

NOTE: All images contained in this presentation are conceptual and intended to guide discussion with the Community Advisory Committee. The concepts are subject to many considerations going forward, including detailed design, costing and feasibility.

At their second meeting, the advisory committee was invited to review design refinements that were based on the committee's previous feedback on early draft designs to help YVR determine what features will be most effective and most supported.

YVR will invite broader community feedback in late October / early November.

TEMPLETON AREA REDEVELOPMENT

Phase 3: Design Input

COMMUNITY ADVISORY COMMITTEE

MEETING #2

October 2, 2018

Welcome and Agenda

DISCUSSION TOPICS:

- | | |
|---------------------------------------|--------|
| 1. Review Project Information to Date | 15 min |
| 2. Action Items | 5 min |
| 3. Design Refinements | 30 min |
| 4. Design Renderings | 45 min |
| 5. Remediation Works Update | 3 min |
| 6. Next Steps | 2 min |
| 7. Meeting Outcomes | 10 min |
| 8. Airport Noise/Little Wings Update | 25 min |

1. Project Information to Date

OUR MANDATE



Beyond, Every Day.

MISSION

Connecting British Columbia Proudly to the World

VISION

A World Class Sustainable Hub Airport

VALUES

Safety, Teamwork, Accountability and Innovation

STRATEGY

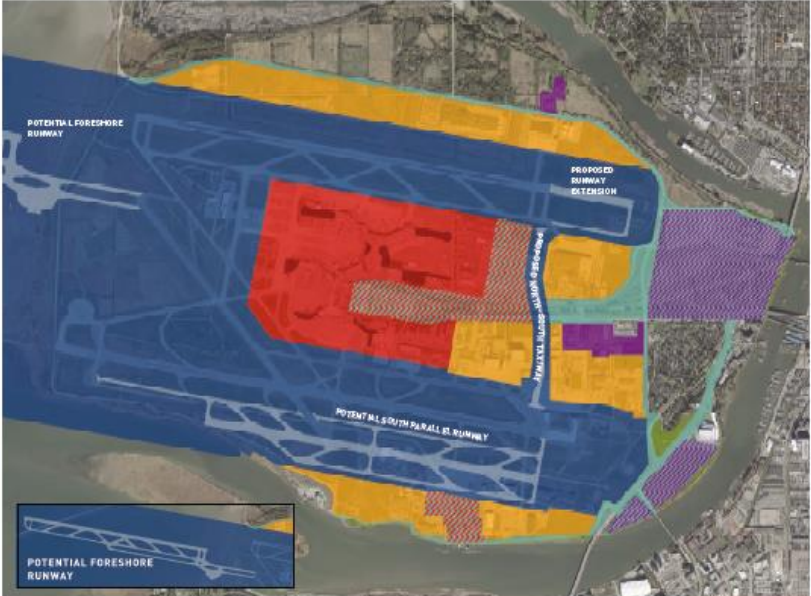
As a world class sustainable hub airport, YVR will grow to serve 29 million passengers, 144 destinations and move 327,000 tonnes of cargo by 2020 by becoming a hub with a diverse global network. Building upon our exceptional foundation, we'll prioritize the speed and ease of movement through YVR and deliver outstanding customer experiences.



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MASTER PLAN & LAND USE PLAN

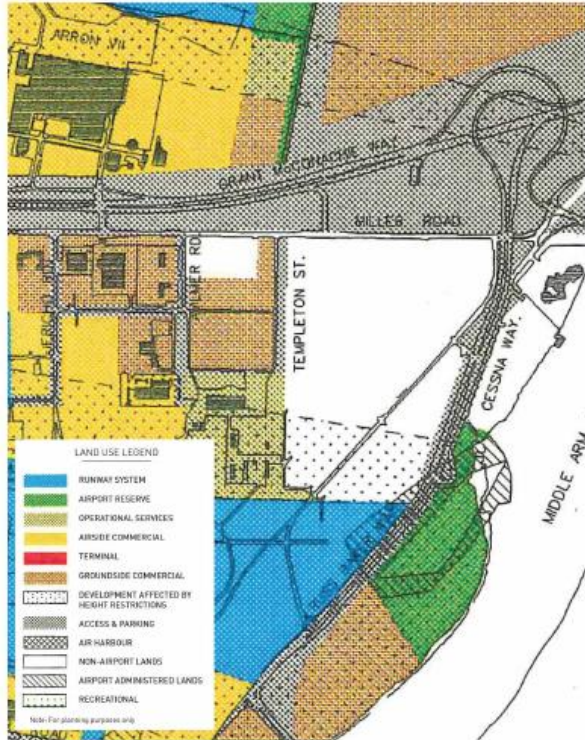


AIRFIELD	PASSENGER TERMINAL	AIRSIDE	GROUND ACCESS & PARKING	GROUND SIDE COMMERCIAL	RECREATIONAL AREA	GROUND SIDE COMMERCIAL/ GROUND ACCESS AND PARKING	TERMINAL/ GROUND ACCESS AND PARKING
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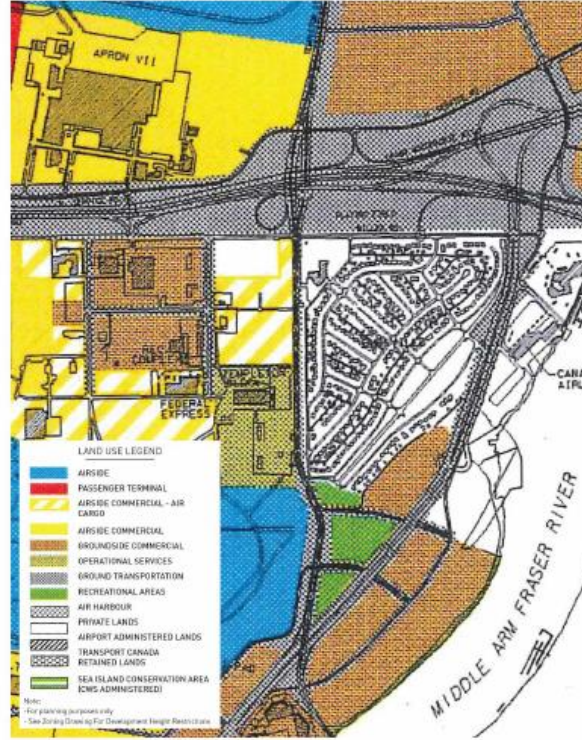
YVR recognizes that Sea Island holds historical and cultural significance to Musqueam and that recorded and unrecorded heritage resources are present.

