

**Edmonton City Centre Airport Lands Public Involvement  
Project  
Understanding the Issues - Stakeholder Interviews & Email  
Submissions  
“What Was Said” Report – January 26, 2009**

*Facilitator's Notes:*

- *In places throughout this report, we have slightly modified responses received solely so we can protect the privacy of submitters, and in some cases also the privacy of individuals they have suggested we contact.*
- *In some places in the report, there are answers that are repeated for multiple questions. This was done in cases where respondents specifically indicated that an answer they had provided for one questions was also the same answer they would give for other questions.*
- *The objective of the interviews and the overall public involvement project is to engage the community on the possibilities and challenges of land use on the Edmonton City Centre Airport lands. This direction came from Edmonton City Council in the fall of 2008, so that they would have information related to the possible closure and subsequent redevelopment of the ECCA lands, that would assist them with decision making on next steps. We recognize that air service issues are the mandate of the Edmonton Airport Authority, and outside the scope of this project, however since some people offered comments about air service, we have recorded those comments here.*

***What is the history of your involvement with the Edmonton City Centre Airport (ECCA) - if any?***

I am a private pilot
I am 18 years old and a student pilot working on my commercial pilot's license. The City Center Airport is a great training facility providing students with a great experience. It is nice and close for aviation enthusiasts in and around Edmonton to come together to share their interests.
I have grown up around it, as a member of my family has worked there, and it is an integral part of my self image and what I think of this city.
The presentation of the "Questions" is poor and if you really want an opinion from Edmontonians then make the questions much more user friendly.
My only history is as a citizen of the city of Edmonton.
I am a user and have been since 1967 to take flights from Edmonton to Calgary, Grande Prairie, Fort McMurray, and Whitecourt. I cannot afford the trip to the International or the time to do it any more.
I flew out of airport regularly over about 10 years related to work, familiar with whole property as an airport. Amiskwaciy Academy is on property, run by Edmonton Public School Board, and concerned about possible demolition of school if that is the decision made.

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Edmonton Bicycle Commuters, <a href="http://www.edmontonbikes.ca">www.edmontonbikes.ca</a>
I have been involved in numerous Boards in various areas of northern Alberta, including the Commuter Air Access Network of Alberta (CAANA), as well as in a Consulting Group appointed by the Edmonton Regional Airport Authority. In these capacities, I was a high frequency user of air services operating out of the ECCA, although currently only a moderate user of the facility.
I have not used the City Centre Airport since the 80's.
I live under a flight path. It would be terrible if a plane crashed into one of the buildings along the top of the valley.
My father commuted regularly out of it when I was young, and I was keenly conscious of the role it played in the economy of my family. It was a fairly busy regional commuter hub in the 60s. I was just entering the work force when the amalgamation debate began, and could see the logic of amalgamation in light of losing international flights and competition from Calgary. Currently, I am in the area of the airport and under the flight path (nice that it is much quieter now). I can hear the Indy race every summer and it is very loud and annoying; however, race is good for the city.
I have no economic interest in airport. Looking at it dispassionately, knowing the history and convenience it represented, it really doesn't make sense to have 2 airports offering service to the same destinations (e.g., Vancouver).
Living as close to airport as I do, when it was operational it was very convenient, but I think it should be looked at in terms of what is the best interest of city and best use of land.
I currently work with an aviation firm based at the City Centre Airport. Although I do not support the closing of the airport, I also feel that the City of Edmonton is not benefiting to the fullest extent of its potential use.
I have been a citizen of this city since 1955. I have used the airport for flights over the years that scheduled flights were operational. I live near the airport. In recent years I have joined the aviation community, own an airplane, house it at the airport, have it serviced at the site, and do my flying out of City Centre.
I dropped off my wife to catch a plane to Calgary.
As a passenger and as a relative of passengers, using City Centre and International airports, I remember the original debate when there was talk of closing it to passenger traffic.
I have no direct history, but it is an issue I am aware of in my work, and I am aware of development challenges downtown as well as height restrictions.
Emergency services and flight training.
I am a former PWA airline brat and avid aviation enthusiast. I initially wanted to take my flight training at the Edmonton Flying Club, but illness affected that plan. That being said, I spent many days at the then Municipal/Industrial Airport between the PWA crew room and the terminal/ramp areas. I know that does not qualify me as an “expert” in many domains, but more of a passionate observer and someone who has spent their life in, following, and consumed by the aviation/airline industry. Recently, I've been heavily involved in this debate thru the online community called Connect2Edmonton. This is a continual source of discussion in that community as well as many options for redevelopment of the Blatchford lands.
Edmonton Airports Authority (EAA) is a not for profit authority, manages community assets for economic benefit of communities.
Has lease with federal government re: international airport (federal government owns land), and

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<p>lease with City re ECCA and manage it on their behalf. Been in place since 1996. After 1995 referendum vote to consolidate, EAA assumed management of ECCA. EAA responsibility is to continue to manage ECCA as a General Aviation airport (means not scheduled service); legally bound to manage as airport under the terms of their lease. ECCA is different from International Airport.</p>
<p>I have used the ECCA over the years and appreciated the good service for many flights to Calgary and a lesser number to Grande Prairie. It seems wrong to reduce or remove the good traveler /passenger service that was supplied.</p>
<p>I have been there for the Indy 500 car races. Had a pow wow near there. Landed there from Germany. We get requests from many people who want to do something with the City airport. For example, multicultural volunteers working there. City airport was looking for the same traditional demonstrations as are done at the International airport.</p>
<p>I am a pilot that is based at the Edmonton City Center Airport. I fly commercial charter flights in and out of the airport on a daily basis.</p>
<p>My involvement with the ECCA spans 30 years starting through Edmonton Chamber of Commerce. In the mid 1980's I was involved with the Edmonton Economic Development Authority who was a party to discussions as part of Edmonton Enterprise's deliberation on the airport. From 1988 to 2007, I was involved with the Kingsway Business Association whose mandate included promoting the development and use of the ECCA. I am therefore intimately aware of airport issue and as well the general issue of airports and aviation in North America.</p>
<p>See a huge benefit to maintaining present use. Given the turn in the economy since last September, every option to help attract business development is to our advantage, especially services provided to northern communities.</p>
<p>I have been involved in the context of issues relative to current and future air service to ECCA by Air Mikisew, one of the scheduled carriers in and out of the ECCA. Mikisew Cree First Nation owns Air Mikisew, a critical company within the First Nation beyond just profit and loss. It has to do with the whole life of all residents of the Fort Chipewyan community, including Athabasca Chipewyan First Nation, Metis and others.</p>
<p>I am a youth who tried to contact someone in the city to provide an opinion, and attended a meeting. Some individuals did a small presentation internally within their group to get themselves informed.</p>
<p>I used it as a consumer. Was involved as Economic Development Edmonton (EDE) in the referendum on airport; EDE took lead on approach that air service should be restricted at ECCA.</p>
<p>When report by City came out in July 2008 regarding value of lands for development, we saw it as an opportunity to lobby City for closure in hopes that NAIT can expand in future. We met with majority of City Council, attended council meetings. Feel it is good for city and students.</p>
<p>Limited, as I have only been here a year and a half. We are the umbrella association for many community leagues. In addition to us, there are individual leagues who were very much involved in airport related discussions.</p>
<p>I have lived by the airport at my most recent home since 1985. (Prince Rupert community) Prior to that I lived on 112 Street at 107 Ave in the years 1979 to '82. I've always thought the City Centre Airport to be a good neighbor, even in the 'PWA heyday' (noisy for sure living on 112</p>

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<p>Street just north of 107 Avenue; but noise is part and parcel of being a city dweller anyway). I was employed in/with the airphoto/aerial survey/mapping business from 1977 to 1996 inclusive. During those years I worked for private enterprises, and the Alberta government looking after the photography flight planning and capture programs. I have used this airport for flight travel to and from various destinations in Canada, as a spectator - have always enjoyed the airshows; and most recently the Aviation Museum located off Kingsway Avenue.</p>
<p>I have had minimal involvement.</p>
<p>I have been involved with the airport for a long time, and was involved politically when the referendum question was on the ballot and the ECCA was an ongoing issue. I am currently involved with downtown business and it has effects on development issues.</p>
<p>I have been a tenant at ECCA for more than 20 years.</p>
<p>I have been with the association since 1979 when the issue was the - two airports. Airports and the ECCA has been an ongoing issue since the 50's. The Muni, and its current state is a public relations nightmare with the north, and should just put it to bed.</p>
<p>I have been around the airport my whole life, last ten years running a business onsite.</p>
<p>Very brief involvement last summer when the report to council was presented.</p>
<p>No personal or professional involvement with the ECCA.</p>
<p>Working at company adjacent to ECCA.</p>
<p>New to the issue, aware of report to City Council last summer. Very familiar with the cost analysis and various scenarios for the airport.</p>
<p>As a former senior provincial official, the Airport was an issue with the City of Edmonton. I have been consulting for many years and see the airport as a major item of importance in support of Edmonton as a hub for supplying professional services to the north as well as health and medical services for those communities. I have been involved in lots of economic development and transportation consulting work and feel very strongly there is one-sided analyses concerning the ECCA. The city is not looking at it as an economic stimulus, as the hub to the north.</p>
<p>I own multiple acres and significant business interests which are close to the ECCA. I was a long time Muni. Airport user and regret the barrier to allowing the airport to operate in a viable manner, in part because you have to drive everywhere. The airport site has gone to waste because it's no longer a real airport because of all the restrictions.</p>
<p>I was born and raised six blocks from the Airport. I used to watch 747s land and take off on a regular basis as a child. Military aircraft touch-landed on a regular basis. I now own a company adjacent to the ECCA. I have worked with Edmonton City police chasing the drug dealers out of the neighbor hood because they tend to traffic in the area because it's walking distance from down town (Easy Access, No Driving). I don't understand why there is such a push to develop the land here - if you travel 10 blocks south of the Airport down 116<sup>th</sup> street towards down town (Oliver Square) you will find two abandoned lots. The first was a church that was torn down and the lot was cleared for development (nothing done)? The other just east has the underground parking completed but once again building has stopped (no buyers). Just one half block south next to the cemetery they have not been able to sell the completed condos there either. Now simply head east one block and you will find another apartment still being built but not sold out. Hence too many fingers in the pot trying to convince council to spend money where it's not</p>

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needed. Try figuring out how to fill the houses that have been built over the last couple of years. Both north and south Edmonton have neighborhoods empty with agents hired to sell at any cost.
I used it when receiving medical attention and to attend meetings in downtown Edmonton. Have also used it to bring employees and professionals into our area.
I have been involved in aviation at the City Centre Airport for 29 years. I have operated a business at the airport for 22 years with a lease at the airport with 15 years remaining. The lease includes an option to renew for another 25 years. We employ 28 people.
I have been working at City Centre Airport since 1992.
I was asked many years ago to work with someone to develop a marketing plan for planes housed there.
I am a helicopter pilot and former student of E-Z Air Helicopter Services.
As a resident of Edmonton, initially I flew in and out of this great airport. As I became involved with businesses in the West Edmonton Business Association many of the members using this airport were becoming frustrated with continual cut back of services because of the effect it was having on their business/bottom line. It appeared that when anything was working well it had further sanctions put in place to ensure that it did not work. Now working with businesses in the Kingsway Business Association, I am seeing first hand what the lack of proper management of this airport is doing to the aviation related business within Edmonton.
I have working as a pilot out of the airport for almost 10 years.
I have been using the commuter scheduled passenger service out of the ECCA for nearly a decade. I know people whose lives have been saved because of the air ambulance service provided by the ECCA.
I have been involved since 1986, owning and hangaring aircraft there, and regularly flying in & out of the City Centre Airport.
Myself and my family have been frequent flyers over the last 16 years into the city centre from the north-west part of the province for pleasure, business and medical.
Nostalgic – when I was a child we lived at Calahoo. My parents allowed me to watch the pilots training flights from this airport.
As a small business owner in Edmonton my company provides consulting services to a number of clients that are located throughout the Province. We traditionally have relied upon the cost-effective means to travelling to and returning from both northern and southern Alberta via commuter air services that have been and are now in a reduced fashion. Because of the reduction of commuter service from the ECCA we now travel by auto to these locations as travel time is shorter than if we use the international airport.
I have been a member of the Edmonton Flying Club for the past two years and use the airport to take my flying lessons. I also live within 5 minutes of the ECAA in the McDougall area, under the flight path for one of the runways (which is fine).
I am a business person and the companies I have worked for have had turbine aircraft located at the city centre, and I personally have a single engine aircraft located at the city centre at this time. The city centre is by far the best location for us to fly out of and the facilities are the best in the area. Our Firms employ approx 750 people in Edmonton with a spin off impact estimated at 2-3,000.

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<p>The writer has worked in aircraft maintenance and repair at the ECCA since 1963. He has owned an active aviation business at the airport since 1986. In 1989 our company leased land from the City of Edmonton and built the 4,300 sq. meter hangar and Shell Aero Centre on the land at 29 Airport Road. In 1995, with the closure of the Edmonton City Centre to schedules air service, our company went into bankruptcy. We were the Shell aviation dealer. Before consolidation we had about 25 employees at the City Centre Airport, and sold about 36 million litres of fuel each year. With the significant drop in jet fuel sales, as the direct result of the removal of scheduled airline service from the airport, our sales would have been less than 2 million litres the following year. Our company had sought an injunction to prevent the closure of the airport to scheduled air service before consolidation, advancing to a claim for damages after consolidation. After about six years of delays and proceedings, the City and our company settled the claim.</p> <p>In 1995, the present company was formed and began with two employees, and continues to provide technical aviation services from a rented facility at the ECCA with about 6 employees..</p>
None. I work at a seniors recreation centre at the corner of airway park.
I used to fly out of ECCA, convenient. As an Edmontonian, I am willing to spend more time getting to EIA to gain better air traffic and for the City to gain from the big space at the ECCA.
<p>Been involved since beginning of Amiskwacy Academy project, including process to get zoning, lease for use of former terminal building as a school, re conversion, separation of building from air operations.</p> <p>Continues to help school with property mgmt with EAA.</p>
Used to use the airport when it ran scheduled service with smaller cities and it had direct flights, with Lethbridge and Wood Buffalo etc.-it was good for small business people, quick in and out, versus the current International. Interviewee had been part of those long debates in the past.
Was pulled into the team, on the discussions for the three-concept plan, which went to Council.
The association has been active since cancelled scheduled and capped seat capacity – and no service from the south – with limited northern flights.
<p>As a resident of Prince Rupert Community and to attend the Edmonton Indy (grand prix) event. I have worked with other residents who were involved in businesses with the airport.</p> <p>Used it for flight travel.</p> <p>Attended events at the aviation museum, like the air shows.</p>
I have been around the airport my whole life and for the last ten years have run a business (Tenant).
<p>Our hotel is near the ECCA airport, in the Kingsway business area. We employ 250 people. When the airport operation ceased in 1995, it had a tremendous negative impact on these businesses. Our hotel was vibrant before the passenger air traffic was removed. High loss of business.</p> <p>I have had some personal involvement, over last few years.</p> <p>During the past year, I have been involved with the Kingsway Business Association.</p>
I am a resident of the community across the street from the ECCA.
We have had a business on the edge of the ECCA for the last 10 years. We are almost right on the runway.
I have used the airport for decades as a convenient means for downtown business in Edmonton.
We have rented a unit for 10 years.
As a Councillor of a northern municipality, I have made presentations to the Edmonton City Council and I am also a member of CAANA.
Many years as a user of ECCA Services, almost 25 years as a tenant or landlord at ECCA.
We operate a company at ECCA and are trying to construct a new hangar.
I was involved with Edmonton Air Services Authority during in the 1980s and supported the transfer of control of the Leduc Airport to local authority control.
Elected official in the area. People/businesses are strong supporters of ECCA; also Kingsway

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Business Association members are strong proponents of the ECCA, see significant value for maintenance of current use, airport is the highest and best use. Have flown in and out of ECCA many times in life, consolidation killed the opportunity to do that.
I have worked at ECCA since 1989 in the air charter industry and am a part owner/operator of a business based at ECCA. We entered into a 25 year land lease 10 years ago, with an option to renew for another 25 years with Edmonton Airports, who own the hangar on that parcel of land. The company's success is related to be locating at YXD.
I completed flight training at the ECCA from in 2007. As well, working as a commercial pilot, I regularly fly into the airport to pick up passengers.
Member of EA consultation committee in previous years that presented recommendations to EAA after hearing advice from hundreds of people in province/politicians, set of recommendations re what to do with the ECCA. Involved with the Growth Summit created by Alberta Government which related to future of ECCA. Executive with company that used aircraft that flew out of ECCA, interest in maintaining service.
I was a user of the airport. A consumer. Life long resident of the city. We are a hotel situated near the airport. A number of our customers were airport related historically. Not so much now.
I work in health service delivery in Edmonton, part of Alberta health services. Prior to May I was part of what was Capital Health – the Edmonton area delivery service. We would have used the services of the airport in that it would bring certain things to us. Most significant thing for us: we have been able to get transplant organs quickly. Faster than Edmonton international.
None directly. Interested in its future.
Have been involved with the ECCA for years, through the military, Government of Alberta, regional airports, Edmonton International and STARS as well. Have presented to City Council. Got together with some others, but do not have a good business plan prepared. Kingsway Business Association. There have been meetings of all the subtenants of the airport lands. If we want to have city council make the most informed decision, we need to put operational and business facts before them. We will not be part of a group with historic messages that do not carry any weight.
High Level & District Chamber of Commerce.
My family has been involved with the airport for a long time, and I have flown as a private pilot from the field many times. I was involved with the Canadian Aviation Historical Society and the Western Chapter of the Canadian Aerophilatelic Society. I am involved with the Alberta Aviation Museum and with the "Edmonton Aviation Heritage Memorial Project" committee that maintains the memorial to the South of the Alberta Aviation Museum.
Through City Council.
Through city council and live in area.
9 respondents indicated they had “No” or “None” previous involvement on ECCA.

***What (if any) information or knowledge do you have about the possibilities and challenges of current and future land use on the ECCA lands?***

My knowledge is limited to the news and items published on the City web page.
I know about the redevelopment of the land.
In the past there have been noise complaints pertaining to the airport.
I have no interest in any business or organization to do with any of the airports.
I have read news reports about the possibility of closing the airport and using the land for residential and institutional uses, as well as the possibility of having the LRT pass through the lands.
We must utilize the existing facility and take advantage of the centrally located, time advantaged facility to access the city centre. This allows fast access for meetings and shortens travel time for Alberta based businesses.
I have very little information about challenges. Aware of the consideration being given to develop airport lands, but have not read any thorough report on challenges or possibilities of developing land. ECCA is very valuable land; any use of property has to be fairly controlled to respond to needs of the greater Edmonton community.
Challenge for everyone if all systems resist change. 15-20 years ago they spent \$ updating the terminal. Those \$ may not have been a good investment. City of Edmonton is looking to sell the land for housing and retail. Other people would like it to remain as it is, or enlarge it to include more flights.
Live in Edmonton read the paper- general public debate.
Helped to write the report to Council.
Councillors from Edmonton have spoken about future usage scenario's discussions – info versus a specific project for adoption. City's informed that it is focused towards one airport versus two. They have received briefings, and provided feedback to the Airport Authority.
For the past 15 years I was very involved in the promotion of continued use of the ECCA as a regional commuter airport, and believe that I have a high level of knowledge and information about the operation.
I know that the airport costs the city of Edmonton over a million dollars deficit every year.
I understand that these lands would be used for housing and business that would service this area.
If the airport is closed, there will be challenges to clean up the site, although perhaps not as big as originally thought. There was some remediation done a few years ago, so not as bad as it could be. However, there will be some clean up required. I understand there are growth pressures at NAIT. Alternative is to have a NAIT south campus, but it makes no sense to split campus. First priority - I would like to see some of land allocated for NAIT residence, etc., for training apprentices. This is a huge part of city's economic future, so it makes tremendous sense to expand in that footprint rather than taking agricultural land south of city. Also potential for in-fill development. Not sure it should be as high density as some plans have presented. Would have to service land differently. Already have schools, grocery store, roads,



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<p>Kingsway Garden Mall, McDougall School, and could possibly reopen Prince Rupert and Queen Mary Park schools. Capacity to build community in area in same way that Griesbach was rebuilt. Another thing, if height restrictions in downtown core are lifted then can have more high rise development than at present.</p> <p>If want a full service airport there, you have detrimental value on housing around it, and impede development of downtown and international airport. If keep as small airport for regional use only, then air ambulance can continue. However, air ambulance is an issue. There is helicopter pad at U of A. Not all people who use ECCA for air transfer are acute patients. Adding 20 minutes of transit time to go to the international airport then is not a real problem. STARS can handle acute transfers from airport.</p> <p>Completion of Anthony Henday Drive Ring Road will help travel times from the north to the international airport a bit. Could even set up something at another hospital for most acute patients. It does not make sense to sterilize huge parcel of land in centre of city for a few acute care patients.</p>
<p>There are a number of challenges facing the land use of the City Center Airport. One must weigh the value of the land and potential tax base if developed against the benefit to the business community if properly developed and the financial gain that the city will realize through the support of the business community.</p> <p>In addition to this, the cost of environmental clean-up must be taken into consideration. Not only is this brown field land, the infrastructure in this area of the city will not support extensive development of high occupancy housing or other development.</p> <p>The costs to develop the infrastructure would be outrageous when there are other areas of the city that need revitalization such as east of 97th Street downtown. Those areas should be a priority for the city.</p>
<p>I have actively supported the retention of the airport through two referendums and have since been active in offering my opinion regarding the value of its retention. I have made representation to the various committees that have had hearings over the years, including the two-day hearings that were held last fall. I have written letters to the Minister of Health, copies to various other MLA's and city councilors regarding my concerns.</p> <p>Delivery of patients to the Royal Alexandra Hospital is critical in terms of TIME. Patients from all Northern Alberta locations must reach the hospital facilities as soon as is feasible with the aircraft now available. These people should NOT have their lives compromised because there is no longer an airport next door.</p> <p>This issue goes beyond the city of Edmonton, this airport is very valuable where it is to all of Northern Alberta, in terms of Health access, and of course many other reasons as well.</p>
<p>I know the airport has made money in the past and could be used as a great asset for the future. But there are a lot of “agendas” trying to get rid of the airport. Do I trust the people involved? No.</p>
<p>Environmental cleanup would be costly.</p>
<p>My knowledge is superficial. I know the concerns in the media. If the ECCA is changed how will it affect the business, close neighbors, communities slightly north of the area?</p> <p>Concern from business communities who use the airport. They find it difficult to get to the International Airport.</p> <p>Environmental concerns re fueling depots.</p>
<p>Not personally, I hope it gets closed and there is smart development over time.</p>
<p>I am aware of the proposal to decommission the airport and develop the land for residences, and expansion of NAIT.</p>
<p>Through Connect2Edmonton, I've been exposed to several options and rumors about the site (ECCA) itself.</p>

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<p>I have read all the consulting reports on the land itself published by various interest groups (i.e. CAANA), the City of Edmonton, the Government of Canada, the Edmonton Airports Authority, and other subject matter experts in the field.</p> <p>There is no firm published plan for the area, so this question is a bit leading. The purpose of this next step in the consultation process is allegedly to bring about all options discussed, and is not a debate solely based on re-opening scheduled services to CYXD. Unless I've been deeply involved or employed with either the City of Edmonton or the ERAA (both of which I am not), this question is an open book.</p>
Through Edmonton Airports Authority.
<p>If the airport is closed the land could be developed in housing and various supply businesses. One challenge to that use would be the cost of removing the air strips and auxiliary concrete and whether or not there has been fuel or oil spill soil contamination.</p>
<p>In this increased population we should have as many airports as possible. Edmonton international is too far from downtown. Since the airport is already there, improve it and let commercial and personal aircraft fly there.</p>
<p>I have read some of the proposals for housing redevelopments of the City Center Airport, and in all honesty I believe it is the absolute wrong direction for the use of the airport land. The City of Edmonton should be trying to encourage business in our city, successfully doing so will attract many more businesses and families to our city. However, a huge detriment to companies looking to do business in Edmonton is access to Downtown. Quite simply there is no replacement for the ease of access for these companies to downtown by use of the Edmonton City Center Airport. Currently foreign planes that wish to fly to Edmonton are forced to land at the International airport because Canada Customs closed their office at the municipal airport, thus forcing potential investors in our city to take a 45 minute EXPENSIVE taxi ride to downtown. Simply put in business, “TIME IS MONEY”. By enabling people to get downtown faster, easier this will encourage growth in our city.</p>
<p>My knowledge of the airport is extensive. As an advocate for the airport I have a firm grasp of its operational and financial requirements and a detailed understanding of its physical condition and context and its suitability for aviation development. I have thirty years of urban development project experience in the Edmonton area and thus have a full understanding of not only its aviation capacity, but also its capacity as in non-aviation uses.</p>
<p>Current challenges - EAA moratorium imposed for past few years on development at ECCA; businesses are not allowed to expand or develop, biggest challenge at present time. Difficult when banking system knows moratorium is in place, impacts business and economic growth</p>
<p>Because of extreme importance of air access for Ft Chipewyan, ECCA is top of mind all the time. It is a lifeline, community foundation for Mikisew Cree and community. Cannot easily relocate medevac service (International Airport is not an option; cannot compete against West Jet and Air Canada from EIA). Clients from the ECCA are medical and business people (briefcases). Planes are full in each direction, half Edmonton business people.</p>
<p>What I have found on the internet. Information was provided to the Youth council about future utilization in terms of leaving the space as is for emergency landings, hospitals, police etc. Realize the value of the space for property development.</p>
Other than what read in newspapers, don't have any in depth knowledge; providing my own opinion.
<p>Have seen all documentation that has been provided to public, heard everyone's opinion at non-statutory hearings, listened to their quotes, facts, unless information not available to general public.</p>
We are aware of a lot of the issues.

