

**Our Project: *Bow to Bluff - Hillhurst-Sunnyside LRT Corridor Revitalization Initiative***

**We Are Seeking: *Professional Design-Planning Consultant Team***

**Our Process: *Innovative Citizen-Centered Placemaking Engagement***

**Our Deliverable: *Urban Design Guide for Revitalization of the Bow to Bluff Corridor***

## 1.0 What is the Bow to Bluff Initiative?

*Bow to Bluff* is a citizen-based initiative to collaboratively create great public spaces by inviting all stakeholders to participate in an innovative engagement process and placemaking activities. Bow to Bluff is focused on revitalizing the entire public corridor that runs along the Sunnyside LRT line from Memorial Drive to McHugh Bluff in the Hillhurst-Sunnyside neighbourhood of Calgary, Alberta.

Our vision is to establish great public spaces within an integrated, high-quality transportation corridor that serves pedestrians, cyclists and transit riders, both locally and City-wide. This project is a partnership of volunteer citizens from the Great Public Spaces (GPS) group of Civic Camp and the Hillhurst-Sunnyside Community Association (HSCA).

Bow to Bluff was recently awarded a grant from The City of Calgary's Council Innovation Fund for its proposal to develop an inclusive and creative citizen-centered engagement process that will serve as a blueprint for other placemaking projects in Calgary. The funding will be used to achieve two deliverables:

1. An *urban design guide* for revitalizing the Bow to Bluff public corridor based on extensive citizen input.
2. A *'best practices' process guide* explaining how we developed and implemented our innovative citizen-centered engagement process and storefront model. The process guide will be useful to volunteers involved in similar community engagement efforts; it may also improve The City-citizen consultation process.

The Bow to Bluff Resources and Planning Committee (RPC) will manage and support the professional design team in achieving a successful engagement process and develop the promised deliverables. The RPC is a dedicated volunteer group of diverse professionals with project management, community, and consulting experience. We have hired a certified facilitator / project manager to lead the design team, and will hire an adjutant to manage communications and logistics. Further, we have engaged HSCA to act as our financial agent. We have active support from the Ward 7 Aldermanic Office and City Business Units, including: Established Community Planning, Transit, and Parks.

## 2.0 What is the short history of Bow to Bluff?

The pocket parks and tenuous pathway comprising the Bow to Bluff corridor are isolated, shabby, neglected and unloved. As a result, they are havens for illicit activities such as drug trafficking, theft and antisocial behaviour, rather than safe, usable places for legitimate community activities. In the next few years, this public corridor will undergo major changes: City Transit will extend the LRT platform to accommodate four-car C-trains and install a power substation; Battistella Developments is developing a mid-rise medium-density (101 unit) condominium building on 2nd Avenue and 9A Street; the old City-owned warehouse site on 2nd Avenue and 9th Street may be redeveloped, and; The City will implement public realm improvements, such as road narrowing and sidewalk widening, along 2nd Avenue between 9A and 10th Streets.

Because of its location and connectivity, this public corridor has enormous potential to transform into a major pedestrian and cycling connector interspersed with attractive and active public spaces. Because plans for significant redevelopment in this area are already underway, we believe that it is critical that there be a corresponding reinvestment in the public realm. Working within the framework of the local Area Redevelopment Plan and The City’s Transit-Oriented Development policies, we are launching a collaborative effort between citizens and The City to improve the Bow to Bluff public corridor.

The Bow to Bluff initiative has a unique and timely opportunity to engage all stakeholders—pedestrians, cyclists, commuters, shoppers, students, transit riders, youth, seniors, visitors, artists and The City, as well as local residents, developers, businesses and organizations. Centered around Sunnyside LRT Station improvements, we have already run a successful mini-engagement process with City Transit and Parks as a prototype for the longer term engagement project set to launch this fall.

For additional information, please refer to attached figures – *Bow to Bluff Supplemental Information*.

### **3.0 What is the Bow to Bluff study area?**

A visual description of the Bow to Bluff Study area is provided with the attached figure - *Bow to Bluff Conceptual Study Area & Urban Design Layers*.

