

Staff Report



To City Council
Service Area Infrastructure, Development and Environment
Date Wednesday, April 15, 2026
Subject **Decision Report**
115 Watson Parkway North
Proposed Zoning By-law Amendment and
Draft Plan of Subdivision
Files: OZS24-015 and OZS25-014
Ward 1

Recommendation

1. That the application from Zelinka Priamo Ltd., on behalf of the owner, Guelph Watson Holdings Inc. for a Zoning By-law Amendment to change the zoning from the "Site-specific Commercial Mixed-Use Centre with a Parking Adjustment Suffix and Holding Provisions" (CMUC-9(PA)(H10)(H12)) Zone, to an amended "Site-specific Commercial Mixed-Use Centre with a Parking Adjustment Suffix and Holding Provisions" (CMUC-9(PA)(H)) Zone, to the "Neighbourhood Park" (NP) Zone, to modify the boundaries of the "Natural Heritage System" (NHS) Zone, and to modify the Floodplain (FL) Overlay, according to Zoning By-law (2023)-20790, as amended, to permit the development of four mixed use buildings ranging in height from nine (9) to fourteen (14) storeys, consisting of approximately 928 dwelling units and 2,750 square metres of at-grade commercial space, 31 on-street townhouse units, 170 back-to-back townhouse units (approximately 1,129 dwelling units in total), on the property municipally known as 115 Watson Parkway North and legally described as Part of Lot 5, Concession 3, Division C, City of Guelph, be approved in accordance with recommended zoning regulations in Attachment-3 and zoning mapping in Attachment-7 of Infrastructure, Development and Environment report dated April 15, 2026.
2. That in accordance with Section 34(17) of the Planning Act, City Council has determined that no further public notice is required related to the proposed Zoning By-law Amendment affecting 115 Watson Parkway North.
3. That the application from Zelinka Priamo Ltd., on behalf of the owner, Guelph Watson Holdings Inc. for approval of a Draft Plan of Subdivision consisting of two (2) Commercial Mixed-use Centre Blocks, one (1) Multiple Residential Block, one (1) Natural Heritage System Block and one (1) Neighbourhood Park Block, and four (4), 0.3 metre Reserve Blocks as shown in Attachment-10, on the property municipally known as 115 Watson Parkway North and legally described as Part of Lot 5, Concession 3, Division C, City of Guelph, be approved for three (3) years in accordance with draft plan conditions outlined in Attachment-4 Recommended Draft Plan Conditions of Infrastructure, Development and Environment report dated April 15, 2026.

Executive Summary

Purpose of Report

This report provides a staff recommendation to approve Zoning By-law Amendment and Draft Plan of Subdivision applications. The proposed Draft Plan of Subdivision has a total of nine (9) blocks as shown on the Draft Plan, consisting of: Commercial Mixed-use Centre Blocks 1 and 2, providing for a total of 928 apartment units and approximately 2,750 square metres of commercial gross floor area, Multiple Residential Block 3, providing for a total of 201 back-to-back and on-street townhome units, Block 4 for the Natural Heritage System lands that will be dedicated to the City, Block 5 for the proposed Park that will be dedicated to the City and four (4) 0.3 metre Reserve Blocks.

Key Findings

Planning staff support the proposed Zoning By-law Amendment and proposed Draft Plan of Subdivision, subject to the recommended zoning regulations in Attachment-3 and recommended Draft Plan Conditions in Attachment-4 Recommended Draft Plan Conditions.

Strategic Plan Alignment

This report aligns with the Improving Housing Supply priority in the 2024- 2027 Strategic Plan. The recommended Zoning By-law Amendment and Draft Plan of Subdivision aligns with the objective of City Building: improving housing supply. The proposed development applications are in conformity with the City's Official Plan, which is the City's key document for guiding future land use and development. The Official Plan's vision is to plan and design an increasingly sustainable city as Guelph grows.

A review of how the proposal is in conformity with the City's Official Plan can be found in the Staff Review and Planning Analysis in Attachment-11.

