



YVR Templeton Area Redevelopment Project
Phase 3 Community Engagement
Community Information Session Q&A Summary
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Lucent Quay Consulting Inc. (Lucent Quay) prepared this report for Vancouver Airport Authority (YVR). Lucent Quay is a Vancouver-based communications firm specializing in community and stakeholder engagement. Lucent Quay served as the independent facilitator and note taker for the session.



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1 Project Overview

Vancouver International Airport (YVR) is planning to redevelop approximately 44 acres of land in the Templeton Area, adjacent to Burkeville, a Sea Island residential neighbourhood. The proposed redevelopment includes constructing a new cargo and logistics facility and an enhanced greenspace and corridor.

In YVR's Land Use Plan, the redevelopment area is designated Airside and Groundside Commercial. Airside land use supports existing or future uses that require direct access to the airfield. A smaller portion of the area is designated as Groundside Commercial which allows for aviation related, aviation dependent and aviation compatible use, while also providing ground access offering connectivity to the regional road network. As part of the future redevelopment and regeneration of this site, YVR is committed to incorporating mitigation measures into design, construction and operational management plans, while also providing enhancements to the corridor between the neighbouring community and airport operations.

In November 2017, YVR began initial engagement (Phase 1) with Burkeville residents about the Templeton Area Redevelopment Project (the Project) as part of early planning to:

- Understand community priorities as they relate to the future Templeton area redevelopment
- Collect input that will be considered to develop an appropriate project enhancements and construction communications plan
- Request the community's participation in subsequent phases of planning
- Learn how the community would like to receive information and stay informed about the Project

Community feedback was collected through an online survey in November 2017, this was summarized in a separate report. YVR considered this feedback along with financial and technical information in developing draft concepts for community feedback in April/May 2018 (Phase 2). Results from this phase of engagement are also summarized in a separate report.

Feedback during Phase 2 was collected through a Community Advisory Committee, two public open houses and a survey available online and in hard copy format at the open houses. Phase 2 community feedback helped define the topics for consultation in Phase 3, which focused on YVR's plans for developing the Templeton Corridor.

Phase 3 engagement began in fall of 2018 and included a Community Advisory Committee, an online community survey and Community Information Session. This report summarizes the outcome of the information session.

2 Community Information Session

On February 4, 2019, YVR hosted a town hall style community information session. The purpose of the meeting was to provide an update on the project, share the results of Phase 3 engagement, and to hear and respond to outstanding questions from the community. Lucent Quay facilitated the Q&A session in which residents had the opportunity to ask questions in person or using written comment cards.

The formal presentation is available on the yvr.ca/engagement/templeton page of YVR's website. Results of the Q&A session are documented in the following table. For convenience, questions have been grouped into themes and YVR's responses have been edited for brevity while maintaining the integrity of the original response.

3 Comments and Questions

Theme Area	YVR Response
Noise	YVR Response
Concerns about increased noise as a result of the development.	<p>YVR is considering project noise assessments in two ways.</p> <p>First, qualified independent noise specialists conducted an initial project noise assessment. Results from the study demonstrated there would be no significant change to current noise levels in Burkeville – whether from aircraft or ground based operations at the facility. The initial noise assessment will be updated during the detailed design phase. In addition, we have committed to additional noise mitigation measures, including noise barriers being installed, aircraft will be no closer to Burkeville than current operations, and will be located on the west (opposite) side of the facility. Similarly, traffic will access the facility from Aylmer Road, away from the residential neighbourhood. Additionally, in direct response to community feedback, YVR has committed to further restricting traffic on Templeton Street, south of Sea Island Elementary School, to operational use only.</p> <p>Secondly, we consider our overall noise levels and noise management program. Noise from aircraft take offs and landings has been the dominant source of noise for many years and will continue to be in the future. Noise levels overall are lower than they were 10-15 years ago. Modern aircraft are larger, cleaner and quieter. While passenger numbers continue to increase at YVR, there are fewer aircraft movements than in the past.</p>
Concerns that YVR's noise mitigation efforts will not be sufficient.	<p>We have explored numerous noise mitigation measures for this redevelopment to reduce impacts as much as possible. For example, smaller trucks will load and unload inside the development building reducing activity in open areas.</p> <p>When detailed designs are ready, we will update the preliminary noise assessment and share results and mitigations as part of Phase 4 community engagement.</p>
Questions about noise during construction.	<p>We do not have the specific details about the hours of operation for construction of the proposed development at this time. We will share those details with the community when available. We anticipate restricting work to daytime hours due to the type of work involved.</p> <p>To reduce noise during construction we are reviewing a number of options that will prevent unnecessary noise, such as using new back up signal technology for construction vehicles, and a loop construction access road to limit the need for vehicles to back up.</p>
Air Quality	YVR Response
Concerns about increased greenhouse gas emissions and air contaminants as a result of the development.	<p>Technical studies have concluded there will be no significant change to current noise, traffic or air quality levels to nearby residents.</p> <p>The proposed development does not impact the number of takeoffs and landings at the airport each day. Additionally, aircraft technology continues to improve. Modern aircraft are cleaner compared to their predecessors. The proposed cargo facility will have similar operations as to what exists within the area today.</p>

