



## COUNCIL PLANNING

115 Watson Parkway North, Guelph  
April 15, 2026  
File Nos. OZS24-015 and OZS25-014  
Owner: Guelph Watson Holdings Inc.

**TERCOT**<sup>®</sup>  
COMMUNITIES

**g** Greybrook  
Realty Partners

**CITYZEN**

# DEVELOPMENT PROPOSAL

## Project Stats

Residential GFA (Buildings) **87,548 sm**

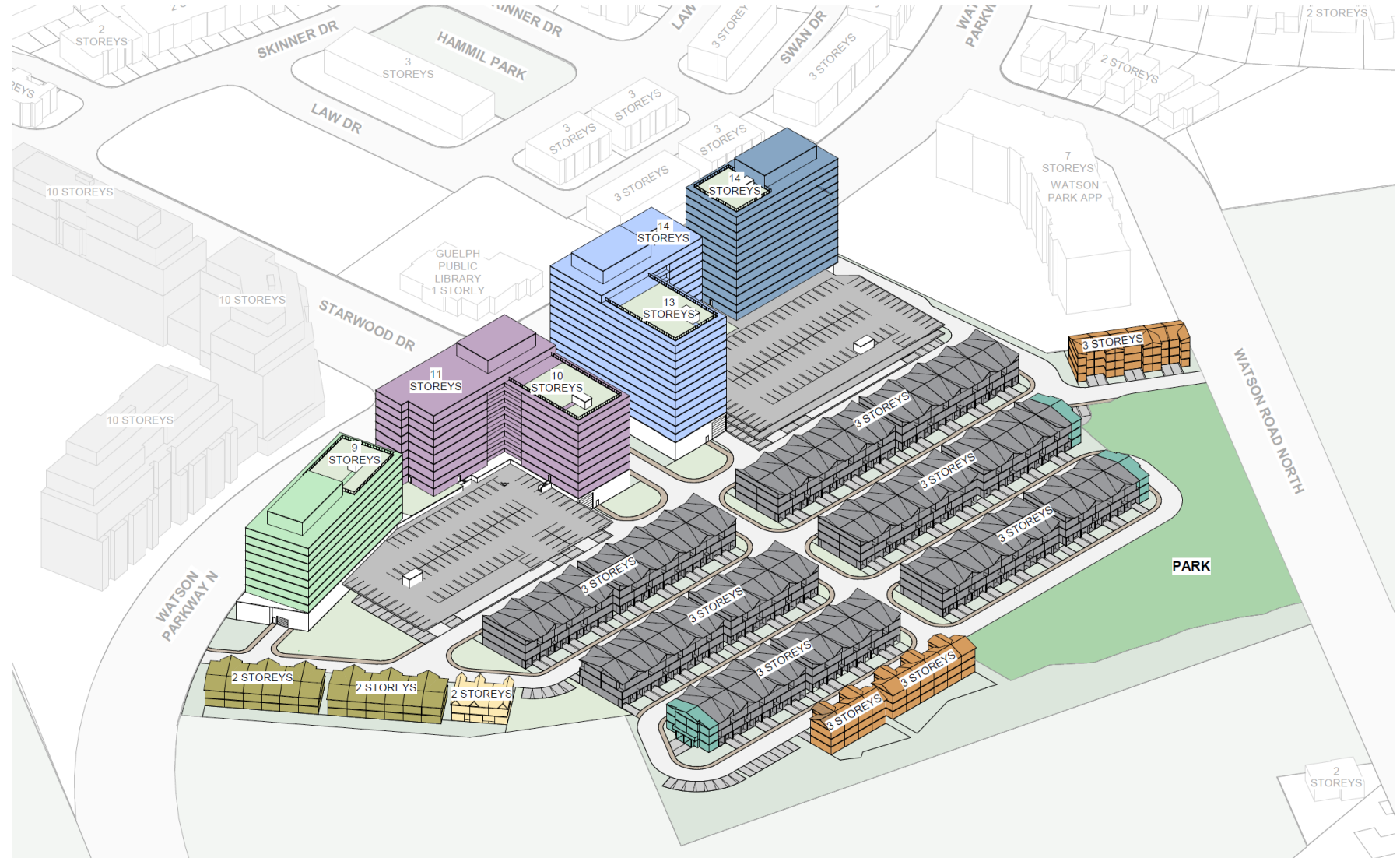
Commercial GFA **2,818 sm**

Total Apartment Units **928**

Residential Parking Ratio for Apt buildings (including visitor) **1 per unit**

Commercial Parking **43 stalls**

Total Townhomes **201**



Images are conceptual.