Future Guelph Theme

City Building

Future Guelph Objectives

City Building: Improve housing supply

Financial Implications

Estimated Development Charges: Residential Development Charges \$48.1M and Non-Residential Development Charges \$860K (based on current rates)

Estimated Community Benefit Charge: \$800K (based on current rates)

Estimated Annual Property Taxes: \$3.9M to \$4.1M (estimate only, actuals may vary)

As outlined in the [Shaping Guelph Financial Implications Summary Memo](#), as the city grows, each new unit added in Guelph has a budget impact, and there are new operating and capital costs that are required to support this growth. Council should anticipate with each new residential unit or job created in the city in the short- to medium-term (10 to 15 years), that it will mean tax levy and rate pricing increases. This study demonstrates that higher-density growth mitigates tax and rate

pressures over time, as this is the most cost-effective use of land and drives the highest taxation revenue per acre. There may be other social and economic benefits of the development to consider, and Council should continually weigh the potential City budget increase against the broader value proposition of any given development.

Report

Background

An application for a Zoning By-law Amendment was received for the subject lands from Zelinka Priamo Ltd., on behalf of the owner, Guelph Watson Holdings Inc., to permit the development of four mixed use buildings with 928 dwelling units ranging in height from nine (9) to fourteen (14) storeys and 2,818 square metres of at-grade commercial space, 31 on-street townhouse units, 170 back-to-back townhouse units (1,129 dwelling units in total), a neighbourhood park and conservation of natural heritage system lands on November 1, 2024. The Zoning By-law Amendment application was deemed complete on December 5, 2024 and a Statutory Public Meeting was held on January 21, 2025.

The applicant submitted a Draft Plan of Subdivision application on August 14, 2025 to create separate blocks for the mixed-use buildings, townhouses, park and natural heritage system. The Draft Plan of Subdivision was deemed completed on September 3, 2025.

The applicant made subsequent revisions to both applications to address technical comments from the City and circulated agencies. Further details on the revisions are outlined below.

Location

The subject lands are located at the intersection of Starwood Drive and Watson Parkway North (see Attachment-1 Location Map and 120 metre Circulation and Attachment-2 Aerial Photograph). The subject lands are approximately 6.44 hectares in size with approximately 324.8 metres of frontage along Watson Parkway North. The subject lands are currently vacant with limited vegetation.

Surrounding land uses include:

- To the north: the intersection of Watson Parkway North and Starwood Drive, beyond which are predominantly one to two storey single detached and semi-detached dwellings, stacked townhouses, Hamill Park, and the Watson Park Apartments, a commercial plaza including a public library;
- To the south: Clythe Creek and York Road;
- To the east: Watson Road North, beyond which is Clythe Creek and Natural Heritage System lands;
- To the west: Watson Parkway North, beyond which are predominantly one to two storey single detached and semi-detached dwellings.

Official Plan Land Use Designations and Policies

The subject lands are predominantly designated as Commercial Mixed-use Centre with a small portion to the south and east being designated as Significant Natural Areas and Natural Areas in the Official Plan.

The Commercial Mixed-use Centre land use designation is intended to develop over time into distinct areas with centralized public spaces that provide a range of uses including retail and office uses, live/work opportunities and medium to high density residential uses. Permissible uses within this designation include medium and high-density multiple unit residential buildings, institutional uses, commercial uses, community uses, retail, and service uses.

The subject lands are also located within a Strategic Growth Area (SGA) as shown in the Official Plan, Schedule 1a: Urban Structure. Strategic Growth Areas are areas classified for community mixed use nodes or intensification corridors and are envisioned to provide higher density development. Lands designated as Commercial Mixed-use Centre within an SGA, are permitted to have a maximum net density of 250 units per hectare for freestanding residential and residential mixed-use buildings and a maximum building height of 14 storeys is permitted.

The Significant Natural Areas and Natural Areas land use designation does not permit development within it or in minimum or established buffers. Development is not proposed within this land use designation, and the applicant has submitted an Environmental Impact Study to demonstrate no negative impact from the proposed development within the adjacent Commercial Mixed-use Centre land use designation.