### **4.0 What is an ‘engagement storefront’?**

Bow to Bluff will run a month-long, citizen-centered engagement process from a dedicated storefront space in the high-traffic heart of the community. The process will include workshops, placemaking activities, tours and outreach efforts in a welcoming, attractive environment, to actively encourage all stakeholders to participate - engaging local and City-wide citizen-stakeholders and relevant City departments.

A dedicated physical space gives the citizen-generated content a ‘home’: people can come in and engage with their information, encouraging pride and ownership in the initiative and a stake in improving the public corridor. This idea—a longer-term storefront engagement rather than the typical short-term charrette—is considered an innovative ‘best practice’ in the field of community engagement. Running the engagement in a convenient location close to the study area and over a period of time enables a greater number and variety of interested stakeholders to participate at different levels, and allows the vision for the public corridor to evolve with greater citizen understanding. The storefront space gives key members of relevant City departments the opportunity to engage citizen-stakeholders outside of City Hall and standard practices. City staff can experiment as collaborators within a consensus decision-making framework.

The design team is expected to dedicate extended work time in the storefront space throughout the engagement. Designers will participate directly in the planning and execution of the engagement process to inform their design work and integrate the process into their methodology. The engagement process will follow five general principles:

- **Co-design:** Project workshops will allow both designers and participants to explore ideas visually, fostering a strong sense of collaboration and promoting ideation.
- **Time-boxing:** The project plan will set fixed time periods for the completion of key activities, to make the most effective use of limited funding and personnel.
- **Responsiveness:** The project will follow a flexible schedule and work plan to maximize participation and input from citizens. The design team will regularly evaluate progress; if the level or quality of public participation is insufficient, the team can adjust the process to generate better results.

- Iteration: The design team will use an iterative approach to engaging citizens, to refine their rationale for recommending certain design solutions. Participants will be able to observe the work in progress, providing feedback as the design takes form, as opposed to waiting for ‘the big reveal’.
- Transparency: The project will utilize the storefront as public display space, to effectively share the results of workshops and design iterations. The storefront will maintain public access hours so that citizens can ask questions or provide feedback at their convenience. Online tools (web site, email, social media) will further publicize the design work and the engagement process as it evolves.

## 5.0 What is our timeline?

We have tentatively scheduled the engagement storefront process from Sunday, September 25, 2011 to Sunday, October 23, 2011. The design team should be available for preliminary planning meetings in late August and early September, and for the week preceding the launch date for detailed planning and setup. Following the month-long engagement process, the design team will synthesize and produce all final content for the urban design guide deliverable - estimated at an additional two weeks.

## 6.0 What are we looking for in a design team?

The design team will work under the direction of the certified facilitator / project manager and the guidance of the Bow to Bluff RPC to successfully synthesize a collective citizen-based vision for the public corridor. Note: the certified facilitator / project manager will be primarily responsible for the ‘best practices’ process guide; the design team will be primarily responsible for the urban design guide.

The design team is responsible for the development and production of the final urban design guide content, including all text, illustrations, figures, and other design-related media or content. The design team will work collaboratively with the RPC and other RPC-identified project members to finalize content. All content shall be organized and provided to the RPC according to an agreed-upon outline. The design team will not be responsible for final graphic layout, final editing, or physical production of the urban design guide deliverable.

Successful proponents for the design team should have the following key qualifications:

### Experience

- Processes involving citizen-centered design visioning and decision-making (versus authority-, client-based-, or expert driven design processes).
- ‘City-repair’ and urban placemaking projects, specifically the design of multi-use public spaces.
- Understanding and experience navigating municipal government and private landowner interests.
- Working with non-profit and volunteer organizations.

### Knowledge

- Familiarity with City of Calgary local and city-wide policies and bylaws, specifically those policies related to transit-oriented development (TOD) and public spaces.
- Familiarity with the complexities and issues of inner-city community planning and (re) development, similar to that of Hillhurst-Sunnyside.