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## COMMUNITY BENEFITS



### PARKLAND DEDICATION

0.71 HA and Cash-in-lieu



### NATURAL HERITAGE CONSERVATION

0.35 HA



### TRAIL DESIGN

Preliminary City's trail design  
connecting Watson Rd North and  
Watson Parkway North



### COMMERCIAL SPACE

Approximately 30,000 SF  
Could accommodate a grocery  
store, drug store, etc.



### INTERSECTION IMPROVEMENTS

Signalization at Starwood Drive and  
Watson Parkway North

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VIEW FROM WATSON  
PARKWAY NORTH

Block 1



\*Images are conceptual.

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# Staff Report



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

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## 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.
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## REQUEST #1 (ZONING BY-LAW)

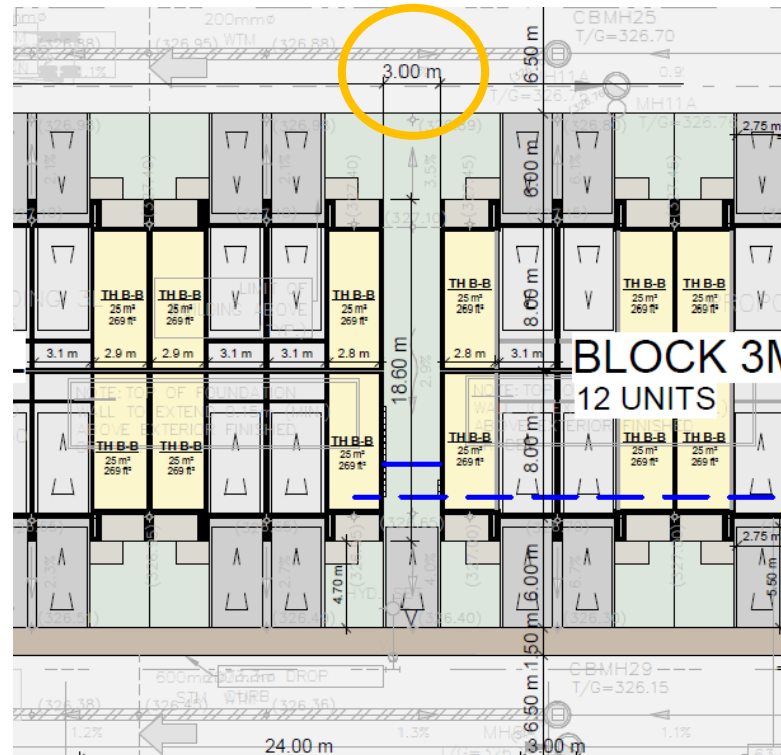
“Despite Table 7.4, the tower portion of a building may be setback a minimum of 1 metre from an interior side lot line and rear lot line when measured perpendicularly from the exterior wall of the first storey.”



Conceptual Renderings

## REQUEST #2 (ZONING BY-LAW)

“Despite additional regulation 4(a) for Tables 6.17 to 6.19, a minimum of 2.8 metres is permitted between the exterior side walls of one townhouse building to another townhouse building on exterior side walls containing opening to habitable rooms.”



# REQUEST #3 (ZONING BY-LAW)

“Despite Table 6.18, a minimum common amenity area of 4.4 square metres per dwelling unit is required for back-to-back townhouses.”