HISTORICAL LAND USE PLANS

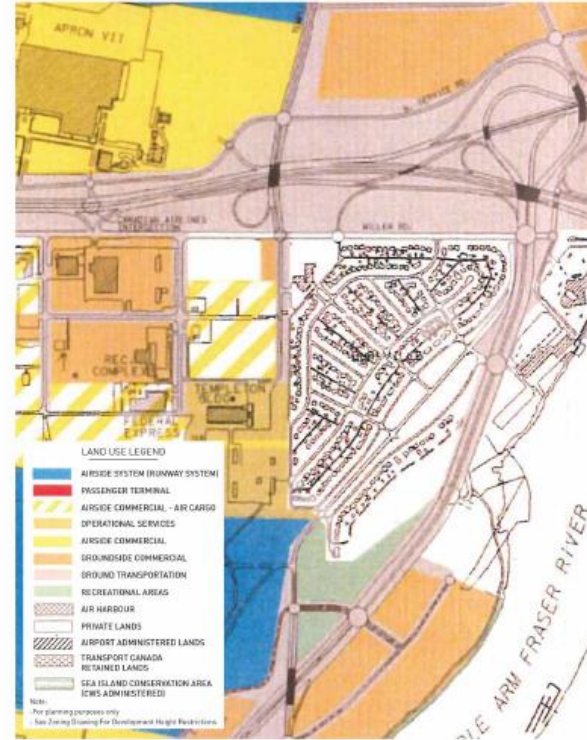
1989 LAND USE PLAN



1995 LAND USE PLAN



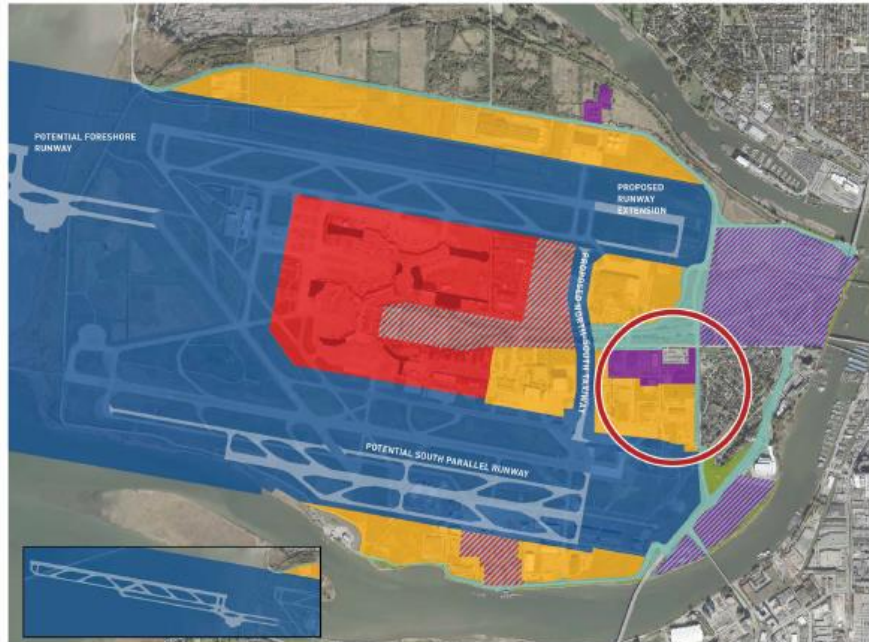
2001 LAND USE PLAN



2007 LAND USE PLAN



2017 LAND USE PLAN



YVR recognizes that Sea Island holds historical and cultural significance to Musqueam and that recorded and unrecorded heritage resources are present.

WHY THIS SITE?



IS DESIGNATED FOR GROUND SIDE
COMMERCIAL AND AIRSIDE LAND USE
UNDER YVR'S LAND USE PLAN



IS ECONOMICALLY FEASIBLE
AND FITS WITHIN OUR LONG-TERM
CAPITAL PLANNING



ALLOWS FOR LEAST OVERALL IMPACT TO
GREENHOUSE GAS EMISSIONS DUE TO
ITS PROXIMITY TO THE SOUTH RUNWAY AND
THE BRIDGES CONNECTING SEA ISLAND TO
VANCOUVER AND RICHMOND



HAS DIRECT ACCESS FOR AIRCRAFT
OPERATIONS AND VEHICLE ACCESS TO
THE AIRFIELD, THEREBY OFFERING THE
GREATEST LOGISTICAL EFFICIENCIES FOR
MOVING PEOPLE AND GOODS

OTHER SITES CONSIDERED

YVR evaluated six potential sites for the proposed redevelopment.

North A: Eliminated due to interference with critical navigational instruments (aircraft landing systems and radar).

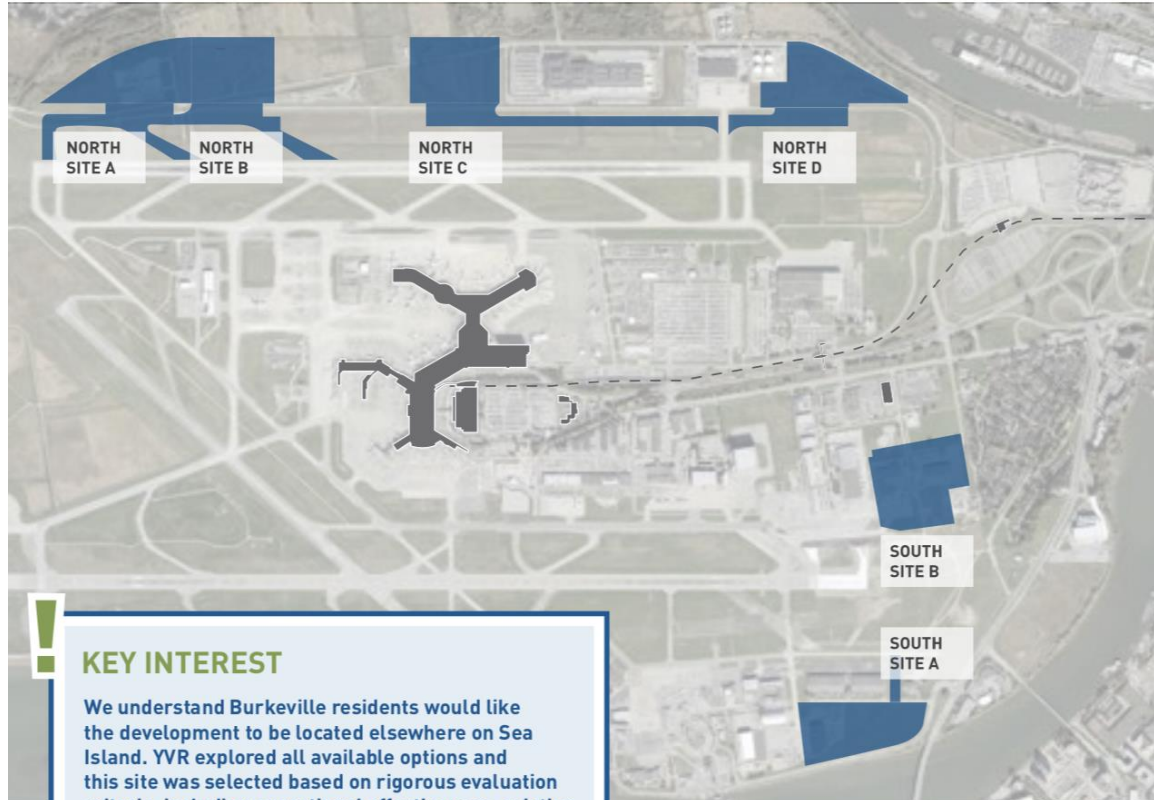
North B: Eliminated due to building height restrictions and interference with critical navigational instruments (aircraft landing systems and radar).

North C: Eliminated due to building height restrictions and airside infrastructure investment being cost-prohibitive for limited use.

North D: Eliminated due to building height restrictions.

South A: Eliminated due site sizing constraints (too small).

South B: Selected as preferred location as it scored the highest in almost all criteria.



KEY INTEREST

We understand Burkeville residents would like the development to be located elsewhere on Sea Island. YVR explored all available options and this site was selected based on rigorous evaluation criteria, including operational effectiveness, existing permitted use, minimal environmental impacts and manageable community impacts.

