

# RNDSQR SLIDE 1 BLOCK

## VISION BRIEF 1.2

**Concurrent Land Use  
Redesignation + Development  
Permit Application**

LOC2019-0188 / DP2020-0716  
MAY 2020

CITY OF CALGARY	
<b>RECEIVED</b>	
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MAY 07 2020	
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RNDSQR

[RNDSQRBLOCK.COM](https://rndsqrblock.com)

# RNDSQR BLOCK

## VISION BRIEF 1.2

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Redesignation + Development  
Permit Application**

MAY 2020

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### PREPARED BY

CivicWorks

### PROJECT TEAM

RNDSQR  
CivicWorks  
5468796 Architecture  
NAVAGRAH Landscape Architecture  
Morrison Hershfield

### PROJECT CONTACT

David White  
CivicWorks  
info@engagerndsqr.com  
587.747.0317

### PROJECT WEBSITE

[www.RNDSQRblock.com](http://www.RNDSQRblock.com)





## PROJECT TEAM

RNDSQR



R N D S Q R

'Fit where you live' is about finding balance. We all want to get more out of our lives, and for some, that means less commuting and more living. It means appreciating that sometimes less is more – a philosophy that embodies conscious and sustainable living. At RNDSQR, we focus on living, connecting, and creating spaces where people can make it all fit.

We build for people who understand the joys of walking around the corner for groceries, a fresh coffee, and amazing local meals. We build for people who love the vibrant mix of the inner-city. We also value quality craftsmanship, and believe we can fit that in too.

CIVICWORKS



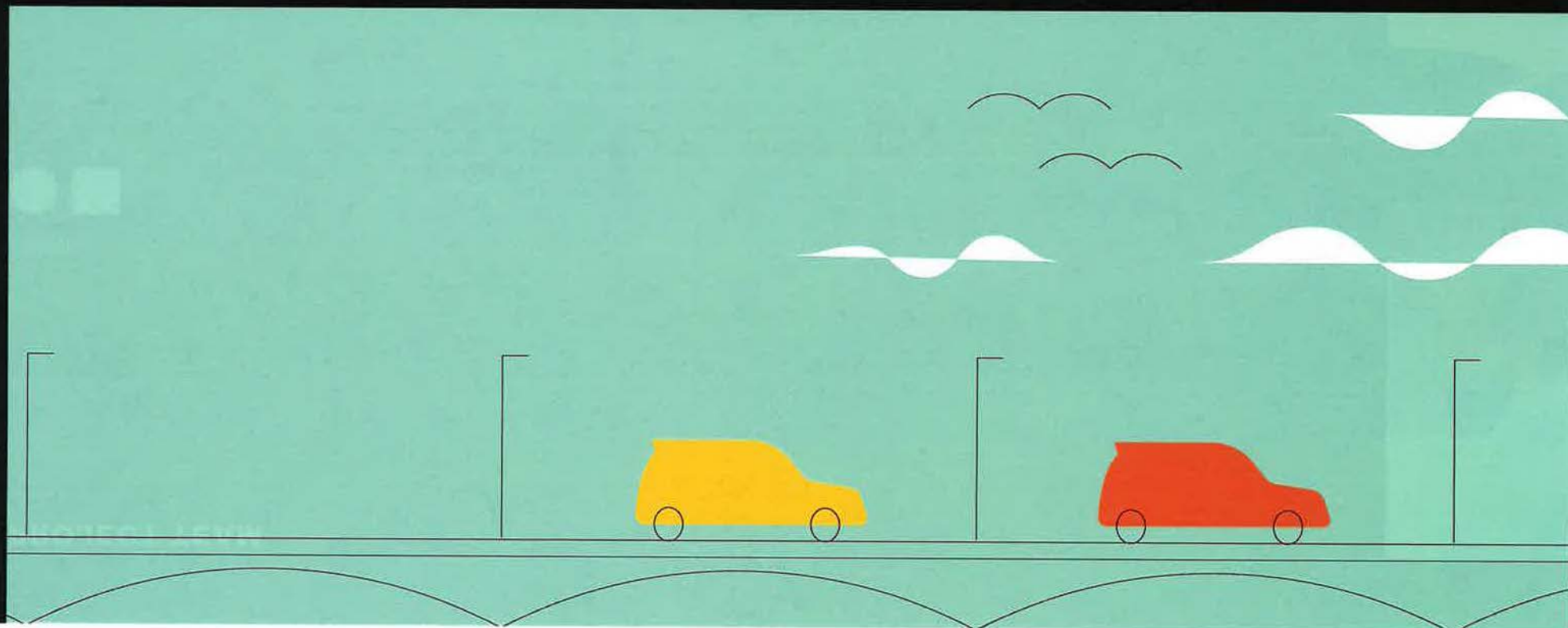
CivicWorks is a client focused, design forward, and outcome driven urban planning and design consultancy. We act for city-builders who shape our communities for a better future.

Our core professional planning and design expertise is effectively complemented by strategic partnerships with other specialized professional firms. With each project, we build and lead a customized team of land development professionals to successfully deliver each client's unique vision.

5468796 ARCHITECTURE

5468796 Architecture is a Canadian design studio established in 2007. Working around a single table, we unite the diverse knowledge and experience of eighteen professionals and together, apply innovative



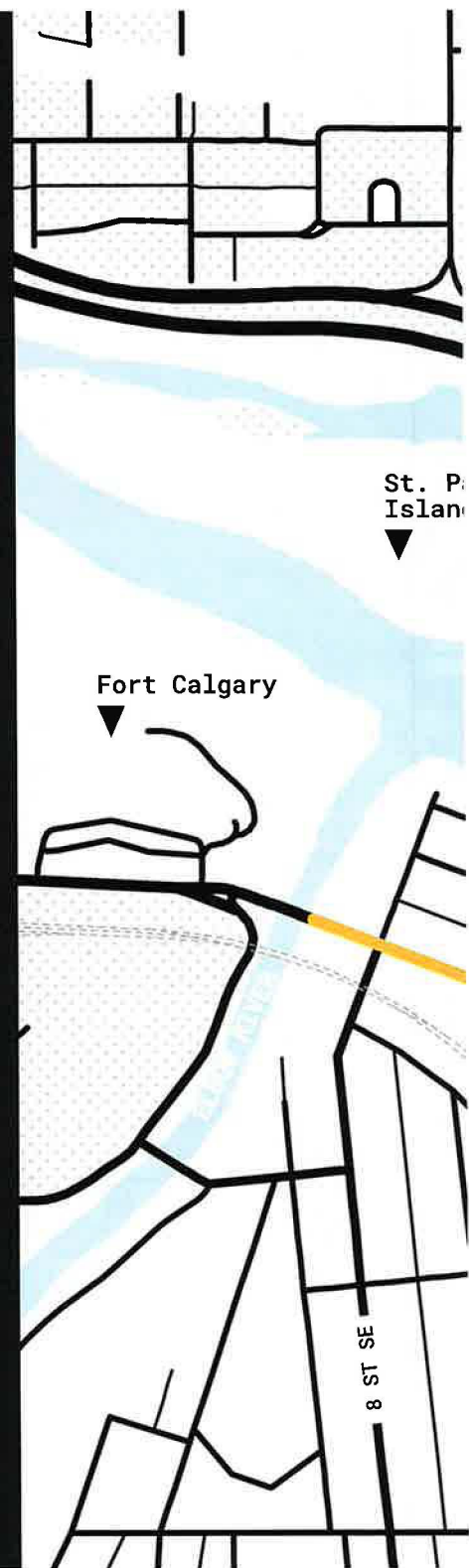




# **RNDSQR IS WORKING ON SOME BOLD IDEAS THAT WILL MAKE THIS GREAT NEIGHBOURHOOD EVEN BETTER**

## **ABOUT RNDSQR BLOCK**

At RNDSQR, we see a growing demand for flexibility and innovation in the areas of housing, hospitality, workplace and commercial spaces as the collaborative economy continues to evolve and change the way people live their daily lives. The RNDSQR Block concept embraces this newfound freedom offering a mid-rise development that includes a hybrid between apartment living and boutique hotel combined with co-working, event space, and a main street retail experience.





# INTRODUCTION

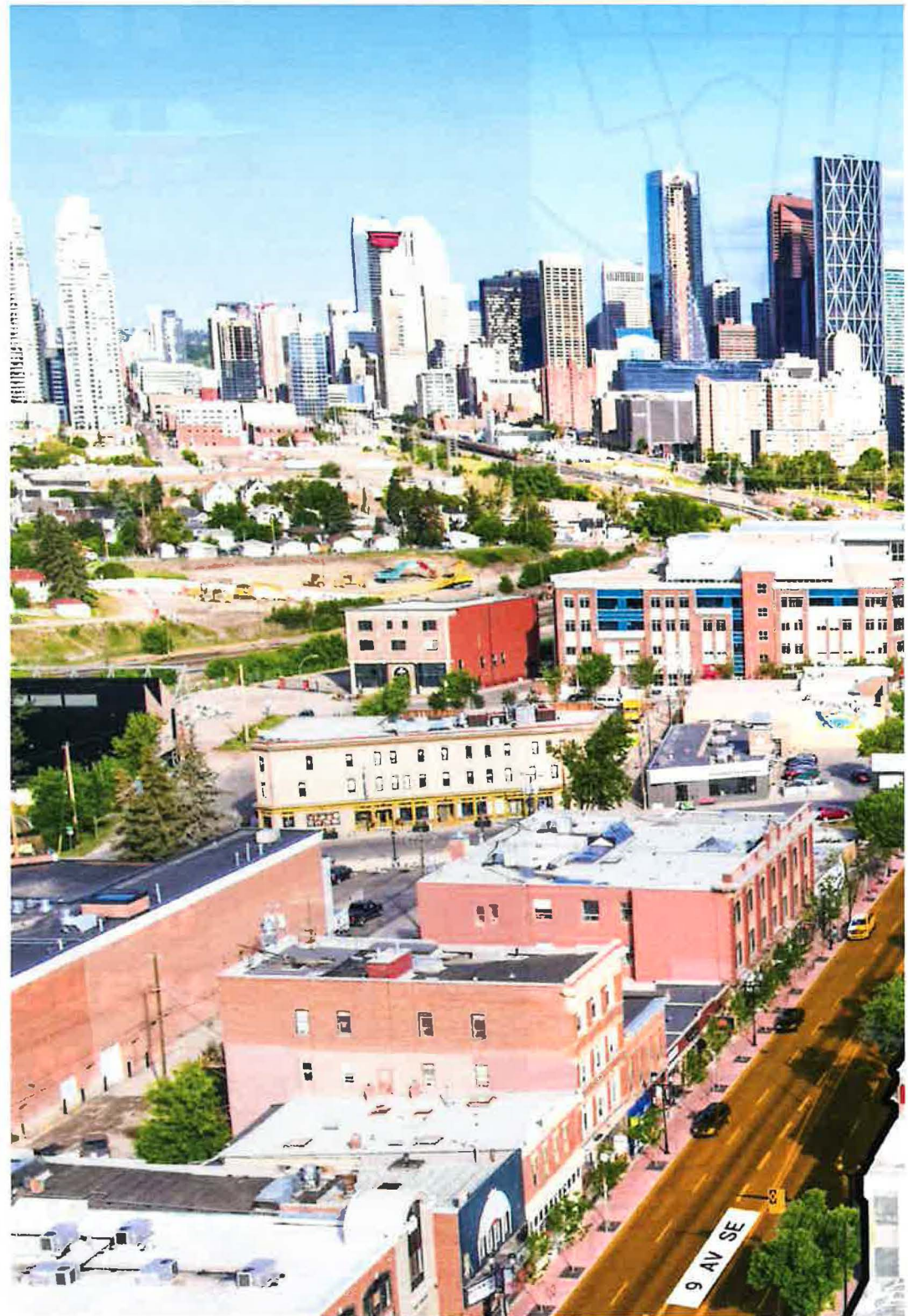
This document was created by RNSQR and the project team to outline a redevelopment vision for a  $\pm 0.196\text{ha}/\pm 0.484\text{ac}$  assembly of lands at 1230 9 AV SE and 1234 9 AV SE. The subject site is located within the inner-city neighbourhood of Inglewood and is within the boundaries of the Historic East Calgary Area Redevelopment Plan (ARP), currently in draft form. Today, the lands are governed by the Site 1 rules of the Direct Control (DC) 1793 (based on C-2 (20) General Commercial) land use district. The current Land Use does not support a proposal for a mid-rise development and will require a Land Use (zoning) change to accommodate the redevelopment vision.

Today, the lands are occupied by two commercial buildings - one of which is listed on the City of Calgary Inventory of Heritage Resources, and the other which currently operates as an automotive sales centre and includes an associated detached garage and surface parking lot.

