WELCOME

Master Plan Implementation
Public Consultation Centre
June 20, 2019

• Please sign in on the sheet provided.
• Browse display materials.
• Questions? Ask a Region representative at a display.
• Provide Your Feedback:
  • Online: Visit waterlooairport.ca/masterplan
  • Email Us: AirportMasterPlan@regionofwaterloo.ca
  • Complete a Comment Sheet and place in the comment box.

Thank you for your interest in this project.

Notice of Collection
To the extent that the foregoing information constitutes personal information as defined in the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, chapter M.56 as amended, the information is subject to provisions of that Act and will be used to collect community feedback on the topics posted on this forum. Questions about the collection of personal information should be directed to Jordan Vander Veen, Senior Project Manager at jvanderveen@regionofwaterloo.ca.
Federal Airport Zoning Regulations Update
To protect for future growth, airport zoning regulations (AZRs) restrict the heights of buildings, structures and objects on regulated land. This includes natural growth, such as trees.

- Transport Canada may enact AZRs to:
  - Protect aircraft from hazards (i.e. bird strikes and electronic signal interference);
  - Protect existing airport operations (i.e. airspace management and emergency response); and
  - Ensure that future development near an airport is compatible with the safe operation of aircraft and of the airport itself.

- AZRs apply to surrounding off-airport land.

- This update to the AZR supports the long-term goals of the Airport Master Plan.

- Transport Canada will be engaged to update the AZR.

- Legislation allowing for AZRs is found in Section 5.4 of the Aeronautics Act.
Existing YKF Federal Airport Zoning Regulations

Legend:
- Approach / Take-off Surface
- Transitional Surface
- Outer Surface
- Municipal Boundary

SUMMARY OF PRIMARY CHANGES FOR PROPOSED AIRPORT ZONING REGULATIONS

<table>
<thead>
<tr>
<th>Runways</th>
<th>Existing</th>
<th>Long-term Protection</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Length (ft.)</td>
<td>Length (m)</td>
</tr>
<tr>
<td>Runway 08-26</td>
<td>7000</td>
<td>2134</td>
</tr>
<tr>
<td>Runway 14-32</td>
<td>4100</td>
<td>1250</td>
</tr>
<tr>
<td>Future Runway 14L-32R</td>
<td>N/A</td>
<td>N/A</td>
</tr>
</tbody>
</table>

Proposed Update to YKF Federal Airport Zoning Regulations

Legend:
- Approach / Take-off Surface
- Transitional Surface
- Outer Surface
- Municipal Boundary
Obstacle Limitation Surfaces

Legend:
- Approach / Take-off Surface
- Transitional Surface
- Outer Surface

Obstacle Limitation Surfaces - Plan/Profile View

Obstacle Limitation Surfaces - Side View
Federal Airport Zoning Regulation (AZR) Timeline

- **Fall 2018 - May 2019**  
  ✓ Prepare recommended AZR limits for long-term Airport protection

- **May - June 2019**  
  ✓ Submit official request to Transport Canada to initiate the Federal Airport Zoning Process

- **June 20, 2019**  
  ✓ Public Consultation Centre Proposed AZR update

- **Summer 2019**  
  ✓ Start work with Transport Canada to implement updated AZR

- **Fall 2019 - Summer 2020**  
  ✓ Continue work with Transport Canada to implement updated AZR  
    - pre-regulatory phase  
  ✓ Dedicated AZR public consultation with area municipalities

- **Summer 2020 - 2022**  
  ✓ Continue work with Transport Canada to implement updated AZR  
    - regulatory and post-regulatory phase  
  ✓ Dedicated AZR public consultation  
  ✓ Deposit AZR in Land Titles Office  
  ✓ Enact updated AZR
How High Can You Build?

Maximum Building Heights

- 9m +/-
- 20m +/-
- 45m
- 0m
- 200m +/-

EXISTING GROUND
RUNWAY
TRANSITIONAL SURFACE
TAKEOFF / APPROACH SURFACE

HEIGHT PERMITTED 200m

AZR - OBSTACLE LIMITATION SURFACE

AGL = ABOVE GROUND LEVEL (METRES)

Visit our property locator station to check your property for federal regulations.
Runway Extensions
Assessment
To improve safety and reliability, the 2017 Master Plan determined that:

- Runway 08-26 be extended an additional 529 m to 2,663 m (8,737 ft);
- Runway 14-32 be extended an additional 884 m to 2,134 m (7,000 ft);
- Construct taxiways parallel to the runway extensions;
- Construct access roads around the runway extensions;
- Move Runway 26 approach lighting;
- Install new approach lighting for Runway 14;
- Move or upgrade other visual aids;
- Move or tunnel Shantz Station Road; and,
- Upgrade existing instrument approach procedures.