Details of the Official Plan land use designations and policies are included in Attachment-5 Official Plan Land Use Designations and Policies.

Existing Zoning

The majority of the subject lands are zoned Site-specific Commercial Mixed-use Centre with a Parking Adjustment and Holding Provisions (CMUC-9(PA)(H10)(H12)) and a small portion is zoned Natural Heritage System (NHS), according to Zoning By-law (2023)-20790, as amended.

Details of the existing zoning are provided in Attachment-6 Existing Zoning, Zoning By-law (2023)-20790.

Proposed Zoning By-law Amendment

The purpose of the Zoning By-law Amendment is to establish site-specific zoning regulations through a Site-specific Commercial Mixed-use Centre with a Parking Adjustment (CMUC-xx(PA)) Zone, implement the boundary of the Natural Heritage System (NHS) Zone, modify the Floodplain (FL) Overlay, and zone the public park as Neighbourhood Park (NP).

Original Proposal – Proposed Zoning By-law Amendment

The original proposal included four mixed use buildings with 928 dwelling units ranging in height from nine (9) to fourteen (14) storeys and 2,818 square metres of at-grade commercial space, 31 on-street townhouse units, 170 back-to-back townhouse units (1,129 dwelling units in total), a neighbourhood park and conservation of natural heritage system lands.

Second Submission – Proposed Zoning By-law Amendment and Proposed Draft Plan of Subdivision

The second submission maintained the original intent for the proposed development and included the following changes:

- The width of the private roads was narrowed to 6.5 metres;
- The size of the park increased from 0.68 hectares to 0.71 hectares;
- Increased rear yard depths for certain townhouse blocks,
- On-street parking was removed from the main street;
- The City Trail was revised to a Tertiary Trail with a width of 1.5 metres and re-routed to the greatest extent possible out of the Natural Heritage System;
- Outdoor amenity space was increased to 4,635 square metres from 4,451 square metres;
- Plans and documents were updated to reflect the changes and address further technical comments from staff and agencies; and,
- A Draft Plan of Subdivision application was submitted to divide the lands into 5 blocks.

Third Submission – Proposed Zoning By-law Amendment and Proposed Draft Plan of Subdivision

The third submission maintained the intent of the original and second submissions for the proposed development and included updates to plans and documents to address technical comments from staff and agencies.

Site-specific zoning regulations to the Commercial Mixed-use Centre Zone requested by the applicant include site-specific regulations that would apply to the whole of the lands, regulations for the mixed-use buildings, regulations for on-street townhouses, and regulations for back-to-back townhouses.

More specifically, site-specific regulations requested for the whole of the subject lands include:

- To add on-street townhouses as a permitted use, whereas it is not a permitted use in the CMUC Zone;
- To deem Watson Parkway North as the front lot line;
- To permit the regulations of the CMUC-9 Zone to apply to the whole of the lands despite any future severance or condominium registration;
- To include a private road within the common elements of an approved draft plan of condominium or registered plan of condominium provided that road has access to a public highway in the definition of Street;
- To include a condominium unit within an approved draft plan of condominium or registered plan of condominium in the definition of Lot;
- To allow for a maximum lot area of 64,500 square metres, whereas Table 7.2, Row B permits a maximum of 50,000 square metres;
- To allow for a residential density of 250 units per hectare, where for "Area 1" the maximum Residential density-units per hectare (uph) shall be 600, for "Area 2" the maximum Residential density-units per hectare (uph) shall be 600, and for "Area 3" the minimum Residential density-units per hectare (uph) shall be 56, whereas Table 7.2, Row B permits a minimum residential density of 100 units per hectare and a maximum residential density of 150 units per hectare;
- To permit a minimum front yard along Watson Parkway North and an exterior side yard on Watson Road North of two (2) metres for the mixed-use buildings, whereas Table 7.3, Row A requires a minimum of three (3) metres;
- To permit a minimum interior side yard of one (1) metre for the mixed-use buildings, whereas Table 7.3, Row B requires a minimum of three (3) metres;
- To allow for a minimum rear yard of zero (0) metres, whereas Table 7.3, Row C requires a minimum rear yard of 7.5 m;

