

Sylvan Lake 50 Street Area Redevelopment Plan

PUBLIC MEETING AND WORKSHOP SUMMARY REPORT



Prepared for



TOWN OF SYLVAN LAKE
A Town For All Seasons

Held on
Wednesday, April 29, 2009
7.00 pm to 9:00 pm

Sylvan Lake 50 Street Area Redevelopment Plan

**PUBLIC MEETING AND
WORKSHOP SUMMARY REPORT**

Prepared for



TOWN OF SYLVAN LAKE
A Town For All Seasons

By

ARMIN A. PREIKSAITIS
& ASSOCIATES LTD.

#605 Empire Building
10080 Jasper Avenue
Edmonton, Alberta
T5J 1V9
Phone (780) 423-6824
Fax (780) 423-6850
Email: armin@arminap.ca
www.arminap.ca

In association with



TABLE OF CONTENTS

1.0	BACKGROUND AND PURPOSE	1
2.0	STAKEHOLDER ROUNDTABLE METHODOLOGY	1
3.0	SUMMARY OF DISCUSSIONS.....	3
3.1	Group 1: Sub-Areas A and B.....	3
3.2	Group 2: Sub-Areas C, D, E, and F.....	6
3.3	Group 3: Sub-Areas G, H, I, J and K.....	7
3.4	Group 4: Streetscape Cross-sections.....	10
4.0	SUMMATION AND NEXT STEPS.....	13
	Feedback Summary.....	13
	Next Steps	15
5.0	ROUNDTABLE EVALUATION	16

APPENDIX A: SYLVAN LAKE 50 STREET ROUNDTABLE POWERPOINT PRESENTATION

APPENDIX B: SYLVAN LAKE 50 STREET ROUNDTABLE DISCUSSION GUIDE

1.0 BACKGROUND AND PURPOSE

The Town of Sylvan Lake has started the process of preparing an area redevelopment plan (ARP) for 50 Street south of 48 Avenue in order to ensure that future development in the area achieves an appropriate mix of land uses, building forms, public amenities, infrastructure, and streetscaping. In June 2008, the Town retained an Edmonton-based consulting team to begin the work. Armin A. Preiksaitis & Associates Ltd., a land use planning and community consultation firm, will work in association with EIDOS Consultants Incorporated (Landscape Architects) and Associated Engineering of Alberta to complete the 50 Street ARP.

As part of the Phase Two planning work, one (1) Public Meeting and Workshop was held at Fox Run School (2 Falcon Ridge Drive, Sylvan Lake) on April 29, 2009 from 7:00 pm to 9:00 pm. The Public Meeting and Workshop was advertised in the *Sylvan Lake News* issued for the weeks of April 17 and April 24.

The purpose of the Public Meeting and Workshop was to gather information from the community to help identify issues, opportunities, and priorities in the Plan area.

The entire community was invited to participate in the Public Meeting and Workshop by way of an advertisement placed in the *Sylvan Lake News*. As well, property owners within the Plan area were sent an invitation from the Town along with a Summary Report of the Stakeholder Roundtables held on March 11, 2009.

