ENHANCING URBAN CENTERS: CONNECTING GREY WITH GREEN IN KANSAS
CITY'S DOWNTOWN LOOP

by

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A REPORT

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abstract

In the late 1800s George Kessler and the Board of Parks and Boulevard Commissioners (BPBC) developed a Parks and Boulevard system for Kansas City, MO laying the foundation for the city to grow. Development of the system is the result of the combination of Kessler's ideology, as well as his planning and design practices. The parks and boulevard system established a framework giving due weight to existing conditions, adapting itself to topography, avoiding forced routes and forced construction. This framework based itself around the value of beauty, the city's duty, the effect of parkways and boulevards on real-estate values, and the experience of other cities.

Today, auto-centric sprawl has revealed its limitations, bringing focus back to the neglected urban fabric. The current urban fabric is dominated with automotive infrastructure responding only to the pedestrian where convenient or required. Results of this trend in development are concrete jungles. Unfortunately, the city character developed by the expanded parks and open space systems has been or is in danger of being lost. Opportunities for redevelopment are rising as these expansive urban infrastructures are reaching the end of their designed life cycle. As people begin to repopulate urban areas, revitalization of the parks and green space is of high priority.

Adapting George Kessler's practices, principles, and ideals behind the Kansas City Parks and Boulevard System to contemporary practices, principles, and ideals in landscape architecture will allow a designer to enhance urban centers. Using my findings, I will develop a master plan for the Kansas City Downtown Loop. By enhancing sites with parks and plazas connected with pedestrian friendly greenways, the Downtown Loop will be a safer, more pleasant place for pedestrians and motorists alike.

design: Kansas City's Downtown Loop

historic contemporary connections

critical and existing site conditions

site inventory + analysis

reflection
relation to historic principles

relation to contemporary principles

overall conclusions

acknowledgments

I would like to thank my Mom and Dad for keeping me motivated throughout my academic endeavours. Also, a special thanks goes to Dennis Law for keeping my feet to the fire. Finally, I would like to thank my secondary committee members Jon Hunt and Stephanie Rolley for their inputs along the way.

description + intent

preamble

I am studying the ideology behind George Kessler's parks and boulevard designs and the applicability of this ideology in contemporary parks and boulevard design. Figure 1.1 illustrates my philosophy helping me to determine: What practices, principles and, ideals were responsible for the success of the Kansas City Parks and Boulevard System; which historic practices, principles, and ideals of successful parks and boulevard systems are applicable in contemporary parks and boulevard design; and how to apply these practices, principles, and ideals in fully developed urban environments.

I will accomplish this in a three part process. First I will look to George Kessler's influences and works to determine the ideology behind his parks and boulevard designs. Then I will look to contemporary parks and boulevard designs to find the similarities and differences in historic and contemporary ideology. Using my findings I will develop a master plan for the Kansas City Downtown Loop. By enhancing sites with parks and plazas connected with pedestrian friendly greenways, the Downtown Loop will be a safer, more pleasant place for pedestrians and motorists alike.

description + intent
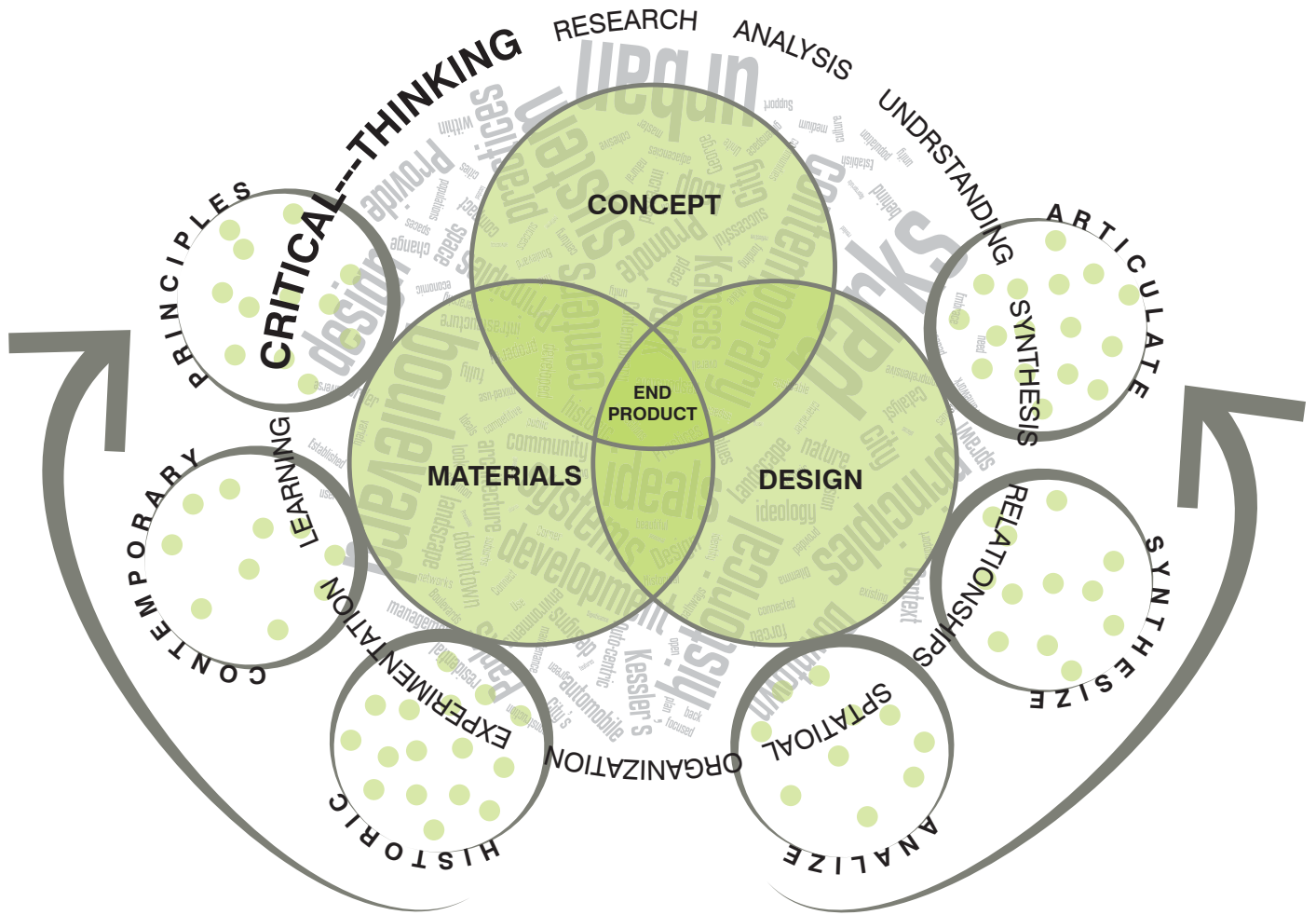
Figure 1.1: Philosophy Diagram
(figure by author)

dilemma

Beginning in the late 1800s, American cities began a transformation based on cultural agendas, increase of the middle-class, and aesthetics expressed as beauty, order, system, and harmony (Wilson 1989). These transformations allowed urban reformers to devote themselves to the creation of grandiose parks and plazas, regal buildings and vistas, and magnificent monuments and boulevards. Using beautification as a catalyst, this transformation promoted a harmonious social order, thus increasing the overall quality of life for populations in crowded urban environments.
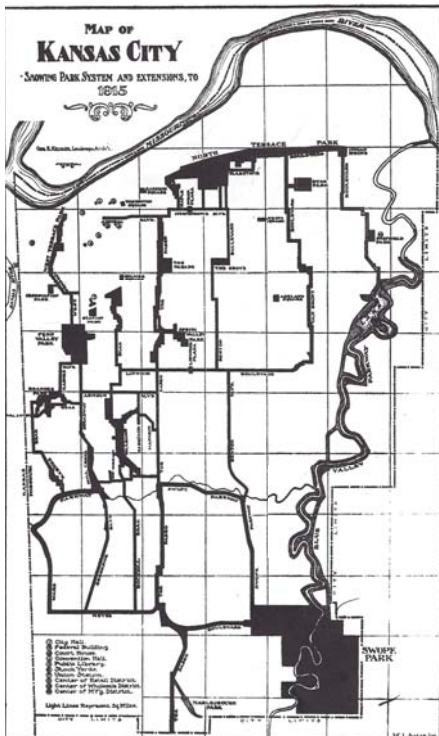
*Figure 1.2: Kessler Plan 1915
(Wilson 1989, 114)*

Throughout the 1910s these urban transformations continued. An example of this is the Kessler Parks and Boulevard Master Plan for Kansas City, Missouri (figure 1.2). Historic urban parks and greenspace designs such as the one in Kansas City provided character, increased property values, connected urban and residential centers, and provided a medium for people to experience the natural world. The results were expanded parks and boulevard systems providing the framework for the quickly developing urban environments.

Over the next several decades the arrival of the automobile changed the social needs of the population. Auto-centric sprawl was the forefront of development as the growing automobile culture focused on suburbs rather than cities. Sprawl removed populations from urban centers. Figure 1.3 illustrates this sprawl showing the current city limits of Kansas City, Missouri in relationship to the Downtown Loop. The unifying characteristics brought forth by past urban transformations, such as in figure 1.2, were placed secondary to the increasing popularity of the automobile (Young, Terence and Longcore, Travis 2000, 1). Parks and boulevard systems felt the repercussions of undirected growth as park users moved to the periphery and the design of connecting networks shifted from the pedestrian to the automobile.

Almost a century later auto-centric sprawl has revealed its limitations, bringing focus back to the neglected urban fabric. The current urban fabric is dominated with automotive infrastructure responding to the pedestrian where convenient or required. Results of this trend in development are concrete jungles. Unfortunately, the city character developed by the expanded parks and open space systems has been or is in danger of being diminished. Opportunities for redevelopment are rising as these expansive urban infrastructures are reaching the end of their designed life cycle. As people begin to repopulate urban areas, revitalization of the parks and green space is of high priority. Parks and greenspace are a refuge for urban populations, whose contact with nature is directly related to their overall well being (Wilson 1989).

With consideration given to the above, the dilemma to be addressed is: **Can the principles and ideals expressed within historic park master plans be united with contemporary park design in order to bring beauty, order, system, and harmony back to Kansas City, Missouri?** (Young, Terence and Longcore, Travis 2000)

description + intent
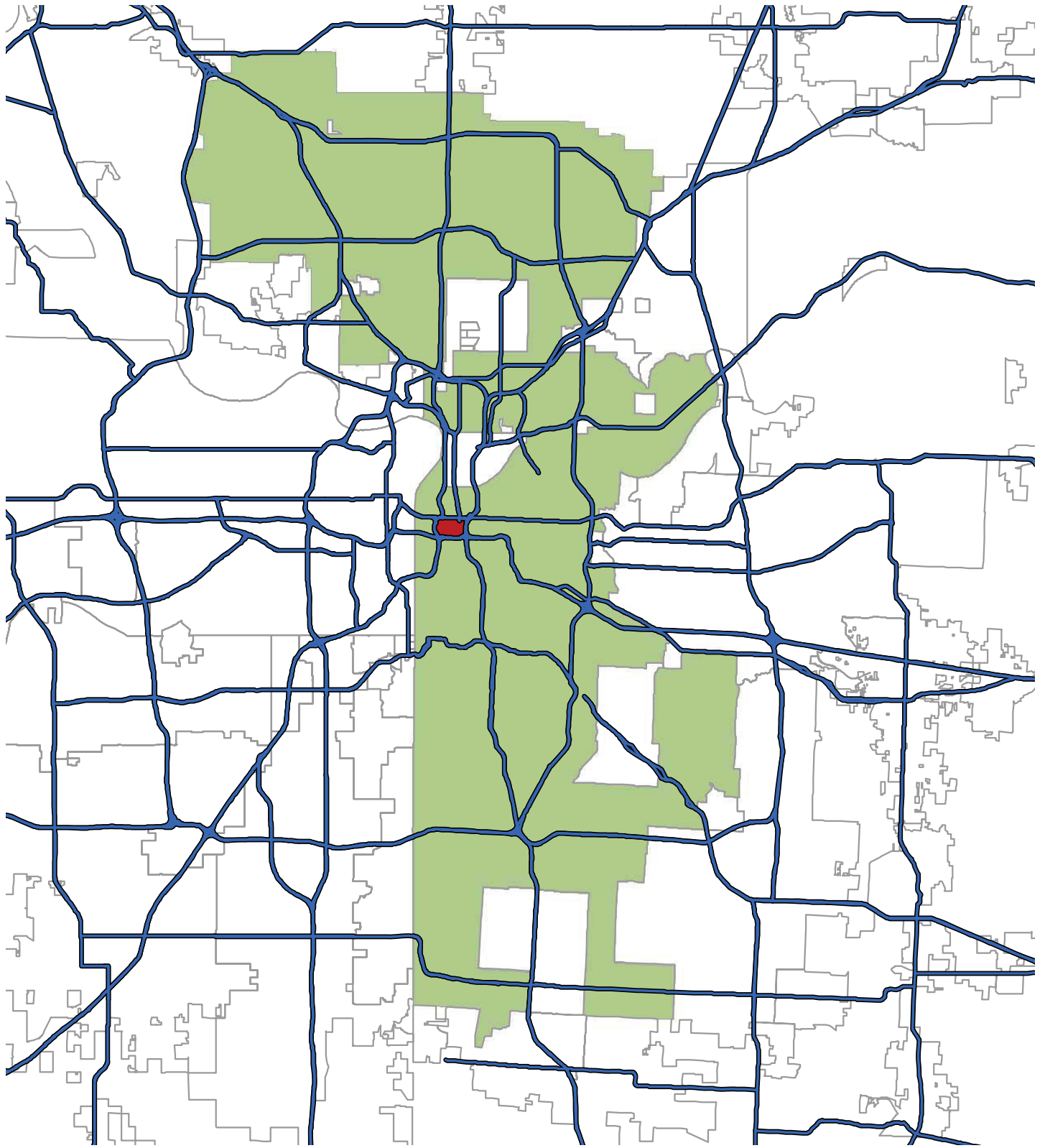
*Figure 1.3: Context Map
(figure by author)*

Legend

■ Downtown Loop

■ KANSAS CITY, MO

— Highway System

0 1.5 3   6
Miles

N

hypothesis

Adapting George Kessler's practices, principles, and ideals behind the Kansas City Parks and Boulevard System to contemporary practices, principles, and ideals in landscape architecture will allow a designer to enhance urban centers.

project goals

Through the development of a master plan I will achieve the following:

- Enhance under-utilized/vacant sites in urban centers.

- Enhance urban infrastructure to accommodate pedestrians with motorists

- Discover the similarities and differences in historic and contemporary parks and open space design

- Apply a hybrid of contemporary and historic ideology of urban parks and open space design

end products

The products displaying the improvements to Kansas City's Downtown Loop are as follows (see figures 1.4 and 1.5):

- Parks and Open Space Master Plan for the Kansas City Downtown Loop

- Accompanying graphics to represent the master plan (diagrams, perspectives sections)

*Figure 1.4: Perspective at 12th
and Walnut Daytime
(figure by author)*

*Figure 1.5: Perspective at 12th
and Walnut Nighttime
(figure by author)*

literature

synthesizing Kessler's ideology

introduction

George E. Kessler was born in Germany in 1862. As a young man Kessler began his studies at Grand Ducal Gardens, a private school for landscape gardening. Following his garden design education, Kessler moved to Weimar, Germany to study botany, forestry, design, as well as instruction in civil engineering. Kessler's roots in Europe would provide the base for his career in landscape architecture. His education, experiences, and travels provided him the opportunity to experience many of the greatest examples of European urban planning and design. (Culbertson 2005, 5)

Kessler immigrated to the United States from Germany in 1892. Upon his arrival he became the superintendent, of parks for a small railroad company. During his employment as superintendent Kessler established an office and was appointed as secretary and engineer to the Kansas City Board of Parks and Recreation Commissioners (Wilson 1989). This marked the beginning of his career in Kansas City where he would establish a plan providing the framework for the development of Kansas City, Missouri. Later, Kessler would continue his career in other cities such as, Dallas, Texas; St.

Louis, Missouri; and Denver Colorado (Rolley 1993, 127). His project types included parks and boulevard systems, city and community planning, fairgrounds and expositions, and campus design. Kessler was responsible for bringing landscape architecture to the middle United States. The form and character of many cities in the United States are directly related to Kessler's work (Culbertson 2005, 1).

Throughout Kessler's career, he influenced many cities providing them frameworks for development of their urban centers. Behind these designs lie a common ideology that is performance based, research oriented, logistics focused, and networked. An ideology is the nature of the origin of ideas. Kessler's ideology has four parts working together to form a cohesive whole. Analysis of his writings, his works, and scholarly articles, specifically related to the Kansas City Parks and Boulevard System, provides the foundation for establishing his ideology.

performance based

Performance based ideology refers to the social, physical, and economical

function of the design through time (Reed 2006). Kessler and the 1983 Board of Parks and Boulevard Commissioners (BPBC) report defines the performance of parks and boulevards as the premier social centers, the physical lungs, and the economic drivers of the city.

Parks and boulevards are the premier social centers for the city due to the nature of crowded urban environments. Much of the social problems within an urban environment are the outcome of life in a crowded city. These ills can be relieved and possibly avoided with access to surroundings completely different from building face to building face development. Parks are places inviting rest and quiet contemplation where business worries can be dropped (BPBCKCMO 1893, 7). The boulevard system provided the beautiful connections within the city. If parks and boulevards perform as intended, the population will be much more content to stay as the city continues to grow. Kessler reflects on the social performance of his system in 1917.

"The boulevard system has aided in

preventing, through the expansion of ample, stable residence areas, the establishment of concentrated dwelling house barracks which usually follow a rapid accretion of population. Kansas City has, therefore, in an unusual degree, great areas of residence sections uniformly built upon and of uniform character wherein there is little likelihood of change, and so has accomplished one great purpose in any rational city planning or replanning, namely, the establishing and holding of the character and value of home places (Kessler 1917, 322)."

Performing as the lungs of the city, parks and boulevards bring the natural environment into urban areas. Kessler and the BPBC's Kansas City boulevard system had simple design criteria forming a network of green infrastructure that followed natural topography. The connection and relationship of parks to stream corridors gave Kansas City the appearance of a city within a park (Rolley forecast 2010, 1). In 1917 Kessler credits his system saying, the parks and "boulevard system has made Kansas City, in effect, a great garden city (Kessler 1917, 322)." The result of

this system provides places for recreation and "has a pronounced effect upon the atmosphere, which in summer is often ten degrees cooler than the nearby baked streets (Ford 1916, 500)." Both the parks and boulevards provided a refuge for residents within quickly growing urban environments.

Parks and boulevards are economic drivers of cities because they beautify the city. Beautification makes for great places of residence, adds enjoyment to life, creates attachments between the people and the city, and promotes civic pride (BPBCKCMO 1893, 9). The combination of these principles results in increasing the city's business advantage and increases the power of the city to draw business and population (BPBCKCMO 1893, 9). The Kansas City system was successful in providing beautification. Kessler remarks on the system saying, the parks and "boulevard system has made Kansas City a 'good place to live in' and this was the slogan of the civic bodies and of the Commercial Club in their constant support of this movement (Kessler 1917, 323)." Furthermore, the beautification of the city through the parks and

boulevard system had radiating effects. The economic performance was not only held to properties adjoining the boulevards and parks but could be seen on neighboring streets and neighborhoods (Kessler 1917, 323).

research oriented
Research oriented ideology is defined as using research to better illustrate the relationship of design elements to that of the effected systems (Fallman 2003). Kessler and the BPBC system used precedent research as a foundation for their system. The research was composed of consultation with Frederick Law Olmsted, in depth site inventory and analysis, and examining the experiences of other cities. Together the analyses provided the foundation to better understand the social, physical, and economic systems within Kansas City.

Research of the social system comes from the consultation Kessler and the BPBC had with Frederick Law Olmsted. Olmsted is the father of what we know today as landscape architecture. He was selected based on his successes developing the social values of parks

and boulevard systems. Olmsted stressed the "restorative, recreative influences of natural landscape on city-bound people (Wilson 1989)." Kessler and the BPBC's report references Olmsted's presentation to the American Social Science Association. In the presentation Olmsted defends the need for parks by saying, "the healthful effect upon mind and body or rural surroundings and of beautiful natural scenery is evident: to provide these…is an imperative necessity (BPBCKCMO 1893, 7)." Using the successes, research, and observations of Olmsted and their own, Kessler and the BPBC were able to address the social dilemmas faced by Kansas City.

Kessler and the BPBC expressed the importance of expertly informed decisions for the location of the parks and boulevards. The report says, "The community as a whole can hardly be expected to be familiar with the topographical and other conditions within and about the city, or with all or even a considerable portion of localities within the city, or in its immediate vicinity, that possesses great natural beauty (BPBCKCMO 1893, 1). In the Kansas City system the BPBC and city engineers studied the physical environment for two seasons. Kessler's team developed the Parks and Boulevard system based on their findings: holding boulevards to the existing natural features: topography, drainage patterns, watersheds, ridge lines, and valleys (Rolley forecast 2010, 1). These observations would not only save the

city money but would protect Kansas City's landscape. Using inventory and analysis to make informed decisions for the proposed improvements Kessler and the BPBC were able to safeguard against intrusion of uninformed private improvements (Kessler 1915, 323).

Precedents of the economic experience of other cities provided a strong selling point for Kessler and the BPBC's Kansas City system. Although the report explains the anticipated effects of the parks and boulevard system on real-estate values, it used research to provide qualitative assessments of the effects parks and boulevards on the economy of cities. The precedents provide real-estate values both pre-and post-construction. Results of the land value studies in other cities illustrate property values doubling adjacent to the parks and boulevards. This economic research allowed city officials and stakeholders to see qualitative results of similar cities with parks and boulevard systems.

logistics focused

Logistics focused ideology is defined by the management of design element flows in social, physical, and economic systems (Reed 2006). One of two main facts stated in the 1893 report say, "we are charged with the duty of developing a plan that shall not only meet present, but future wants (BPBCKCMO 1893, 2)." To validate fact one above, the plan would have to flow flawlessly. Kessler and the BPBC's Kansas City parks and boulevard system uses logistics to plan

how individual improvements will affect the social, physical, and economic systems together and separately.

The social system is crucial to the success of a city. Logistics in the social system is based on the overall well-being of the population and their resulting actions. The report explains the flow of the social system and its effects on the city.

"To become the metropolis, that is the center, of a large and prosperous territory that contains a large population, the city must supply to a degree materially exceeding other rival cities, all the results of modern progress and of modern civilization. The city must be the center of the sum total of the thought and activities of the people residing within the territory which the city aspires to dominate. The city must be as well the social center, if she desires to become, without successful rival, the business center (BPBCKCMO 1893, 10)."

Kessler and the BPBC recognize if people are content they will stay and develop well built neighborhoods. These permanent residences need business to provide the goods to sustain their population. Social centers attract populations establishing well built neighborhoods bringing business and commerce from both local neighborhoods and distant territories.

Physical systems are affected by any improvement. Logically placed improvements will function well and have better interactions with physical

systems. Kessler and the BPBC analyzed the existing condition to logically place the parks and boulevards avoiding natural drainage ways, working with topography, and creating wildlife habitat. The improvements were located using existing conditions to determine the most suitable area using the unique opportunities and constraints to develop the Kansas City system (Rolley forecast 2010, 1). By not forcing improvements in areas deemed unsuitable for development, Kessler and the BPBC created a system that does not inhibit the flow of proposed and existing physical systems. Furthermore, locating the improvements in logical places allowed the system to radiate beyond the designed boundaries creating compactly and well built up neighborhoods (BPBCKCMO 1893, 15). Recognition of the flow of physical systems held populations in the neighborhoods attracting business as a result.

The logistics of the economic system is directed around the flows of people living, producing, and consuming goods. Kessler and the BPBC used the boulevards to firmly establish residential neighborhoods adjacent to the improvements. These compact and well built-up residential neighborhoods required goods to supply them. In the 1893 report, they do not specifically locate the retail shops but say, "retail business that supplies the many and frequent wants of the family will find its legitimate foot hold, and all buildings erected for the purposes of such business will conform to the character of the

improvements along the street and in the section on and in they are located (BPBCKCMO 1893, 15)." Designing the parks and boulevard system to respond to the dynamic systems within the city resulted in retail and commercial centers developing in the areas where the need was greatest.

networked
Networked ideology is defined by the cohesive relationship social, physical and economic systems have with each other to form a homogeneous solution (Reed 2006). Kessler's Kansas City parks and boulevard system is a system because it is a set of interacting or interdependent entities forming an integrated whole. The integrated whole is a result of the networked ideology within the social, physical, and economic systems.

The Kansas City parks and boulevard system acted as, and helped create, a social network in Kansas City. Boulevards increased the connections between residential neighborhoods and commercial centers. Parks provided amenities needed to sustain the social and physical requirements of the residential neighborhoods. Logically fitting the parks and boulevards provided the city connection to the City's own visual character and sense of place (Rolley forecast 2010, 1). Kessler describes the relation of the Kansas City system to the intent of the city plan as direct and pronouncedly evident. The parkways and boulevards connect practically every commercial, residential, and to some extent, industrial sections of the city.

This allows communication between different sections of the city direct and distinctive (Kessler 1915, 324).

Networking the existing and proposed physical systems within the Kansas City was accomplished through developing simple criteria for building parks and boulevards. The report says, "it [boulevard system] gives due weight to existing conditions and adapts itself to the topography, avoiding as much as possible forced routes and forced construction (BPBCKCMO 1893, 14)." These criteria formed a network of green infrastructure providing wildlife habitat, handling storm water, and providing multiple modes of connection to each section of Kansas City (Rolley forecast 2010, 1) . The parks and boulevard system provided physical connections not only to the social and economic systems but connected people to the natural environment.

The economy of a city is dependent upon itself and of outside influence. The parks and boulevard system in Kansas City connected the city, increased property values, and connected the city to neighboring communities. Kessler and the BPBC took on the task of providing the city with parks and boulevards that "would add a powerful attraction that would never cease to draw our neighbors, and with them would bring their trade (BPBCKCMO 1893, 10)." Kessler and the BPBC used the parks and boulevards to connect the residential with economic sections within and outside Kansas City.

conclusions

Performance in ideology refers to the social, physical, and economical function of the design through time. Parks and boulevards provide social centers, act as physical lungs, and are economic drivers for the city. Focusing on the future of the city and the function of the system ensured Kessler's plan would perform indefinitely. Ultimately, the system was responsible for providing the development framework for Kansas City, MO in the 20th century.

Using the experience of other cities Kessler and the BPBC were able to discover solutions to the social, physical, and economic dilemmas faced by Kansas City. It was through research oriented ideology Kessler and the BPBC were able to develop a framework that increased social wellbeing, promoted physical systems, and positively affected land value. The precedent studies provided reasoning behind the planned improvements and helped explain the ideas presented in the report.

Stated as one of two guiding facts in the BPBC's report, "we are charged with the duty of developing a plan that shall not only meet present, but future wants (BPBCKCMO 1893, 2)." For Kessler's system to function and perform into the future it would have to be logistics focused among all systems. Developing strong social centers helped keep populations within the city. Allowing the system to respond to the dynamics of a city allowed commercial and retail centers to respond to the development. Kessler's understanding of individual flow of systems with the comprehensive urban system allowed the BPBC to provide the framework for the city to excel in the 20th century.

Stated as the second guiding fact of the 1893 report is "that to undertake important work in a half-hearted manner is the poorest economy, and that it is far better to plan comprehensively and broadly and proceed with actual construction leisurely, than to attempt economy in the original plans, expecting on that account more ready assent on the part of the public, and more rapid progress of construction (BPBCKCMO 1893, 2)." For the Kansas City parks and boulevard system to function as designed, the networks would have to be designed in response to each system. The comprehensive plan called for by the BPBC represents the correlation between systems resulting from networked ideology.

Kessler's ideology provided the foundation for his park and boulevard designs. The ideology is performance based research oriented, logistics focused, and networked. These individual parts of the ideology combined social, physical and economic systems to form cohesive design and planning principles. Figure 2.1 illustrates the connection between Kessler's ideology, design and practices, and the Kansas City system. The Kansas City Parks and Boulevard System is a prime example of how the combinations of the individual parts of Kessler's ideology produce a cohesive plan that formed the framework for the future of Kansas City that is performance based, research oriented, logistics focused, and networked.

principles   application   reasoning

Design and Planning

Provide variety
Embrace Adjacencies
Establish hierarchy
Provide unity

**Kessler's
Principles**

**Kansas City
System**

Performance based
Research oriented
Logistics focused
Networked

Ideology

The Value of Beauty
-People are drawn to beautiful places.

The City's Duty
-to permit and advance the fullest
development and enjoyment of life.

**Effect of Parkways or Boulevards
Upon Real Estate**
-They attract development and impact
surrounding developments.

Experience of Other Cities
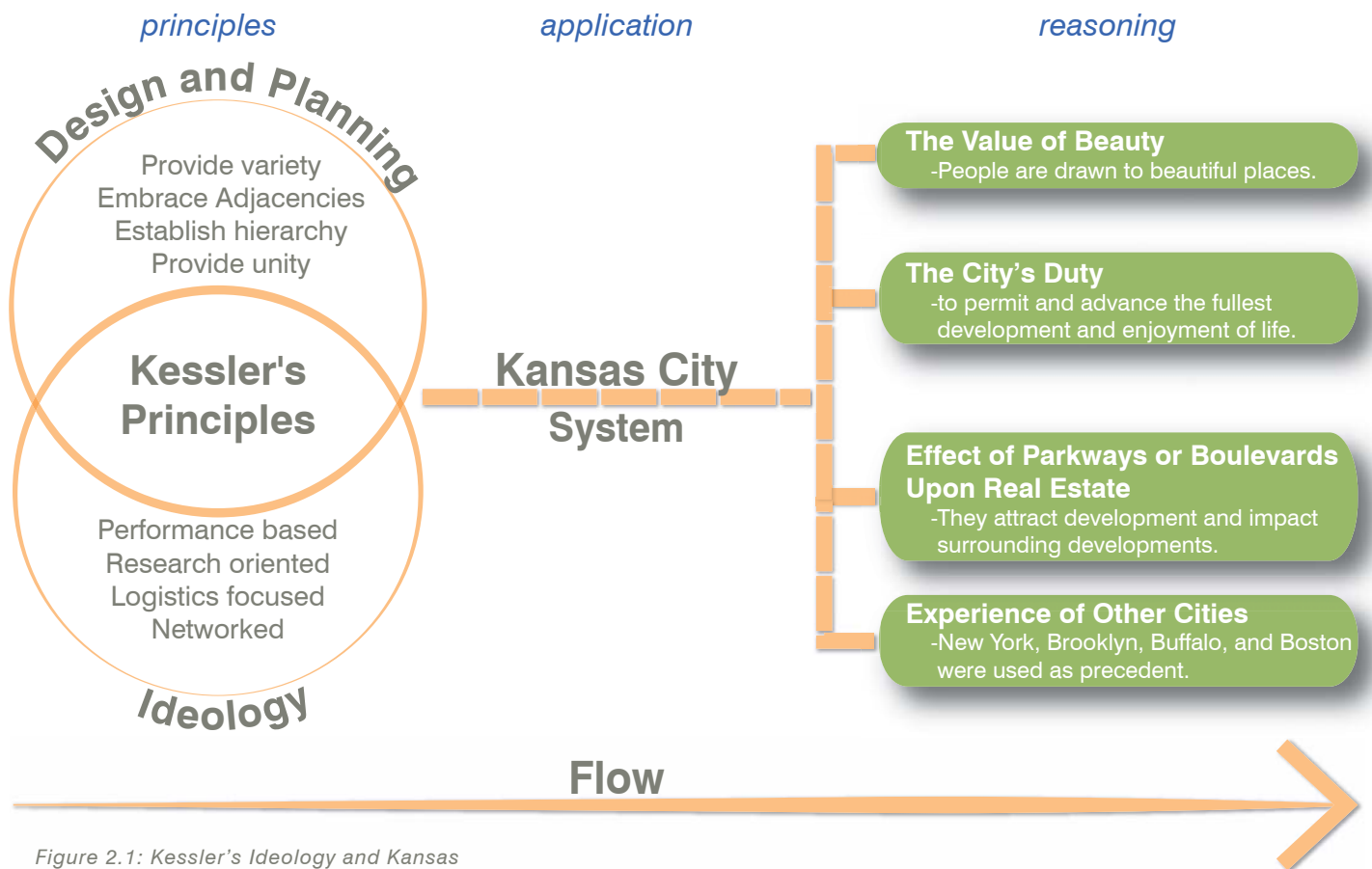-New York, Brooklyn, Buffalo, and Boston
were used as precedent.

Flow

*Figure 2.1: Kessler's Ideology and Kansas
City (figure by author)*

urbanism disclaimer

introduction

Urbanism is the study of the interactions of the physical, economic, and social systems in the urban environment (built environment)(adapted from Merriam-Webster 2011). For centuries urbanism has focused on humans interacting with the urban environment and has provided essential practices, principles, and ideals helping to form cities (Price 2010). Contemporary urbanism is much more complicated and has been broken into two sub groups: landscape urbanism and new urbanism. Overall, each sub-group shares the broad definition of humans interacting in the urban environment. However, they do have differences in focus.

For the purpose of this academic exercise, individual sub-groups of urbanism will not be the focus. To say something is distinctly one or the other is difficult because the definitions of each are scrutinized within the academic community. The important information lies in the practices principles, and ideals developed from urbanism and its subgroups, not the differences in focus disputed by academics. The following paragraphs will briefly describe landscape and new urbanism concluded by discussing their differences and similarities.

landscape urbanism

Landscape urbanism is a sub-group of urbanism arguing landscape, rather than architecture is most capable of organizing cities. It differs from new urbanism in that landscape urbanism uses the landscape to organize cities whereas new urbanism is a positive response to sprawl which uses architecture to organize communities (Langdon and Steuteville 2003).

According to Elizabeth Mossop, Director of the School of Landscape Architecture at Louisiana State University, "It [landscape] is a significant medium for city making." Landscape is a means of representing and understanding the dynamic systems within a city (Mossop 2003, 163). James Corner, Founder of Field Operations and theorist, describes the current metropolis as "a thick, living mat of accumulated patches and layered systems (Corner 2003, 59)." The elements within the "mat" make cities and it is through the design of these elements that a sense of place is established. In short, the landscape is in charge of incorporating and connecting the dynamics of nature with the developed and developing world.