PROJECT NOISE ASSESSMENT

THE STUDIES FOUND THERE WOULD BE NO SIGNIFICANT CHANGE TO CURRENT NOISE LEVELS, PRIMARILY BECAUSE:



LAND USE IS CONSISTENT
WITH CURRENT OPERATIONS



AIRCRAFT PLANNED TO BE
LOCATED ON THE WEST SIDE OF
THE FACILITY, WITH ENGINES
DIRECTED TO THE WEST



ADDITIONAL NOISE BARRIERS
SUCH AS NOISE FENCING WILL
BE INSTALLED



SMALLER VEHICLES WILL
UNLOAD INSIDE THE
BUILDING INSTEAD OF
OUTDOOR LOADING BAYS



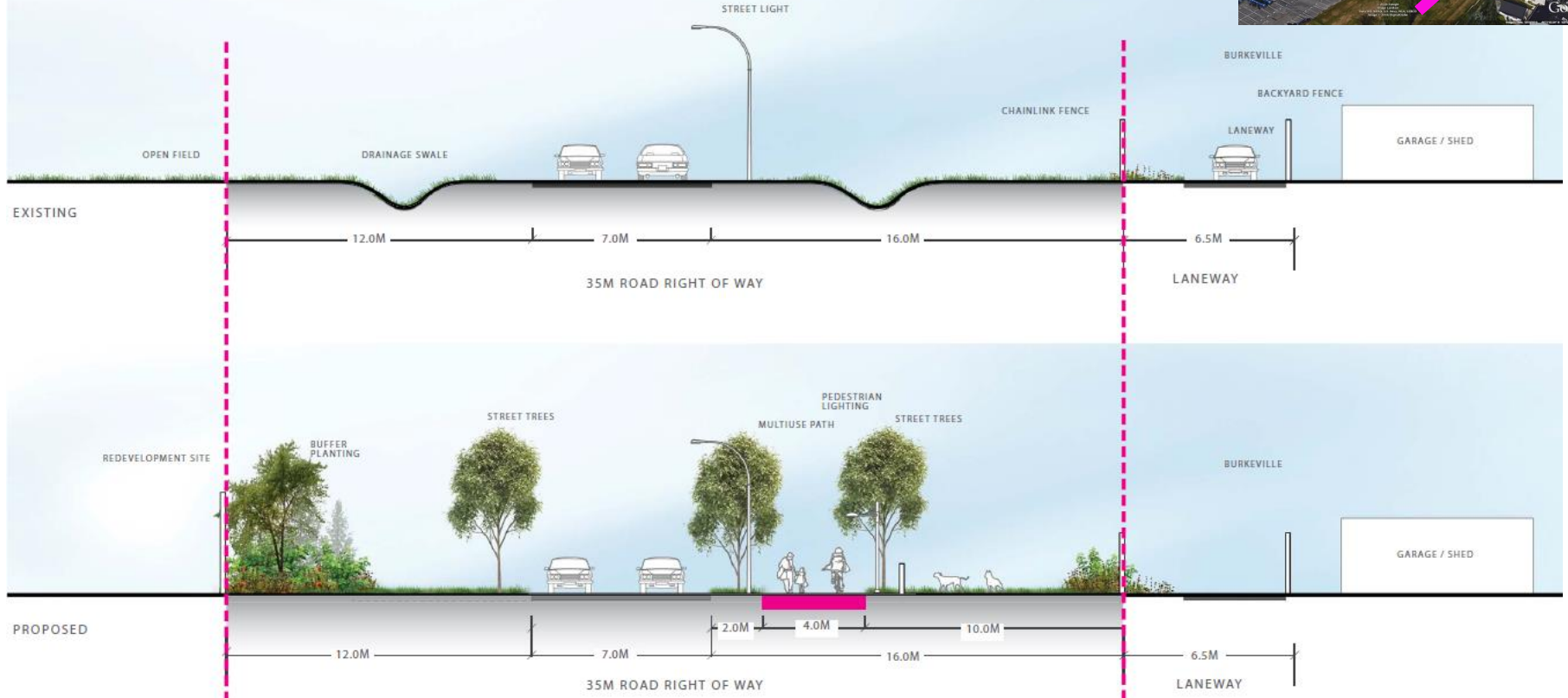
ALL TRAFFIC (TRUCKS,
EMPLOYEES AND CUSTOMERS)
WILL ACCESS THE SITE FROM
AYLMER ROAD



EMPLOYMENT OF OPERATIONAL
BEST PRACTICES TO FURTHER
LIMIT NOISE

MULTI-USE PATH

SHARED WITH PHASE 2
ADVISORY COMMITTEE
MEETING #2



MULTI-USE PATH (PHASE 2 ENGAGEMENT)

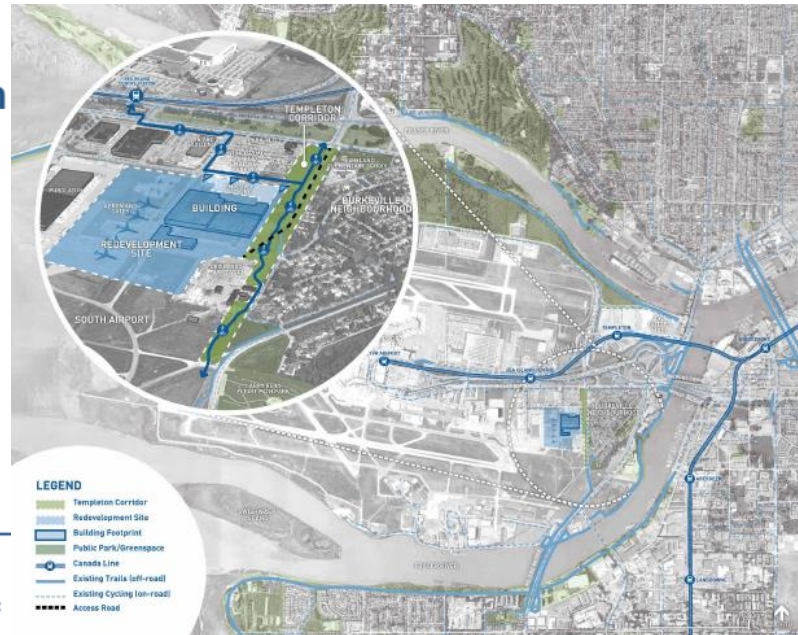
The proposed project includes a new multi-use path (for pedestrians and cyclists) along Templeton Street, Terrace Road and Aylmer Road.

THE NEW PATH WILL:

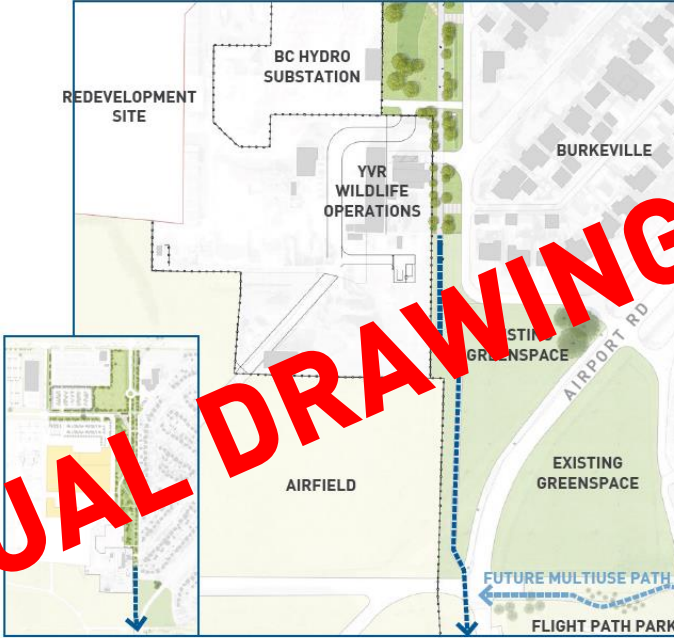
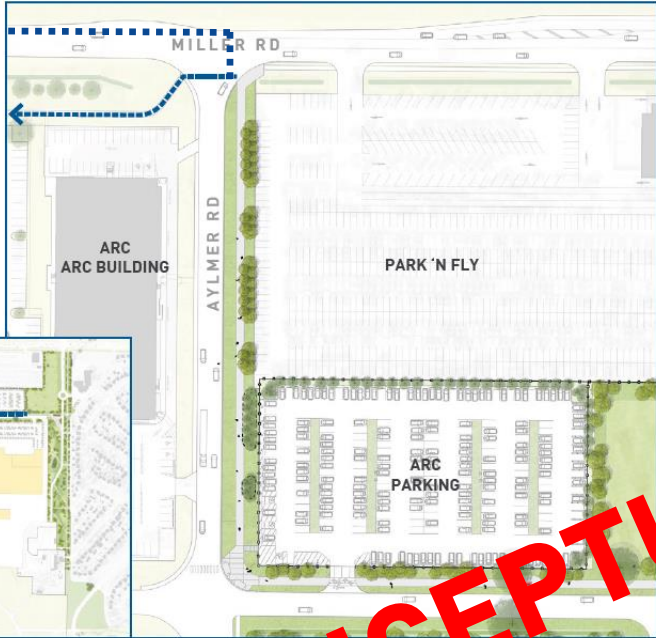
- IMPROVE ACCESS TO CANADA LINE
- ELIMINATE DETOURS AND CREATE A MORE DIRECT AND INVITING ROUTE
- ENHANCE COMMUNITY CONNECTIVITY TO GREENSPACE AND EXISTING TRAIL NETWORKS IN AND AROUND SEA ISLAND AND BROADER RICHMOND

