event spaces
- Increasing residential/ potential users.
- Providing Numerous places to sit, stay and people watch.
- Enhancing the perception of safety through lighting and layout.
- Integrating downtown character
- Creating a unique sense of place (through materials choice, types of activities, and unique outdoor spaces)

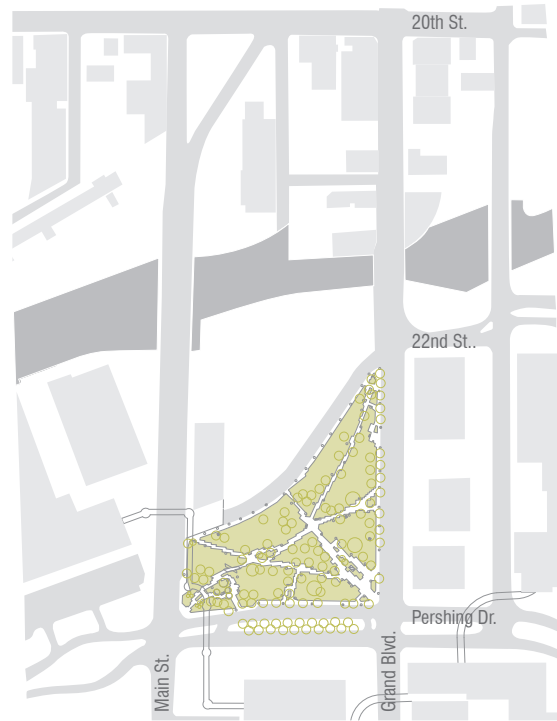


Figure 5.4 Before Reference Plan

Legend

- | | |
|--|---|
| <ul style="list-style-type: none"> ▲ New Parking Garage ■ Freight House ● Freight House Plaza ● Night Market Area ■ Underpass Stage and Plaza ■ Ticket Office / Restaurant / Restrooms ● Light Wall Screen ■ Residential / Mixed-use Infill ■ Pedestrian Street ■ Rail Promenade with Boxcar Pop-up Shops ■ Bike Shop Cafe and Patio ■ Waterfall Feature ■ Main Event Stage ■ Terrace Gardens ● The Grove ■ Great Lawn | <ul style="list-style-type: none"> ● Streetside Promenade ● Grand Shopping Promenade ● Blue Cross Blue Shield Restaurant Terrace ■ Kids Cove ■ Art Walk Plaza ● Iconic Washington Square Restaurant ■ Office Shops and Plaza ■ Fountain Plaza ● Union Station Gardens ■ Entry Plaza ■ Entrance Plantings ■ Crown Center Plaza ● Botanic / Moon Garden ■ Washington Statue Location ● Open Lawn Trees |
|--|---|

Figure 5.3 (Opposite) Illustrative Master Plan.



The overall design form nods to the formal style of typical civic spaces but adds a modern flare with arching paths and unique lighting details. Circulation routes are designed to connect the park with adjacent building entrances and destinations.

The most drastic component of this design is the capping of the large depressed parking lot and rail lines to the north of the existing park. These features currently restrict connections to downtown, and the mitigation of these barriers was essential to create a new downtown destination. Beneath the park, the rail lines will still function through a tunnel, and extra parking will be added in an underground parking garage, which will help to accommodate additional park activity.

Spaces are designed to create a unique identity within the park while still reflecting the history and character of downtown. Design details are also included that reflect the rail infrastructure that now lies beneath the park surface. Views to the downtown skyline and other iconic nighttime focal points are highlighted to create visual connections to the rest of the city.

A variety of amenities were added to the site to promote activity into the evening hours. Buildings added within the park include an iconic restaurant with views to a fountain plaza, interactive light displays, mixed-use retail and office buildings, a bike shop, ticket office, and mixed-use residential buildings to the north end of the park.

A variety of programmed and non-programmed spaces exist within the park to provide for a wide array of uses. Along the main north-south axis, the great lawn is flanked by a shopping/seating promenade and mixed-use shops and restaurants on the east and west. To the north, a large stage is positioned at the terminus of the lawn as a place for concerts, movie showings, or other performances. To the south, an iconic fountain with interactive components and light show flanks the opposite end of the lawn, creating a balance of destinations within the park.

North of the lawn and stage, topography shifts downward in a terraced fashion to meet up with existing grade. The northern portion of the site contains a more residential, service-oriented area. A pedestrian street continues the central axis between mixed-use residential buildings leading up to 20th St. A second promenade running east and west parallel to the existing rail lines provides access under Main Street to the Freight House restaurant and shopping area. Along this promenade, box car popup shops, a second stage and performance area, and an area for a night market are positioned to provide even more spaces for social interaction in the evening.

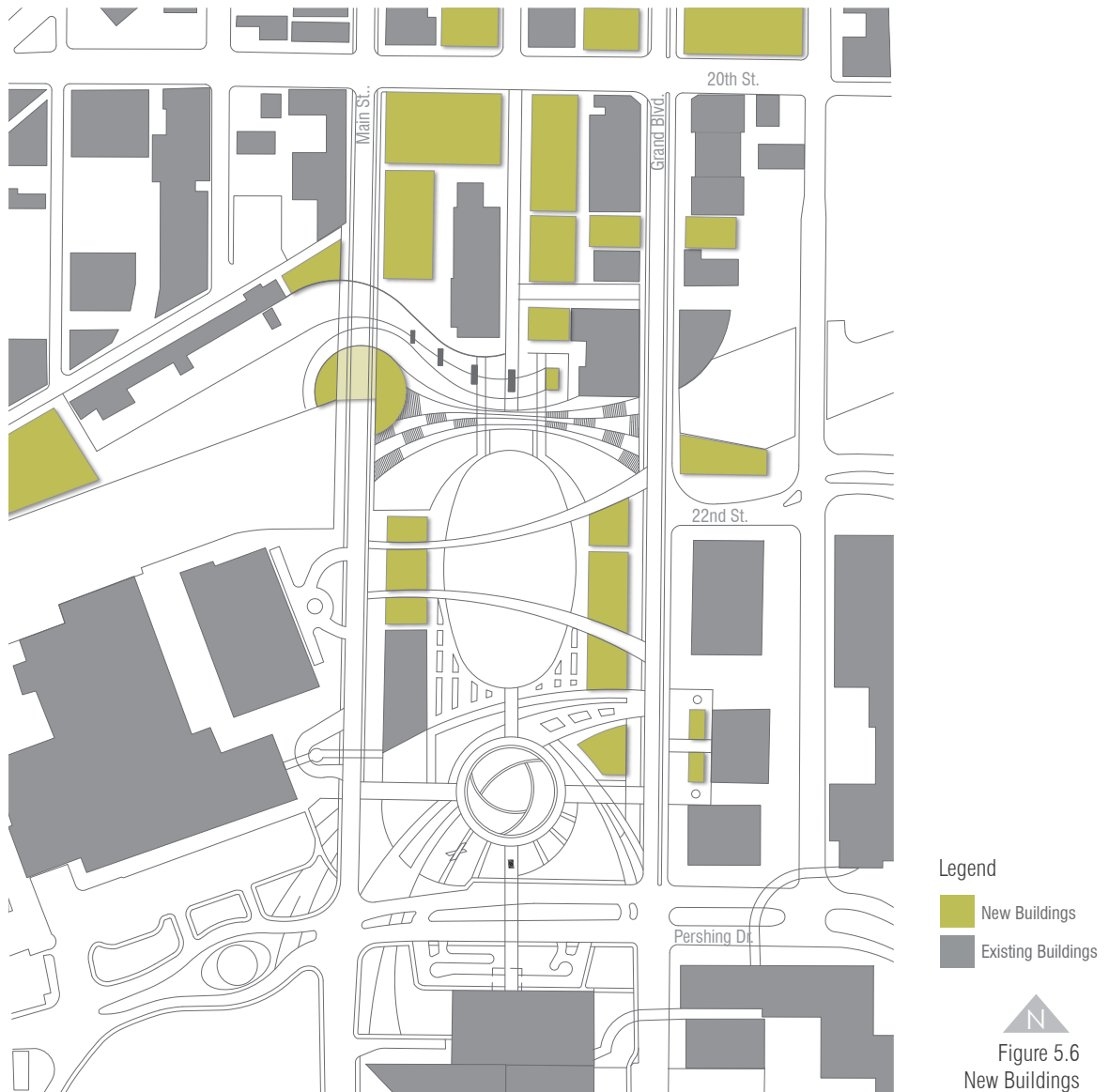
Unique lighting elements are utilized throughout the entire park to create a sense of place and to provide visual interest at night. These features range from overhead lighting to in-ground paving lights to interactive or sculptural features. Lighting is designed not only for visual effect but also to provide adequate light levels for safety.

Figure 5.5 View of Fountain Plaza

Active + Vibrant

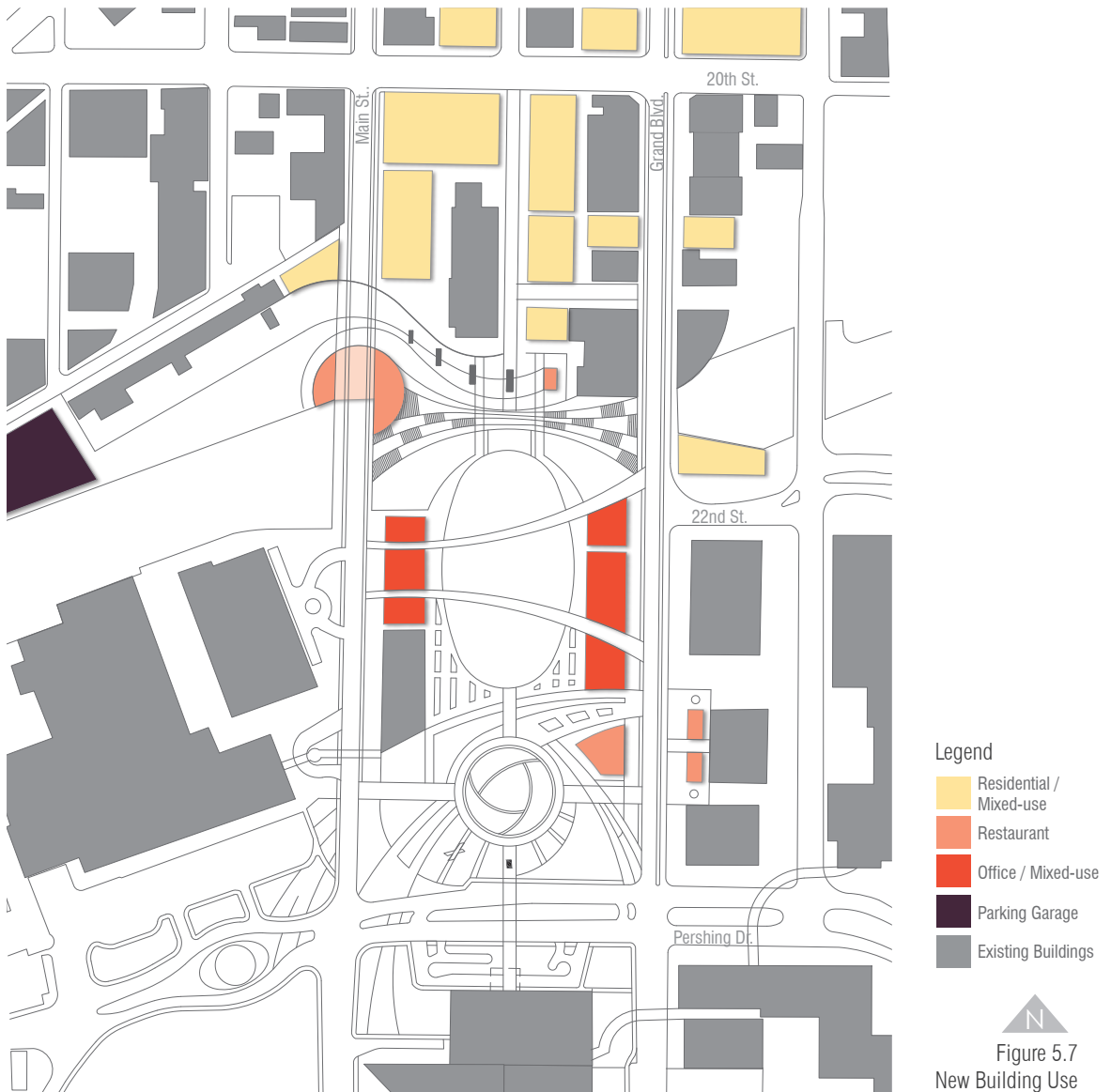
Infill Development

Increasing amenities and businesses that are open into the evening hours is critical to creating a nighttime destination. For this design, new buildings were added within the park and to the north to define space and provide opportunities for residential and retail uses with direct connections to the park.



Building Use

All buildings added to the park are mixed-use buildings except for a few smaller shops and restaurants. Buildings on the north end of the park are focused on residential use with lower level retail/restaurant uses. Buildings within the park itself are intended to be primarily commercial and office uses with lower level retail/restaurant uses.



Spatial Programming

The design for Washington Square Park is a complex series of overlapping spaces with multiple programmed zones to provide a variety of different scales of experience. Figure 5.8 identifies all of the programmed zones within the park. The main programmed spaces are detailed in the next pages.



The programming word cloud in Figure 5.9 shows a more conceptual representation of the types of activities that are proposed throughout the park. Program items with larger font sizes represent those with greater prominence or importance within the park.



Figure 5.9
Programming Word Cloud

Great Lawn

The great lawn is, as the name suggests, an iconic lawn along the central axis of the park. It is flanked on the east and west by mixed-use buildings and a grand pedestrian promenade. A large event stage for concerts and films forms the north edge, and a fountain plaza flanks the south. This large space is designed to host large and small events as well as everyday programmed and non-programmed activities such as frisbee or yoga. The lawn's massive size is broken up by two dissecting paths and a sprinkling of trees near the periphery. The entire space is defined by a ring of London Plane Trees, whose white bark glows in the dim evening light.

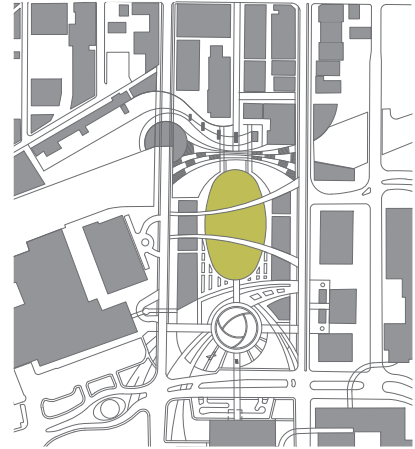


Figure 5.10 Great Lawn

Fountain Plaza

A large iconic fountain sits on the central axis of the park, opposite the performance stage. This space features an interactive water and light display that can be seen from a distance. The fountain itself is inspired by Grand Park and the Scioto Mile fountains with their formal and interactive fountain elements. The central space is designed to be interactive with splash pad elements and fountains and the outer ring is meant for observation, with moveable and fixed seating elements. Unique lighting within the paving helps solidify this space as a destination within the park. This space is also connected to an adjacent restaurant and terrace that offers views of the fountain plaza activities.

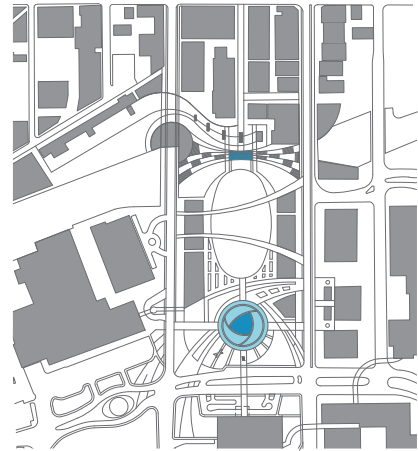


Figure 5.11 Fountain Plaza

Grand Promenade

A wide promenade surrounds the entirety of the great lawn. This space acts as an extension of the buildings adjacent to it and provides an area to sit, eat, or simply enjoy the happenings in the park. Within this space there will be small kiosks, shops, and seating areas. Building awnings and patios extend out into this space as well. The overhead plane in the promenade consists of a ceiling of suspended lights, making this one of the brightest areas of the park. The lawn adjacent to the promenade then appears as a void within the bright outer ring.

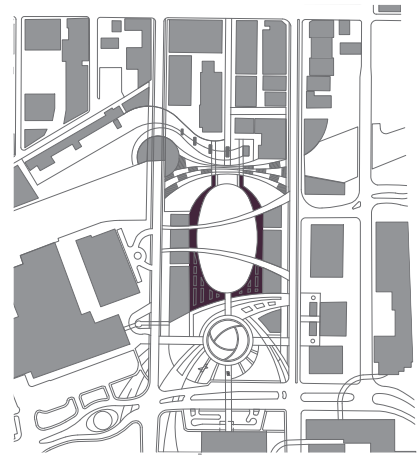


Figure 5.12 Grand Promenade

Terrace and Fountain Gardens

Two main gardens are located within the park space. Near the southwest entrance, a botanic garden flanks the southern edge of the fountain plaza. The existing Korean Veterans Memorial is nestled into this strolling garden. In the north end of the park, on the terrace level between the upper park and the lower residential zone, is the terrace gardens. Here, another set of botanic gardens fills the space with overhead structures and swing seating elements placed throughout the space. Both gardens are meant to act as moon gardens or sensory gardens that are especially spectacular at night. Small lighting elements including fiber optics and path lights illuminate the strolling gardens.

