

About YVR

Vancouver International Airport (YVR) is Canada's second busiest airport. YVR plays a key role in driving economic benefits across British Columbia.

YVR HELPS FACILITATE

\$16.5 BILLION IN
ECONOMIC OUTPUT

\$8.4 BILLION IN
TOTAL GDP

\$1.4 BILLION IN TOTAL
GOVERNMENT
REVENUE ACROSS B.C.

THE AIRPORT SUPPORTS

24,000 JOBS
ON SEA ISLAND

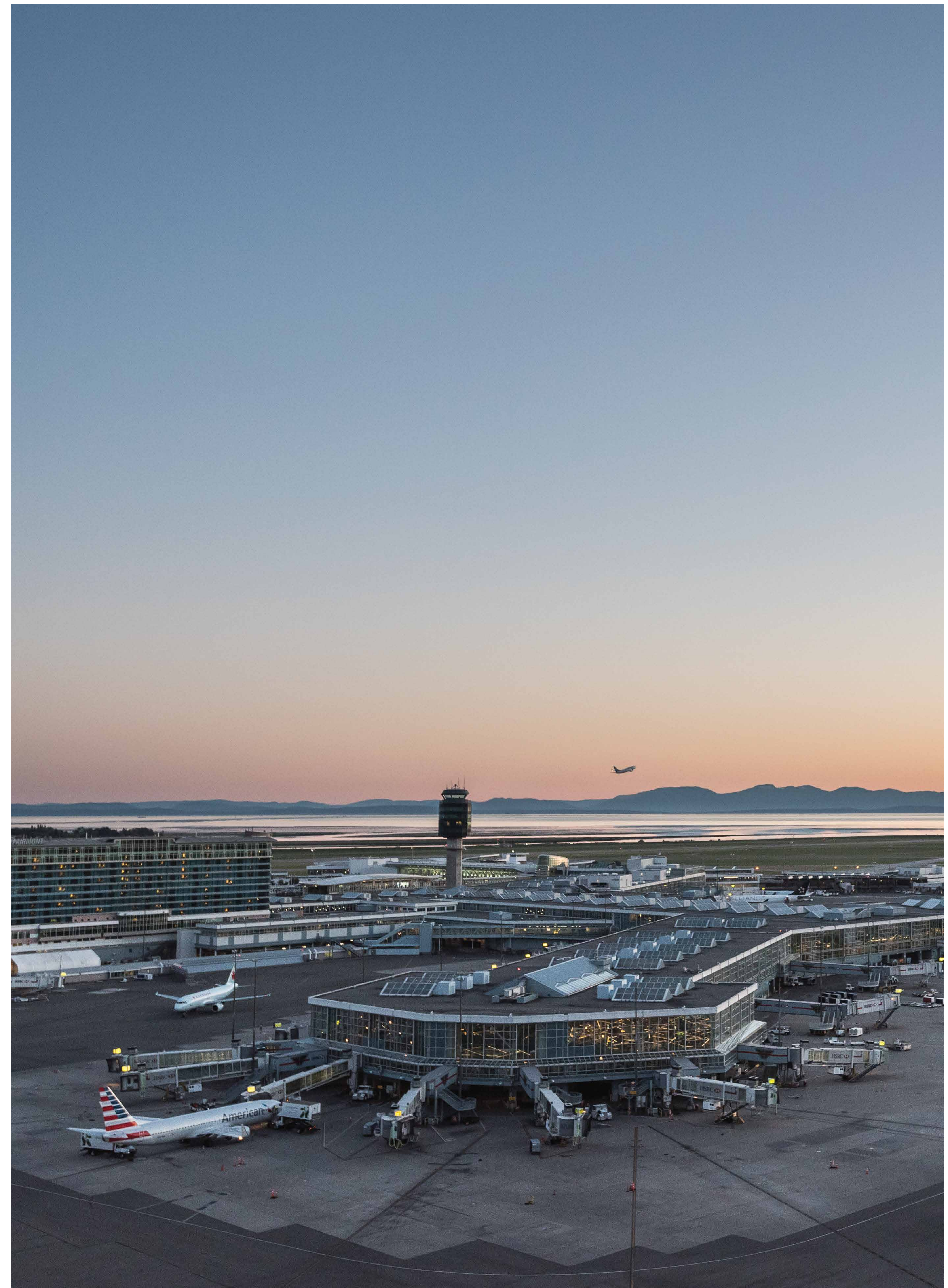
AND MORE THAN

100,000 JOBS

ACROSS THE PROVINCE

through our operations and the facilitation of tourism and cargo, making YVR one of the largest employment hubs in the province

Vancouver is one of North America's leading transportation hubs. Our geographic location connects markets in Asia and the Americas with time and cost efficient transport options. As a gateway facility, it is important for YVR to support the rapidly growing needs of business in British Columbia and across the world.



Project Overview

YVR is planning to redevelop approximately 44 acres of land in the Templeton Area, adjacent to Burkeville. The redevelopment includes constructing a new cargo and logistics facility and an enhanced greenspace and community buffer zone. The proposed project is consistent with the current and proposed Land Use Plans.

YVR SELECTED THE TEMPLETON AREA FOR THIS REDEVELOPMENT BECAUSE THE SITE:



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



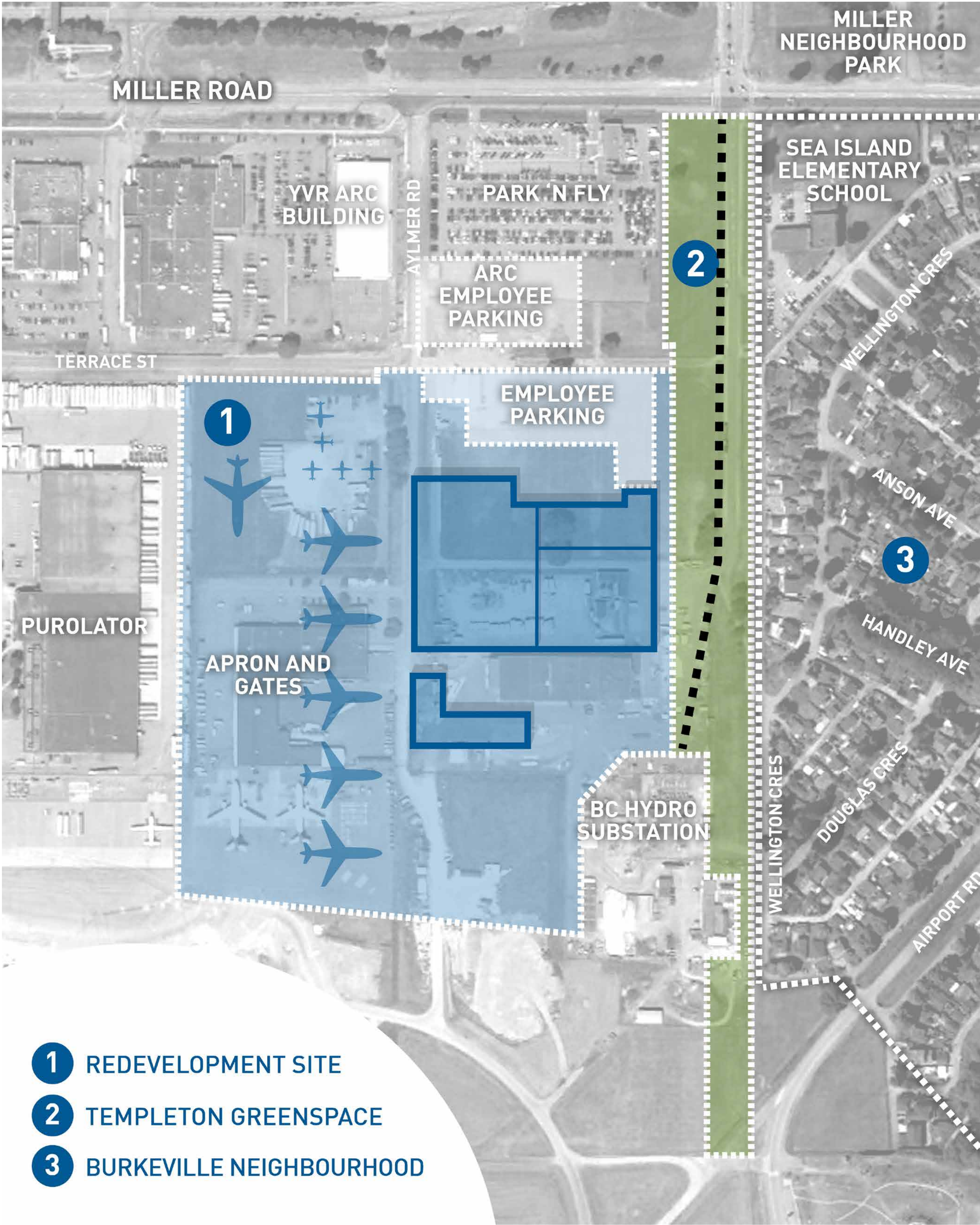
IS ECONOMICALLY FEASIBLE AND FITS WITHIN OUR LONG-TERM CAPITAL PLANNING



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





SOCCER
FIELD

SEA ISLAND
ELEMENTARY
SCHOOL

MILLER RD

JERICO RD

AYLMER RD

TERRACE ST

EMPLOYEE
PARKING

APRON AND
GATES

TEMPLETON
OPERATIONS
BUILDING

BC HYDRO
SUBSTATION


WELLINGTON CRES

FLIGHT PATH
PARK

LEGEND

- 1 Redevelopment Site
- 2 Templeton Corridor
- 3 Burkeville Neighbourhood
- Public Park / Greenspace
- Multi-Use Path
- Access Road

Planning Timeline

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

“

HAVE YOUR SAY

We are inviting input on ways you’d like to stay involved via the feedback survey.

”

!

KEY INTEREST

We understand many Burkeville residents have a strong desire to be involved and to provide input into this project moving forward. We want to hear from you on how best to involve the community.

Community Advisory Committee

In November 2017, YVR invited survey respondents to participate in an advisory committee with representatives from the Sea Island residential community.

136

COMMUNITY FEEDBACK
SURVEYS RECEIVED

50+

PEOPLE
EXPRESSED
INTEREST

12

PEOPLE CONFIRMED AVAILABILITY FOR
THE PROPOSED MEETING SCHEDULE

Sea Island community executive nominated five people from the 12 to participate

FIVE

BURKEVILLE RESIDENTS PARTICIPATED
IN THREE MEETINGS



KEY INTEREST

We understand some residents were disappointed they were not selected for the Community Advisory Committee.

Project updates were provided via yvr.ca and meeting summaries were emailed following each meeting to all community members that signed up to receive updates.