THE NEW PATH WILL BE DESIGNED FOR SAFETY, COMFORT AND CONVENIENCE, INCLUDING:

- SEPARATED FROM TRAFFIC BY TREES, PROVIDING A SAFER, MORE PLEASANT EXPERIENCE, WHETHER COMMUTING OR RECREATING
- PEDESTRIAN SAFETY, LINES OF SIGHT AND NIGHT TIME USE WILL BE CONSIDERED



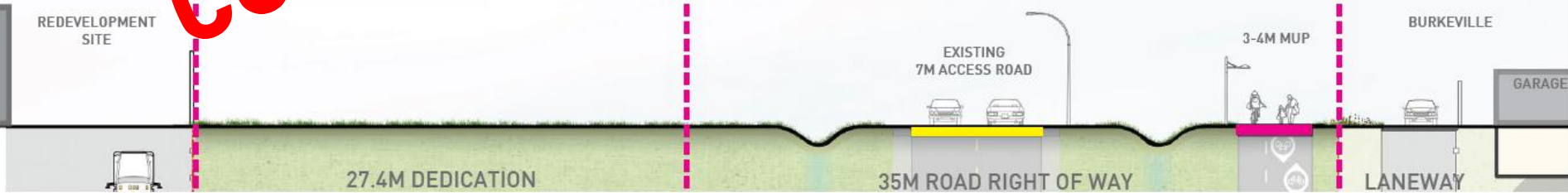
CONNECTIVITY – MULTI-USE PATH



CONCEPTUAL DRAWINGS ONLY


North Connection

South Connection



PLANNING TIMELINE

This timeline was shared at the open houses in Phase 2 and has been updated to reflect where we are from that point.

PROPOSAL	PRELIMINARY PLANNING AND EARLY ENGAGEMENT					NEXT STEPS	
2015 - 2017	November 2017 – January 2018	January – March 2018	March 2018	Spring 2018	Late Spring 2018	Fall/Winter 2018	2018/2019
<p>Project scope and development</p> <hr/> <p>Confirm development proposal meets Land Use Plan requirements</p> <hr/> <p>Conduct initial assessment</p>	<p>Meeting and presentation to Sea Island Community Association</p> <hr/> <p>Feedback Survey to community</p> <hr/> <p>Share Consultation Summary Report with community</p>	<p>Community updates (email and mail)</p> <hr/> <p>Advisory Committee (three meetings)</p>	<p>Discuss Survey Feedback and Advisory Committee feedback with project proponent</p> <hr/> <p>Identify preliminary project enhancements</p> <hr/> <p>Outline project enhancement options for community Open House</p>	<p>Community Open Houses</p> <hr/> <p>Solicit Community Feedback on project enhancement opportunities</p> <hr/> <p>Feedback Survey</p>	<p>Share Consultation Summary Report with community</p> <hr/> <p>Community feedback considered and evaluated in relation to project plan and implemented where feasible</p>	<p style="text-align: center;">WE ARE HERE</p> <hr style="border-top: 1px dashed #000;"/> <p style="text-align: center;">  </p> <p>Plan submitted for final review and approval to advance to design stage</p> <hr/> <p>Project advances to design stage</p> <hr/> <p>Community Engagement on design plans (process to be defined)</p> <hr/> <p>Feedback Survey</p>	
Engagement—Ongoing							

COMMUNITY NEXT STEPS

- Continue to provide updates
- Additional feedback opportunities in 2018 and 2019
- Refine plans for greenspace, multi-use path, landscaping and amenities
- Work with the proponent on noise mitigation and construction management plans
- Engage on detailed designs as they are available

2. Action Items

Action Item	Status
YVR to provide a link to consultation results, which are available online.	yvr.ca/engagement/templeton
YVR to consider additional measures beyond signs and visual cues to restrict traffic, including separate access for BC Hydro / YVR Sub-Station / Wildlife Operations.	In progress.
YVR to share a copy of the presentation with the Advisory Committee within the next two days.	Complete—sent Sept 20
YVR to follow up with TransLink and report back.	Considered. For information today.

Action Item	Status
YVR to share information about the noise assessment and will the noise report be redone based on the new design.	For discussion today.
YVR to consider adding a fence along Terrace Street to help protect kids and dogs.	For discussion today as part of design refinements.
YVR to incorporate a fence into the multi-use path design.	For discussion today as part of design refinements.

Action Item	Status
YVR will follow up with the Park and Fly administration regarding loudspeaker noise.	We have shared your concerns, but recommend that you follow up with them directly.
YVR to consider adding an emergency phone at the proposed social commons area.	Exploring the feasibility.
YVR to consider relocating the social commons and the access road entry to allow for more separation from the main Burkeville area.	For discussion today as part of design refinements. Will result in less greenspace.

Action Item	Status
Are you really willing to sacrifice the “quality of life” of your neighbors in Burkeville?	We are committed to working with the community to ensure the best project possible for all parties.
Has YVR requested a Transport Canada technical review of a Noise Exposure Forecast (NEF), and/or a Noise Exposure Projection (NEP) with a planning contour?	NEF are based on aircraft landings, take-offs and flight paths and are not utilized for evaluating project noise. This project will not change existing or future NEF.
What is the latest research YVR has undertaken with Health Canada?	We utilize the latest guidelines and regulations in our planning.

3. Design Refinements

FOR DISCUSSION

- Rationale on multi-use path alignment
- Measures to restrict traffic on Templeton Street
- Barrier fencing between multi-use path and Burkeville
- Location of social commons
- Fencing on Terrace Street (will be shared in Design Renderings section)

CONCEPT



North

Flexible and active community spaces including flexible greenspace and social commons



Middle

Naturalized meadow with walking trails and woodland thickets



South

Multiuse path connects with existing cycling network at Flight Path Park

CONCEPTUAL DRAWINGS ONLY



MEASURES TO RESTRICT TRAFFIC

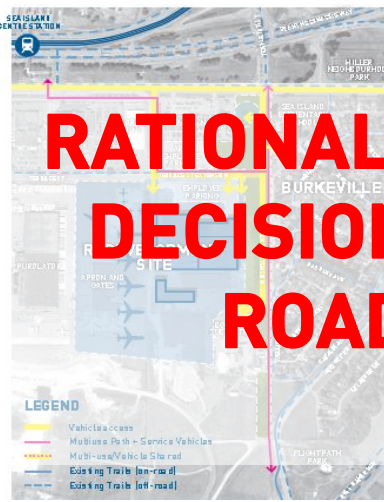
- Direct vehicles accessing the development via Aylmer Road to Terrace Street, removing access to Templeton Street but maintaining possible access for emergency vehicles
- Minimize need/desire to travel down Templeton Street after roundabout
- Exploring feasibility of gated access