- The type and number of personnel assigned to the project for the fees charged;
- The amount of time that personnel will dedicate to the project; and,
- Any additional professional fees that you expect to charge.

## 8.0 How will we evaluate you?

Evaluation Category	Description	Maximum Score
Methodology and Innovation	<ul style="list-style-type: none"> <li>• Proposed work program and innovative approach to achieving project goals and deliverable through citizen-centered and design-driven 'engagement storefront' model.</li> <li>• Strategy for including and effectively engaging key City Staff in non-standard citizen-centered consultation practices based on 'engagement storefront' model.</li> <li>• Strategy for efficient and effective collaboration with RPC, Project Facilitator-Manager, and Logistics-Communications Lead.</li> <li>• Strategy for augmenting project professional design support resources to meet and exceed project goals through capitalizing on volunteer design professional resources.</li> </ul>	55
Team Composition and Experience	<ul style="list-style-type: none"> <li>• Team composition, qualifications, skill-sets, and project management abilities.</li> <li>• Relevant experience working with citizen-centered placemaking engagement projects (<i>share project examples, if applicable</i>).</li> <li>• Relevant experience completing project work of similar scope and complexity (<i>share project examples, if applicable</i>).</li> </ul>	30
Fees and Terms & Conditions	<ul style="list-style-type: none"> <li>• Total budget proposed, and prioritization and allocation within proposed work program.</li> <li>• Understanding of fixed grant-based project, innovative project goals, and RPC as volunteer-citizen clients.</li> </ul>	15
		100

Note:

- Proposal submissions should not exceed six (6) pages in length, exclusive of curriculum vitae or similar, project examples, references, and/or terms and conditions.
- Short-listed proponents may be requested to make a presentation and to be interviewed by the RPC. Proponents shall have their key team members present for the interview(s).
- Unsuccessful proponents will be notified upon completion of the evaluation.

- Case-examples of existing or planned great public spaces and the urban design layers that make them successful.

#### Passion

- Willingness to genuinely listen to citizen-stakeholder input and local knowledge and to design based on that input.
- Understanding of the greater benefits of the Bow to Bluff initiative to The City Council and Administration in terms of placemaking and experiential, collaborative learning between City staff and citizens.
- Sharing expert design knowledge with citizen-stakeholders to enhance, not control, design outcomes.
- Willingness to trust and be part of a team that makes decisions primarily by consensus.

#### Skills and Abilities

- Urban Planning, Urban Design, Architecture, Landscape Architecture and/or related fields.
- Strong engagement, facilitation and communication skills.
- An ability to communicate at a layman's, not just a technical, level.
- An ability to listen, engage, translate, illustrate and communicate ordinary people's ideas with a genuine desire to produce citizen-generated design.

## 7.0 What is our budget?

A maximum lump sum of \$45,000 has been budgeted for the provision of professional design services described herein. Given the nature of the grant-based funding, there is no provision or opportunity for additional funds, and proposals will be evaluated, in part, on total budget proposed. If the design team proponent proposes to use the maximum lump sum, it must include all disbursements, expenses, and GST. As such, proponents must be fully committed to the final agreed-upon scope of work, and disciplined in implementing this work for the agreed-upon funds.

Given the budget limitations, proponents should define an achievable scope of work that reflects:

- A proposed refinement and delineation of the conceptual study area and potential urban design layers for exploration (refer to the attached figure – *Bow to Bluff Conceptual Study Area and Urban Design Layers*);
- An opportunity for the RPC and other stakeholders (including design team) to augment resources by recruiting additional professional design services through in-kind donations of time, where, for example, volunteer design professionals host topical workshops and/or make short-term offers of a particular design skill to produce content for the urban design guide deliverable. Note: RPC will be seeking such opportunities and, therefore, a portion of a proposed design team work program budget should be allocated to orientation and co-facilitation where required; and,
- An opportunity to be an integral part of an innovative citizen-centered approach to placemaking in Calgary, and to acquire unique professional skills and experiences.

