

Appendix B **ENGAGEMENT SUMMARY**

East Points CASP Public Engagement Summary

As part of the plan creation process the project team hosted several public engagement events to gather information and allow the community and other stakeholders opportunities to provide their input and direction. The public engagement for the East Points CASP consisted of four phases:

Phase 1 – Visioning

The project team hosted its first open house officially launching the project in July 2017. Invitations to the open house were hand delivered to the landowners within the plan area as well as the adjacent landowners. The objective of the public consultation event held was to gather public feedback that was used to help develop a vision for the plan. The public was asked to share with staff their vision for the plan, their hopes and fears for the development of the lands within the plan area.

The comments received centered on the following themes:

1. Traffic and connectivity (Bike and Pedestrian)
2. Transition area/buffering
3. Noise, light, odor & aesthetics Impacts
4. Impact on property values
5. Development sequencing
6. Interim uses for the lands
7. Protection of environmental and historical resources
8. Plan area and potential land uses

A copy of the public engagement summary for the phase 1 visioning open house is attached.

Phase 2 – Design Options

Based on the feedback received in Phase 1, three design options for the land concept were developed. In October 2017, the project team hosted an open house to gather public feedback on the design options with an aim to identify a preferred land use concept. The project team provided information about each of the land use concepts and an online questionnaire was used to gather feedback. A summary of that feedback is attached.

Phase 3 – Preferred Land Use Concept

In January 2018, an open house was held to present the preferred land use concept. The public was provided with an opportunity to review the proposed land use concept and select portions of the draft policy. The feedback gathered was used to refine and finalize the proposed land use concept and draft policy. A copy of the What We Heard from this event is attached.

Phase 4 – Draft Plan

In June 2018 the project team hosted the last open house and presented the first complete draft of the East Points CASP.

Throughout the project, the project team had several on-on-one meetings with stakeholders to address concerns.



EAST POINTS COMMUNITY AREA STRUCTURE PLAN (CASP)

Public Engagement Summary

The following is a summary of the comments received during the phase 1 public consultation which included an open house held on August 2, 2017 as well as written and verbal comments received to date. The objective of the public consultation event held was to help develop a vision for the plan. The public was asked to share with staff their vision for the plan, their hopes and fears for the development of the lands within the plan area.

The comments received centered on the following themes:

1. Traffic and connectivity (Bike and Pedestrian)
2. Transition area/buffering
3. Noise, light, odor & aesthetics Impacts
4. Impact on property values
5. Development sequencing
6. Interim uses for the lands
7. Protection of environmental and historical resources
8. Plan area and potential land uses

Should you have any questions regarding these comments, please contact me at (403) 948-8800 Ext. 8496 or via email at Gail.Gibeau@airdrie.ca.

Gail R. Gibeau RPP, MCIP

East Points CASP Project Manager, City of Airdrie

SUMMARY OF COMMENTS RECEIVED DURING PHASE 1 PUBLIC CONSULTATION

(ADJACENT LANDOWNERS AND PUBLIC)

Traffic and Connectivity (19 comments)

Hopes and Vision

- The plan will provide for enhanced connectivity, specifically a trail system, that would provide pedestrian connection between the acreages to the south with the community east (Thornburn) and the rest of the City.
- Range Road 291 is heavily used by local traffic including the school bus and kids on bikes. A trail system would increase safety along 291.
- There are a large number of cyclists that currently use Range Road 291, therefore the City needs to create a bike path along 291 that would connect the acreages in the south (Yankee Valley Estate) to the City.
- Need to evaluate the need for street lights at Range Road 291 and Veterans Boulevard.
- The plan should address the need for a transportation connection from the plan area to Range Road 292 that direct industrial traffic appropriately.
- Should consider adding another north-south connection within the plan area to relieve traffic on Range Road 291.

Fears

- There will be increase truck traffic along Range 291 which already has large number of trucks.
- How will the plan manage traffic in the plan area and in the general area surrounding the plan area?
- Existing traffic on Range Road 291 is overweight most of the time and there appears to be no enforcement – what will happen when there is industrial development.
- Truck traffic should not be allowed to go south of the plan area along Range Road 291 to Yankee Valley Boulevard.
- Once the lands have been developed the concern is the mix of traffic on the road which now includes semi-trucks.
- Industrial traffic will look to go along secondary roads if Veterans and/or Highway 2 become congested.
- Once Range Road 291 gets upgraded this will result in increased traffic and bikes.