The role of the committee was to:

- Inform YVR about the importance of potential project effects
- Provide preliminary input on potential enhancements
- Provide feedback on draft consultation materials
- It was not a decision making body

THE COMMITTEE DROVE THE FOLLOWING KEY OUTCOMES :

1

CONFIRMED THE DEVELOPMENT DOES NOT
INCLUDE A TEMPLETON THOROUGHFARE
TO RUSS BAKER WAY

2

EXPANDED BUFFER ZONE
BETWEEN THE DEVELOPMENT
AND THE COMMUNITY

3

REMOVED ACCESS TO THE PROJECT
SITE VIA TEMPLETON STREET

“

HAVE YOUR SAY

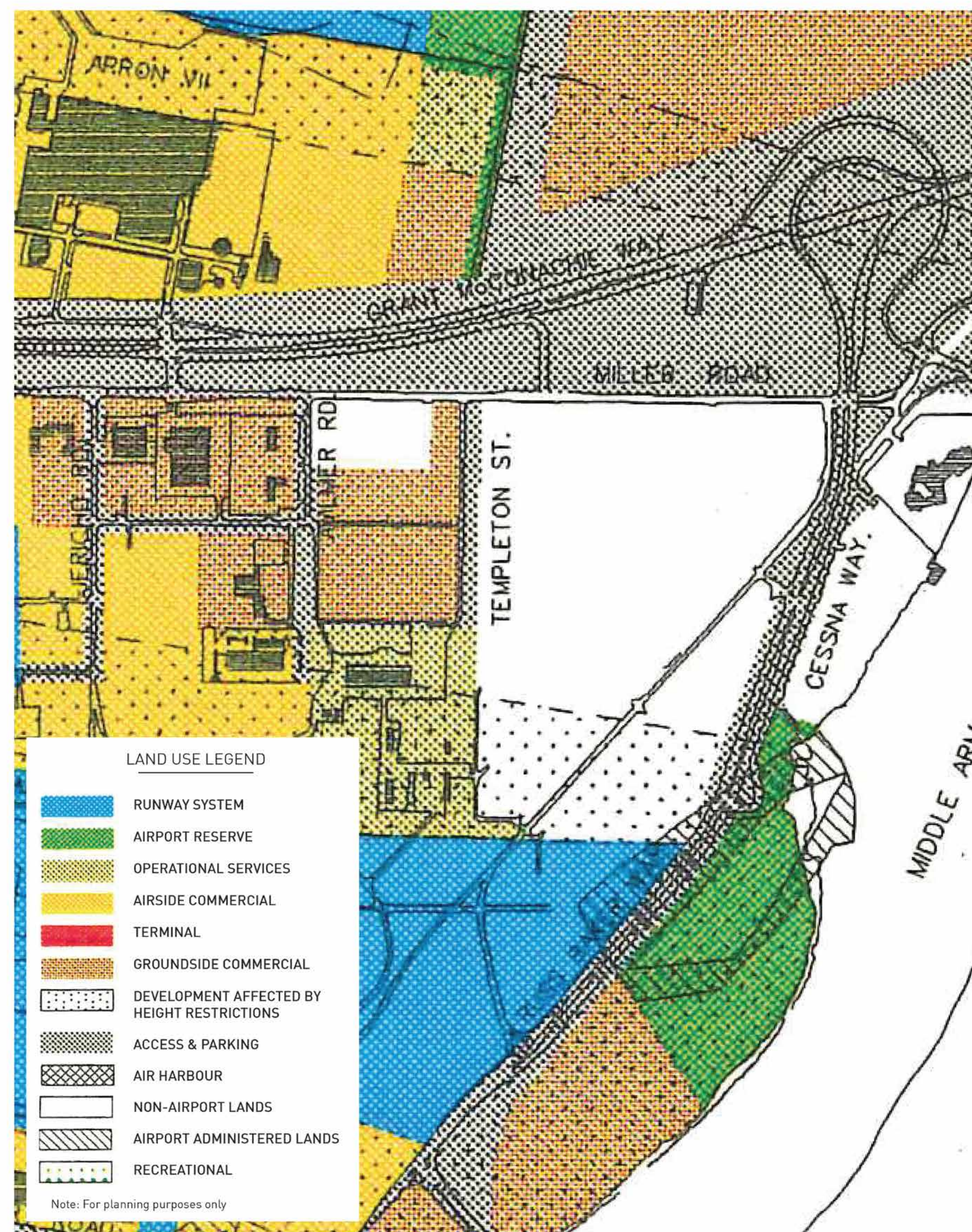
We are inviting input regarding the selection process for a potential future advisory committee via the feedback survey.

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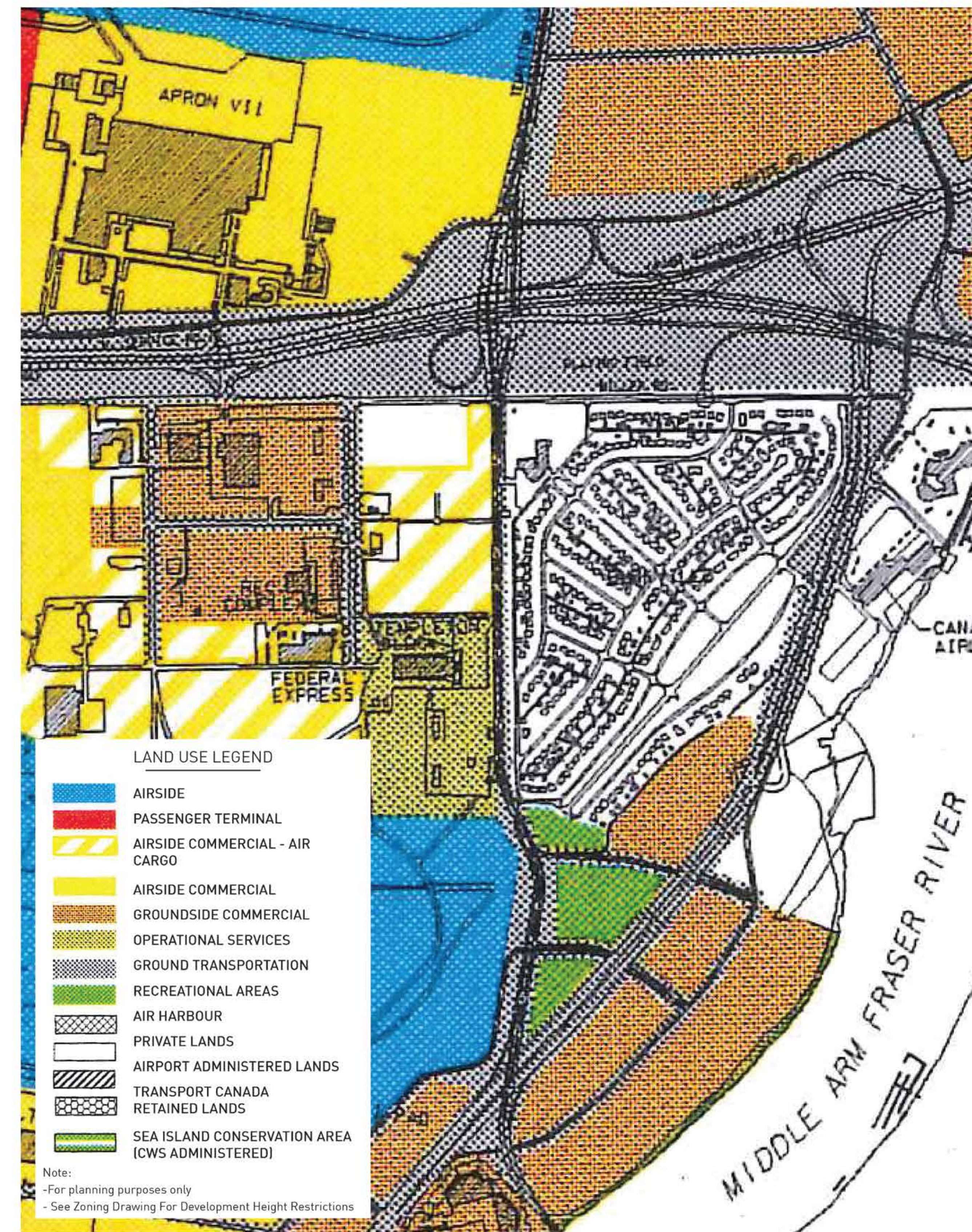
YVR Land Use Plans

We update our Land Use Plan every 10 years for submission and approval from the Federal Minister of Transport. Land Use Plans guide all infrastructure and development initiatives at the airport.