The project has a master budget to cover disbursements for facility and equipment rentals, communications, advertising and office materials. Proponents should identify any special disbursement requirements, and proposals should, at a minimum, include description of:

- How you intend to charge Bow to Bluff for your services;

- This RFP is not an agreement to purchase goods or services. Bow to Bluff is not bound to enter into a contract with any qualified proponent. Bow to Bluff reserves the right to modify the terms of this RFP at any time in its sole discretion. This includes the right to add and delete the scope of work associated with this project or cancel this RFP at any time. Further, Bow to Bluff reserves the right to waive any nonconformity in submissions received, to accept or reject any or all of the items in the submission, and award any ultimate contract in whole or in part as it is deemed in Bow to Bluff's best interest.

## **9.0 How do you contact us and by when?**

**Proposals will not be accepted after 5:00pm on Tuesday, 9 August 2011.**

**Concise questions of clarification can be submitted to [info@bowtobluff.org](mailto:info@bowtobluff.org) by no later than 5:00pm on Thursday, 4 August 2011.**

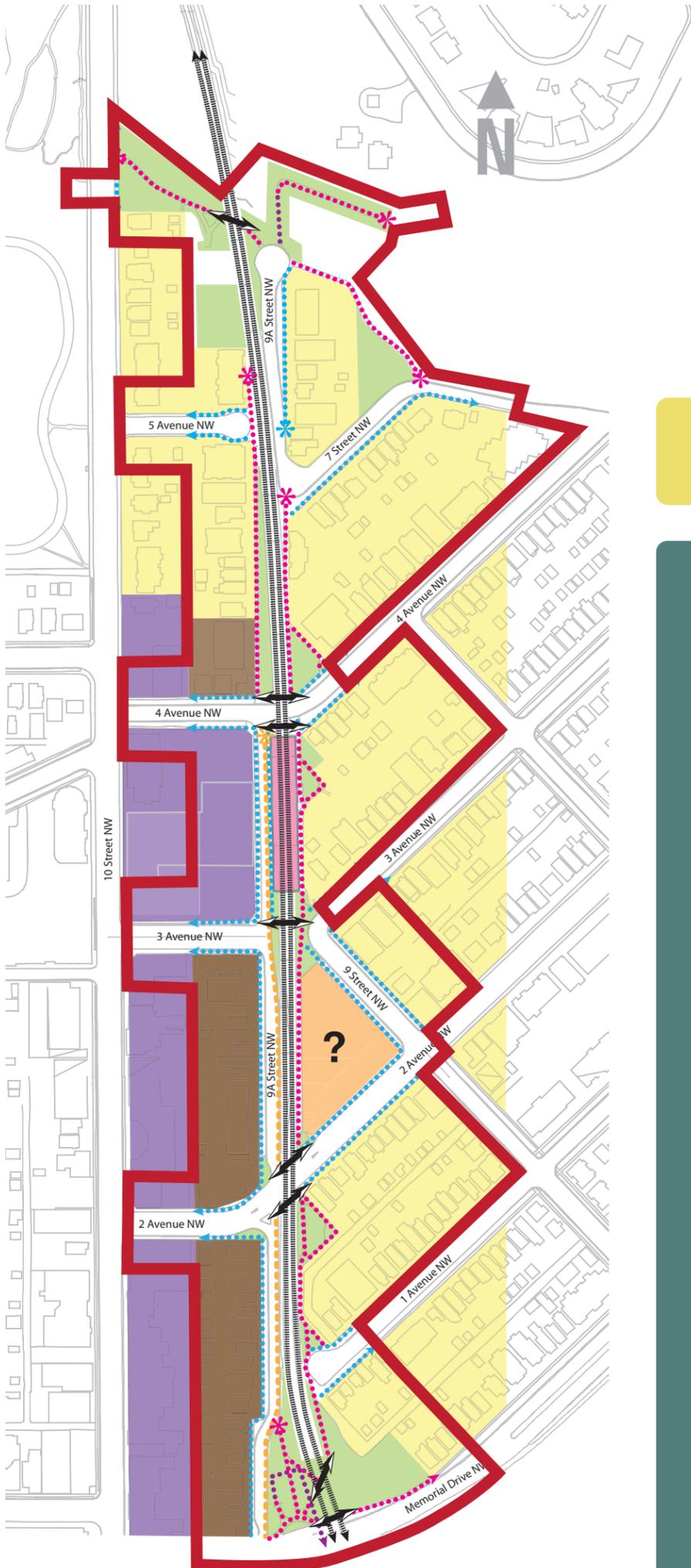
Please submit your proposal packages to (email delivery preferred):