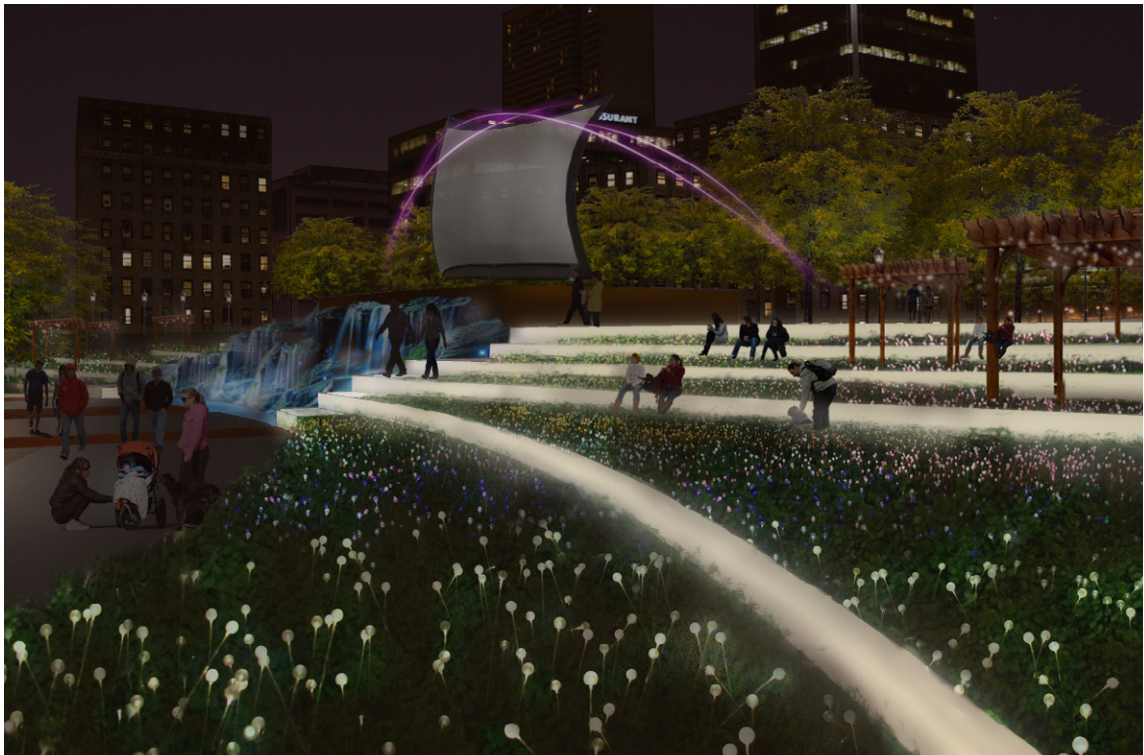
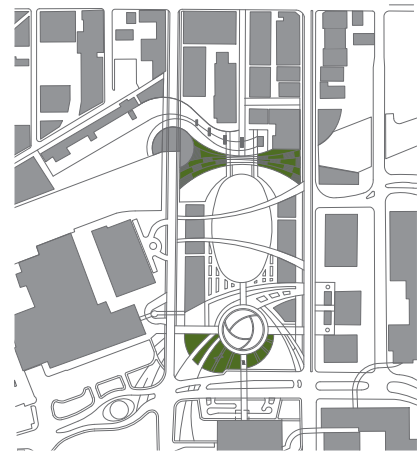


Figure 5.13 Terrace and Fountain Gardens

The Grove

The grove is located adjacent to the great lawn on the northern end of the park. This space is designed as a bosque of trees on a crushed gravel ground plane. This space was inspired by Bryant Park and is designed to be a place for organized activities such as bocce ball, chess, or a reading room. The space includes moveable seating elements, tables with modern outdoor table lamps, low plantings and small kiosk-type shops. Lighting within this space will be lower than the main promenade areas surrounding it, but outdoor table lamps will provide adequate focused lighting for games or reading.

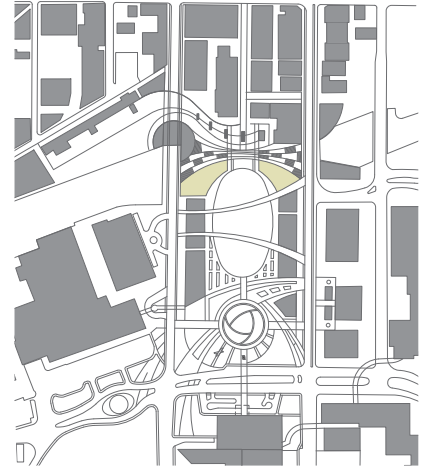


Figure 5.14 The Grove

Railway Promenade + Underpass Plaza

North of the grove and great lawn, on the lower level of the park, a winding, linear promenade connects the park and northern residential areas to the Freight House across Main St. This space incorporates details that nod to the railway that has been capped in this design. Old box cars are repurposed as pop-up shops, galleries, or lighting exhibits. Rail line steel is used as paving accents, leading to the Freight House underneath Main St. An allee of trees lines the center of the promenade with table and chair seating beneath the canopy. A large water feature on the central axis behind the main stage provides a sensory aspect and a focal point for the space. Beneath the Main St. Bridge is a second stage to be used as an overflow venue for large festivals or small concerts. This underpass plaza is defined on the north by a large illuminated screen wall that hides industrial use to the north, and by an information / ticket booth / restaurant building to the south.

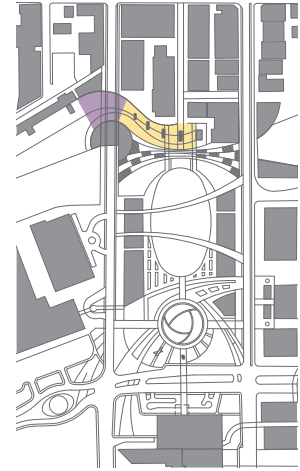


Figure 5.15 Railway Promenade + Underpass Plaza

Spatial Definition

Adjacent buildings, topography, tree lines, lighting, plantings and ground plane materials all help to define space within the park. Building heights within the park are designed to maximize usable office space but terrace down slightly from the existing high-rise office buildings adjacent to the park. This helps to provide views into the park from surrounding buildings and reduced blocked views within the park. This layering also helps to balance the scale of the park.

The capping of the parking lot and rail lines creates a large change in topography between the north and south end of the park. Up to the north edge of the stage, the park is relatively flat. North of the stage a set of terraces and stairs brings the user down to the northern end of the park. The ticket booth and restaurant building near the underpass park will provide elevator service for accessible access.

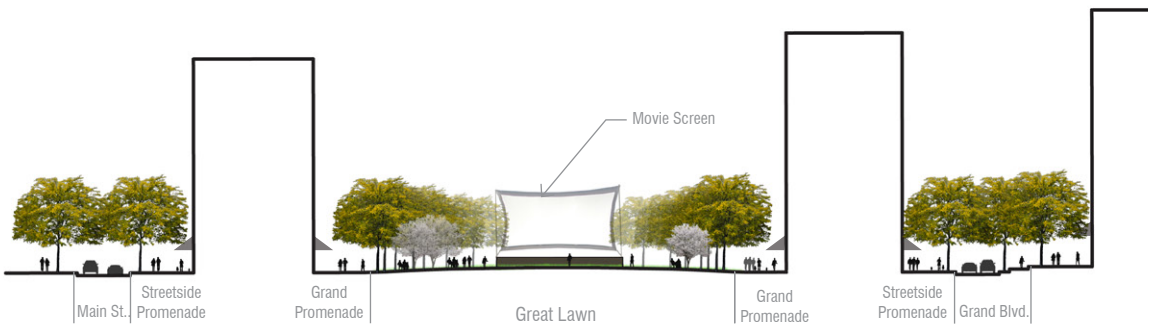


Figure 5.16 E-W Section Through Great Lawn Looking North (2x Vertical Exaggeration)

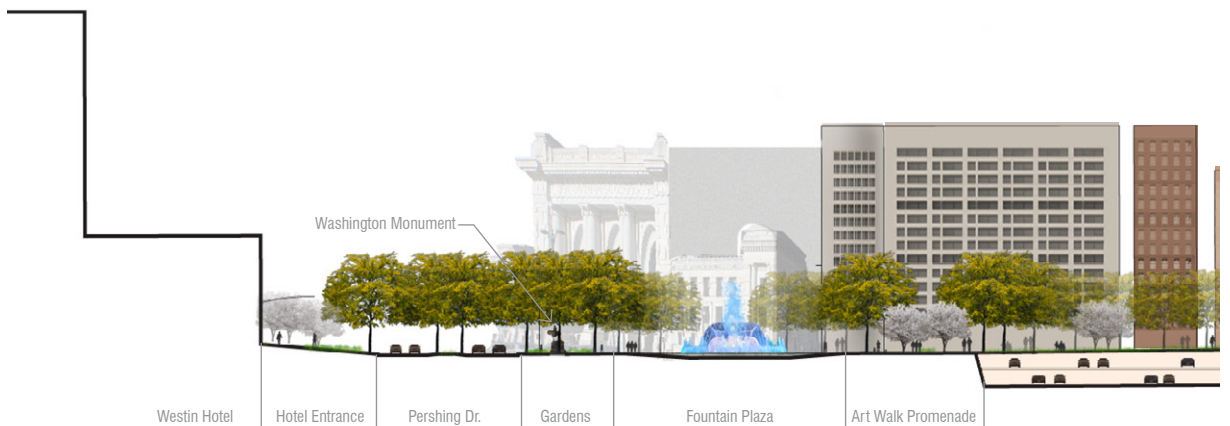


Figure 5.17 N-S Section Through Park Looking West (2x Vertical Exaggeration)

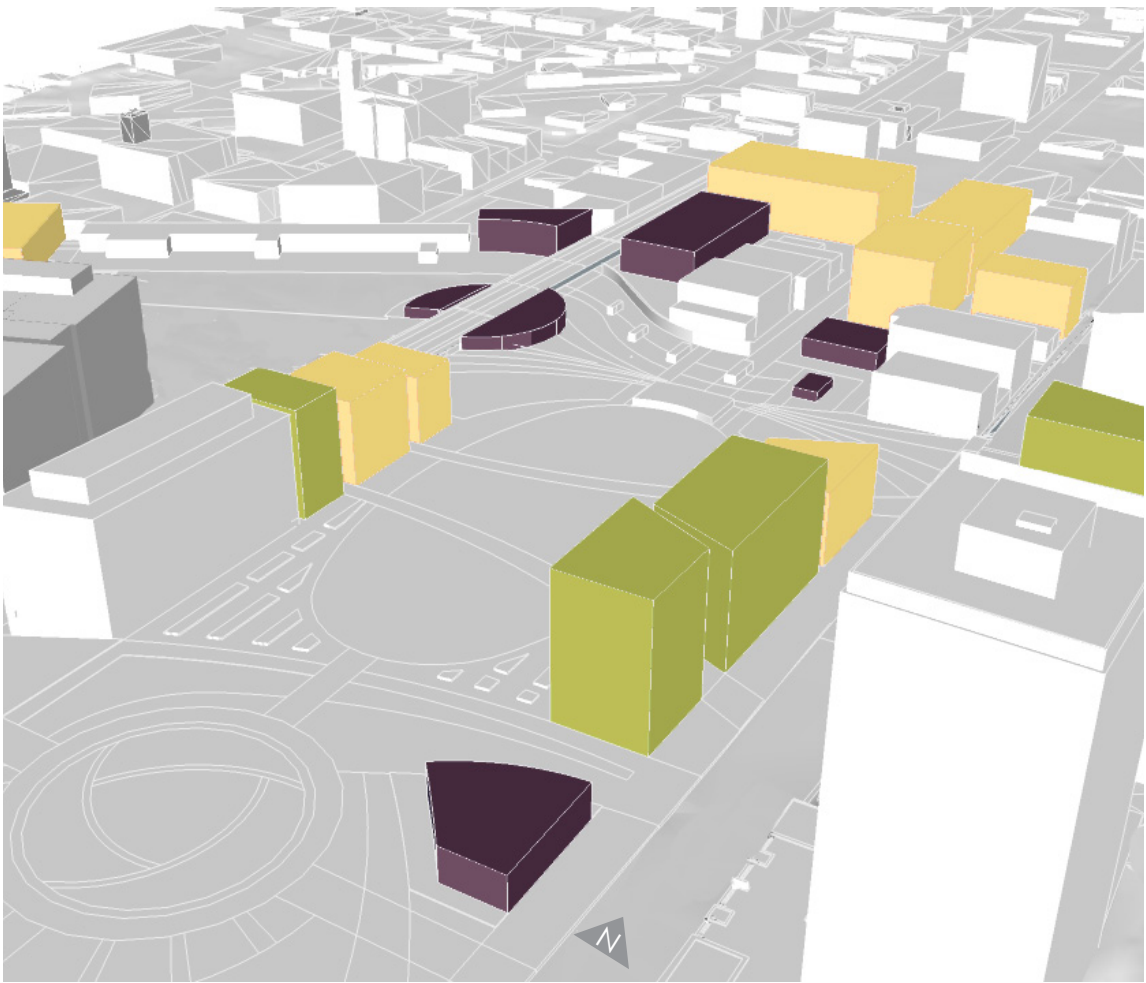
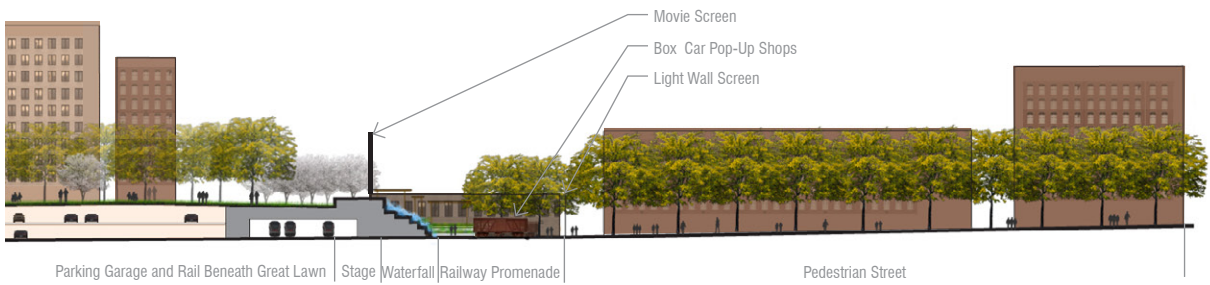