Over the past decade there have been shifts in concentration concerning urbanism from individual thoughts in architecture, planning, and design to the landscape. Traditional theory has focused on architecture and the built environment as the organizational framework of a city (new urbanism). Current theory (especially landscape urbanism theory) strays away from the rigidity of the built environment to the dynamic landscape. Charles Waldheim, Associate Dean and Director of Landscape Architecture at the University of Toronto, describes landscape urbanism as a process, through interdisciplinary action, using landscape as a medium to order programmatic and social change over time(Waldheim 2006). Landscape urbanism theory describes the urban networks as a way of unifying the utilitarian aspects of the individual elements with their philosophical and pleasurable responsibility (Mostafavi 2003).

new urbanism

New urbanism is an urban reform

Urban Metropolis

Thick living mat
Accumulated patches
Layered Systems
Dynamic

Contemporary Principles

Medium for city making
Representation
Understanding
Infrastructural

Landscape
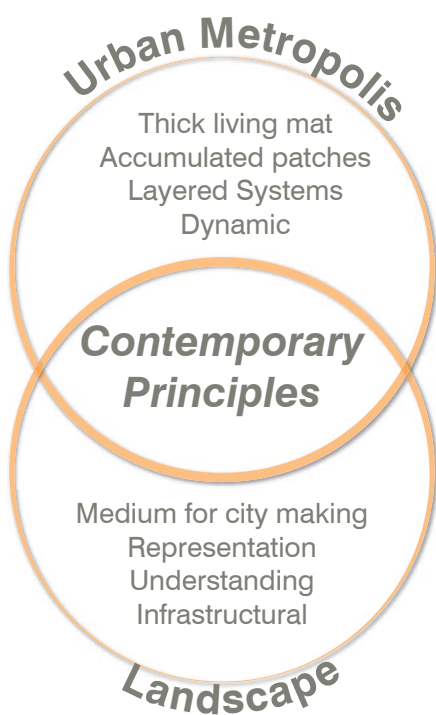
Figure 2.2: Contemporary Principle Diagram (figure by author)

movement seeking to promote vital, beautiful, just, environmentally benign human settlements (Talen 2005). Focus in new urbanism is on building communities that are both modern and traditional. These communities maximize pedestrian comfort while accommodating for the automobile (Langdon and Steuteville 2003). The key difference

in new urbanism versus landscape urbanism is the organizing element, landscape versus architecture.

Kristen Day, Associate Professor in Urban and Regional Planning, at University of California, Irvine describes new urbanism as initially dealing with suburban, greenfield projects and low density community developments (Day 2003, 83). Today, new urbanism principles have been used in urban environments. These projects typically are focused on the urban neighborhood level recommending mixed uses and providing walkable communities.

Day identifies the three typical components of new urbanism neighborhoods and communities. First, it is composed of a mix of housing density and land use. Second, new urbanism uses streetscaping to encourage pedestrian use. Finally, new urbanism incorporates some sort of public space for the neighborhood or community. In new urbanism the actual landscape type the community is integrated into is not prioritized. The public space holds little value to the density and land use of the residential and commercial centers. (Day 2003, 84)

conclusion

Landscape urbanism uses landscape as a medium to order programmatic and social change over time, while new urbanism uses architecture as a medium to order urban and suburban neighborhoods. Landscape urbanism focuses on "the dynamic, thick, living mat of accumulated patches, and layered systems," as Corner describes. In contrast new urbanism focuses on the density and land use of communities and not how it is incorporated into the landscape (Day 2003, 84).

Both urbanisms, landscape and new, seek to enhance place identity, sense of community, and environmental sustainability. These goals of urbanism come from comprehensive planning in both sub-groups of urbanism. Whether or not landscape is prioritized or the built environment is prioritized the framework for enhancing the urban environment is similar. Taking a stand to say the following report is that of landscape or new urbanism adds unnecessary confusion, disguising the overall goal to enhance urban environments.

precedents

Figure 3.0 Austin Skyline (McGehee 2008)

introduction

The Austin Parks and Openspace Redevelopment will help form the framework for enhancing Kansas City's urban center. Austin's redevelopment master plan was selected based on the similarities Austin shares with Kansas City. These similarities include: proximity to natural bodies of water; overall gridded layout; interests in parks and openspace redevelopment; and the framework for the redevelopment. Furthermore, the overall guiding principles in Kessler's Kansas City Plan parallel those of the Austin redevelopment plan.

Edwin Waller, signer of the Texas Declaration of Independence, was an extremely influential man in the beginnings of Austin. Waller was appointed to supervise the surveying and sale of town lots and the construction of civic buildings in the new capital of Texas at Austin. Construction of Waller's gridded network of streets, as illustrated in figure 3.1, began in 1839. Short of the historic squares surrounding the capital building no formal parks and open space plan was developed for the young Texas capital. (City of Austin 2010; Spurlin)

Over a century later, the parks and open space master plan remained non-existent. Austin's need for such a master plan was recognized in the
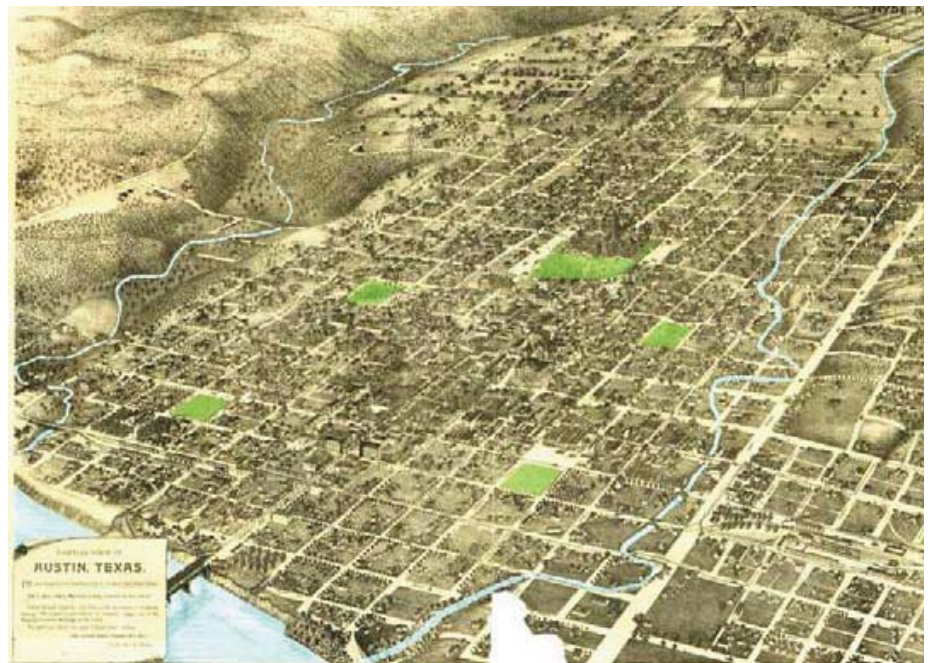
Figure 3.1: 1890 Austin Plan Bird's Eye (ROMA Design Group and HR&A Advisors 2010, 12)

early 1990s with redevelopment at the forefront. Sparking the push for redevelopment in Austin was the technology boom in the late 1980s and early 1990s. This most recent growth is a result of the launch of Dell, a fortune 500 company, and Austin's rise as a music and film center. Currently Austin is excelling forward gaining attention worldwide as a center for not only music and film but for education, business, health, green living and as an outstanding community. (Austin Convention & Visitors Bureau 2009)

In January of 2010, in response to the push for redevelopment, ROMA Design Group (ROMA) and HR&A Advisors released a master plan draft entitled Downtown Parks and Open Space Master Plan: Downtown Austin Plan. The purpose of this master plan is to express a community-supported vision for Austin's downtown parks and open space system (ROMA Design Group and HR&A Advisors 2010, 12).

The following precedence study will synthesize the ideology behind the master plan, and then explore the resulting suggested improvements. All information in the study will be drawn from the Downtown Parks and Open Space Master Plan: Downtown Austin Plan draft as presented by ROMA and HR&A Advisors. This will be completed in five phases. First, I will explore the framework for the parks and open space master plan. Second, I will explore the principles and ideals resulting from the framework. Third, I will explore the dilemmas to be addressed by the master plan. Fourth, I will examine the existing conditions of the current parks and open space in Austin. Finally, I will analyze the design and program as described by ROMA and HR&A Advisors. The results of this study will provide the foundation for determining how Kessler's historic ideology is similar or dissimilar to that of contemporary ideology (figure 3.2 next page).

framework

The framework set in the Parks and Open Space Master Plan is intended to express a community supported vision for downtown parks and open space, guiding public and private investment, and management of individual parks as well as that of the whole system. The framework is as follows:

- *Set aspirations and articulate community goals*
  The master plan describes how the open spaces of Downtown Austin can contribute to the quality of life, the city's image and growth. The aspirations and goals were drawn from community meetings held during the master planning process.

- *Develop a general vision for each downtown park, appropriate to its specific location and function within the open space system*
  The master plan categorizes each downtown park according to its type. These types include: citywide-serving parks, linear greenways, local-serving neighborhood parks, and special historic squares. Additionally, the Master Plan articulates a vision to help that park serve its function.

- *Create a phased implementation plan establishing priorities and budgets.*
  The master plan prioritizes the use of capital investments to fulfill the critical objective of demonstrating success and establishing g momentum, setting an overall capital and operations and maintenance budget target for a revitalized downtown parks system.

- *Establish governance, funding and management mechanisms to support the long-term vitality of parks.*
  The master plan recommends a multi-entity system, led by the City of Austin's Parks and Recreation Department (PARD). This type of system is much more efficient in gathering additional capital, expanding the diversity in alternatives for park development and management.

- *Promote advocacy and leadership for downtown parks.*
  The master plan proposes more appropriate governance and management structures for parks with many amenities.

guiding principles

ROMA and HR&A Advisors established a set of guiding principles to navigate the careful planning, programming, and design required for this project. They have established ten guiding principles providing the foundation for the design and implementation of the master plan.

1. Meaning and Significance
   Build on positive existing patterns of use in and adjacent to the improvements, and celebrate the distinct history, culture, and identity of the place.

2. Attractions and Destinations
   Provide multiple activities and features to attract people and establish consistent stewardship.

3. Flexibility and Adaptability
   Allow the space to respond to daily, weekly, and seasonal fluctuations over time.

4. Positive Edges/"Frame"
   Promote positive activity and provide special definition at the edges of development.

5. Connections
   Design streets and pathways as an extension of the public space

Urban Metropolis

Thick living mat
Accumulated patches
Layered Systems
Dynamic

Contemporary Principles

Medium for city making
Representation
Understanding
Infrastructural

Landscape

Downtown Austin

Meaning and Significance
-represent history, culture, identity

Flexibility and Adaptability
-respond to daily, weekly, seasonal fluctuations

Connections
-streets and pathways are extensions of the open space

Green Design
-native plants, low impact development, storm water management

Design and Planning

Provide variety
Embrace Adjacencies
Establish hierarchy
Provide unity

Kessler's Principles

Performance based
Research oriented
Logistics focused
Networked

Ideology

Kansas City System

The Value of Beauty
-People are drawn to beautiful places.

The City's Duty
-to permit and advance the fullest development and enjoyment of life.

Effect of Parkways or Boulevards Upon Real Estate
-They attract development and impact surrounding developments.

Experience of Other Cities
-New York, Brooklyn, Buffalo, and Boston were used as precedent.

Figure 3.2: represents the connections between Kessler and the contemporary principles present in the Downtown Austin Redevelopment Plan.
(figure by author)

6. Design Excellence
   Procure the highest levels of design professionalism capable of creating successful, world-class public spaces.

7. Public Art and Artful Design
   Introduce public art that raises community consciousness and reinforces an authentic sense of place.

8. Green Design
   Promote sustainable design and construction.

9. Strong Management
   Establish appropriate governance able to coordinate successful programming, maintenance, and security.

10. Sustainable Financing
    Secure adequate funding to assure ongoing high quality, maintenance and operations of open space.

dilemma

ROMA and HR&A Advisors have identified three dilemmas the master plan must address. First, Austin's open spaces currently lacks design quality, programming and levels of management and maintenance. Second, until recently, downtown Austin has been an undesirable place to live resulting in scarce funding for improvements. Finally, the success of downtown Austin relies on how well the city can develop a park system that can serve the whole community as well as promote viable and dense, residential, commercial, and hotel development.

existing conditions

public open space system
Figure 3.3 illustrates the current parks and open spaces located in downtown Austin. Downtown Austin is composed of 112 acres of public park land, 6 acres of publicly-accessible open spaces not dedicated to parkland, and 375 acres of public rights-of-way (figure 3.3).

park types
There are currently 4 types of open space in downtown Austin. Figure 3.3 provides context for the location of the different park types. The 4 park types and their function are as follows:

Linear Greenways
• These parks function as the lungs of the city connecting people to nature. These spaces should reflect their natural environment. There are three in the downtown area: Lady Bird Lake, Shoal Creek, and Waller Creek

City-wide Parks
• City-wide parks hold regional events and celebrations. They are usually larger, flat open expanses of land able to accommodating large events. There are five in the downtown area: Capitol Square, Waterloo Park, House Park Skate Park, Austin Recreation Center, and Palm Park

Neighborhood Parks
• Neighborhood parks provide recreation for specific neighborhoods. These parks are usually family-focused, with playgrounds, picnicking, swimming, programmed sports, and unprogrammed open space. There are 2 in the downtown area: Duncan Park and Centennial Park

Historic Squares
• Historic squares are designed to include key civic functions. These parks act as the central gathering places serving both local neighborhoods and city wide populations. There are three in the downtown area: Wooldridge Square, Republic Square, and Brush Square.

Legend:

■ City-Wide Parks — ▬ ▬ ▬ Principle Connecting Streets

■ Historic Squares — ▬▬ Linear Greenways

■ Neighborhood Parks

■ Private Parks

*Figure 3.3: Parks and Open space
Network
(adapted from ArcGIS.com and ROMA
Design Group)*
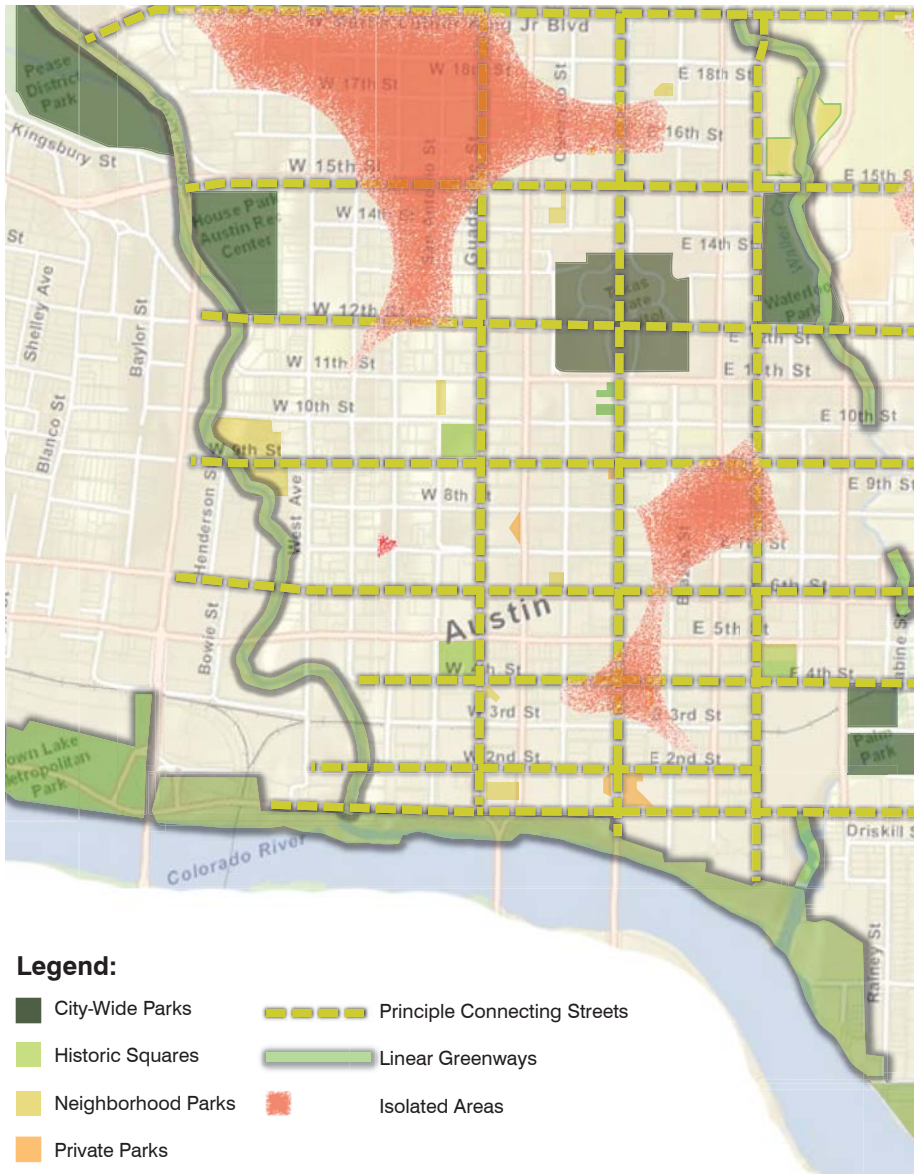
Figure 3.4: Undeserved Areas. The areas in red represent areas lying outside of a 5 minute walk from a park or greenspace. (adapted from ArcGIS.com and ROMA Design Group)

park numbers and location

There are currently 23.4 acres of parkland per 1000 residents in Austin's downtown area. The total amount of parkland in the downtown area is about 112 acres. It is not the amount of parkland in the downtown area that is the problem, it is the distribution and location of the park land. Figure 3.4 identifies the areas outside the services area determined by ROMA and HR&A Advisors. The service area represents ROMA and HR&A's goal of having parks within a 5 minute downtown walk or approximately 800 feet.

There are two strategies addressing these areas outside of the service area.

Short Term

*   Create open space around 17th and Lavaca/Guadalupe historic commercial node

Long Term

*   Convert the original Northeast Square back to public open spaces to spark redevelopment in surrounding properties.

proposed downtown parks and openspace improvements

park programs and activities

The existing park system offers some opportunities for both large and small scale activities. There are, however, areas where the current parks system is lacking.

Austin's parks system provides

- Opportunities for jogging, walking, recreational biking and large programmed events.

Austin's parks system is lacking

- Children's play grounds
- Water play/swimming/fountains
- Off-leash dog areas
- Community botanical gardens/ arboretums, habitat preservations, bird watching areas
- Sports courts
- Food and beverage sales and outdoor dining
- Public art and interactive art
- Variety of performance and special events spaces
- Places for spontaneous performances

- Intimately-scaled reflective spaces
- Small scale socially oriented spaces
- Bicycle rental
- Shade structures
- Public restrooms

park design

In the downtown area most parks have neither been planned nor designed. This results in parks and open space that lack: identity and sense of place, way finding to direct users, furnishings (tables, fountains, waste facilities, lighting), and cohesive function of amenities with the spaces they inhabit. The current lack of design provides opportunities in developing design strategies for the downtown parks system that reflect Austin's environmental values through sustainable design and Austin's unique identity.

design and program

The design and program in the Parks and Open Space Master Plan are established by using the existing conditions, intended function, and

project goals. Existing conditions of each space are determined based on location and history, ownership and management, conditions and constraints, framing uses and activities, programs, and activities. The design and program are then composed based on the intended function combined with the established site goals to develop solutions reflective of the existing conditions.

The Parks and Open Space Master Plan develops an individual concept for each downtown park, cohesively fitting them together with the rest of Austin's redevelopment efforts. The following provides an example of each type of park (linear greenway, city-wide park, historic square, and neighborhood park) and the proposed improvements. This section concludes with a prototype of "Great Streets" the master plan proposes to provide connection within this system.

Figure 3.5: Context Map

historic square: Republic Square

Figure 3.6 illustrates Republic Square. This park is framed by civic uses. These types of parks provide community gathering places and public open space. Figure 3.7- 3.8 illustrate two different uses, of many, present in republic square. The farmers market in 3.8 is a weekly event while the Easter Egg hunt in 3.6 is an annual event.

Ownership and Management

• City of Austin Parks and Recreation Department

Existing Conditions and Constraints

• Large berms created in the 1970s

• Declining Auction Oaks

• Declining street trees (root damage)

• No gathering places

Project Goals

• Preserve the historic roles and landscape character of the squares.

• Improve the accessibility, usability and safety

• Promote redevelopment and active uses around the square

• Accommodate day-to-day informal use of the square

• Ensure current/existing designs are fully funded and executed

Project Solutions

• Create multi-use open lawn

• Create landscaped areas and/or terraces

• Provide\improve amenities (bathrooms, benches and moveable chairs, water fountains, children's playgrounds)

• Require pedestrian-oriented uses facing park. Improve and create accessible paths to provide connections to the overall system

Figure 3.6: Republic Square Improvements
(adapted from ROMA Design Group and Bing.com)

Figure 3.7 Mad Dash to Find the Eggs
(Republic Square Park (Mason 2009)

Figure 3.8 Austin Farmers' Market
(Jones 2009)

Elevate trail over pier structure to protect creek

Promenade connecting development to Park

Preserve native habitat while promoting human interaction

Lady Bird Lake Park

Brush Square

Preserve and enhance natural open space character

Improve north-south bicycle linkage

Palm Park

Improvements to create Interactive, family oriented

Promote mixed use development along creek
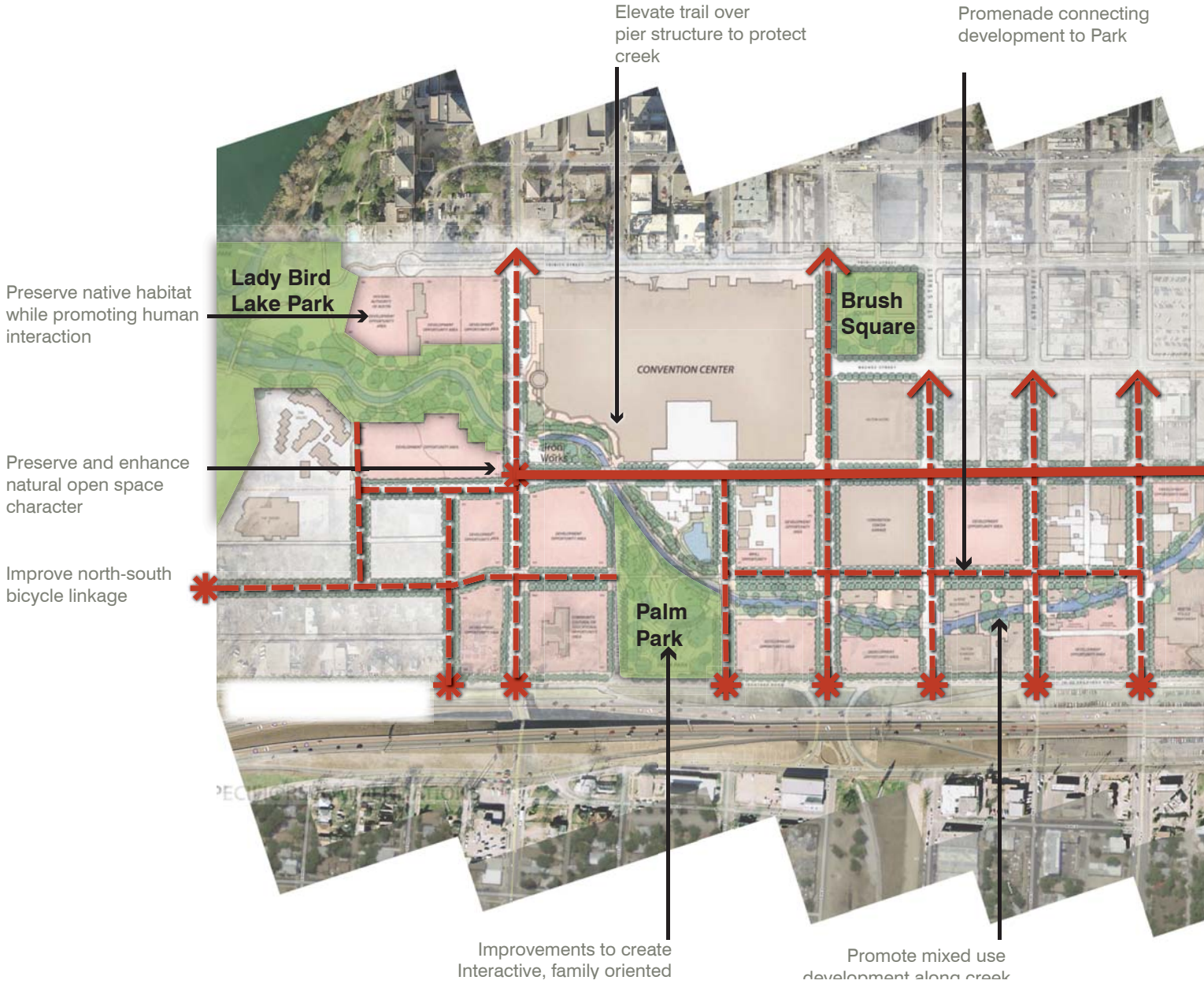
linear greenway: Waller Creek greenway

Figure 3.9 illustrates Waller Creek Greenway. This park is charged with providing recreation, heath and social opportunities, as well as multimodal-transportation linkages to downtown. These types of parks represent the lungs of the city connecting people to nature.

Ownership and Management

• City of Austin and private owners

Existing Conditions and Constraints
• Flood prone
• Poor water quality
• Infrastructure has no relationship with creek
• Discontinuous pedestrian trail and bike system does not meet accessibility standards
• Lack of activity and visual oversight makes area unsafe
• Eroding creek banks have contributed to image of abandonment and neglect

Figure 3.8: Context Map

Make improvements to small neighborhood plazas along greenway

Waterloo Park

Improve East-West Pedestrian Linkages

Improve pedestrian/bicycle linkage from East Austin to Downtown
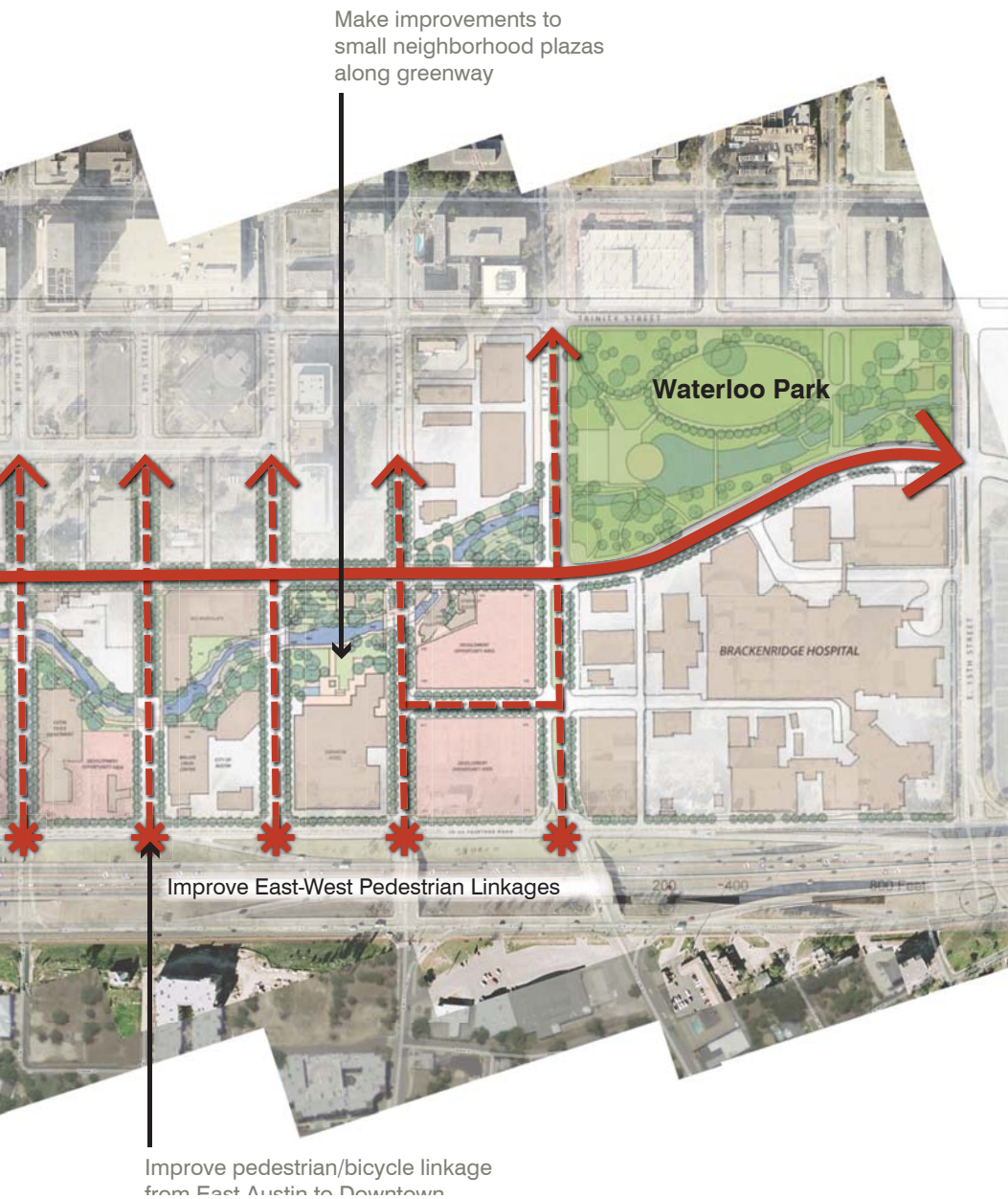
Legend

➡ Major Pedestrian Linkage

⇢ Secondary Pedestrian Linkages

✳ I Existing Barriers

Figure 3.9: Waller Creek Greenway Improvements (adapted from ROMA Design Group and Bing.com)

Project Goals
- Enhance ecological, hydrological, and open space value.
- Improve pedestrian and bicycle linkages to and across downtown.
- Promote activity and investment along greenways
- Introduce additional activities and spaces to attract a diversity of users.
- Develop cohesive signage to direct users.
- Ensure current/existing designs are fully funded and executed

Project Solutions
- Widen Trails
- Improve lawn and plaza space
- Resolve gaps in pedestrian circulation
- Improve connections
- Improve bicycle access
- Provide accessible routes from street sidewalks to trails
- Preserve character
- Explore removal/reduction of vehicular access replaced/retrofitted with multimodal access.

Figure 3.10: Context Map

city-wide parks: Waterloo Park

Figure 3.11 illustrates Waterloo Park. This park is charged with being available for city and regional events and celebrations. These types of parks provide large, flat open expanses of land that can accommodate large events.

Ownership and Management
• City of Austin Parks and Recreation Department

Existing Conditions and Constraints
• 10 acres
• Under utilized and disconnected in the park system
• Lacks residential population
• Surrounded by major institutions (University of Texas, State Capitol Complex, Brackenridge Hospital Complex)

• Mature trees and dissected by Waller Creek
• Significant topography makes some areas difficult to develop
• Flood prone
• Has a significant homeless encampment

Project Goals
• Facilitate multiple uses
• Provide recreational, educational, and cultural opportunities
• Create destinations for greenway connections
• Ensure current/existing designs are fully funded and executed

Project Solutions
• Maintain flexibility of existing open space and create new open lawn/event space.
• Remove surface parking and extend sense of open space
• Restore surrounding residential neighborhoods
• Provide\improve amenities (bathrooms, benches and moveable chairs, water fountains, children's playgrounds)
• Improve and create accessible paths to provide connections to the overall system

Figure 3.11: Waterloo Park Improvements (adapted from ROMA Design Group and Bing.com)

The labels visible in the figure include:

- 15th Street
- Mixed Use Development
- Park Oriented Plaza
- Healing Garden
- Riparian Corridor Preservation
- Parking Garage
- Pedestrian/Bike Promenade
- Streetscaping
- Natural Vegetation Buffer
- Trinity Street
- Open Lawn *recreation and events*
- Pond
- Red River Street
- Extend connection to University of Texas
- 'Nature Playground'
- Inlet structure Rooftop plaza
- Riparian Corridor Preservation
- Small Parking Area
- Streetscaping
- 12th Street
- Parking
- Brick Oven Restaurant

Figure 3.12: Context Map

neighborhood parks:
Duncan Park

Figure 3.13 illustrates Duncan Park. This park is charged with providing recreation opportunities that are family-focused. These types of parks provide recreational opportunities for specific residential neighborhoods.

Ownership and Management

- City of Austin Parks and Recreation Department

Existing Conditions and Constraints
- 3.7 acres of unprogrammed space
- Large open lawn with scattered benches and picnic tables
- Heavily wooded slope to the east
- 12 to 14 feet of elevation change across the site
- Large homeless population

Project Goals
- Improve vegetation health throughout reinforcing the natural environment
- Create new attractions to intensify daily use by nearby residents and employees
- Provide variety in a small space

Project Solutions
- Preserve open lawn space
- Provide\improve amenities (bathrooms, benches and moveable chairs, water fountains, children's playgrounds)
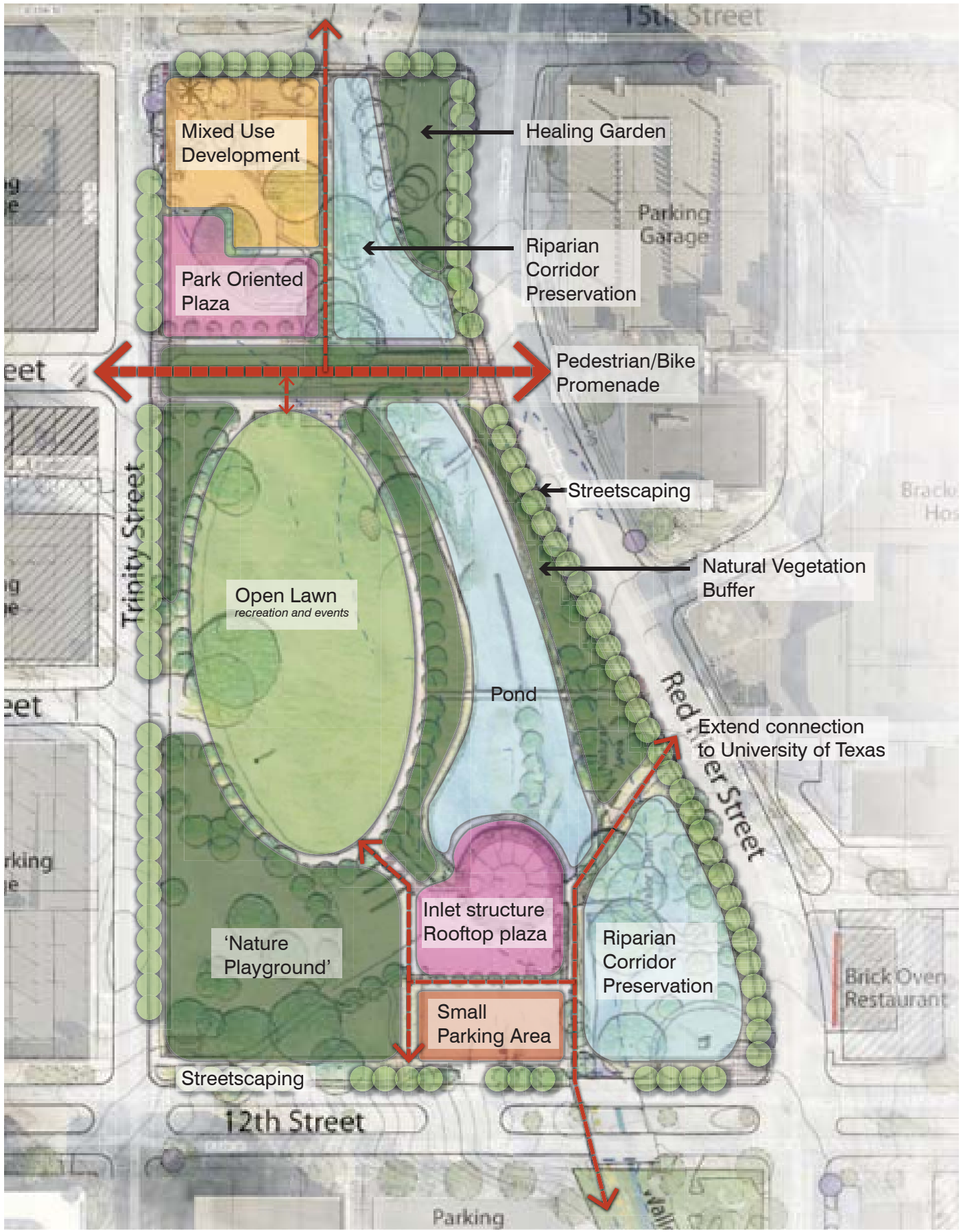- Improve and create accessible paths to provide connections to the overall system

Figure 3.13: Duncan Park Improvements (adapted from ROMA Design Group and Bing.com)

transportation and streetscape "Great Streets"

Figures 3.14-3.15 illustrates examples of what Great Streets might look like. This infrastructure is charged with providing the way downtown is seen and experienced. These streets provide good pedestrian experiences and provide multimodal forms of transportation.