Resources and Planning Committee  
Bow to Bluff: Hillhurst-Sunnyside LRT Corridor Revitalization Initiative  
c/o Hillhurst-Sunnyside Community Association  
1320-5th Ave NW, Calgary, AB T2N 0S2  
Email: [info@bowtobluff.org](mailto:info@bowtobluff.org)  
Website: [bowtobluff.org](http://bowtobluff.org)  
Telephone: 403.852.8921

# Bow to Bluff

26 July 2011

## Conceptual Study Area & Urban Design Layers



 - Conceptual Study Area Boundary

### What urban design layers will be explored?

- green pockets and linear strips
- area street modification and programming
- street furniture-lighting, treatment, landscaping
- pedestrian sidewalks, walkways, and crossings
- bikeways & infrastructure
- regional pedestrian-bike trail connections
- stair and slope to McHugh Bluff
- connection to 10th Street (north) and Riley Park
- connection to Memorial Drive and Downtown
- public art strategy
- heritage elements, celebration-preservation
- signage, sense of district, wayfinding, gateway
- LRT Station
- LRT pedestrian and vehicle crossings
- LRT right-of-way
- City-owned future redevelopment site
- interface with existing-future abutting land uses
- intersecting laneways
- urban agriculture
- permaculture
- stormwater management



**RFP - Bow to Bluff**  
Supplemental Figure

# Bow to Bluff

## Hillhurst-Sunnyside LRT Corridor Revitalization Project

There is a little-known public corridor in Sunnyside comprising a series of small “triangle parks” that run the length of the Hillhurst-Sunnyside LRT line, from Memorial Drive to McHugh Bluff. These pocket parks and the tenuous pathway threading through them are isolated, shabby, neglected and unloved. As a result, they are havens for illicit activities such as drug trafficking, theft and antisocial behaviour, rather than safe, usable places for legitimate community activities.

In the next few years, this public corridor will undergo several significant changes:

The Hillhurst-Sunnyside LRT platform will be extended to accommodate four-car C-trains and the station will be upgraded.

Battistella Developments is proposing to build a mid-rise 94-unit condominium building on 2nd Avenue and 9A Street.

The old City-owned warehouse on 2nd Avenue and 9th Street is up for potential redevelopment.

Public realm improvements, such as road narrowing and sidewalk widening, have been proposed for the Kensington section of 2nd Avenue.

Because of its location and connectivity, this public corridor has enormous potential to transform into a major pedestrian and cycling connector interspersed with attractive and active public spaces.

Because plans for significant redevelopment along the corridor are already underway, there is a tremendous and timely opportunity for us to reclaim its lost urban spaces and create great public places

