



Zelinka Priamo Ltd.

LAND USE PLANNERS

November 20, 2025

Planning and Building Services
City of Guelph
1 Carden Street
Guelph, ON
N1H 3A1

Attention: Lindsay Sulatycki, Senior Development Planner

Re: Formal Resubmission
Application for Zoning By-law Amendment (OZS24-015)
Application for Draft Plan of Subdivision (OZS25-014)
Proposed Mixed-use Development
Guelph Watson Holdings Inc.
115 Watson Parkway North
Guelph, ON

Our File: TCT/GPH/22-04 and TCT/GPH/25-01

With regard to the above-noted applications for Zoning By-law Amendment and Draft Plan of Subdivision, on behalf of Guelph Watson Holdings Inc. ("GWHI"), Zelinka Priamo Ltd. is pleased to submit revised plans and materials that were prepared to address the Zoning By-law Amendment Application – Second Formal Submission (July 29, 2025) and Draft Plan of Subdivision Application – First Formal Submission (August 14, 2025) City and Agency Comments dated October 22, 2025 as in the enclosed response to comments.

BACKGROUND

The subject lands known municipally as 115 Watson Parkway North are approximately 6.44 ha and are currently vacant. The southerly boundary of the site is adjacent to the Clythe Creek Stream and natural heritage area, as well as an existing stormwater management pond.

The subject lands are predominantly designated Commercial Mixed-Use Centre with small areas designated Significant Natural Areas and Natural Areas as per Schedule 2 of the Official Plan. The subject lands are zoned Community Mixed-Use Centre [CMUC-9(PA)(H10)(H12)] and Natural Heritage System (NHS) by Zoning By-law (2023)-20790, which is under site specific appeal. A portion of the subject lands along Watson Road North is shown as Floodplain (FL) Overlay.

On October 25, 2024, Zelinka Priamo Ltd. submitted a Zoning By-law Amendment application to permit a mixed-use development on the subject lands, inclusive of a range of housing types and commercial space. A Public Meeting was held on January 21, 2025 and Consolidated Staff and Agency Comments dated February 24, 2025 were provided. A Second Formal Submission was made on July 29, 2025 and Consolidated City and Agency Comments dated October 22, 2025 were provided.

On August 13, 2025, Zelinka Priamo Ltd. submitted a Draft Plan of Subdivision application associated with a proposed mixed-use development on the subject lands, inclusive of a range of

housing types and commercial space. Consolidated City and Agency Comments dated October 22, 2025 were provided.

Now in receipt of comments from Staff and Agencies, members of the public and City Council, Zelinka Priamo Ltd. provides this comprehensive resubmission package to address comments with revised materials.

REVISED MATERIALS

The proposal is to develop the subject lands with a mixed-use development comprising approximately 1,129 dwelling units, inclusive of a range of housing types. Approximately 2,818 sq. m (30,335 sq. ft.) of commercial gross floor area ("GFA") is proposed at-grade fronting onto Watson Parkway North. The proposed development provides a net residential density of approximately 209 units, which falls within the minimum to maximum range of 100 to 250 units per hectare for freestanding residential and residential within mixed-used buildings within Strategic Growth Areas under the City of Guelph Official Plan.

Four residential buildings are proposed atop two building podiums fronting directly along Watson Parkway North (Buildings A-D on the enclosed Site Plan). The buildings are proposed to range in height from 9 to 14 storeys, with commercial space occupying portions of the ground floors. Primary entrances to the residential and commercial uses within the mixed-use buildings are proposed to be generally oriented toward and directly accessible from Watson Parkway North.

Approximately 0.71 ha of the subject lands is proposed to be conveyed to the City for parkland (with the remaining parkland dedication provided as cash-in-lieu) and a further 0.35 will be conveyed for conservation purposes, for a total of approximately 1.06 ha, whereby the resulting net lot area will be approximately 5.40 ha based upon the definition under Zoning By-law (2023)-20790.

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 where there is sufficient length. Sufficient indoor and outdoor bicycle parking is proposed for all uses in accordance with Zoning By-law (2023)-20790, as amended.

In addition to the proposed outdoor amenity spaces and public park, a connection to the municipal trail network along the perimeter of the park and NHS is proposed to expand the range of recreation and active transportation opportunities for existing and future residents in the area.

