

APPENDIX I

**Airport Light Industrial Plan
L&M Engineering Limited**

SUMMARY OF PUBLIC SURVEY COMMENTS

Airport Light Industrial Plan – Community Survey An Opportunity to Provide Comment and Input

L&M Engineering Limited and the City of Prince George are committed to public participation. In order to provide the public with complete information and provide the opportunity for public comment regarding the Official Community Plan, the following process was undertaken:

- The meeting was advertised on the City of Prince George's website, in two issues of the Prince George Citizen newspaper, and by way of mailed and/or hand delivered information brochure to all property owners and/or occupants. Announcement flyers were posted on rural mail boxes through the Pineview rural residential neighbourhood. The brochures included information about the Airport Light Industrial Plan area and the planning process; the time, date, and location of the public meeting; contact information for both L&M Engineering Limited and the Long Range Planning Division of the City of Prince George; as well as a copy of the public survey. A copy of the Airport Light Industrial Plan and the survey were also made available on the City's and L&M's website and at the public meeting.
- On Thursday July 3rd 2008, the Public Consultation Meeting was held at the Coast Inn at the North Summit Room from 7:00 - 9:00pm. The consultation meeting consisted of a presentation overview by Heather Oland, Director of Planning with L&M Engineering, as well as a panel of experts: Geoff Doerksen with RWDI (air quality overview), Trish Merriman with Triton Environmental Consultants (environmental overview), Stuart Barnable with Ecofor Consultants (archaeological overview) and Dave McDougall with GeoNorth Consulting Ltd (geotechnical overview). The presentation was followed by a question and answer period where members of the public could ask their questions to any of the presenters. There was time after the question and answer period for one on one discussion with presenters and the public. There were also display drawings throughout the room for participant information.
- In attendance at the Public Meeting were 48 people.

The following tables represent a compilation of the comments offered by survey respondents. Of the surveys distributed, these remarks represent the interests of the 20 community members who returned the forms.

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
Question 1	7	5	3	1	1
Question 2	5	6	2	2	2
Question 3	6	9	2	1	
Question 4	8	8	2		
Question 5	4	5	4	2	3
Question 6	3	6	4	3	1

Question 1 – The proposed Airport Light Industrial Plan is an appropriate location for a light industrial land base for the City of Prince George.

Questions and Comments in Response to Question 1

Comments / Suggestions
<p>This location makes sense</p> <ul style="list-style-type: none"> ▪ Outside of bowl ▪ Proximity to Airport, road, rail, & CN containerization facility
<p>Complimentary to airport runway expansion, cargo re-fueling, and inland containerization, holding, and distribution facility</p> <p>Opposed to major highway out back door (Wansa Road)</p> <ul style="list-style-type: none"> ▪ Will no longer be peaceful country neighbourhood

215 or 230m is not a large enough buffer
Not the best place due to topography, air quality, and environmental issues
Should be put on the experimental farm land because of topography, land already cleared, further from downtown airshed, and no environmental issues
Maybe public, private could be located here – would make better sense
Existing users have to be considered not invaded
Residents need to be informed ahead of time, not after
More land should not be taken out of the ALR. This area also is a good wildlife corridor that supports moose, wolf, bobcats, cougars, etc. (all seen in the area)

Question 2 – The proposed road network, including the extension of Boundary Road, provides the necessary road linkages to promote safe and effective transportation through this and adjacent land uses.

Questions and Comments in Response to Question 2

Comments / Suggestions
Road linkages need to be safe, effective, and environmentally smart <ul style="list-style-type: none"> ▪ Proposed road network will best achieve all objectives
Needs to be integrated into community-wide transportation infrastructure and long-term sustainability objectives
Shortening distance from downtown to airport is welcome
Get heavy trucks to stop using Sintich, Ellis, Johnson road route
Highway 97 needs to be upgraded
Old Cariboo Highway needs to be upgraded
Boundary Road too close to residential areas <ul style="list-style-type: none"> ▪ Best moved further away from existing trailer court [gunn road] and wansa road

Proposed Boundary Road should be directed as not to make a direct route through water bogs and over ravines
It should be kept away from residential areas
Should be kept away from houses and schools
More land should not be taken out of the ALR <ul style="list-style-type: none"> ▪ This area also is a good wildlife corridor that supports moose, wolf, bobcats, cougars, etc. (all seen in the area)

Question 3 – The proposed uses of the Airport Light Industrial Plan lands, such as a logistics facility, warehousing, distribution centre and manufacturing centres are appropriate in this location?