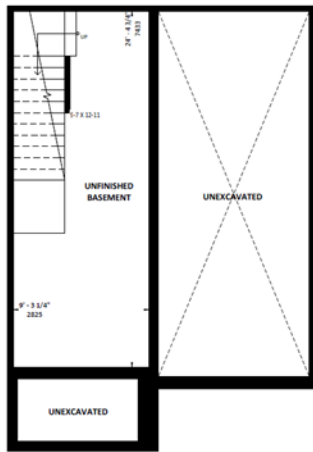
Conceptual Renderings



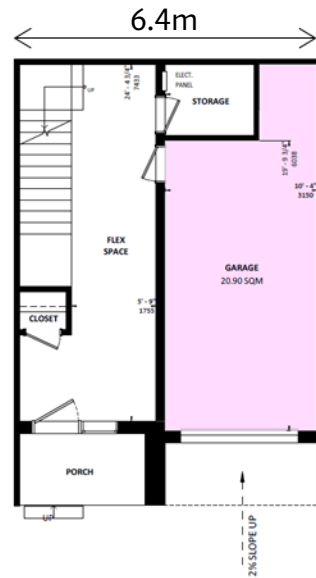


# REQUEST #6 (ZONING BY-LAW)

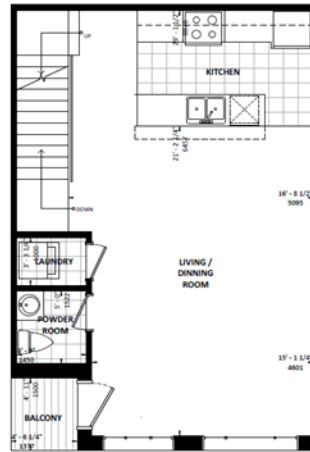
“Despite Table 6.19, B, a minimum dwelling unit width of 6.4 metres for back-to-back townhouse units is permitted.”



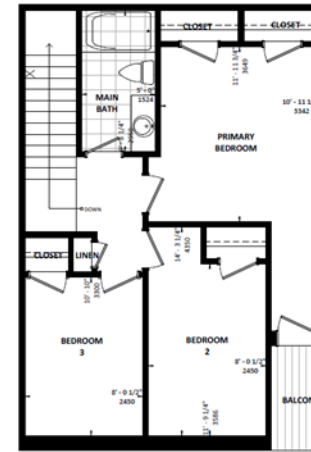
5 MIDDLE UNIT - BASEMENT  
1 : 50  
RESIDENTIAL - 263 SQ. FT.



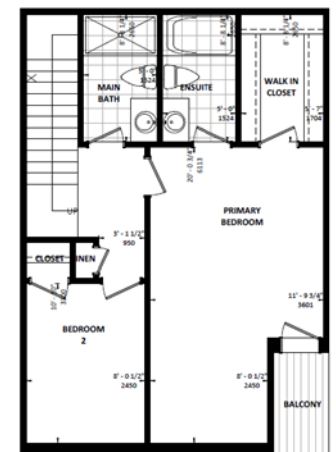
1 MIDDLE UNIT - GROUND FLOOR  
1 : 50  
RESIDENTIAL - 323 SQ. FT.



