# Appendix A – Meeting Notes

# Meeting Minutes

## 289-2019: AAW Regional Water and Wastewater Servicing

| | | | |
|---|---|---|---|
| **Date of Meeting:** | August 20, 2019 | **Time of Meeting:** | 10:30 AM |
| **Meeting Location:** | City of Winnipeg Public Works<br>1155 Pacific Ave.<br>Training Room A, B, C | **Minutes Issued:** | Click here to select a date. |

**Meeting Type/Purpose:** AAW Regional Water and Wastewater Servicing – Preliminary Design Information Gathering from Adjacent Landowners/ Stakeholders

**Project File No.:** S-1148

**Chairperson:**

**Recorder:**

**Attendees:** 9

| Item | Description | Action By |
|---|---|---|

**City of Winnipeg Treaty Acknowledgement:**

I would like to begin by acknowledging that we are in Treaty One territory and the traditional homeland of the Metis Nation.

| 1.0 | Introductions | Action By |
|---|---|---|
| 1.1 | Attendees introduced themselves and stated their roles on or interest in the project.<br>City of Winnipeg Representatives:<br><br>KGS and WSP Representatives:<br><br>Area Landowners/ Stakeholder Representatives: | |

| 2.0 | General project overview | Action By |
|---|---|---|
| 2.1 | Develop class 3 cost estimate for regional sewer and water infrastructure to support the future development of AAW Lands | |
| 2.2 | Develop conceptual infrastructure schematic to service the development and undertake modeling to establish pipe sizes and determine locations of key infrastructure | |

| 3.0 | Purpose of meeting | Action By |
|---|---|---|
| 3.1 | Gather information to consider during the planning phase of the project<br><br>1. Can the Project Team have permission from Genstar to use the draft land-use plan that WSP prepared for the residential component of the Airport Area West area?<br><br>2. Can the Project Team have permission from the industrial landowners group to use the draft land use plan for the industrial component of the Airport Area West area that was prepared by Landmark Planning?<br><br>3. Is anyone present at the (August 20th) meeting aware of any further concepts that should be considered (ex. Airport Planning Document)<br><br>4. Can the Project Team facilitate a quick discussion with developers / landowners about the proposed residential land uses within the study area? i.e. What are the proposed densities and/or lot sizes?<br><br>5. Can the Project Team facilitate a quick discussion with developers / landowners about the proposed/potential industrial land-uses?<br>I. Are there any anticipated water intensive industries?<br>II. Are there any heavy sewage producing industries?<br>III. Are there any unique fire protection needs?<br><br>6. For both residential and industrial, do developers have any sense of phasing for future development? Is there any sense of which direction they will be developing from in the study area?<br><br>7. Does anyone present at the (August 20th) meeting have any existing geotechnical information or records for their land? Does anyone present have any existing development plans for their land? Would they be willing to share this information with our Project Team?<br><br>8. Are there any unique regulations/development approvals for servicing the area due to its location next to the airport lands? | |

| 4.0 | Property access requirements | Action By |
|---|---|---|
| 4.1 | Discuss additional questions (including question regarding obtaining land access for geotechnical and survey work) | |

| 5.0 | Stakeholder Engagement | Action By |
|---|---|---|
| 5.1 | Stakeholder Engagement Process:<br>I. Information gathering Session<br>II. Website (Spring 2020)<br>III. Information Session (Spring 2020) | |

# Meeting Minutes

## 289-2019: AAW Regional Water and Wastewater Servicing

| | | | |
|---|---|---|---|
| **Date of Meeting:** | November 5, 2019 | **Time of Meeting:** | 10:30 AM |
| **Meeting Location:** | City of Winnipeg Public Works<br>1155 Pacific Ave.<br>Training Room C | **Minutes Issued:** | November 15, 2019 |

**Meeting Type/Purpose:** AAW Regional Water and Wastewater Servicing – Preliminary Design
Follow Up Meeting with Adjacent Landowners/ Stakeholders

**Project File No.:** S-1148

**Chairperson:**

**Recorder:**

**Attendees:** 9

| Item | Description | Action By |
|---|---|---|

**City of Winnipeg Treaty Acknowledgement:**

I would like to begin by acknowledging that we are in Treaty One territory and the traditional homeland of the Metis Nation.

| 1.0 | General Project Overview | Action By |
|---|---|---|
| 1.1 | A general project overview was provided and introduced the main outcomes of the current assignment which include:<br>1. Develop class 3 cost estimate for regional sewer and water infrastructure to support the future development of AAW Lands<br>2. Develop conceptual infrastructure schematic to service the development and undertake modeling to establish pipe sizes and determine locations of key infrastructure | |

| 2.0 | Introductions | Action By |
|---|---|---|
| 2.1 | Attendees introduced themselves and stated their roles on/ interest in the project. | |

| 3.0 | Purpose of Meeting | Action By |
|---|---|---|
| 3.1 | The purpose of the meeting was outlined which is to: | |

| 3.0 | Purpose of Meeting | Action By |
|---|---|---|
| | 1. provide a follow up and update meeting with AAW adjacent landowners/stakeholder as requested during the August 20, 2019 meeting;<br>2. validate and share assumptions developed for the Land Use component of the current study; and<br>3. provide stakeholders with another opportunity for input to the project. | |

| 4.0 | Land Use Assumptions | Action By |
|---|---|---|
| 4.1 | The methodology of developing land use assumptions for the AAW project was presented. | |
| 4.1 | Subsequently, each land use assumption developed for the current assignment was presented and attendees had the opportunity to comment on the presented assumption. Each assumption and comments related to the assumption are further outlined below.<br><br>**Assumption:**<br><br>1. The intensity and impact of industrial development will vary across each of the four different land use designations.<br><br>*Response:*<br>*Attendees agreed that this assumption seemed appropriate for the current study.*<br><br>2. Both, wet and light industrial water users could establish in any land use designation, except within the Business Park.<br><br>*Response:*<br>*Attendees asked if Heavy Industrial uses can occur within the Light Industrial classification according to our Shadow Plan. The question arose since the terminology used for Land Uses overlaps with, but is not entirely compatible with, terminology used for Water Demand classification. The project team agreed to review the terminology of classifications presented on the Shadow Plan.*<br><br>*Comments from stakeholders indicated that the Industrial Secondary Plan (Draft) restricts heavy water users to the land East of CentrePort Canada Way (CCW).*<br><br>3. Most wet and industrial uses will be more noxious than light industrial uses. Therefore, wet industrial uses will not be located adjacent to residential or commercial uses.<br><br>*Response:*<br>*No specific comments or concerns related to this assumption were raised by the attendees.* | |

| 4.0 | Land Use Assumptions | Action By |
|---|---|---|

4. The location of commercial nodes have been identified, including some to the north in the RM of Rosser and within the residential portion of the Study Area.

   *Response:*

   *No specific comments or concerns related to this assumption were raised by the attendees.*

5. The majority of industrial development that will occur throughout the Study Area will be considered light industrial.

   *Response:*

   *No specific comments or concerns related to this assumption were raised by the attendees.*

   *Discussions ensued concerning the validity of estimated water demands for light and wet industrial areas derived in part through an analysis of industrial zoning mix (M1, M2, M3, and MMU) within precedent industrial development clusters in Winnipeg. An attendee asked for detailed information on how the split between light and wet industrial classification was derived in order to evaluate the assumptions made.*

   *The City indicated that information related to the actual water consumptions within existing precedent industrial developments could be mined for and could subsequently be made available to the consultant team for the purpose of this study.*

6. The industrial lands will have a similar development pattern and zoning mix to existing precedent industrial parks throughout Winnipeg.

   *Response:*

   *Attendees commented that incoming industries, the development pattern and the zoning mix for the AAW lands are hard to predict.*

   *An attendee indicated that there is a lot of interest from the Province to attract food processing industries to the Capital region.*

   *Attendees commented that the City of Winnipeg Employment and Commercial Lands Study may provide information related to this assumption.*

   *Attendees discussed idea that large water demand from food processing facilities maybe offset by lower water demand distribution facilities, creating an overall balance water demand across the industrial portion of the AAW lands.*

| 4.0 | Land Use Assumptions | Action By |
|---|---|---|
| | 7. ********** has purchased approximately 472 aces in the Study Area, which will be used for logistics and distribution purposes and general industrial uses.<br><br>*Response:*<br>*An attendee stated that ********** has already started development of parking facilities on their land.*<br><br>*An attendee commented that a lot of the land owned by ********** could have use outside of logistic and may include a business park at the south end of their site.*<br><br>8. The Airport would like to support some wet industrial development on the Winnipeg Airport Authority (WAA) Area 8 lands.<br><br>*Response:*<br>*No specific comments or concerns related to this assumption were raised by the attendees.*<br><br>9. Net land use – gross land use less roads, park space, land drainage (25%), leaving remaining (75%) for development.<br><br>*Response:*<br>*No specific comments or concerns related to this assumption were raised by the attendees.* | |
| | | |

| 5.0 | Phasing and Absorption | Action By |
|---|---|---|
| 5.1 | An attendee commented that with this fragmented ownership group it is very hard to say who will develop their land first. They also stated that rather than trying to predict how the development will proceed, phasing could include engineering constraints that need to be addressed by the developers in order to proceed with development. | |
| 5.2 | Attendees expressed concerns on how the Shadow Plan depicts discrete areas within the Wet Industrial water demand category. This may create a public perception that only certain landowners can entertain Wet Industrial development on their land and that these landowners are pre-selected by this current assignment. | |
| 5.3 | An attendee suggested that the assumed absorption of approximately 30 net acres/year should be increased by approximately 30-40% based on the absorption of lands within the RM of Rosser over the past two years and pent-up demand within the Capital region.<br><br>Attendees stated that absorption assumptions for lands in the RM of Rosser were already exceeded for 2019 and that they could provide absorption information from the RM of Rosser to the project team. | |

| 6.0 | Additional Questions to Stakeholders | Action By |
|---|---|---|
| 6.1 | Since the last meeting, has there been any further planning regarding phasing?<br><br>*<u>Response:</u>*<br>*Comments related to this question were made by attendees when discussing Phasing and Absorption and have been documented in the previous section (5.0 Phasing and Absorption).* | |
| 6.2 | Since the last meeting, have there been any discussions that could lead to water intensive industries, heavy sewage producing industries, or industries with unique fire protection needs to the AAW lands?<br><br>*<u>Response:</u>*<br>*No specific discussions related to this question were referenced by the attendees.* | |

