Master Plan Implementation
Runway Extensions
Public Consultation Centre #2
October 24, 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.
About the Runway Extensions

• 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 aircraft visual aids;
  ◦ Move or tunnel Shantz Station Road; and,
  ◦ Upgrade existing instrument approach procedures.

• Extended runways will help:
  ◦ Enhance safety and reliability for aircraft;
  ◦ Improve the customer experience;
  ◦ Attract additional airlines and aircraft; and,
  ◦ Improve overall use and flexibility for scheduled and corporate 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 and recommend mitigation measures.

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

- Runway 14

Proposed Runway 14 Extension
Proposed Runway Extensions
- Runway 32

Proposed Runway 32 Extension

Map showing proposed runway extensions and improvements.
Proposed Runway Extensions
- Runway 26

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 (separate Federal process); and
- Review noise contours.
Since PCC No. 1:

- Geotechnical (soil) investigation has been initiated;
- Initial traffic study examining the feasibility of realigning Shantz Station Road has been developed;
- Initiating a Stage 2 Archaeological Investigation;
- Natural Environment issues have been examined in more detail;
- Feedback from PCC No. 1 has been reviewed. A summary of the feedback is as follows:

Much positive feedback was received at PCC No. 1 regarding the proposed runway extensions. Approximately one third of the comments expressed concerns about the runway extensions as follows:

<table>
<thead>
<tr>
<th>Issue</th>
<th>Response</th>
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<tbody>
<tr>
<td>Aircraft are too noisy</td>
<td>Planning policies are in place regarding aircraft noise and where development can occur (see Noise Board). Newer aircraft also have reduced noise and air emissions.</td>
</tr>
<tr>
<td>Air traffic should be reduced to address climate change</td>
<td>There are many initiatives that can be taken to address climate change, including addressing fuel efficiency and emissions from aircraft. Extended runways help to accommodate newer aircraft that are more fuel efficient.</td>
</tr>
<tr>
<td>A major airport is only 1 hour away - no need to expand the Waterloo Airport</td>
<td>Pearson Airport is growing rapidly and there is little room for expansion. Waterloo can serve as a satellite airport to help alleviate passenger volumes at Pearson.</td>
</tr>
<tr>
<td>Unhappy with aircraft flying over their homes, and should not be over the City of Kitchener</td>
<td>The proposed runway extensions will not be extended towards the City of Kitchener.</td>
</tr>
<tr>
<td>Ensure more flights and destination options prior to expanding airport</td>
<td>In order to attract more and larger aircraft for additional destinations, the runways must be long enough to accommodate these longer range aircraft. There are passenger volume “triggers” in place that will determine when the airport will be expanded further.</td>
</tr>
<tr>
<td>Traffic impacts on the settlement of Breslau</td>
<td>The “Breslau Bypass” on Fountain Street provides access such that drivers do not have to drive directly through residential areas of Breslau. In addition, other access to the Airport via Kossuth Rd, etc. will be considered and determined as part of future airport expansion.</td>
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• Regional Road Network study of Shantz Station Road (Region Road #30) to investigate workable options for Shantz Station Road and other area Region roads;
• Two potential solutions consist of:
  ○ Realign Shantz Station Road; or,
  ○ Tunnel Shantz Station Road.

Potential Relocation of Shantz Station Road

Potential Tunneling of Shantz Station Road

• Separate Environmental Assessment with extensive public consultation.
**Purpose** - Review potential impacts to the natural environment
• **Mitigation** - Scheduling to avoid migration/breeding periods, erosion and sediment control, re-vegetation, fencing.
  - To be confirmed as part of permitting/approvals prior to construction.
Stage 1 Archaeological Investigation

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

- **Findings** - Some areas require further investigation (Stage 2) as summarized on attached drawings;
Stage 1 Archaeological Investigation

Runway 14 Extension Study Area

Runway 26 Extension Study Area

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

• **Findings**

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

• **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;
Existing 2000 Master Plan Noise Contours
Runway Extension
Construction Timeline

- **Fall 2019**
  - ✔ 2nd Public Consultation Centre (tonight)
  - ✔ Complete Runway Extension Assessment
  - ✔ Geotechnical and other supplementary investigations

- **2020**
  - ✔ Detailed Design / Approvals

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

- **2025 (Estimated)**
  - ✔ 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.*
Next Steps

Following this Public Consultation Centre, we will:

- Review and respond to comments;

- Present Runway Extensions Assessment to Regional Council; and

- Begin detailed design and supplementary investigations.

Thank you for attending.

WE WELCOME YOUR COMMENTS

Please fill out a comment sheet

OR

Visit waterlooairport.ca/masterplan