## DEVELOPMENT VISION

The RNSQR Block project site is situated along the 9 AV SE Main Street within walking distance of primary transit, and among a diverse and evolving built form context, made up of a mix of commercial and multi-residential developments of various vintages. On the site is the historic CIBC building, which RNSQR intends to formally designate as a Historic Resource and integrate with a new contemporary building.

RNSQR Block is envisioned as a 45m mid-rise mixed-use building that will feature approximately 12,000 ft<sup>2</sup> of commercial-retail, 25,000 ft<sup>2</sup> of office space, 138 residential units, 87 underground parking stalls, and 191 bicycle stalls. RNSQR Block will be a central destination that serves as a catalyst for local creative culture bringing new life to a cherished heritage building and making efficient use of the City's infrastructure on an underutilized site on Inglewood-Ramsay's eclectic main street.

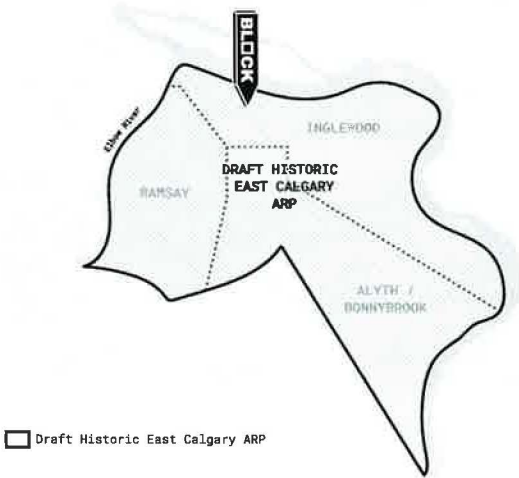




POLICY CONTEXT

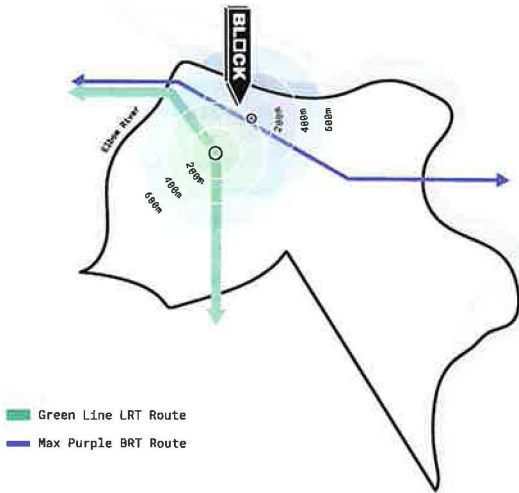
LOCAL AREA PLAN

The project site is located within the Inglewood Area Redevelopment Plan (ARP), first approved in 1993. As this Plan no longer aligns with current city-wide land use, urban form and transportation objectives, The City of Calgary has been working on a new merged ARP for Inglewood, Ramsay, and Alyth/Bonnybrook that will guide successful growth and development in these communities. The new Plan will be guided by higher order policy documents like the Municipal Development Plan (MDP), the Guidebook for Great Communities, and will take into consideration the citywide policies of the Calgary Transportation Plan (CTP) that support public infrastructure investment and the viability of the Primary Transit Network.



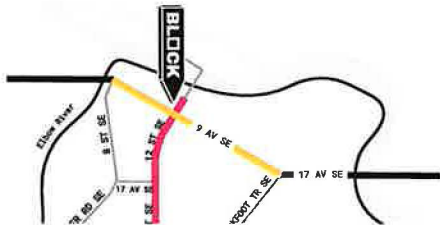
PRIMARY TRANSIT NETWORK

The project site is directly adjacent to a planned MAX Purple Line Bus Rapid Transit (BRT) Station and within 400m of a future Green Line Light Rail Transit (LRT) Station—the backbone of the Primary Transit Network. The CTP identifies the Primary Transit Network as an organizing tool for land use planning, with community design emphasizing higher intensity, compact mixed-used development concentrated near transit stops and stations to encourage ridership and optimize public infrastructure. Based on the principles of Transit-Oriented Development (TOD), this form of city-building enables sustainable long-term urban growth and provides a mix of land uses and densities that create a convenient, interesting and vibrant community.

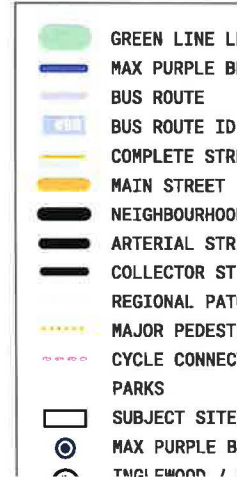


MAIN STREETS

The project site is situated along 9 AV SE, a MDP identified Neighbourhood 'Main Street' that stretches from the Elbow River to 17 AV SE. Calgary's Main Streets are active corridors that attract Calgarians to socialize, work, live, shop, dine, and celebrate—ideal places for mixed-use, residential, commercial,



MOBILITY C



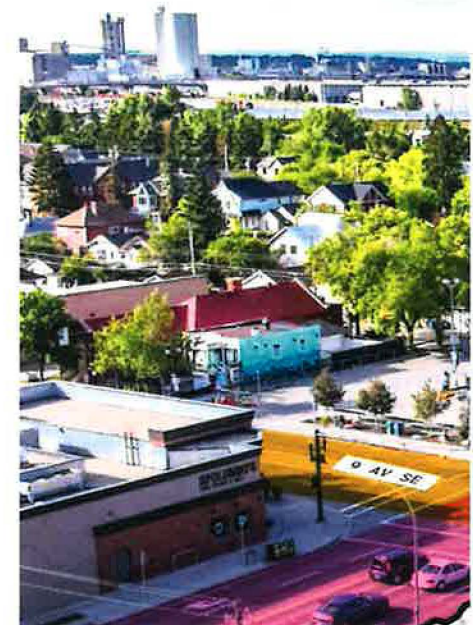


## GATEWAY LOCATION

### THE HEART OF INGLEWOOD

Gateway, crossroads, centre, core – the intersection at 9 AV SE and 12 ST SE can be described in many ways. This prominent location functions as an entrance to the community from the 12 ST (Memorial access / Zoo) bridge and will be the only street outside of Blackfoot Trail that connects Inglewood and Ramsay following the permanent closure of the 8 ST CP Rail crossing. Today, the existing land use and built form does little to emphasize, signal or celebrate a meaningful sense of arrival in one of Calgary's greatest neighbourhoods.

This location warrants special consideration to not only create a gateway from the north but to define the centre of the community and set the tone for the beginnings of Ramsay's new main street heading south.





## HERITAGE CONTEXT

### BANK OF COMMERCE BUILDING

RNDSQR Block is situated along 9 AV SE, originally known as Atlantic Avenue, which is Calgary's first main street and earliest commercial area. Today, 9 AV SE is a mix of building styles that create an eclectic pattern of development, buildings and uses that define Inglewood's main street. One contributor to the character of Inglewood is the Canadian Imperial Bank of Commerce (CIBC) built in 1911 in the Classical Revival style, characterized by an all-brick façade and intricate architectural details. The CIBC Building is listed on the City of Calgary's Inventory of Evaluated Historic Resources with no Federal, Provincial or Municipal protection / recognition.

While historic buildings are an important part of Inglewood's character, ongoing redevelopment provides opportunities to upgrade, enhance and intensify the 9 AV SE main street and breathe new life into aging structures like the CIBC building so these heritage assets can endure and thrive for the next 100 years.

### WHAT DOES LEGAL PROTECTION MEAN?

Unless a site has been legally protected as a Historic Resource, the normal land use and development conditions apply, including the ability to alter or demolish. An Inventory site may be legally protected as a Municipal Historic Resource under the Alberta Historical Resources Act, which prevents a site from being demolished, and requires Heritage Planning approval for alterations to certain historic elements (typically limited to exterior elements).

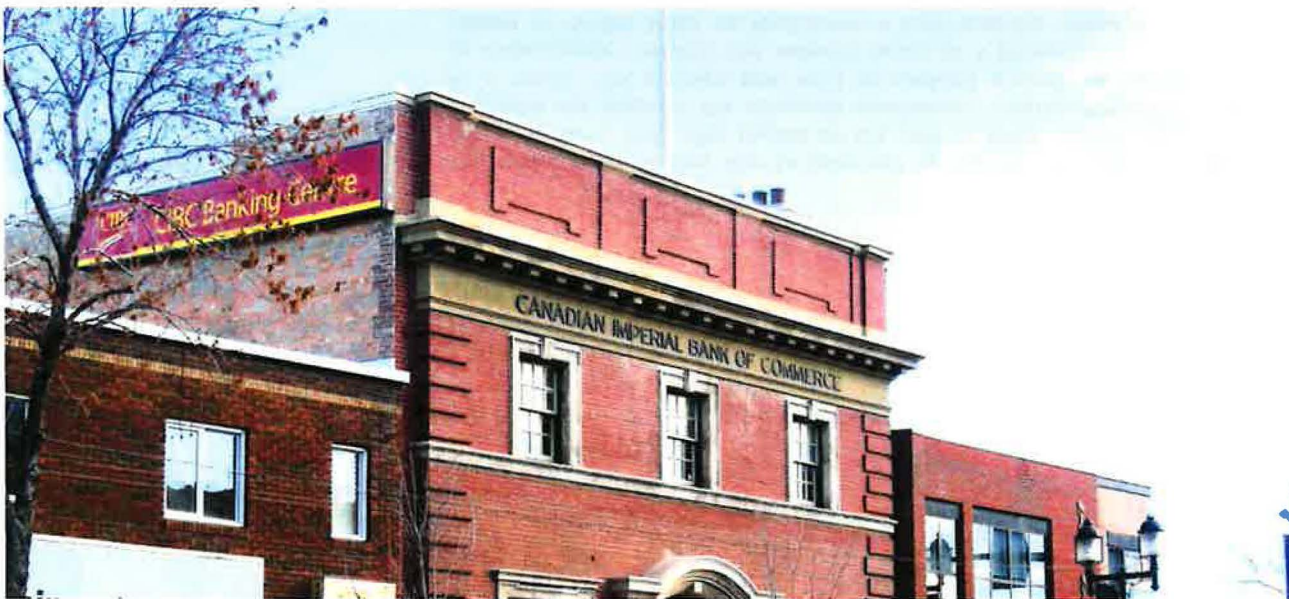


OLD MEETS NEW

CONSERVE THE HERITAGE  
AND CHARACTER DEFINING  
ELEMENTS

MAKE NEW WORK VISIBLY  
DISTINGUISHABLE FROM  
HISTORIC PLACE

AVOID CREATING A  
FALSE SENSE OF HISTORIC  
DEVELOPMENT



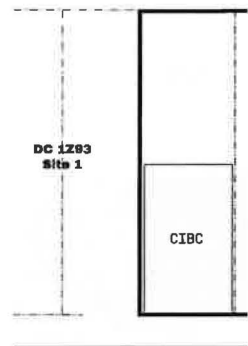
## PROPOSED CHANGE

### CONCURRENT APPLICATION PROCESS

The site's current land use is governed by the Site 1 rules of the Direct Control (DC) 1Z93 (based on C-2 (20) General Commercial) district, and does not support the proposed development vision for RNDQR Block. As a result, the project team will be seeking a Land Use Redesignation to redesignate (rezone) the subject lands to a Direct Control District (based on MU-2f6.5h45) to facilitate a high-quality, transit oriented, mid-rise mixed-use development vision. The proposed land use change will allow a maximum building height of 45m and a maximum FAR of 6.5.

To provide additional certainty to stakeholders and ensure a high-quality bricks-and-mortar outcome that is directly aligned with the proposed land use change, the project team will submit a Development Permit application concurrently, allowing both the land use change and the detailed architectural design of RNDQR Block to be reviewed together by City of Calgary Administration and stakeholders.

EXISTING | Land Use



### LOCAL AREA PLAN AMENDMENT

The project site is located within the Inglewood Area Redevelopment Plan (ARP). In order to facilitate the proposed land use change and development vision, a supporting amendment to the local area plan may be required. The City of Calgary has been working on a new Area Redevelopment Plan for Inglewood and Ramsay which will account for the new Green Line LRT stations. The new plan for Inglewood and Ramsay is currently known as the Historic East Calgary (HEC) ARP.