| 7.0 | Stakeholder Engagement Next Steps | Action By |
|---|---|---|
| 7.1 | Next steps of the Stakeholder Engagement Process where outlined, which will include the following components:<br>I. Website (Spring 2020)<br>II. Information Session (Spring 2020) | |

| 8.0 | Additional Discussion Points and Concluding Comments | Action By |
|---|---|---|
| 8.1 | An attendee indicated that the Airport Area West Industrial Secondary Plan Amendment is 98% complete. | |
| 8.2 | An attendee commented that the 7% of land assigned to the Wet Industrial classification appears to be too low for the Industrial lands. They offered to investigate and provide numbers for food processing and agricultural industries that have shown interested in the Capital region. | |
| 8.3 | General discussion ensued related to the pursuit of securing funding for the regional infrastructure from other levels of government.<br><br>The City commented that first there needs to be an understanding of the scale of development and the risks to Council as regional infrastructure is part of the City's responsibility. Currently there is some water capacity south of Saskatchewan Ave. but that there is currently no capacity for wastewater. Therefore, all the AAW lands will have to drain to the NEWPCC which is nearing capacity and requires upgrades. A thorough understanding of the contribution wastewater flows from this region and the cost to provide regional infrastructure for all phases of the development is therefore imperative for the City to inform future planning. | |

| 8.0 | Additional Discussion Points and Concluding Comments | Action By |
|---|---|---|
| 8.4 | An attendee commented on the need for an Industrial Servicing and Development handbook to help administer developers through future processes. | |
| 8.5 | To conclude the meeting the following take-away points were summarized:<br><br>1. The presented Shadow Plan should not restrict smaller discrete portions of land to the wet industrial water demand classification. Rather, larger portions of land should account for the wet industrial and light industrial water demand classification on a percentage basis.<br>2. There is an increased interest in attracting high demand water using industries to the Capital region. Therefore, development in the Wet Industrial classification will likely occur at a larger scale than outlined in the presented Land Use Assumptions today. | |

# Appendix B – Presentation Boards

# AIRPORT AREA WEST

## REGIONAL WATER AND WASTEWATER SERVICING STUDY

## ONLINE PRESENTATION

SUMMER 2020

KGS GROUP

Winnipeg

wsp

# DEFINITIONS

**The terms and definitions below are used throughout the following presentation boards. Please refer to these definitions as required.**

**Unserviced land** is land without municipal water and sewer services.

**Regional Infrastructure** is larger infrastructure that is required to distribute water or move wastewater to/from smaller local networks.

**Local Infrastructure or Non-Regional Infrastructure** is infrastructure that forms the distribution or collection networks between individual properties and regional infrastructure.

- **Force main:** A pressurized pipe used to move wastewater from a lift station to an interceptor sewer.
- **Interceptor sewer:** Large diameter sewer pipe used to move wastewater from common sewer mains to a sewage treatment plant or wastewater lift station. An interceptor is comprised of the most downstream links of the wastewater sewer system. Installation of connections or individual building services along the interceptor sewer pipe, or to intermediate manholes along the interceptor sewer pipe, are not allowed. The purpose of this sewer is to move rather than collect wastewater.
- **Feeder main:** A pressurized pipe with a diameter of 400 mm or larger used to move potable water from a pump station to the water main network. Installation of service connections and fire hydrants are not allowed along feeder mains.
- **Secondary supply main:** A feeder main extension with a pipe diameter greater than 300 mm but less than 600 mm used to move drinking water from a feeder main to the local water distribution network. Installation intermediate connections, service connections and fire hydrants are not allowed along secondary supply mains.
- **Wastewater sewer:** A sewer pipe used to move wastewater. Typically, a lateral (or branch), collector, or trunk sewer.
- **Collector sewer:** Sewer pipe used to move wastewater from a lateral or branch sewer to a trunk sewer. Typically located within a public road right-of-way.
- **Lateral or branch sewer:** Sewer pipe used to move wastewater originating from private property to a collector sewer.
- **Trunk sewer:** Sewer pipe used to move wastewater from a series of collector sewers to the interceptor sewer.
- **Service connection:** Water or sanitary sewer connection pipes between privately owned property and City of Winnipeg owned infrastructure.
- **Water main:** A pressurized pipe with a size less than or equal to 300 mm in diameter used to move drinking water from one or more feeder mains to water service pipes. Installation of fire hydrants are allowed.
- **Large diameter water main:** A pressurized pipe with a diameter greater than 300 mm but less than 600 mm used to move drinking water. Installation of service connections and fire hydrants are allowed along large diameter water mains.

# OBJECTIVE

To develop a cost estimate for the regional water and wastewater servicing of the Airport Area West lands.

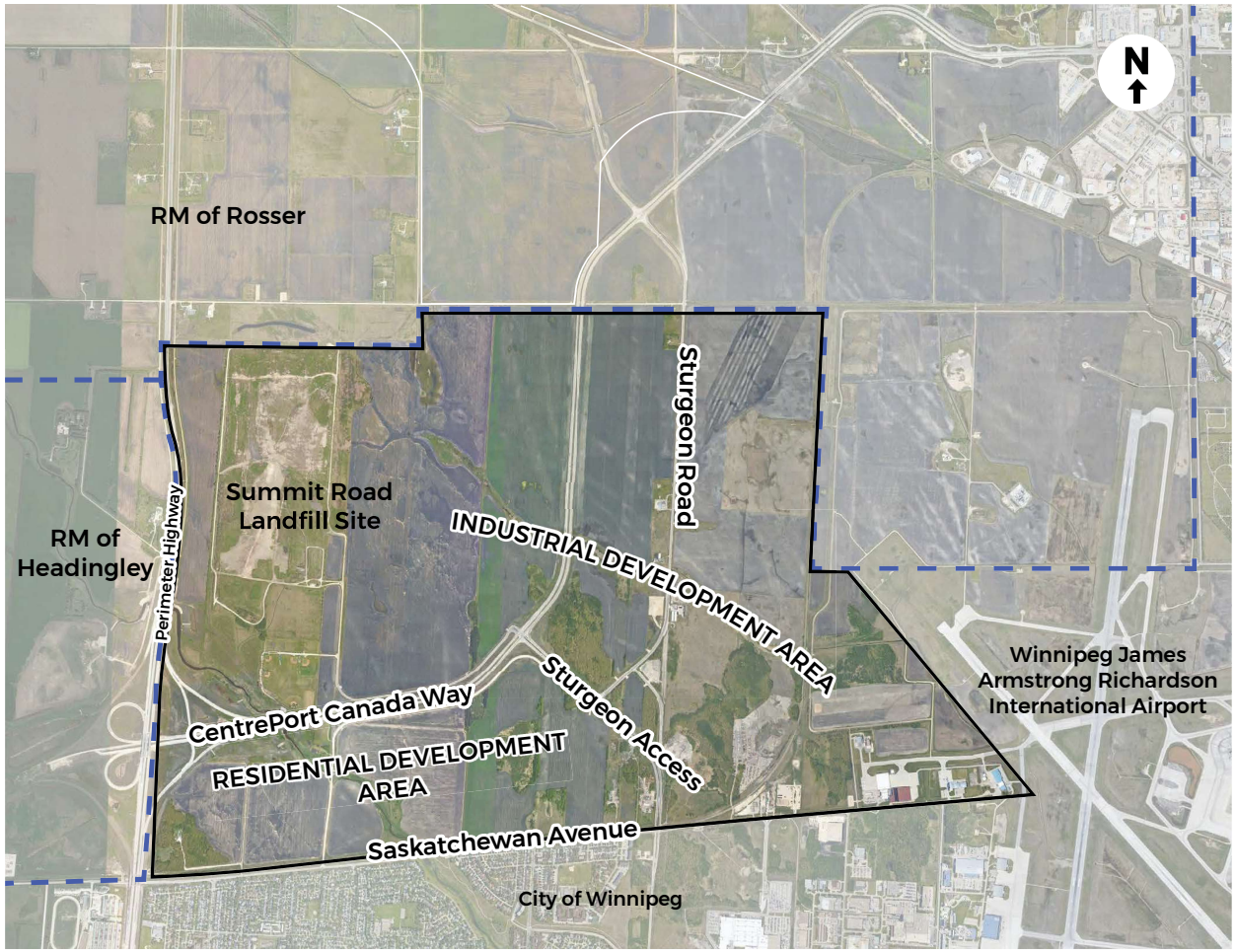
- The Airport Area West lands include 1,457 hectares (3,600 acres) of unserviced land located in the northwest corner of Winnipeg.
- Regional water and sewer infrastructure are required to facilitate future development of this land.
- The purpose of this study is to develop a Class 3 (-20% to +30%) cost estimate for regional water and sewer infrastructure for use in future planning.



# STUDY AREA

The study area boundaries include the RM of Rosser to the north, the Winnipeg James Armstrong Richardson International Airport to the east, Saskatchewan Avenue to the south, and the Perimeter Highway to the west.

The study area represents the southern portion of CentrePort Canada, a tri-modal inland port shared with the RM of Rosser.

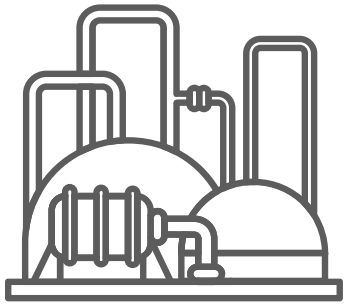


# ECONOMIC BENEFIT

On April 25, 2019, City Council received the Employment and Commercial Lands Study as information. The study identifies a lack of vacant serviced industrial land to accommodate forecasted growth in Winnipeg. The Airport Area West lands were identified in the study as having the potential to help address the issue and become a significant employment hub within the city.

In summer 2019, the City started work on a Class 3 (-20% to +30%) cost estimate for regional water and wastewater services for the area to support growth and development, as it is currently not serviced. This includes plans for sewers, water mains, a lift station and force mains.

