

## FORUM TOPIC

### 20507 - Papermill Lake Chat Forum

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|---------------------|------------------------|-------------------------|
| Visitors <b>121</b> | Contributors <b>11</b> | CONTRIBUTIONS <b>68</b> |
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| 14 December 20<br>Original Signed |               |         | <p>IWe have following comments: 1) in the revised LOT network plan, the name Ahmadi Drive is incorrect, it should be change Ahmadi Crescent. 2) Sizing of culverts and stre ams from Moir's Mill road into Ahmadi Crescent park and from park to paper mill lake t o be reviewed. 3) What guarantee is in palace that bridge and connector road to Ham mond's plains road will be built after the phase 3. The connector road is essential to b e built first because the Moir's Mill road does not have the capacity for truck traffic. A good example of truck traffic problem is the recent project to remove rocks and earth f rom south corner of Bedford Highway and Moir's Mill road created bottle neck at the tr affic lights both at Moir's Mill road and Hammonds Plain that are very close. 4) We ar e concern about noise and dust pollution in Ahmadi Crescent, traffic through Ahmadi Crescent should be banned. 5) Paper Mill lake pollution should be monitored.</p> |
| AGREES                            | DISAGRE<br>ES | REPLIES |   |
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| 15 December 20<br>Original Signed |               |         | <p>This will all but destroy the paper mill lake quiet and safe for families community that h as been developed over years. This is already established with walking paths and trai ls around the lake. Any further developments will destroy not only the appeal of the co mmunity but also the property values. With this development leading to further and full development around the lake itself what environmental studies have been done? The lake itself will be all but destroyed with the fill and runoff from this development not to mention noise pollution levels from opening up the subdivision directly to the highway.</p> |
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| 15 December 20<br>Original Signed |               |         | <p>Hello-- here is a response from the applicant:The existing development around Paper Mill Lake have been able to enjoy its current status for some time, even though the P aper Mill Lake area has been approved for development for over twenty-five years. T his amendment makes positive changes to the original layout and the more modern st andards will protect the environment better than had it been developed 25 year ago. A ny existing trails and walkways arena the lake may be on private property. Both the ori ginal proposal and new proposal specify a trail system that HRM can appropriately ma intain. The Municipal Planning Strategy does not require marketing analysis, but histor ically market studies show that new development ultimately results in an increase of p roperty values to homes in the area. The original development agreement requires m onitoring and testing of the lake water before, during and after construction. This was done during the earlier phases or this development and it will continue for the future p hases.</p> |
| AGREES                            | DISAGRE<br>ES | REPLIES |  |
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| <p>15 December 20<br/>Original Signed</p>  | <p>Hello-- I am the planner for HRM on the file and I have a few answers to your comments. 1. We will update the submission to reflect this. 2. Development Engineering will work with Halifax Water to explore storm water management design at the time of a permit application. 3. There is a clause in the development agreement that the bridge and connector road must be built to allow for development of the northern section of the site. 4. Noted. 5. Water quality monitoring forms part of the existing agreement and is required during construction.</p>  |           |         |   |   |   |  |
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| <table border="1"> <thead> <tr> <th>AGREES</th> <th>DISAGREES</th> <th>REPLIES</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>0</td> <td>2</td> </tr> </tbody> </table> | AGREES   | DISAGREES | REPLIES | 1 | 0 | 2 |  |
| AGREES   | DISAGREES  | REPLIES   |         |   |   |   |  |
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| <p>15 December 20<br/>Original Signed</p>  | <p>Below is the response from the applicant: 1. We apologize for the mistake on the road name. We will make sure it is corrected moving forward. 2. The HRM engineering department will review all engineering matters and everything will have to meet HRM standards. 3. Unfortunately truck traffic is a necessary part of development. We will be sure that the developer uses methods to minimize disruption from trucks as much as possible. The requirement to connect to Hammonds Plains Road was in the original development agreement 25+ years ago because there were no alternative road connections to Moris Mill Road at that time. Now there are several alternatives and there is no Municipal Planning Strategy policy to refuse development rights on this basis. Also, the connection to Hammonds Plains Road is not viable until the adjacent CCDD zoned lands are approved for development, which are currently being reviewed by HRM. 4. Unfortunately, HRM cannot ban certain traffic from certain roads. What we can do is require methods to keep dust down and that the developer comply with the HRM noise by-law. 5. Paper Mill Lake will be monitored. Monitoring of the lake is part of the original development agreement and it was done when Ahmadi Crescent was developed. It will be done for future phases as well.</p> |           |         |   |   |   |  |
| <table border="1"> <thead> <tr> <th>AGREES</th> <th>DISAGREES</th> <th>REPLIES</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>0</td> <td>0</td> </tr> </tbody> </table> | AGREES   | DISAGREES | REPLIES | 0 | 0 | 0 |  |
| AGREES   | DISAGREES  | REPLIES   |         |   |   |   |  |
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| <p>15 December 20<br/>Original Signed</p>  | <p>Hello-What was the original intent of the development agreement?</p>  |           |         |   |   |   |  |
| <table border="1"> <thead> <tr> <th>AGREES</th> <th>DISAGREES</th> <th>REPLIES</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>0</td> <td>1</td> </tr> </tbody> </table> | AGREES   | DISAGREES | REPLIES | 0 | 0 | 1 |  |
| AGREES   | DISAGREES  | REPLIES   |         |   |   |   |  |
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| <p>15 December 20<br/>Original Signed</p>  | <p>Correction... what was the intent of the original phasing provision in the development agreement?</p>   |           |         |   |   |   |  |
| <table border="1"> <thead> <tr> <th>AGREES</th> <th>DISAGREES</th> <th>REPLIES</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>0</td> <td>1</td> </tr> </tbody> </table> | AGREES   | DISAGREES | REPLIES | 0 | 0 | 1 |  |
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| <p>15 December 20<br/>Original Signed</p>  | <p>The intention was to allow some development prior to requiring the road to be constructed as roads and bridges are very expensive to build. The original development agreement was approved in 1995, prior to the development of Larry Uteck, and it was decided that a connector road to Hammonds Plains would be required to move traffic through this area.</p>  |           |         |   |   |   |  |
| <table border="1"> <thead> <tr> <th>AGREES</th> <th>DISAGREES</th> <th>REPLIES</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>0</td> <td>1</td> </tr> </tbody> </table> | AGREES   | DISAGREES | REPLIES | 1 | 0 | 1 |  |
