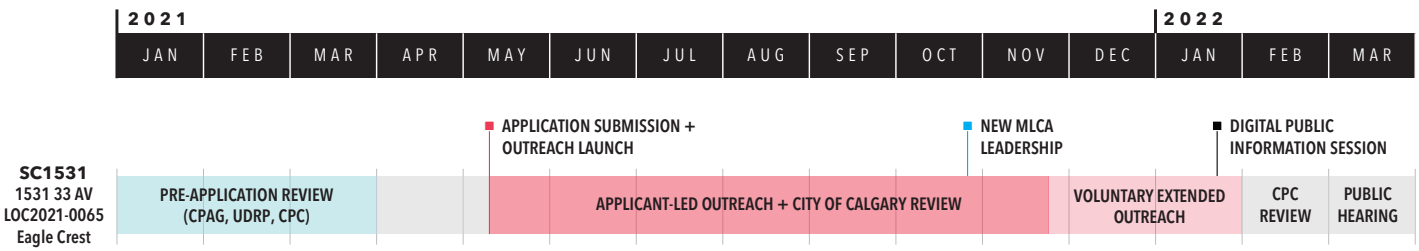
460 – 5119 Elbow Drive SW
Calgary, Alberta T2V 1H2

P 403 201 5305
F 403 201 5344

LOC2021-0065 Outreach Summary

Our outreach process was designed to provide multiple 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. Public outreach on this application began in May of 2021. From May to Nov. of 2021 we provided opportunities for citizens and member based organizations to be involved through multiple channels and we can report that we've received a lower to normal level of interest from stakeholders that contacted us directly. In late 2021 there was a change in the Marda Loop Communities Association (MLCA) volunteer leadership and this renewed interest came at the very end of our comprehensive stakeholder outreach. While this application was recommended for approval by City Administration scheduled to be heard at Calgary Planning Commission in December, we voluntarily paused the process to have an exchange with the MLCA, and what ultimately led to a large Digital Public Information Session in January 19, 2022. This document provides a summary of the key outcomes of the January 2022 Digital Information Session (*2022 Online Public Information Session Outreach Summary*) as well as the *What We Heard Summary* for feedback heard through the outreach process in 2021.

TIMELINE



APPLICANT-LED OUTREACH STRATEGIES

VOICEMAIL & EMAIL INBOX

Direct lines to the project team, where stakeholders were invited to ask questions and share their feedback.

NEIGHBOUR POSTCARD MAILERS

Hand delivered to surrounding area neighbours to outline the proposed change and to direct interested parties to connect with the applicant.

DIGITAL PUBLIC INFO SESSION

Online Public Information Session with City Planning Staff, the MLCA and Elbow Park Residents Association, Applicant team, and the general public.

PROJECT MEMO SHARED WITH STAKEHOLDERS

A summary of the development vision, the planning and design rationale and stakeholder outreach, was shared with the Community Association and the Ward 8 Office in May 2021.

APPLICANT ON-SITE SIGNAGE

To supplement the City of Calgary's standard signage, on-site signage that outlined details of the development vision was installed on-site.

What We Heard + Team Responses (2021 Outreach)

1 RESIDENTIAL DENSITY

WHAT WE HEARD

A few concerns were heard about the proposed development's residential density, the selected location for this density, and how the proposal aligns with existing City policy.

TEAM RESPONSE

Site Location

The redevelopment proposal for 1531 33 AV SW (SC1531) would allow for ten grade-oriented multi-residential units. The proposal includes five townhouse-style units, and five small (45sqm or less) units within a three storey built-form. Given SC1531's well-connected and amenity rich location, the project team believes that this site is an appropriate location for multi-residential development. This area of South Calgary and 33 AV SW is gradually evolving to support additional intensity. While SC1531's direct neighbour to the east is designated R-C2, the neighbouring properties to the west and south have been designated M-CG and M-C1, respectively.

SC1531 is proposed as a grade-oriented townhouse-style development that will provide additional Missing Middle housing options within the community. Townhouse-style buildings represent a best-practice solution for introducing additional housing options, while providing low impact interfaces with existing low density neighbours.

Policy Alignment

This Land Use Application seeks to redesignate 1531 33 AV SW (SC1531) from the Residential – Contextual One / Two Dwelling (R-C2) District to a Direct Control (DC) District based on the Multi-Residential – Contextual Grade-Oriented (M-CG) District. The main difference between the M-CG and DC Districts is that the DC District supports small (45sqm or less) units within the development that are similar to secondary suites.

This proposed change and development vision is consistent with the city-wide goals and policies of the Municipal Development Plan (MDP), which encourage the development of innovative and varied housing options in established communities; more efficient use of infrastructure; and more compact built forms in locations with direct and easy access to transit, shopping, schools and other community services.

The South Calgary/Altadore Area Redevelopment Plan (ARP) is also generally supportive of medium-density infill in appropriate locations such as busier streets, like 33 AV SW. The SC1531 site is well-connected and meets a number of the City's Location Criteria for Multi-Residential Infill Development, indicating that the site is an appropriate location for increased density.

What We Heard + Team Responses (2021 Outreach)

2 CONTEXTUAL FIT

WHAT WE HEARD

A few stakeholders reached out to the project team with concerns that the proposed development and overall building mass at this location will not fit in well with adjacent neighbours and the existing 33 AV SW streetscape.

TEAM RESPONSE

Sensitive Transitions

Human-scaled townhouse-style buildings represent a best-practice solution to balancing intensification objectives with sensitive transitions to existing adjacent residential. The proposed development is based on a "house-scale" with maximum building widths, depths and heights that mirror those of low-density single-detached, and semi-detached buildings offering small incremental change that reinforces the scale of the context in the mid-block (second from the corner lot) condition.

The proposed Direct Control District is based on the M-CG District, which is intended to be located *"in close proximity or adjacent to low density residential development"*. The proposed development aligns with this intent statement by including M-CG-style built form policies. These policies provide sensitive transitions by reducing building mass and limiting shadow impact with neighbours through a three storey building height (max. 12m), angled rooflines, and the provision of a courtyard amenity space. In addition, the buildings have been designed to provide privacy by strategically placing and generally limiting the scale and number of windows that overlook adjacent properties.

Building Setbacks

The subject site is currently designated R-C2, a Land Use which includes a "Contextual" Setback Policy that takes the front yard setbacks of both adjacent properties into consideration and requires a balance between the two. Since the neighbouring townhomes to the west are built relatively close to the property line, if the Contextual Setback policy were applied to the SC1531 proposed development, then the requirement would be a ±3.8m setback from the front property line.

Through the Land Use Redesignation process, the development vision proposes a 3.0m setback policy from the front property line, a difference of less than one meter. The proposed minimum 3.0m front yard setback supports a deeper interior courtyard space while still accommodating front landscaping. To enhance this setback area and the streetscape experience, the project team will be working with The City to ensure that the proposal's frontyard will include high quality landscaping that integrates with the streetscape improvements planned by The City as part of the 33 AV Main Street construction.

What We Heard + Team Responses (2021 Outreach)

3 VEHICULAR PARKING

WHAT WE HEARD

The proposed development is seeking vehicle parking stall reductions the project team heard concerns that there is not enough parking being provided on-site.

TEAM RESPONSE

Site Connectivity

The SC1531 site is well connected within close walking distance to a number of community amenities including parks, grocery stores and Main Street businesses. The subject site also has excellent access to alternative and sustainable modes of transportation such as bicycle routes and public transit options.

On-Street Parking Supply

The site is located within Residential Parking Permit (RPP) Zone GG, which limit on-street parking options for those without a Permit and reduce the risk of parking spillover from this development. Residents of this development would not be eligible for a Residential Parking Permit from the Parking Authority, for both residents and visitors.

Parking Stall Reductions

The development proposal includes 5 parking stalls for the 5 townhouse-style units being proposed to meet The City's parking policy (1 parking stall per unit), and 0 parking stalls for the small (45sqm or less) units.

The proposed development is taking cues from the Land Use Bylaw's Low Density R-CG District regarding parking supply. The R-CG District includes reduced parking policies that acknowledge a lower documented rate of car ownership for suites when they are in close proximity to frequent transit options and support alternative modes of transportation. The development proposal and Direct Control District align with this R-CG approach, resulting in a total of five parking stalls being proposed.

A Parking Memo demonstrating a rationale for the proposed parking supply has been prepared by Bunt and Associates, a registered Transportation Engineer, and has been submitted to City Administration for their review.

460 – 5119 Elbow Drive SW
Calgary, Alberta T2V 1H2

P 403 201 5305
F 403 201 5344

2022 Online Public Information Session Outreach Summary:
Active 'Missing Middle' Housing Development Applications in Marda Loop

BACKGROUND

On January 19, 2022, The City of Calgary hosted an Online Public Information Session to bring together City Planning Staff, representatives of the Marda Loop Communities Association (MLCA) and Elbow Park Residents Association (EPRA), project Applicant team, and local area residents to discuss several active 'Missing Middle' housing development applications in Marda Loop communities, including the subject application. At this late stage in the application review and outreach process, the 3-hour session provided an opportunity for:

- City of Calgary Administration to share policy and process information;
- The Applicant team to share project-specific information and address late-arising feedback from the MLCA and EPRA following a MLCA board and leadership change in late October 2021; and
- Representatives of the MLCA and ERPA to share their project specific questions and concerns directly with Administration and the Applicant team, followed by a live moderated Q&A session.

The event was widely advertised through dedicated project site signage, event invitations hand delivered to all residents within 200m of project sites and through a dedicated Eventbrite registration page shared widely by The City of Calgary, Applicant team and MLCA / EPRA. 179 participant registered for the online event and 102 attended.

What We Heard + Team Response

PURPOSE

This document provides a summary of the key outcomes of the Online Public Information Session and supplements an existing *What We Heard Summary* prepared for the subject Land Use Redesignation application and supporting Development Permit.

Following the event, Administration shared a list of questions that were raised by the MLCA, EPRA and participants. These questions were categorized into questions for City Administration and questions for the Applicant team.

In reviewing stakeholder feedback and questions shared during and following the event, the project team has identified 9 key themes of stakeholder interest. The following sections outline What We Heard about each key theme area, as well as a Team Response to each area of stakeholder interest. This document only addresses questions / comments identified for the Applicant.

BALANCING INTERESTS

Our role as Applicant / Outreach Lead requires active listening to determine the root issues underlying individual statements, and reconciling often competing interests and points of view to arrive at evidence-based planning and design solutions. Through this process, we consider:

1. **Calgary's Sustainable Growth & Development Goals:** City-wide goals and priorities that shape the future of Calgary.
2. **Local Area Policy:** Existing and emerging plans ands policies that guides development.
3. **Development Vision & Design Principles:** 'Missing Middle' projects that provide greater housing choice for Calgarians looking to live in amenity-rich communities.
4. **Economic Viability:** The need to design and deliver financially viable projects.
5. **Stakeholder Feedback:** What various stakeholders think and say about an issue or project.

1. Growth + Change

WHAT WE HEARD

A few questions were raised about how these types of 'Missing Middle' development proposals align with City goals and policies and if there were successful built examples of this kind of development in Calgary.

Verbatim Comments

"Why duplex side by side are considered missing middle?"

"I ask: why do we need these type of units. What need does it fill?"

"Yeah can we see examples of where these have worked well? Where resident in the neighborhood are happy with these? "

TEAM RESPONSE

Neighbourhood Evolution + City Goals

Marda Loop is an eclectic and evolving community that benfits from a thriving Main Street. The neighbourhood is walkable, well-connected and offers many commercial amenities and community services like parks, schools, and community centres. The City of Calgary has placed policy priority on building complete and resilient communities that make sustainable and efficient use of limited resources like land, energy, infrastructure, services and municipal funding capital. These priorities are reflected in the goals and policies of the *Municipal Development Plan (MDP)* and *Calgary Transportation Plan (CTP)*.

The proposed DC Districts are consistent with the city-wide goals and policies of these plans, which encourage: the development of innovative and varied housing options in established communities; more efficient use of infrastructure; and more compact built forms in locations with direct and easy access to transit, shopping, schools and other community services. In order to support greater housing choice and reinforce more complete and resilient residential neighbourhoods, the *MDP* also identifies ground-oriented housing as a key component of complete communities and encourages growth and change in low density residential neighbourhoods through the addition of a diverse mix of ground-oriented housing options

Similar Developments in Calgary

Rowhouses, townhouses and other similar development forms have become more common in Calgary in recent years with recent Land Use Bylaw updates designed to meet *MDP* goals by supporting a broader range of housing options. The Bylaw currently includes Land Use Districts that allow rowhouse-style developments with Secondary Suites, stacked units, parking reductions and courtyard layouts in one form or another. As a result there are a number of examples of successful developments with a similar scale, layout, and/or parking approach that sensitively integrate into low density neighbourhoods around Calgary.

What is 'Missing Middle' Housing?

'Missing Middle' housing refers to a broad range of 2 to 3 storey buildings with multiple units and a variety of unit sizes, situated in walkable neighborhoods with easy access to transit, amenities and daily needs.

Many of these building types are 'Missing' because they have been severely restricted since the mid-1940 by strict zoning and parking requirements. This form of housing sits in the 'Middle' of the development spectrum between detached single-family homes and mid-rise to high-rise apartment buildings, in terms of form, scale, number of units and often, affordability.

Today, the development of new 'Missing Middle' housing helps solve the mismatch between available housing stock and shifting demographics, while responding to the growing demand for more diverse housing options in walkable and amenity-rich inner-city neighbourhoods.

2. Building Form

WHAT WE HEARD

Some stakeholders raised concerns about the impact of added density of the proposed developments on the community character, as well as the built form impacts on the neighbouring properties.

Verbatim Comments

"What measures have been taken to ensure that these applications reflect thoughtful form and scale with minimal visual impact?"

"Where do the kids play?"

"Please explain how these development applications align with the following MDP principles:

Ensure infill development complements the established character of the area and does not create dramatic contrasts in the physical development pattern."

TEAM RESPONSE

Building Fit

Low scale rowhouse-style buildings represent a best-practice solution to providing additional housing options in established communities while still maintaining sensitive transitions to existing homes. The proposed developments feature a three storey form and have been designed to fit within the eclectic character of the surrounding neighbourhood. The proposed projects follow the low scale building form rules that are found within the M-CG District, which is a Land Use District intended to be located in close proximity or directly adjacent to low density residential development.

Amenity Space

The proposal includes 25% more amenity space than would be required by the stock multi-residential district, through a combination of the common amenity space at-grade and private rooftop patios. Often, courtyard-style rowhouse developments place a drive aisle and parking stalls between buildings. The proposed design instead turns that area into a landscaped courtyard for resident use. The proposed courtyard area is ±21 ft deep and is designed as a shared amenity space with an open and inviting feel.

Privacy

The proposed building design is intended to maintain neighbours' privacy. Windows have been strategically placed and sized, while rooftop patios will be screened along the interfacing edges to limit overlooking. The proposed courtyard will also include trees and other landscaped features to screen views to and from neighbouring yards.

Shadow Studies

Shadow studies have been prepared as part of the Development Permit process by a registered architect using industry standard software. These studies are included as an appendix to this document.

3. Future Residents

WHAT WE HEARD

Some stakeholders raised questions about the intended tenure and market demand for these types of units and how units will accommodate residents in all stages of life.

Verbatim Comments

"Where would you shop without a vehicle?"

"Please explain the difference between micro suites and secondary suites"

"What is relatively affordable? Please explain this "middle" your addressing."

