Runway Extensions Assessment.

Region of Waterloo International Airport.

To ensure aircraft safety and improve usability of the airfield.

Late 2019 to obtain runway extensions assessment approval (2021 to start construction for Runway 14-32 extensions).

Region of Waterloo Project Manager
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Public Consultation Centre #2
Thursday, October 24, 2019 from 4 to 8 p.m.
Region of Waterloo International Airport Terminal Building
1-4881 Fountain Street North, Breslau, Ontario

There is a comment sheet at the back of this package. Please fill it out and share your comments with us.
1. **Why is the Region considering these projects?**

Stage 1 of the 2017 Airport Master Plan identified the need to extend the existing runways. To plan for this growth, we are completing a Runway Extensions Assessment for Runway 14-32 and Runway 08-26.

2. **Who is directing these projects?**

The Project Team and Steering Committee are directing these projects. The Project Team consists of staff from:

- The Region of Waterloo - Airport, Community Planning, Design and Construction, Transportation, Water Services, Facilities and Fleet Management Departments;
- Township of Woolwich; and,
- Grand River Conservation Authority.

The Steering Committee consists of staff from the Region of Waterloo along with:

- Region of Waterloo Chair Karen Redman;
- Region of Waterloo (Kitchener) Councillor Tom Galloway;
- Region of Waterloo (Kitchener) Councillor Michael Harris;
- Region of Waterloo (Cambridge) Councillor Helen Jowett;
- Region of Waterloo (Woolwich) Councillor Sandy Shantz; and,
- Region of Waterloo (Kitchener) Councillor Berry Vrbanovic.

Avia NG is leading the consulting team.

3. **What is the purpose of this Public Consultation Centre?**

The Region of Waterloo believes in open and transparent public consultation. This is the second and final Public Consultation Centre (PCC) for the Runway Extensions Assessment. The purpose is to inform, answer questions and collect feedback about:

- The needs and opportunities for the runway extensions;
- The project environment (natural, social, cultural/heritage);
- Potential mitigation measures to limit environmental impacts; and,
- Feedback received to date.

Regional staff and consultants are here to answer your questions. Your comments are valuable. Please use one of the following options to provide feedback:

- Fill out the attached Comment Sheet and leave it in the box at the registration table.
- Email your feedback to AirportMasterPlan@regionofwaterloo.ca
- Visit www.waterlooairport.ca/masterplan

The Project Team will consider all feedback in conjunction with all relevant information.

4. **What does the runway extensions design include?**

The runway extensions design generally includes the following:

- Extend Runway 14 by 555 metres (1,820 feet) (northwest towards Breslau);
- Extend Runway 32 by 329 metres (1,080 feet) (southeast towards Cambridge);
- Extend Runway 26 by 529 metres (1,737 feet) (east towards Guelph);
• 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 aircraft visual aids;
• Move or tunnel Shantz Station Road for Runway 26 extension; and,
• Upgrade how aircraft maneuver around airport

Please refer to Appendix A, B, C and D for drawings of the proposed runway extensions.

5. Why extend the runways?
Currently, Runway 14-32 can accommodate light general aviation aircraft and flight training activity. Runway 08-26 can accommodate larger narrow-body aircraft (i.e. Boeing 737 aircraft with one aisle). Wide-body aircraft (i.e. Boeing 767 aircraft with two aisles) cannot use the airport at this time, and there is no secondary option for narrow-body aircraft. This restricts larger aircraft from operating in poor weather conditions, such as rain, ice or high winds.

Extending Runway 14-32 to a length of 2,134 metres (7,000 feet) will improve the safety and reliability of the airport. When Runway 08-26 has strong cross-winds combined with wet or icy conditions, larger narrow-body aircraft would be able to land on Runway 14-32. Additionally, scheduled air service could use Runway 14-32 when Runway 08-26 is closed for repairs.

Extending Runway 08-26 to a length of 2,663 metres (8,737 feet) will reduce the restrictions on larger aircraft operating in poor weather. It will also allow wide-body aircraft to use the airport, which need the extended length.