Existing Conditions and Constraints
• Constitutes 35 percent of all land area in downtown
• Responsible for poor water quality and key contributor of storm water runoff.

Great Street Goals
• Streetscaping to provide shade and generous sidewalks, furnishings and way-finding, public art and social interactions.
• Change the identity of Downtown to align with the City's vision
• Provide multi-modal connections to the parks and open spaces of downtown.
• Designed to minimize storm water runoff using landscape features to capture and infiltrate.

Great Street Solutions

• Improve sidewalk condition and

continuity
• Maintain, improve, and add streetscaping
• Create great streets which respect historic character and maintain gateway/axis to City Centers
• Develop a District identity signage/way-finding system identifying and celebrating unique places.
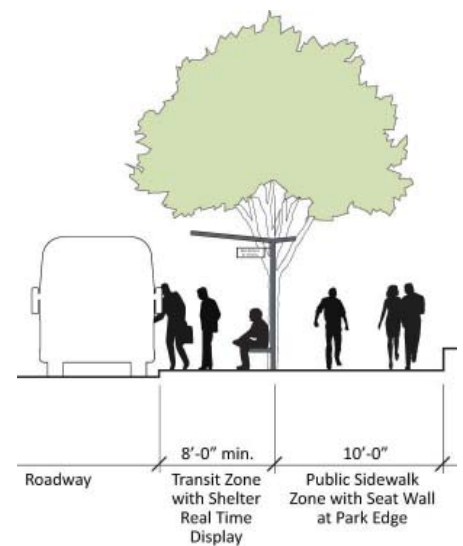

Figure 3.14: Partial Street Section (ROMA Design Group and HR&A Advisors 2010, 84)

Figure 3.15: Great Street Improvements (ROMA Design Group and HR&A Advisors 2010, 26)

Figure 3.16 Austin Texas Lake Front
(Seeger 2010)

design:

Kansas City's Downtown Loop

historic and contemporary connections

Kessler and the BPBC developed a system laying the foundation for a new city. Development of the system is the result of the combination of Kessler's ideology, previously discussed, as well as his planning and design practices. Figure 4.1 illustrates the connection between Kessler's ideology and principles with the Kansas City system. The parks and boulevard system established a framework giving due weight to existing conditions, adapting itself to topography, avoiding forced routes, and avoiding forced construction. This framework based itself around the value of beauty, the city's duty, the effect of parkways and boulevards on real-estate values, and the experience of other cities.

The parks and open space redevelopment in Austin, Texas discussed in the previous chapter provides a contem-porary example of parks and open space system design. Development of this system has strong ties to urbanism principles discussed earlier. Figure 4.2 illustrates the connection between contemporary principles and the parks and open space redevelopment plan for Austin. In Austin ROMA and HR&A Advisors established a framework that articulates the vision of the community, develops a vision for each downtown park, promotes advocacy, promotes livable high-density development, unites a diverse community, supports mixed-use downtown, makes the city more competitive, promotes economic development, and increases property values. This framework is based around providing meaning and significance, creating attractions and destinations, flexibility and adaptability, providing connections, and establishing green design.

Although separated by a century, both the historic Kessler system and the contemporary Austin redevelopment plan share common objectives. Figure 4.3 shows the historic-contemporary principle hybrid between figure 4.1 and figure 4.2. Together the diagrams illustrate common objectives between the historic Kessler system and the contemporary Austin redevelopment plan. Adapting George Kessler's practices, principles, and ideals behind the Kansas City Parks and Boulevard system to contemporary practices, principles, and ideals in landscape architecture will allow a designer to advance Kansas City, Missouri's Downtown Loop.

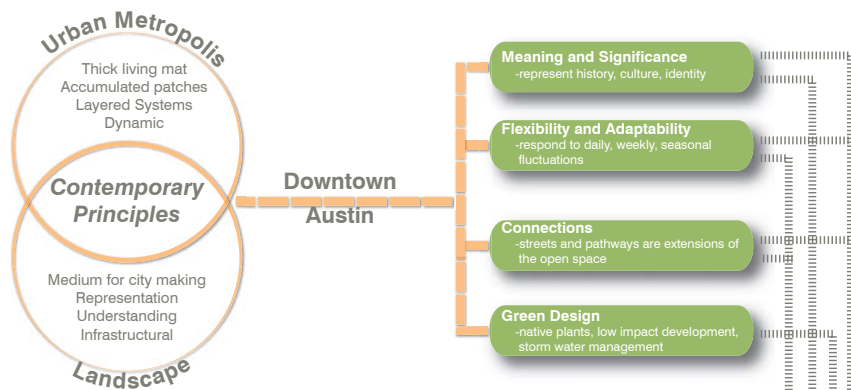*Figure 4.0 Kansas City Skyline from atop Liberty Memorial (Burriss, Denzil 2010)*

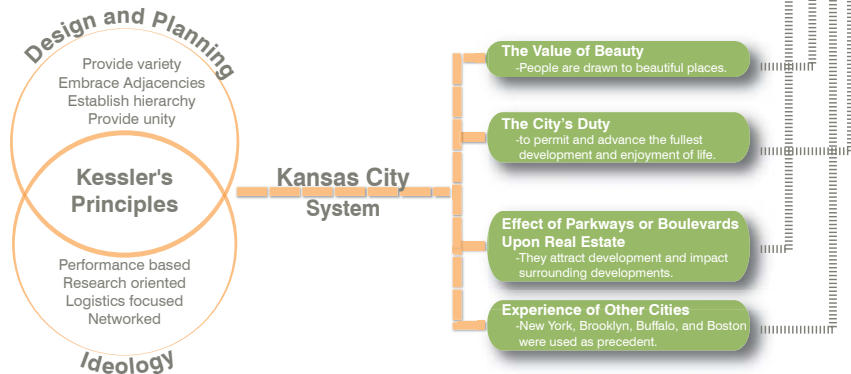*Figure 4.2: Contemporary Principles and Downtown Austin Redevelopment (figure by author)*

Figure 4.3: Historic-Contemporary Principle Hybrid Applied (figure by author)

Figure 4.1: Kessler's Principles and Kansas City System (figure by author)

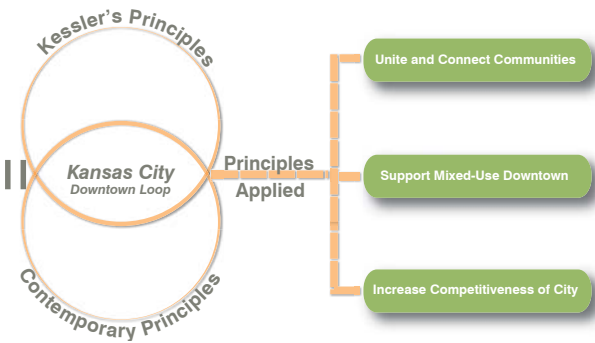## critical and existing conditions

Kansas City, Missouri emerged from the 19th century as one of the largest cities in the United States. The convergence of the Missouri and Kansas Rivers as well as its midwest location made Kansas City a key trading hub. As a result, the city developed a substantial stock of large commercial buildings. Late in the 20th century, numerous buildings were deserted and fell into disuse. In many cases these derelict buildings were ignored and development was pushed to undeveloped sites. This, in combination with suburban sprawl moved populations from the urban core. Figure 4.6 illustrates the relationship between the Downtown Loop and the Kansas City city limits. Consequently, the parks system felt the repercussions of the undirected growth as park users moved to the periphery.

The 1990's brought a renaissance to urban development in Kansas City. Projects such as the revitalization of the Power and Light District (figure 4.4), conversion of derelict buildings to residential lofts, and renovation to Union Station (figure 4.5) have put Kansas City in the forefront of the "ur-

ban redevelopment renaissance" in the United States. According to the 2004 Long Range Population, Households and Employment Forecast by Mid America Regional Council (MARC) , the population in KC's metropolitan area is to increase by 10.9 percent per decade from 2000-2030. At this rate the population within the Downtown Loop will increase from 3973 people in 2000 to approximately 5500 people in 2030. In 1998 the Forging Our Comprehensive Urban Strategy (FOCUS) group published a report identifying the needs and goals expressed by the community. Among the goals expressed was the need for improvements to the "streetscapes" and "greenspaces" within the Downtown Loop. Results of this drive for redevelopment and the population projections have created great opportunities to redevelop the parks and greenspace system in the Downtown Loop.
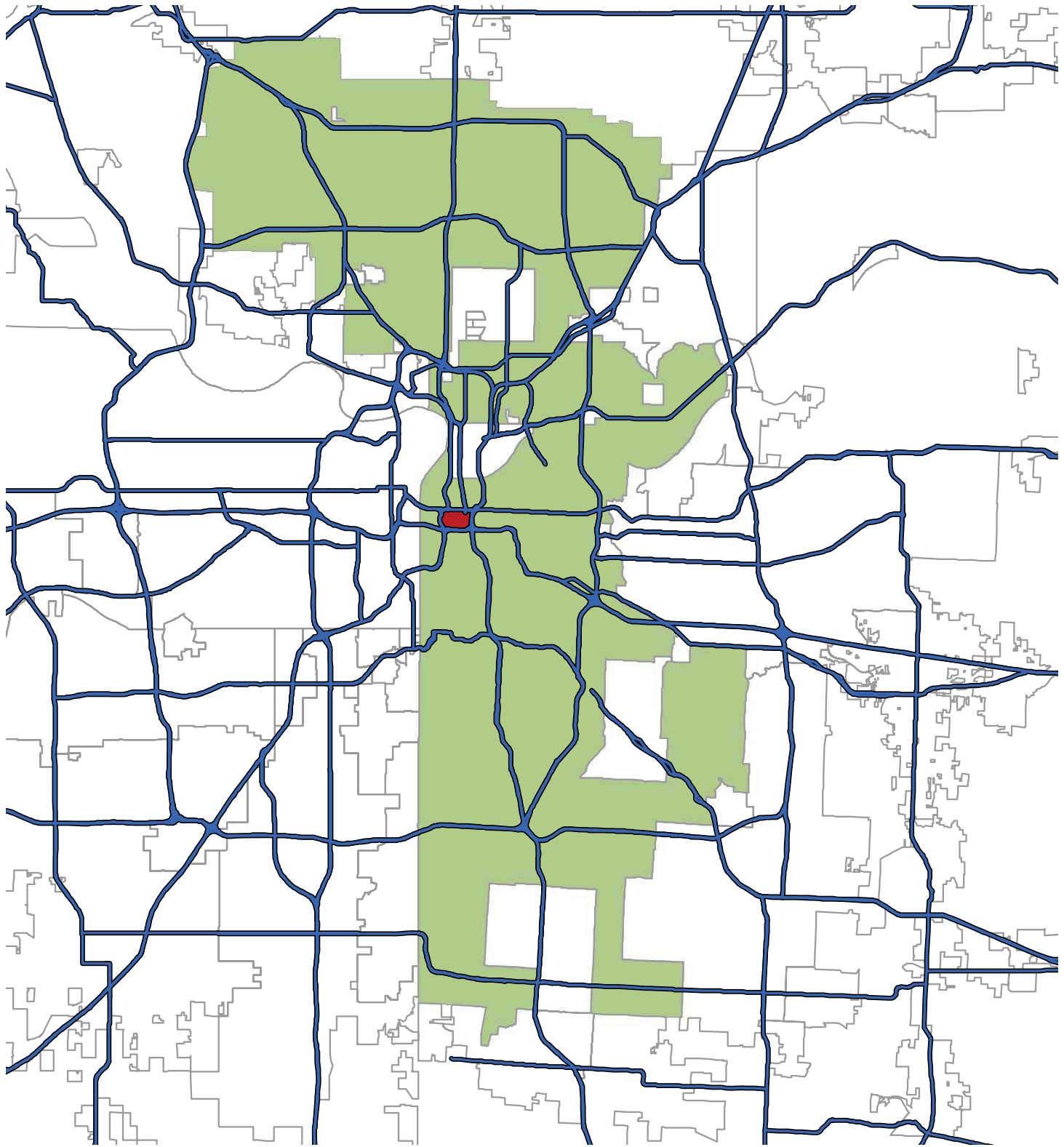
Figure 4.6 Downtown Loop in City Limit Boundary
(figure by author)

Legend

Downtown Loop

KANSAS CITY, MO

Highway System

0   1.5   3   6
Miles

N

Increase and improve greenspace and parks

User area
Land Use
Population Density

Where do people live in the loop? What open space do people have access to within 800' of their residence?

Where are existing parks, park service areas, and preferred land uses?

What relationship do preferred land use and population have?

Increase and improve public right-of-way

User Area
Road Width
Slope

Where do people live in the loop? What areas do people have access to within 800'?

Which routes are wide enough to allow for improvements?

Which routes are ADA accessible? Which routes meet Kessler's guidelines?

site inventory + analysis

method

The inventory and analysis is a four part process resulting in the program illustrated in figure 4.7. First, establishing goals provide direction for the inventory to eliminate unnecessary elements. Second, the inventory will act as stimulus to identify the current and, to some degree, the proposed conditions. Third, the analysis will use the information established in the inventory in combination to answer the identified questions. Finally, the program will be developed using the results of the first three steps.
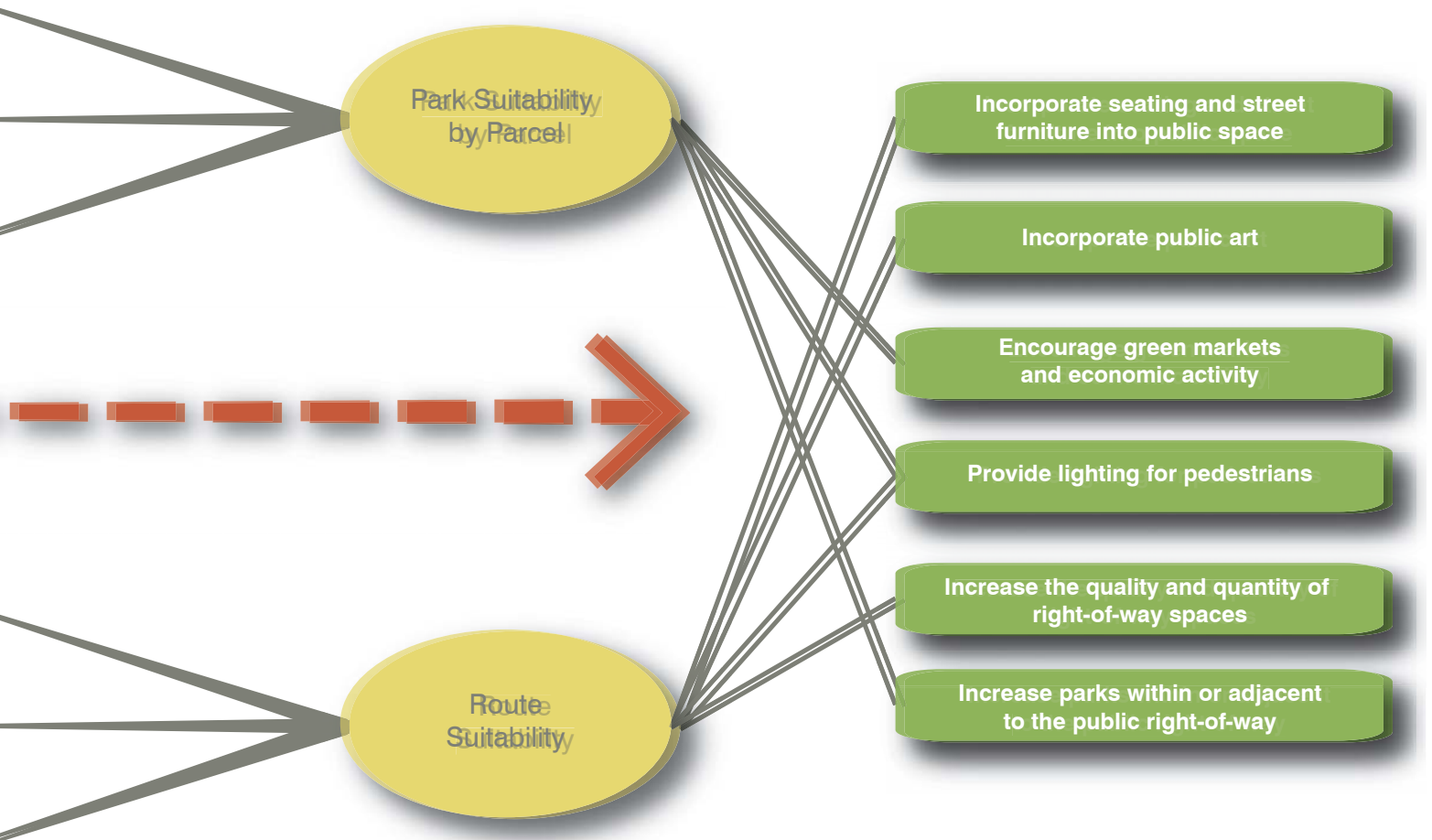
Opportunities\Suitability   Programming

Park Suitability
by Parcel

Incorporate seating and street
furniture into public space

Incorporate public art

Encourage green markets
and economic activity

Provide lighting for pedestrians

Increase the quality and quantity of
right-of-way spaces

Route
Suitability

Increase parks within or adjacent
to the public right-of-way

*Figure 4.7 Site Inventory and Analysis
Method (figure by author)*

inventory

Inventory items will include land use,
road types, population density, existing
parks, park service area, assessed land
value, parking, vacant property, slope
inventory, destinations. These items will
be documented and described briefly
in the following pages.

analysis

Figure 4.7 also illustrates the inventory
items and how they will be used to
answer the analysis questions. The
grey lines represent each element
determining the suitability.

inventory

context

Figure 4.8 is an overall context map of the Kansas City Metropolitan area. The area is composed of ten major districts (below). Each district has its own function and personality. No two districts are identical, yet each has an integral role in the cohesive system. The focus of this project is the Downtown Loop. This district is composed of the area inside highways I-70, I-670, and I-35. This district has been selected as a proving ground because of its reputation as the central business district in Kansas City, Missouri.

overall land use

Figure 4.9 illustrates the overall land use and its relation to the district information provided on page right. Land use does not take into consideration character or function. It does, however, show where people live in relation to commercial, industrial, and public land. Land use within the Downtown Loop district has been emphasized to represent the area as a prominent district within Kansas City's Metropolitan area.
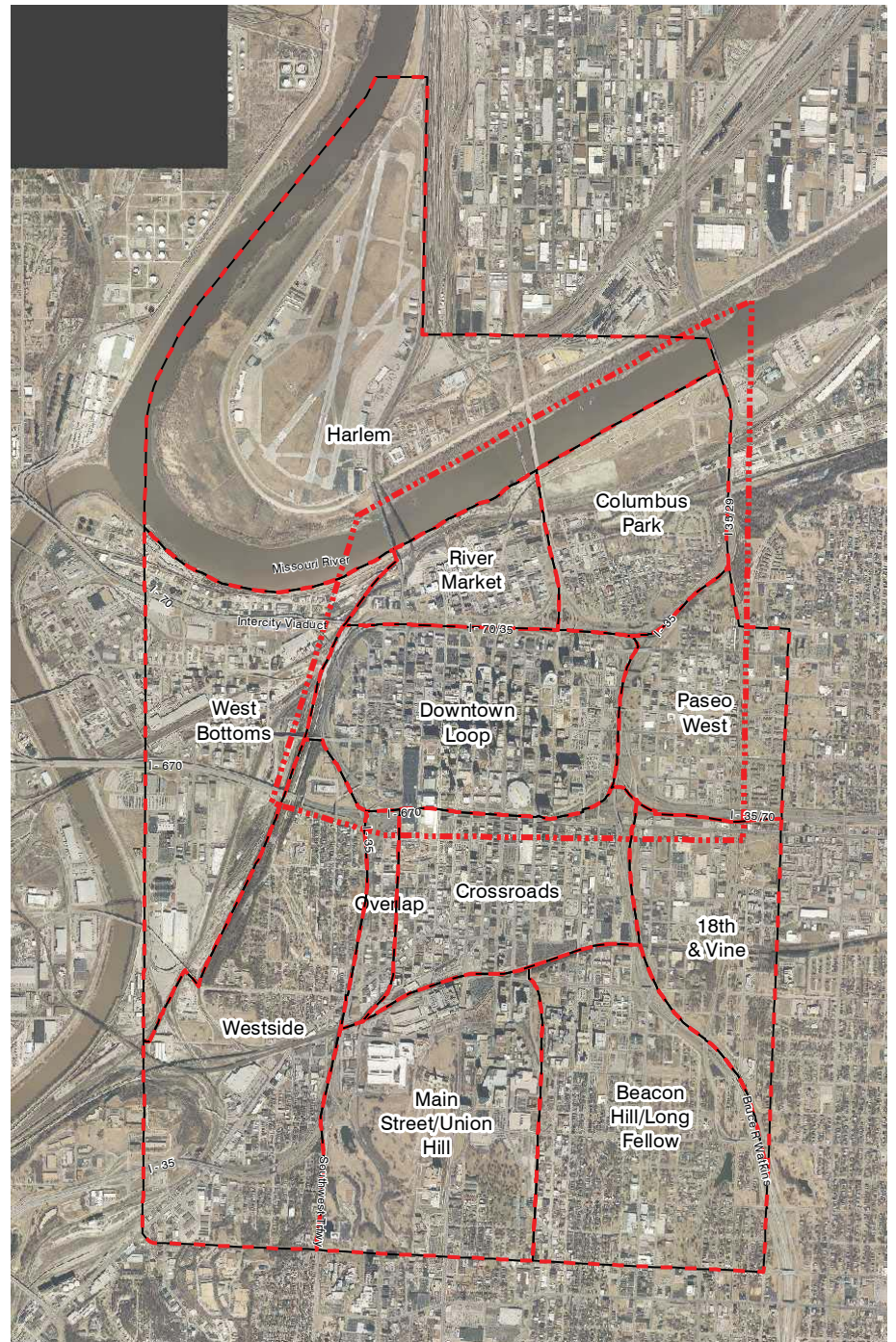
The Districts

River Market

*   Provides ambiance of an old city with Brick streets historic buildings
*   Provides dining, entertainment and shopping

Harlem

*   Economically depressed neighborhood in north Kansas City
*   Low population density

Legend

Districts

N

0   1,250 2,500   5,000

Fee
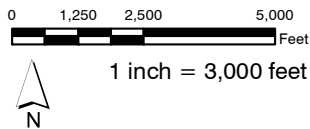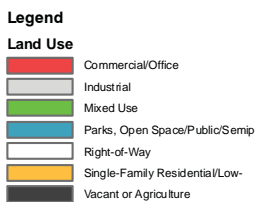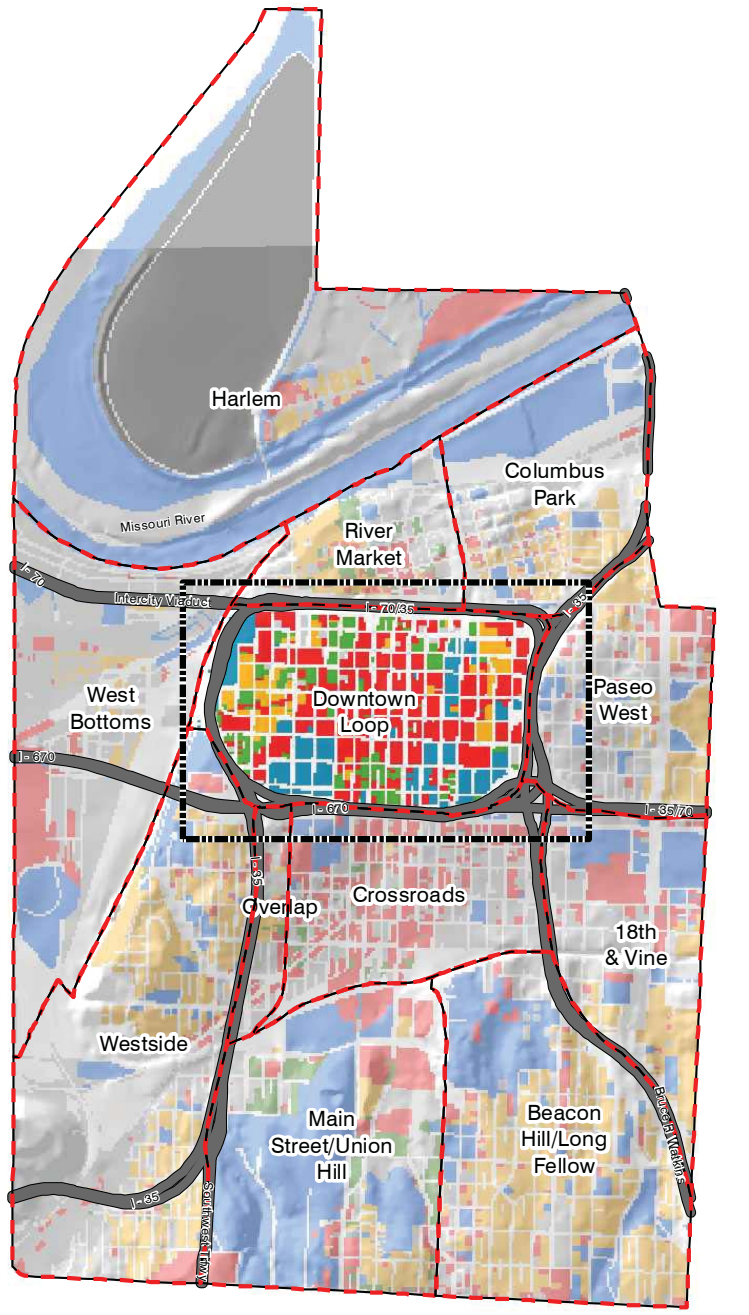
1 inch = 3,000 feet

*Figure 4.8 Context Map
(figure by author)*

Figure 4.9 Overall Land Use
(figure by author)

Legend

Land Use
- Commercial/Office
- Industrial
- Mixed Use
- Parks, Open Space/Public/Semip
- Right-of-Way
- Single-Family Residential/Low-
- Vacant or Agriculture

- Highways
- Downtown_AOI
- Districts

0   1,250   2,500   5,000 Feet

1 inch = 3,000 feet

N

West Bottoms
- One of the oldest districts in Kansas City
- Industrial Area west of Downtown

Columbus Park
- Neighborhood on the northeast side of Downtown
- Moderately dense population with significantly lower median income than city as a whole.

Crossroads + Overlap District
- City's main visual arts district
- Provides dining, entertainment, retail

18th and Vine
- Jazz district
- Provides dining, entertainment, education, cultural preservation.

Union Hill
- Moderately densely residential neighborhood with median income exceeding that of Kansas City
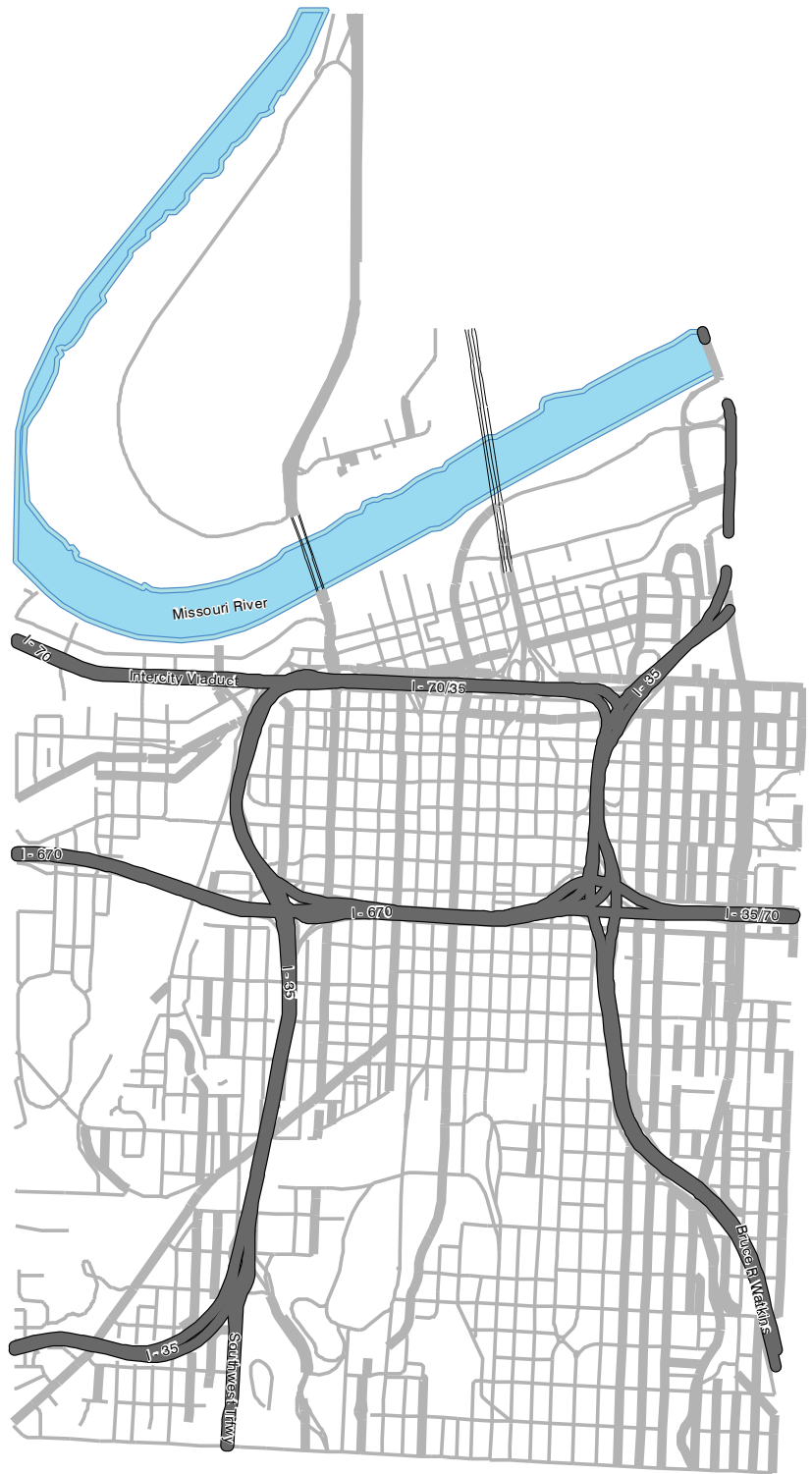- South of Downtown

Beacon Hill/Longfellow
- Highly dense residential neighborhood with median income similar to that of Kansas City
- Southeast of Downtown

Downtown Loop
- Central business district of Kansas City
- Provides housing, entertainment, dining, shopping, and opportunities for tourists.

Paseo West
- Low income residential neighborhood

transportation network

Kansas City's transportation network is composed of three major road types (see figure 4.10). First, are the interstate highways running through the city (I -70, I-670, and I-35). Second, are the major roads (Blvd., Pkwy.., Trfwy., and Ave.) running typically north and south within the city. Third, are the minor roads (St., Rd., Terr., Dr.) running typically east to west within the city.

Figures 4.11 and 4.12 represent the relative right-of-way widths, lane widths and function, and sidewalk widths. These dimensions are relative because no road is continuously the same width. One aspect of the network that remains consistent is development to the right-of-way.