In response to the Consolidated Staff and Agency Comments, revisions have been made to the submission materials for the proposed development, including:

- For the architectural package, on the applicable plans, the gap in the trail within the park beside Block 3K was addressed and the trail was relabeled from “MUT” to “tertiary trail”;
- The Rear Yards Area Plan prepared by Turner Fleischer Architects Inc. illustrates that the total area of the rear yards for the proposed on-street townhouses (Blocks 3P and 3Q) are not materially reduced from the Zoning By-law regulation requirement;
- Blocks 1 and 2 of the Draft Plan of Subdivision have been updated to “Commercial Mixed Use Centre”;
- The Memo Re: Servicing and Ontario Building Code Watson Parkway Development Guelph, prepared by Robson Carpenter LLP dated November 17, 2025 was prepared to address site servicing and stormwater management comments for the proposed Draft Plan of Subdivision;
- An Interim Servicing Solution to Watson Rd, prepared by MTE, dated November 20, 2025 was prepared to address site servicing comments related to the storm sewer within the boulevard and ditch along Watson Road;
- A Transportation Memo prepared by Crozier, dated November 11, 2025, including Sightline Figures, Signal Warrant Sheets and Vehicular Maneuvering Analysis along with Synchro files was prepared to address the Transportation and Traffic, Transportation Services Staff comments;
- A Parking Structures Vertical Clearance Plan was prepared by Turner Fleischer Architects Inc. in order to address the Transportation and Traffic, Transportation Services Staff comments for the proposed parking structure related to meeting the required vertical clearance at the accessible parking spaces and along the vehicle access and egress routes; and
- The Zoning Regulation Review Chart and the associated list below of requested site-specific zoning standards for the CMUC-9(PA) zone were updated to address the minimum distance from the street line to the rear of the front wall of the main building for the back-to-back townhouse end units;

PROPOSED ZONING BY-LAW AMENDMENT

The proposed ZBA seeks to modify the provisions of the CMUC-9(PA) zone, as adopted by Council on April 18, 2023 (under appeal as it pertains to the subject lands), implement the boundary of the Natural Heritage System, adjust the Floodplain (FL) Overlay along the entire Watson Road North Frontage, zone the public park as Neighbourhood Park (NP) and remove the H10 and H12 Holding Provisions.

This cover letter has been prepared to identify the revised materials included within the resubmission and highlight key changes to the application. The Response to the ZBA and DPOS Submission Comments document addresses specific feedback from Staff and Agencies and summarises the revisions made to the proposal and supporting materials.

An updated Zoning Compliance Chart is provided with the resubmission, while the updated list of requested site-specific zoning standards for the CMUC-9(PA) zone, which would replace the current regulations under Section 18.8.9, is as follows:

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 2 metres for the mixed-use buildings, whereas Table 7.3, Row A requires a minimum of 3 metres;
- To permit a minimum interior side yard of 1 metre for the mixed-use buildings, whereas Table 7.3, Row B requires a minimum of 3 metres;
- To allow for a minimum rear yard of 0 metres, whereas Table 7.3, Row C requires a minimum rear yard of 7.5 m;
- To permit a buffer strip of 0 metres along the rear property line and 1 metre along the interior side lot line, whereas Table 7.3, Row D requires a minimum buffer strip of 3 metres;
- To permit a minimum landscaped open space of 15 percent of the lot area, where 30% 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 percent 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 percent 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 percent; and

- To permit a minimum of 50 percent 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 percent.

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 3 metres for all portions of the building above the 6th 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 1 active entrance to the first storey along facades facing Watson Parkway North, whereas Table 7.4 requires 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 2nd storey, whereas Table 7.4, Row A requires the tower portion of the building which is the portion of a building above the 6th storey to be setback a minimum of 25 m from any portion of another tower measured perpendicularly from the exterior wall of the 6th storey;
- To allow the tower portion of a building to be setback a minimum of 1 metres from an interior side lot line and rear lot line measured perpendicularly from the exterior wall of the 2nd 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 6th 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, 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 multiunit 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% lot frontage, whereas Table 5.9, Row 3 requires a maximum width of 50% 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 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 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 percent, whereas Table 6.18, Row E, permits a maximum lot coverage of 40 percent;
- To permit a minimum landscaped open space area of 9 percent of the lot area per unit, whereas Table 6.18, Row E requires a minimum of 40 percent of the lot area to be landscaped open space;
- To allow for a minimum lot area per dwelling unit of 120 square metres, 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 5.4 metres, whereas Table 6.10, Row B, requires a minimum of 6 metres;
- To permit a minimum front yard setback of 2.9 metres, whereas Table 6.11, Row A requires a minimum of 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%, where 30% 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.

The site-specific development standards are expected to be confirmed (including permitted encroachments) and refined subject to a review of the application by Staff through the approvals process.

The conclusions of the Planning Justification Report dated October 25, 2024 prepared by Zelinka Priamo Ltd. are still relevant, whereby in our opinion the proposed Zoning By-law Amendment is consistent with the 2024 Provincial Planning Statement, conforms to the applicable municipal land use planning policies, and represents good land use planning.