In general, extending the runways will:
• Enhance safety and reliability for aircraft;
• Improve the customer experience;
• Attract newer, larger aircraft and more airlines; and,
• Improve overall use and flexibility for airlines.

6. What is the process for the Runway Extensions Assessment project?
Runway extensions less than 1,500 metres (4,921 feet) are not subject to the Canadian Environmental Assessment Act (CEAA). However, the Region has chosen to complete a screening level environmental assessment process, which will generally follow the CEAA process. This process allows the Region to:
• Share information;
• Consult with the public;
• Exercise due diligence; and,
• Ensure compliance with environmental legislation.

The Runway Extensions Assessment Project is intended to be complete in early 2020. The goal of this final PCC is to inform the public about the project and field investigation results completed to date. This allows time for the refinement of the design and any environmental impact mitigation strategies prior to construction.
7. **What are the potential impacts of implementing these runway extensions?**

Extending the runways may have the following potential impacts:

- Update Airport Zoning Regulations;
- Removal of trees and other potential obstacles;
- Buy property for runway extensions;
- Natural environment;
- Archaeological resources;
- Heritage resources;
- Contaminated soil/groundwater; and,
- Noise.

The Region has begun the process of updating the current Airport Zoning Regulations. This process will include an assessment of obstacles that interfere with the AZR. Please visit [www.waterlooairport.ca/masterplan](http://www.waterlooairport.ca/masterplan) for more information regarding the Airport Zoning Regulations project.

8. **Is any private property required for this project?**

One goal of the planning process is to limit the impact to adjacent properties and the need to buy land. The Region owns the land required for all runway extensions and parallel taxiways. However, additional adjacent land may help limit the impact to airport operations.

9. **Natural environment considerations**

The Runway 14-32 extensions will impact the east branch of the Randall Drain, some wetlands, and potential wildlife, fish and species at risk habitat. The Runway 26 extension will impact the east branch of the Randall Drain and some species at risk habitat. Please see Appendix E for a drawing of the significant wildlife and fish habitat areas.

To determine the best mitigation measures, more investigation and consultation with approval agencies is required. Mitigation measures and compensation will be considered, including:

- Scheduling construction work to avoid critical breeding or migration periods;
- Erosion and sediment control;
- Re-vegetation/compensation; and,
- Fencing.

10. **Archaeological resource considerations**

Consultants have completed a Stage 1 archaeological investigation. This is a desktop study of known and potential areas of archaeological interest. Several additional areas are recommended for a Stage 2 field investigation. This will consist of a walking survey and/or hand test pits to determine if any buried archaeological resources exist.

11. **Heritage resource considerations**

Consultants have completed a Built Heritage and Cultural Heritage Landscape Assessment. Please see Appendix F for a drawing of their findings. No heritage resources are directly impacted. The airport may fence or screen the runways from potential heritage resources.
12. Contaminated soil or groundwater considerations
Consultants have completed a desktop investigation of past land use. Due to old fuel tanks, possible spills, etc., contaminated soil may exist. Please see Appendix G for a drawing of their findings. A geotechnical investigation will be completed to assess the soil and groundwater conditions. This will determine if excess soil requires proper disposal offsite, or if groundwater requires pumping and treatment.

13. Will the runway extensions increase noise?
The 2017 Airport Master Plan developed Noise Exposure Forecasts (NEF) for the year 2035. This forecast included the future Runway 14, 26 and 32 extensions. Please see Appendix H for a comparison between the current 2000 NEF and the future 2035 NEF.

The NEF contour comparison shows that noise will be similar, with increases in some areas and decreases in others. In general, noise in Kitchener and Breslau is not expected to increase beyond the current 2000 NEF.

The impact of NEF contours can generally be summarized as follows:
- 25 NEF – impacts to areas sensitive to noise, some annoyance to residential areas;
- 30 NEF – impacts to residential areas, some speech interference; and,
- 35 NEF – impacts to most land uses.

Residential development is not permitted within the 30 NEF contour of the current 2000 NEF.

14. Shantz Station Road considerations
Construction of the Runway 26 extension will affect Shantz Station Road. The road will impede the extension, as it would be within the Runway End Safety Area and would not meet Transport Canada standards.