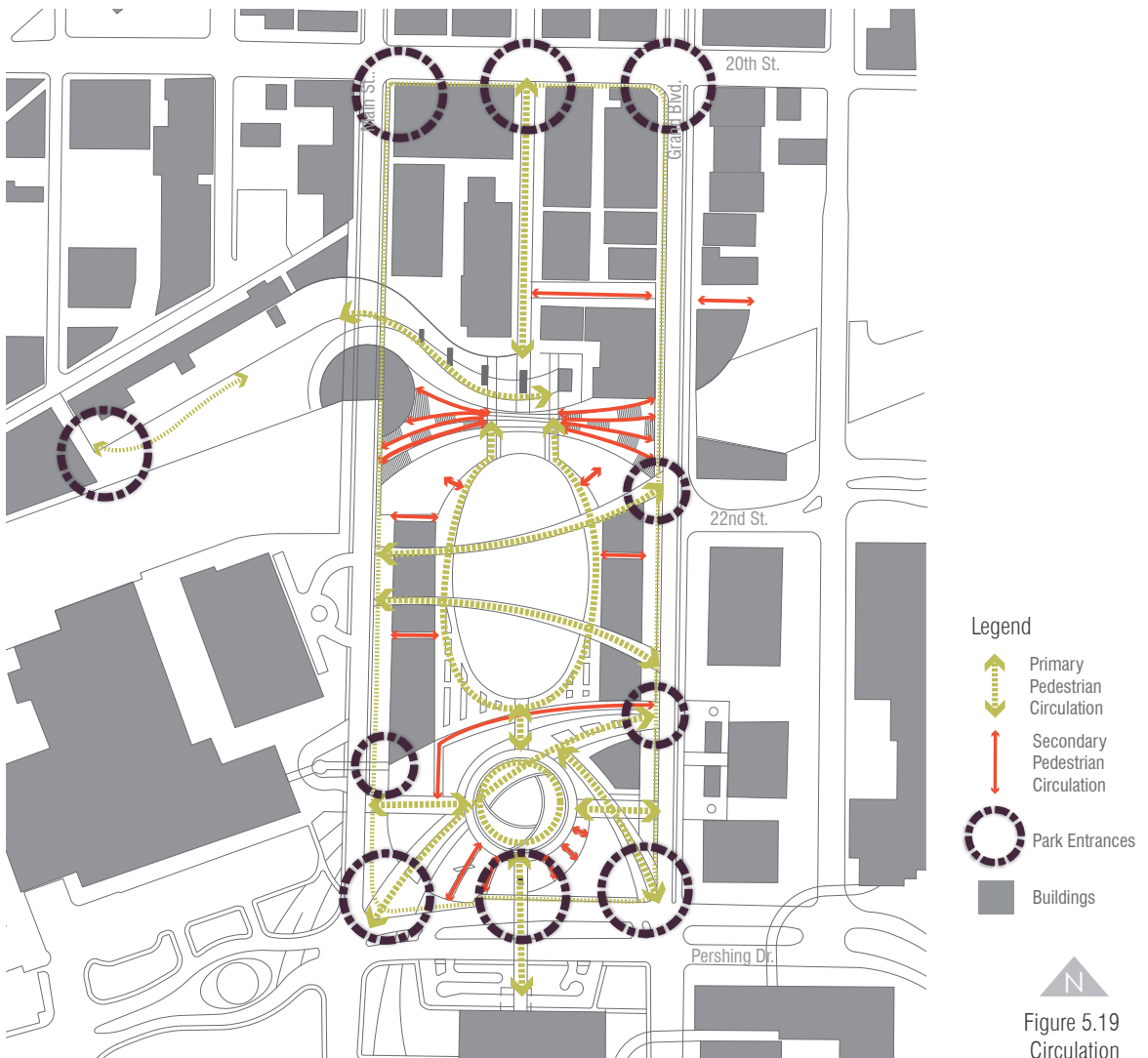
Figure 5.18 Building Height Diagram



Walkable + Connected

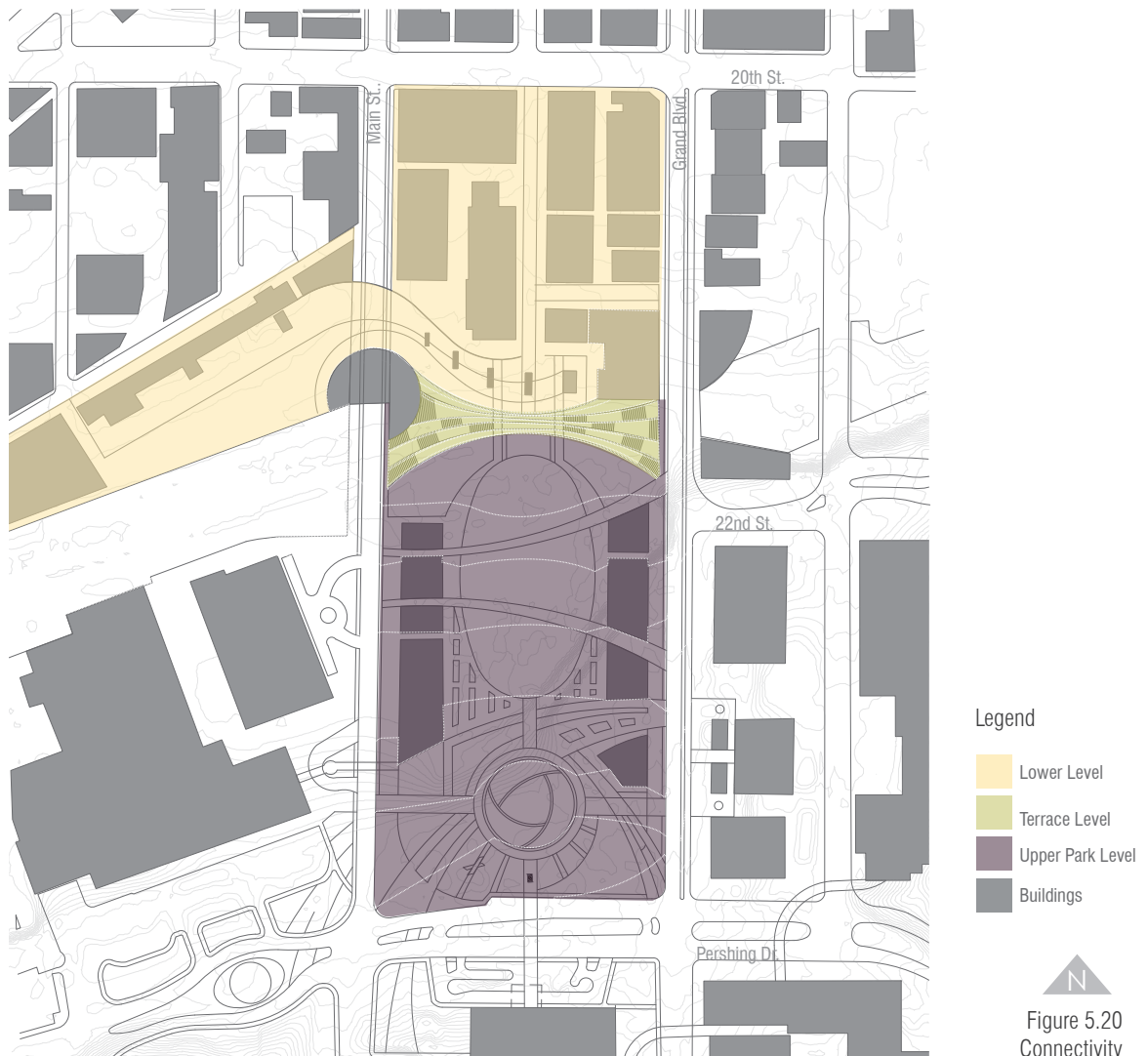
Circulation

Primary circulation routes within the park consist of main axes directed toward building entrances or destinations and along the park perimeter. The rest of the park utilizes mainly free circulation. Additional entrances have been created for the park that relate more directly to adjacent building or destination entrances such as across from Union Station or the Westin Hotel. These entrances have been designed to open outward, drawing potential visitors in. Parking within the site exists underground in the new parking garage and in several nearby parking garages created through infill development and parking consolidation.



Topography

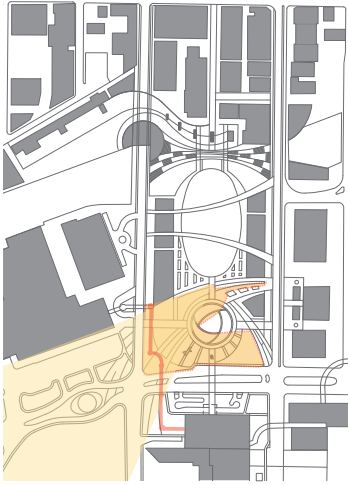
Topographic and infrastructural barriers within the site have been mitigated by capping rail and parking lot infrastructure and creating an extension of the park north into the Crossroads. This mitigation establishes a stronger connection between the park and downtown. The topographic change due to this intervention aligns the park at the same level as Main and Grand bridges until terracing down to existing building levels on the north.



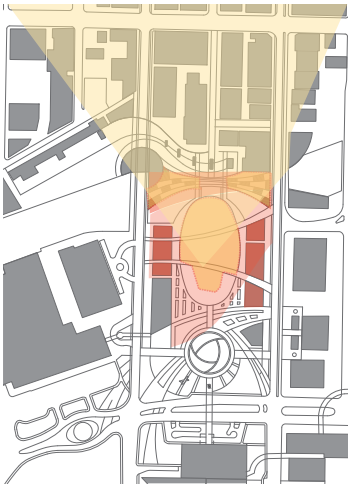
Authentic + Safe

Views

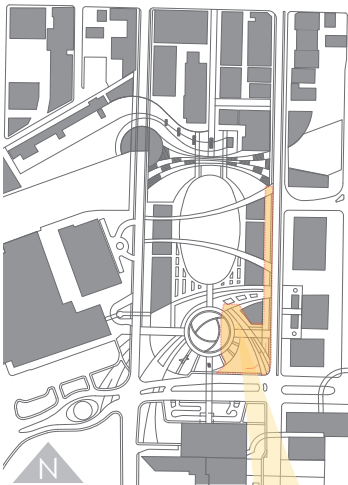
Views to Union Station and the WWI Memorial were previously blocked by a skywalk that crossed Pershing Rd. By removing the skywalk and opening up the southwest entrance to the park, views of these two nighttime lighting focal points are emphasized. Circulation within the southern half of the park was also designed to focus sight lines on these two elements.



Views of the city skyline and Western Auto building to the north are the most significant views from the site, visually connecting the park to downtown. For this design, skyline views were enhanced by removing the large void of a parking lot from the view by capping and extending the park. Existing industrial service lots that needed to remain are screened by an interactive light wall that reflects the building lighting from the skyline. Though buildings were added in this area, they do not impede the views of the skyline to the north, but rather they help to frame the view.



Views to Crown Center are not as grand as the other viewpoints; however, they are still interesting enough to note. Views here were expanded by removing fences and relocating the Washington Statue along the central axis of the park. The skywalk in this area was left untouched because views into the park from this aerial element are exemplary and may invite users to the park.



- Legend
- Direction of View
 - Area from which View can be Seen
 - Changes From Original Site

Figure 5.21 Views

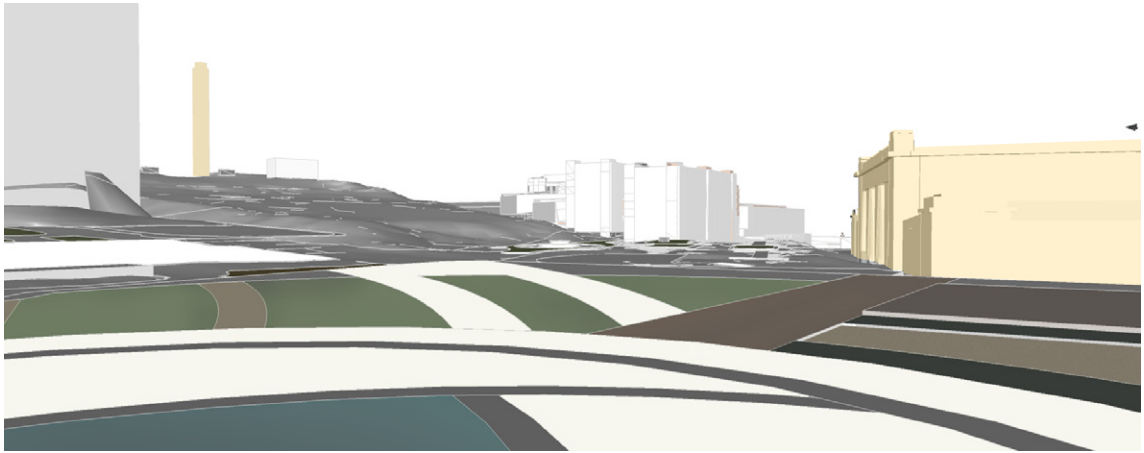


Figure 5.22 Views Opened up to Union Station and Memorial

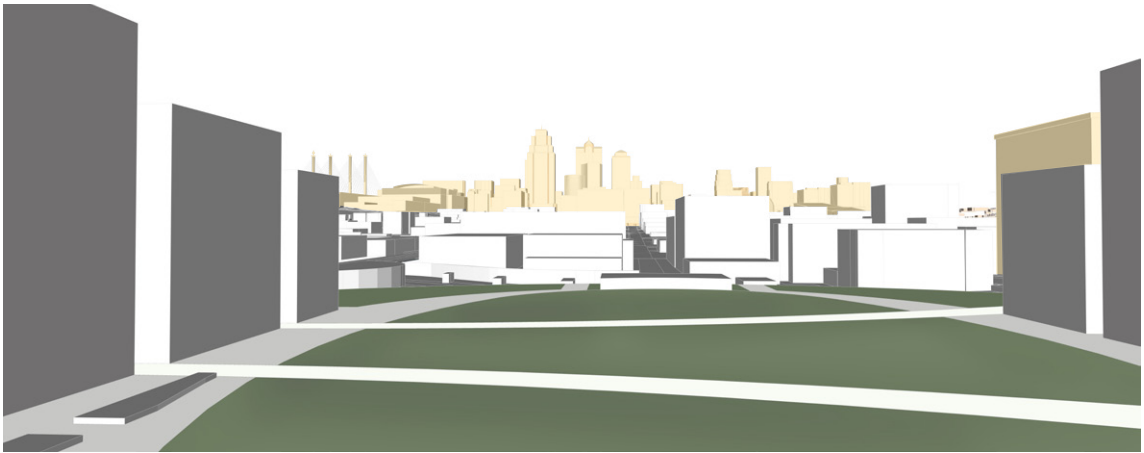


Figure 5.23 Views of Skyline Framed by New Buildings and Capped Parking Lot

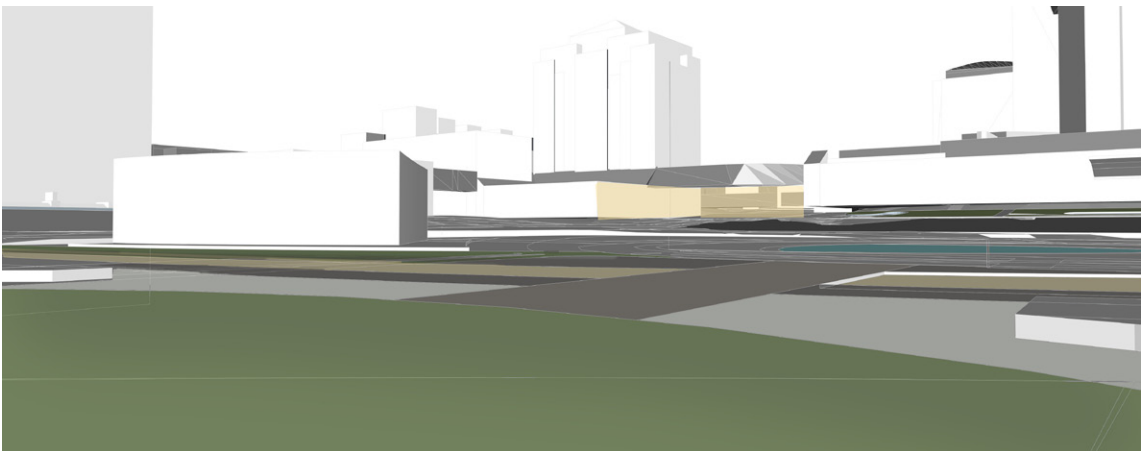


Figure 5.24 Views Opened up to Crown Center Plaza



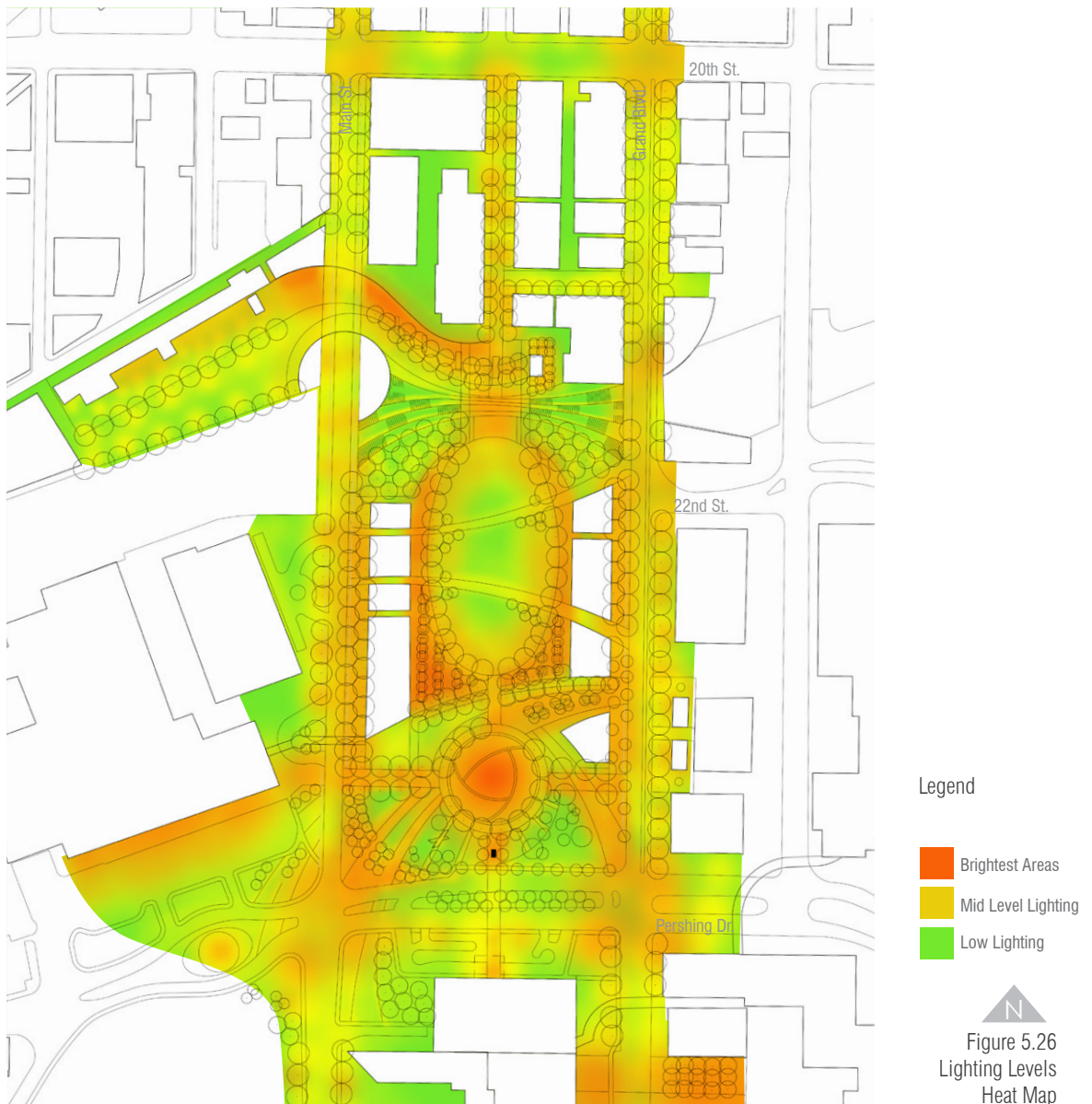
Figure 5.25 View of Great Lawn Looking North Toward the Skyline.



As mentioned previously, enhancing views to the downtown skyline is important for establishing visual connections to downtown. By doing so, the downtown skyline not only becomes a backdrop for the new park; along with the proposed interventions, the park now becomes a visual extension of the downtown core.

Lighting

Through the site analysis process it was determined that existing lighting levels in Washington Square Park were too low, at 5 lux, to create a sense of safety or to accomplish common tasks such as outdoor activities, dining, or reading. Figure 5.26 shows a heat map of proposed lighting levels for the redesigned park. The brightest areas of the park (in red) are designed to be approximately 20-50 lux, which is appropriate for public spaces and simple visual tasks (Descottes, 2011). There are still levels of lower lighting to create spaces for retreat and reflection. In these areas, lighting levels are designed to be from 2-10 Lux (which is equivalent to low street lighting).