This cost estimate will be provided to City Council to help make decisions and prioritize future development in Winnipeg.



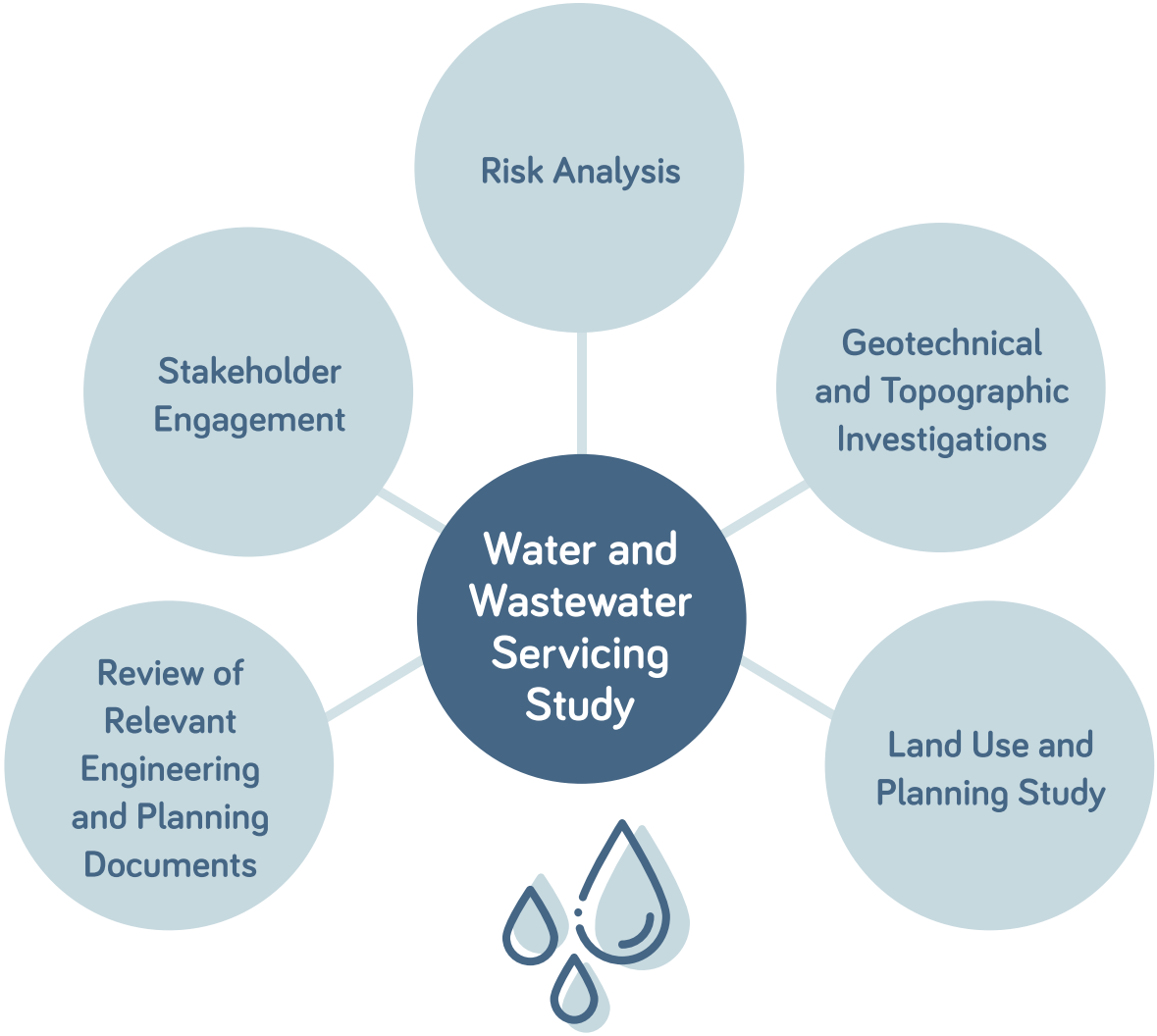


# STUDY PROCESS



# BACKGROUND

The preliminary regional water and wastewater servicing study has been informed by:



# STAKEHOLDER ENGAGEMENT

The City met with key stakeholders in August and November 2019, to gain insight into future land use and development plans for the study area.

These meetings helped establish future land use and phasing assumptions and assisted in identifying future servicing demands for the area and locations for future servicing infrastructure.



# ANTICIPATED FUTURE LAND USE

**The study area is divided into two distinct areas – a residential area and an industrial area.**

The City is currently reviewing a draft secondary plan (land use plan) for the residential area and another for the industrial area.

It is anticipated that the residential lands will be developed as a lower-density residential neighbourhood with a portion dedicated for mixed-use, higher-density residential development.

It is anticipated that the remaining lands will be developed for industrial use, with commercial development nodes identified at key locations.