- To permit a buffer strip of zero (0) metres along the rear property line and one (1) metre along the interior side lot line, whereas Table 7.3, Row D requires a minimum buffer strip of three (3) metres;
- To permit a minimum landscaped open space of 15 per cent of the lot area, where 30 per cent of the required landscaped open space area can be in the form of a green roof or blue roof, whereas Table 7.3, Row D requires a minimum 20 per cent of the lot area to be landscaped open space;
- To allow for a minimum commercial gross floor area of 2,750 square metres, whereas Section 7.3.2 (a) requires a minimum commercial gross floor area of 0.15 floor space index (FSI);
- To remove the requirement for angular planes, whereas Table 7.5 Rows A, B, and C require them;
- To allow short term bicycle parking spaces to be located no more than 45 metres from the primary pedestrian entrance to the building where 5.8.1(a)(ii), 5.8.1(a)(iii), 5.8.1(b)(ii) do not apply, whereas Section 5.8.1 (b) (i) requires bicycle parking spaces be located no more than 25 metres;
- To permit a minimum of 10 per cent of the total required parking spaces in areas with the (PA) suffix to be provided as electric vehicle parking, whereas Section 5.9 (a) requires a minimum of 20 per cent; and
- To permit a minimum of 50 per cent of total required parking spaces for all proposed uses to be designed as electric vehicle parking, whereas Section 5.9 (b) requires a minimum of 80 per cent.

Site-specific regulations requested for the mixed-use buildings include:

- To allow for a maximum building height of 14 storeys, whereas Table 7.4, Row B permits a maximum building height of 10 storeys;
- To permit a maximum floorplate size of 1,950 square metres above the first storey, whereas Table 7.4, Row C permits a maximum floorplate size of 1,200 square metres for the 7th and 8th storeys and a maximum floorplate size of 1,000 square metres above the 8th storey;
- To remove any requirement for building setbacks, whereas Table 7.4, Row D requires a minimum setback of three (3) metres for all portions of the building above the sixth storey facing a street for buildings located within 15 metres of a street;
- To permit a maximum building length of 140 metres or 105 metres for buildings located within 15 metres of a street for the portion of the building adjacent to the street, whereas Table 7.4, Row E permits a maximum building length of 75 metres;
- To allow for a minimum number of one active entrance to the first storey along facades facing Watson Parkway North, whereas Table 7.4 requires one (1) active entrance for every 30 metres of street line;
- To allow the tower portion of the building which is the portion of a building above the 2nd storey to be setback a minimum of 15 metres from any portion of another tower measured perpendicularly from the exterior wall of the second storey, whereas Table 7.4, Row A requires the tower portion of the building which is the portion of a building above the sixth storey to be setback a minimum of 25 m from any portion of another tower measured perpendicularly from the exterior wall of the sixth storey;
- To allow the tower portion of a building to be setback a minimum of one metre from an interior side lot line and rear lot line measured perpendicularly from the exterior wall of the second storey, whereas Table 7.4, Row A requires the tower

portion of a building to be setback a minimum of 12.5 m from an interior side lot line and rear lot line measured perpendicularly from the exterior wall of the sixth storey;

- To permit a minimum common amenity area of 4.5 square metres per dwelling unit for the mixed-use buildings, where Additional Regulations for Table 7.2-7.13, Footnote 4(a) and 4(d) do not apply, whereas Table 7.4, Row A, requires a minimum of 20 square metres per dwelling unit; and,
- To permit a minimum required parking of 0.9 spaces per residential unit for the mixed-use buildings, whereas Table 5.3, Row 12 requires, in addition to the non-residential parking rate, one (1) space per dwelling unit plus 0.1 visitor spaces per dwelling unit.