2 MIDDLE UNIT - 2ND FLOOR  
1 : 50  
RESIDENTIAL - 618 SQ. FT.



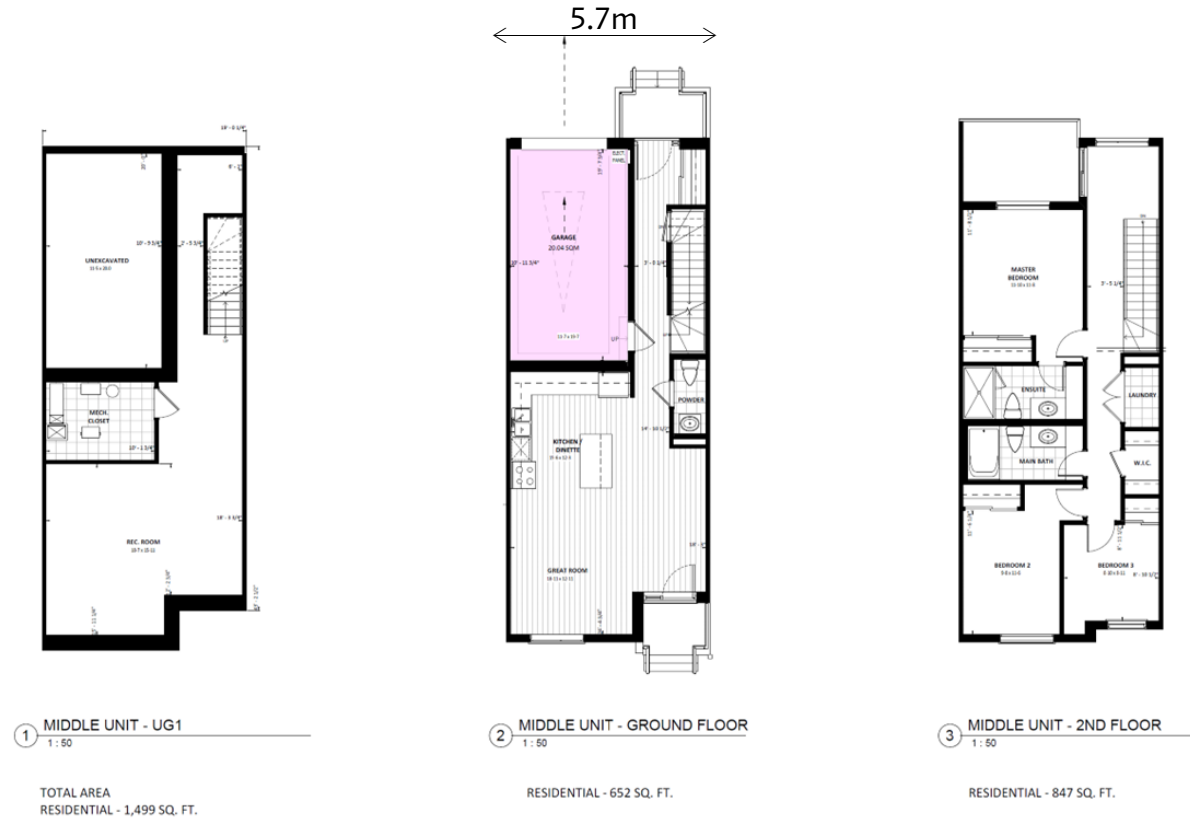
3 MIDDLE UNIT - 3RD FLOOR  
1 : 50  
RESIDENTIAL - 613 SQ. FT.



RESIDENTIAL - 613 SQ. FT.  
4 MIDDLE UNIT - 3RD FLOOR OPTION2  
1 : 50

# REQUEST #6 (ZONING BY-LAW)

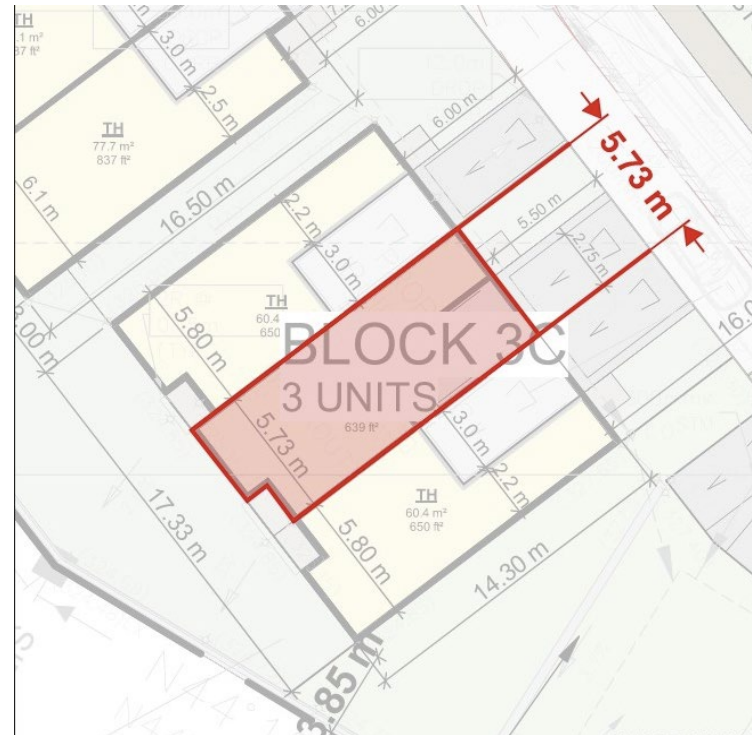
“Despite Table 6.12, C, a minimum dwelling unit width of 5.7 metres for on-street townhouse units is permitted.”