The Region is investigating workable options for Shantz Station Road through a Regional road network study. Two potential solutions for Shantz Station Road to accommodate an extended Runway 26 are:
- Tunnel Shantz Station Road; or,
- Realign Shantz Station Road.

Both of these create significant impacts to adjacent landowners and the surrounding environment. This project will need a separate, dedicated environmental assessment and future planning study with various alternatives and extensive public consultation.

Implementation of the Runway 26 extension is not expected in the near future, estimated to start 2025 or later. Construction will not start until the Airport reaches 500,000 annual passengers in accordance with the Stage 3 trigger of the Airport Master Plan.

15. What is the estimated cost of this project?
The Region has budgeted:
- $23,000,000 to construct the Runway 14-32 extension; and,
- $11,500,000 to construct the Runway 08-26 extension, excluding Shantz Station Road.
16. What are the next steps?
The Project Team will review the comments received and use them as input to complete the Runway Extensions Assessment Project. The Project Team will present a recommendation to Regional Council by early 2020.

Pending approval by Regional Council:

- Detailed design of the Runway 14-32 extensions would take place spring 2020.
- Construction of the Runway 14-32 extensions would begin when Stage 2 is triggered (250,000 annual passengers, anticipated 2021).
- Detailed design of the Runway 26 extension would begin when Stage 2 is triggered (250,000 annual passengers, anticipated 2021).
- Construction of the Runway 26 extension would begin Stage 3 is triggered (500,000 annual passengers, anticipated 2025).

17. What feedback has been obtained to date?
98 people attended PCC No. 1, which was held June 20, 2019 and included both the Runway Extensions Assessment and Airport Zoning Regulations Update projects. 21 people commented on the Runway Extensions Assessment project, with comments evenly split between positive, neutral and negative.

In general, the positive comments focused on the following:

- The social and economic benefits of expanding the runways and the airport;
- Even more improvements are required to increase passenger volumes;
- Expansion of airport will reduce traffic to Pearson and Hamilton airports for flights;
- Provide public transportation options to help with expanding passenger volumes;
- Expand flight destination options; and,
- Expansion of airport will facilitate future economic expansion of the Region of Waterloo.

The neutral comments mainly asked clarifying questions or how receive information. Airport staff responded to these questions and no further comments were received.

In general, the negative comments focused on the following issues:

- Noise concerns with aircraft;
- Air traffic should be reduced to address climate change;
- No need to expand the Waterloo airport with Pearson only 1 hour away;
- Unhappy with aircraft flying over their homes;
- Ensure more flights and destinations prior to expanding; and,
- Traffic impacts around Breslau.

28. How will I receive more information about these projects?
Register at this Public Consultation Centre and select "Yes" to receive updates. Once registered, you will receive updates and invitations to future meetings.
29. How can I provide my comments?
Please complete the attached Comment Sheet and leave it in the box at the registration table. Or email your comments to airportmasterplan@regionofwaterloo.ca.

30. How can I view project information after the PCC?
Visit www.waterlooairport.ca/masterplan to view all project information, PCC materials.
Appendix A – Runway Extensions Site Plan
Appendix D – Runway 32 Extension
Appendix E – Significant Wildlife and Fish Habitat Areas
Appendix G – Existing Airport Site Layout and Features
Appendix H – Composite Noise Contour Plan
Comment Sheet

Region of Waterloo International Airport
Implementation of the Airport Master Plan
Runway Extensions Assessment Project
Public Consultation Centre #2 – Thursday, October 24, 2019

Please complete and hand in this sheet so that your comments can be considered for this project. If you cannot complete your comments today, please take this home and email your comments to airportmasterplan@regionofwaterloo.ca

Comments:

Name:
Address:
Postal Code:
Phone: Email:

COLLECTION NOTICE: All comments and information received from individuals, stakeholder groups and agencies regarding this project are being collected to assist the Region of Waterloo in making a decision. Under the Municipal Act, personal information such as name, address, telephone number, and property location that may be included in a submission becomes part of the public record. Questions regarding the collection of this information should be directed to the General Manager, Chris Wood at the Region of Waterloo International Airport at 519-648-2256 ext. 8502.