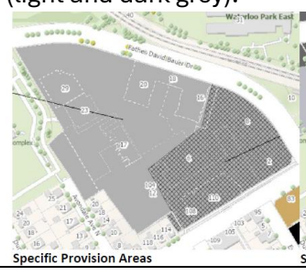
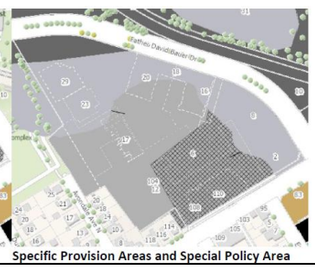
Commenting Agency	No.	Comment	Project Team Responsible	Response
City of Waterloo – Planning	1	Given the overlap between the Specific Provision Areas and the Special Policy Area, the proposed amendments to the Specific Provision Areas, would have the effect of changing the density and land use permissions for lands within the Special Policy Area, therefore likely triggering the need for joint-Ministerial approval. Based on the above, SPA 17 and SPA 18 should remain unchanged. Instead, a new Specific Provision Area specific to Phase 3 should be created that would layer on top of the existing SPA 17 and SPA 18. This would ensure that the OPA is focused solely on Phase 3 and avoid the need for joint-Ministerial approval for this phase of the Barrel Yards development.	GSP	Noted; No action required Revised Flood Risk Assessment included as part of July 2026 resubmission package; will continue to be reviewed with the City and Ministry
	2	Where zoning relief is requested, it must be supported by compelling rationale, and demonstrated that other options were properly considered.	GSP	Please refer to attached Additional Planning Commentary as prepared by GSP Group, dated July 21, 2026 for additional information regarding proposed Zoning By-law Amendment
	3	Staff note proposed zoning relief to the RMU zone for Phase 3 was not identified in the submitted planning justification report. It is also Staff's understanding, a portion Merchant Avenue was included in the initial condo registration, and the remaining portion of Merchant Avenue will form part of a future Plan of Condominium. As such, Merchant Avenue has been treated as a Street for the purpose of this zoning review per provision C82 and the definition of Street in Zoning By-Law 2018-050.	GSP	Please refer to attached Additional Planning Commentary as prepared by GSP Group, dated July 21, 2026 for zoning summary and comparison
	4	Staff note additional relief may be identified as the drawings evolve and through the future site plan process.	GSP	Please refer to attached Additional Planning Commentary as prepared by GSP Group, dated July 21, 2026
	5	Staff do not oppose site specific relief for the street line setback as it is technical in nature. Future submissions are to demonstrate why relief for horizontal tower dimension and tower footprint are required, and how there will be no negative impacts to surrounding buildings, lands or POPS space. Furthermore, future submissions are to demonstrate how minimum landscape open space requirements are being satisfied across the site. Staff recommend including a reference diagram.	GSP	Noted Please refer to attached Additional Planning Commentary as prepared by GSP Group, dated July 21, 2026 for zoning summary and comparison, including confirmation of minimum landscape open space
	6	Future submissions to address comments received from the peer reviewer in relation to the Noise and Vibration Study.	GSP/SLR	Noted

Commenting Agency	No.	Comment	Project Team Responsible	Response
				Please refer to response commentary below related to Noise and Vibration Study
	7	Future submissions to address how areas identified in the Wind Study as not meeting Wind Safety criterion have been addressed.	GSP/SLR	Noted Please refer to response commentary below
	8	It appears an indoor amenity space is proposed on the level identified as "Mechanical Penthouse". Based on the definitions for building height and storey, this would equate to a 19th storey. Based on Staff's count, there appears to be 259 units and 324 bedrooms proposed, which differs from the count on drawing RZ002. Future submissions are to include all floors for staff to verify the number of bedrooms and the number units.	GSP/TFAI	Noted Revised Design Package as prepared by Turner Fleischer notes total building height of 60.50 metres (17-storeys) for Stage 3 with a total of 210 dwelling units and 307 bedrooms
	9	While Staff recognize the Applicant is proposing to rezone the lands to RMU-81, which contemplates for a height of 25 storeys, the original master planned site plan approval indicated 10 storeys was intended for Phase 3. Staff require additional justification as to how the additional height will not negatively impact the adjacent POPS space, surrounding buildings and adjacent lands. This is further reiterated in comments provided by Urban Design.	GSP	Noted Please refer to Additional Planning Commentary as prepared by GSP Group, dated July 21, 2026 and Urban Design Brief Addendum prepared by GSP Group, dated July 20, 2026
	10	Phasing lines to be better identified/ delineated on future submissions. Staff require clarification on how Phase 3 can proceed without reliance on Stage 4, for example in regards to underground parking access.	GSP	Master Site Plan updated to provide for clear boundaries and labels for each stage
	11	Staff have provided preliminary high level site plan comments for implementation as it may impact proposed zoning relief. • Ensure all parking spaces are complaint in terms of width and size. If spaces are identified as "small car" they will not be recognized as a formal parking space which may impact future condo applications. • Ensure bike lockers do not conflict with opening doors. • Ensure accessible aisles are free and clear, and are not used as general pathways into stairs shafts. • Explore opportunities for building sculpting similar to previous phases. For example, can the upper two stories be a similar	GSP	Noted

Commenting Agency	No.	Comment	Project Team Responsible	Response
		design to the buildings along Father David Bauer Drive (i.e. angled roofs & sculpted balconies)?		
	12	Based on information available to Planning Staff, it appears Parkland dedication is being provided per building. Based on this understanding, it is Staff's position additional parkland will be required.	GSP	Please refer to Additional Planning Commentary as prepared by GSP Group, dated July 21, 2026
	13	Staff encourage the Applicant to address comments provided by Parks, Forestry and Community Services by exploring existing opportunities on site. For example, can the landscape area adjacent to Father David Bauer Drive and the Rec Complex be converted to a dog respite area?	GSP	Please refer to Additional Planning Commentary as prepared by GSP Group, dated July 21, 2026
	14	It is Staff's understanding a future condominium application will be received by the City in relation to parking, common space and movement.	GSP	Noted
City of Waterloo – Urban Design	15	Building K is proposed to exceed the permitted minimum horizontal tower width of 40m by approximately 18m, and does not include any distinct differentiation between the building base, tower, and top. The built form performance standards including but not limited to the podium tower built form, stepbacks, and tower floorplate maximums are based in best practice to ensure building form that is pedestrian scaled, and does not result in adverse wind and shadow impacts.	GSP/TFAI	Urban Design Brief Addendum prepared by GSP Group, dated July 20, 2026
	16	The UDB states that "The scale of the proposed building aligns with the height and massing of adjacent completed phases (Stages 6a and 7), ensuring visual continuity and a cohesive urban design language. Similar to Stages 6a and 7, Building K does not feature a podium. The absence of a podium conforms to the design principles established for the Barrel Yards development, ensuring a cohesive architectural language throughout the community." Urban Design staff do not feel this is sufficient justification to support a built form that our ZBL has been designed to avoid.	GSP/TFAI	Urban Design Brief Addendum prepared by GSP Group, dated July 20, 2026
	17	The UDB proceeds to state that "Building K is oriented toward the central public square, a key feature of the overall master plan and a focal point of the community." UD staff do not feel that Building K has been oriented or designed with consideration to the effects it will have on overwhelming the adjacent civic space. As is the case with the existing buildings, the	GSP	Urban Design Brief Addendum prepared by GSP Group, dated July 20, 2026