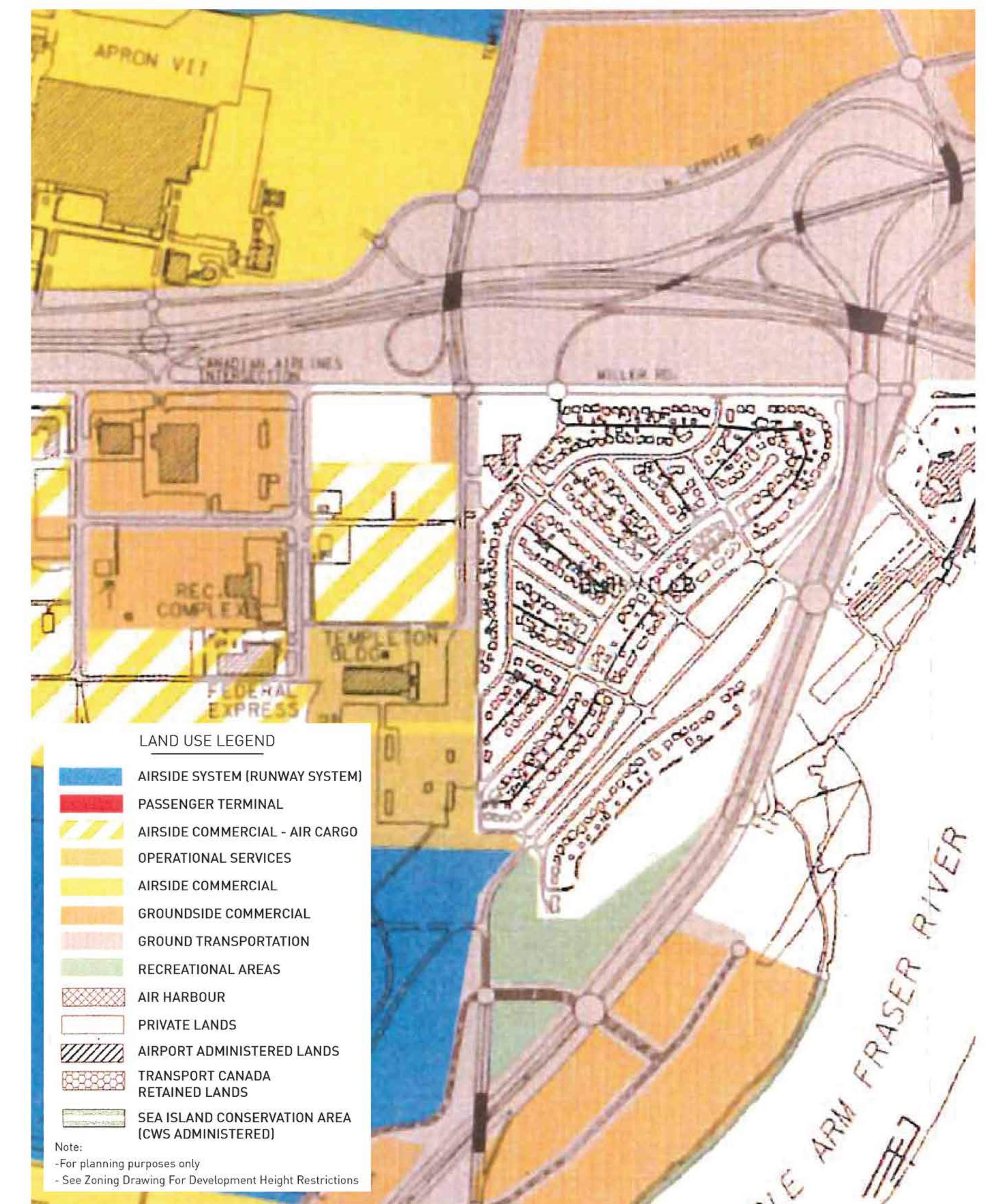
1989 LAND USE PLAN



1995 LAND USE PLAN

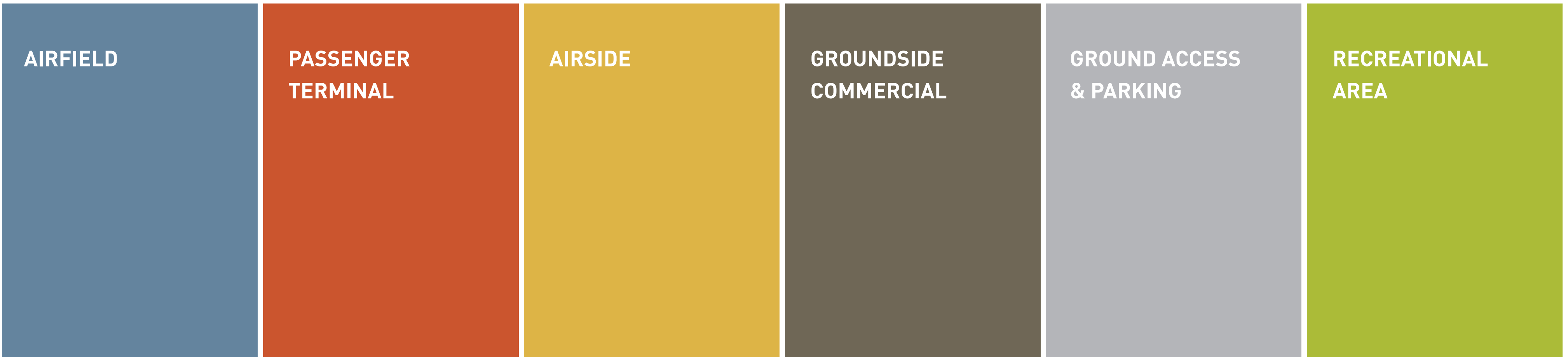
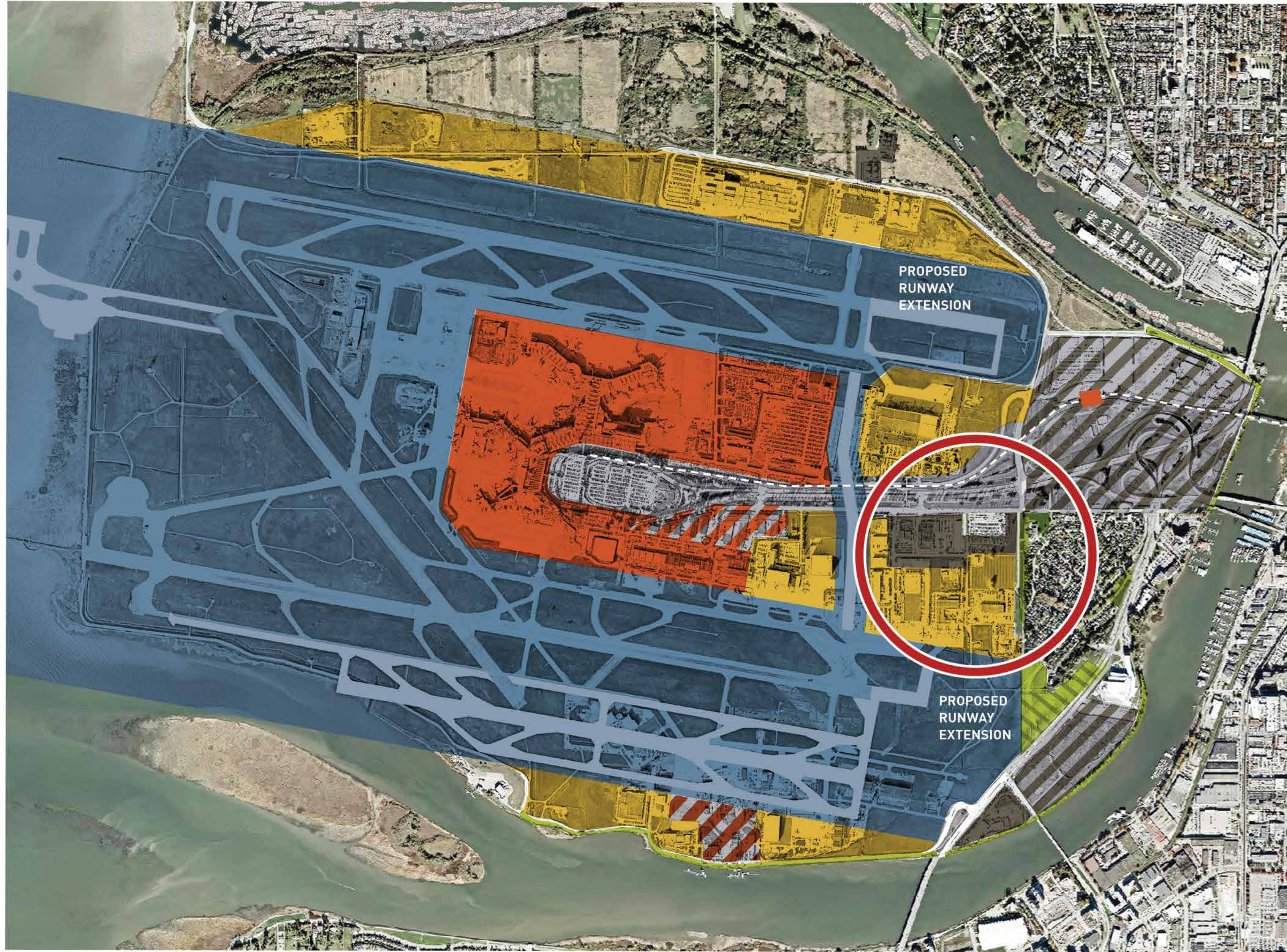