Street Ends on Terrace Street

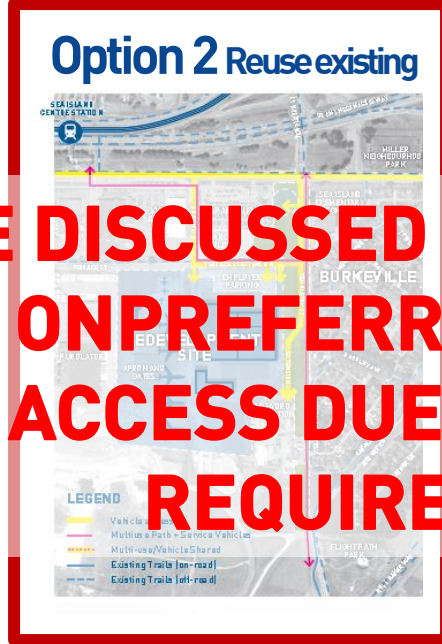


MEASURES TO RESTRICT TRAFFIC

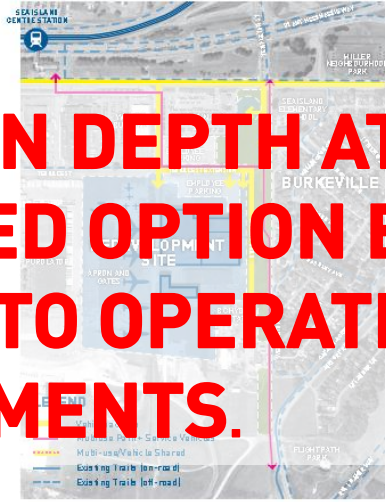
Option 1 New Alignment



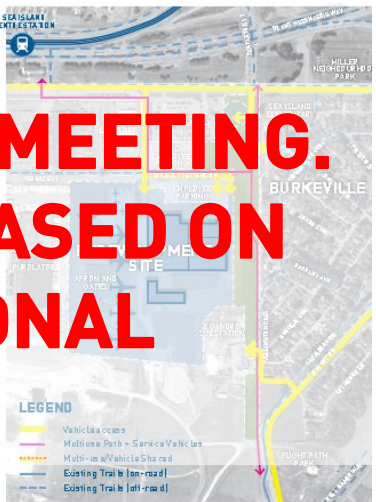
Option 2 Reuse existing



Option 3 New Access



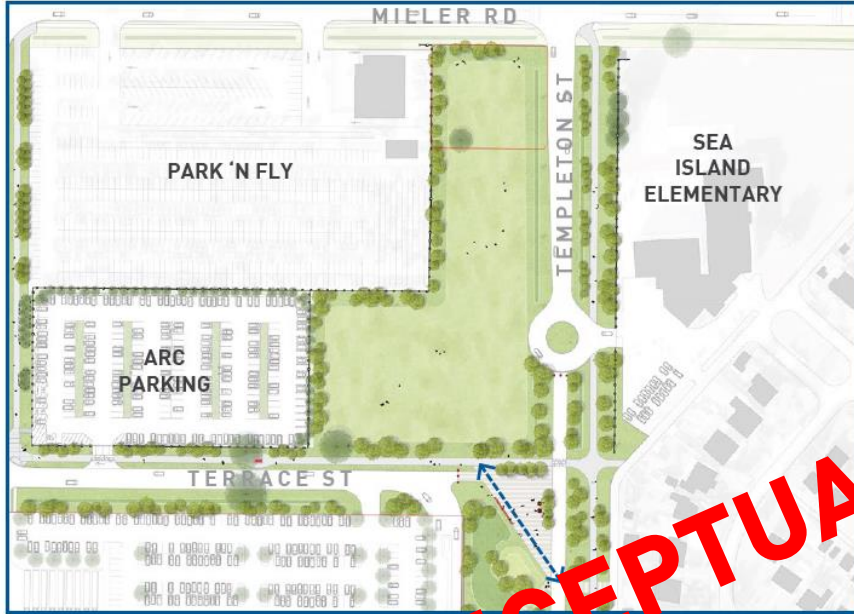
Option 4 South Access



**RATIONALE DISCUSSED IN DEPTH AT MEETING.
DECISION ON PREFERRED OPTION BASED ON
ROAD ACCESS DUE TO OPERATIONAL
REQUIREMENTS.**

RECOMMENDED

LOCATION OF COMMONS AREA



OPTION A

- Overlaps with emergency road connection
- Reduces redundant road
- Leaves maximum field greenspace
- Shape creates a shortcut to Sea Island Station

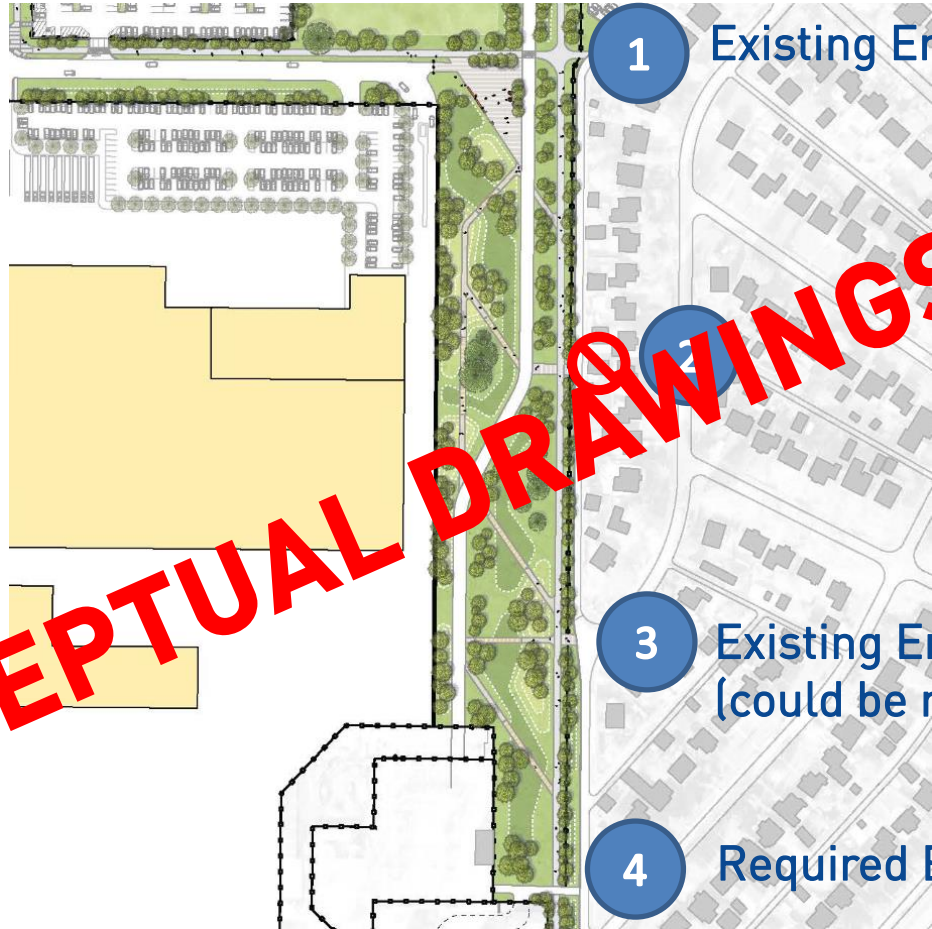


OPTION B

- North of multi-use path
- Redundant road surface for emergency access
- Reduces flexible greenspace by 840 m²
- Does not provide a shortcut from south to Sea Island Station