Commenting Agency	No.	Comment	Project Team Responsible	Response
		lack of human scale dwarfs the public realm, and is a contributing factor to its minimal usage today.		
	18	Through future submissions, Staff would like to see how the building was situated to maximize sun access on the public realm - and in particular the POPS space to the immediate west.	GSP	Urban Design Brief Addendum prepared by GSP Group, dated July 20, 2026
	19	The proposed increases in height to Building K will result in the civic space (POPS) being almost entirely in shade from at least September 21st to March 21st (half the year).	GSP	Urban Design Brief Addendum prepared by GSP Group, dated July 20, 2026
City of Waterloo – Environmental Planning	20	Policy 5.2.5 a) of the PPS states "The designation of a Special Policy Area, and any change or modification to the official plan policies, land use designations or boundaries applying to Special Policy Area lands, must be approved by the Ministers of Municipal Affairs and Housing and Natural Resources and Forestry prior to the approval authority approving such changes or modifications". Based on recent discussions staff have had with the Province, staff understand that this could include changes to the Special Policy Area-specific policies contained in Chapter 8 of the Official Plan or changing which policies apply to the property beyond Chapter 8 (e.g. changes to height, density, or land use permissions). As submitted, the OPA proposes to amend the policies of Specific Provision Area 17 and 18. As shown below, Specific Provision Area 17 applies to the entirety of the Barrel Yards project area (medium grey), while Specific Provision Area 18 applies to the southeast portion of the project area (black hatching), with the Special Policy Area overlapping portions of both (light and dark grey).  Specific Provision Areas  Specific Provision Areas and Special Policy Area	GSP	Noted

Commenting Agency	No.	Comment	Project Team Responsible	Response
		It is staff's understanding that the proposed OPA only applies to Stage 3 (i.e. 6 Merchant Ave.), rather than the entirety of the Barrel Yards project area, and therefore question whether it would be appropriate for the broader Specific Provision Areas to be amended through this site-specific application. Further, given the overlap between the Specific Provision Areas and the Special Policy Area, the proposed amendments to the Specific Provision Areas, as outlined on pages 68-69 of the Planning Justification Report, would have the effect of changing the density and land use permissions for lands within the Special Policy Area, therefore likely triggering the need for joint-Ministerial approval. Based on the above, Specific Provision Area 17 and 18 should remain unchanged. Instead, a new Specific Provision Area specific to Stage 3 should be created that would layer on top of Specific Provision Area 17 and 18. 'Notwithstanding' language could be used to provide the appropriate policy refinements. This would ensure that the OPA is focused solely on Stage 3, and avoid the need for joint-Ministerial approval for Stage 3.		
City of Waterloo	21	The majority of Stage 3 is located within a Wellhead Protection Sensitivity Area (WPSA) 8, with a small portion in a WPSA 7, as identified by the Regional Official Plan and mirrored in the City's Official Plan. Policy 8.A.17 of the Regional Official Plan sets out the limitations and constraints associated with a WPSA 7 and Policy 8.A.18 sets out the limitations and constraints associated with a WPSA 8. Per policy 8.A.17, underground parking garages may be permitted subject to further study. Based on drawing RZ101 in the Architectural Drawing Set, there will be new/expanded underground parking. It needs to be confirmed whether a study that addresses the new/expanded underground parking has been completed to the Region's satisfaction, per policy 8.A.4 of the Regional Official Plan.	GSP	Noted
	22	Stage 3 is within the area covered by the Grand River Source Protection Plan. A Section 59 Notice will be required at each stage of the development process. The applicant can continue to go to	GSP	Noted

Commenting Agency	No.	Comment	Project Team Responsible	Response
		taps.regionofwaterloo.ca to complete a questionnaire to confirm what source protection-related activities are regulated on the property through the Grand River Source Protection Plan and to obtain the required Section 59 Notices.		
City of Waterloo	23	Staff have reviewed the letter prepared by GSP to address the pre-submission consultation comment that an Energy Study, completed in accordance with the City's Terms of Reference (TOR), would be required. However, the letter does not meet the requirements of the TOR and provides the opinion that it would be more appropriate to prepare an Energy Study at the time of a detailed Site Plan application. An Energy Study meeting the requirements of the TOR is still required. Energy Studies have been a standard requirement of similar developments for a number of years in response to, and in support of, the City's commitment to the environment and climate change as identified through the Strategic Plan. The TOR can be accessed at the following link. • [Link]	TFAI	Noted Please note that Silver Lake Development is not proposing to eliminate the requirement for an Energy Study; rather, we are requesting an Energy Study be required as part of a future site plan application, when development details have been confirmed and used to include all requirements of the Energy Study.
	24	Given that an Energy Study meeting the requirements of the TOR is still required, and that staff wish to work collaboratively with the applicant to achieve this requirement, staff have considered the applicant's request to complete the Energy Study as part of the Site Plan process. In this specific instance, staff are open to this approach, leading to two options: 1) submit the required Energy Study as part of a resubmission for the current OPA/ZBA application; or 2) submit the required Energy Study as part of a future Site Plan application, the requirement for which would be incorporated into the proposed OPA as a Specific Provision Area policy. The wording of that policy would be: Special Provision Area XX	TFAI/GSP	Noted It remains our position that while a limited number of general building and construction components of the Proposed Development have been identified at this point in time, the specific building details required to undertake the type of energy modelling and assessment required as part of an Energy Study will be determined at a later date; we require the Specific Provision Area policy include the requirement for the completion of a future Energy Study, in accordance with the City's Terms of Reference applicable at the time of Site Plan application.

