

11/17/21, 3:30 mtg. i.a.

BY: *Public Works & IBI Project Manager*



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2

2

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We design and deliver every aspect of a truly integrated city through six core services.



ARCHITECTURE



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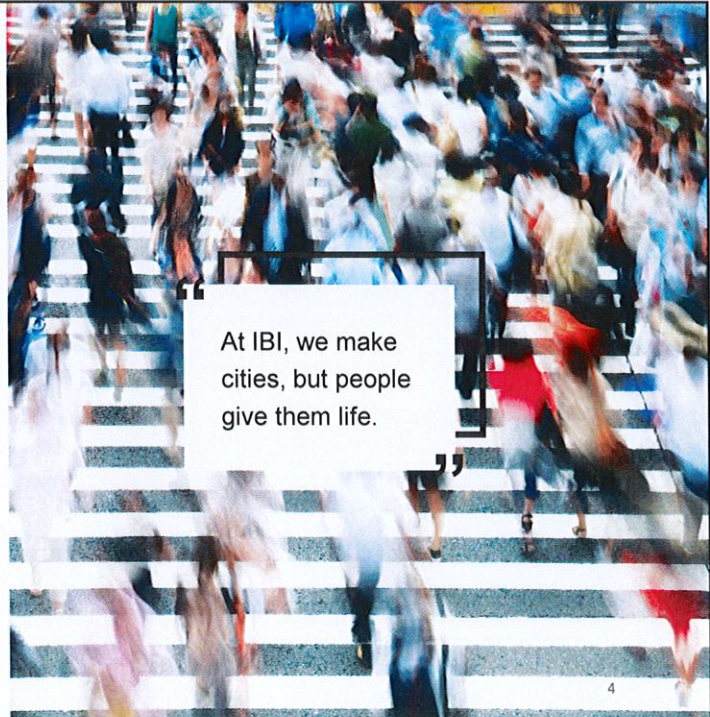
SYSTEMS

3

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Services A-Z

- | | |
|-------------------------------|-------------------------------------------|
| Architectural Controls | Operations and Maintenance |
| Architecture | Planning & Urban Design |
| Bridge Engineering | Project / Programme Management |
| Brownfield Development | Public Outreach |
| Civil Engineering | Research and Development |
| Data Analytics | Software Development |
| Design Technology | Spatial Intelligence |
| Development Engineering | Strategic Planning |
| Economic / Financial Analysis | Structural Engineering |
| Electrical Engineering | Sustainability & Environmental Management |
| Engineering | Systems |
| Environmental Assessment | Systems Engineering |
| Geomatics / Land Surveying | Traffic Engineering |
| Highway and Road Design | Transit Planning |
| Interiors | Transportation Engineering |
| Land Use Planning | Transportation Planning |
| Landscape Architecture | Water Resources Management |
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| Municipal Services | |



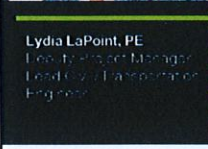
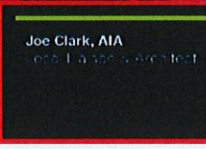
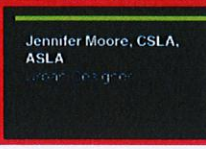


“ At IBI, we make cities, but people give them life. ”



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The IBI Group Team

 David Chow, PE, AICP Principal Manager City Master Plan Director	 Trevor McIntyre Senior Director of Planning	 David Nicholas, RLA, ASLA Project Manager Lead Landscape Architect
 Lydia LaPoint, PE Lead Technical Manager Lead Civil Transportation Engineer	 Joe Clark, AIA Senior Landscape Architect	 Jennifer Moore, CSLA, ASLA Landscape Designer

Supported By:

 Gary Andrishak Global Director of Transit-Oriented Development	 Jessica Reyes, AICP Candidate Urban Planner	 Eric Sargeant, LEED AP Urban Designer
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IBI GROUP CITY OF BAKERSFIELD DOWNTOWN CORRIDOR ENHANCEMENTS

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Master Plan Overview

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- Project Workshop 1
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**Downtown Bakersfield
Corridor Enhancement
Master Plan**

Prepared By: IBI Group
For: City of Bakersfield
Status: Final
June 2021

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01 Project Overview

Project Purpose

The purpose of the Downtown Corridor Enhancement Master Plan ("The Plan") is to establish design guidelines for streetscape improvements and gateways into and throughout downtown Bakersfield. The plan is inspired by the history and heritage of the community at large and the promise of the future as a high-speed rail station city. The Plan is a direct outcome and continuation of the Making Downtown Bakersfield Vision Plan and supports reinvestment in downtown infrastructure over the next 30 years to enhance the image and identity of Bakersfield, attract new businesses and residents, and improve walkability, livability and connection of key destinations.