B&A Planning Group was contracted by The City as an independent consultant to guide a public engagement process aimed at collecting feedback from all stakeholders. B&A Planning Group has since developed policy recommendations and published a report summarizing key recommendations. One key recommendation of this report is to

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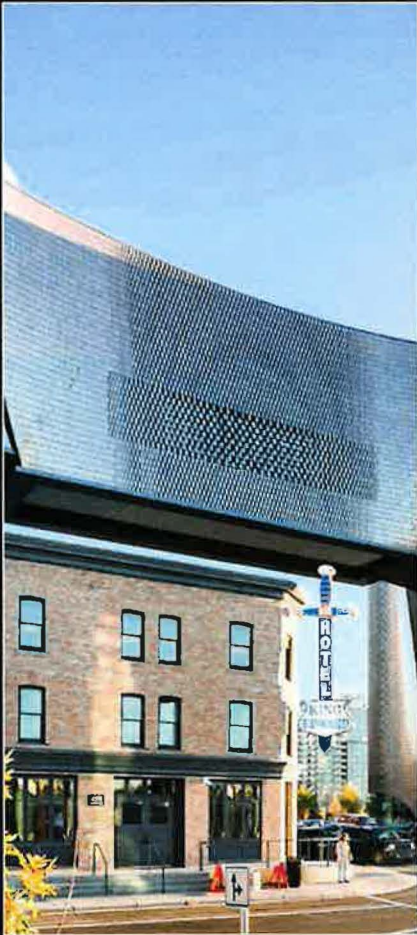
PROJECT PRINCIPLES

01



ACTUALIZE THE HEART OF  
INGLEWOOD  
Signal and celebrate arrival at

02



PRESERVE HERITAGE INTEGRITY  
THROUGH CONTEMPORARY DESIGN  
Design an iconic high-quality

03



FOSTER A GROWING CREATIVE  
ECOSYSTEM  
Continue to build on the

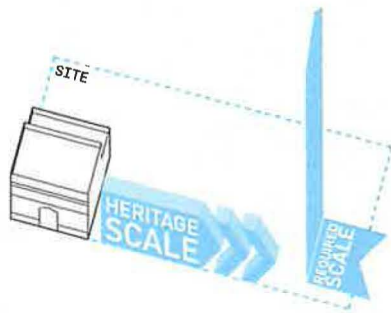
04



ENHANCE THE PUBLIC  
Promote site and build  
that creates an invi

# DESIGN PROCESS

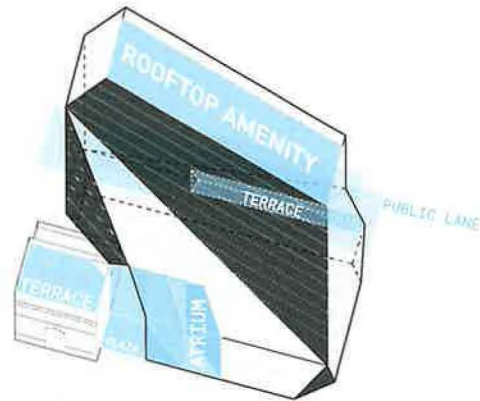
01



## INTEGRATE

Heritage and sensitive scale.

02



## SETBACK

Setback massing from Main Street.

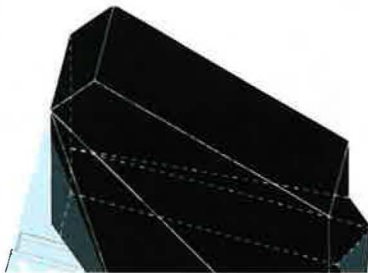
03



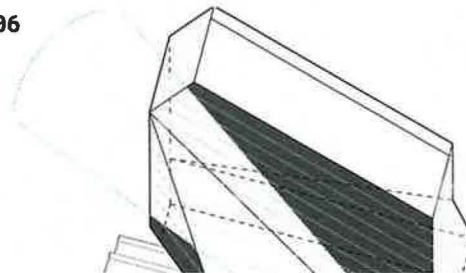
## PROGRAM

Divide spaces.

05



06



07





## PROJECT AT-A-GLANCE



**12**

STOREYS 45m Max. Height

**±1,960m<sup>2</sup>**

Site area (±21,100ft<sup>2</sup>)

**±12,250m<sup>2</sup>**

Gross Floor Area (±132,000ft<sup>2</sup>)

**6.5FAR**

Max. Floor Area Ratio



**±1,100 m<sup>2</sup>**

COMMERCIAL/RETAIL (±12,000ft<sup>2</sup>)



**±2,300 m<sup>2</sup>**

OFFICE (±25,000ft<sup>2</sup>)



**±138**

DWELLING UNITS



**±191**

BICYCLE STALLS

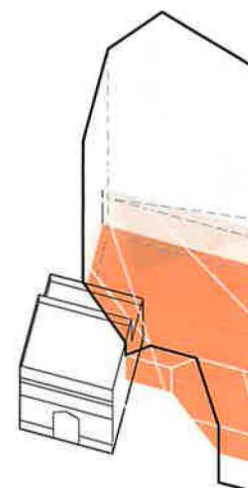
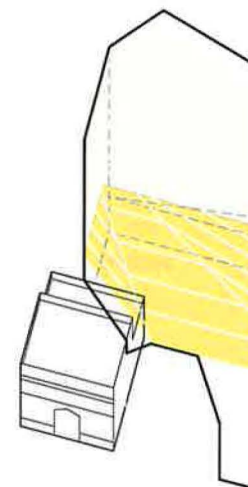


**±87**

AUTO PARKING STALLS

**±52**

Resident Stalls

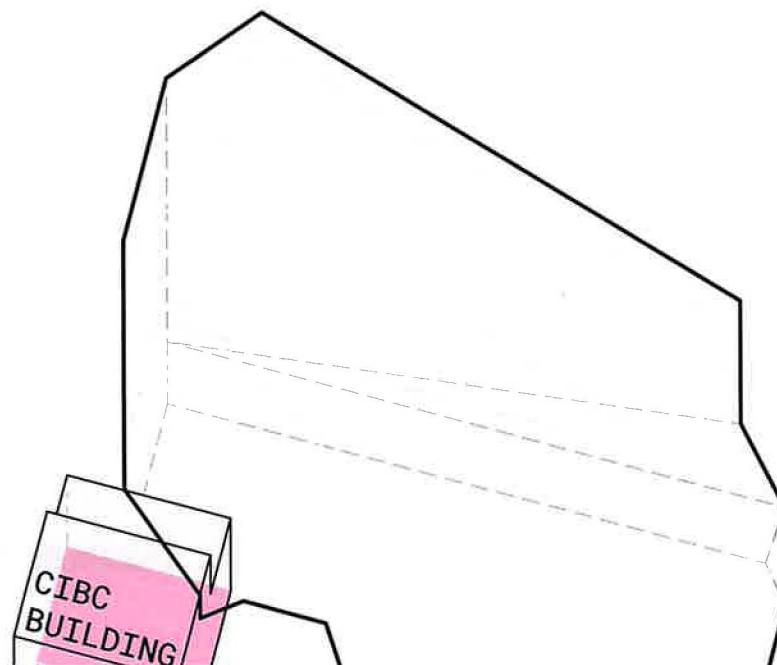


# NEW LIFE FOR THE BANK OF COMMERCE BUILDING

## PRESERVING AND CELEBRATING HERITAGE

The site includes the historic Bank of Commerce building, which RNDSQL will formally designate as a historic resource and integrate with the new contemporary building. As this heritage asset has no registered municipal, provincial or federal recognition / status, a formal designation by RNDSQL will protect it for future generations to enjoy.

As a key element of the design concept, the CIBC building is celebrated as the primary point of interest along the sidewalk and enhanced by the creation of a new plaza along its side. The new building will provide universal access to both floors and the roof of the renovated heritage building, injecting it with new life and prolonging its existence for the next 100 years. Rather than obscure, the new build gently withdraws from the historic brick form to ensure its prominence on the street, revitalize its use, and draw attention to this important piece of Inglewood's built heritage.



HERITAGE BUILDING TERRACE

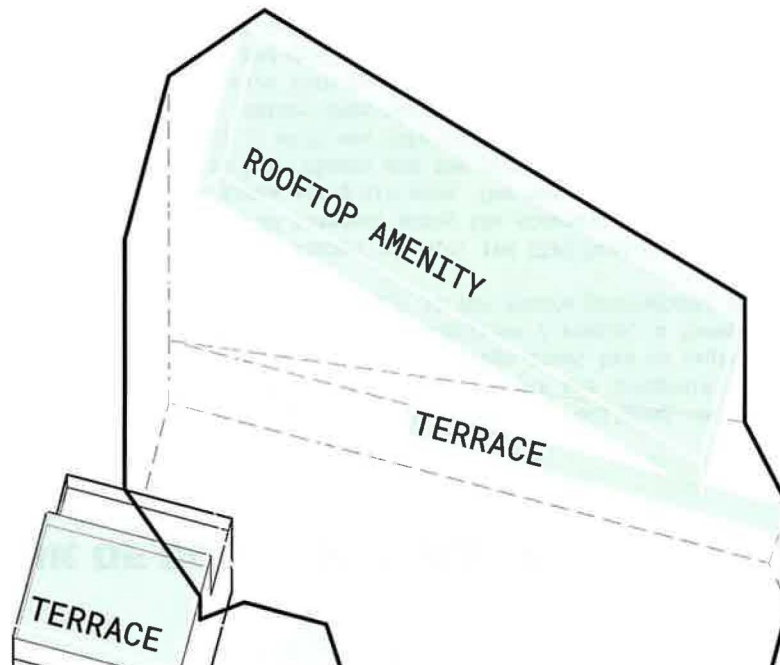


# PUBLIC REALM AND AMENITY

## SPACES FOR PEOPLE

The new contemporary building is setback at-grade along both 9 AV and 12 ST, corners, the rear lane and shared property line to create active edges, avoid blank walls and create more spaces for people. The sidewalk seamlessly expands into an at-grade plaza that serves to reveal celebrate the heritage building and provide a new community gathering place that offers a blend between new and old built form. The plaza extends into an entry atrium that also houses an integrated MAX Purple BRT shelter.

The setback along 12 AV allows for the introduction wider sidewalks protected bike lanes, greenery and seating. Along the lane, an at-grade setback, commercial frontage, patio space, and an upper storey terrace create people spaces that interface with and activate the adjacent Inglewood Lawn Bowling Club. A rehabilitated roof on the heritage building and rooftop amenity on the new building transform unused space and introduce opportunities for socializing, greenery, and programming.