Legend

━━━ Highways

─── Minor Roads

━━━ Major Roads

═══ Bridge
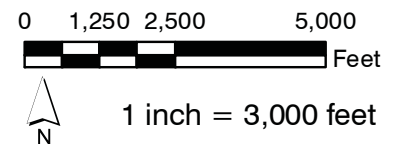
Figure 4.10 Transportation Network (figure by author)
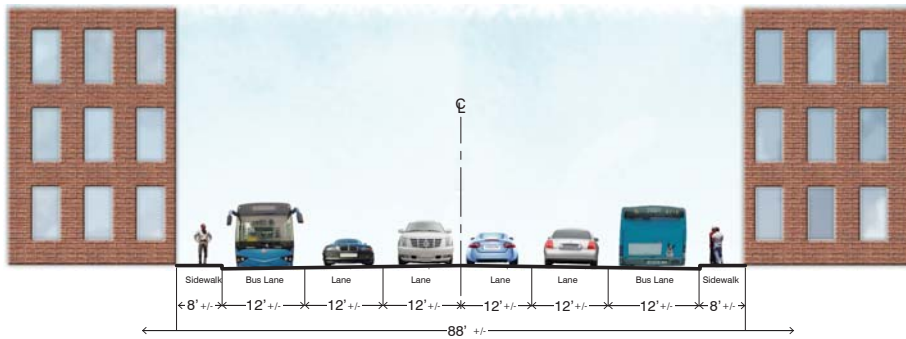
Figure 4.11 Typical Major Road Section
(figure by author)

Sidewalk | Bus Lane | Lane | Lane | Lane | Lane | Bus Lane | Sidewalk
8'+/- | 12'+/- | 12'+/- | 12'+/- | 12'+/- | 12'+/- | 12'+/- | 8'+/-
88' +/-

South Broadway Boulevard Kansas City,
Missouri (Google Street View)
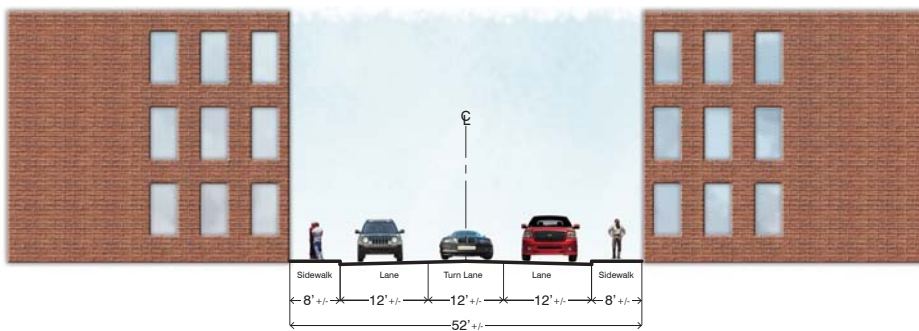
Figure 4.12 Typical Minor Road Section
(figure by author)

Sidewalk | Lane | Turn Lane | Lane | Sidewalk
8'+/- | 12'+/- | 12'+/- | 12'+/- | 8'+/-
52'+/-

East 10th Street Kansas City, Missouri
(Google Street View)

design in Kansas City, MO
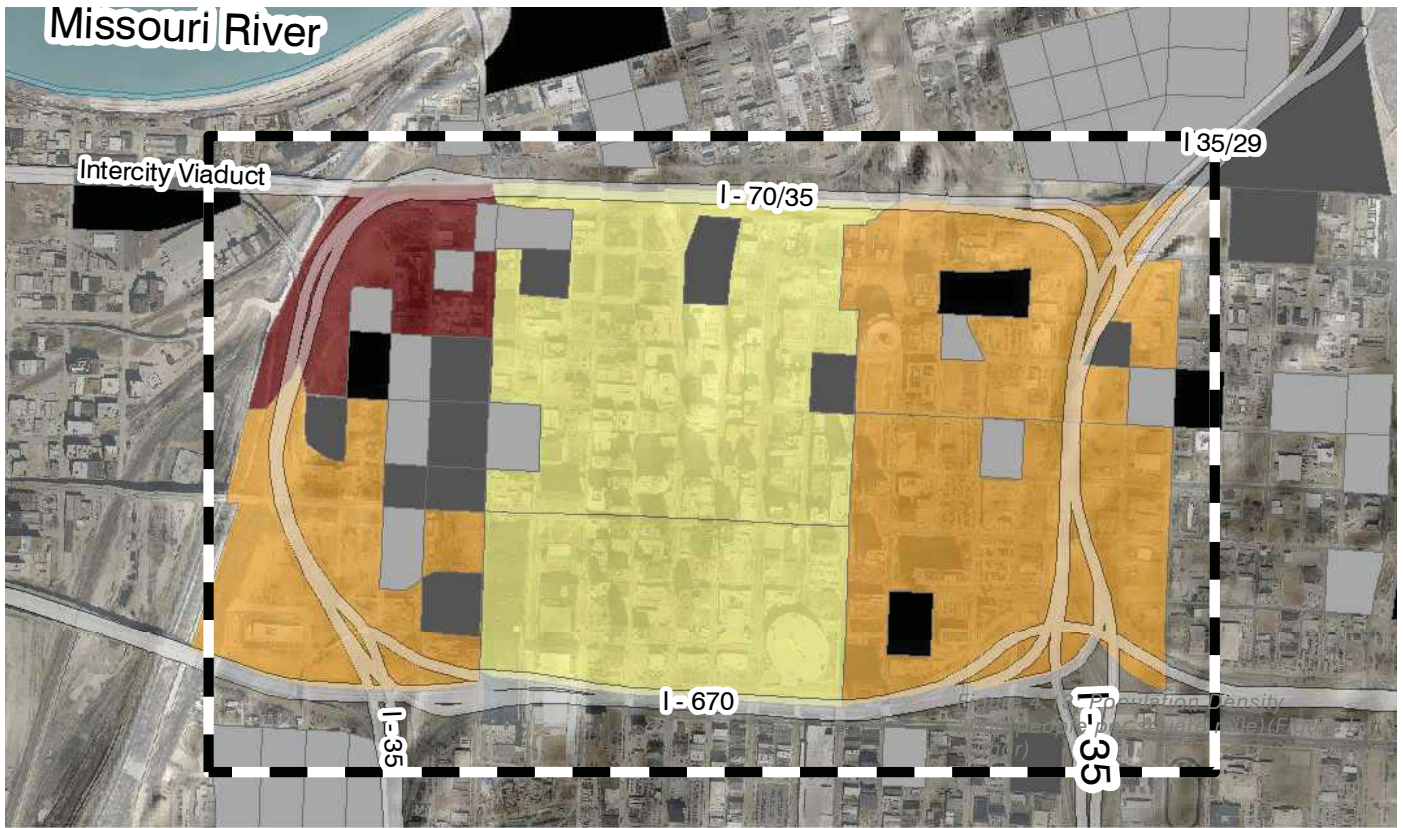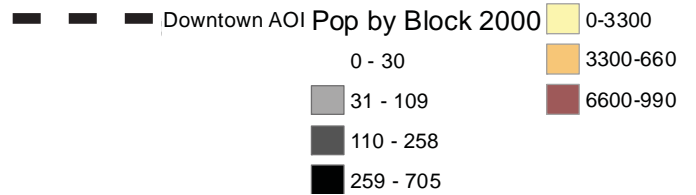
Figure 4.13: Population Density
2000(people per square mile)(Figure by
author)

identification of users

Figure 4.13 illustrates the population density per square mile based on 2000 census data. The grey squares represent city blocks with dense population. Figure 4.14 illustrates the population density per square mile based on 2010 census data. The highest density of population lies on the east and west sides of the Downtown Loop. Over the last 10 years the population within the loop has increased in the north central portion. The influx of population can be traced back to the residential redevelopment activity within this district.

Map labels: Missouri River, Intercity Viaduct, I 35/29, I - 70/35, I - 35, I - 670, I - 35

Legend
- - - Downtown AOI
0 - 3300
3300 - 6600
6600 - 9900

0   750   1,500   3,000
Feet
N
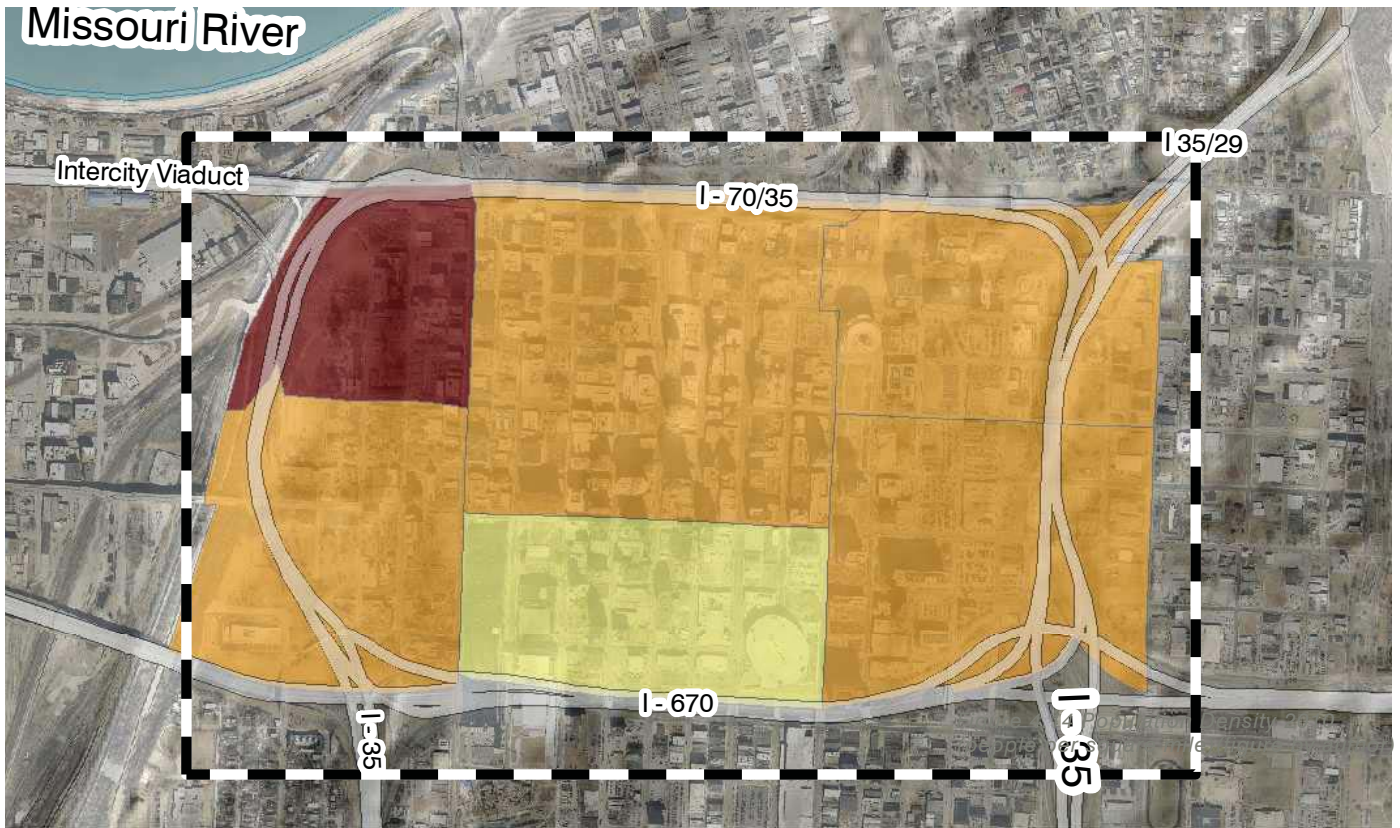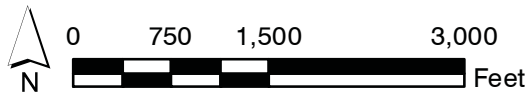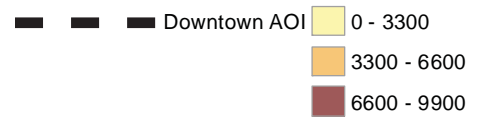
Figure 4.14 Population Density 2010
(people per square mile)(figure by author)

design in Kansas City, MO 51

Illus W. Davis Park
(Ratlif 2007)

Penn Valley Park Statuary
(photo by author)

Community Garden 18th and Broadway
(photo by author)

Missouri River

Intercity Viaduct

I - 70/35

I 35/29

I-35

I - 670

I - 35
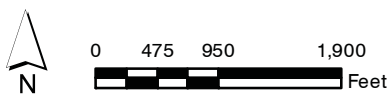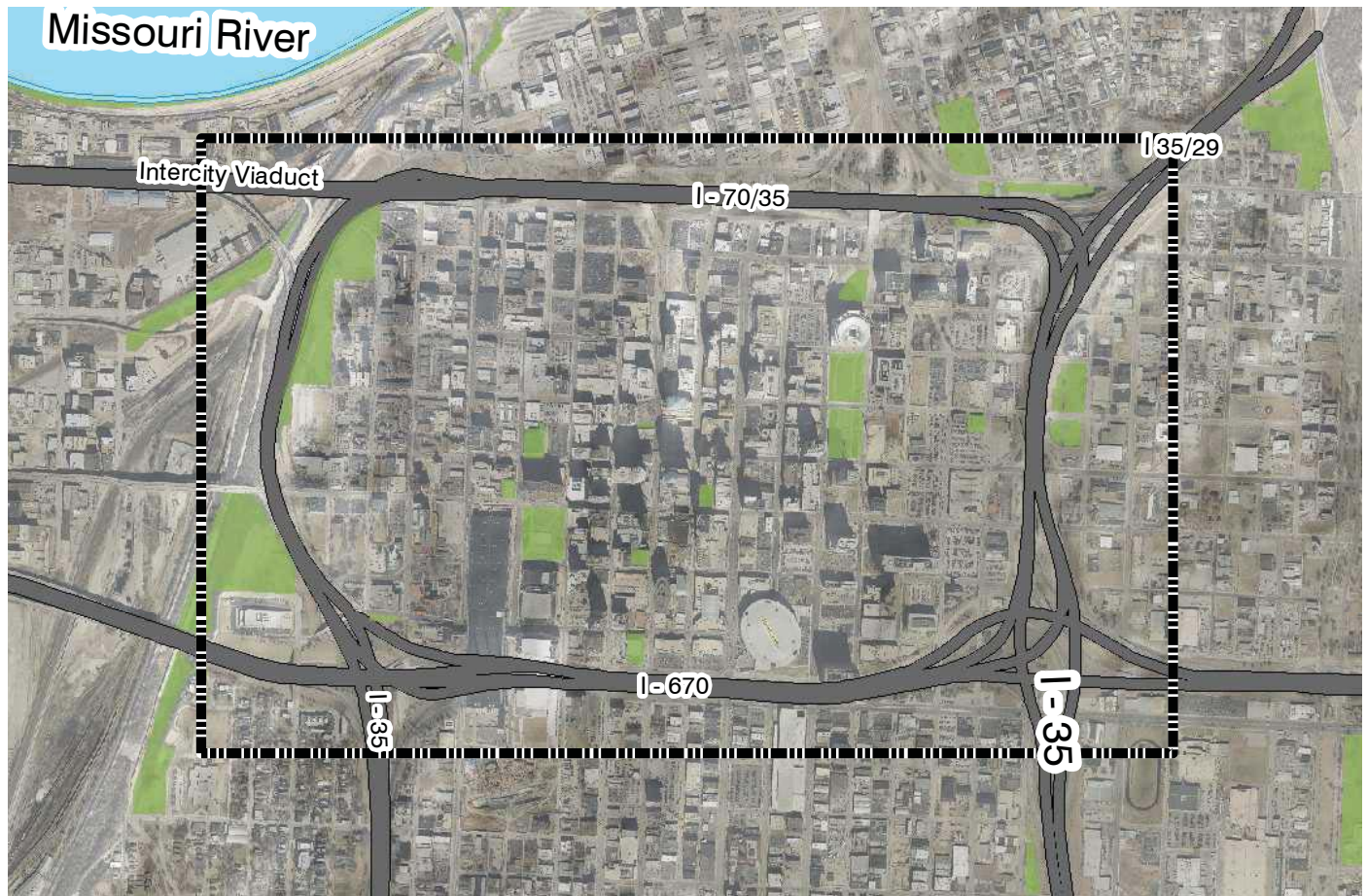
Legend

— ◼ — ◼ — Downtown_AOI   ▇ **Parks**

◼◼◼◼ **Highways**

Figure 4.15 Existing Parks
(figure by author)

existing parks

Figure 4.15 above illustrates the existing parks within the Downtown Loop. The parks shown are public parks of varying size and program. Some parks are more small plazas while others are larger open spaces.

Spanish Cannon 12th and The Paseo
(photo by author)

Barney Allis Plaza
(photo by author)
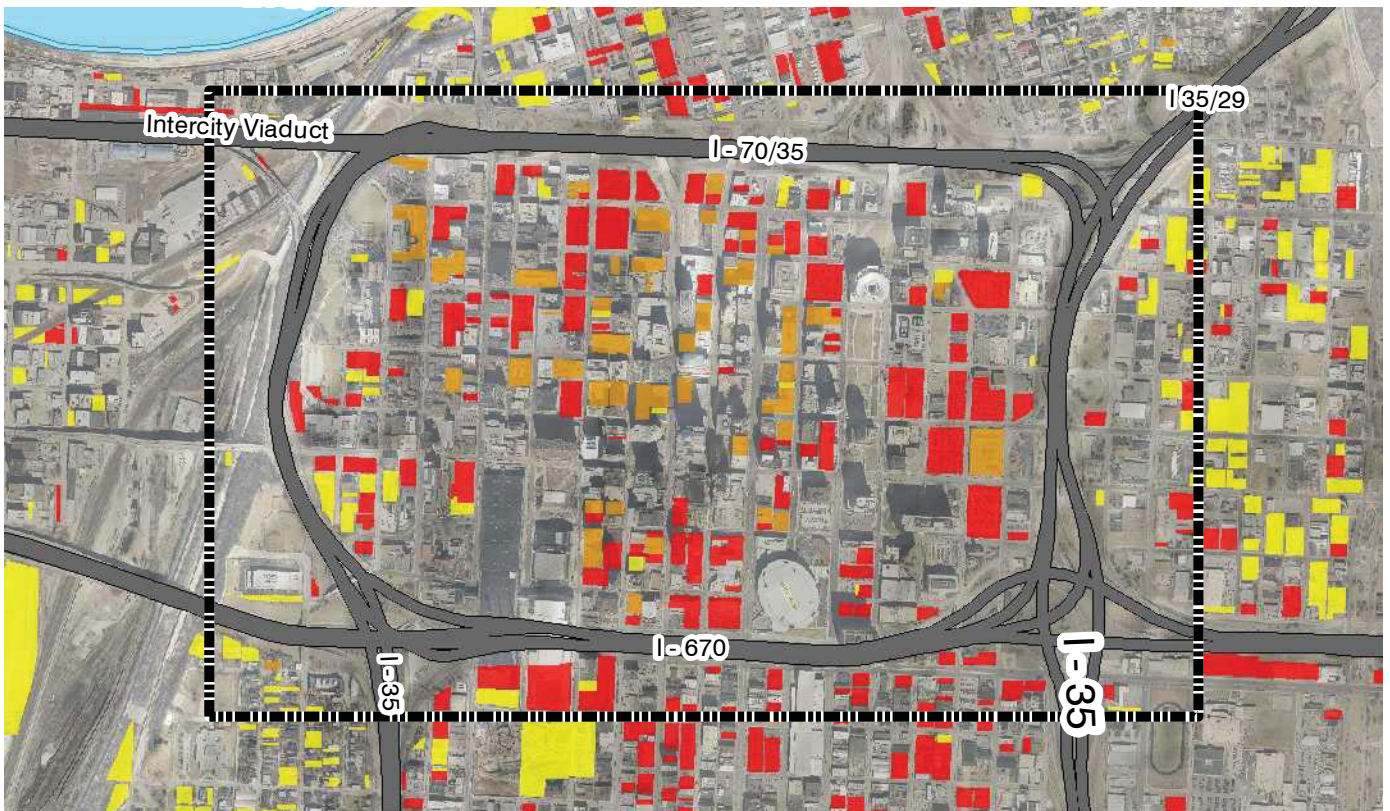
Legend

Downtown_AOI | Highways | Vacant Property

Surface Parking

Parking Garage

N

0   750   1,500   3,000

Feet
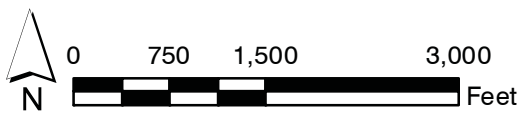
*Figure 4.16 Parking and Vacant Property
(figure by author)*

parking and vacant property

Figure 4.16 above illustrates surface parking garages, and vacant property. Parking will continue to be an integral part of the urban environment. Determining areas where surplus parking or vacant land can be redeveloped into park space will aid in the program.
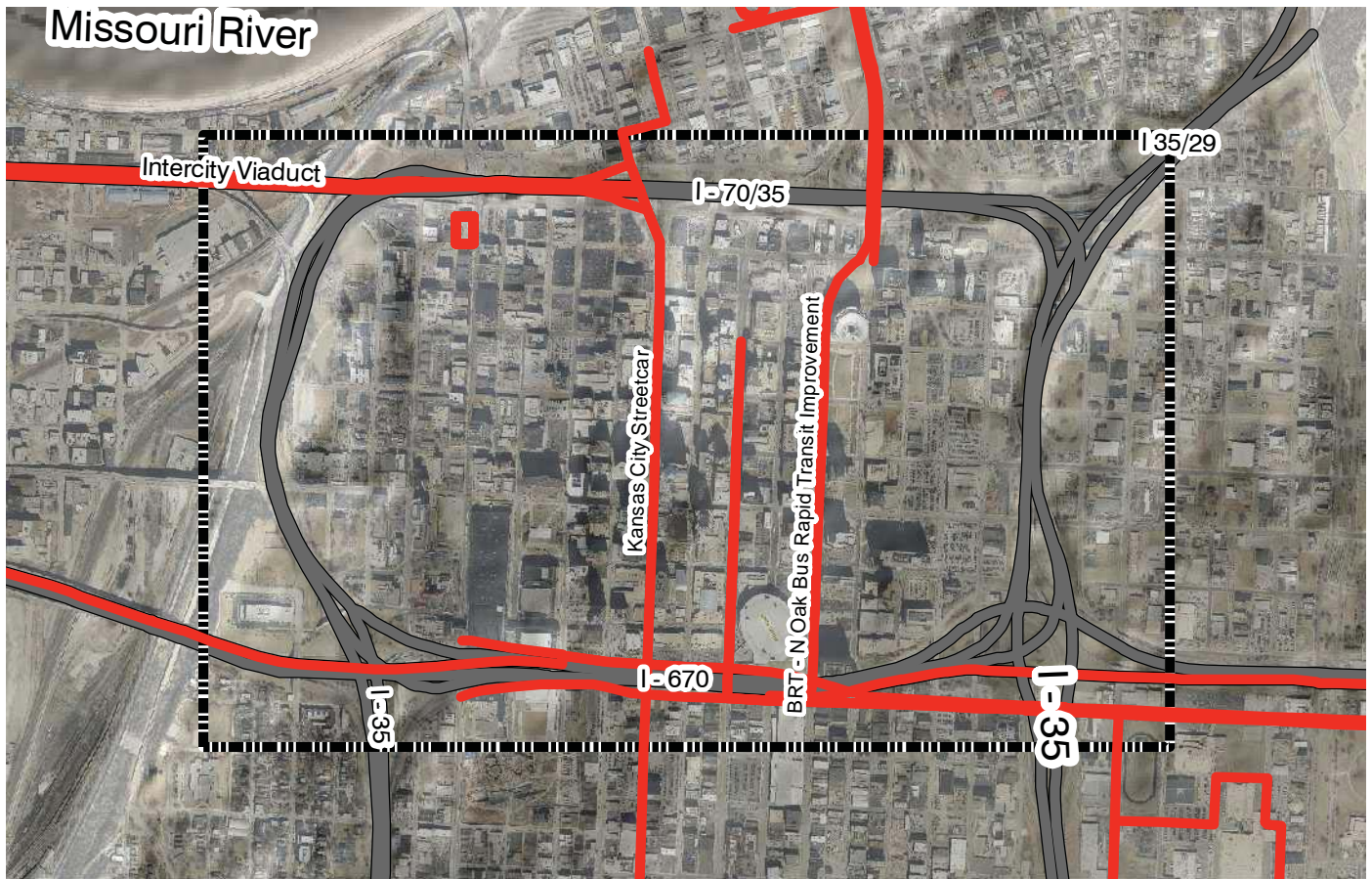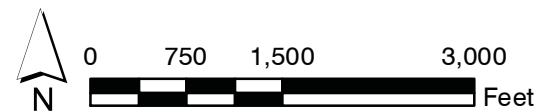
Figure 4.17 MARC 2040
(figure by author)

MARC 2040

Figure 4.17 illustrates proposed transportation projects submitted to the Kansas City Region's Long-Range Transportation Plan. This plan outlines how transportation investments will relate to land use in the coming decades. This data is current as of June 29, 2010

Figure 4.18 illustrates the following map labels:

- Missouri River
- Missouri Riverfront Trail
- Intercity Viaduct
- I-70/35
- I-35/29
- Centennial Pkwy
- 12th St./Truman Road Corridor
- I-670
- I-35
- I-35
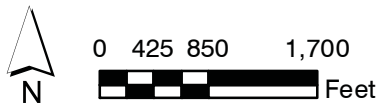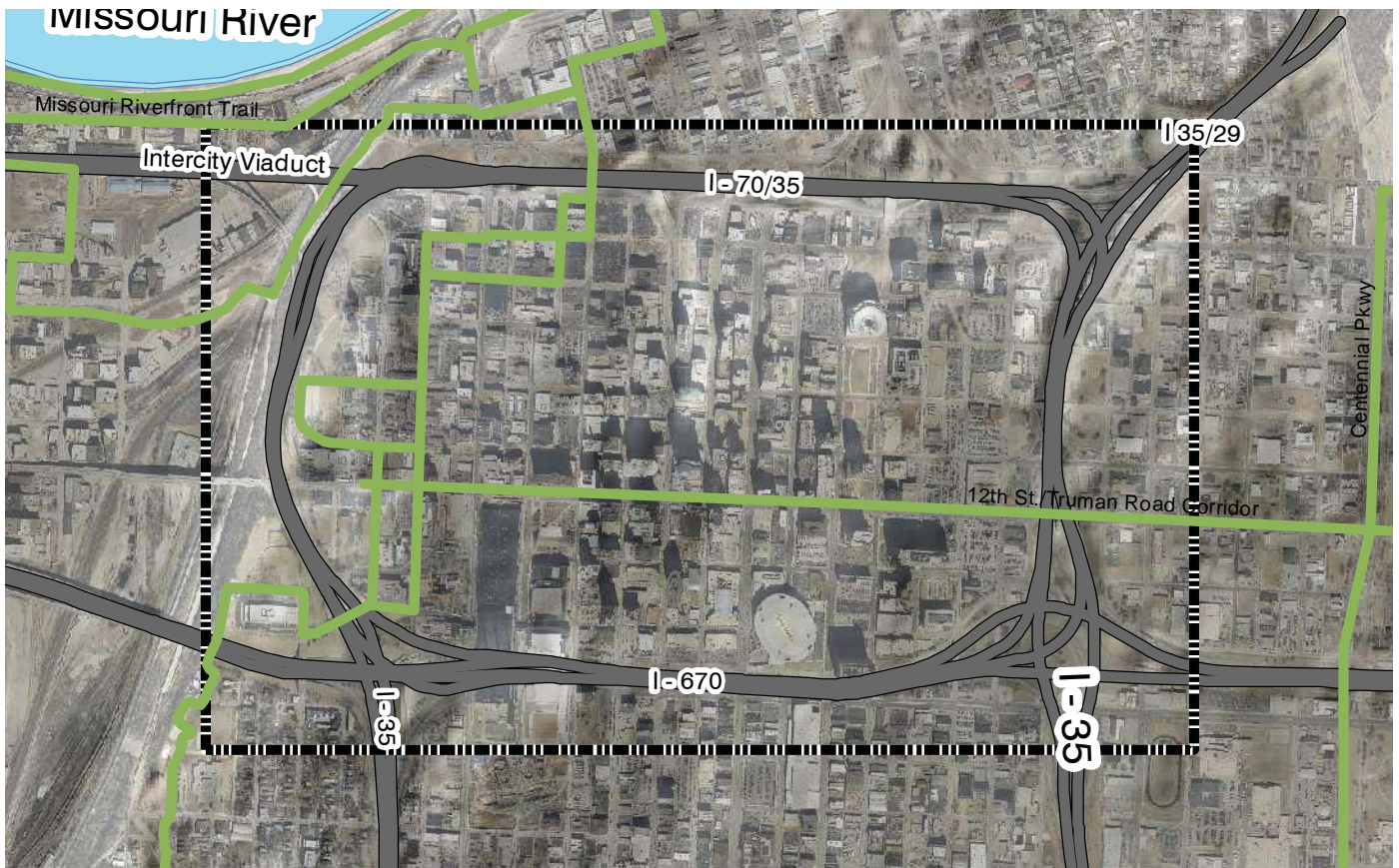
Legend

Metro-Green Corridors

Downtown_AOI

Highways

N

0   425 850   1,700
                    Feet

Figure 4.18 Metrogreen
(figure by author)

metrogreen

Figure 4.18 illustrates a proposed inter-connected system of public and private natural areas, parks, green ways and trails. The purpose of this plan is linking communities within Kansas City's metropolitan area. Notice the emphasis on 12th street and areas to the west end of the Loop. The suitability analysis to follow will provide justification for the placement of the greenway.

*Figure 4.19 Park Service Area
(figure by author)*

analysis

park service area

Figure 4.19 illustrates the service area of the existing parks within the Downtown Loop. Areas located within the dark green ring lie inside the 800 foot (5 minute walk through downtown) radius of the park. This distance was determined from the Downtown Austin

Redevelopment precedent. Areas outside of the dark green represent underserved areas. This analysis will help to determine locations where additional parks would best serve the area.

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Residential Areas

Buffer Distance

Multiple Ring Buffer
800' ~ 5 minute walk
1000' ~ 7 minute walk
1600' ~ 10 minute walk

User Area

Missouri River

Legend

- Downtown_AOI
- Residential Parcel
- < 800'
- 800' - 1000'
- 1000' - 1600'

0   750   1,500   3,000   Feet

N
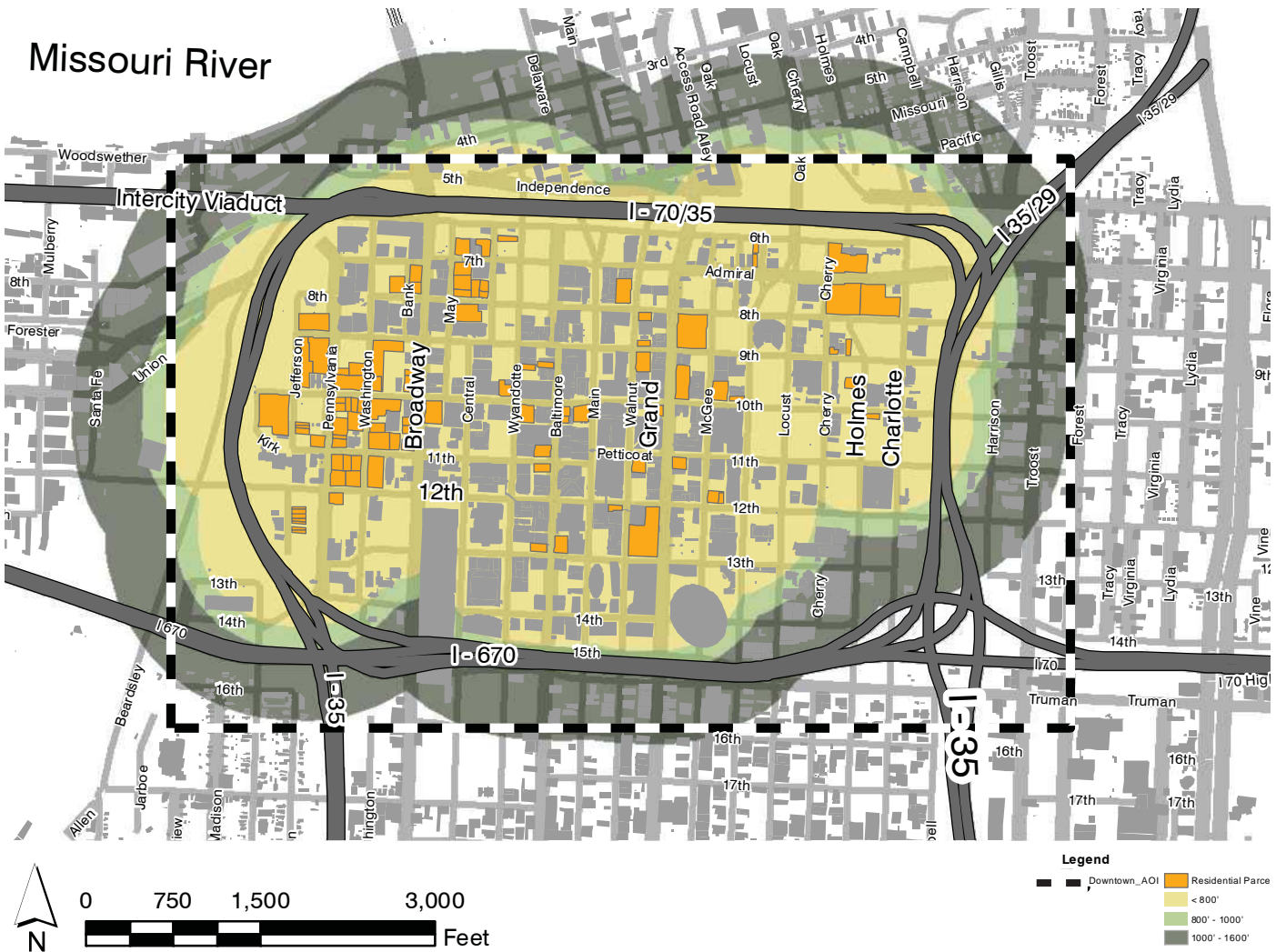
*Figure 4.20 User Area
(figure by author)*

user area

Figure 4.20 illustrates the areas where residents have direct access within the established 5 minute downtown walk. The dark green color represents areas within 800' of the residential development (a 5 minute walk through downtown). The light green and yellow bands represent areas from 800'-1600' from the residential development. This analysis will help to determine locations where additional parks would best serve the Downtown Loop.