Theme Area	YVR Response
	YVR's site assessment found that this location provides for the least increase in greenhouse gas emissions due to its proximity to the existing transportation network.
Construction (other than noise)	
Questions about the purpose of current construction signs and remediation plans.	There is ongoing site preparation work, which includes remediating the land. YVR recently removed underground tanks previously used as oil storage for wartime infrastructure and have been removing other materials associated with the demolition of YVR's operations building.
Question about construction schedule.	<p>YVR's current construction schedule focuses on site remediation and preparation for development, after which the developer will be responsible for constructing the facility. YVR's early work is planned to take place through 2019, including tree removal and demolition of the decommissioned Templeton building.</p> <p>At this time we do not have a construction schedule for the building development. Once detailed designs are available, we will have a more accurate timeline to share with the community when we engage further in Phase 4.</p>
Question as to why YVR is advancing without a developer agreement in place.	We are in active commercial negotiations. YVR is responsible for readying the site so that development can begin. As part of our negotiations, we need to provide certainty of when the site will be ready to hand over to the developer which is why we are proceeding with our works now.
Question about pre-load requirements.	We do not have the specific details about the preload height at this time. Pre-loading activity is not anticipated to be undertaken until late 2019 and early 2020. We will continue to share information when available.
Location	
Questions about the redevelopment location and alternate location options.	<p>The site was selected based on a broad sustainability evaluation that YVR uses for all projects. Site selection considered many important criteria, including parcel size, permitted use, operational effectiveness, community impact, economic feasibility, sustainability and the environment.</p> <p>YVR evaluated all available site options on Sea Island, and this was the best site as it also met critical criteria related to aircraft navigational systems, building height restrictions and/or critical infrastructure.</p>
Questions regarding existing trees in the redevelopment area.	<p>As with all development on Sea Island, and as part of our sustainability practices, we assess all trees with the aim to retain, relocate or replace wherever possible.</p> <p>For the Templeton redevelopment, 25 trees are located within the development site and along Aylmer Road that were evaluated as part of this project. Approximately half can be retained. Twelve trees within the site are not suitable for relocation. As part of the Templeton Corridor, we will plant hundreds of new trees.</p>