9 AV STREETSCAPE



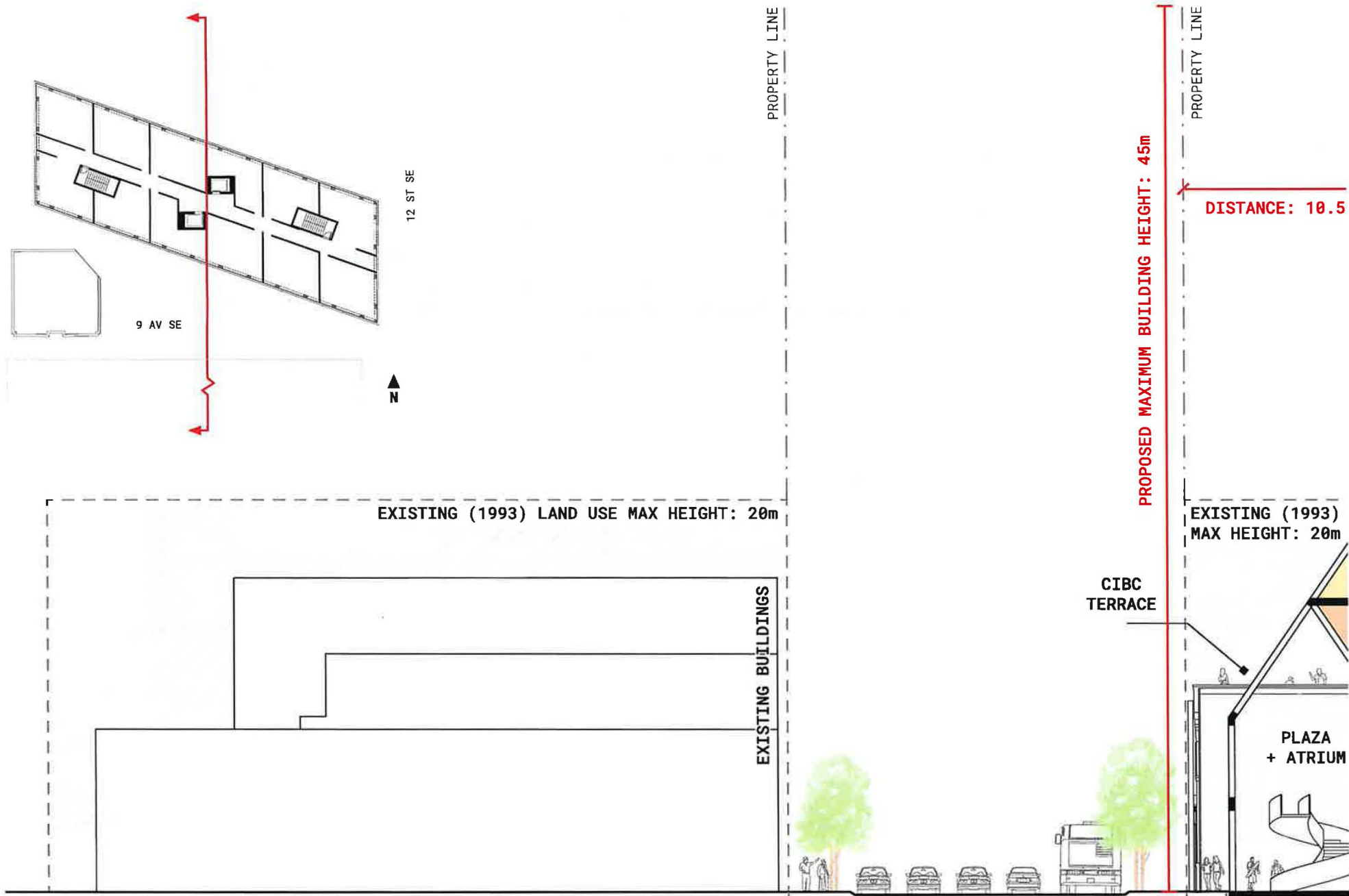
9 AV PLAZA



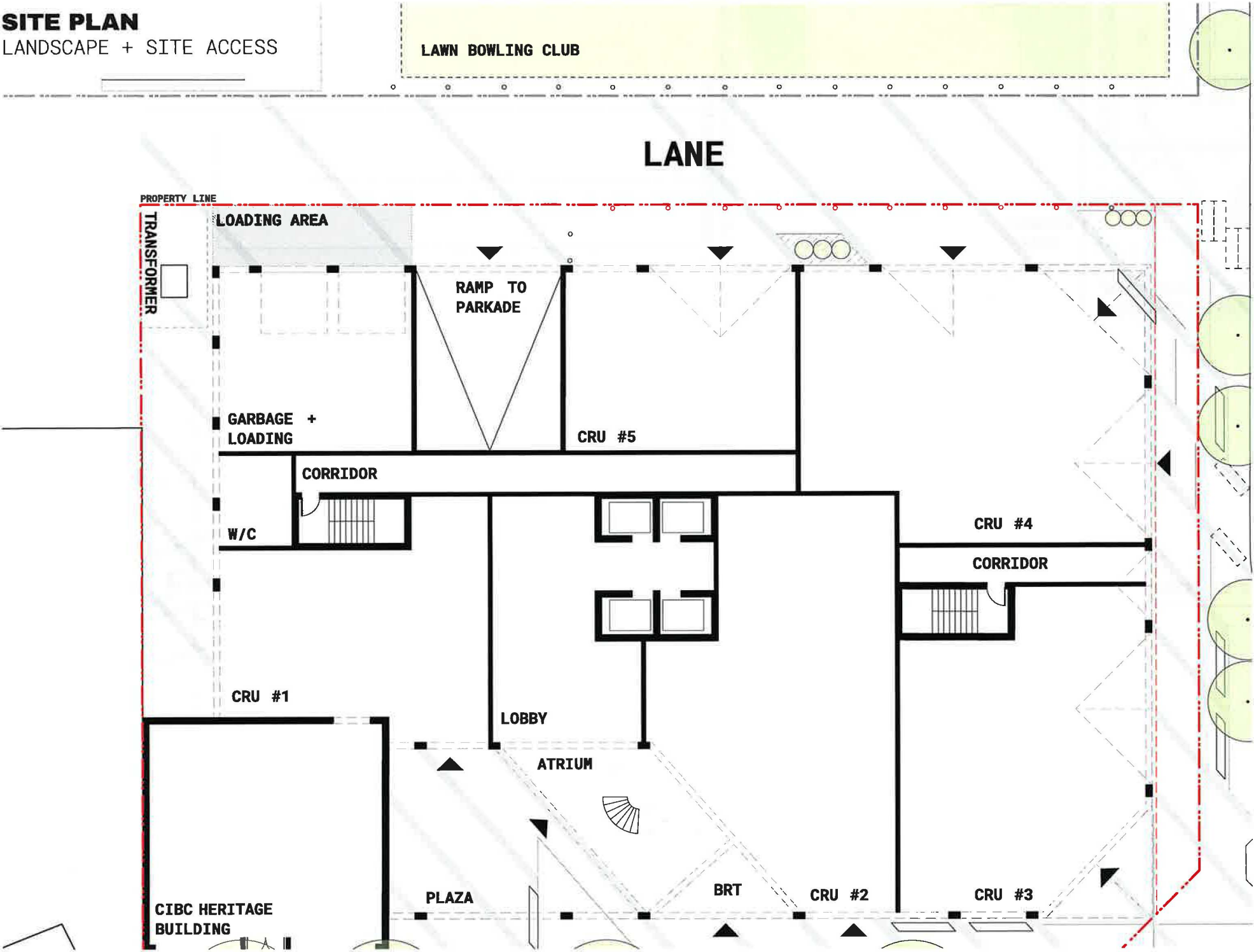


# BUILDING SECTION

LOOKING WEST



**SITE PLAN**  
LANDSCAPE + SITE ACCESS

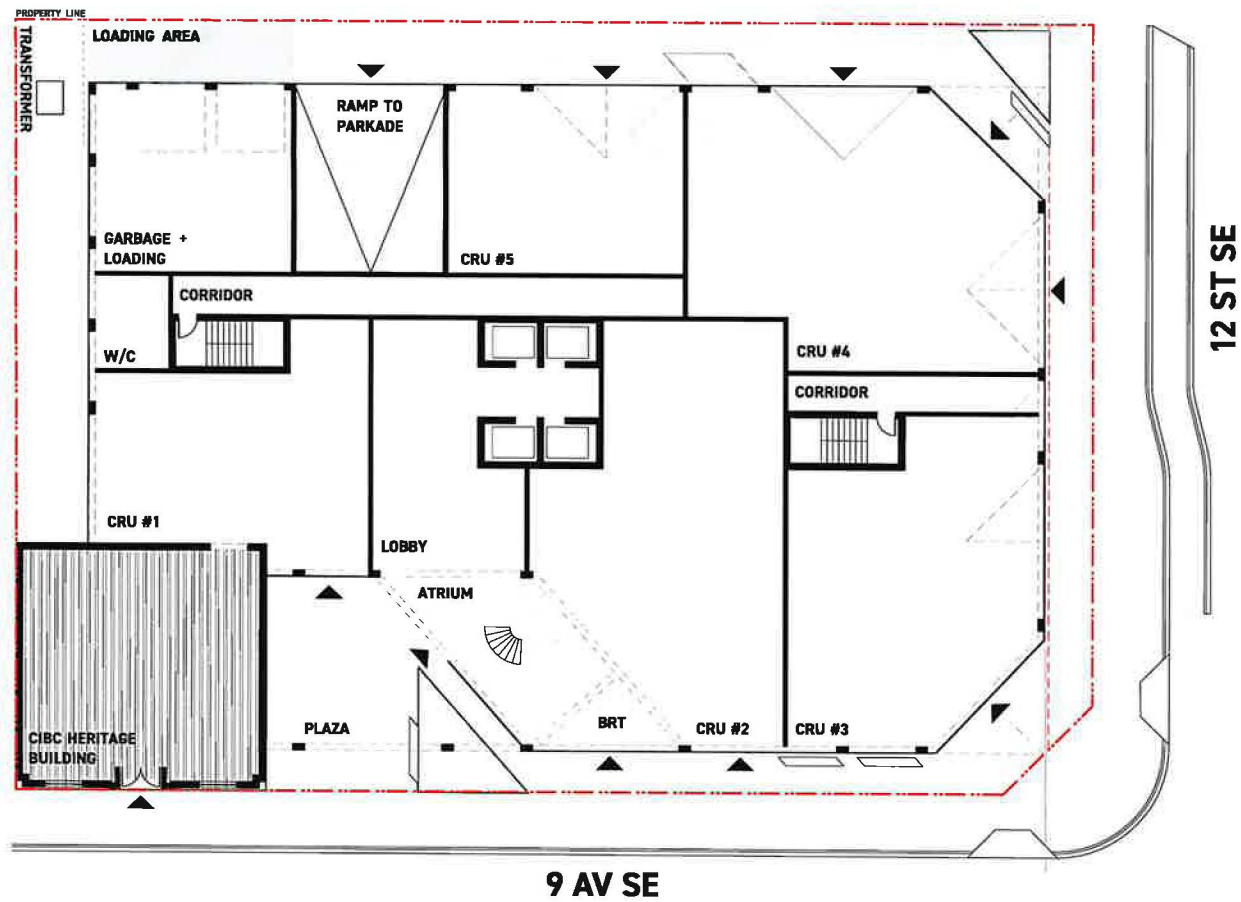


# FLOOR PLAN

LEVEL 01