Site-specific regulations requested for the on-street and back-to-back townhouses include:

- To permit a minimum common amenity area of 7.9 square metres per dwelling unit for back-to-back townhouses, whereas Table 6.18, Row H requires a minimum of 10 square meters per dwelling unit;
- To permit a minimum private amenity area of 12 square metres per dwelling unit, whereas Table 6.18, Row H requires a minimum of 20 square metres per dwelling unit;
- To permit a minimum of one required parking space for the uses specified in Section 5.2.1 (a) to be located a minimum distance of 1.95 metres from the street line and to the rear of the front wall of the main building for end units, whereas Section 5.2.1 requires that (a) For every single detached dwelling, semi-detached dwelling, on-street townhouse, rear access on-street townhouse, duplex dwelling, and multi-unit buildings with 3 dwelling units or less, the following provisions apply: (i) One required parking space for the uses specified in 5.2.1 (a) shall be located a minimum distance of 6 metres from the street line and to the rear of the front wall of the main building;
- To permit a maximum resident parking rate of 2.0 spaces per dwelling unit, whereas Table 5.3, Row 17 requires a maximum of 1.5 parking space per dwelling unit;
- To permit a minimum visitor parking rate of 0.15 spaces per unit, whereas Table 5.3, Row 17 requires a minimum visitor parking rate of 0.2 spaces per unit;
- To permit a maximum width of attached garage of 53 per cent lot frontage, whereas Table 5.9, Row 3 requires a maximum width of 50 per cent of lot frontage;
- To permit a minimum dwelling unit width of 6.4 metres for back-to-back townhouse units, whereas Table 6.19, Row B, requires a minimum unit width of 7 metres;
- To permit a minimum dwelling unit width of 5.7 metres for on-street townhouse units, whereas Table 6.12, Row C, requires a minimum unit width of six (6) metres;
- To permit a minimum front yard and exterior yard of 1.0 metres from private street back of curb or sidewalk or lot line, whereas Table 6.19, Row C, requires a minimum of six (6) metres;
- To permit a minimum interior side yard of 1.0 metres, whereas Table 6.18, Row C, requires a minimum of one half the building height, and no less than 3.0 metres;

- To permit a maximum overall building length of 52 metres for townhouse buildings, whereas Table 6.19, Row G permits a maximum building length of 49 metres;
- To allow for a maximum lot coverage of 72 per cent, whereas Table 6.18, Row E, permits a maximum lot coverage of 40 per cent;
- To permit a minimum landscaped open space area of nine (9) per cent of the lot area per unit, whereas Table 6.18, Row E requires a minimum of 40 per cent of the lot area to be landscaped open space;
- To allow for a minimum lot area per dwelling unit of 113 square metres for on-street townhouse, and 83 square metres for back-to-back townhouses, whereas Table 6.10, Row A requires a minimum of 180 square metres for on-street townhouses and a minimum of 90 square metres for back-to-back townhouses;
- To permit a minimum lot frontage per dwelling unit of five point four (5.4) metres, whereas Table 6.10, Row B, requires a minimum of six (6) metres;
- To permit a minimum front yard setback of two point nine (2.9) metres, whereas Table 6.11, Row A requires a minimum of six (6) metres;
- To permit a minimum exterior yard of 3.5 metres, whereas Table 6.11, Row B requires a minimum of 4.5 metres;
- To permit a minimum rear yard setback of 3.8 metres, whereas Table 6.11, Row D requires a minimum rear yard setback of 7.5 metres for on-street townhouses; and
- To permit a minimum landscaped open space of 32 per cent, where 30 per cent of the total landscaped open space must be covered by soft landscaping in the form of natural vegetation, such as grass, flowers, trees and shrubbery, whereas Table 6.11, Row F requires a minimum landscape open space of 35% and Section 6.33, Note 1 requires 50% of the total landscaped open space must be covered by soft landscaping in the form of natural vegetation, such as grass, flowers, trees and shrubbery.

Staff support the majority of the applicant-requested site-specific zoning regulations and have included additional regulations that were identified through the staff review of the applications. The recommended zoning and site-specific regulations are included in Attachment-3 Recommended Zoning, Regulations and Conditions.

Staff have provided a full review of all site-specific zoning regulations requested by the applicant and have provided rationale for either supporting or not supporting the applicant's requested site-specific zoning regulations. In addition, staff are recommending Holding provisions (H) to ensure certain conditions are met prior to development occurring on the lands. The full zoning review is included in the Staff Review and Planning Analysis in Attachment-11 Staff Review and Planning Analysis.