Extended runways will:

- Enhance safety and reliability for aircraft;
- Improve the customer experience;
- Attract additional airlines and aircraft; and,
- Improve overall use and flexibility for scheduled air service.
• Runway extensions under 1,500 m are not designated under S.84(a) of the Canadian Environmental Assessment Act (CEAA). Therefore, this project does not require CEAA approval.

• However, to share information, exercise due diligence and ensure compliance with other environmental legislation, the Region is:

  ◦ Completing a “Screening Level” Environmental Assessment process following the Provincial EA Act;
  ◦ Engaging the public and collecting comments; and,
  ◦ Completing a number of studies to determine potential impacts to the environment.

• This Screening Level EA will follow Municipal Class EA procedures. This is consistent with Regional procedures and past practices.
Proposed Runway Extensions

Proposed Runway 14 Extension

Proposed Runway 32 Extension

Proposed Runway 26 Extension
Considerations

- Review potential obstacles and review tree removal;
- Investigate wetlands and wildlife habitat;
- Investigate archaeological resources;
- Investigate heritage resources;
- Contaminated soil / groundwater;
- Buy property for runway extensions;
- Modify existing instrument approach procedures;
- Update Federal Airport Zoning Regulations. See “green” display boards; and
- Review noise contours.
• Regional Road Network study of Shantz Station Road (Region Road #30) to investigate workable options;
• Two potential solutions consist of:
  ○ Realign Shantz Station Road; or,
  ○ Tunnel Shantz Station Road.

Separate Environmental Assessment with extensive public consultation.
**Purpose** - Review potential impacts to the natural environment;

**Scope** - Desktop investigation of documented ecological features;

**Findings** - Randall Drain, wetlands, species at risk (SAR);
Mitigation - Scheduling, erosion and sediment control, re-vegetation and fencing.
Stage 1 Archaeological Investigation

- **Purpose** - Identify and assess known archaeological sites and resources;

- **Scope** - Desktop investigation of existing archaeological information;

- **Findings**
Stage 1 Archaeological Investigation

Runway 14 Extension Study Area

- Mitigation - Stage 2 investigation (hand test pits) be completed prior to construction; and construction monitoring.
• **Purpose** - Investigate potential environmental concerns and identify any soil or groundwater contamination;

• **Scope** - Desktop investigation of existing records and staff interviews;

• **Findings**

• **Mitigation** - Geotechnical investigation will include assessment of soil and groundwater quality.
• **Purpose** - Identify and assess known built heritage and cultural heritage landscape;

• **Scope** - Desktop investigation of existing built heritage and cultural heritage landscapes;

• **Findings**

• **Mitigation** - No resources directly affected. Fencing or screening may be considered. Construction monitoring.
Noise Exposure Forecasts (NEFs) were created during the 2000 Master Plan process. Since 2000, these NEFs have been used by the Region and the Township of Woolwich in land use planning in the vicinity of the Airport;

Noise warning clauses and signage implemented for new Subdivisions in the City of Kitchener and the Township of Woolwich affected by flight activity;

Since 2000, no new residential development has been approved within areas greater than NEF 30 - a “no development zone” depicted below;
Noise Exposure
Forecast

Existing 2000 Master Plan Noise Contours

Proposed 2035 Noise Contours

Composite Noise Contours
Runway Extension Construction Timeline

- Fall 2019
  - 2nd Public Consultation Centre
  - Complete Runway Extension Assessment
  - Geotechnical and other supplementary investigations

- 2020
  - Detailed Design / Approvals

- 2021
  - Runway 14-32 Construction
    (Stage 2 trigger of 250,000 annual passengers)

- 2025
  - Runway 26 Extension Construction
    (Stage 3 trigger of 500,000 annual passengers)

* Construction will not commence until the required triggers are reached as outlined in the Master Plan.
• **Following this Public Consultation Centre, we will:**

  ◦ Review and respond to comments;

  ◦ Confirm date and hold a 2nd Public Consultation Centre;

  ◦ Present Runway Extensions Assessment to Regional Council; and

  ◦ Begin detailed design and supplementary investigations.

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**Thank you for attending.**

**WE WELCOME YOUR COMMENTS**

Please fill out a comment sheet

OR

Visit waterlooairport.ca/masterplan