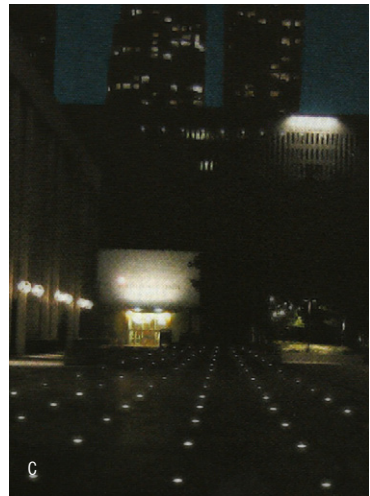
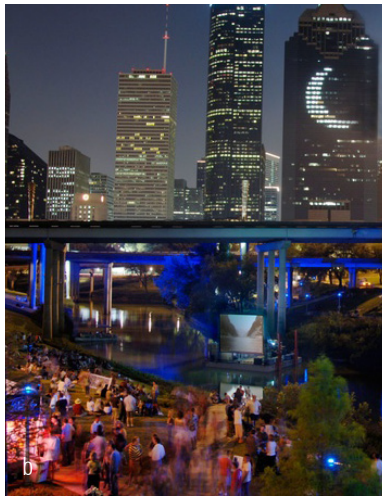


Figure 5.27 L'Observatoire Lighting Details

The firm L'Observatoire has been selected as the lighting consultant for the selected design team for Washington Square Park. Their previous work includes many high profile projects that feature unique use of lighting techniques and features.

Images selected from their previous work (Figure 5.27) show examples of the type of lighting details that would be included in the detailed lighting design for the park. These include pavement lighting details and colorful light projections for underpass plaza.

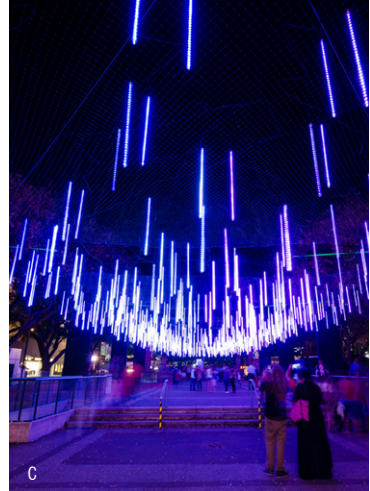


Figure 5.28 Light Art Precedents Relevant to Washington Square Park Lighting Design

As a new nighttime destination, Washington Square Park will be a place for permanent and temporary light installations. Images selected in Figure 5.28 depict examples of the types of light art installations anticipated for the park. Image a represents lighting within the

moon garden area. Image b is an example of an interactive light wall that could be recreated for the light wall screen in the railway promenade, and image c depicts one option for the overhead lighting in the grand promenade.



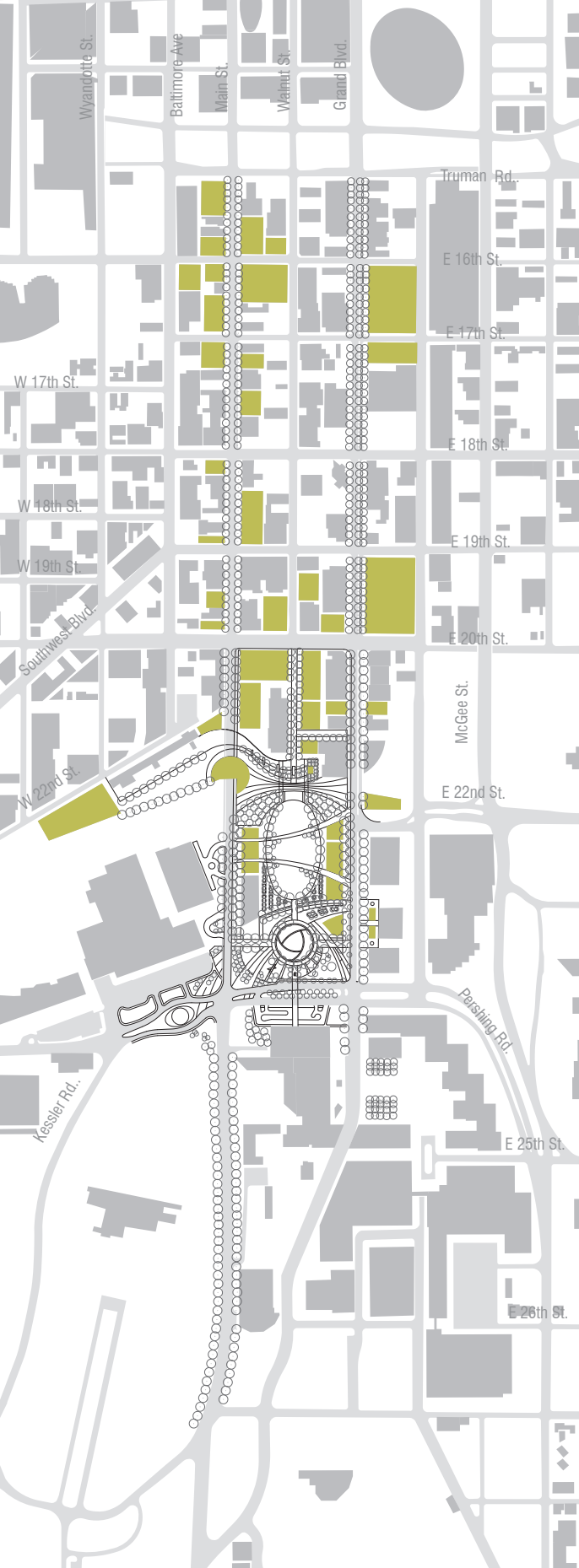
Lighting Concept

Lighting plays an important role in the experiential qualities of the park at night. The lighting plan for Washington Square Park is designed to provide a diverse variety of experiences throughout the space, utilizing multiple scales of lighting. The grandest scale of lighting is located within the large fountain, along the grand promenade, and along the light wall and water feature on the north end of the park. These areas include interactive light displays, vivid overhead lighting, and colored light elements. The mid-range scale of lighting is used to evoke a mood through fixture type, lighting color, and unique placement. The unifying color of light throughout the park is to be a cool white with accent lighting in soft warm whites, blues, and magentas. Primary paths are to be illuminated by post-style lamps. Minor paths and gravel seating areas will be lit at a lower level, illuminating the path from ground level with a hidden fixture. Fixed seating elements will be lit from below, and accent trees are to be highlighted with uplighting.

The real experience is created in the details of the design. Small “sparkle” lights will be placed in the paving of the fountain plaza and the dark paving material in the middle of the park. Illuminated pavers are also designed into the fountain plaza to contribute to the interactive light display. The grove is to be softly lit with large outdoor table lamps and a series of bulbs hanging from the grove canopy. A final level of lighting exists in the form of light art. Spaces such as the rail car shops or promenade spaces provide an opportunity to place rotating or permanent light art installations. These elements would help to tie into the existing artist community in the adjacent Crossroads district.

Street lighting along Grand and Main is designed to be a warm white to contrast with the park slightly. As one enters the park, this contrast signifies a sense of place. This sense of identity is sustained as visitors progress through the unique park spaces and experience the grandeur and nuance of lighting elements combined with design form.

Figure 5.29 Lighting plan



Infill (Large Scale)

The design strategy within the district scale site boundaries involves primarily infill, surface parking reduction and streetscape interventions. At this scale, infill development occurs mainly along Grand and Main and within the footprint of the park. These new buildings are placed on the site of large existing surface parking lots. The new buildings consolidate parking into a handful of parking garages and the remainder of the buildings are designated as mixed-use residential, retail, restaurant, gallery, office and bar space.

Legend

- New Buildings
- Existing Buildings

Figure 5.30 Infill



Connectivity (Large Scale)

Physical and visual connections between the park and downtown are enhanced through streetscape interventions and transit along Grand and Main as well as the extension of the park across parking lot and rail lines to the north. Concentrated infill was placed at locations identified in the analysis process to create mini-nodes and increase walkability. Along with the north-south connections, east-west connections were made across the park by aligning circulation routes with building entrances and major destinations such as new connections to the Freight house and connections between Union Station and the office plaza on Grand.

Legend





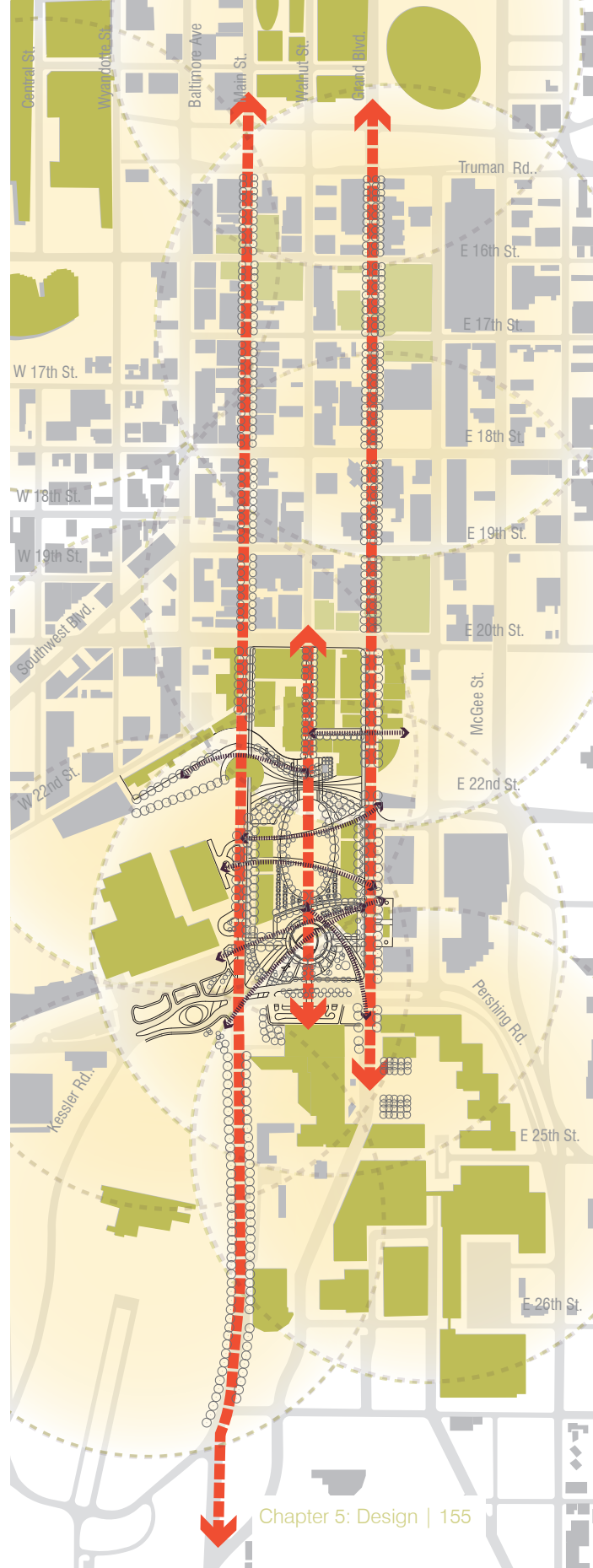
- Primary North-South Connections 
- East West Connection 
- Activity Node 
- 5 min. (1/4 mile) Walking Radius 



Figure 5.31 Connectivity and Walkability



Streetscape

The streetscape design for Grand Boulevard and Main Street is based upon the Kansas City Streetcar Plan and Making Grand “Grand.” In these plans, Grand Blvd. is decreased in width, a designated bike lane is proposed, and vegetated parking buffers are located between the street and pedestrian/cyclist areas. Pedestrian sidewalks are widened in many areas (especially along the park

edge) to accommodate small gathering places associated with storefronts as well as food trucks and vendors. Main Street follows a similar plan but instead of a bike lane, there will be a lane designated for the new streetcar transit system.

The lighting for these streets is designed to help establish a unified identity for the two corridors that connect Washington



Figure 5.32 Grand Boulevard Typical Section

Square Park to downtown. The primary street lighting will be overhead post lamps in a style that is unique to the corridor rather than typical cobra head lamps. Playing off of Power & Light's lighting style, the trees along this route will be illuminated with uplighting and/or string lights within the trees. The overall character for the streetscape is designed to be a lively space with

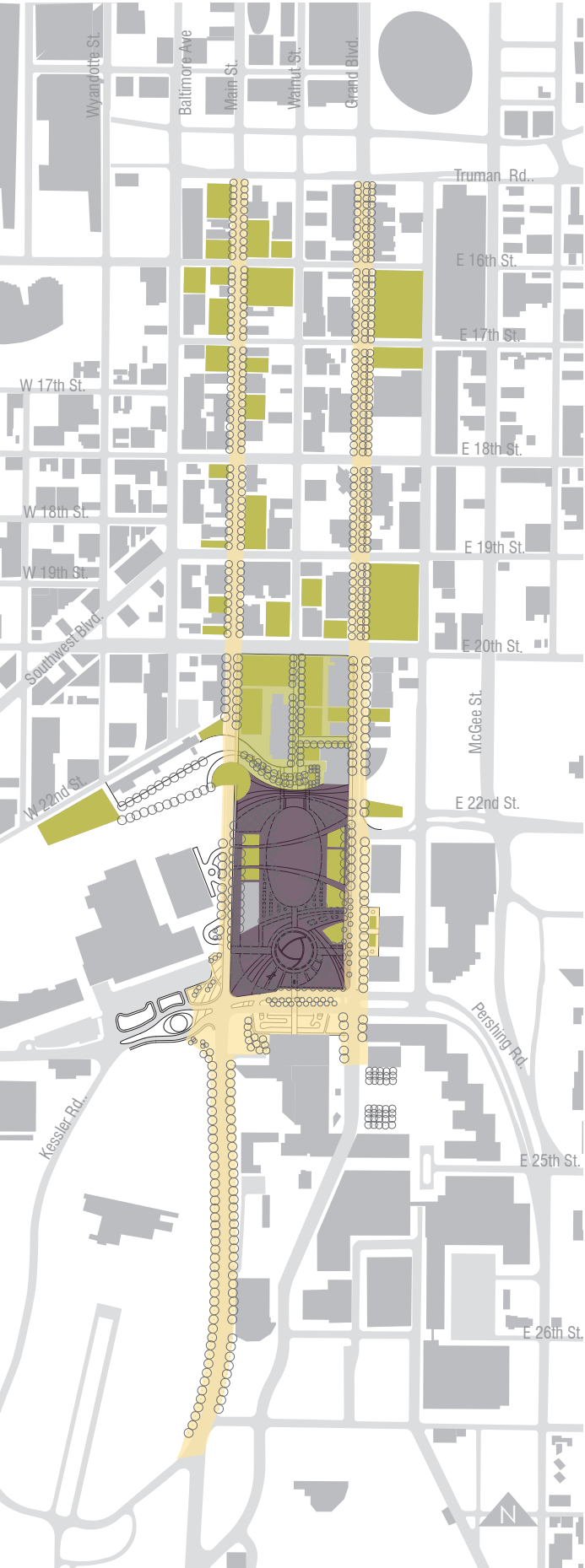
active storefronts, small gathering spaces, and well maintained and convenient transportation options that are safe to use well into the night. These include bicycling, bus transportation, streetcar transit and typical auto transportation. By creating a well lit, highly maintained corridor, with active uses along the route, the perception of safety and walkability at night is increased.



Figure 5.33 Lighting Fixture and Color for Grand and Main



Figure 5.34 Lighting Fixture Style along Streetscapes and Overhead areas



Phasing

Phase 1: Capping + Park Development

Though it is hard to determine what will catalyze development most, creating an amenity or adding development, this plan proposes the first phase of the project to be the capping of the parking lot and rail lines along with initial park development. This phase would have the largest associated cost with infrastructural improvements but would also have the greatest impact for catalyzing development potential and increasing property values. Lighting and increasing business hours and amenities will also be important in this phase to establish the park as an evening destination.

Phase 2 : Infill Development

With the park in place, property values around the park will hopefully increase, thus increasing demand for development in the area. This second phase involves infill within the park site as well as along Grand and Main to increase amenities for users in the area and increase the potential user base.

Phase 3: Detailed Park Amenities and Streetscape

The third phase of this process includes streetscape improvements to connect the districts as well as detailed park amenities such as kiosks, sculptural lighting and water features. This last phase of development is key to establishing a sense of place but there need to be enough potential users in the area to make lighting and artistic details function as a place-making device.

It should be noted that this phasing plan is a preliminary thought on how the park could be implemented. Much more research on funding and phasing options needs to be completed in order to create a more realistic phasing plan for the park.

Legend

-  Phase 1
-  Phase 2
-  Phase 3
-  Buildings

Figure 5.35 Phasing





Chapter Summary

The design plan for Washington Square Park is the culmination of research, analysis, and planning that pushes the boundaries of current planning process for the park and provides a vision of what the site could be. Based upon goals derived from stakeholders, precedents and literature, the design for Washington Square Park is intended to stimulate thinking about including nighttime programming into design considerations to create a more dynamic space with greater economic and social opportunity.

The most important components of the proposed design for creating a nighttime destination in Washington Square Park include: unique lighting, increased connectivity and walkability, the provision of a diverse array of programmed and non-programmed outdoor spaces, the inclusion of a variety of amenities that are open well into the night, enhanced views, and potential users with added residential, office, and retail uses.

The proposed design solution for Washington Square Park is a dramatic change from existing conditions. This chapter detailed how these changes support the goals of this project by increasing potential users, utilizing lighting and amenities to increase safety and draw in more activity, and how strategic infill development could create more economic opportunity for the area. The next chapter draws final conclusions about the project, discusses limitations to the methodology and design, and suggests future research and design considerations.

Figure 5.36 The Grove



06

Conclusions

“If the city at night used to be about the local and anonymous meeting up or purely about pleasure, now it is a place for business, networking and the sharing of social capital.”