Commenting Agency	No.	Comment	Project Team Responsible	Response
		(1) – The policies of Specific Provision Area XX (SPA XX) shall apply to the lands known municipally as 6 Merchant Avenue, shown as SPA XX on Schedule 'A6' – Specific Provision Areas. (2) An Energy Study completed in accordance with the City's Terms of Reference applicable at the time shall be prepared as part of any complete Site Plan application.		
	25	Should the applicant wish to submit an Energy Study meeting the requirements of the TOR as part of a resubmission for the current OPA/ZBA application, staff advise that although specific details of the development may not be known, assumptions can be made in absence of specific details. The objectives of the Energy Study are to explore the options that could potentially be taken to meet the targets of High Performance and Net-Zero Ready Performance scenarios relative to current Building Code baseline. If it would be helpful to review the approach to assumptions made within other Energy Studies recently completed in accordance with the TOR, the consultant could refer to those available on Engage Waterloo at the following links: • [Link 1] • [Link 2]	TFAI/GSP	Noted See commentary above
City of Waterloo – Development Engineering	26	No comments for Stage 3.	Stantec	Noted; No action required
City of Waterloo – Landscape Architecture	27	Please refer to the current standard City notes for Vegetation Management Plans provided in the CELM and add the applicable notes to this sheet (V7-A.27 in the Appendices: [Link]	GSP	Noted
	28	All impacts to/removal of City-owned trees or trees with shared ownership with the City shall be in accordance with the City Tree Bylaw (No. 2014-078). The VMP does not identify any trees within the City's ROW; however, since the trees have not been surveyed, it is possible that some of the trees along the Father David Bauer Drive frontage may be	GSP	Noted

Commenting Agency	No.	Comment	Project Team Responsible	Response
		mutually owned. That said, staff note that based on the species composition, size and naturalized condition of the trees, they would not be considered candidates for preservation and therefore surveyed locations are not required (subject to Forestry Staff review prior to Site Plan approval).		
	29	Further to the previous comment, some of the trees along Father David Bauer Drive appear to be larger than the DBH numbers provided in the list (particularly #'s 1-6). As part of the future Site Plan process, please confirm/update this information as required.	GSP	DBH measurements updated as part of July 2026 resubmission
	30	Per the objectives outlined in Section 8.2.9 (2) of the Official Plan, the City recommends a replacement rate for trees to be removed at a ratio of 2:1. As noted in the pre-consultation comments, staff anticipate that compensation can be achieved as part of the future landscape submission considering the limited removals required. The applicant is encouraged to maximize tree planting wherever possible on the balance of the site.	GSP	Note; No action required
	31	Any tree clearing shall be in accordance with the federal Migratory Birds Convention Act, 1994, and the provincial Endangered Species Act, 2007. Clearing activities shall be completed in accordance with all recommended bird nesting windows and the protection of Species at Risk habitat.	GSP	Noted; No action required
	32	Staff note the inclusion of a conceptual landscape design in the Urban Design Brief which demonstrates the high level at-grade and rooftop common amenity spaces that are contemplated for the respective buildings. Generally, the layout of these areas is acceptable to staff with further detailing and comments anticipated at the Site Plan stage. Staff offer the feedback below on the current landscape concept for consideration as the Zone Change plans are finalized.	GSP	Noted; No action required
	33	Since the property has been developed in stages and considering the adjustments that have been made to the approved Master Site Plan, staff would appreciate a revised summary of the required and provided overall Landscaped Open Space.	GSP	Noted Please refer to attached Additional Planning Commentary as prepared by GSP Group, dated July 21, 2026 for zoning

Commenting Agency	No.	Comment	Project Team Responsible	Response
				summary and comparison (re: landscape open space provisions)
	34	As noted in the Urban Design brief (UDB), the proposed promenade along the frontages of Buildings F & G presents an opportunity to enhance and strengthen the streetscape/street facing quality of Erb Street West and David Bauer Drive, activating the public/private interface. Elements along this promenade could include, but are not limited to, street trees, enhanced planting and paving at primary points of connection and site furnishings where appropriate.	GSP	Noted; To be addressed as part of future detailed Site Plan application
	35	Large growing shade tree planting should be maximized throughout the site, particularly adjacent to amenity functions, pedestrian routes and driveway/parking areas. Staff note that many of the proposed trees shown on the concept are within the projected limits of the underground structure. A stratified condition presents challenges for minimum planting depths. Soil volume requirements for both shade tree planting and other forms of soft landscaping should be planned for as early in the design process as possible to ensure that adequate conditions are provided for successful tree establishment (refer to the CELM for details related to minimum soil requirements).	GSP	Noted; To be addressed as part of future detailed Site Plan application
	36	Considering the quantity of hardscape treatments proposed throughout, high albedo materials should be introduced for as much of the hard surfaces as possible to limit the development's urban heat island effect.	GSP	Noted; To be addressed as part of future detailed Site Plan application
	37	The detailed landscape plan should explore some level of separation/buffering between the at grade common amenity area for Bldg K and adjacent parking condition.	GSP	Noted; To be addressed as part of future detailed Site Plan application
	38	Rooftop amenity terraces are proposed for both stages 3 and 4. Based on the density of the proposed development, these common roof terraces will provide an important outdoor amenity option for the prospective residents. Staff note that a general program layout is contemplated in the UDB text and landscape concept. Although the details will not be advanced until the Site Plan stage, Staff advise that a structural engineer should be involved as early in the development process as feasible to	GSP	Noted; To be addressed as part of future detailed Site Plan application

Commenting Agency	No.	Comment	Project Team Responsible	Response
		ensure that the subject tower roofs are designed to provide structural support for adequate soil volumes for long term tree growth. Large canopy trees and other landscaping such as shrubs, perennials, etc., are anticipated and will greatly enhance the rooftop amenity spaces.		
	39	The pedestrian level wind assessment reviews the preliminary comfort and safety levels at the ground floor and amenity terrace levels for each of the towers. Generally, the assessment finds that the levels generated by the current design are acceptable for the intended use; however, there are some areas that require mitigation from both a comfort and safety perspective (namely, at the northeast corner of Bldgs F&G and at the rooftop amenity terrace of Bldg K). Ensure that the recommendations provided in the report are reviewed and implemented into the design and, ultimately, further detailed as required at the Site Plan stage.	GSP/SLR	Noted; No action required. Wind mitigation to be considered and included as part of future detailed Site Plan application
	40	The shadow study should be reviewed carefully as part of the preparation of the planting program to address any challenges associated with shade tolerance in the planting palette.	GSP	Noted; No action required.
	41	Consider green roof treatments for the tower roofs where feasible as well as the balance of available roof area that is not programmed. Green roofs can provide both environmental and overlook benefits to the development.	GSP	Noted; No action required.
	42	The Landscape design should consider all applicable accessibility standards to ensure adequate provisions for accessibility within the context of a comprehensive pedestrian network. Introduce intentional design elements to create clear, seamless, safe and accessible routes to and through the balance of the development stages. The details associated with the pedestrian realm can be developed at the Site Plan stage.	GSP	Noted; No action required.
City of Waterloo – Transportation Services	43	The TIS recommends that an eastbound left-turn (EBLT) be considered at Erb Street at Barrel Yards Boulevard. Erb Street is a Regional Road and this remedial measure shall be reviewed by Region of Waterloo Transportation staff.	Paradigm	Noted; No action required