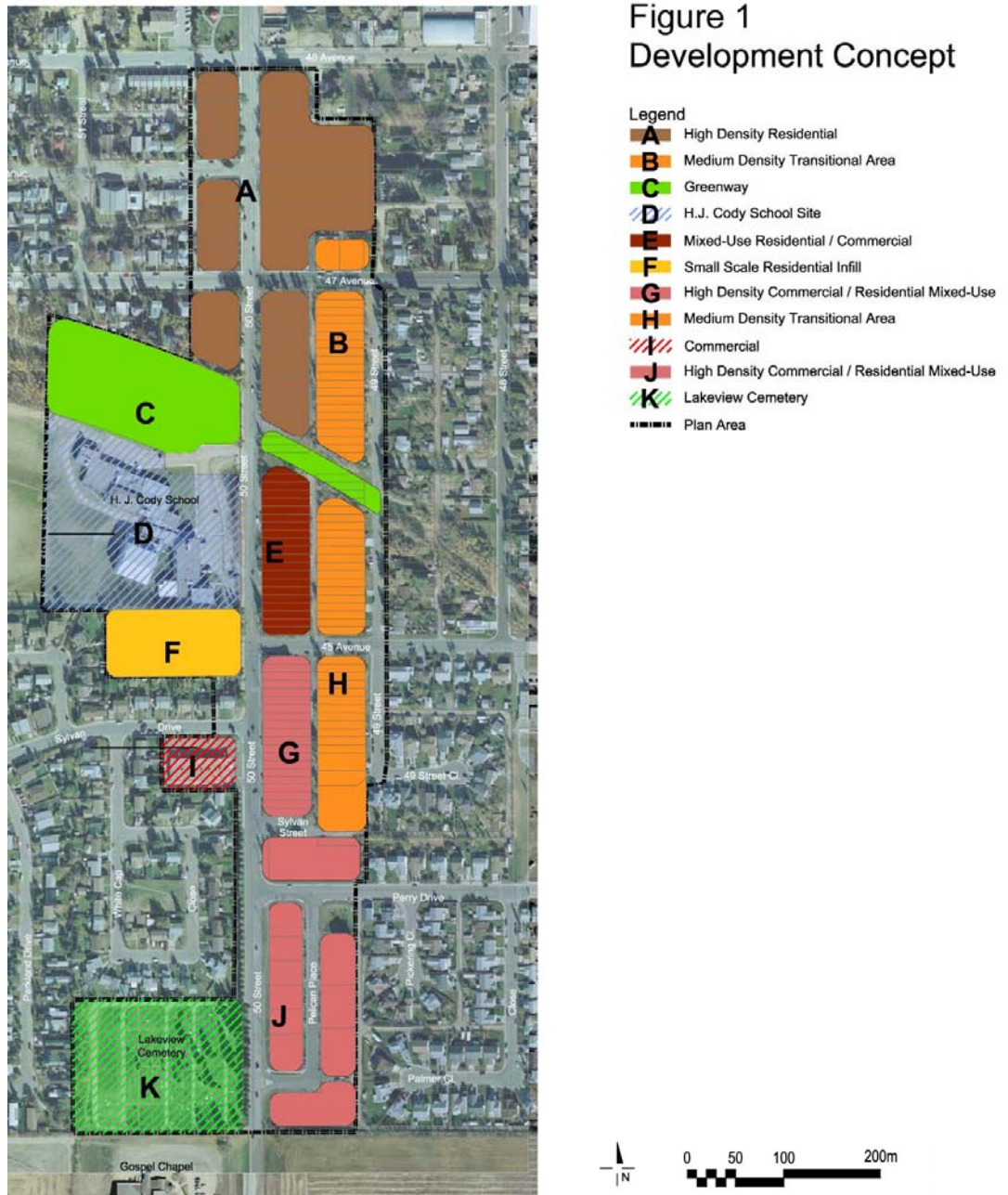
A total of fifty (50) people participated in the Public Meeting and Workshop.

2.0 STAKEHOLDER ROUNDTABLE METHODOLOGY

From the Town of Sylvan Lake Tim Schmidt, Director of Planning & Development, and Kim Starzyk, Planner, were on hand to welcome the Public Meeting and Workshop participants and to help answer participants' questions. Consultants from Armin A. Preiksaitis and Associates Ltd. included Armin Preiksaitis (Principal), Greg MacKenzie (Associate), Jamie Kitlarchuk (Planning Technologist) and Megan Airmet (Assistant Planner). David Brown, Principal of Eidos Consultants Inc. (Landscape Architects) was also in attendance.

After signing in, participants were invited to view nineteen (19) presentation boards setup along the edge of the auditorium, before the presentation began. In addition to explaining the project background and purpose, the presentation boards displayed the urban context for the Plan area, the proposed development concept for the Plan area and eleven (11) Sub-Areas within it, the cross-section alternatives for 50 street and the proposed streetscape improvements.