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## REQUEST #6 (ZONING BY-LAW)

“Despite Table 6.10, B, a minimum lot frontage per dwelling unit of 5.7 metres is permitted.”



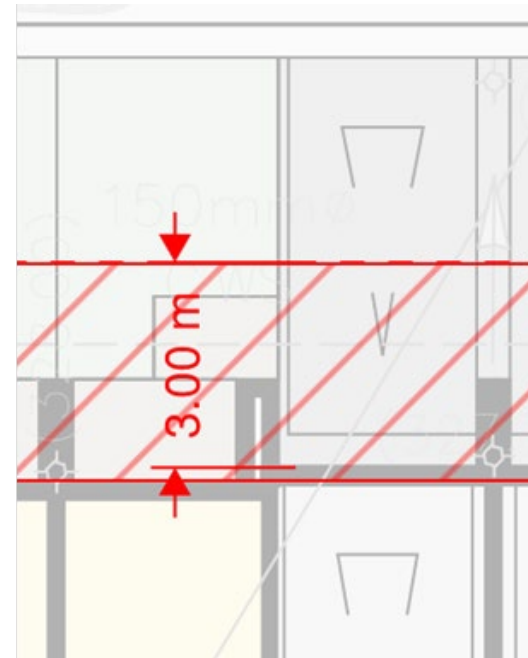


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## REQUEST #8 (ZONING BY-LAW)

For the General Provisions and Parking: "Section 5.2.2 shall not apply."

- 5.2.2 For any **cluster, stacked, back-to-back, stacked back-to-back townhouse, and apartment buildings**, the following provisions apply:
- (a) Every **parking space** for the **uses** specified in 5.2.2 shall be located in the **interior side yard** or **rear yard**, and any **parking area** or **parking space** shall be **setback** 3 metres from any **lot line**.
  - (b) Any surface **driveway** or surface **parking area** shall be **setback** 3 metres from a



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## REQUEST #9 (DRAFT PLAN CONDITIONS)

“Prior to ~~registration of the plan~~ issuance of building permit, the Developer shall provide Payment in-lieu of Parkland Conveyance for the balance of the development, in accordance with the City of Guelph Official Plan Policies.”

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## REQUEST #10 (SITE PLAN CONDITIONS)

“That, based on additional discussions with the City prior to site plan approval or prior to Draft Plan of Subdivision approval, the Owner/Developer shall enter into a road occupancy agreement with the City that identifies the extent of the Owner/Developer’s responsibility to pay for the following:...”

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# History of Intersection Improvement Discussion