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<p>It impacts some of our individual community members in terms of noise and safety issues. The odd plane landing in a neighbourhood.</p> <p>There is a challenge to have the bigger discussion about where is it best to have air service in Edmonton.</p> <p>Are there better uses of the ECCA land?</p>
<p>I've heard that there may be environmental problems with the soil due to fuel dumping over the years of its aviation history. Easy to find out. ... just start harvesting samples.</p>
<p>Transportation and optimizing the land use, and that the current airport is under utilized. Redevelopment needs to be tied to infrastructure development – tie to the LRT through to the airport; a little bit of a chicken and egg – with aligning LRT. Some of the issues include amount of land and redevelopment corridors – on the north edge doing this could kill other great opportunities.</p> <p>What went forward to council on the three ideas – is concerned people will become too attached to the ideas that may not align with the strategic plan - they're just ideas of scope, some too attached and will not be open to innovative planning – it's a problem of bureaucracy</p> <p>More employment lands – important – could allow having people work near to home to decrease transportation.</p>
<p>A lot more than the average person. I am very familiar with financial costs and future burdens from my work. I have seen many of the “future development” reports and auxiliary studies.</p>
<p>As an airport, the Airport Authority has hampered any ongoing growth or development, future development lands have not been released or made available as per the property plan. They don't allow new business and the older firms slowly roll over, it is a death of a thousand cuts. They have hampered general aviation growth.</p> <p>Anything other than an airport would be a significant loss to the social economic climate of the city.</p>
<p>One of the key issues is we know a lot about the airport and little about land use and its current existing tenants. There is something like 100 acres of open space for development in the core. What would all this land do to those parcels and existing value? Have to ensure that closing the airport does not become like a big open field- similar to Denver.</p> <p>The release of the lands and their development is very important and need to put together big ideas, and parcel it out. If it's dumped, it will be very detrimental.</p> <p>For the last 25 years I have been against closing and am now concerned about what next.</p>
<p>Very Familiar.</p>
<p>Media stories and the city administrative reports.</p>
<p>Contamination came up when purchased business. Cost of millions, if done privately. We did it ourselves and trucked it away.</p>
<p>Resistance of local businesses and groups.</p> <p>Conflict around land use if it does close.</p> <p>Service and development issues for the city.</p> <p>Airport authority would be happy to go, and perhaps local residences would as well.</p>
<p>There has been lots of work over the years, possibilities and challenges on development including housing. Not really looking at ECCA as an economic generator or as a real commuter, small cargo airport. There are too many restrictions by the Edmonton regional air authority. The current airport cannot be a success because of the restrictions on who flies in and out. This redevelopment number of \$500 million pay back is not a supported number – It's a red herring.</p>
<p>The ECCA is a business tool that has gone to waste. It no longer supports regular air service to many northern communities. There is significant oil contamination on the ECCA lands adjoining</p>

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his property. The poor air service from the ECCA and the move of air service to International has caused loss of head offices to Calgary, loss of gateway to northern communities support to Calgary and forces people to drive all over the place.
None, other than I can foresee the city having to buy out a bunch of leases.
Have been following discussions for years and am very interested in what happens as it will have a huge affect on my area.
I have an extensive knowledge of the issues regarding the airport. I have been involved with the Airport Operations Committee for several years and know all the challenges of the airport. The Operations Committee is made up of various airport stakeholders and representatives from Edmonton Airports.
Very Little Information.
Because Edmonton Airports has familiarity with the circumstances of the aviation-related subtenants and users at the ECCA, they undertook a preliminary analysis of these users and potential accommodation at other facilities. I did not hear the public hearing on September 2, 2008. Feasibility assessment of the Yellowhead heavy traffic in the area, police enhancement, cost of transportation allowances to downtown and legal considerations. Most people do not want the removal of the airport because it is a corridor to the Northern Communities. So far I have talked to ten people at random. Not happy about the transfer to the Edmonton International Airport, which takes up an enormous amount of time just to get from one location to another. In an emergency there would have to be a special section set off and that would be another expense. The height of the already dense, socially corrupt, unsafe practices, crime in the downtown area exceeds the costs of development in an economic downturn.
It would make it possible to build higher skyscrapers downtown along the extended centerlines of runways 12 and 16. It would also be a very large and expensive clean-up project before the land would be usable for anything else.
The information given to us as Edmontonians, by city council and administration has been of great concern. It appears that no real proper study has been done about real effect either for or against closure. No realistic costs, no realistic effects, no realistic timelines. There is just the statement that the city could get 500 billion if they develop the land with the implication that the airport is costing them money which is not the truth. The challenge is that Council appears to have no understanding of how important a diverse economy is to the city and appears to have little interest in the long term economic effects of a loss of an industry within a city. Council appears to have no understanding of the cost and time for redevelopment of an airport, and do not have the fortitude to really look at the issue. Council appears to only listen to an international airport organization who has slowly been bleeding revenue from Edmonton to Leduc for years. A process that appears to be fine with Council. Council does not see or even appear to consider the provincial money that is poured into Edmonton because of the medical services provided to the northern communities, let alone the employment that this creates and maintains. Council does not want to hear from business interests who want to contribute to the city in aviation-related industry and are turned away by the airport authority. The challenge is the special interest groups whose only interest is land development rather than job creation. A city needs jobs and a diverse economy to fill their residential development.
I have to admit I have tried to stay out of the politics, but basically they want to close down the airport and make it residential and or commercial property.
The ECCA has a key role in Alberta’s commuter air transportation system allowing businesses to

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access Alberta’s Capital City efficiently. The ECCA has a vital role in providing life saving air ambulance access to the Royal Alex and University Hospitals by people suffering from traumatic health problems from all over Alberta.
I know several aviation related companies who have been forced to go elsewhere due to the high business taxes associated with being located at the airport. I believe there to be influential individuals who would stand to profit if the airport is closed and the land is developed.
I realize that upkeep of the airport and surrounding lands are a challenge the same as any other airport in the province. The surrounding development could also be a challenge, but should be able to be managed as the airport has been there for years, and the surrounding development should have been aware of the airport before building, moving in or developing.
All I know is that council wants to sell this land to developers. Taller buildings can be built in directions further away from the City Centre Airport.
We believe as long-standing users of the commuter services that the ECCA provides, we fully understand the challenges of the current uses, and firmly believe that, as a full functioning commuter transportation hub, the ECCA lands can be an expanded economic engine for the City.
Almost none. I understand that the ECCA encompasses a large area of “prime” city land and that there is consideration of moving the airport to make way for development.
Restrictions to build hangars and lack of support by the city. It is my opinion that the city is just looking for a money grab and not looking at the long term planning of business travellers other than commercial.
Not a whole lot. Just what has been in the news – it has been a topic for around 30 years. Now it is moving towards redevelopment. I know nothing is decided.
Only know what I hear on the news and see in the newspaper.
Historic struggle between local business association eying it as possibility for a new mega mall, and ongoing pressure for new housing that is not engaging in urban sprawl. Is a great opportunity to make a planned community.
EPSB researched and provided initial assessment that went to Council at time of an application to Council re: number of students that might be attracted by increasing residential development in area. There was no circulation of information at time of application, but it looked like it would be highly oriented to high density housing. It was felt wouldn’t need any extra student space if developed at high density over long period of time; based on student generation in high density area (including Oliver, generally the highest density level in city). Experience with intensification / densification process hasn’t been positive from student generation; tends to result in flat or declining student population. Combination of factors - expensive housing, geared to professionals and empty nesters, is not family-friendly and not single-family oriented. Examples exist in Vancouver where high density can be family-friendly, but this is not case here yet. There is such a supply of affordable housing in suburbs, and even happening in other inner city neighborhoods where high costs are driving lower income people out. Result is a fairly low estimate of what student numbers would be generated.
Aware as a developer and member of the urban institute, city centre lands very incredible, and what the City want to do with it.
Just what I have heard in the news. On air stories – people losing their views if high buildings are built and issues around high and low density housing. Airline issues.
Just what has been in the news, and conversations with friends, and work colleagues.
Very Familiar.

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I have had information shared with me through the Kingsway Business Association. I remember prior discussions that took place about the challenges. I guess I am pretty much in tune with public information.
No, just that they would sell it for redevelopment. Exactly what they are going to develop, we would like to know.
Have not kept well informed of the situation. Just what I have seen in the newspaper.
Aware of general issues.
I have a general appreciation for land use opportunities for the centre site airport district.
I know you have been trying to close the airport to air traffic for years.
I have kept abreast of numerous proposals through my involvement and also through the press.
Public information only.
I have read the various published reports on the subject.
Quite a bit. A reality the City needs to address - within city core, there are currently some 100 odd acres of as yet undeveloped commercial property. The ability of the City to absorb another 500 acres property in middle of city is less than zero. Don't think land has been appropriately assessed, some major environmental issues. Highest and best use is an airport.
I have been a travel agent for over 40 years and have studied airport operations in many parts of the world.
ECCA land is currently used as a full service airport. The current challenge is proper management of this land. As an airport, this land has provided Edmonton with a rich aviation history. Currently it operates as a General Aviation facility. Properly managed this airport will continue to provide Edmonton with a strong economic benefit, however, without the support and structure in place by both Edmonton's City Council and the current manager, Edmonton Airports, this airport will be under utilized and many opportunities will be and have been missed. Edmonton City Council needs to embrace the airport as an industrial facility with future value in the transportation infrastructure of Edmonton, Alberta and Canada. A city is not stagnate thus its assets should be carefully managed and sustained for present and future use and they should not be allowed to stagnate either. ECCA needs creative thinking in the realm of aviation. Aviation is very important part of the Canadian economy – both with respect to major scheduled air carriers and to General Aviation and yet several key policy makers in Edmonton do not understand the value of this industry and thus lays the challenge of the land.
I know that there are many possibilities regarding the future of the airport; including shutting it down for a variety of land uses, keeping the airport open or even possible expansion of the airport.
Has a lot of information, but cannot provide any views on any matter related to land use because of his role. He must remain neutral.
I am still of the opinion that the best use of the land is as an operating airport. It is an economic activity driver. Challenges are all man made or political decisions. There are no operational challenges.
Not an area I have spent much time with. Not super familiar with. Newspaper etc. Know there are potential safety issues trying to run this airport.
Just what I have heard in the media. I know the city stands to make quite a bit of tax revenue off the sale of the properties. Current small airport operators and business community would like to keep it open.
I sat through the 2 full days of city presentations. NAIT wants to expand their area with the LRT coming through. These are some of the pressures.

Pressures of lack of affordable housing and office space. I don't really know, I have been involved with airports and the military before. I am not sure how factual the restrictions on our ability to build higher buildings are. Signals to aircraft are important, but not 360. City wants to build up not out – there are some restrictions.
Current? The number of emergency medevacs that are sent to Edmonton not because they want to go but because the HAVE to go. If these patients have to go to the International, valuable time will be lost and in some cases, more serious issues could affect those patients. Future? The only thing we have heard is about “proposed” development being housing and retail.
My knowledge is limited in this area, but I do know that the land is extremely important to the city of Edmonton if, and only if, it remains as an airport - the airport is vital to the economic future of the city as it brings business to the city, is well used by the Government, the City Police, the RCMP, Stars Ambulance and the many businesses that operate from the airport. I know, too, that communities in Northern Alberta feel that access to downtown Edmonton by air is vital, and the fact that the Royal Alex Hospital is adjacent to the airport is of great importance.
More than most.
3 respondents answered “No” or “None”.

***Have you been involved with an organization or group related to current and future land use and development of the ECCA lands?  
If so, to what extent and what has been your role?***

I have volunteered on several occasions with the Alberta Aviation Museum.
There is no need for an airport in the city centre. Note that many much larger cities in the world, e.g. London, New York, San Francisco, have airports that are further from the city centre than the Edmonton International.
The City can develop a regional plan for the development of the City Centre Airport lands.
I have not been involved in land use development of ECCA lands.
Yes. See #1 and #2 above.
The citizens of Edmonton DID vote to have this airport closed. Why was our vote ignored?
I am not involved with any of the organizations regarding the land use of ECCA. I did however attend a few meetings of CAANA to listen to their thoughts.
Yes, I have discovered a number of organizations that have recently sprung up. I have had invitations to join and I have. My role has been to discover whether closing the airport is a wise move, I have heard many speakers offer opinions; I have had an opportunity to digest this information and am in a better position to dialogue with my neighbours, friends, relatives and other citizens about the debate.
Outside Connect2Edmonton's discussions and the casual relationship I have with some stakeholders (Aviation Museum, city, ERAA), no.
Yes, through EAA. People have come to EAA for land, but restrictions around it are of concern. EAA is uncomfortable if land is developed in a non-aviation way; and want to see land developed in a rational way; actually now think about it in terms of revenue for airports.
The race car people have called me to meetings. I have not gone as yet, but I have sent representatives from my office.
I am an employee of a current tenant of the City Center Airport.

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As indicated above, I have been intimately involved through the Kingsway Business Association.
As an elected official, was involved with people in Aviation industry, education re aeronautics, flight training, technical and mechanics training, also Business Revitalization Zones (Kingsway, Inglewood, Downtown and C of C)
Through airline company re: how we interact and engage with ECCA. Through CAANA - very effective and fair organization that has represented the small folks and airlines and silent majority.
No. I only started with the Youth Council in Sept. although the Youth council may have been in the past.
NAIT Student Association
We have not been involved in this discussion in any real way to this point. We have stayed on the sidelines.
No, I have not been involved with an organization or group.
Working Group of the City.
I have not had direct relationship. General interests in the Downtown Association but not from a point of personal gain.
Kingsway business, Edmonton Reg. Airport Authority.
Working with the Ed. Reg. Airport Authority and CAANA.
City, but not directly.
No, but my employer has been active with the Kingsway business Association and another group in favour of the airport.
Yes, CAANA, connected to and its network of coalition members, including municipalities in the North.
Purchased land adjoining the airfield and participates with Kingsway Business Group as well as other businesses interested in maintaining air service.
As part of CAANA.
Yes, I have been involved with Airport Operations Committee which relates to its current land use.
Yes. My role in answering this survey is as an Edmontonian.
Not really directly involved, but my workplace is heavily involved.
I am a member of the Commuter Air Access Network of Alberta. (CAANA)
My husband was a Past President of the Edmonton Flying Club (EFC) and my son was also a Board Member of the EFC. I hold a Private Pilot License. I took my Night Rating there and have almost completed my Commercial Rating. All 3 of my children and one of their spouses also took their aviation training there. I am a Member of the Canadian Women in Aviation (CWIA), Polaris Chapter, Edmonton, located at the EFC.
I am a member of Council for Mackenzie County, who has been vocal on saving the city centre airport and enhancing service to a higher level.
We have continued to support organizations such as the Commuter Air Access Network of Alberta who have articulated a responsible and reasonable approach for a comprehensive transportation HUB that effectively utilizes the foundations of Air, Rail and Ground transportation links that are ALL CURRENTLY present at the ECCA.
No, but will look into this to see what organizations support the effort to keep it open.



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<p>Skyharbor Aviation Ltd. has been a member of the Kingsway Business Association (KBA) since 1988; the writer has acted as Chairman of the KBA for 15 years, resigning as chairman in 2008. He still sits on the board of directors of KBA.</p> <p>In 1992, as a founding member of Air Services for Tomorrow (AST) he actively participated in the 1992 referendum, negotiated with Edmonton Airports during 1993 and 1994, and actively participated in the 1995 campaign to resist the closure of the City Centre Airport to scheduled passenger service.</p> <p>Has been an active member of Commuter Air Access Network of Alberta (CAANA) since its inception.</p>
My organization has spoken to the Mayor on the redevelopment.
No one has extended the invitation to Prince Rupert Community League, so no, I have not been involved. It is possible someone else has been involved from the community, as everyone has such broad backgrounds.
Working with the Edmonton Reg. Airport Authority and CAANA.
Kingsway Business Association.
Spruce Avenue Community League. Canadian Association of Retired People, CARP.
No. We hold a membership in some business associations, although we have not been very actively involved.
As Mayor of nearby municipality, I have encouraged continued access to the Capital Region to the City Centre Airport.
Only trying to work with the business improvement group trying to keep this airport open.
A member of our organization is an active member of the Kingsway Business Association.
CAANA. Also Kingsway Business Association. Ultimately, the federal government gave authority for the ECCA to the Municipality; have to respect that.
As an interested Edmontonian for many years with many hours of pilot in command in my own aircraft, I am familiar with the value of the ECCA as a generator of Business & Industry to the City of Edmonton when used as an airport.
Kingsway Business Association. Operational Committee run by Edmonton Airports. Part owner/operator of aircraft charter company who is a tenant on the airfield. CAANA.
I currently fly out of the airport and prior to this was involved with the Edmonton Flying Club, which is based at the airport.
Involved in the past with the Edmonton Flying Club completing flight training, and now involved with passenger travel.
Has a lot of information, but cannot provide any views on any matter related to land use because of his role. He must remain neutral.
Kingsway Business association.
Commerce and Northern Lights Health Authority.
My involvement is very arms-length - while I am involved, I have not been active on any committee - I did attend one meeting with City Aldermen and listened to the discussion.
Not specifically, but attend meetings of Kingsway Business Association, Inglewood Business Association, Prince Rupert Community League, and Aviation Heritage Museum. Neutral on issue.
40 Respondents answered “No”, “None” “No, I have not” or “N/A” to this question.

***What do you think are the possibilities and/or challenges relating to current land use and development on the ECCA lands? Which of those are most important to you?***

<p>I believe costs to remove the existing airport infrastructure, decontaminate the land, deal with the myriad of litigation that will come from current users will use up much of the value of the land. The users such as Medevac (lives lost), aircraft maintenance (jobs lost) training facility for NAIT programs (curriculum lost, which means new pilots and maintenance personal lost) will all be losers if this is closed. Of course the many private users and business that use the airport will lose as well. Big business can be proud to ferry their clients right to downtown instead of dealing with the International airport, this is a jewel for Edmonton, clients and prospective shoppers from head offices notice these things! Once it is gone it may never be brought back. Many cities would love to have what we have. It also serves as a backup to the international (for smaller jets up to 737 class) should the International become unserviceable for some unforeseen reason. Choosing to remove the city center airport will undoubtedly be the worst decision I have seen council ever make!</p>
<p>The possibilities currently are endless. The ECCA opens up many doors for medevac flights coming in and out of the city. The international airport is too busy and too far off away from the city creating further delays and increases the time that patients or organs take to get to the hospital.</p>
<p>The airport creates numerous job opportunities as well as being an economic asset to our city, an important historical center, and was the first airport in western Canada and influential to training in WW2. It is also important for Air One, as transportation to the Royal Alexandria Hospital is expedient and vital. I believe these all hold the same large importance.</p>
<p>As far as I can see challenges with the current use of the airport would be the perceived lack of income it creates, the “prime” land-use that could be used as affordable housing or strip malls as well as the noise complaints. As for the importance of these, they hold no sway with me as the good the airport does outweighs these challenges.</p>
<p>Making sure the history is intact.</p>
<p>There does need to be good public transportation to the International Airport - preferably some forward looking concept such as a mag-lev train.</p>
<p>I believe the current use restricts building height in Edmonton, as well as using land close to the downtown. By having more residential land close to downtown and higher buildings we could increase our population density and save on costs associated with urban sprawl.</p>
<p>I have no desire to see any other type of land development on the site of the airport. My interest is to see the municipal airport develop - increase air traffic and scrap the limitations placed on it by the Air Port Authority.</p>
<p>Would create issues for Edmonton Public Schools Board if building and property lease for Amiskwacy school are no longer available. Taking something like that away from Aboriginal community (EPS Board, as well as students and family) would cause concern. Where they could find a school to replace the existing school I’m not sure.</p> <p>School issue is complex - if current facilities are dismantled and space is allocated on site, would need funding from provincial government for new development; if continuation of aboriginal school is part of what development looks like in the future, then provincial government needs to be involved to ensure they commit to construction of new school. If no government commitment, then up to EPSB to determine the future and if funding is available. These are issues beyond control of the City and Board.</p>

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<p>Land use is characterized by runways and warehouses at present. The value of land use to city is marginal, but businesses with warehouse access might feel differently.</p> <p>Don't see much redeeming value to City based on current land use, except for accommodating aboriginal school.</p> <p><u>Most Important:</u></p> <p>Ongoing operation of Amiskawciy Academy, Aboriginal school in former terminal building.</p>
<p>Resistance to change.</p> <p>Status quo will be hard to budge – Airport has been in place since 1910. It is an historic early Canadian airport. Change is resisted, unless everyone can see the benefits.</p> <p><u>Most important</u></p> <p>Resistance to change.</p> <p>Status quo will be hard to budge – Airport has been in place since 1910.</p>
<p>As a growing major center of commerce, government services and health services in Alberta, Edmonton and the greater capital region cannot underestimate the value of the ECCA to the region and the outlying communities it serves, nor the role that the ECCA plays in ensuring that Edmonton continues to be the prime service link to northern and central Alberta.</p>
<p>I think that the most important challenges currently are safety and noise. It is impossible to sit outside some nights because these little planes are going in and out and are “very” loud. You cannot even hear yourself talk.</p>
<p>For the safety of the citizens living under the flight paths, I think it is imperative that it be closed ASAP and the land be put to better use instead of constantly expanding into the suburbs.</p>
<p>Remediation of land from industrial uses, etc. VIA station, CNR as neighbours means not most desirable neighbour for residential area.</p> <p>At one point Greyhound had talked about relocating the VIA Rail station area. That seems to have fallen off the map; also concerns about living next to a bus depot.</p> <p>Hotel infrastructure along Kingsway has survived in spite of reduced air service. Businesses at the ECCA will suffer most. But can't keep it open to sustain a few businesses that could be sustained in Nisku, Villeneuve, Josephburg, etc.</p> <p><u>Most Important</u></p> <p>Allocate land to accommodate growth of NAIT (e.g., residences).</p> <p>Continue to accommodate Amiskwaciy Academy, Aviation Museum (nice to have commemorative element re Blatchford Field, etc.).</p>
<p>I believe that a city that can assist the business community through efficient transportation, services and creating an overall atmosphere to attract industry will gain in the long run. Edmonton is in a unique situation that it was at one time the “Gateway to the North,” but has essentially lost that to Calgary. Edmonton can seize this opportunity to say to industry that we are “open for business” once again. Transportation is important in today's world and not only for the vacation travelers. The city needs to use this airport to show that expansion is not only to the south towards Leduc. The City of St. Albert, Fort Saskatchewan and Parkland County also contribute to the City of Edmonton.</p>
<p>Since the Airport Authority has taken on the role of operating the City Centre Airport, there have been no initiatives taken to operate the airport as it should be operated. Aside from removing the scheduled flights out of City Centre, many things were done by the Authority to make this airport unproductive, services have deteriorated and should not have. Many aviation businesses have literally been forced out with relocation incentives to the International. My son and I have been very serious about having a hangar built so that we could store our airplanes, as well as others. Even though the authority has a real estate arm, there have been NO aviation related buildings</p>

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built on site. We have had absolutely NO success. No referendum stated that building, amongst other things, should cease, yet the spirit with which the authority agreed to run the airport has been breached. They have a mandate to run the airport, they should be held to it.
Get air traffic back to the airport, have big business use the downtown airport to their advantage. Use it as a selling tool for the city. As a taxpayer, I demand the two airports work together. Stop wasting my money on political agendas. Keep the airport.
We need a municipal air port to link the north.
Definitely a challenge to find the right balance. I have done some work with Amiskwaciy Academy. They have a challenge with noise and students with distraction issues. It is a wonderful facility. Since passenger traffic stopped, businesses have been hurt. They had to change marketing and markets to fit. Safety issues. Heavily populated areas with planes going through. Small aircraft can be affected by wind. Safety record is good. Issues about accidents at the airport. In 1983-84 a small plane crashed into the hospital <u>Most Important</u> Safety issues. Heavily populated areas with planes going through.
Land as it exists creates challenges for development around it, sterilizes a valuable piece of land in the central part of the city.
The airport is a priceless asset to the city. Without it, a range of services are impossible – no other regional airport can provide them. If the airport is lost, the city will truly become a marginal player in Alberta’s further development.
Political Pressure (developers, noise protesters, safety) (#1) Site condition (service buildings, infrastructure, logistics) (#3) Continued interference and influence of the Airport Protection Overlay on the downtown core’s development and the city’s overall growth. (#2)
EAA has dealt with a whole set of issues, including such things as construction around ECCA that impacts operations of ECCA (AMA bldg, RCMP bldg, Grant McEwan College parkade, etc.); height issues means developers have had to adapt building height or crane height; some have also been ECCA altering runways, etc., during construction which impacts on different communities. To EAA, it is fairly black and white re: rules for safety. To a developer it is more challenging, since they have to alter design, and it may impact costs and viabilities. Very little land is now available for development, but perception is that there is a lot of land available because of the area covered. Much cannot be used because of safety and other regulations. It appears there might be opportunities for land other than airport, so individuals try to rent space from EAA (e.g., Indy Car). These requests pose a challenge. Sometimes can provide revenue that can be put back into the ECCA, but may impact other tenants. City owns the land, so EAA tries to balance and respond to requests to support City; however, tenants want less impact. EAA has permitted some non-aviation developments at ECCA and have agreements with City re: how much; these drive revenue for ECCA (e.g., WCB, Amiskwaciy).
ECCA works well as a General Aviation airport; restrictions on runways, safety features The kind of airport it is has been defined by referendum, development around it can run for next 50 years of lease. Challenges of aging infrastructure, lack of definition re: whether City will pay for services, updating if it continues to be an airport. Who pays what (City vs EAA)?