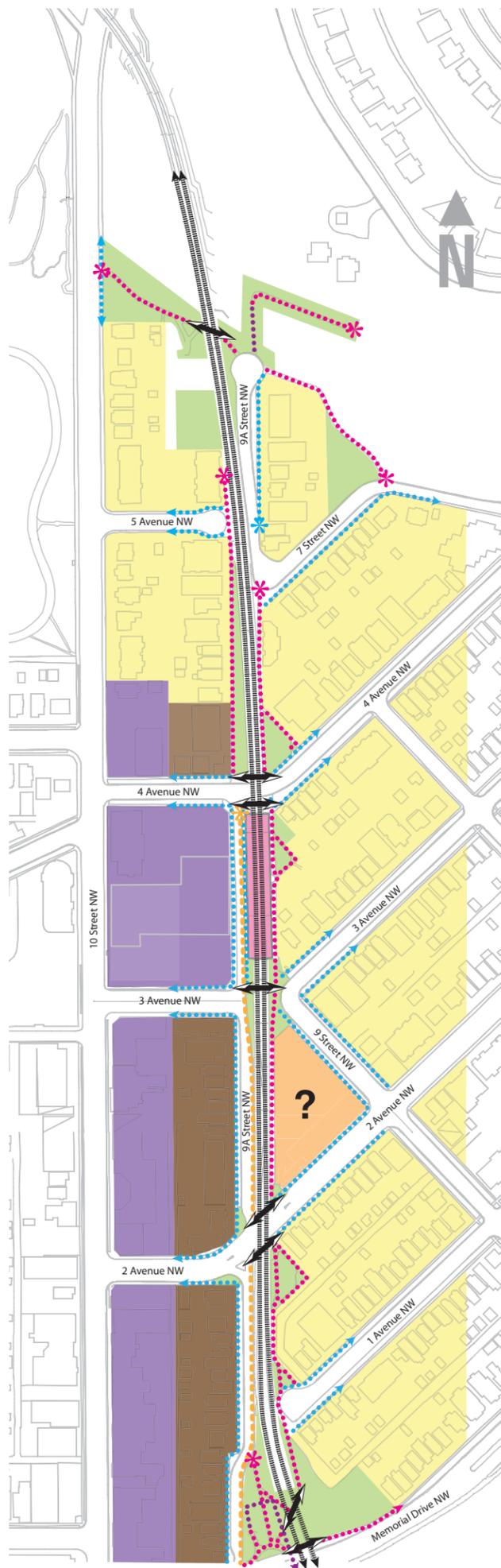
To have a voice in the redevelopment of this public corridor, it is essential that everyone who is interested joins the citizen-based effort to work with the City and developers.

If you are interested in placemaking, “city repair”, and creating great public spaces, if you are an avid cyclist or walker, if you are a resident of Hillhurst-Sunnyside, or if you own a business in Kensington, please contact us to get involved!

### Contact Information

[info@bowtobluff.org](mailto:info@bowtobluff.org)

[www.bowtobluff.org](http://www.bowtobluff.org)



- LRT Rail Right-of-Way
- Pedestrian Sidewalk
- Pedestrian Pathway
- Pedestrian Link Above-Grade (Stairs and Walkways)
- Bicycle Right-of-Way (On-Street Markings)
- Pedestrian LRT Crossing (At-Grade and Underpass)
- Dead-End/Broken Connectivity
- Sunnyside LRT Station
- Public Green Space and Hardscape
- Future Redevelopment Site (City-Owned Land)
- Medium-Density Mid-Rise ARP Policy Area  
Residential Development  
Maximum Height 26 m / Maximum FAR 5.0
- Medium-Density ARP Policy Area  
Residential Development  
Maximum Height 16 m / Maximum FAR 2.5
- Urban Mixed-Use ARP Policy Area  
Residential and Commercial Development  
Maximum Height 26 m / Maximum FAR 5.0

### ‘tear down this wall’



### ‘pedestrians and bicycles first’



### ‘put roadway for cars on a diet’



### ‘reactivate and revitalize green spaces’



### mixed use redevelopment opportunity



### new attainable-affordable housing ?



### a new urban plaza ?



### new community and cultural space ?



support and encouragement from



# HILLHURST-SUNNYSIDE TRANSIT-ORIENTED DEVELOPMENT AREA

## DEVELOPMENT-PROPOSAL ACTIVITY SNAP-SHOT

An emerging redevelopment TOD growth node in Calgary.