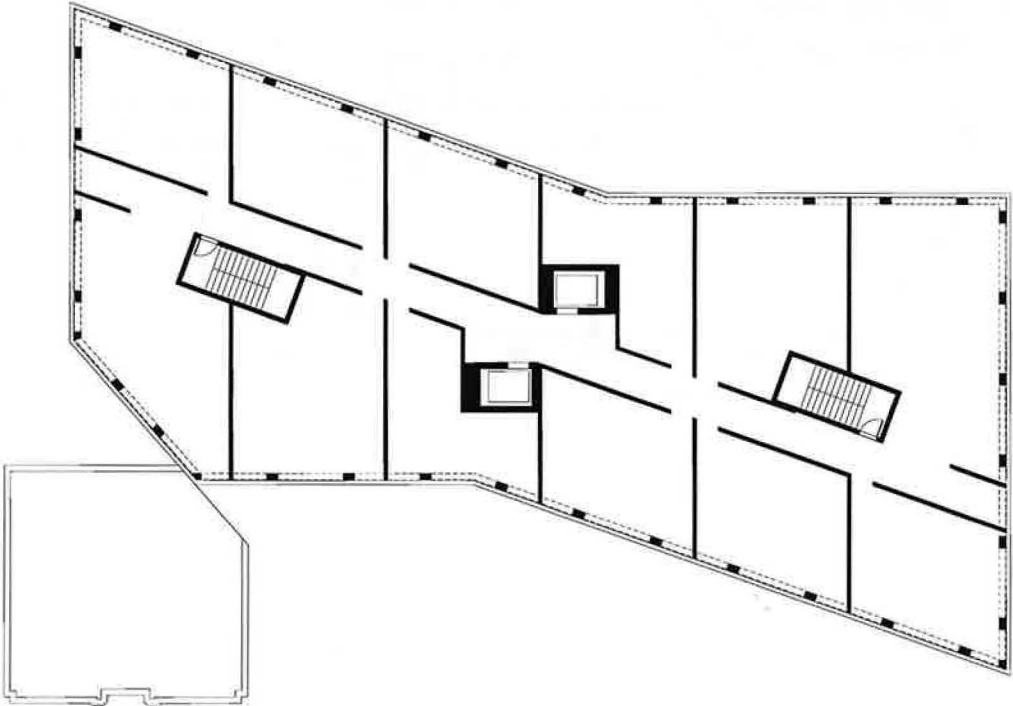
# FLOOR PLA

LEVEL 03





**FLOOR PLAN**  
LEVEL 07



**FLOOR PLA**  
LEVEL 10



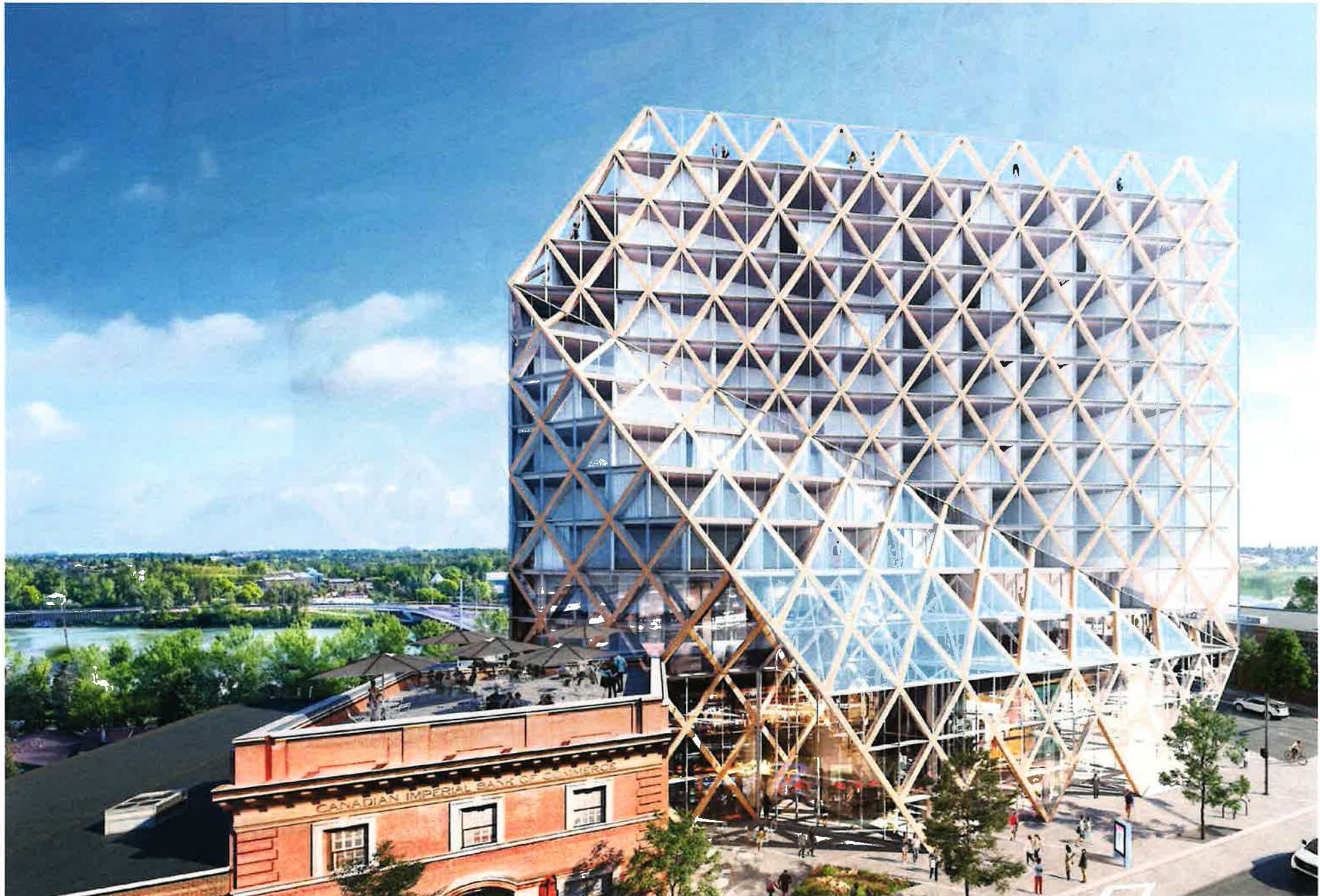
## DEVELOPMENT VISION

9 AV STREETSCAPE





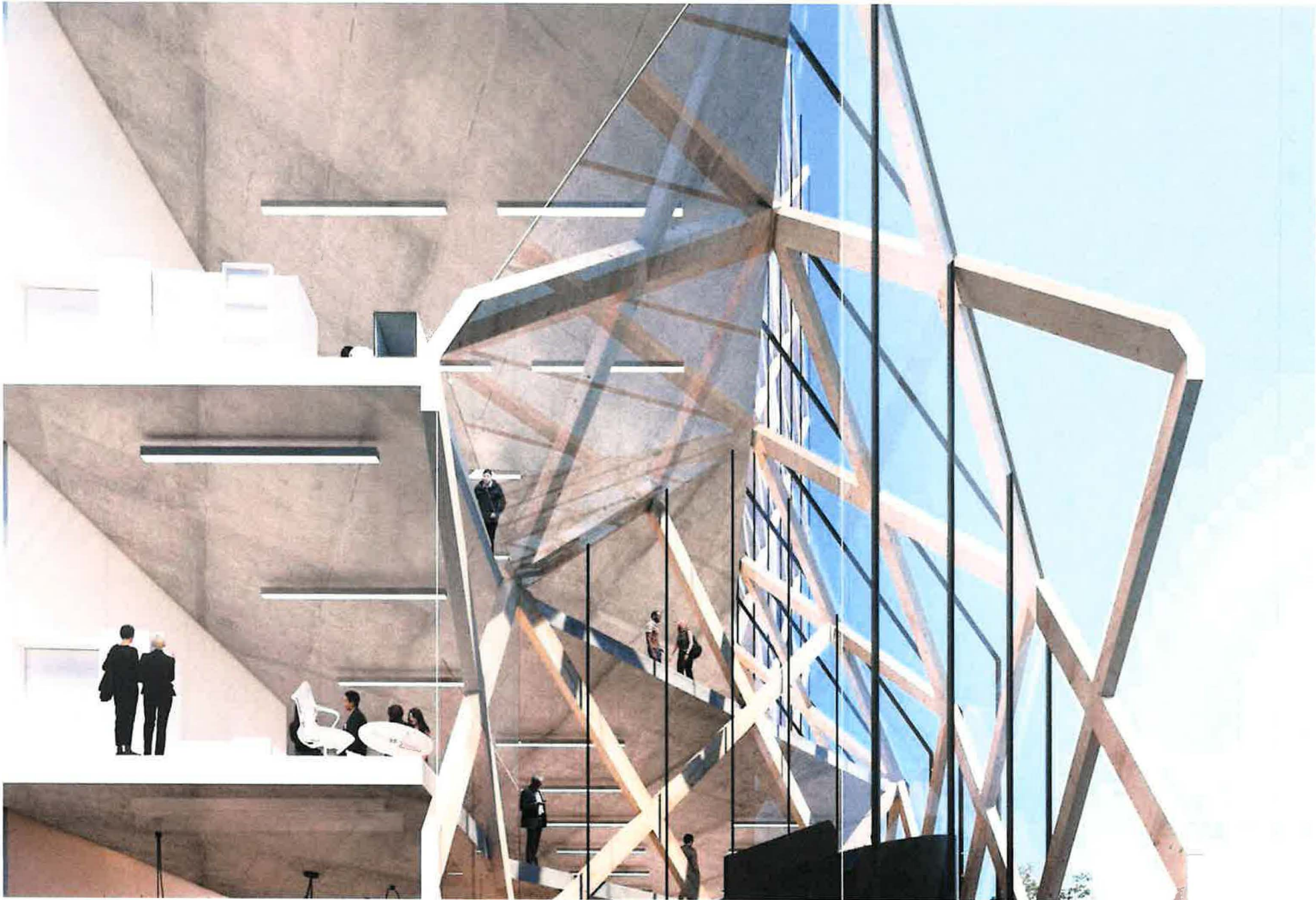
**DEVELOPMENT VISION**  
9 AV STREETSCAPE