-Thomas and Bromley, 2000

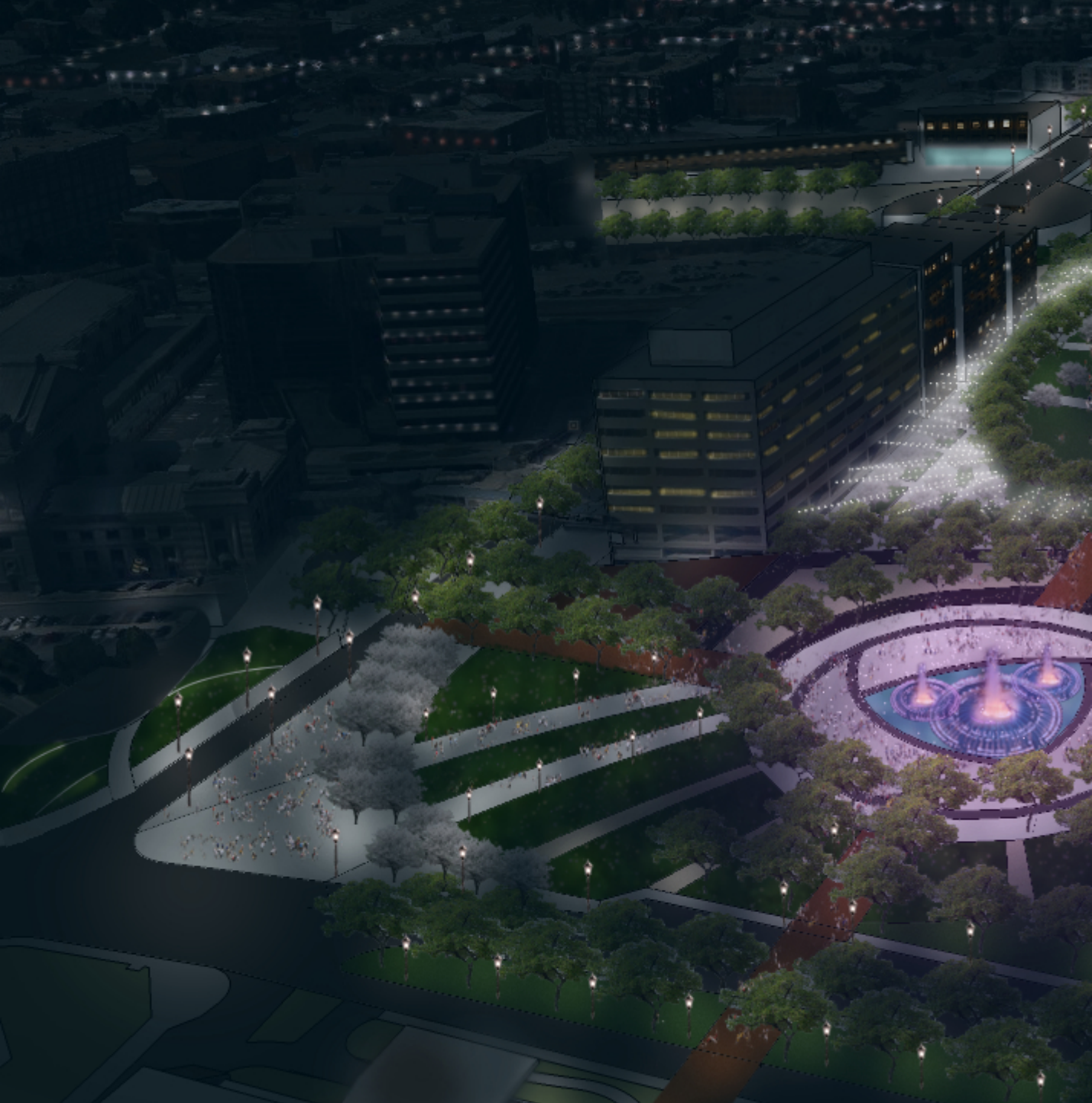


Figure 6.2 Aerial Rendering of Washington Square Park

This project's most significant implication is its potential to influence stakeholder and design team decisions about the redesign of Washington Square Park. The Washington Square Park project has been developed by a number of different agencies throughout the city, and the typical design, analysis, and planning components of this project have been completed multiple times. The dilemmas of poor connectivity, low usage, and few amenities have been well established; however, the focus of these previous plans was primarily on daytime use.



My research and design project offers a new way of looking at the site and dilemmas and offers a way to create a more dynamic anchor park. This project addresses the dilemmas by looking at nighttime programming as a way to activate urban space, creating a sense of place that visually connects the park to surrounding districts, and creating more reasons for people to linger in the site after normal businesses close, bringing in more economic and social opportunities.

Limitations

Due to time limitations, much of the data used in my analysis phase came directly from KCDC's analysis work. Though it is assumed all information is accurate to a certain degree, it is difficult to determine the degree of accuracy, especially in terms of ridership data.

Future Research

A component that is critical to the success of my proposed design strategy is the acquisition of property and funding for maintenance. It is suggested in this research that public private partnerships could play a large role in the success of the park; however, further research needs to be done to identify potential public private partnerships and how property could be acquired for park expansion.

The development of a more accurate phasing plan would also be important in the future development of this project. A phasing plan was proposed in this report; however, it was difficult to determine which components would act as the most significant catalyst to spur the remainder of the park development: creating the park, or increasing development.

The design proposed in this report is only one proposal out of many possible solutions. By utilizing the design and programming strategies identified in this project, future research could also include additional design iterations that are based on a smaller park footprint to aid stakeholders in finding the most cost effective solution while still adhering to principles of creating a nighttime destination in Washington Square Park. Future research could also involve applying the strategies developed in this project to a different site altogether.

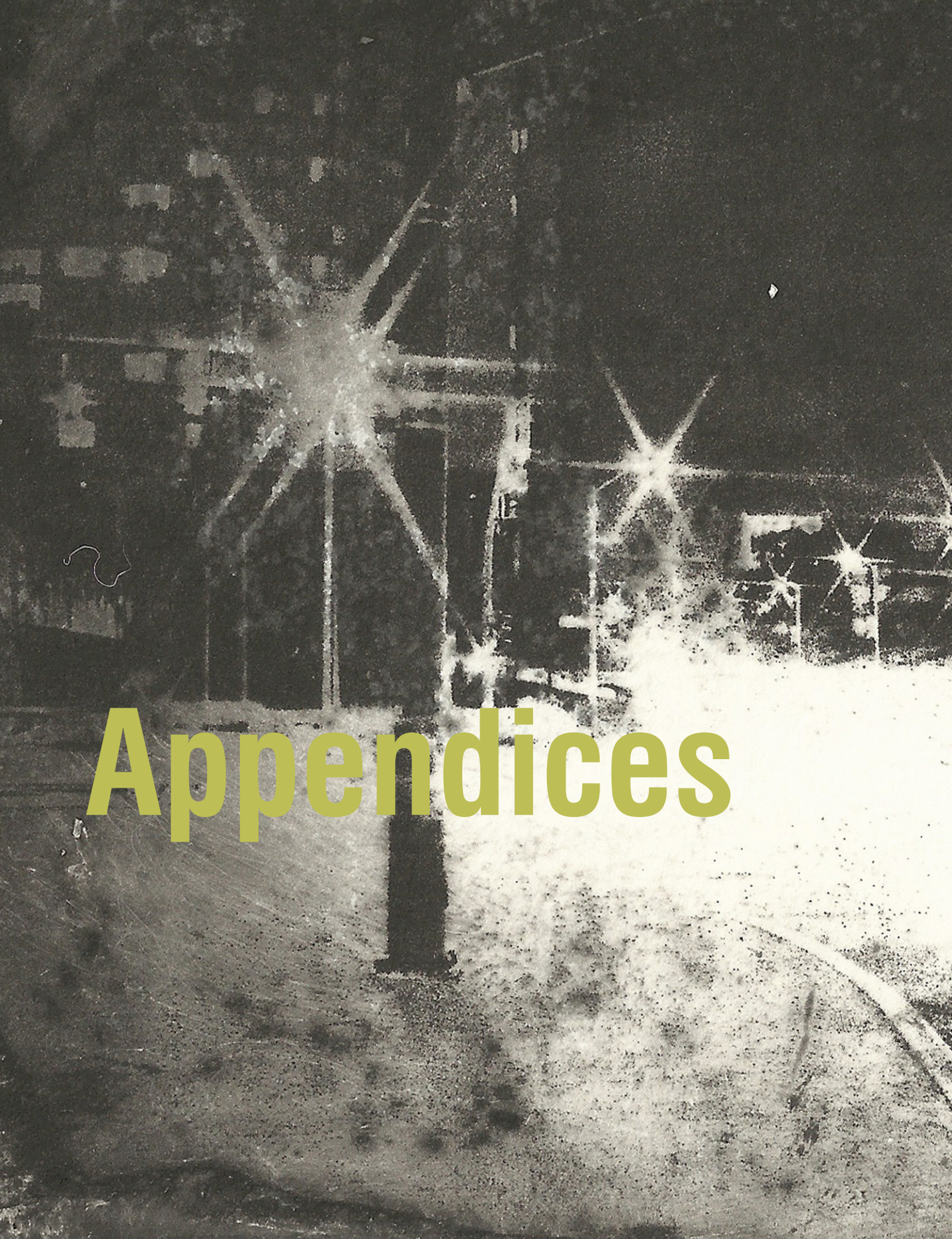
Conclusions

The research methodology employed in this project led to a solution of site dilemmas and a vision of the park as a destination for the city both day and night. Through a process of project goal finding and synthesis of literature, site analysis and distillation of data through critical mapping, programming and design, this vision for Washington Square Park reflects not only the components of a successful nighttime programming strategy, but also the needs of stakeholders who have been developing the Washington Square Park project for years.

Key components of a successful nighttime programming strategy derived from research on stakeholder goals, relevant theory, and precedents include: extending business hours into the night; increasing the amount of retail, restaurant, and residential building uses within and near the space to promote greater use after business hours; establishing a sense of place with lighting; maintaining views of night time focal points such as the city skyline or unique building lighting; creating strong connections to surrounding areas and making sure these areas are easily accessible by car, transit, and especially by foot; creating attractive amenities and programmed activities that extend into the night, such as movies on the lawn, concerts, and night markets; and creating a space that is welcoming and safe, with appropriate levels of lighting, activity, and security.

This project has made a case for the consideration of nighttime programming in design and development proposals for Washington Square Park. The consideration of nighttime programming strategies in the design of an urban civic park can contribute to greater economic, social, and cultural opportunities for the

area. Utilizing evening programming strategies in Washington Square Park can not only help to activate the space for longer periods of time during the day, but also create a unique sense of place that defines the park as an urban destination that is alive both day and night.



Appendices

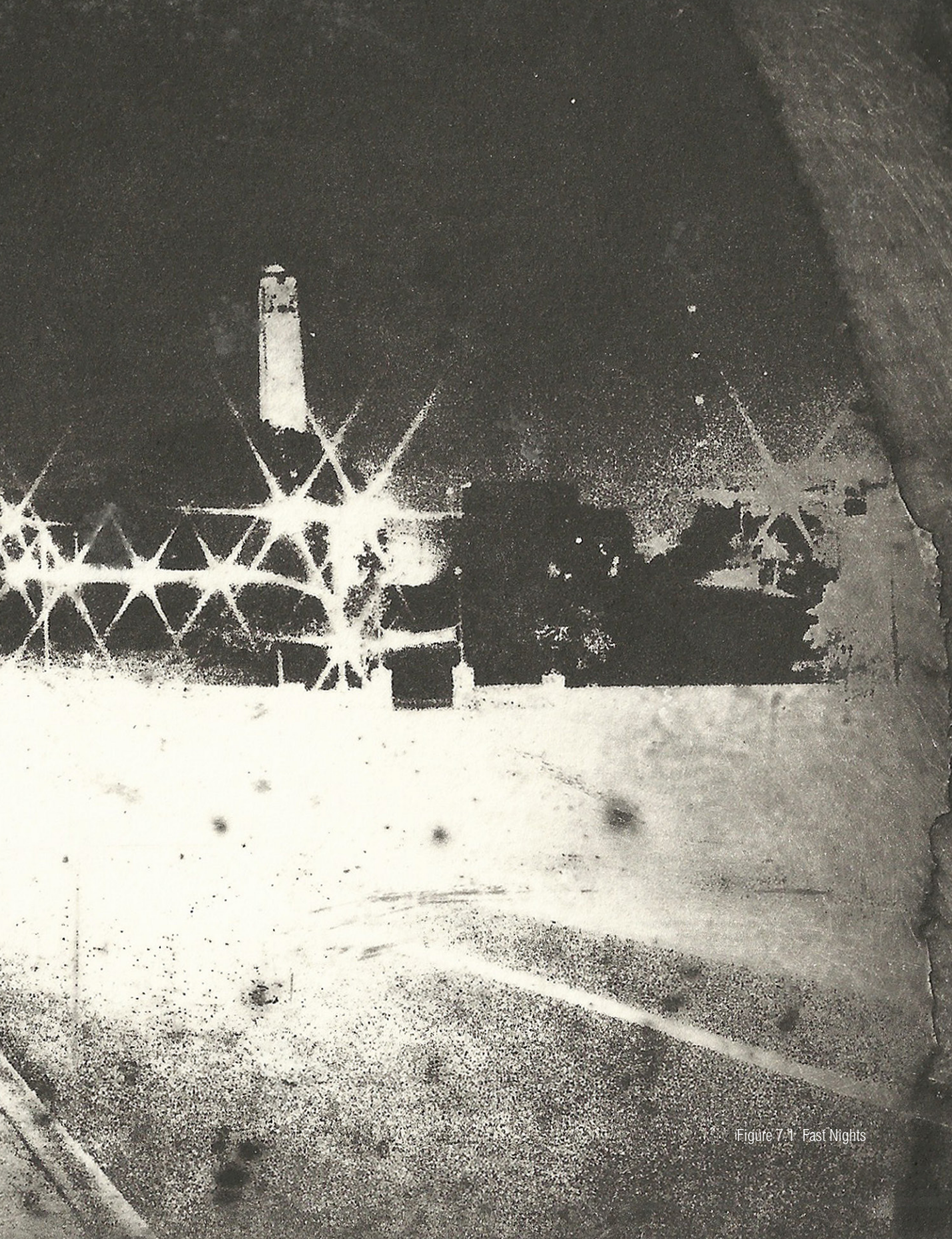


Figure 7.1 Fast Nights

Appendix A: Glossary

5pm Flight: the end of the 'business day' when most city establishments close and people leave the city center for the day (Thomas, et al, 2000).

24-Hour City: The 24-hour city concept is based upon the emerging trends of businesses operating 24 hours a day, people staying out or working at all hours of the night because of increased incomes and leisure time, and the increased economic potential of conducting business 24 hours a day (Roberts et.al, 2009).

Critical Mapping: Critical maps are different from typical maps in that they are not neutral conveyors of fact. They provide a way of looking at geographically referenced information to reveal previously hidden patterns by comparing data or factors that cannot normally be seen with the naked eye (Goh, 2011).

Complete Streets: Complete Streets is a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient, and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. Complete Streets allow for safe travel by those walking, bicycling, driving automobiles, riding public transportation, or delivering goods (Wikipedia, 2013).

Night Economies: Night economies refer to economic activity that occurs after normal business hours (Roberts et.al, 2009).

Night Life: Social activities or entertainment available or pursued in the evening (Merriam Webster Online Dictionary).

Night Programming: The nighttime design program represents the purposes and specifications for site improvement as it relates to nighttime use. It explains the objectives of the project and limits the task (Lynch and Hack, 1984).

PIAC: Public Improvements Advisory Committee. Consists of 13 people whose sole purpose is to advise the City Council on public improvement needs. Their input is used to recommend projects for funding by a 1 cent sales tax dedicated to public improvements (PIAC, 2014).

Public Private Partnership: A government service or private business venture which is funded and operated through a partnership of government and one or more private sector companies (Wikipedia, 2014).

Walkability: A measure of how friendly an area is to walking. Factors influencing walkability include the presence or absence and quality of footpaths, sidewalks, or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety, among others (Wikipedia, 2013).

Appendix B: History of Washington Square Park

In 1921, the Washington Square Park site was acquired by the Parks and Recreation Board and the following year a statue of George Washington was added to the park along its southern edge. At the time of its dedication in 1925, the park had no official name and was called “Washington Square” by the Kansas City Star newspaper. This name stuck and was officially adopted in January of 1926 (City of Kansas City, 2013).

The original site plan for Washington Square Park was created by the landscape architecture firm Hare and Hare. Over time, changes to the plan were made including the movement of the statue to the southeast corner of the site and the creation of a plaza/seating area around it with landscaping improvements. The Korean War Memorial that now sits near the southwest corner of the park was dedicated in 2011. The most recent master plan for Washington Square Park was approved in the 1980s and the existing character consists of a wealth of mature linden trees and decorative (but poor quality) paver sidewalks along with the two statues mentioned above. A pedestrian skywalk called “the link” provides pedestrian access to the park from Union Station and Crown Center (City of Kansas

City, 2013). However, it can be argued that the skywalk does more to separate users from the park than to bring them into the site.

As noted earlier, Washington Square Park’s adjacency to Crown Center and downtown makes it an ideal location for hosting events and festivals. Currently, the park hosts festivals, parades, and other civic events such as the start/finish line for the Kansas City Marathon and the City of Fountains Bicycle Tour (City of Kansas City, 2013). Though the site is known to host large events, it is still largely underutilized between event dates.

Figure 7.2 Gate at Washington Square Park

Washington Square

Appendix C: Precedent Study Critical Dimensions

Context Information

List location, size, client, designer, and adjacent land uses.

Dilemma

What problem(s) is the project trying to solve? What are the underlying challenges of the site?

Project Goals

What are the key project goals?

Program

How was the program developed? What are the main programmatic elements?

Design

What are the key design concepts? How did the designer translate goals into form? What are the design elements related to nighttime use?

Use

How is the place used (day and night)? Who uses it? Who does not use it? How is the place perceived and valued?

Management

How well (or poorly) is the site maintained? What type of security is in place? How does the level of maintenance or security affect use?