## 144 Watson Road North

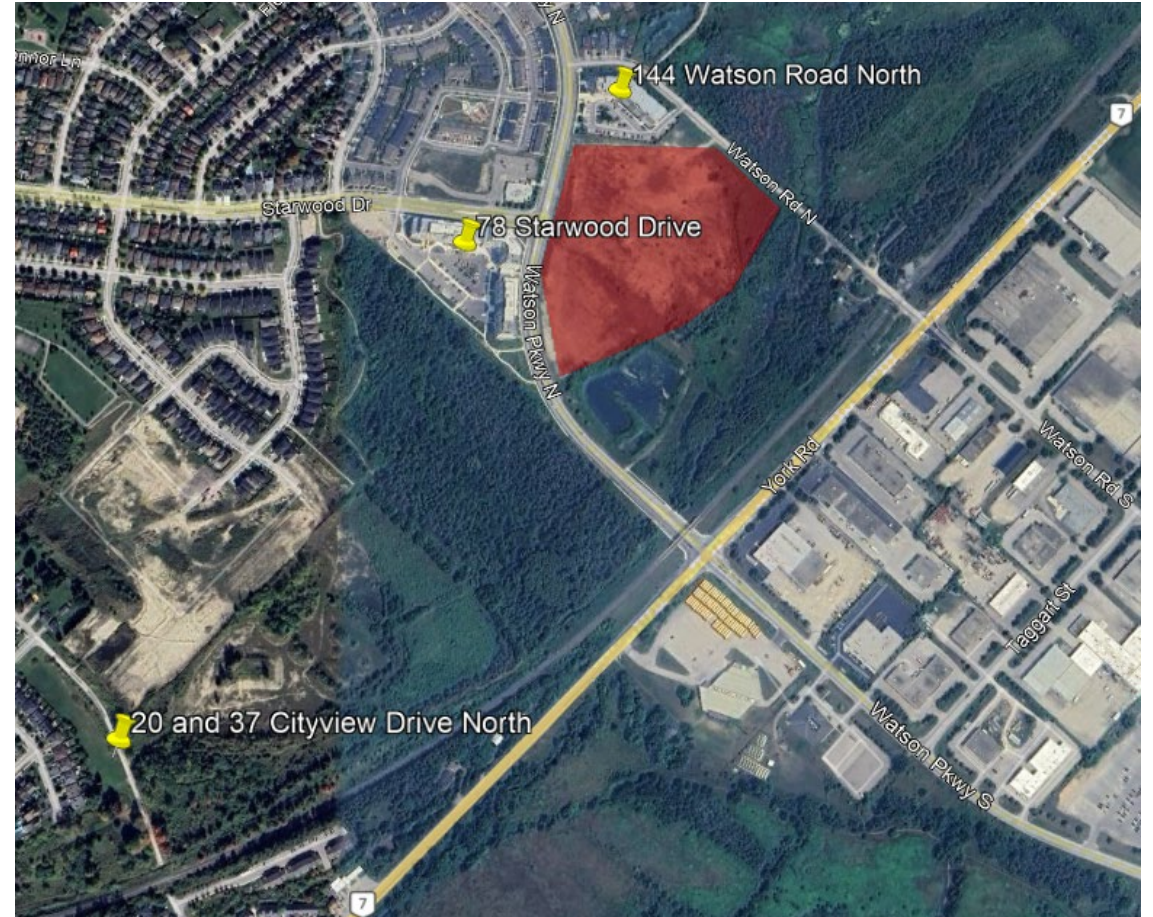
- TIS Completed 2013 by LMM
- Starwood Drive/Watson Parkway North analyzed as signalized due to warrants

## 78 Starwood Drive

- TIS Completed 2013 by R.J. Burnside
- Starwood Drive/Watson Parkway North analyzed as signalized
- Noted that the intersection was forecasted to have long delays in 2014 after 78 Starwood Drive Development was included

## 20 and 37 Cityview Drive North

- TIS Completed 2014 by Paradigm
- Starwood Drive/Watson Parkway North analyzed as signalized due to warrants