*Goals

Project goals are driven by the Community Values and Goals established in the Making Downtown Bakersfield Vision Plan. These goals and values further inform more specific Project Objectives for streetscape improvements and define design parameters for the guidelines.

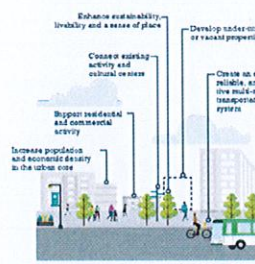


Exhibit 1: Project Goals

*Project Goals & Community Values from the Making Downtown Bakersfield Vision Plan prepared by SGM for the City of Bakersfield

*Community Values

Livability
Creating a comfortable, safe and engaging Downtown experience.



Connectivity
Tying together the many Downtown assets



Prosperity
Sharing the benefits of development across Downtown.



Objectives

1. Support mobility options.
2. Create a safe pedestrian environment.
3. Be adaptable and flexible.
4. Improve air quality, stormwater management and reduce the heat island effect.
5. Improve image and identity.
6. Minimize disruption to parking.
7. Walkable and easy to navigate.
8. Provide comfort and convenience.
9. Support existing business and attract new investment.
10. Create a unified and consistent streetscape.



Exhibit 2: Project Objectives



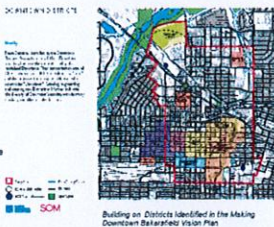
01 Project Overview

Districts and Nodes

As downtown continues to grow toward fulfilling the intent of the Making Downtown Bakersfield Vision Plan, the streetscape character will evolve with it. Driven by land use, transportation vision, existing destinations and high potential areas within the downtown, a framework of identifiable districts is emerging. These districts act as an organizing element which creates diversity of experiences and focus or concentration of streetscape improvements.

While districts organically form and are not absolute with boundaries, they tend to be catalyzed by signature features, destination facilities or special uses. Downtown Bakersfield, like many large cities, includes districts highlighted by civic uses, entertainment, shopping and dining, arts and culture, health and wellness and heritage and history. In most districts, one can typically find a special intersection or "node" with a high concentration of the district character or uses.

These nodes can become iconic locations to celebrate a district identity. The streetscape becomes the constant element that connects all districts and displays the character of each node.



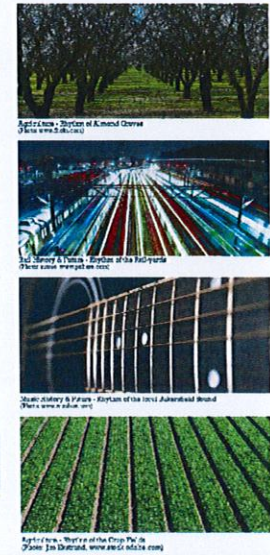
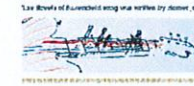
Streetscape Inspiration

The downtown Bakersfield streetscape shall be safe, convenient and functional, yet designed to also be iconic and unique to the community. To be iconic, the streetscape must be experiential, inspiring and somewhat unexpected. That is to say - it is much more than simply a sidewalk. On the contrary, the pedestrian streetscape experience should be educational and special to the place.

The Plan is inspired by the local heritage and history of agriculture, railroads and the music culture that is unique to Bakersfield. It is also intended to be fresh and clean to represent the promise of the future, as a destination and high-speed rail station city, attracting new businesses and residents.

Inspiration

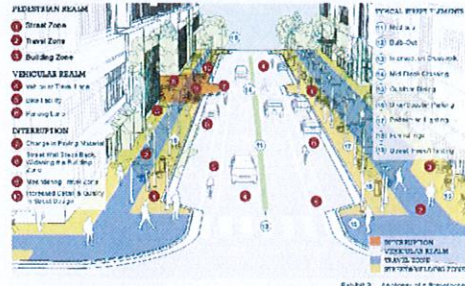
The design inspiration translates into unique patterns derived from the beat of the Back O'Wall song Streets of Bakersfield: the rhythm of rail networks, and the consistency and repetition of crop fields. The pattern becomes the "constant hum" of the streetscape customized to the community where the nodes become the notes of the musical score representing the Bakersfield Sound and The Sound of Something Better.



02 Streetscape Guidelines

Anatomy of a Streetscape

Streetscape is the backbone of the public realm and connective tissue that ties together the open space network or downtown Bakersfield. Specifically, the pedestrian street environment is made up of several key components that organize its function and use.



The Street Zone

The area immediately behind the street curb, identified here as the Street Zone, separates and buffers pedestrian circulation from vehicular traffic and parking. This zone is particularly important and multi-functional where many components are located such as lighting, furnishings, street plantings and specialty features.

