



SCHEDULE 10 TO THE MINUTES
OF THE REGULAR MEETING OF
COUNCIL FOR PUBLIC
HEARINGS HELD ON TUESDAY,
APRIL 18TH, 2006.

Vancouver International Airport Authority
Administration de l'aéroport international de Vancouver
P.O. Box 23760
Airport Postal Outlet
Richmond, B.C. Canada V7B 1Y7
Website: www.yvt.ca

April 10, 2006

Mr. Joe Erceg
General Manager, Urban Development Division
CITY OF RICHMOND
6911 No. 3 Road
Richmond, BC V6Y 2C1

Via Fax: (604) 276-4222

Dear Mr. Erceg:

RE: Official Community Amendment Bylaw 8040 – 5491 No. 2 Road

I am writing in response to a letter from Gail Johnson dated 15 March 2006 inviting comment on the proposed redesign of the property at 5491 No. 2 Road to permit the site's development with high-density residential developments. The Vancouver International Airport Authority comments are provided below and are supplemented by the accompanying attachment.

The property is in close proximity to the airport's south runway and is subject to low level over-flights of aircraft, both float plane and helicopters, arriving and departing from the airport. The property is located within the +30 and +35 Noise Exposure Forecast (NEF) contours. Transport Canada guidelines recommend against residential development within areas exposed to greater than 30 NEF. We agree with the Transport Canada recommendation and do not support residential and non-airport compatible developments in the area. As such we are opposed to the Amendment as proposed.

While the City's Aircraft Noise Sensitive Development (ANSD) Policy was approved in November 2004, little progress has been made on mitigation measures, such as those related to indemnification and notification, which were to be developed after the policy was approved. We strongly recommend that Council not approve development applications in areas exposed to aircraft noise until all outstanding work items from the ANSD Policy are complete and applied consistently to all relevant areas. We have already provided City staff with examples of notification requirements used at other airports and would be pleased to assist further.

We look forward to the public hearing on Tuesday 18 April 2006, and will take the opportunity to speak to the above submission. Thank you for the opportunity to comment. Please feel free to contact Mark Cheng at (604) 276-6366 should you have any questions on the above.

Yours truly,

Anne Murray
Vice-President, Community & Environmental Affairs

Attachment: General Comments on the Proposed Redesign on 5491 No. 2 Road

General Comment: Communicating and lessening the exposure to aircraft noise

We strongly recommend Council not approve any rezoning or development applications in areas exposed to aircraft noise until a comprehensive indemnification and notification program is developed and applied consistently to all areas subject to the City's Aircraft Noise Sensitive Development Policy. The notification program should require potential buyers to be made aware of the aircraft noise environment of the area and the risks they are choosing to accept by living or purchasing in the area.

Examples of such notification include:

1. Requiring developers to have information related to aircraft noise and airport operations available at pre-sale display suites and accompany promotional material.
2. Require information boards at pre-sale suites.
3. Require signage throughout the development area.
4. Disclosure statements for subsequent home buyers.

We have already provided City staff with examples of notification schemes used at other airports and would be pleased to assist further if required.

General Comment: Proximity to float plane / helicopter / runway operations

The subject area is exposed to low level float plane and helicopter over flights from facilities located across the Middle Arm. The published arrival and departure procedures has aircraft over-flights occurring over this area at low altitudes, and being in close to the airport, no changes in flight routings are possible without a significant compromise to aviation safety.

In addition, the YVR Master Plan Team has identified a new runway to the south of the existing South Runway (08R/26L) as a viable long term planning option. While a new runway is not anticipated before 2025, should this option be selected, this will bring aircraft operations closer to the residents of the area.

General Comment: Ground transportation

Airport ground transportation is a complex system that is influenced by a regional transportation system with several authorities exercising control. While the opening of the Canada Line by 2009 is anticipated to provide some relief for north-south vehicular traffic flow on Sea Island, the rapid rate of residential development on the Richmond side of the Middle Arm will increase the number of non-airport related trips using the bridges to and from Sea Island.

As part of work on the YVR Master Plan, airport ground access was identified as a key issue that needs to be addressed. As such, we recommend the City undertake coordinated efforts and actions with the Airport Authority to alleviate the road congestion on roadways serving the airport by residents commuting between the City of Richmond and the City of Vancouver.

General Comment: Building height

The issue of building height and obstacles close to the airport is of great concern, and we note that subject area is located under areas subject to aeronautical zoning, as prescribed by the *Vancouver International Airport Zoning Regulations*. These regulations and resulting zoning are designed to prevent the runways from becoming unusable by the growth of obstacles around the airport, and specifically there are three protected surfaces to be reviewed before any structure

(buildings, towers, poles, trees, etc.) is located within 15 km or greater from the airport. These surfaces are: the Outer Surface and Take-off/Approach Surfaces through which no objects may protrude; and, the Take-Off Flight Path Area. A detailed description of each surface has been provided to Council and staff previously.

Any evaluation of proposed new obstacles must consider both the final height of the obstacle and how that obstacle will be built to that height (i.e., crane heights). As the obstacle limitation zones are an important factor for safe aircraft operations and to allow continued growth of air traffic at Vancouver International Airport, we request the City limit the height of buildings in the area to conform to the more restrictive of the above surfaces.

General Comment: Current community issues

On Thursday 2 February 2006, the Airport Authority held an open house at the Thompson Community Centre to present information on noise management practices and long term planning options under consideration as part of the YVR Master Plan. Airport Authority staff were in attendance to answer questions and concerns from the local residents of the Thompson and Terra Nova areas.

The open house was attended by approximately 50 individuals, with many of the attendees citing very vocal concerns regarding noise from engine maintenance run-ups and night-time operations, as well as float plane operations. We understand that some of these residents had contacted the Mayor and some Councillors in late 2005 and early 2006 with their concerns.

The likelihood of similar concerns from future residents is very high given the increase in air traffic forecasted for the near future. As such, we recommend that if City allows new residential developments in contravention of the Transport Canada guidelines that it be limited to the lowest possible density.

General Comment: Proposed location of residential developments

We understand that the plan is to locate the majority of residential development close to the Middle Arm. We strongly suggest that the plan be revised to locate residential development to the south part of the property, further away from the Middle Arm. This would put residents further from the low level float plane and helicopter operations, and the numerous aircraft hangar and maintenance facilities across the Middle Arm.