Transition Area/Buffering (23 comments)

Hopes & Vision

- There needs to be some type of a good transition and/or buffering area between the estate properties and any industrial development.
- There is a desire to see green space as a transitional use/area.

- Would like to see appropriate residential uses as a possible transitional use.
- The plan should provide for a park and/or storm water pond around the Erratics that would double as a buffer.
- Transition area should include a sound wall necessary to mitigate impacts.
- The 30m transitional area [City Plan] needs to be an actual physical buffer not just '*let the grass grow and call it good*'.
- There should be a treed buffer between plan area and the existing residential properties.
- Would like to see light industrial or office uses immediately adjacent the residential area.
- A park would be a good buffer or transition area between the existing residential properties and any industrial development in the plan area.
- Transitional area should be 50-100m with at least 5 rows of trees/bushes planted all around the residential area. These trees should be planted now as saplings to save money and to protect the value of our neighbourhood.

Fears

- The 30m transitional area may not be enough to address/mitigate the negative impacts.
- Unsure of what the actual transition area/buffer look like.
- There needs to be a setback from the transition lines.
- Concerned about the proximity of industrial development relative to existing residential properties.
- Uncertain about what will be developed in the industrial area.

Noise, Light, Odor & Aesthetics Impacts (26 comments)

Hopes & Vision

- The plan will include architectural guidelines and policies to guide development aesthetics.
- The existing view sheds for the existing residences should be protected (e.g. smoke stacks should not be visible from backyards).
- The plan should address ways to prevent light overspill from the industrial development onto adjacent properties, in particular the existing acreages.
- Plan to include policies that effectively address potential nuisances/issues.
- Would like to still feel like residents are living in the country not an industrial park.
- Do not want to see pollution from truck idling for long periods of time.
- Yankee Valley Estate rural country lifestyle is not overly impacted by urban industry expansion.
- Buildings should be a maximum of two storeys in height.
- Business operations should be limited to 5 days per week going from 8:00am – 5:00pm.
- No massive lights should be allowed.
- Minimal interference with quality of life in terms of noise, smell and traffic.

Fears

- Concerned about the development aesthetics.
- Concerned about light over spilling into adjacent properties.
- Can hear noise from existing industrial operations in East Lake, specifically can hear Propak and Costco and concerned that development on these lands will exacerbate the existing noise nuisance.

- Existing operations in East Lake are 24hr operations which include noise from equipment, noise from delivery trucks and noise during shift change over; all which occur at various times during the night and early morning hours. Extremely concerned about any new industrial development that would be similar.
- Do not want to see or hear trucks or industrial activity on Range Road 291 south of the plan area or on Mustang Lane SE (within Yankee Valley Estate).
- Concerned that there will be odor nuisance from industrial development in the plan area.
- Do not want to be looking at a wall or a two storey building right outside backyard.
- Do not want a repeat of Highland Park where the building is visually invasive.
- Industrial development will result in a loss of the residential feel in the area.

Impact on Property Values (12 comments)

Hopes & Vision

- Existing property owners would to have the option to sell existing acreages for fair market value without any negative influences from the future Industrial land uses.

Fears

- What will happen to the existing property value for the lands in the plan area?
- What will happen to the existing property value for the lands adjacent to the plan area?
- Once the property gets zoned for industrial use property values will immediately be affected with the lands in the plan area increasing in value and those adjacent to the plan area decreasing in value.
- Industrial development will result in loss in property value.
- Will not be able to sell acreage for existing fair market value.

Development Sequencing (6 Comments)

Hopes & Vision

- Development should start south and move north.
- Sequencing of development so that development intensity and associated traffic comes from East Lake instead of a long Range Road 291.
- Development should start further away from the existing residential acreages.
- Veteran Boulevard/Highway 567 should be identified as a priority area for development and development should start in this area first.

Fears

- Concerned about how development will be sequenced throughout the plan area.