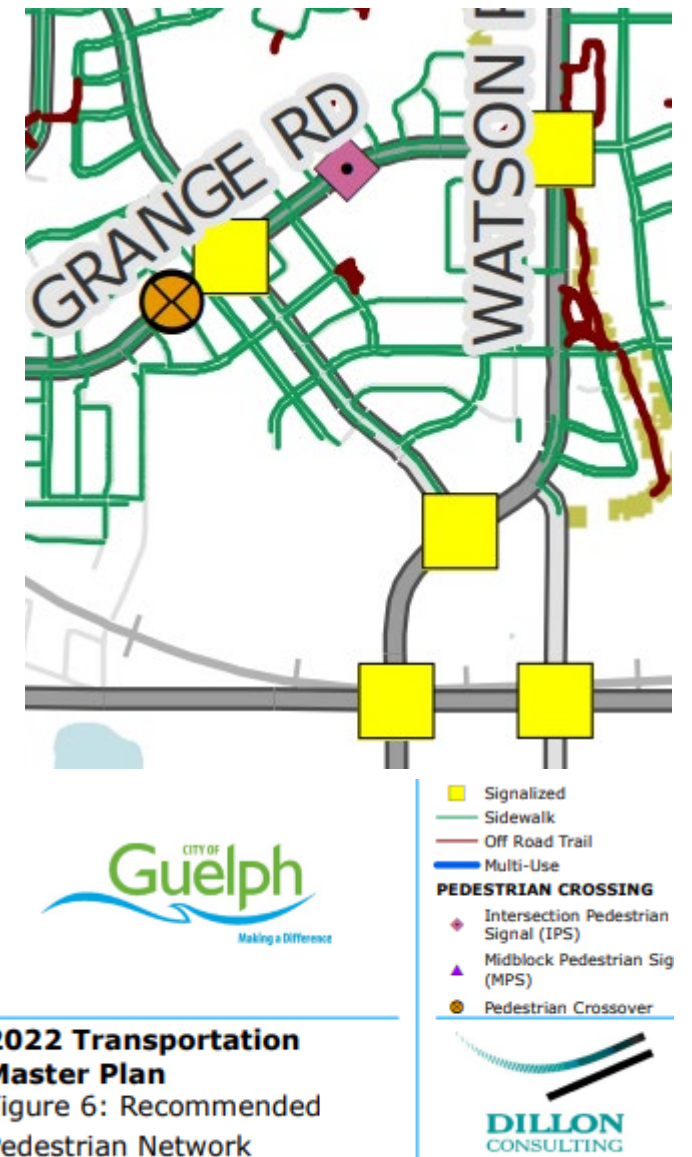
# City of Guelph Future Roadway Improvements

2022: Transportation Master Plan shows Starwood Drive/Watson Parkway North as recommended to be signalized

- Figure 6 (shown on the right)

2023: Development Charges Background Study – Consolidated Report

2024: Guelph Official Plan identifies Starwood Drive/Watson Parkway North for intersection improvements



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# Future Background Traffic Analysis Results

## Watson Parkway North Starwood Drive Intersection

<b>Performance Metric</b>	<b>Forecasted Background Traffic Analysis without Intersection Improvements (Unsignalized)</b>	<b>Forecasted Background Traffic Analysis with Intersection Improvements (Signalized)</b>	<b>Forecasted Total Traffic Analysis with Intersection Improvements (Signalized)</b>
Level of Service	F	B	C
Control Delay (s)	766.8	13.1	28.1

High Delay expected in Future Background Scenario without Improvement

- Due to Left turning vehicles from Starwood onto Watson Parkway North
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# Signal Warrants – Future Background Conditions

Justification	Description	Compliance		
		Sectional		Entire Percentage
		Numerical	Percentage	
Minimum Vehicular Volume	A. Vehicle Volume, All Approaches (Avg. Hour)	843	117.1%	99.2%
	B. Vehicle Volume, Along Minor Streets (Avg. Hour)	253	99.2%	

Justification 7 Warrants used from OTM Book 12

Background traffic effectively meets signal warrant

OTM notes that signals may be implemented to help address delay or safety concerns

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# Intersection Traffic Sources

Traffic Source	Starwood Drive/Watson Parkway North Intersection ( % of total volume )
115 Watson Parkway North Development	19%
North of the Railway Track Area*	9%
York Elizabeth Land Use Study Area	6%
Background Traffic Growth	66%

Total volume at Starwood Drive/Watson Parkway North Intersection is made up of a variety of sources

Majority of volume is the projected traffic growth at this intersection

\* Area includes 78 Starwood Drive, 144 Watson Road North and 20 and 37 Cityview Drive North Developments

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THANK YOU



Questions, Feedback, Comments?