Hillhurst-Sunnyside Area Redevelopment Plan  
Part II - Transit-Oriented Development  
Bylaw 19P87 (Updated February 2009)

Map 3.1 Land Use Policy Areas



Development-Proposal Activity Summary Table

Project/Proposal Description	Residential Area (sq.ft. +/-)	Commercial Area (sq.ft. +/-)	Dwelling Units	Development Status
A 1222-5 Ave NW (Ramage Group)	107,928	11,992	42	Land Use Redesignation
B 409 -10 St NW (Streetside)	106,907	10,925	95	Development Permit
C 908-3 Ave NW (Chelsea/Stonebriar)	11,797	-	8	Construction
D 806-808 Memorial Dr NW (Souza)*	23,984	-	20	Proposed
E 828 Memorial Dr NW (Kim/Skinner)*	11,992	-	8	Proposed
F 834-840 Memorial Dr NW (Stephens)*	23,984	-	20	Proposed
G 1037-2 Avenue NW (Battistella)	104,930	-	101	Development Permit
H 140-148 10 St NW (CPA/Dobbin Group)	95,936	23,984	90	Proposed
I 1221 Kensington Rd NW (Truman)	-	72,516	-	Proposed
J 460 14 St NW (Brenda Strafford)	91,549	10,172	83	Construction
<b>Sub-Total</b>	<b>579,007</b>	<b>129,589</b>	<b>467</b>	
<b>TOTAL</b>	<b>708,596</b>		<b>467</b>	

Note: Calculations based on approved development permit information. Where no development permit has been approved, estimates are based on preliminary design concept proposals and/or allowable floor area ratio maximums, as per the Hillhurst Sunnyside Area Redevelopment Plan.

\*Sites D-F may jointly propose amendment to the Hillhurst-Sunnyside ARP TOD boundary and land use sub-policy areas to facilitate application for TOD-type development, and have therefore have been included in this assessment.

How will re-investment in the public realm keep pace with new growth?

**Bow to Bluff**  
Supplemental Information Sheet A

**INTERESTING FACTS**

According to the 2006 Census, Hillhurst-Sunnyside is made up of 4,630 households. The approximately 467 potential new dwellings planned or proposed within the TOD area represents an 8% increase in total number of households in the community. As the average number of persons per household in Hillhurst-Sunnyside is 1.8, this new TOD growth could represent 841 new community residents. This assessment would not include intensification outside of the ARP TOD policy area.

# HILLHURST-SUNNYSIDE AREA REDEVELOPMENT PLAN

## POLICY & VISION

**Bow to Bluff is the next step in advancing the ARP's successful implementation.**

Hillhurst-Sunnyside Area Redevelopment Plan  
 Part II - Transit-Oriented Development  
 Bylaw 19P87 (Updated February 2009)

### 3.3.4 Parks & Open Space

Public open space is essential for a vital and active community life. In an established neighbourhood such as Hillhurst/Sunnyside, a variety of methods to enhance the supply and design of existing park areas need to be considered. One of the best ways to improve the parks and open space in the TOD Area is to enhance existing spaces through a comprehensively planned and designed park network.

The series of existing triangular open spaces located east of the LRT is envisioned as an urban greenway, a “green necklace” that facilitates north and south pedestrian and cycling movements through the community, and to and from the transit station. Each of these parks can have a unique place and function within the greenway, from encouraging locally grown food to transforming the areas adjacent to the station into vibrant, active urban places. The potential for these park spaces is illustrated in the conceptual renderings; however, the final design will be based on a detailed Design Development Study.

The Plan recognizes that Hillhurst/Sunnyside is an urban neighbourhood where a system of private and public spaces, defined by buildings and activated by well-designed amenities, will create tremendous value for local residents. Accessibility and connectivity to the larger regional open space areas, such as the Bow River Parkway system, the escarpment to the north, and Riley Park, provide further recreational opportunities for local residents.

#### Policies

**1.** The open spaces located along the east side of the LRT corridor and illustrated in the “Urban Greenway” (Figure N) should be redesigned with the intent to create a coordinated network of park sites connected by the existing pedestrian/bicycle pathway. Detailed design should be the subject of further study, however, the overall concept of the individual sites should be consistent with the following, as conceptually illustrated in Figure O:

#### Site 1 - Sunnyside Gateway:

The design of this park should reflect its “gateway” location, both to the Sunnyside neighbourhood and as the anchor node to the urban greenway adjacent to the Sunnyside section of the LRT line. Possible design elements include new orchard trees, public art and a floral planting area/water feature.