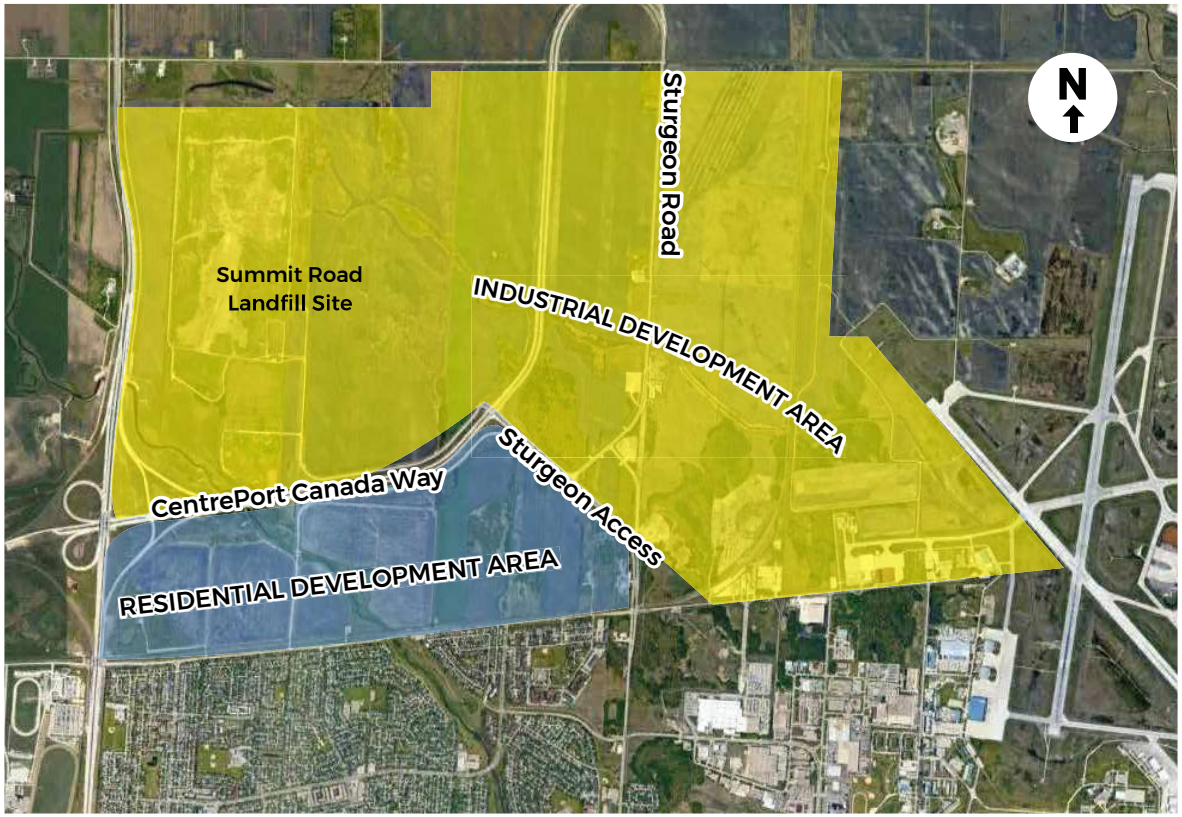


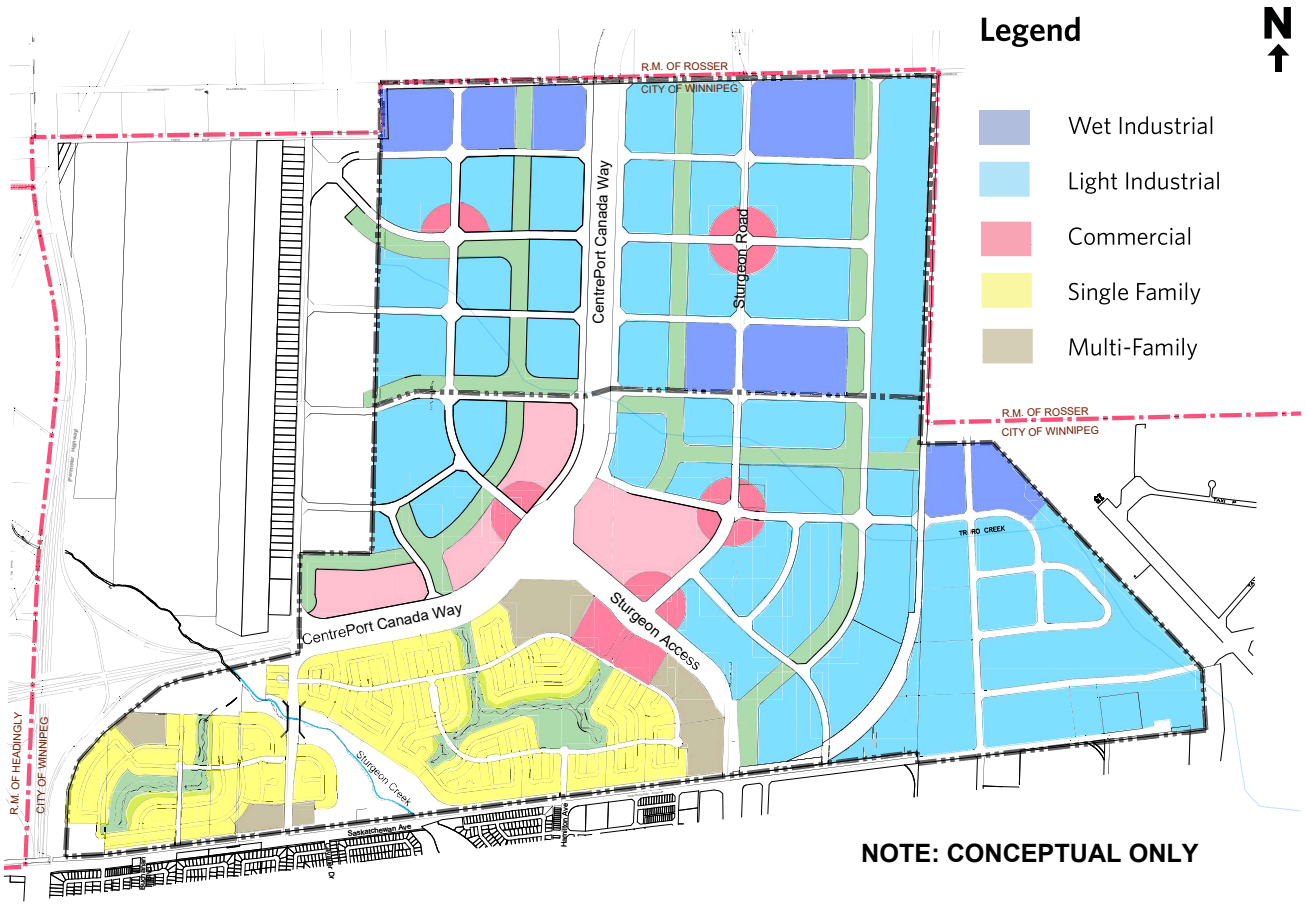

FIGURE 3: ANTICIPATED FUTURE LAND USE

# CONCEPTUAL SHADOW PLAN

To calculate servicing demands for the area, the project team developed a conceptual shadow plan that was partially based on the draft secondary plans and input received from stakeholders.

Land use information was then translated to correspond with the servicing classifications used in the City's Water Demand and Wastewater Flow Estimation Guidelines. These servicing classifications are identified on the drawing and legend to the right.

The conceptual shadow plan may vary over time due to fluctuations in market demand for future industrial, commercial, and residential development.



# CONCEPTUAL PHASING PLAN

**A conceptual phasing plan is required to identify the potential water demands and sewage production over the course of development of the study area.**

Key assumptions that informed the conceptual phasing plan include:

- Industrial development will occur at an estimated average rate of 30 net acres per year over 50 years.
- Development of the residential area is anticipated to begin within five years and be completed within 20 years.
- Development of the Winnipeg Airport lands is anticipated to begin in the first phase and be completed within 20 years.
- The long linear nature of land parcels in the industrial areas will allow most landowners to begin development within the Phase 1 timeframe.

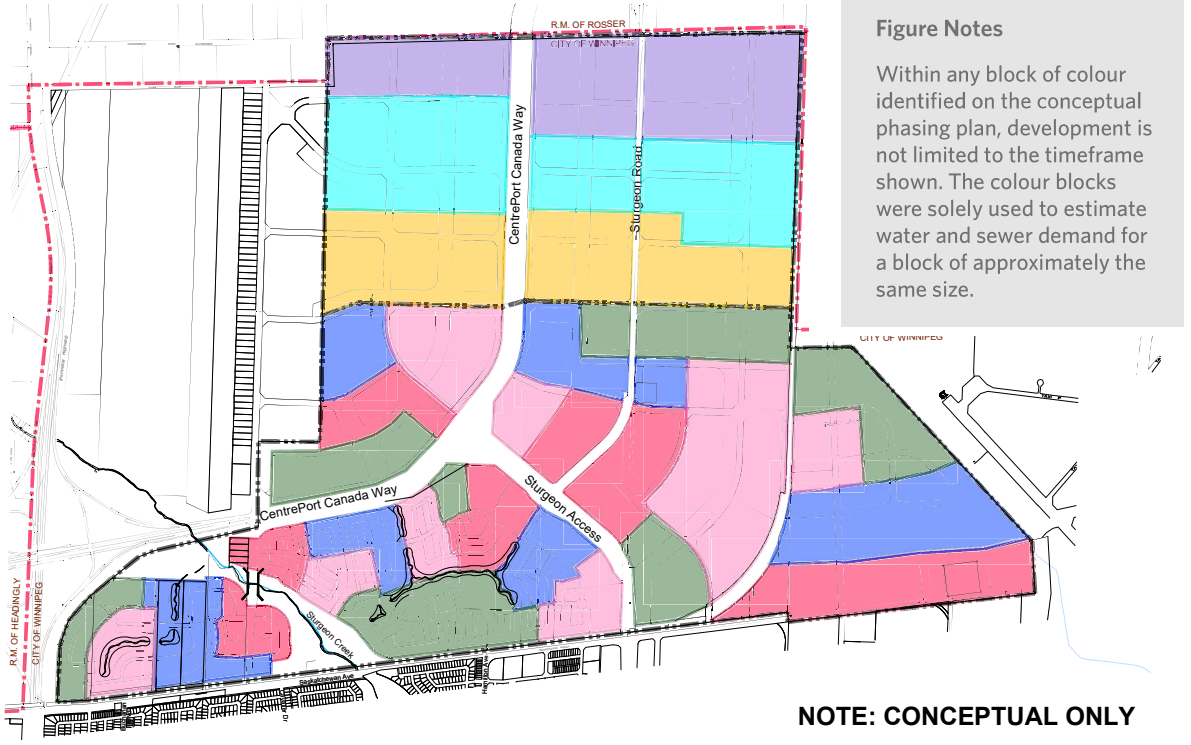



**Figure Notes**

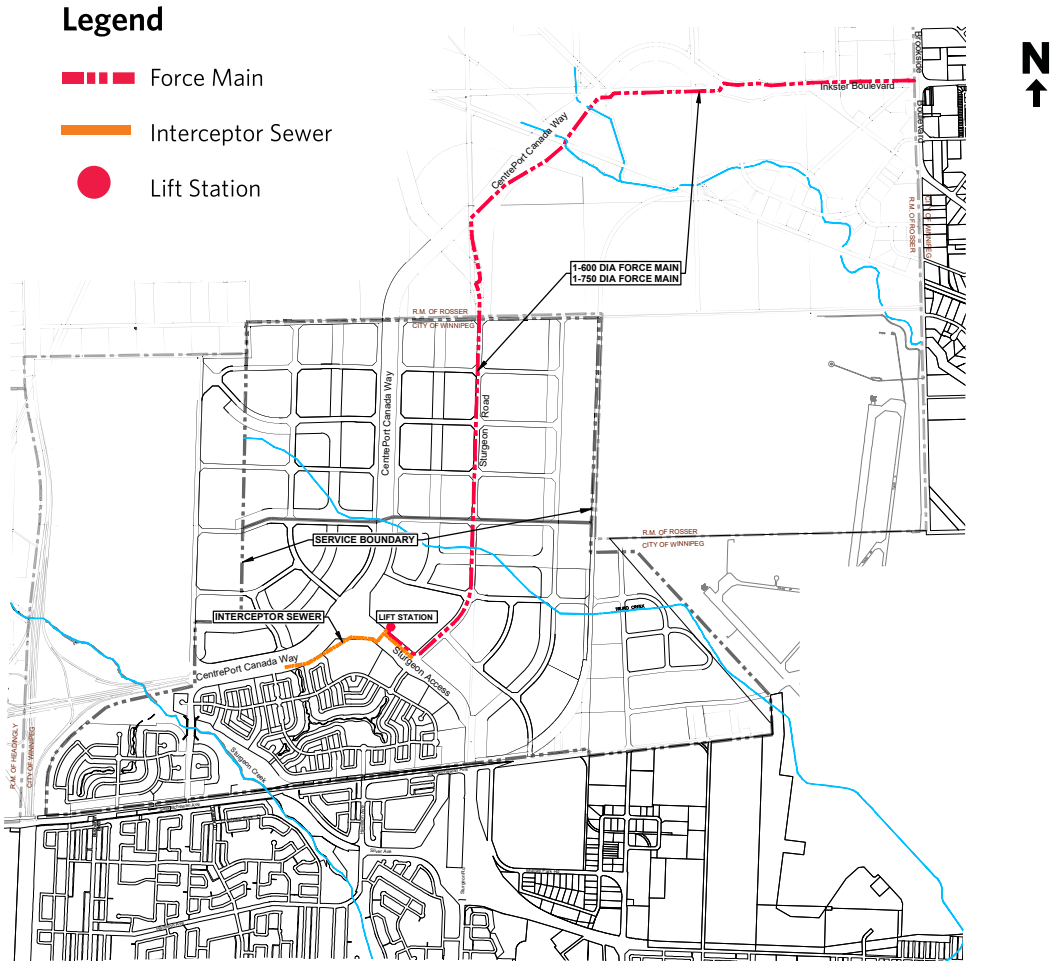
Within any block of colour identified on the conceptual phasing plan, development is not limited to the timeframe shown. The colour blocks were solely used to estimate water and sewer demand for a block of approximately the same size.

# REGIONAL WASTEWATER INFRASTRUCTURE

**Regional wastewater infrastructure is required to support future wastewater production throughout the Airport Area West lands.**

It is anticipated that future sewage collection piping will provide drainage to a central location. From here, various branches of sewers will connect into the interceptor sewer that will move flows to a sewage lift station.

The sewage will then be pumped via sewage force mains to the intersection of Inkster Boulevard and Brookside Boulevard where it will flow to the City's North End Sewage Treatment Plant (closest location with capacity to accept these flows).