2001 LAND USE PLAN

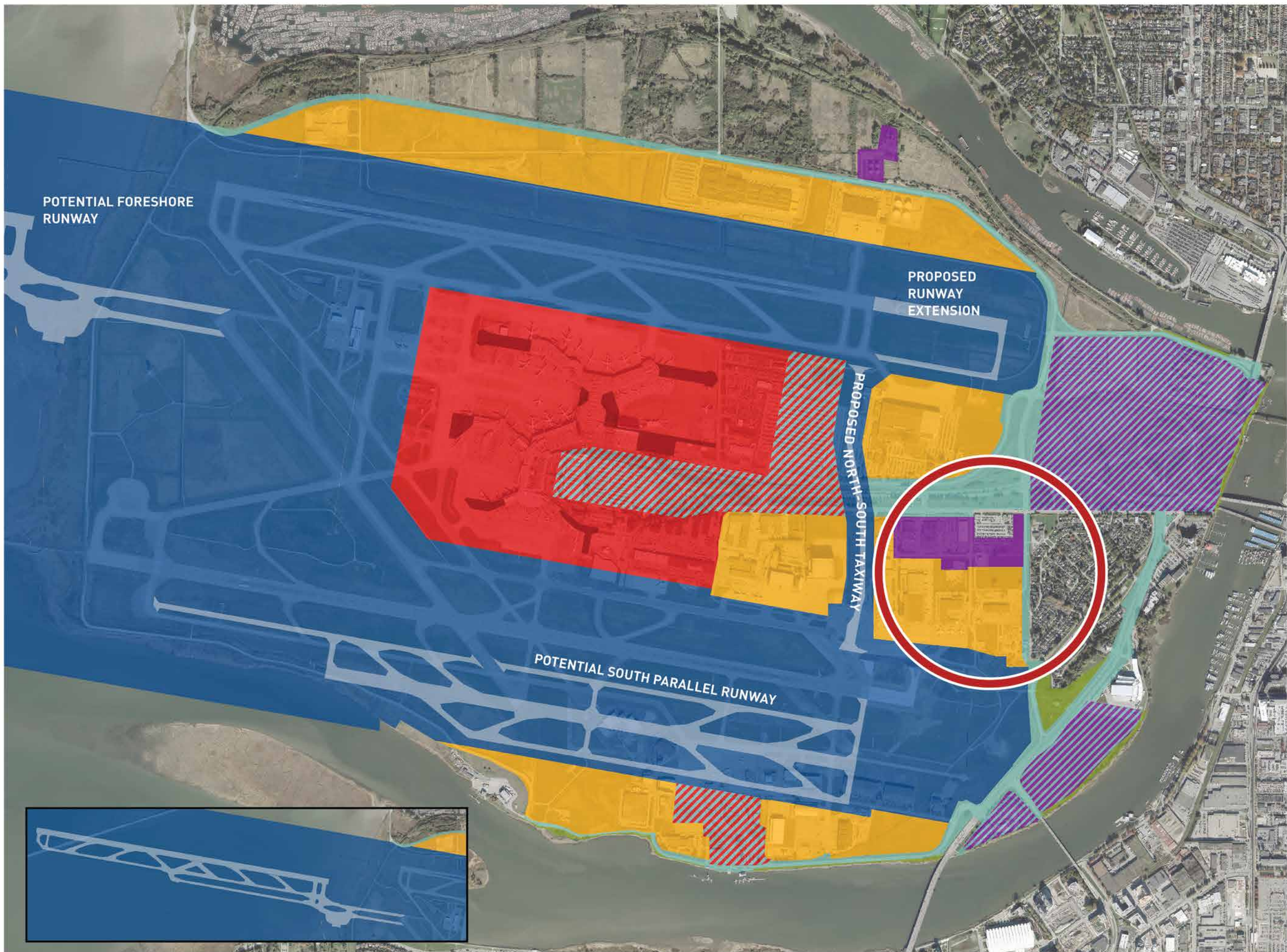


YVR Land Use Plans

CURRENT LAND USE PLAN

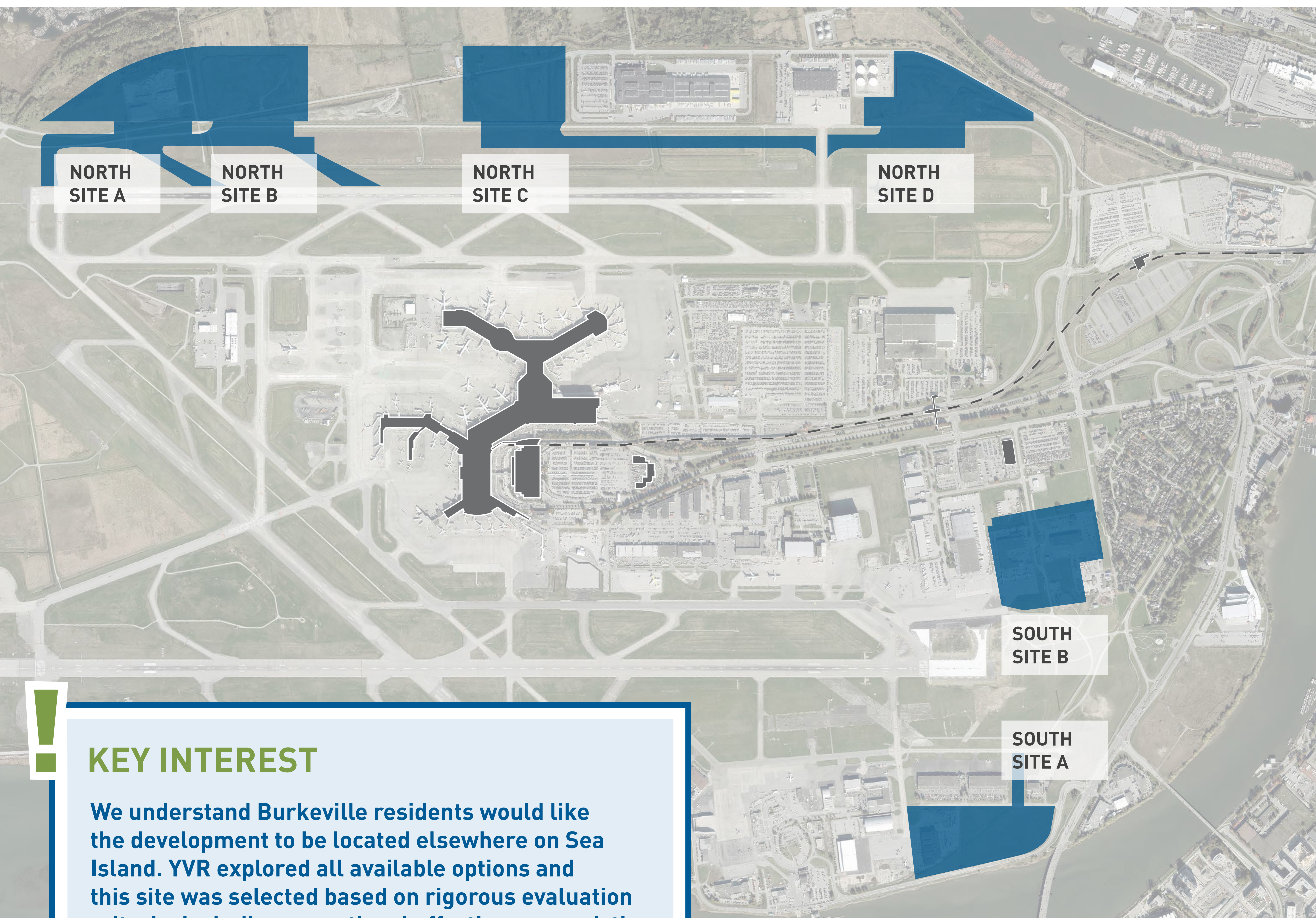


PROPOSED LAND USE PLAN (PENDING FEDERAL MINISTER APPROVAL)



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

Site Selection



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.

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.



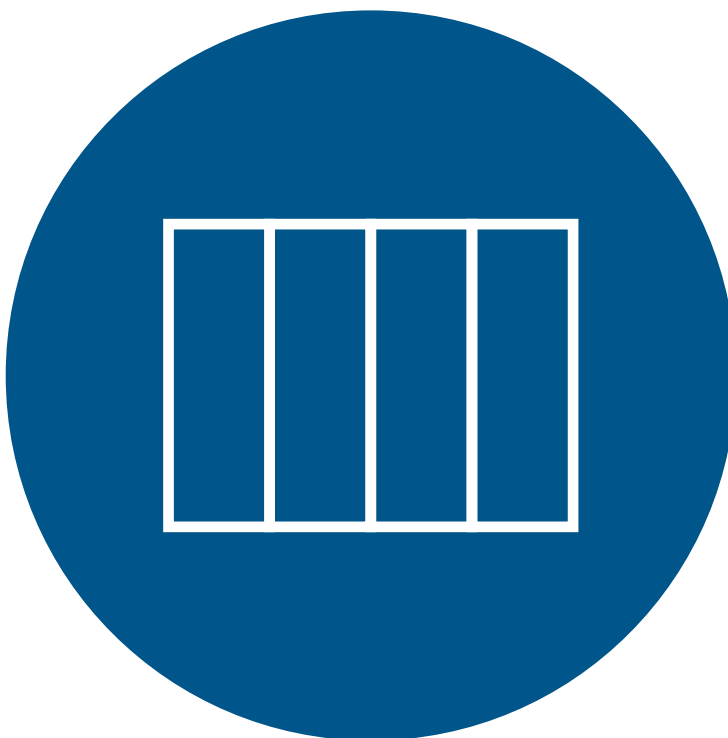

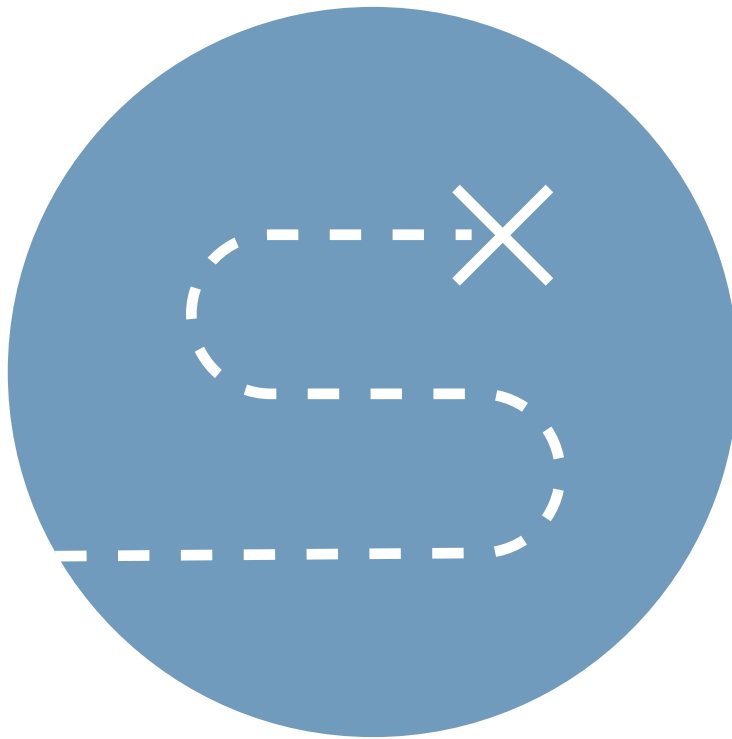

South A: Eliminated due site sizing constraints (too small).

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

Noise Assessment

YVR is committed to minimizing noise effects from airport operations where possible. YVR commissioned noise studies to investigate the potential changes to noise levels from the proposed redevelopment.

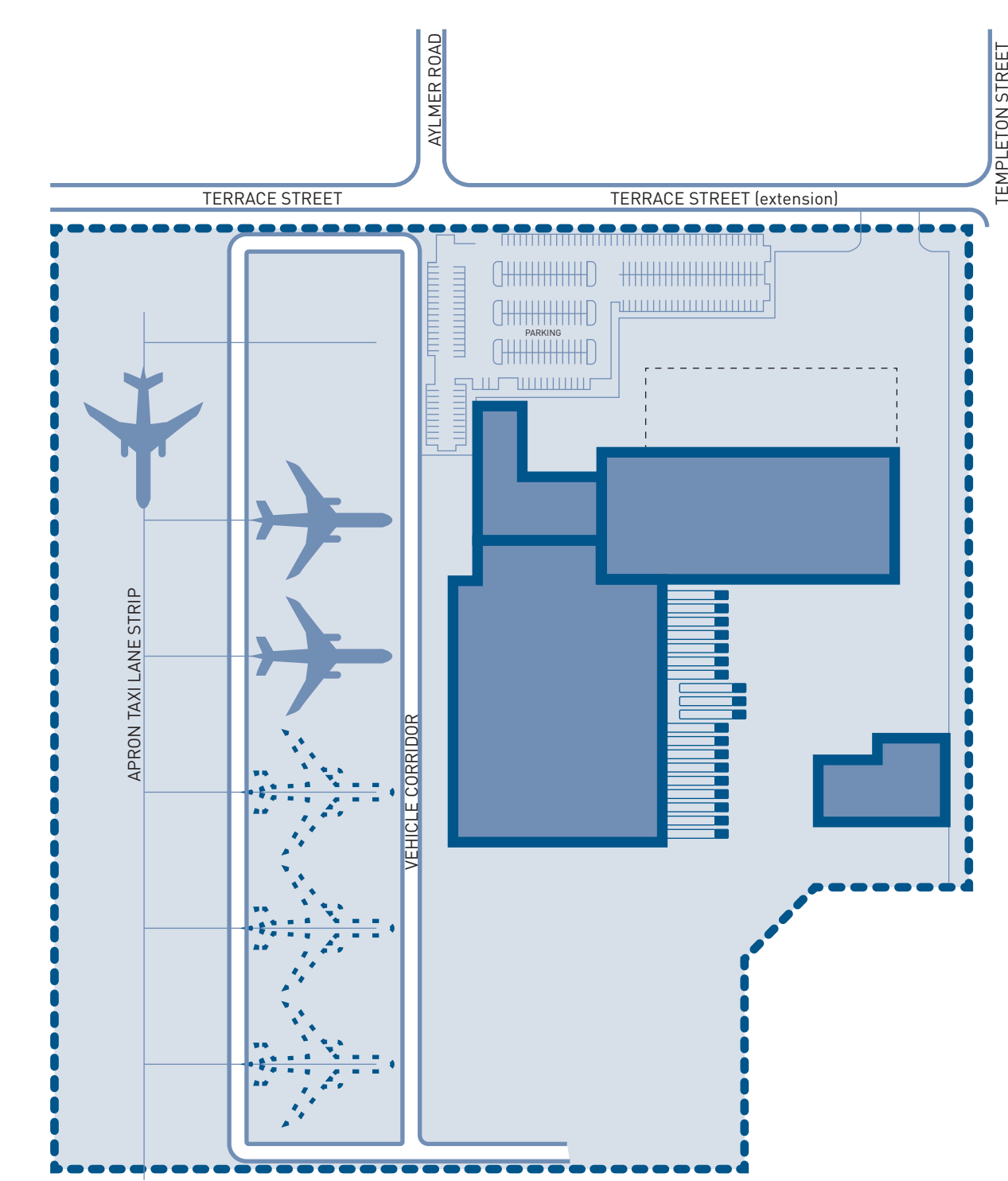
THE STUDIES FOUND THERE WOULD BE NO SIGNIFICANT CHANGE TO CURRENT NOISE LEVELS, PRIMARILY BECAUSE:

 <p>LAND USE IS CONSISTENT WITH CURRENT OPERATIONS</p>	 <p>AIRCRAFT PLANNED TO BE LOCATED ON THE WEST SIDE OF THE FACILITY, WITH ENGINES DIRECTED TO THE WEST</p>	 <p>ADDITIONAL NOISE BARRIERS SUCH AS NOISE FENCING WILL BE INSTALLED</p>
 <p>SMALLER VEHICLES WILL UNLOAD INSIDE THE BUILDING INSTEAD OF OUTDOOR LOADING BAYS</p>	 <p>ALL TRAFFIC (TRUCKS, EMPLOYEES AND CUSTOMERS) WILL ACCESS THE SITE FROM AYLMER ROAD</p>	 <p>EMPLOYMENT OF OPERATIONAL BEST PRACTICES TO FURTHER LIMIT NOISE</p>

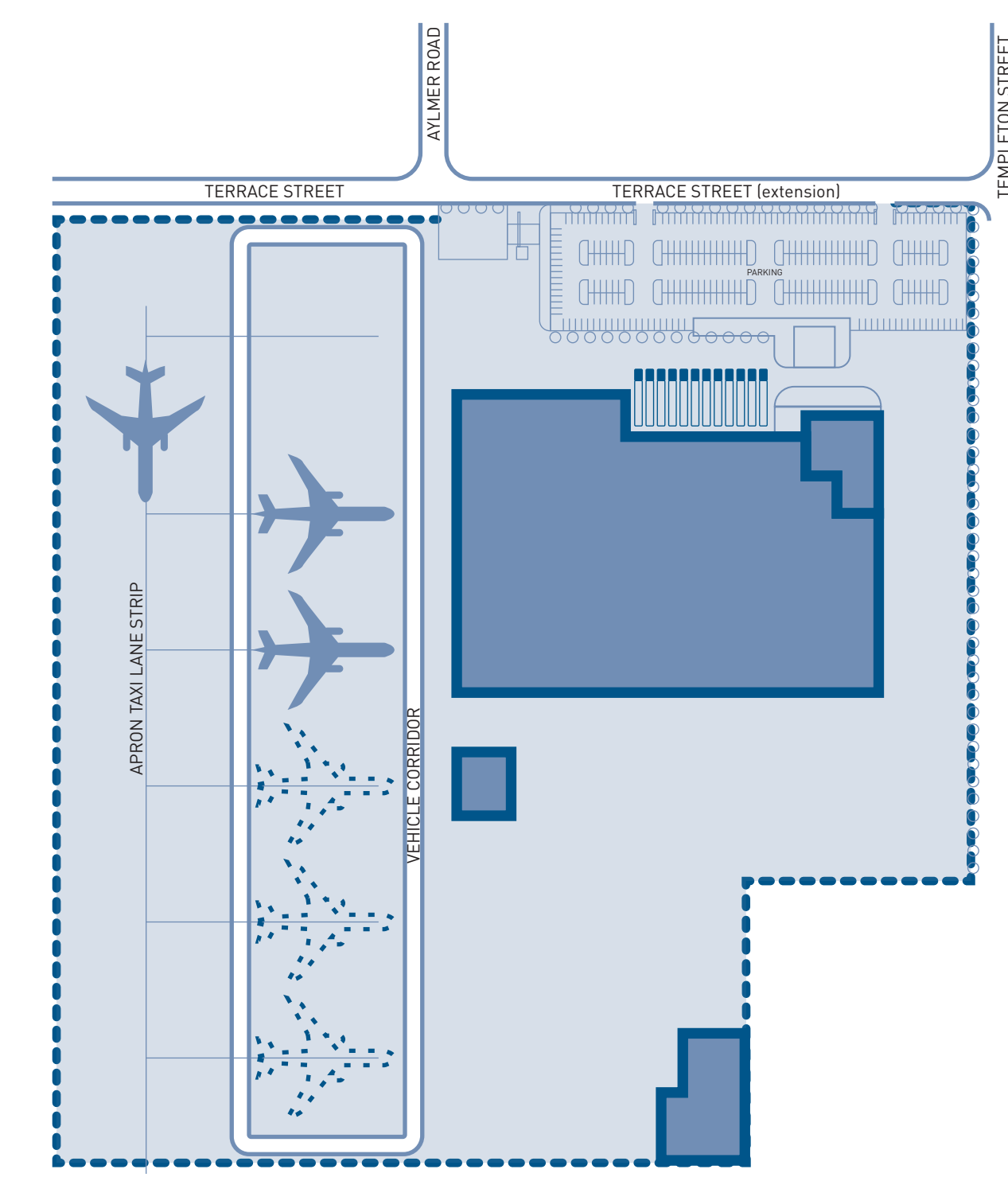
Site refinements (see images) have been made to further limit any potential noise effects, including incorporating Advisory Committee suggestions to widen the buffer zone and remove access from Templeton Street.

YVR will commission an updated noise study once designs are finalized, including the location of noise barrier fencing. YVR intends to locate any mitigation measures where they will have the greatest noise reduction benefit.

ORIGINAL STUDY (2017)

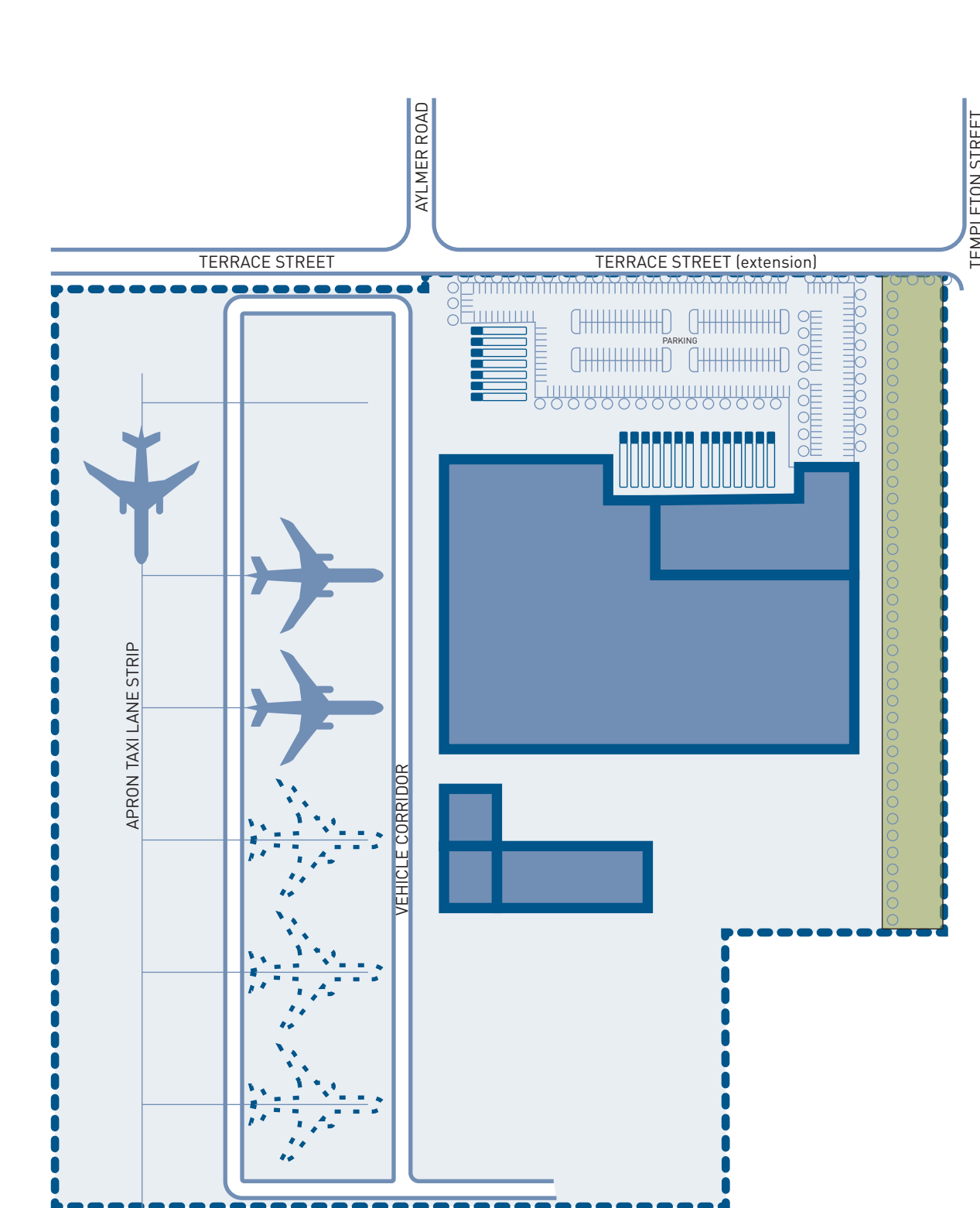


OPINION LETTER (EARLY 2018)



Building adjustments / Truck routing adjustments / Opinion letter noted new design likely decreases noise

REFINED LAYOUT (CURRENT)



Wider buffer zone / All traffic access from Aylmer Road / Additional building adjustments

Noise Management



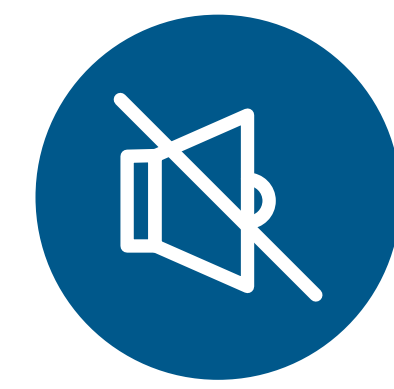
Sources of noise will include:

DURING CONSTRUCTION

- Construction trucks and equipment
- Building demolition and removal
- Building Construction

DURING OPERATION

- Aircraft
- Cargo trucks
- Employee and visitor vehicles
- Loading and unloading activity
- Rooftop mechanical equipment



Potential noise management measures are:

DURING CONSTRUCTION

- Limited hours of operation for noisy work
- Advance notification to residents
- Direct contact to reach for noise concerns
- Designated construction vehicle routes
- Explore potential of alternative back-up beepers

DURING OPERATION

- Noise fencing located where greatest noise reduction benefits are achieved
- Aircraft Ground Power Units (electric)
- Keep loading bays closed if not in use
- Site access restricted to Aylmer Road
- Explore potential of alternative back-up beepers
- Appropriate rooftop equipment acoustical treatment

Study Area Boundary with Proposed Schematic Overlay



HAVE YOUR SAY

We are inviting feedback on noise mitigation options via the feedback survey

KEY INTEREST

We understand minimizing noise effects from current and future airport operations is important to the community. We are working to ensure that effective site design and noise attenuation measures are considered.

Environment Considerations



YVR conducts environmental reviews of all proposed projects to identify potential environmental and social impacts.



Where potential impacts are identified, mitigation measures will be developed to minimize or avoid the effects.



YVR also regularly monitors projects to ensure mitigation efforts are implemented.