TEAM RESPONSE

Tenure

The proposed developments have been specifically designed to operate as purpose built rentals. Eagle Crest Construction will manage these rental units, and is committed to being a part of the Marda Loop community in the long-term. Eagle Crest Construction is also pursuing CMHC financing options, which would require that units remain as rentals, with a portion of units rented at below market rates for at least 10 years. There are no plans to transition to individual units sales in the future.

All Ages, Wages, and Stages

The proposed developments offer a diverse range of unit types and rental rates that appeal to a variety of future residents of different life stages. Future residents may include families, students, young professionals, couples, and downsizers who value vibrant and walkable neighbourhoods.

Market Demand

Marda Loop is a desirable community with strong market demand for new rental options in the neighbourhood. The proposed rowhouse units and smaller basement units offer a range of housing types that renters can choose from. Having recently completed similar builds, Eagle Crest Construction is finding that the small car-free units are experiencing considerable demand with high occupancy and uptake in similar neighbourhood contexts (eg. Capitol Hill, Killarney, and Banff Trail).

Affordability

The proposed developments are not intended to fall under the publicly provided "affordable" housing spectrum, however Eagle Crest Construction is pursuing CMHC financing options as part of the National Housing Strategy. The terms of this financing require that a development's total rental income is at least 10% below market rental rates for at least 10 years. Pending Council decision on the land use redesignation applications, these developments are anticipated to qualify based on the success of past applications.

Secondary Suites vs Dwelling Units

The proposed projects feature smaller car-free Dwelling Units as part of the purpose-built rental development. Because these units will be rented, they will ultimately function the same whether they were considered Dwelling Units or Secondary Suites.

Dwelling Units come in a range of formats that can be stacked including multi-level rowhouses, basement units and flats. Dwelling Units count towards a site's overall density calculation and may be separately titled. Dwelling Units have a range of different parking policies in the Land Use Bylaw, depending on the type of unit and site context.

Secondary Suites have a specific definition in the Land Use Bylaw. Secondary Suites are only allowed within certain Land Use Districts and are considered part of and secondary to a primary Dwelling Unit. This means that a Secondary Suite does not count towards a development's overall density calculation, and if the development becomes a condominium in the future the Secondary Suites can only be sold as part of a larger unit. Secondary Suites also have associated parking reduction policies in the Land Use Bylaw that allow for car-free suites when meeting certain criteria, as well as discretionary policy that supports Administration's discretion to relax parking requirements in contexts with easy access to frequent transit.

4. Direct Control District

WHAT WE HEARD

Some questions were raised about the necessity for a Land Use Redesignation to a Direct Control District for the proposed developments and why one of the existing stock Districts would not work.

Verbatim Comment

"how legislation have gaps with the multiple development observed that already match the missing middle? "

TEAM RESPONSE

Direct Control Process

Each of the proposed land use redesignation applications has undergone extensive review by Administration and the City's dedicated Direct Control (DC) District review process. The Direct Control Review Committee first reviewed the applications to determine whether they met the criteria outlined in the Land Use Bylaw. Then, specific DC District rules were refined through a series of iterations in order to ensure that the proposed DC District Bylaw aligned with City-wide goals and policies.

Land Use Bylaw Gap

The proposed Direct Control District offers a unique approach to low scale multi-family housing that isn't supported through any existing District in the current Land Use Bylaw. Currently medium density developments are only supported within apartment-style building forms within Multi-Residential Districts. The Land Use Bylaw does not have a District that supports medium density outcomes in a low scale building form. This type of development is often referred to as "invisible density" because it allows more people to live in established communities without the built form impacts of a larger apartment-style building.

The proposed DC District ensures individual access to grade for all units, includes rules that limit building height (max. 12m) and introduce building stepbacks to limit development to a low scale that can fix contextually within surrounding low density residential contexts. The proposed building form approach is similar in scale to the M-CG District, which is designed for low scale multi-residential developments can be built directly beside low density residential homes. In addition the proposed DC District includes a Floor Area Ratio rule, that maintains a low scale building form by limiting a development's overall floor area to 1.5FAR, a form-based approach seen in the M-C2 District.

5. Parking

WHAT WE HEARD

The project team heard concerns related to the reduced on-site parking supply proposed and the feasibility of a car-free lifestyle in Marda Loop.

Verbatim Quotes

"What research do you have to support that people who buy these units won't have cars? "

"Does the DC waive 1 stall per unit parking requirement?"

"How will these developments accommodate electric vehicles and e-bikes?"

TEAM RESPONSE

Site Connectivity

The project sites were chosen because they are well connected and within easy walking distance to a number of community amenities including parks, grocery stores and Main Street businesses. The properties are all within a ±5 minute walk of frequent transit routes, and have excellent access to alternative and sustainable modes of transportation, including cycling and car share options.

On-street Parking Supply

Some of the projects are located within a Residential Parking Permit (RPP) Zone, which limits on-street parking options and reduces the risk of parking spillover from non-residents. Future residents living in car-free units within these developments will not be eligible for a Residential Parking Permit from the Parking Authority, and will not be able to park in permit-restricted areas. With an 80% consensus for a block face, local area residents can apply for additional parking restrictions along their street through the Calgary Parking Authority.

Direct Control Parking Supply Reductions

The proposed DC District include parking rules that take cues from the Land Use Bylaw's R-CG District. The parking rules in the R-CG District were approved by Council to acknowledge a lower documented rate of vehicle ownership for small suites (<45 sqm) when units:

- Are within 150m of frequent transit service, and
- Provide storage space for bikes / mobility options.

Half of the proposed units are smaller car-free units with dedicated storage space for bicycles and mobility alternatives that meet the R-CG parking reduction criteria.

Living Without a Car

Marda Loop is a well-connected community and many residents choose to live in the area without a personal vehicle. Based on an analysis of data from Alberta Transportation vehicle registration data, Canada Post dwelling counts and the City of Calgary cernsus data, the communities in and around Marda Loop see roughly 20% of households choosing to live without a personal vehicle. Furthermore, 39% of households in this area only own one vehicle. Eagle Crest Construction has found that built and operating small car-free units similar to the ones proposed are experiencing high demand and high occupancy in other completed developments in a variety of community contexts.

Active Transportation Credits

As a condition of the supporting Development Permit, future residents of car-free units will be provided with Active Transportation Credits ($400 per year) to reimburse costs related to alternative transportation, such as bus passes, bike purchase/repair, car sharing and other related expenses.

Electric Vehicles

Carport electrical servicing and 240v electrical rough-ins will ensure the projects are Electric Vehicle ready, allowing charging stations be easily installed if and when there is resident demand. The secure storage areas for bicycles and mobility devices will have a individual outlets that can be used to charge electric bicycles or scooters.

Loading

Proposals of this scale are not required by the City of Calgary Land Use Bylaw to have a dedicated loading stall. There are opportunities for residents to temporarily park on the street in front each development in order to accommodate loading.

Note: A supporting Parking Memo or Study for each proposal, demonstrating a rationale for the proposed parking supply has been prepared by a registered Transportation Engineer at Bunt & Associates, and has been reviewed by City Administration.

6. Applicant-Led Outreach

WHAT WE HEARD

Certain stakeholders raised questions about the stakeholder outreach process, how their feedback has been considered or incorporated, the purpose of the Online Public Information Session, and next steps.

Verbatim Comments

"Is this really the first real full community stakeholder engagement on these projects?"

"was any change to the plans made or will any changes be made, based on the comments received from the communities? "

"In terms of 'engagement' last Spring where comments were being sought, can you explain how the residents/community were engaged vs the association just being notified? ..."

TEAM RESPONSE

Outreach Process

The project team's Applicant-led outreach process, launched in May 2021 was designed to provide multiple channels for stakeholders to learn about the vision for the proposals early on and share their thoughts. As part of our outreach process, the team hand delivered ~200 postcards to surrounding area neighbours and installed custom on-site signage with detailed information about each project, along with project team contact details (phone and email).

At application submission, the project team also shared detailed project memos with the Marda Loop Community Association (MLCA) and Ward 8 Councillor's office, outlining the key details and planning rationale for the proposed change, along with information about our outreach process.

The project team's Applicant-led outreach process was complimented by the City's standard stakeholder outreach process, which included a large format notification sign and letters shared with neighbours.

Through these efforts, the project team received a standard level of feedback and the project team prepared a *What We Heard Summary* that provides an overview of what we heard, what we changed or did not change, and why. This *Summary* is included as part of this document and shared with stakeholders and Administration for inclusion on the Public Record.

January 19, 2022 Digital Information Session

Information about these applications was shared with the MLCA and surrounding stakeholders in May 2021. The project team and Administration did not receive any comments from the MLCA for seven months.

In November 2021, the MLCA and EPRA asked for the subject applications to be paused. In response, the Applicant team voluntarily withdrew these applications from the agenda of the December 2021 Calgary Planning Commission (CPC) meeting, and delayed the application decision process to address the Community Associations' concerns. The project team worked with City Administration coordinate, advertise and attend an Online Public Information Session on January 10, 2022 that was open to all community members and attended by over 100 people. This document details the background and key outcomes of the event.

7. Waste & Recycling

WHAT WE HEARD

Some stakeholders had questions related to the proposed private waste and recycling logistics, including bin storage and how private collection works.

Verbatim Comments

"How will garbage and recycling be handled for the 10-unit projects?"

"The frequency of waste removal will be determined by whom?"

TEAM RESPONSE

Private Collections

The proposed developments will use a private collection company for waste, recycling, and organic waste. Bins will be stored in a screened and secure area in the sideyard. A total of 10 bins will be provided to be shared among the 10 units in each development. Private collection ensures that bins are picked up directly from the storage area and returned properly to avoid a cluttered laneway. Bins will be picked up more often than the City's collection program, and the pickup frequency can be adjusted to meet demand.

Molok

While Molok in-ground bins are the preferred centralized waste management solution, in this case overhead lines in the laneway cause clearance issues with the Molok crane collection equipment.

8. Crime & Security

WHAT WE HEARD

A few stakeholders had concerns regarding the security measures in place for the proposed developments.

Verbatim Comments

"An open carport and a bunch of garbage bins will inevitably lead to more transient people in the neighbourhood. What are you doing for security? "

"What security do the vehicles have against break in and theft. Thsi sad condition is rife? How will the development(s) address the considerations and practicalities of same? "

TEAM RESPONSE

Security

The proposed developments will result in more "eyes on the street" along the streetscape and laneway, which is a well-documented way to ensure a safer, more secure environment through natural surveillance. The site design has carefully considered Crime Prevention Through Environmental Design (CPTED) measures to ensure the safety of residents and the property. Architectural features such as outdoor lighting, individual unit entrances, and windows overlooking the courtyard and laneway are incorporated into the design to ensure residents and neighbours feel safe. All bins are screened and secured, and the development's bike and mobility storage spaces are individually assigned, secure and enclosed.

9. Construction Considerations

WHAT WE HEARD

A few stakeholders had questions about the impact construction would have on groundwater, stormwater and neighbouring properties.

Verbatim Comments

"An open carport and a bunch of garbage bins will inevitably lead to more transient people in the neighbourhood. What are you doing for security? "

"Will they pay to move the electrical poles under ground? "

TEAM RESPONSE

Stormwater Management

The proposed developments will include stormwater management infrastructure that captures and manages all stormwater on-site, per City of Calgary development requirements. This prevents the site's stormwater run-off from draining off-site and potentially impacting surrounding area properties.

Details related to stormwater management are considered through a Development Site Servicing Plan (DSSP), which is prepared and submitted by a professional civil engineer and reviewed by the City of Calgary as part of the Development Permit process. Civil Engineers from both the Project Team and the City of Calgary Development Engineering team have not identified any site specific issues related to groundwater. Only basement foundations are proposed, and as a result construction does not anticipate any deep excavations that could have the potential to impacts to groundwater.

Road & Lane Access During Construction

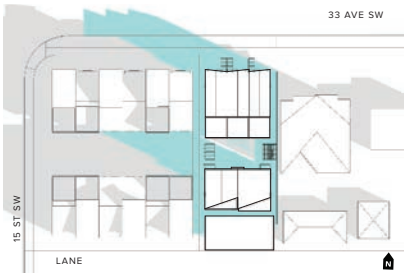
Localized public lane or roadway closures are sometimes necessary to tie new developments into water, gas and sanitary pipes. We anticipate for this scale of development that any closures would last between one to three days, with local resident access to homes maintained from the road and/or laneway during construction. Any time a public road or laneway is closed for construction, the City requires that developers give advance notification to surrounding neighbours and share information about any planned detours.

Power Pole / Line Relocation & Burial

Overhead powerlines are expected to remain in the laneway, with potential pole relocations necessary to accommodate site vehicle access. The project team is currently exploring the need to relocate power poles with the goal of avoiding unnecessary relocations.

Appendix
Supplemental Materials

SC1531 Shadow Study LOC2021-0065 / DP2021-2902



MARCH 21 - 10:00AM

MARCH 21 - 1:00PM

MARCH 21 - 4:00PM

JUNE 21 - 10:00AM

JUNE 21 - 1:00PM

JUNE 21 - 4:00PM

DECEMBER 21 - 10:00AM

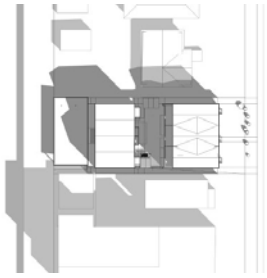
DECEMBER 21 - 1:00PM

DECEMBER 21 - 4:00PM

SHADOWS - PROPOSED BUILDING
SHADOWS - EXISTING CONTEXT

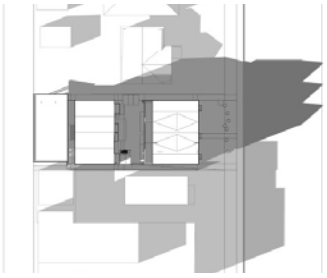
NOTE: Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features. Study areas without significant topography (<5% grade change across the site) assume a flat at-grade model surface. Simulated dates and times (10am, 1pm, and 4pm on equinox and solstices) are based on established City of Calgary requirements.