Interim Uses For the Lands (6 Comments)

Hopes & Vision

- Plan should not restrict one's ability to subdivide existing land [within plan area] and sell.
- Will like to see interim land use policies put in place that would allow for some development to take place while waiting on servicing and any large scale industrial development.

Fears

- Landowners within the plan area will have restrictions placed on how the lands may be developed.

Protection of Environment and Historical Resources (7 Comments)

Hopes & Vision

- There are wildlife habitats north of the plan area that need to be protected from the impacts of development resulting from this plan.
- Would like to see assurances made in the plan regarding the protection of the water table.

Fears

- There is an existing drainage issue in Croxford Estate and the concern is that developing these lands will exacerbate the existing problem.
- Currently dealing with pollution and silica sand; what will development on these lands bring with it?
- Concerned that development will impact water table and the ground water quality and quantity.
- Water quality and quantity at risk for residents in Croxford Estate.

Plan Area & Potential Land Uses (15 Comments)

Hopes & Vision

- Should consider changing the plan area to include the six quarter sections north and south of Veteran Boulevard/Highway 657.
- Would like to see more residential uses east of the plan area to support industrial servicing and development.
- Some residential uses should be included in the plan area.
- The lands should allow for low level with no manufacturing.
- Prefer to see warehousing type of uses rather than Propak type of uses.
- Would like to see a layer in the type of uses with park space adjacent to the existing residential acreages and then light industrial/commercial and with the heavy industrial on the outside.
- Phasing/sequencing should start with development in the middle two quarter sections and then move north and south.
- No warehousing with massive lights should be allowed.

- Mutual responsible development (citizens realizing/accepting the need for industrial land in Airdrie and the City acknowledging the proximity to existing residential neighborhoods and allowing 'appropriate/respectful' industrial development).

Fears

- Concerned about the existing abandoned pipeline south of the plan area and how development may affect it.
- Concerned about the scale and intensity of activity/future development.
- Why plan the entire area if servicing is not available for all of the plan area.
- Would not like to see livestock processing plants or Walmart on the lands.

LAND USE CONCEPT 1			
TABLE	LIKES	DISLIKES	IMPROVE
1	- The transition in the North of the plan area is very smooth - Storm water pond in the south transition area	- Medium industrial uses too close to YVE - Lack of enforcement of truck traffic now....so not confident the City will be able to keep trucks away from going south on 291. - Heavy industrial uses too close to YVE - Pathway along south boundary is a security concern for residences abutting the plan area. - Concerned about the width of the interface....30m too small	- Keep heavy industrial uses along highway - Use light industrial uses as a buffer with larger green spaces between. - Transition needs to be smother in south along YVE - Would like to see everything south of the East Lake Hill Rd connection as a buffer. - The buffer/transition area may not be necessary south of the plan area and west of the plan area.
2	- ER buffering - Like avoiding truck traffic down south of Range Road 291	- Concerned about heavy industrial along 291 - Too much heavy industrial - Push more of medium and heavy industrial towards hwy 567 rather than to the south - Need more developable land within the NW ¼ section - Do not like that there is heavy industrial along residential areas.	- Think that the storm water in the middle ¼ section would naturally flow to the east, not the west - Need groundwater source protection for YVE - Want increased buffer in NW corner of plan area - Split the NW in particular with commercial and industrial - Move the institutional land uses to the NW corner - Do not allow the back of the industrial bldgs. to face the adjacent country residential areas - Land for dog park is so dense that it would be better to create more green space in the south - Need much more than 30m buffer along interface boundaries - May not need a pond in the NW corner - Need to have significant truck traffic controls to the south - Concerned about having medium industry on the south boundary along YVE - Try to avoid industrial uses along YVE
3		- Do not put cemetery near medium industrial uses. - No buffer between medium industrial and Yankee valley estates land on north end as well. - Do not have two recycling depot in the same area of the city. - Too much heavy industrial.	- Move Dog Park closer to residential area - Ove the storm pond to the east side of Range Road 291 - Move cemetery to southwest pond location. - Bylaw enforcement will be a problem....how do you block truck traffic from going north/south on Range Road 291
4	- Storm water management areas (developed as park around the pond) good for interface. "Green space" uses (Dog Park/athletic Park) in transition areas.	- Industrial adjacent residential @ YVE - Light industrial/commercial on Highway 567 does not make sense - No cemetery near residential areas – should be further out	- Move truck route to RR 292 - Heavy industrial near highway & away from residential - Should have a larger buffer for transition i.e. park - Extend park to provide largest buffer for residential areas - Transition area should have park then light commercial then light industrial
5	- Pathways in buffer zones - Park and pathway to the TransCanada Pathway - Institutional uses along boundary to north and south – better interface - Storm water pond as a buffer	- Recycling depot should be more central to the plan area. - Environmental concerns	- More light industrial close to residential. - Need better integration of residential development & industrial development - More connectivity to get from residences to service commercial - Move cemetery & dog park to south by residential area. - Focus on interface next to residential & not worry about the interface along hwy. - Move noise buffers - Make sure streets have sidewalks and pathways - Move heavy industrial to Hwy 567 (x2) - More pathways in the plan area - Centralize heavy industrial - Traffic circle just before YVE to deter truck traffic from going south along 291

