

SCHEDULE 18 TO THE MINUTES OF
 THE REGULAR MEETING OF
 COUNCIL FOR PUBLIC HEARINGS
 HELD ON MONDAY, MAY 22, 2007



To Public Hearing	
Date:	May 22, 2007
Item #	13
Re:	Bylaw 7882

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	KY	
	DB	
	WB	

8060-20-7882

May 22, 2007

Mayor Malcolm Brodie and Council
 6911 No. 3 Road
 Richmond, BC V6Y 2C1

Dear Mayor Brodie and Council,

Re: Official Community Amendment Bylaw 7882

Thank you for the opportunity to comment on the proposed OCP Amendment Bylaw 7882. We understand the Bylaw would enable the Capstan Village project which includes 16 new residential towers with approximately 2000 residential units for 4500 new residents.

Our concerns over the Pinnacle Capstan proposal are significant. We believe that if fully developed this project could seriously impair the future success of YVR, and thus the success of Richmond, by:

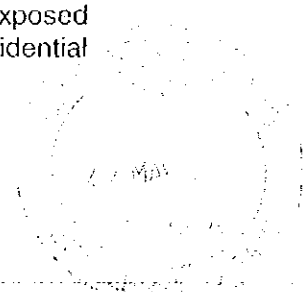
- o Increasing the number of residents living in areas impacted by aircraft noise; and
- o Adding additional vehicle traffic to already congested Sea Island roads and bridges.

Transport Canada recommends against residential development within areas above 30 NEF (Noise Exposure Forecast). The entire site for the proposed Pinnacle Capstan Village development is within the 30 NEF contour. The Airport Authority cannot support the project as it will result in significantly increased residential development in an area affected by high levels of aircraft noise.

The NEF is a sophisticated forecasting process which results in contours expressed numerically based on anticipated community reaction to aircraft noise. Air traffic volume, aircraft types, noise certification levels, flight patterns, and airport configuration are some of the criteria used in the production of these contours.

As you know, Vancouver International Airport (YVR) is an asset of strategic importance to the nation, province, region and to the City itself. Effective land use controls can protect the airport and allow it to serve the public now and in the future. In several other Canadian jurisdictions including Ontario and Alberta this type of development would be prohibited by law. We are very disappointed that the City of Richmond is ignoring provincial, national and international standards and regulations in not only allowing but encouraging this incompatible development.

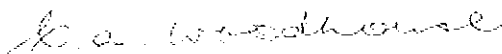
The Aircraft Noise Sensitive Development Policy and accompanying map does not accurately reflect levels of aircraft noise and the number of aircraft operations that people will experience now and in the future. The entire Pinnacle Capstan Village site is exposed to aircraft noise at levels significantly higher than other areas of Richmond where residential developments are prohibited due to aircraft noise (shown in red).



Several of the airport roads and bridges, including the Arthur Laing, were constructed by the Airport for airport users. Many of these are significantly congested by non airport traffic moving between Richmond and Vancouver. The Airport Authority is opposed to any new developments that will result in more non airport traffic on these access ways. We have already invested \$300 million in the Canada Line rapid transit project to address this situation. If the Capstan Village project results in an increase in traffic on Sea Island the Airport Authority will need to aggressively pursue new methods to protect airport roads and bridges for airport related traffic including considering all forms of transportation demand management.

If you have any questions regarding these comments please contact me at 604.276.6357.

Yours sincerely,



For:
Anne Murray
Vice-President
Community and Environmental Affairs

ACM;caw