CONCEPTUAL DRAWINGS ONLY

BARRIER FENCING AND ACCESS



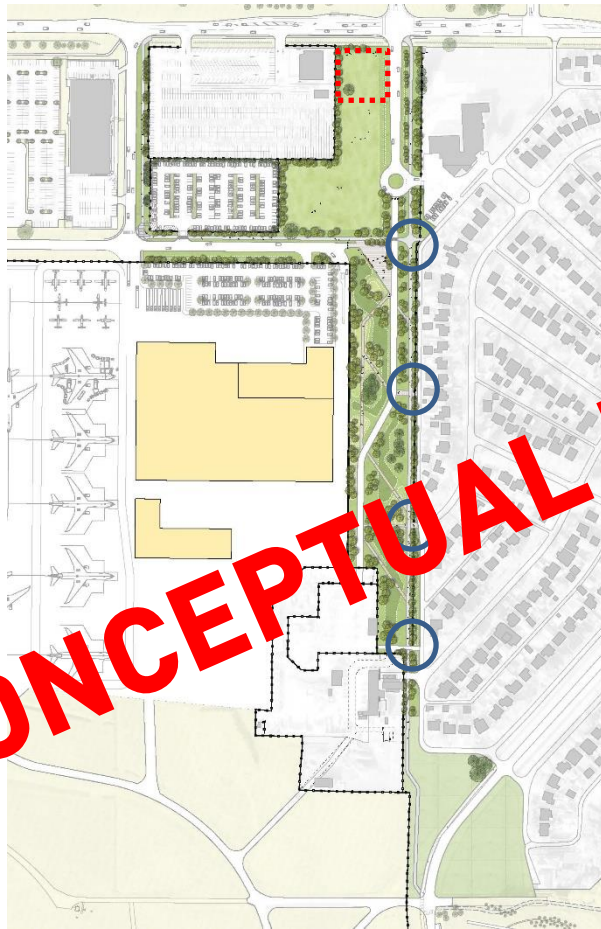
1 Existing Entrance

3 Existing Entrance
(could be removed)

4 Required Entrance

CONCEPTUAL DRAWINGS ONLY

BARRIER FENCING AND ACCESS



CONCEPTUAL DRAWINGS ONLY

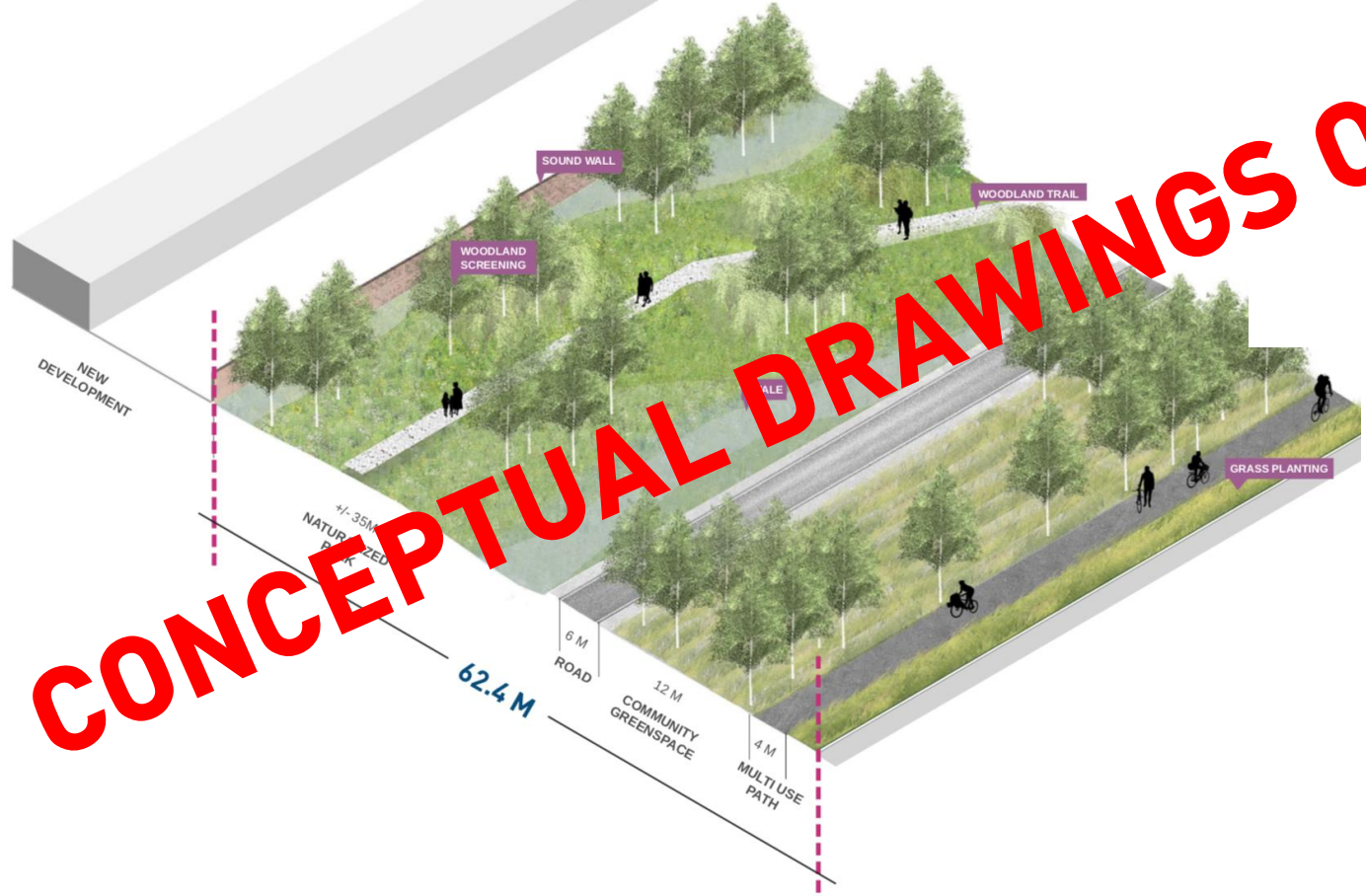


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4. Design Renderings

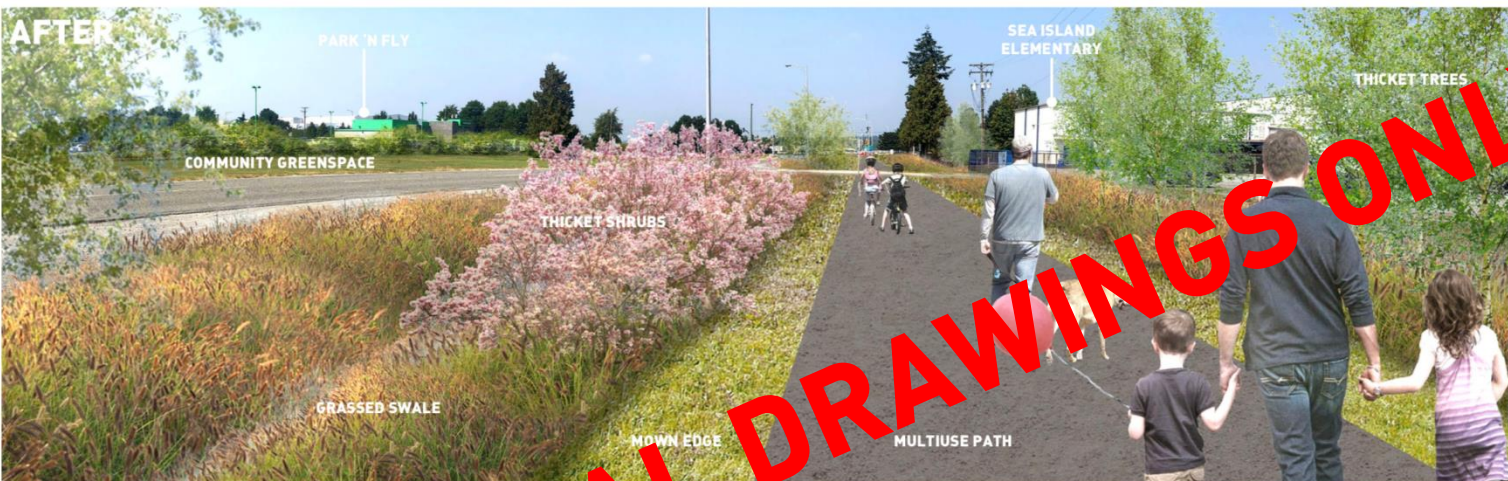
CROSS-SECTION



CONCEPTUAL DRAWINGS ONLY



TEMPLETON LOOKING NORTH



CONCEPTUAL DRAWINGS ONLY



SOCIAL COMMONS / TERRACE STREET

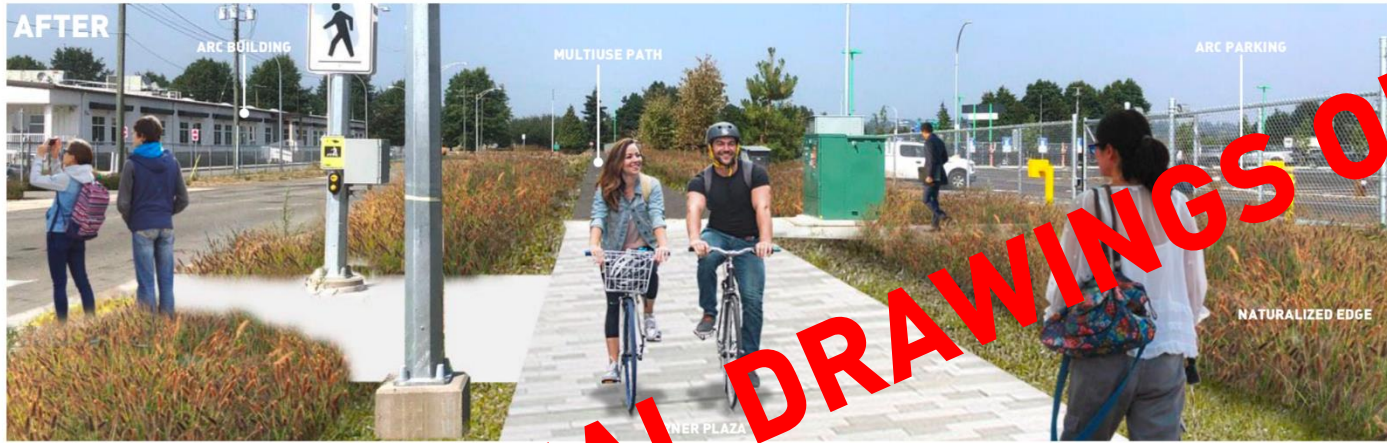


SOCIAL COMMONS / TERRACE STREET FIELD

CONCEPTUAL DRAWINGS ONLY



AYLMER ROAD LOOKING NORTH



CONCEPTUAL DRAWINGS ONLY

WOODLAND MEADOW LOOKING NORTH

AFTER



BEFORE



CONCEPTUAL DRAWINGS ONLY



WOODLAND MEADOW LOOKING SOUTH



MULTI-USE PATH EXAMPLES



5. Remediation Works Update

6. Next Steps

NEXT STEPS

- Release community update (meeting outcomes)
- Continue site remediation work
- Prepare for community engagement

NEXT STEPS – SITE DEVELOPMENT

YVR LANDLORD RESPONSIBILITY

