



To Public Hearing
Date: NOV 19 2012
Item # 3
Re: OFFICIAL COMMUNITY
PLAN AMENDMENT
BYLAW 9000

November 9, 2012

Schedule 7 to the minutes of the Regular Council Meeting for Public Hearings held on Monday, November 19, 2012

David Weber
Director, City Clerk's Office
City of Richmond
6911 No 3 Road
Richmond, BC
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Dear Mr. Weber:

Re: 2041 Official Community Plan: Vancouver Airport Authority Comments

Further to your letter dated September 26, 2012 to Mary Jordan, thank you for the opportunity to comment on Richmond's 2041 Official Community Plan (OCP).

Vancouver Airport Authority supports and shares in the City of Richmond's 2041 vision articulated in the OCP. Indeed, the current and future success of Vancouver International Airport (YVR) and the City of Richmond are inextricably linked. As such, we need to work together to meet our common goals and manage areas of potential conflict.

YVR is a key differentiator and provides a competitive edge for Richmond in attracting jobs, tourism and investment. With 23,000 jobs at the airport, YVR is a major employer and source of significant tax revenue. The presence of YVR increases land values in Richmond benefiting the City through opportunities for redevelopment and taxes. Many businesses and residents choose to locate in Richmond because they are part of the supply chain that supports YVR or they need to be close to the international connectivity provided by YVR.

Airports are no longer single-purpose facilities on the edge of the city but increasingly a multi-purpose node of the regional economy and the whole notion of what is 'airport-related' is changing as regional economies re-organize around globalized enterprises and supply chains. We think of YVR as a multi-product, multi-service enterprise or platform where Richmond touches the world. The OCP definition of airport and airport use should be updated accordingly.

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We think that there are opportunities for the City and the Airport Authority to collaborate on the planning of Richmond City Centre and the east side of Sea Island to identify potential complementarities. For example, could the Russ Baker Way lands become the Neighbourhood Shopping Centre for the new residential communities across the river? Are there other commercial developments suitable for that land that would be considered a community amenity?

An integrated look at future demand on the transportation network (transit, roads and trails) from the collective plans of Richmond, Vancouver and YVR is needed. In particular, given the significant growth in population forecast for the City Centre we are concerned about increasing commuter use of Russ Baker Way corridor negatively impacting airport related traffic.

The Templeton field near Burkeville is not a City park and the designation on page 10-2 should be removed. This is a temporary, interim use on land designated for commercial development in the Airport Authority Land Use Plan.

While new generations of aircraft will be quieter, we also expect an increase in the number of aircraft operations both day and night. We support the continued inclusion of the Aircraft Noise Sensitive Development Policy (ANSDP) in the OCP. Mitigating the impact of airport noise is a key task and shared responsibility for the Airport Authority and the City. For example, on page 3-64 in paragraph (h), the City reserves the right to make final decisions about the ANSDP. This should only happen after timely and complete consultation with YVR. Changes to the ANSDP have recently occurred without appropriate early involvement of the Airport Authority. The concept of reallocating areas within the ANSDPA has emerged without prior consultation and without consideration of aircraft operations and noise levels. The OCP should be amended to require early input from the Airport Authority prior to any final interpretation.

Both the City and the Airport Authority agree that it is important to work closely to ensure that the zoning and regulations concerning development are appropriate and preserve safe, twenty-four hour aircraft operations and the eminent livability of Richmond. Recent changes to Transport Canada standards and long term plans for a future runway both lead to a requirement to further limit building heights in certain areas. The City should ensure that development does not affect current operations or preclude the option of building a south parallel runway at YVR. The Airport Authority will work with the City to identify additional areas where building heights need to be further restricted.

We look forward to collaborating with you to finalize the 2041 OCP. Please call me at 604-276-6357 or Mike Brown at 604-276-6309 if you have any questions or would like to discuss our comments further.

Yours truly,

A handwritten signature in cursive script, appearing to read "A. Murray".

per Anne Murray
Vice-President, Community and Environmental Affairs