The Building Zone

The building zone acts as the transition zone from travel way into adjacent businesses or properties. When space allows, this zone may be utilized for outdoor seating or dining, displays or seasonal opportunities for businesses to improve visibility.

The Travel Zone

The Travel Zone is the unobstructed travel path for pedestrians and is flexible and accommodating for free pedestrian movements.



DESIGN GUIDELINES

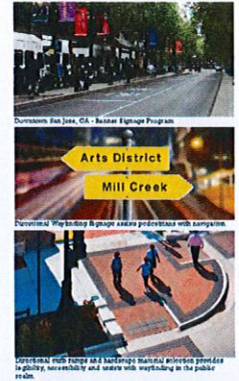
Streetscape Design Principles

Streetscape design should create a rhythm through predictable patterns, flow and materials that are experienced while traveling through Bakersfield. This consistency in streetscape design is a key approach in achieving a strong identity. This constant hum of streetscape elements lends identity and predictability to the pedestrian experience and reinforces the image of Bakersfield.

The streetscape design toolkit will address the elements and patterns needed to establish a consistent image. Standards will define a pattern and palette of materials from paving, lighting, planting strategy and street furnishings to amenities, spacing, and general pedestrian realm layout. The toolkit allows for the implementation of consistent streetscape elements throughout the downtown area on a project by project basis, providing enough flexibility to respond to various site conditions and proposed development.

Branding & Wayfinding

Wayfinding helps pedestrians, cyclists and motorists navigate their communities efficiently and safely. Effective wayfinding strategies will help the community know where they are, where they are going and how to get there. Wayfinding may be achieved through material choices, signage or digital aids. The focus of the toolkit with regards to wayfinding, will be the selection of materials to assist with wayfinding as well as banner programs to assist with community identity. A comprehensive wayfinding study is recommended for strategic placement.



Accessibility

Barrier-free access within the public realm is critical to a successful design and will provide continuous, safe and unobstructed paths of travel to local destinations and transit stops to facilitate greater independence of not only persons with disabilities and the elderly but also reduce barriers for people facing other challenges navigating the public realm such as delivery persons or families with young children.

Consistent treatment of paving materials, curb ramps, and clear pedestrian zones shall be consistent with ADA standards and the overall vision for the streetscape improvements.

02 Streetscape Guidelines

Streetscape Components

Ultimately, the streetscape experience is derived through various combinations of individual components depending on the street typology or specific, right-of-way conditions or constraints. Regardless of condition, the streetscape components are generally defined within three categories: hardscape, vertical features and furnishings.



Vertical Feature - Public Art Installation
Circular Sculpture of Carol Tassan - Central Wharf Park, Boston, MA
(Photo by Rob O'Connell)

Hardscape

Hardscape on the ground plane provides a physical connection to place. When designed thoughtfully it also provides organization and informs pedestrian flow. Hardscape has the ability to be both interpretive and informational.

Textures, both tactile and visual, as well as materiality are important to provide character and narrative. Local history becomes evident through the use of local materials. It is equally important to consider micro-climates in the selection of materials. The color, whether dark or light impacts the temperature and has the ability to mitigate heat island effect or conversely provide a sense of warmth in a cooler environment.

Vertical Features

Three-dimensional vertical elements such as street trees, light poles, bollards, columns, canopies, parking meters, signs, benches, & transit shelters.

Furnishings

Elements that enhance the comfort and usability of the public realm such as benches, trash receptacles, bike racks, monuments.

Hardscape

Elements on or attached to the ground plane such as curbs, paving, signs, ramps, walls, & tree grates.



DESIGN GUIDELINES

Vertical Features

Vertical features provide three-dimensional definition to the public realm. They include such items as light poles, bollards, columns, canopies, parking meters, signs, benches & transit shelters.

Their purpose could be to provide information, shade, and/or aesthetics. They contribute to the mood of the space or a person's sense of safety. Vertical features provide color to the public realm and assist with branding and wayfinding efforts, as well as contributing to the character of the public realm.

Furnishings

Furnishings enhance the public realm by providing sources of comfort & convenience. Elements such as benches, trash receptacles and bike racks provide comfortable places to sit and linger, allow for the ability to keep a space clean, and provide convenient, secure parking for cyclists. They provide order and clarity and contribute to people's comfort.

Continuity and repetition in color and material of site furnishings contributes to the character and sense of place. Colors and materials draw inspiration from the local vernacular and are used to express and support the unique characteristics of neighborhoods or districts.