Theme Area	YVR Response
<p>Suggestion to push the development to the west of established trees, to provide more community buffer and to avoid removing trees.</p>	<p>YVR implemented design changes as a result of Phase 2 consultation, including increasing the corridor width between Burkeville and the facility by approximately 30 metres. We worked with the proponent to revise their plans, accommodating the widest distance possible based on operational needs and site development requirements.</p>
Engagement	
<p>Question as to when the consultation for the Land Use Plan was conducted.</p>	<p>Land use consultations happen as part of our Master Plan process. The Land Use Plan outlines the various land designations and operations permitted on particular areas of YVR land (commercial, airside use, aviation use, ground access, terminal).</p> <p>YVR engaged in extensive consultation in support of the most recent Master Plan process— with Burkeville and stakeholders across the Lower Mainland. We attended Burkeville Daze with the Master Plan activation, provided notification, invited on our social channels and met with the Sea Island Community Association.</p> <p>The land use designation for the Templeton area (groundside commercial and airside) dates back to land use plans since at least 1989.</p>
<p>Dissatisfaction with YVR's engagement process for this development.</p>	<p>YVR has engaged with the community through a multi-phase consultation process that provided many opportunities and several avenues for community members to provide feedback. The feedback and concerns identified in all engagement phases have been considered throughout the planning process and have led to significant changes in design, including adjustments to both widen the greenspace corridor and reduce vehicle access next to the community. YVR acknowledges that we did not consult with the community on site selection; however, community interests are part of our site selection process. We are also aware that some community members oppose the project and would prefer no development here and therefore abstain from engaging in our community consultation efforts.</p> <p>We have an obligation to consider input from both those who oppose the project and those who are participating in the engagement process and providing input to help YVR develop the area into a more usable space.</p> <p>The Phase 3 engagement activities were designed to seek input on YVR's refined designs for the Templeton Corridor because that was the topic open for feedback during this stage of engagement. YVR will consider the additional feedback we received through the survey, the emails we received and this information session.</p>
Future Proponent, Building Design and Operations	
<p>Questions as to who the future proponent will be.</p>	<p>YVR understands that the identity of the proponent is of interest to the community and we will share this information when commercial discussions have concluded.</p>
<p>Questions as to whether the proponent aware of the community's concerns.</p>	<p>YVR has shared the results of all consultation with the proponent.</p>

Theme Area	YVR Response
Building design questions and suggestions.	Based on conceptual designs of the proposed facility, the building varies between six and twelve metres with the highest part of the building being closest to the aircraft. Building design details, including visual renderings and information about lighting, vehicle operations and noise mitigation will be shared as part of Phase 4 community engagement.
Questions about the hours of operation.	It is anticipated the future operations will align with airport operations, which is 24/7.
Templeton Corridor Design	
Question about what happens to the designated Little Wings site if the daycare does not come.	Little Wings provides much needed daycare spaces for people who live and work on Sea Island and we are working diligently to support them. If Little Wings' relocation does not move forward, the area currently designated for their relocation would be open flexible greenspace.
Suggestion to remove the multi-use path to make room for more buffer space.	<p>YVR's multi-use paths are part of a much broader local and regional trail network and we are committed to doing our part in providing a safer environment for cyclists, pedestrians and drivers. We have committed to enhancing our multi-use pathway network in our Master Plan and we also have a <i>Sea Island Cycling Network Implementation Plan</i> which was developed to improve the cycling infrastructure on Sea Island and to address safety concerns.</p> <p>Earlier phases of engagement with the Burkeville community identified that many residents use the existing corridor along Templeton Street for cycling, running, dog walking and support extending the path to improve connectivity to Sea Island Station, places of employment, the broader cycle and trail network around Sea Island and Richmond. We remain committed to including this as part of our project and to incorporating lighting and other measures to make the multi-use paths safer for use by people of all ages and abilities.</p>
Suggestion to combine the multi-use path with the service road.	As identified above, YVR is committed to incorporating a multi-use pathway network which is separated from vehicles where possible.
Long Term Community Impacts	
Concerns about potential impacts to property values and suggestions for related expropriation or legal action.	<p>We don't anticipate there will be any effect on property values as studies have confirmed there will be no significant changes in noise, traffic or air quality.</p> <p>The area slated for development is within an area of active operations. Most of the development will take place on land previously occupied by YVR Operations and Maintenance facility which was decommissioned in 2015. YVR is creating a linear greenway that is usable year-round with improved amenities and community connections.</p>
Concerns about flood risk.	We do not anticipate any increased flood risks as a result of this development. In fact, the project includes bioswales and other drainage improvement measures to help make the greenspace useable year-round.

