

**YVR Templeton Area Redevelopment
Community Advisory Committee
Meeting Outcomes Summary
2 October 2018**

The five-person volunteer Burkeville Community Advisory Committee and two representatives from the Sea Island Community Association met with the YVR Project Team on October 2. An independent facilitator led the meeting, allowing all parties to focus on the discussion.

The meeting agenda included:

- Review project information to date
- Action items review/update
- Group discussion on design refinements
- Design renderings
- Update on remediation works
- Advisory committee comments and recommendations on the consultation process
- Next steps
- Agree on meeting outcomes

At the end of the meeting, the Community Advisory Committee (the committee) agreed on the following meeting outcomes as a summary of the discussion.

Review of Project Information to Date

- YVR presented content shared in the previous stage of engagement as a recap of readily-available project information including YVR’s mandate, Land Use Plan history and current designations, rationale for site selection, noise study findings, multi-use path (MUP) objectives, project timeline and next steps.
- Committee members asked for clarification on why other potential sites were not selected and noted that YVR’s decision is the most beneficial for YVR overall but not for the community of Burkeville. YVR provided an overview of the robust sustainability evaluation criteria that considered parcel size, permitted use, operational effectiveness, community impact, project costing and the environment. Based on a balance of these factors, this site was determined as the most suitable.
- It was explained that YVR’s 2037 Land Use Plan designates a large portion of the Templeton site as “Airside” defined as land for existing and future uses that require direct access to the airfield. Priority is given to those uses. A smaller area of the site is designated as “Groundside Commercial” which allows for aviation related, aviation dependent and aviation compatible uses. The development is a cargo and logistics facility which suits the highest priority and best use of this land. Approved Land Use Plans dating back to at least 1989 designate this area for operational services; airside commercial-air cargo, groundside commercial and airside—the Templeton site has had a number of uses including for airport operational and maintenance facilities in the past

years which allowed for a portion of undeveloped land adjacent to Burkeville to remain as green space but the land parcel has never been designated as recreational area or green space.

- Committee members inquired further into the rationale that Site North C was not selected on the North airside lands. YVR provided further clarity - while there were many contributing factors, the site lacks the airfield infrastructure to support the project, making it cost prohibitive. Based on preliminary discussions on developing this land for this project and other opportunities, it is estimated to be an additional \$100 million to upgrade the airfield infrastructure for the project to be feasible. Other sites were eliminated due to parcel size, or the building massing is not compatible (building heights) as there are operational restrictions implemented by NAV CANADA due mitigate interference with critical navigational instruments for aircraft landing systems and radar. Specific building massing impacts this.
- YVR clarified the difference between (a) Noise Exposure Forecast (NEF) contours and associated Transport Canada Guidelines are developed based on projected noise levels from aircraft landings and takeoff operations. NEFs are provided to municipalities to assist with planning and policies to ensure compatible land use within the vicinity of an airport, and (b) the noise assessment for the project, which, based on best practice, applies Health Canada guidelines and measures.
- YVR clarified that the proposed project will have no impact on current NEF contours or projections and that the preliminary noise assessment for the Templeton Project conducted in spring 2018 concluded that there would be no significant increase in current noise levels because the proposed development is similar to its current use of anticipated aircraft landings, takeoffs and vehicle movements.
- Additionally, the placement of the building, expansion of the greenspace separating Burkeville and the project site to address community feedback and additional noise mitigations could result in a decrease in noise levels as compared to today in some areas.
- YVR is currently updating the project noise assessment with the latest concept plans and will do so again when detailed designs are available. The results of both assessments will be shared with the community to further guide discussion, mitigation options and planning efforts and will be a key component of the next phase of community engagement in 2019.

Design Refinements

- **Measures to Restrict Traffic on Service Vehicle Access Road:** YVR confirmed that it is exploring the feasibility of gated access to the service road (for BC Hydro, Wildlife control, YVR vehicles), as a means to restrict traffic, and that a maximum of 25 vehicle movements per day are expected on the restricted access road contemplated in early project design (typically fewer).
- **Access Road Alignment:** The committee advised YVR that maximizing green space is a priority for the community, so the proposed location of the service road (along the existing Templeton Street) is not desired. YVR agreed to further consider two variations

including (a) modified Option 4 as outlined in the presentation materials with primary access from Russ Baker Way and an alternate gated access from Miller Road via Burkeville if Russ Baker Way is not available, and (b) modified Option 3 with the service road as close to the new development as possible and behind the noise barrier. It was noted that if modified Option 4 proves feasible, the broader community should be invited to comment as the committee members recommended routing operational traffic through Burkeville. YVR noted that it is regulated to meet operational response times and to ensure safe operations at the airport as well as emergency response access, therefore Option 4 presents greater challenges.

