



Thursday, January 22, 2009
Version 1.0

LADYCdesign.com/WRL

White Rock Lake Park Conceptual Lighting Plan



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Summary

- The goal is to keep the park predominately a natural dark area ¹
- The proposed plan fails to propose any methodology on where lighting is warranted
- The proposed plan fails to adhere to the Use-Zone lighting definitions
- The Plan would increase lighting significantly along the shoreline
- All lighting should be justified in the plan

A public hearing should be held – before approval by the Park Board

All Lighting Should Be Justified

- In order to be in the plan, new lighting must be justified or “warranted”
- No methodology was given or suggested for warranting lights
- “Industry standards” do not justify lighting usage
- Lighting should be appropriate to Use-Zones
- “No Lighting”-Zones means *no lighting*
- “Limited Lighting” should be subtle: task lighting and not area lighting
- No unwarranted lighting should be in the plan

¹ Al Borden 10/30/08: “Do not disturb ...the wildlife or anger people who live in the neighborhood. Keep the natural appearance and just use electric light to supplement moonlight.”

An ‘Urban Oasis’, Zone 1 urban environment (an intrinsically dark landscape of outstanding natural beauty) without obtrusive lighting.

White Rock Lake Park has a History of Poor Lighting

Unfortunately White Rock Lake Park is a museum of bad lighting

- Most lighting in the park is unwarranted or inappropriate
- The W Lawther lighting project was not justified based on any evidence
- See “[White Rock Lake Park: Offending Existing Lighting](#)”
- Many areas are grossly over lit²
- A large section of W Lawther remains over-lit in the proposed plan
- Lighting at the Bath House increases 5 times in the proposed plan

First priority: inappropriate lighting should be removed or replaced

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- Winfrey Point: 12 fc max; min. 1.21 fc
- Sunset Bay parking: 1.22 fc max; 0.02 min.
- Boat House: 22.0 fc max; 0.23 min.
- Stone Tables: 0.86 fc

The Proposed Lighting Plan Will Decrease Security

- Crime increases with increased usage
- The proposed lighting most likely will increase usage on the trails

*If the trails are lit – and usage increases - crime will increase.
None of the park trails are patrolled at night by the police bike patrol.*

- Increased usage without increased surveillance is irresponsible
- Lighting facilitates BMV and BMV is difficult to patrol

General illumination of parking lots will increase BMV

- The consultant has presented no information to the contrary
- Increased lighting must be tied to increased surveillance
- Without increased surveillance, more lighting is counterproductive and could cause unintended consequences
- See “[White Rock Lake Park: Master Plan: Guidelines & Crime Statistics](#)”

Lighting is Not a High Priority Need

- Park facilities: piers and buildings are in disrepair
- Roads and trails need resurfacing
- Better security measures are needed, e.g. security cameras
- Parl Lighting Projects should be justified and then prioritized
- The W Lawther lighting project was a waste of money

Hike and Bike Trails

- The proposed plan shows unwarranted trail lighting

Trail lighting is Not Justified as a Public Safety Measure

- Crime stats indicate that crime on the trail occurs rarely. See [“White Rock Lake Park: Master Plan: Guidelines & Crime Statistics”](#)
- Only 27 crimes were reported at night on the trail in a period of 5 years (2003-2008)

*Trails are not patrolled at night by the police on bikes.
If the trails are lit, crime will increase based on usage alone.
There is no deterrent proposed for increased crime on trails.
Absent a deterrent any trail lighting should be dropped.*

Continuous Trail Lighting is Not Justified by Usage

- Trail usage at night is infrequent
- Most trail usage at night is by bikes – with lights
- Bicyclists enjoy “night rides” in the park
- Walkers would prefer moonlight over artificial light

Continuous Trail Lighting Is Incompatible to Park Views

Lighting trails at night would ruin the existing natural and unique lake views

- If needed mark crossings with reflectors and bollards

Continuous Trail Lighting Is Unwarranted In the Plan

- No justification was given for lighting any section of the trail
- Trail lighting is shown in areas designated “No Lighting”
- The consultant cited “industry standards” for pole spacing. Yet “Industry standards” does not warrant the need for lighting

“Industry standard” spacing led to the W Lawther lighting debacle

Recommendations

Trail Lighting

- No poles should be used to light any parts of the trail
- All trail lighting should be justified by its needs
- No un-patrolled trails should be lit to encourage usage
- Bollards and reflectors should be used at trail/road/lot crossings.

Parking Lots

BMV is the most prevalent type of crime in the park

- BMV is the only crime that occurs with statistical frequency

General illumination of parking lots will facilitate BMV

- No incidents of BMV are recorded in unlit lots
- BMV does not lend itself to prevention by patrols
- It occurs opportunistically, quickly and unobserved

General illumination of lots will increase BMV in the park

- General illumination of parking lots is inappropriate in the park
- Parking lot lighting should be compliant with its zone = Limited or No Lights
- Bollards are more appropriate by the lakeshore
- Bollard lighting will not facilitate BMV

Examples

Dreyfus Point Parking Lots

- Dreyfus Point is shown as a “Multiple Use” area
- No evidence presented to conclude this – it is a parking lot
- It is a scenic overlook next to a “No Lights” Environmental Preserve
- At best the use of these lots is intermittent
- There is no evidence of significant usage of the lots, see “Appendix: Dreyfus Point Usage”
- We photographed the lot at hourly intervals from 8 AM to 10:30 PM
 - At no time were there more than two cars in the lot
 - Approximately 90% of the time there were one or no cars at all