## DEVELOPMENT VISION

9 AV PLAZA + ATRIUM



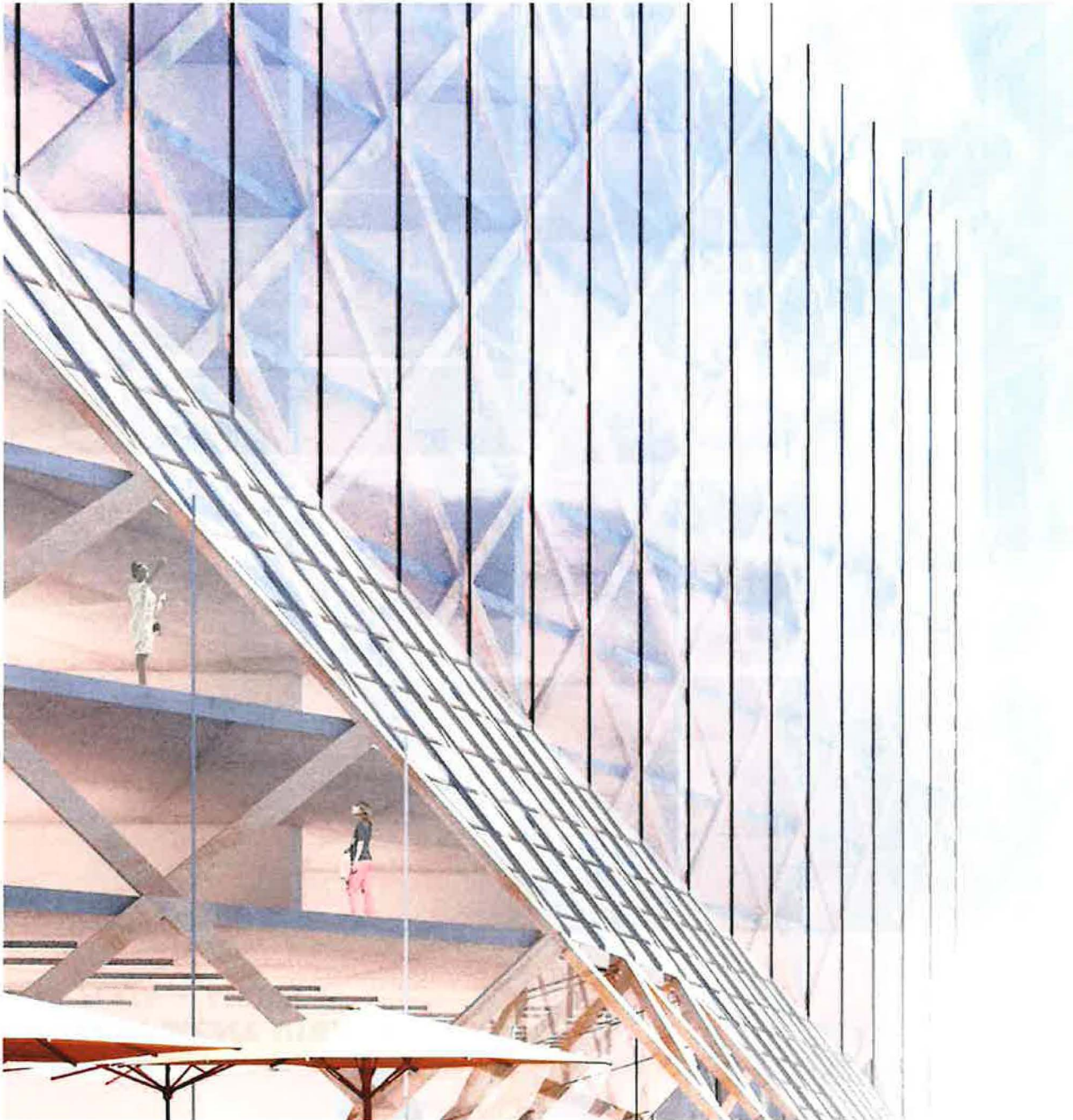


## DEVELOPMENT VISION

HERITAGE BUILDING ROOFTOP TERRACE

## DEVELOPMENT VISION

LANE ACTIVATION



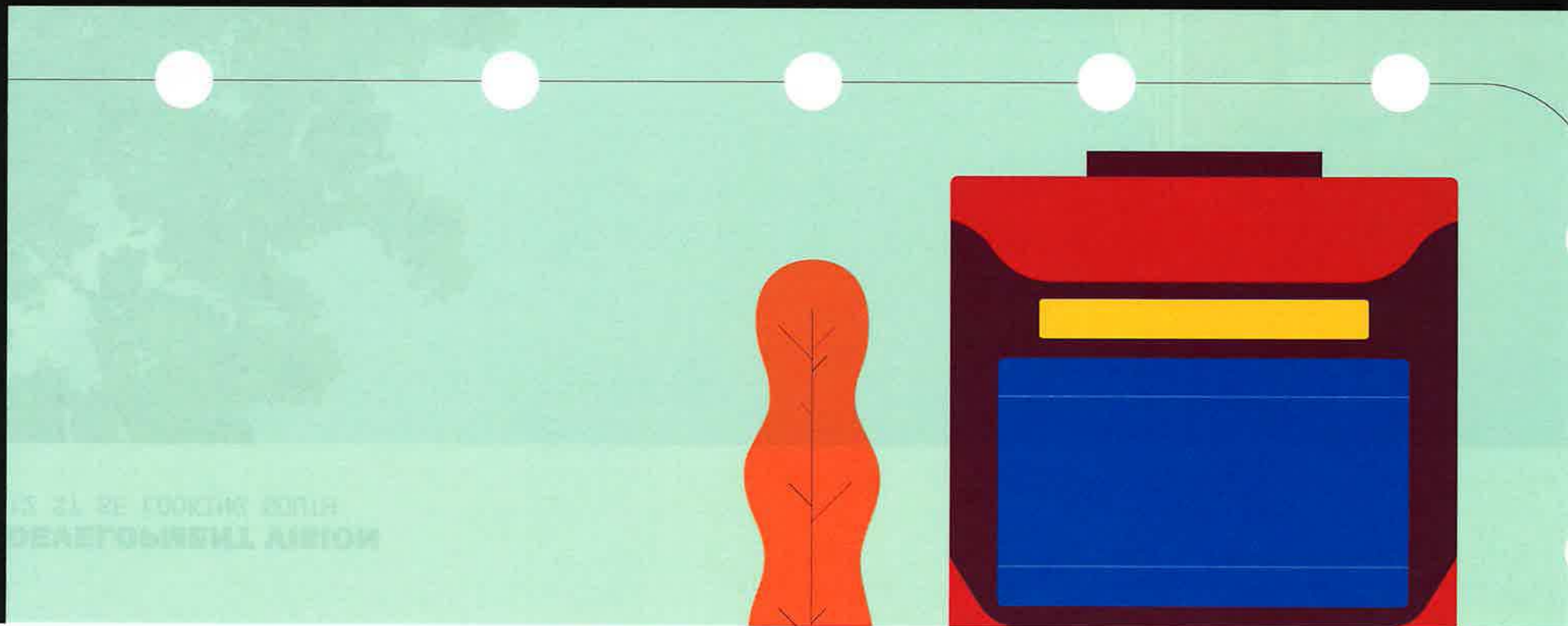


## DEVELOPMENT VISION

12 ST SE LOOKING SOUTH







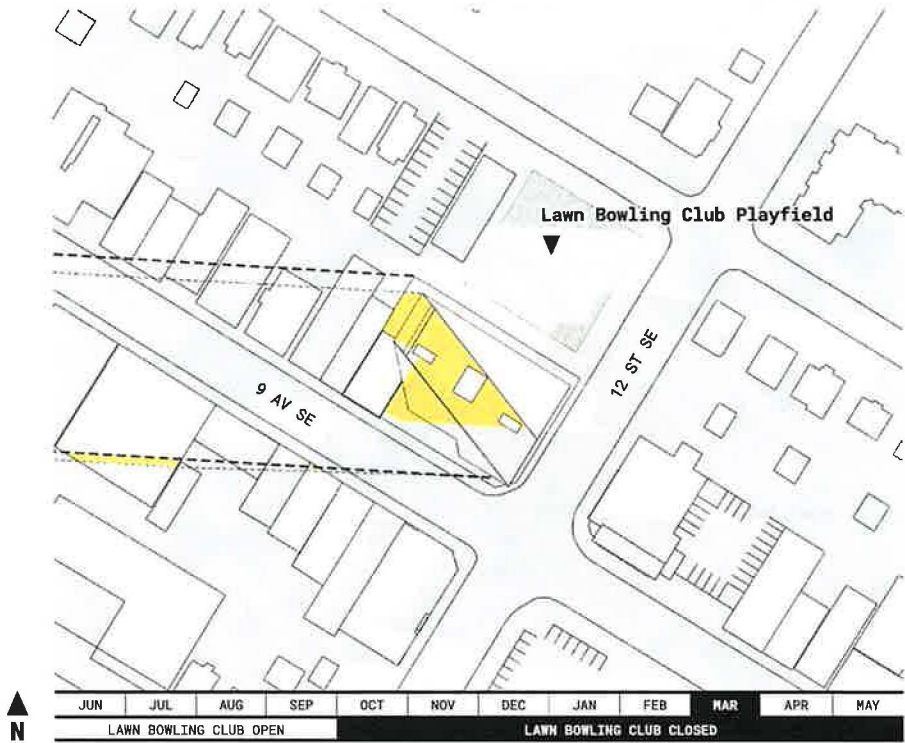
**SHADOW STUDY**  
SPRING EQUINOX

**NOTE:** Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features. Simulated dates and times are based on established City of Calgary requirements.

**MARCH 21**  
**8:00AM**

**LEGEND**

- Proposed Building Shadow
- Existing DC1Z93 Max. Shadow
- Existing Built Form Shadow



**MARCH 21**  
**10:00AM**



**SHADOW S1**  
SPRING EQUINOX

**MARCH 21**  
**12:00PM**

**LEGEND**

- Proposed Building
- Existing DC1Z93 Max. Shadow
- Existing Built Form

**MARCH 21**  
**2:00PM**

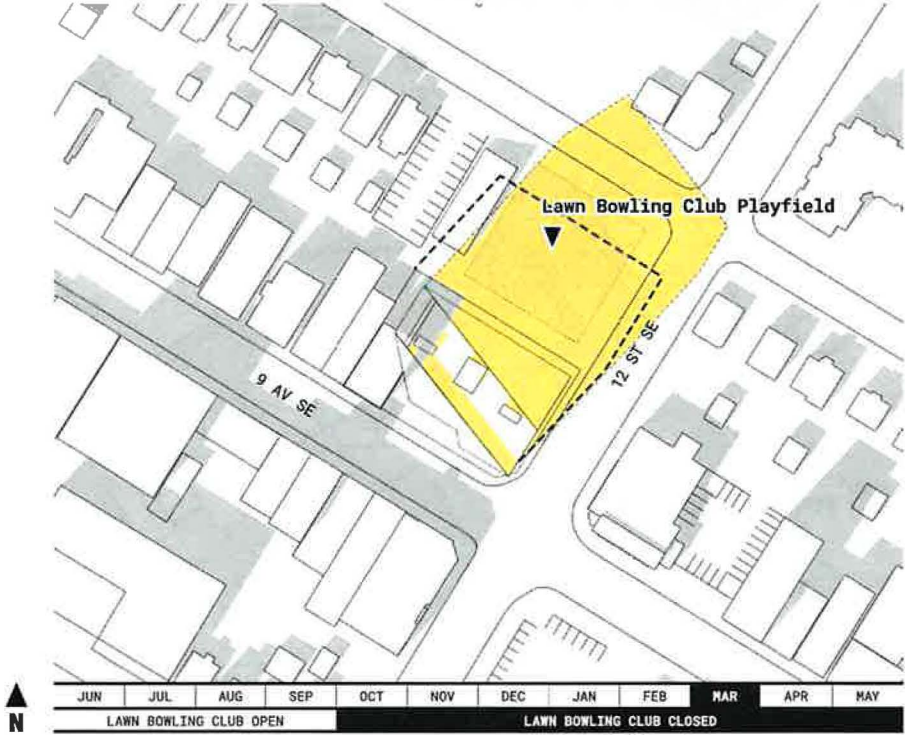


**SHADOW STUDY**  
SPRING EQUINOX

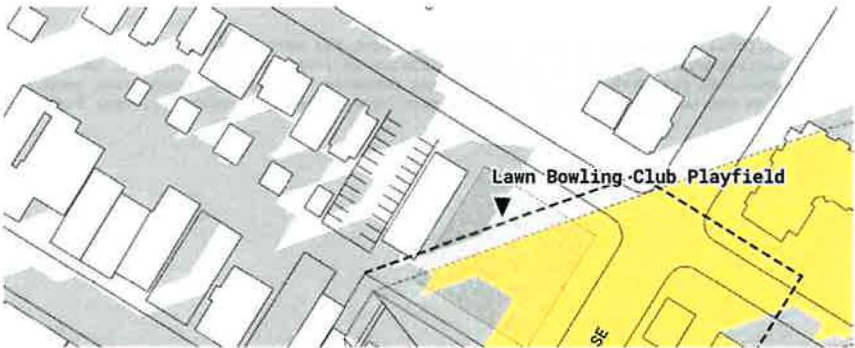
**MARCH 21**  
4:00PM

**LEGEND**

- Proposed Building Shadow
- Existing DC1Z93 Max. Shadow
- Existing Built Form Shadow



**MARCH 21**  
6:00PM



**SHADOW STUDY**  
SUMMER SOLSTICE

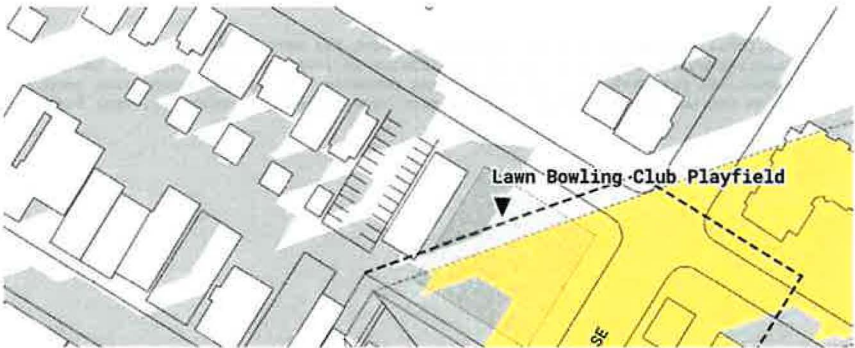
**NOTE:** Sun shadow studies across a study area, and context. The results of : design, surrounding build

**JUNE 21**  
8:00AM

**LEGEND**

- Proposed Building Shadow
- Existing DC1Z93 Max. Shadow
- Existing Built Form Shadow

**JUNE 21**  
10:00AM



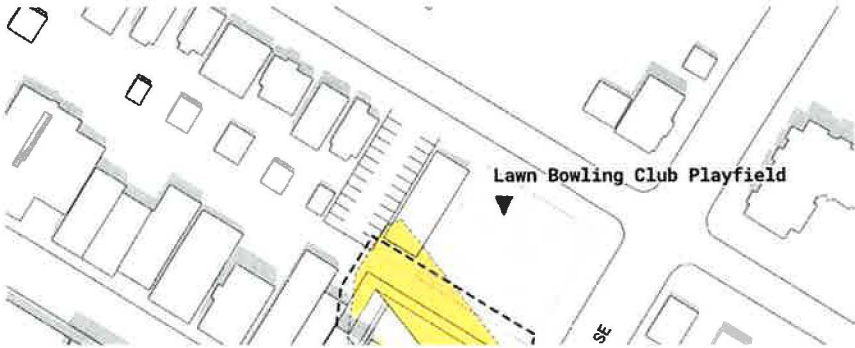
**SHADOW STUDY**  
SUMMER SOLSTICE

JUNE 21  
12:00PM

- LEGEND
- Proposed Building Shadow
  - Existing DC1293 Max. Shadow
  - Existing Built Form Shadow



JUNE 21  
2:00PM



**SHADOW S1**  
SUMMER SOLSTICE

JUNE 21  
4:00PM

- LEGEND
- Proposed Building Shadow
  - Existing DC1293 Max. Shadow
  - Existing Built Form Shadow

JUNE 21  
6:00PM

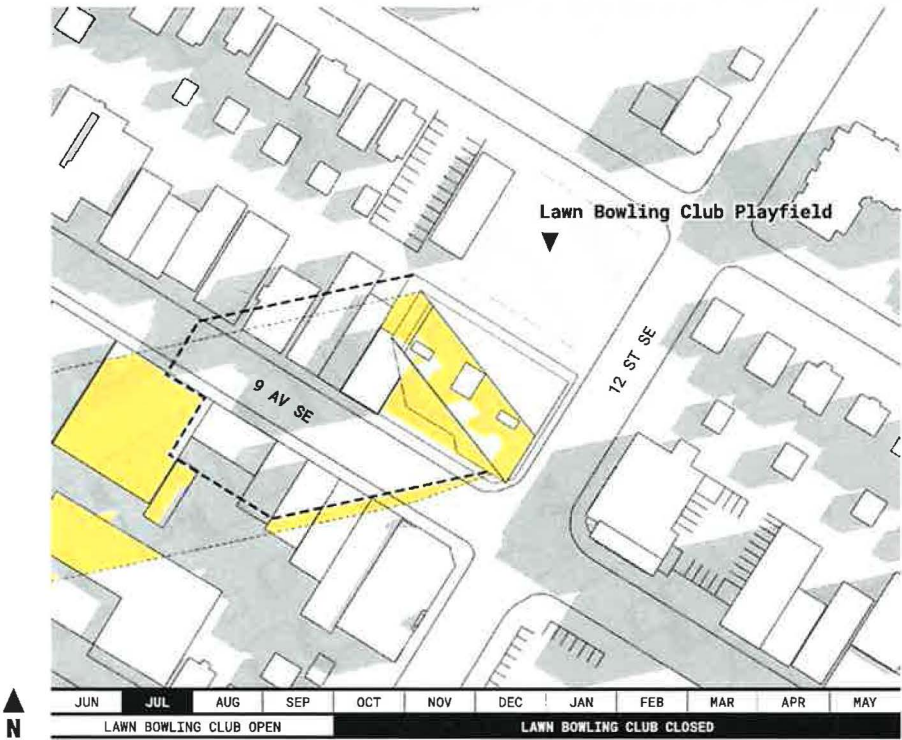
**SHADOW STUDY**  
SUMMER: JULY

**NOTE:** Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features. Simulated dates and times are based on established City of Calgary requirements.