Vertical Feature - Public Art Installation
Circular Sculpture of Carol Tassan - Central Wharf Park, Boston, MA
(Photo by Rob O'Connell)



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Vertical Feature - Public Art Installation
Circular Sculpture of Carol Tassan - Central Wharf Park, Boston, MA
(Photo by Rob O'Connell)

03 Streetscape Design Toolkit

Street Zone Materials and Furnishings

The family of materials and furnishings for the street zone within the Downtown area and the Chester Avenue and H Street Corridors is unique to Bakersfield and is inspired by the Bakersfield Sound.

The street zone will include, unit pavers, concrete paving & curbs, trash and recycling receptacles, benches and alternate seating, bollards, planters, tree grates, signs & banners, and street light standards. Street and pedestrian lights should consider Dark Sky compliance and solar technology.

Public art is a strong focus in Bakersfield and will be at home in the street zone as well as the building zone. Public art may also be incorporated in bulb-outs where space and sight lines allow. Ground plane public art is appropriate at bulb-outs and intersections but vertical elements will require review on a case by case basis.

To complement the local character and achieve a design that is unique to Bakersfield, the paver layout within the street zone has been designed using parametric technology to mimic the sound wave of the song "The Streets of Bakersfield" by Buck Owens and Homer Jey. This unique feature celebrates Bakersfield and provides a distinctive material palette linking the various districts in support of a strong community identity.



Seating



Traditional Park Bench
 (1) Bench by Lumber
 (2) Bench by Lumber
 (3) Bench by Lumber
 (4) Bench by Lumber
 (5) Bench by Lumber

Modern Outdoor Bench
 (1) Bench by Lumber
 (2) Bench by Lumber
 (3) Bench by Lumber
 (4) Bench by Lumber
 (5) Bench by Lumber

Table and Chairs
 (1) Table and Chairs by Lumber
 (2) Table and Chairs by Lumber
 (3) Table and Chairs by Lumber
 (4) Table and Chairs by Lumber
 (5) Table and Chairs by Lumber

Lounge Area
 (1) Lounge Area by Lumber
 (2) Lounge Area by Lumber
 (3) Lounge Area by Lumber
 (4) Lounge Area by Lumber
 (5) Lounge Area by Lumber



DESIGN TOOLKIT

Trash & Recycling Receptacles



Traditional Trash Receptacle
 (1) Bin by Lumber
 (2) Bin by Lumber
 (3) Bin by Lumber
 (4) Bin by Lumber
 (5) Bin by Lumber

Recycling Bin
 (1) Bin by Lumber
 (2) Bin by Lumber
 (3) Bin by Lumber
 (4) Bin by Lumber
 (5) Bin by Lumber

Specialty Bin
 (1) Bin by Lumber
 (2) Bin by Lumber
 (3) Bin by Lumber
 (4) Bin by Lumber
 (5) Bin by Lumber

Shade Structures



Umbrella
 (1) Umbrella by Lumber
 (2) Umbrella by Lumber
 (3) Umbrella by Lumber
 (4) Umbrella by Lumber
 (5) Umbrella by Lumber

Pergola
 (1) Pergola by Lumber
 (2) Pergola by Lumber
 (3) Pergola by Lumber
 (4) Pergola by Lumber
 (5) Pergola by Lumber

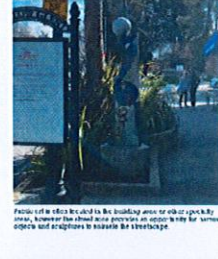
Bike & Scooter Racks



Wall-Mounted Rack
 (1) Rack by Lumber
 (2) Rack by Lumber
 (3) Rack by Lumber
 (4) Rack by Lumber
 (5) Rack by Lumber

Freestanding Rack
 (1) Rack by Lumber
 (2) Rack by Lumber
 (3) Rack by Lumber
 (4) Rack by Lumber
 (5) Rack by Lumber

Public Art



Mural
 (1) Mural by Lumber
 (2) Mural by Lumber
 (3) Mural by Lumber
 (4) Mural by Lumber
 (5) Mural by Lumber

03 Streetscape Design Toolkit

Signs, Banners & Flags



Street Sign
 (1) Sign by Lumber
 (2) Sign by Lumber
 (3) Sign by Lumber
 (4) Sign by Lumber
 (5) Sign by Lumber

Banner
 (1) Banner by Lumber
 (2) Banner by Lumber
 (3) Banner by Lumber
 (4) Banner by Lumber
 (5) Banner by Lumber

Flag
 (1) Flag by Lumber
 (2) Flag by Lumber
 (3) Flag by Lumber
 (4) Flag by Lumber
 (5) Flag by Lumber