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| 15 December 20  |           |         | <p>Thank you for the response. I agree. Bridges are expensive. That's why United Gulf can use the revenue from the 100 units he built before he walked away. Just so that I am clear, Staff testified in a 2012NSUAB173 case that the intent of the phasing provision was to redirect traffic off of the Bedford Highway and residential streets: "The original intent of Section 14(2) is to ensure an access (a collector road from Hammonds Plains Road to Moirs Mill Road) is constructed to direct traffic to the Bicentennial Highway. This access will minimize the impact on the Bedford Highway and existing residential neighbourhoods. To assist the developer in achieving this intent initial access was provided to a maximum of 100 units. This provided a source of revenue for the construction of the collector road while ensuring only a reasonable amount of traffic is added to the existing residential neighbourhoods. Without the construction of the collector road from Hammonds Plains to Moirs Mill Road, all traffic would be directed to the Bedford Highway" The only new access point since United Gulf walked away with the revenue from the 100 units is Nine Mile Dr to Larry Uteck. If this amendment is approved would the intent be to have the construction traffic only utilize Nine Mile Dr and Oceanview Dr? How many years would it take to complete the 214 homes in the amendment as well as the other homes (that are not approved yet) at the top of Oceanview Dr? I have a real problem giving this developer any leverage considering when he walked away he left residents with only one access point in and out of the subdivision until 2014 when Nine Mile Dr was connected. Here is what HRM testified to in the same NSUARB case "The existing access points (Moirs Mill Road and Nelson's Landing Boulevard) intersect the Bedford Highway in very close proximity to one another. Consequently, these two intersections have a similar function to a single access point. The existing access points (Moirs Mill Road and Nelson's Landing Boulevard) are a serious concern with respect to providing emergency services (fire, ambulance, police) or in an event which requires an evacuation from the area" Now United Gulf is asking us to endorse this amendment when both Moirs Mill Rd and Oceanview Dr are operating over their respective traffic thresholds?</p> |
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| 16 December 20  |           |         | <p>Hello-The traffic counts in the traffic study show Moirs Mill with 4000 vehicles per day. HRM's traffic counts indicate that Moirs Mill is operating over 5,000 vehicles per day. Can you explain why there is a difference of over 1000 vehicles per day. There were no dates associated with the traffic counts. Thank you</p> |
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| 16 December 20  |           |         | <p>How many years will it take to complete construction for Area A and B1 outlined in the traffic study. Also...if the intent of the phasing provision was to minimize the impact on the Bedford Hwy, would the "new" intent be to only utilize Oceanview Dr and Nine Mile Dr (from the south side of Oceanview) to access the construction site? Thank you</p> |
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| 16 December 20  |           |         | <p>WRT point number 3... are there any dates or milestones associated with the development that need to be completed in order for the bridge and connector road to be built from Hammonds Plains Rd to Moirs Mill Rd?</p> |
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| <p>16 December 20</p> <p><b>Original Signed</b></p> <table border="1"> <tr> <td>AGREES</td> <td>DISAGRE<br/>ES</td> <td>REPLIES</td> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> </tr> </table> | AGREES        | DISAGRE<br>ES | REPLIES | 0 | 0 | 0 | <p>I will have a look at the traffic study. I can say that the TAC manual for traffic thresholds is that a local road is capable of handling 6000 vehicles per day. HRM like to do what they can to keep that number closer to 3000. The data you reference may have to do with the date and time the counts were conducted. The new connection of Nine Mile Drive to Oceanview will reduce the traffic volumes on Moirs Mill Road.</p>  |
| AGREES  | DISAGRE<br>ES | REPLIES       |         |   |   |   |  |
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| <p>16 December 20</p> <p><b>Original Signed</b></p> <table border="1"> <tr> <td>AGREES</td> <td>DISAGRE<br/>ES</td> <td>REPLIES</td> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> </tr> </table> | AGREES        | DISAGRE<br>ES | REPLIES | 0 | 0 | 0 | <p>We are awaiting approval for amendments affecting the CCDD lands and likely a development agreement process. It is currently being reviewed as part of the Regional Plan review. Probably a year or more.</p>   |
| AGREES  | DISAGRE<br>ES | REPLIES       |         |   |   |   |  |
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| <p>16 December 20</p> <p><b>Original Signed</b></p> <table border="1"> <tr> <td>AGREES</td> <td>DISAGRE<br/>ES</td> <td>REPLIES</td> </tr> <tr> <td>0</td> <td>0</td> <td>0</td> </tr> </table> | AGREES        | DISAGRE<br>ES | REPLIES | 0 | 0 | 0 | <p>Hi, I replied earlier, but it would not post for some reason. I will re-write and post my reply soon.</p>   |
| AGREES  | DISAGRE<br>ES | REPLIES       |         |   |   |   |  |
| 0   | 0             | 0             |         |   |   |   |  |
| <p>16 December 20</p> <p><b>Original Signed</b></p> <table border="1"> <tr> <td>AGREES</td> <td>DISAGRE<br/>ES</td> <td>REPLIES</td> </tr> <tr> <td>4</td> <td>0</td> <td>2</td> </tr> </table> | AGREES        | DISAGRE<br>ES | REPLIES | 4 | 0 | 2 | <p>Hello, I tried to submit the following online but it is clocked and saying submitting so just in case it doesn't submit, here are my first thoughts on these changes: What is the projected number of cars on the corner of Nine Mile Dr and Oceanview Dr with this change please? What will the traffic stop situation be? Two way stop, 4 way stop, traffic lights? What is the timeline for this? There has been a lot of dynamite and shaking of the house recently and I'm concerned that there will be a lot more with these changes. Is there any protection for home owners? Where the sidewalk currently ends on the grass by a home on Nine Mile Dr will it be extended through or a crosswalk placed there? It can be hard to cross there now by the playground and these changes will increase the chance of someone being hit near there. The traffic on Nine Mile needs to be slowed down especially during peak hours. Are there any changes to parking on the street on Nine Mile after these changes? I am extremely concerned with the high volume of traffic that will be on Nine Mile Dr and the infrastructure that exists to handle (or not handle) the flow of traffic. I do not agree with allowing this change unless Nine Mile Dr can go through to Hammonds Plains. Leading all traffic to the corner of Nine Mile and Oceanview is ludicrous IMO. If you go ahead with this, what is the required timeframe before the Nine Mile Dr to Hammonds Plains part is built and can the developer request to alter that in the future as well? What will be in place to absolutely ensure the entire connector road goes through if you allow this change. To me this indicates the potential that the entire connector road will never happen and what then when the neighbourhood is too congested? Be firm with the developer and please listen to those who live here. Thank you</p> |
| AGREES  | DISAGRE<br>ES | REPLIES       |         |   |   |   |  |
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The revenue for the 100 units was determined not to be enough to build the bridge and main collector from Hammonds Plains Road. The developer did not intend to “walk away”, there were many things at play that caused the delay. The phasing for the 100 units was because the Town of Bedford had a rule that required a second access after 100 units are built. The redirection of traffic from the Bedford Highway and residential streets was a side benefit rather than the actual reason or rule. HRM do not regulate where construction traffic can travel. Construction traffic is a necessary part of development. HRM can, however, require certain methods that would minimize disruption and there is the Noise By-law that has to be complied with. I will have to get back to you on the build out time frame. Normally, the time frame for development is influenced by the market. In terms of your feelings about the developer, HRM (and other levels of government) cannot make decisions based on who a person is, who a company is, or whether they approve of their past behavior. HRM must consider all applications equitably. This is not about leverage, it is about whether the proposed amendment meets the intent of the Municipal Planning Strategy. The current transportation network provides better access to the area than it did in 1995. The land is zoned for development and has an approved development agreement. The traffic study confirms that the road network can handle the proposal. A proposal would not be refused on this basis, rather, revisions or improvements could be considered by Council. Changes were made to the previously approved road layout to lessen some of the traffic impacts on the local street network.