Each participant was also provided with a print-out of the Powerpoint presentation that would follow, and a Roundtable Evaluation form.



After attendees were seated, a PowerPoint presentation was shown by the consultants explaining the purpose of the 50 Street ARP, key findings to date, a description of the draft development concept for the Plan area (shown above as *Figure 1: Development Concept*), the alternative street cross-sections and possible streetscape improvements.

Following the presentation, participants were invited to engage in one (1) of four (4) discussion groups based on their primary area of interest. For the purpose of envisioning future land uses in the Plan area, the consulting team divided the Plan area into 11 sub-areas. The four (4) discussion groups were divided as follows:

Group 1: Sub-Areas A and B

Group 2: Sub-Areas C, D, E, and F

Group 3: Sub-Areas G, H, I, J and K

Group 4: Street Cross-Sections and Streetscape Options

Each group was given a discussion guide that asked participants to support or oppose the draft Sub-Area concepts / Streetscape treatments shown to them, while also posing questions specific to each Sub-Area. Staff from the consulting team and Town administration acted as group discussion facilitators.

Each group had approximately one (1) hour to discuss the issues as outlined in the discussion guide. One (1) participant was invited to present each group findings.

As a final exercise, participants were asked to complete an Exit Survey evaluating the Public Meeting and Workshop. Following the discussions, participants were invited to stay and discuss any further comments they had with the consulting team or Town Planners.

Copies of the PowerPoint presentation and the four (4) Discussion Guides are attached to the end of this report as Appendices.

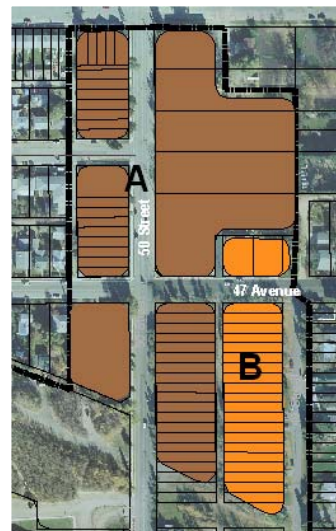
3.0 SUMMARY OF DISCUSSIONS

As stated above, each discussion group was given approximately one (1) hour to work through their discussion guide and discuss the issues with a group facilitator from the consulting team. The following is a summary of the discussion guides received from participants at the Public Meeting and Workshop.

3.1 Group 1: Sub-Areas A and B

Do you support high density residential development as presented for Sub-Area A?

The group supported high density residential development in this Sub-Area. They were eager to stress, however, that development and streetscape plantings should not



compromise views to the lake from further south on 50 Street. The use of step-backs on buildings was seen as a possible solution to this problem, as was limiting building height to 3-4 stories in this Sub-Area.

Differing slightly from what was presented in the development concept, the group also indicated that they would like to see some mixed-use development in this Sub-Area. The following is a list of the comments received:

- *Should be balanced/mixed use*
- *Cumulative, not piecemeal*
- *Would like to see some mixed use development, possibly flexible zoning to allow for either commercial or residential side by side and not just stacked.*
- *Need to have a balance of both*
- *5 storeys is too high (15m is what is already allowed there under current zoning...maybe its ok then!)*
- *Buildings at the top of the hill (south) might be more appropriate for higher development (more storeys). Only 3-4 storeys in this area.*
- *Views are very important. How will the views be affected once there are tall buildings on either side of the street and street trees in the way. This view may be narrowed and limited.*
- *Buildings should maybe be stepped to allow everyone views of the lake.*
- *Servicing will be an issue an should be worked out from the beginning.*

Do you support shallower front yard setbacks (ie: 3 m versus 7.5 m) in Sub-Area A to bring buildings closer to the street?

This group supported bringing buildings closer to the street via a shallower front yard setback. Comments received:

- *Yes, associated with more streetscaping*
- *Moving buildings closer to the street will provide a good area for shopfronts and people to be active on the street.*

Do you support individual entrances for ground floor apartment units as presented for Sub-Area A?