AL3719 Shadow Study LOC2021-0072 / DP2021-3256

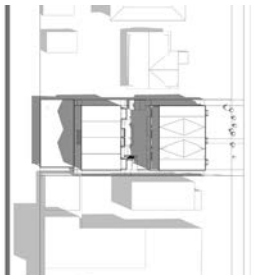


MARCH 21 - 10:00AM

MARCH 21 - 1:00PM

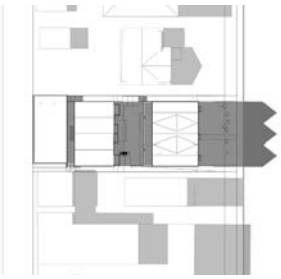


MARCH 21 - 4:00PM

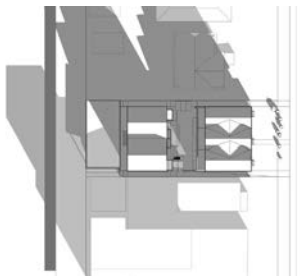


JUNE 21 - 10:00AM

JUNE 21 - 1:00PM

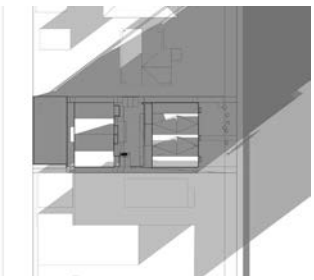


JUNE 21 - 4:00PM



DECEMBER 21 - 10:00AM

DECEMBER 21 - 1:00PM

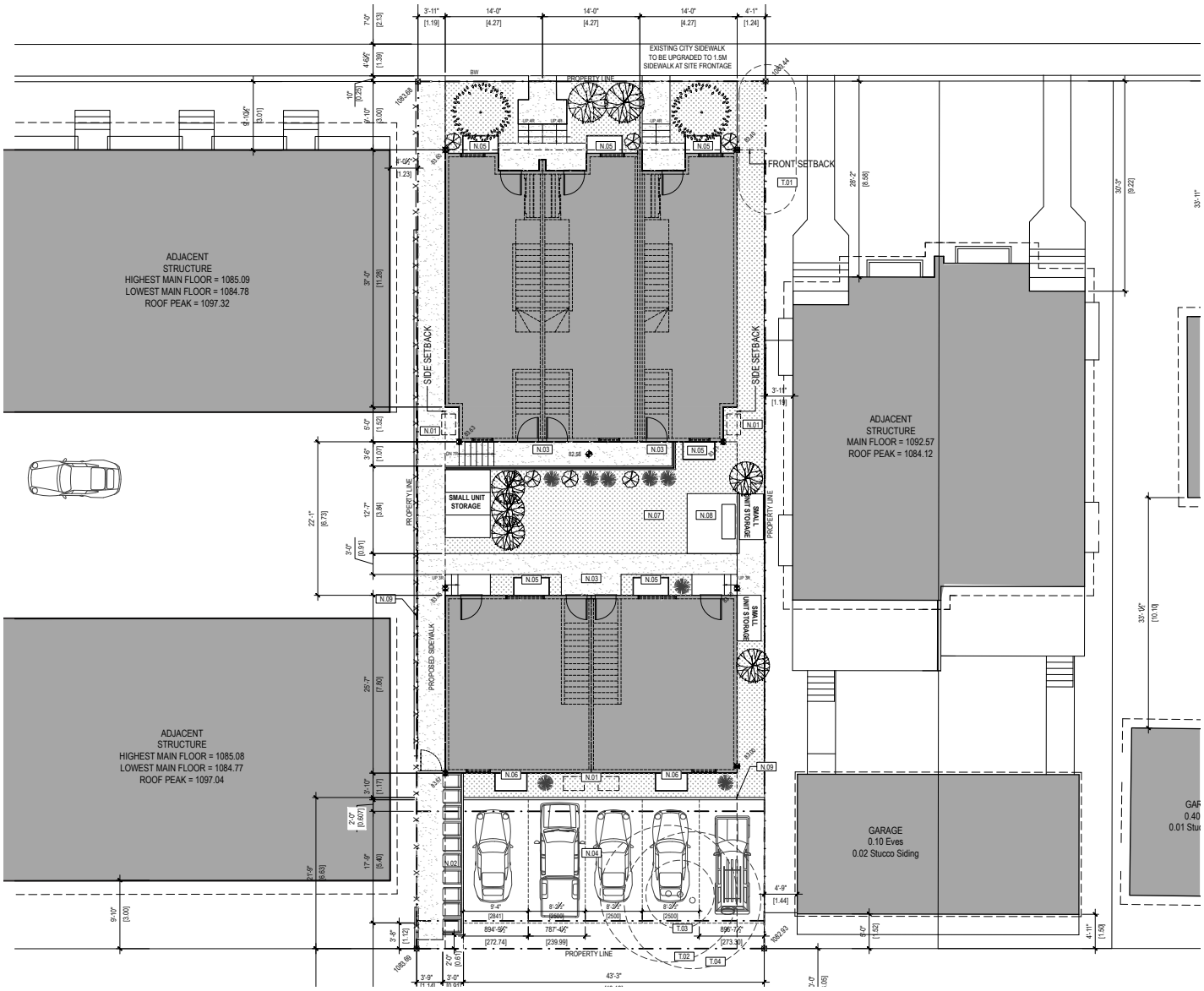


DECEMBER 21 - 4:00PM

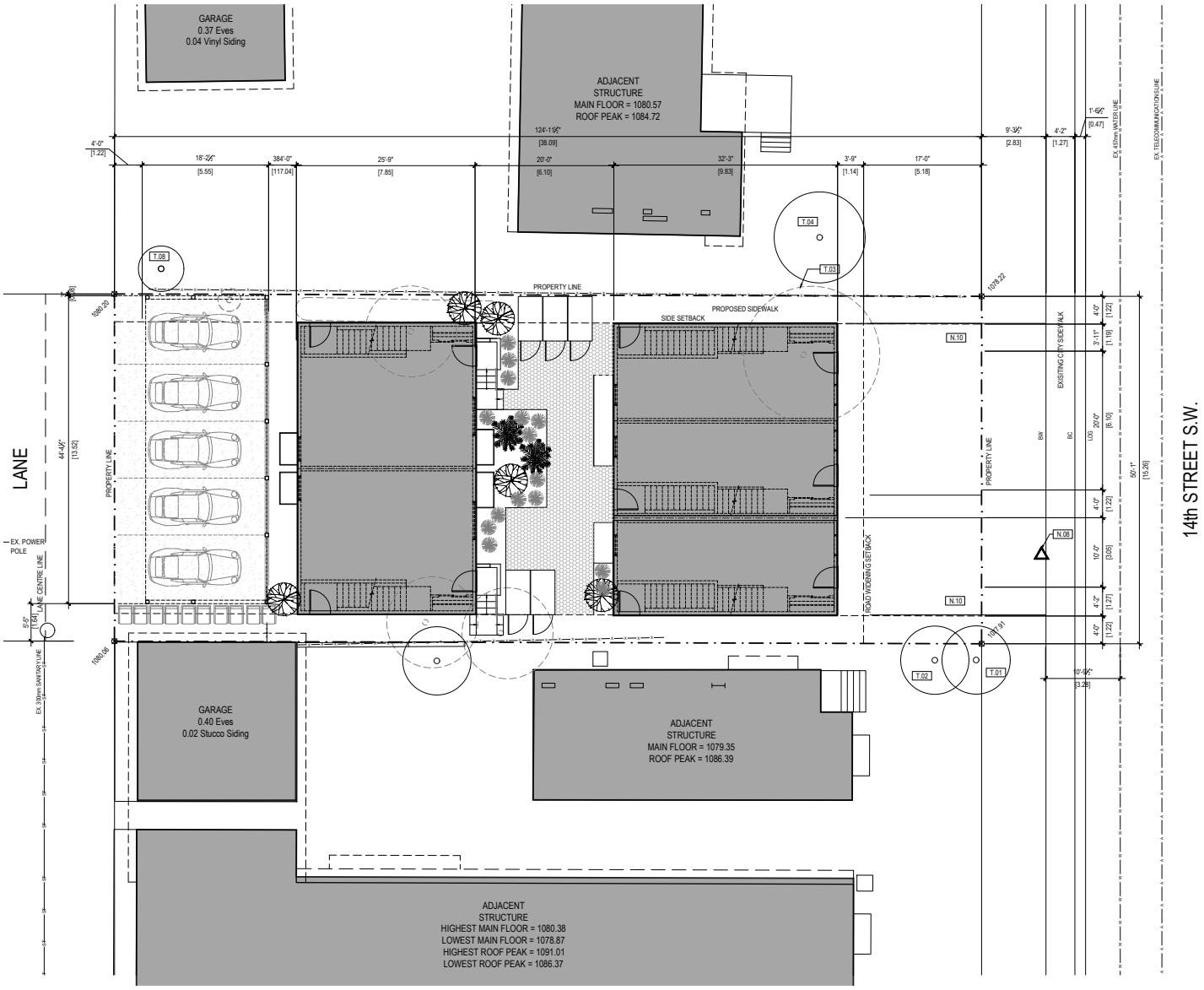
SHADOWS - PROPOSED BUILDING
SHADOWS - EXISTING CONTEXT

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. Study areas without significant topography (<5% grade change across the site) assume a flat at-grade model surface. Simulated dates and times (10am, 1pm, and 4pm on equinox and solstices) are based on established City of Calgary requirements.

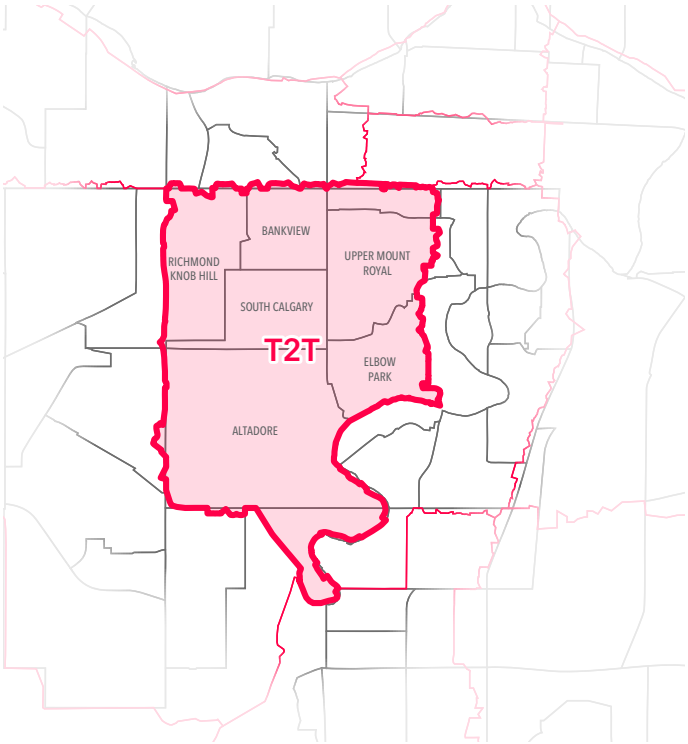
SC1531 Site Plan LOC2021-0065 / DP2021-2902



AL3719 Site Plan LOC2021-0072 / DP2021-3256



Personal Vehicle Ownership Local Area Trends



15,472
Total Households In T2T Forward Sorting Area (FSA)
Excluding vacant dwellings or short term rentals

±20%
0 Vehicle Households
3,046 households

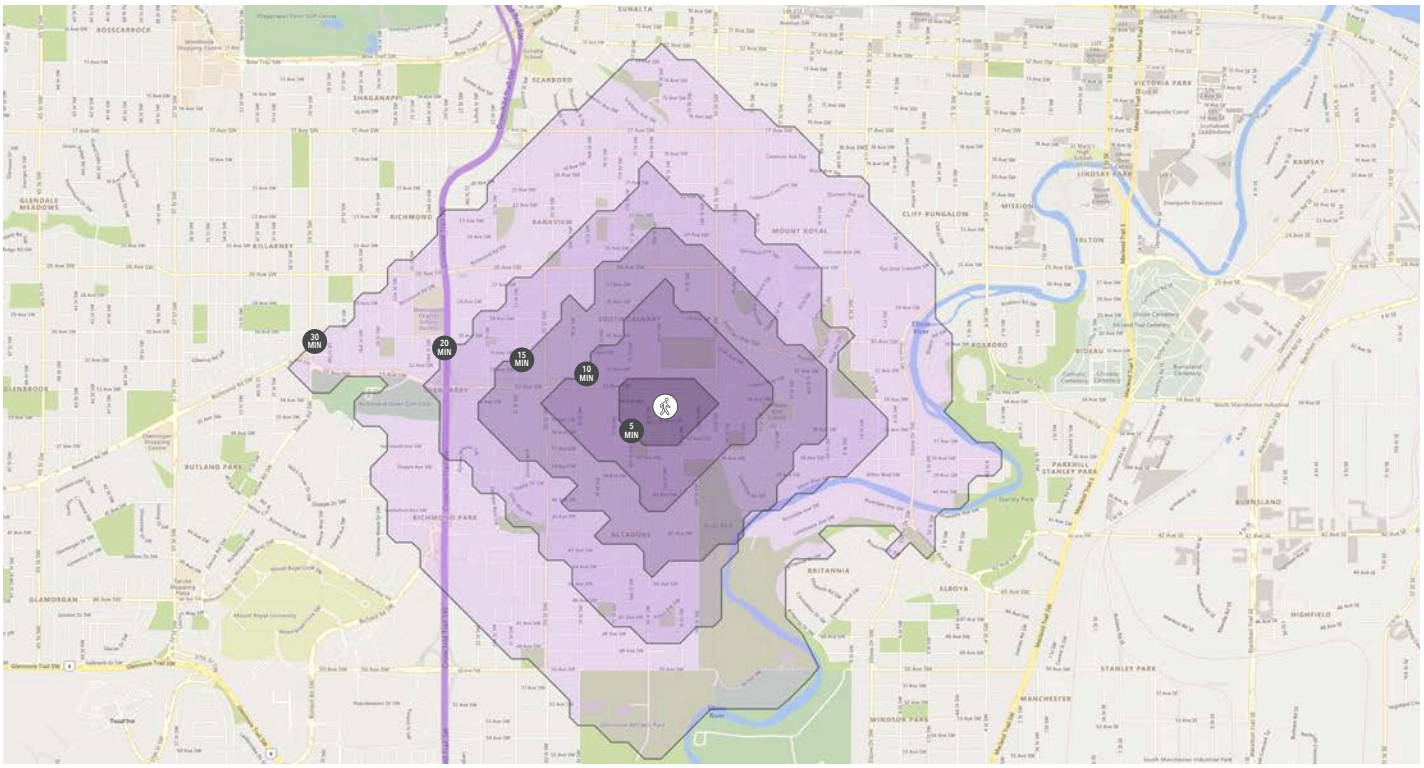
±39%
1 Vehicle Households
5,967 households

±23%
2 Vehicle Households
3,603 households

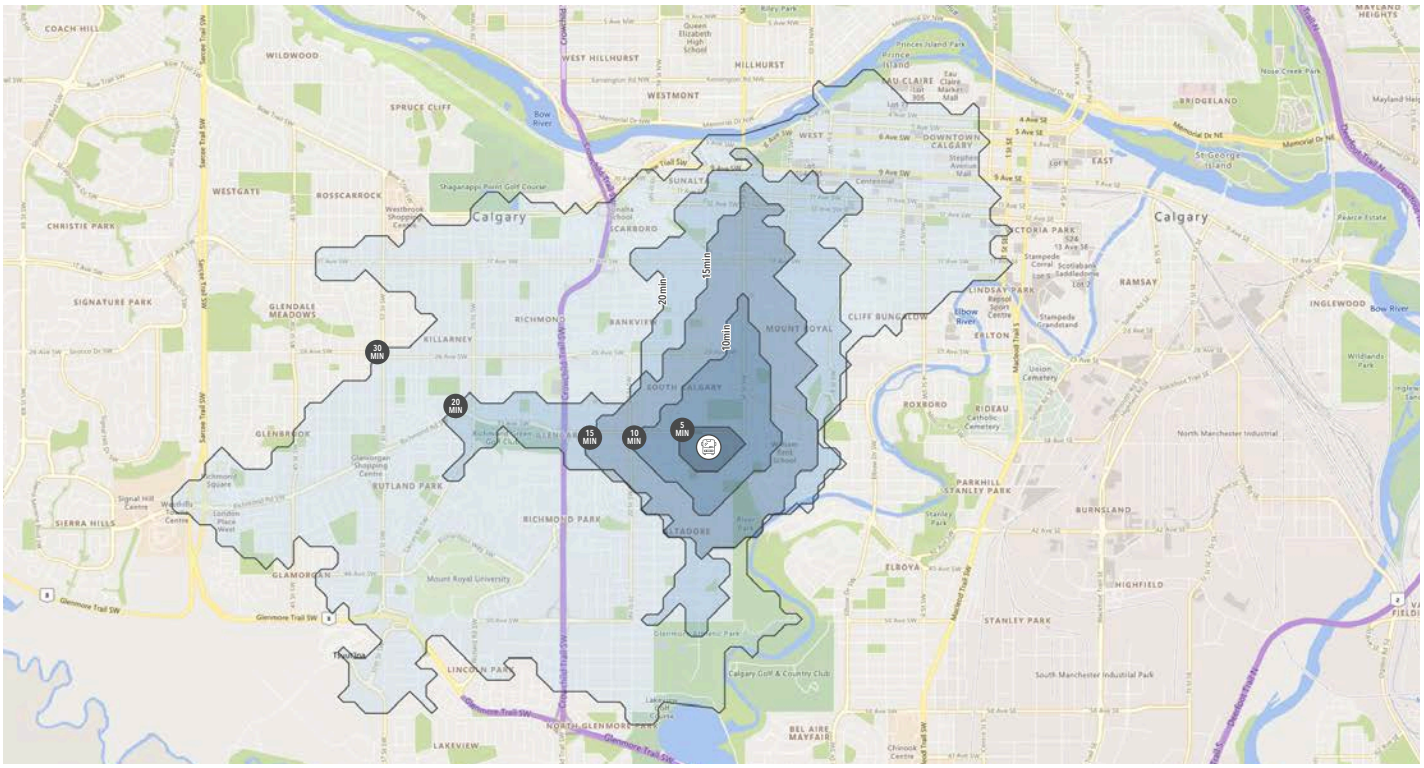
±18%
3+ Vehicle Households
2,856 households