Areas that are assessed include:

- Fish & Wildlife Habitat
- Water Quality
- Air Quality
- Contaminated Sites
- First Nations
- Archaeology
- Spill Response
- Land Use

In addition to environmental reviews and monitoring, YVR conducts sustainability assessments for new operations and facilities through comprehensive sustainability matrix to rate each option based on specific criteria identified in the areas of social, governance, economic and environment

Project planning has also considered the following bio-physical and community health interests

INTEREST AREA

POTENTIAL MANAGEMENT MEASURES



AIR QUALITY: The project is expected to have a negligible increase in truck traffic during operation but will result in increased traffic during construction and has the potential to increase customer traffic during operations

- Dust mitigation watering during construction
- Minimize truck traffic through operational planning and enforcement
- Encourage employees and customers to take transit
- Monitor air quality during and after construction
- Connect aircraft to electrical and HVAC services, reducing fuel burn, idling and greenhouse gas emissions



GROUNDWATER: The Templeton Area has a long history of commercial and industrial land use. Groundwater is within acceptable standards but is not considered potable (drinking) water due to the Sea Island water table.

- Ensure development meets current standards for water capture and treatment
- Plant filtering grasses in swales that naturally treat road runoff
- Continue water testing and treatment practices



PERSONAL SAFETY: For people walking alone and general community security

- Ensure trees and other landscaping measures are designed to current standards
- Avoid creating dark areas where people can loiter
- Maintain a buffer between Burkeville and any new multi-use pathways to discourage mischievous visitors



NOISE EXPOSURE: From construction and operations

- Monitor post-project noise levels over a period of at least two years
- A variety of noise mitigation measures are proposed. See Noise Assessment and Noise Management display boards

Traffic Management

A high-level Traffic Assessment was conducted to determine current and future conditions with and without the proposed redevelopment, which found that:

PEAK HOUR TRAFFIC VOLUMES ON TEMPLETON STREET AT MILLER ROAD ARE LOW TODAY AND MUCH LOWER THAN WHEN TEMPLETON BUILDING WAS OCCUPIED

BY 2024, TRAFFIC VOLUMES ON MILLER ROAD WILL GROW BY ABOUT

20%

COMPARED TO 2011, DUE TO GENERAL GROWTH AT THE AIRPORT

THE TEMPLETON REDEVELOPMENT WILL GENERATE AN ADDITIONAL

30

VEHICLES / HOUR (PEAK PERIOD) PRIMARILY EMPLOYEES AND CUSTOMERS

REQUIRING EMPLOYEES, CUSTOMERS AND TRUCKS TO USE AYLMER ROAD WOULD REDIRECT AS MANY AS

11 VEHICLES

THAT OTHERWISE WOULD HAVE USED TEMPLETON STREET



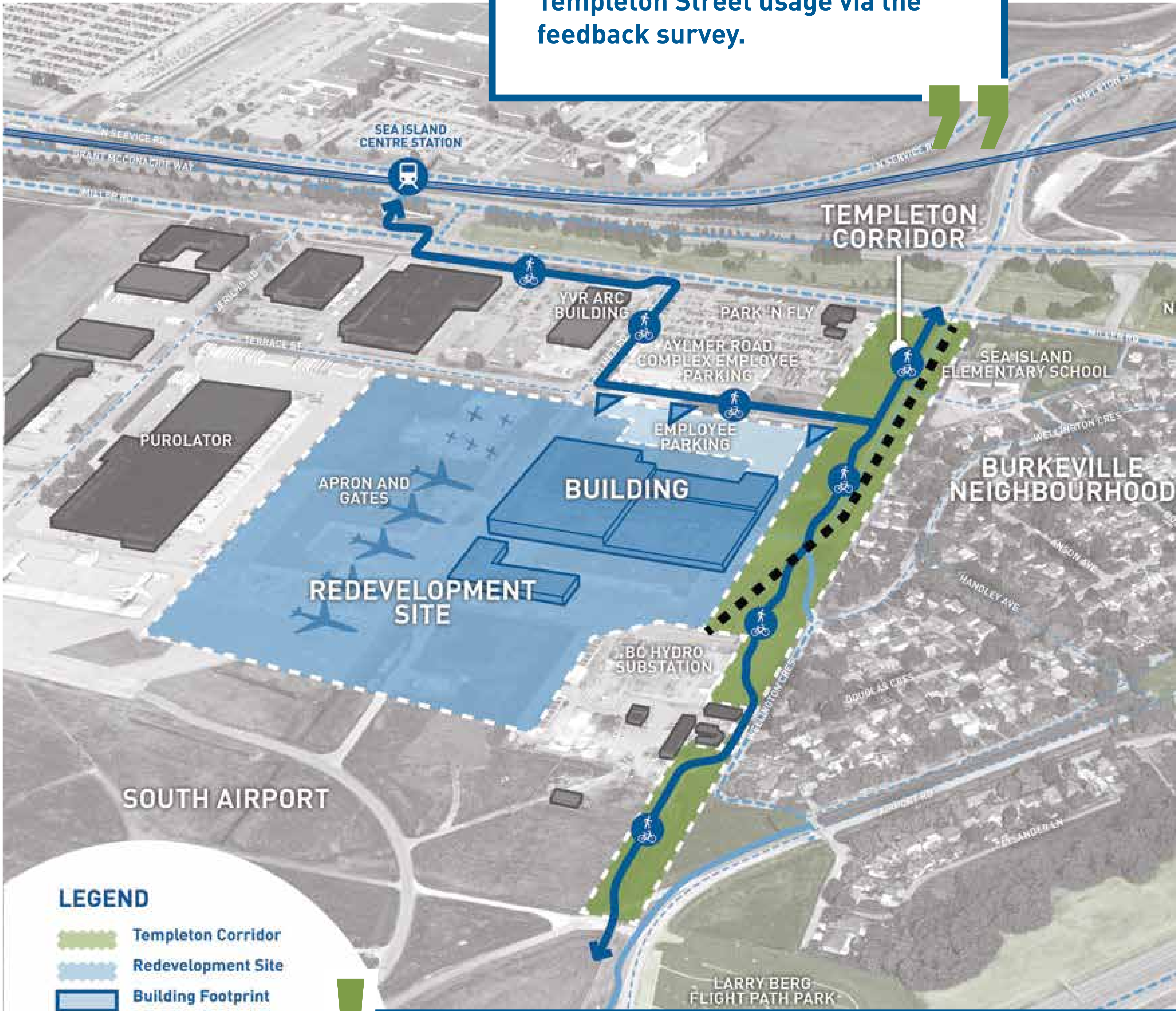
THIS WOULD MEAN A TOTAL INCREASE OF UP TO SIX CARS PER HOUR ON TEMPLETON STREET

With feedback from the Advisory Committee, we have removed access to the project site via Templeton Street. YVR is also considering ways to further reduce traffic along the Templeton Corridor, including:

- Closing Templeton Street south of Sea Island Elementary School, with gated access remaining for the B.C. Hydro Substation and YVR Wildlife Management Centre

HAVE YOUR SAY

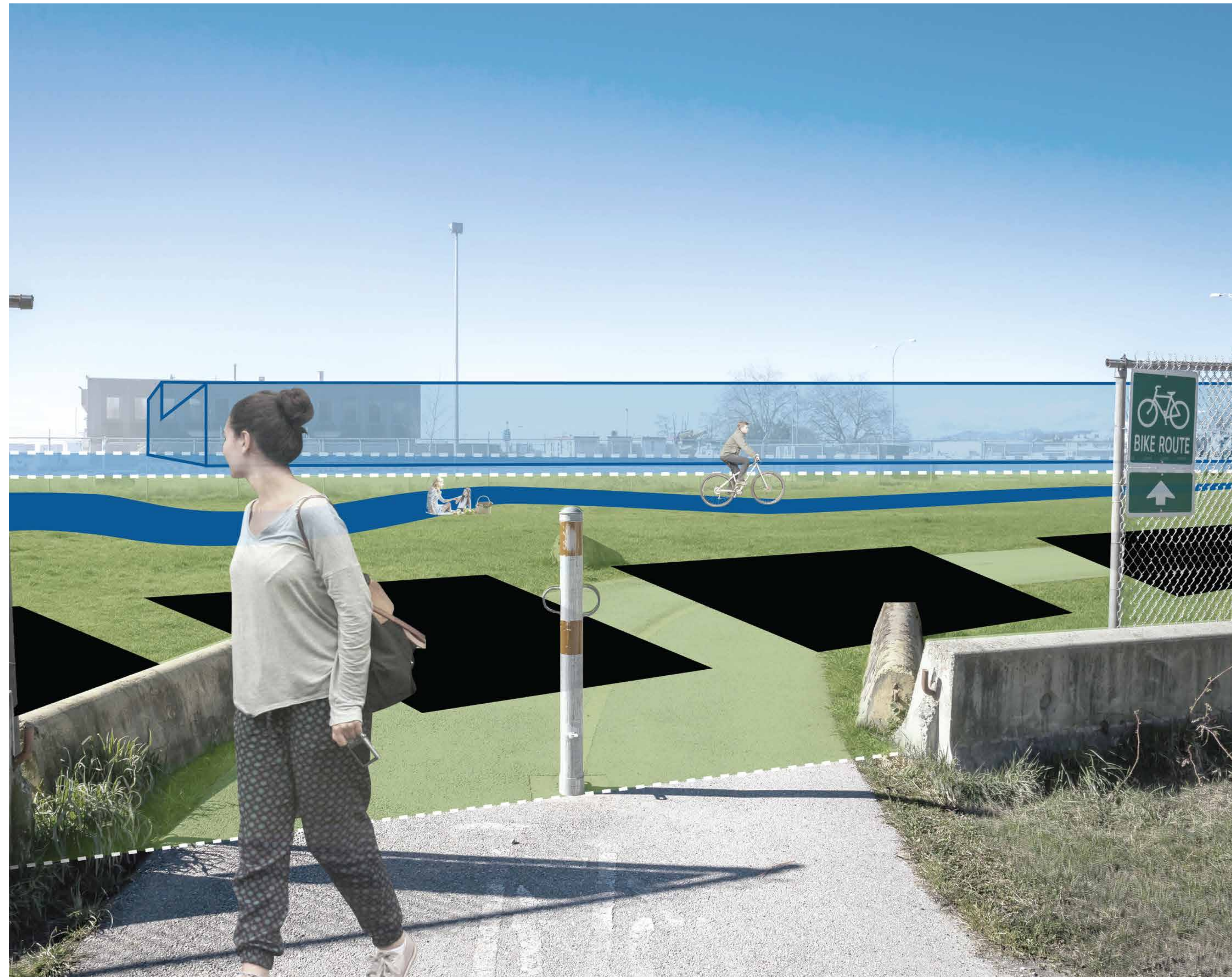
We are inviting feedback on Templeton Street usage via the feedback survey.