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Traffic related: 1) Pg 7: "concrete sidewalks on one side of all study area streets and both sides of Nine Mile Drive". This is not true. Nine Mile's second sidewalk only goes from Larry Utech to the park. The existing portion of Richardson has no sidewalks: the plan calls for "below 1000 cars" on a road with no sidewalk. That's a concern, especially in the winter when the roads are narrow. 2) The traffic study looks at travel times via Road E and Richardson, by comparison to the new Nine Mile to Moirs Mills extension and notes that significant traffic calming will be required to prevent short-cutting via Richardson. Will such traffic calming be added when the road is first constructed, or added to the long list of other roads in HRM waiting for the city to take action? 3) What consideration has been given to making Richardson a cul-de-sac? 4) The Moirs Mills connection adds more short-cutting opportunities. The report naively assumes solely a redistribution of traffic currently using Oceanview. Oceanview, as residential road that is at capacity, is currently being avoided by some short-cutters that would consider using the Nine Mile extension. 5) The time analysis mentioned above notably excludes a comparison to travel times via Oceanview. My rough calculation shows that the Nine Mile extension will be slower and have a 50% longer travel distance. No evidence is provided that warrants the expectation that any traffic, let alone 600 cars, will be taken off of Oceanview in Redistribution #1. My expectation is rather that overall more trips will be added to Oceanview, for example by residents of the new construction driving to the school. 6) The traffic survey of the school is flawed. School bell rings at 2:50pm, which is not when the "PM peak" measure was done (4:15-5:15pm). The gates at the school were closed to parents when this survey was done. A cursory review would have caught 14 car movements to a school of around 600 as unusual. I'd argue any and all conclusions based on the "school traffic survey" are therefore questionable at best. 7) For the traffic estimates in Appendix A, AM and PM peak traffic calculations included through-traffic on the Bedford Hwy and Larry Utech. These flows do not enter or leave the subdivision and have no effect on the study area. However these substantially larger volumes of bypass traffic did result in a skewing of the timeframe for some intersections and what is deemed the PM peak. As a result somewhat lower "peak" volume figures for the subdivision could be used throughout the remainder of the report. It's also notable that the measurements stop at 9am and in every case the last hour was the AM busy hour. It's therefore possible the busy hour may have lasted until 9:15am or later. Proposal: 8) A two dimensional plan has been provided. What information can be provided about grade alterations or a height map? The area has not-insignificant cliffs, waterways and hills with significant volume of rock. Where will jack-hammering and/or blasting need to occur, what will be filled in? What will be turned into a barren and where will trees be retained as no-disturb zones on the perimeter with existing lots. After horror stories from Bedford West where existing residents saw a retaining walls being erected near their property line, it'd be good to communicate how the grade of lots will align. 9) In the video presentation at 4m08s we hear that the requirement to connect to HPR "has already been met". I believe that's at best a mischaracterization. 10) compared to the proposed amendment from a few years ago there is yet again a density increase (now to 214+1 lots). The text in the page on Halifax.ca still refers to 192, which is (now) incorrect. If the developer wishes to use the 25 year old agreement, can they be held to the spirit of the lot density as defined in the old agreement? If it's materially different, I presume they'd have to file a new proposal. Process:11) The page on halifax.ca for this case was updated on Dec 14th. I've not otherwise been informed (re-checked the mailbox today). This forum closes Dec 18th. Quietly updating a webpage four days before the comment period ends is rather short notice for a public consultation. There's also comments left here (i.e. by the consultant for the applicant) and on Facebook that people have trouble using these forums.