This group opposed individual entrances for ground floor apartment units. They saw such entrances in direct conflict with desired commercial uses. Comments received:

- *Undesirable with commercial development in the area.*
- *Won't work with mixed use*
- *Too many people will be on the street, too close to front doors.*
- *Maybe just one entrance would be better than separate.*

What is your preferred option for vehicular access to isolated parcels in Sub-Area A?

This group preferred option 2, which would see an internal roadway allow access to the isolated lots in the interior of Sub-Area A. The following comments were recorded:

- *Rear access is important for these lots.*
- *Traffic access should be taken off of 50th street especially if we are looking at high densities in this area.*
- *A lane all the way thru is less desirable (the land owner at the north end of this block was in attendance and said he would never allow a lane through his property). Preferred option 2!*

Do you support medium density residential development as presented for Sub-Area B?

This group supported medium density residential development in Sub-Area B, adding that this type of development should also extend to the east side of 49 street. Comments received:

- *A transition zone between high density and single family homes is required.*
- *Medium density should be allowed in the east side of 49th Street as well. Boundary should be moved to take this area into consideration.*
- *Very important to have medium density on east side of 49 Ave; hard to build single family units*

Do you support shallower front yard setbacks (ie: 3 m versus 6.0 m) for buildings in Sub-Area B to bring buildings closer to the street?

This group supported shallower front yard setbacks in Sub-Area B, with some additional comments regarding landscaping / streetscaping:

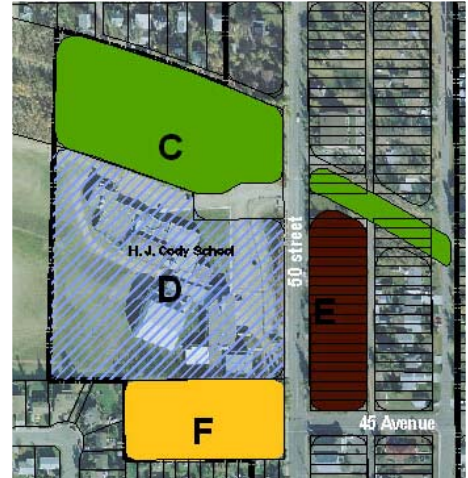
- *Maybe some landscaping should be a requirement for developments that have a shallower setback.*
- *No front driveways if the setbacks are reduced. Move the traffic and parking/garages to the rear.*
- *Rear Access question; need streetscaping*
- *More streetscaping*

3.2 Group 2: Sub-Areas C, D, E, and F

Do you support the proposed development concept for Sub-Area C?

This group supported the development concept as presented for Sub-Area C, the Greenway, adding some suggestions for park facilities and furniture. They also perceived a need to thin out some of the vegetation.

- *Like the idea of a possible splash park and / or the skateboard park.*
- *Good Planning.*
- *Possibly clean up underbrush to reduce fire hazard; Garbage cans and benches possibly*
- *Keep trail network; thin out deadfall*
- *Keep trail network, ie. keep natural as possible*
- *I agree to a point. If the only plan is to "thin" the trees on the school side of the trail.*



What is your preferred option for Sub-Area D?

This group supported option 4, chiefly because of the location of the parking at the rear and the inclusion of a formal park in the front of the school.

- *Parking at the rear preferred to parking on north edge.*
- *Ring Loop Good Idea.*
- *Park is a great idea, will need to ensure maintenance – free from vandalism*
- *Option 4: Landscape front area; parking off 50 st; traffic looping around school, buses loading*
- *Streetscape improvements good. Congestion along 50 an issue; parking in back is key. Prepare as much green space as possible while providing adequate parking.*

What is your preferred option for Sub-Area E?