LAND USE CONCEPT 2			
TABLE	LIKES	DISLIKES	IMPROVE
1	- Contains less least amount of heavy industrial lands - The smooth transition between residential land uses to the industrial lands - Best of the three even with medium industry as interface.	- Cemetery along south boundary not a good idea - The area has a high water table and is not a good location for the cemetery. - Both heavy and medium industrial lands are too close to the residential areas - Medium industrial lands should not be adjacent to residential lands.	- More service commercial all along 567 - More commercial in the south - Dog Park could be used in the transition area – if done well. - Create some medium density housing as a buffer - Heavy industry could be south of the acreages in the north and the Glacier Park. - East Lake Hill Rd extension should sway/veer much further north before connecting to Range Road 291 and Range Rd 292. - Would like to see everything south of the East Lake Hill Rd extension as a buffer.
2	- Like that there is more industrial in the NW ¼ but still don't want the SWM pond or the ER area - Grid road network is better to disperse traffic and create lots - Agree to separate pathways from adjacent main roads	- Preferred the cemetery as part of the buffer in the NW corner - No need to protect the area shown in the NW ¼ section - Don't like the change to medium industrial along SE boundary	- Ideally put the less intense industrial in the NW corner; move it from 567 to the NW - Institutional uses would be more appropriate in the NW corner - The north half of the NW ¼ section should be anything other than industrial of any types - Want institutional uses between the country residential and the industrial areas - Create somewhat comparable residential area to the truck traffic road.
3		- No buffers between medium industrial and adjacent residential - Don't put a dog park away from residential - Don't block off Range Road 291 but design it to a high standard - Do not like the buffer between residential and industrial	- Range Road 291 will have a dramatic increase in traffic. - Close off Range Road 291 at north side of Veterans Blvd and East Lake Hill to contain industrial traffic - Should add more heavy industrial west of 291 - Need to buffer medium industrial with light - Light overspill needs to be controlled - Noise needs to be controlled
4	- Storm water management areas (developed as park around the pond) good for interface. "Green space" uses (Dog Park/Athletic Park) in transition areas.	- Cemetery near residential - Industrial adjacent residential @ YVE - Light industrial/commercial on Highway 567 does not make sense - No cemetery near residential areas – should be further out	- Lighter, lowest intensity uses nearest north & south residential interface. - Consider limiting hours of operation for land uses near residential areas - Move south truck traffic road further north away from YVE - Keep dangerous goods route away from residential areas – along Highway 567 - Show where the features/facilities are. The circles are too vague/ uncertain with industrial colour still behind them.
5	- Heavy industrial is broken up - More diversity of businesses	- Cemetery too close to residences - Centralize the heavy industrial so far away from residential - Dog park not included - Veterans boulevard needs to be upgraded to three lanes	- Restrict light pollution from industrial areas. - Have lots of trees along roads to reduce noise - Heavy industrial to be more centralize and away from residences - Light industry further west - Enclose heavy industrial (buffer heavy industrial with other uses) - Look at smaller/more pockets of commercial throughout the plan area - More light industrial along the RR291 - Move light industrial along buffer between industrial & residential – better buffer - Have a berm/wall along hwy 567 with heavy industrial along the hwy - Look at radio towers near residential - Don't think businesses need so much drive by traffic for business - More noise buffers - Less intense industrial uses near residential area.