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Thank you for your comments. I will answer some of your questions, but will defer to the applicant to address the questions on the traffic study. 3) What consideration has been given to making Richardson a cul-de-sac? There is a clause in the development agreement that does not permit an increase in the number of cul-de-sacs which is supported by policy in the Bedford MPS that restricts cul-de-sacs and encourages thorough road connections. Increasing the number of cul-de-sacs would be inconsistent with the policy. 8) A two dimensional plan has been provided. What information can be provided about grade alterations or a height map? The area has not-insignificant cliffs, waterways and hills with significant volume of rock. Where will jack-hammering and/or blasting need to occur, what will be filled in? What will be turned into a barren and where will trees be retained as no-disturb zones on the perimeter with existing lots. After horror stories from Bedford West where existing residents saw a retaining wall being erected near their property line, it'd be good to communicate how the grade of lots will align. I will speak to the applicant to see if we can get a topographic map provided. 9) In the video presentation at 4m08s we hear that the requirement to connect to HPR "has already been met". I believe that's at best a mischaracterization. The trigger to construct the street has been met as per the development agreement. The developer cannot build any more units unless they construct the road to Hammonds Plains Road. Please let me know if this answers your question, I am not sure if I am interpreting the comment correctly. 10) compared to the proposed amendment from a few years ago there is yet again a density increase (now to 214+1 lots). The text in the page on Halifax.ca still refers to 192, which is (now) incorrect. If the developer wishes to use the 25 year old agreement, can they be held to the spirit of the lot density as defined in the old agreement? If it's materially different, I presume they'd have to file a new proposal. The approved development agreement allows for the development of 921 units. This total unit count would remain the same in the requested amending agreement. There is no increase to the total number of units in the development agreement. 11) The page on halifax.ca for this case was updated on Dec 14th. I've not otherwise been informed (re-checked the mailbox today). This forum closes Dec 18th. Quietly updating a webpage four days before the comment period ends is rather short notice for a public consultation. There's also comments left here (i.e. by the consultant for the applicant) and on Facebook that people have trouble using these forums. The webpage updates were to include links to the Shape Your City Page and to update the phasing. There will be a new edit to the page to correct the total number of units to 214. The engagement plan includes, email, phone and a survey as well as this forum.

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Thank you for your response. Then why are we having a public session? It sounds like it will be approved. You are correct. An approved development agreement has been in place since 1995. The issue at hand is the phasing provision. HRM has the absolute right not to approve this amendment. If this amendment is approved, it changes the intent of the DA. Case in point. Case 00266... In 2000 your client applied for an amendment to increase the 100-home threshold in the phasing provision to 107 homes so that Baha Crt could be completed. Staff supported this amendment, but Council rejected it. Baha Crt has 7 unfinished lots. Case 00753... In 2005 Staff and Council both rejected this amendment. Except for the small change to Richardson, it was identical to the amendment in front of us today. The developer, his consultants and all of his lawyers believed that they met the intent of the MPS and that the road network was able to handle the additional traffic. HRM was then able to defend its decision in the NS UARB case 173 in 2012. Public feedback, construction traffic and the intent of the DA were all factors that allowed HRM to win the appeal. The MPS policies used to defend their decision were: Policy Z-3 It shall be the policy of Town Council when considering zoning amendments and development agreements [excluding the WFCDD area] with the advice of the Planning Department, to have regard for all other relevant criteria as set out in various policies of this plan as well as the following matters: (4) That provisions are made for safe access to the project with minimal impact on the adjacent street network; (5) That a written analysis of the proposal is provided by staff which addresses whether the proposal is premature or inappropriate by reason of (viii) the adequacy of street networks in, adjacent to, or leading toward the development regarding congestion and traffic hazards and the adequacy of existing and proposed access routes; (6) Where this plan provides for development agreements to ensure compatibility or reduce potential conflicts with adjacent land uses, such agreements may relate to, but are not limited to, the following: (ii) traffic generation, access to and egress from the site, and parking; Residents have been led to believe that the bridge was not going to be constructed. Now we are finding out that it will be constructed at a later date. The current phasing provision has been in place for 25 years! The phasing provision provides a viable option to minimize the construction traffic on the residential streets. If this amendment is approved, Nine Mile Dr, Oceanview and Moirs Mill will be the primary routes for the construction traffic to access the site. Portions of Oceanview don't have a sidewalk, it has a school loading zone that is a disaster and is currently operating over 3,000 vehicles a day. Residents of Papermill Lake have been subjected to poor traffic flow and crowded streets for 20 years. Now the expectation is for us to endorse construction traffic because the developer miscalculated the cost of building the bridge and connector street. HRM...anything to add?