Theme Area	YVR Response
Question as to whether impacts to Sea Island Elementary and children's safety were considered.	<p>Our preliminary technical studies have indicated there will be no significant change to current noise, traffic or air quality levels to the nearby community.</p> <p>YVR is also reducing public vehicle access on Templeton Street which may help improve safety due to fewer vehicles on the road.</p> <p>Additionally, as noted in the presentation, the selected site results in the least greenhouse gas emissions. As well, all aircraft will be oriented so that the engines point away from Burkeville, which will help minimize noise effects.</p>
Complaint about noise from generator on existing Templeton site	<p>We are working with BC Hydro to design a permanent power feed for the Templeton Street lights. In the meantime, we have installed a temporary wall to mitigate noise from the generator.</p>
Complaints about garbage, high speed traffic, light pollution and nighttime noise at existing developments.	<p>YVR appreciates this information and will look into these concerns. With the site improvements, we have the opportunity to utilize new technology for lights to focus lighting to minimize light spill. We will be reducing vehicle access to the existing Templeton site in the coming months.</p> <p>YVR has also shared community concerns about noise from loudspeakers at Park N' Fly; however, since this operator is not a YVR tenant, we are not in a position to require a change. We recommend that residents contact this operator directly in the future.</p>
Concerns that past noise issues have not been appropriately addressed or considered.	<p>YVR is committed to addressing concerns in a timely and appropriate manner wherever possible. It is a commitment at all levels in our organization.</p>
Templeton Service Road	
Question about why the Templeton Street vehicle access is required, and suggestions for alternate routes such as Jericho Road.	<p>YVR must provide access to existing facilities that will no longer have access through the leased site. We are committed to providing two points of access for emergency vehicles to the site and access to our existing facilities and BC Hydro Substation. If Aylmer Road were blocked, Templeton provides a secondary point of access for emergency vehicles.</p> <p>Only emergency and operational vehicles will be permitted to use Templeton Street south of the proposed roundabout, and YVR is considering a number of measures to limit access, including installing a gate. Additionally, all construction vehicles will be required to use Aylmer Road.</p> <p>YVR considered other potential routes, but none are feasible. For example, Jericho Road to the west would not provide access to existing YVR facilities because the airside and airfield infrastructure is complex with specific security clearances and protocols as well as regulations to adhere to that would prohibit all parties from accessing at this location. Access from the east would increase traffic within Burkeville. Additionally, YVR cannot provide access through the leased site.</p>
Questions about future plans to extend Templeton Street to Russ Baker Way and requests that YVR make guarantees not to do so	<p>YVR has no current plans to extend Templeton Street. Moreover, we are making significant investments to further restrict traffic on Templeton Street and create the Templeton Corridor.</p> <p>As stated in our approved Master Plan, the land use designation is in place for possible future connection to Russ Baker Way; however, we are committed to</p>

Theme Area	YVR Response
within the timeframe of the current Master Plan.	engaging in an ongoing dialogue with our municipal partners and Burkeville before exploring this option further.
Airport Growth	
Question about YVR's growth plan and contingency measures, particularly in light of traffic impacts at the McArthur Glen development.	<p>Ground access is a challenge within the region and we have long-term plans to address traffic changes. During the last Master Plan process, we considered a variety of growth scenarios. We evaluated bridges, roads, movement of people to and from the airport, and how to have passengers utilize public transportation more frequently.</p> <p>We acknowledge the pressure put on local transportation infrastructure as a result of airport operations, and we are working to minimize our impacts by supporting transit improvements and efficient use of our lands. High traffic anomalies at McArthur Glen are limited to two peak days per year.</p> <p>Our Master Plan outlines a potential future interchange to improve traffic at the Templeton Street – Grant McConachie Way intersection.</p> <p>We are confident that the measures we are taking to reduce traffic on Templeton Street will be long lasting.</p>
Concern about flights over Larry Berg and Flight Path Park	LBFPP is at the east end of our 24-hour south runway less than 1km from the runway threshold; therefore, the park is within the flight path for landings and takeoffs. It is not possible for aircraft using the south runway to avoid overflying the area around the park.
Will YVR reconsider North runway operational hours?	As part of our long-term plans identified in our YVR 2037 Master Plan, YVR is working to identify options to optimize runway capacity given the current runway infrastructure and operating restrictions through more efficient operational practices, additional airfield enhancements, and enhancing airspace efficiency

4 Summary and Next Steps

The community information session represents the closing of Phase 3 during the engagement process. All information and reports related to Phase 3 engagement have been posted to the project page yvr.ca/engagement/templeton.

Phase 4 engagement is the final phase of consultation and will commence after commercial negotiations have completed. Phase 4 engagement will focus on the building design, lighting plan, results of updated noise study, detailed noise mitigation plans during construction and operations, and traffic management plans.

YVR thanks those who have participated in the engagement process to date. YVR will continue to communicate with Burkeville residents about the status of the project engagement and future opportunities for input.



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