Most participants in this group opposed the development of Sub-Area E along the lines of either option 1 or 2, preferring to keep the area as it is (2 storeys maximum with little or no commercial). A minority of participants supported increasing density to higher levels. Comments received:

- *I feel that there is going to be too much high density on 50th. Leave it as a single family or duplex.*
- *Would prefer row-housing with high architectural standards. Like the idea of the rain collector gardens.*
- *High density 4 Storey – Top Floor stepback*
- *Commercial in the bottom, 3 to 4 stories; let's change the R1 zoning!*
- *Too dense, too much going on*

- *I don't feel commercial is needed here. No higher than 2 storey residential.*
- *Should have commercial feel for 1st impression; Avoid tunnel view, maintain views; parking in back good, keep off 50. 3 storey max ideal*

What is your preferred option for Sub-Area F?

This group favoured option 1 by a small margin. Issues cited with option 2 included access problems and potential social problems with an affordable housing development being so close to the school.

- *Again I am not for high density in this area either.*
- *Would be a good place for a nice arts centre.*
- *High Density Multifamily tiered down to North*
- *Problem with one landowner (BF), Boomers; issue of entrance; how to alleviate low income housing / drug problems next to school*
- *Fourplex max, duplexes mostly. Access issues, drug issues/low income housing issues to be considered if more affordable housing*

3.3 Group 3: Sub-Areas G, H, I, J and K

Do you support the proposed development concept for Sub-Area G?

This group was opposed to the development concept as presented for this Sub-Area. They were concerned about a multitude of factors related to commercial use and tall buildings in area G that could affect existing residential development in area H: blocked light, increased garbage, traffic and access issues, and noise. Comments received were as follows:

- *No more than 3 storeys.*
- *Dumpsters for Garbage, grease, trucks unloading merchandise, tight turns, cardboard in the back alley behind people's homes. Block western daylight; noise & diesel – G affects H*
- *No residential above commercial; blocks the view of existing property owners and the subdivision behind it. If the access is form the street then the back alley has to handle all the parking and trash / recycling and any other "unmentionable" that will detract from the*



visibility and "streetscape" experience. All the current cut-throughs for pedestrians will be gone – cannot be re-created as is.

- It will negatively affect the residential properties located in H and back up development of G. Our backyards (my garage) access will be filled with garbage, trucks, block light, heavy traffic, garbage trucks, etc.

Do you support a possible 4-5 storey boutique hotel for the vacant land in the southern portion of Sub-Area G?

Consultants Comments: We do not believe participants were aware that most of this area is currently zoned Highway Commercial, which allows for a wide range of commercial uses including Commercial recreation and entertainment facilities, District shopping centres, Restaurants, Drive-in businesses and Services for the travelling public. Highway Commercial also has a maximum allowable height of 13.0 metres.

This group was opposed to the development of a boutique hotel mainly for the similar reasons as the above question: concerns regarding blocked light from increased height, noise, garbage, traffic and possible negative social effects. It was commented that access to the site from Sylvan street would be a problem. Many thought it should be left as a park. Comments received were as follows:

- 2-3 storeys max. Higher would look out of place.
- Problems come with a Hotel (boutique or not): trucks, dumpsters, liquor, noise, red light district (upscale one); transients will be in a residential area; Homeowner to NE is already seeing vehicles on his property. Cuts the greenspace / leave it as is OR make it a park.
- It's a quiet area on weekends and during the day. Leave it as is. It costs no \$ and provides a pedestrian gateway. Doesn't require any winter maintenance and minimal summer. There are parking and traffic issues: too much.
- Same reasons as stated before, loading, loading garbage, traffic. Also costs for all this rezoning will affect us as taxpayers.

Do you support the proposed development concept for Sub-Area H?

This group was opposed to the development concept for Sub-Area H, chiefly because they perceived a negative effect on land values resulting from increased density. The previously mentioned concerns regarding garbage, traffic and noise were also voiced. Comments received were as follows:

- Duplexes and Single family houses only.
- Negatively affect the value of our property. This is a neighbourhood NOW and in the past. As it is, Sylvan's most walkable area and most quiet. Gardens and grass are green. High density is NOT: it is structural cement, brick and concrete. Traffic, parking. No Row Houses – noise, GARBAGE – TRAFFIC. Zoning now is not properly enforced.
- Will devalue all property. It is single family, one storeys; all views blocked. There is not enough parking room; traffic flow (hugely increased is a problem. MPC identified this area (as) the last intact community last year. Now = ?. H is directly impacted by what happens to G. It is sustainable because it is well-used – therefore why change it – it works.