Comprehensive Signage & Wayfinding



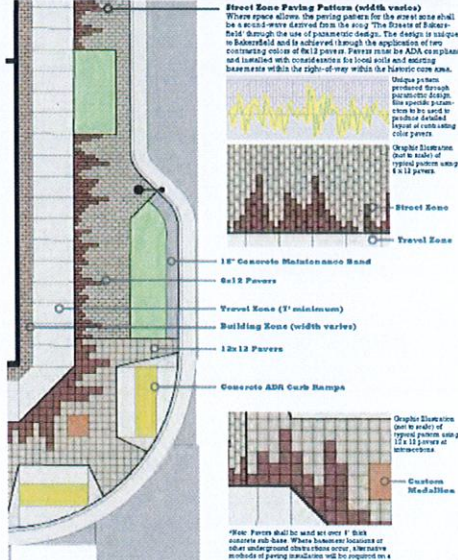
Directional Sign
 (1) Sign by Lumber
 (2) Sign by Lumber
 (3) Sign by Lumber
 (4) Sign by Lumber
 (5) Sign by Lumber

Information Sign
 (1) Sign by Lumber
 (2) Sign by Lumber
 (3) Sign by Lumber
 (4) Sign by Lumber
 (5) Sign by Lumber

Wayfinding Sign
 (1) Sign by Lumber
 (2) Sign by Lumber
 (3) Sign by Lumber
 (4) Sign by Lumber
 (5) Sign by Lumber



Paving Materials & Conceptual Design



Street Zone Paving Pattern (width varies)
 (1) Paving Pattern by Lumber
 (2) Paving Pattern by Lumber
 (3) Paving Pattern by Lumber
 (4) Paving Pattern by Lumber
 (5) Paving Pattern by Lumber

Travel Zone
 (1) Zone by Lumber
 (2) Zone by Lumber
 (3) Zone by Lumber
 (4) Zone by Lumber
 (5) Zone by Lumber

Building Zone
 (1) Zone by Lumber
 (2) Zone by Lumber
 (3) Zone by Lumber
 (4) Zone by Lumber
 (5) Zone by Lumber

03 Streetscape Design Toolkit

Planting Design

Planting Objectives

The objectives of the planting design are to create inviting spaces that are both aesthetically pleasing and supportive of a healthy urban environment.

The Downtown Bakerfield plan organizes the planting strategy objectives as follows:

Provide Visual Interest: Frame the pedestrian and vehicular zones with planted ornamentation.

Support Human Experience: Pedestrian comfort is a high priority, provide shade, interest and separation from business activities and the street.

Create a Healthy Climate: Reduce heat island, mitigate air pollution and provide noise reduction.

Promote a Healthy Urban Forest: Support community vibrancy through trees and plants that have room to grow and succeed.

Planting Design Strategy

The planting objectives will be met through the following strategies:

1. Clearly define use areas spatially, providing a softening contrast to hardscape and delineating downtown with an organized planted streetscape scheme.
2. Street Zone: plantings along with furnishings, create a buffer between vehicles and pedestrians. Transitioning from the street to the pedestrian sidewalk (travel zone).
3. Reduce the urban heat island effect and mitigate energy costs related to air temperature by planting trees and vegetation.
4. Select species that are proven top performers in the area and urban environment.
5. Use drought tolerant, non-invasive species that promote health and a healthy ecosystem while minimizing the need for irrigation.
6. Promote healthy tree growth by providing substantial topsoil and sufficient soil volume.

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03 Streetscape Design Toolkit

DESIGN TOOLKIT

Planting Palette

The right plant in the right place! The recommendations are intended to be guides. Consideration to specific soil conditions, adjacent materials and potential obstructions shall be considered when placing individual plants.

Large Shade Tree Species Planting Location Matrix

Visualization	Species	Tree Grade / Planters	Medians	Street Zone	Street Orientation & Preferred Locations
	Doodar Cedar <i>Thuja occidentalis</i>	No	No	No	Gateways and/or large open spaces.
	Ginkgo <i>Ginkgo biloba</i>	Yes	Yes	Yes	North/South Streets, Complete Streets, Arterials and Collectors
	London Plane <i>Platanus occidentalis</i>	No	No	Yes	North/South Streets, Complete Streets, Arterials and Collectors
	Encarpment Live Oak <i>Quercus turbinata</i>	Yes	No	Yes	All orientations. Arterials and Collectors
	Black Locust <i>Rhus glabra</i>	Yes	No	Yes	East/West Orientations. All street types.
	Chinese Elm <i>Ulmus parvifolia</i>	Yes	Yes	Yes	All orientations and street types, good for commercial frontages.
	Sawleaf Zelkova <i>Zelkova serrata</i>	Yes	Yes	Yes	East/West Orientations. All street types.