Proposed Development

The proposed Draft Plan of Subdivision has a total of nine (9) blocks as shown on the Draft Plan, consisting of: Commercial Mixed-use Centre Blocks 1 and 2, providing for a total of 928 apartment units and approximately 2,750 square metres of commercial gross floor area, Multiple Residential Block 3, providing for a total of 201 back-to-back and on-street townhome units, Block 4 for the Natural Heritage System lands that will be dedicated to the City, Block 5 for the proposed Park that will be dedicated to the City and four (4), 0.3 metre Reserve Blocks.

The internal road network is proposed to be privately owned and maintained. Starwood Drive is proposed to be extended at the intersection with Watson Parkway North to create the main access to the subject lands, which is proposed to be flanked by the mixed-use buildings. Additional accesses are proposed along Watson Parkway North, including a loading-only access, and one from Watson Road North adjacent to the proposed park. A combination of underground, surface, and mezzanine parking levels is proposed for the residential, visitor, and commercial parking needs of the mixed-use buildings, which are generally screened from view from adjacent public roads by the proposed massing. Each of the proposed back-to-back and on-street townhomes is provided with a minimum of one (1) garage parking space as well as a driveway parking space.

The proposed conceptual site plan is included in Attachment-8 Proposed Conceptual Site Plan, the proposed building renderings and elevations are included in Attachment-9 Proposed Building Renderings and Elevations and the proposed draft plan of subdivision is included in Attachment-10 Proposed Draft Plan of Subdivision.

Financial Implications

As the city grows, there are new operating and capital costs that are required to support this growth. It is not possible for staff to identify the quantum and timing of these budget impacts at the time of development application, but it needs to be recognized that as the city grows, so do the City services. As outlined in the [Shaping Guelph Municipal Comprehensive Review: Fiscal Impact Analysis Memo](#), Council should anticipate with each new residential unit or job created in the city in the short- to medium-term (10 to 15 years), that it will mean tax levy and rate pricing increases.

The following shows the revenue and cost implications for the addition of 1,129 new residential dwelling units and 2,750 square metres of commercial space. These are estimates only, based on current rates and assessment values. Actuals will vary.

Expenses

The City will be required to extend existing City services to these new residents and businesses at the time of occupancy. The City needs to account for the cost of providing these extended services and does so through the multi-year budget based upon forecasted estimated population growth. Each budget year, there is a review of the actual demand on services and adjustments are made through the budget confirmation process. Further, the City has or will invest in the growth-enabling capital servicing infrastructure necessary for the decision before Council. Growth-costs are not fully funded by development revenue and have an impact on the City's budget. For more information on the cost of growth and how its funded, the City's financial Growth Strategy is provided on the [budget website](#).

Revenues

Estimated Annual Property Taxes: \$3.9M to \$4.1M. This is the new tax revenue that the City can use to fund the new operating service and asset replacement costs required to serve this new population.

Estimated Development Charge impacts: Residential Development Charges \$48.1M and Non-Residential Development Charges \$860K. Development charges may be subject to a number of Provincially legislated exemptions, discounts and reductions which require property tax and utility rate contributions to subsidize lost revenues.

Estimated Community Benefit Charge: \$800K.

Estimated Parkland Dedication or Parkland Payment in Lieu: the draft plan identifies a Parkland Dedication of 0.71 hectares and 0.91 hectares is required in accordance with the City of Guelph Parkland Dedication By-law (2022) 20717, as amended by By-law (2024)-20860, By-law (2025)-21133 or any successor thereof. Park and Trail Development will accept the remaining 0.20 hectares of parkland dedication as payment in lieu of parkland. Cash-in-lieu will be required and will be assessed through a valuation acquired at the time of building permit.

The above figures are approximations only and based on the addition of 1,129 new residential dwelling units and 2,750 square metres of commercial space, and are based on current rates. The applicable development fees, exemptions, discounts, or other reductions will be determined at the time of building permit issuance.