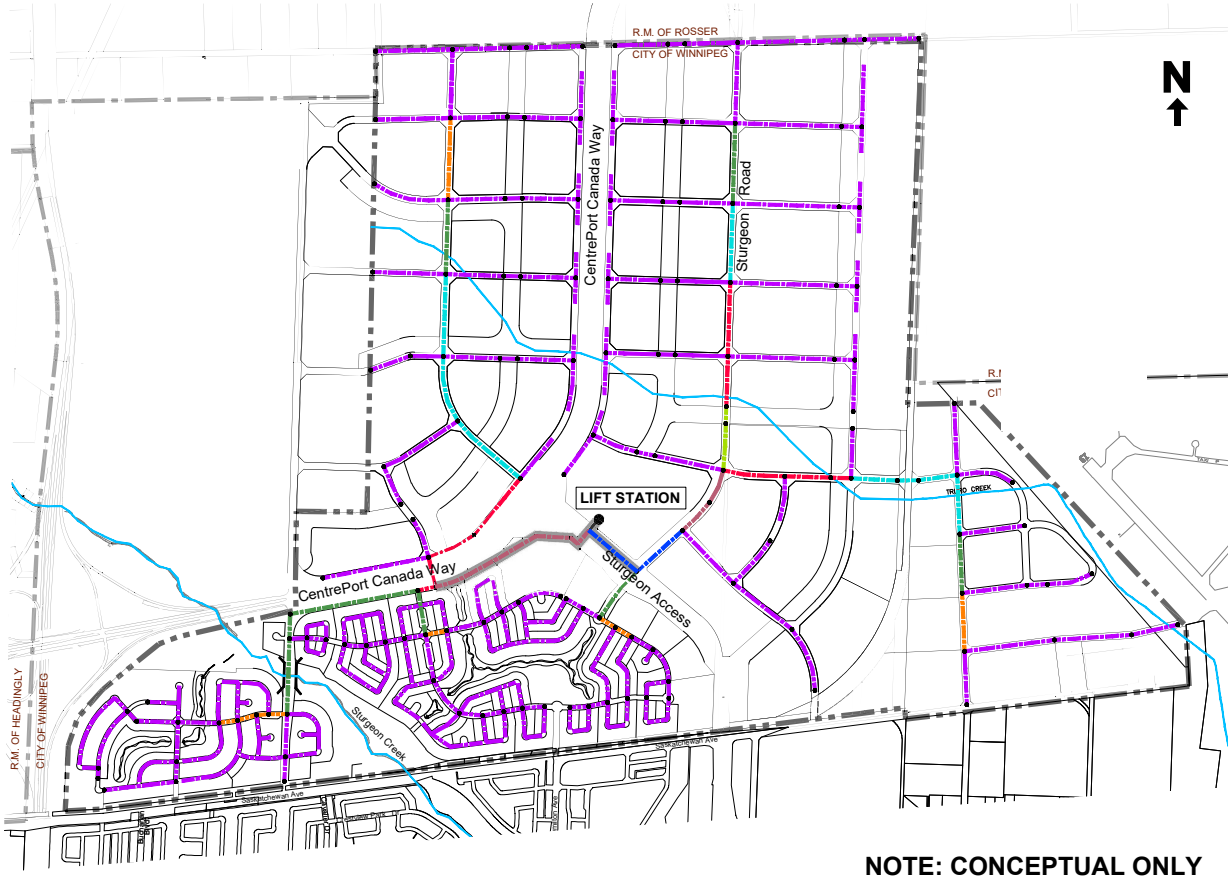



**NOTE: CONCEPTUAL ONLY**

# CONCEPTUAL WASTEWATER SERVICING INFRASTRUCTURE

The project team developed a conceptual sewage collection system that will follow future roadways.

The pipe network was then modeled on anticipated sewage flows from the conceptual phasing plan so the regional infrastructure could be designed to support each phase of development.



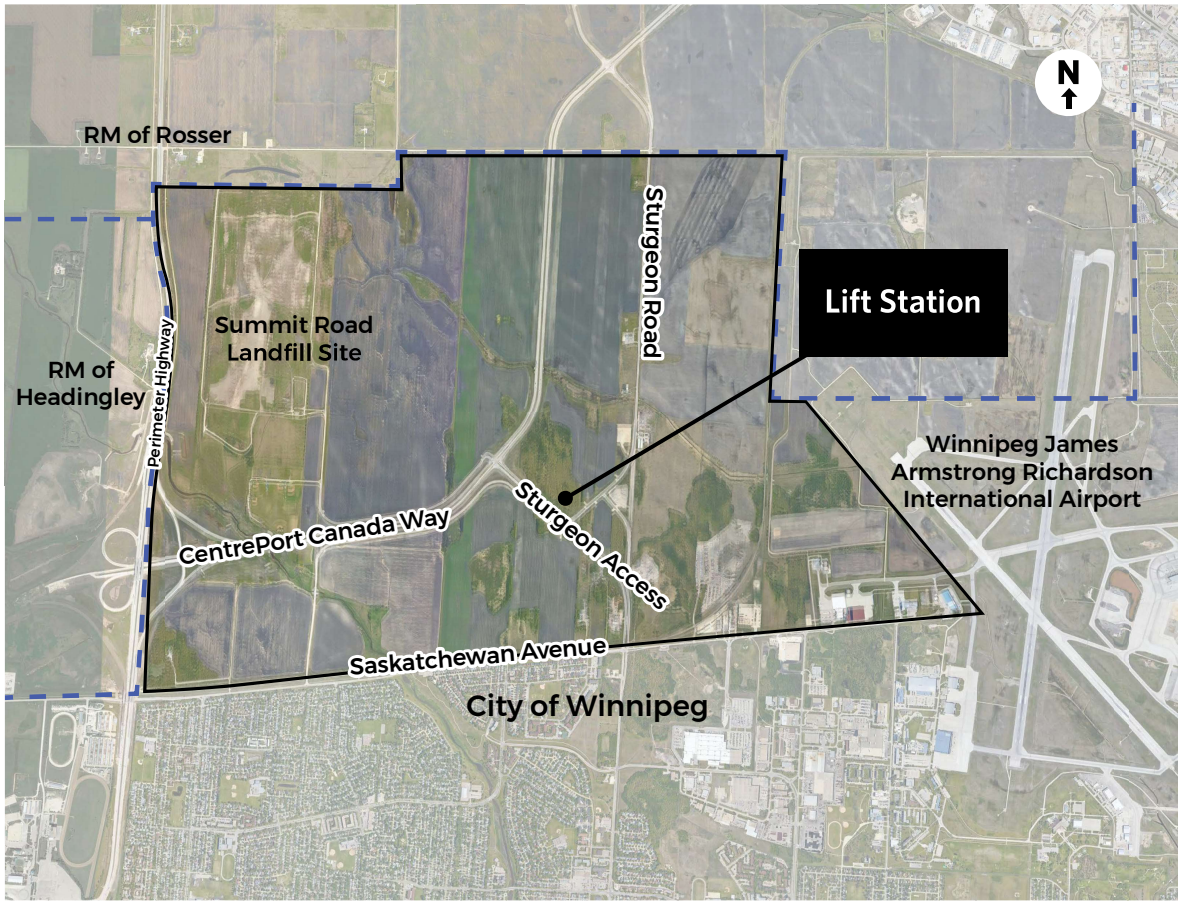
# LIFT STATION LOCATION

The study team evaluated potential locations for the proposed lift station using the following considerations:

- Depth of lift station
- Centrality of location
- Impacts of subsurface conditions (shallow rock interacting with infrastructure)
- Ease of access
- Land use
- Cost



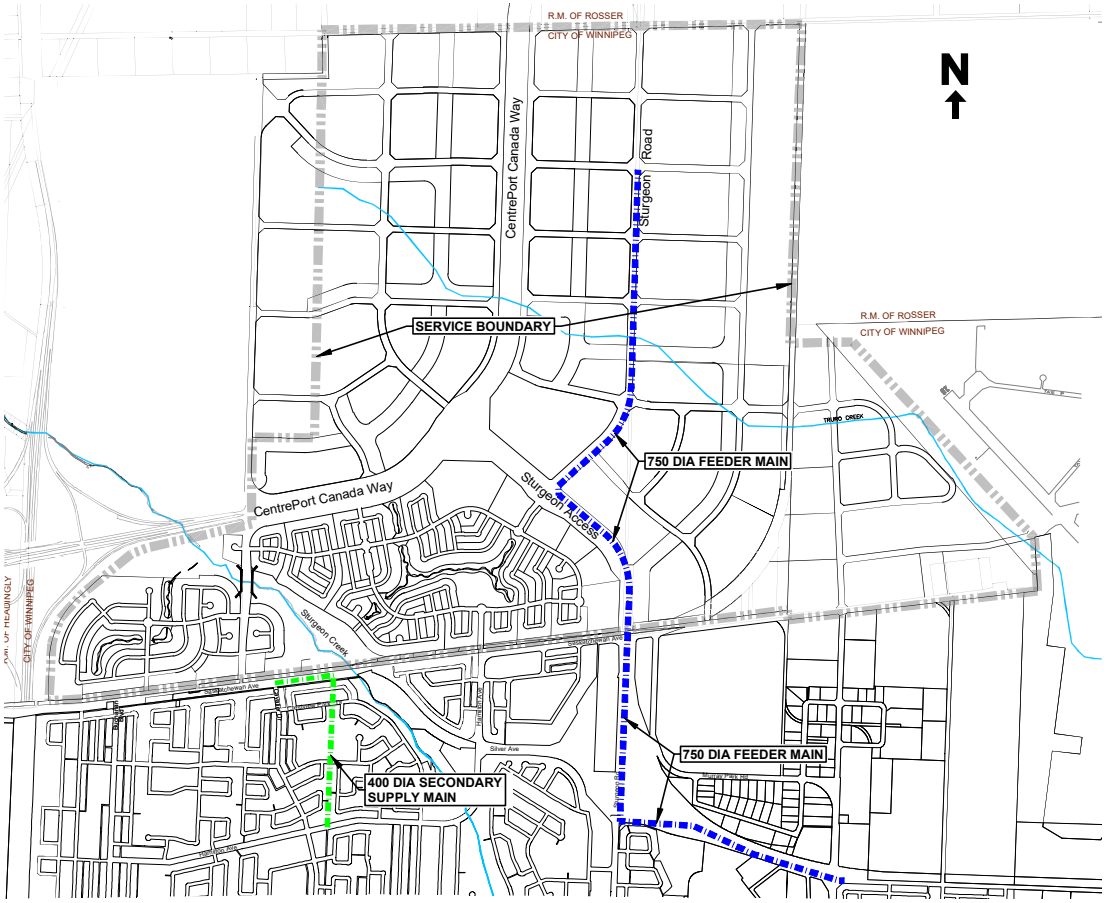
**The location of the proposed lift station is identified below.**