Table 1. Large Shade Tree Species Planting Location Matrix

17 DOWNTOWN BAKERSFIELD

03 Streetscape Design Toolkit

Chester Avenue (Typical Urban Condition) - Crosswalk

Exhibit 13 - Chester Avenue
California Ave to 4th Street - Typical Plantings

Chester Avenue (Typical Urban Condition) - Parkways

Exhibit 14 - Chester Avenue
4th Street to SR 99 - Typical Plantings

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03 Streetscape Design Toolkit

DESIGN TOOLKIT

Exhibit 21 - Section - Typical Non Urban Condition with 85' Curb to Curb

Exhibit 22 - Plan - Typical Non Urban Condition with 85' Curb to Curb

TYPICAL URBAN ELEMENTS

- Building Zone
- Sidewalk Zone
- Street Zone
- Parking Lane
- Bike Lane
- Median
- Streetlight with Sewer

19 DOWNTOWN BAKERSFIELD

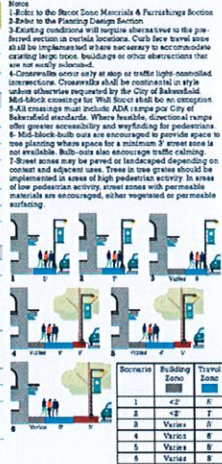
03 Streetscape Design Toolkit

Chester Avenue

The design for Chester Avenue focuses on bulb outs and sidewalk improvements as a way to improve the pedestrian experience, calm traffic and create a sense of place. Trees and furniture spacing increase in density towards the Downtown creating a rhythm designed to calm traffic in stages, first at 4th Street and again at California Avenue as travelers move northward towards the core. Similarly the pattern increases in density traveling south on Chester Avenue from Garces Circle moving towards the historic core.

CHESTER AVENUE RECOMMENDATIONS

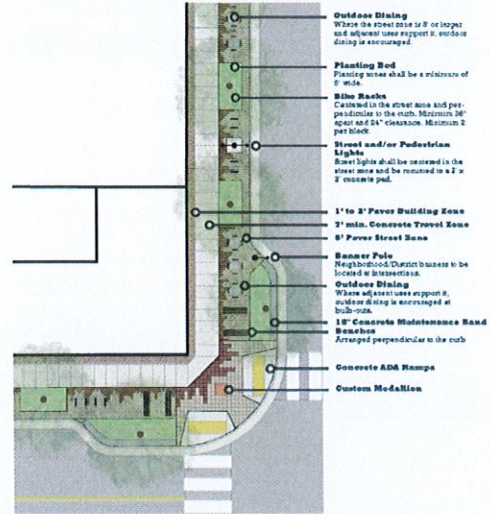
Existing Street	R/A
Typical Right-of-Way Width	118.75 to 115.0'
Typical Curb to Curb Width	85' (Curtis 4th, 51' (4th to 11th), 85' (11th to 20th))
Vehicular Realm	
Travel Lanes	4 lanes maximum, 2 in each direction + center turn lane
Lane Width	11' to 12'
Allowable Turn Lanes	Left turn center median
Parking Lanes	Parallel parking both sides. Accessible spaces to be provided in accordance with ADA.
Median	11' to 14'
Bicycle Facilities	5' to 5.5' Class II
Specialty Pavement	Required at crosswalks, recommended for bike lanes
Pedestrian Realm	
Streetcar Width	7' to 12'
Minimum Sidewalk Width	If minimum travel zone shall be implemented where feasible, 5' or 7' travel zones may be used only where existing conditions prohibit the implementation of wider sidewalks.
Street Zone Width	Min. 7', 8', or 9' both sides. The street zone must be 8' or more. OB it should be eliminated in favor of a no-turn travel zone.
Tree Type	Deciduous
Tree Layers	Exhibits 6 to 14
Specialty Pavement	Concrete pavers or decorative concrete in street zone and landing zone. Concrete sidewalk in travel zone.
Required Furnishings	Benches at intersections, bike racks, benches, trash receptacles, pedestrian and vehicular light poles.
Recommended Furnishings	Benches poles, tree grates or tree guards, public art



Streetcar	Building Zone	Travel Zone	Street Zone
1	1'	3'	8'
2	1'	3'	8'
3	1'	3'	8'
4	1'	3'	8'
5	1'	3'	8'
6	1'	3'	8'

DESIGN TOOLKIT

Typical Intersection Urban Condition Bulb-Out with 8' Street Zone



- Outdoor Dining**
Where the street zone is 8' or larger and adjacent uses support it, outdoor dining is encouraged.
- Planting Bed**
Planting areas shall be a minimum of 8' wide.
- Side Walk**
Centered in the street zone and perpendicular to the curb. Minimum 24" apart and 24" clearance. Minimum 2 feet wide.
- Street and/or Pedestrian Lights**
Street lights shall be centered in the street zone and be returned to a 7' x 2' crossing pad.
- 1' to 2' Paved Building Zone**
- 3' min. Concrete Travel Zone**
- 8' Paved Street Zone**
- Banner Pole**
Height-based. Street banners to be located at intersections.
- Outdoor Dining**
Where adjacent uses support it, outdoor dining is encouraged at bulb-outs.
- 18" Concrete Maintenance Band**
Applied perpendicular to the curb.
- Concrete ADA Ramps**
- Custom Median**