Successes and Failures

Describe specific successes or failures of the site as it relates to nighttime programming and design in the park.

Lessons Learned

Describe the site-specific lessons learned in comparison to more general lessons learned that can be applied to other sites.

Figure 7.3 Critical Dimensions for Analyzing Precedents

Appendix D: Lit Map



Figure 7.4 Literature Map

Appendix E: Site Photos

Figure 7.5 Daytime Site Photos



North Edge of Park along Ramp



View to Western Auto



Southwest Park Entrance



Grand Street along Park



Northern Park Edge



Paving in Poor Condition



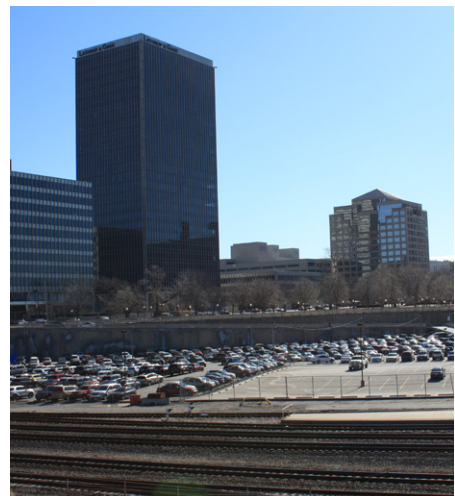
Zig Zag Paving



Views to Skyline



Depressed Parking Lot North of Park



Depressed Parking and Rail Lines North of Park



View to Western Auto and Skyline



Wooded Southern Edge



Korean War Memorial



Skywalk over Pershing Drive



Washington Monument



Southeast Park Entrance

Figure 7.6 Nighttime Site Photos



Path Lighting



Washington Memorial at Night



Views to Union Station Blocked by Skywalk



Western Auto Sign Barely Visible through Trees



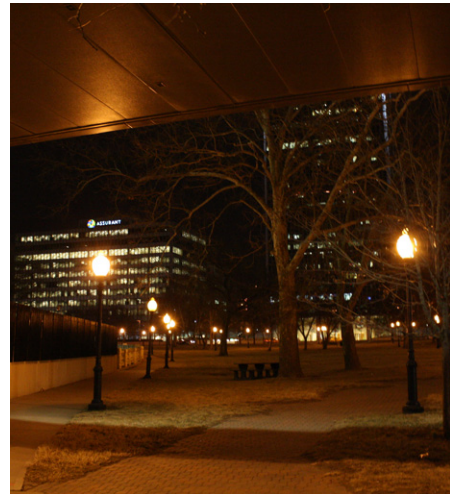
Sidewalk along Pershing Dr.



View of Grand from Crown Center Skywalk



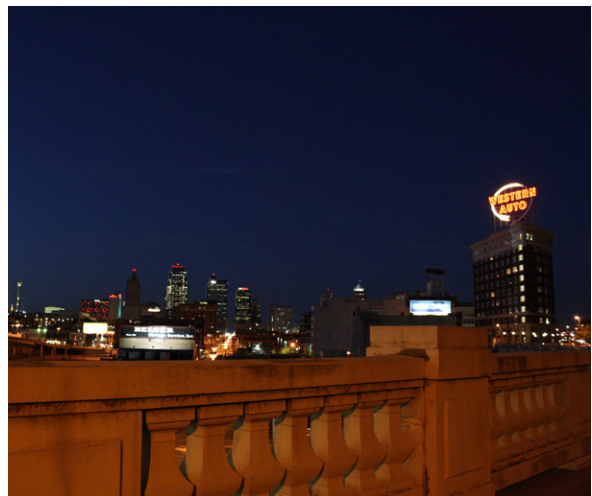
Union Station Lighting



Low Lighting in the Center of Park



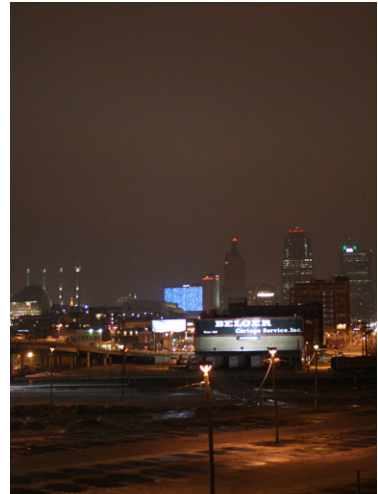
Views of Park from Main Across Rail Lines



Skyline View from North Edge of Park



View into Crown Center Plaza



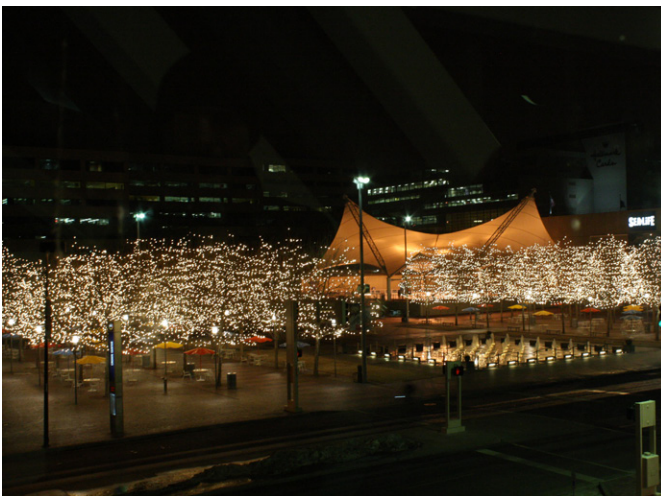
Skyline Views on Cloudy Day



Western Auto Building from North Edge of Park



Views of Park from Main across Parking Lot



Crown Center Plaza



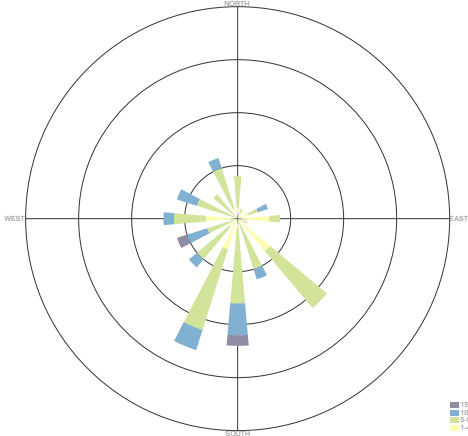
North Edge of Park along Ramp

Appendix E: KCDC Analysis

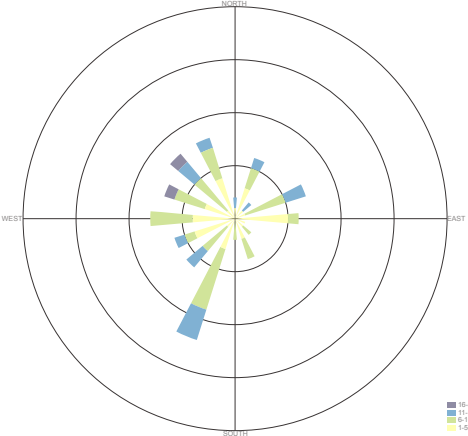
Figure 7.7 Daily Workflow: Residential Demographics



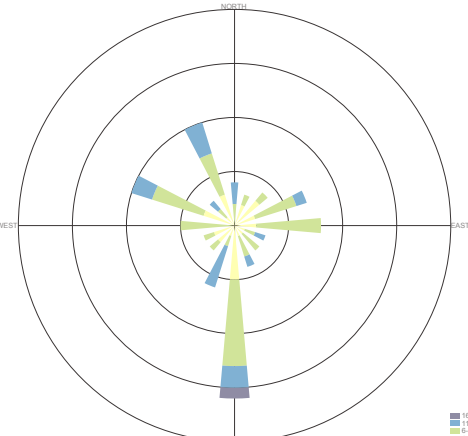
Figure 7.8 Wind Speed and Direction for Kansas City



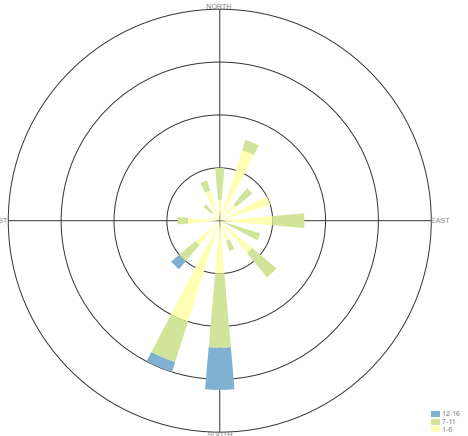
FALL



WINTER

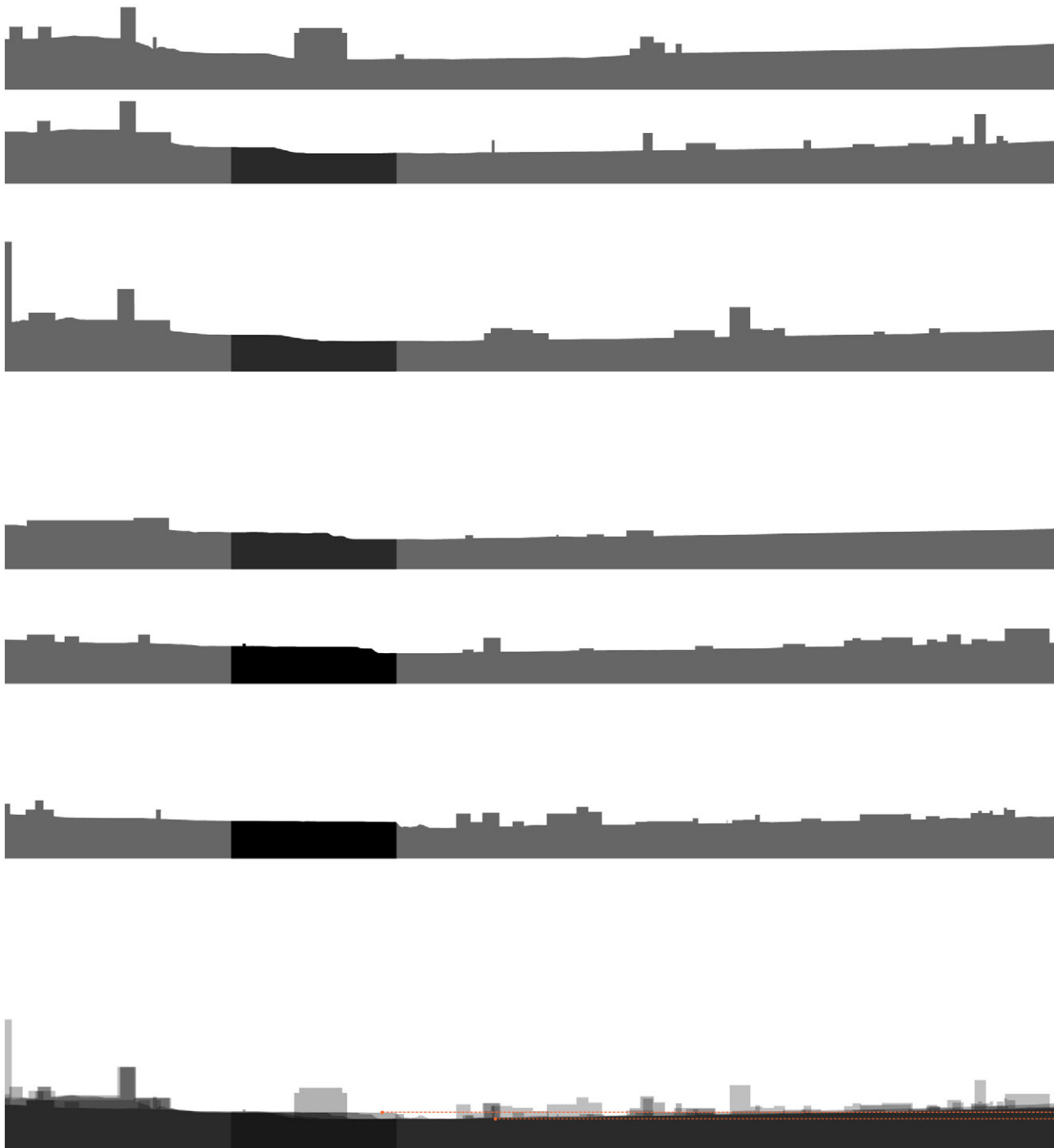


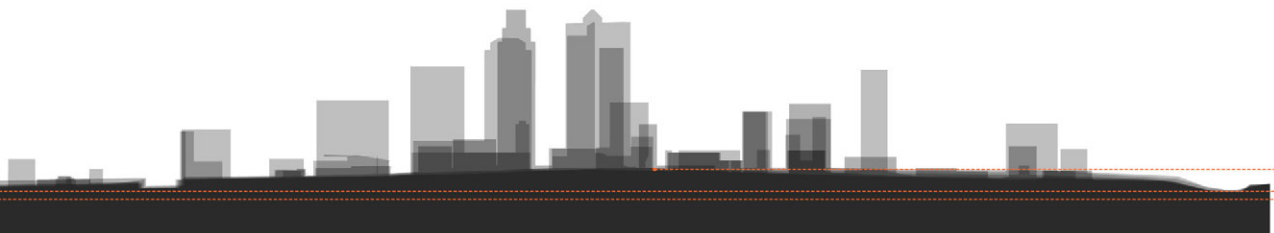
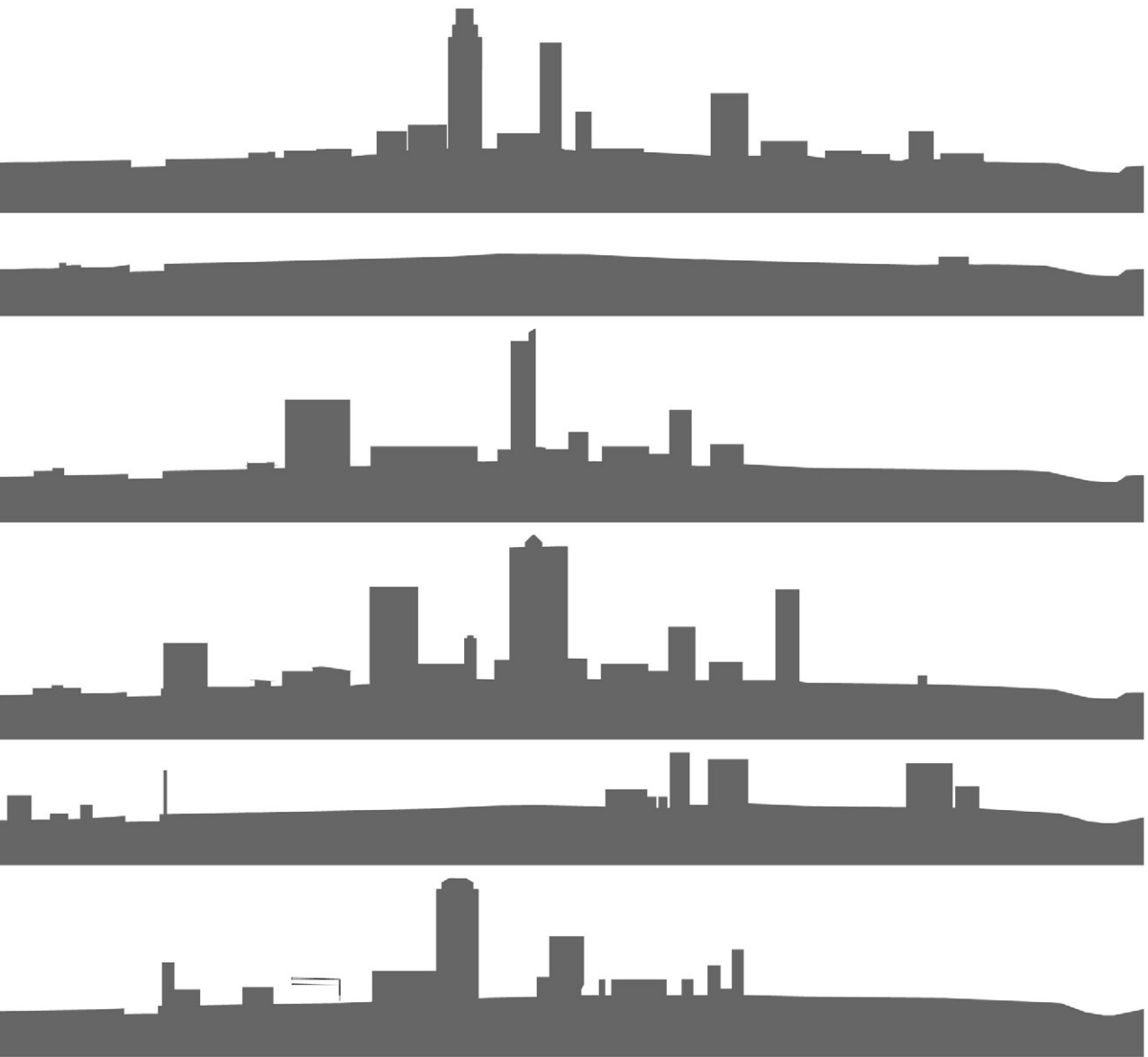
SPRING