Commenting Agency	No.	Comment	Project Team Responsible	Response
	44	Page 18 of the TIS mentions temporary site access from Avondale Avenue. Page 25 mentions that it will be removed during the development of Stage 6b. When will construction begin on stage 6B?	Paradigm	Site Plan application for Stage 6B currently being considered by the City; construction to commence shortly upon final Site Plan approval
	45	Staff acknowledge that Father David Bauer Drive at Merchant Avenue northbound left turn lane (NBLT) will exceed the 40 metre storage by 15 metre under 2029 total traffic conditions. The City will monitor this turn lane.	Paradigm	Noted; No action required
	46	The TIS identifies various Transportation Demand Management (TDM) measures. Please confirm which measures are proposed to be integrated into the site? a) Does car share operate for the existing phases? If not, will it be implemented in future phases? b) Will the site have a TDM coordinator? c) Will Travel Planning/Education/Promotion actually occur?	Paradigm	These questions are best to be answered by the building management. a) Car share operations were suggested as a potential TDM measure. Actual implementation and timing would depend on need and agreement with car share service. b) To be determined by management and owner at time of construction c) To be confirmed by management and owner at time of construction
City of Waterloo – Building Standards	47	To be provided under separate cover when received.		Noted
City of Waterloo - Fire	48	To be provided under separate cover when received.		Noted
City of Waterloo – Parks, Forestry and Community Services	49	Parkland dedication shall be in accordance with the Planning Act and the City of Waterloo Parkland Dedication bylaw. PFCS requests that 100% parkland dedication be satisfied through the provision of land and does not support the provision of cash-in-lieu for this development. The land dedication shall be in one piece, not multiple smaller pieces.	GSP	As discussed previously with City staff, the majority of the Barrel Yards project is development and constructed, with very little opportunity for the conveyance and/or dedication of land for parkland purposes. Furthermore, the very limited portions of the overall property that remain undeveloped or open space are encumbered and/or constraint by existing site design and functional considerations, like SWM and GRCA regulated areas.

Commenting Agency	No.	Comment	Project Team Responsible	Response
				As noted in the Planning Justification Report, the overall Barrel Yards property is strategically located in the heart of Upton Waterloo and is close to a number of proximate community, open space and park uses, including Waterloo Park and numerous surrounding multi-purpose trails. This also includes the enhanced street scape along Father David Bauer Drive which was intentionally designed and now functions as a major pedestrian and cycling gateway to Uptown Waterloo to the east and Waterloo Park to the west. In addition, the overall Barrel Yards development includes a central park and landscape open space area that is accessible to residents as well as the broader public. Silver Lakes Development remains committed to providing for a cash-in-lieu contribution at the time of detailed Site Plan approval for Stage 3.
	50	Considering that there is an existing POPS on the Barrel Yards site, PFCS is willing to accept the parkland dedication in form of a POPS, with a single purpose dog off-leash area*. The POPS should be adjacent to and form a unified space with the existing POPS on site; however, PFCS is willing to consider other proposed locations.	GSP	Please see commentary above.
	51	*In accordance with the Parkland Strategy, when intensification results in high densities with reduced public space, opportunities for creating dog facilities within the footprint of these developments need to be explored as a solution to accommodate pet owners on their own sites. The intensification around Waterloo Park (currently, predominantly the existing Barrel Yards development) already creates a significant pressure for providing a dog off-leash area in the Uptown, as these developments propose reduced public spaces on their own sites due to proximity to Waterloo Park. However, creating exclusive use spaces (such as a fenced-around dog off-leash area) goes contrary to the objectives of the	GSP	Please see commentary above.

Commenting Agency	No.	Comment	Project Team Responsible	Response
		Waterloo Park Plan and as a result the provision of the dog park in Waterloo Park is highly controversial. In addition, due to the lack of available land in the Uptown area and the prohibitive cost of land, the provision of off leash areas in the Uptown becomes a significant burden to the City. As a result, PFCS requires that the subject development provide a dog off-leash area within the footprint of the development.		
City of Waterloo – Economic Development	52	No comments for Stage 3.		Noted; No action required
Public Comments	53	Staff have received comments from members of the public regarding the Applications and the proposed development. In general, their comments relate to the following themes: a) Mold in the parking garage, b) Lack of maintenance for the buildings, c) Overflowing garbage rooms, d) Lack of security, e) Problems with air conditioning and, f) Sewage back-ups	Auburn	Noted
Risk Management Office	54	Comments in Region of Waterloo appendix.	GSP	Noted
Waterloo Catholic District School Board	55	That any Education Development Charges shall be collected prior to the issuance of a building permit(s).	GSP	Noted; No action required
	56	That the developer and the Waterloo Catholic District School Board reach an agreement regarding the supply and erection of a sign (at the developer's expense and according to the Board's specifications) affixed to the development sign advising prospective residents about schools in the area. A sign specifications document can be found at the bottom of the board's planning department web page (https://www.wcdsb.ca/about-us/cs/planning/).	GSP	Noted; No action required

Commenting Agency	No.	Comment	Project Team Responsible	Response
	57	That the developer shall include the following wording in the site plan agreement / condominium declaration to advise all purchasers of residential units and/or renters of same: *"In order to limit risks, public school buses contracted by Student Transportation Services of Waterloo Region (STSWR), or its assigns or successors, will not travel on privately owned or maintained right-of-ways to pick up and drop off students, and so bussed students will be required to meet the bus at a congregated bus pick-up point."*	GSP	Noted; No action required
	58	That the developer and the Waterloo Catholic District School Board reach an agreement regarding the supply and erection of a Holding Zone advisory sign (at the developer's expense and according to the Board's specifications) advising prospective residents about the Waterloo Catholic District School Board Holding Zone designation applied to the subject property. A sign specifications document can be found at the bottom of the board's planning department web page (https://www.wcdsb.ca/about-us/cs/planning/	GSP	Noted; No action required
Enova Power	59	Enova has been in contact with the team at barrel yards but it is important to reiterate that we can not accommodate any larger loads then the ones we sent to the consultant July8th 2024, screenshot below. Andrew, We would supply: - Building F – 1500KVA - Building K – 750KVA - Building G – 750KVA	GSP	Noted To be coordinated with Enova at the time of detailed design associated with a Site Plan application for Stage 3.
Region of Waterloo – Water Services	60	Regional staff have reviewed the water distribution analysis prepared by Stantec dated December 17, 2024 and find it acceptable.	GSP	Noted; No action required