- *Devaluation of current properties. Definitely NOT. Negative impact on quality of life and land values.*

Do you support retaining the existing use and zoning for Sub-Area I?

This group's main concern regarding Sub-Area I was not the existing use and zoning, but the access off of 50th street, which was perceived as dangerous. Comments received were as follows:

- *Yes.*
- *Dangerous intersection: cars + kids. Get rid of direct entrance to 50th.*
- *Access to I 'as is' doesn't work because it is too dangerous (onto 50th) and because of the high increase in pedestrian traffic in high school.*
- *No, ugly building, poor parking for the amount of businesses there. If anything the layout of this zone should be changed.*

Do you support the proposed development concept for Sub-Area J?

This group supported commercial development in the area but was opposed to residential development. They were generally wary of increasing building heights, although did express some support for making building setbacks shallower. Comments received were as follows:

- *Max height 3 storeys.*
- *3 m setback.*
- *No residential above commercial / Keep zoning heights as is. Is zoned Highway Commercial. MAINTAIN setbacks from Curb – no one will walk here. No residential above commercial.*
- *Only commercial. Not any higher. No more than exists.*
- *Yes, as long as the town is consistent with the actual development. I do not support high density housing. It should only be commercial. Some Height restrictions, no higher buildings.*

Do you support mid-block connections as proposed for Sub-Area J?

This group opposed mid-block connections, perceiving issues related to security and maintenance of such connections. Comments received were as follows:

- *NO – security maintenance*
- *Not as proposed because of the height.*

Do you support retaining the existing use and zoning for Sub-Area K?

This group supported keeping the cemetery as it is, but questioned how future plans would accommodate parking for visitors and funerals. Comments received were as follows:

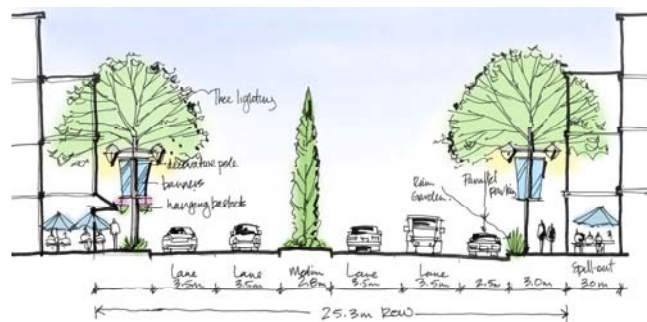
- Yes.
- Yes.
- YES. Leave hedge. Parking is already a problem so...
- Where is the parking for the cemetery? For Funerals.
- Yes.

Additional comments regarding the 50 Street Area Redevelopment Plan:

Comments received in this section basically reiterated the above-noted concerns, and added a few new criticisms:

- *This is not greening or sustainable.*
- *The current road maintenance and upgrades need to be considered. IF there is no specific timeline for implementation of the ARP it is impossible to create one given the sweeping changes it would suggest because once a plan is developed on paper it is much more difficult to alter.*
- *The plans stated at the meeting would be applicable to a different type of location with summer or spring type weather longer than two months of the year. Also costs will obviously be supported by local taxpayers. Taxes in Sylvan Lake are already too high as it is.*

3.4 Group 4: Streetscape Cross-sections



Which cross-section do you prefer for the 20 m right of way?

This group did not report a preferred option, but discussion indicated that they generally supported the zero lot line conditions shown in the 20 m options. Comments received were as follows:

- *(Option 1): We have no choice as far as parking goes*

Which cross-section do you prefer for the 25.3 m right of way?