design in Kansas City, MO
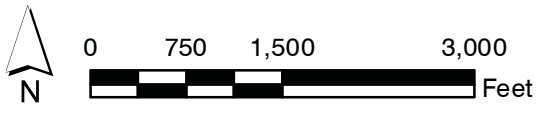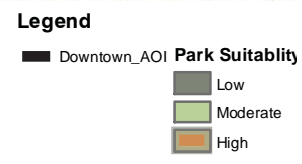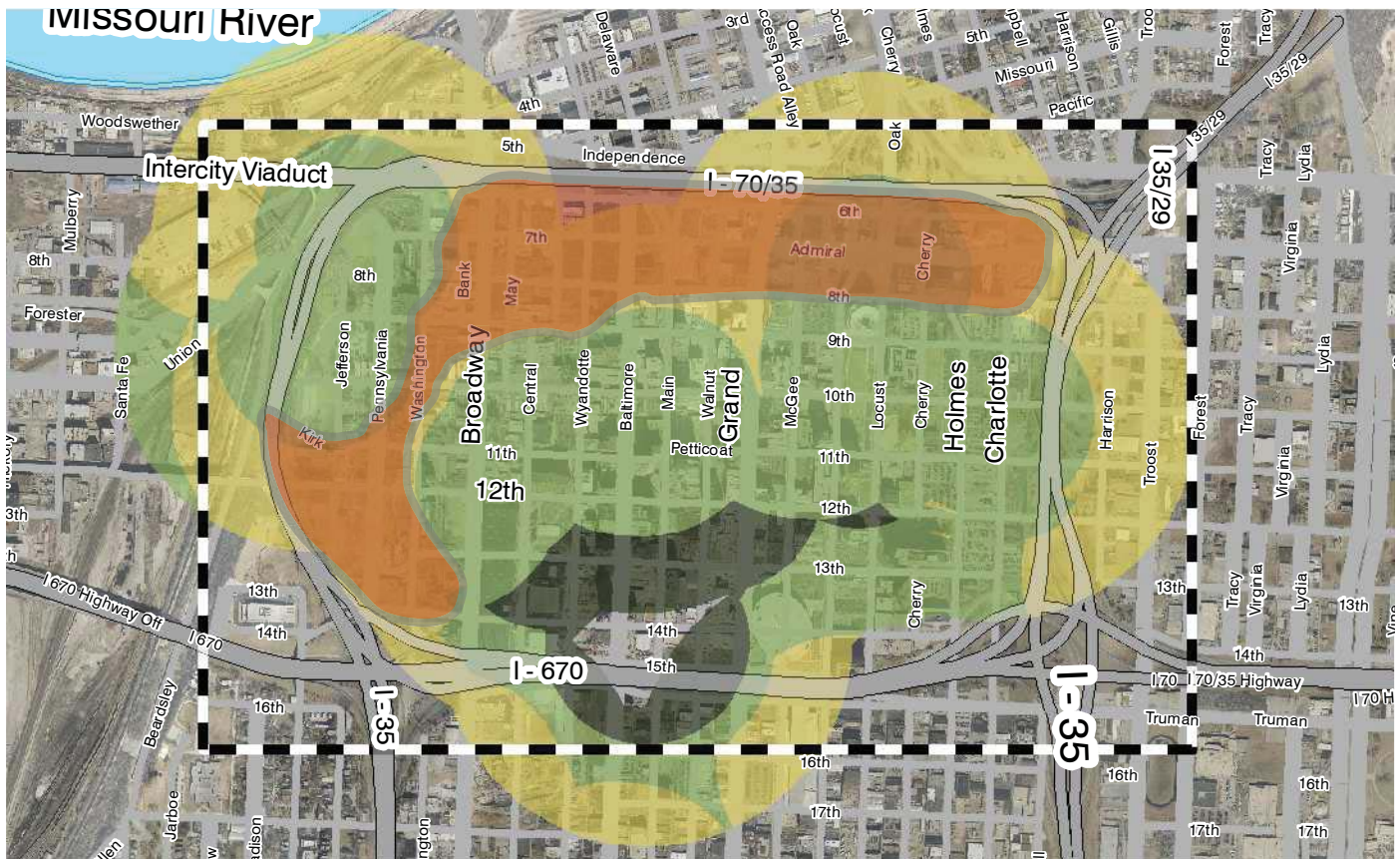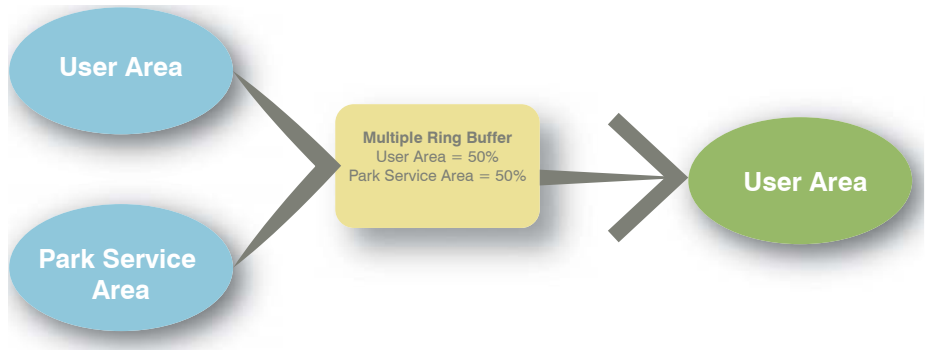
Figure 4.21 Park Suitability
(figure by author)

park suitability

Figure 4.21 represents the areas most suitable for additional parks from least suitable (yellow) to most suitable (dark green). These areas were determined through a weighted overlay of the user area and park service area. Both the user group and park service area are equally important in establishing which areas need parks the most. The area outlined in red represents the area of interest based on the suitability model.
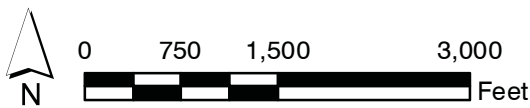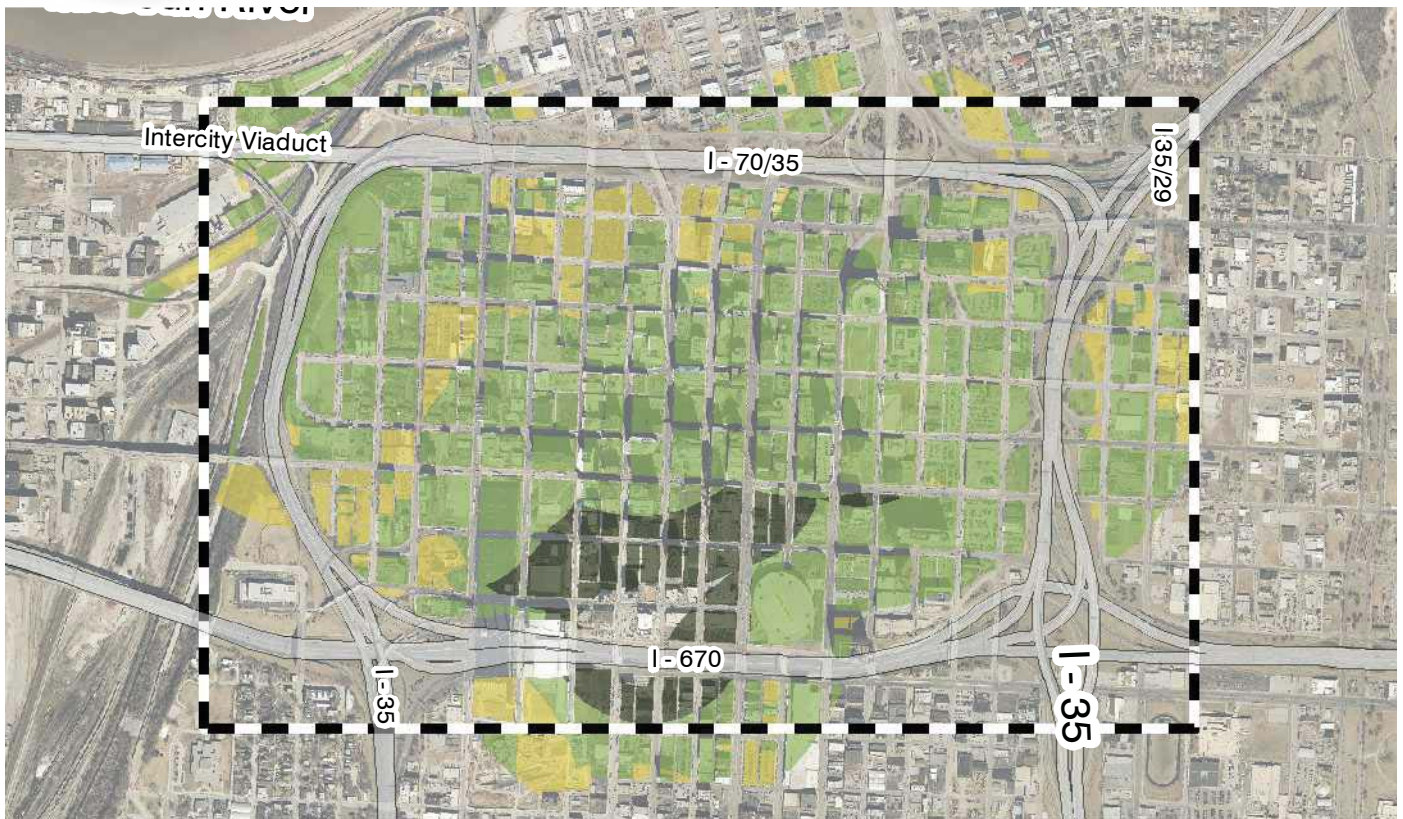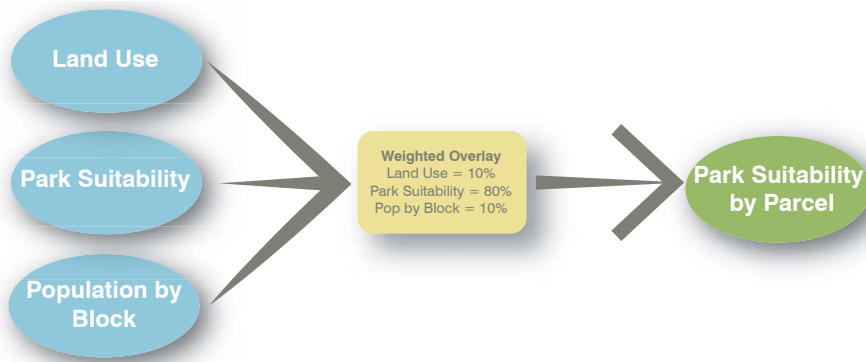
Figure 4.22 Park Suitability by Parcel (figure by author)

park suitability by parcel

Figure 4.22 illustrates the parcels most suitable (dark green) to least suitable (yellow) for park development. This model uses a weighted overlay to relate land use, park suitability, and population by block to determine parcel suitability. Park suitability is weighted the highest at 80 percent because it represents areas where the need is greatest. Land use was weighted 10 percent because parcel land use represents developable properties (vacant residential, surface parking, parks and recreation). Population by block was also weighted at 10 percent because it keyed specific areas where populations reside within the loop. The percentages were selected after testing several scenarios and comparing results to original data sets.
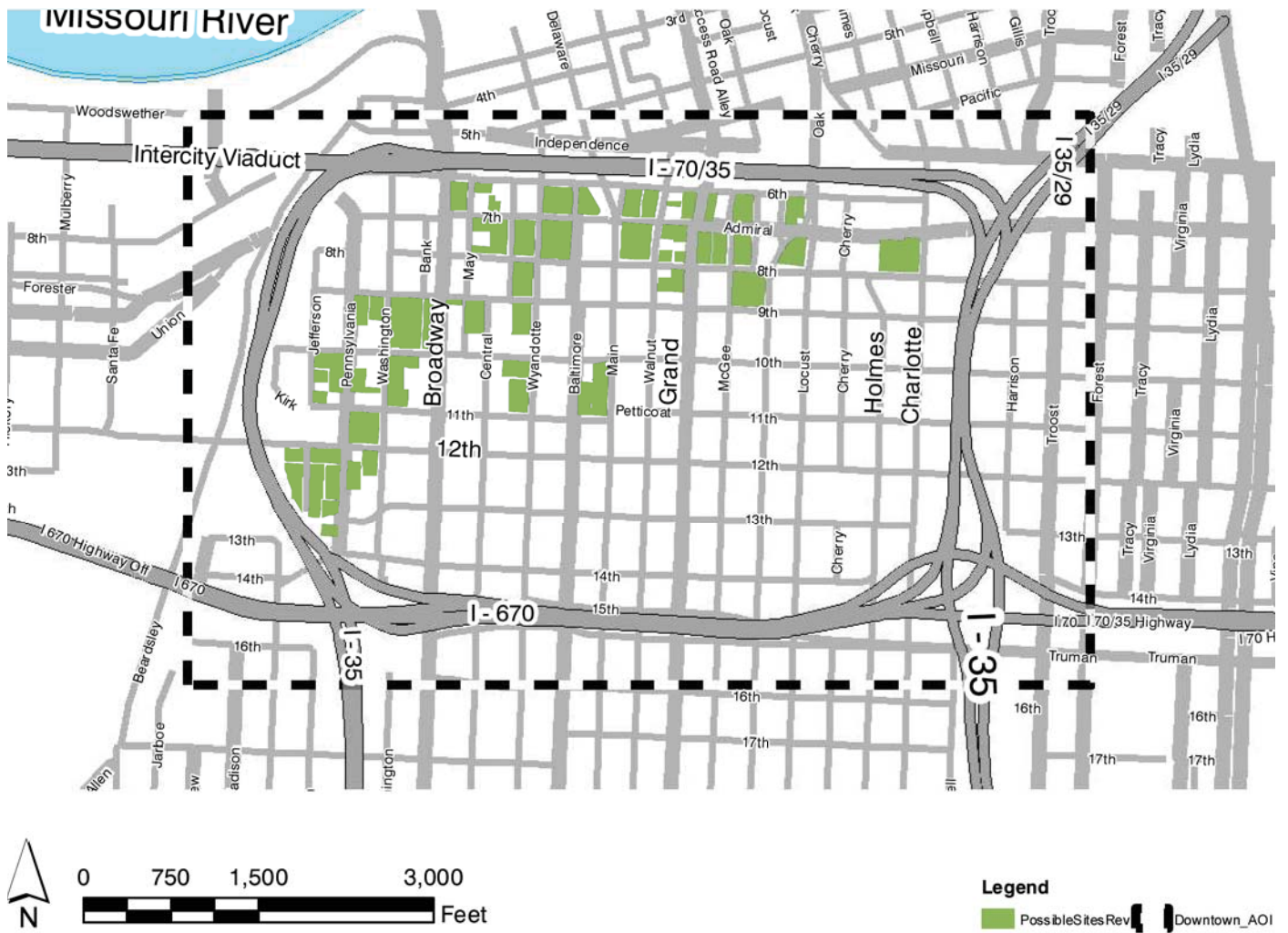
*Figure 4.23 Possible Park Sites
(figure by author)*

possible park sites

Figure 4.23 represents the parcels selected based on the previous suitability models. These parcels will be further investigated in a field visit to determine which properties provide the greatest opportunity for park development.
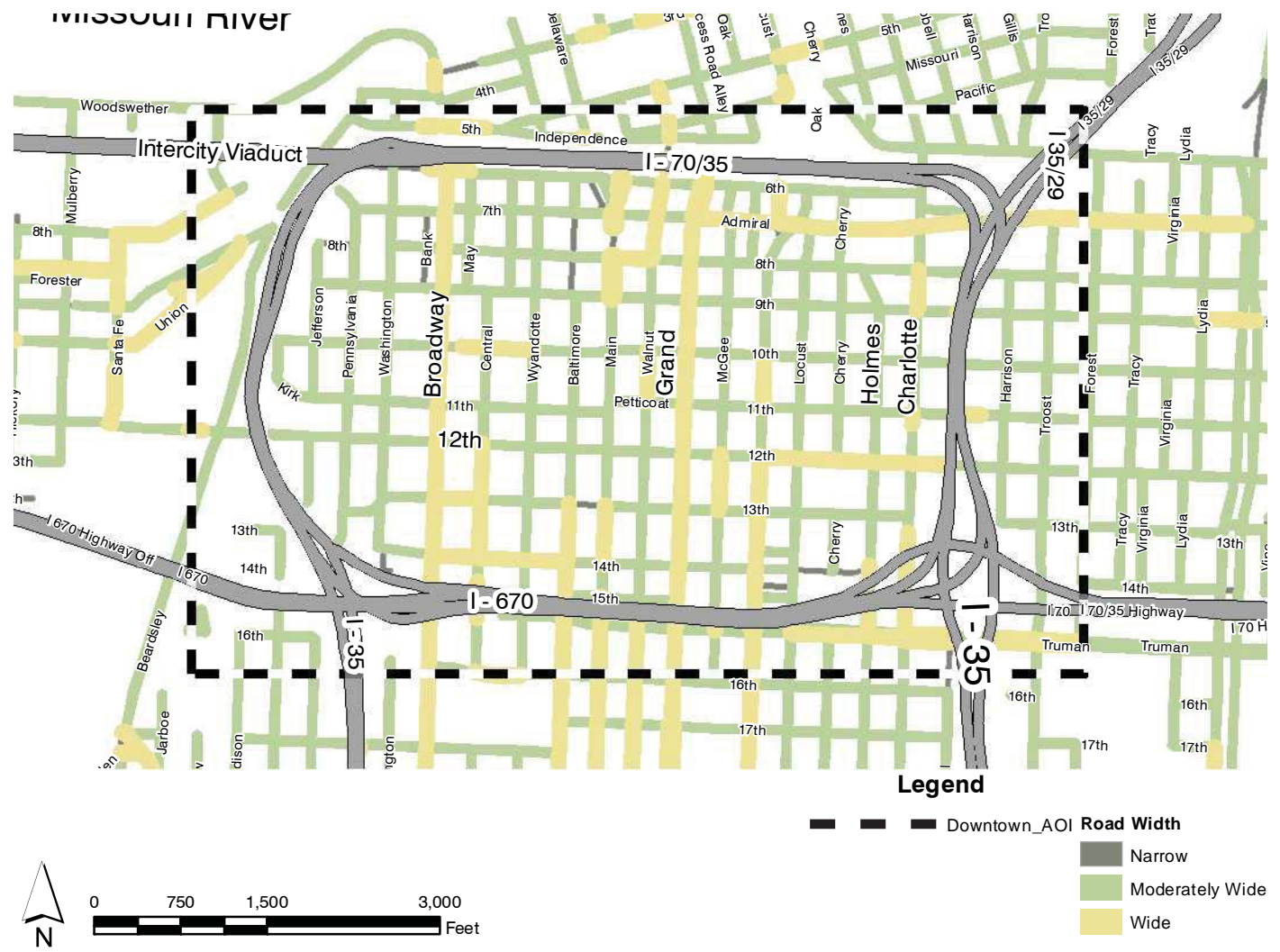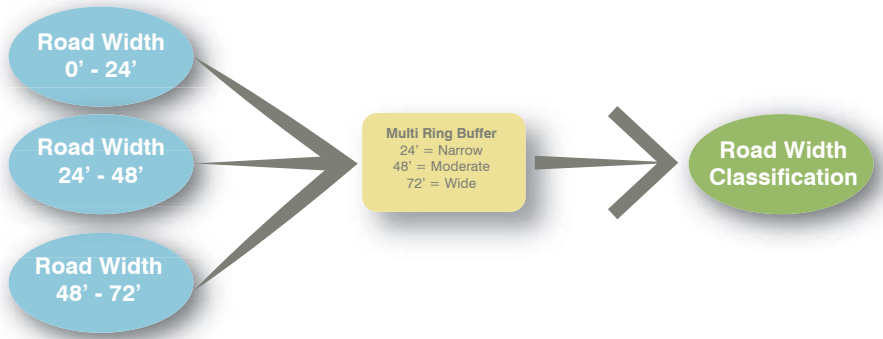
Figure 4.24 Road Width Classification
(figure by author)

road width classification

Figure 4.24 illustrates the road width classification from narrow (yellow) to wide (dark green). Narrow streets range from 0'-24', moderately wide streets range from 24'-48', and wide streets represent those streets 48' and wider. These widths are derived from GIS data then classified based on relative lane numbers using a 12' wide lane. Width is important in a fully developed urban center because there is not room for widening.
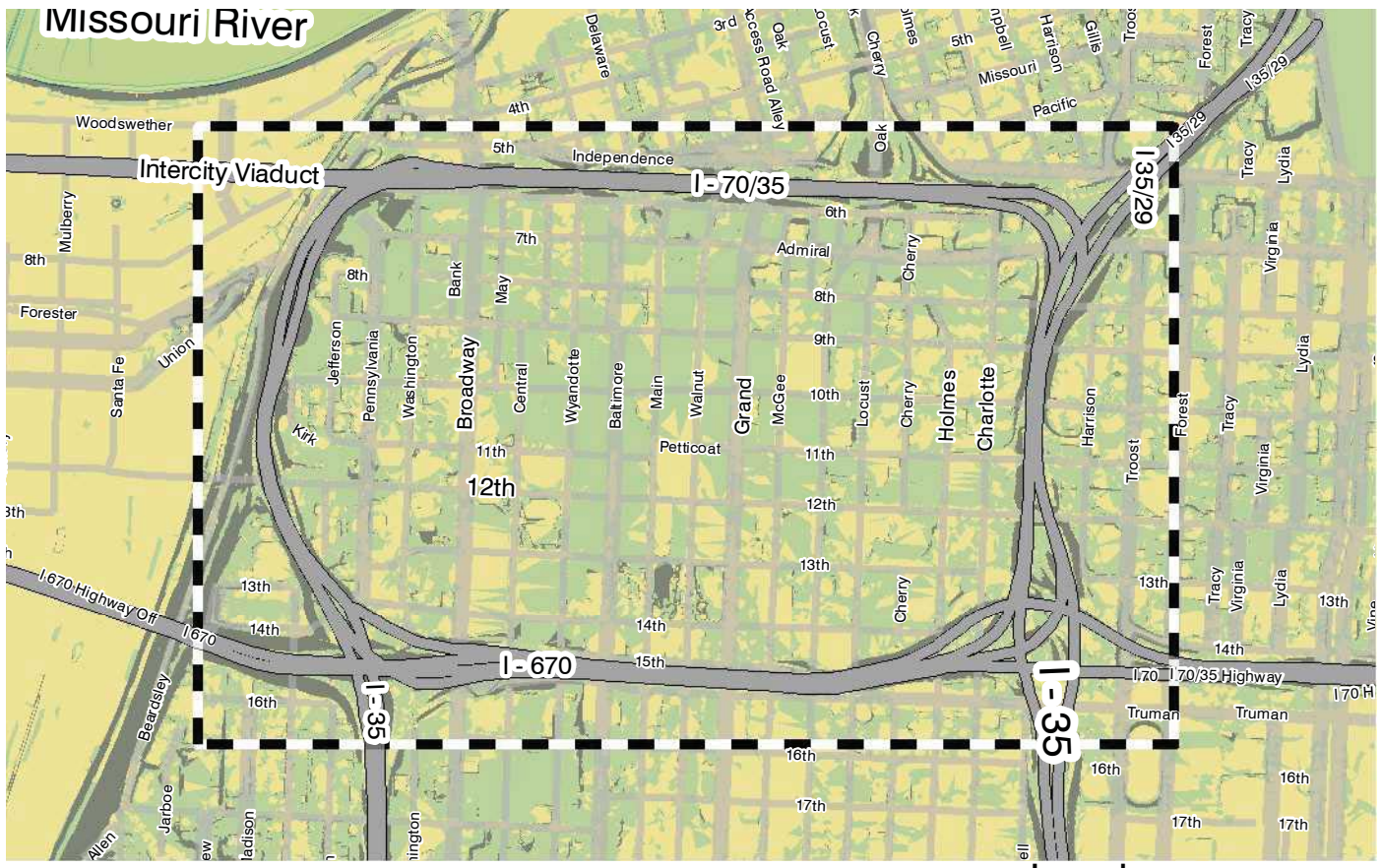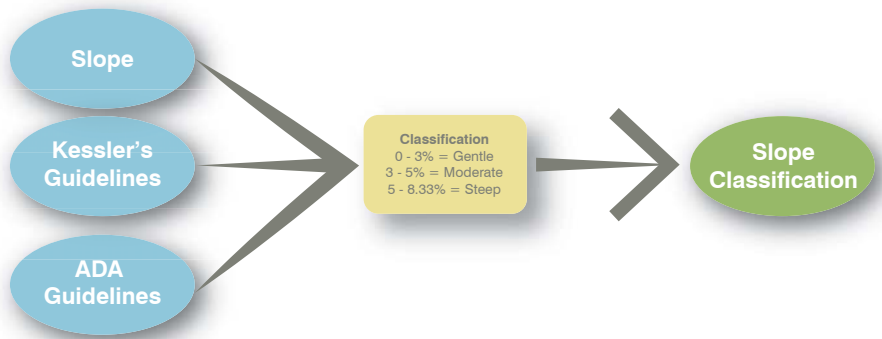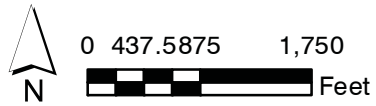
Figure 4.25 Slope Classification
(figure by author)

slope classification

Figure 4.25 represents the slope classification from steep (yellow) to gentle (dark green). Steep slopes are greater than 8.33 percent based on ADA guidelines. Moderate slopes range from 3 to 5 percent based on Kessler's guidelines for the original Kansas City Parks and Boulevard System. Gentle slopes range from 0 to 3 percent based on Kessler's principles. This classification was derived from GIS elevation data then classified based on Kessler's original design principles.
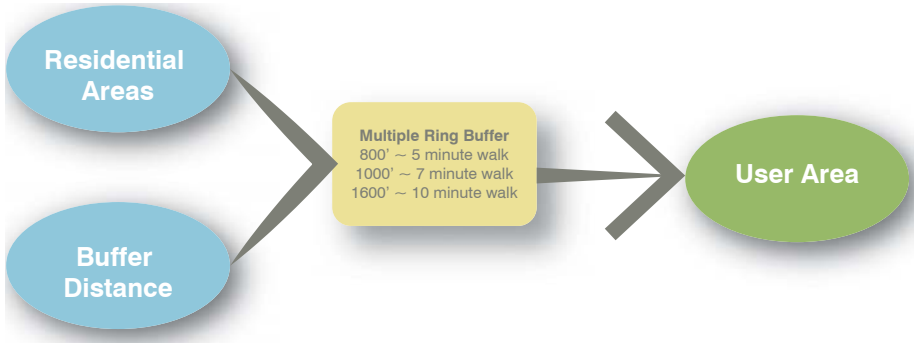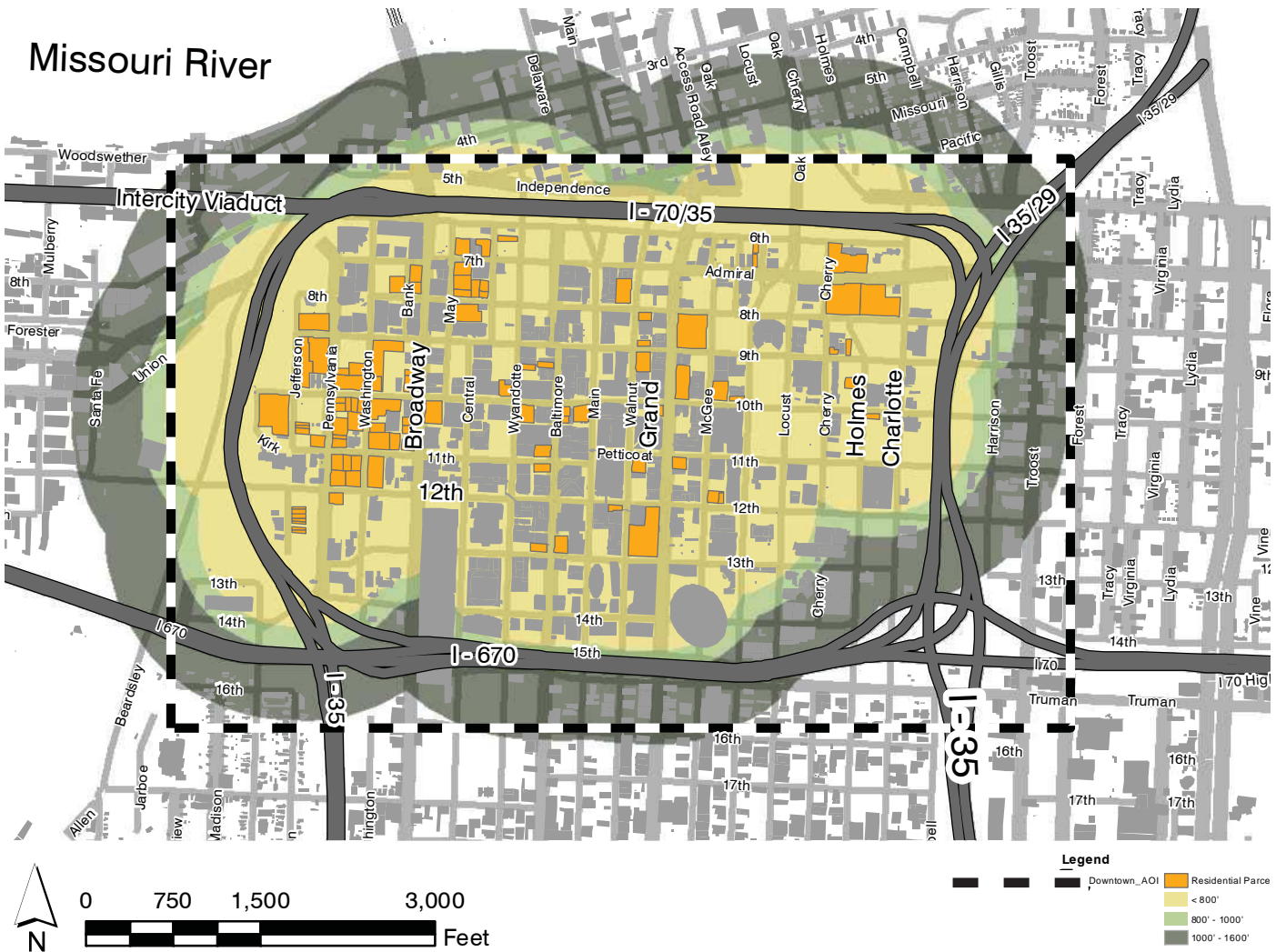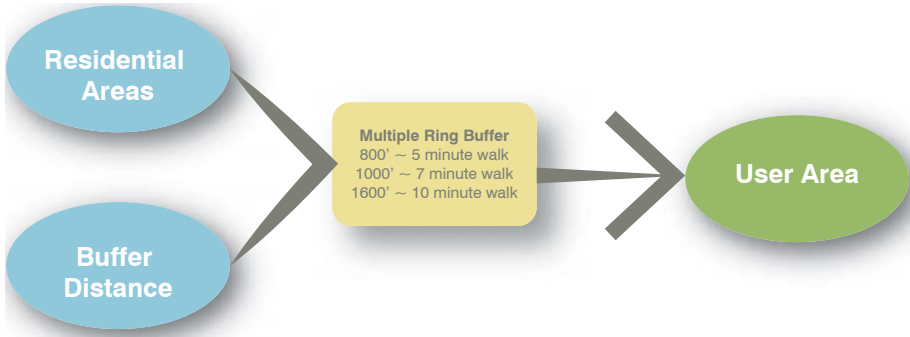
*Figure 4.26 User Area
(figure by author)*

user area

Figure 4.26 illustrates the areas where residents have direct access within the established 5 minute downtown walk. The dark green color represents areas within 800' of the residential development (a 5 minute walk through downtown). The light green and yellow bands represent areas from 800'-1600' from the residential development. This analysis will help to determine locations where increased and improved public rights-of-way would best serve the Downtown Loop.
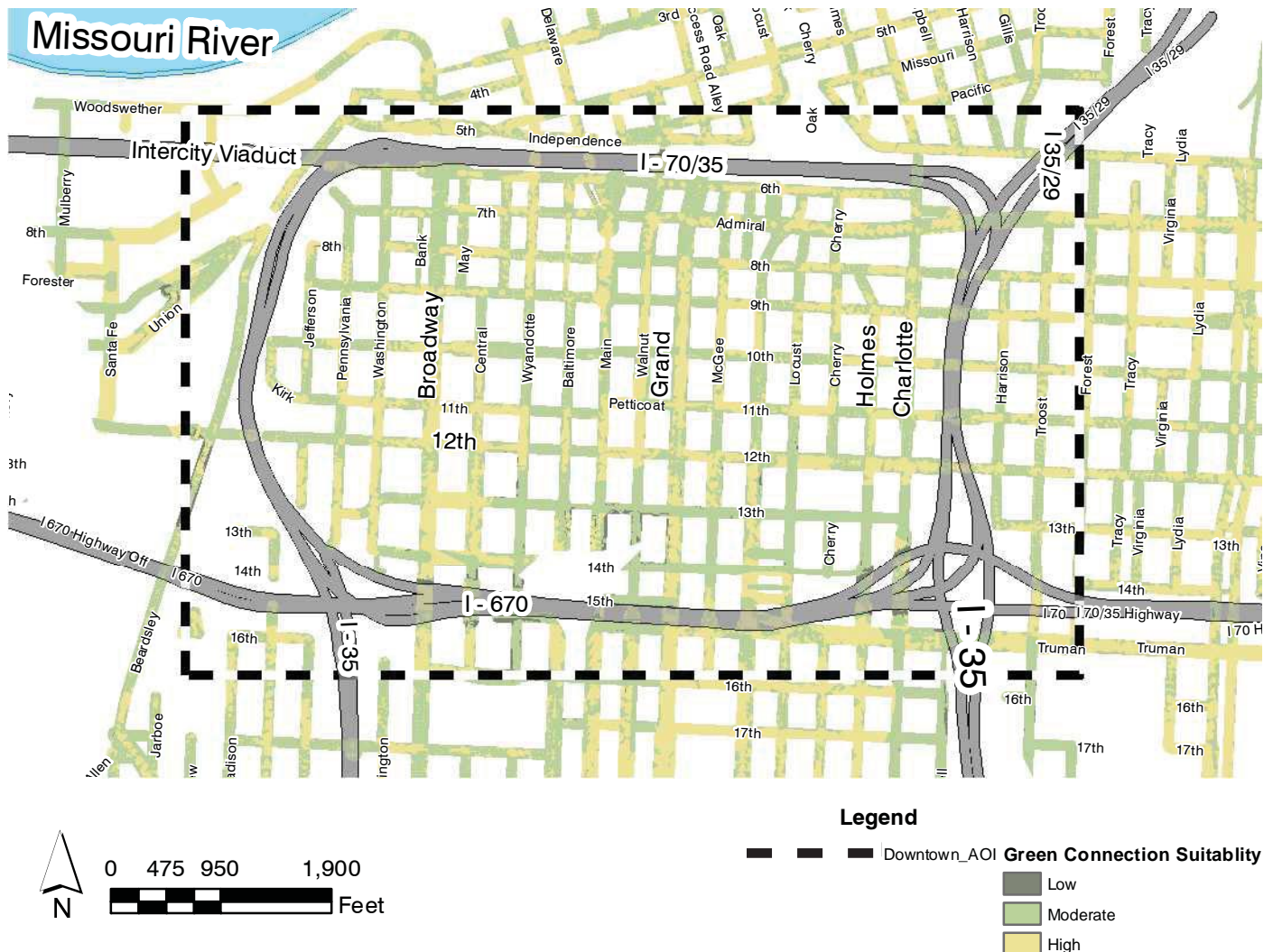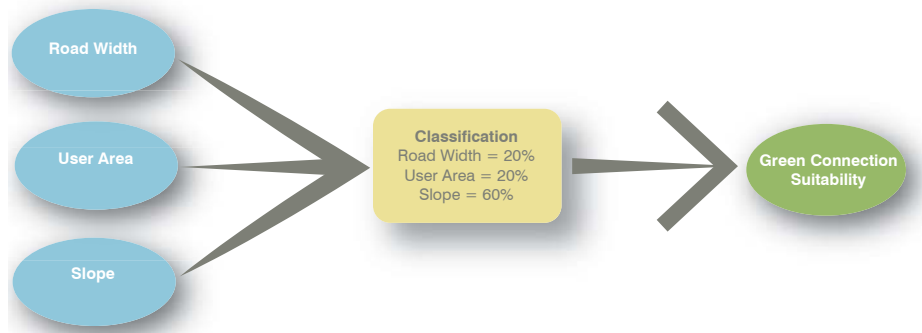
Figure 4.27 Route Suitability
(figure by author)

route suitability

Figure 4.27 illustrates the routes most suitable (dark green) to least suitable (yellow) for green connections. This model uses a weighted overlay to relate road width, user area, and slope to determine route suitability. Slope classification is weighted the highest at 60 percent because it represents routes with slopes of 3% or less. Kessler's boulevard guidelines recommend routes not to exceed 3% in grade. User area was weighted 20 percent because the areas where people have access to is desired. Road width was also weighted at 20 percent because it keyed specific routes with room to re-configure current road alignments.

design in Kansas City, MO 65

A

B

C

analysis composite

Figure 4.28 illustrates selected routes and possible park sites. The green dashed line represents green connections and the arrows represent the connectivity to other districts within downtown Kansas City. The green blocks represent parcels suitable for park development based on the preceding analyses. From the analysis the yellow blocks were selected as areas best serving the Loop for additional openspaces. The selected photos surrounding the map help illustrate the selected areas.