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<p>General aviation airports don't generally create revenue and are generally subsidized. ECCA now breaks even on operating basis but not on capital basis.</p> <p><u>Most Important</u></p> <p>Need clarity in terms of land use (other possible uses, but there are limitations because it is sterilized as an airport).</p> <p>Cost of capital investment to upgrade, maintain as an airport.</p> <p>Impact on other uses around area (e.g., NAIT, LRT, other developments), impacted by hard and fast rules regarding airports, not subjective.</p>
<p>The challenges are as above and the development could be located at a number of alternate city locations with reduced land preparation cost.</p>
<p>No challenges to the current land use.</p> <p>Airport is there already, and airplanes fly there. Keep it. More people able to fly into Edmonton. No use destroying structures that are already there. Improve it and let us fly out of there.</p> <p><u>Most important</u></p> <p>Airport is there already, and airplanes fly there. Keep it. More people able to fly into Edmonton. No use destroying structures that are already there. Improve it and let us fly out of there.</p>
<p>I believe the most beneficial plan (and by far the cheapest!) for everyone involved is to encourage the City Center Airport's role in the business community of Edmonton. First of all we need to completely overhaul the current Access policy that severely limits the vast potential of the airport to contribute substantially to the City of Edmonton. For instance, the airport should not be viewed as competition to the International airport, but it should work in conjunction with International. The main purpose of the International Airport is to cater to domestic and international travel of passengers and cargo. The role of the City Center Airport should be a port used as access for business travel to the city. Currently aircraft operators that fly scheduled service are limited in the amount of flights and destinations only north of Edmonton. We need to remove this restriction to encourage more business size aircraft to fly in from all points in the Province. It seems silly to anyone that I tell that Edmonton, being the Capital City of Alberta, only allows scheduled flights to and from northern communities into the heart of the city!!!</p> <p>We need to re-instate a Canada Customs office at the airport to allow foreign flights carrying potential investors to land at the City Center Airport.</p> <p>Next we need to upgrade the infrastructure at the airport. Current Fixed Base Operations that cater to those business flights that fly in are outdated, too small and need to expand. By allowing and encouraging these F.B.O's to expand and modernize will help attract more business traffic to the airport, thus more business investment into the city of Edmonton.</p>
<p>The ECCA has occupied the same site since 1926. Edmonton has grown and developed with the airport in the middle of the community with little negative impact on the urban form of the City. The urban form of Edmonton has been affected more by other features such as the river valley and the railway than by the airport. The barrier to development of the Airport in its role as an airport is political and administrative. Given the nature of Edmonton's economy, it has a superior location advantage to the Edmonton International. The challenge facing the development of the ECCA is not how to stimulate its use but how to constrain its use to complement the benefits to the community from having two highly valuable airports.</p>
<p>Possibilities - could become a great transportation hub (Via rail, LRT, bus, commuter air) in one central location, very doable, expanding since LRT to NAIT and north, on Yellowhead, across from Calder CNR Yards. Edmonton becoming inland Port (Port Alberni link), Yellowhead # 1 corridor, train yards for container shipment.</p> <p>Challenges - moratorium restricting development, expansion (imposed by EAA); unless removed</p>

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<p>no planning can take place, NAIT expansion of programs, historic configuration re: role to Edmonton and world, WWII was US launching point to fight Germans.</p> <p><u>Most Important</u></p> <p>Allow businesses to conduct business, expand if that is their wish.</p> <p>NAIT educational program re technical, mechanics/instrumentation training in aeronautics industry (shortage around world of technicians).</p>
<p>One foundation of the land itself, as an airport it has been effective for over 80 years connecting Edmonton with over 2/3 of Alberta.</p> <p>Once gone, it is forever gone. There is ample land in Edmonton for other developments, especially in current economic climate (less than boom climate).</p> <p>Concern once you let it go, it is forever gone. If it is a mistake, you can't change your mind in 10 years.</p> <p>Could be a world class facility that serves air, rail, ground transportation. Possibility for Greyhound to relocate. Via Rail has not bad facility on NW side. LRT needs to find routing to link NAIT, downtown. Opportunity for coordinated intermodal commuter facilities.</p> <p>Absolutely critical for air medevac services. Medevac for 2/3 of Alberta developed around ECCA. Hospitals around developed for that purpose.</p> <p>Air lines have medevac contracts with Province that need to be met; concerns that operating certificates with EAA expire before contracts do.</p> <p><u>Most Important</u></p> <p>Absolutely critical for air medevac services. Medevac for 2/3 of Alberta developed around ECCA. Hospitals around developed for that purpose.</p> <p>Opportunity for coordinated intermodal commuter facilities (air, bus, rail, LRT).</p>
<p>Potential challenges are that it is quite a desirable location for development. It is not fully utilized. More value if it was developed.</p> <p>Business, residential and potential income that could be made by the City and developers is important. The current use, in terms of value may be questionable.</p> <p>Noise and safety of airplanes is an issue.</p> <p>How it is now allows for emergency landings, commercial and small scale, helicopters from the hospital or police station. Also non-international flights for business people.</p> <p><u>Most important</u></p> <p>Potential challenges are that it is quite a desirable location for development.</p>
<p>That piece of real estate is going to become too valuable due to its location to sit there as an underutilized air service.</p> <p>Works well as special events site (e.g., Indy), opportunity to do things like events.</p> <p><u>Most Important</u></p> <p>Value of the land.</p>
<p>Major challenge is Council not wanting to make an unpopular decision, some councillors see closure hurting them and their future re-election possibilities.</p> <p>Think some powerful interests (e.g., members of Kingsway Bus Assn, some councillors listening to those businesses a bit more).</p> <p>Health Region / medevac issue is the most legitimate thing standing in way.</p> <p>Don't think business link to the north is that big of an issue.</p> <p>Clean up of site potentially costly. Only hear about how contaminated it is through conjecture, not seen anything published that says it is a big issue.</p> <p>Members of government in northern communities are big hurdle.</p> <p>Knows provincial government has said not get involved, but some MLAs are now being lobbied,</p>

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<p>northern MLAs who use airport are opposed to closing.</p> <p><u>Most Important</u></p> <p>Major challenge is Council not wanting to make an unpopular decision, some councillors see closure hurting them and their future re-election possibilities.</p> <p>Health Region / medevac issue is the most legitimate thing standing in way.</p> <p>Clean up of site potentially costly. Only hear about how contaminated it is through conjecture, not seen anything published that says it is a big issue.</p>
<p>Issue of what is the best use of the land. There are many views on that, for example the LRT extensions nearby, it might be better if LRT could go through those lands. Some of our members are very interested in where the LRT line will go.</p> <p>Land use issues, transportation issues, air service issue. Air service is less of an issue now as passenger travel is gone.</p> <p><u>Most Important</u></p> <p>Issue of what is the best use of the land.</p>
<p>Most important to me is to have the existing land remain as a general aviation location (no scheduled flight service).</p> <p>Possibilities: YES! This whole area be grown as a Centre for Aviation Excellence. I see ECCA lands and the current surrounding business zones developing into a world class area for Avionics education/training; advanced and enhanced aviation and flight technology business; primary and secondary education programs(Aviation Museum, Edmonton Flying Club). This is the type of development that should be strongly encouraged and promoted.</p>
<p>Not really sure of the current conditions. Just that it is underutilized and could have increased flights but restrictions, and the new International.</p>
<p>As a viable airport, it is very limited air service which is diminishing in part not because the runway land was removed but virtually it has been through increased building heights and locations of new buildings.</p> <p>To be used as an airport is diminishing – expensive future infrastructure costs – tough for the city.</p> <p>Not a good investment – it going to slowly die anyway as groups are moving to other airports.</p>
<p>Challenges are the current practice and impossible growth policy of the airport authority. Within the last years the regional airport lands were not letting lands be released in order to support the industry and that the east side would be open and has not. Policy and loss to the city and viable airport the passenger use less than 10 seats and a few northern communities.</p> <p>Larger planes and schedule could go a long way.</p>
<p>There have been significant impacts on the downtown with height restrictions, Imperial oil and Husky towers and in the end they were sent to Calgary.</p> <p>Airport in current operation is horrible, maybe best as a general aviation airport but cannot be a scheduled airport as it would be hard on International.</p> <p>Need the airport to service businesses, however if it allows people who sit in Calgary to come in and out, then that becomes a disadvantage.</p> <p>So much available land in the downtown and in the suburban neighbourhoods.</p>
<p>Current challenges are inadequate ground and storm water management; general weak state of the infrastructure.</p> <p>Would like the airport to run and operate as a business. Currently too many restrictions from the airport authority – and it has a lot political interference.</p>
<p>Revenue and development vs. business, medevac and others.</p> <p>Where does council want to go with this, and how the public responds through the public process.</p>
<p>Challenges include environment and the changed economic situation would mean it is crazy to</p>

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build residential on the ECCA lands. Their business is the owner of lands, everyone else is tenant. They are concerned that the new zoning of residential, commercial and light industry would be a problem and believes they are zoned and need to be medium industry, due to outside storage.
Not many good things currently – very little demand for industrial aviation services – low area use. The most important aspect is that the airport is a gateway to the north for medical and transportation.
Challenges that are current include not operating as a commuter airport; restricted, not allowing the airport to operate under market conditions. An open sky policy – let the air industry determine routes, people are being turned down –the international airport is not efficient. Edmonton is a regional centre and without this hub it cannot cooperate with those northern communities. When things were booming these northern communities –primary markets of the north have been ignored –gateway to the north is lip service, Air Canada bypassing Edmonton / Fort McMurray to Vancouver. The future is as an airport – lots of commercial residential land, potentially left vacant for long periods, problems with contamination and access with the rail lands. As well, big box stores would harm the core, goes against the current city policy of building downtown.
The actual airport authority and all the restrictions to aviation and people using International. Need to allow larger planes 19+ seaters. For redevelopment, two issues, contamination and that there is lots of development lands available throughout the city, so there is not the demand to support the Mayor’s vision.
Where does all the business at the airport go? Where does the academy go?
Airport should be kept open, and if any thing expanded.
The only challenge that affects this airport is uncertainty. Edmonton Airports and certain council members have done a very good job of breeding uncertainty about the future of this airport. That uncertainty has stifled investment at this airport. There are a number of players who would invest at this airport if the future of this airport could be guaranteed. Anyone who does not think that uncertainty stifles investment only has to look at the current state of stock market investment in North America.
Important to keep the Airport open and operated as airport. Closure of the airport will not be to the benefit of the city and the people that are working at the airport and related business. The airport should be open for inter Alberta flights and medevac services.
Too many.
Could make a nice spot for an airport.
The greatest possibility is seeing the airport allowed to function in the marketplace as a general aviation airport. Where businesses who want to expand are permitted and where the City of Edmonton receives income from this huge city asset. Report after report has stated that the best use of this land is as an airport. This airport has been in existence since 1926 with little negative impact to Edmonton. Over the years, this airport has changed with the times. Because of its size and location, it gives Edmonton flexibility regarding current markets. During the war, the airfield was used for training Canadians and Americans, in the sixties, it was one of the most profitable airports and now we could be effectively servicing the north. This is a huge market that is not being utilized. The challenge is the lack of fortitude and vision of council and administration. For some reason a Toronto skyline is the vision for many of them. Mismanagement from the city administration to ensure that this asset is managed properly. Most monies are flowing to Leduc rather than staying in Edmonton.



<p>There has been a large market of potential and former users who have decided to drive rather than go through the international airport. Time is money and the management company fails to see this market.</p> <p>Another challenge is the management company who appears to be unable to manage a city centre airport and continually spins inaccurate and misleading information to both council and the citizens of Edmonton.</p>
<p>There is currently a lot of air travel in and out of cyxd. When they did their “movement calculation” study, did they count all the charter business that is using the airport which is fundamental to connecting the north to Edmonton??? Lots of the smaller communities that our company services would be greatly inconvenienced if there was not air travel out of the current airport. They would find it extremely difficult to attract Edmonton professionals to travel to their communities which would make a lot of people suffer in the long run without having their own trained people to make things run smoothly. Quite frankly, if I had to travel all the way to the international airport, to do a little business up in Grande Prairie or High Level, it perhaps wouldn’t be worth all the time.</p>
<p>The ECCA fulfils a critical role as Alberta’s Capital City’s air hub for efficient cost effective commuter air access and life saving air ambulance access.</p>
<p>I think the taxes for businesses located there are onerous and have forced aviation related companies to move elsewhere, like Calgary Springbank Airport, Lethbridge and Medicine Hat. I also think the landing fees are too high and private aircraft will not land here.</p>
<p>I do not know the exact mandate you received from the City, but I am appalled that all questions make the closure of the municipal airport a foregone conclusion!</p> <p>My comments above should make it clear that I fear the negative impact the closure of the airport would have on the City as a whole, and even more so on the communities this airport has been a life line for in the past. Even currently it serves as a hub for medical emergencies.</p> <p>Two are always better than one. The great efforts and costs to develop the International Airport have NOT improved Edmonton's tax base. If anything it has created a very lopsided situation that is bleeding Edmonton indirectly by putting concentrated loads on our roads. The 23 Avenue overpass is just one case in point. The City, very likely, would have benefitted more in the future by investing that money into promoting and expanding the CITY OWNED AIRPORT.</p> <p>In the age where terrorism is a reality and of great concern, not both airports are likely to be rendered useless at the same time. That thought alone should lead to even greater development and expansion of the current facilities.</p>
<p>Keeping the airport active, viable and enhancing the service level.</p>
<p>I bought north of the airport (Calder) over 23 years ago <u>because</u> of the airport. I have always enjoyed watching and hearing the airplanes, which meant “progress.” I believe the airport should be kept (in its now limited capacity) to facilitate all air ambulances, STARS, and other emergency flights from all areas as there is a hospital nearby. People’s lives should mean more than developers’ pockets. Taller buildings can be built further away. There is also the Air Museum on the site and other businesses which would close (hotels, aboriginal school) if the airport closed. It is not convenient for large planes because of shorter runways, but businessmen with their smaller planes use this airport for convenience in conducting business in the City, as well as smaller passenger flights can become economical again. Business won’t want to risk losses by using this airport if city council keeps pushing to close it. I firmly believe businesses will move to other cities if they are unable to use this airport.</p> <p>One point everyone is missing is that this airport was used in developing the north, transported sick people, delivered mail, groceries into isolated areas starting in the 1920’s. It was the first</p>

<p>airport in Canada and the busiest airport in the world during World War II. Do we just ignore this history? Every person who built a business or moved to a location near the airport knew there were airplanes using this area so had no reason to complain. As said earlier, I knew the airplanes flew overhead when I bought this house.</p> <p>I FIRMLY BELIEVE THIS AIRPORT SHOULD BE CONSIDERED A HERITAGE SITE TO SAVE ITS HISTORY FOR FUTURE GENERATIONS. IT WAS ORIGINALLY KNOWN AS BLATCHORD FIELD. I DON'T BELIEVE ITS HISTORY SHOULD BE FORGOTTEN.</p> <p>Please check the history of this airport. There is no other like it in the world – it was the first.</p>
<p>I certainly don't believe the area should be used for residential housing. We have just enjoyed auto racing on this land, which brought a lot of money to Edmonton. This area can be promoted for other events such as dog-sledding races and other winter sports. A large skating rink could be set up in a safe area where parents could teach their children about the airplanes and history of the airport.</p>
<p>With a vision, the ECCA lands can be utilized to its full potential of serving as a fully integrated commuter transportation hub where VIA Rail, Commuter Air service, Medevac, corporate air users, Greyhound buses and the LRT can together serve the medical, governmental and business communities of the Capital Region.</p>
<p>Not sure what this question really means...sorry. I might have answered it in #6?</p>
<p>It should remain an airport as intended.</p>
<p>It is a critical important link to the north. Retaining that opportunity is very important for those people in the north.</p> <p>My building has been redeveloped, with minor land use changes. It was very difficult to change how things are zoned.</p> <p><u>Most Important</u></p> <p>It is a critical important link to the north. Retaining that opportunity is very important for those people in the north.</p>
<p>None of any importance to me.</p>
<p>Lessons learned, has to be mixed use but what mix is hard to figure out. Let's not create ghettos, but how do to do that? Integrating people focused/first concept to planned neighbourhoods, particularly involving transit and walkable neighbourhoods.</p> <p><u>Most Important</u></p> <p>Mixed use, like to see light industrial, retail, medium density housing, parks and amenities.</p>
<p>Don't see a lot of limitations there, although not sure any great advantages from a servicing perspective. Servicing infrastructure not there, is a brownfield so not much there to tie into; probably not much different than raw land. Cost to take out tarmac, concrete, other things on land, probably no cheaper and no advantage to use that land over other area.</p> <p>Advantage of central location adds to attraction.</p> <p>Lot of land to bring on the market.</p> <p>Challenge, while vision might have been high density, currently while market soft likely can't be done, what impact does this have on other developments around city re: housing?</p> <p>High density has been envisioned along transit for a long time, but very little has come to fruition; idea great, but practicality may be a challenge.</p> <p>Have had models re Clareview or Millwoods Town Centre that haven't resulted in more than a few walk ups, bringing transit in may not result in more students.</p> <p>Amiskwaciy Academy works relatively well in terms of co-existence, some fume / exhaust issues in building. School not interfered with airport operation or vice versa.</p> <p>Fumes at school, depends on what is going on. Esso Avitat next door, Spar Aviation Hercules</p>

<p>being serviced to north. WCB no problem.</p> <p>One of limitations is there is no real open space for students.</p> <p>If redevelopment did occur, would explore possibilities of expanding land to include some open space, would continue to review whether would need local accommodation on site, have lots of space around there.</p> <p>Depending on timing, might look at replacement of surrounding schools, but very long term possibilities.</p> <p>Students relocate to come to the city (more early on), has struggled to attract Aboriginal students to come to it, many self-declared First Nations students prefer to be in a regular school; have low level of success in getting some Aboriginal students to senior high. Many try high school, but don't complete. Many students high risk of not completing high school.</p> <p><u>Most important</u></p> <p>Lack of open space for students, access sports fields in surrounding areas (e.g., Prince Rupert or Airway Parks, but means travel time out of PE time).</p> <p>Noise and fumes from air activities can sometimes interfere with comfort of use of building; have determined within acceptable parameters, so not health issue.</p>
<p>On going debate, whether schedule flights have access to the airport – not from local residence not noise. Air ambulance not a current issue.</p>
<p>Challenge; height restrictions on downtown development and surrounding airport limiting intensification.</p> <p>Level of service at the airport is low– few users –problem city does not govern – Ed Airport Authority operates it.</p>
<p>Keep as an airport, managing a small airport and considerable pressure to bring bigger planes and the challenge to balance air service between two airports so both are viable.</p> <p>With a second airport it would put a lot of pressure on International.</p> <p>Economics of two airports and reasonable – residences can not bring big planes in, it's boxed in as an airport.</p> <p>Shut it down – other land use as housing has been presented by the City but the ideas are vague.</p>
<p>As an organization they have not taken a position. Identified that the city in time will need to close the Airport, so then what?</p> <p>Stay as an airport little activity, difficult to justify.</p> <p>It's a huge parcel and the development community will need to be part of the discussions. Firstly the parcel has to be one to development community, cannot be closed, and another issue is that the development has to be smart and cannot dump this size of parcel because it can harm ongoing development initiatives.</p>
<p>I am aware of the other countries in North America and Europe that have a city centre business airport which affords the community a unique economic development opportunity.</p>
<p>Keeping it open as an airport.</p>
<p>I think that any use, other than as an airport is a contravention of past commitments made by the City of Edmonton. The lease with ERAA is to continue until 2056 and it was clear that the agreement and contract was intended to substantially preserve the condition and state of the ECCA as a functioning airport.</p>
<p>Decision needs to be made.</p> <p>We see possibilities as an airport.</p> <p>We see possibilities as Land Developers.</p>
<p>Charter and freight restrictions must come off the ECCA to allow the free market to decide the traffic flow. Customs service must be reinstalled at ECCA to allow for direct US flights.</p>

Biggest challenge re airport is the committed approach from EAA to consolidate all traffic at EIA, EAA doesn't see ECCA as an asset.

EAA - lease agreement with City. The minimal amount of the lease is a wholly inadequate amount to maintain the facility, so constant concern re: maintenance funding. Assets themselves have limited value to the city residents. People who use ECCA are cities / northern residents, who do business in City and medevac flights; City should do consultation with broader constituent groups outside of the city.

Think it is pointless to do community consultation, surrounding community leagues do not use airport; need to look at bigger picture relative to those people who support or use the ECCA to bring business into the city.

Most Important.

Representation of people whose livelihoods depend on the ECCA being kept open.

Additional business potentials/ benefits letting slide through fingers because of non-compete agreements between EIA and ECCA.

Municipalities in north have always used and supported the ECCA, as someone who grew up in the area and know the noise from 737s - could cut back and only allow use of turbo props.

Question other municipalities in northern Alberta have to ask is “why go to Edmonton when it is easier and cheaper to go to Calgary?” (e.g., if go to EIA, then have to take very expensive taxi ride into City, minimum half an hour. If flying from north, it is only 15 minutes further to Calgary Airport and you are basically in the city). Edmonton is losing out economically. Closure is a mistake.

The use of the lands as an airport.

Most important is that the land continues to be used as a full functioning, 24 hr IFR, all weather, two runway airport.

I can understand that there are questions as to the best use of the airport and the land it is on. I can see how the general public would see the airport best utilized by shutting it down and developing the area. However, I feel this would be a very very poor choice. I don't think the general public realizes how much the airport brings to the community. Such examples would be the thousands and thousands of medical emergency medical flights that come into the airport every year. Where are they to go now? Land at the international airport and take a 45 minute ambulance ride? That doesn't sound very fast. Lives are in the balance. There are also the thousands of jobs at the airport that would be lost if the airport closed, the government flights, the military flights, the thousands of corporate flights, bringing big business to Edmonton, all the northern flights, connecting all the northern communities to Edmonton and the rest of the world, all the flight training; these alone are thousands of flights every year. It's not as simple as asking everyone to move to the international airport. Many of the businesses operating at the airport or that fly into or out of the airport cannot just move. The ECCA provides a niche in the Alberta aviation industry that cannot be filled by the other airport. Big corporations will fly to Edmonton less because the travel time from the international to downtown is at least 45 minutes. Medical flights will become more costly and it will take longer to get the patients the help they need. Flight schools will be forced to close, maintenance companies will be forced to close, fixed base operators will be forced to close. And even if you can somehow ignore all of these facts and close the airport so the land can be redeveloped, I don't think the city realizes how much tax dollars and time it would take to get that land suitable for redevelopment. You have almost 100 years of that land being used as an airport. What about the thousands of gallons of spilled oil and aviation fuel, the underground fuel farms, the concrete pilings that go dozens of feet down. What it comes down to is that this airport is far more use to Edmonton as a supported functioning airport, then it ever could be as

redeveloped land.

Another point that I would like to make is that if the airport was closed the Edmonton Indy / Grand Prix would have no venue. The Indy is a HUGE influx of people, money, investment, and free press all favoring Edmonton. If the airport were to close, the Edmonton service industry including hotels and restaurants would be hit very hard. I believe this past year that an estimated 60,000 people per day were at the Indy. That is a huge event that benefits Edmonton in a huge way. Why get rid of that? If the land is redeveloped, where will this huge event go? Probably to another city most likely.

There are many different possibilities for the use of the land that the airport resides on. However, I feel that members of the general public are not aware of all of the good things that the airport brings to the City of Edmonton, all they see is how the land could be used in the future, not the good that it does as an airport. Some of the benefits of the airport to Edmonton are: Medevac flights from Northern communities into Edmonton City Centre. All of the northern communities fly into Edmonton when there are medical emergencies. If this airport was closed, they would have to fly into the international, and there are not any hospitals close enough to handle the emergencies, so the patients would have to be transported into Edmonton. The patients are being flown because time is critical to their condition, and then would have to endure a minimum ½ hr ambulance ride into the city. A helicopter could be used; however both this and the ambulance are very expensive thus costing the tax payers more money. To say nothing of the lives that may be lost due to the increase in time. As well, it could potentially cost taxpayers in the communities surrounding the international airport more money to increase hospital services to support the medevac flights.

The ECCA brings millions of dollars of revenue into the Edmonton economy. Many businesses have offices and/or headquarters based in Edmonton (especially oil companies) because of the convince factor of the airport. It is very easy for them to commute to the airport to fly to other locations for day trips, and/or for them to fly in people to Edmonton. If the ECCA is closed, business could be lost for the City of Edmonton because of the increase in travel time (the 45 min commute to downtown from the international). As well as flights from large corporations in and out of the ECCA, there are the Medevac flights, the military flights, the government flights, flight training, charters, private airplanes and helicopter flights.

The ECCA provides many jobs for Edmontonians. Many people are employed through the airport, at various jobs such as pilots, flight instructors, fixed base operators, airplane maintenance staff, to name a few. As well as many businesses based out of the ECCA, such as the FBO's and flight schools. Many of these operations can not easily move to the other airports in city, and businesses will be closed and jobs will be lost. Or, if there is a need for their services at the other airports, it will be very expensive for them to move their operations elsewhere, potentially causing them financial ruin.

The Edmonton Indy is run at the ECCA. If it was to be shut down, where would this be re-located to? This event alone brings millions and millions of dollars into Edmonton's economy and downtown core. The City of Edmonton is trying to revitalize the downtown core – why would we take away something that benefits the downtown and helps to promote the downtown economy when we are trying to increase the business there? The Indy benefits all of the hotels downtown, the restaurants, the shopping, and the tourist activities.

Cannot answer in light of neutral role on Board.

Edmonton is a land rich city. Most Important: There is no need or market for those lands right now. Especially since in the last 18 months, the housing market has softened considerably. There is no one clamoring for more land to develop.

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<p>For us, we had not thought about how else the land might be used. Most important: Current use for us has been around organ transplant arrivals.</p> <p>Some come from around the country, even from the US. They arrive in a variety of ways. Cuts down the transport time to get the organ to our hospital. We would need more time to get the organ. The shorter the time the organ travels the better for the patient.</p> <p>Using it for medevac patients coming into our facility.</p> <p>Issues with running an airport in that kind of space.</p>
<p>Going to restrict some of the development possibilities downtown, especially height of buildings. Some buildings could have been taller and used the land better.</p> <p>I don't think the existing use is a very good use of land. No major city has an airport in the centre of the city.</p> <p>Most important: We are concerned about urban sprawl. Reduce affects of urban sprawl, creating more density.</p> <p>Restricts what some of the current land owners in the area are able to do – restricts their expansion.</p>
<p>Right now, part of the issue we all face, as the primary tenants, because of the non-decision, is that all maintenance has been completely halted. No one wants to invest in development if the airport is going to close. That has stopped all development.</p> <p>Most important: The challenge is when you raise uncertainty, how do you bring in new developers to establish a presence. That has really stymied any progress. Two or three groups have been looking to expand hangars. I am not completely sure my information is factual.</p> <p>We need to present a solid business case to the city going forward. This is a huge impediment to progress. We have an issue with our hangars, and we are just making due.</p> <p>Nothing can move – we are all just waiting.</p>
<p>As long as that development does not include the prohibit flights from coming into the ECCA from the North, it matters not.</p>
<p>I think the possibilities for current land use are to increase aviation related activities at the airport. I do not see any negative challenges other than bad publicity and loss of commerce &amp; industry to the city.</p>
<p>No issue, if stays an airport.</p> <p>If stays an airport, it is the responsibility of EAA relative to use; if change it from an airport, then City needs agreement with EAA re: what can be done.</p>
<p>NAIT, if talk about closing the airport.</p> <p>There is no opportunity to increase passenger service, EAA has lease for another 44 years. Legal issues. City signed more than 1 legal agreement in 1996. Legally can only do what it is doing now, didn't just do referendum, control given to EAA through lease.</p> <p>However, city owns land. If City wants to do something that is non-aviation oriented, then that is okay. But if council wants to do anything else that relates to air service, they cannot. This is a very important issue.</p> <p>What was signed is binding and cannot be changed, unless put a huge amount of dollars in it. The City signed a non-competition agreement that they would not compete with EIA for air service. City wouldn't be able to break agreement, referendum legally binding.</p> <p>Some think it is possible to increase passenger service to ECCA, but the reality is can't have 747's because of Navigation Canada equipment. NAV Canada can make changes to runways and requirements. Heard Nav Can may be going to be reviewing requirements across Canada, less viability in flying into small airports, don't know for sure.</p> <p>Very important that the facts are given up front. Citizen's need to know all information before</p>

having any public consultation program.  
The questions asked so far are slanted, didn't tell why having the consultation.  
Question should be choice - keep airport way it is and is it legitimate, are citizens happy the way it is? But if look at combination, have to give parameters.