No Incident of Crimes at Night

The crime stats show no night time crimes in the Dreyfus Point parking lots

- See “[White Rock Lake Park: Master Plan: Guidelines & Crime Statistics](#)”
- Lighting facilitates BMV, chances of crime increase
- The adjacent trails are not patrolled at night

No Justification to Light the Roadway

- There is no justification to light the trail or roadway.
- The north roadway is closed to traffic and is not patrolled at night
- The area is a cul d’ sac loop with no intersections

Adjacent to an Environmental Preserve

- Dreyfus Point is flanked by Environmental Preserves on both sides
- These areas are shown “No Lighting”

- There is no lighting at Dreyfus Point
- Pole lighting would light-pollute the surrounding area

Recommendation on Dreyfus Point

- Dreyfus Point should be classified as “General Park”
- Parking lot lighting is not warranted by usage or crime stats
- Crossings should be marked with bollards and signage

Bath House Cultural Center

- The Bath House is the worst lit building in the park, see “[White Rock Lake Park: Offending Existing Lighting](#)”
- It is located on the shoreline within full view of the neighborhoods
- Located Next to an Environmental Preserve – “No Lighting”
- Lighting at the Bath House should be unobtrusive

*The plan proposes to increase lighting at the Bath House.
Pole lighting will increase by approximately 5 times.*

- More lighting is not justified by usage
- More lighting is not justified by crime statistics
- Peninsula Neighborhood representatives objected to this

West Lawther between Fisher Rd and TP Hill

- The W Lawther lighting project drew major opposition
- It was covered by 4 television stations and three newspapers
- This inspired Councilman Kadane to form the Lighting Committee
- Road, trail and parking lot lighting is still shown in the plan
- The W R Neighborhood Association representative opposed it.

- **No justification was given for lighting any section of West Lawther**
- **The T&P Hill lower lot is grossly over-lit.**
- **The non-compliant lights should be removed**

Recommendations on West Lawther

- **No road lighting should be added to West Lawther**
- **General illumination of lakeside parking lot is not justified**
- **Parking lot entrances should be marked by bollards**
- **Non-compliant lights should be removed immediately**

Remediate Existing Lighting

Focus should be to REMOVE BAD LIGHTING!

- See “[White Rock Lake Park: Offending Existing Lighting](#)”
- Parks should remediate non-conforming lights
- Remediation should be the top budgetary and scheduling priority
- No new lights should be installed prior to remediation

The Proposed Plan Should Be Made Public

- Copies of the plan should be made available
- The Plan should be reviewed in public meetings
- All aspects of the plan should be justified in writing

No plan should be adopted without a public hearing

Overall Conclusions

- Light levels no higher than 0.2 fc maximum
- Fully-shielded pendant-style luminaries, bollard or side mounted
- Each light should be needs-justified based on Use-Zone
- The plan should be made public before it is adopted

Appendix: Dreyfus Point Usage

Friday January 16, 2009

Dreyfus Point Upper Lot 8:15 AM 1
vehicle



Dreyfus Point Lower Parking Lot 8:15
AM January 16th No Vehicles



9:15 AM Upper Parking Lot - No Vehicles



9:15 AM Lower Lot - No Vehicles



10:00 AM Upper Lot - No Vehicles



10:00 AM Lower Lot No Vehicles



11:15 AM Upper Lot One Car



11:15 AM Lower Lot - No Cars



12:20 PM Upper Lot - No Cars



12:20 PM Lower Lot - One Car



12:20 PM Lower Lot - One Car



1:20 PM Upper Lot - Nothing



1:20 Lower Lot - No Vehicles



2:30 PM Upper Lot - Two Cars



2:30 PM Lower Lot - No Vehicles



3:30 PM Upper Lot - One Car (Same one as at 2:30)



3:30 PM Lower Lot - No Cars



4:30 PM Lower Lot - One Van



4:30 PM Lower Lot - One Van



5:30 PM Upper Lot - Two SUVs (Same SUV moved)



5:30 PM Lower Lot - Same Van as at 4:30



6:30 Upper Lot - No Vehicles



6:30 Upper Lot - No Vehicles



6:30 Lower Lot - No Vehicles



7:40 PM Upper Lot - No Vehicles



8:30 Upper Lot No Vehicles - Car Driving Through



8:30 PM Lower Lot - One Vehicle



9:30 PM Upper Lot - One Vehicle



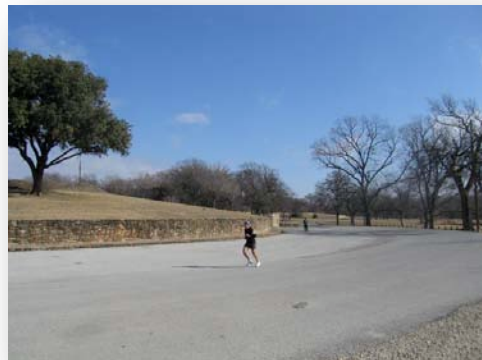
- **9:30 PM Lower Lot - one vehicle**
- **10:30 PM - Upper Lot and Lower Lot - one vehicle each**
- **Surveillance stopped at 10:49 PM**

Saturday January 17, 2009

Dreyfus Point Upper Lot - 9:30 AM - 2 cars



9:30 AM - Lower Lot - No Vehicles



4:30 PM Upper Lot - 3 Vehicles



4:30 PM Lower Lot - 3 Vehicles



7:15 PM - Upper Lot - 2 Vehicles



7:15 PM - Lower Lot - 3 Vehicles