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Thank you for your prompt response so far. 3) There are three new cul-de-sacs introduced in this plan. If three is the magic number that cannot be increased, Road H could become a through-road, with proper sidewalks installed (that don't exist on Richardson), allowing Richardson to remain a dead-end. Road H, due to its proximity to the Nine Mill - Moirs Mill connection, would have a much reduced risk of attracting short cutting. 9) Thank you for the clarification. I misunderstood the "requirement to connect to HRP" having been met as there existing an alternate means by which they met the requirement. I now gather that the developer cannot start building, and prepare the lands for such units, before constructing the road to HPR. 11) The webpage was also updated to notify us the application progressed through the review stage to the Public Consultation Stage. The request for feedback from the public was also added. Just 4 days before this forum is scheduled to close.

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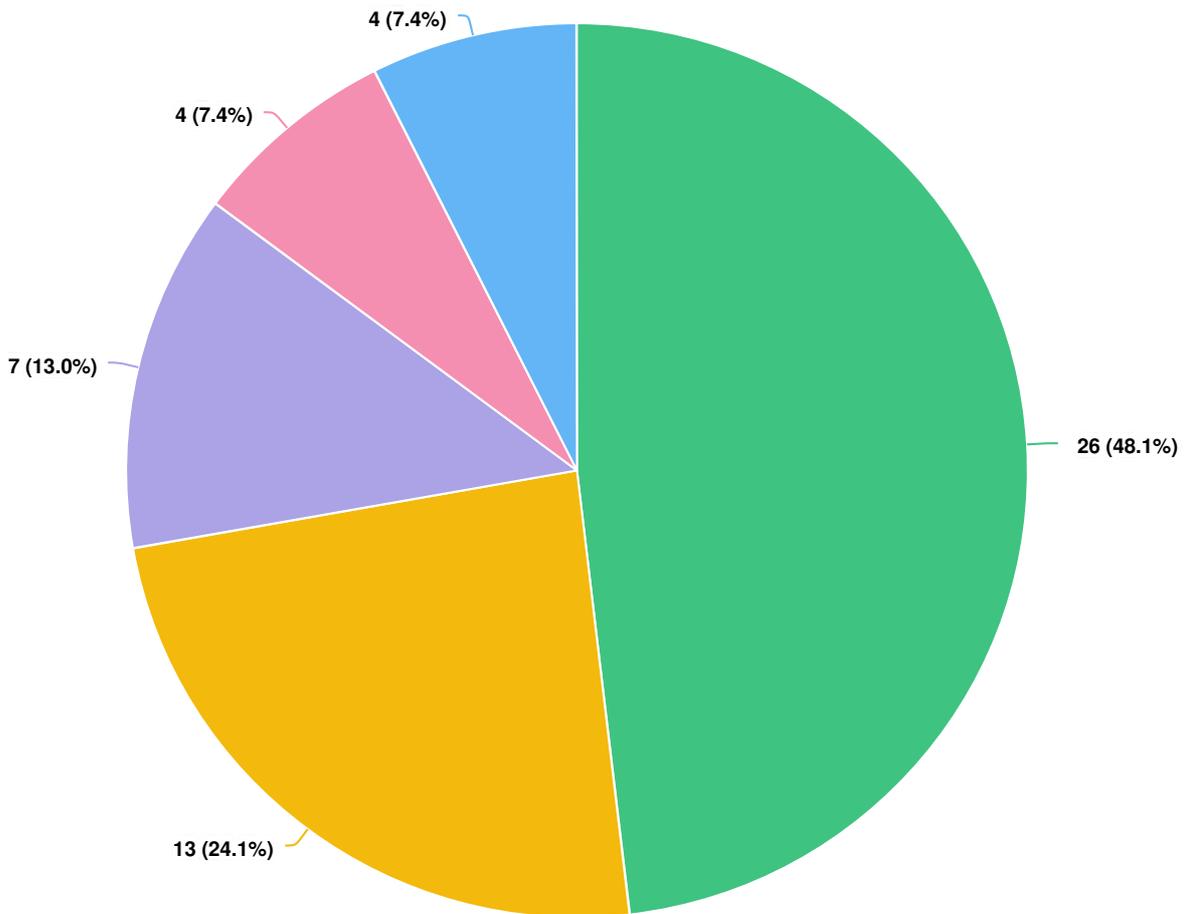
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| 17 December 20  |           |         | I recall many years ago sitting in a public meeting about this development. There was concern about water pressure and I believe that a water line had to be constructed when the collector road was supposed to be built. Is that still the case? How will the current infrastructure work with another 200+ homes if there was an issue years ago? |
| Original Signer |           |         |  |
| AGREES          | DISAGREES | REPLIES |  |
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## ENGAGEMENT TOOL: SURVEY TOOL

### 20507 - Papermill Lake Survey

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|---------------------|------------------------|-------------------------|
| Visitors <b>181</b> | Contributors <b>54</b> | CONTRIBUTIONS <b>54</b> |
|---------------------|------------------------|-------------------------|