***What do you think are the possibilities and/or challenges relating to future land use and development on the ECCA lands? Which of those are most important to you?***

Leave as an airport and open it up to more flights now that the international is well on its feet.
There are possibilities to create housing and more businesses on the land, but I believe that there are more challenges to do this than there is to just leave the airport.
I believe that the destruction of the airport for financial profit is a futile endeavor, as you would need to re-zone the land, and make it environmentally safe, as it has been an airport since before the Second World War the amount of even trace amount of oils and gases that would have been spilt it would be necessary to detoxify the land as if it were a gas station- to my understanding, and you would also have to put in electricity lines and plumbing. The profit of this endeavor, in my estimation, at least equals the loss of historical identity that the city would experience as well as the loss of accessibility to the Hospital as well as the costs and troubles. I believe all of these should hold the same large importance.
Challenge – Yellowhead HWY high traffic corridor, Malls, motels, and general commercial demands. Land use – for housing could be a big challenge about the redevelopment.
If ECCA not an airport – any future development – smart mixed growth– government and heliport capacity. The surrounding land use integration with walker yards –the rails lands and LRT transit orientation very important. Mixed development with integration into the surrounding area very important.
Airport removed, challenges and concerns of patient transfer, for those patients who fly in. There are 5,500 fixed wing in to CCA 10 providers, 12 aircraft close go to international than the transfer could be 30 minutes out – need to maintain that level of service.
Development - EG. Housing, parks.
I believe the current use restricts building height in Edmonton, as well as using land close to the downtown. By having more residential land close to downtown and higher buildings we could increase our population density and save on costs associated with urban sprawl.
I refer to what has taken place in Ottawa, Denver, Salt Lake City, Yuma, Phoenix, and numerous other cities that have Airports in the city centers that are very successful. In all cases the airport contributes to the GNP of the city!
The future is a wide open playing field. When I think possibilities, I am a big fan of subsidized housing projects, not necessarily limited to low income families, but certainly making housing more affordable for wide spectrum of Edmonton citizens. Don't think we need a significant increase in commercial development in the area. Could involve significant integration within the cultural community, and what a city needs to be vital. We have a huge tract of land that would afford city and developers the opportunity to provide a whole range of services that would complement significant housing development, be a beacon to others around

<p>city.</p> <p>Very accessible area from all major thoroughfares. It could be the site for theatres, performing centres, a very user friendly area for people in which to live. Would like to see city do a thorough analysis on attractions, sources of activities that make a city vibrant, and integrate this with housing.</p> <p><u>Most Important:</u></p> <p>In terms of what City can control, most important are:</p> <p>Affordable housing for broad spectrum of residents.</p> <p>Integration of traditionally attractive components of city life (not commercial); includes adult education, recreation facilities, arts and cultural opportunities, etc.</p>
<p>City might do well economically in the short term selling the land, but I don't know if this is the best option.</p> <p>Similar to England – Leasehold – lease land to developers is a good option.</p> <p>Other system – freehold. Owner retains ownership. Land and building sold together. You own both.</p> <p>Leasehold would give us \$ over many years. Make \$ available to future councils, rather than spending it all now.</p> <p>The revenue from the sale will all be used immediately to create other facilities if they sell it freehold. This might be a poor scenario over the longer term.</p> <p><u>Most Important</u></p> <p>Leasehold would give us \$ over many years. Make \$ available to future councils, rather than spending it all now.</p> <p>The revenue from the sale will all be used immediately to create other facilities if they sell it freehold. This might be a poor scenario over the longer term.</p>
<p>I am concerned that one of the prevalent interest factions is suggesting that the ECCA lands be converted to alternative development. The actual hard costs of this type of redevelopment have been grossly understated, while the cost to the capital region of losing the airport facility, both in loss of actual and potential revenue as well as the impact of shifting commerce to other regions, have hardly been considered at all.</p>
<p>I think the possibility to build taller buildings downtown exists. Also, just think of the amount of housing that could be accommodated, generating revenue for the city.</p>
<p>I realize the land needs to be cleaned because of the pollution from the airplanes but it could be put to better use. It would also provide more clientele for businesses downtown.</p>
<p>Servicing the land (water, sewer, power) for residential requirements.</p> <p>Development of appropriate mix of housing density and types in area. There is currently a wide mix of housing and ethnic groups in area. Queen Mary Park and Central McDougall areas are mixed neighbourhood, solid middle class housing; then closer to 107 Ave it is more ethnically diverse, lower class housing; to south have the industrial land being redeveloped for condos. To get the right demographic mix will be a challenge. Can't make it too high or low end housing. Nice to have a variety of price points, mixed. Have to be planned with care to not become a ghetto or slum.</p> <p>Traffic will be an issue. Kingsway Ave is a big street, but if add 1000's of residents and a big residence at NAIT, then increase traffic.</p> <p>Routing of transit is important. Now transit route is planned to go by the Polish Hall (105 ST), but where to from there past NAIT is not clear.</p> <p>Linking to adjacent areas to ensure their renewal would be nice (e.g., 118 Ave - Ave of Nations, would be nice to be part of urban renewal).</p> <p>Blue skying re: possible uses was done when economy was red hot and city needed expansion for</p>



housing, etc. Not so urgent now, so time to do proper plan.

Airfield at Josephburg will be strategically important as tenants move from ECCA.

Most important

Mixed density, transit oriented infill community, could include some green space. Time now to plan well, set aside routes for LRT, ensure NAIT future growth assured, all have to be done sooner than not, housing can wait; not destined to become inner city, must be solidly middle class including affordable housing - spreads success outwards; not all high rises (concerns re Heritage Mall site), not sure that density and high rises will work here; infill can't be all high rise, needs to be mix for seniors accommodation, etc.; city needs to be less concerned with return on investment and more concerned with planning.

Mass transit, connections to Kingsway, NAIT; traffic flow at Kingsway Garden Mall.

Least important - not make the ECCA lands into an Expo site, or large central park. That would be a waste.

Under the current configuration, ECCA should be opened up to become a regional airport once again. There are many examples throughout the United States that prove that an airport can function together within a populated community.

These communities do benefit from the existence.

Regional flights should be allowed in and out of the airport for aircraft up to 35 passengers. This would include aircraft such as a Dash 8-100 or Embraer ERJ 135 which is a quiet jet. Currently we allow private companies such as Shell Canada to fly in and out on a scheduled basis with their Dornier which is OK to live in St. Albert and work in Fort McMurray or Fort Nelson. We need to consider the greater Edmonton area.

Edmonton does not need more developable land at present or for a long time to come. Developers really want the airport closed, not so much for the land itself, as for the flight path restrictions that do not allow them higher high rises in the downtown area. Currently there is some green space at the airport site that is good. Any residential development will only contribute to additional difficulties in transportation, citizens are currently complaining of congestion. There are many developable sites currently zoned for high-rises yet they are not being developed.

Who is going to make the airport land environmentally fit for redevelopment? The land is contaminated, current land use is fine, but will it be the ratepayers who will pick up the costs?

Keep the airport!

Hinges on whether they keep the airport open as an airport. As a historian, I have an interest and knowledge of transportation history. Loss of the historical connection can be dealt with - museum will be a hangar in the middle of a light industrial area. They will not be putting in condos and high priced houses. I worry about the survival of the Museum.

Ability to do some high density housing, light industrial and commercial areas in a prime location. Could be a huge success if done correctly.

Could revitalize the downtown, and north of downtown. Especially with LRT going north to NAIT, if done with a long term view with movement of people and goods without a huge infrastructure footprint. Sustainable way to do a community, given the timing of it.

Need responsible development if they do it. Have to respect history and build it into whatever the future plans are. The historical value of that area is massive and is part of reason we stayed so vibrant in the 2<sup>nd</sup> World War.

More sustainable, more pedestrian and transit friendly. Have to look for added value so it is a much better asset than what we have now. It must be considerably more beneficial to the city and region.

Most Important

<p>Need responsible development if they do it. Have to respect history and build it into whatever the future plans are. The historical value of that area is massive and is part of reason we stayed so vibrant in the 2<sup>nd</sup> World War.</p> <p>More sustainable, more pedestrian and transit friendly. Have to look for added value so it is a much better asset than what we have now. It must be considerably more beneficial to the city and region.</p>
<p>Ensure well placed, smart plan.</p>
<p>Political Pressure (provincial, extra-municipal, airlines). (#1)</p> <p>Site contamination (real numbers, remediation plans, etc). (#4)</p> <p>Historic preservation in the face of imminent and needed redevelopment/go forward initiatives. (#2)</p> <p>Potential compromise solutions (and their business case/environmental impact) vs. outright closure. (#3)</p> <p>Neighborhood redevelopment plans should gentrification ensue. (#5)</p>
<p><u>Most Important</u></p> <p>Removing limitations of build out in area (significant area of impact), being able to co-locate a NAIT expansion, LRT routing, etc.</p> <p>Significant piece of land, so need to be able to properly plan development of the full area for the longer term; piece meal development at present is not good.</p> <p>Clarity and a quick decision re: future use is necessary, ongoing approach is creating piecemeal decisions.</p>
<p>As above. Most important in both questions is the waste in removing this unique city asset for housing and small commercial building that could be done in other city locations at less cost and continue and improve traveler service from the ECCA.</p>
<p>Environmental use of the Proposed Land Use.</p> <p>The cost of breaking a 50 year contract with the Airport.</p> <p>The loss of Income and cost to aviation users to find accommodations elsewhere.</p> <p>The public opinion of the already not wanted increase in height to the buildings in the City Centre.</p> <p>The increased garbage costs, utility upgrading, police security, social problems, environmental issues, cost of arts programmes, traffic and the increase of bus transportation costs. The increase of needles, graffiti removal, prostitution, mental health, homelessness, crime enhancement issue.</p> <p>How much income is generated now? Who are the users of the airport facility? Why, Who, What, When, and Where? Why was it approved? How many years will it take to generate revenue from this property in the future with the economic decline and unemployment that is going to come with the closing of 160 stores?</p> <p>Yellowhead traffic already overloaded.</p> <p>Health access to hospitals</p>
<p>If they continue with this attempt to close the "Municipal Airport" the result will be costly and a disaster. Can you see where the use of Air One - Stars - and all the smaller air lines that are feeding the cities of Grande Prairie, Whitecourt, Fort McMurray, Camrose, Red Deer, Slave Lake, and Peace River along with many sites in the Territories will go? It will take the Police the time to drive to the International airport, then start the Air One and fly back into Edmonton to start its chase where now it lifts off from the Muni and is on the culprit within two minutes! Not only the "Air One", but the air ambulance "Stars" will be slower.</p>
<p>Possibility of not only keeping the airport open, but getting it expanded is positive. There is a lot of land around there. They have hotels there. They can serve the airport. There is enough land to expand the airport. Should be improved and land used as it is already there.</p>

<p><u>Most Important</u> Possibility of not only keeping the airport open, but getting it expanded is positive.</p>
<p>If the city elects to close the airport it will be the biggest mistake they will have made to date! Not only will it kill business travel to the city, thus investment into our City, but the cost of developing the contaminated land of the airport that also does not have services is astronomical! Already the city has imposed large tax hikes on all its citizens for current operations and development projects. Do you really think Edmontonians would be up for yet another substantial tax hike to pay for this little redevelopment that would see little to no return for years down the road? I think not!</p>
<p>The form and development of the City has accommodated the ECCA as an airport. Therefore continuing that use based on the last question represents the best value for the community. If future use means alternative use, there is a significant challenge of how to incorporate such a large developable area into the context of the city without doing significant damage to other sectors of the City. Edmonton has no land capacity constraints. Unlike other urban areas Edmonton is not confined by water bodies, mountains, or other physical constraints. There is no capacity problem for any type of land use in the Edmonton region. The ECCA lands have no inherent advantage for any land use type with the exception of commercial industrial because it is adjacent to interprovincial road and rail transportation systems.</p>
<p>Becoming transportation hub is the future for this land. Advantage/possibility - under current use, environmental issues not a concern. Lands are brown field, extremely contaminated. Under current use outside of housing, you can build a business, warehouse without environmental remediation. However, if you put housing in the area, then the environmental impact would be tremendous in terms of remediation based on use for the past 80 years. Historical - air museum, valuable to the City; City likes historic value/puts on pedestal.</p>
<p><u>Most Important</u> Becoming transportation hub is the future for this land. Maintaining airfield, business mix; not residential, in part due to high cost of environmental remediation required.</p>
<p>Link back to best practices of what a true commuter facility can provide for air, rail or ground, instead of fragmented approach to terminals, spread out all over. Challenges - once gone as airport, forever gone. With multi-billion dollar projects continuing (at a slower pace) that will come back in a few years, Edmonton's link to those future developments should be optimized, including how your community is linked to that development. Airport should not be closed, why sacrifice airport that have since it cannot be replaced?</p>
<p><u>Most Important</u> Once airport gone, it is gone forever.</p>
<p>Size of space will be a challenge to figure out what to do. Lots of green natural space that might be kept. Diverse opinions within the community, and political groups. Costs. Easy access for the hospital and police – helicopter landings. Possibility to use central space for any number of useful things, recreation, residential, business, etc. Potential for doing some really up to date and cutting edge design in the center of the city. Showcase for environmental construction, community access, disabled access. Edmonton can be a leader. Up and coming designers could participate and gain a reputation, and give Edmonton a showcase</p>

<p>architectural area.</p> <p><u>Most Important</u></p> <p>Potential for doing some really up to date and cutting edge design in the center of the city. Showcase for environmental construction, community access, disabled access. Edmonton can be a leader.</p>
<p>Seems there is potential for that location for NAIT for expansion.</p> <p>Nice chunk of contiguous land for residential / commercial development possibilities. Combined use facility. Shouldn't go industrial.</p> <p>If dream big, who knows. Could be a world renowned technology park? Build a new tourist attraction?</p> <p>If let economy take its course, the thing will be subdivided into parcels and sold off. Likely better to keep it as one property and dream big.</p> <p><u>Most Important</u></p> <p>Keep as one parcel and dream big.</p>
<p>As it currently sits, large challenge with developing land further as an airport. EAA estimates \$39M or so to bring back up to standard over the next few years. Hard to see can do more than maintaining it as it is if it stays open.</p> <p>If shut down, reclamation of land major challenge so can be zoned for residential.</p> <p>Dividing land into what makes best sense for the city, planning ahead instead of just taking easy way out and signing a deal with a developer to develop a residential area. Once land gone, there is not another spot in central Edmonton that will ever become available. Not another opportunity. Need long term planning re where city wants to go, density, what should look like.</p> <p>NAIT in favour of having a centralized “conglomerated” institute and future location for NAIT students.</p> <p><u>Most Important</u></p> <p>Will of Council to make decisions and not postpone it indefinitely.</p> <p>NAIT's expansion goes hand in hand with good planning for this land if it becomes available, investing in an institution is good for the city, opens up LRT route to St. Albert. Need good planning for space.</p>
<p>If it is going to change uses, then it will be a matter of trying to reorganize transportation routes as it will impact all surrounding landowners. Where are the roads going to go, start and stop? It has been a barrier for traffic getting from one side of the city to another.</p> <p>There will be opportunities for other facilities to go in there. New neighbourhoods – we would like to be involved with the design of new neighbourhoods.</p> <p>Development of communities. Strengthening neighbourhoods. Very interested in any residential site.</p> <p><u>Most Important</u></p> <p>Development of communities. Strengthening neighbourhoods. Very interested in any residential site.</p>
<p>Most important to me is to have the existing land remain as a general aviation location (no scheduled flight service).</p> <p>Possibilities: YES! This whole area be grown as a Centre for Aviation Excellence. I see ECCA lands and the current surrounding business zones developing into a world class area for Avionics education/training; advanced and enhanced aviation and flight technology business; primary and secondary education programs(Aviation Museum, Edmonton Flying Club). This is the type of development should be strongly encouraged and promoted.</p>
<p>LRT and broader transportation on Yellow head trail – rail yards general access to the site</p>

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<p>Total development package. Complete community. Biggest opportunity to do modern planning for higher density and attached to LRT with employment.</p>
<p>There are lots of possibilities for these lands and lots of Edmontonians don't use the airport. There is net 500 million dollars significant tax benefit and financial gain to be realized through redevelopment. Take an empty flat space to build a model community similar to the old Denver airport. NAIT – would be interested in high-rise residence and possible expansion adjoining the fence line. North LRT line over major transportation - way less costs to go through the ECCA lands than around. Height restrictions – will be lifted and now the core will be able to grow up. Tremendous benefits for redevelopment.</p>
<p>Restrictive policies see above.</p>
<p>Environmental remediation.</p>
<p>Challenges: what do you create on the large parcel? Control by city and developers – or sell parcel with design restrictions, the land of the ECCA could be designed into urban use and allow the development industry for the market, commercial and residential with an urban village. Could include education with NAIT expansion and other commercial expansion. Helicopter airport could continue in a complete urban mixed use site, and would like to push in that direction.</p>
<p>As an airport – it has to be able to operate as business and open skies, as a viable airport in the city, needs customs –some sort of policy change so 19 seaters can fly. Some sort of support and political acceptance that they are an airport. Attempted to build a new hanger and the permit was blocked by the city. How can you run a business if you cannot modernize?</p>
<p>Intense urban development could counter suburban sprawl. Transportation LRT corridor. Expand NAIT. Expand municipal service needs – expand rail yards. Convincing the local business community good for them. Leases with Airport Authority. Residents want it closed but residents resist densification.</p>
<p>Due the poor economy, loss of home values, “who's going to buy all these units?” Recognize the city needs the money from the development but there is a problem of building in current climate as well competing with green track development.</p>
<p>Forestry, mining, oil, the only thing on the table seems to be scrapping the airport and other possibilities, such as an airport are not being looked at – it currently is only a partial facility. Over recent time only one flight out of international to London and Mexico, while Calgary has flourished. Edmonton is being passed by on so many fronts.</p>
<p>Concerned that the current process is similar to kicking everybody off buses, they find alternatives and are doing other things, and then ask them if they want a bus even though they have moved on. Its unfair to all those people who left the Muni and went to the International, some went under and now this process, only the Mayor and Taj Mahal people would come up with this.</p>
<p>Knowing who is benefiting from the development. Developers are pushing buttons on city council and I don't believe they have thought it through.</p>
<p>The land should continue as an airport and be guaranteed by council to continue as an airport. That</p>

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is the most important use of this land to me. With the softening economy along with declining home sales and construction, to develop the airport lands would turn out to be a costly white elephant. I don't think there is any developer willing to venture into a land deal for the City Centre Airport in the current economic climate.
Turning the airport into another real estate land especially with the economy going down hill will create only more losses and increase in taxes. Any other city in the world would love to have a downtown airport as we have.
Listed above, crime, roads, buildings, health services costs must have plan for who is going to rent that land, build on that land, revenues must come back within a short period not long term, in which case it would not.
Could make a nice spot for an airport.
Where aviation related business can have a long term lease. Where permits are given to expand aviation (i.e.: hangars). Where the business from the north is embraced rather than being discouraged. If the city wants the 500 million so badly, maybe they should consider selling the airport as is and see who is interested.
Perhaps the people who want to develop can find new areas to target and leave the airport alone. It would affect way too many people to shut it down...just so a few people could get rich??? Charter aircraft do not pose that much of a disruption to residents or business in the area. Certainly no more than having a freight train chugging along tooting its horn ...cars slamming into each other...is Edmonton going to get rid of that too? People just learn to block things out after a while I would imagine. Train noise in the city is very common in many neighborhoods...I think if it is that disruptive for people they have a choice to not purchase in that area or move...same with the trains. What about medevac? It is way more convenient to have it out of cyxd. We all pay enough taxes and user fees etc. KEEP THE AIRPORT.
The ECCA lands must remain as a viable air service provider. Air access is more important to Albertans including Edmontonians than using these lands for housing or any other use.
Edmonton has an opportunity to have a thriving aviation industry here. Take a lesson from what has been done with the Calgary Springbank Airport. It is a remarkable success story. Any city in the world would love to have an airport hub in the middle of its city. Edmonton is the envy of many. Edmonton has amazing Health Care facilities. The City Centre airport is essential for people being Medevac'ed here to be able to receive critical care on a timely basis.
I do not know the exact mandate you received from the City but I am appalled that all questions make the closure of the municipal airport a foregone conclusion! My comments above should make it clear that I fear the negative impact the closure of the airport would have on the City as a whole, and even more so on the communities this airport has been a life line for in the past. Even currently it serves as a hub for medical emergencies. Two are always better than one. The great efforts and costs to develop the International Airport have NOT improved Edmonton's tax base. If anything it has created a very lopsided situation that is bleeding Edmonton indirectly by putting concentrated loads on our roads. The 23 Avenue overpass is just one case in point. The City, very likely, would have benefitted more in the future by investing that money into promoting and expanding the CITY OWNED AIRPORT. In the age where terrorism is a reality and of great concern, both airports are likely to be rendered useless at the same time. That thought alone should lead to even greater development and expansion of the current facilities.
Enhancing the service level is important to me, my family and my ratepayers.

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<p>Leave it alone. Let it be the small airport it is. I think enough has been done to despoil the area's history. It should be designated an historic site with smaller planes in use, medical emergencies, race track. Noise is not a factor as auto races are only 3 days, planes are not large enough to create too much noise. If people feel there is too much noise, why did they move into the area? There were other choices of areas. There is a plane taking off right now and I find the sound quite enjoyable.</p>
<p>First and foremost, the ECCA lands must remain as a viable air service provider. Once this foolish debate on alternative uses for the lands has passed, the Vision of a fully integrated Commuter Transportation Hub should be actioned.</p>
<p>Not sure what this question really means...sorry. I might have answered it in #6?</p>
<p>I think that there could be a significant environmental cost to move away from the airport. I think that the emergency stars etc are better suited to the city centre airport and therefore there may be a loss in services</p>
<p>The most important aspect to this issue... at this point, City Council is pushing forward with a decision to close the ECCA based on limited and selective information from the City's Administration, who have been consistently promoting the restriction and now the closure of the ECCA. Edmonton Airports has consistently taken steps, implementing restrictive policies and made land use decisions over the last 18 years to wilfully restrict the ECCA and its resident businesses. Edmonton Airports has refused to provide available airport lands for aviation related development, yet have provided airport lands for non-aviation developments.</p> <p>The citizens of Edmonton need to have an external non-bias evaluation of the future use of the airport lands, including the use as an airport. Aviation businesses, and businesses who use the ECCA have been deprived of the economic stability by the restrictive policies and interferences of Edmonton Airports and the political interference of the current mayor and some City Councillors. A full and open independent evaluation would go a long way to provide a <i>sustainable decision</i>. Without an honest and comprehensive evaluation a sustainable decision is unattainable.</p>
<p>They need to deal with the environmental issues and clean up and start the environmental impact assessments at the start of the process.</p> <p>Contaminated site remediation will be a big job.</p> <p>Ensure that there are some positive outcomes from the future use of the space – development that satisfies a broad spectrum of citizens of Edmonton.</p> <p>If redeveloped into housing, it will have a beneficial impact.</p> <p>Business people need to receive compensation for impact, and assistance if they need to relocate.</p> <p><u>Most Important</u></p> <p>Ensure that there are some positive outcomes from the future use of the space – development that satisfies a broad spectrum of citizens of Edmonton.</p>
<p>The challenges portrayed in the media – downtown development will be affected. None of the challenges are important to me, but others are affected.</p> <p><u>Most Important</u></p> <p>None of the challenges are important to me.</p>
<p>Personal - Citizens chose through referendum to have air service moved to EIA, which opens the way for a wonderful opportunity to have that large of a piece of undeveloped land to be available for development in the city.</p> <p>Downtown wants housing. Need a variety of housing (particularly medium density). We are very good at high end already. Need multi-use, medium density, more like 6 storey buildings.</p> <p>In recent trip to Berlin, NY, Chicago, found most had 4 - 5 stories rather than a lot of really tall ones. Opportunity to put into practice lessons and cool ideas from around the world.</p> <p>People in the inner city like to be in “hidden gems”, proximity to government centre, commute by walking/riding bike, reasonable bus service, mature neighbourhoods, want more green space.</p> <p>Will change the way downtown looks, change cap on building height (could be plus or minus).</p> <p>Affects NAIT.</p> <p>Wellness facilities.</p>

<p><u>Most Important</u></p> <p>Want city that people like and embrace, that has an energy to it; a city people will choose; as move into global environments. We have 4 seasons, 4 types of activities, lots of good things about living here, as long as not a great sprawling concrete parking lot. More concentrated activity, the more exciting it is for people to be here.</p> <p>Opportunity to put into practice lessons and cool ideas from around the world.</p>
<p>More personal view. Whatever is done, assuming mixed use to supply demand. If ring Kingsway, Yellowhead, etc., with more big box stores, what does that do to demands for that kind of space elsewhere in City and downtown? Question of volume.</p> <p>From perspective would prefer residential, with some commercial mixed in (e.g., West Jasper Ave). In Clareview Town Centre, watched change from residential to now one having large box stores, reduced acreage available for students. Fairly significant changes - about 25% went from proposed residential to commercial, rest developed at lower density. That is what happens when market doesn't support vision.</p> <p>Don't want to lose the Indy Race. Race group use building as volunteer accreditation centre as well as international media. Building available in summer months. Race not necessarily a permanent thing - future at whim of sponsors.</p>
<p>Edmonton Indy race has been a good economic event. Good for the neighbourhood.</p> <p>As an aboriginal person, the high school there has no outdoor fields. Challenge - How do we incorporate some good green space for that school?</p> <p>I am torn between these little airplanes going in and out.</p> <p>The land could be better used.</p> <p>I am always looking for more affordable housing.</p> <p>Status quo is OK – doesn't affect me.</p>
<p>Challenges - environmental – the site probably needs some clean up.</p> <p>If we were to keep it open/stay the same – there will be pressure from developers.</p>
<p>Current challenges are inadequate ground and storm water management; general weak state of the infrastructure.</p> <p>Would like the airport to run and operate as a business. Currently too many restrictions from the airport authority – and it has a lot political interference.</p>
<p>Challenges – restrictions they currently have at the airport, regarding the small number of passenger planes means it is not a viable, sustainable business.</p> <p>There is a lot more potential, and a lot more demand if it was made into a municipal airport. Edmonton International airport is far away, and very inconvenient to downtown. It creates an added cost for people to do business in the downtown area.</p> <p>There is the potential to operate it as a full municipal/regional airport. That would meet the demand of the business community. Corporate travelers who want to be closer when they arrive in Edmonton would be well served.</p>
<p>Leave it the way it is.</p> <p>Maybe an upgrade to 15 seats on the limit of passenger flights.</p>
<p>Challenges – traffic design. Yellowhead is very busy, get more traffic in and out of downtown without causing more traffic problems.</p> <p>LRT is coming this way – future development gives it an opportunity to cut down on traffic.</p> <p>We have no bus service here. Now there is a once a day bus at 7:30 am and 4:30 pm. This serves the people who work in the shops, our clients need to drive. We have large training sessions we run, with no public transport, we often have to rent other space that is accessible.</p>
<p>Challenges are aging infrastructure – require substantial investment.</p>