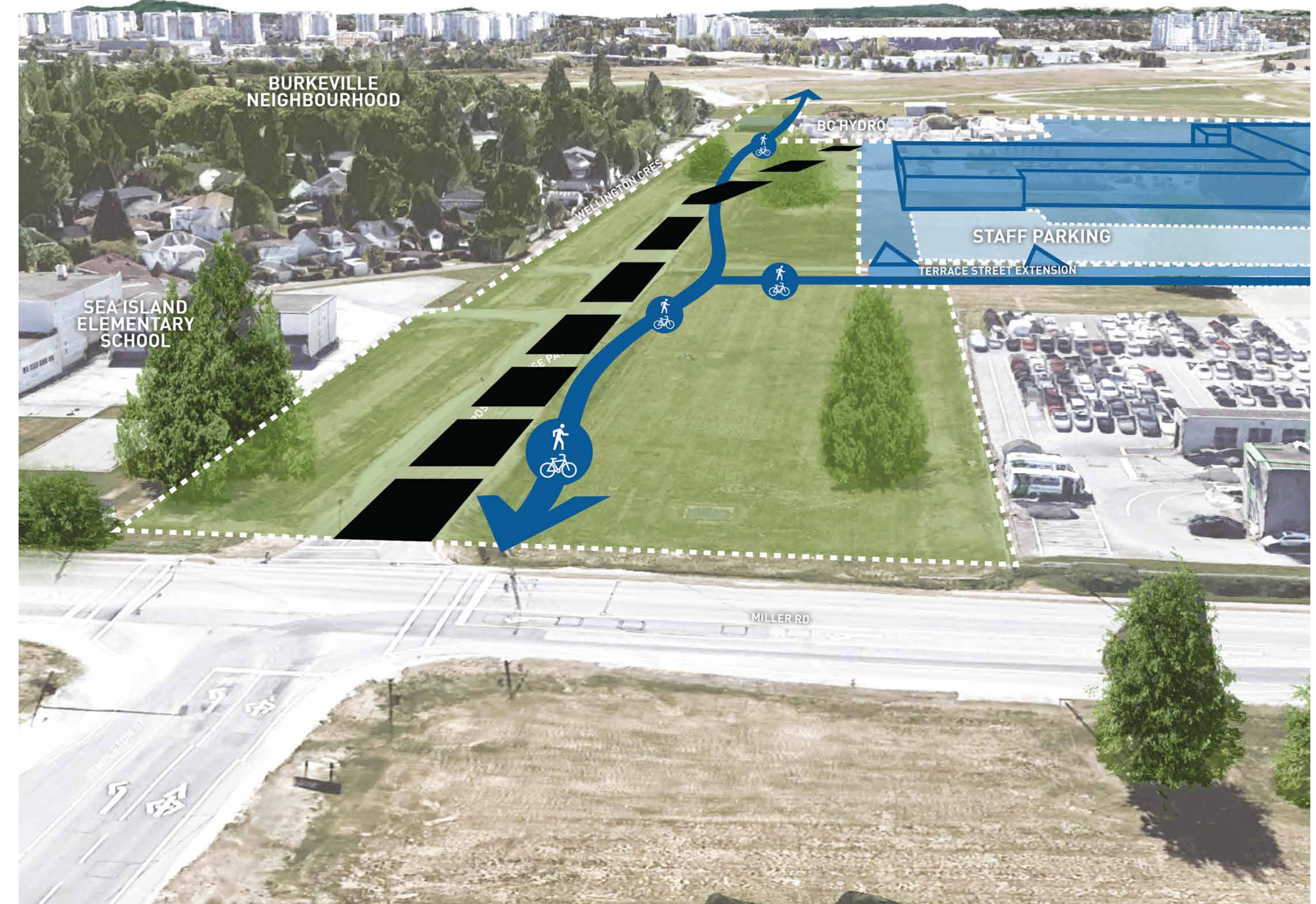
KEY INTEREST

We understand residents are concerned about increased traffic impacts on Templeton Street, and the potential for Templeton to become a thoroughfare to Russ Baker Way. With feedback from the Advisory Committee, we are limiting access to the proposed development and exploring options to further restrict usage of Templeton Street.

Perspectives

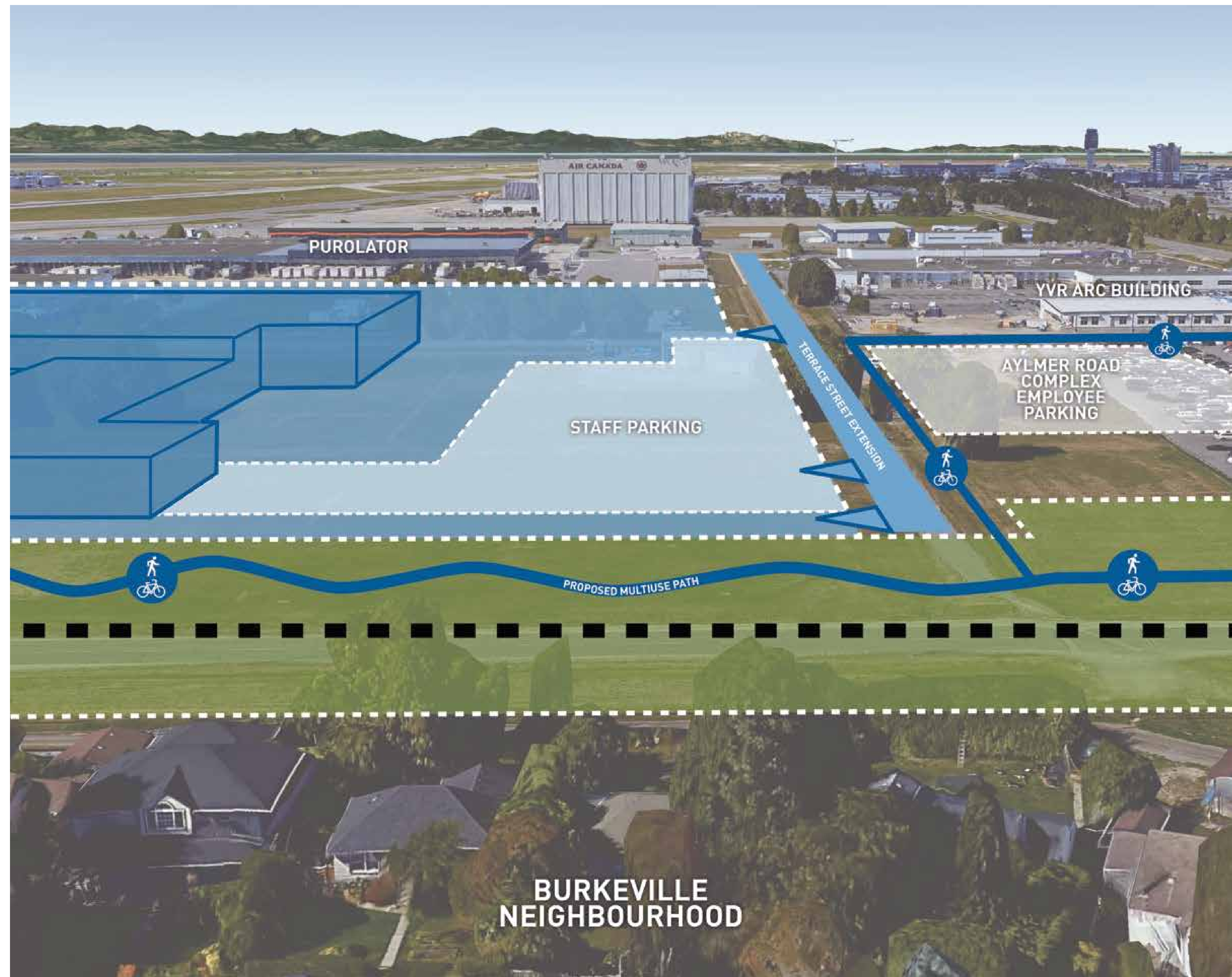


SITE VIEW FROM WELLINGTON CRESCENT, LOOKING WEST



SITE VIEW FROM GRANT McCONACHIE WAY, LOOKING SOUTH

Perspectives



AERIAL SITE VIEW FROM BURKEVILLE, LOOKING WEST



AERIAL SITE VIEW FROM SOUTH, LOOKING NORTH

Greenspace & Proposed Buffer Zone

The project includes a proposed 66–81 metre buffer zone between Burkeville and the project site, “the Templeton Corridor”.

The Templeton Corridor was developed in response to input from the Advisory Committee, specifically to:

- Address community concerns that the project would open Templeton Street to Russ Baker Way
- Limit traffic on Templeton Street, for safety and community livability
- Maximize the buffer between Burkeville and the operation

THE BUFFER ZONE WILL INCLUDE GREENSPACE AND A MULTI-USE PATH FOR RECREATION, COMMUNITY ENJOYMENT AND IMPROVED ACCESS TO CANADA LINE

HAVE YOUR SAY

We are inviting feedback on the future design for the green buffer via the feedback survey.

KEY INTEREST

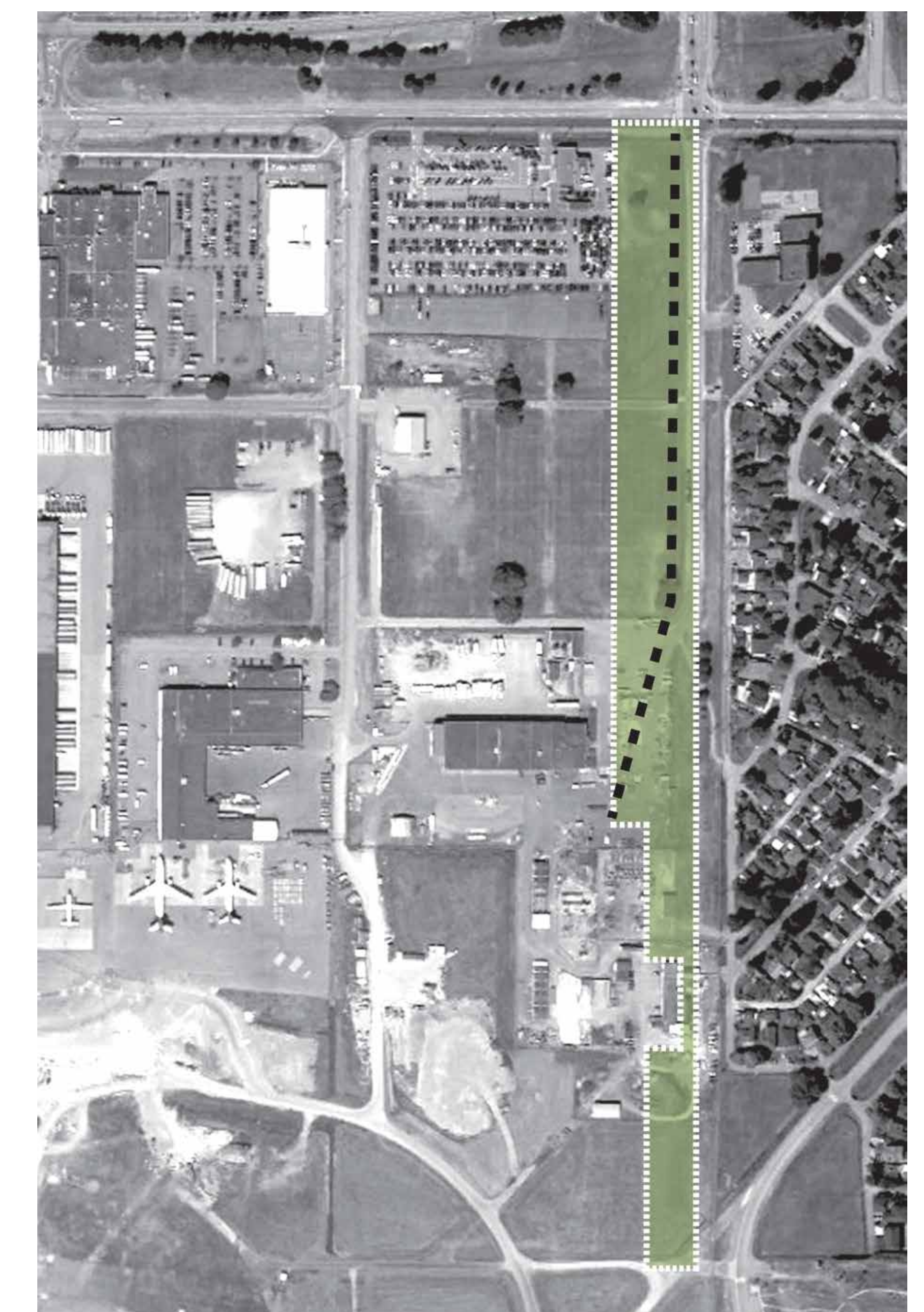
We understand greenspace is important to Burkeville. With feedback from the advisory committee, we adjusted the proposed design to maximize the size of the greenspace buffer zone between Burkeville and the site boundary.