When thinking about this proposal, please rate how you feel this development fits into the surrounding area on a scale of 1-5, with 1 being poor and five being excellent



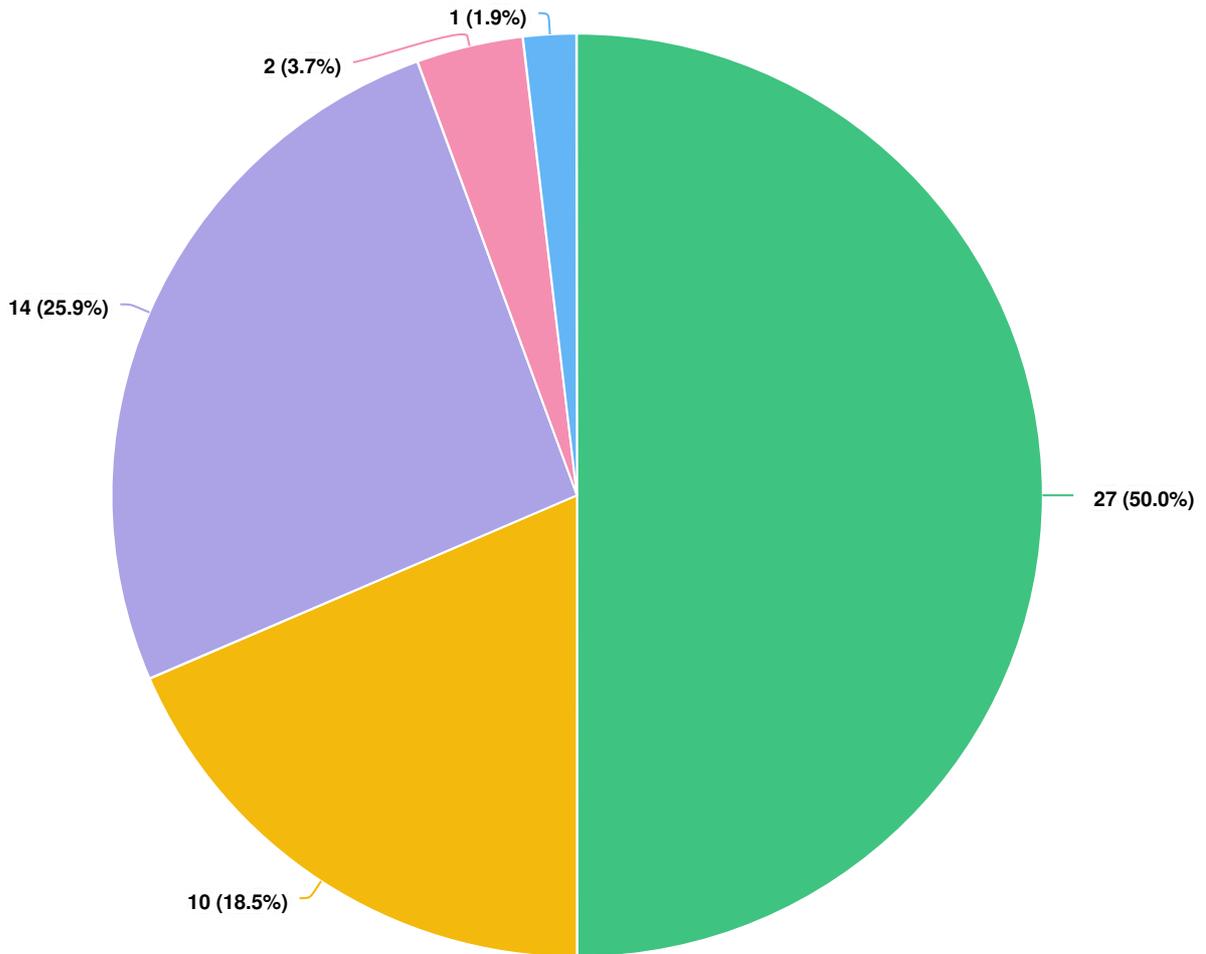
**Question options**

- 5
- 4
- 3
- 2
- 1

Optional question (54 response(s), 0 skipped)

Question type: Radio Button Question

When thinking about this proposal, please rate how frequent and reliable you feel public transit is within the surrounding area on a scale of 1-5, with 1 being poor and five being excellent