Sources:
Alberta Transportation Vehicle Registrations: Aggregated by FSA (2021)
Canada Post DMTI Postal Suite Addressing: Calgary (2021)
City of Calgary Open Data: Short Term Rentals (2022)
City of Calgary Census: City-wide Vacancy Rate (2019)

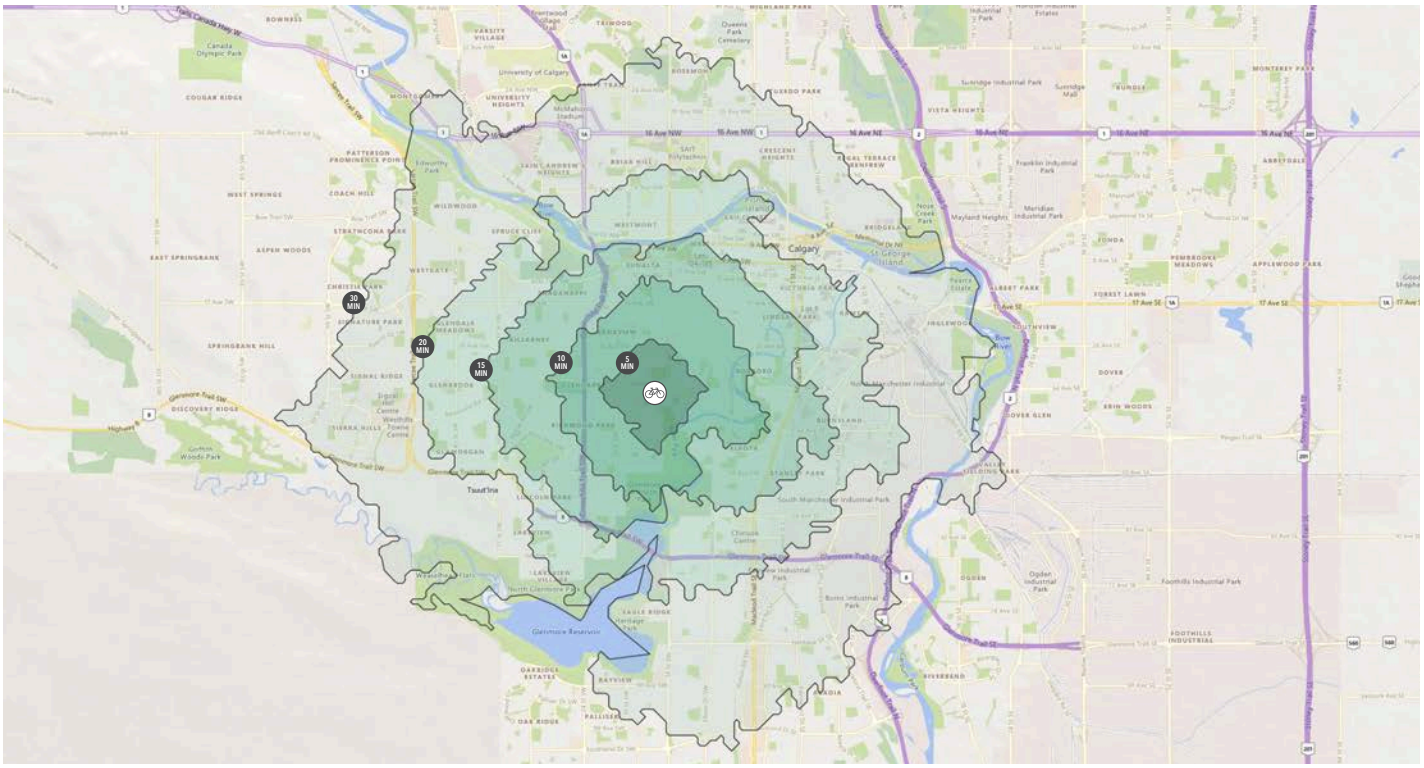
Walking Range / Time



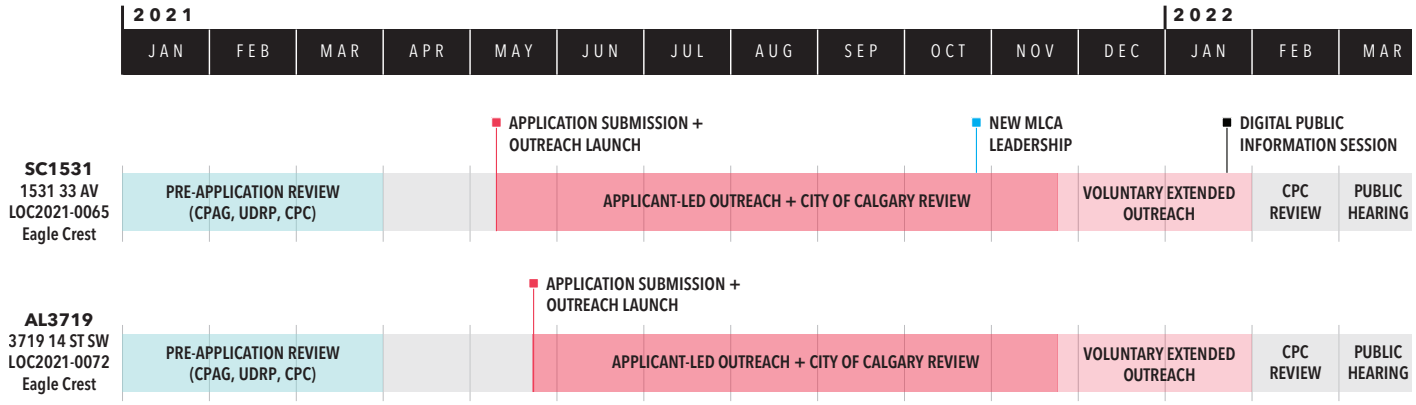
Transit Range / Time



Cycling Range / Time



Application Timeline SC1531 & AL3719



Verbatim Event Input Inventory Mural Stakeholder Questions & Comments

Following the event, Administration shared a list of questions that were raised by the MLCA, EPRA and participants. These questions were categorized into questions for City Administration and questions for the Applicant team.

The following is a record of the verbatim comments and questions received during the Online Public Information Session (Jan. 19, 2022) via Teams meeting chat and supporting online Mural board. Personally identifying information has been removed from participant submissions. No other edits to the feedback have been made, and the verbatim comments are as received.

MURAL BOARD QUESTIONS & COMMENTS

How do you define quality of life?

Where would you shop without a vehicle?

Please explain the difference between micro suites and secondary suites

Please explain how these development applications align with the following MDP principles:

-Respect the existing character of low-density residential areas

-Ensure an appropriate transition of development intensity, uses and built form between low-density residential areas and more intensive multi-residential or commercial areas.

-Ensure infill development complements the established character of the area and does not create dramatic contrasts in the physical development pattern.

All 4 projects claim to be suitable for an aging population. Please explain what research you're using to substantiate the living and lifestyle preferences of this demographic.

What kind of ground water study has been conducted pertaining to the underground streams that are active in the area?

How will these developments accommodate electric vehicles and e-bikes?

Are there secure lock-ups for bicycles to prevent vandalism and reduce theft?

How are you going to support this site to move-in, deliveries, is there a loading zone potential?

How will garbage and recycling be handled for the 10-unit projects?

Will these slides be made available to the MLCA?

what does "engagement outreach" mean?

In terms of 'engagement' last Spring where comments were being sought, can you explain how the residents/ community were engaged vs the association just being notified? A lot of us were deep into the Guidebook hearings/follow up so I can't recall…

Is an Inform based outreach process comprehensive?

Is this really the first real full community stakeholder engagement on these projects?

I would like to know from the developers specifically, what steps they have taken to interact with the potentially affected community members. Have they held downhill sessions, have they been minuted and exhibits captured?

Have they shared their plans and architectural renderings before applying for a development permit?

What engagement have the developers held with residents potentially impacted by the proposed development. Are these sessions minuted, are exbitits captured? Are these shared with the public?

Any chance the developer would change the proposals to respond to the comments made by the Community Associations?

Are the developers and their consultants willing to sit directly with Community Associations who would like to stress test their proposals?

---

was any change to the plans made or will any changes be made, based on the comments received from the communities?

Yeah can we see examples of where these have worked well? Where resident in the neighborhood are happy with these?

Were these projects advertised as rentals?

Does the missing middle target home owners or rental, many condominium developments on 33rdAve were adversited as an opportunity for senior citizento stay in the community, and many of them never went to real state market.

What is the price point for these new units?

Why duplex side by side are considered missing middle?

Townhouses are being marketed as more expensive than many duplex. How is that solving the problem?what are the price range?

---

will the micro suites be affordable for someone who earns fulltime minimum wage?

The Olstreet development seems to vary from your design philosophy of building New York style Brownstone buildings. The square nature of the design is far from it. Have you changed your design philosophy.

I ask: why do we need these type of units. What need does it fill?

---

are any of these projects "affordable" 30% below market rate rentals?

Yes, if [future residents] can afford to build a duplex, why do [higher-density units] need to be built?

And how much will each unit cost to the end buyer?

Explain each unit's amenity space

Explain recycling collection

Does the DC waive 1 stall per unit parking requirement?

---

how much will the units cost?

How does quality of life for the residents of the proposed units apply? (Not just the neighbours) Some developments are actually making the walkability less safe, (incenting

more use of vehicles, btw) and requiring more security and vigilance by all. That is, of course a condition of inner city living. However, how do you clarify that these units are actually good places to live for the prospective residents?

---

how legistation have gaps with the multiple development observed that already match the missing middle?

Where do the kids play?

Are those sunlight studies available for review to the public?

How confident are we that this increased density in these DC proposals will actually be rented, when there are vacant buildings in the community.

Why were molok's (garbage bins in a huge whole) not required for 17 and 37th Ave?

Will the developer compensate homeowners for the time their driveways aren't acceptable due to construction?

Will they pay to move the electrical poles under ground?

The frequency of waste removal will be determined by whom??

How is the cost of the private garbage collection passed on? is this through the condo fees of these units?

What security do the vehicles have against break in and theft. Thsi sad condition is rife? How will the development(s) address the considerations and practicalities of same?

An open carport and a bunch of garbage bins will inevitably lead to more transient people in the neighbourhood. What are you doing for security?

Are these blue bins? Where are the black and green bins? That would be a total of 30 bins for this 10 unit project!

---

is there any opportunity from developers to share recent project with similar scope, and the city would be ok to assess how these home owners feel about the value of this house solution on the long term? pro and cons about these complexes.

Where are the green bins? Where are the black bins?

So on the 22 unit projects, will there be 22 blue, 22 green and 22 black bins? 66 bins in total?

As requested before per Dave's comment are the sunlight per day and year available to the public.

---

and how much will each unit cost?

What is the price?

What is relatively affordable? Please explain this "middle" your addressing.

So affordability is linked to small?

What is the target income of the renters? That will show what affordability means?

What research do you have to support that people who buy these units won't have cars?

Parking is already at a premium on 33rd and 34th Avenue and is about to get worse if the city proceeds to put a bike lane along 34th Avenue; I am concerned that units with no parking on site will only make this worse for residents.

Do you have market demand for these units? If so, why are other units down the street not selling?

CPC2021-1478 Attachment 6
ISC: UNRESTRICTED

Verbatim Event Input Inventory Teams Chat Stakeholder Questions & Comments

[18:09] [redacted]

Hi everyone! So nice to see so many people on the call!

[18:09] [redacted]

https://bit.ly/3Af95eZ

Development Applications in Marda Loop

[18:10] [redacted]

This is a Mural board - we will be writing questions down, so please feel free to write your questions either here in the chat, or on the Mural board if you'd like

[18:10] [redacted]

Is Mr. Walcott attending?

[18:11] [redacted]

No, but a member of his staff is in attendance to observe

[18:12] [redacted]

I heard he doesn't even live in the Marda loop community

[18:12] [redacted]

Will these slides be made available to the MLCA. Please and thank you.

[18:13] [redacted]

So 2 have already been decided? Ie. Our comments tonight are pointless.

[18:13] [redacted]

??

[18:13] [redacted]

[redacted]

Will these slides be made available to the MLCA. Please and thank you.

After the event, CivicWorks will provide its slides to The City team for sharing to MLCA and any other interested stakeholders.

[18:14] [redacted]

[redacted] Great to see you on the call! Thank you.

[18:16] [redacted]

To clarify, the City has already decided to support two applications (that are "ready to go to council) before participating in this "engagement" process? How is that in good faith.

[18:17] [redacted]

What is Walcott's full position on densification? There is densification and then there is grossly misfitting densification.

[18:17] [redacted]

Mr. Walcott stood on my doorstep and told me he is against DC.

[18:20] [redacted]

Are the concerns shared with the file manager considered part of the public hearing, or just archived? or they need to be voiced in a meeting?

[18:21] [redacted]

For the public hearing, there will be a separate public submission process during the advertising period leading up to the Public Hearing

[18:21] [redacted]

Based on bullet point #2 - in what way aside from intense density, do these applications propose anything innovative?

[18:21] [redacted]

What is the "test for DC"? and where can public find the parameters?

[18:22] [redacted]

Herein lies the challenge: the City seems to determine its own position on DC without due consideration of inputs and pleas from affected residents. From past decisions their support seems to fall in favour of developers. I do not see much in the way of explaining this.

[18:22] [redacted]

do RC land redesignations create precedents for futur applications with similar scope, it has been used an argument in land change without specific evidences on densification projects.

[18:23] [redacted].

[redacted] Concerns shared with the file manager are used to shape the application, wherever possible, and then summarized in our report to Council. You should also submit your comments directly to Council verbatim.

[18:24] [redacted]

These slides and links will be shared with you all after this session.

[18:24] [redacted]

what does "engagement outreach" mean?

[18:25] [redacted]

Which applications are moving forward to the Feb 10 CPC?

[18:26] [redacted]

Do you just say that the City doesn't know what "missing middle" housing is yet but you published an invite to this event saying that these applications are the missing middle ones did you not?

[18:26] [redacted]

"Test for DC" - is found in Section 20 of the Land Use Bylaw :

[18:26] [redacted]

Why not turn it over to them now?

[18:26] [redacted]

[18:26] [redacted]

Love those words fair and transparent. Gondek's management of the Guidebook was an abject failure in terms of 'actually hearing' concerns. What was reported back in the "what we heard" was a gross misrepresentation of what was said. I had requested minutes and processes and nothing was forthcoming.