<p>Challenges with some contamination on the site.  Redevelop it in a creative way, think outside of box; something world class, set standard for any other developments in the city.  The service capacity is there already, not sure of anything else.  Tenants need to be dealt with.  <u>Most Important:</u>  Having a development that is world class, something pretty special. You do not often have a large space in middle of city like this. Can be really creative, consider high density development.</p>
<p>Understand that environmental contamination is not as big a deal as once thought. When EAA took over, took on environmental responsibility from a specific date re: liability, did some testing and found out it was not so bad as thought.  The economic situation has changed, original report from Planning was not realistic, not make that much money now. It is a great opportunity for development in long term because close to downtown.  If shut down airport, allow NAIT to use part of land; a lot of tax dollars going NAIT re training apprentices; they are out of space and are considering south side land for campus.  If shut down, could have taller buildings in downtown. Don't know how many developers are interested. If it is it viable, it makes sense to go higher in building.</p>

***What are some of the things you would like to see happen in the consideration of possible development ideas for land use in this area? (current configuration)***

<p>I would like to see the area cleaned up and improve the look around the airport by possibly adding trees and plants etc.</p>
<p>City better develop a high density mixed use facility cannot be another collection of row housing. It has to warrant good replacement use.</p>
<p>LRT and transit oriented development, transportation nod/hub bus-LRT, ambulance and police, which could include heliport.  Mixed use- need to be integrated with surrounding area, with mixed networks for circulation.</p>
<p>The critical issues the city is facing can be bundled into this redevelopment. The big issues, affordable and social housing, aboriginal, recreation needs can be meet relieve pressure across many areas.  Non-profit sector has pressures that need support and pressures relieved.  Could do some innovative things such as District Heating initiatives, large parcel can generate many really neat ideas and that can tackle underling critical issues.  One of the big issues will be how the redevelopment is structured and paid, or do use for go development fees to jump-start the development.</p>
<p>It's importance to the city.</p>
<p>Continue 118 AVE. straight through from east to west.</p>
<p>I would like to see the airport closed and the land rezoned.</p>
<p>We must keep the urban sprawl to a minimum and utilize higher density accommodation in the downtown core to appeal to and accommodate office and business similar to Calgary.  Stop development on agricultural land.</p>

<p>Edmonton has a lot of educational institutions (e.g., U of A, NAIT, Grant McEwan, public and separate school districts, etc.). See a centralized facility and learning environment for adult population in the City that would contribute to creating a community of life long learners. This could perhaps be centralized and accommodated in one space and developed with the objective of creating a formal, life long learning environment accessible to all citizens and addressing a broad scope of learning opportunities; create a mosaic where some of best ideas for adult learning in various jurisdictions now come together under 1 roof, not necessarily affiliated with only 1 institution.</p> <p>See some space set aside in some form for physical activity, perhaps a multi-faceted recreation complex that provides opportunities for facilities, athletics, rink, pool, track, indoor soccer fields, fitness stations (like Millennium Place in Sherwood Park). It would be an all inclusive recreation complex designed to afford people of all ages a very rich opportunity for physical activity, recognizing health benefits of physical activity.</p> <p>Health challenges are real. Creating more facilities that are open to all members of society would be a great strength.</p>
<p>Smart growth.</p> <p>Mind set of city planners should not be – we are going to put in “whatever.” Just a one off design is a poor approach. Need to make useful long term decisions and integrate the site with surrounding areas. Water runoffs, new city design concepts. Needs to follow these types of guidelines.</p> <p>Make sure different SES groups are taken into account. Mid to upscale integrated with affordable housing. Get a blend of demographics or what your city represents. Don’t allocate to one level of economic families. Makes the neighbourhood much better. Don’t want to perpetuate mindset where only high income groups should be allowed in, the anti-clothesline type people. Want homogenization of different house types, designs, prices and configurations.</p>
<p>Along with the retention of the ECCA as a hub for regional commuter air service, it is quite possible that a terminal facility could jointly serve air and future LRT passengers.</p>
<p>I do not see that there are development possibilities for the land if the airport remains open.</p>
<p>Low cost housing.</p> <p>Schools.</p> <p>Medical clinics.</p> <p>Regular residential area.</p> <p>A park.</p>
<p>Think it would be stupid to maintain current configuration, airport takes too much space; have to fish or cut bait, either have airport or not; think should not have airport there.</p>
<p>The ECCA lands need to be developed with a comprehensive plan to make this the hub for the regional business traveler. Edmonton has the ability to create a uniquely designed hub that is unmatched anywhere in North America. We only need vision. The ECCA should be redeveloped to include regional air travel, regional bus travel, city bus travel, light rail transit and VIA rail. The long term plan also needs a link to the International Airport, probably through the LRT network or direct rail link without too many stops. (Edmonton is one of the few cities where you cannot take public transit to the airport). This development would not only reestablish Edmonton as the Gateway to the North, but opens up the regions beyond Alberta’s borders for development. We need to consider that our province cannot depend on the oil and gas sector for its future for generations to come and the Alberta government needs to part of the development of its capital city. There are diamonds in the territories, uranium in northern Saskatchewan, potential for nuclear energy in our province. We want to be the financial centers for all of these companies and do</p>

<p>business in Edmonton and Calgary. We need to make it easy to do business here in our city and easy access is imperative.</p> <p>I am attaching a rough drawing for redevelopment that ties all of these services together (<i>Facilitator's Note: the drawing is available upon request</i>). This includes VIA Rail, Greyhound, Edmonton Transit and access for regional air carriers. This drawing would require NAIT to expand to the north and relocate the city maintenance yards and the relocation of Northgate Industries from their current location. Remember a vision such as this is a 15 – 20 year project.</p>
<p>Land use should be for aviation.</p> <p>The airport authority should be given the ultimatum, run the airport in a manner that is of benefit to the citizens of Edmonton and Northern Alberta or give it back to the City so that it can be run as many Executive type airports across North America are run. There are far more success stories of downtown airports in operation than of closures.</p> <p>The passenger cap should be raised to 20 passengers, to effectively utilize the type of Aircraft that can best serve Albertans.</p> <p>Airlines or Operators should have the opportunity to serve many communities in Alberta as well as BC and Saskatchewan where the flights will facilitate passenger movement between these communities. Other flights from various centers should be harmonized with the International airport where passengers want to connect to international flights.</p>
<p>Use the airport to the benefit of the City.</p>
<p>None - keep it there.</p>
<p>Environment and safety.</p> <p>Factor in smart design, lighting, pedestrian friendly, enough parking. Well designed, with not a lot of dead end roads.</p> <p>I would like to see something that is very much more European in its thought process. Walk to stores, business, don't have to drive everywhere. Park once, take bus once then you are there – be able to walk.</p>
<p>Don't want airport (this goes to issue of air service which is not part of City mandate).</p>
<p>How about I reference you to several Connect2Edmonton Threads?</p> <p><a href="#">Poll on Redevelopment Options</a></p> <p><a href="#">Poll on re-opening or shutting down YXD</a></p> <p><a href="#">Referendum possibility?</a></p> <p><a href="#">Closing the City Center Airport and options</a></p> <p><a href="#">1 billion dollar clean up</a></p> <p><a href="#">Winning the propaganda war</a></p> <p><a href="#">My speech to city council in October</a></p> <p><a href="#">2008 ECCA Report</a></p> <p><a href="#">Mini City worth \$500M</a></p> <p><a href="#">Access DENIED</a></p> <p><a href="#">The Air/Rail forum itself for you to research other threads.</a></p> <p>What you will find in here are numerous redevelopment options, as well as pleas for a return of scheduled services, and even compromises. There are even more littered in other areas.</p> <p>My own idea for a compromise is skeletal, but posted here...</p> <p><a href="#">City Center Redevelopment Ideas – the main thread</a></p> <p><a href="#">My actual embryonic proposal</a></p>
<p>If stays as airport, need clarity to everyone re: kind of airport it is, role it plays as a general aviation airport.</p>

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<p>Some sound land planning around the airport and what is appropriate. City and EAA need to come to agreement re: who pays for what over the next 10 years? Can't have cake and eat it too; no one wants to change but no one wants to not allow other things to happen, make a decision!</p>
<p>This area should continue a commuter airport and ONLY be developed and improved for that use. They have already widened the highway going there – Yellowhead highway. Look at the noise level. Make some more flowers and beautify the place. Have flags of all the nations of Edmonton citizens, so they can feel at home. Invite volunteers representing all nations that call Edmonton home. Like Stampede where the tartans of the various clans give it a cultural richness. Can bring many communities to volunteer there. Then they will work there, and the airport will reflect all the people who make up the population of Edmonton. Make it inclusive.</p>
<p>As stated in my answer for question # 4, I would like to see the city and Edmontonians get behind the City Center Airport. Encourage it to grow and attract the big names to our town. We need to eliminate the silly restrictions on the airport operation of scheduled passenger service, to allow more business travel to the city. (We don't need to use noisy jets to move people, but there are medium size, 19 passenger propeller planes that are quiet enough not to disturb our neighbours that will do the job quickly and efficiently). We need to encourage the current tenants to grow, expand and modernize their operations. Again, this will no doubt attract more business to the city. We need to re-establish a Canada Customs office at the City Center Airport to clear foreign business planes that fly to our city.</p>
<p>The current land uses are constrained only by political limitations and not market limitations. The ECCA is where Edmonton's major aviation industrial infrastructure is concentrated. The artificial restrictions on aviation use and the lack of political support for its future is the only impediment to its aviation development. Past decisions on leases to non aviation uses have reduced the potential but its integrity for aviation is still there.</p>
<p>Would prefer to see as business area, housing is not viable there. Business uses related to air activity or not, most expedient with least amount of cost. No appetite for development right now to produce a product on that land, developers saying why put more land on market when can't develop what they have now. Affordable housing issue has abated somewhat at this time; developers not interested at this time (some available in Boyle and downtown, but no take up at this time).</p>
<p>World class commuter facility encompassing air, rail and rubber tire. True and wide open consultation. Questions geared to developing a wide list of possibilities. Provincial Government strategies, have rubber tire transportation strategy, rail, sea port strategy (Canamex and sea link). However, no air transportation strategy in AB as it relates to cornerstones of sustainable communities (economic development, medevac). Over the years, communities like Ft Mac, Peace River, etc., have developed their own strategies for medevac to trauma hospitals within 5 - 10 min of ECCA. Business communities have done the same thing. Future - it is not just the Edmonton airport. As capital city, it is important to consider rest of province, and links to other communities. Province also has a responsibility. 12,000+ emergency flights from other parts of AB..</p>

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<p>Even slightly adjusting air medevac services is violation of treaty signed by Mikisew Cree and Government of Canada and quality of medical services as recognized by Government of Canada. Federal and Provincial government will engage in this in the next 90 days. Hope City of Edmonton prepared to discuss this treaty and commitments with Air Mikisew, federal and provincial governments.</p> <p>Saskatoon is second fastest access from Ft Chip, next to ECCA. Leduc is 4th (almost double length of time). If lose scheduled service, it puts airline in jeopardy. Also air medevac provider (under contract to AB Government to provide medevac service until 2012); if ECCA closes, they would have to move to Saskatoon Hospital as the second closest which would be hard for AB Gov't to justify.</p> <p>Briefings provided to Premier, federal government, City before non-statutory hearings in fall. At non-statutory hearings (each had 3 min to present); Mayor not really listened to pro ECCA presenters. Perhaps 6 or 7 councillors heard and took note. City should consider implications of federal and provincial obligations and commitments.</p>
<p>Support projects that bring recreational facilities into the downtown core.</p> <p>Recreation and community based facilities inclusion in the development.</p> <p>Residential – make more community based spaces. Housing projects that are more accessible, provide housing for the socially challenged, affordable housing, enhance more than economic development, but also social development.</p>
<p>Aviation museum, one of better ones in Canada as it exists. Huge potential to expand and enhance that facility.</p> <p>Hard to think outside box re: what is not air service related. Could you cut out one runway and still run it? Are there other industries / business that could go there?</p>
<p>Not sure would be possible; have talked about shutting down one of the runways and some development.</p> <p>Has interest in seeing NAIT expanded, if one runway still open, it puts limitations on running LRT. Not really sure what existing configuration would look like so can't say.</p>
<p>No implications for us except how transportation will be handled around the site.</p> <p>To try to reverse the clock and put passenger service back in there would be difficult.</p> <p>To maintain what is there now does not affect us.</p>
<p>“Most important to me is to have the existing land remain as a general aviation location (no scheduled flight service).</p> <p>Possibilities: YES! This whole area be grown as a Centre for Aviation Excellence. I see ECCA lands and the current surrounding business zones developing into a world class area for Avionics education/training; advanced and enhanced aviation and flight technology business; primary and secondary education programs(Aviation Museum, Edmonton Flying Club). This is the type of development should be strongly encouraged and promoted.”</p>
<p>A complete community – with employment.</p>
<p>In depth public consultation and a municipal city administration with a very strong communication and public awareness campaign that outlines the benefits and costs and explains clearly to the broader citizens the possibilities.</p>
<p>Open and expand airport and aviation services – development lands are available.</p> <p>Models – synergies worldwide that could be used in the redevelopment of the current airport.</p>
<p>Need a really good thinking group visionary with developers on what can be done</p> <p>Anchors such as museum, arena, racetrack and possible festival space for an expo.</p>
<p>None – maintain as an airport. Develop aircraft related industrial uses.</p>
<p>Believes the Airport can be viable, but needs to compete with international. Would consider using</p>

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ECCA to go to Calgary, or the North communities, however too many barriers to make the airport viable. The distance and time to use international, just does not work for his business travel needs. They have bought planes since the Muni died. They used to use Peace Air, now they use their own planes to go north, that's a big part of the reason they bought their planes.
Like to see LRT routed through the lands with a significant transit presence which would service NAIT and new residential area. There are many good options to consider for the ECCA lands.
Feasibility of a real airport, not the two pager as a housing redevelopment. Net migration of 1,000, no longer a force and yet there are lots of serviced and zoned lands available, so the pressure for this parcel is not really there in the near term.
Lots of empty building lots around the city, do not think industrial residential will work. Believe the Mayor too pro development. Will end up giving out the land cheap in order to develop. If in 50 years it had been operated as a proper airport would be different outcome. His 25 acre lot sat empty for 10 years prior to 1997, no developer wanted it. There was only one developer at the city's event couple of months ago, because there is no real market.
Keep the airport and land just as is. If someone can tell me where Stars Air ambulance, Police Helicopter and northern air travel will fly out of I might be convinced. The air travel alone to northern Alberta and BC is essential to the economy in Alberta. Putting that out to the international airport will cost the average worker hundreds of dollars just to work.
Sounds like keeping the airport open is not a choice on your survey. We in the north pump billions of dollars into the Edmonton economy. Province should step in and purchase with the north's help and run airport as if we wanted it to survive and not try to run it into the ground.
City Council should guarantee the airport remains an airport. There will be substantial investment at the airport following such a move. There are several companies willing to build hangars at the airport. However, taking an economic risk is far easier than the risk that the airport will close. Economic risks are easy to calculate compared to the whims of politicians. Further, Edmonton Airports does not want this airport to exist. Their only priority is the International Airport. If Edmonton Airports does not feel that running this airport is profitable, there are other entities willing to operate the airport. With close connections to Calgary, the airport should be promoted in conjunction with downtown Edmonton to lure corporations away from Calgary. The office lease rates and housing prices are less than in Calgary which makes this city attractive provided the City Center Airport can be provided as the quick link to Calgary.
More hangars for general aviation.
Basically the largest indoor vegetable or market garden, farmers in the area at reasonable prices. A showcase of greenery. Rinks - however you already have West Edmonton Mall etc. Smaller buildings divided into sections for heart, lung, etc. if you have the staff.
If it is developed for other uses a portion should remain as a heliport for STARS the EPS, the RCMP and commercial operations with some airport services.
Edmonton not open to aviation/avionic business. Presently, the word is out that any aviation related business is not welcome in Edmonton. Economic Development Corporation that encourages the aviation industry working with NAIT, the north, CN rail. The airport is adjacent to major transportation corridors. A revenue stream to the city of Edmonton thus impacting my tax contribution.
Make an Instrument Landing System available on runway 16.
The ECCA should continue to be the key infrastructure in commuter air access and medical emergency access by Albertans to our Capital City.

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The ECCA is a provincial economic driver that benefits the businesses and taxpayers of Edmonton.
The City Centre Airport is the oldest registered airport in Canada. It should stay open and aviation related businesses be encouraged to open there and employ Edmontonians. It is an ideal fit with Grant McEwan College for flight training, aircraft maintenance courses, airline mechanics courses, etc. Also to be considered are: S.T.A.R.S, Courier companies, Oil Sands transportation, etc.
Enhance service levels at the airport, allow larger seat planes into the airport to better serve the population of Alberta, allow flights in from the south as well, allow more commuter aircraft to land.
Use some areas for public entertainment such as skating rinks, even some outdoor hockey ice for young people. Just do not use the airport for residential housing that a promoter will profit from. If the property is sold to a developer, the developer will make certain the City will have to clean up all areas where planes were fuelled and maintained, which will cost more than the city will receive in revenue.
The current configuration of the land is a “crown jewel” in the economic viability of the Capital Region. Focusing on a comprehensive commuter transportation hub will ensure growth and development of the City and the region.
I would like to see the ECCA remain as it is. I feel there are other areas of the Edmonton City Centre (core area) that would benefit from development. Being a resident of this area, I would prefer to see a revamping of the area between 104 <sup>th</sup> Ave to 118 <sup>th</sup> Ave and 97 St to 105 Ave. I understand that there is some development planned for this area (e.g. the LRT is projected to run from Churchill to NAIT) – my husband and I support this improvement even though it means it will be running along side our condo.
Allow for Hangars to be built, and continue with better infrastructure to support the aircraft Industry.
Remove the current restrictions on scheduled air service and permit commuter-sized aircraft to operate scheduled service in an unrestricted and competitive basis without intervention and restrictions by Edmonton Airports and the influence of the major airlines who are using Edmonton Airports, by proxy, to restrict competitive activities from the ECCA.
Businesses have a stake in retaining the airport. Developers are all licking their chops to get in there. We need to balance needs of businesses, developers and citizens, ensuring that how it is used does not over tax the infrastructure of the area. It manages to operate now because it is not large.
Keep it the way it is. I like that they still have some flights.
What does the market want? Lot of secondary office spaces along Kingsway, not sure of current demand for that type of activity. Not sure what else could be looked at. Could you reduce the number of runways? Some airports where land development is closer to runways, given that airport not accommodating large planes (737s). Example, in Toronto were able to accommodate development close to runways for small aircraft relative to safety, etc. (not Toronto Island, can't remember which one). History of airport operation - Edmonton would lose if completely close airport.
Should be redeveloped in full, with lots of public input with the developers input a market driven sustainable urban community. Complete mixed use living and working in the same community – smart growth. Very strong opportunity to create something special that few other communities can do due to the closeness to the downtown.

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Increased housing is a possibility – how do we provide for a mix, high density, single family, and affordable? Challenge not creating a ghetto environment – should not be just low cost housing Services and all that have to go in to provide for those places. – challenge. Different opinions will be a challenge. How will it best work for Edmonton? I don’t know if the city has ratios of housing types, densities, businesses etc. Incorporate green space for the high school.
Make sure the residents and businesses are involved.
Possibility to make it a more viable, sustainable municipal regional airport. This would not affect the existing flights operating from the ECCA or the International airport. It would be able to meet the regional and municipal demand. Challenges – now there is a large division between the various groups involved. Making a decision that would be best for all Edmontonians will be a challenge.
If the airport leaves everyone will be wanting to go high rise all over the place. We don’t want that. There is currently a height restriction due to the airport. City, depending on support, could redevelop it. I don’t know if we would fight it or not. Or even if we could do much about it.
Possibilities are super. Possibility to have some dedicated space for non-profit organizations. Growing need for child care space. Ensure some is considered. It could still be done given the current land use. People from downtown would come to it. Provincial government has \$ available.
Major challenge is to come up with acceptable alternate land uses. Should be geared to meet the needs of the City of Edmonton. We need the City’s commitment to public participation – the public needs a way to provide input. Large enough to be used for some affordable housing. Given the policies of smart choices, the principle use should be dense housing. Slow down suburban sprawl.
City has nothing to do with it if stays as airport. Land is leased to EAA, no right to interfere with their plans. The terms and conditions of the lease clearly drive what happens if it stays as an airport.

***What are some of the things you would like to see happen in the consideration of possible development ideas for land use in this area? (future configuration)***

There is large interest in sustainability, Edmonton has a leader in these planning areas- so sustainable neighbourhood, could show case- commercial/residential and make it highly sustainability, walking areas and other amenities. Edmonton already a leader in many of these planning activities.
Same as above, create a mixed use community.
City better develop a high density mixed use facility cannot be another collection of row housing. It has to warrant good replacement use.
I would not like to see the airport shut down. Period.
An Airport.
Man made lakes & parks, high rises, housing.



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Mixed use residential/commercial/institutional with an LRT track running through the lands.
Stop the issuing building permits for high buildings surrounding the Municipal airport. Increase permits to allow underground development of surrounding land for commercial office and business development. Move the auto racing to the existing sites and support local industry by doing that rather than curbing airport activity at the Municipal airport!
Lands are so centrally located and huge. Provides a fairly unique and unprecedented opportunity for urban space management team to have a central tract of land on which to be able to undertake planning and significant development of land consistent with values that the city management team would like to see characterized. Spectacular opportunity to have public involvement and input to City Council. Magnitude demands that the discussion of future use be as inclusive as possible and embrace full range of stakeholder groups.
Look at making a community, not a housing development. Make sure all components of a vibrant healthy community. Next to Kingsway Garden Mall, NAIT, schools are there, yet many have been closed. Increase density in the core. Integrate it into the area around it, and within itself. Needs to have its own “high” street, coffee shops, bakeries, small hardware store etc. Residents should not have to leave their community to do things such as shop, eat or be social. Don’t assume the Garden mall will handle it all. You need businesses for people to meet and connect in. Don’t make the only interaction place the park.
Land use should be for aviation.  The airport authority should be given the ultimatum, run the airport in a manner that is of benefit to the citizens of Edmonton and Northern Alberta or give it back to the City so that it can be run as many Executive type airports across North America are run. There are far more success stories of downtown airports in operation than of closures.  The passenger cap should be raised to 20 passengers, to effectively utilize the type of Aircraft that can best serve Albertans.  Airlines or Operators should have the opportunity to serve many communities in Alberta as well as BC and Saskatchewan where the flights will facilitate passenger movement between these communities. Other flights from various centers should be harmonized with the International airport where passengers want to connect to international flights.
Housing and small commercial business. What about putting the new “Rexall Place” on that land? There is plenty of space for a building, parking and the LRT is very close by already.
Other organizations would obviously include NAIT, local business associations, nearby shopping malls, and downtown developers. Local residents within a reasonable distance should also be considered. When in discussions with these residents the city needs to consider the stake residents have in the development. For instance, a NAIT student renting a house east of the airport should not weigh as heavily as a long term resident in the area. One also needs to consider that if a plan is adopted, this will be a 20 year project and new affected residents will know what to expect.
City Centre airport, the CN railway, Rapid Transit, and Bus services should be coordinated to give Edmonton a state of the art Transportation Hub. Travel by rail, air, bus, LRT or car could be integrated to give people optimum opportunity for expedient movement about the city. Removing the air component simply depreciates the maximum available efficiency.
Develop the area to benefit the airport, keep air traffic to planes meant for that size of facility.
A diversification. Industry other than just oil patch. We need a more diverse economy. Part of it put aside to ensure we are developing a more diverse economy. Have a parcel, or portion that is low income, affordable housing if housing goes in. Mix of light

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<p>industrial, commercial and residential, make it available through public transit. Encourage walking, biking, a sustainable neighborhood with green space/economy. Given the size of the area we can factor in a lot of green space. Make it visually appealing. This is an opportunity to do something that no other city usually gets to do. Massive land that we can completely redo.</p>
<p>Like to see development similar to Currie Barracks, Griesbach in long term. Design and development standards, medium density residential, commercial, institutional. Proximity to RR, need to factor that into plan; Future transit oriented.</p>
<p>Need quick decision and transition. Concerned about time lag; so worried that it could take 10 years to implement. EAA would start to see tenants moving naturally, but not all. There would then be the expense of maintaining a partially running airport which would be a challenge. People aren't framing this in light of what should happen relative to what is needed in the space. It is a large land base. Need to think about what does the community need? Rather than think about what it is currently.</p>
<p>Just make nice buildings. Make them welcoming buildings with waterfalls. Get buildings to reflect different cultures. Make sure there is green space and green construction. Put as many flowers as possible.</p>
<p>Again, I would like to see the land remain an airport. It is a historical site that very few people, including our own city politicians, appreciate—which I'm sure the brave men and women who trained here during the war appreciate fondly! The airport is vital to our city and the north. It is the hospital of the north. Medevac flights from all around fly patients into the airport because of its close proximity to the Royal Alex Hospital. If these patients, especially those on life support are forced to fly further, then face a long ambulance ride to get help, then who knows what may happen. Bottom line, people's lives are at stake!</p>
<p>The greatest travesty for Edmonton would be to apply linear thinking to the use of ECCA lands and replicate a development pattern that is ubiquitous throughout the region. It is very easy to destroy the value that the land brings day to day to the city as an airport. It will be very difficult to replace that function with development that generates similar or greater productive resources for the community. Residential and commercial uses are consumptive uses that do not increase community productivity especially when such uses are better located in other areas of the city. Therefore any development needs to be measured by its capacity to add productive value to the City's economic base than its potential as a fully functioning airport with limited constraints.</p>
<p>What number are we putting on the future? Theoretically looking at 30 - 50 year window as long term planning horizon. No one can tell what will happen and what demand is in 50 years. If everything goes according to plan, developers would build, don't believe we can look that far ahead and developers aren't currently interested. This leads to what is the point of this exercise? If development side changes in future, have to be concerned about repercussions to closure of businesses, 2200 employees directly or indirectly make livelihood by existing land use, medevac services presently involved, support to fixed wing, etc. Edmonton will be major medical centre for N AB (including Western Canada), based on restructuring of Medical system in Alberta. (Calgary for S Alberta). Edmonton will include Saskatoon, north. This will include accommodating medevac services. Changing use to residential can't accommodate that.</p>
<p>Consultation on a broad base of public input. Consider green space and the environment that will be affected. Underground features would need to be taken into consideration by developers. Differences in traffic.</p>

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Ability of people to get to the new development, public transit, walking.
Take blinders off. Dream about what the potential is. Tourism/recreation to high technology park potential to create a cool fully integrated residential / commercial development of some type.
Want NAIT to expand, student housing, LRT route through area, 109 ST extend north and 118 Ave come across (extend grid), make a cultural zone like Old Strathcona (the pocket in general), high density is the way to go.
Mix of commercial, considerable expansion and land allotment to NAIT for current and future use.
Do a comprehensive review of the entire site. Don't piecemeal off bits and pieces. Look at the site from a whole. NAIT and the army did that and encroached on the land.
We can then plan for new neighbourhoods and major transportation routes, and understand the impact on other communities.
<u>Most Important</u>
Do a comprehensive review of the entire site.
Range of development scenarios – so council is not bound by the simplistic three that were reported earlier.
Balance of commercial community neighborhood space and planned community, those issues of importance to NAIT and the broader transportation corridor could be addressed.
A thinking working group with broad spectrum of interests, you need to have the people who will put the money in and invest to be part of those groups
High density is redundant, Compact commercial, 23 floor residential building, LRT and public transit, office and industrial uses.
Just wants to keep a viable airport.
Previous decisions for the ECCA have been put to a referendum, believes Mayor against Airport and this should not be left to nine people- council.
Process, consultation will be important.
Administration- provide a comprehensive report that responds to the questions raised.
A business plan that reflects a commuter airport so it can be contrasted against the housing redevelopment scenario.
Should stay as a downtown airport, believes most other cities would want a downtown airport. It is wasted now, any redevelopment is loss of a tremendous asset, one squandered by the current Airport Authority and City Council.
Keep the airport and land just as is.
It should stay as an airport.
Don't like to see the change of use of the airport land.
All aviation related businesses associated with the City Centre airport , those who have used the medevac services, those who have lost loved ones on the road to Ft. McMurray, those who work in emergency, the northern hospitals, companies who use charters to fly their employees north.
Move the buildings to other areas.
The ECCA needs to be confirmed as the permanent air facility for commuter air access and air ambulance helping build a strong economy for the Capital Region and the rest of Alberta.
I strongly hope the airport will be maintained and be developed and touted as an Aviation Economic Cluster.
I do not know the exact mandate you received from the City but I am appalled that all questions make the closure of the municipal airport a foregone conclusion! My comments above should make it clear that I fear the negative impact the closure of the airport would have on the City as a whole, and even more so on the Communities this airport has been a life line for in the past. Even currently it serves as a hub for medical emergencies.