Commenting Agency	No.	Comment	Project Team Responsible	Response
Region of Waterloo – Hydrogeology and Risk Management	61	The subject property is located in a WHPA-B.	GSP	Noted; No action required
	62	Regional staff have received a letter from Englobe (May 2, 2025) listing hydrogeological studies that have been previously completed for the subject properties.	GSP	Noted; No action required
	63	We understand that there have been changes to the underground parking since the hydrogeological studies were completed. We have asked GSP to send the hydrogeological investigations and reports listed in the Englobe letter. Please also delineate changes to the proposed underground parking. Regional staff will review the hydrogeological reports and studies when they are received.	GSP	Requested hydrogeological reports and information included as part of current resubmission
	64	A Section 59 notice is required for both Stage 3 and Stage 4. The applicant is required to contact the Risk Management Official e-mail: rmo@regionofwaterloo.ca. The Region's presubmission comments (June 24, 2024) stated that an amendment to the Risk Management Plan is required to be negotiated during the earlier stages of development to encompass all proposed towers on-site. Additionally, the Risk Management Plan is necessary for fuel storage at towers with diesel tanks and any other proposed fuel storage facilities on-site.	GSP	To be coordinated with Regional staff; to be submitted under separate cover
Region of Waterloo – Waste Management	65	The Region of Waterloo Residential Curbside Waste Collection program only services residential properties. This new commercial development will not be eligible for Regional waste collection services and must obtain private 3rd party waste collection and disposal services at the owner/applicant's expense.	GSP	Noted; No action required
Region of Waterloo – Environmental Noise	66	Regional staff have reviewed the report titled "Environmental Noise Assessment Barrel Yards, Stages 3 and 4, Waterloo, Ontario" prepared by SLR Consulting (Canada) Ltd. (February 27, 2025).	SLR	Noted; No action required
	67	The report identifies transportation noise impacts from Regional Road #9 (Erb Street West) and Father David Bauer Drive. The report notes rail noise sources were identified from Grand River Transit ION LRT. Stationary noise sources are noted and are not addressed as part of this memo.	SLR	Noted; No action required
	67	The report indicates that the acoustical impacts exceed acceptable levels, and mitigation measures, including central air conditioning and a	SLR	Noted; No action required

Commenting Agency	No.	Comment	Project Team Responsible	Response
		noise warning clause, are required to ensure indoor noise levels remain within the acceptable limits outlined in NPC-300 and NPC-216, upgraded glazing is not required for the proposed development. The location, installation, and sound ratings of future air conditioning units must comply with NPC-300.		
	68	Since the noise source, Regional Road #9 (Erb Street West), is under the jurisdiction of the Region of Waterloo, an agreement with the Region of Waterloo to implement the recommendations of the noise study will be required. The report specifies that the dwelling units listed here will require a Type C warning clause registered on title. • All residential units on the east, south, and west façades; • F and G Podium – east, south, and west façades; • Building F Tower – east façade • Building G Tower – east, south, and west façades	SLR	Noted; No action required
	69	Noise levels in the Outdoor Living Areas (OLAs) meet the NPC-300 criteria, and no mitigation is required.	SLR	Noted; No action required
	70	The Region will require the owner to enter into a development agreement to implement the recommended mitigation from Regional Road #9 transportation noise and register a Type C warning clause on title for all dwelling units listed above as a condition of plan of condominium (if applicable).	GSP	Noted; No action required at this time
	71	Alternatively, should a plan of condominium not be proposed, the Region requests that the City enter into a site plan agreement with the owner/applicant to implement the recommended mitigation from Regional Road #9 transportation noise and register a Type C clause on title for the dwelling units listed above.	GSP	Noted; No action required at this time
	72	In either case (whether as condition of plan of condominium, or at site plan) the Type C clause is required to be included in agreements of Offers of Purchase and Sale, lease/rental agreements and condominium declarations.	GSP	Noted; No action required at this time
	73	Type C:	GSP	Noted; No action required at this time

Commenting Agency	No.	Comment	Project Team Responsible	Response
		This dwelling unit has been designed with the provision for adding central air conditioning at the occupant's discretion. Installation of central air conditioning by the occupant will allow windows and exterior doors to remain closed, thereby ensuring that the indoor sound levels are within the sound level limits of the Municipality and the Ministry of the Environment, Conservation and Parks.		
Region of Waterloo – Transportation	74	Regional staff have reviewed the report titled "Barrel Yards Stage 3 and 4 Waterloo ON Transportation Impact Study" prepared by RWDI (December 2024) and offer the following comments:	Paradigm	Noted; No action required
	75	The TIS indicates the motorists on the Development driveway access (Canbar Ave) exiting on to Erb St W/Euclid Ave experience delays due to high through volumes on Erb St W, which limits the available gaps for side street traffic. The study notes capacity is available at the other development driveways and drivers may use an alternate driveway. It is not clear how this will this be enforced. For the next stages of development (Stage 6b and 7), the Region requires a sensitivity analysis for a right-in/right-out scenario for Erb St. W/Canbar Ave.	Paradigm	As this is requested for the next stages of the development, no immediate action is required. However, the suggestion at making the Canbar (opposite of Euclid) access to be right-in-right-out is probably not the best solution, as it already has a left-turn lane, and there is no room to put in a left-turn lane at the Barrel Yards (opposite Menno St) access.
	76	For the intersection of Erb St. W at Menno St/Barrel Yards Blvd, a eastbound left turn lane with 15m storage is warranted. Stage 7 traffic conditions might require additional storage for the left-turn lane. The current geometry of Erb St W at this location does not allow for the addition of a turn lane. Regional staff require that the TIS be resubmitted to address this question. For stage 7, the Region requires the left turn volumes be re-distributed to other driveways. Regional staff suggest measures be implemented to enforce no left turns.	Paradigm	The traffic for the full development was – including Stage 7 – was already included in the TIS.
Region of Waterloo - Housing	77	The Region of Waterloo, as the Service System Manager for housing, is required by legislation to create a plan to address affordable housing and homelessness every 10 years for the geography which it covers. Within	GSP	Noted; No action required