[18:26] [redacted]

Does the missing middle target home owners or rental, many condominium developments on 33rdAve were adversited as an opportunity for senior citizento stay in the community, and many of them never went to real state market.

[18:27] [redacted]

Can [redacted] describe in what way this site meets the DC test?

[18:28] [redacted]

What is the City going to do to restore my trust and those of others?

[18:28] [redacted]

When will the criteria for RCG be released? We were told 5 years ago that it would be out very soon. In the meantime, we are still using MCG or higher level criteria.

[18:28] [redacted]

In terms of 'engagement' last Spring where comments were being sought, can you explain how the residents/ community were engaged vs the association just being notified? A lot of us were deep into the Guidebook hearings/follow up so I can't recall…

[18:31] [redacted]

Is the city looking at this project in the whole overall picture of Marda Loop? It is impossible to find any parking on 33 avenue and 34ave is turning into a bike lane. I no longer go to business on 33 and 34 avenue if I can avoid it because there is no parking. How are commercial enterprises expected to survive on these 2 streets with the ever increasing density?

[18:31] [redacted]

If the City wants to be transparent, as they claim to be, then they should be more than willing to open up their records to demonstrate how they arrived at the need for this new term 'missing middle'.

[18:32] [redacted]

What is the price point for these new units?

[18:32] [redacted]

Mural board for questions: https://bit.ly/3Af95eZ

Development Applications in Marda Loop

[18:34] [redacted]

[redacted] - the link you posted doesn't seem to be working

[18:34] J P

Mural board link is "invalid"

[18:35] [redacted].

hmm

[18:35] [redacted]

The mural board isn't working

[18:35] [redacted]

Isn't it true that it's harder to appeal council's decision if you bring both the development permit and land use applications together?

[18:35] [redacted]

can you advise what the test for DC is and how these sites met the test

[18:35] [redacted]

This was never done at the location at 2137 31 Ave. Curious how this is being stated now.

[18:37] [redacted]

[redacted]

can you advise what the test for DC is and how these sites met the test

Please see the image posted above by [redacted]

[18:37] [redacted]

Can't read the slides at all. Is there a way to enlarge?

[18:38] [redacted]

Thanks [redacted]. I see that but can you clarify what aspects of these sites met the test

[18:40] [redacted]

Is an Inform based outreach process comprehensive?

[18:41] [redacted]

[redacted]

Thanks [redacted]. I see that but can you clarify what aspects of these sites met the test

This type of development doesn't fit into any of the existing boxes (land use districts). It's a form of housing we haven't ever considered. It's new and different, so we give Council a custom land use district if they wish to approve it.

[18:41] [redacted]

The most relevant aspects where these sites meet the test for DC is in accommodating innovative ideas for smaller multi-residential units, that cannot be accommodated

through the stock districts currently available in the Land Use Bylaw

[18:41] [redacted]

again, the undefined “missing middle” - so this is a lobby for developers to “complement” the city’s processes

[18:42] [redacted]

How is this housing Innovative?

[18:42] [redacted]

Why duplex side by side are considered missing middle?

[18:42] [redacted]

it’s a form of housing that is seen to be atypical in Calgary

[18:43] [redacted]

in the present time

[18:43] [redacted]

Townhouses are being marketed as more expensive than many duplex. How is that solving the problem?

[18:43] [redacted]

love these renderings that show good transition. That seems to not exist in these applications

[18:43] [redacted]

what are the price range?

[18:44] [redacted]

Missing Middle is an interesting term. If you believe in a certain ideology, “Missing” may work to help you argue your case. The other view is that it is “Missing” because existing residents don’t want what is being proposed.

[18:44] [redacted]

Not true, the building on the previous screen provides parking for each unit ..

[18:44] [redacted]

will the micro suites be affordable for someone who earns fulltime minimum wage?

[18:45] [redacted]

Altadore Blue three story building

[18:45] [redacted]

What research do you have to support that people who buy these units won’t have cars?

[18:46] [redacted]

This Missing Middle has never been an issue before. Looking forward today, nothing could be a more glaring display of disgraceful development than that tin monstrosity in my life. If this is a sign of design to come than ALL of the developers need to go back to the drawing board!

[18:46] [redacted]

Unfortunately, these DC sites then start to dictate the character of established communities. You indicate that they provide attainable housing, but the cost per unit is far from attainable for many individuals and families. There is currently a glut of multi-residential housing on the market, and unfortunately given our climate and less than stellar transit, parking continues to be a relevant concern...

[18:47] [redacted]

this is chicken-egg cycle in these neighbourhoods - lower vehicle ownership does not necessarily drive higher density housing or vice-versa; because one need not have a vehicle does not mean they do not want one, so the zoning actually discourages vehicle ownership...just saying that it is not clear that the “missing middle” is market demanded either

[18:47] [redacted]

[redacted]

will the micro suites be affordable for someone who earns

fulltime minimum wage?

The MLCA has done some research and we have discovered that the micro units usually sit vacant Or they are rented nightly as Airbnb rentals.

[18:47] [redacted]

There is already parking shortage for developments near 33rd ave. This is without the current few developments that are already in construction. I think it is unrealistic to density these locations further without supplied parking. there is also future development planned for a bike lane on 34th ave which will further complicate the issue

[18:48] [redacted]

These developments are spreading like a black mold, I regret to say. Why Walcott is not present for tonight's sensitive discussion baffles me. A disgrace really.

[18:51] [redacted]

Thank you.

[18:52] [redacted]

When was the last time that you saw a Communauto car on a street in Marda Loop?

[18:53] [redacted]

The denser developments are on main roadways like 33rd. Are they really accurate comparisons for other more quiet streets?

[18:56] [redacted]

[redacted]

What happened to the Molok bins?

There isn't enough clearance from buildings, cars and power lines for Moloks to be used

[18:56] [redacted]

80% of residents have cars - the city is planning new bike paths on 34th ave further reducing on street parking. We are not Yorktown or Yaletown much as you want it to be.

[18:56] [redacted]

A line of garbage bins!!!!!!

[18:56] [redacted]

in the development next to me, the truck picking up the Molok will block my garage (i.e. next door) pickups not the residents garages

[18:56] [redacted]

Molok's are quite expensive, but an elegant solution. The problem is the City only allows them in limited places. As a builder, this is frustrating.

[18:56] [redacted]

I'm concerned about giving these new residents access to greenspace since they won't have yards....will there be an increased park space?

[18:57] [redacted]

Yet more public policy stranded on private enterprise - Communauto and waste collection

[18:58] [redacted]

We'll do our best to hear from everyone tonight!

[19:00] [redacted]

I had a sewer back up 2 years ago due to a city issue, it was a major hassle and expensive. How do I know that I will not have sewage in my basement again after this development?

[19:00] [redacted]

The Olstreet development seems to vary from your design philosophy of building New York style Brownstone buildings. The square nature of the design is far from it. Have you changed your design philosophy.

[19:00] [redacted]

if the developer is profiting significantly more from maximizing sqft per lot, what are they providing for the community? new community developments require the developer to put in parks, infrastructure, etc.

[19:01] [redacted]

Slide 21 - the picture of the street certainly does not look like the intersection that it is meant to be.

[19:02] [redacted]

Who is representing Walcott tonight?

[19:02] [redacted]

I have lived in upper Elbow park for almost 40 years and watched the communities of Marda Loop and Altadore change dramatically of that time, especially in the last decade. Hundreds and hundreds of new housing units have been built and more are being proposed, but it seems to me tht a segment of the population has been ignored. Virtually everything that has been built is multi-story, thus not accessible to people who are unable to manage stairs. As far as I know the only single--level units available are small studio and one-bedroom apartments.

[19:03] [redacted]

[redacted]

if the developer is profiting significantly more from maximizing sqft per lot, what are they providing for the community? new community developments require the developer to put in parks, infrastructure, etc.

Another great question!

[19:03] [redacted]

Smaller vehicles???> Most people have trucks and suv!

[19:04] [redacted]

Thank you [redacted]

[19:04] [redacted]

What is the plan for the increased density impact on school numbers? I believe that Altadore school is quite full.

[19:05] [redacted]

There is a big potential market for seniors who would prefer a generous-sized apartment one one level.

[19:05] [redacted]

I ask: why do we need these type of units. What need does it fill?

[19:05] [redacted]

What need does it fill

[19:06] [redacted]

It seems like a lot of people care more about cars than humans and would prefer the city designed for the needs of the automobile.

[19:06] [redacted]

[redacted], thank you for being a voice of reason.

[19:07] [redacted]

Thank you [redacted]

[19:07] [redacted]

Great presentation [redacted]- well said!

[19:07] [redacted]

[redacted]

What is the plan for the increased density impact on school numbers? I believe that Altadore school is quite full.

The CBE and separate school boards stated that Altadore's school was at capacity in 2018-19, but that was handled by re-allocating some students to Richmond. Since then enrolment at Altadore is 90-93% and is not expected to increase substantially in the foreseeable future. They had

no concerns regarding infill in Altadore.

[19:08] [redacted]

[redacted] - full disclosure perhaps? [redacted]

Integer homes inc.

Calgary inner city residential construction)

[19:09] [redacted]

We had a tree valued at $100,000 removed by a development. No cost to the developer.

[19:09] [redacted]

Thanks [redacted] Can you advise on whether there will be any increased greenspace for the new residents to access given they won't have yards?

[19:10] [redacted]

thanks [redacted], great summary, I hope these type of engagement would have a pool after the meeting for feedback and vote for issues that were poorley address, such as parking, access to utilities/services/ school, missleading information about main streets, and ammenites access. thanks

[19:10] [redacted]

Questions only please.

[19:10] [redacted]

My sentiment is that the City is only interested in a broader tax base, that developers are interested only in revenue. The underlying facts and sentiments of residents are being ignored.

[19:10] [redacted]

[redacted] I do know people who do not have a car in Calgary and they struggle to get anywhere. They totally depend on others to drive them around. I do not know where you are from, but distances here are great. We are not in Europe, where everything from stores, cafes, restaurants, doctors, etc... are within walking distance. Yes, we care for our cars as in Calgary it means Freedom.

[19:11] [redacted]

Again, is someone here tonight representing Walcott??

[19:11] [redacted]

[redacted] will questions be answered

[19:11] [redacted]

Its interesting that secondary suites are now called Micro Units!!

[19:11] [redacted]

Food security is lost when my garden has no light.

[19:11] [redacted]

[redacted]

Thanks [redacted] Can you advise on whether there will be any increased greenspace for the new residents to access given they won't have yards?

No increase in green space is planned; new residents would be expected to use the nearby public parks.

[19:12] [redacted]

Regarding to the tree canopy, it is well known that tree provide carbon sequestration, these type of development do not offer any natural solution for the city, land owner.

[19:13] [redacted]

We are aggregating questions and will answer the most "brought-up" within the time allotted tonight. The rest we will answer after the event. We likely will have to circulate those answers through the CA representatives.

[19:13] [redacted]

I wonder if the stadistics dont show how many families need to buy a second card due to concern about pandemic

and lack of public transportation

[19:13] [redacted]

has the city looked at increasing the set back from the main street to help with the shadowing. For increased building height the set back should be increased

[19:14] [redacted]

[redacted]

Regarding to the tree canopy, it is well known that tree provide carbon sequestration, these type of development do not offer any natural solution for the city, land owner.

The City seeks to retain mature trees within the public boulevard upon redevelopment. However, trees on private property are typically not protected by bylaw and are subject to landowner rights for removal if necessary to accommodate redevelopment of a privately owned parcel

[19:14] [redacted]

The City is keen to add significant density to the established communities, while at the same time taking away parks and green space, and recreational amenities--this is NOT sustainable. Pushing people into smaller and smaller housing units means they need room to escape/breathe/meditate/exercise and connect with nature. The reason why the streets are so vibrant in European cities is because they have the climate to be outside for most of the year, and smaller housing units mean people need a little space away from their flat mates. Sensitive and sensible increases in density will include some parking and more green space access...

[19:14] [redacted]

The Guidebook for Great Communes ignored reality. I am concerned we will go down a dark road from which lessons learned will come too late. There needs to be a pause and rethink - this time with meaningful and transparent engagement.

[19:14] [redacted]

How is the existing infrastructure in the community being upgraded in order to accommodate all of this added density? Streets are already crowded and dangerous and no one at the city seems to care. Though there is access to transit it is not widely used and most own cars where are all these cars going, intersections are dangerous due to lack of visibility. What if anything is being done to address these issues?

[19:14] [redacted]

We do not have access to the Mural Board

[19:15] [redacted]

The MLCA would like to see land that is appropriately zoned for higher density such as 2230 34th Avenue S.W. developed first. This property is zoned MU-1. Why are we looking at up zoning the parcels in question?

[19:15] [redacted]

[redacted]

has the city looked at increasing the set back from the main street to help with the shadowing. For increased building height the set back should be increased

These buildings are of similar height to a new infill single-family house, so no additional setback is being required

[19:16] [redacted]

Excellent point about the bus to the grocery store conundrum.

[19:16] [redacted]

The [redacted] would like to know what is innovative about these projects before us today?

[19:16] [redacted]

Are these develops restricted to the numbers proposed? Other developments in the area have been approval based on the application's number of units and then doubled the

number of units by an application amendment that does not go thru the same approval process.

[19:16] [redacted]

I find it comical that all of your illustrations of the developments show zero cars parked on the street, if the developers want us to believe any of the facts they they are trying to sell us they would show no parking available in front of their developments, this is the reality. What else are you not being truthful about?

[19:17] [redacted]

I want to know why the development on 17th Street and 37th Ave is allowed to have a carport!! Is the land so overdeveloped that you can't even add garage doors? (Ie the turning radius is too small for cars to turn into the carport).

[19:17] [redacted]

Why should homeowners that bought in 1950 etc because they wanted a single family home now be forced to lose it because developers want to make money on the desirability of the area now. On my street which is semi detached homes every house has at least 1 car or truck and several have 2 and a few have 3 cars..

[19:18] [redacted]

*see end of transcript

[19:18] [redacted]

This is what it looks like (17th Street and 37th Ave development)

[19:18] [redacted]

I live in EP and shop at Marda Loop and 4th Street Safeway. I COULD and I have walked BUT I could not carry my groceries from these shops and further I could not do this if the most recent December weather repeats

[19:19] [redacted]

*see end of transcript

[19:19] [redacted]

I think people with homes valued into the 7 figures and multiple vehicles don't really need to comment on the lifestyle and habits and choices of people without the means to own cars and vehicles and should try to be a tiny bit welcoming rather than so classist. Am I the wokest person attending this meeting? Who'd have ever thought that possible.

[19:19] [redacted]

Let's all dial it back a bit, please

[19:20] [redacted]

Let's focus on these specific applications.

[19:20] [redacted]

let's keep the comments respectful please

[19:20] [redacted]

Where are people supposed to park upwards of 20 new cars. They will flow on to surrounding streets. Has anyone on the city actually driven in this neighborhood? It's horrible as is and you keep adding more people without updating the infrastructure in the area.

[19:21] [redacted]

[redacted]

I live in EP and shop at Marda Loop and 4th Street Safeway. I COULD and I have walked BUT I could not carry my groceries from these shops and further I could not do this if the most recent December weather repeats

Imagine having a couple kids in tow as well and cold weather.

[19:22] [redacted]

DC is not land use planning. It is the nuclear option. It is analogous to the 'not-with-standing' clause in the Charter (section 33) - which interestingly is being used to support Bill 21 in Quebec…

Does anyone else see the irony here with Council's willing approval / legislative sanctioning of this DC approach? To rich…

[19:22] [redacted]

Tree are reason to stay this side of Crowchild, just compare how many families decide to buy in Altadore/ Mardaloop rather than Currie barrack

[19:23] [redacted]

Questions only please.