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<p>Two are always better than one. The great efforts and costs to develop the International Airport have NOT improved Edmonton's tax base. If anything it has created a very lopsided situation that is bleeding Edmonton indirectly by putting concentrated loads on our roads. The 23 Avenue overpass is just one case in point. The City, very likely, would have benefitted more in the future by investing that money into promoting and expanding the CITY OWNED AIRPORT.</p> <p>In the age where terrorism is a reality and of great concern, not both airports are likely to be rendered useless at the same time. That thought alone should lead to even greater development and expansion of the current facilities.</p>
<p>Enhance service levels at the airport, allow larger seater planes into the airport to better serve the population of Alberta, allow flights in from the south as well, allow more commuter aircraft to land.</p>
<p>Minor hockey, educational tours of the airport, retention of the Air Museum.</p>
<p>We believe that to respond to both the realignment of the air transportation realities as well as the unique configuration of the ECCA lands where Rail, Air and Ground are currently present, the only thing missing is the Vision to implement a comprehensive commuter strategy that acts on the opportunities that currently exist. New roads are not required, rail links are not required and an airport in the centre of the City exists now! What is needed is to stop wasting resources on foolish concepts of brownfield residential/commercial developments, but focus on implementing a comprehensive commuter transportation strategy.</p>
<p>I would like to see the ECAA remain as it is.</p>
<p>The City of Edmonton should:</p> <ul style="list-style-type: none"> <li>• repudiate the lease with Edmonton Airports</li> <li>• establish a corporate structure in the form of an IPO where entrepreneurial Edmontonians and Albertans could directly invest in their airport, and benefit directly from its success and growth. This could also be in the form of a P3 partnership.</li> <li>• within the proposed corporate structure, issue a worldwide RFP for the promotion a maintenance of ECCA as a “going concern” commuter airport by a world-class airport operator.</li> </ul> <p>Take real, substantive steps to encourage aviation development, supported by a strong resolutions of City Council, at ECCA. (in 1988, when City Council demonstrated stability and tenure by revising the long-term lease document, \$16 million of private investment occurred at the ECCA, in large part due to this change).</p>
<p>A big question/issue is - can the site be redeveloped with current infrastructure, or do we need more? Sewers, power, transportation – redevelopment will cause a large impact on infrastructure. Traffic.</p>
<p>Include a new arena/coliseum. This would be a good wide open area for it. Keep the museum, or a similar venue that can accommodate the functions we hold at the museum now.</p>
<p>Opportunity to be innovative, demonstrate best practices.</p> <p>Examples:</p> <p>District heating could be implemented.</p> <p>Grey water systems so everything collected from houses is used in waste treatment, compost, EPCOR - look at how innovative could be.</p> <p>Use waste of one thing as raw materials for something else.</p> <p>Grandin Green - example of a building coop, exceeding the R2000, went way beyond it, not use toxic / harmful materials; huge balconies, gets away from problem of small condos.</p>
<p>If goes to higher density residential vision, there should be some strong efforts made to find some models that have been successful in attracting families with kids, help to make diverse community and more attractive. Don't forget the families.</p> <p>Difficult to deal with communities where make up has changed and no longer meets their vision.</p> <p>The whole core of Edmonton needs strategies to bring families back into centre (affordable</p>

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housing, not necessarily more kids). Need to bring these concerns to the projects. ECCA looks to be about size of Oliver based on reports.
At this time of town we have no waterfront. Looking for a unique community where all different nationalities are represented. I would like to see an old world kind of feel. Edmonton is very diverse, so this would be one physical way of showing we are proud of that.
Keep it open as a general aviation location but with no scheduled flight service.
None – maintain as an airport. Develop aircraft related industrial uses.
Approval to increase city centre flights from what they are now. Currently employs 1000 people who will lose their jobs if it closes.
More parking for NAIT. Take some of the parked cars out of the communities adjacent to NAIT. More property for housing – we have enough commercial.
Consideration for child care space – even with the current situation. Make the area accessible in terms of public transportation.
Alternate uses of existing land within the municipal agenda, which I am sure would include housing.
If we are going to put up housing we are not going to have an Indy racetrack in there anymore. Have enough green space.
Turning it into residential land use (houses and condos but not skyscrapers). It could be a great place for an elementary/junior high school as a lot of downtown residents are now without a local school. People who have one or no vehicles and work downtown. Turn it into parkland and keep it partially open for STARS Air Ambulance and medevac planes to use. Keep the ECCA lands and the current surrounding business zones developing into a world class area for Avionics education/training; advanced and enhanced aviation and flight technology business; primary and secondary education programs(Aviation Museum, Edmonton Flying Club).
Just want to keep a viable airport.
Like to see that there is a complete and thorough study done by and unbiased 3rd party. Really determine what is best for the use of this land for everyone. Studies in the past have always been commissioned by those with an interest in the result. We need a full-fledged environmental study before anything can be done. A very comprehensive land study has to be done. There have been a few things done, but nothing that has evaluated all the implications involved. Used by medevac to transport people to the hospital. It would create a challenge for emergency medical care. Not necessarily opposed to development, but implications and options have not been studied. Just the possibility of developing the land has been examined. Community, environment, relocation of businesses, etc. – all these questions need to be answered.
Sports complex, double arena, exercise and athletic sports equipment, pool. No more theatres. Seniors complex – seniors units development. Rentals and housing. Soccer fields.
Consideration for child care space. Accessible in terms of public transportation. Use environmentally friendly building practices. Move toward being a greener city.
Public debate. Adequate facts to substantiate costs involved with maintaining existing development, and alternate costs for different beneficial development.

Know the facts related to the costs for assessing alternatives.
High density. Include expansion of NAIT campus, encourage more height, add to green space. Make statement re creative, sustainable, green development in city.
If shut down, could have taller buildings in downtown. Don't know how many developers are interested. If it is it viable, it makes sense to go higher in building. On the flip side - what is it, is there any interest? Advantage of location - if did mixed use housing, combination, using existing infrastructure, could be good.
9 respondents to this question indicated that they felt they had already answered this question in responding to a previous question, and 2 respondents to this question replied with “None.”

***What other organizations or individuals do you think might be interested or have a stake in the future land use of Edmonton City Centre Airport lands?***

His organizations resolutions are around the health sector and they rely on health sector and this would be a real concern.
School boards, recreation groups, many have self interests, a balancing act – to support everybody's ideas.
The community to the north that use air service. Different emergency services. Surrounding resident associations – leagues. 118 <sup>th</sup> AVE businesses and Kingsway business Association.
I see developers trying to make a quick dollar on a few new business and housing after my taxes are used to make the land available to them. After the money is made, they are gone and what will we have left as a legacy of a once great airport? This is so short sighted I can't believe it is even a consideration. It is time to take a reality check if council needs money, you want to spend money on all sorts of projects we don't need and people don't have money for. Please wake up!
I don't think any should.
The Alberta Aviation Museum, the Flying Club, the numerous Air cadet associations in the area, the numerous schools that field trip there every year, all the association that participate each year in airfest- which would be made impossible if the Airport were shut down, and the numerous charter enterprises, and other such businesses such as 'Infinitair' and 'Spar.'
Developers/builders...
I believe that the existing administration have a personal interest (Conflict of interest) in this development. Air carriers that could utilize this space if given the opportunity are in the Alberta locations previously mentioned Grande Prairie, Peace River, Fort McMurray Whitecourt and other areas like Edson Hinton that can add to the continued productivity of the oil related industry. Cut this airport and add another nail in the coffin of the industry that sustains Alberta.
Learning institutions, Health sector, Everyday citizens.
Greater Edmonton Alliance, Edmonton Land Trust, Edmonton Affordable Housing Trust – “something like that.”

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<p>The Government of Alberta, as the operator of the Air Ambulance Service operating out of the ECCA.</p> <p>STARS Air Ambulance Service operates out of the ECCA.</p> <p>Air service operators.</p> <p>The business community in the general vicinity of the airport.</p>
<p>I think we all have a stake in it. Since it loses money every year, who is it that foots the bill? The taxpayer.</p>
<p>Condos.</p>
<p>EPSB (Amiskwaciy Academy; other schools in area, some of which have been closed down in past due to low enrolment).</p> <p>Capital Health (ambulance service, provision of services).</p> <p>Community Leagues.</p> <p>Catholic Social Services (provide location services for recent immigrants, deal with large number of different nationalities and languages, low income and ethnically diverse neighbourhoods, have facility in area).</p> <p>Aviation Museum (historical significance, culture and tourism).</p> <p>NAIT (major apprenticeship training facility providing major economic returns to City; interest in development of high rise residence adjacent to NAIT perhaps on ECCA lands; need to expand and if can't in current location, would need to expand on agricultural land south of Edmonton).</p> <p>LRT planning people (routing for northern route of LRT to serve NAIT, etc).</p> <p>Hotels and business, hotel association (economic feasibility, vitality).</p> <p>Travel Alberta (tourism).</p> <p>Retailers at Kingsway Garden Mall (economic feasibility, vitality).</p> <p>Little Italy &amp; Chinatown Business associations (adjacent to ECCA along 118 Ave, economic vitality).</p> <p>Indy Race (tourism and economic development; publicity for City).</p> <p>VIA Rail (station located adjacent to ECCA and Yellowhead Hwy).</p> <p>Greyhound (potential relocation of downtown depot to area by VIA Rail)</p> <p>Taxis (if consolidate everything at International Airport, impacts on their service to the ECCA, economic viability).</p>
<p>The main interests or concerns are a number of items. Noise, traffic, travel convenience and future development.</p> <p>Noise is easily addressed with flight restrictions and technology. Aircraft being built today have to meet strict noise restrictions of other cities throughout the world. Limiting aircraft size will also restrict noise. Most jets being produced today are quieter than many of the turbo props currently flying into the airport.</p> <p>A busier airport will increase traffic in the area. However this increase will not be nearly the same as high density housing. The plan needs to involve a Yellowhead Trail interchange and adequate transit.</p> <p>Travel convenience will increase business in Edmonton. As a regional transportation hub, this facility is not intended for use by the once a year vacation traveler. It is for the student that takes the bus or a flight home to see Mom and Dad on the weekend. It is for the group that wants to fly in from Fort McMurray, spend the night and then catch the snow train the next morning to Jasper. It is for the business traveler from High Level, Yellowknife or Prince Albert who has an appointment downtown and wishes to be in and out in one day. He can fly in, jump on the LRT, do his/her business and go home. It is for the company that wishes to take a few clients to an Oilers game or attend a convention being hosted at one of the cities other facilities. Convenient</p>

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travel will attract such events.
None can enhance the uniqueness of the area any better than what I have indicated in 7.
People that come from up north and spend money in Edmonton, they will go to Calgary.
Industry based oil field folks. Neighbouring communities. People on the fringes. People who could get into subsidized housing could make a big difference in their lives. Capital Heath – now Alberta Health. Edmonton Economic Development. Business associations. NAIT. Kingsway Garden Mall. Commercial developments, area with Canadian Tire, Save on Foods. National Military historical group. The right environmental groups. Those who will help make it good, not be a roadblock.
Entire city. Bigger challenge of who has too much a voice re future air/land. Need to consider in context of Capital Regional Plan, footprint of region as a whole. Greater Edmonton Alliance. Anyone, but must be Edmonton based, as long as City can deal with any air service issues through Edmonton Airports Authority. City needs to make decision sooner rather than delay.
Developers. Aviation Companies. Local residents.
NAIT (expansion, co-development with EAA). Tenants (viability of business, continuation of air service). Downtown Business Association (restrictions on development). Kingsway Garden Mall (financial viability). Indy Car Race (financial viability, continuation of race venue). Developers.
All land developers.
First Nations community. Asian umbrella group. Chinese cultural groups. Arab community. Senior citizens groups – very active and willing to learn. Follow up all with all ethnic communities – call and keep calling them until they participate Rabbis from Synagogues. Imams in mosques. Hindu temples – one is right next to the airport.
For start, considering the City Center Airport shall be considered a permanent resident of the City. Aviation related businesses need to then be encouraged to set up shop at the airport. Currently the hangars that should house these businesses are being converted to mobile home manufacturing, bottle making, etc... absolutely nothing to do with aviation, thus limiting the expansion of the few current aviation related businesses at the City Center Airport.
The aviation maintenance and service industry has the greatest stake in this debate because their



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businesses are at risk.
<p>Current users / tenants, all should be given opportunity to express a view (not relative to flight schedules, but re: mechanical services, instructional services).</p> <p>Hospitality industry in area will be impacted by changes.</p> <p>Business community overall, whether Chamber of Commerce, Business Revitalization Zones, oil and gas and travel to the north (private users since a General Aviation airport, not scheduled service).</p> <p>More public / average person in City. Important to ensure advantages are weighed against something, some comparison of present vs future use. Could be identifying tax dollars that could be generated by both options, so citizens can make a judgment on options. Need information to make informed decision. Has to be balanced, something comparable.</p>
<p>Provincial and federal government (treaty obligations, medevac commitments, capital city)</p> <p>Communities, primarily in northern Alberta, who have connected their communities with Edmonton (business, medevac).</p> <p>Existing tenants, businesses (economic viability).</p> <p>How do we collectively on all sides dig down and find out what businesses are really thinking about the dangers of letting go of a gem of a commuter airport. How to separate General Managers from CEOs of boards in terms of what the potential damage is of turning the land into condo developments.</p>
<p>High school students, youth, university, Edmontonians who are interested. Those interested in this kind of leading edge design in the youth community.</p> <p>Inner city facilities.</p> <p>Different cultural groups in the area.</p> <p>All different kinds of residents, not just business owners.</p> <p>Other sources – like accessibility groups.</p> <p>Professionals between early 20s and 40s.</p>
<p>City and Downtown core, Downtown Business Association (impact of ECCA on development, financial viability).</p> <p>NAIT (expansion).</p> <p>Kingsway Business Association (business viability).</p> <p>Other Associations (possible development, other uses).</p> <p>Tech related associations re: education, training, tech park.</p>
<p>Home developers (wary of opening up this land in light of projects in suburbs that are slowing down).</p> <p>Business areas, associations in surrounding community (concern about lost revenue, hotels and businesses).</p> <p>NAIT (expansion).</p> <p>City's infrastructure / service (cost of servicing, upgrading).</p> <p>Residents in community around area (traffic, noise, uses).</p> <p>Everyone involved in aviation, tenants (buying leases out).</p>
<p>Other community leagues about a dozen in the area, and maybe a few more. If major transportation routes go through there, it will affect more communities.</p> <p>Neighbourhoods and businesses in the area need to be consulted.</p> <p>Air service organizations. Private charter companies. Oil companies that use them. Air ambulance etc.</p> <p>Hotels.</p> <p>Kingsway shopping centre.</p>

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Primary and secondary education – field trips for groups and the individual as well. Visitors to Edmonton (yes a tourist destination), NAIT, all business ventures that are now located adjacent to ECCA lands; Alberta Government forest fire planning, fire suppression, forest depletion, and environmental and related service business.
NAIT, Kingsway Business Association, Mall, Tenants.
Air service business have a big stake – almost all of whom who are planning to move to other airports. Public service groups – fly clubs and small community groups. Helicopter community some consideration to maintain these groups – access and noise. Who might be interested if the airport closes development community in Edmonton and Albert and beyond. Such as big development groups and project managers for a commercial residential and light industrial development. Municipal transportation corridor needs to be figured out. Neighbouring communities, NAIT who is looking for more access.
Business on the airport, Aviation, Air Transport Association of Canada, Northern air service association, Canadian Business Aircraft Association, Canadian Owners and Pilots Association, Edmonton convention bureau.
UDI, homebuilders, Northlands-Oilers, people who are in the festivals –creative and looking at long term needs. Need people with a 20-30 year vision.
CDN Homebuilders association, social service people, social housing people.
Aviation businesses. Tenant Association. Kingsway Business Ass. CAANA. Alberta Enterprise Group.
NAIT Maintenance group of ED. City of Edmonton Transit. Kingsway business group. Tenants. Local community leagues.
The Native academy at the airport- tenant.
Northern communities, gateway is no longer exists, Calgary airport is now the gateway – freights moving through there, for northerners and its easier to get to Calgary Airport than the new International. Edmonton residences and businesses – no longer do short air commutes to the north, due to the international. First you have to drive there, than go to Calgary or another centre to get to where you want – it costs way too much time. So, you have to drive everywhere.
Alberta Government has a great stake – the investment to hospitals for those trauma centres Business community – those businesses they are creating jobs. Suppliers of forestry and oil sectors. People need access to the capital city, no flights south of Hwy 16.
Northern communities and some southern communities who use the airport when it was more viable, and the International just does not work for Edmonton –maybe Leduc.
Do not know.
60% of the land area of Alberta is north of Edmonton, ask anyone in the north half of the province.
The communities in the north, Alberta companies that use the airport, Alberta Health, the CBAA

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(Canadian Business Aircraft Association), the NBAA (National Business Aircraft Corporation), COPA (Canadian Owner Pilots Association) and ATAC (Air Transportation Association of Canada).
Any aviation related business would love to take a stake in the future land use of the airport.
No more stores. You already have too many box stores as it is. Seniors, citizens, transportation, law enforcement, medical, employment, EPCOR.
They will all be greatly and directly affected by a closure outcome.
All the employees and northern communities that benefit from Edmontonian professionals who travel there. I mean that these communities do not want the airport to close.
The Provincial Government, the Chambers of Commerce across Northern and Southern Alberta, the Elected Officials from the rural and urban municipalities from northern and southern Alberta, the Alberta Enterprise Group, the RCMP, the Commuter Air Access Network of Alberta and the Kingsway Business Association should be consulted.
S.T.A.R.S., MorningStar Aviation, Edmonton Flying Club, Grant McEwan Community College, Emergency Medical Services, Oil exploration, servicing and pipeline companies operating in the North, Canadian Women in Aviation – Edmonton Polaris Chapter, Edmonton Flight College, Hospitals, Edmonton Oilers, Edmonton Eskimos, local hotels, small airline transport companies.
What few major employers we have left in the City and the greater Edmonton area need to be involved. I also think that Edmonton is more and more playing "second fiddle" to Calgary due to a deterioration in services out of our City Centre Airport. Land developers and Realtors should NOT be included. City management needs to get info from NEUTRAL sources as to the true cost of using, preparing (decontaminating, prior to residential usage) and weigh that together with lost tax revenue against the best case scenario. What little information has been made public seems to point to residential development as the preferred option. I am no lawyer, but I do not think that the plebiscite of a few years ago gave the City Administration the right to make decisions on land use under this effort other than airport maintenance.
Every Albertan has a stake in the City Centre airport, with respect to medevac and business and pleasure travel. Every municipality has a stake in the future of the airport with respects to medevac and business/pleasure travel. The province has a huge stake if medevac is re-routed the cost of such will increase greatly and affect the health of every Albertan and Alberta visitor.
Minor hockey.
We are confident that you are aware of the other organizations, however, we would encourage you to contact the Commuter Air Access Network of Alberta and the Kingsway Business Association.
Any of the flight schools, charter companies, personal owners of aircraft housed in the hangars at ECAA and any of the business owners around that area.
COPA. AOPA.

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- Edmonton's Partners in the Capital Region, (City of St Albert, County of Surgeon etc. Economic Development Authorities in Alberta) and other groups of citizens and businesses who benefit from the use of the ECCA and the future implementation of Commuter Air Service.
- Northern Communities and their citizens who have enjoyed the use of scheduled air service to ECCA in the past, and who would undoubtedly benefit from the use of commuter scheduled air service from their respective community airports to Edmonton's "downtown airport".
- Alberta Health units and their citizens and clients in Northern and Central Alberta, who currently use the ECCA for Medivac and air ambulance activities.
- Corporate and small business who's businesses are located near the ECCA, and those corporation who need the convenience and accessibility to Edmonton through the downtown airport.
- "Out of Town" Edmonton Oilers Hockey and Edmonton Eskimo Football season ticket holders and fans that use the ECCA to routinely and readily access these sporting events.
- The Yellowhead Highway Association. The Yellowhead Highway runs immediately adjacent to the northern boundary of the ECCA.
- Commuter Air Access Network of Alberta (CAANA)
- Kingsway Business Association (KBA)
- Aviation and related businesses at the ECCA.
- Alberta Chamber of Commerce
- Aboriginal Communities (e.g. Mikisew Nation from Ft Chipewyan)
- Local and Provincial Commuter Air Carriers
- Local and Provincial Air Charter Carriers
- Canadian Owners and Pilots Association
- Canadian Business Aircraft Association
- Aviation Alberta

All communities adjacent.

Businesses adjacent.

NAIT.

All city departments that would have requirements of it in future, parks, roadways, transit, police.

Northerners or businesses that use the airport.

Royal Alexander Hospital.

Agencies in addition to community leagues. Because of demographics there are a lot of active social service agencies.

There is a school in one of the buildings by the airport. Amiskwaciy Academy – high school.

We work closely with them and some public schools.

The museum in the hangar should be looked at carefully.

Community Leagues - Queen Mary Park, Central McDougall, Downtown (closest and most impacted).

In particular, wonder how we include immigrant population, may bring some interesting ideas to discussion; hard to include, may not feel comfortable in the meeting space, also need translation services, advertising and posters in multi-languages - need to be inclusive, hard to convince them that we mean it.

Ethno cultural groups; Somali, Sudanese have store front offices in community as community centres, go to them. Others very well organized - Chinese, Vietnamese.

Barrier free access (seniors, mobility issues), if make community accessible to them, it is accessible to everyone.

Seniors community - high rise, subsidized apartments (Kiwanis), some downtown as high rise.

Multicultural Help Workers work in the multi-ethnic communities, multi-languages, lot of people pull on them as a resource. Need to understand that doing something extra.