D

E

F

Figure 4.28 Analysis Composite (figure by author)

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increase and improve public right-of-way space

	Goals	Facts	Concepts	Needs	Problem
Function	Connect communities; Connect Greenspaces; Integrate storm water management; Create inviting and open entrances to public spaces	The Loop needs to provide connections to serve its population	Continue Admiral Blvd. from The Paseo to Washington Ave.; Provide connection on Washington Ave. from Admiral/7th to 12th St.; Continue 12th St. from The Paseo to West Bottoms; Stormwater BMP's	Enough space to reconfigure existing conditions; Appropriate location to maximize use and connectivity	Streetscape designs are fragmented or nonexistent; Communities are disconnected; Streets can be dangerous for pedestrians
Form	Create more opportunities for street plantings; Replace impervious areas with pervious options; Incorporate public art into streetscape; Make streets comfortable places for pedestrians	Surrounding land use; Population density; Slope classification; Width of existing road	Streetscaping including: plantings; street furniture; pervious pavement; pedestrian lighting; signage	Incorporate Kessler's boulevard design criteria; Stick to ADA guidelines	Some areas are slightly over Kessler's maximum acceptable grade; Width of street
Economy	Encourage public stewardship; Encourage green markets to support local business and enable consumers to shop locally	Kansas City's low parks and rec budgets;	Provide spaces for green markets to support local business and enable consumers to shop locally	Government funding; Community involvement	Improvements have substantial up front costs
Time	Design to be flexible over time	Needs to grow with Kansas City	Design for the dynamic downtown	Construction needs to follow swiftly to ensure cohesive product	Potential change in use from time of day and season to season

Table 4.1 program; increase and improve public right-of-way spaces
(table by author)
adapted from Pena, William M. and Parchall, Steven A. Problem seeking; an architectural programming primer, fourth edition. 2001

program

Using the site inventory and analysis from the previous section a program has been developed expressing project goals and objectives. Tables 4.1-4.2 combine goals, facts, concepts, needs, and problems with function, form, economy, and time to form a road map to enhance openspace in Kansas City's Downtown Loop.

overarching goals
•   increase and improve public right-of-way systems
•   increase and improve greenspaces and parks systems

objective
Increase the quality and quantity of right-of-way public spaces, green spaces, streetscapes, and parks within or adjacent to the public rights-of-way. Where adequate space exists, encourage economic, cultural, and recreational activities to enhance streetscape vitality.

increase and improve greenspaces and public parks

	Goals	Facts	Concepts	Needs	Problem
Function	Create greens-paces in areas underserved by the current parks system; Integrate stormwater man-agement; Create inviting and open entrances to public spaces	The Loop has areas underserved by parks	Create destinations at: Locust and Admiral, Main and 7th, 9th and Washington	To be located in areas underserved and within user area; To work with right-of-way improvements	Open spaces are not destinations, under maintained, lack amenities
Form	Provide social centers to connect communities with environment in close proximity to residential areas	Surrounding land use; Population density; Existing parks;	Greenspace includ-ing: plantings, open space, pervi-ous pavement, pedestrian lighting; signage, seating	Incorporate Kessler's principles; Stick to ADA guide-lines; Respect district/community character.	Open spaces are not destinations, under maintained, lack amenities
Economy	Spark development around greenspace amenities	Kansas City's low parks and rec budgets;	Provide destina-tions to promote local economy adjacent to improvements	Government fund-ing; Community involvement	Improvements can have substantial cost in up front
Time	Design to be flex-ible over time	Needs to grow with Kansas City	Design for the dynamic downtown	Construction needs to follow swiftly to ensure cohesive product	Potential change in use from time of day and season to season

Table 4.2 program; increase and improve greenspaces and public parks
(table by author)
adapted from Pena, William M. and Parchall, Steven A. Problem seeking; an architectural programming primer, fourth edition. 2001

benefits

Social Benefits

- Activating the street as public space encourages social inter-action and a stronger sense of community
- Increasing neighborhood safety
- Encouraging public stewardships

Physical Benefits

- Improves quality of life by providing places for socializing and leisure activities
- Green areas reduce air pollu-tions and storm water runoff

Economic Benefits

- Increases property values
- Economic activities such as green markets support local businesses and enable consumers to shop locally
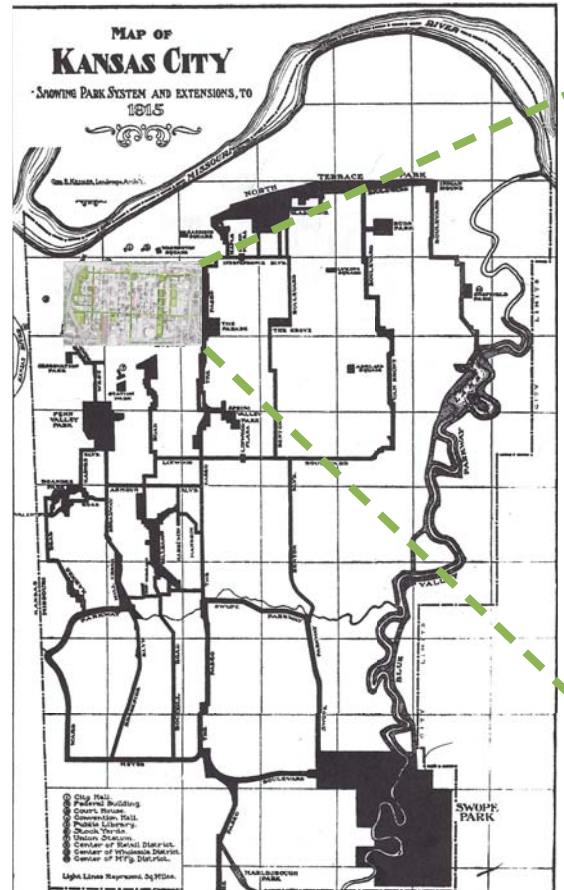
Figure 4.29: Kessler Plan 1915 (Wilson 1989, 114)

design strategies

Introduction

Although separated by a century, both the historic Kessler system and the contemporary landscape architecutre share common objectives. Using the research and analyses, the conceptual masterplan for Kansas City's Downtown Loop (figure 4.30) will increase and improve public rights-of-way and greenspace. By adapting George Kessler's practices, principles, and ideals behind the Kansas City Parks and Boulevard system to contemporary practices, principles, and ideals in landscape architecture will allow a designer to enhnace Kansas City, Missouri's Downtown Loop. Enhancing the Downtown Loop will unite and connect communities, support the idea of a mixed-use downtown, and increase the competitiveness of the city.
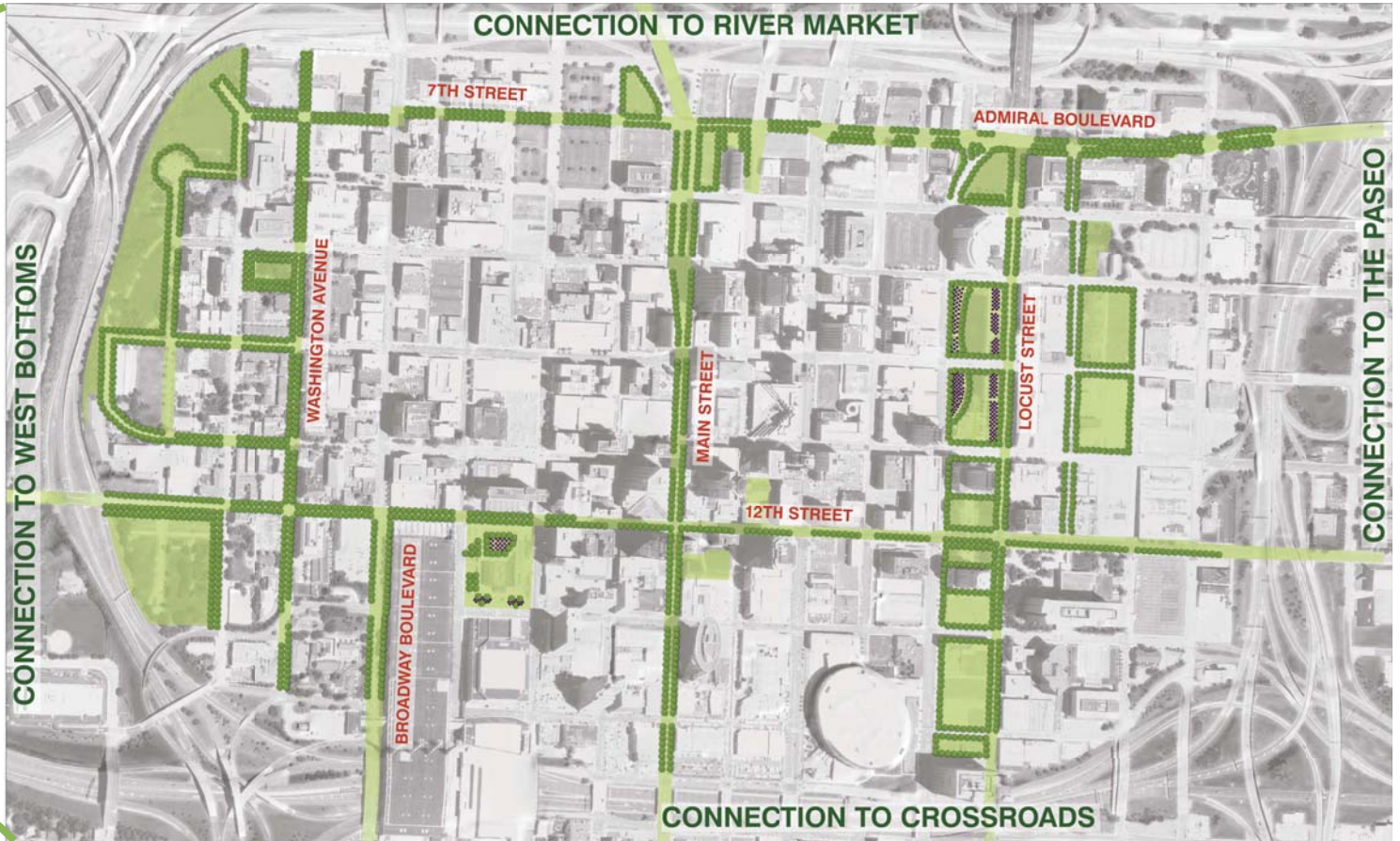
*Figure 4.30 Conceptual Masterplan
Downtown Loop Kansas City,
Missouri (figure by author)*
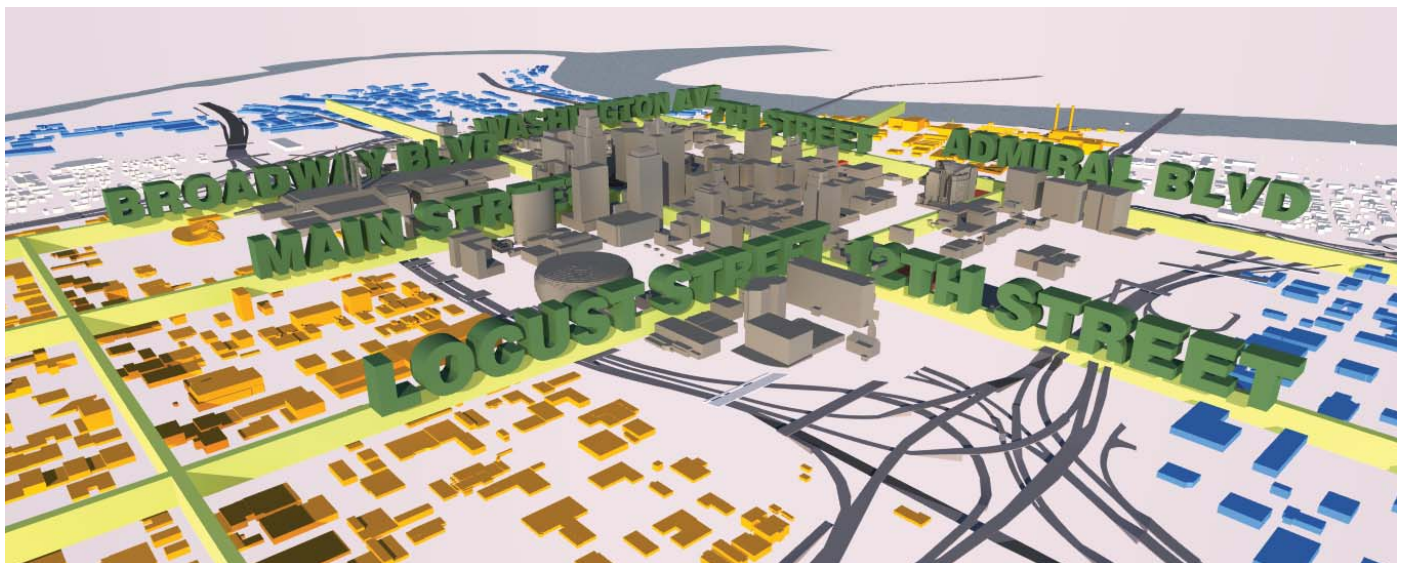
*Figure 4.31 Conceptual Masterplan
Aerial (figure by author)*

2° PEDESTRIAN ZONE

CHERRY STREET

2° PEDESTRIAN ZONE

ADMRIAL BOULEVARD

ALTERNATIVE
TRANSPORTATION ZONE

PEDESTRIAN ZONE
PERMABLE PAVEMENT

PEDESTRIAN ZONE
PERMABLE PAVEMENT

*Figure 4.32 Typical Intersection Admiral
Boulevard (figure by author)*

unite and connect communities

Maintaining a consistent design theme throughout Kansas City will create a cohesive plan responding to the character of the respective districts. Activating the street as multifunctional public spaces encourages social interaction and a stronger sense of community. Figure 4.32 is the detail plan of a typical intersection on Admiral Boulevard. The generous pedestrian zones will provide places for communal interaction to occur. These spaces will allow for a myriad of activities to occur. Connections to natural systems are also provided by using streetscape designs as extensions of the public space revealing the natural systems at play within the urban environment. As to the activities themselves, providing

a strict program is not wise because the community itself should decide what is necessary on their street. These designs provide the pallet for the community to make their public rights-of-way their own.

Physical design elements such as, bike lanes, signage, traffic signals, street lighting will make these spaces convenient and safe for pedestrians and motorists alike. The key to physically uniting the communities of Kansas City will come from design elements illustrated in figures 4.33-4.35. The consistency of these elements will alleviate confusion when traveling from one community to another, further increasing safety for the systems users. Furthermore, these routes will provide

green connections throughout the Downtown Loop itself. The improvements will be accomplished in two parts. First, routes lacking a cohesive streetscape will be advanced to activate the public right-of-way. Second, routes with a cohesive streetscaping will be continued for entirety of the route. Together the improvements will provide physical connections from one area within the loop to the other.

Enhancing the identified connecting routes will unite River Market, Columbus Park, Paseo West, West Bottoms, and Crossroads districts with the Downtown Loop district. Creating spaces that are safe and convenient to use will increase demand for both residential and commercial develop-
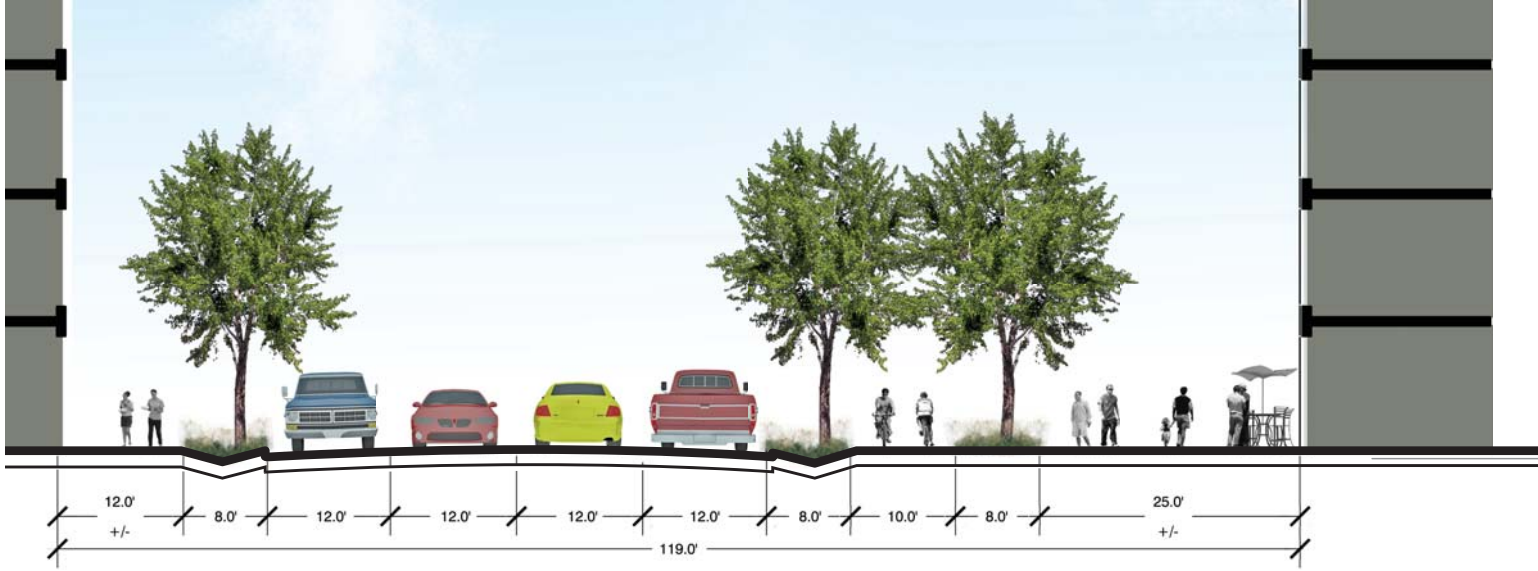
Figure 4.33 Admiral Boulevard Typical
Intersection Detail (figure by author)
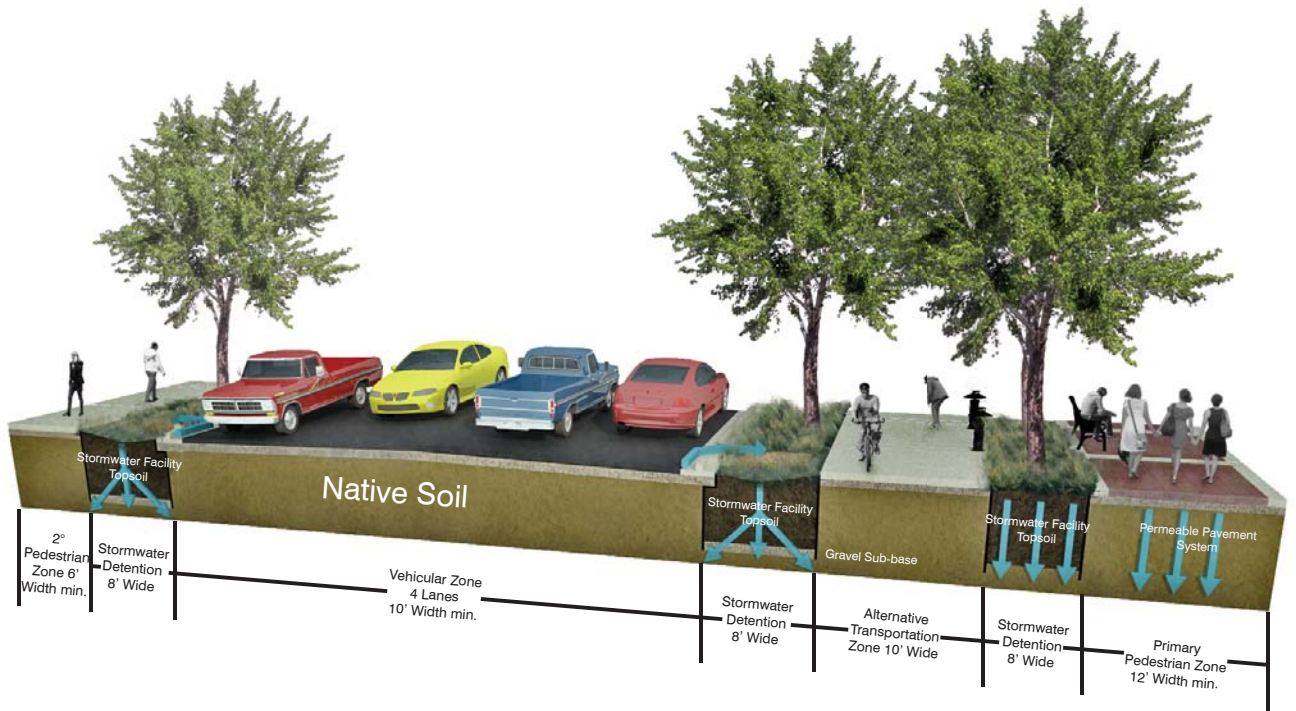
Figure 4.34 Admiral Boulevard Section
Diagram (figure by author)

Figure 4.35 Admiral Boulevard Perspective
(figure by author)

ment. The properties adjacent to these greenspaces and green connectors will increase property values. According to John L. Crompton of Texas A&M University's department of Recreation, Park and Tourism Sciences, property's proximity to greenspace effects property values exponentially (Crompton 2005, 209). This is proof to George Kessler's notion that expanding the streetscape as part of the park system will increase property values. Activating and unifying these spaces will provide logical flows for economic interaction to take place.

2° PEDESTRIAN ZONE

WALNUT STREET

2° PEDESTRIAN ZONE

BIKE LANE

7TH STREET

PEDESTRIAN ZONE
PERMEABLE PAVEMENT

PEDESTRIAN ZONE
PERMEABLE PAVEMENT

CONCEPTUAL
GREENSPACE

*Figure 4.36 7th Street Typical Intersection
(figure by author)*

Supporting a mixed-use downtown will be critical to the success of the parks system. By creating a large promenade to one side of the street will provide ample room for amenities, dining, socializing, and individual contemplation (figure 4.36-4.39). Plant material will provide cooling effects during the summer and visual interest during the cooler months. These more comfortable spaces are more conducive to social interaction. Providing an interconnected system of public places will contribute to memorable, livable experiences.

*Figure 4.37 Perspective at 7th and Walnut
(figure by author)*
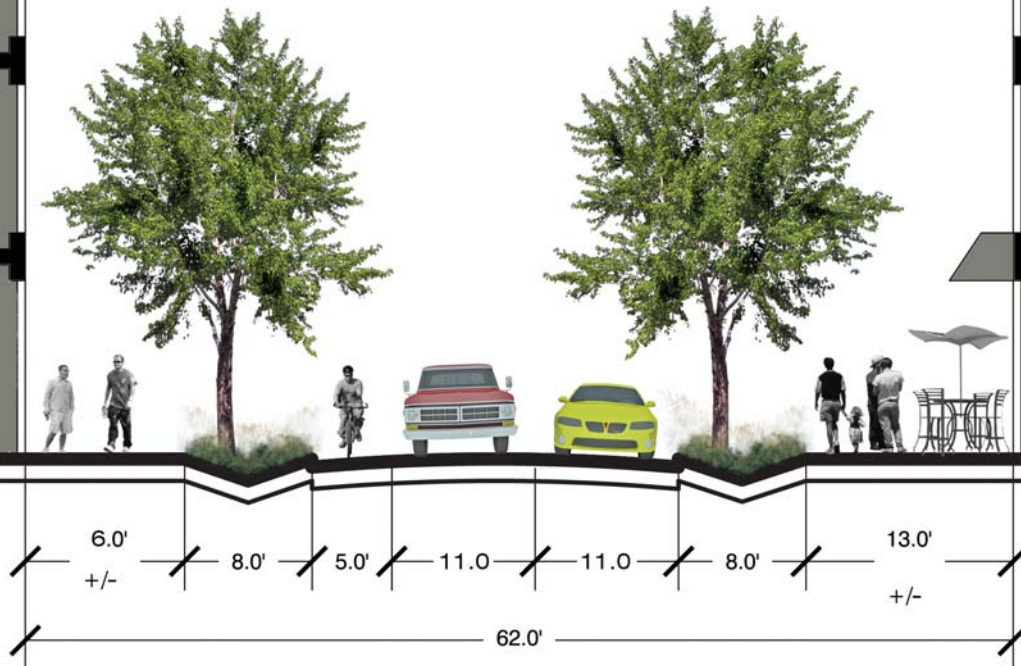
6.0'
+/-

8.0'

5.0'

11.0

11.0

8.0'

13.0'
+/-

62.0'

Stormwater Facility
Topsoil

Gravel Sub-base

Native Soil

Stormwater Facility
Topsoil

Permeable Pavement
System

Gravel Sub-base

2 ˝ Pedestrian
Zone 6' min.

2 ˝ Stormwater
Detention
8' Wide

Bike Zone
5' Width

Vehicular Zone
2 @ 10' Width min.

Stormwater
Detention
8' Wide

Pedestrian Zone
8' Width min.
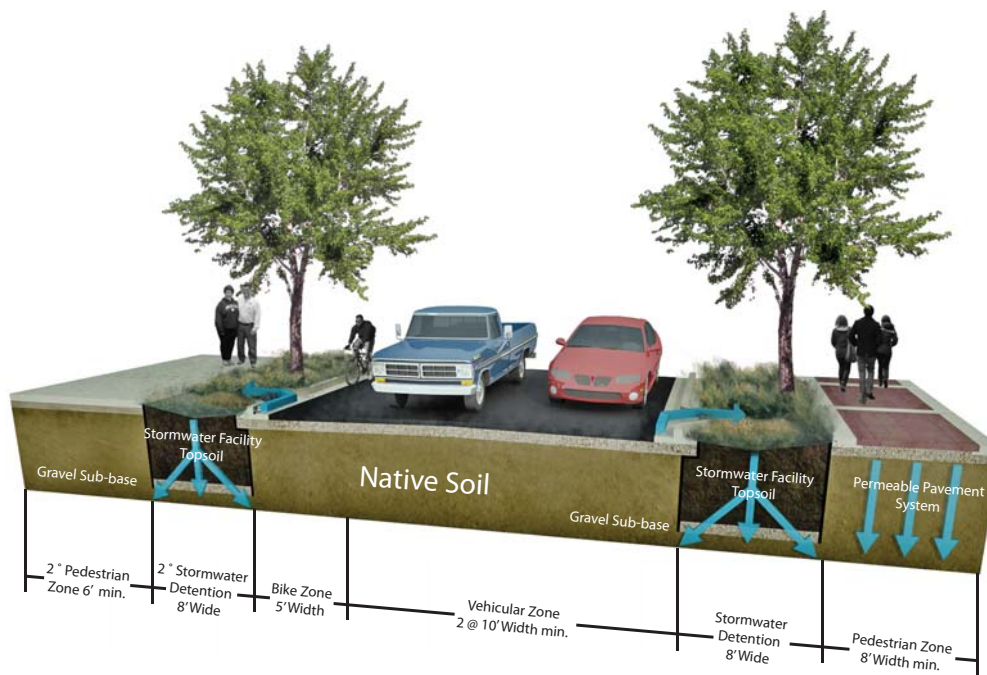
Providing spaces to promote opportunities to Activated public places will give contrast to the density of urban centers (figure 4.37). Incorporating trees into the streetscape will help break the gross change in scale from ground level to the building height (figure 4.38). Using trees to bring the street to a more human scale will provide a more com-fortable experience for pedestrians.

Areas adjacent to the active streets and greenspaces will increase property values, making them more competitive in the real estate market. Not only will the public rights-of-way be beautified as a result of the improvements, they will provide pedestrians with unimpeded flows of movement. The convenience of pedestrian movement and comfort of the spaces will further advance the adjacent properties.

Increase the Competitiveness of the City

Providing Kansas Citians with convenient, safe alternatives to current auto-centric development trends will affect the mind and body of the system's users. The report BPBCKCMO of 1893 remarks on the importance of a break in the monotony of dense urban development. "The monotony of brick and stone, of dust and dirt, the absence of the colors with which nature paints, the lack of a breath of fresh air, write despair on many a face and engrave it upon many a heart (BPBCKCMO 1983, 12)." The addition of multi-modal transportation options, generous pedestrian zones, and vegetation will create easily navigated, inviting, and open spaces.

Within dense urban development lies a jungle of impervious surfaces. Replacing impervious surfaces, where applicable, with permeable pavement and low-maintenance vegetation can dramatically decrease urban stormwater quantity and increase stormwater quality. In addition to permeable surfaces, integrating stormwater management treatment trains to typical curb and gutter applications will further reduce additions to Kansas City's combined sewer system while preventing overflows.

The addition of generous pedestrian zones allow for greater opportunities for street-side economic activity. Activated streets and parks will draw populations, increasing the desire for residential and commercial mixed use development, ultimately increasing real estate values. According to Crompton's previously stated research, supporting the local economy in Kansas City will be critical. Within dense urban settings the population working and residing within is dependent upon local commerce.

According to Kansas City Public Works the Downtown Loop handles stormwater via a combined (stormwater, and wastewater) sewer system. Decreasing the stormwater inputs while increasing the quality of stormwater entering the system will, in the long run, decrease costs in waste water treatment (figure 4.41-4.42). The treatment train system is modeled after Portland, Oregon facilities used in their green streets. Using infiltration, water will be naturally cleaned by plant material and through percolation soil will naturally treat the stormwater.

Native Soil

Stormwater Facility Topsoil

Permeable Pavement System

Gravel Sub-base

2 ° Pedestrian Zone 6' min.

Vehicular Zone 2 @ 10' Width min.

Stormwater Detention 8' Wide

Alternative Transportation Zone 10' wide

Pedestrian Zone 8' Width min.
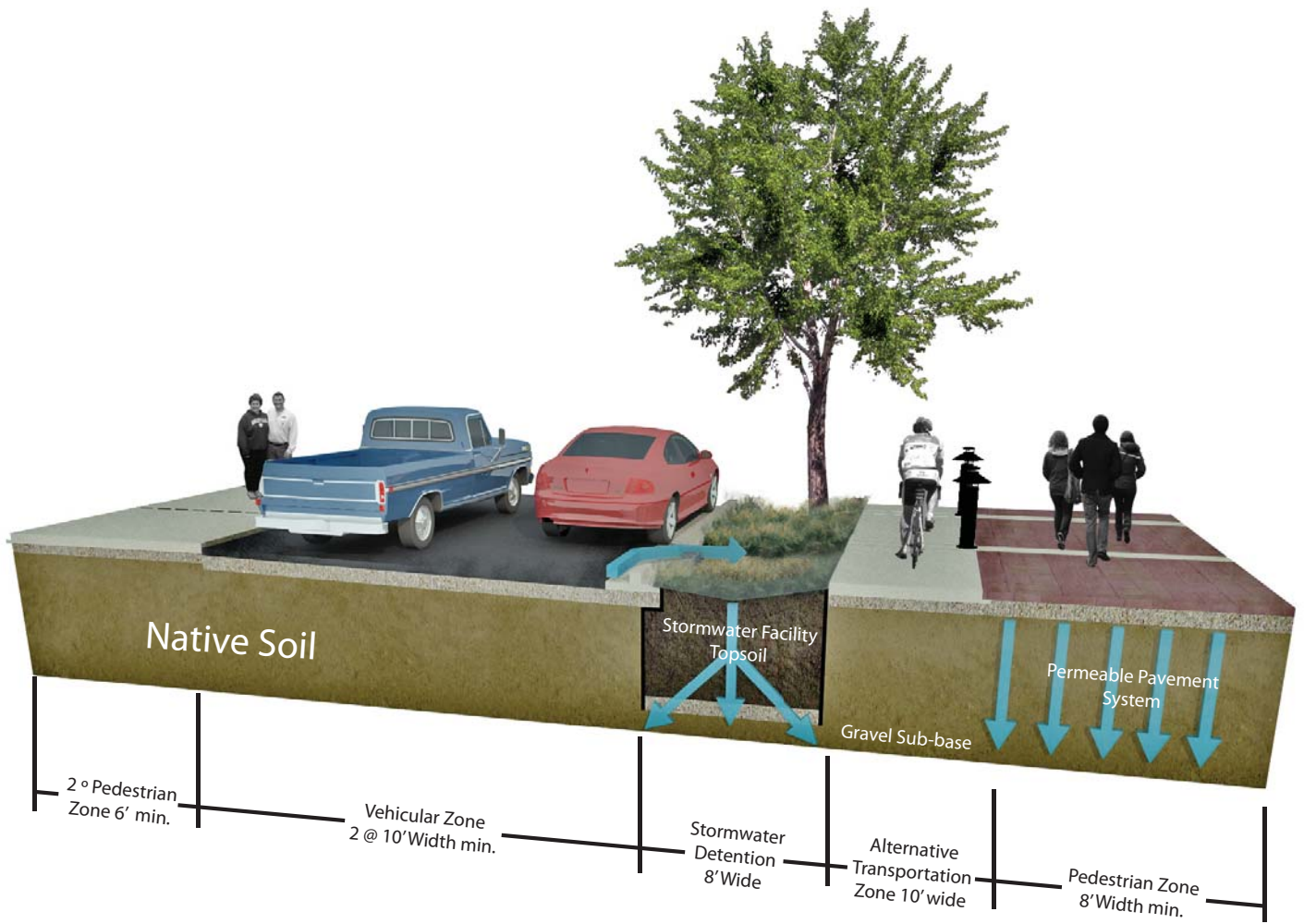
Figure 4.41 12th Street Section Diagram (figure by author)

STORMWATER FACILITY TOPSOIL REQUIREMENTS:
- SAND 35-60%
- SILT 30-55%
- CLAY10-25%

80 MIL ROOT BARRIER MIN 18" DEPTH FOR ON SIDE OF ALL TREE WELLS

TYP. CURB AND GUTTER TYP. PAVEMENT METAL

8'

4'

2.5'

STREET

WALK OR BIKE WAY

DROP INLET TO COMBINED SEWER SYSTEM

STORMWATER FACILITY TOPSOIL

4' MIN

1'- 8"

FILTER FABRIC TO PREVENT SOIL LOSS

NATIVE SOIL

WALK OR BIKE LANE

PLANTING ZONE B GRASSES

HIGH WATER LINE

PLANTING ZONE A SEASONAL COLOR

TYP 18" GRAVEL CHECK DAMN AT CURB INLETS

TYP 18" APRON FOLLOWING FOR SEDIMENT CAPTURE

OUTLET

ANGLE CURB CUT INLET

WIDTH VARIES DEPENDENT ON WATERSHED

STREET

Figure 4.42 Detention Swale Detail
(figure by author adapted from City of Portland Oregon Stormwater Management Manual 2010)

reflection

relation to historic principles

design and planning

From 1892 through 1923 George Kessler influenced the field of landscape architecture in the United States. His influence stretched from shaping great American cities like Kansas City, Missouri to planning and designing the World's Fair in St. Louis, Louisiana Purchase Exposition (Culbertson 2005). The overarching practices prevalent in Kessler's work were identified using Curt Culbertson's book *Landscape of the American Renaissance: The Life and Work of George Edward Kessler*. Kessler's projects ranged in size and scale but each design was the result of design practices that provide **variety, embrace adjacencies, establish spatial hierarchy, and provide unity.** The following describes how Kessler's practices and historic Kansas City Parks and Boulevard System can be applied to the Downtown Loop to unite and connect communities, support the idea of a mixed-use downtown, and increase the competitiveness of the city.

Providing variety is critical to uniting and connecting communities. Kessler's original design along The Paseo in Kansas City created different experiences at each intersection. One goal of Kessler's design was to draw people from one destination to another by creating a "great garden city (Kessler 1917, 322)."

Figures 5.1-5.2 illustrates how different areas within the loop provide different experiences. By activating streets as multifunctional spaces, social interaction and a stronger sense of community

Figure 5.1 Perspective on Admiral Boulevard (figure by author)

is encouraged. Providing pedestrians unimpeded routes of movement and destination greenspaces will carry people farther than what is directly in their vicinity, supporting the idea of a mixed use downtown. Encouraging the addition of multi-modal transportation options, generous pedestrian zones, and increased night activity will create user friendly and safe spaces. Providing variety will result in increase usage.

Establishing spatial hierarchy helps the flow of systems function logically. Looking back to Kessler's Kansas City system, boulevards were used to check the tendency to spread out and build up suburbs (BPBCKCMO 1893, 14). Making the boulevards the highest priority helped create compactly and well built-up residence sections in-filled with retailers to fit needs. The

boulevards were more convenient to use, maintained better than surrounding streets, and provided connections (BPBCKCMO 1893).