[19:23] [redacted]

Does anyone else see the irony here with Council's willing approval / legislative sanctioning of this DC approach?

[19:24] [redacted]

Mr. Walcott stated he was against DC.

[19:24] [redacted]

Engagement isn't just questions.

[19:25] [redacted]

The ground water study issue could be critical. Needs more attention.

[19:25] [redacted]

126+ people are here tonight. That says a lot in itself!

[19:26] [redacted]

Will applicants be required to upgrade sidewalks along width of property, similar to other applicants that have built higher density buildings (e.g.,Coco)?

[19:26] [redacted]

How is anyone supposed to have any confidence investing in these neighborhoods, when the city will rubber stamp anything the developers put forward? We all expect some level of densification but putting in 20 unit developments where there was once 2 is outrageous. How do you justify this on a street that has no similar developments? Shouldn't the streets be consistent in the developments that are approved?

[19:26] [redacted]

[redacted]many of peoples' questions and statements are a result of abject frustration and distrust of Council and the process - neither of which are transparent and without demonstration of fairness. Ergo, Council and those presenting tonight ought to take the underlying and apparent concerns onboard.

[19:26] [redacted]

Of those 126 people, many are residents, and many are industry members.

[19:27] [redacted]

The problem is that 33 ave is a major route to crowchild trail. 33 is so congested and now mostly single lane because of cars parking on the street and the snow on the sides of the road. Cars are trying to cut through 32 ave and 34 ave to get to crowchild. 34 ave is becoming a bike lane. There will be more cars trying to get through on 32 ave. Will the city look at projects in the context of the whole areas traffic?

[19:28] [redacted]

[redacted]

[19:28] [redacted]

Of those 126 people, many are residents, and many are industry members.

And I wonder how many of those industry members reside in our community.

[19:29] [redacted]

Beware that your attendance is not spun by the applicants and their representatives (including city admin) as evidence that they have done "substantive engagement" and therefore proposals should be approved…

[19:29] [redacted]

I have been a home builder for many years, and have always been happy to disclose that. We all live in houses...

[19:30] [redacted]

Excellent presentation from [redacted]

[19:30] [redacted]

Thank you [redacted]~

[19:30] [redacted]

Thank you for your advocacy [redacted]

[19:30] [redacted]

Awesome points [redacted]!

[19:30] [redacted]

Awesome points [redacted]

[19:30] [redacted]

Great quote! I'm all for inner city density, but no need to hoard to lot to the brink

[19:31] [redacted]

Thank you [redacted] for speaking for so may of us

[19:31] [redacted]

Excellent presentation [redacted]

[19:31] [redacted]

Excellent presentation [redacted]! I really hope the city takes these concerns seriously!

[19:31] [redacted]

excellent work [redacted]

[19:31] [redacted]

On point [redacted]!!!!!

[19:31] J P

It's the HOW. Nobody is against density!

[19:31] [redacted]

I am assuming this is being recorded???

[19:32] [redacted]

[redacted]

I am assuming this is being recorded???

This is not being recorded, to protect people's privacy. We wanted people to feel comfortable speaking their mind also

[19:33] [redacted]

Also I know for some people the Mural link isn't working (but it is for many, so I'm not sure what the deal is). Apologies if you're not able to access it, but please @ me with your questions and I'll make sure they're on there.

[19:33] [redacted]

Thanks [redacted]. I really appreciated the comments made by the community associations. Will the City and the developer respond to them and/or make changes to the proposed plans? If so, how/when can we expect to see revised plans

[19:34] [redacted]

One of the pictures of examples of existing old middle housing was a crack house until the police targeted it recently. Even now not what you want next door. Good example of what we can expect.

[19:34] [redacted]

[redacted]. The MLCA would like to know what is innovative about these projects before us today?

[19:36] [redacted]

Also I know for some people the Mural link isn't working (but it is for many, so I'm not sure what the deal is). Apologies if you're not able to access it, but please @ me with your questions and I'll…

Please gather all of our questions in this thread and respond to them

[19:36] [redacted]

I don't want people's questions to get missed because they didn't @ you

[19:36] [redacted]

[redacted]. The MLCA would like to see land that is appropriately zoned for higher density such as 2230 34th Avenue S.W. developed first (and the surrounding lots are all for sale). This property is zoned MU-1. Why are we looking at up zoning the parcels in question before other properties already zoned for higher density?

[19:36] [redacted]

working on it [redacted], don't worry

[19:36] [redacted]

i'll be saving the chat transcript to make sure we don't miss anything

[19:37] [redacted]

Thanks [redacted] and [redacted] for great facilitation!

[19:38] [redacted]

Is this really the first real full community stakeholder engagement on these projects?

[19:38] [redacted]

[redacted] are any of these projects "affordable" 30% below market rate rentals?

[19:38] [redacted]

Air BNB are not missing middle.

[19:39] [redacted]

The developer will rent them out and get federal subsidy. There are many articles articulating how these subsidies are not really helping the renter.

[19:40] [redacted]

Will the city please consider requiring the developers to make some reasonable changes? It shouldn't be too late. Thanks.

[19:41] [redacted]

Before we begin, Q&A, I would like to know from the developers specifically, what steps they have taken to interact with the potentially affected community members. Have they held downhill sessions, have they been minuted and exhibits captured? Have they shared their plans and architectural renderings before applying for a development permit? Before any such application is approved by the City - given the contentious nature of these applications - these exhibits must be shared in full with the public.

[19:41] [redacted]

Yes, if they can afford to build a duplex, why do they need to be built?

[19:42] [redacted]

Dino, you need to adjust your microphone. There is echo.

[19:42] [redacted]

Where is this echo coming from?

[19:42] [redacted]

So what record will there be relative to the commentary and questions tonight?

[19:43] [redacted]

please pause before you sort out the microphones.

[19:43] [redacted]

Is anyone else hearing the echo?

[19:43] [redacted]

If you feel the applicant/Civil Works have answered certain questions, can you just please flag which questions you believe that to pertain to? Always hard with online forums to align on whether a question was actually answered and pose counter questions for clarification to truly understand. Thanks!

[19:43] [redacted]

No

[19:44] [redacted]

Where is the opportunity to compromise? It seems like once something goes to Planning it is a yes/no and that's the end.

[19:45] [redacted]

Is this session being recorded? How are the questions being recorded? The mural is not working.

[19:45] [redacted]

But in the meantime, developers get to make their own rules...

[19:45] [redacted]

If there are enough of a new "variant" (built form), a new district might be considered. The benefit of a new "stock" district is that the appeal process is still available. Appeals are VERY limited in DC districts (see section 641 MGA).

[19:46] [redacted]

The GM of Planning is an Accountant?

[19:46] [redacted]

Echo sorted. It must have been faulty operator error on my part.

[19:46] [redacted]

DC is being used to create conflict with Restrictive Covenants. Please address. City Council will not address

[19:46] [redacted]

The appeal process is skirted with DC

[19:46] [redacted]

Instead of using DC to allow a development that doesn't fit, why not require the developers to change their plans to fit what is allowed.

[19:46] [redacted]

DC designation could be deemed to be precedent setting however.

[19:46] [redacted]

Oh my, that reply is quite concerning. How would you suggest we let Council know…and be heard??

[19:46] [redacted]

In fact then DC is just a way to prevent communities from having input?

[19:47] [redacted]

[redacted]

Is this session being recorded? How are the questions being recorded? The mural is not working.

We are writing down all of the questions and the full list of questions (and answers) will be provided to you

[19:47] [redacted]

Are there other DC's existing in the area?

[19:47] [redacted]

do property taxes for affected neighbours would be

adjusted thank to the densification that communicity will suffer?

[19:47] [redacted]

In 2008 the drafters of the LUB tried to limit DCs. The pressure to use them however continued unabated. There are about 150 to 200 of them annually.

[19:47] [redacted]

That is the definition of the Nuclear option.

[19:48] [redacted]

if DC used everywhere then everywhere is "unusual"??

[19:48] [redacted]

[redacted]

In fact then DC is just a way to prevent communities from having input?

You have the same opportunities for input as you would if the rezoning was to any other district. The fact that it's DC has no impact on your ability to provide input.

[19:48] [redacted]

Appeals on DC applications are LIMITED to whether the development authority "failed to follow Council's directions".

[19:49] [redacted]

Absolutely true [redacted]

[19:49] [redacted]

This begs the question of characterizing a DC as an interim measure until land use catches up with site design that don't "neatly fit" the current code. Given that there has been a lot of change in the past 15 years. Does this mean that a new code will simply create a new category and diminish the number of DC's? This remains a provision for the "discretion of Council" to approve a DC.

[19:49] [redacted]

I thought in the presentation the 10 unit proposals were based on the R-CG district, not M-C1 as well? This is mudding the waters..

[19:49] [redacted]

'Appropriate' use like circumventing SDAB decisions?

[19:49] [redacted]

Please emphasize the secondary suite aspect of the developments!!

[19:50] [redacted]

In regards to parking is there consideration of adding parking permits on the adjacent streets as parking may be overwhelming in particular to the 14th street near 38th avenue application as parking is an issue for the resident streets competing with the church and near by businesses

[19:50] [redacted]

A bit meta?!?

[19:50] [redacted]

Does anyone on planning or council actually visit the proposed sites? I believe if people actually did site visits they'd realize that the infrastructure in the area is not able to support the current level of density but, the city continues to push density increases. Please update the infrastructure, this community will slowly become unlivable otherwise.

[19:50] [redacted]

What would be wrong with following the R-CG district rules. Why is a DC required? Is it only to permit density increases?

[19:50] [redacted]

But basically the goal of these DC sites is then to increase the density above the approved R-CG limits by allowing more M-CG type density on lots that are not approved for that zoning...

[19:51] [redacted]

What engagement have the developers held with residents potentially impacted by the proposed development. Are these sessions minuted, are exbitits captured? Are these shared with the public?

[19:51] [redacted]

Any chance the developer would change the proposals to respond to the comments made by the Community Associations?

[19:51] [redacted]

And how much will each unit cost to the end buyer?

[19:51] [redacted]

I've heard that civicworks is a lobby group hired by developers.

[19:52] [redacted]

It seems to be that while the residents have input - the city is not listening?

[19:52] [redacted]

To [redacted]'s point about what satisfying the missing middle means, how can you the city justify these massive increases in density?

[19:52] [redacted]

The City faces a major breach of trust issue and I have never been provided with evidence of a clearly defined process? Until such time that we see such evidence we are talking at odds.

[19:52] [redacted]

What concessions has the city made these developers make? It doesn't seem like much when it comes to the contentious issues.

[19:53] [redacted]

Nice management speak but you are wasting your breath.

[19:53] [redacted]

It would be good to hear specifics about the proposals. How they respond to (a) amenity space for all units; (b) recycling collection (common facilities possible?); (c) does the DC waive 1 stall / unit parking requirement? Those seem to be the common themes I have seen.

[19:53] [redacted]

respectful comments please.

[19:53] [redacted]

A developer feels confident on what they can make the most money on.

[19:54] [redacted]

[redacted], people are being respectful.

[19:54] [redacted]

Appreciate what you are saying [redacted]. However the concern is developers are asking the communities to change the character of the community based on a 'gut feel'. That doesn't seem appropriate. Why are other projects not selling? Do you have any context on that?

[19:54] [redacted]

how much will the units cost?

[19:54] [redacted]

At a normal non-virtual public meeting, concerned citizens are able to talk to each other in person. The problem with this virtual format is the city and the developers are doing most of the talking and the public is not able to talk to each other. Is this a deliberate strategy to not let the public communicate with each other (as we all have common interests but are not able to communicate with each other) to prevent opposition to these proposals or will there be a public chat room set up so that the public can communicate with each other? If so where is the chat site for the public? If not then why is there not a chat room for

the public to discuss these issues?

[19:54] [redacted]

These developers have not engaged with the residents effected by these developments. A flyer with an email address to nowhere is not engagement. Why should the community welcome these developers when they seem to have no interest in being a "good neighbor"

[19:58] [redacted]

Would any of you on this Teams meeting buy/live in one of these 500 sq. feet units? I doubt it. And then have to walk 2 km to buy groceries in -20 degree weather? Give me a break.

[7:55 PM] [redacted]

My guess is that these four projects are a "done deal" at the City! Once approved, then the next four will appear!

[7:55 PM] [redacted]

[redacted]

At a normal non-virtual public meeting, concerned citizens are able to talk to each other in person. The problem with this virtual format is the city and the developers are doing most of the talking and the public is not able to talk to each other. Is this a deliberate strategy to not let the publi…

Great comment, we're all trying to figure out how to effectively engage with people if this is the new normal. Will be forwarding this idea to the city's engagement team

[7:56 PM] [redacted]

Thank you [redacted] for refocusing the discussion.

[7:56 PM] [redacted]

Five carports for 10 units is ridiculous! This will be a disaster for the neighbors' parking once built!

[7:57 PM] [redacted]

Thank you [redacted]! Well said!

[7:57 PM] [redacted]

Who are the owners of the deveolpment companies?

[7:57 PM] [redacted]

You bet [redacted]! There are several that have already been approved, appealed successfully, and then upzoned to DC (in a hurry) prior to this foursome. The question is what is the real longer chess game here? Many of these steps outlined are the checkers match distracting from that.

[7:57 PM] [redacted]

There "is no spot rezoning"? Are we being gaslighted?

[7:58 PM] [redacted]

Yes. How about being parachuted in then?

[7:58 PM] [redacted]

Would any of you on this Teams meeting buy/live in one of these 500 sq. feet units? I doubt it. And then have to walk 2 km to buy groceries in -20 degree weather? Give me a break.

[19:58] [redacted]

Who is entitled to feel that the bylaw is out of date?

[19:59] [redacted]

The fact the city doesn't consider parking in communities where there is no parking is irresponsible. Why is this not a concern? The streets are very hazardous for pedestrians, cyclists and motorists because of the crowded street parking. It's hard to see at interesections. The city seems to continue exasperating this problem.

[19:59] [redacted]

[redacted] I will take you to task. There is no evidence of clear and concise process. This is a large part of why so many concerned parties are dedicating time this evening.

[19:59] [redacted]

You are so right [redacted]

[19:59] [redacted]

How does quality of life for the residents of the proposed units apply? (Not just the neighbours) Some developments are actually making the walkability less safe, (incenting more use of vehicles, btw) and requiring more security and vigilance by all. That is, of course a condition of inner city living. However, how do you clarify that these units are actually good places to live for the prospective residents?

[19:59] [redacted]

how legistation have gaps with the multiple development observed that already match the missing middle?

[19:59] [redacted]

The City and developers are just being ridiculous!

[20:00] [redacted]

Sounds like they just buy votes on council. Their basis for everything is "council decides".

[20:01] [redacted]

Council does not carry extensive expertise in this process and rely on presentations of consultants and experts. Where are the checks and balances?

[8:01 PM] [redacted]

On a street that is zoned R-2 and has mostly semi detached with no secondary suites allowed now has one bungalow lot sold with 2 semi detached AND secondary suites allowed now and only parking on 1 side of the street is available. The other side of the street has no back lane and therefor front drives! Tell me how this is fair to the existing residents??

[8:02 PM] [redacted]

how does the tesla get charged?

[8:02 PM] [redacted]

https://www.denverpost.com/2018/05/07/denver-city-council-slot-homes-outlawed/

[8:03 PM] [redacted]

Was is the ratio of approving versus not approving DC rezoning applications by City Council?