04 Stakeholder Outreach Summary

Public Survey

Questions:

- Do you prefer Bakersfield Streetscape to have a historic or modern aesthetic?
 - Historic
 - Mix of Historic, Blend of Both
 - Modern
 - Modern, Blend of Both
 - Mix of Both
- Do you prefer Bakersfield Streetscape focuses on the rail history or main history?
 - Main History
 - Rail History
 - Both
 - Agricultural History
 - Oil and Agriculture
 - Other
- Do you prefer decorative paving or standard concrete walks to be used along major streets (E Street, Chester Avenue and Q Street to name a few) to support an identifiable and consistent street design?
 - Concrete
 - Pavers
 - Mix of Both
 - No Preference
 - Blank
- Do you prefer palm trees or shade trees?
 - Palm Trees
 - Shade Trees
 - Mix of Both
 - Other
 - Blank
- Do you prefer shade cast by shade structures or shade trees?
 - Shade Trees
 - Shade Structures
 - Mix of Both
 - Other
 - Blank
- Do you prefer traditional seating or more artistic/unusual seating options to support the objective of improving the comfort and convenience of Downtown Bakersfield?
 - Traditional Seating
 - Artistic Seating
 - Mix of Both
 - Other
 - Blank
- Do you prefer event tables or open space along Downtown Bakersfield's streets?
 - Programmed Tables
 - Open Space
 - Mix of Both
 - Don't know
 - Other
 - Blank
- Do you prefer natural planting schemes or more formal planting schemes to support a sustainable Downtown Bakersfield street design?
 - Natural Planting
 - Formal Planting
 - Mix of Both
 - Other
 - Blank

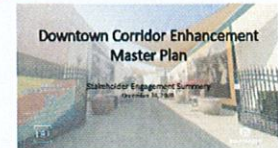


STAKEHOLDER OUTREACH SUMMARY

Project Workshop 2

December 10, 2020 @ 5:00pm PST

- Attendees:
 City of Bakersfield: Navid Grewal, Brianna Carrier, Diane Hoover, Cecelia Griego, Stuart Patterson
 Local Consultants: Troy Hightower, Mandy Freeland
 Researchers: Adam Cohen
 Kern County: Greg Collins
 Local Real Estate Broker: AJ Bluee GET, Ricardo Perez
 IBI Group: David Nicholas, Jennifer Moore, Angela Jarvis, Oliver Hartleben, Amir Ansari, Al Lewis



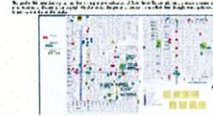
Intent

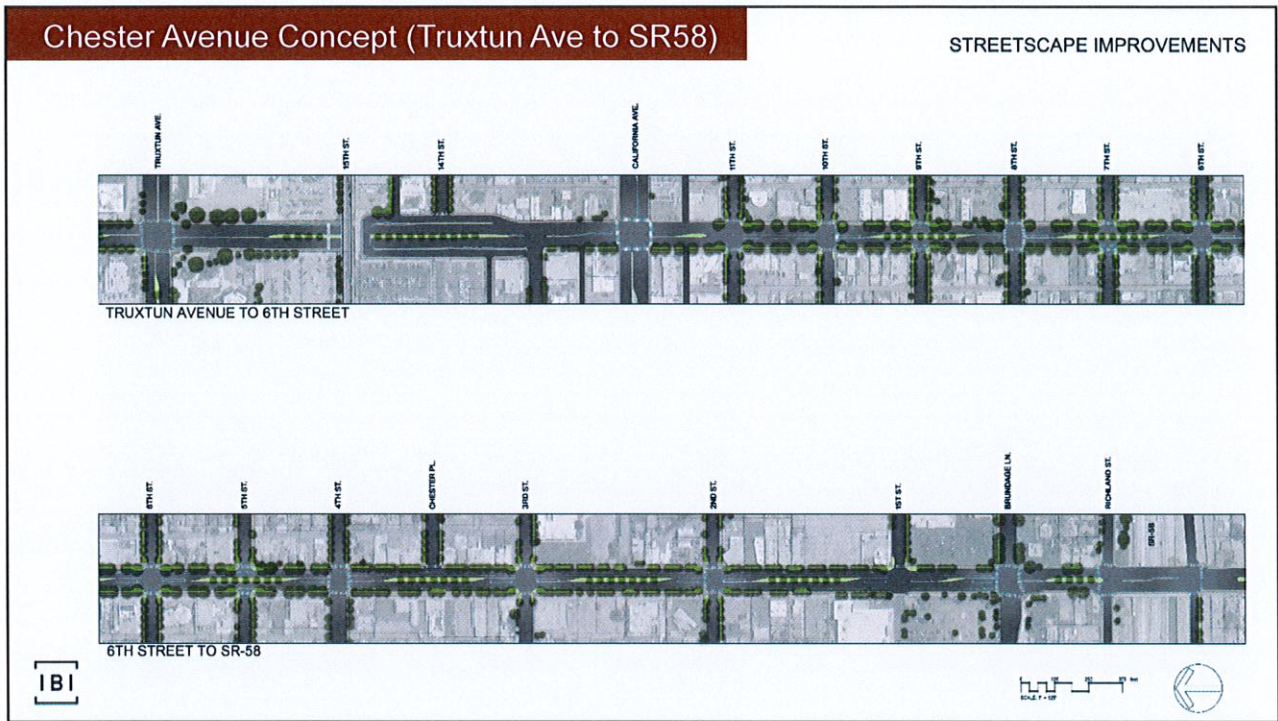
The workshop consisted of three exercises to provide design direction for the preparation of the master plan.