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<p>Kingsway Business Association / Kingsway Garden Mall (concerned about continued operation of air service).</p> <p>Tenants (economic viability).</p> <p>Aviation Industry Association (umbrella group).</p> <p>Principal at Amiskwaciy Academy (Elders, Metis Nation, Bent Arrow Society) relative to the operation of the school; many groups have attachment to area since it is their gateway from the north, natural affinity to airport and flight.</p>
<p>Canadian Homebuilder Association, social service and social housing people.</p>
<p>The High School.</p> <p>Depending on the type of housing, different support organizations.</p> <p>Businesses along the border of the lands.</p>
<p>Residents surrounding ECCA lands</p> <p>Primary and secondary education, especially NAIT.</p> <p>Businesses located adjacent to ECCA lands.</p> <p>Alberta Government (firefighting, environmental and related service business).</p>
<p>Aviation businesses.</p> <p>Tenant Association.</p> <p>Kingsway Business Ass.</p> <p>CAANA.</p> <p>Alberta Enterprise Group.</p>
<p>Airport related business operations.</p> <p>Community of Kingsway and surrounding area, both residential and commercial.</p>
<p>Boys and Girls club.</p> <p>Lions Club, they develop housing complexes.</p> <p>Rotarians.</p> <p>Slow pitch ball group on the other side of the road, part of the seniors organization. Always looking for more space.</p>
<p>Multi-Cultural Healthcare Brokers. They work with agencies across the city to teach them how to deal effectively with multi-cultural issues.</p> <p>City of Edmonton, Family Community Support Services. They give support to this area and would be interested.</p>
<p>Other nonprofit housing associations.</p> <p>Private sector developers.</p> <p>Recreational advocates.</p> <p>Educational institutions - mainly post secondary.</p>
<p>Residential commercial developers, possible partners to invest, joint venture with the City.</p> <p>If stays as Airport, different people would like to see different things happen. That will depend on EAA lease and plans.</p>
<p>All of City Council.</p> <p>Kingsway Business Association.</p> <p>NAIT.</p> <p>Provincial Government.</p>

***What are the interests or concerns of those individuals or organizations, as you see them?***

HISTORY, the great history of the airport and what it has done for the Alberta and Canada.
The retention of a working city center airport.
Putting that land to a more practical, profitable use.
Northern losing a service connection, surrounding residence may eliminate a nuisance. However new impacts with a new dense development and 118 <sup>th</sup> and Kingsway – could be competition to retail commercial districts. There maybe a disconnect of what they have to what it becomes – location and operation considerations.
Same as above, Health access.
Self interest, all groups have pressures they will want resolved.
They need help to increase their operations and instead of being assisted they are being stalled on every attempt by the Airport Authority!
Possible financial cost of involvement, if it is expected organizations might be requested to assume some financial liability relative to any development cost they might be expected to assume. Not sure if any financial liability assumptions would be required, so this may not be an issue, although cost sharing might be a reality, unrealistic for city to cover it all. Education sector: money is always an issue.
Museum on the airport property – people will not want this taken down. Maybe design around it, but it is an ugly building. It is an old hangar. Maybe a lot of private land around the airport. They are going to be next door to a hangar that is now a welding shop. East side, and north ugly buildings and facilities. Light industrial. Is this land is owned by the city? If those buildings stay there, it will not be popular. Lots of businesses that have been there for 30-40 years. Conflict between these different types of land uses.
I think the interests and concerns of these groups are self explanatory.
Taxes.
Cleaning-up the land and plans fir this area.
The business community as a whole needs to be consulted. Not only should we consult large developers that wish to build downtown. Request input from small developers as well. These are the people that will build the walk-up apartments in the area and revitalize areas such as Dover or build east of NAIT. These are the people that will build when the Calder yards are eventually moved out of the city. The industries that have offices and manufacturing plants in our city need to be consulted. These are the people that need to get their clients from regional areas in to see their product or they need to get their people out to see their clients without the hassle of an international airport. Alberta Tourism needs to be consulted. Our province has a lot to offer and people may choose to travel within our boundaries if easy access is available. Last, but not least, and very important is the medical community. Edmonton is on its way to becoming the premier medical center for western Canada. This industry can bring a lot of financial gain into our community. People need to understand that Edmonton not only serves Albertans. We routinely perform services for the surrounding provinces and territories. There is absolutely no reason American and residents of other countries cannot have procedures done in our province, the same as when Canadians are flown to the United States for procedures not available here.
Opportunity to make a buck and run.
It's all about personal interest, not what is best for the city, or a point of view what is best for the

city.
<p>Environment – worried we are just going to put up a bunch of concrete. End up with South Edmonton Common. The footprint will then grow immensely in that area.</p> <p>Oil patch is worried as they won't have the ease of travel. More of a case of how we help them use the International Airport well.</p> <p>Commercial – bring in South Edmonton Common, and they will go out of business.</p> <p>Neighbours - They are used to planes. Not so frequent. If we have another 20K people living, and another 20K people working in the area, the safety, pedestrian difficulties, noise and traffic for the community will be issues.</p> <p>Historical groups – they will be afraid history will disappear. They will worry that we will pave it over and stick a little plaque in the corner.</p>
<p>Money/opportunity for the first 2.</p> <p>Noise/quality of life for the latter.</p>
Development and the standard profit from development.
<p>They want to see that their communities are included in life, economic culture and other forms of activities in Edmonton.</p> <p>When we have airport volunteers greeting people, in their cultural costumes – make people welcome. Wow this is a city with people I can touch.</p>
<p>Currently the concerns of all of us that work at the airport is this huge debate that the city of Edmonton continues to fuel over their spaced-out ideas to redevelop the airport lands. The debate that has been reignited as of late has resulted in increased stress on everyone that works at the airport, myself included. Our jobs are at stake! Secondly, the debate is causing some air operators to put in jeopardy future potential contracts with various companies to transport their personal to and from the work site.</p> <p>Also a little known fact that few people realize is that those airlines that fly in and out of the International quite often rely on the City Center Airport as an alternate airport for landing in case a landing cannot be made at the International. Should the City Center Airport be closed, these airlines will be forced to pick airports such as Calgary as their alternate, thus legally requiring them to carry more fuel to make the trip, thus reducing the amount of paying passengers and bags they can fly. Ultimately it can and will affect airfares to everyone that travels in and out of the International Airport!</p>
<p>These businesses' survival is at stake. Unlike many other businesses, their locational needs are very specific and limited. They not only have unique space needs i.e. hangars, they need runways. Like other businesses they also need to be located where they are attractive to their customers. Aviation customers can fly long distances so the real competition is not airports in Edmonton but anywhere in western North America. The ECCA has a competitive advantage that cannot be replicated in Edmonton.</p>
<p>Make sure however it is going to be utilized – it must be something the community needs, and the community can use. The users should be involved in making these decisions.</p> <p>Secondarily, access the opinions of different kinds of groups that not are normally connected, they often can have new and different perspectives.</p> <p>Consult with different ages, cultures etc.</p> <p>Also be conscious that a lot of these groups are aware of the environment and focused on sustainability and accessibility.</p> <p>Generate ideas regarding how to prevent problems during and after development. Crime etc.</p>
<p>Air service.</p> <p>Businesses will have general concern about what might transpire. For example if you open the area</p>

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up for more shopping, the Kingsway Mall will be concerned. Territorial interests from business.
I am not going to comment on this one. This survey will collect plenty of viewpoints/ response from others across Edmonton and the rest of Alberta.
NAIT – expansion and integration and creative planning. Other education groups may want in on the block of land. Business associations with on-going concerns. Tenants - underutilized and could have increased flights.
General Aviation, with different slants and focus with groups who may be interested in the Edmonton airport facility.
Developers – who have current land banks, the dumping of ECCA lands could cause difficulties and devalue the holding in place. Can’t just dump the land - the city needs to put a vision on it.
Keeping the business as a viable industrial base. Alberta Enterprise Group is new business group involved with keeping Oilers
Access.
Access to the north, for those northern communities and business interests. Need real air service.
NAIT adjacent expansion. Edmonton City Services adjacent to the ECCA. Kingsway Business Group – members use the Airport. Edmonton Transit ridership numbers. Local community leagues – pros / cons use development. Northern communities Medevac. Health Authority – how to move patients. VIA Rail has a station on the edge – may be interested to relocated create a transit hub. ECO Dev Agency – Indy. Tenants – protect business interests.
Really an economic and transportation concern and access to customers and industrial sectors in the regions. Alberta Health.
Air access into Edmonton instead of Calgary. North and South communities, no air service Cold Lake – Bonneville and Swift Current. 31/2 hrs to drive, nine to fly to Saskatoon under current situation.
N/A.
Keeping airport open.
They either need easy access to Edmonton’s downtown for business or government. Time is a precious commodity in our day and age.
The ongoing plan to close the airport.
They have to know what the proposed plan for the area is and the cost of this to the public. How many people are going to benefit from this in comparison to the costs of developing the land? Do you want it to be like the oil sands, bring in more people from other countries, not upgrade the education of the Canadian Citizens. Money could be used elsewhere.
I have passed along your email.
Don’t know, find somewhere else to build!!!
These groups all use and know the economic and emergency health care advantages of the ECCA as a working commuter airport.
To be discussed with them. All rely on the City Centre Airport.
What few major employers we have left in the City and the greater Edmonton area need to be involved.



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<p>I also think that Edmonton is more and more playing "second fiddle" to Calgary due to a deterioration in services out of our City Centre Airport.</p> <p>Land developers and Realtors should NOT be included.</p> <p>City management needs to get info from NEUTRAL sources as to the true cost of using, preparing (decontaminating, prior to residential usage) and weigh that together with lost tax revenue against the best case scenario. What little information has been made public seems to point to residential development as the preferred option.</p> <p>I am no lawyer, but I do not think that the plebiscite of a few years ago gave the City Administration the right to make decisions on land use under this effort other than airport maintenance.</p>
<p>MAKE THE AREA AN HISTORICAL SITE so the area will no longer be debated for sale. I strongly believe it will cost taxpayers more if this area is sold to developers. Tax revenues could be retrieved in other ways.</p>
<p>We see three groups.</p> <ul style="list-style-type: none"> <li>- Those who lust for the access of the ECCA lands for short-term personal gain with no Vision and no Plan.</li> <li>- Those who have little or no interest in the matter.</li> <li>- And those who see a future where climate change and economic opportunities are such that innovation and comprehensive integrated approaches to commuter travel require that the existing ECCA lands be fully utilized as a comprehensive commuter transportation hub.</li> </ul>
<p>An airport that is outside of the city limits would be onerous for many of the students (like myself), business people and instructors who work at or use the ECAA. What would be the viable alternative for those at ECAA? Meaning – where would students take their lessons, where would charter companies run their businesses out of, etc? Would it be up to each individual company/club to determine where they go or would there be help provided to them to relocate their operations?</p> <p>Also, speaking from a student perspective, ECAA provides a safe, less stressful airport environment to learn flying. I don't know if Edmonton International could, or would, even be a consideration as an alternative airport for flying clubs to run their schools and lessons out of, but certainly that would not be ideal. The nearest airport with a tower outside of ECAA then, would be Villeneuve – would students have to drive out to Villeneuve for lessons? Can a small airport like Villeneuve handle the increased traffic that would create out there?</p> <p>I could see a move like this potentially impacting the viability of the flight schools currently at the ECAA, as I could understand that anybody living in Leduc or South Edmonton would seriously think twice about driving that far for a lesson (i.e. loss of business). In addition to that, if there was no compensation to the schools for losing their hangar space, would they be in a financially difficult situation to relocate their aircraft and hangars?</p>
<p>The Edmonton Airport Authority and the city are not looking for what is best for aviation in Edmonton especially when it comes to Corporate travel and the business arena,</p>
<p>Each has expressed a concern about this issue to Edmonton City Council. Many have spoken publicly at Edmonton City Council hearings and have been vocal within their own communities and within provincial organizations. Because the closure of ECCA will affect each, is it not equitable and appropriate to contact all stakeholders?</p>
<p>Adjacent communities – interest in anything that impacts them, additional traffic noise etc.</p> <p>NAIT due to its proximity.</p> <p>City due to budget and operational costs down the road.</p> <p>Businesses may have relocation issues and concerns.</p> <p>Hospital – proximity, congestion. If it became a large centralized community, capacity of the hospital to handle the load would be impacted.</p>

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Those that are physically located right there will be impacted. If they redevelop the site, the Amiskwaciy Academy will be affected. One of our programs is in that school and it would also be affected.
One for his organization is if the city decides to be the developer and compete with their industry, the real developer could other wise be competed against. Some of his members who provide contract services would get work, but the city cuts corners and diminishes costs that they enforce on real developers and it is unfair. There could be a backlash because the development industry would competing vs. the city. Possibly not true to cost and not market driven.
The high school would want green space. The businesses would be worried about how the changes would affect them.
Not sure. We should ask them.
Keeping the business as a viable industrial base. Alberta Enterprise Group is new business groups involved with keeping Oilers.
Many. Businesses at city centre airport – they would have to shut down operations. Loss of employment directly related to the change. Could be other loss of business in the area. If airport cannot be used, they might consider going to Calgary. Socio-economic impact should be included.
Slow pitch – more space. Hard to get property at a reasonable rate. Central Lions club has a senior’s centre across from the airport. Just redeveloped that centre, but are always looking for more space for seniors. Boys and Girls – promote activities for children. They don’t have enough space. Keep the kids off the street. Rotarians – always helping in the community so they would be good to involve.
Multi-cultural, might only be able to support people if certain types of housing, transportation, childcare, maybe a different idea. The City of Edmonton Family Community Support Services has a strong knowledge of non-profit organizations and what their issues are. They would be able to bring knowledge of many non-profit organizations, not just one.
Interests- availability of the land for development purposes, consistent with their own orientation. Planning architect – need for proper planning and design, housing and developers, land etc. Cost of acquisition of the land. Would the city expect to get full market value for the land? Rationalization of the real estate value for non profit organizations and affordable housing. Would the nonprofits be able to acquire land at a lower price?
7 Respondents to this question indicated that they felt they had already answered this question in a previous response, noting “See above”.

***Who else do you think the consulting team should be sure to speak with about the ECCA lands?***

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Speak to STARS Air Ambulance, the flight schools, and the medevac flights coming in and out of the City Airport on almost an hourly basis. They need this airport to remain open and closing it will create more of a hassle for everyone.
Regional Health Authority or the Ministry of Health.
Surrounding communities, business and Northern communities. Downtown Business Association. UDI. Edmonton Fed. Of Community leagues.
Province – Brian Manning- Chief Deputy to Premier. Think in the whole, pushing the Province for a transportation strategy linking multi-model and walking. Communities such as the rail, HWY transit – want to bring these perspectives. Hopefully this linked into the strategy.
The general public as well as businesses on air side, and staff of the Aviation Museum, to ensure the overall public belief, the business perspective and the cultural perspective.
Consulting EIA so as all existing flights to ECCA will not disappear.
I believe they should speak with as many citizens as possible.
ALL AIR CARRIERS IN ALBERTA and air traffic support industries.
Edmonton Aviation Museum. NAIT. Edmonton electrical yard and maintenance yard. Train station.
I think they should speak to all those people who live in the area. Talk to them about the noise all day and all night long. It is not right.
The business along Kingsway should receive assurance that with the development and resulting increase in population for that area, their business would be safe.
Central McDougal /Queen Mary Park Community League. Members of the Legislative Assembly and the Minister of Municipal Affairs. Amiskwaciy Academy. Chinatown/ Little Italy Business Association. NAIT. Langnan Properties, Icon Towers. Developers.
Independent legal people. How is it that a city council can give up such an asset to the airport authority and not have decent clauses written in that would allow it to get back it's own property without having options, other than closure. The authority refuses to bend in anyway, it sticks by the agreement it made, which was great for the authority, but I haven't heard of any ideas from them about enhancing transportation for the citizens of Edmonton or Northern Alberta, other than through the doors of the International Airport.
Talk to the people who run the air museum. They would have good reasons why this airport should stay.
I have mentioned them all.
Connect2Edmonton on line discussion <a href="http://www.connect2edmonton.ca/portal.asp?page=747">http://www.connect2edmonton.ca/portal.asp?page=747</a> Downtown Business, Business Associations. Developers. People who live in neighbourhood. NAIT SA, senior admin.

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Greater Edmonton Alliance. Chamber of Commerce.
N/A
Can't think of anyone outside of ordinary. Northlands re Indy Car.
Assure there is an understanding of the past traveler service from the ECCA with the objective of restoring it. Future commuter airplanes will also improve the good traveler service that was supplied at the ECCA.
Rabbis, Imams, faith groups, - they are able to articulate the concerns of their communities. Many people will give their ideas to faith group leaders about secular issues. Taxi drivers – get thru Yellow Taxicab, and the Shuttle company.
Perhaps the team should talk to the people that use the airport on a regular basis. Not just businesses, but workers. They will see just how strongly all of us feel about the significance of the City Center Airport. They should also visit ALL the communities up north that rely on the airport as a port for hospital care. They again will hear the great significance of the airport.
The aviation industry, government agencies, the corporate community that uses aviation in its operations are stakeholders that are under the radar. In many cases they also will not participate because of the perception that participation will bring unwanted attention or will be perceived as political interference.
Kingsway Business Association. Aviation Museum. Regional structure by end of March, provincial mandate to new Regional board. Need to be consulted. Christiansen Developments. CNR. Air Mikisew (air medevac, Ft Chip, constitutional treaty issues).
Edmonton Chamber of Commerce. Not sure.
High school students, youth, university, Edmontonians who are interested. Those interested in this kind of design. Inner city facilities. Different cultural groups in the area. All different kinds of residents, not just business owners. Accessibility groups. Walkable Edmonton. Seniors Initiative.
EEDC Board. Edmonton Research Park Committee. Christensen Developments. University of Alberta.
Can't think of anyone else.
People downtown and businesses. Airport limits size of buildings, so if it is closed building owners, and land owners could do very different things. Railtown. Landowners. Kingsway business association.

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CNR – Canadian National Railway.
People who use these airport lands now, perhaps those business endeavours that have vacated from the surrounding facilities since 1995; The Edmonton flying club for sure; all business immediately surrounding ECCA lands.
Community leagues – adjacent residential areas. Rail company.
City needs to be very proactive and interested and plan their services – transportation so it all fits. Developers and planning aspect – municipal planning process, they should be a part of it. NAIT very interested in a big way with high-rise residence – and expanding their campus. Helicopter interest access and noise taking into account. World Fair possibilities – preliminary stages currently.
Air Charter Organizations, air ambulance businesses. RCMP air services. Alberta government air services.
Same as 8. People in Denver who have had a similar experience with their old airport left vacant for a long period even through a growth period.
If you’ve got a big list then you’ll talk to health-hospital, parks & rec., City dev., general community population, Edmonton airport club and tenants. Northern economic development groups, and place such as Yellowknife.
Development community.
Health Authority – for sure.
Lots of community leagues in suburban area. General aviation industry. Quick air. Need more-larger planes out of the Muni greater than 9 seaters. His business needs a viable airport.
Current airport tenants– advertise beyond Edmonton to those communities where there was air service.
Kingsway Business Association.
Interview people in the aviation business at the airport and throughout the province. You will find a distrust of Edmonton Airports and that uncertainty is the greatest threat to the viability of the airport. Edmonton Airports is well aware of the issue. They even hired a consultant about 9 years ago who brought the issue to light. I participated in the study and have the report. There were several suggestions on how to improve the airport and gain everyone’s trust. However, every time progress was made, Edmonton Airports either shelved the project or undertook changes which destroyed the trust that was developed.
The public should be aware of this survey, which is not the case.
Present it to the Ella Seniors Group, All Community Centres.
Yes.
All the remote communities and the companies that use charter for the convenience that it provides.
What few major employers we have left in the City and the greater Edmonton area need to be involved. I also think that Edmonton is more and more playing "second fiddle" to Calgary due to a deterioration in services out of our City Centre Airport. Land developers and Realtors should NOT be included.

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<p>City management needs to get info from NEUTRAL sources as to the true cost of using, preparing (decontaminating, prior to residential usage) and weigh that together with lost tax revenue against the best case scenario. What little information has been made public seems to point to residential development as the preferred option.</p> <p>I am no lawyer, but I do not think that the plebiscite of a few years ago gave the City Administration the right to make decisions on land use under this effort other than airport maintenance.</p>
Every Mayor, Reeve and Administrator of every Municipality in Alberta.
No.
<p>Please do speak to the Reeves, Mayors and business leaders of communities that currently use Edmonton as their service provider. Soon this will not be the case as our sense is that they are already shifting to Calgary and other centres as their source for professional and medical needs because they believe the City of Edmonton does not wish to provide them with efficient commuter access.</p>
<p>Certainly the residents surrounding the airport should be consulted.</p> <p>Also, perhaps NAIT – I don’t know for sure, but I thought they had a program there to get your degree/certificate in aviation. Would moving the airport impact that program at all?</p> <p>Also, I notice that the STARS helicopter is there – I would think that to have an emergency aircraft situated at city’s centre could only be a good thing.</p> <p>Another group that may have potential interest might be the military. I don’t know if they consider a potential airfield for military and business, or if they might use it for emergency reasons (i.e. in addition to their Namao airfield).</p>
<p>Canadian manufacturers association.</p> <p>More discussions with the Business executives of this area.</p>
Provincial MLAs whose constituency either includes the ECCA or are adjacent and whose constituents would be negatively impacted by the closure of the ECCA.
<p>Community recreation coordinators. Folks that animate through community services. They tend to do information provision and education. They are trained in public process.</p> <p>Citizens must be involved – all stakeholders.</p>
No one.
No specifically, more aimed at the groups.
First Nations Peoples, Elders, individuals, groups with strongest linkages with school.
<p>Inglewood Business Association and Prince Charles Business Association, if they have one.</p> <p>The area from 118th up to the railroad tracks is important.</p> <p>They are a community right next to this potential development. They should have input to things that would affect their communities and businesses.</p>
<p>People using the airport now.</p> <p>Businesses immediately surrounding ECCA.</p> <p>Edmonton Flying Club.</p>
Development community.
<p>This speaks more to the business community, and to the residents of the community and the area.</p> <p>Communities around it - Westmount and Prince Rupert community leagues.</p> <p>NAIT – they are right there and always looking for more land.</p> <p>LRT folks – it has been approved to go ahead and come up here</p>
<p>It would be interesting to talk to cities that have redeveloped airport their sites, see what they have done, challenges they have had.</p> <p>In terms of planning future use, it depends on what council does, if council does decide to provide</p>

direction for future development, then need to consider creative use of land, developers who have had experience in other projects or cities.
3 respondents to this questions indicated they felt they had already responded to this question in a previous answer and noted “See above.”

***We will be creating a Citizen’s Advisory Group to provide input and advice on the public involvement process over the course of the project (January – July 2009). Would you be interested and/or willing to participate in this advisory group? The group will generally meet once per month, and the first meeting will be on February 2<sup>nd</sup>, 2009.***

<p><b><i>Facilitator Note:</i></b></p> <p><b><i>10 respondents to this question indicated they would NOT be interested in participating, 6 respondents indicated that time or availability would preclude them for participating, 5 respondents noted that they would be precluded because of their role or employer, but suggested alternate names, which have been removed to protect the privacy of those individuals. 5 respondents responded “Maybe” or “Possibly.” 36 respondents indicated that they were interested and willing to serve on the Advisory Group, if chosen. The remainder of information in this section reflects comments provided by respondents in answer to this question.</i></b></p>
Don’t believe in legitimacy of Citizen’s Advisory Groups, careful that they are not perceived as skewing input to a special group. It is a problem the city has in thinking it can self appoint representatives. Would rather see you do statistically valid research rather than qualitative.
Important to keep issues focused on mandate of project, and not let get sidetracked by interest groups wanting expanded air service (like non-statutory public hearings that were mostly focused on expanded air service, fear that the group could remain focused on the specific question; need clarity in mandate and be able to preserve its purpose).
No – lack of time, sensitive grounds.
Most Edmontonians know little about the airport. Edmontonians and Council have a fundamental misunderstanding of aviation and the role of aviation and this airport. Throughout the years both Edmontonians and Council have been misinformed and infused with fears fueling insecurities about air travel in the Edmonton region. Don’t be surprised if we appear cynical.
<p>Yes, the writer would be interested in participating in an advisory group, if the terms of reference we delineated in advance and there was an assurance that logical and thoughtful input would have an effect on the resulting output from the advisory group. However, past experience with the City of Edmonton and Edmonton Airport on Advisory Groups has shown them to be thinly veiled processes to co-opt the participants into a pre-determined outcome. In many cases the input from the Advisory Committees have been ignored. In spite of strong recommendations from an Advisory Committee appointed by City Council and Edmonton Airports that recommended improving services and removing restrictions, Edmonton Airports ignored the recommendations and continued with their restrictive policies.</p> <p>The tenor of these survey question, suggest that, the process is a forgone conclusion, and for many, a meaningful participation in this Advisory Group may already be compromised.</p>
Not sure at this point. Would probably prefer to respond to plans as they take shape if there are to be changes. Aboriginal program at Prince Charles School near by. High percentage of Aboriginals ringing the airport to north and to east. Think it would be beneficial to have Aboriginal

representation.

I think it would be good to have our perspective as a non-profit business.

***Do you have specific suggestions for the public involvement process on the ECCA lands that will be implemented between March and July 2009?***

The public involvement process needs to be easy to understand and the public needs to understand completely what the potential is and how it will affect the City of Edmonton. The public also needs to understand what closure of the facility will mean to the City of Edmonton.

Specific suggestions include and are not limited to:

- Easy to understand questions in a survey. This survey has not been well publicized that it is being conducted. In addition, I had to navigate around the city website for a while to find it. Many people would have given up. A specific website should be set up for this and well advertised with all of the information.
- Make the public aware that closure of this facility rather than redevelopment in a proper manner will generate tax revenue for the County of Leduc. The tax base for this land as residential will not be that beneficial compared to the business tax generated throughout Edmonton.
- Put forward a number of land use plans and outline the benefits and disadvantages of each plan in a concise, easy to understand manner. Give Edmontonians a vision for its use.
- Make sure that the business community is equally represented. Not only large corporations that stand to benefit from building development.
- Consult all of the communities in the greater Edmonton region and ask for their input. It is only a matter of time until a GEA is established and will be in place before development is completed.
- Consult the northern communities within and outside of Alberta to determine the benefit of such a facility should it be developed.

Consult like hell, an issue for a long time, need the citizens to be on board.

Consultation needs to get the issues and citizens onside.

If you want change and consensus – need to get out and provide some leadership.

Airport has already been a struggle, city facility used by people outside the city, used by people away, need a method so those people away can provide input and suggestions.

Website enabled and allow full input would be appreciated.

Not exactly, open houses as opposed to public meeting – can not create too large platform.

Further education to the public at large.

Ensure that a sample of the question form is published in the Edmonton Journal and all other provincial papers so that the entire interest of Albertans can be heard in addition to the Edmonton city population. Advertise this on the media such as talk back shows e.g. Addler on Line or the CHED radio.

This must be placed on all media outlets in Edmonton to make the population aware of what is being done now.

Should be series of public forums, broken into stakeholder groups (e.g., citizens, corporate community, invite meaningful or NB cultural, learning and other organizations in community).

Provide opportunities for several stakeholder group forums.

All stakeholder group discussions should be transparent and well advertised.