Figure 5.2 illustrates the hierarchy established for the Downtown Loop. Creating convenient connections for residents unites and connects communities. Increasing and improving the public rights-of-way and greenspaces will place the non-vehicular user above the vehicular user to promote use and drive the success of the improvements. Overall, the design reduces traffic lanes and widths to calm traffic with the intention of non-vehicular orientation. In saying that, it is important to realize in highly developed urban centers parallel streets allow for alternatives to the slower design speeds in the green connections.

Embracing adjacencies, combining

*Figure 5.2 Admiral Boulevard Typical
Intersection (figure by author)*

the built and natural, is imperative to the overall well-being of a city's urban population. Kessler illustrates this through his parks and boulevard systems. In Kansas City for example, part of the aim and justification for parks and boulevards is providing access to surroundings completely different from those found within typical dense urban environments (tall buildings surrounded by pavement). These places are used to increase the physiological health of the city's population (BPBCKCMO

1893, 7). Furthermore, these areas were designed to act as the lungs of the city providing places for natural systems to work unhindered. Instead of fighting the adjacency between the built and natural environment embracing this adjacency creates places for livable and memorable experiences.

Figure 5.3 Perspective at 12th and Walnut (figure by author)

Figure 5.3 illustrates the adjacencies created by introducing green connections into the Downtown Loop. By highlighting green connecting routes as extensions of parks, frontage to greenspace is increased. Trees and plant materials are used to provide contrast to dense urban living by breaking the monotony of pavement and the gross change in scale from building roof to ground level. Based on research, proximity to these greenspace has an exponential relationship to property values to increase the competitiveness of Kansas City in the real-estate market (Crompton 2005, 209).

Providing unity, especially in large scale planning situations, helps insure the design is a coherent set of ideas. Unity in the historic Kansas City system was addressed as one of two guiding facts in the BPBCKCMO 1893 report.

> "to undertake important work in a half-hearted manner is the poorest economy, and that it is far better to plan comprehensively and broadly and proceed with actual construction leisurely, than to attempt economy in the original plans"

Figure 5.4 Perspective at 7th and Walnut (figure by author)

Illustrated in figure 5.4, the system creates interconnected public spaces contributing to memorable, livable experiences. These connections unite small communities within the Loop as well as extending the connectivity to districts adjacent to the Loop. Not only is the system unified in intended use and function but is dynamic to accommodate the identity of smaller communities within the Downtown Loop. There are differences in the configuration of uses from street to street (see figure 5.5-5.7). The overarching theme common in each provides generous pedestrian zones, convenient bicycle and pedestrian traffic ways, increase greenspace, and provide stormwater solutions.
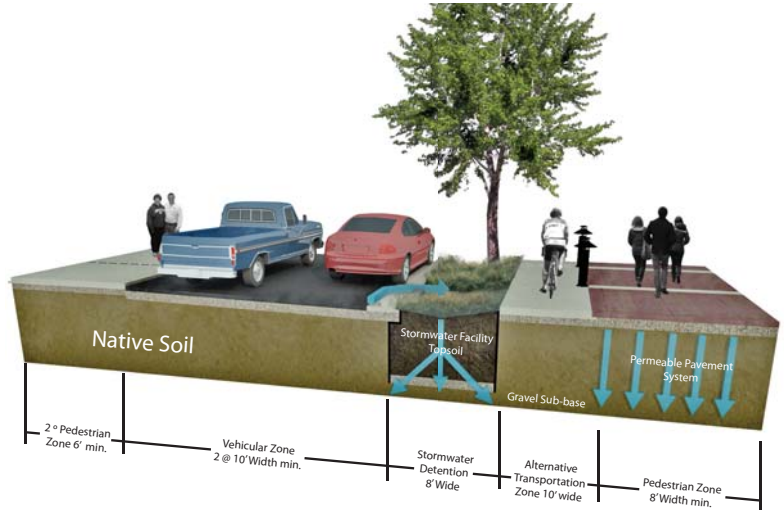
*Figure 5.5 12th Street Section Diagram
(figure by author)*
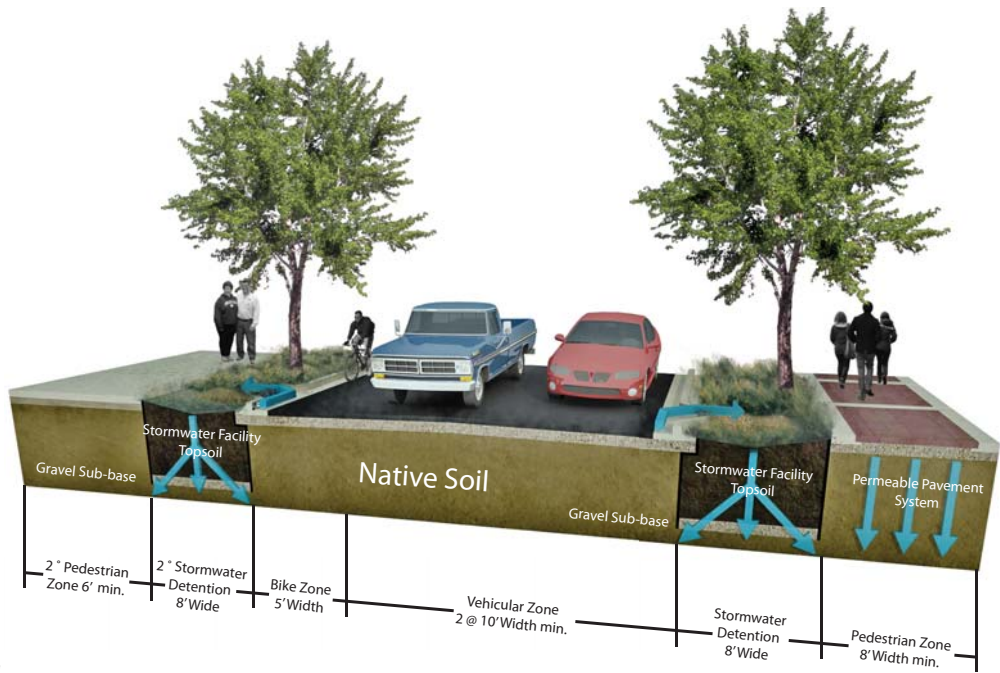
*Figure 5.6 7th Street Section Diagram
(figure by author)*
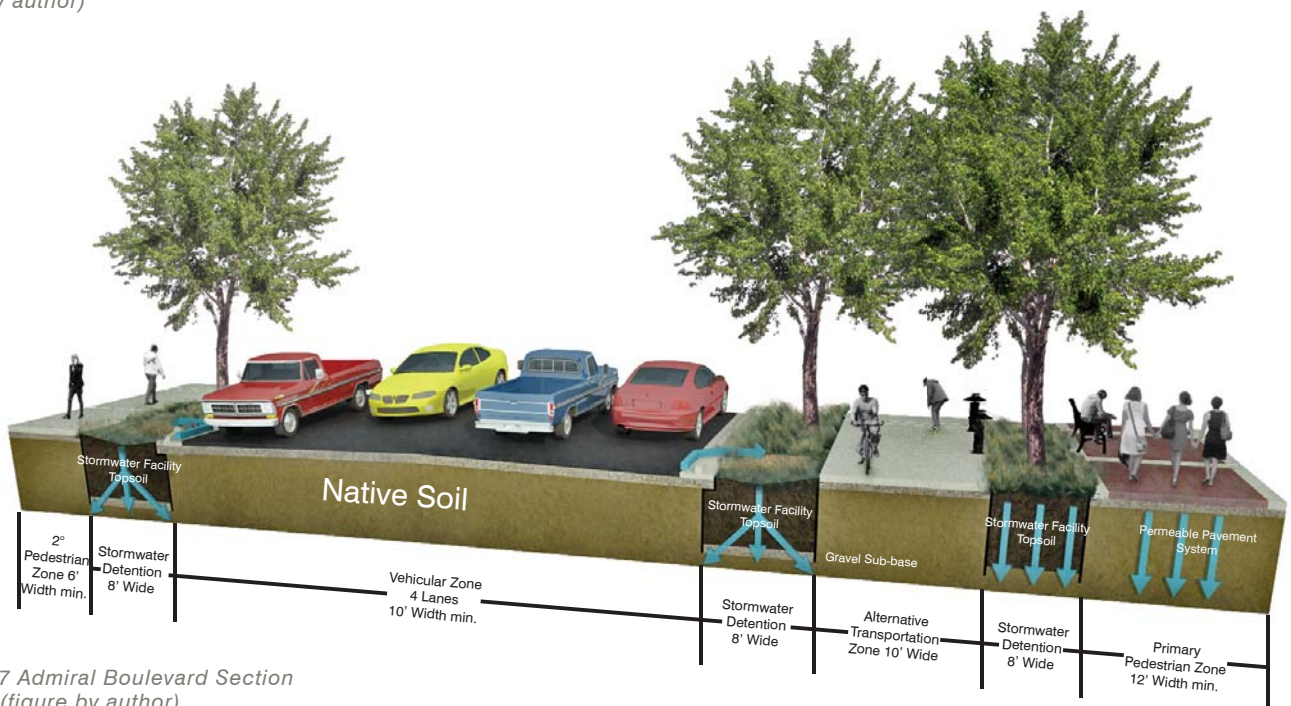
*Figure 5.7 Admiral Boulevard Section
Diagram (figure by author)*

ideology

Throughout Kessler's career, he influenced many cities by providing the framework for development of their urban centers. Behind these designs lie a common ideology that is **performance based, research oriented, logistics focused, and networked.** An ideology is the nature of the origin of ideas. Kessler's ideology has 4 parts working together to form a cohesive whole. Analysis of his writings, his works, and scholarly articles, specifically related to the Kansas City Parks and Boulevard System, provides the foundation for identifying his ideology. The following describes how Kessler's ideology can be applied to the Downtown Loop to unite and connect communities, support the idea of a mixed-use downtown, and increase the competitiveness of the city.

Performance based ideology refers the social, physical, and economical function of the design through time (Reed 2006). Kessler and the 1983 Board of Parks and Boulevard Commissioners (BPBC) report defines the performance of parks and boulevards as the premier social centers, the physical lungs, and the economic drivers of the city (BPBCKCMO 1983).

Figure 5.8 illustrates how the designed

Figure 5.8 Perspective at 7th and Walnut (figure by author)

spaces perform as described in the BPBCKCMO report. This system performs as the premier social center by creating generous pedestrian zones to provide comfortable spaces for social interaction to take place. Reducing impermeable surfaces by converting vacant land and surface parking to openspace, implementing stormwater detention areas, and using permeable paving solutions increases greenspace and reduces stormwater contributions to the combined sewer system. Providing places for natural systems to take place adjacent to the

built environment ensures the system functions as the physical lungs of the city. Using these greenspaces as a catalyst for development, adjacent properties will benefit in value, driving local economies.

Research oriented ideology is defined by using research to better illustrate the relationship of design elements to that of the effected systems (Fallman 2003). Kessler and the BPBC system use precedent research as the foundation for producing the framework for their design. Figure 5.9 illustrates the flow of
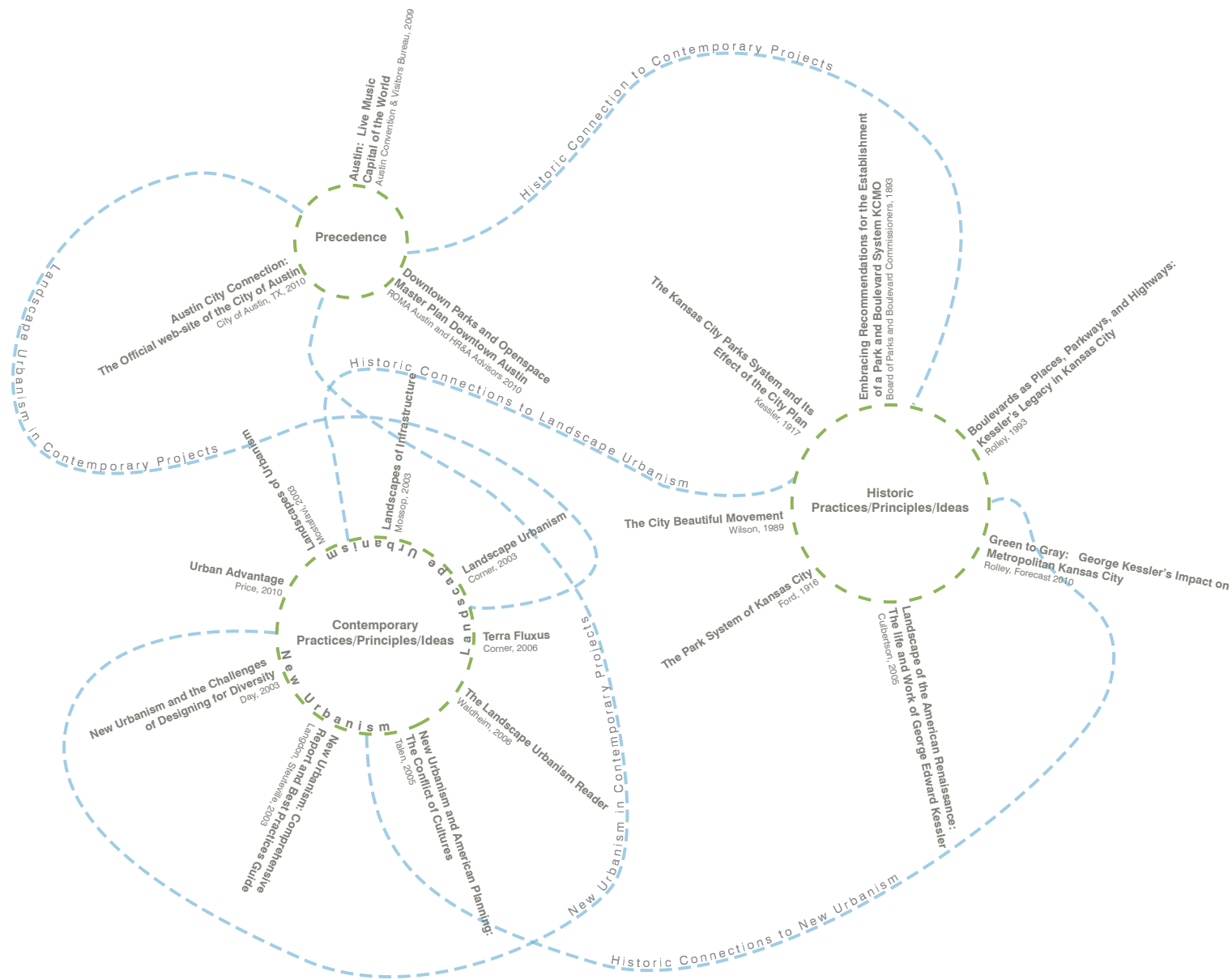
*Figure 5.9 Literature Map Diagram
(figure by author)*

ideas from research represented in the form of a literature map.

Using historic and contemporary research as the basis for design decisions a historic-contemporary hybrid is applied to the Downtown Loop. Referring back to the original Kansas City system, providing beautiful places breaks the monotony of the dense urban environment using the restorative influences of natural landscapes on city-bound people to promote content and happy populations. Contemporary projects like the Austin, Texas Downtown Redevelopment Plan and ideas from progressive cities like Portland, Oregon increases the competitiveness of Kansas City socially, economically, and physically. Figure 5.9 diagrammatically illustrates how the principles and components of the research form together leading to application of the findings in the Downtown Loop. The suggested improvements will unite and connect communities, support the idea of a mixed-use downtown, and increase the competitiveness of the city socially, physically, and economically.

Figure 5.10 12th Street Typical Intersection (figure by author)

Logistics focused ideology is defined by the management of design element flows in social, physical, and economic systems (Reed 2006). One of two main facts stated in the 1893 report say, "we are charged with the duty of developing a plan that shall not only meet present, but future wants (BPBCKCMO 1893, 2)." To validate fact one above, the plan would have to flow flawlessly. Kessler and the BPBC's Kansas City parks and boulevard system used logistics to plan how individual improvements will affect the social, physical, and economic systems together and separately.

The suggested improvements in the conceptual master plan are illustrated in greater detail using the 12th Street typical intersection as an example

(figure 5.10-5.12). Socially, logistics were implemented by creating open, un-programmed spaces with amenities providing a blank slate for local communities to build upon. The idea is, with safe, convenient places, user groups will adapt the blank slate to continually improve their area. Physically, logistics were used to design a solution to reducing overflow volumes in the combined sewer system. Permeable paving and detention systems illustrated in figures 5.12 increases infiltration and water quality to ultimately decrease stormwater contributions to the sewer system. Economically, logistics are represented by increasing and improving the public greenspace and rights-of-way. Figure 5.13 illustrates

how transforming vacant land and surface parking into greenspace then connecting these properties with green connections is an economic driver. Studies show proximity has an exponential relationship to property values (Crompton 2005, 209). Furthermore, vacant land and large surface parking areas tend to have "significant and adverse effects on a neighborhoods quality of life, attracting refuse and vandals and creating a perception of impaired public safety (Gillen and Wachter 2005, 4)."

Figure 5.11 Day and Night Perspectives at 12th and Walnut (figure by author)

Native Soil

Stormwater Facility Topsoil

Permeable Pavement System

Gravel Sub-base

2 ° Pedestrian Zone 6' min.

Vehicular Zone 2 @ 10' Width min.

Stormwater Detention 8' Wide

Alternative Transportation Zone 10' wide

Pedestrian Zone 8' Width min.
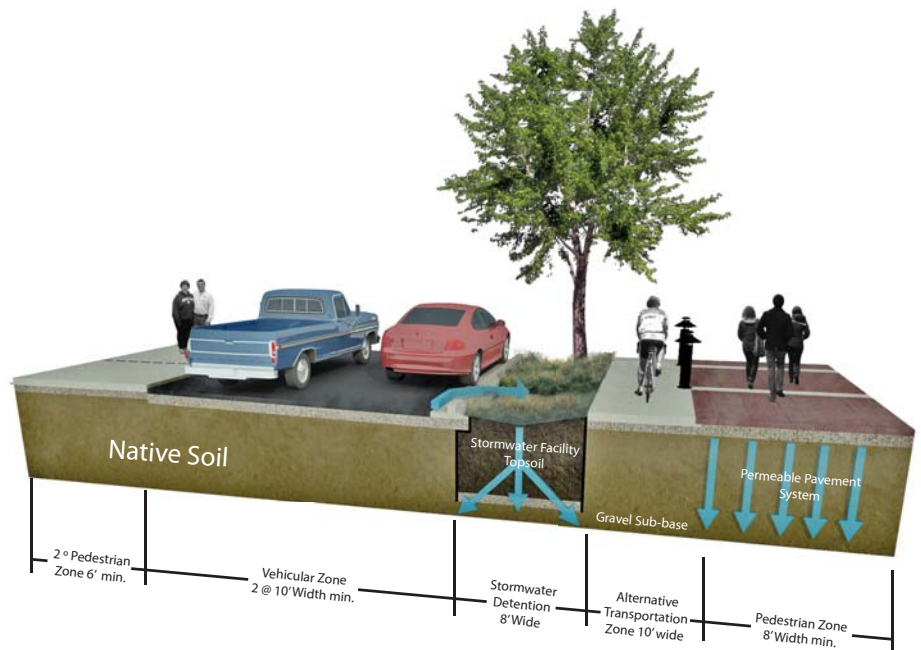
Figure 5.12 12th Street Section Diagram (figure by author)
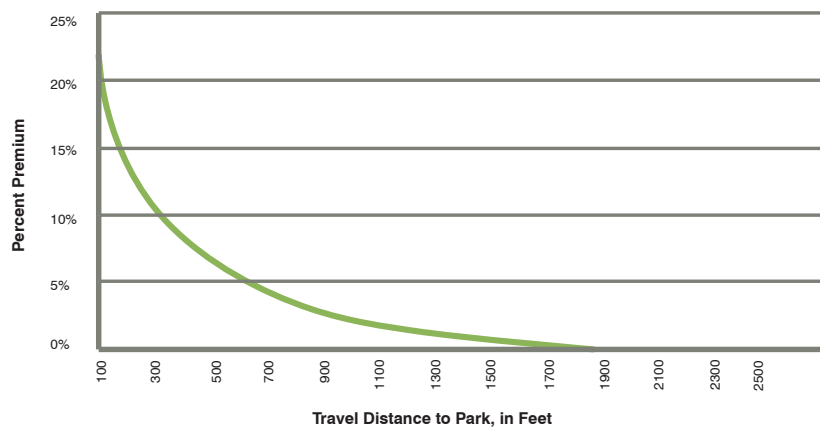
Figure 5.13 Property Premium to Travel Distance to Park Relationship (figure by author adapted from Crompton 2005, 209)
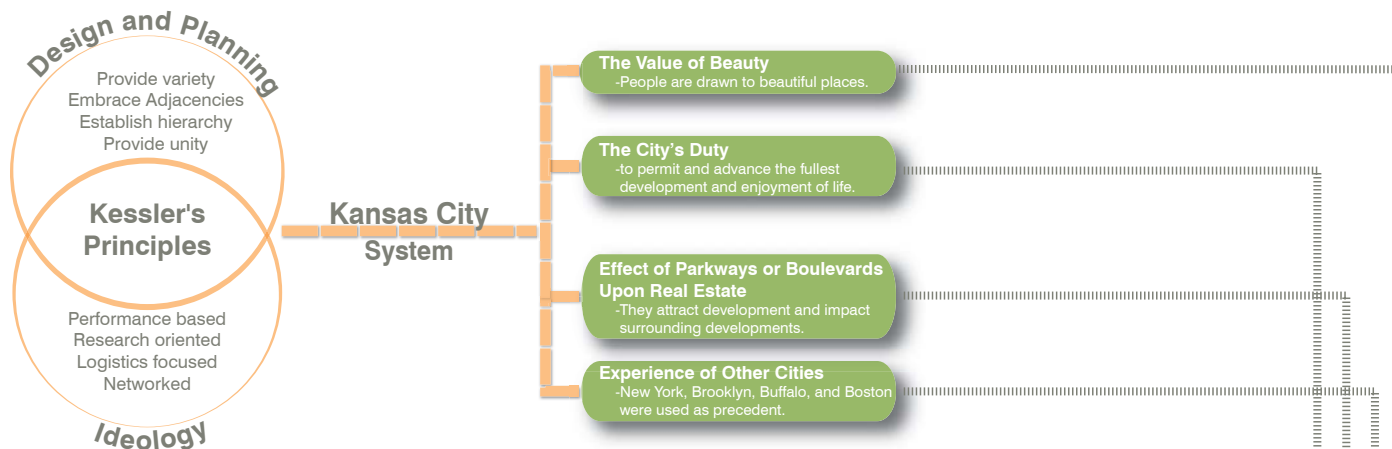
reflection   87

Design and Planning

Provide variety
Embrace Adjacencies
Establish hierarchy
Provide unity

Kessler's Principles

Performance based
Research oriented
Logistics focused
Networked

Ideology

Kansas City System

The Value of Beauty
-People are drawn to beautiful places.

The City's Duty
-to permit and advance the fullest development and enjoyment of life.

Effect of Parkways or Boulevards Upon Real Estate
-They attract development and impact surrounding developments.

Experience of Other Cities
-New York, Brooklyn, Buffalo, and Boston were used as precedent.

Networked ideology is defined by the cohesive relationship social, physical and economic systems have with each other to form a homogeneous solution (Reed 2006). Kessler's Kansas City parks and boulevard system is a system because it is a set of interacting or interdependent entities forming an integrated whole. The integrated whole is a result of the networked ideology within the social, physical, and economic systems.

Through designing the public greenspace and rights-of-way as one continuous park and not individual entities insured a cohesive plan (figure 5.15). The conceptual master plan creates a system acting as, and helping create, a social network in Kansas City. Green connections unite and connect residential neighborhoods and commercial centers. Networking for the social functions is accomplished by creating spacious pedestrian zones and providing amenities such as plantings, seating, and lighting to increase comfort and safety. Providing a network of green infrastructure creates wildlife habitat, handles stormwater, and provides multiple modes of connection to adjacent districts of Kansas City. The

Kessler's Principles

Kansas City Downtown Loop

Contemporary Principles

Principles Applied

Unite and Connect Communities

Support Mixed-Use Downtown

Increase Competitiveness of City
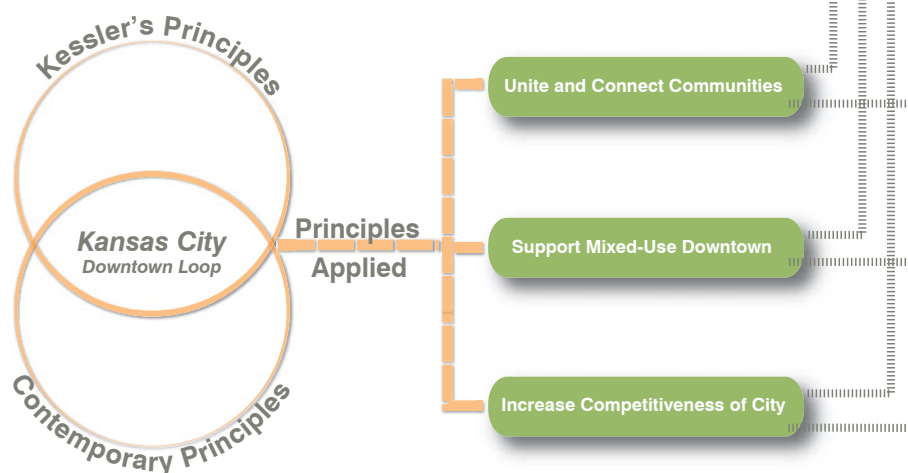
Figure 5.14 Kessler's Principles Applied (figure by author)

conceptual master plan provides physical connections not only to the social and economic systems but connects people to the natural environment. Economically, cities are dependent upon themselves and outside influence. The conceptual master plan creates a network in Kansas City that improves connections within the Downtown Loop, increases property values, and connects the Downtown Loop to neighboring communities.

Kessler's design and planning practices as well as his ideology provided the

foundation for his park and boulevard designs. These design and planning practices provided variety, embraced adjacencies, established hierarchy, and provided unity. The proposed conceptual master plan for the Downtown Loop is the result of thought rooted in Kessler's practices (figure 5.14). Although the Downtown Loop was not part of the original Parks and Boulevard System, the practices were as applicable today as they were in Kessler's time. Using these practices the master plan unites and connects communities, supports the idea of a

CONNECTION TO RIVER MARKET

7TH STREET

ADMIRAL BOULEVARD

CONNECTION TO WEST BOTTOMS

WASHINGTON AVENUE

MAIN STREET

LOCUST STREET

CONNECTION TO THE PASEO

12TH STREET

BROADWAY BOULEVARD

CONNECTION TO CROSSROADS

Figure 5.15 Downtown Loop: Conceptual Masterplan (figure by author)

mixed-use downtown, and increases the competitiveness of the city.

Kessler's ideology is performance based research oriented, logistics focused, and networked. These individual parts of the ideology combined social, physical and economic systems to form cohesive design and planning principles. The Kansas City Parks and Boulevard System is a prime example of how the combinations of the individual parts of Kessler's ideology produce a cohesive plan that forms the framework for the future of Kansas City. Today, Kansas City's Downtown Loop is, for the most part, fully developed. Changes are going to have to be made so Kansas City's next 100 years will be as successful as the last 100 years. Kansas City's past success is, no doubt, the result of a solid ideology. The conceptual master plan is based on ideas drawn from Kessler's ideology.

Figure 5.16 Perspective on Admiral Boulevard (figure by author)

relation to contemporary principles

urban metropolis

The landscape is incorporates and connects the dynamics of nature with the developed and developing world. Using writings and ideas from contemporary landscape architecture, the urban metropolis has been identified as a **dynamic, thick living mat of accumulated patches and layered systems** (Corner 2003).

T**he dynamic, thick living mat of accumulated patches and layered systems** as described by Corner, combines individual elements together to form cities. By designing these elements to work together with the landscape a sense of place is established (Corner 2003). Kessler and the BPBC were charged with the challenge of creating plan to guide an infant Kansas City into the future. The report of 1893 is successful in that it represents a comprehensive plan taking good care to incorporate the individual patches Corner describes. Kessler's plan established Kansas City's sense of place by promoting social interaction, providing beautiful spaces, and discouraging suburban sprawl.

The conceptual master plan for the Downtown Loop incorporates social, physical, and economic systems through an interconnected system of green connections and greenspace. Figure 5.17 illustrates the result of the combination of elements within the mat accumulated to form a cohesive whole. These spaces create places for social interaction and reflection using amenities to activate public rights-of-way uniting and connecting communities. The activated public spaces provide places

Figure 5.17 Conceptual Masterplan Aerial (figure by author)

for physical elements such as pedestrian, transportation, and stormwater infrastructures to function fluidly side by side increasing the competitiveness of the city. Furthermore, these spaces create opportunities for economic development supporting the idea of a mixed-use downtown. Together these improvements increase and improve the public rights-of-way uniting communities, supporting the idea of a mixed-use downtown, and increase the competitiveness of the city.

landscape

Contemporary theory suggests by using infrastructural systems and the public landscapes they are a part of will bring beauty, order, system, and harmony back to urban environments. Charles Waldheim suggests that using these public rights-of-way as ordering elements, they will shape and shift the organization of urban environments, ultimately redefining how the social, political, and economic features function in cities (Waldheim 2006). After reviewing many writings regarding contemporary theory in landscape architecture, it is clear there is a definite shift in focus from the built environment toward the landscape. Using contemporary theory the landscape in an urban environment has been identified as a **medium for city making, a representation of the city, and infrastructura**l.

Landscape is a medium through which to order programmatic and social change over time (Waldheim 2006). According to Elizabeth Mossop, Director of the School of Landscape Architecture at Louisiana State University, "It [landscape] is a significant medium for city making." Landscape is a means of representing and understanding the dynamic systems within a city (Mossop 2003, 163). Although in the BPBC 1893 report the landscape is not specifically called out as 'the medium for city making,' the recommendations Kessler and
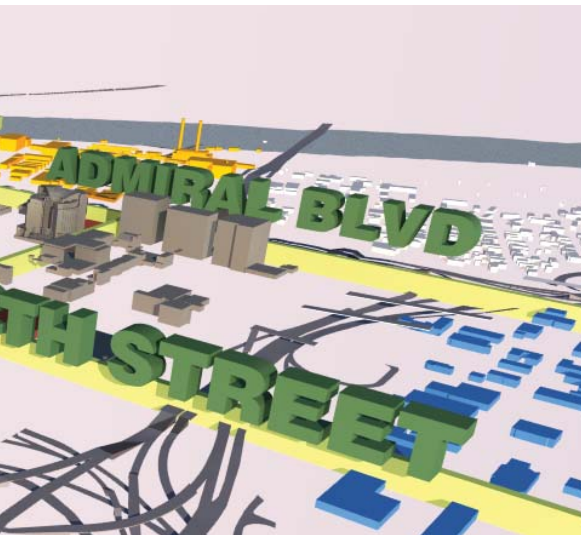
the BPBC made are deeply rooted in this principle. The guidelines set forth by Kessler and the BPBC use the landscape to dictate the location and function of improvements. Whether it is topography dictating boulevard routes or naturally beautiful places prescribing the location of parks, the Kansas City system used the native landscape as a canvas to build the city.

In many ways the conceptual master plan for the Downtown Loop uses the landscape as the medium to further enhance the city. The master plan illustrates the design decisions resulting from analyses of existing conditions in the Downtown Loop. The overarching goals were to **increase and improve the public rights-of-way and increase and improve public greenspace. These goals were accomplished through using an interconnected system of parks and green connections**. In this instance, landscape was

the medium used to **unite and connect communities, support the idea of a mixed-use downtown, and increase the competitiveness of the city**. Figure 5.18 illustrates how the landscape was used to integrate the social, physical, and economical systems into the urban environment.

Landscape as a representation cities is derived from Corner's article *Terra Fluxus.* The article holds the landscape responsible for driving the process of city formation (Corner 2006). Looking back, the Kessler and BPBC's Kansas City system is testament to using the landscape to represent the city. The boulevard design guidelines Kessler used in the Kansas City system contained four parts. Each guideline was strongly based in using native conditions to dictate the location and design of the boulevards and parks. The guidelines were used to insure the design gave due weight to existing

conditions, adapted itself to topography, avoided forced routes, and forced construction (BPBCKCMO 1893, 14). By using the landscape as the representation, Kessler was able to create a system providing the advantages of the countryside along with the advantages of city life.

Fortunately, Kansas City was advanced into the 20th century having Kessler's Parks and Boulevard System for guidance. Construction began which allowed the design decisions to be implemented and function as they were designed. In creating the conceptual master plan for the Downtown Loop, it was possible to make use of the guidelines set for by Kessler and the BPBC in 1893. The main difference comes from the state the city is in today. In Kessler's day Kansas City was a rough and rowdy trading outpost waiting for a plan to advance the virgin territory. Today, Kansas City's Downtown Loop is, for the most part, a fully developed urban

center. In some ways the conceptual master plan for the Downtown Loop used a mirror image of the processes Kessler used to allow the landscape to represent the city. Instead of locating the boulevards and using them as catalysts to spark residential development, the contemporary solution required the identification of the residential section to find appropriate locations for the green connections.

Landscapes are infrastructural as described in Christopher Hight's article, *Portraying the Urban Landscape: Landscape in Architectural Criticism and Theory 1960-present.* The article describes infrastructures as being one with or part of the landscape. These infrastructures organize geometry, materials, and guidelines to open up future possibilities instead of determining social programs (Hight 2003). Hight sees the landscape as a base to build on with endless possibilities. Kansas City is fortunate in that the Kessler plan organized the geometry and materials setting up guidelines for the city to grow. Kessler did not set up ridged programs for the parks and boulevards. The guidelines used provided the foundation for the city and allowed the city to be dynamic and embrace future possibilities.

