

TO: CITY MANAGER 1995 AUGUST 23

FROM: DIRECTOR PLANNING AND BUILDING OUR FILE: 08.500

**SUBJECT: VANCOUVER INTERNATIONAL AIRPORT
AUTHORITY 1995 - 2015 DRAFT MASTER PLAN**

PURPOSE: To discuss the implications of the Vancouver International Airport Authority's 1995 - 2015 Draft Master Plan for Burnaby.

RECOMMENDATION:

1. **THAT** a copy of this report be sent to David Emerson, President and CEO of the Vancouver International Airport Authority, with a request that a) the issues identified in Section 3.0 of this report be addressed in finalization of the YVR Master Plan, and b) the City be advised of the outcome of the Airport Authority's review of these issues.

R E P O R T

1.0 BACKGROUND

At its 1995 August 14 meeting, Council received a letter of transmittal for the Draft Master Plan for the Vancouver International Airport Authority (YVR). The letter indicated that YVR consulted with a variety of stakeholders in preparing the plan and would be seeking additional comments up to 1995 October 31. After reviewing the additional comments, the YVR will make appropriate revisions and submit the document to Transport Canada for approval.

This report summarizes the key elements of the Draft Master Plan and discusses implications of the plan's implementation for Burnaby.

2.0 OVERVIEW OF DRAFT MASTER PLAN

The chief purpose of YVR Draft Master Plan is to provide guidance for the ongoing physical development of the Vancouver International Airport over the next twenty years. The plan is intended to help the Airport Authority meet its strategic objective of making the YVR a premier gateway to North America for trans-Pacific carriers, a major destination airport, and a distribution centre for intermodal freight (e.g., sea-air cargo, air-truck distribution).

In preparing the Draft Master Plan, the YVR conducted several technical studies. It also consulted with key "stakeholders" such as the airline industry, airport users, and government planning departments and agencies. The YVR has made a commitment to continue its consultation process, inviting additional comments from "stakeholder" groups before making final revisions to the plan.

By way of context, over the next twenty years, passenger traffic levels at the YVR are expected to double and air cargo is forecast to nearly triple. To respond to future needs, the Master Plan recommends several projects, including

- ▶ completion of a new parallel runway, international terminal building, air traffic control tower, and multi-level parking garage (all scheduled to be completed and open in 1996)
- ▶ extension of main runway
- ▶ taxiway and heliport enhancements
- ▶ improvements to the ground transportation system (i.e., roads, bridges, parking facilities, public transportation)

The document also recommends changes to the existing 2010 Transport Canada Land Use Plan, to accommodate the Master Plan's proposals, such as

- ▶ expanding the Airport Centre and Airport South passenger terminal reserves
- ▶ establishing reserves for Air Cargo land use
- ▶ protecting ongoing airport support functions (e.g., fire rescue, airport maintenance)
- ▶ maintaining the commercial buffer between the new parallel runway and the Sea Island Conservation Area.

3.0 IMPLICATIONS

Expanding the Vancouver International Airport, as proposed in the YVR Draft Master Plan, will have significant impacts for the GVRD and its member municipalities. The Technical Advisory Committee (TAC) and Economic Development Subcommittee of the GVRD will be reviewing the YVR Draft Master Plan in September. The City's Planning Department is represented on TAC and will be able to contribute to that committee's discussion of the plan.

While not wishing to prejudge the GVRD's review, it seems clear that additional airport capacity will be needed to accommodate the requirements of the region over the next twenty - thirty years. The question that needs to be addressed is whether the capacity can be increased in such a way as to maximize the potential positive impacts (e.g., job creation, economic spinoffs, increased travel opportunities) while, at the same time, minimizing the potential negative impacts (e.g., traffic congestion, increased noise, loss of natural habitat).

From a municipal perspective, Vancouver and Richmond will be much more directly affected by implementation of the YVR Draft Master Plan than will Burnaby. This city will, nonetheless, be affected by the plan's proposals. On the positive side, expansion of the airport should offer Burnaby residents a range of potential benefits, including job opportunities, economic spin-offs from increased business activity, and a larger number of travel choices. On the negative side, however, several potential issues exist. The questions that the Master Plan raises for Burnaby are as follows:

- ▶ ***What will the impacts of the airport expansion be for Burnaby's transportation network?***

Even with a doubling of volume of passenger traffic at the airport, Transportation Planning staff do not foresee any significant impacts on Burnaby's road and public transportation networks. Staff have questions about the impact of the expansion of the airport's cargo capacity, however. Burnaby is a major generator and attractor of truck traffic and several Provincial highways and truck routes run through the city. If the YVR's air cargo capacity will be tripling over the next twenty years, as projected, the number of trucks going through the city will undoubtedly increase.

- ▶ ***Will Burnaby's incinerator be expected to handle more international airline waste as a result of the YVR's expansion plans?***

Burnaby Council has voiced strong objections to the GVRD's decision to allow airline wastes from Canadian Airlines International to be burned at the Burnaby incinerator. The reason for the strong objection is that in its original agreement to accommodate the incinerator, the City had been assured that only "municipal-type" wastes would be burned. The YVR Draft Master Plan is silent on the question of how international airline waste will be handled in the future.

- ▶ ***What increases in noise can Burnaby residents expect from future air traffic activity?***

In 1994, Council received correspondence from a Burnaby resident who was concerned about low flying aircrafts over the city and their related noise impacts. Staff provided Council with a report on the citizen's concerns and forwarded the citizen's letter to the YVR for information. Notwithstanding the Draft Master Plan's claim that future aircraft activity will result in only minimal changes to the 1994 noise exposure contours, the City should seek confirmation that this is indeed the case and that flight patterns will not substantially change over Burnaby.

- ▶ **Given that the fuel for the airport is transported from Burnaby, and airport fuel demand is expected to double over the next twenty years, will the city face additional risks in the future due to increased transportation of fuel?**

Airport fuel is transported to the airport through the Trans Mountain pipeline from five locations in Burnaby and Port Moody. Representatives from Trans Mountain have advised that the pipeline capacity can be expanded as required to handle the increased fuel transportation requirements projected for the YVR for the next twenty years. They report that this can be achieved through the installation of more pumping equipment, laying of additional pipe, or a combination thereof. If, for whatever reason, the pipeline was not able to handle all future fuel transportation requirements, the fuel would need to be carried by tanker trucks. Burnaby Fire Department officers state that any increase in the amount of flammable liquid travelling by road through the city is a cause for concern.


4.0 CONCLUSION

This report has provided an overview of the YVR Draft Master Plan and discussed implications of the plan's implementation for Burnaby. While the proposed airport expansion should yield many benefits, it also presents some concerns. Specifically, from Burnaby's perspective, the key concerns involve

- ▶ increased truck transportation through the city resulting from expansion of the airport's air cargo capacity
- ▶ uncertainty over future plans for disposal of international airline waste (i.e., will the Burnaby incinerator be expected to handle increased volumes of such waste?)
- ▶ potential noise impacts from increased aircraft activity
- ▶ potential safety hazards resulting from the transport of airline fuel

Based on the foregoing, it is recommended that a copy of this report be sent to David Emerson, President and CEO of the Vancouver International Airport Authority, with a request that the issues identified in Section 3.0 of this report be addressed in the finalization of the YVR Master Plan and that the City be advised of the outcome of this review.


JF/db


D.G. Stenson, Director
PLANNING AND BUILDING

cc: Director Engineering
Medical Health Officer
Fire Chief