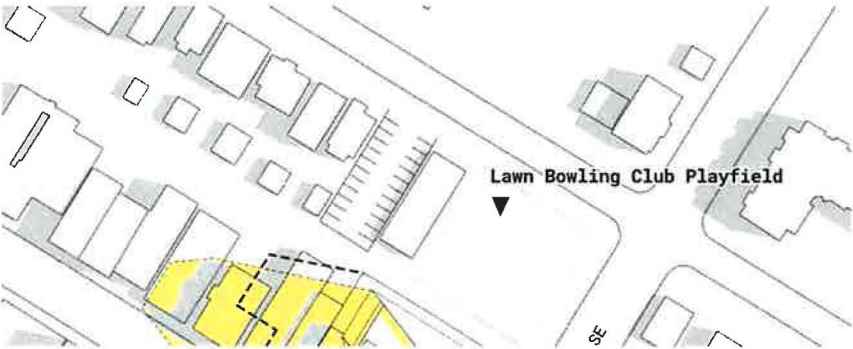
**JULY 21**  
**8:00AM**

**LEGEND**

- Proposed Building Shadow
- Existing DC1Z93 Max. Shadow
- Existing Built Form Shadow



**JULY 21**  
**10:00AM**



**SHADOW S1**  
SUMMER: JULY

**JULY 21**  
**12:00PM**

**LEGEND**

- Proposed Building
- Existing DC1Z93 M
- Existing Built Fo

**JULY 21**  
**2:00PM**

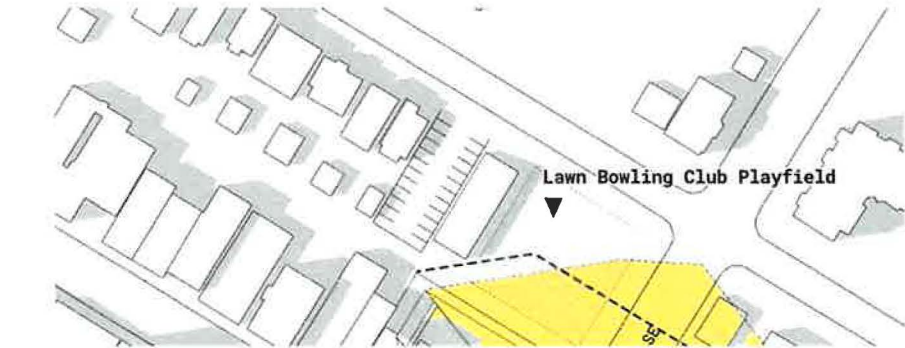
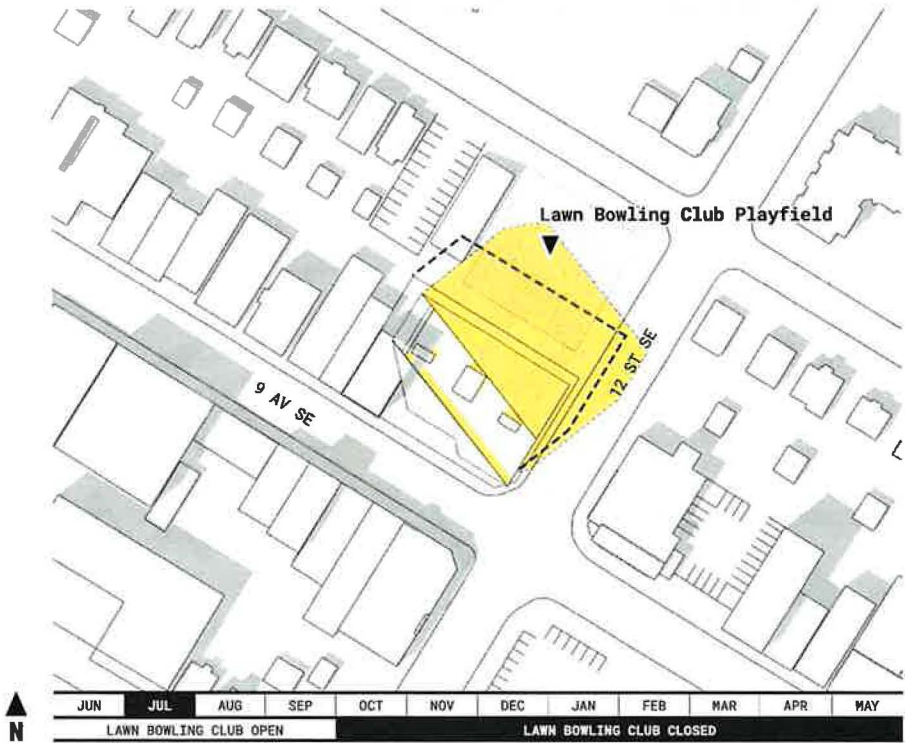


**SHADOW STUDY**  
SUMMER: JULY

JULY 21  
4:00PM

- LEGEND
- Proposed Building Shadow
  - Existing DC1293 Max. Shadow
  - Existing Built Form Shadow

JULY 21  
6:00PM



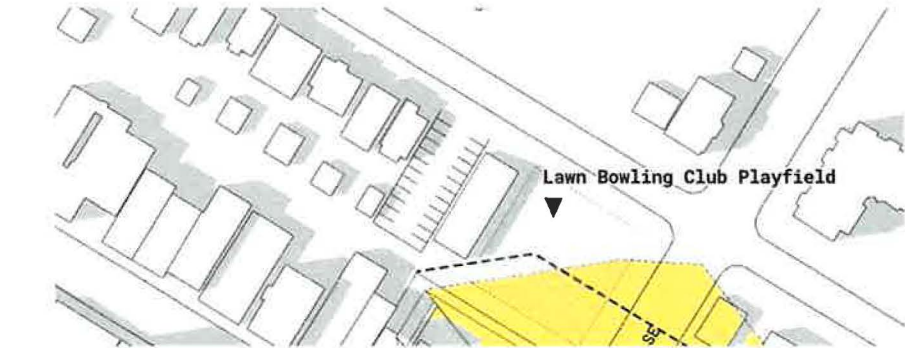
**SHADOW S1**  
SUMMER: AUGUST

NOTE: Sun shadow studies across a study area, and context. The results of design, surrounding built form.

AUGUST 21  
8:00AM

- LEGEND
- Proposed Building Shadow
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AUGUST 21  
10:00AM

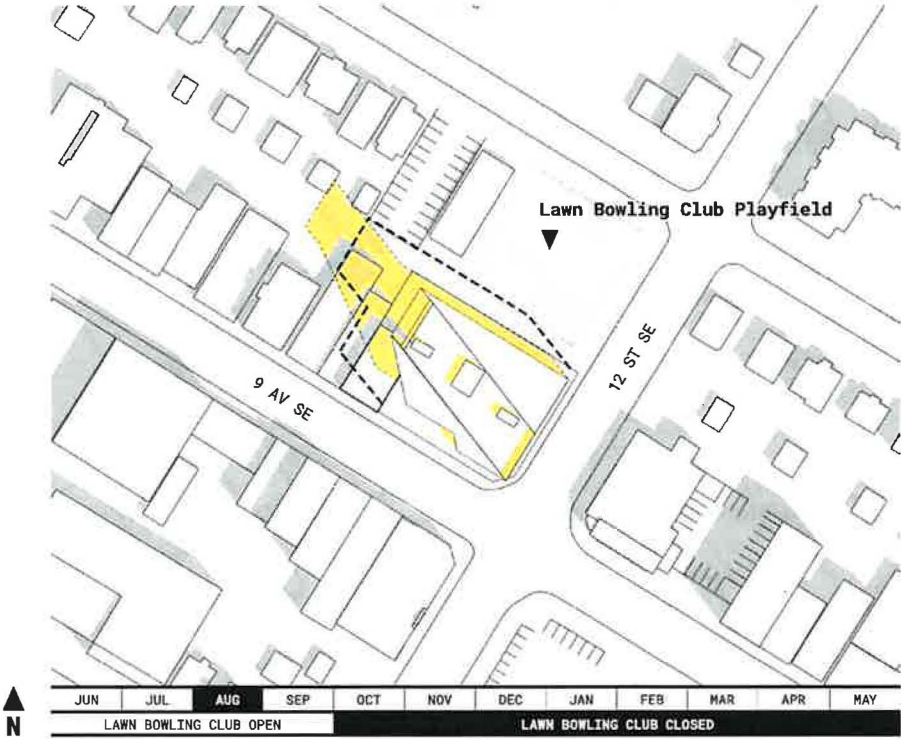


**SHADOW STUDY**  
SUMMER : AUGUST

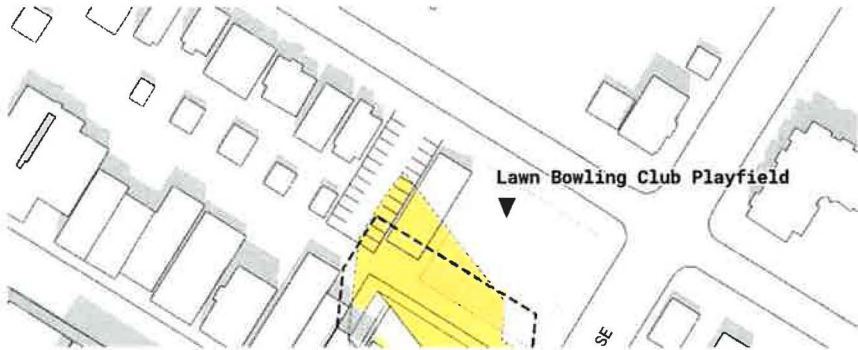
**AUGUST 21**  
12:00PM

**LEGEND**

- Proposed Building Shadow
- Existing DC1293 Max. Shadow
- Existing Built Form Shadow



**AUGUST 21**  
2:00PM



**SHADOW S1**  
SUMMER : AUGUST

**AUGUST 21**  
4:00PM

**LEGEND**

- Proposed Building
- Existing DC1293
- Existing Built Form

**AUGUST 21**  
6:00PM

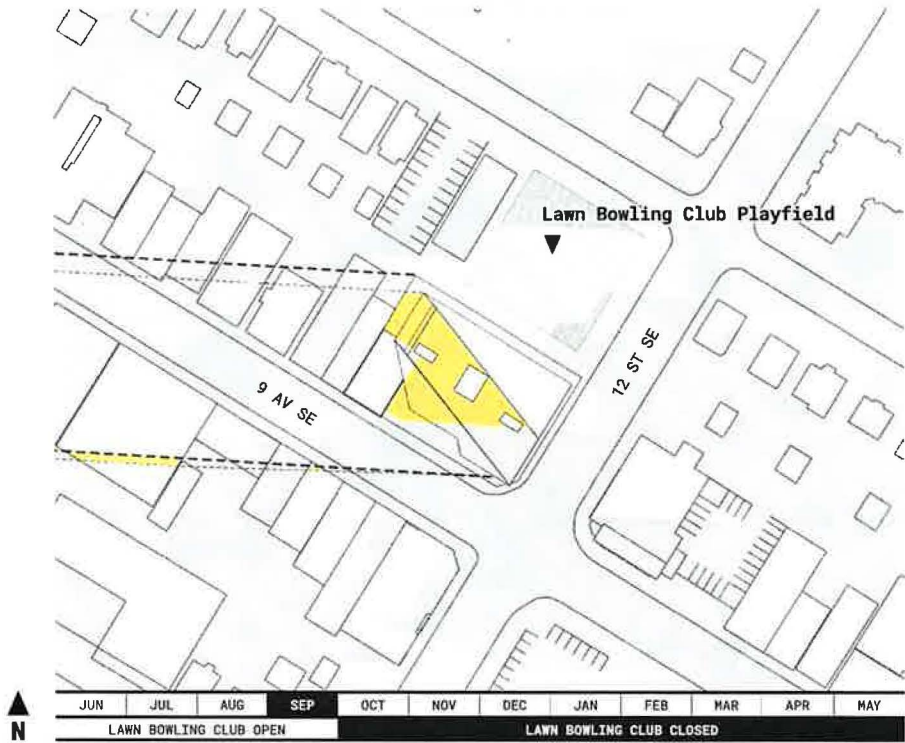
**SHADOW STUDY**  
FALL EQUINOX

**NOTE:** Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features. Simulated dates and times are based on established City of Calgary requirements.

