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Impact Assessment Agency of Canada
Ontario Region
600-55 York Street
Toronto ON M5J 1R7
IAAC.Waterloo.AEIC@canada.ca (sent via email)

To Whom It May Concern:

Re: Comments on the potential impacts of the proposed Waterloo Airport Runway Project (Reference Number 81452)

On March 19, 2021, the Impact Assessment Agency of Canada (the Agency) accepted the Initial Project Description for the Waterloo Airport Runway Project (the Project) submitted by the Region of Waterloo International Airport (the proponent). The City of Cambridge is providing this letter in response to the invitation to submit comments on the Initial Project Description and any potential impacts (both positive and negative) of the Project that may not have already been identified in the Initial Project Description.

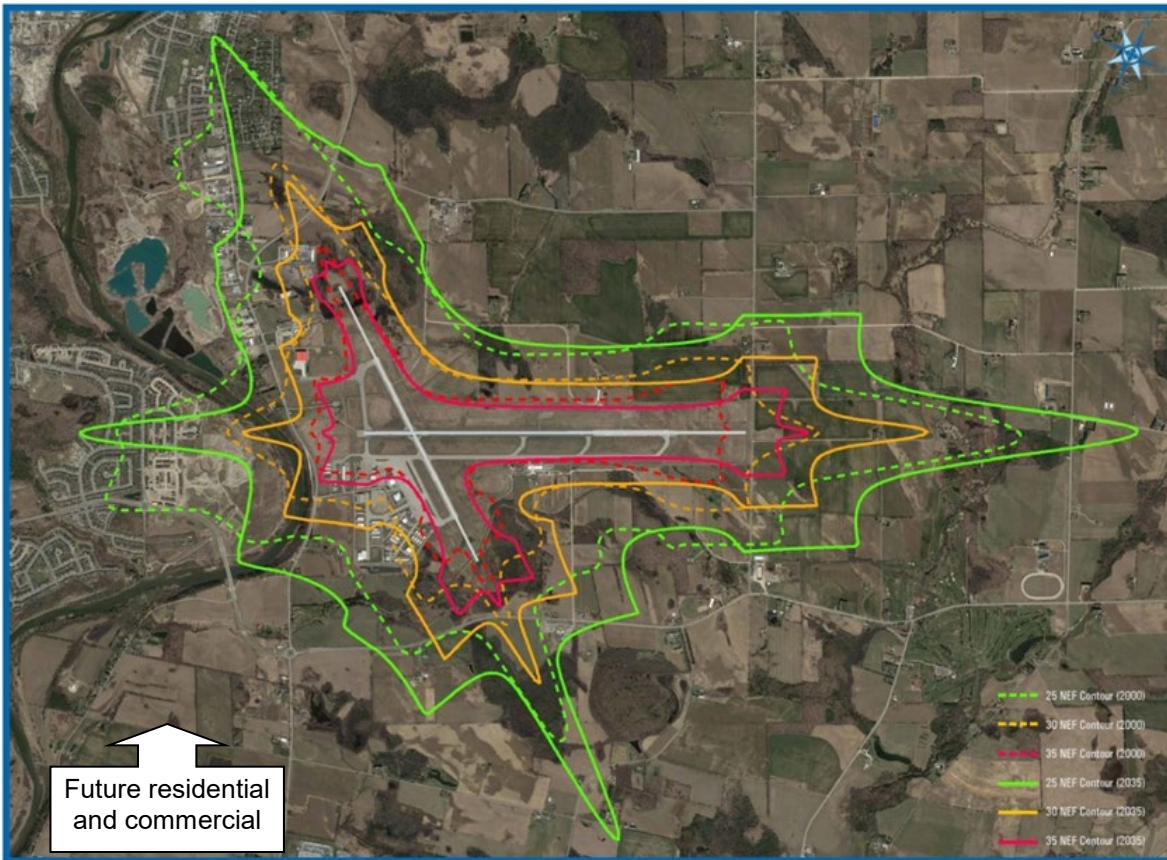
Project Summary

The Region of Waterloo International Airport is proposing to extend Runway 14-32 from the current length of 1,250 metres (4,101 feet) to a final length of 2,134 metres (7,001 feet), construct new access roads and a parallel taxiway, modify the runway approach lighting, and expand or relocate the terminal building.

City of Cambridge Comments

Throughout the 2017 Airport Master Plan (Master Plan) process, City staff and Council were aware of the proposed 329 metre (1079 feet) extension of Runway 32 southeast

towards the City of Cambridge. A Noise Contour Plan was provided as part of the Master Plan process to show the impacts of the runway extensions (see map below).



At the time this information was made available, City staff reviewed the contours, which are predicted to extend further into the City of Cambridge (Orange and Green) with the extension of Runway 32. This area is currently farmland, with approximately four farm houses within the predicted Green area, which are anticipated to experience some annoyance. Future plans for this area are for employment/industrial uses, which City staff agreed was the most ideal land use to have impacted by the increased noise.

While building heights in the vicinity of the airport are already limited, City staff would like the proponent to address how the extension of Runway 32 may impact current and future industrial buildings with respect to exhaust towers, emissions, etc.

Through Regional land use planning, the proponent should already be aware that the area north of Middle Block Road and west of Fountain Street North in the City of Cambridge is intended to be developed as residential and commercial (mixed uses) (as labelled on the map above). These lands are not proposed to be impacted by noise as per the Noise Contour Plan; however, City staff would like the proponent to identify any



possible compatibility concerns, issues and potential mitigation that should be considered.

Thank you for the opportunity to comment.

Yours truly,

<Original signed by>

Elaine Brunn Shaw
Chief Planner