This group did not return any decision on a preferred option, but discussion indicated that within those areas of the ROW that were wider than 20 metres they would like to see the development of a central park block, possibly including a multi-use trail that could act as an extension of the regional trail system.

They also expressed some concern over whether parallel parking would work on 50 Street due to slope considerations, and suggested angle parking as a possible alternative, or parking at the rear of development. Comments received were as follows:

- *Centre: low plantings*
- *Centre Median is possible angle parking*

Do you support the proposed 30 m right of way cross-section?

This group reiterated support for the development of a central park block in areas where the ROW exceeded 20 metres width, possibly including a multi-use trail that could act as an extension of the regional trail system. They reiterated concern over whether parallel parking would work on 50 Street and again suggested angle parking, or parking at the rear of buildings, as a possible alternative. Comments received were as follows:

- *Centre: low plantings*
- *50 Street needs to be the grand boulevard; this is a good example*

Do you support the streetscape furnishings and plantings as presented?

This group supported the streetscape furnishings and plantings as presented, but stressed that these need to tie into the existing character of Lakeshore Boulevard and those portions of 50 Street north of the Plan area. They also supported the idea of making the plantings part of a larger rainwater recycling system. Comments received were as follows:

- *Centre plantings need to be low but side ones variety of heights.*
- *Need to be similar to Lakeshore Boulevard*

Additional comments regarding the 50 Street area redevelopment plan:

Additional comments reiterated general approval and concern over parking:

- *No parallel parking on sloped 50th St.*
- *Looks fantastic!!*

The group also discussed other issues related to streetscaping and traffic flow. There was general consensus that 50 street should be more visually attractive and pedestrian-friendly. Support was voiced for the following initiatives:

- Turning the front of H.J. Cody school into a formal park
- Improving the 50 street frontage of the cemetery with a more attractive fence line.
- Providing a shuttle service running down 50 Street from a park-n-ride located outside of town; this, along with improved public transit facilities, was seen to be critical to support commercial development
- Formalized bicycle paths
- Views to the Lake maintained
- Reduced speed limits, reduced truck use and roadway dieting to slow traffic and improve the pedestrian nature of 50 street
- A possible pedestrian bridge crossing across 50 street that allows easy access to the central park block

4.0 SUMMATION AND NEXT STEPS

Feedback Summary

The feedback received from the Roundtable participants was mostly supportive of redeveloping 50 Street along the lines of the development concept and streetscape options presented. Opposition, however, was voiced over the development concept as it treated Sub-Areas E, G, H and J. The points below provide a summation of public opinions and key outcomes by Sub-Area.

Group 1:

- **Sub-Areas A and B.** The development concept was supported, with the following key outcomes of the discussion:
 - **Increased density for both areas** was welcomed by participants.
 - **Views to the Lake** need to be maintained. Stepbacks and regulation on building heights need to be utilized to this end.
 - **Shallower front yard setbacks** were supported for both Sub-Areas; those in Sub-Area B should have landscaping requirements.
 - **Option 2** was the preferred choice for access to the interior of the Northern Block. Participants did not want to see laneway run all the way through to 48th Ave.
 - **Mixed-use development** was favoured by most participants; they wanted to see commercial included in Sub-Area A in addition to the high density residential uses.
 - **Individual entrances for apartments** were not supported by most participants, who saw a potential conflict with sidewalk traffic.
Consultant's Comments: although this is a positive planning and urban design principle that activates the streetscape and provides increased safety by enabling the "eyes on the street" principle: greater surveillance of 50 Street by owners and residents of the street.

Group 2:

- **Sub-Areas C, D, E and F.** The development concept was supported with the exception of Sub-Area E. The following were key outcomes of the discussion:
 - **Street furniture and park facilities** were welcomed as additions to the formal part of Sub-Area C.
 - **Thinning of excessive vegetation** in Sub-Area C, employing Firesmart principles and practices.
 - **Maintain Trail system** in Sub-Area C.

- **Option 4**, shown in the image at right, was the preferred treatment of Sub-Area D, H.J. Cody school: parking at the rear of the school, formal park in the front of the school.