# REGIONAL WATER INFRASTRUCTURE

Regional water infrastructure is required to support the future domestic and fire flows necessary for development of the Airport Area West lands. The proposed water network includes:

- Distribution piping following the future road network
- Primary feeder main to provide the anticipated flows and pressures to the distribution system
- Connections to the City's water mains along the south limit of the Airport Area West lands, for circulation
- Secondary supply main to provide redundancy to the system




**Legend**

**Regional Infrastructure**

400Ø SECONDARY SUPPLY MAIN

750Ø FEEDER MAIN

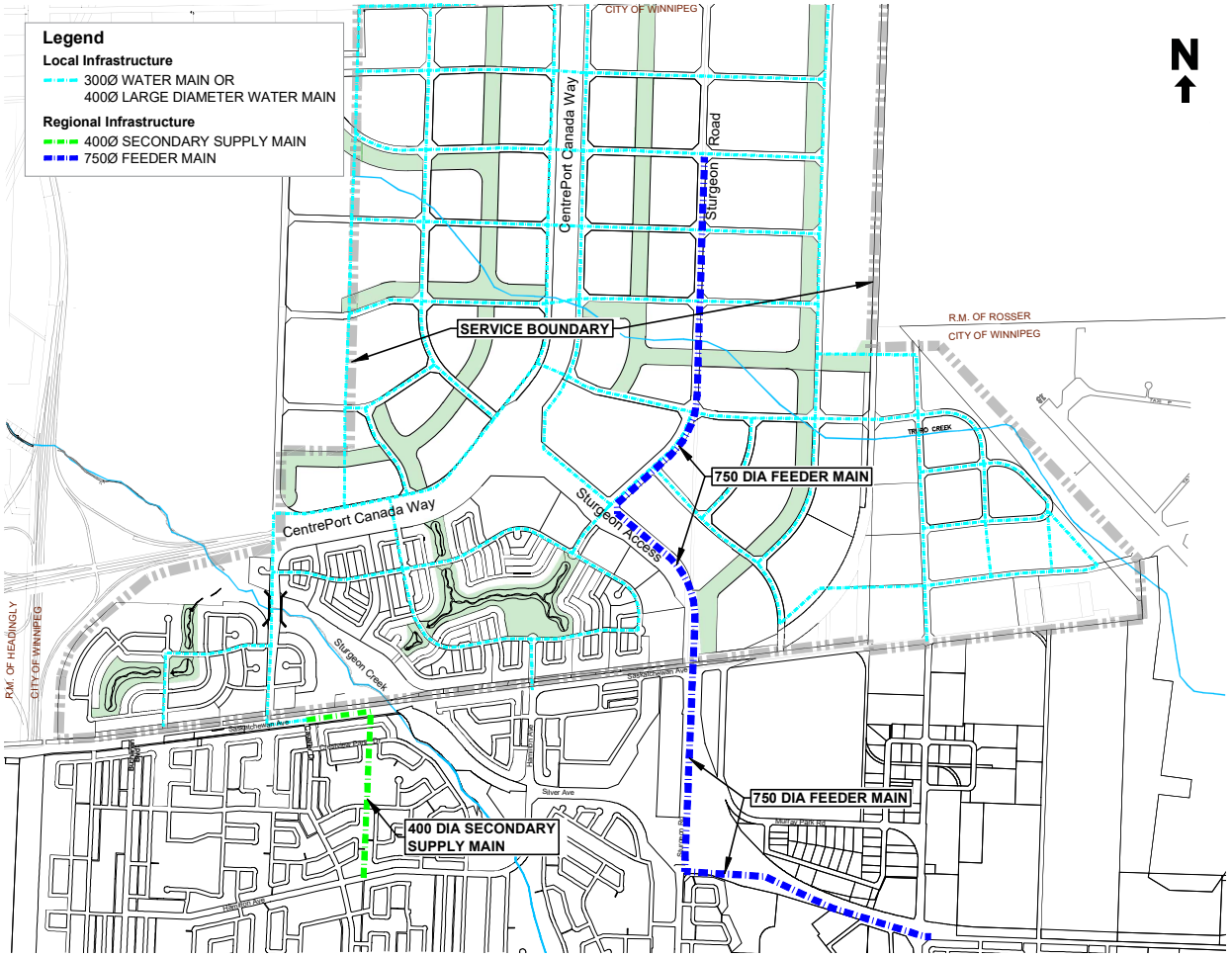
**NOTE: CONCEPTUAL ONLY**

# CONCEPTUAL WATER SERVICING INFRASTRUCTURE

The regional water infrastructure for the study area requires approximately 5.0 km of 750 mm feeder mains and and 1.1 km of 400 mm secondary supply mains to provide adequate pressure and flows to support the anticipated domestic and fire flow needs of the full build-out of the study area.

To determine that the proposed water infrastructure is sufficient to meet the City's performance requirements, the project team assumed worst case conditions when preparing the design, including:

- Larger water users along the periphery of the study area
- Industrial users all requiring a maximum fire flow
- Initial phasing constructed away from the feeder main, among other considerations




**NOTE: CONCEPTUAL ONLY**

# EASEMENTS AND LAND ACQUISITION

Where possible, regional servicing infrastructure has been proposed within the public right-of-way or on City owned land.

It is anticipated that minimal land acquisitions will be required; however, easement agreements will be necessary to ensure compatibility with existing and future infrastructure.

Where infrastructure cannot be accommodated on publicly owned lands, consultation with landowners will be required. Consultation will occur at future design stages.



# NEXT STEPS AND QUESTIONS

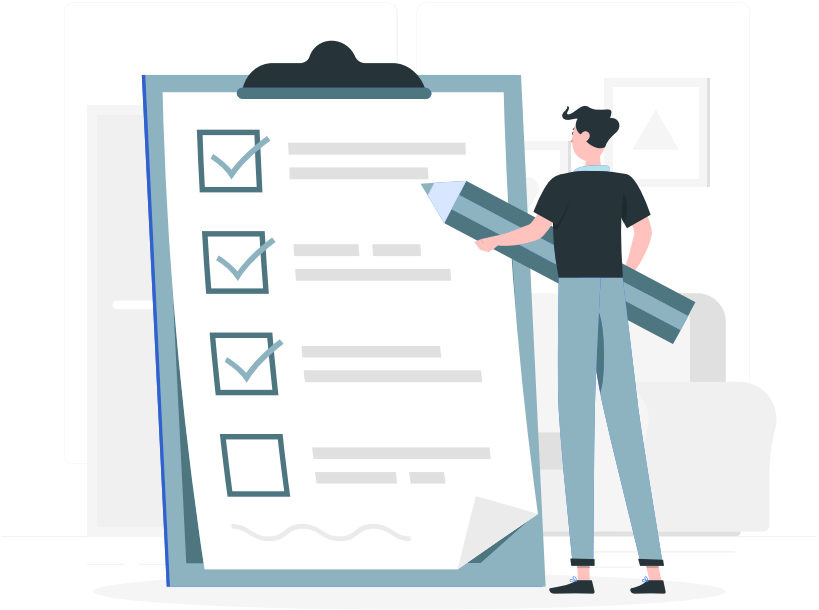
**The final preliminary design report will be available for review in fall 2020 with a cost estimate for the City to use in future planning.**

If you have any questions, please complete an online comment sheet available here:

**winnipeg.ca/airportareawest**

or contact Lauren Lange at 204-943-3178

or lauren.lange@wsp.com



# THANK YOU

# Appendix C – Survey Results

Winnipeg

# Airport Area West Water and Wastewater Study - Survey

## SURVEY RESPONSE REPORT

10 August 2020 - 31 August 2020

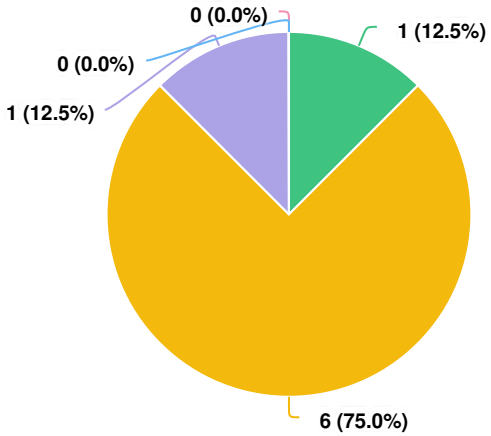
**PROJECT NAME:**

Airport Area West Water and Wastewater Study

BANG THE TABLE engagementHQ

# SURVEY QUESTIONS

## Q1 I found the information provided in the presentation boards helpful.

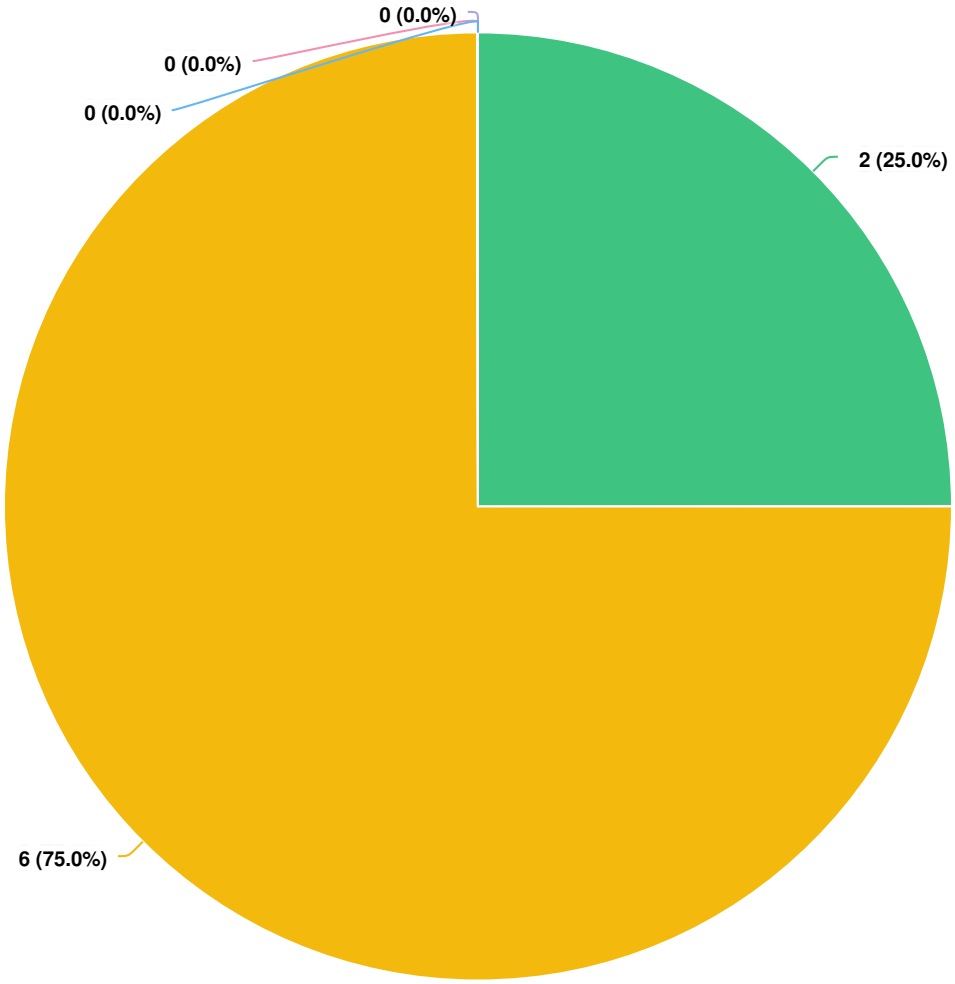



**Question options**

Strongly Agree Agree Neutral Disagree Strongly Disagree

*Mandatory Question (8 response(s))*
*Question type: Radio Button Question*

## Q2 The purpose of the project was clear.

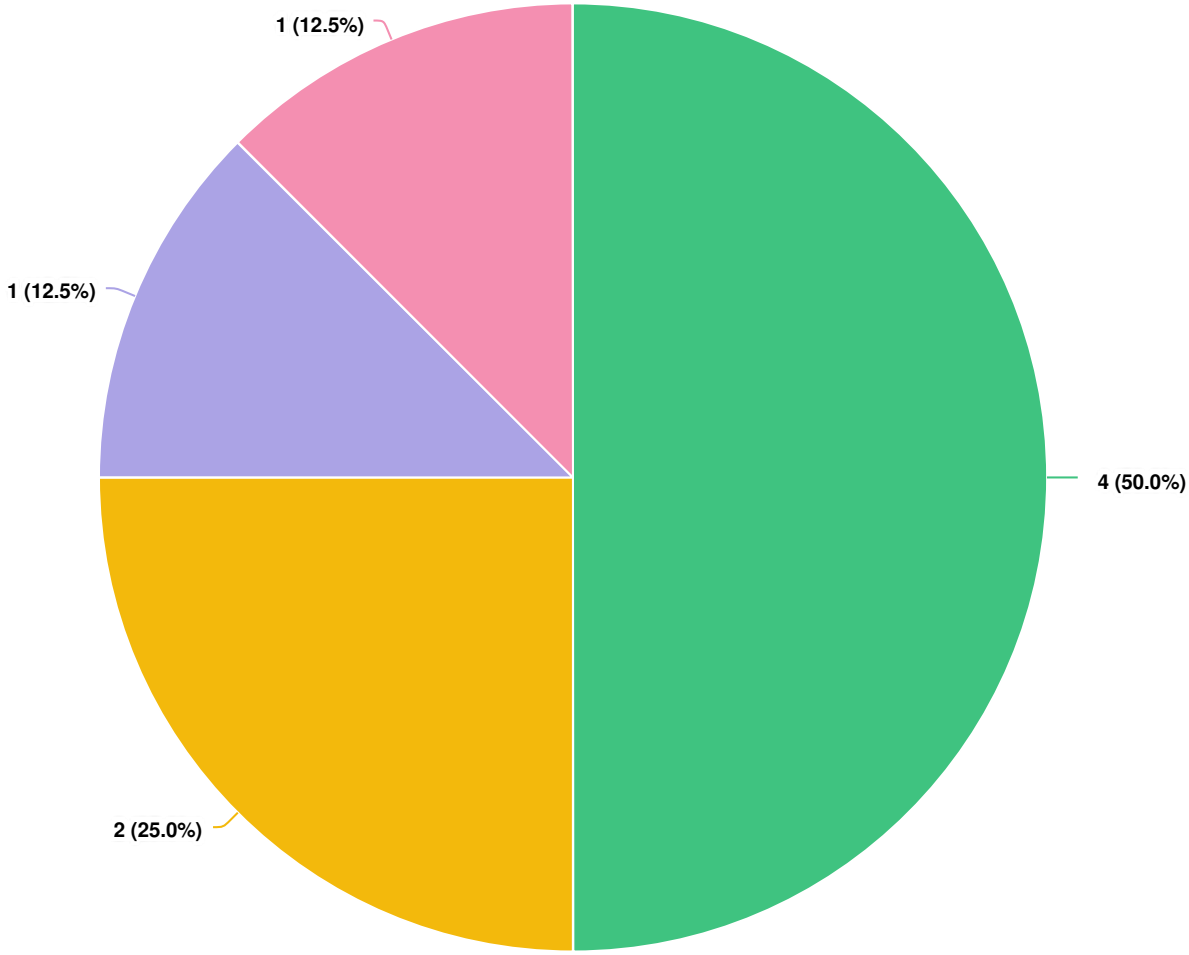



**Question options**

Strongly Agree  Agree  Neutral  Disagree  Strongly Disagree

*Mandatory Question (8 response(s))*
*Question type: Radio Button Question*

## Q3 Please rate your level of concern regarding this project.




**Question options**

High Medium Low No concern

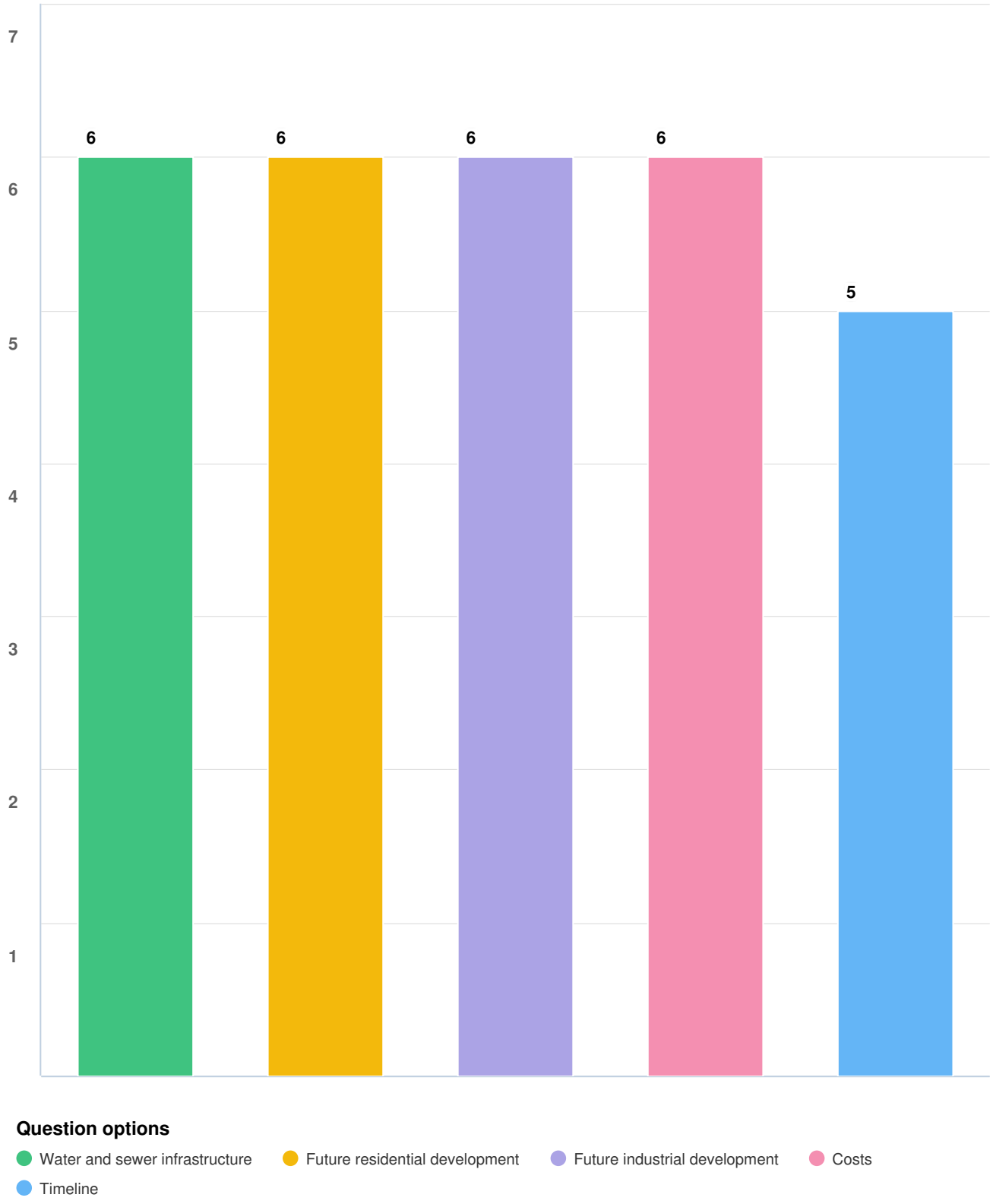
*Mandatory Question (8 response(s))*
*Question type: Radio Button Question*

## Q4 Please use the space below if you wish to explain your rating.

| | |
|---|---|
| Screen Name Redacted<br>8/11/2020 05:32 PM | servicing should be paid for by developers. |
| Screen Name Redacted<br>8/12/2020 12:59 PM | Bison Transport owns 471 acres in the project area. Servicing of the property is vital to our development and/or sale of any portion of the lands. |
| Screen Name Redacted<br>8/20/2020 01:11 PM | We are land owners in the area 400+/- acres |
| Screen Name Redacted<br>8/21/2020 11:01 PM | I am concerned that the new residential and industrial areas are being created in a single-use fashion which is not sustainable and does not lead to great, enjoyable or sustainable neighbourhoods. I also am concerned that most of the residential is zoned only for single-family residential instead of multi-family, and also think that new developments should be built with transit right-of-ways through them designed from the onset. |
| Screen Name Redacted<br>8/26/2020 12:06 PM | Terrific to see work underway to plan for the development of these lands. Increased serviced industrial lands are critical for the continued development of manufacturing and related industries. |