- **Location of the Common Area:** YVR confirmed that the common area could be moved further north but would take up more greenspace. The common area was developed as a good use of hard surface required for emergency vehicle access to Terrace Street and from Terrace Street to Templeton as redundancy is required. Given that a hard surface is required, the committee supported maintaining it in the originally-proposed location and recommended that YVR consider opportunities to incorporate a natural playing area, and potential mosaic art that acknowledges Burkeville history and Musqueam's traditional use of the area.
- **Multi-use Path Barrier and Access Points:** YVR confirmed that designs were refined to incorporate a new chain link fence between the MUP and Burkeville. The committee discussed potential access points (up to four) and agreed that only the northern (existing) and southern (new required access) should be incorporated into the final design. The committee further recommended that any landscaping along the MUP fence should be low-lying (as depicted in the renderings), to avoid creating a safety hazard for path users.
- **Barrier Fencing on Terrace Street:** After reviewing YVR's design renderings, the committee agreed that the proposed landscaping and bollards are sufficient, and no fencing is required.

Design Renderings

- The committee recommended denser planting in the Woodland Meadow (southern green buffer). YVR acknowledged the committee's input and advised that it would look to strike the best balance, since community feedback in the previous phase of engagement indicated that people don't want the area to be too heavily wooded, for safety reasons.
- The committee requested that YVR avoid natural plantings that look too much like weeds. YVR acknowledged the input and will review within its sustainability criteria, which require drought-resistant species that don't attract birds.
- The committee advised that many community members are disappointed that the draft design does not include playground space. YVR explained that a playground structure was removed from original design concepts as there are three play structures in the area at Sea Island Elementary, in Burkeville and at Flight Path Park. YVR agreed to review for opportunities to incorporate a natural activity space.

YVR Consultation Feedback

- Committee members provided feedback to YVR on the consultation process to date; including:
 - Request to be advised of any YVR engagements that may be of interest to the community, such as the Noise Management Plan process. YVR agreed to action this.
 - Request for earlier involvement in Templeton development planning process, such as when YVR evaluated potential site locations. YVR acknowledged the feedback for consideration in future projects.
 - Suggestion to consider a community presentation/question-and-answer format session for the upcoming community engagement on the Templeton Corridor. YVR agreed to consider this when finalizing plans for the upcoming broader community engagement.

Additional Discussion

- **Lighting:** One committee member expressed concern about the impact of current and future light glare from YVR operations. YVR is working with the developer to minimize light spill and agreed to review existing light spill challenges with a view to making improvements to existing conditions.
- **Trees:** Committee members noted that protecting existing trees is important to the community. YVR is committed to retaining, relocating and replacing affected trees within the redevelopment area wherever possible.
- **YVR Noise Management Plan Engagement Process:** Committee members shared concern from the community that Burkeville had been left out of this process. YVR clarified that the [Noise Management Plan](#) is updated every five years and that the consultation process for this update had been underway for the past year which included being listed on the [Engagement Opportunities](#) page on yvr.ca, advertising, open houses and an online consultation period, as well as stakeholder engagement with the [Aeronautical Noise Management Committee](#). The October 1 Richmond Council meeting was a staff report to Council seeking Council endorsement of staff's feedback to YVR.
- **Runway Noise:** Committee members requested YVR to consider more equitable use of the North Runway and South Runway at night as a means to minimize noise impacts for Burkeville residents. YVR clarified that the terms of use of the North Runway were a condition of approval to construct the runway imposed by the federal government and that there is no clear method to change this. YVR committed in its [YVR 2037 Master Plan](#) to explore and implement airside capacity enhancement initiatives to optimize existing infrastructure in advance of any future runway development.
- **Compensation:** One committee member asked whether YVR would provide financial compensation to Burkeville residents for impacts during construction.
Post-meeting YVR response: YVR will work with the developer to minimize impacts during construction; however as is typical for development projects like this in any municipality, there is no compensation for indirect effects of construction.

Remediation Works

- YVR provided an update on the current remediation works and clarified that YVR's project permitting process requires the contractor to install project signs. YVR acknowledged concerns about noise from vehicle back-up beepers, noting that some construction site safety measures are WorkSafeBC requirements to ensure safety on work sites.
- YVR requested that questions and concerns related to construction on Sea Island and this project be directed to YVR Community Relations (community_relations@yvr.ca) instead of the Noise Line so that immediate action can be taken if needed. The Noise Management Program responds to inquiries related to aeronautical noise.

Next Steps

YVR will consider the committee's feedback and recommendations in finalizing the process and materials for community engagement, tentatively scheduled to begin in late October/early November.

Following the meeting, some committee members stayed for an update on planning for the potential Little Wings daycare relocation and a more in-depth discussion of aircraft noise and noise management. Because this was not part of the main meeting, notes of the discussion are not incorporated here; however, YVR will continue to share information about ongoing projects near Burkeville including the site remediation work, the relocation of Little Wings, and will provide links to information about aircraft noise.

Noise Management Program at YVR: <http://www.yvr.ca/en/about-yvr/noise-management>

Templeton Area Redevelopment Consultation Updates: yvr.ca/engagement/templeton

Construction Updates: yvr.ca/construction

Construction / General Project Inquiries: community_relations@yvr.ca