Commenting Agency	No.	Comment	Project Team Responsible	Response
		this role, the Region of Waterloo establishes, administers, and funds housing and homelessness programs and services and operates housing directly.		
	78	The plans listed below outline current housing needs, develop objectives and targets related to meeting housing needs, and commit to actions that will be taken to meet these targets. • 10-Year Housing and Homelessness Plan for Waterloo Region contains an affordable housing target which is that 30% of all new residential development between 2019 and 2041 in Waterloo Region be affordable to low and moderate income households. • Our Building Better Futures Framework shows how the Region plans to create 3,500 units of housing affordable to people with low to moderate incomes by 2029.	GSP	Noted; No action required
	79	Regional staff recommend that the applicant include affordable housing units on the site, as defined in the Provincial Planning Statement. Rent levels and house prices that are considered affordable according to the 2024 Provincial Planning Statement (PPS) are provided below in the section on affordability. These are the levels for which developments will be eligible for Regional Development Charge exemptions.	GSP	As the property is located within an MTSA, it is subject to the future implementation of the applicable Inclusionary Zoning policies and regulations. Upon full implementation, the Proposed Development will be required to set aside a specified number of affordable housing units as rental dwellings. In accordance with the Inclusionary Zoning framework established by the City, affordable rental units in a condominium building shall not exceed the lesser of 100% Average Market Rent for the regional market area according to the number of bedrooms or 30% of the 60th percentile household income for renter households for the regional market area. Affordable rental units in a purpose-built rental building should not exceed 30% of the median renter household income in the regional market area as defined by CMHC, or Average Market Rental, whichever is greater. All rental housing units provided in accordance with the Inclusionary Zoning requirements must be maintained as affordable rental units for 25 years.

Commenting Agency	No.	Comment	Project Team Responsible	Response
				The Proposed Development will comply with the applicable Inclusionary Zoning requirements at the time of building permit issuance and will provide for the specified number of affordable housing units, to be maintained for up to 25 years as required.
	80	For affordable housing to fulfill its purpose of being affordable to those who require rents or purchase prices lower than the regular market provides, a mechanism should be in place to ensure the units remain affordable and establish income levels of the households who can rent or own the homes.	GSP	See commentary above related to Inclusionary Zoning and the provision of affordable housing units
	81	Affordability in the City of Waterloo: According to the 2024 PPS the affordable house price is the lesser of the two house prices calculated as below: • the price that is 10% below the average purchase price of a resale market unit; and • the price of a home for which payments would not exceed 30% of gross annual household income at the 60th percentile.	GSP	Noted; No action required
	82	For an ownership unit of any dwelling type (i.e. single, semi, towns, apartment) to be deemed affordable, the proposed house price in the City of Waterloo must be at or below $409,600. (Source: Provincial Bulletin posted June 2024)	GSP	Noted; No action required
	83	According to the 2024 Provincial Planning Statement, the affordable rent is the lesser of the two rent values calculated as below: • average market rent provided annually by the Canada Mortgage and Housing Corporation • rent which would not exceed 30% of gross annual renter household income at the 60th percentile.	GSP	Noted; No action required
	84	For a rental unit to be deemed affordable, the rent for the proposed units in the City of Waterloo must be at or below: • Studio: $1,360 • One Bedroom: $1,552 • Two Bedroom: $1,882	GSP	Noted; No action required

Commenting Agency	No.	Comment	Project Team Responsible	Response
		• Three+ Bedroom: $2,050 (Source: Provincial Bulletin posted June 2024)		
	85	Staff recommend meeting with Housing Services to discuss the proposal in more detail and to explore opportunities for partnerships or programs and mechanisms to support a defined level of affordability. Please contact Judy Maan-Miedema, Principal Planner, e-mail: JMaanMiedema@regionofwaterloo.ca or phone: 226-753-9593	GSP	See commentary above related to Inclusionary Zoning and the provision of affordable housing units
Region of Waterloo – Site Plan Comments	86	The following comments of offered for the owner/applicant's reference. This includes comments regarding: • Storm Water Management • Planned Improvements to Erb St W • Waterloo Regional International Airport • Grand River Transit • Transportation Demand Management	GSP/Stantec/ Paragidm	Noted
	87	Regional staff have received the Stormwater Management Brief Update and Functional Servicing Report for the preliminary design for Stage 3 and 4 of Barrel Yard Development, prepared by Stantec Consulting (December 2024). Comments will be provided separately.	Stantec	Noted
	88	The Region's 2025 Transportation Capital Program identifies this section of Erb Street West (Regional Road #9) for reconstruction and major rehabilitation in 2029 with works from Menno Street to Westmount Road.	GSP	Noted
	89	The development is located within the proposed Airport Zoning Regulations with an allowable height of 1800ft (548m) ASL. The application shows two 31-storey building with a proposed height of about 118m ASL. Assuming a Fixed Floor Elevation of 324m ASL, the building would have an overall height of about 442m ASL. This leaves sufficient clearance for any cranes to remain below the AZR. The developer will need to submit a Land Use application to Nav Canada for the buildings and cranes and obtain a letter of no objections to the satisfaction of the Region. The developer is encouraged to submit the	Auburn/GSP	Noted; No action required

Commenting Agency	No.	Comment	Project Team Responsible	Response
		application to Nav Canada as soon as possible to ensure there are no impacts which would require changes to the development. A letter of no objection from Nav Canada to the satisfaction of the Region is required with the future site plan application. The developer will also need to submit an Aeronautical Assessment Form to Transport Canada and comply with all requirements.		
Grand River Transit – Advisory Comments	90	The subject property is well-served by transit with Route 5 travelling two ways along Erb St W and two transit stops, #1961 and #1962, both within a 110 m walk. While the proposed increased density on the subject property does warrant upgrades to nearby bus stop amenities, GRT has no current plans to move the existing stops closer or adjacent to the subject property. Therefore, GRT has no requirements or proposed future conditions of approval for the development at this time.	GSP	Noted; No action required
	91	Regional staff advise that should GRT plan for stop consolidation on Erb St W, a new route or changes to an existing route in the future, that would necessitate a stop adjacent to the subject property, transit amenity improvements may be requested as part of a future Planning Act Application.	GSP	Noted; No action required
Transportation Demand Management – Advisory Comments	92	The Region of Waterloo has endorsed the TransformWR Climate Action Plan for Waterloo Region strategy. The TransformWR strategy established a 30% GHG reduction target (based on 2010 levels) by 2030, and an 80% GHG reduction target to be achieved by 2050. Forty percent of the GHG emissions produced in Waterloo Region are related to fuel consumption from transportation.	GSP/Paradigm	Noted; No action required
	93	The TransformWR strategy: - Establishes a goal to use sustainable transportation modes such as transit, cycling, walking, carsharing and carpooling, and - Establishes a strategy direction to seek ways to improve the efficiency of our transportation system and move the most people with the least amount of energy required	GSP/Paradigm	Noted; No action required