#### Site 2:

Due to the small size of this area, it is recommended that the LRT electrical panels and storage currently located in Site 5 be relocated to Site 2. If the electrical panels cannot be relocated, this Site should be disposed of, with proceeds used to enlarge Site 6. If these options are not feasible, the site should be reviewed in terms of compliance with recommended CPTED design principles and remain as a primarily linear element of the enhanced pedestrian system.

#### Site 3 - Sunnyside Gardens:

This site should be disposed of in order to enlarge Park 6. If disposal is not possible, the site should be made available for use as a community garden to encourage locally grown food.

#### Site 4 - Warehouse Site:

This existing City warehouse is intended to accommodate new residential development. The west side of the development should be setback to allow a wide enhanced pedestrian pathway connection past the site and incorporate seating and enhanced landscaping that form a well conceived and integrated transition between the public and the private realm. It is further recommended in Section 3.2.3 that a road diet for 2nd Avenue NW and 9 Street NW around this site be explored to improve and expand the pedestrian environment around this entire site to create an attractive ‘block walk’ that extends a park-like atmosphere around the site.

**Figure N - Urban Greenway**



**Figure O - Conceptual Illustrations of Urban Greenway**



**Site 5 - Station Plaza:**

The re-design of this site should be done in concert with an enhanced and enlarged Site 6. The integrated site should incorporate plaza spaces connected to the Sunnyside LRT station, with formal design elements that activate the space, such as a water feature, seating, bicycleracks, and a community information board. In the spirit of community involvement and cooperation, residents should be encouraged to participate in the Adopt-a-Park program to provide flower plantings or other special natural design elements. As part of this effort, the relocation of the Sunnyside LRT Station electrical panels to a less prominent and obtrusive location, such as Site 2, should be explored. If this is not feasible, the existing wooden structure should be removed from the site and the remaining concrete platform be creatively integrated into the overall design of the site.

**Site 6 - Sunnyside Station Park:**

It is recommended that Sites 2 and 3 be disposed of to enlarge Site 6. Through lane closures and acquisition of adjacent residential properties, Site 6 should be joined to Site 5 to create a large multi-use park area with the possibility of features as noted above and including urban orchard plantings. As a part of its design, this park should have a plaza component to ensure safe and convenient access to and from the Sunnyside Station.

**Site 7 - Community Garden:**

This site should remain as a node along the urban greenway and could be made available for use as a community garden. If Site 7 is required for changes in the future LRT configuration, the area lost should be replaced by acquisition elsewhere in the Plan area.

**Policies**

**2.** All park spaces should be designed to incorporate Crime Prevention through Environmental Design (CPTED) principles to ensure adequate surveillance (plantings should not hinder visibility) and encourage appropriate activity. Similarly, all existing sites should be reviewed in terms of compliance with recommended CPTED design principles.

**3.** Should the population of Hillhurst/Sunnyside exceed the threshold established by existing open space standards, The City will acquire land in an appropriate location on an opportunity basis, including, but not limited to the westernmost portion of the Sunnyside School site for enhancement and use as public open space. Any acquisitions should provide complementary linkages to Riley Park or the Sunnyside School Site to maximize use of existing public spaces.

**4.** The future extension of the Sunnyside Station LRT platform may affect the recommended new configuration and size of Site 5/6 and Site 7. If the LRT extension results in the reconfiguration of these parks, public open space of equivalent size shall be integrated into the land use concept plan for redevelopment of this area. The design and configuration of the new open space shall be examined during the LRT Special Study.

**Bow to Bluff public engagement and visioning exercise can inform the Detailed Design Study.**

# COMPARATIVE AERIAL PHOTOGRAPHS

How did the LRT right-of-way and station change the urban fabric?

Aerial Photograph 1982



Aerial Photograph 2007