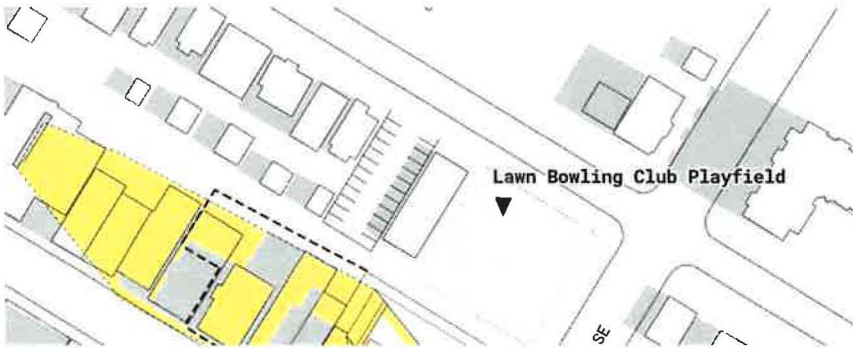
**SEPTEMBER 21**  
**8:00AM**

**LEGEND**

- Proposed Building Shadow
- Existing DC1Z93 Max. Shadow
- Existing Built Form Shadow



**SEPTEMBER 21**  
**10:00AM**



**SHADOW S1**  
FALL EQUINOX

**SEPTEMBER 21**  
**12:00PM**

**LEGEND**

- Proposed Building
- Existing DC1Z93 M
- Existing Built Fc

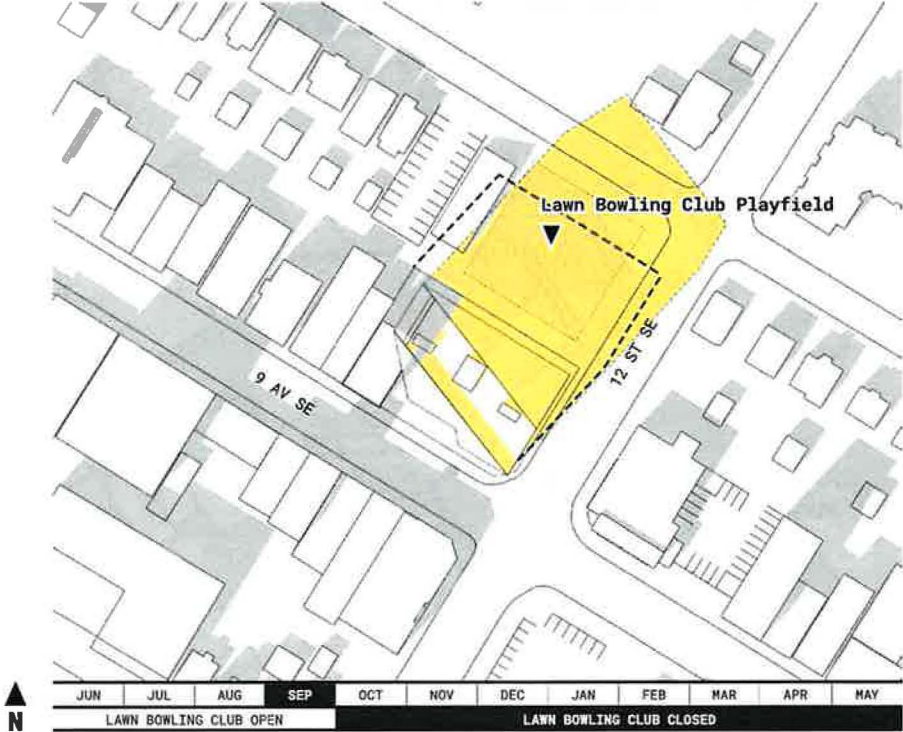
**SEPTEMBER 21**  
**2:00PM**



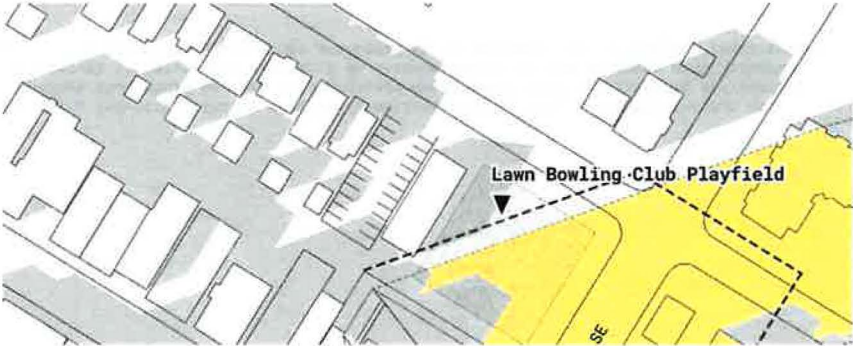
**SHADOW STUDY**  
FALL EQUINOX

SEPTEMBER 21  
4:00PM

- LEGEND
- Proposed Building Shadow
  - Existing DC1293 Max. Shadow
  - Existing Built Form Shadow



SEPTEMBER 21  
6:00PM



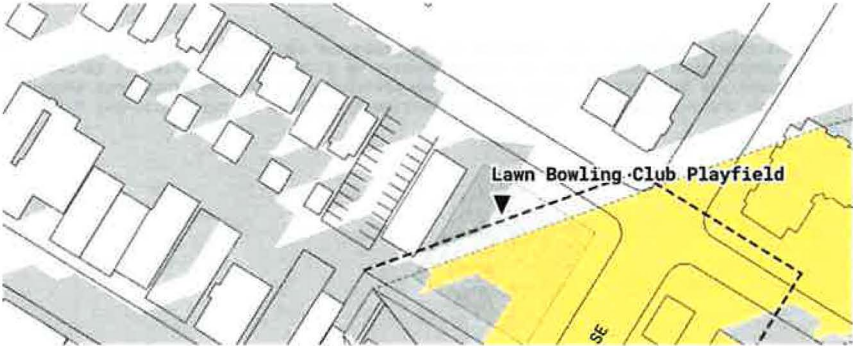
**SHADOW STUDY**  
WINTER SOLSTICE

NOTE: Sun shadow studies across a study area, and context. The results of design, surrounding built form.

DECEMBER 21  
8:00AM

- LEGEND
- Proposed Building Shadow
  - Existing DC1293 Max. Shadow
  - Existing Built Form Shadow

DECEMBER 21  
10:00AM



**SHADOW STUDY**  
WINTER SOLSTICE

**SHADOW S1**  
WINTER SOLSTICE

DECEMBER 21  
12:00PM

DECEMBER 21  
4:00PM

- LEGEND**
- Proposed Building Shadow
  - Existing DC1Z93 Max. Shadow
  - Existing Built Form Shadow

- LEGEND**
- Proposed Building
  - Existing DC1Z93
  - Existing Built Form



DECEMBER 21  
2:00PM

DECEMBER 21  
6:00PM






INTRODUCTION

In support of the proposed land use change and associated development vision, Bunt & Associates completed a Transportation Impact Assessment (TIA). This investigation included an evaluation of the expected impact that RNDSQL Block will have on the local area traffic volumes, intersection capacities and configurations, active transportation connectivity, and parking supply requirements. The study has been submitted for review by the City of Calgary as part of the application process. Some of the key conclusions of the TIA are outlined below.

SHARED PARKING

PARKING AT-A-GLANCE



±87


AUTO PARKING STALLS

±52

Resident Stalls

±35

Non-Resident Stalls  
(Visitor, Retail, Office-Financial)



±191

BICYCLE STALLS

±175

Class 1 Stalls

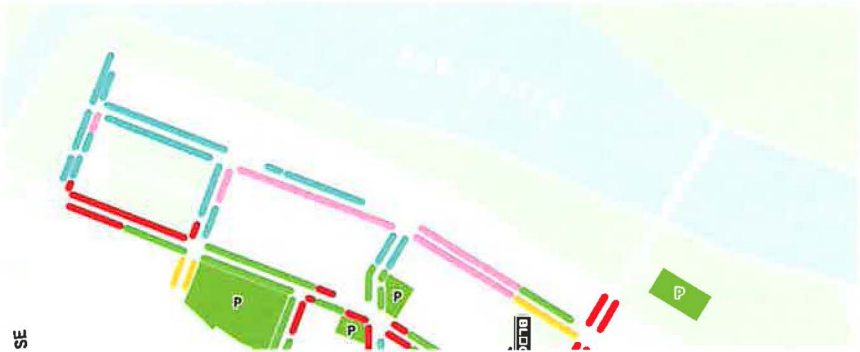
±16

Class 2 Stalls

ON-STREET PARKING

On-street parking in the area is largely restricted and residents of the building will not be able to receive a parking permit.

PARKING DEMAND



# TRANSPORTATION STUDY

## TRANSPORTATION IMPACT ASSESSMENT (TIA) SUMMARY

### STREETSCAPE MASTER PLAN

In 2018, The City of Calgary completed a Streetscape Master Plan for 9 AV SE. It takes into account the design of the public realm including: the vehicular travel ways, sidewalks, and interface with adjacent buildings. The design also considers crosswalks and intersections, side streets, laneways, park interfaces, gateways, public art, and pop-up installation areas. The Master Plan has been conditionally approved into the next phase of design, pending budget availability.

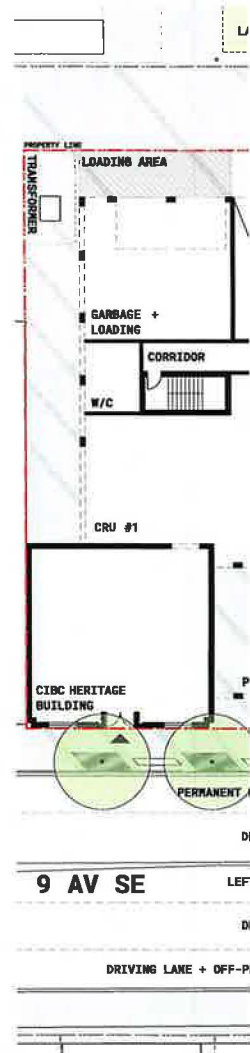
At this time, no further budget has been dedicated for construction of the design presented in the Streetscape Master Plan. In the absence of funding The City will seek opportunities to dedicate City resources and funding to make short-term improvements and work with developers who are active in the area to coordinate public realm improvements with private developments.

### 9 AV LANE REQUIREMENTS

One key priority of the Streetscape Master Plan includes the conversion of the current westbound transit lane into permanent on-street parking. While the streetscape master plan proposes reducing the typical pavement width of 9 AV SE, no change is proposed by the City along the RNDSQL Block site frontage due to traffic flow requirements. As such, the existing five lane cross-section will be retained on 9 Avenue SE at the 12 Street intersection.

### 12 ST LANE REQUIREMENTS

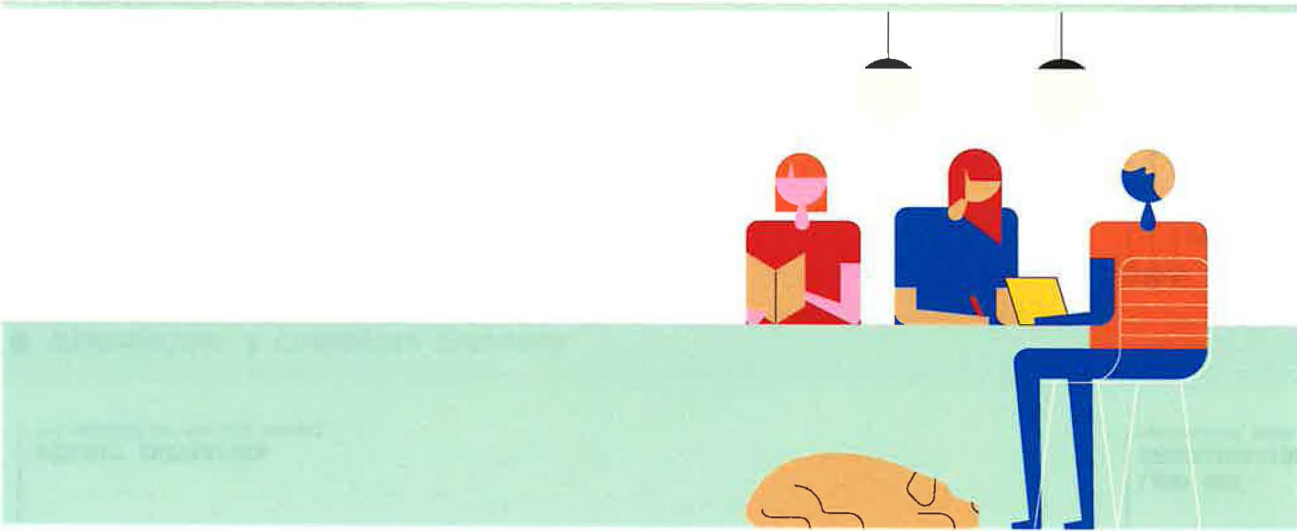
The Streetscape Master Plan proposes to reduce the number of driving lanes from five to two along 12 ST SE to accommodate bike facilities and on-street parking. Intersection capacity analysis indicates that the 12 ST SE concept provided by The City in the 9 AV SE Streetscape Master Plan (1 southbound lane + 1 northbound lane) will not adequately accommodate existing vehicle volumes. However, the analysis confirms that by retaining the dedicated left turn lane, the intersection can accommodate existing vehicle volumes. It is worth noting that new traffic associated with the site will not appreciably impact intersection operations.







# STAKEHOLDER OUTREACH



## APPROACH

The RNSQR project team is committed to being good neighbours and engaging with the communities where we build. The project team's community engagement process is designed to provide opportunities for stakeholders to learn about the vision for the site early on and to share their thoughts – all with the intent of maintaining a respectful and transparent conversation. Through our all of our various engagement channels, RNSQR and the project team would like to invite community members to share their ideas.

## OUTREACH STRATEGIES



### Project Website + Feedback Form

Dedicated project website ([www.RNSQRblock.com](http://www.RNSQRblock.com)), providing convenient 24-hour access to up-to-date project information as well as a built-in feedback form.



### Project Phone Line, Voice-Mail + Email Inbox

Project phone line, voice-mail inbox (587.747.0317), and dedicated email ([info@engagerndsqr.com](mailto:info@engagerndsqr.com)) serve as a direct line to the project team.



### Postcard Mailer

Postcard mailer delivered to homes and businesses providing notification of process milestones, and outreach opportunities.



### On-Site Signage



# TIMELINE

2019

2020



## ■ Application Process



## ● Stakeholder & Community Outreach



### Pre-Application Outreach

Initial discussions with Community Associations, BIA and Ward Councillor

### Stakeholder Outreach

Face-to-face meetings, postcards, community newsletter, e-news, speakers' corner, p

Ongoing Stakeholder Communications / Meetings