

Community Development Department
The City of Cambridge
50 Dickson Street, 3rd Floor
P.O. Box 669
Cambridge ON N1R 5W8
Tel: (519) 623-1340 ext. 4571
E-mail: brunnshawe@cambridge.ca

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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: Revised 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 revised 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.

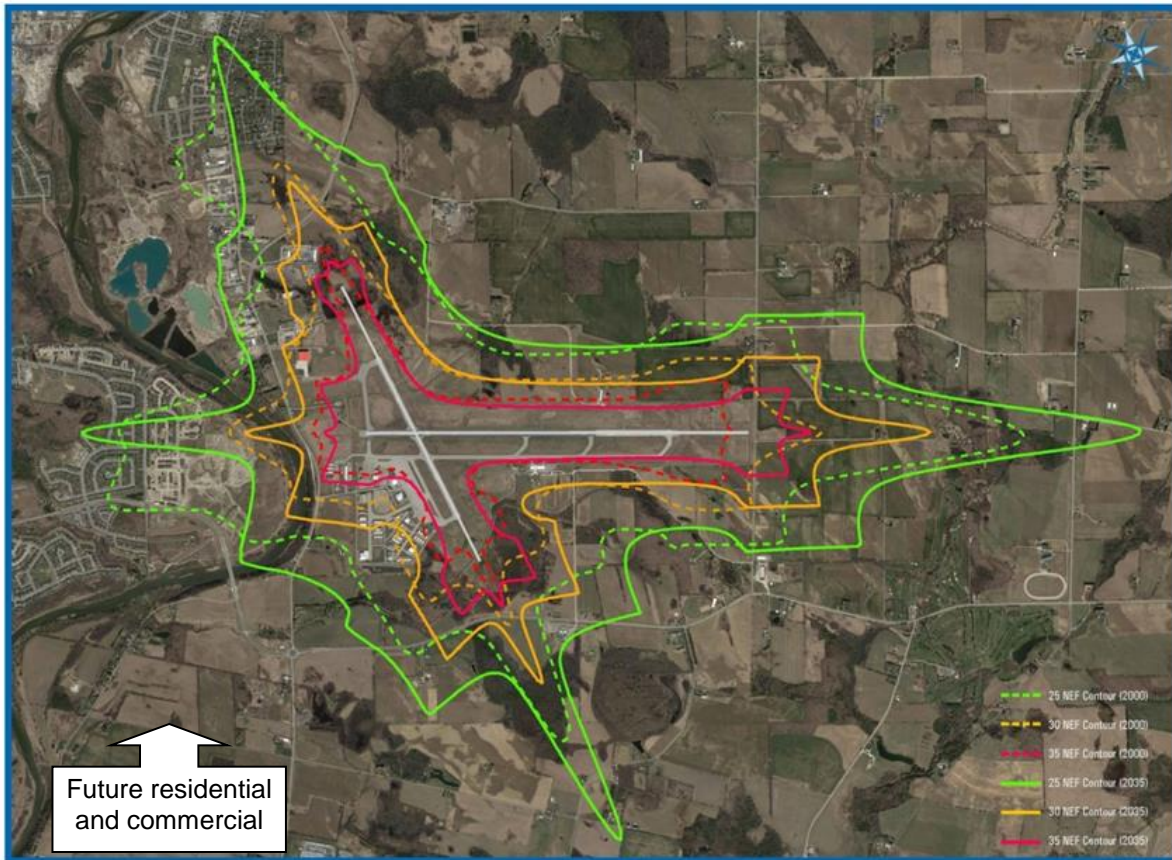
Project Summary

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 largely used for farmland, with approximately four farm houses within the predicted Green area, which are anticipated to experience some annoyance being located in the proposed Noise Exposure Forecast (NEF) Contour 25 (NEF-25). 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. Additionally, the Cambridge Butterfly Conservatory is located south of the airport at 2500 Kossuth Road in Cambridge and has site-specific zoning to permit a natural museum focusing on butterflies; a tropical garden/rain forest conservatory, aviary and botanical gardens; and, related accessory uses including a restaurant, gift shop and lecture hall. The Cambridge Butterfly Conservatory is also located in the proposed NEF-25. It is City staffs' understanding that the Provincial Policy Statement allows for sensitive land uses to occur within NEF Contours under 30.

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