Process

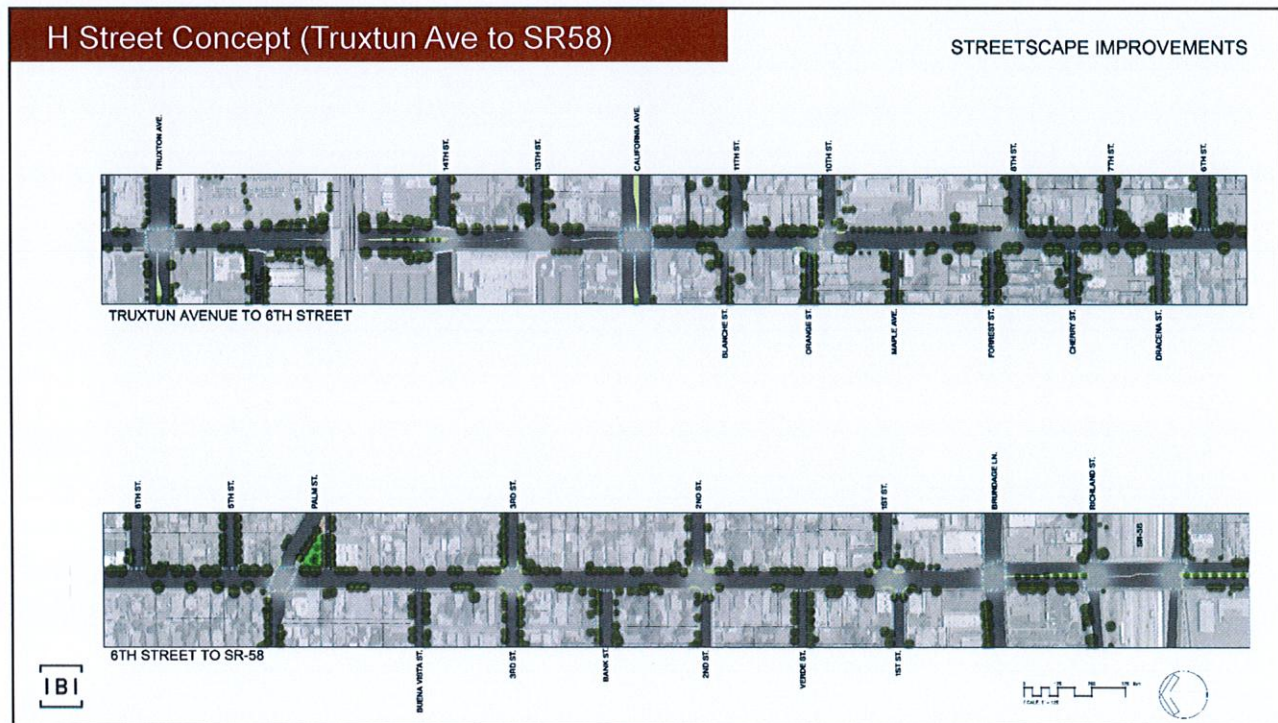
- The group validated the Design Objectives into the predetermined categories Essential, Important, Good to Have and Nice to Have.
- Preference Survey involved the group selecting material preferences similar to the online survey but with a greater number of options. This exercise provided design direction for physical design materiality.
- Mapping Exercise involved the group identifying priority areas for activity and gateways. The group was asked to identify areas that already have a form that can be used as a catalyst to build on.

Mapping Exercise





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