- **Densities** of Sub-Area E: consensus differed on what approach to take in Sub-Area E, with most participants preferring to leave it as is (single family / duplex / rowhouse).
- **Commercial** in Sub-Area E: consensus differed on this issue, with most people preferring not to introduce or to minimize commercial presence in this Sub-Area.
- **Sub-Area F: Option 1.** Consensus differed on which option to choose, but a small majority of participants chose option 1, ownership by the school, with participants voicing concerns that affordable housing in Option 2 would introduce social conflicts and access issues to the area.

Group 3:

- **Sub-Areas G, H, I, J and K.** The development concept was mostly opposed by this group. The following were key outcomes of the discussion:
 - **Concerns were expressed regarding increased density and mixed-use development** in Sub-Areas G and H were emphasized: increased traffic, garbage, and noise, reduced property values and negative social outcomes were associated with increased density. The boutique hotel was opposed for these reasons, also.
 - **Views to the Lake.** It was felt that increased development and taller buildings would compromise views to Sylvan Lake.
 - **Parking and Access** in Sub-Area I was felt to be dangerous, inadequate and in need of redevelopment.
 - **Commercial development** in Sub-Area J was generally supported, but Residential development was opposed.
 - **Shallower setbacks** were supported in Sub-Area J.
 - **Mid-block connections** were opposed in Sub-Area J.
 - **Preservation of Lakeview Cemetery** in Sub-Area K was supported, although concerns were voiced as to the parking capacity of the Cemetery.

Group 4:

- **Streetscape cross-sections and Streetscape options** . The alternatives presented were mostly supported by this group. The following were key outcomes of the discussion:
 - **Zero lot lines** were mostly supported in those areas of 50 Street with only 20 metres ROW width
 - **A central park block** was supported by most participants in those parts of 50 Street that exceeded 20 metres ROW width. A preference was voiced for this central park block to connect into the existing trail system in Sylvan Lake.
 - **Views to the lake** were stressed as important to maintain.
 - **Parallel parking** in those parts of 50 Street that exceeded 20 metres ROW width was opposed, with participants proposing angle parking or parking in the rear of buildings instead.
 - **Street furnishings and plantings** as presented were supported, but it was stressed that these should tie into those done on Lakeshore Boulevard and 50 St. north of the Plan area. Additionally, It was felt that the front of Lakeview Cemetery could be improved by adding an attractive fence line, and that the front of H.J. Cody school could be turned into a formal park.
 - **Traffic initiatives** that would turn 50 Street into a more pedestrian friendly environment, including shuttle service, bicycle paths, reduced speed limits and truck use, road dieting and a possible pedestrian bridge

Next Steps

Following this phase of work, the next steps in developing the Sylvan Lake 50 Street ARP include:

- **Prepare draft area redevelopment plan**
- **Approval of ARP by June / July 2009**
 - **1st reading**
 - **2nd reading: Public Hearing**
 - **3rd reading: Final Council Approval**

5.0 ROUNDTABLE EVALUATION

Twenty-five (25) people completed a Roundtable Evaluation following the presentation and discussions. A scale of 1 to 5 was used to assess the effectiveness of the Workshops, where 1=Strongly Disagree, 2=Disagree, 3=Neutral, 4=Agree, and 5=Strongly Agree. The averages of the results are listed below:

1. *The Workshop was well organized and appropriately paced.* **3.80**
2. *The information presented was useful and clear.* **3.50**
3. *There were good opportunities to participate.* **3.95**

Excerpt of comments included the following:

- *"Section H was not happy with how the question period went"*
- *"Subdivision of meeting into groups masks discussion"*
- *"Not enough time for group discussions"*
- *"Will require more discussion on zoning"*
- *"We are going to make 50th a tunnel"*
- *"I found it quite positive"*
- *"Good presentation"*
- *"Very impressive – Great Ideas!"*
- *"It is good to be able to contribute – we'll see how the suggestions are incorporated."*