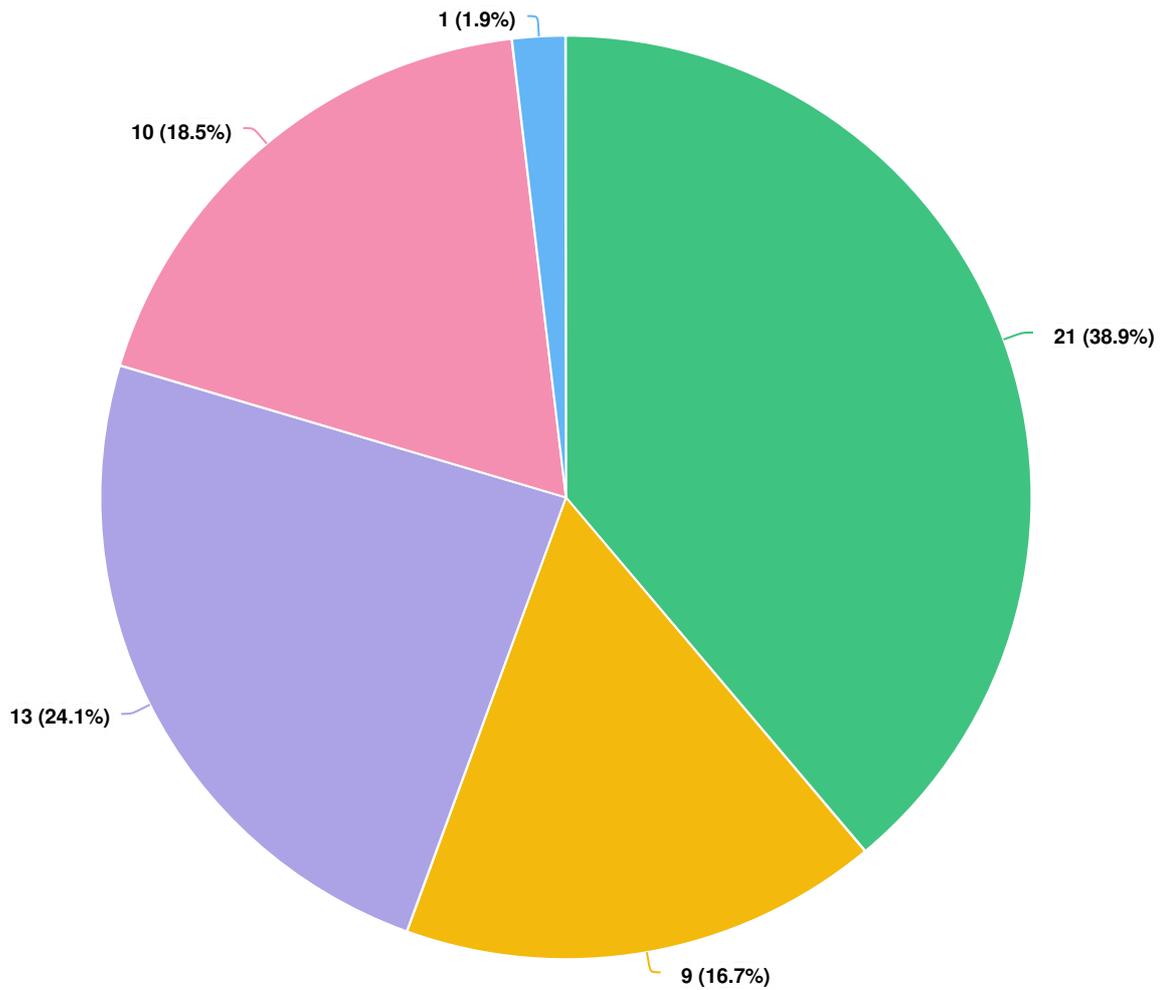
**Question options**

- 5
- 4
- 3
- 2
- 1

Optional question (54 response(s), 0 skipped)

Question type: Radio Button Question

On a scale of 1-5, with 1 being poor and five being excellent, please tell us the quality and condition of active transportation (spaces for walking, rolling and cycling) facilities in the area?