Questions and Comments in Response to Question 3

Comments / Suggestions
All will be good for area
Prince George has the ability through this proposed land use to develop a high end logistics park that will be the envy of many cities of a similar size in BC and it will certainly boost PG's economy today and well into the future.
Proposal looks viable
Will the high cost of jet fuel make plane transportation less cost-effective?
Road too close to residential area in RDFFG <ul style="list-style-type: none"> ▪ Road should be moved as far from residential as possible ▪ Re: CoPG OCP: "minimize conflict with nearby residential uses"
City should look to experimental farm – federal land
Special consideration should be given to all land and property owners on Boeing, Gunn, and other roads in immediate vicinity
The warehousing by the property already taken out of the ALR is appropriate to the needs and should not be expanded further

Question 4 – The proposed Airport Light Industrial Plan will benefit the community by providing economic opportunities and employment to local residents.

Questions and Comments in Response to Question 4

Comments
There will be jobs to do
This is greatly needed to further diversify the local and regional economy
Will lighten the burden caused by the downturn in the forestry industry
Should have been looked at years ago
State of economy is in downturn – call for goods and services is going to be drastically reduced
Should not be at cost of residents life-style
It would possibly benefit, but I think another place should be sought

Question 5 – Environmentally sensitive areas and their protection are adequately incorporated into the proposed Airport Light Industrial Plan.

Questions and Comments in Response to Question 5

Comments / Suggestions
Would presume Environment Canada would look after this
Thank you for taking a triple bottom-line approach
The proposals are too vague at this stage to make a fair judgement
Moose and deer are killed along highway 97 S every year <ul style="list-style-type: none"> ▪ This will only increase “as their space is taken over by the greed of big business”
Not enough buffer zone areas were included – those that were are too small

Abundance of wildlife in the area - unlike what was presented at public meeting
Wetlands and creek gulleys as to the proposed Boundary Road are not addressed properly as to their location for roadways and blacktop and buildings
Not sure if all environmental impacts have been covered
More land should not be taken out of the ALR <ul style="list-style-type: none"> ▪ This area also is a good wildlife corridor that supports moose, wolf, bobcats, cougars, etc. (all seen in the area)

Question 6 – The proposed pedestrian, cyclist links, and public transit (road, sidewalk, greenspace, trail network, and connections to neighbouring areas) are sufficient to promote alternative transportation choices.

Questions and Comments in Response to Question 6

Comments / Suggestions
More work is needed here to review the overall pedestrian, cyclist, and public transit infrastructure and its integration into the comprehensive Community Sustainability Plan, community-wide transportation infrastructure, including linkages to residential, commercial, and industrial Official Community Plans
Proposed plan is too vague to make a fair judgement at this time
There would need to be bike lanes on Highways 97 and 16 for safety
Would like to see more trails connecting the greenspaces <ul style="list-style-type: none"> ▪ No flow from one end of park to the other.
Adequate within site but steep hills along hwy 16 and 97 prevent good connectivity for bikes and pedestrians
Insufficient trails, and ones provided are too close to environmentally sensitive areas
Other than connector from Johnson to proposed Boundary Road there was no plans for pedestrian, cyclist, and trail systems
More tracts of land around gulleys and wetlands should be made available for environmental stability
Haven't seen proposed plan for this

Increase of traffic, theft, and vandalism through residential areas
Any new routes would be greatly appreciated

Question 7 – Are there any issues or concerns not covered above that you want to make sure are addressed as part of the planning process for the Airport Light Industrial Plan.

Questions and Comments in Response to Question 7

Comments / Suggestions
Keep land owners informed for every step of process – let land owners have a say in what happens and when
Dangerous goods route needs to get out of the downtown corridor.
Roads need to be built ASAP
Why doesn't the City offer fair market value on those private residences [Gunn Road] and be done with that issue
Great Plan!!
Consider, Connect, and Coordinate Airport Light Industrial Plan into: <ul style="list-style-type: none"> ▪ Integrated Community Sustainability Plan ▪ Official Community Plan , industrial and transportation infrastructure policies, environmental policies and best practices
Get the heavy truck traffic off the present route from Highway 97 south to the airport as soon as possible
Air Quality considerations
The City of Prince George and L&M Engineering will have to make sure the concerns of the residents near the proposed development are looked after.
Greatest concerns are: <ul style="list-style-type: none"> ▪ Air pollution not adequately addressed – should aim for less carbon not more carbon – no hard facts presented at public meeting, only guess-timates ▪ Increased noise pollution

- Increased light pollution

The greatest issue is for all wildlife – birds, reptiles, mammals, deer, moose – will be at greater risk of being involved in incidents on roadways and airspaces.

- There needs to be more done to maintain an ecosystem that incorporates these creatures in the final draft

Air quality is an issue that needs more study

Greenbelts between warehousing and residential to stay the same

Wood piles should not be burnt but properly disposed of for air quality

Any industrial development in this area should take into consideration the residents and their needs for visual and sound barriers/accommodations