SUMMER

Figure 7.9 North-South Sections through Park and Downtown

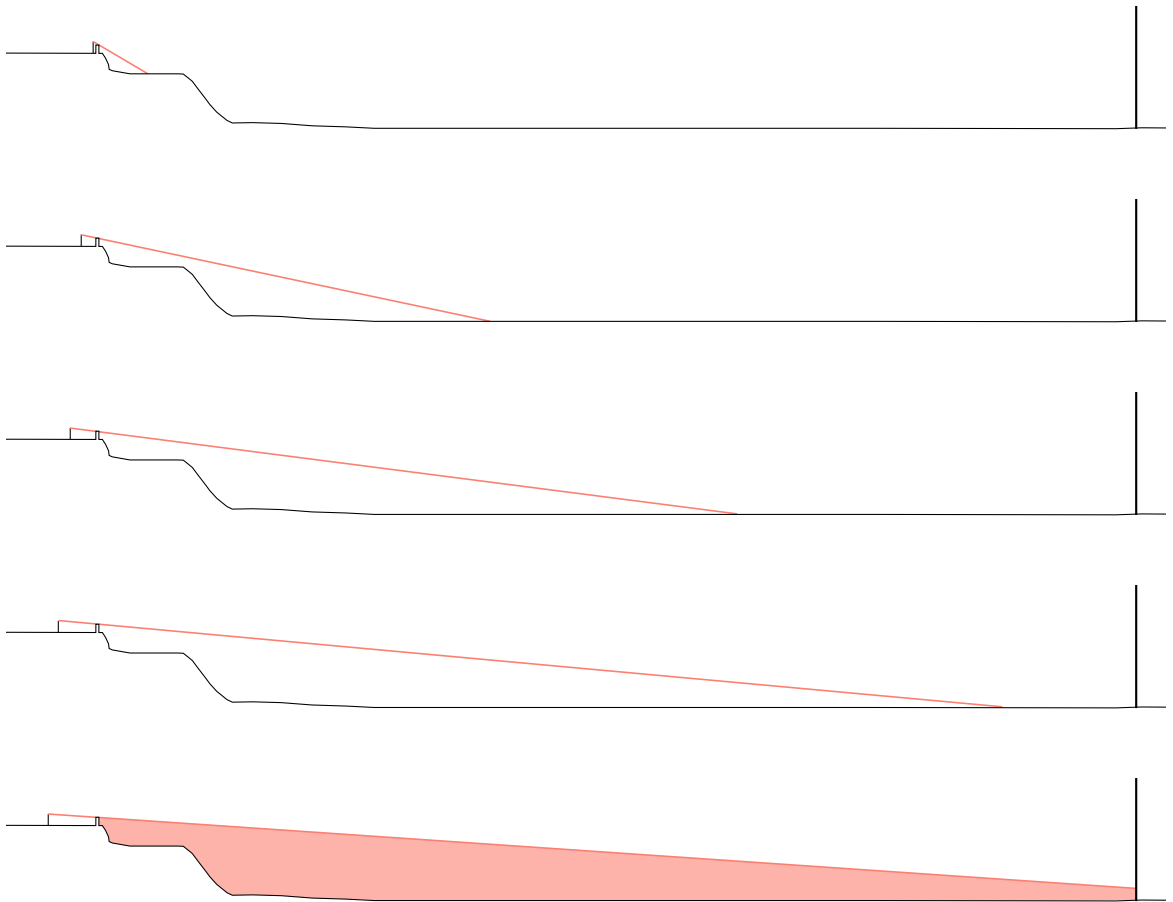


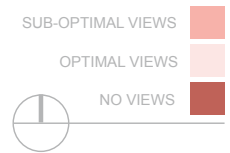
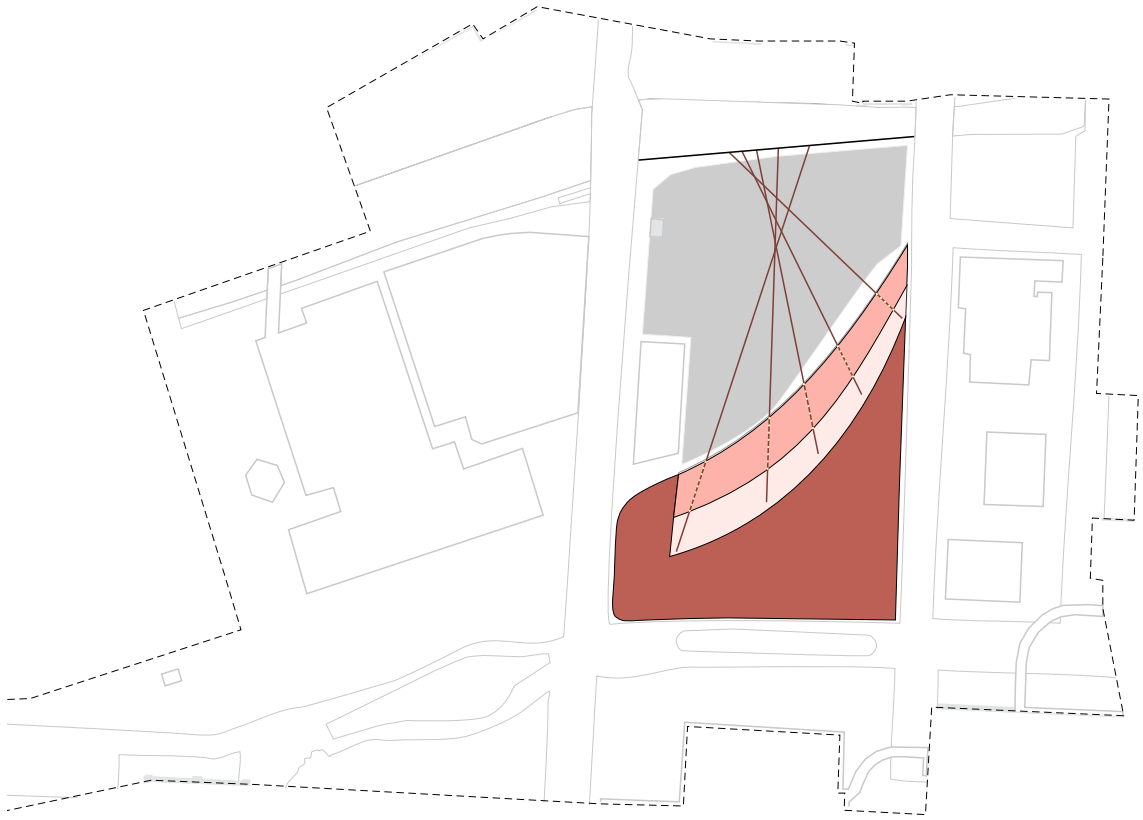


PARKS
 PARK EXTENSIONS

North South Sections

Figure 7.10 View Sections From Park





References

AECOM. 2013. "Civic Space Park." AECOM. <http://www.aecom.com/vgn-ext-templating/z/index.jsp?vgnextoid=4019220380884210VgnVCM100000089e1ba cRCRD>.

Armengaud, Marc. 2009. *Nightscares = Paisajes nocturnos = Nocturnal landscapes*. Barcelona: Editorial Gustavo Gili.

ASLA. 2010. "Bryant Park." 2010 ASLA Professional Awards. <http://www.asla.org/2010awards/403.html>.

Bianchini, Franco. 1995. "Night Cultures, Night Economies." *Planning Practice and Research* 10 (2): 121–26. doi:10.1080/02697459550036667.

Brunner Foundation. 2011. "Silver Medal Winner, Civic Space Park." <http://www.brunnerfoundation.org/rba/pdfs/Civic%20Space%20Park%20chapter.final.pdf>.

Bryantpark.org. 2013. "Bryant Park." Bryant Park. Accessed December 7. <http://www.bryantpark.org/about-us/today.html>.

City of Columbus, Ohio. 2013. "John W. Galbreath Bicentennial Park." Columbus Recreation and Parks Department. <http://www.sciotomile.com/parks/bicentennial-park/>.

City of Kansas City, Missouri. 2011. "Greater Downtown Area Plan". City of Kansas City, Missouri. http://www.kcmo.org/idc/groups/cityplanningplanningdiv/documents/cityplanninganddevelopment/gdap_final_web.pdf.

———. 2012. "Kansas City Downtown Streetcar, Tiger IV Grant Application."

———. 2013. "Washington Square Park Request for Qualifications/Proposals."

Corner, James. 1999. "The Agency of Mapping." In *Mappings*, edited by Dennis E. Cosgrove. London: Reaktion Books.

Descottes, Hervé, and Cecilia E Ramos. 2011. *Architectural Lighting: Designing with Light and Space*. New York: Princeton Architectural Press.

Descottes, Hervé. 2005. *Ultimate lighting design*. New York: Te Neues.

Dunlop, Beth. 2013. "Around The World in Grand Park." *Landscape Architecture*, December.

Ekblom, Paul. 2011. "Guest Editor's Introduction." *European Journal on Criminal Policy and Research* 17 (1): 1–5. doi:<http://dx.doi.org/10.1007/s10610-010-9137-4>.

Francis, Mark. 2001. "A Case Study Method For Landscape Architecture." *Landscape Journal* 20 (1): 15–29. doi:10.3368/lj.20.1.15.

Gardner, Carl, and Jonathan Speirs. 1994. *Reclaiming the Night: Nighttime Use, Lighting and Safety in Britain's Parks*. Comedia Publications Limited.

Gehl, Jan. 2011. *Life between Buildings: Using Public Space*. Washington, DC: Island Press.

Goh, Kian. 2011. "Critical Mapping." *MVMTBLDG*. <http://mvmtbldg.wordpress.com/2011/02/20/critical-mapping/>.

Jacobs, Jane. 1961. *The Death and Life of Great American Cities*. New York: Random House.

Kansas City Design Center Urban Studio (KCDC) 2012. 2012. "Reconnecting: Comprehensive Vision Plan for Green + Civic Spaces in Greater Downtown Kansas City."

Lynch, Kevin. 1984. *Site Planning*. 3rd ed.. Cambridge, Mass: MIT Press.

landscapeonline.com. 2013. "Columbus, Ohio's Scioto Mile." *Landscape Online*. <http://www.landscapeonline.com/research/article/17992>.

Landscape Urbanism. 2013. "Bryant Park." *Landscape Urbanism*. <http://landscapeurbanism.com/strategy/bryant-park/>.

Los Angeles Grand Avenue Authority. 2013. "Grand Park." *Grand Park*. <http://grandparkla.org/#sthash.3KTIqxN4.dpbs>.

Melbin, Murray. 1987. *Night as Frontier: Colonizing the World after Dark*. New York : Free Press ; London : Collier Macmillan.

Mizon, Bob. 2002. "Security Lamps and Crime." In *Light Pollution*, 57–63.

References

"NextRail KC System Overview." 2014. Issuu. Accessed April 5. http://issuu.com/bnim/docs/nextrail_kc_system_overview_web.

Nyren, Ron. 2013. "ULX: Open-Space Energy." *Urban Land Magazine*. <http://urbanland.uli.org/planning-design/ulx-open-space-energy/>.

PIAC. "What Is PIAC? (Public Improvements Advisory Committee) EDCKC." 2014. Economic Development Corporation of Kansas City. Accessed April 4. <http://edckc.com/what-is-piac-public-improvements-advisory-committee-and-how-can-i-get-my-project-on-the-docket/>.

PPS. 2001. "Bryant Park." Project for Public Spaces. http://www.pps.org/great_public_spaces/one?public_place_id=26.

Roberts, Marion. 2009. *Planning the Nighttime City*. London ; New York: Routledge.

Schlör, Joachim. 1998. "Night and Security." In *Nights in the Big City: Paris, Berlin, London 1840-1930*, 71–91. Topographics; Variation: Topographics. London: Reaktion Books.

Schneider, Iris. 2013. "Some Ideas to Help Grand Park Become the Urban Oasis We Need." *Native Intelligence*. http://www.laobserved.com/intell/2013/08/eight_ideas_to_help_grand_park.php.

Thomas, Colin J., and Rosemary D. F. Bromley. 2000. "City-Centre Revitalisation: Problems of Fragmentation and Fear in the Evening and Nighttime City." *Urban Studies* 37 (8): 1403–29. doi:10.1080/00420980020080181.

Thompson, Catharine Ward. 2002. "Urban Open Space in the 21st Century." *Landscape and Urban Planning* 60 (2): 59–72. doi:10.1016/S0169-2046(02)00059-2.

Schivelbusch, Wolfgang. 2005. "Nightfall Fear in the Street." In *Sense of the City*, 65–75. Montréal, QC: Canadian Centre for Architecture = Centre canadien d'architecture.

Wikipedia "Public-private Partnership." 2014. Wikipedia, the Free Encyclopedia. http://en.wikipedia.org/w/index.php?title=Public%E2%80%93private_partnership&oldid=602109788.

Wikipedia "Walkability." 2013. Wikipedia, the Free Encyclopedia. <http://en.wikipedia.org/w/index.php?title=Walkability&oldid=585441840>.

2013. Merriam Webster Online Dictionary.

Figure References

Figure 0.1 Butler, A. 2014. *Tree of Light*. Intaglio Print

Figure 0.2 Butler, A. 2014. *Washington Square Park by Night*. Photograph.

Figure 1.1 Butler, A. 2014. *Moonlight Silhouette*. Intaglio Print

Figure 1.2 Butler, A. 2014. *Kansas City Skyline*. Photograph

Figure 1.3 Butler, A. 2014. *Large Scale Site Context*. Adobe Illustrator + Google Earth Imagery

Figure 1.4 Butler, A. 2014. *Site Boundaries*. Adobe Illustrator + AutoCAD

Figure 2.1 Butler, A. 2014. *Western Auto*. Intaglio Print

Figure 2.2 Butler, A. 2014. *Washington Monument at Night*. Photograph

Figure 2.3 Kansas City Design Center Urban Studio 2012. 2012. *2012 KCDC Plan for Washington Square Park*. From "Reconnecting: Comprehensive Vision Plan for Green + Civic Spaces in Greater Downtown Kansas City." Page 11.

Figure 2.4 "NextRail KC System Overview." 2014. *Typical Existing 4-Lane Section*. Issuu. Accessed April 5. http://issuu.com/bnim/docs/nextrail_kc_system_overview_web. Page 57.

Figure 2.5 "NextRail KC System Overview." 2014. *Typical Proposed 4-Lane Section*. Issuu. Accessed April 5. http://issuu.com/bnim/docs/nextrail_kc_system_overview_web. Page 57

Figure 2.6 "NextRail KC System Overview." 2014. *Rendering of Streetcar on Main*. Issuu. Accessed April 5. http://issuu.com/bnim/docs/nextrail_kc_system_overview_web. Page 1

Figure 2.7 City of Kansas City, Missouri. 2011. *Section and Aerial Perspective of Grand Boulevard Vision as defined in the Grand Boulevard Plan*. "Greater Downtown Area Plan". City of Kansas City, Missouri. http://www.kcmo.org/idc/groups/cityplanningplanningdiv/documents/cityplanninganddevelopment/gdap_final_web.pdf. Page 11

Figure 2.8 Butler, A. 2014. *Synthesis of Plan Goals*. Adobe InDesign.

Figure 2.9 Butler, A. 2014. *Evening Lights*. Photograph.

Figure 2.10 *Night Market*. "Edinburgh Christmas Market." 2009. Digital Photograph. Photography by Flickr user Colin Campbell. Accessed 3 March, 2014. <https://www.flickr.com/photos/cjc/4141692543/>

Figure 2.11 "Who Needs Sleep." 2010. Digital Photograph. Photography by Flickr user Eric. Accessed 3 March, 2014. <https://www.flickr.com/photos/ejpphoto/4555161484/>

Figure 2.12 "Summer in the City." 2012. Digital Photograph. Photography by Flickr user Cathy. Accessed 3 March, 2014. <https://www.flickr.com/photos/haglundc/8463528054/>

Figure 2.13. Butler, A. 2014. *Tree of Lights*. Photograph.

Figure 2.14 Butler, A. 2014. *Synthesis of Literature Goals*. Adobe InDesign.

Figure 2.15 "Grand Park at Night." 2012. Digital Photograph. Photography by Flickr user victoriabernal. Accessed 3 March, 2014. <https://www.flickr.com/photos/victoriabernal/7988495215/>

Figure 2.16 Jim Simmons. *Grand Park, Los Angeles*. Accessed 6 January, 2014. <http://www.rchstudios.com/grand-park/>. Copyright jimsimmonsphotography.com, all rights reserved.

Figure 2.17 Los Angeles Grand Avenue Authority. *Grand Park Illustrative Plan*. n.d. Accessed 7 January, 2014. <http://i2.wp.com/www.losangelesgrandpark.org/grandparkla/wp-content/uploads/2012/09/2.jpg>.

Figure 2.18 Bryan Sides. 2012. *Concert at Grand Park*. "Grand Opening Featuring Bandaloop." Accessed 12 January, 2014. <http://bryansides.com/2012/10/grand-park-opening-featuring-bandaloop/>.

Figure 2.19 "Pink Benches at Grand Park". 2013. Digital Photograph. Photography by Flickr user Kent Kanouse. Accessed 20 April, 2014. <https://www.flickr.com/photos/kkanouse/11077725095/>.

Figure 2.20 "Los Angeles City Hall by Night from Grand Park." 2013. Digital Photograph. Photograph by Flickr user Gaetano Castaldo. Accessed: 12 January, 2014. <https://www.flickr.com/photos/tanzeus/11336112776/>.

Figure 2.21 “*Bryant Park at Night in NYC.*” n.d. Digital Photograph. Photo Courtesy of Andrius. <http://bigappledreaming.com/beautiful-new-york-city-pictures/>.

Figure 2.22 “*Bryant Park Fountain.*” 2011. Digital Photograph. Photography by Flickr user Gary Burke. Accessed 20 January, 2014. <https://www.flickr.com/photos/klington65/6386323427/>.

Figure 2.23 “*Bryant Park Winter Village.*” 2013. Accessed 20 January, 2014. <http://manhattan.about.com/od/newyorkcityholidayguide/ig/Bryant-Park-Holiday-Photos/Holiday-Tree-Bryant-Park.htm>.

Figure 2.24 “*Bryant Park Grill.*” Digital Photograph. Photography by Flickr user Ted Eytan. 2013. Accessed 24 April, 2014. <https://www.flickr.com/photos/taedc/8689578346/>.

Figure 2.25 “*Bryant Park Shops by Night.*” Digital Photograph. Photography by Flickr user Gary Burke. 2011. Accessed 20 January, 2014. <https://www.flickr.com/photos/klington65/6615161817/>.