Staff Review and Planning Analysis

The staff review and planning analysis for these applications is provided in Attachment-11 Staff Review and Planning Analysis. The analysis addresses relevant planning considerations, including land use planning issues raised by Council at the statutory public meeting. Final comments on the proposal from circulated agencies and internal City departments are included in Attachment-14 Departmental and Agency Comments. The staff review and planning analysis addresses the following:

- Evaluation of the proposal against the 2024 Provincial Planning Statement;
- Evaluation of the proposal’s conformity with the Official Plan;
- Evaluation of the proposal’s conformity with Zoning By-law (2023)-20790, including the review of the proposed Zoning By-law amendment and the review of requested site-specific zoning regulations;
- Review of the Draft Plan of Subdivision against subdivision criteria outlined in Section 51(24) of the Planning Act;
- Review of urban design and the overall site layout;
- Consideration of the applicable sections of the Community Energy Initiative (CEI) update;
- Review of supporting documents submitted in support of the applications; and,
- Review of land use planning comments and issues raised at the public meeting and all comments received from circulated agencies and members of the public.

Staff Recommendation

Planning staff are satisfied that the proposed Zoning By-law Amendment and Draft Plan of Subdivision applications are consistent with the 2024 Provincial Planning Statement. The proposed applications conform to the objectives and policies of the Official Plan and the specialized zoning regulations proposed are appropriate for the site. The Draft Plan of Subdivision application meets the subdivision criteria outlined in Section 51(24) of the Planning Act. Planning staff recommend that Council approve the Zoning By-law Amendment subject to the site-specific zoning regulations outlined in Attachment-3 Recommended Zoning, Regulations and Conditions, and approve the Draft Plan of Subdivision subject to the recommended draft plan conditions outlined in Attachment-4 Recommended Draft Plan Conditions.

Staff also recommend that no further public notice is required in accordance with Section 34(17) of the Planning Act for additional site-specific zoning regulations identified by staff as part of their review of the applications.

Consultations and Engagement

The applicant held an in-person neighbourhood information meeting on June 29, 2023, to inform the community about the proposed development and obtain feedback. A Community Engagement Report that summarizes public comments and changes made to the proposed development has been submitted with the complete Zoning By-law Amendment submission package.

A combined Notice of Complete Application and Public Meeting for the Zoning By-law Amendment application was emailed on December 12, 2024 to local boards and agencies and City service areas and hand-delivered to property owners within 120 metres of the subject lands. Notice of the Public Meeting was also advertised on the City's website and in Guelph Today on December 19, 2024. A Notice of Complete Application for a Draft Plan of Subdivision was emailed on September 11, 2025 to local boards and agencies and City service areas and mailed to property owners within 120 metres of the subject lands. A Statutory Public Meeting is no longer required for a draft plan of subdivision application as per Provincial changes made through Bill 23, which received Royal Assent on November 28, 2022. Notice of the applications has also been provided by signage on the subject lands and all supporting documents submitted with the applications have been posted on the City's website.

The Notice of Decision Meeting was emailed on April 1, 2026, to interested parties who provided comments on the applications or requested to receive further notice. The public notification summary is included in Attachment-15 Public Notification Summary.

Attachments

Attachment-1 Location Map and 120 metre Circulation

Attachment-2 Aerial Photograph

Attachment-3 Recommended Zoning, Regulations and Conditions

Attachment-4 Recommended Draft Plan Conditions

Attachment-5 Official Plan Land Use Designations and Policies

Attachment-6 Existing Zoning, Zoning By-law (2023)-20790

Attachment-7 Proposed Zoning, Zoning By-law (2023)-20790

Attachment-8 Proposed Conceptual Site Plan

Attachment-9 Proposed Building Renderings and Elevations

Attachment-10 Proposed Draft Plan of Subdivision

Attachment-11 Staff Review and Planning Analysis

Attachment-12 Commercial Function Study Peer Review Memo

Attachment-13 Community Energy Initiative Commitment

Attachment-14 Departmental and Agency Comments

Attachment-15 Public Notification Summary

Departmental Approval

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