LAND USE CONCEPT 3			
TABLE	LIKES	DISLIKES	IMPROVE
1	- The smooth transition between residential land uses to the industrial lands - Dog park as a use in the transition area	- Cemetery along south boundary not a good idea - The area has a high water table and is not a good location for the cemetery. - Medium industrial lands should not be adjacent to residential lands. - Too much heavy industrial	
2	- Like the recreational uses adjacent to YVE - Employment areas along 567 - Like the development area in the NW - Like the N-S spine roads within the middle /4 sections	- Helps the residents in the south, but doesn't provide any buffer elements in the north - The environmental reserve area throughout the NW ¼ section is not significant. - Concerned about having the SWM pond along 567 - Too much heavy industrial with this option.	- Dog park would have been ok as part of the buffer in the NW. - Like the recreational uses but cautions about the industrial integration - Put dog park adjacent to environmental reserve but not along 567. - Possibly look to move truck route in the south a little further north - Do a hydrological study to confirm water aquifers as water source for YVE - Is there a defined need for more institutional uses or not?....this option makes it unclear
3	SE storm pond is in a good location	- Too much heavy industrial far away from railroad. - Forget the dog park...people have to drive there. - Drainage protection area in the NE two quarter sections should connect.	- This plan protects 567 at the expense of adjacent residential. - Use light industrial for residential - South buffer is good but it needs another light industrial buffer between it and heavy industrial - Keep Dog Park away from country residential. - Move heavy industrial further north on the south end. - Move Dog Park next to the recycling depot. - Move south west storm pond east to provide more of a buffer for YVE
4	- Storm water management areas (developed as park around the pond) good for interface. "Green space" uses (Dog Park/Athletic Park) in transition areas.	- Proximity of heavy industrial to residential areas....too close - Industrial adjacent residential @ YVE - Light industrial/commercial on Highway 567 does not make sense - No cemetery near residential areas – should be further out	- Maintain single storey height limit near residential areas. - Flip approach: heavy industrial uses through middle of plan and transition out towards north and south. - Preferred interface includes park land -Athletic/Dog Park – institutional having 9 to 5 businesses/offices.
5	- Buffer zone in the south - Athletic park/cemetery and dog park in the south	Lights from athletic park could be a concern	- Like the overall concept but prefer to see less heavy industrial and more medium industrial in the center - Balance of light industry on north and south - Heavy industry by hwy 567 - Light industry further south - Break up the heavy industrial - Less heavy industrial near south-west corner due to proximity to the higher density residential. - Look at moving heavy industrial along Hwy to keep away from the residential.

Parking Lot Comments

- Consideration should be given to well water supply in YVE and possible contamination from industrial uses in the plan area.
- What about water and sewer services for YVE?
- Trucks will still use rural roads to avoid hwy
- If berms are going to be used they need to be done in a timely manner and not dragged out over several years.
- None of the land use concepts address the concerns about the loss in property values
- Would like feedback on how comments was used
- Cannot fully comment on any of the land use concepts without knowing the adjacent uses eg. What will be the lands south of the plan area and west of YVE that will impact the interface.
- Since Propak has enclosed their building there has been less noise
- Trails in parks and off leash parks are good for walking with kids.
- Do not like the recycling depot being in the plan area without services being extended to YVE
- Don't want stagnant water in ponds
- Would like to see a residential development between YVE and any industrial development within plan area.
- Transition area/interface area should contain fence and trees
- Hard to envision the plan area without knowing what the intended uses will be adjacent to it
- How would residential acreages connect to municipal servicing?
- What impact would the industrial development have on our wells and well water quality?
- We don't want industrial next to country residential
- Still concerned about using some of the highest elevation land for industrial rather than residential

EAST POINTS CASP

Summary of land use concept survey results

In October 2017 City staff hosted an open house to presented three land use concepts for the East Points CASP plan area. A survey was used as one method to capture public feedback on the three land use concepts. The survey also asked for feedback on what the public considered to be important issues for the plan to include. Respondents were instructed to complete the survey either online or using a paper copy between October 11 – 25th.

Below is summary of the feedback we received.