Figure 2.26 “*Bryant Park Lawn, New York City.*” Digital Photograph. Photography by Flickr user Lars Som Hansen. 2011. Accessed 20 January, 2014. https://www.flickr.com/photos/lars_soem_hansen/5888805308/.

Figure 2.27 “*Scioto Mile Park.*” Digital Photograph. Photography by Randall Schieber. 2011. Accessed 25 April, 2014. <https://www.flickr.com/photos/msidesign/6003301936/>

Figure 2.28 “*Swings on the Scioto Mile.*” Digital Photograph. Photography by Randall Schieber. 2011. Accessed 20 January, 2014. <https://www.flickr.com/photos/msidesign/6002665641/>.

Figure 2.29 “*Movie in the Park.*” Digital Photograph. Photography by Randall Schieber. 2011. Accessed 20 January, 2014. <https://www.flickr.com/photos/msidesign/6003296090/>.

Figure 2.30 “*Fish Fountain.*” Digital Photograph. Photography by Randall Schieber. 2011. Accessed 25 January, 2014. <https://www.flickr.com/photos/msidesign/6003132996/>

Figure 2.31 “*Fountain at Dusk.*” Digital Photography by Randall Schieber. 2011. Accessed 20 January, 2014. <https://www.flickr.com/photos/msidesign/6002749729/>

Figure 2.32 “*Scioto Mile Fountain.*” Digital Photograph. Photography by Jonathan Quilter. The Columbus Dispatch. 2012. Accessed 25 April, 2014. http://www.dispatch.com/content/stories/life_and_entertainment/2012/05/20/1-drink-in-the-fun-festivities.html.

Figure 2.33 “*Civic Space Park Light Sculpture.*” Digital Photograph. Surface Design Association. 2013. Janet Echelman: The Complete Interview. Accessed 20 January, 2014. <http://www surfacedesign.org/newsblog/janet-echelman-the-complete-interview>

Figure 2.34 “*Civic Space Park Light Tubes.*” Digital Photograph. AECOM. 2014. Accessed 20 January, 2014. http://www.aecom.com/What+We+Do/Design+and+Planning/Practice+Areas/Landscape+Architecture+and+Urban+Design/_projectsList/Civic+Space+Park.

Figure 2.35 “*Civic Space Park.*” Digital Photograph. Photography by Flickr user Tim Clarke. 2009. Accessed 20 January, 2014. <https://www.flickr.com/photos/timaz/3865725347/>.

Figure 2.36 “*Civic Space Park Blue Walls*” Digital Photograph. AECOM. Accessed 20 January, 2014. http://www.aecom.com/What+We+Do/Design+and+Planning/Practice+Areas/Landscape+Architecture+and+Urban+Design/_carousel/Civic+Space+Park.

Figure 2.37 “*Civic Space Park at Night.*” Digital Photograph. Photography by Flickr user Ms. Phoenix. 2011. Accessed 20 January, 2014. <https://www.flickr.com/photos/32020964@N08/6281018338/>

Figure 2.38 Butler, A. 2014. *Precedent Summary*. Adobe InDesign.

Figure 2.39 Butler, A. 2014. *Project Goals*. Adobe InDesign.

Figure 2.40 Butler, A. 2014. *Western Auto Sign from Washington Square Park*. Photograph

Figure References

Figure 3.1 Butler, A. 2014. *Park by Night*. Intaglio Print

Figure 3.2 Butler, A. 2014. *Methodology Diagram*. Adobe Illustrator

Figure 3.3 Butler, A. 2014. *Detailed Methodology Depicting Process from Goals to Questions, to Maps to Strategies*. Adobe InDesign.

Figure 3.4 Butler, A. 2014. *Views to WW1 Memorial*. Photograph

Figure 4.1 Butler, A. 2014. *Hazy Skyline*. Intaglio Print

Figure 4.2 Butler, A. 2014. *Methodology Process Diagram*. Adobe Illustrator

Figure 4.3 Butler, A. 2014. *Numerous Activity Centers in Close Proximity to Washington Square Park*. Adobe Illustrator + AutoCAD + KCDC Analysis.

Figure 4.4 Butler, A. 2014. *Activity Centers Surrounding Washington Square Park Attract over 7 million Visitors Annually*. Adobe Illustrator + AutoCAD + KCDC Analysis.

Figure 4.5 Butler, A. 2014. *Many Parade and Race Routes Begin and End at Washington Square Park*. Adapted from KCDC Analysis

Figure 4.6 Butler, A. 2014. *Very Few Daily Events and Amenities are Open Past 6pm*. Adapted from KCDC Analysis

Figure 4.7 Butler, A. 2014. *Residential Population is Sparse near Washington Square Park*. Adobe Illustrator + AutoCAD. Source Data From: KCDC Analysis + "Parcels" Dasc Geospatial Gateway.

Figure 4.8 Butler, A. 2014. *Very Few Establishments are Open Past 6:00pm Daily*. Adobe Illustrator + AutoCAD + Jackson County Parcel Viewer.

Figure 4.9 Butler, A. 2014. *Businesses within the Site that are Open at Night are Limited to Restaurants, Bars, and Limited Retail*. Adobe Illustrator + AutoCAD + Jackson County Parcel Viewer + KCDC Analysis.

Figure 4.10 Butler, A. 2014. *High Property Values Adjacent to Washington Square Park South of Rail Lines*. Adobe Illustrator + AutoCAD. Source Data From: KCDC Analysis + "Parcels" Dasc Geospatial Gateway.

Figure 4.11 Butler, A. 2014. *Adjacent Property Ownership*. Adapted from KCDC Analysis

Figure 4.12 Butler, A. 2014. *Daytime Activity Mapping*. Adobe Illustrator + AutoCAD.

Figure 4.13 Butler, A. 2014. *Evening Activity Mapping*. Adobe Illustrator + AutoCAD.

Figure 4.14 Butler, A. 2014. *Potential Users from Employees and Residential*. Adobe Illustrator + AutoCAD. Modified From KCDC Analysis.

Figure 4.15 Butler, A. 2014. *Transit Ridership at the Pershing and Grand Stop*. Adobe Illustrator + AutoCAD. Modified From KCDC Analysis Data.

Figure 4.16 Butler, A. 2014. *Transit Ridership at the Pershing and Main Stop*. Adobe Illustrator + AutoCAD. Modified From KCDC Analysis Data.

Figure 4.17 Butler, A. 2014. *Evening Bus Frequency*. Adobe Illustrator + AutoCAD. Modified From KCDC Analysis Data.

Figure 4.18 Butler, A. 2014. *Bicycle Disconnect between Park and Downtown*. Adobe Illustrator + AutoCAD. Source Data Modified From: KCDC Analysis.

Figure 4.19 Butler, A. 2014. *Transit Routes Provide Adequate Connections*. Adobe Illustrator + AutoCAD. Source Data Modified From: KCDC Analysis.

Figure 4.20 Butler, A. 2014. *Arterial Routes Dominant in KC*. Adobe Illustrator + AutoCAD. Source Data Modified From: KCDC Analysis.

Figure 4.21 Butler, A. 2014. *Barriers adding to the Disconnect Include Topography, Infrastructure and Surface Parking*. Adobe Illustrator + AutoCAD. Source Data From: KCDC Analysis.

Figure 4.22 Butler, A. 2014. *Smaller Destinations between Downtown and the Park Could Reduce Perceived Walking Distances*. Adobe Illustrator + AutoCAD. Source Data Modified From: KCDC Analysis.

Figure 4.23 Butler, A. 2014. *Strategy for Park Expansion and Infill*. Adobe Illustrator + AutoCAD.

Figure 4.24 Butler, A. 2014. *Current Pedestrian Routes Have Little Connection to Surrounding Building Entrances*. Adobe Illustrator + AutoCAD.

Figure 4.25 Butler, A. 2014. *Strategy for Infill and Parking Consolidation*. Adobe Illustrator + AutoCAD.

Figure 4.26 Butler, A. 2014. *Evening Views Along Grand and Main Driving North*. Adobe Illustrator + AutoCAD.

Figure 4.27 Butler, A. 2014. *Evening Views Along Grand and Main Driving South*. Adobe Illustrator + AutoCAD.

Figure 4.28 Butler, A. 2014. *Evening Views Toward City Skyline*. Adobe Illustrator + AutoCAD + Digital Photographs.

Figure 4.29 Butler, A. 2014. *Evening Views Toward Union Station*. Adobe Illustrator + AutoCAD + Digital Photographs.

Figure 4.30 Butler, A. 2014. *Evening Views Toward Crown Center Plaza*. Adobe Illustrator + AutoCAD + Digital Photograph.

Figure 4.31 Butler, A. 2014. *Lighting Levels within Site are Dark Compared to nearby Activity Zones*. Adobe Photoshop + AutoCAD.

Figure 4.32 Butler, A. 2014. *Lighting Levels and Sense of Place Along Main and Grand*. Adobe Illustrator + AutoCAD + Digital Photographs.

Figure 4.33 Butler, A. 2014. *Planned and Ongoing Projects*. Adobe Illustrator. Modified from KCDC, 2012.

Figure 4.34 Butler, A. 2014. *Path Lighting Within Park*. Digital Photograph.

Figure 4.35 Butler, A. 2014. *Park Lighting Compared to Parking Lights*. Digital Photograph.

Figure 4.36 Butler, A. 2014. *Blinding Entrance Lights at Memorial Statue*. Digital Photograph.

Figure 4.37 Butler, A. 2014. *Park Light Fixtures*. Digital Photograph.

Figure 4.38 Butler, A. 2014. *Lighting Levels within the Park are Much Darker than Surrounding Streetscape and Parking Lots*. Adobe Photoshop.

Figure 4.39 Butler, A. 2014. *Transit Routes*. Adobe Illustrator + AutoCAD. Source Data Modified From: KCDC Analysis.

Figure 4.40 Butler, A. 2014. *Evening Bus Frequency*. Adobe Illustrator + AutoCAD. Modified From KCDC Analysis Data.

Figure 4.41 Butler, A. 2014. *Activity Centers Surrounding Washington Square Park Attract over 7 million Visitors Annually*. Adobe Illustrator + AutoCAD + KCDC Analysis.

Figure 4.42 Butler, A. 2014. *Potential Users from Employees and Residential*. Adobe Illustrator + AutoCAD. Modified From KCDC Analysis.

Figure 4.43 Butler, A. 2014. *Park is Maintained by Kansas City Parks*. Digital Photograph.

Figure 4.44 Digital Photograph. *Paths are Poorly Maintained and Falling Apart*. Digital Photograph.

Figure 4.45 Butler, A. 2014. *Crime Rates are not High Near Washington Square Park*. Modified From KCDC Analysis

Figure 5.1 Butler, A. 2014. *Lights on the Obelisk*. Intaglio Print

Figure 5.2 Butler, A. 2014. *Design Process Diagram*. Adobe Illustrator

Figure 5.3 Butler, A. 2014. *Illustrative Master Plan*. Adobe Photoshop + AutoCAD

Figure 5.4 Butler, A. 2014. *Before Reference Plan*. Adobe Illustrator.

Figure 5.5 Butler, A. 2014. *View of Fountain Plaza*. Adobe Photoshop + SketchUp

Figure 5.6 Butler, A. 2014. *New Buildings*. Adobe Illustrator + AutoCAD.

Figure 5.7 Butler, A. 2014. *New Building Use*. Adobe Illustrator + AutoCAD.

Figure 5.8 Butler, A. 2014. *Spatial Programming*. Adobe Illustrator + AutoCAD.

Figure 5.9 Butler, A. 2014. *Programming Word Cloud*. Adobe Illustrator + AutoCAD.

Figure 5.10 Butler, A. 2014. *Great Lawn*. Reference Map: Adobe Illustrator + AutoCAD. Vignette: Adobe Photoshop + SketchUp

Figure References

Figure 5.11 Butler, A. 2014. *Fountain Plaza*. Reference Map: Adobe Illustrator + AutoCAD. Vignette: Adobe Photoshop + SketchUp

Figure 5.12 Butler, A. 2014. *Grand Promenade*. Reference Map: Adobe Illustrator + AutoCAD. Vignette: Adobe Photoshop + SketchUp

Figure 5.13 Butler, A. 2014. *Terrace and Fountain Gardens*. Reference Map: Adobe Illustrator + AutoCAD. Vignette: Adobe Photoshop + SketchUp

Figure 5.14 Butler, A. 2014. *The Grove*. Reference Map: Adobe Illustrator + AutoCAD. Vignette: Adobe Photoshop + SketchUp

Figure 5.15 Butler, A. 2014. *Railway Promenade + Underpass Plaza*. Reference Map: Adobe Illustrator + AutoCAD. Vignette: Adobe Photoshop + SketchUp

Figure 5.16 Butler, A. 2014. *E-W Section Through Great Lawn Looking North*. AutoCAD + Adobe Photoshop

Figure 5.17 Butler, A. 2014. *N-S Section Through Park Looking West*. AutoCAD + Adobe Photoshop

Figure 5.18 Butler, A. 2014. *Building Height Diagram*. SketchUp

Figure 5.19 Butler, A. 2014. *Circulation*. AutoCAD + Adobe Illustrator

Figure 5.20 Butler, A. 2014. *Connectivity*. AutoCAD + Adobe Illustrator

Figure 5.21 Butler, A. 2014. *Views*. AutoCAD + Adobe Illustrator

Figure 5.22 Butler, A. 2014. *Views Opened up to Union Station and Memorial*. SketchUp + Adobe Photoshop

Figure 5.23 Butler, A. 2014. *Views of Skyline Framed by New Buildings and Capped Parking Lot*. SketchUp + Adobe Photoshop

Figure 5.24 Butler, A. 2014. *Views Opened up to Crown Center Plaza*. SketchUp + Adobe Photoshop

Figure 5.25 Butler, A. 2014. *View of Great Lawn Looking North Toward the Skyline*. Adobe Photoshop + SketchUp.

Figure 5.26 Butler, A. 2014. *Lighting Levels Heat Map*. Adobe Photoshop + SketchUp.

Figure 5.27. *L'Observatoire Lighting Details*. Digital Photographs a: Descottes. 2005. b: *Buffalo Bayou*. downtownhouston.org. 2013. c: Descottes, 2005

Figure 5.28 *Light Art Precedents Relevant to Washington Square Park Lighting Design*. Digital Photographs. a: *Forest of Light*. 2012. Accessed March 31, 2014. <http://thephillyhub.com/files/2012/07/Forest-of-Light-at-Longwood-Gardens-by-Bruce-Munro.jpg>. b: *Dobpler Interactive Lighting System*. 2008. Accessed March 31, 2014. Dobpler.com c: "*Brisbane Light Garden Blue, Australia*." 2013. Digital Photograph. Photograph by Flickr user Ben Ashmole. Accessed: March 31, 2014. [https://www.flickr.com/photos/86528528@N07/10471541305\(Permission Pending\)](https://www.flickr.com/photos/86528528@N07/10471541305(Permission Pending))

Figure 5.29 Butler, A. 2014. *Lighting Plan*. Adobe Photoshop+ AutoCAD.

Figure 5.30 Butler, A. 2014. *Infill*. Adobe Illustrator+ AutoCAD.

Figure 5.31 Butler, A. 2014. *Connectivity and Walkability*. Adobe Illustrator+ AutoCAD.

Figure 5.32 Butler, A. 2014. *Grand Boulevard Typical Section*. Adobe Photoshop+ AutoCAD.

Figure 5.33 *Lighting Fixture and Color for Grand and Main*. Digital Photographs. a: "*Yarps Spray*." 2009. Digital Photograph. Photograph by Flickr user Toshihiro Oimatsu. Accessed: March 31, 2014. <https://www.flickr.com/photos/oimax/4202866081/>. b: "Street Lamp" 2013. Digital Photograph. Photograph by Flickr user Pavlina Jane. Accessed: March 31, 2014. <https://www.flickr.com/photos/pavlinajane/11634757326/>.

Figure 5.34 *Lighting Fixture Style along Streetscapes and Overhead Areas*. Digital Photographs. a: "*Street Lamps*." 2009. Digital Photograph. Photograph by Flickr user Wolfgang Suda. Accessed: March 31, 2014. <https://www.flickr.com/photos/doppelbelichtung/4171743834/> b: "Street Lights" n.d. Digital Photograph. Accessed: March 31, 2014. <http://free4fb.com/category/scenery/151.html>

Figure 5.35 Butler, A. 2014. *Phasing*. Adobe Illustrator+ AutoCAD.

Figure 5.36 Butler, A. 2014. *The Grove*. Adobe Photoshop.

Figure 6.1 Butler, A. 2014. *Lonely Main St.. Bridge*. Intaglio Print.

Figure 6.2 Butler, A. 2014. *Aerial Rendering of Washington Square Park*. Adobe Photoshop.

Figure 7.1 Butler, A. 2014. *Fast Nights*. Intaglio Print.

Figure 7.2 Butler, A. 2014. *Gate at Washington Square Park*. Photograph.

Figure 7.3 Butler, A. 2014. *Critical Dimensions for Analyzing Precedents*. Adobe InDesign.

Figure 7.4 Butler, A. 2014. *Literature Map*. Adobe InDesign

Figure 7.5 Butler, A. 2014. *Daytime Site Photos*. Digital Photographs.

Figure 7.6 Butler, A. 2014. *Nighttime Site Photos*. Digital Photographs.

Figure 7.7 KCDC, 2012. *Daily Workflow: Residential Demographics*. Page 33.

Figure 7.8 KCDC, 2012. *Wind Speed and Direction for Kansas City*. Page 65-66.

Figure 7.9 KCDC, 2012. *North-South Sections through Park and Downtown*. Page 92.

Figure 7.10 KCDC, 2012. *View Sections From Park* . Page 71.