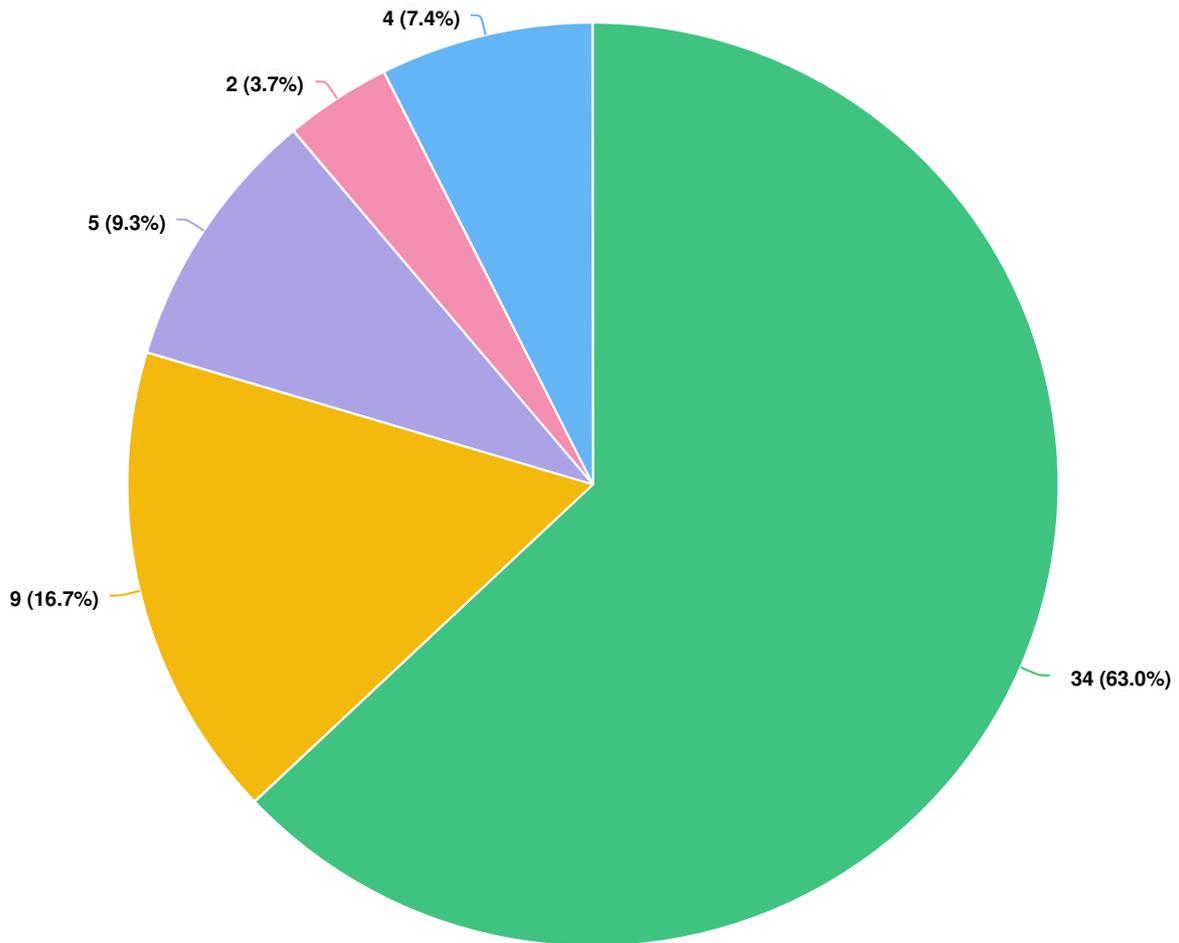
**Question options**

● 5 ● 4 ● 3 ● 2 ● 1

Optional question (54 response(s), 0 skipped)

Question type: Radio Button Question

On a scale of 1-5, with 1 being poor and five being excellent, please tell us how suitable you feel the site is for the proposed use? Things to consider could include terrain, important features, or watercourses.



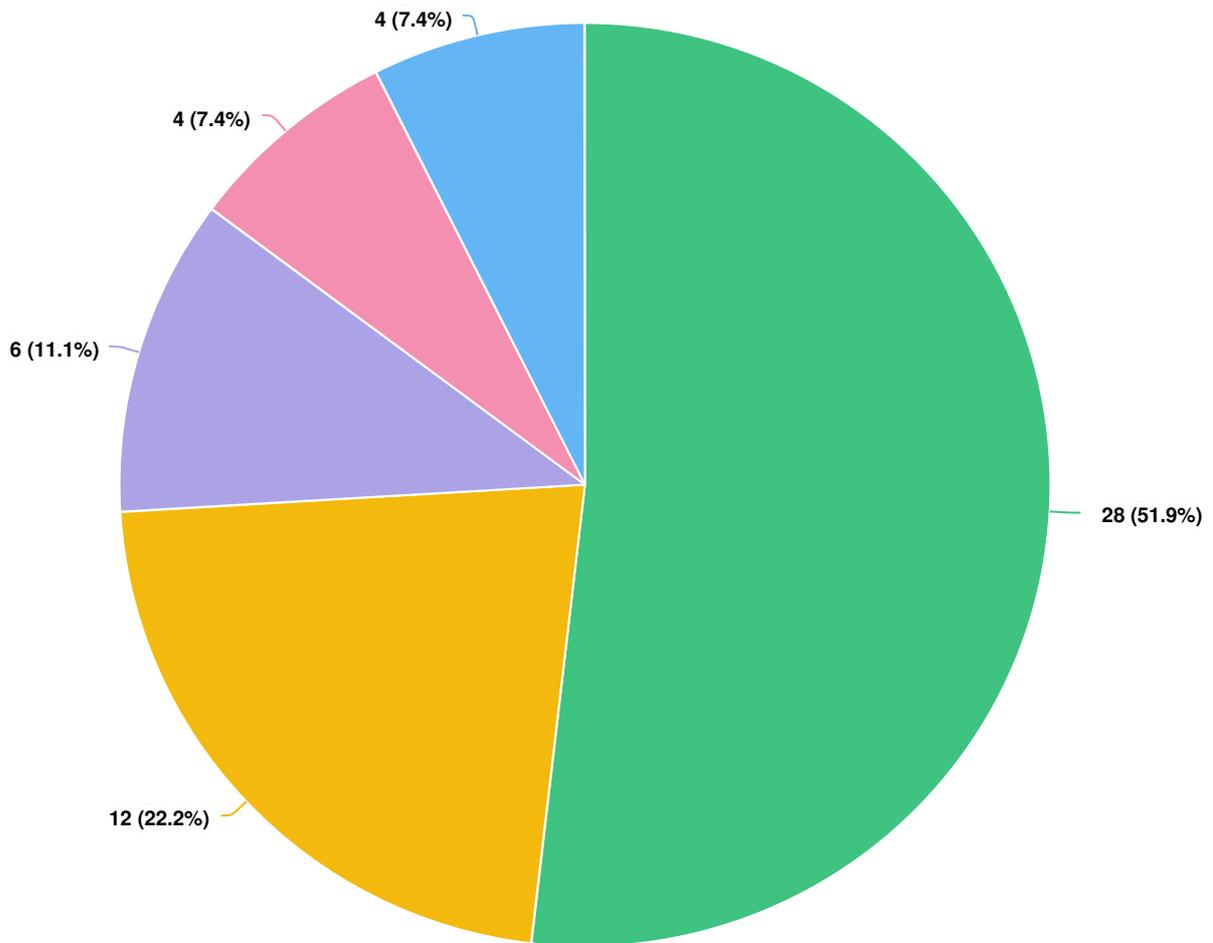
**Question options**

- 5
- 4
- 3
- 2
- 1

Optional question (54 response(s), 0 skipped)

Question type: Radio Button Question

On a scale of 1-5, with 1 being poor and five being excellent, please tell us how suitable you feel the proposed street layout is for the area.



**Question options**

- 5
- 4
- 3
- 2
- 1

Optional question (54 response(s), 0 skipped)

Question type: Radio Button Question