Issue Identification

What is issues/concerns are important to you we address in the plan

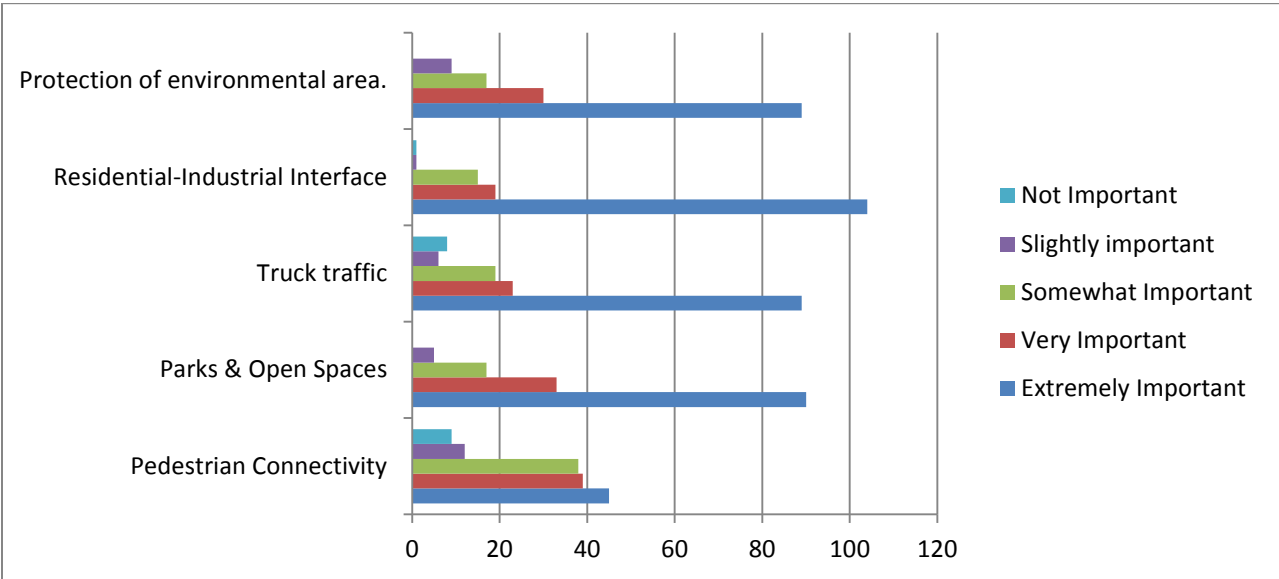
Respondents were asked to rate how important it was for them that the plan addresses specific issues that were identified. The specific issues were:

- ✓ Pedestrian Connectivity
- ✓ Parks and Open Space
- ✓ Truck traffic
- ✓ Residential-Industrial Interface (transition area/buffering)
- ✓ Protection of environmental and historical resources

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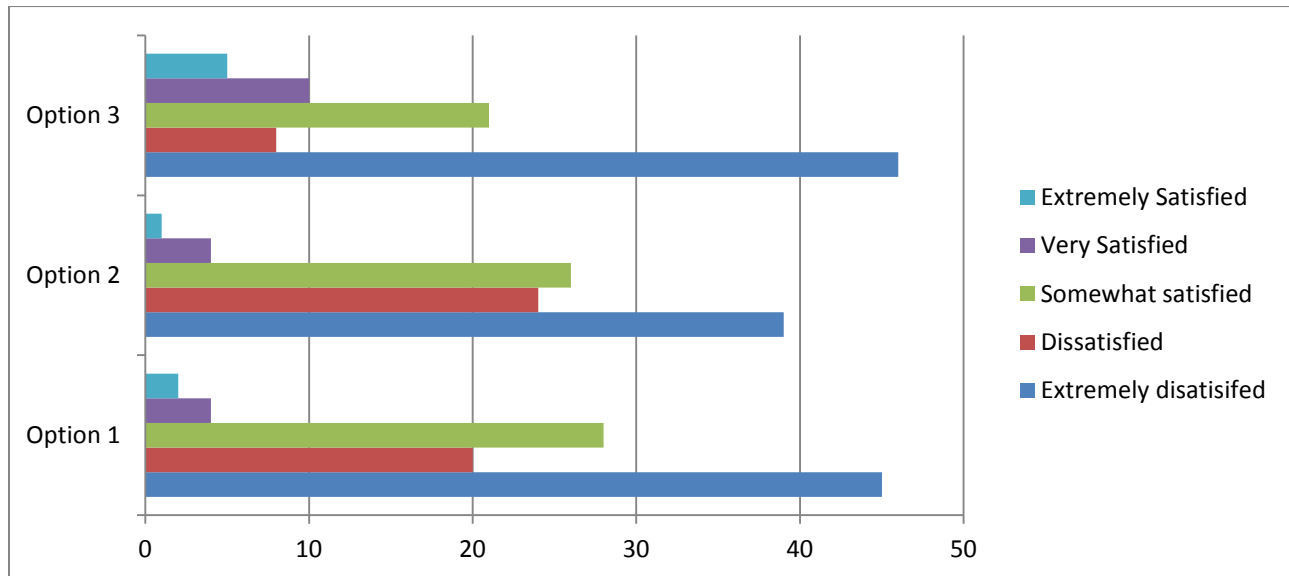
What we heard