[8:03 PM] [redacted]

Conditions are always shown during summer. How do people get about during the winter. What about snow clearance, bus stops.

[8:03 PM] [redacted]

Seems like these designs are similar to Slot Homes that have been panned in other municipalities.

[8:03 PM] [redacted]

For those concerned about tree canopy, to the point of your renderings on the screen right now, are trees and sidewalks to scale of what will be planted? Certainly didn't happen on 33rd so there is distrust that will actually happen.

[8:03 PM] [redacted]

Neighbours to each of these projects are the ones that will carry the brunt of the negative aspects of parking and garbage.

[8:04 PM] [redacted]

[redacted] - I'm still waiting for you to email me the parking study!

[8:04 PM] [redacted]

Council is required to "be open to persuasion" on any land use application. It is the role of every Councillor, but particularly the Councillor for the subject ward in which a development is located, to keep an open mind. That said,

if residents have legit concerns, it's wise to outline those concerns in bullet point form and email their councillor prior to the up coming public hearing. The volume of community response can be very persuasive!

[8:04 PM] [redacted]

Where do the kids play?

[8:04 PM] [redacted]

[redacted], what assurances do the public have that this will be the final result - using the corrugated tin build at the top of 33rd and Crowchild?

[8:04 PM] [redacted]

A front door experience is always important!!!

[8:04 PM] [redacted]

Missing middle is an odd term, in many communities the missing middle is being destroyed.

[8:04 PM] [redacted]

Could you please tell us your success rate in getting these rezoning application approved? This gives us a sense as to how much influence this kind of session might even have. Thank you respectfully.

[8:05 PM] [redacted]

Many good comments made. I add two small points to add to the objections. I note the develpers use Communauto as a justificatin for minimal parking. How old is communauto, how much is it used, how available are its cars and how likely is it to be around? Car2Go was backed by Mercedes and it left. This seems an extremely ephemeral justification for a development that will last 100 years. I also note the use of the developments being on or close" to main streets. On and close, are very different things, casually combining them does not build credibility.

[8:06 PM] [redacted]

[redacted] what assurances do the public have that this will be the final result - using the corrugated tin build at the top of 33rd and Crowchild?

I've heard they can change it. It only matters what council approves.

[8:06 PM] [redacted]

Are those sunlight studies available for review to the public?

[8:06 PM] [redacted]

[redacted] My guess is 100% approval. The City Planning Dep't WANTS densification!

[8:06 PM] [redacted]

That also was a bungalow! Is this now precedence?

[8:07 PM] [redacted]

We need to boil the conversation back to process for review and approval of applications.

[8:07 PM] [redacted]

[redacted] for the win!

[8:07 PM] [redacted]

[redacted]

I've heard they can change it. It only matters what council approves.

Unless it is a "DC tied to plans". Council typically does not go this route, but leaves final design details to be interpreted by planning staff.

[8:07 PM] [redacted]

These carports or whatever you want to call them doesn't seem like Innovation. It seems like corners being cut to maximize profits? It's still ridiculous to believe that people in this city won't have a car? Transit is terrible in Calgary and it's naive to assume that people will take transot

[8:08 PM] [redacted]

Excellent point density bonus!

[8:08 PM] [redacted]

[redacted] - I agree!

[20:08] [redacted]

We currently have a downtown area that is overbuilt with a 33% vacancy rate. How confident are we that this increased density in these DC proposals will actually be rented, when there are vacant buildings in the community. Who is going to pay for the water/sewage upgrade?

[20:09] [redacted]

Is changing the character of neighbourhoods not a 'big picture thing'?

[20:10] [redacted]

how about a contribution for a fund for future densification bonusing?

[20:10] [redacted]

Why were molok's (garbage bins in a huge whole) not required for 17 and 37th Ave?

[20:10] [redacted]

*hole

[20:10] [redacted]

So do an overall planning exercise!

[20:10] [redacted]

Has the City considered a form of communal recycling facility where the number of units exceeds 4? Historically the City required a recycling structure, unless the building was a condo and agreed to accept private recycling as a condition of approval. Is a communal garbage / recycling facility a viable option for these projects?

[20:10] [redacted]

33rd Avenue is becoming a tunnel of dense housing on both sides which is not appealing to look at and not pleasant to walk along; how do these types of developments improve these issues/

[20:11] [redacted]

[redacted], Density bonusing gives developers additional density if they pay money or do some work around the neighborhood. Careful what you ask for as it comes with a cost - more units.

[20:11] [redacted]

Why did the city take park area from Richmond Green if they intend on adding more bodies to the communities around it???

[20:11] [redacted]

[redacted]

So do an overall planning exercise!

It's coming! But we can't pause redevelopment applications in the meantime

[20:11] [redacted]

[redacted] respectfully, you could ask for a financial bonus from developers to be held until such a time as best use is identified in the neighbourhood (similar to MR dedication - but financial). Waiting until these opportunities have passed the city by seems short sighted.

[20:12] [redacted]

How about RCG guidelines? We were told 5 years ago they were coming.

[20:12] [redacted]

[redacted]

Why did the city take park area from Richmond Green if they intend on adding more bodies to the communities around it???

Not going to get too much into this, but that deal will result

in a net increase in park space available to the public.

[20:12] [redacted]

[redacted]

Why were molok's (garbage bins in a huge whole) not required for 17 and 37th Ave?

The City is very restrictive with where they allow Molok's as picking them up often requires a crane truck to overhang the public space/sidewalks.

[20:13] [redacted]

Will the developer compensate homeowners for the time their driveways aren't acceptable due to construction?

[20:13] [redacted]

Will they pay to move the electrical poles under ground?

[20:13] [redacted]

The frequency of waste removal will be determined by whom??

[20:14] [redacted]

[redacted]

[redacted], respectfully, you could ask for a financial bonus from developers to be held until such a time as best use is identified in the neighbourhood (similar to MR dedication - but financial). Waiting until these opportunities have passed the city by seems short sighted.

The government can't just take money from people without a dedicated fund, terms of reference, public oversight, etc. We won't have that until we know exactly what the money would be spent on

[8:14 PM] [redacted]

The alley at Loop 33 is not paved, narrow and severly potholed - additional heavy trucks will further exaserbate a sigficant problem

[8:14 PM [redacted]

How about they give the money to the community associations for them to decide?

[8:14 PM] [redacted]

[redacted]

Why did the city take park area from Richmond Green if they intend on adding more bodies to the communities around it???

Because the last Councillor thought is was a good idea, and the new Councillor followed his lead. None of the other candidates in the last election agreed with that.

[8:14 PM] [redacted]

Unacceptable!

[8:14 PM] [redacted]

[redacted]

Not going to get too much into this, but that deal will result in a net increase in park space available to the public

[redacted]- I know that is the City's official position, but I have trouble understanding this given the closure of the 9 hole golf course and the "very likely" expectation that the underground reservoir on the site will likely command further security in today's world. A conversation for another day!

[8:14 PM] [redacted]

How is the cost of the private garbage collection passed on? is this through the condo fees of these units?

[8:14 PM] [redacted]

What security do the vehicles have against break in and theft. Thsi sad condition is rife? How will the development(s) address the considerations and practicalities of same?

[8:14 PM] [redacted]

[redacted]

How about RCG guidelines? We were told 5 years ago they were coming.

We have location criteria for multi-residential development (M districts, things like what's proposed here), but we don't apply them to R-CG

[8:15 PM] [redacted]

You need to evolve a lot more.

[20:15] [redacted]

[redacted]

How is the cost of the private garbage collection passed on? is this through the condo fees of these units?

This only works if there is a condo in place. Many developers are now avoiding condo organization and are advertising "no condo fees".

[20:15] [redacted]

There are just so many disconnects and unanswered considerations before your projects are built.

[20:16] [redacted]

An open carport and a bunch of garbage bins will inevitably lead to more transient people in the neighbourhood. What are you doing for security?

[20:16] [redacted]

So who pays for the private garge collection company?\

[20:16] [redacted]

All that data the developer is providing is clearly biased in their favour to get the application approved. It would be nice to see some 3rd party studies and make the developer fund them, if they want to proceed!

[20:16] [redacted]

Are these blue bins? Where are the black and green bins?

That would be a total of 30 bins for this 10 unit project!

[20:17] [redacted]

[redacted], so right!

[20:17] [redacted]

[redacted]

So who pays for the private garge collection company?\

It will only work if there is a condo board / organization to which billing can be attributed.

[20:17] [redacted]

is there any opportunity from developers to share recent project with similar scope, and the city would be ok to assess how these home owners feel about the value of this house solution on the long term? pro and cons about these complexes.

[20:17] [redacted]

With respect to the garbage disposal, what happens if the home owners association/condo board determines that they would rather not pay for private pickup and would rather have the city pickup the garbage. Is something registered against title obligating private pickup?

[20:17] [redacted]

Parking is already at a premium on 33rd and 34th Avenue and is about to get worse if the city proceeds to put a bike lane along 34th Avenue; I am concerned that units with no parking on site will only make this worse for residents.

[20:17] [redacted]

Where are the green bins? Where are the black bins?

[20:18] [redacted]

[redacted]

All that data the developer is providing is clearly biased in

their favour to get the application approved. It would be nice to see some 3rd party studies and make the developer fund them, if they want to proceed!

The studies provided are from a professional, neutral 3rd party. And the developer paid for them.

[20:18]

They will just park over in Elbow Park!

[20:18]

point on the Condo Association if important. If not a condo Assoc. how does Private service for waste work.

[20:18]

With all of the new tax revenue that the city will be generating from 22 new units from development on my block, will my taxes be decreasing? If so, by how much? If not, why not?

[20:18]

With respect to the garbage disposal, what happens if the home owners association/condo board determines that they would rather not pay for private pickup and would rather have the city pickup the garbage. Is something registered against title obligating private pickup?

I believe that it is addressed in the City's Waste Management Bylaw. And in the original conditions of approval associated with the project.

[20:18]

The developers', Councils' and consultants' metrics are so skewed and will lead to entirely the wrong behaviour.

[20:19]

The developer isn't going to pay/submit a study that doesn't help their position!

[20:19]

3rd party that is also a lobby for the developers.

[20:19]

This response is not realistic. It is half-baked as it does not address the green, blue and black bin services

[20:20]

The developers aren't being forthcoming or reasonable Why is the City tolerating this?

[20:20]

There is a back up of traffic on 14th to the 3 way stop on 38th ave.

[20:20]

Totally naive to think that this ownership would not at the lease have 1 vehicle per door.

[20:20]

Would the city please consider a format such as Converso for hosting these kind of events? Teams is extremely poor for this type of event. It is not a conversation.

[20:21]

So on the 22 unit projects, will there be 22 blue, 22 green and 22 black bins? 66 bins in total?

[20:21]

Why do we have to go to DC in the first place. What is the true motivation?

[20:21]

Would the city please consider a format such as Converso for hosting these kind of events? Teams is extremely poor for this type of event. It is not a conversation.

Will look into it, thanks

[20:21] [redacted]

All of these answers seem to be lacking. Why does the city support this?

[20:22] [redacted]

[redacted]

Why do we have to go to DC in the first place. What is the true motivation?

Because these developments simply do not fit within any of the existing districts. There is no other choice.

[20:22] [redacted]

As far as beuilding height, the city doeosn't care. "contextual" is a meaningless word that covers whatever the citty wants.

[20:23] [redacted]

Council deferring to the expertise of engagement firms such as Civic Works (who are hired by the development applicants) is akin to a judge/jury deferring to the testimony of the expert witness hired by the defendant in a court case. Who represents the concerns of the residents when our City Councillor can't be counted on to even attend this public session?

[20:23] [redacted]

Are the developers and their consultants willing to sit directly with Community Associations who would like to stress test their proposals?

[20:23] [redacted]

Thank you [redacted]

[20:23] [redacted]

This may not be popular, but worth considering if these projects do receive Council support. It strikes me that the front yard setback as depicted for 3719 - 14th St SW continues the historic archetypal model. Would moving the project forward set a new street "rhythm" and provide more functional amenity space for future residents?

[8:23 PM] [redacted]

Because these developments simply do not fit within any of the existing districts. There is no other choice.

Just because the proposed developments violate a bunch of provisions in the current land use bylaw and the districts within it doesn't mean the right answer is to create a new district!!!!

[8:23 PM] [redacted]

Once again can someone from the city actually come out and look at these sites? The waste issue and parking issue has no viable solution as far as I can tell.

[8:23 PM] [redacted]

This design does not fit with the existing neighborhood, it will be a significant change to the location,

[8:24 PM] [redacted]

This project will take most sunlight from the yard next door

[8:24 PM] [redacted]

I find it somewhat embarrassing that our esteemed Councilor is not in attendance tonight, no any of his staff. Who will provide feedback to him on tonight's session?

[8:25 PM] [redacted]

*nor

[8:25 PM] [redacted]

Elbow park needs to lawyer up

[20:25] [redacted]

It's great that our city councilor who represents us, can't be bothered to show up to this?

[20:25] [redacted]

As requested before per [redacted] comment are the sunlight per day and year available to the public.

[20:25] [redacted]

[redacted]

Just because the proposed developments violate a bunch of provisions in the current land use bylaw and the districts within it doesn't mean the right answer is to create a new district!!!!

If it is to be considered by Council, in which the developer has a right to be heard, then the only way to put it before Council is through a DC.

[20:26] [redacted]

Would you agree if you owned the single dwelling to the North?

[20:26] [redacted]

Hello [redacted], I'm here on behalf of Councillor Walcott. Thanks for your kind and thoughtful comments.

[20:26] [redacted]

[redacted])

As far as beuilding height, the city doeosn't care. "contextual" is a meaningless word that covers whatever the citty wants.

"Contextual" is still a powerful measure under the existing 2007 Land Use Bylaw. The City will very likely diminish the "contextual" measure in any new LUB as it is often used to maintain the current housing patterns / density.

[20:26] [redacted]

As I see it, going with DC direct to Council prevents a future appeal! That is a real shaft to the MLCA and its residents!

[20:26] [redacted]

Garbage/recycling must be remedied in a reasonable way. It seems like it can't and for that reason (among many others) the 17th Street and 37th Ave project must not proceed.

[20:26] [redacted]

This amenity space between the buildings is going to get very little sun, certainly there will be no sunlight after work for enjoyment.

[20:27] [redacted]

Impact of overshadowing is not minimal. The developer wants to maximise the lot coverage for optimal revenues. It's up to the city to control these issues and the city is not at all helpful.

[20:27] [redacted]

I disagree completely with the notion that these are within the typical development pattern in our community.

[20:28] [redacted]

was any change to the plans made or will any changes be made, based on the comments received from the communities?

[20:28] [redacted]

[redacted]

If it is to be considered by Council, in which the developer has a right to be heard, then the only way to put it before Council is through a DC.

An owner has a right to bring forward a land use application. City staff have to bring these applications forward, but will make a recommendation to Council either approve or refuse based on policy, Land Use Bylaw, statutory plans, etc.

[20:28] [redacted]

and how much will eat unit cost?

[20:28] [redacted]

each

[20:29] [redacted]

[redacted] This is the thin edge of the wedge! This type of project will be ALL over the community in 5 years - or less!

[20:29] [redacted]

Thanks [redacted], I'm just wondering if the developer will make any changes based on all of this feedback, before they go to council

[20:29] [redacted]

If we don't monitor one project at a time it goes ahead and eventually there are many and then we have no opportunity to prootest because of the precedents

[20:29] [redacted]

If you are saying this form is not 'new', please stop calling them innovative to get them approved?

[20:29] [redacted]

Who has it worked for? The developer? Come on!