2018: Community engagement, YVR Project Assessment & Approval Process, site remediation work

2019/2020: Pre-works relocation of buildings, site tidy up, roadwork, site servicing, removing existing buildings, landscaping

LEASEHOLDER RESPONSIBILITY

2020: Pre-load, construction → approx. +3 years

2023/2024: Operational

7. Meeting Outcomes Discussion

Thank you.

For Templeton Project updates visit: yvr.ca/engagement/Templeton

For construction updates visit: yvr.ca/construction

Advisory Panel Questions/Information: Jody_Armstrong@yvr.ca

General Questions: community_relations@yvr.ca

NOISE MANAGEMENT

Roles and Responsibilities

- International Civil Aviation Organization
- Transport Canada
- NAV CANADA
- Airports
- Land Use Planning Authorities

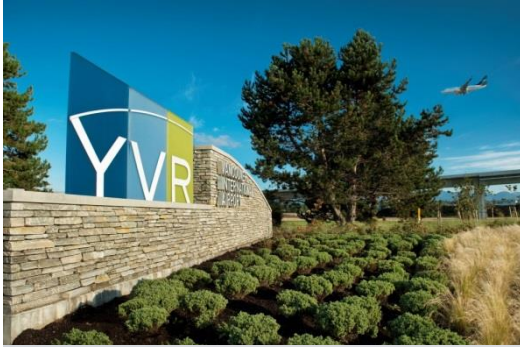


Transport
Canada

Transports
Canada



Noise Management at YVR

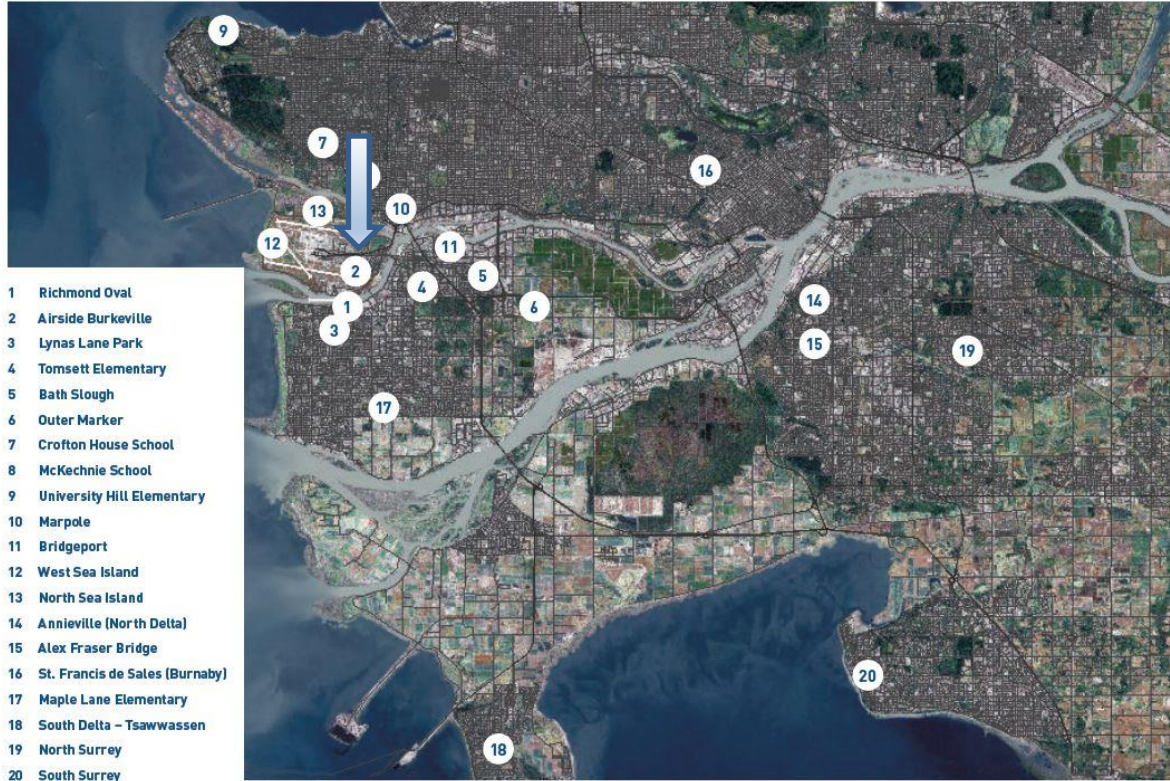


Noise Management Program

1. Noise Monitoring & Flight Tracking
2. Stakeholder Participation
3. Noise Management Plan
4. Community Resources



Noise Monitoring Terminal Network



Stakeholder Participation

YVR Aeronautical Noise Management Committee



PURPOSE:

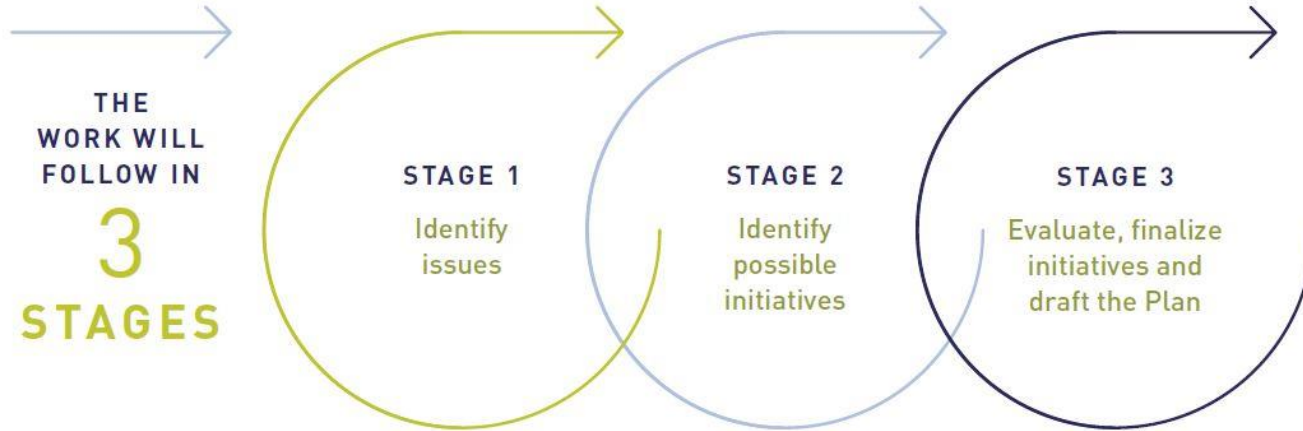
Provides a forum for the discussion and consideration of all aeronautical noise issues at YVR.

SCOPE:

To discuss, analyse and provide advice on, or make recommendations about noise management.

Noise Management Plan

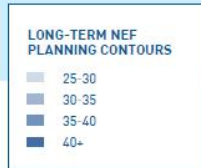
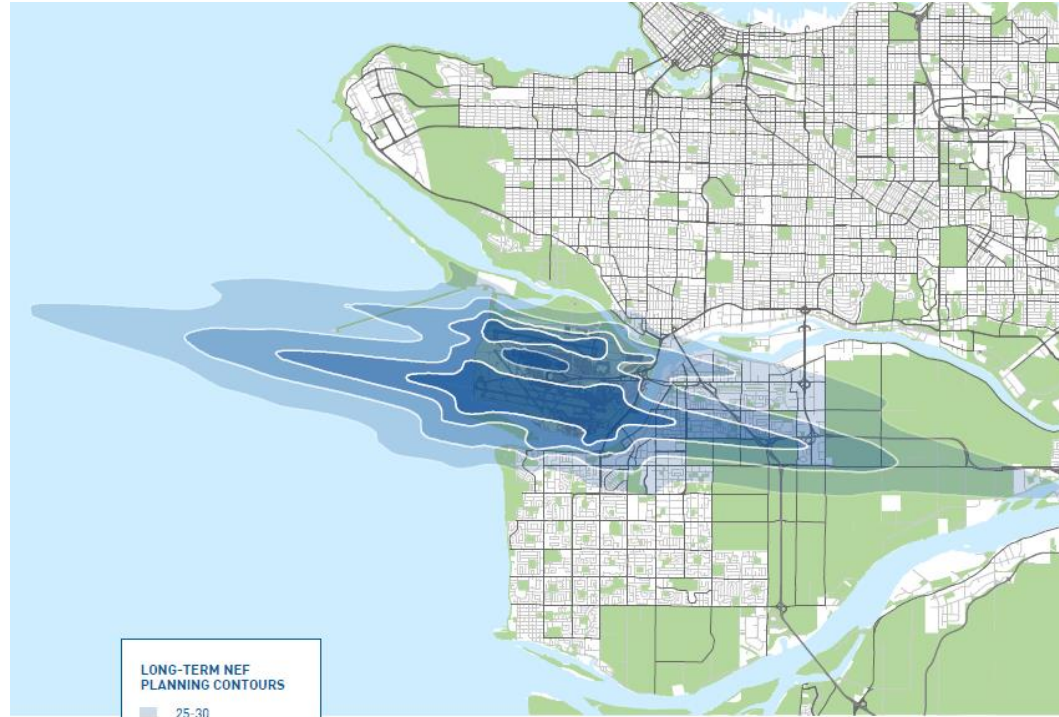
- Documents noise program and identifies initiatives over a five-year period
- New Plan required for 2019-2023



Run-Up Locations



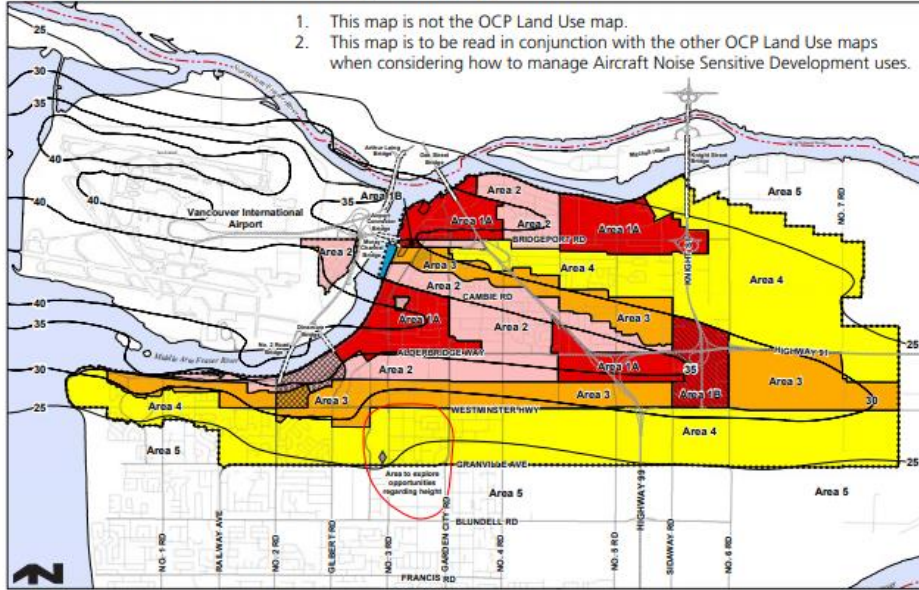
Noise Exposure Forecast Contours



NEF's and Municipal Planning

Aircraft Noise Sensitive Development Map Bylaw 9121 2015/06/15

1. This map is not the OCP Land Use map.
2. This map is to be read in conjunction with the other OCP Land Use maps when considering how to manage Aircraft Noise Sensitive Development uses.



Aircraft Noise Sensitive Development (ANSD) Policy Areas (see Aircraft Noise Sensitive Development Policy Table)

No New Aircraft Noise Sensitive Land Uses:

AREA 1A

New Aircraft Noise Sensitive Land Use Prohibited

AREA 1B

New Residential Land Uses Prohibited

Areas where Aircraft Noise Sensitive Land Uses may be considered: subject to Aircraft Noise Mitigation Requirements

AREA 2

All Aircraft Noise Sensitive Land Uses (except new single family) may be considered (see Table for exceptions)

AREA 3

All Aircraft Noise Sensitive Land Use types may be considered

AREA 4

All Aircraft Noise Sensitive Land Use types may be considered

No Aircraft Noise Mitigation Requirements

AREA 5

All Aircraft Noise Sensitive Land Use types may be considered

Objective: Current rezoning may proceed prior to Area Plan updates, based on the formula:
- Residential use: Up to 2/3 of the buildable square feet (BSF);
- Non-residential use: The remaining BSF (e.g., 1/3)

Objective: To support the 2010 Olympic Speed Skating Oval:
- Residential use: Up to 2/3 of the buildable square feet (BSF);
- Non-residential use: The remaining BSF (e.g., 1/3)

On Fraser River Above 30 NEF Residential (e.g. house boats) may be considered

Area to explore opportunities regarding height. Potential would be subject to application process

2015 Noise Exposer Forecast (NEF) Contours

Extent of Aircraft Noise Insulation

City Hall



Noise Community Resources

CONTACT US

The YVR Noise Management Office can be reached by:



EMAIL

noise@yvr.ca



WEBTRAK

YVR WebTrak



NOISE INFO LINE

604-207-7097



WEBSITE

Contact us section
on yvr.ca