Commenting Agency	No.	Comment	Project Team Responsible	Response
	94	In light of the TransformWR strategy, Regional staff offer the following comments to encourage transit, cycling, walking, carsharing and carpooling at the proposed developments.	GSP/Paradigm	Noted; No action required
	95	Best practices to support cycling: - Exterior paths should consider the movement of cyclists from the streets to the building entrances. Paths that cyclists are likely or encouraged to take should be an appropriate width and have reasonable curves. - Consider providing direct access from elevator lobbies / interior space to the bike parking rooms, permitting residents who are cycling the ability to get from their units to their bikes without needing to walk through the parking garage. - Considering using automatic doors (activated by keycard or similar) to the bike room, that the card readers/buttons/swept path of the door be arranged to ensure convenience for someone walking a bike, and that the doors be as wide as possible. Sliding doors are encouraged. - Some space in each room should be left without bike racks to support residents with non-conventional bike types (tricycles, trailers, cargo bikes, etc.) or children's bikes. - Each secure bike room should have a bike fix-it station with stand, tools, and air pump. - Staff recommend that bike wash stations be located in or near the secure bike parking. A bike wash station can be as simple as a hose connection, hose, nozzle, drain, and bike stand. - Staff also recommend multiple bike rooms (ideally at least one per tower) to provide more convenient parking for all residents, and to mitigate issues or disruptions should maintenance work be required in any of the bike rooms.	TFAI/GSP	Noted; No action required To be considered as part of future detailed design associated with Site Plan application
	96	Best practices to support car share programs: - Implementing a car share program requires several centrally located and highly convenient parking spaces be reserved	TFAI/Auburn	Noted; No action required

Commenting Agency	No.	Comment	Project Team Responsible	Response
		exclusively for the car share vehicles. Regional staff suggest the owner/applicant contact a car share program to inform the site design. - The most established car sharing program in Waterloo Region is Communauto. Regional staff understand that company offers unique programming to "launch" a car share vehicle through a business agreement with the property owner. Contact Janet MacLeod jmacleod@communauto.ca to learn more about opportunities available locally.		To be considered as part of future detailed design associated with Site Plan application
	97	Best Practices to Support Micromobility: - Please include parking pads to support potential future shared micromobility services on future site plan submissions. These can be as simple as designated space outside of clear walking paths for shared micromobility vehicles to park, however, more formal corrals or racks would help define the space and keep vehicles orderly.	TFAI/Auburn	Noted; No action required To be considered as part of future detailed design associated with Site Plan application
	98	Best Practices to support Transit Use: - For the information of the owner/applicant, GRT now has a GRT NextRide webpage at https://nextride.grt.ca/ showing customizable real-time departure information for nearby bus stops. The developer could consider having a screen in the lobby of each building to allow residents to check the time for the upcoming transit and remind residents as to the frequency of transit service within walking distance of the site.	TFAI/Auburn	Noted; No action required To be considered as part of future detailed design associated with Site Plan application
Grand River Conservation Authority	99	Floodplain extents / elevations in the application are using outdated values. GRCA staff provided updated regulatory flood elevations (RFEs) to the applicant by email on March 18, 2025 (also attached to this letter). The site plans, building cross-sections and servicing / stormwater management reports need to be updated to show / describe existing and proposed RFEs using the correct values, and note the vertical datum used (i.e. CGVD28). Careful interpolation is required, particularly at the south end of the site.	Stantec	Noted. Updated RFEs have been used in the revised drawings and reports as attached.

Commenting Agency	No.	Comment	Project Team Responsible	Response
	100	The GRCA is generally satisfied that the finished floors for all residential space are above the RFEs, and that safe access is available internally to Erb Street West. We ask that the applicant confirms (via memo or revised report) that: A. All mechanical / electrical is in the penthouse rooms, or above the RFE(s); B. No openings are below the RFE(s).	Stantec	Updated RFEs have been used in the revised drawings and reports as attached. RFE identified on Master Site Grading Plan (labelled at cross sections 322, 321 and 320). RFE range from 325.53 to 326.65 MASL across the entire site. Stage 3 is located between RFE 326.42 and 326.65, with the finished floor elevation of the Proposed Development noted at 328.50. All openings identified as part of Revised Design Package prepared by Turner Fleischer Architects; entrances to Proposed Development noted at 328.16 and 328.47, with lobby noted at 328.50. Rooftop mechanical and electrical noted at an elevation of 425.20 (refer to elevations associated with Revised Design Package prepared by Turner Fleischer Architects)
Peer Review – Noise and Vibration	*Assessment Approach*			
	101	The Noise Report reviews the potential sources of environmental noise in the area, including: a. Transportation noises from the surrounding roadways and ION LRT b. Offsite stationary sources were assessed from surrounding facilities.	SLR	Noted; No action required
	102	Noise assessment guidance and limits are cited from the Ministry of Environment, Conservation and Parks (MECP) publication NPC-300, Regional Municipality of Waterloo (RMOW) 2019 Noise Policy Implementation Guidelines and City of Waterloo Terms of Reference as is appropriate.	SLR	Noted; No action required
	Surface Transportation			
	103	The report presents the roadway noise impacts from Erb Street West and Father David Bauer Drive; and rail noise impacts from the Grand River	SLR	Railway data was requested for the development area and not provided in time for the response. Data for a similar

Commenting Agency	No.	Comment	Project Team Responsible	Response
		Transit ION LRT. Review of aerial imagery shows that the proposed development is located within 40 meters of the Waterloo Central Railway track which is classified as a freight spur line. Based on the Waterloo Central Railway website freight service between Kitchener and Elmira is contracted to CN and freight trains operate in the overnight hours to not interfere with ION LRT service. CN should be contacted to confirm the train volumes on this track and the report updated accordingly.		project in the area was used for the analysis. Rail traffic data for the future year is forecasted to be 4 freight consists, during nighttime hours only. Each consist contains up to 4 locomotives, 140 rail cars, travelling at a maximum of 24 km/hr.
	104	The report must reference and address the applicable CN Railway guidelines based on the classification of the adjacent track, as well as the RAC/FCM 'Guidelines for New Development in Proximity to Railway Operations.'	SLR	Noted; These guidelines can be fully referenced in future reports. The updated assessment included these guidance documents.
	105	Vibration impacts from train pass-bys were not assessed due to the setback distance. While we agree that the likelihood of ground-borne vibration exceedance is low at 40 m with respect to LRT passbys as noted above there is the potential for CN freight activities on this line. Should CN confirm freight operations on this rail line then on-site measurements should be conducted to confirm if vibration levels are acceptable at the proposed development. The report should reference and comply with the relevant CN Railway guidelines regarding vibration assessment.	SLR	Vibration measurements and/ or analysis may be conducted as part of future applications. As noted in the report, there have been no vibration complains at other phases of the Project that have closer setback distances to the rail line, therefore are unlikely to occur at the Phase 3 and 4 buildings.
	106	A CN warning clause may be required in all development agreements. The report should reference and comply with the applicable CN Railway guidelines to ensure proper inclusion of this requirement.	SLR	Noted; No action required at this time. A rail warning clause can be included if directed by the railway owners, as the rail line in the area is not owned by CN.
	107	The input data for the roadway traffic is obtained from RMOW Transportation Division. The data includes the 2034 future volume prediction, which is the acceptable practice by the City.	SLR	Noted; No action required
	108	The rail traffic data is estimated based on the headway times for Grand River ION LRT trains and were obtained from the RMOW Transportation Division. A 2.5% annual growth is assumed to predict the future rail traffic. This is the correct practice.	SLR	Noted; No action required
	109	LRT train travel speed of 50 km/hr is assumed, which is acceptable.	SLR	Noted; No action required
	110	Railway and roadway noise impact on the development is predicted using the commercial software Cadna/A. The roadway noise emissions are	SLR	Noted; No action required