GREENSPACE AREA

TODAY



PROPOSED



Trees and Landscaping

Tree considerations include efforts to retain, relocate and replace trees that may be impacted by the redevelopment. The proposed plan includes more trees than there are today and landscaped areas within the development and in the buffer zone. YVR will select trees and landscaping based on our wildlife and sustainability principles and objectives.

- **Visual Quality:** filter views of parking areas and commercial buildings
- **Resilience:** plant native species which are drought tolerant
- **Safety:** preserve travel sight-lines, avoid visual obstructions and avoid attracting birds to flight operations
- **Collaboration:** with communities and other partners to improve aesthetic, safety and storm-water management and achieve a high environmental standard.



HAVE YOUR SAY

We are inviting feedback on landscape and vegetation options via the feedback survey.

KEY INTEREST

We understand that landscaping and trees are important considerations for the lands adjacent to Burkeville. We are working with a Landscape Architect to ensure trees and vegetation are prominent in the project design.

Community Connectivity

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:

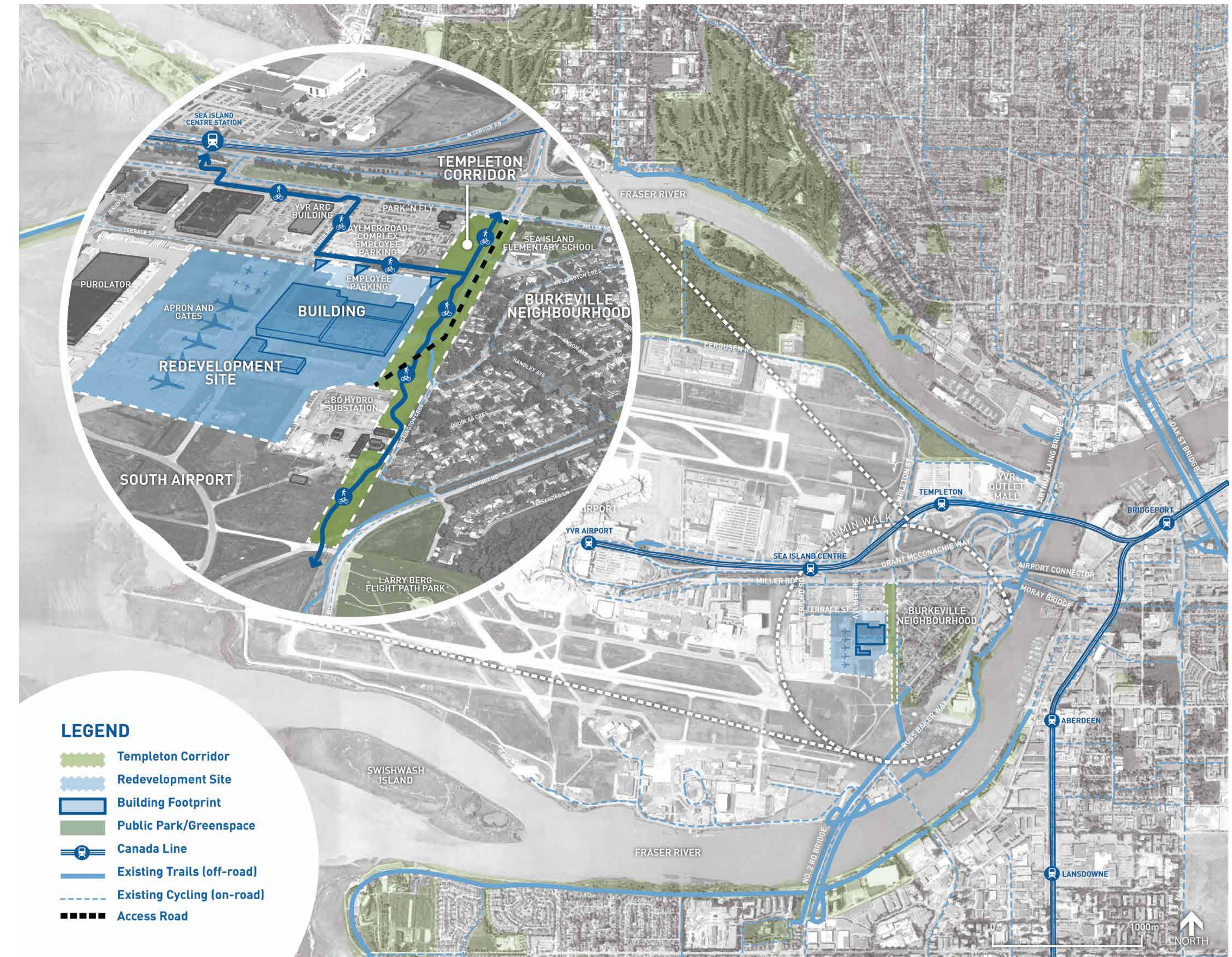
- SEPARATED FROM TRAFFIC BY TREES, PROVIDING A SAFER, MORE PLEASANT EXPERIENCE, WHETHER COMMUTING OR RECREATING
- PEDESTRIAN SAFETY, LINES OF SIGHT AND NIGHT TIME USE WILL BE CONSIDERED

HAVE YOUR SAY

We are inviting input on path features and design via the feedback survey.

KEY INTEREST

We understand access to trails and cycling paths is fundamental to residents' enjoyment of the area and there is a desire to improve connectivity to Canada Line and Richmond trail networks. We are committed to enhancing connectivity through the addition of a new multi-use path.



Amenities & Experience

The redevelopment of the Templeton area provides an opportunity to enhance the area between the development and the community with greenspace that not only provides connectivity through multi-use pathways for walking and cycling but also with amenities that enrich the space. We are engaging with you to develop a vision by identifying preferred uses and potential options that could be integrated into the project plan.

Potential ideas include:

- Flexible green space
- Public art
- Dog park/run
- Seating, bike racks
- Playground, play areas
- Picnic area
- View structure, weather shelter
- Chess
- Sports courts (i.e. volleyball, bocce ball, ping pong)
- Outdoor exercise equipment
- Sporting fields

HAVE YOUR SAY

We are inviting input on amenities and preferred use for the new greenspace buffer via the feedback survey,

KEY INTEREST

We understand that Burkeville residents and other local visitors have many preferred uses for the existing greenspace, including: walking, dog walking, sporting and other recreational uses. We are committed to ensuring those preferences remain available in the revised greenspace area.



Next Steps

YVR will consider community feedback in determining project requirements. Next steps will include:



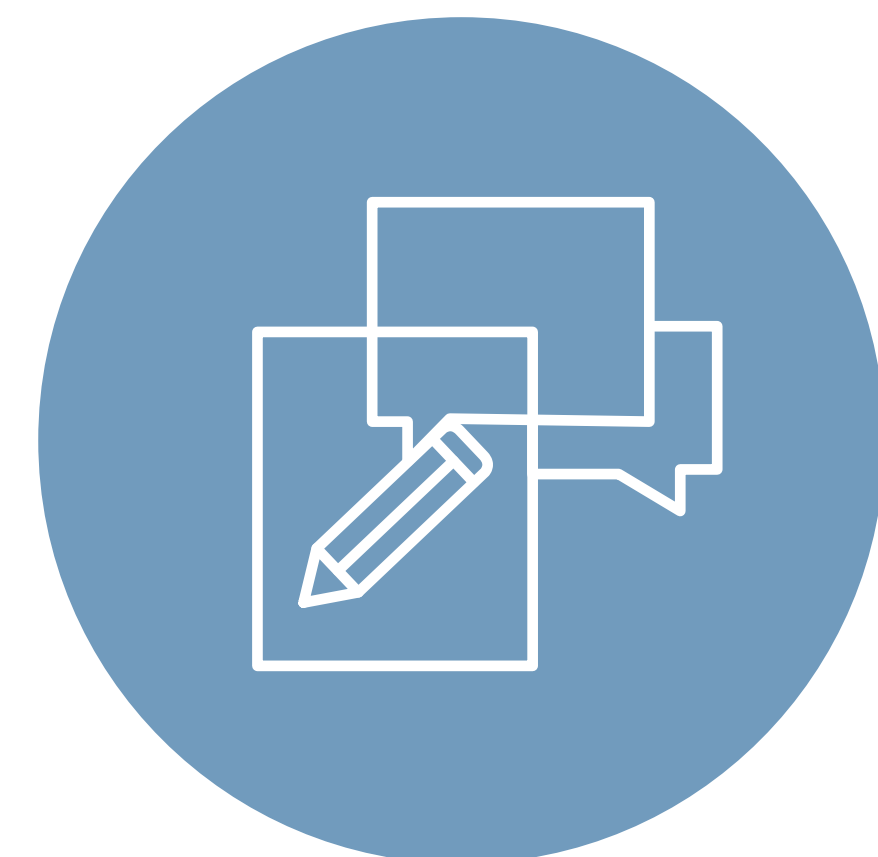
REVIEW FEEDBACK FROM
COMMUNITY OPEN HOUSES



DEVELOP PROJECT
REQUIREMENTS



PROVIDE ONGOING
COMMUNITY UPDATES AS
PLANNING CONTINUES



CONDUCT ADDITIONAL
CONSULTATION ON
DETAILED DESIGNS AS
THEY ARE AVAILABLE

We value your participation and we are committed to engaging with you moving forward. We will continue to provide updates to the community through our website and social channels including survey results.

Questions? Additional comments?
Email us at community_relations@yvr.ca



HAVE YOUR SAY

For more information, and to complete the survey online, please visit the project webpage at yvr.ca/engagement/Templeton.

We look forward to receiving your survey feedback – please complete the survey by May 14, 2018.

