Public Consultation Centre Format

Overview Presentations

5:00 & 7:00 p.m. Followed by Q&A

Presented by: Chris Wood, Region of Waterloo Airport General Manager

Moderated by: Mr. Bill Newman, WSP Group

Stations in Atrium

1. Airport Overview
2. Planning for the Future and GTAA
3. The Master Plan – Goals, Planning Rationale & Development Triggers

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Airport Master Plan: Timeline

The Master Plan is being developed to help guide the future of the Region of Waterloo International Airport for the next 20 years (2016 – 2035).

The plan will take into consideration the opportunities and challenges the Airport will face including how to best meet the travel and connectivity needs of our growing community.

Master Plan Process:
Project Commenced – April 2016
Public Information Centres:
#1 – May 25, 2016
#2 – November 10, 2016
Region of Waterloo Planning & Works Committee Update – Spring 2017
Project Completion – Spring 2017
Airport Vision *(Updated September 2016)*

The Region of Waterloo International Airport will contribute to the economic prosperity and competitive advantage of Waterloo Region by connecting this innovative community to the world.

This will be achieved through managed growth, customer service excellence, passenger convenience, and community responsiveness.
The Airport Master Plan: The Goal

To prepare the Region of Waterloo International Airport (YKF) for future growth and development over the next 20 years (2016 – 2035).

This is an action-oriented, working document that identifies the future development of the Airport in a practical, fiscally-responsible and environmentally-sustainable manner.
The Master Plan is flexible.

It allows for rapid changes in the aviation industry and additional commercial carrier service that could be available within the next 10 – 20 years.
The Airport Master Plan: The Triggers

'Just-in-time' planning & growth.

The plan identifies a series of triggers and corresponding actions to allow for budgeting and long-term planning.

Triggers are outlined and will be implemented to allow YKF to grow if-and-when passenger volumes increase.
The Airport Master Plan: The Triggers

Planning for the future.

Triggers are based on passenger volume at YKF.

Triggers may be influenced by Toronto Pearson International Airport reaching or exceeding its capacity limits.
The Airport Master Plan: Considerations

*The industry is changing.*

It is estimated that by 2043 southern Ontario will be home to 15.5 million people.

Air travel demand over the next two decades will see Toronto Pearson reach capacity of 65-70 million passengers with no signs of slowing down.
The Airport Master Plan: Considerations

**Hub & Spoke Model**

The hub-spoke model is a system of connections arranged like a wheel in which air traffic moves along spokes connected to the hub at the center.
The Airport Master Plan: Considerations

Ultra Low Cost Carriers

With the recent introduction of ultra low cost carriers into the Canadian market, there is a significant opportunity for more passengers and expanded service at YKF.

newleaf
enerjet
jetlines

YKF
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The Airport Master Plan: Implementation

*Phases of development.*

The Airport needs to plan now and prepare for potential future growth and development over the next 20 years.

Phases of development will only be implemented when measured criteria are met and growth at the Airport is required.
Implementation: Development Trigger #1

Upon approval of the Master Plan by Regional Council Spring 2017, the Airport will need to:

1. Protect for future growth
2. Investigate other funding opportunities to support new capital projects
3. Initiate an Air Terminal Expansion design to accommodate for potential passenger growth
4. Continue to build out the Airport’s Business Park and develop in conjunction with adjacent East Side Lands Development

Financial Implications for Trigger #1:
Estimated Region of Waterloo Capital Cost = $1,462,000
Estimated Impact on an Average Household is $22 per year
(Equal to the 2016 average cost per household of $22 per year)
Implementation: Development Trigger #2

When the Terminal Building reaches capacity of 250,000 passengers annually & to prepare for next stage of development to accommodate 500,000 passengers, the following to be initiated:

1. Runway 14-32 extended (including taxiway & approach lighting)
2. Design Runway 08-26 to 8737’ (with taxiways & approach lighting)
3. Assessment of land surrounding YKF and protecting for future growth
4. Review Shantz Station Road reconfiguration options
5. Design runway/taxiway/apron to accommodate AGN-IV aircraft
6. Design and construct Apron II expansion
7. Construct new Terminal Building for up to 500K passengers
8. Develop existing serviced lands on Airport property based on demand

Financial Implications for Trigger #2:

Estimated Region of Waterloo Capital Cost = $28,464,000
Estimated Impact on an Average Household is $15 per year

(A $7 per year decrease from the 2016 average cost per household of $22 per year)
Implementation: Development Trigger #3

When the Terminal Building reaches capacity of 500,000 passengers annually & to prepare for next stage of development to accommodate 1,000,000 passengers, the following to be initiated:

1. Runway 08-26 extended (including taxiway and approach lighting)
2. Construct new Air Terminal Building expansion for up to 1M passengers; associated apron expansion
3. Continue to develop existing serviced lands on Airport property based on demand

Financial Implications for Trigger #3:
Estimated Region of Waterloo Capital Cost = $66,094,000
Estimated Impact on an Average Household is $10 per year
(A $12 per year decrease from the 2016 average cost per household of $22 per year)
The Airport Master Plan: Implementation
The Airport Master Plan: Implementation

*Being a good neighbour.*

Ongoing airport improvements to enhance safety & reliability

Noise mitigation measures

Zoning updates for runway extensions & 3rd runway

Ongoing environmental assessments
The Airport Master Plan: Implementation

As each pre-determined trigger point is reached, the Airport will seek approval from Regional Council before proceeding with the next phase of development.

This approach will allow YKF to have development plans in hand when predetermined levels of service have been reached.
The Airport Master Plan: Financials

Financial Implications

- 20 year financial forecast developed which incorporates each trigger
- Assumes 50% funding from other sources for capital works at each trigger
- Includes expected growth in passenger traffic
- Adjusts costs and revenues for inflation
- Results in a per household cost that, on average, is no higher than the 2016 cost per household
## The Airport Master Plan: Financials

### 2016 Cost per Average Household: $22

<table>
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<th>Trigger</th>
<th>Est. RMOW Capital Cost</th>
<th>Avg. Cost Per household after Trigger and additional revenue factored in</th>
<th>Change compared to 2016</th>
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The Airport Master Plan: Next Steps

Early Spring 2017

Master Plan submitted to Region of Waterloo Planning & Works Committee

Master Plan submitted to Regional Council

Upon approval the Airport will need to begin to prepare for potential future growth and development over the next 20 years.
Airport Master Plan
We need your input!

Join the conversation online:
engageregionofwaterloo.ca
waterlooairport.ca/masterplan