Figures 5.19-5.20 are sections illustrating how infrastructure can be integrated into the landscape. For example, BMP's are integrated into the design for multiple reasons. Not only do the BMP's mitigate stormwater increasing infiltration, they are also responsible for providing greenspace
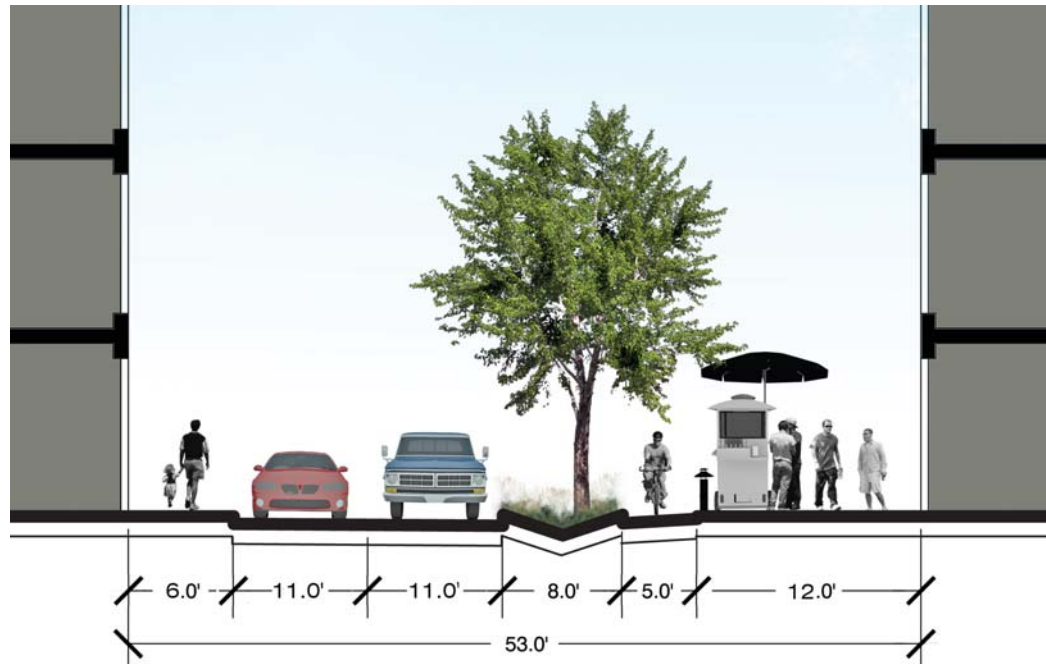
Figure 5.19 12th Street Typical Intersection Detail (figure by author)
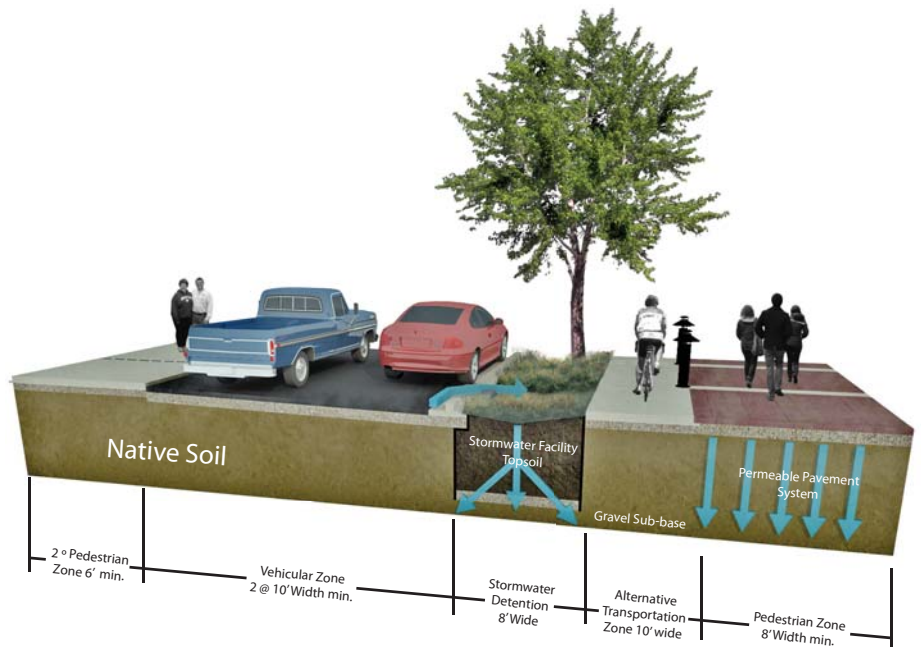
Figure 5.20 12th Street Section Diagram (figure by author)

within the fully developed urban environment. Another example is molding the transportation systems into the green connections. Selecting routes fitting to Kessler's guidelines used the natural topography of the landscape to identify suitable routes. The selected routes are intended to provide safer transportation options but also add to the user's experience.

Contemporary circulation techniques are used to calm traffic and promote the use of multimodal transportation options. Overall, the infrastructural design decisions are formed using opportunities the landscape provides and uses circulation techniques to enhance the user experience.

Urban Metropolis

Thick living mat
Accumulated patches
Layered Systems
Dynamic

Contemporary Principles

Medium for city making
Representation
Understanding
Infrastructural

Landscape

Downtown Austin

Meaning and Significance
-represent history, culture, identity

Flexibility and Adaptability
-respond to daily, weekly, seasonal fluctuations

Connections
-streets and pathways are extensions of the open space

Green Design
-native plants, low impact development, storm water management

Figure 5.21 Contemporary Principles and Downtown Austin Redevelopment (figure by author)

Design and Planning

Provide variety
Embrace Adjacencies
Establish hierarchy
Provide unity

Kessler's Principles

Performance based
Research oriented
Logistics focused
Networked

Ideology

Kansas City System

The Value of Beauty
-People are drawn to beautiful places.

The City's Duty
-to permit and advance the fullest development and enjoyment of life.

Effect of Parkways or Boulevards Upon Real Estate
-They attract development and impact surrounding developments.

Experience of Other Cities
-New York, Brooklyn, Buffalo, and Boston were used as precedent.

Figure 5.22 Kessler's Principles and Kansas City System (figure by author)

Kessler's Principles

Kansas City Downtown Loop

Contemporary Principles

Principles Applied

Unite and Connect Communities

Support Mixed-Use Downtown

Increase Competitiveness of City

Figure 5.23 Historic-Contemporary Principle Hybrid applied (figure by author)

overall conclusions

Using the practices principles and ideas behind George Kessler's parks and boulevard designs in combination with the practices, principles, and ideas in contemporary parks and boulevard design allowed a designer to bring beauty, order, system, and harmony to the Downtown Loop. These studies created the foundation of thought to determine:

- What practices, principles, ideals were responsible for the success of the Kansas City Parks and Boulevard System?

- Which historic practices, prin-ciples, and ideals of successful parks and boulevard systems are applicable in contemporary parks and boulevard design?

- How to apply these practices, principles, and ideals in fully developed urban environments?

I accomplished this in a three part process. First, I looked to George Kessler's influences and works to determine the ideo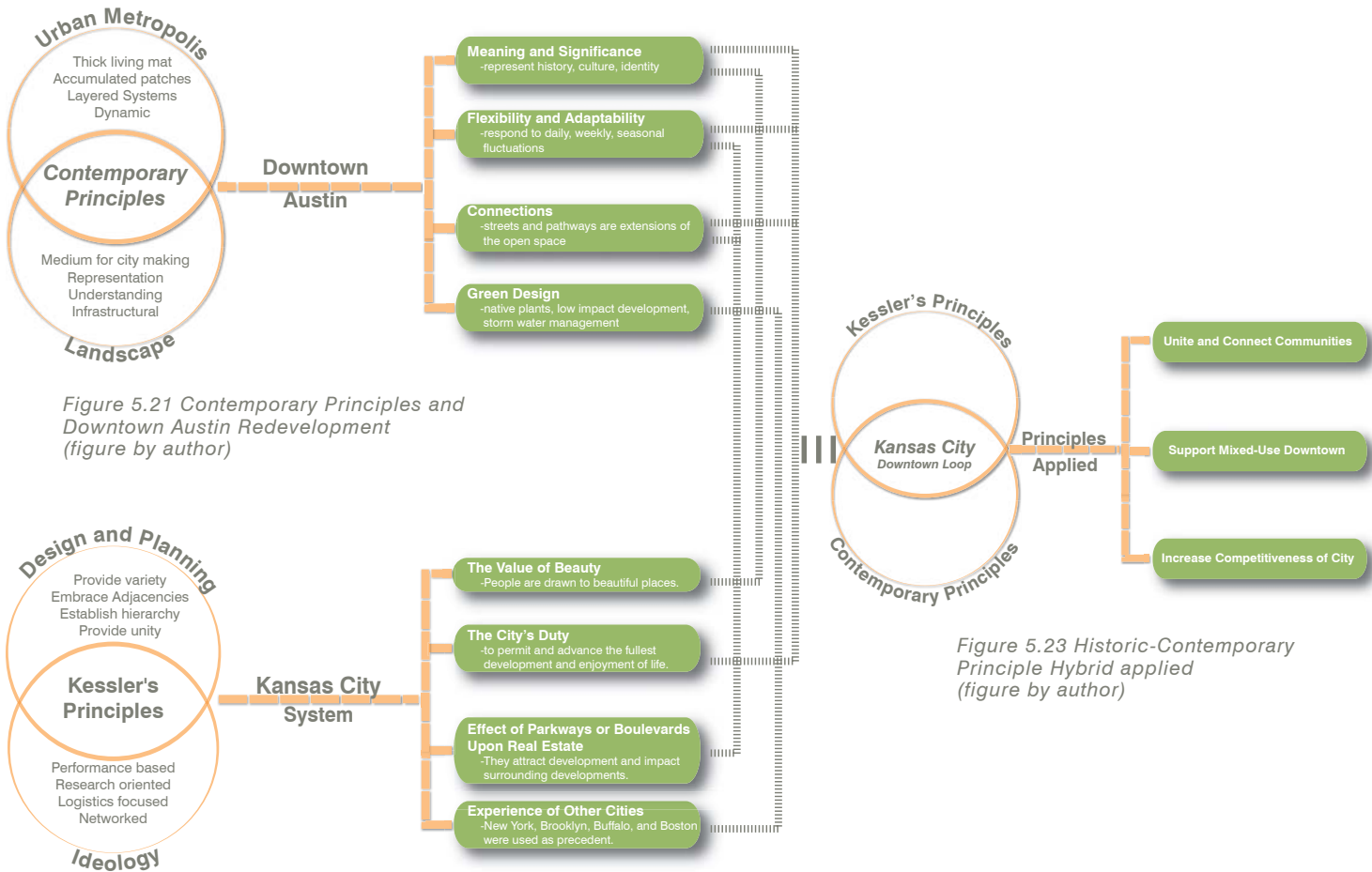logy behind his parks and boulevard designs. Then I looked to contemporary theory and design to determine the similarities and differences in historic and contemporary ideology. Using my findings I developed a master plan for the Kansas City Downtown Loop. By enhancing sites with parks and plazas connected with pedestrian friendly infrastructural landscapes, the Downtown Loop will be a safer, more pleasant place for pedestrians

and motorists alike.

The dilemma faced in this project is: **Can the principles and ideals expressed within historic park master plans be united with contemporary park design in order to bring beauty, order, system, and harmony back to the Downtown Loop?** The short answer is yes. Historic ideas in landscape architecture do share common thoughts with that of contemporary theory. Historically, many of the principles identified in the 'contemporary principles' section were prevalent in projects like Kessler's Kansas City Parks and Boulevard System. The difference lies within how the overall components of the design are expressed.

Figures 5.21-5.22 illustrates how the components of two different projects from two different time periods are related. For example one component of the Kansas City System is the 'Value of Beauty'. The historical rational behind this component is people are drawn to beautiful places and beauty provides identity and sense of place. It can be assumed beauty is highly regarded because of residual values from the City Beautiful movement (Wilson 1989). In contrast, the contemporary precedent in Downtown Austin uses 'Meaning and Significance' as a component to represent history, culture, and identity. The assumption is that meaning and significance is of high importance because contemporary theory speaks to the need for regions to maintain their sense of place (Corner 2006). The similarity comes in that both Austin and Kansas City were using different terms to permit and advance the fullest development potential of the city.

It is my firm belief by adapting George Kessler's practices, principles and ideals behind the Kansas City Parks and Boulevard system to contemporary practices, principles and ideals in land-scape architecture can allow a designer to enhance urban centers figures 5.24-5.25). When compared to Kessler's practices, principles, and beliefs, the difference is the terminology used and not the overarching goals. For the most part those in charge of policy and planning do have the best interests of their city in mind. Providing places for social, physical, and economic systems to interact and flourish has not changed. The only limitations to enhancing urban centers lie in funding and stewardship. Funding is an aspect as important as the design itself because having great ideas and not proceeding with them is, as stated in the BPBC 1893 report, "in the poorest economy." Likewise, having an active group of stewards drives the success of the improvements. First, there has to be users. Those users then have to be proactive and take ownership in 'their' spaces within 'their' urban environment.

Figure 5.24 Admiral Boulevard Before (left) and After (right)
(figure by author)

Figure 5.25 12th Street Night After (left) Before (middle) and Day After (right)
(figure by author)

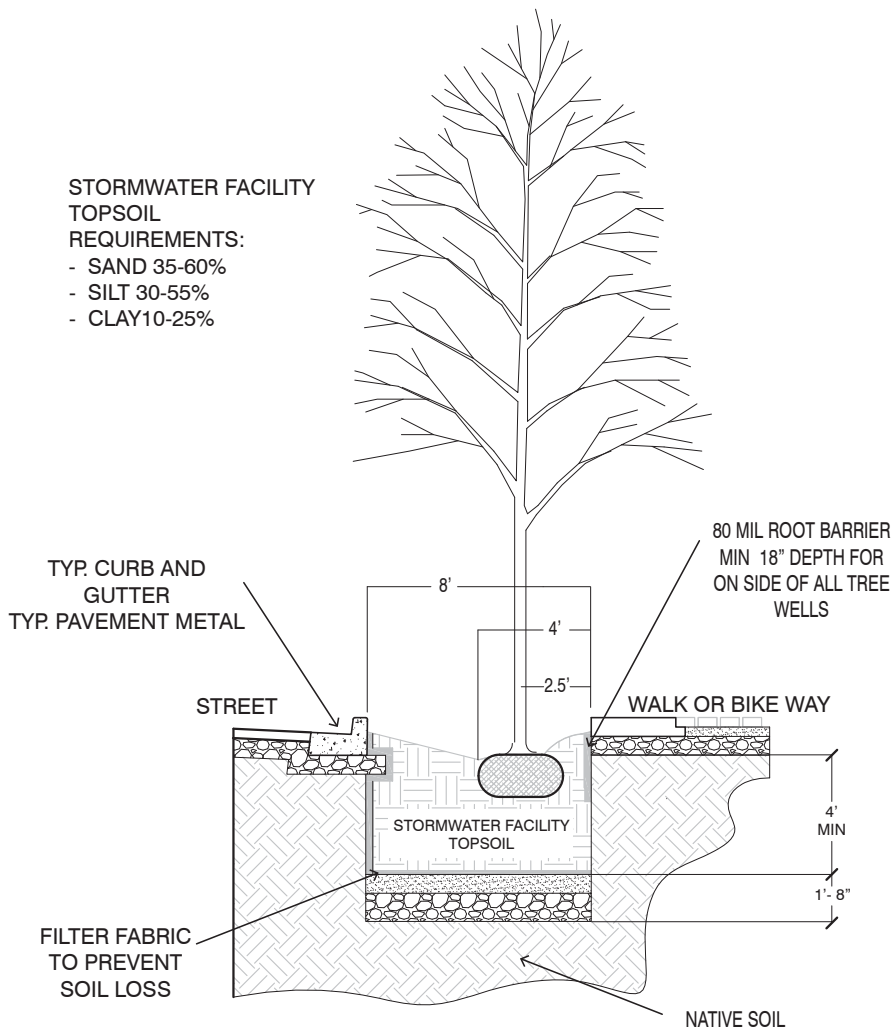*Figure 5.26 7th Street Before (left) and After (right)*
(figure by author)

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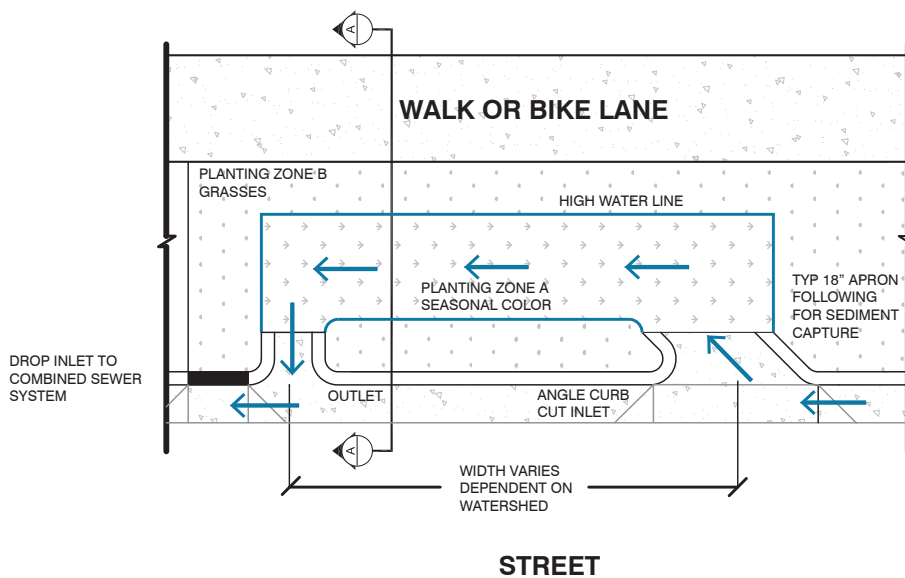
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appendix

STORMWATER FACILITY
TOPSOIL
REQUIREMENTS:
- SAND 35-60%
- SILT 30-55%
- CLAY10-25%

80 MIL ROOT BARRIER
MIN 18" DEPTH FOR
ON SIDE OF ALL TREE
WELLS

TYP. CURB AND
GUTTER
TYP. PAVEMENT METAL

8'

4'

2.5'

STREET

WALK OR BIKE WAY

STORMWATER FACILITY
TOPSOIL

4'
MIN

1'- 8"

FILTER FABRIC
TO PREVENT
SOIL LOSS

NATIVE SOIL

Detention Swale Section (Detail by author adapted from City of Portland Oregon Stormwater Management Manual 2010)

WALK OR BIKE LANE

PLANTING ZONE B
GRASSES

HIGH WATER LINE

PLANTING ZONE A
SEASONAL COLOR

TYP 18" APRON
FOLLOWING
FOR SEDIMENT
CAPTURE

DROP INLET TO
COMBINED SEWER
SYSTEM

OUTLET

ANGLE CURB
CUT INLET

WIDTH VARIES
DEPENDENT ON
WATERSHED

STREET
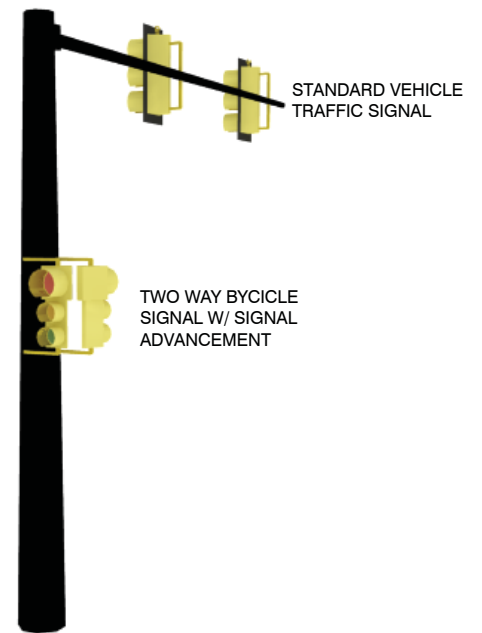
*Detention Swale Plan
(Detail by author adapted from City of
Portland Oregon Stormwater Management
Manual 2010)*

STANDARD VEHICLE
TRAFFIC SIGNAL

TWO WAY BYCICLE
SIGNAL W/ SIGNAL
ADVANCEMENT

*Typical Traffic Signal
(Detail by author)*

Stormwater Calculation-Aprx. Watersheds
Admiral Boulevard Example Section
(Detail by author)

Rational Method	Rainfall Intensity		(10 yr Storm)	Surface Coefficient of friction (C)	
Q=CiA	5.25		in/hr	0.9	asphault\concrete
Contributing Areas					
South Side			Acre	Stormwater Quantity in cfs	
Street Area (sqft)	12947		0.30		1.40
Building to Street Area (sqft)	19914		0.46		2.16
North Side					
Street Area (sqft)	12947		0.30		1.40
Building to Street Area (sqft)	7600		0.17		0.82
Total	**53408**		**1.23**		**5.79**

Detention Areas					
South Side		Sqft (cross section @ 1ft deep)	Length	Holding Capacity (cuft)	
	1	8	70	560	
	2	8	205	1640	
	3	8	100	800	
North Side					
	1	8	84	672	
	2	8	39	312	
	3	8	245	1960	
Total				5944	

Summary

At a rainfall intensity of 2.37 inches per hour the detention areas will come to capacity in :

Accumulated Stormwater

Quantity	Time in Minutes	Time in Hours
5.79	17.10	0.29

If the detention areas reach capacity they will overflow into the combined sewer system.

Stormwater Calculation Table-Admrial
Boulevard Example
(Detail by author)

annotated bibliography

BPBCKCMO. 1893. Embracing Recommendations for the Establishment of a Park and Boulevard System for Kansas City. Kansas City, MO: Hudson-Kimberly Publishing Co., .

The report given by the BPBCKCMO is the results of the investigation, research, and conclusions for providing "pleasure-grounds and boulevards" for Kansas City. This report is based on two guiding facts:

"That we are charged with the duty of developing a plan that shall not only meet present, but future wants.

"That to undertake important work in a half-hearted manner is the poorest economy, and that it is far better to plan comprehensively and broadly and proceed with actual construction leisurely, than to attempt economy in the original plans, expecting on that account more ready assent on the part of the public, and more rapid progress of construction."

Aim and Justification

The purpose of the report is to address the conditions faced by 19th century Kansas City as well as plan for future development in Kansas City. The aim and justification of the improvements is:

Providing parks is an imperative necessity well recognized by all who are familiar with growing urban centers

The population of Kansas City will indefinitely continue to grow and must be admitted.

"Many ills of mind and body that are the direct outcome of life in a crowded city can be avoided, or palliated by access to surrounding completely differing from those found in the city, surroundings that invite to rest and quiet contemplation and the dropping of all business cares."

The reasoning behind the report is based on 4 factors: the value of beauty, the city's duty, the effects of parkways or boulevards on real estate values, and the experience of other cities.

Value of beauty

"We are but just beginning to realize that by beatifying our city, making our city beautiful to the eye, and a delightful place of residence, abounding in provisions that add to the enjoyment of life, we not only will do our duty to our citizens, but we shall create among our people warm attachments to the city, and promote civic pride, thereby supplementing and emphasizing our business advantages and increasing their power to draw business and population."

The City's Duty

"The duty to provide play-grounds for the children, recreation-rounds and parks for the great working body of a large city, cannot fail, and does not fail, of being admitted, and is acted upon, in every wisely governed and civilized community."

"To permit and advance its [life] fullest development and enjoyment is clearly the first and greatest duty of every municipal corporation towards its citizens."

The Effects of Parkways or Boulevards on Real estate Values

4 design criteria of boulevard:

- At three percent grade or less

- Located in naturally beautiful areas appropriate for good residential development.

- Avoid forced routes

- Avoid forced construction

"The best and most expensive residences will go up along boulevards, but these avenues will exercise a decided effect upon the character of residences to a considerable distance on each side. They will, if fact, create compactly and well build-up residence sections."

Experience of Other Cities

The report uses Chicago, New York, Brooklyn, Buffalo, and Boston as precedents showing increased property values resulting from parks and boulevard systems.

Corner, James. 2003. Landscape Urbanism. In Landscape Urbanism: A Manual for the Mechanic Landscape., eds. Mohsen Mostafavi, Ciro Najle. Spain: Architectural Association.

Landscape Urbanism by James Corner describes the movement as an attitude or a way of thinking. He feels it is a response to the failure of traditional urban design and planning. In this paper Corner describes the landscape in the urban metropolis as a thick, living mat of accumulated patches and layered systems." This excerpt from Mostafavi's book describes how landscape urbanism offers opportunities to engage the dynamics of the city, addressing the thick mat mentioned above.

Horizontally (Urban Surface)

The landscape is described as horizontal because of the shift in social structures from vertical during the latter 20th century. Contributing factors to this shift are "global economies, television, communication, mass-mobility and the increased autonomy of the individual." The shift is from hierarchical, centric, and authoritative organizations to polycentric, interconnected, expansive ones.

"In landscape urbanism the emphasis has shifted from individual needs to the needs of many, from objects to fields (like individual parks to the system?), from singularities to open ended networks."

Landscape urbanism "horizontally maximizes opportunities for roaming, connecting, interrelating, assembling, and moving."

Land division, allocation, demarcation and the construction of surfaces act (3 Parts)

- 1st—by staking out the ground

- 2nd—to establish services and pathways to support future programs

- 3rd—is ensuring sufficient permeability to allow for future permutation, affiliation and adaption.

Infrastructures (In Landscape Urbanism)

Perform and produce

Deploys geometry, materials and codes less to control composition or determine social program than to liberate future sets of possibility-cultural as well as logistical.

An art of staging (provides a base for end-less possibility)

Forms and Process

Both modernist formal determinism and new urbanism fail because of their belief that spatial order can somehow control history and process.

Emphasis has switched from what things look like to what things do

Form and physical properties are still important but landscape urbanism puts the form and physical properties to work(what they do)

It's a combination of the two.

Techniques

Operation techniques are important to the success of landscape urbanism in practice. As designers, preparation to engage, converse, share, reflect and revise across disciplinary boundaries is critical.

Techniques of landscape (mapping, cataloging, triangulating, surface modeling, implanting, managing, cultivating, phasing, layering) combined with urbanist techniques (planning, diagramming, organizing, assembling, allotting, zoning, marketing) help create a larger tool bag than the traditional designer or planner had in the past.

The combination of techniques service a new art of instrumentality that will be relevant as cities grow exponentially thus increasing environmental stress, demands on space, and weakening planning authorities.

Landscape urbanism offers direction because of its:

- extensive scope of scale

- inclusive pragmatism and creative techniques

- prioritization of infrastructure and process

- embrace of indeterminacy and open-endedness

- vision of a more wholesome and heterogeneous world

Culbertson, Kurt, "Landscape of the American Renaissance: The Life and Work of George Edward Kessler" (Biography, 2005).

Culbertson's biography of George Kessler provided the foundation to synthesize the ideology behind Kessler's parks and boulevard systems.

Chapter One: Early Years

This chapter provides key dates, influential people, and educational experience in Kessler's childhood through adolescents.

"Though Kessler's later efforts were not as eclectic as von Sckell's the use of exotic plant materials and a variety of architectural delights would at times find their way into his designs."

Goethe lived in the park for six years, living in the Garden House on the right bank of the Ilm and cultivating the small garden of his own design. Here Kessler would experience firsthand the potential of urban waterways to enrich and enliven the public life of a city. Repeatedly in his own career as a park planner, Kessler would call upon cities to preserve and improve their streams

and rivers as essential parts of a city's open space system.

Kessler draws principles from the works of Peter Joseph Lenne:

- Blending formal baroque elements and naturalistic English style

- Incorporating horticultural displays

Kessler draws principles from works of Prince Puckler-Muskau

- Scheme parks using flowing systems of roads, paths, and bridges, providing routes of great variety

- Recognize topographic units

- Include adjacent to the parks… distant views…gives the appearance of measureless extent.

Chapter Two: From Site Specific Work to a City-Wide View (1892-1901)

This chapter describes Kessler's movement through the Kansas City municipal system. It covers the start of his career as the superintendent of parks for a small railroad company in Johnson County to his development of the Kansas City Parks and Boulevard System.

Chapter Three: The Louisiana Purchase Exposition and the Opportunity for Broader Exposure (1900-1904)

This chapter outlines Kessler's work after his successes in Kansas City. It is during this period where Kessler's horizons are spread introducing him to different areas and types of projects. Although these projects were in different areas and incorporated different

programs than the Kansas City Parks and Boulevard System, Kessler's projects continued to follow a common ideology.

Day, Kristen. 2003. New urbanism and the Challenges of Designing for Diversity. Journal of Planning Education and Research(23): 83.

New Urbanism

Initially, New Urbanism was identified most often with suburban, "Greenfield" settings, such as Seaside, Florida; Kentlands, Maryland; and the Disney town of Celebration in Orlando, Florida. Increasingly, however, New Urbanism principles are adopted to revitalize urban, "brownfield" settings.

New Urbanist doctrine emphasizes the importance of diversity in neighborhoods, yet New Urbanist practice offers few strategies that directly support diversity. New Urbanism supports diversity chiefly by encouraging the provision of a range of housing prices and housing types in each community.

Ford, George B. 1916. The Park System of Kansas City, MO. The Architectural Record XL (VI) (December, 1916): 499.

Remarks on Kansas City System

"Everywhere, within a distance that can be easily walked by the children of any neighborhood, are places in which they can play as their fathers and mothers used to play, under the trees, in the fields and among the flowers; where they can draw close to nature, a right which no child should be denied."

"All have an opportunity to get out into the

open"

"Parks have a pronounced effect upon the atmosphere, when in summer is often ten degrees cooler in the parks than it is nearby in the unbaked streets."

Kessler on Success of Boulevards:

"Investigation of the problem (congested slum populated areas) here will unquestionably show that, altogether aside from the development of parks and local playgrounds, the boulevards so-called have made possible residential districts of every character, consistently and properly connected with each other and with business districts."

Kessler on Real Estate Values

"Nowhere in Kansas City is there an indifferent private improvement or maintenance of private home places that does not respond immediately to the well-developed and well cared for public boulevards, parkways, and parks.

Kessler, George E. 1917. The Kansas City Park System and its Effect on the City Plan. Good Roads LI (22): 321.

Park and Boulevard Rationale

"Kansas City, until its park system was recommended, built itself, like practically all other cities of the country, with little reference to the future."

"Kansas City's park system, which of course, includes its parkways and boulevards, is the result of a careful survey made in 1892, of its needs at the time, and in anticipation of a reasonable growth."

"It was expected that through these lines of

communication the widely separated sections, in distance and in rugged topography, would be united in a homogeneous whole, and that the uses of the lands of Kansas City would classify themselves as a result of these lines of communication."

Effects of Park and Boulevard Systems

"The boulevard system has aided in preventing, through the expansion of ample, stable residence areas, the establishment of concentrated dwelling house barracks which usually follow a rapid accretion of population."

"One great purpose in any rational city planning or replanning, namely, the establishing and holding of the character and value of home places."

"Together with its excellent street railway system, the boulevard system has made Kansas City, in effect, a great garden city."

Reflection

Boulevard has added in classifying and facilitating the vehicular traffic on its streets and has aided in holding the commercial area without serious shifting.

The parks and playgrounds, in so far as they have been improved and made use of, are serving the normal recreational needs of the community.

The city has been turned into one great park by the planting of avenue trees.

Langdon, Philip, and Robert Steuteville. 2003. New Urbanism: Comprehensive Report & Best Practices Guide. Ithaca, New York: New Urban Publications Inc.

New urbanism is a positive response to sprawl which uses architecture to organize communities

Focus in new urbanism is on building communities that are both modern and traditional. These communities maximize pedestrian comfort while accommodating for the automobile.

Mossop, Elizabeth. 2003. Landscapes of infrastructure. In The Landscape Urbanism Reader., ed. Charles Waldheim, 163. United States of America: Princeton Architectural Press.

Landscape is used to represent and understand the dynamic systems of the city. It is a significant medium for city making.

Blurring Boundaries and Hybrid Landscapes

One aspect of landscape urbanism is how it crosses disciplinary boundaries.

The difference between natural landscapes and human landscapes is less clearly defined.

Bringing human activity and natural processes requires a synthesis of social, political, and economic factors, as well as, issues related to urban wildlife and water management.

Recovering the Landscape of Infrastructure

Infrastructure is the most important generative public landscape

The relationship between natural systems and the public infrastructure of the city requires developing infrastructure related to ecological systems.

Relating the city to the underlying landscape

(geology, topography, rivers, and climate) recognizes the importance of place and of connection to natural systems.

Landscape urbanism is a synergy between the need to create networks of open space to serve social needs and new approaches to open systems of urban water management.

Landscapes of Movement

Boulevards connect to the surrounding fabric and fulfill a more diverse range of urban functions.

Roads must:

Perform multiple functions:

Those required of a public space

Connect to other functioning urban systems of public transit, pedestrian movement, water management, economic development, public facilities, and ecological systems.

Mostafavi, Mohsen. 2003. Landscapes of Urbanism. In Landscape Urbanism, A Manual for the   Mechanic Landscape., eds. Mohsen Mostafavi, Ciro Najle. Spain: Architectural Associan.

Modernism

Modernism was component based. The master plan was a way to hold these components of the new city: housing, work, and leisure.

Landscape Urbanism

Methods prioritize the way things work and the way they are used.

Is a shift from image based planning

processes to an operative based method.

Similar to the shift from picturesque to productive operations of agriculture.

Urban Networks and Infrastructure

Unify the utilitarian aspects of these projects with their reflexive and pleasurable responsibility.

Imagine, support and construct models that are open to, and encourage, participation by all citizens.

Addresses the larger urban territory

Begins with the given

Rolley, Stephanie. 1993. Boulevards as places, parkways, and highways: Kessler's legacy in Kansas city.

Kessler

"His plans for Kansas City became the foundation of a successful landscape architecture practice, and he later went on to influence the landscapes of other cities such as Dallas, Texas; St. Louis, Missouri; and Denver, Colorado. His relationship with the Kansas City Board of Parks and Recreation Commissioners spanned at least twenty years and greatly influenced the Kansas City we know today. "

Kessler's Vision

"While beautification was a motivation, economic development was the primary rationale presented for implementation of the 1893 plan."

Boulevard Design

"Four design criteria governed Kessler's

plan. Boulevards were to be of three percent grade or less and located in naturally beautiful areas that were appropriate sites for good residential development, without natural or artificial obstacles to remove."

Stephanie A. Rolley, "Green to Gray: George Kessler's Impact on Metropolitan Kansas City" forecast 2010).

Kessler's System

"His deceptively simple criteria for boulevard design resulted in much more than a system of roadways. The parks and stream corridors give Kansas City the appearance of being a city in a park. The design criteria he established for boulevard design resulted in a network of green infrastructure carrying stormwater and creating wildlife habitat"

"The Kansas City parks and boulevard system was designed in response to the unique opportunities and constraints of the place and, in turn, gave the city its own visual character and quality of life."

"Boulevards were the foundation for the city plan designed by George Kessler. While their function as transportation corridors was important, their primary role was as a community organizing element."

Waldheim, Charles. 2006. The landscape urbanism reader. New York, New York: Princeton Architectural Press.

Landscape urbanism practices recommend the use of infrastructural systems and the public landscapes they engender as the very ordering mechanisms of the urban field itself, shaping and shifting the organization of urban settlement and the inevitably

indeterminate economic, political, and social features.

Landscape is a medium through which to order programmatic and social change over time.

Wilson, W. H. 1989. The city beautiful movement. United States of America: The John Hopkins University Press.

The Struggle for an Urban Park and Boulevard System in Kansas City

Kansas City: Organized 1850

1869 1st rail road bridge over Missouri River was constructed

Parks are a refuge for workers, whose contact with nature is imperative to productivity

glossary

Auto-Centric Sprawl:

Sprawl resulting from the dependency on the automobile.

Framework

Theoretical structure of ideology, principles, and methods holding together the ideas comprising a broad concept.

Ideology:

The study of the nature and origin of ideas.

Landscape urbanism

A sub-group of urbanism arguing landscape, rather than architecture is most capable of organizing cities.

Logistics focused

The management of design element flows in social, physical, and economic systems.

Methods:

Rules to be followed/ how to do or make something.

Methodology:

The systematic study of frameworks that are, can be, or have been applied within a discipline.

Networked

The cohesive relationship social, physical and economic systems have with each other to form a homogeneous solution.

New urbanism

A sub-group of urbanism seeking to promote vital, beautiful, just, environmentally benign human settlements.

Performance based:

The social, physical, and economical function of the design through time.

Research oriented:

Using research to better illustrate the relationship of design elements to that of the whole system.

Sprawl

The unplanned, uncontrolled spreading of urban development into areas adjoining the edge of a city.

System

A set of interacting or interdependent entities forming an integrated whole.

Urbanism

the study of the interactions of the physical, economic, and social systems in the urban environment (built environment).