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<p>I was involved in the bicycle master plan. They brought maps into the room and people with markers were able to draw on the maps what they would like to see where. People who ride bicycles know the most about how to plan routes. Very good, quite hands on.</p> <p>Spend less time on how the planners envision it. Start with more of a blank slate and let the people design it. Have early consultation and be open to input. Start at the beginning, not after a number of proposals have been made.</p> <p>Ask “what do you see being here?”</p> <p>We want it to be integrated, we don’t want a ghetto or a downtown Twilliger.</p>
<p>From my involvement in this issue over the past number of years, I am certain that widespread survey of residents in the capital region would indicate substantial support for the retention of the ECCA as a regional airport for “smaller commuter size” passenger aircraft. It would be very important that any such survey be unbiased and without leading questions being asked.</p>
<p>I think perhaps a mail-out to the sectors being asked to participate.</p>
<p>The public should have access to the city’s plans.</p>
<p>Challenge working with the neighbourhood directly south, huge language issues, very important they be consulted, making those connections very important (Queen Mary/McDougall).</p> <p>Need to include Catholic Social Services, Mennonite Centre for Newcomers as one way to connect with ethnic groups. Possibly work through the schools in the neighbourhoods rather than the Community Leagues in order to get input from different ethnic groups (Sudanese, etc), needs cultural sensitivity, takes work to overcome cultural sensitivities.</p> <p>Need to involve NAIT, Aboriginal community.</p> <p>Tenants at airport need to be dealt with fairly; City and Capital Region Board have to commit to work with them to relocate.</p> <p>Capital Region has to present a united front, needs to be lots of liaison with Northern Communities, ensure that they will continue to have service.</p> <p>Edmonton Airport Authority has to address concerns about how hard it is to get from airport into City, make it less expensive and easier, faster, and convince/sell people on the ease of doing this; need to improve customer service offered from International Airport; also need to improve going through security - make it a better experience (better concessions, fast line for northern travelers as well).</p> <p>Public meetings always get the same few people.</p> <p>Real problem is people who will be maddest aren’t in Edmonton re: taking airport away (e.g., communities in north who are losing airport); sometimes people offended that we consult but they feel they weren’t heard. Need to address the distant stakeholders.</p> <p>Need to be public hearings, although you will hear from those most vehemently opposed.</p> <p>Don’t have a plebiscite!</p> <p>Council needs to show leadership in long run, it is their decision to make.</p>
<p>The people on the committee need to remain objective. The land use for ECCA needs to be determined on what is best for the city. Although Edmonton Airports will attempt to fulfill their agenda, it is important to understand that Edmonton Airports shall proceed in a manner that is directed by the City of Edmonton; expansion of the International Airport or consolidation may not be in the long term interest for Edmonton.</p>
<p>It took two referendums for the “Vested Interest group” to be able to remove scheduled air traffic from the City Centre Airport. That decision was made by the citizens of Edmonton. City Council is now prepared to close the airport without giving each and every citizen the right to say yes or no. Something is wrong here.</p>
<p>I sat in on some of the meetings re: rapid transit and the once proposed fast buses. This was a</p>

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waste of time. For these meetings to work you need to make the meetings mean something. If it is just window dressing saying there is public involvement then let me stay home.
Ask the people by a vote.
Not sure how to reach more than those who are interested and active. Often get the same people all the time. I don't know how to do it, but to reach these individuals on the fringes would be important. Get those who have no real complaints involved in the dialogue – they often have good, constructive ideas. Amiskwaciy Academy could be involved. They will have some really neat insights if you can get them involved in the dialogue. Very insightful re land, history and tradition. Pay respect to native history with naming, signage and murals. Later in the process, they would be good at the micro design level. Some live on the fringes and know the needs of the homeless. Their voice is not heard, or not given the same attention as they don't show up in a suit. They would be able to tell you a lot about the current problems and how to fix them.
Fine to do focus groups, but need quantitative research to get real input from citizens. Stay on mandate. Polling process. Balance qualitative and quantitative research. Advisory Group is only a big focus group that helps shape direction.
The only suggestion I have the time to type out is that you need to ensure that the public process does not become a rehash of the 1993 nor the 1995 plebiscites. The debate should not be so narrow as to be an open/closed discussion, nor a scheduled service or not discussion. Edmontonians spoke clearly on consolidation, and I firmly believe they would speak again as clearly or even vehemently more so for consolidation. This is about working from either a scaled down GA/medevac/corporate facility, or full scale planned redevelopment of the site. This process needs to include pressure for better and more cost effective access options to CYEG. Additionally, medevac options and a, excuse me for the capital type, A REAL METRIC ON MEDEVACS AND THEIR IMPACTS needs to be discussed. No more bleeding heart “but people will DIIIIEEEEEEEE” discussions, but a factual and empirical analysis of the medevac equation – including criticality of the patients. I know YEG is used for critical patients today, so we need to remove Air Mikisew and others profit motives for continuing medevac services to CYXD and really concentrate on patient care and options.
Frustration that folks representing issues publicly have been very political, and pro expansion of air service; same people all the time; challenge to ensure all voices heard. Needs to be more broad than in the past.
Have more community meetings than considered necessary and obtain factual input without existing biases.
Pay for participation - for example \$10. If you are somewhere far from the centre of town, ask city to provide a bus. They do that for some of the festivals in town at no charge. Make parking free.
Perhaps the public should be invited out to the airport to see just what the airport currently and potentially has to offer to the City.
The Edmonton public has a fundamental misunderstanding of aviation and the role of aviation and the ECCA. The Edmonton public has been awash in what is known as the airport debate for over 50 years. Over that period of time myths, misinformation, innuendo and fear have permeated the public debate. In many ways the debate has never been about facts but has been about emotion, civic insecurity, Calgary, etc. The challenge for the public involvement process is that of

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<p>convincing participants to leave their prejudices at the door. Secondly there is a huge difference between people whose jobs and businesses are at stake or whose access to health services are put at jeopardy and those whose involvement is based solely on civic pride. It should be noted that over the 50 years of airport debate, that no public dollars have ever been used to support those who believe the ECCA is a fundamental benefit to the City. One should not be surprised if the people appear jaundiced.</p>
<p>Conduct as many meetings or sessions as possible on site (e.g., museum, Amiskwaciy Academy). There are facilities at museum (provide educational programs to school system). Let people touch it, get some context. If difficult for people to get information, then participation is reduced. Unfortunately, a particular interest often overtakes discussion. Everyone should be open minded; need well balanced group of different ideas. Need good balance.</p>
<p>Be very open and transparent. When looking at the questions, it is perceived that it is fait a complet that something will done, but hope it is open so the best use is truly determined. Process should include northern communities, not just on the convenience issue. Convenience can be misinterpreted. Bottom line, facility is an integral part of the fabric of northern communities and Alberta. Part of the sustainability of northern communities (all small ones, Bonneyville, Slave Lake, etc., airports downloaded to communities, and they need to be sustainable). West Jet and Air Canada won't go to small airports, but smaller commuter jets will. Quality of life, medevac, sustainable.</p>
<p>Youth – valuable to prepare a more youth friendly information package. They are interested in being involved. Present a bit of information and let them come to a conclusion so they can participate meaningfully. A survey in the high schools and universities. The Youth Council mandate is to be able to engage these groups. Contact them. City of Edmonton is making more of their website child and youth friendly – use that part of the website to get information out. Deliver information to schools to get local opinions of youth and their families. If there was an easy survey that was not intimidating – along with 1 page of youth friendly information that might work. Inform them so they can offer valuable input. Information in a few key different languages.</p>
<p>River Valley Alliance had a good public consultation process over past year.</p>
<p>Keep people under control; been to public hearings where people upset, have personal outlook, there to be angry, don't see the point in that. If something that takes involvement, make dialogue not confrontation. Have information prepared about most up-to-date information, have experts there to communicate with people involved and answer their questions, someone to correct misinformation. Have visual aids, drawings of hypothetical developments (e.g., if one runway shut down, etc.). Data about comparable situations (e.g. other cities of comparable size, similar situation and what happened/results). Surveys work well, put on NAITSA website or link to it, incentive to complete it, printed material to provide to students during class time, send out through school email accounts. Hold information session for students in a lecture room, likely skew results.</p>
<p>The challenge is to try and take an unbiased look at the lands and see what is the best use for the</p>

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<p>city in general. Try to get beyond vested interests. Come up with representatives that are trying to look out for the best interests of the city rather than someone with a stake in the outcome. Look at how you are going to compensate/accommodate those who are upset by major change. If you don't you will have a tough time on your hands. If you take a tough luck approach to those people and businesses that are impacted, they will fight tooth and nail. Crucial when looking at other uses, that the plan incorporates accommodation/compensation for the impact. Maybe look at relocating some businesses. Major impediment to making headway in the past because there was no consideration to those who were impacted. No offer of help – the City attitude was “too bad so sad.” This has hindered the discussion around the airport to date. Those who were mistreated before will fight if they think it is going to be the same. When news articles look at the \$ the city can make by redeveloping the land with no mention of the impact to the existing people/businesses, these individuals just take a NO WAY attitude. Look at costs and accommodation plan for helping out those impacted. Help a whole lot to help those who are disrupted. You don't want to be tied up in the courts for the next 30 or 40 years.</p>
No, think that there is value not mixing the various interests, value in allowing the groups to come together after they had their own conversations.
Well rounded advisory group and knowledge.
No – but will be watching and concerned about the July council meeting.
<p>Don't like public hearings with two-minute time period and treated the same as Joe public when we do research and have economist supporting our materials. Need good information. Need well-managed expectations. Best would be a list of potential uses -“what could we do with the ECCA?”</p>
No - not really. Process needs to be open, fair and balanced.
<p>Have to approach these groups. Individual one on one – having everyone in one room could be chaos. Have a Stage process and then later mass meetings to share information.</p>
Not really, need to take real cross sections – castle down and other flight path neighborhoods.
<p>Hope it is good public involvement and well advertised. Not as restricted as council – good discussions with the various interest groups.</p>
<p>General advertisement – need to get more people to they know what's going. Beyond the Edmonton Journal that has low readership.</p>
<p>Yes, the city council seems to rely on Edmonton Airports as their advisors on aviation matters. However, their advice is tainted with their own self interest. Get some independent aviation advice from a consultant approved by the airport stakeholders.</p>
<p>The citizens specifically voted to keep the airport open and running as a general aviation airport. The Edmonton Airport Authority promised to manage the airport and not run it into the ground. If it is not making money, fire the people who made the promise and get someone in who can.</p>
Someone should do a door-to-door and see the actual usage of the airport. Not everyone has time to participate in meeting etc.
All users of the ECCA need to be consulted.
Ensure the General Aviation (GA) community is consulted. GA keep more planes in the air than any airline does. The people involved with GA are the type of people you want coming to your city.
What few major employers we have left in the City and the greater Edmonton area need to be

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involved. I also think that Edmonton is more and more playing "second fiddle" to Calgary due to a deterioration in services out of our City Centre Airport. Land developers and Realtors should NOT be included. City management needs to get info from NEUTRAL sources as to the true cost of using, preparing (decontaminating, prior to residential usage) and weigh that together with lost tax revenue against the best case scenario. What little information has been made public seems to point to residential development as the preferred option. I am no lawyer, but I do not think that the plebiscite of a few years ago gave the City Administration the right to make decisions on land use under this effort other than airport maintenance.
Be open to the necessity of keeping the airport open and enhanced service levels are required to ensure that the airport is viable and well utilized.
It is fundamental that the public (both residents of Edmonton as well as residents of the Province) is provided with a fact-based analysis as opposed to the non-sense that thus far as been produced that neither reveals actual economic benefits to the Capital Region, nor the current land values and environmental mitigation costs. Equally Important, the public involvement process must reveal the full range of opportunity costs should alternative uses be adopted. We would suggest that a Round Table of experts be convened to ensure that the facts are in the public domain and only after the facts are presented is the general public provided an opportunity to comment on the facts. The current engagement of exchanging wide-eyed ignorance is both a disservice and a foolish attempt at constructive debate. In other words, please ensure that public involvement process is presented with the depth of information that allows a person to answer one simple question. "What is the full economic cost to the Capital Region if the ECCA does not exist?"
To be truthful and engaging, the public involvement process must: <ul style="list-style-type: none"> <li>include the proper and full evaluation, in a fair and equitable manner, <b>that does not ignore or exclude</b> the possibilities and the significant economic opportunities of promoting the ECCA as a going concern "Commuter Airport" well into the future.</li> <li>also review and openly investigate the conduct and lack of stewardship on the part of Edmonton Airports during the past 18 years for wilfully "mismanaging" the public asset of the ECCA.</li> <li>provide confidence there is a sincere and appropriate effort on the part of Edmonton City Council, Edmonton's Administration and Edmonton Airports to put aside the self interest of Edmonton Airports (in restricting the use ECCA and directly affecting the success of the businesses and users of ECCA), in favour of the benefits that could be enjoyed by using the ECCA as Commuter Airport for the citizens of Edmonton and their Alberta citizen partners and the stakeholders.</li> <li>encourage the City of Edmonton to willingly and publicly invite participation and involvement of the Provincial government, the Capital Region Partners and communities from the rest of Alberta, in place of their past attitude of <b>HANDS OFF – This is a local issue!</b> Edmonton is the Capital of Alberta and enjoys significant benefit from this position. With the position of <i>Capital City</i> comes certain responsibility, the least of which logically must include easy access to the Capital City Airport from the rest of the Province.</li> </ul>
No specific suggestions. Create a citizens advisory group – you have done that.
I have never been involved in a process like this. I would appreciate real, visual presentations of the direction you are looking at. Put a frame around what is possible. What is possible and what is impossible.
Best P2 ever saw had everything - could email, mail, phone, public meetings, reached out to wide net more than once, no one could say they didn't know.

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<p>Need a feedback loop - people don't always catch on the first time around, at least 1 or two times, still need to move forward and not be taken hostage by one person's views.</p> <p>Don't do P2 in summer! Most non-profits close down from June 15 - Sept 15.</p> <p>Non-profits are another way of disseminating information, ask to put in newsletter (community leagues, non-profits), also blogs, websites.</p> <p>Translation - seek out ethno-cultural organizations and disabled community,</p> <p>Takes time - lists always change,</p> <p>Think it is important to have a dialogue with as many Edmontonians as possible.</p> <p>Those around the land will be affected, but also affects people elsewhere in the city, hope we can engage them in the discussion as well,</p> <p>Concern that business sector always seems to be listened to more, not sure why (if influence, individuals not perceived to be as important), citizens as important as business.</p>
<p>Not sure have stumbled on to anything that has better results than others; school closures have been.</p> <p>Trying to model IAP2 continuum, even difficult to achieve in-house.</p> <p>City a bit more advanced than others, there is work to do with elected officials.</p> <p>Possibly use of Amiskwaciy Academy Facilities for P2 meetings.</p>
<p>The first part of issue of the downtown airport, revolves around closing or if it stays.</p> <p>The second part – where you use facilitator - cards and discussions sort the values syntheses.</p> <p>Believes there will be few single family large lots but mixed use and issues around – containments and Brownfield and cost structure</p> <p>Opportunity for groups like NAIT and links with LRT.</p>
<p>Grassroots input is very important.</p> <p>In Edmonton, any time we have had dealings with land acquisition and zoning, people say they did not have enough time to understand and react. Make sure there is enough time for people to absorb information then to make decisions.</p> <p>They need to see the drawings and plans.</p> <p>Townhall meetings in various neighbourhoods where people can be heard.</p> <p>Involve public as broadly as possible.</p>
<p>No- not really. Process needs to be open, fair and balanced.</p>
<p>Important to have transparency. Make the public aware of everything. Critical.</p> <p>Make sure everything is open and well understood.</p>
<p>A sit-down meeting, discussion re the property with the different communities in the area.</p>
<p>Already a city public participation process that would adequately cover that.</p>
<p>What doesn't work is asking people to respond.</p> <p>Need some statistical data research, polling. Proper questions need to be asked or you get skewed responses.</p> <p>In past, see that people tend to respond to ads in paper if they have an interest the issue (either pro or con). However, you miss out on the neutral view, and those who may have a different vision.</p> <p>Need to research common views across the community.</p> <p>A balanced community view is needed, but it is difficult to get.</p>
<p>Citizens need to have facts, basic understanding of legal stuff, what the reality is before start the process. Need some background information.</p> <p>Need to talk to all councillors; they will have concerns about skewing results in terms of getting a particular view across.</p> <p>Should be asking if we are happy having EAA control airport for another 44 years, and are we prepared to pay the costs to break the lease if not, recognizing we have signed at least 2 legal</p>

<p>agreements</p> <p>Need detailed poll, but need to do polling with factual information.</p> <p>Need to find out what average citizen thinks; need to get input from silent majority, not vocal minority!</p> <p>Hold a focus group before finalize the P2 plan. Randomly pick some on council, show them information on issues gathered from process, do validation.</p> <p>Citizens want to know the truth, have all information. Need transparency; don't hide the facts.</p> <p>Another issue - council is elected to make decision. Some will suggest another referendum, but this is not an option. Need to be upfront that decision is up to Council. Council is more privy to the facts, if they do not make good decisions, then boot them out.</p> <p>If P2 process boxes in councils if not all information is on table, then council will not be happy or support the plan or process. Want to prevent everyone looking stupid.</p> <p>9 respondents replied with “None”, “No” or “N/A” to this question.</p>
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***Do you have other comments, ideas, suggestions you would like to make?***

DO NOT CLOSE THE AIRPORT, it would cause hundreds of people to lose their jobs or lose business whether directly or indirectly related to the airport.
Consult with Edmonton region and surrounding areas understand the plan and consult to ensure alignment.
Needs to be informative transparent and inform.
No.
I believe the ultimate decision should reside with Edmonton Airports as they are the most knowledge able about the situation.
I believe the airport should be closed and the land put to a better use.
I am not in favour of closing the Municipal Airport but rather to have it maintained with increased user support and kept operational with the funding for maintenance by the Airport authority as originally promised.
Use the open line programs to hear the vocal response from those that are not familiar with computer usage. Also, consider the existing population is sufficient to accommodate an active and thriving municipal airport if only given a chance to develop. Stop the International Airport Authority from dictating or imposing their demands on the Municipal airport! Allow the free enterprise system to proceed!
Looking forward to full expression of citizen views to be identified. Feels it is an important community discussion and decision. Glad process is being developed to provide meaningful input from community.
I trust that that the report from these submissions will be open minded and fair. Some past reports to City Council are well known to have been prepared with pre-conceived results. With all respect, the wording of some of the above questions infers that the word “development” really means “re-development.” There is very little to suggest that maintaining the ECCA for its current use is being seriously considered.
We voted to close the airport years ago, why are we spending all this money going through this again?

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We did vote on this once before, why hasn't anything been done to date? I realize those that fly in from the north were upset at the prospect of this airport being closed but we should take into consideration the development of this city first.
<p>Observation: letters to the Journal received were overwhelming opposed to closing the ECCA, but e-mails were in favour of closing - generational differences. Younger Edmontonians have much less attachment to it.</p> <p>It is hard to sample youth, but need to include them in the consultation. They have never known ECCA as a functional airport. Have to use things like Twitter. Connect to Edmonton input shows most people are in favour of closing, but you would not know that from the paper and letters to the editor.</p> <p>For youth, the idea of driving to the International is not such an issue. The airport feels like it is closer due to urban sprawl, not really leaving the urban area. The emotional barrier of going to airport has been broken down. Also Anthony Henday completion means you can get to airport from St. Albert without going through the city. Very important to reach out to broad group when sampling public opinion.</p> <p>For people who are experienced travelers, where else can you land in the centre of the city? Not realistic expectation in current world.</p>
An independent body should be formed to make available to all citizens of Edmonton all the facts that are out there. Many organizations and interest groups have spent much money to research this issue. Not all information is coming out to the public. All the research should be advertised equally, not just that which supports the closing of the City Centre Airport.
Has any one checked on how much it would cost to destroy the runways on the site? Or remove the contaminated ground in the whole area. This is not right. Another blunder by the city. I have and will do again to inform my two councillors and the mayor, and if this goes ahead and I will exercise my right to vote for someone else.
Keep it open and expand flights to bring more money to Edmonton's city center if you make it harder to get in to Edmonton - people will go to Calgary its only ½ hour more and the airport is not 30 km away.
<p>Very concerned about disproportionate group having influence</p> <p>No shortage of people with opinions.</p> <p>Process - do you want the status quo? If not, what next? There should not be a discussion about the status quo.</p>
Firm governance of this process is crucial. This has the ability to quickly spiral into the same argument yet again. Before any meetings take place and volunteers accept their “position,” they should – in writing – agree to the rules of decorum and discussion.
<p>Think this is a great job in public positioning of this, need to be sure we are all clear in constantly reminding people what the discussion is about, stay focused on the real question.</p> <p>Urgency to make a decision. The amount of debate over ECCA over the past few years has been bad economically for business, uncertainty is unfair and difficult for people.</p>
It is a bad idea bordering on ridiculous to restrict or close this airport that has provided outstanding passenger service. Modern planes and equipment would improve that into the future. The plan should be for coordinated use with the International Airport for 50+ years.
<p>Have food. Make sure it matches most people's culture. Hire community cooking people.</p> <p>Tell people they can bring their kids, arrange for something the kids can do.</p>
I would like to ask all those involved in the decision making of the future of the airport to think rationally about their decision. Ultimately, Edmontonians need to understand the REAL role of the City Center Airport. Once that is established, there is no question that in their hearts they will



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realize there is no need for future redevelopment of the land.
We really need to show the balance, present the facts as they are. Present the comparison - advantages as well as disadvantages of whatever is being considered Show both the amount of money the City will make and the costs associated with (health, business, social). Want it to be open process, rather than perception that trying to go in a certain direction; has to be transparent - high interest in this discussion.
Sincerely appreciate having conversations like this, hats off to Edmonton. In past had EAA announced closing of airports or shutting down, glad to see now that open to dialogue and input into developing process for citizen advisement. Fantastic that 25 people will be part of an Advisory Group.
Youth will have a great deal of interest in a presentation from the consultation team to educate them. If we knew in advance we could help co-ordinate participation from different youth groups.
Hope this process triggers a decision by Council. Issue is so counter productive to city. Such a hot button with the province (northern MLAs).
Hope will be involved in future and there is some sort of timeline for a decision. Good to see something is happening.
Try to come up with views from those without a vested interest. Consultant perhaps from outside. Look at how the city is designed and review how those lands might be best used. Take a look with fresh eyes. Good to have an unbiased look at it. If anyone is out there who has been involved in the dismantling of a city centre airport.
No – good process is valuable.
This is important work. Land use, not as an airport.
Wants to keep the airport as an airport –believes the Mayor has backers that want to develop it. Lose it and you will never get it back. If citizens had the truth – there has been too much information and politics clouding the issue. In five years, oil will be back and the airport will not be able to capitalize on it if it is lost.
No, the process will have many red herrings; from brownfields to loss of minimal air service.
Got a meeting tonight for the airport stakeholders. Needs own planes for his business because the loss of service at the airport. He has lived in Edmonton since 1951 knows and cares about the Muni.
The city should take the airport over from Edmonton Airports or have a more active role in ensuring the airport is actively and properly promoted. Having Edmonton Airport operate Edmonton City Centre Airport is like leaving the dog in charge of bones.
In my opinion and others I talk to, it seems like this issue is being pushed not for the benefit of the City of Edmonton and the people that live here.
The unique challenges of doing business in Alberta can be overcome by a niche market air transportation system using the ECCA as its provincial capital hub. The ECCA exists, contributes to the economy of Edmonton and the Province. The air transportation and medical emergency services provided by the ECCA are more valuable than will result from converting the land into housing or some other not air transportation related use.
There exists the opportunity for the City Centre Airport to be a model Aviation Economic Cluster. All the infrastructure is in place. Please do not let this opportunity slip by.
What few major employers we have left in the City and the greater Edmonton area need to be involved.

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<p>I also think that Edmonton is more and more playing "second fiddle" to Calgary due to a deterioration in services out of our City Centre Airport.</p> <p>Land developers and Realtors should NOT be included.</p> <p>City management needs to get info from NEUTRAL sources as to the true cost of using, preparing (decontaminating, prior to residential usage) and weigh that together with lost tax revenue against the best case scenario. What little information has been made public seems to point to residential development as the preferred option.</p> <p>I am no lawyer, but I do not think that the plebiscite of a few years ago gave the City Administration the right to make decisions on land use under this effort other than airport maintenance.</p>
<p>Do not allow the City Centre Airport to close. It takes over one hour to travel to International Airport from this area (1 ½ hours to St. Albert).</p>
<p>An airport is unique and fundamental key to the infrastructure equation of a City. The ECCA located within the urban core is a "crown jewel" for our City. With a Vision and a focus, the ECCA will be our comprehensive commuter transportation hub that will ensure the prosperity and growth of our City.</p>
<p>We understand the City of Edmonton provided about 200 names on a suggested contact list. We also understand that you have selected about 60 names from that list. It is not clear what might have been used as the selection criteria by the City of Edmonton to arrive at only 200 names, nor is it understood how you will be able to develop consensus or a decision by contacting only 60 people.</p> <p>Rest assured, the stakeholders on this issue far exceed any number of selected individuals suggested by the City.</p> <p>The process with which you have been tasked is well understood by the public and the stakeholders; from a stakeholder perspective your task of "<u>Getting to Yes</u>" <sup>(1)</sup> seems impossible, if not absurd, given the significant perceived flaw in your assignment.</p>
<p>I would love to see a fully environmental village. A community that could be self-sufficient in the middle of the city. Edmonton has been a leader in waste management, so this would be an excellent way to put Edmonton on the map.</p> <p>City of this size would still have ability to reach out to northern communities.</p> <p>Ways for people to reach the city in an emergency manner.</p> <p>Important that the city's northern connection not obliterated.</p>
<p>Need to work with some innovative planners, environmental, walkable, artistic component is important.</p> <p>Communities evolve because right things are in place and then magic happened; when starting new, know where want to go but how get there (multi use, multi ethnic, environmentally conscious).</p>
<p>Great opportunity for the City of Edmonton. The redevelopment could be a tough sell as there are some 11,000 lots single family tough to sell. Needs a pig push with year of planning and thoughtful planning.</p>
<p>There is a need to educate people now. Start to make people aware that these talks are going on. I don't know if they have done any of that already.</p> <p>People need information, the earlier you can get it to them, the better.</p>
<p>To get the opinions of the surrounding residents of ECCA, special meetings should be set up to allow them to voice their concerns and opinions.</p>
<p>No – make sure complete full and unbiased study is done on the ECCA land. Look at all impacts, and is transparent. Overall benefit of everyone, not just one specific interest group.</p>
<p>It is quite a hunk of land – a big development if they go for it.</p> <p>We currently get a lot of use out of it.</p> <p>Helicopters going to the hospitals need it.</p> <p>Great base for the north.</p>

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Overall comment - I certainly welcome a healthy debate and review of alternate uses of the airport lands.
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No time to talk now, but you can contact me again later if you wish.
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