Commenting Agency	No.	Comment	Project Team Responsible	Response
		estimated using the ORNAMENT algorithms. The railway noise impact is predicted using the U.S. Department of Transportation Federal Transit Administration ("FTA") and Federal Railway Administration ("FRA") prediction algorithms. This approach is acceptable.		
	111	A sample calculation is provided to validate the considered prediction approach. The agreement between the STAMSON calculation and Cadna/A results is acceptable.	SLR	Noted; No action required
	112	The transportation noise impact is evaluated at the plane-of-window along all facades and at the outdoor common amenities area. Above grade private balconies were not assessed. This approach is consistent with the regulatory requirement.	SLR	Noted; No action required
	113	The results show exceedances of the 55 dBA daytime threshold and the 50 dBA nighttime threshold. The locations of the exceedances were correctly identified.	SLR	Noted; No action required
	114	The report recommends provisions for the future installation of central air conditioning and includes an MECP Type C warning clause as noise mitigation measures. However, these recommendations are not suitable for high-density residential developments. Warning clause Type C is meant for low and medium density residential, and it is also generally not typical that unit owners can add central air conditioning in high rise developments. Instead, the installation of central air conditioning accompanied by an MECP Type D warning clause should be recommended.	SLR	It is understood that central air condition is planned for the development and will cover this condition. No further action required
	Stationary Noise Sources Assessment			
	115	The report references the NPC-300 guideline, and the City of Waterloo's Terms of Reference for Noise Studies, which is appropriate.	SLR	Noted; No action required
	116	The report classifies the development as Class 1, which is appropriate.	SLR	Noted; No action required
	117	Existing surrounding stationary noise sources were determined during a site visit and further desktop review. a. Noise sources located at the following facilities are considered: i. Perimeter Institute for Theoretical Physics– 31 Caroline Street North;	SLR	Noted; Given the distance and locations of sources, it is unlikely these two additional lots would have impacts at the proposed development. An additional assessment can be completed at later stages, if deemed required.

Commenting Agency	No.	Comment	Project Team Responsible	Response
		ii. Balsillie School of International Affairs – 67 Erb Street West; iii. Commercial facilities located at 105 to 109 Erb Street West; iv. Existing mechanical systems throughout the Barrel Yards development. b. The assessment does not account for noise emissions from the HVAC equipment at the Canadian Clay and Glass Gallery and Knox Presbyterian Church. While exceedance of noise limits due to these sources is not anticipated, it is recommended that these sources be included in the noise model to ensure a comprehensive evaluation.		
	118	ISO-9613-2 environmental noise propagation algorithms implementation in Cadna/A is used in the prediction of stationary noise source contributions on the development. This modeling approach is acceptable.	SLR	Noted; No action required
	119	Sound power level based on either manufacturer's datasheet or SLR sound level data for similar equipment were used in the assessment. The sound power levels documented in Appendix F of the report are appropriate. Prior reviews of mechanical equipment for the Barrel Yards (e.g. parking garage exhausts) have shown measured sound levels in excess of manufacturers' specifications. The development will be responsible to address and mitigate (if necessary) any excesses.	SLR	Noted; No action required
	120	Stationary noise impact is evaluated at the plane-of-window along all facades and at the outdoor common amenities area. Above grade private balconies were not assessed. This approach is consistent with the regulatory requirement.	SLR	Noted; No action required
	121	The report provides acoustic hourly duty cycles for daytime, evening, and nighttime periods. The assumed hourly duty times are appropriate and consistent with expected operational patterns.	SLR	Noted; No action required

Commenting Agency	No.	Comment	Project Team Responsible	Response
	122	The noise sources associated with the existing Barrel Yards development were evaluated separately from other stationary non-emergency noise sources.	SLR	Noted; No action required
	123	Emergency generators are modeled separately from other noise sources, which is the appropriate approach.	SLR	Noted; No action required
	124	Noise exceedances are predicted mainly due to the operation of the mechanical equipment at the existing Barrel Yards development. a. Noise mitigation measures have been proposed based on the impact of mechanical equipment from the existing Barrel Yards development. b. The report also proposed the option of classifying the development as Class-4 with the mitigation feasibility analysis to be completed as the project proceeds. If the proponent wants to proceed with a Class-4 request, the noise mitigation feasibility should be completed during this phase, since all relevant data of the existing equipment are available.	GSP	Noted; No action required at this time
	125	Warning Clause Type E is recommended, which is appropriate.	GSP	Noted; No action required at this time
	126	Noise impact of the current proposed phases of development on the surroundings and on itself was not assessed as the design information of the mechanical equipment was not available at the time. The impact of the development on itself and on surrounding sensitive receptors must be addressed prior to the issuance of final planning approvals.	SLR	Noted; No action required
	127	The report includes both the consultant and owner signed declaration statements.	SLR	Noted; No action required
	Summary			
	128	The report does not indicate whether the adjacent rail track is used for freight operations. Any freight train pass-bys should be identified and incorporated into the assessment.	SLR	Please refer to comments above
	129	The updated report must reference and adhere to the applicable CN Railway guidelines based on the classification of the adjacent track, as	SLR	Please refer to comments above

Commenting Agency	No.	Comment	Project Team Responsible	Response
		well as the 'Guidelines for New Development in Proximity to Railway Operations.'		
	130	The installation of central air conditioning accompanied by an MECP Type D warning clause should be recommended as transportation noise control measures.	SLR	This does not follow the results of the report, but the development is likely to have common air conditioning
	131	The report should reference and comply with the relevant CN Railway guidelines regarding vibration assessment.	SLR	Please refer to comments above
	132	A CN warning clause may be required in all development agreements. The report should reference and comply with the applicable CN Railway guidelines to ensure proper inclusion of this requirement.	SLR	Please refer to comments above
	133	The impact of the development on itself and on surrounding sensitive receptors must be addressed prior to the issuance of final planning approvals.	SLR	Please refer to comments above

Date: July 20, 2026

TFAI
Stantec
SLR
Paradigm