**Optional question** (5 response(s), 3 skipped)
**Question type:** Essay Question

## Q5 What aspects of the project interest you the most? (check all that apply)



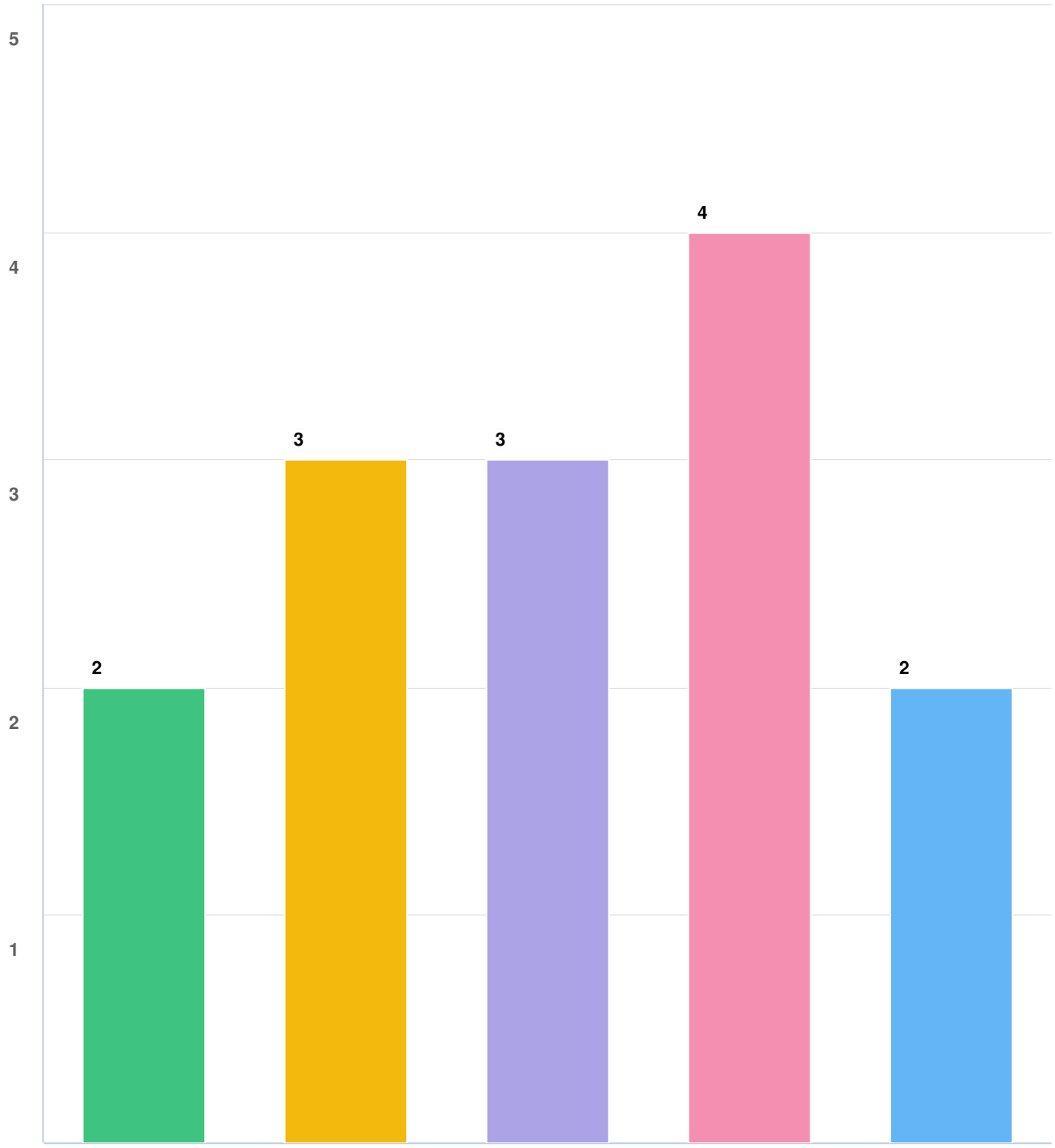

*Mandatory Question (8 response(s))*
*Question type: Checkbox Question*

## Q6 Are there any additional comments or questions you would like to share?

| | |
|---|---|
| Screen Name Redacted<br>8/12/2020 12:59 PM | The boundary on the west does not cover all the property owned by Bison Transport. The boundary must go as far west as Summit Road. |
| Screen Name Redacted<br>8/13/2020 01:29 PM | The forecasted rate of development is well below what has been occurring in the RM of Rosser and likely not reflective of the pent up demand for serviced industrial land in the City of Winnipeg. The timelines also don't appear to reflect the planned Bison Transport Campus. |
| Screen Name Redacted<br>8/17/2020 01:06 PM | The presentation boards were heavy on pipe diameters but light on potential costs of extending infrastructure and who the main beneficiaries would be - largely the WAA and Qualico/Genstar. |
| Screen Name Redacted<br>8/20/2020 01:11 PM | I believe industrial development in particular will grow at a pace much faster than you are accounting for. For example, in Rosser, one small area accounting for 90 acres of shovel ready land sold 1-2 years ago in 9-10 months and there has been significant development on most of, if not all the properties to date. |

**Optional question** (4 response(s), 4 skipped)
**Question type:** Essay Question

## Q7 Please check all the boxes that best describe you.

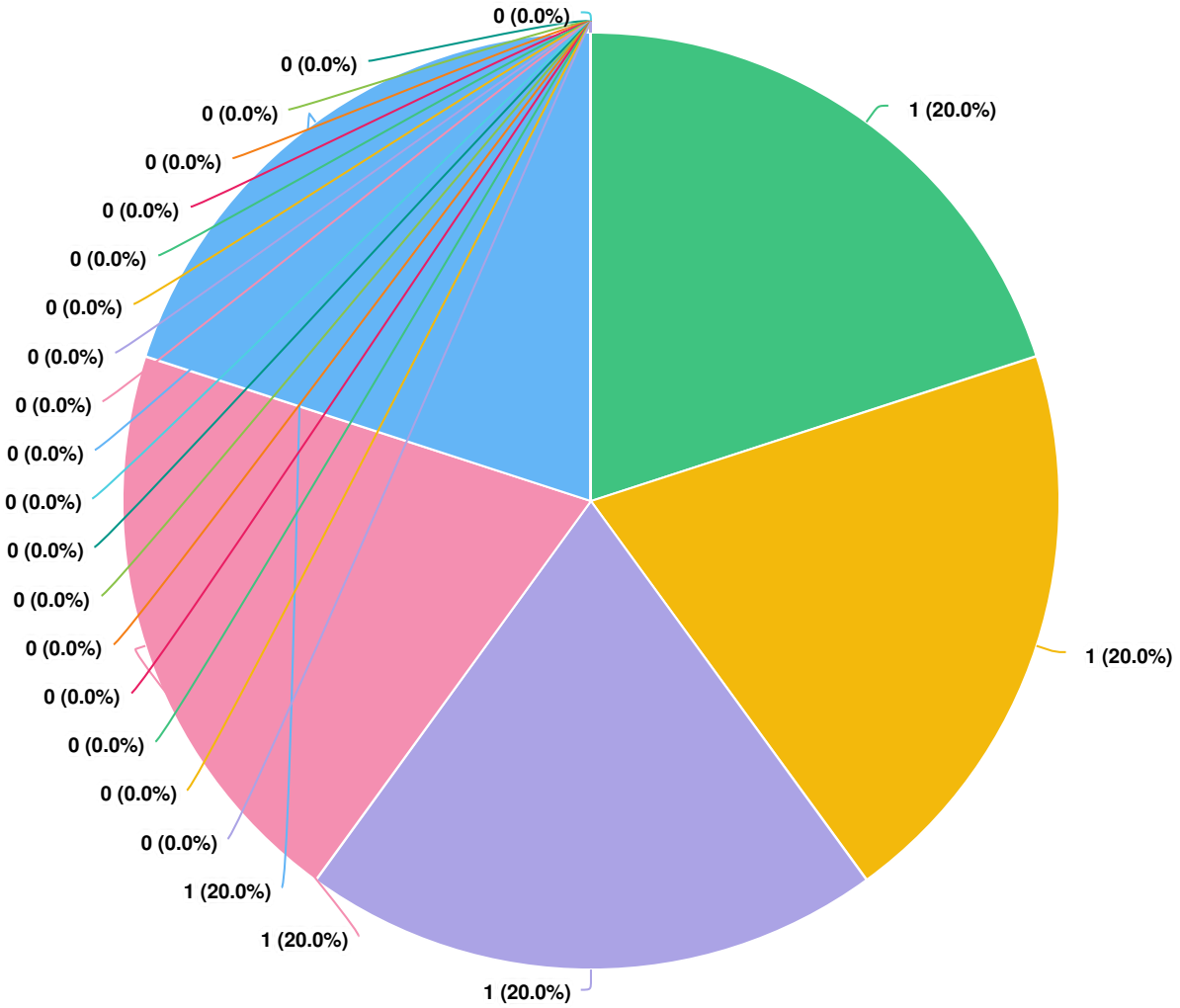



**Question options**

I live near the study area
I am a property owner in the study area
I am a developer in the study area
I have a general interest in the project
Other (please specify)

*Optional question (8 response(s), 0 skipped)*
*Question type: Checkbox Question*

## Q8 What are the first three characters of your postal code?




**Question options**

R2C R3C R3H R3N R3P R2G R2H R2J R2K R2L R2M
R2N R2P R2R R2V R2W R2X R2Y R3A R3B R3E Option 19
R3J R3K R3L R3M R3R R3S R3T R3V R3W R3X R3Y
Other (please specify)

*Optional question (5 response(s), 3 skipped)*
*Question type: Dropdown Question*