[8:30 PM] [redacted]

[redacted]

and how much will eat unit cost?

Housing affordability is often discussed, but realistically is a direct correlation to the land acquisition cost and market demand.

[8:30 PM] [redacted]

Yeah can we see examples of where these have worked well? Where resident in the neighborhood are happy with these?

[8:30 PM] [redacted]

Why are residents so fascinated with the economics of how much will it sell for, what is the rent, what will the condo board structure be. These are for the project owner to manage. If these units are terrible then nobody will rent them and eagle crest suffers significantly.

[8:30 PM] [redacted]

"Enhance"? Do the residents in the affected neighborhood get to vote?

[8:30 PM] [redacted]

Thank you [redacted] for speaking up about this very serious matter

[8:31 PM] [redacted]

[redacted]

This may not be popular, but worth considering if these projects do receive Council support. It strikes me that the front yard setback as depicted for 3719 - 14th St SW continues the historic archetypal model. Would moving the project forward set a new street "rhythm" and provide more functional …

Like the 1531 - 33 Ave SW proposal.

[8:31 PM] [redacted]

Appreciate you are "working" for the client, the community and residents also client.

[8:31 PM] [redacted]

[redacted], it is vitally important that Walcott understands and addresses the underlying messages being conveyed. Surely, the points voiced by this evening's attendees should give him concern, for which he should convey to Council that the proposals be parked until there is truly meaningful discussion with residents. By this, I mean residents, not just a few representatives from community associations and developers. We have a fundamental problem that must be addressed.

[8:31 PM] [redacted]

This guy doesn't answer questions!

[8:32 PM] [redacted]

[redacted](Guest)

Why are residents so fascinated with the economics of how much will it sell for, what is the rent, what will the condo board structure be. These are for the project owner to manage. If these units are terrible then nobody will rent them and eagle crest suffers significantly.

The legal organization (condo vs fee simple) is relevant to how, for example, waste management might be addressed.

[8:32 PM] [redacted]

[redacted] we'll call on you next

[8:32 PM] [redacted]

In addition, it is important to establish if these units will be affordable

[8:33 PM] [redacted]

[redacted] Mr. Walcott maintain his concern about DC?

[8:33 PM] [redacted]

Why not? Why don't we have the right to hear this?

[8:33 PM] [redacted]

[redacted] just asked for an example of a DC project the you did thst had public support!

[8:34 PM] [redacted]

Let me know if you need help pulling any legal records

[8:34 PM] [redacted]

Great question [redacted]

[8:34 PM] [redacted]

How many had public support?

[8:35 PM] [redacted]

Answer the question! "Public support" doesn't mean city approval!!!!

[8:35 PM] [redacted]

The question is more to the city on all those applications..... has any community come out and said "yes, we love this!" ...based on this convo, doubt it.

[8:35 PM] [redacted]

Can you please acknowledge that something being accepted and approved by Council, to the concerned community members on the call that is not the same as welcomed by the community?

[20:36] [redacted]

Bingo [redacted]

[20:36] [redacted]

DC: To avoid a future appeal. Pure and simple!

[20:36] [redacted]

It appears to me that developments rarely get Community Support. Can we also discuss what multi-family projects have received support from the Communities?

[20:36] [redacted]

I understand that there is a city process and civicworks is helping their clients to navigate the process.....just doesn't seem that the community engagement makes a difference based on having experts to navigate the process for their clients.

[20:37] [redacted]

What is the price?

[20:37] [redacted]

[redacted] you need to ask the City the same question.

[20:37] [redacted]

Great points, I take no comfort in the fact that others have been through this process. If anything it gives me less confidence in the city if that's possible. As it seems like the city will just rubber stamp whatever gets put in front of them. Please listen to the community.

[20:37] [redacted]

Please define "relatively affordable"

[20:37] [redacted]

[redacted], thank you for raising the question that City and Co needs to answer. A vague answer, to me, implies deceit on their part. Please continue pushing the point for a clear and satisfactory answer.

[20:38] [redacted]

Then they can buy an existing bungalow or semi detached!!!

[20:38] [redacted]

[redacted]

[redacted] it is vitally important that Walcott understands and addresses the underlying messages being conveyed. Surely, the points voiced by this evening's attendees should give him concern, for which he should convey to Council that the proposals be parked until there is truly meaningful discussion w…

I can't emphasize how important it is that residents do not accept a delinquent approach by their Ward Councillor. Your (our) voice should be heard. Don't hesitate, in your communications to (for example) ward08@calgary.ca, to copy other members of Council who may be more responsive to community concerns.

[20:38] [redacted]

[redacted]

Please define "relatively affordable"

Less money than the single family homes that exist in the Communities.

[20:38] [redacted]

What is relatively affordable? Please explain this "middle" your addressing.

[20:38] [redacted]

Just because it has been approved doesn't make something welcomed.

[20:38] [redacted]

[redacted] please make these developers compromise and build something reasonable or send them packing!

[20:38] [redacted]

[redacted]

It appears to me that developments rarely get Community Support. Can we also discuss what multi-family projects have received support from the Communities?

[redacted]- there are successful outcomes. They often don't generate this much community interest!

[20:39] [redacted]

[redacted]

Why are residents so fascinated with the economics of how much will it sell for, what is the rent, what will the condo board structure be. These are for the project owner to manage. If these units are terrible then nobody will rent them and eagle crest suffers significantly.

Once something is built, it's part of the community. Are you suggesting that "ghost homes" should be built?

[20:39] [redacted]

Yes, we are not opposed to development! Go [redacted]!

[20:40] [redacted]

These properties are being OVERDEVELOPED.

[20:40] [redacted]

Can you guys answer a question without just talking around it? This isn't engagement, this lip service. You are not answering the question.

[8:40 PM] [redacted]

So affordability is linked to small?

[8:41 PM] [redacted]

[redacted]

[redacted] - there are successful outcomes. They often don't generate this much community interest!

Where specifically? I constantly see pushback on anything that is not single family. People are still pushing back on semi-detached.

[8:41 PM] [redacted]

There was a formula for affordability from CMHC designed on number of family members. Are you familiar with the formula?

[8:41 PM] [redacted]

$3000 for a 2 bedroom is affordable?

[8:41 PM] [redacted]

What is the target income of the renters? That will show what affordability means?

[8:41 PM] [redacted]

Why isn't that City asking the developers these questions too?

[8:42 PM] [redacted]

Smaller units at lower rents usually means transient type of renters that remain and add to the conviviality of the community.

[8:42 PM] [redacted]

The business case is definitely baked into their model.. they know exactly what the cost is and the ROI on their model

[8:42 PM] [redacted]

It meets the developers needs.....

[8:42 PM] [redacted]

Heads up to everyone. We want to discuss next steps, so discussion will need to end at 845.

[8:42 PM] [redacted]

[redacted]

Why isn't that City asking the developers these questions too?

Because it doesn't matter. We cannot regulate who lives in these units. Smaller units tend to be cheaper compared to the houses, which makes it more suitable for a greater variety of people. That's good enough for us.

[8:42 PM] [redacted]

oh its subsidized alright...

[8:42 PM] [redacted]

It's all about profit at the expense of our community!

[20:43] [redacted]

The nimby vitriol is strong among this group.

[20:43] [redacted]

For Eagle Crest AND for the CoC from a tax base

[20:43] [redacted]

Seems feudal

[20:43] [redacted]

Let's get real. Providing appropriate parking is expensive, particularly if there is concrete involved. By giving them a relaxation it's simply padding developer profit margin, while pushing the cost onto the surrounding neighbourhood. The city gets additional tax base by increasing the taxable units per hectare without regard

for the residents of the communities who are negatively affected. Period.

[20:43] [redacted]

meant do not remain and are involved

[20:44] [redacted]

If the premises for densification is for affordability then if many of these developments are for the benefit of owners then your objectives are a failure!!! I cannot overemphasize how flawed Councils', Gondek's and their consultants' assumptions and intentions are.

[20:44] [redacted]

can you give us the $$ for that not the %%

[20:44] [redacted]

[redacted]

The nimby vitriol is strong among this group.

[redacted] you should show some respect and empathy for this group.

[20:44] [redacted]

"Relative affordability" ... perhaps, seems to be "relative to other options in the community" (as [redacted] stated). The base price in North Glenmore will be very different than the base price in other parts of the City.

[20:45] [redacted]

I don't feel like a NIMBY - I just want development that matches well with the existing community, not a high density building shoe-horned into a 50 foot lot.

[20:45] [redacted]

This group should show some empathy for poor people.

[20:45] [redacted]

Were these projects advertised as rentals?

[20:46] [redacted]

Because it doesn't matter. We cannot regulate who lives in these units. Smaller units tend to be cheaper compared to the houses, which makes it more suitable for a greater variety of people. That's good…

It doesn't matter that we bought a home on a street where we hoped our kids could walk safely and make friends with neighbours but now there will be a 21 unit apartment building?

[20:46] [redacted]

https://www.cmhc-schl.gc.ca/en/professionals/project-funding-and-mortgage-financing/funding-programs/all-funding-programs/rental-construction-financing-initiative

rental construction financing initiative

Low-cost loans to encourage the construction of rental housing across Canada. It supports sustainable apartment projects in areas where there is a need for additional rental supply.

[20:46] [redacted]

time to move on

[20:46] [redacted]

classic boondoggle

[20:47] [redacted]

[redacted], thank you so much.

[20:47] [redacted]

Good work [redacted]

[20:47] [redacted]

Saved by the bel!! LOL!

[20:47] [redacted]

[redacted]

Let's get real. Providing appropriate parking is expensive, particularly if there is concrete involved. By giving them a relaxation it's simply padding developer profit margin, while pushing the cost onto the surrounding neighbourhood. The city gets additional tax base by increasing the taxable u…

It's naïve to imagine that the automobile won't be a continuing necessary requirement for the immediate future. At least one parking stall / unit (including secondary units) should be the required base. But more parking means less yield.

[8:47 PM] [redacted]

the link to the CMHC financing framework is above for everyone's reference

[8:47 PM] [redacted]

Thank you [redacted]!

[8:47 PM] [redacted]

We all registered for this session via email so you can actually email with attendees…

[8:47 PM] [redacted]

i thought the need was outlined at the beginning of the presentation with the missing middle?

[8:47 PM] [redacted]

Thank you [redacted]

[8:48 PM] [redacted]

I am most disappointed that the City did not participate in the portion of the conversation. The City should know the answers to many of the questions posed by [redacted] and should be able to answer them.

[8:48 PM] [redacted]

How can they be scheduled already (ie the city approved them) before they had this engagement?

[8:48 PM] [redacted]

So who do we have to e-mail now to get our points covered in the next council review? I already sent and e-mail and got a response from [redacted] (thanks by the way!)

[8:49 PM] [redacted]

Planning commission (CPC) is not a public forum. Essentially, it operates like a file manager, just for larger projects. Rare that CPC will make significant changes.

[8:49 PM] [redacted]

So does the city just decide these are good to go? Pay us lip service and then move ahead? Seems as though there is no accountability here from the city.

[8:49 PM] [redacted]

ONE MORE MISDEED AND YOU WILL HAVE A TAXPAYER REVOLT TAKE PLACE. I see vast sums on money utterly wasted other than on essential services like Police, EMS, Fire and Sanitary, Park Services.Services

[8:49 PM] [redacted]

CoC no longer works for their elctorate. They prefer to hide behind voicemail and 2-3 day electronic response

[20:49] [redacted]

Email me [redacted] if you want me to keep you updated on these proceedings

[20:50] [redacted]

What is the email address for the Mayor and all members of Council? Is it "[redacted]"?

[20:50] [redacted]

I do not live in the Marda Loop area, however, I am interested in knowing about these proposed changes. Thanks Julie, I will send you an email. [redacted]

[20:50] J P

We can all attend the planning commission meeting.

[20:50] [redacted]

you can watch it online

[20:50] [redacted]

[redacted], your comments are nothing but a red flag. This City's Administration is an absolute disappointment and embarrassment.

[20:50] [redacted]

Putting the technical definition of 'affordable' aside, the developers are putting up their risk capital because they believe there is a market demand for rental units. Is that wrong?

[20:50] [redacted]

[redacted] I am so dissapointed.

[20:50] [redacted]

The city should have provided an opportunity for citizens to have a follow up on this.

[20:50] [redacted]

From what I am hearing, you are suggesting that what makes these unique is that they are rental apartments with ground oriented front doors, and that you have a very expansive definition for affordability... Unfortunately, I am not hearing anything that would suggest that these DC sites are of any actual benefit to the community. R-CG would appear to offer more assurances at this point...

[20:50] [redacted]

[redacted]

We can all attend the planning commission meeting.

Not sure their current rules in COVID. They may be meeting remotely. Again, no public submissions at CPC.

[20:51] [redacted]

Residents need an overall plan as these applications and their concerns just keep coming causing unnecessary stress for those who lived next to or close to them. A clear and transparent process is needed. The CMHC loans to developers are not as successful as CMHC had hoped.

[20:51] [redacted]

What is the appeal process for the community? What grounds do we have to challenge? The city seems to have already decided

[20:51] [redacted]

For once, listen!!!!

[20:52] [redacted]

[redacted]

From what I am hearing, you are suggesting that what makes these unique is that they are rental apartments with ground oriented front doors, and that you have a very expansive definition for affordability... Unfortunately, I am not hearing anything that would suggest that these DC sites are of any …

R-CG leaves open the possibility of an appeal if the project is somehow deficient. DC approvals, essentially, do not.

[20:52] [redacted]

[redacted] if the Guiidebook debacle was anything to go by, the Public Hearing will be an utter waste of time.

[20:52] [redacted]

Well said [redacted]

[20:52] [redacted]

Developers, you are not welcome!

[20:52] [redacted]

HEAR HEAR [redacted] Thank You1

[20:52] [redacted]

Lipstick on a Pig

[20:52] [redacted]

Waste of time…again…

[20:52] [redacted]

Council and Gondek, a waste of time!!!!

[20:52] [redacted]

Ridiculous

[20:52] [redacted]

The city has an obligation to listen to all stakeholders

[20:53] [redacted]

See you all at the public hearing!!

[20:53] [redacted]

No it's not. You said the city doesn't approve all applications.

[20:53] [redacted]

No wonder young people are leaving this city. These processes are poorly run and not transparent in anyway. Who wants to keep investing here.

[20:53] [redacted]

You don't have to move forward.

[20:53] [redacted]

So I guess the fix is in!

[20:53] [redacted]

I have no issues with developments within the rules that are agreed. Don't just make your own rules...which this is from CivicWorks

[20:53] [redacted]

Council yesterday split 8-7 on an item. Council is starting to fracture.

[20:53] [redacted]

No you don't have to take this forward. You could slow it down and address the community concerns

[20:53] [redacted]

Feedback, tonight was a waste unless you have taken Imesages onboard.

[20:53] [redacted]

Whoever is here from Walcott's office should chime in… you indicated last week you would.

[20:53] [redacted]

We need to do more. We can't give up everyone.

[20:53] [redacted]

How many councillors actually read their emails and the oens that don;t ahve anything to do with our areas just rubber stamo!

[20:54] [redacted]

Thanks all.

[20:54] [redacted]

Box ticked on to the next level. what a travesty

[20:54] [redacted]

Thanks all

[20:54] [redacted]

Very disappointing.

[20:54] [redacted]

disappointing outcome

[20:54] [redacted]

Disgraceful

[20:55] [redacted]

This was a 3 hour infomercial, most speaking parties were being paid for the infomercial while the public just wasted 3 hours of their time

[20:55] [redacted]

Agreed!!!!

[19:18] [redacted]

[19:19] [redacted]