For each of the issues more than half of the respondents rated the issue as being either very important or extremely important.



Comparison of the level of satisfaction expressed by respondents for each land use concept

Questions 3, 8 and 13 asked respondents to indicate their level of satisfaction with each of the three land use concepts developed for the plan area.



Level of satisfaction expressed by respondents for each land use concept

Respondents were encouraged to provide written comments about the elements of the plan they like, disliked and what areas they would improve. A summary of the written comments received are provided below for each land use concept.

OPTION 1		
Common elements liked by respondents	Common elements disliked by respondents	Improvements/Changes
Pedestrian connectivity	Not enough buffer in the south	Buffering needs to be larger
Distribution of land uses	Interface not good enough	Add transitional residential uses along south boundary of plan area
Preservation of environmental significant areas	Too much heavy industrial	Move Heavy industrial further away from residences in south i.e. Yankee Valley Estate & Thorburn
Location of commercial along the highway	Heavy industrial too close to existing residential uses	Create park space adjacent residential uses in south
Location of the storm water ponds	Not enough park space	Move dog park closer to Yankee Valley Estate

OPTION 1		
Common elements liked by respondents	Common elements disliked by respondents	Improvements/Changes
Institutional use as a buffer	Medium Industrial near residential properties	Completely remove heavy industrial uses from the plan area
Dog park	Truck traffic proximity to Yankee Valley Estate	

OPTION 2		
Common elements liked by respondents	Common elements disliked by respondents	Improvements/Changes
Glacier park and other green spaces	Heavy industrial in the south too close to existing residents	Buffering /transition area needs to be larger
Storm water pond location adjacent to Yankee Valley Estate	Not enough transition area/buffer between Yankee Valley Estate and future industrial uses	Remove pathway north of Yankee Valley Estate
Pedestrian connectivity	Heavy industrial in south too close to Yankee Valley Estate	Move heavy industrial further away from existing residences
Proportion of Heavy which is less than in option 1 and option 3	Location of the cemetery	Manage the truck traffic so that it is not along Yankee Valley Estate
Cemetery as a buffer use	Too much industrial (light, medium and heavy)	Remove heavy industrial completely
No heavy industry along Range Road 291	Medium industrial too close to Yankee Valley Estate	Reduce industrial uses and increase park space
Heavy industrial further away from Yankee Valley Estate		More truck route further away from residential area in the south
Protection of the erratics		Add park space as a buffer between Yankee Valley Estate and future industrial uses
		More institutional uses as buffer

OPTION 3		
Common elements liked by respondents	Common elements disliked by respondents	Improvements/Changes
Buffering	Heavy industrial too close to existing residences in the south	Increase the buffer in the south
Road network	Too much Heavy Industrial	Truck traffic route moved to the north
Light industrial as a transition use	No institutional uses	Less heavy industrial, particularly near existing residences
More light/office uses	Location of cemetery	Add more medium industrial
Location of dog park, athletic park and cemetery	Heavy Industrial adjacent to Yankee Valley Estate	Move heavy industrial as far as possible from the existing residences
Pedestrian connectivity		More pathways throughout the plan area