



Vancouver International Airport Authority  
Administration de l'aéroport International de Vancouver  
P.O. Box 23750 A.P.O.  
Richmond, B.C. Canada V7B 1Y7  
www.yvr.ca

*For Nov 18, 2002  
Public Hearing  
BL's 7437, 7438, 7439*

Via Fax: 604-276-4177

November 8, 2002

Ms. Suzanne Carter-Huffman  
CITY OF RICHMOND  
6911 No. 3 Road  
Richmond, BC V6Y 2C1

Dear Ms. Carter-Huffman:

**RE: Proposed Rezoning at 8060 Cambie Road (Rz 02-215553)**

Thank you for your letter dated 30 September 2002 requesting comments from the Vancouver International Airport Authority on the above proposal. We understand the proposed re-zoning is to allow for a hotel to be built in conjunction with the construction of a new shopping centre in the adjacent property. I am pleased to provide the following comments.

With respects to the issue of airport noise, based on a review of the proposed location and the guidelines contained within the Transport Canada document, "TP1247E - Land Uses in the Vicinity of Airports", which relates the compatible land uses based on the Noise Exposure Forecast (NEF) metric, the following can be noted:

- a) The subject site is affected by aircraft operations from the south and north parallel runways at Vancouver International Airport (YVR).
- b) YVR is open 24-hours a day.
- c) The subject site is located within the 35-40 NEF contours based on the YVR 2001 NEF Contours.
- d) It is recommended that hotels (listed under commercial developments) within the 35-40 NEF contour area be permitted only if related directly to aviation-oriented activities or services.
- e) Conventional construction will generally be inadequate and special noise insulation features should be included in the building design.

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Given the above, we would have no issue with this development, from a noise management perspective, under the condition that the developer be required to retain the services of a professional acoustical consultant to review the project proposal and identify any opportunities to minimize noise for the occupants of the building. We understand this would normally be required under the City of Richmond Noise Insulation Bylaw. We also suggest that an acoustical consultant be retained early in the process so that engineering solutions may be designed and implemented at reasonable costs.

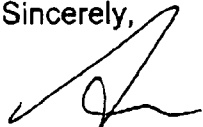
As you know, Transport Canada is responsible for the published Vancouver International Airport zoning regulations including interpretation and the issuance of any waivers. Based on our analysis, the building location and elevations, as provided to us in drawing number A-2.03 (Aberdeen Center Rezoning), does not violate the airport's 2% obstacle limitation surface as published in the Vancouver International Airport Zoning Regulations. Our analysis indicates the following:

- The building's top elevation at its western extremity is 34.98m, which is 1.67m below the 2% zone elevation.
- The building's highest elevation is 36.5m, which is 1.19m under the zone elevation.

Due to the low clearance noted above, the property owner should consider future requirements for items or equipment to be placed on the roof that may protrude into the obstacle limitation surface, as we will not support any waivers to the registered zoning in this regard. For example, future repairs to the roof may be difficult since there is just over 1m (approximately 4 feet) clearance for people and equipment.

Thank you once again for including us in your review process and providing us with this opportunity to comment. Should you have any questions, please feel free to call me at 604-276-6357.

Sincerely,



Anne Murray  
Vice President  
Community and Environmental Affairs  
Vancouver International Airport Authority