REVISED DRAFT PLAN OF SUBDIVISION

The revised Draft Plan of Subdivision has a total of five 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 2,818.1 sq. m of commercial gross floor area; Multiple Residential Block 3, providing for a total of 201 back-to-back and street townhome units; Block 4 for the Natural Heritage System lands that will be dedicated to the City of Guelph; and Block 5 for the proposed Park that will be dedicated to the City (see Figure 1). No new public roads are proposed as the mixed-use development is proposed with private roads, with three driveway accesses to Watson Parkway North and one driveway access to Watson Road North. Under the ZBA application, Blocks 1 to 3 are proposed to be zoned 'Community Mixed-Use Commercial with Site-Specific Provision' (CMUC-9 (PA)), Block 4 is proposed to be zoned 'Natural Heritage System' (NHS) and Block 5 is proposed to be zoned 'Neighbourhood Park' (NP), along with the removal of the 'Floodplain' (FL) Overlay from the Blocks 3, 4 and 5.

| Figure 1: Proposed Land Use | | | | | | |
|------------------------------------|--------------|--------------|-------------------------------|---|------------------------------------|------------------|
| Land Use | Block | Units | Commercial GFA (Sq. m) | Official Plan Designation (Schedule 2) | Proposed Zoning (OZS24-015) | Area (ha) |
| Commercial Mixed Use Centre | 1 | 421 | 959.7 | Commercial Mixed-Use Centre | CMUC-9 (PA) | 1.009 |
| Commercial Mixed Use Centre | 2 | 507 | 1,858.4 | Commercial Mixed-Use Centre | CMUC-9 (PA) | 0.954 |
| Multiple Residential (Townhomes) | 3 | 201 | N/A | Commercial Mixed-Use Centre | CMUC-9 (PA) | 3.433 |
| Natural Heritage System | 4 | N/A | N/A | Significant Natural Areas and Natural Areas | NHS | 0.347 |
| Park | 5 | N/A | N/A | Commercial Mixed- | NP | 0.706 |

| | | | | | | |
|-------|-----|-------|---------|------------|-----|-------|
| | | | | Use Centre | | |
| Total | N/A | 1,129 | 2,818.1 | N/A | N/A | 6.449 |

As for easements, the intention is for:

- The private roadway on Block 3 to be subject to access easements in favour of Blocks 1 and 2; and
- The private roadway on Block 2 would be subject to access easements in favour of Blocks 1, and 3.

As for services:

- A water line, exclusive to the use of Block 3, would run from Watson Parkway. This water line would not be shared with either of Blocks 1 or 2;
- The sanitary sewer servicing Block 3 would likely be established in roughly the same area as the water line; and
- Blocks 1 and 2 will have their own water and sanitary connections to municipal mains.

A clean water system will collect runoff from rooftops in Blocks 1 and 2 to on-site infiltration galleries in Blocks 2 and 3. The infiltration galleries will overflow to the storm sewer system, which will outlet to the wetland in the NHS Block 4.

Coupled with the access easements as described above, would be a cost-sharing/shared facilities agreement entered into to bind the owners of Blocks 1 to 3. This cost-sharing/shared facilities agreement would require the owners of Blocks 1 to 3 to share the costs of the maintenance, repair, and replacement of the roads and services shared amongst the properties. The Block 3 cost contribution obligations would likely be phased in as townhomes are constructed.

The conclusions of the Planning Justification Report dated October 25, 2024 prepared by Zelinka Priamo Ltd. and the Policy Analysis in the Draft Plan of Subdivision application cover letter dated August 13, 2025 are relevant for the proposed Draft Plan of Subdivision associated with the proposed mixed-use development that is subject to the ZBA application (OZS24-015). In our opinion the proposed Draft Plan of Subdivision is consistent with the applicable land use policies of the *Planning Act* and the 2024 Provincial Policy Statement, conforms to the applicable municipal land use planning policies including the City of Guelph Official Plan, and represents good land use planning.

SUBMISSION PACKAGE

Please find the following materials enclosed with this digital submission:

- Consolidated Staff and Agency Comments dated October 22, 2025;
- Response to ZBA Submission Comments (October 22, 2025) Matrix, dated November 20, 2025;
- Draft Plan of Subdivision dated November 12, 2025 prepared by Schaeffer Dzaldov Purcell Ltd.;
- Architectural Drawings, Statistics and Elevations (Plans RZ001 to RZ801) prepared by Turner Fleischer Architects Inc., dated July 14, 2025;
- Building Sections, prepared by Turner Fleischer Architects Inc.;

- Rear Yards Area Plan prepared by Turner Fleischer Architects Inc.;
- Zoning Regulation Review Chart, dated November 20, 2025;
- Interim Servicing Solution to Watson Rd, prepared by MTE, dated November 20, 2025;
- MTE Correspondence with GRCA: Letter Re: Response to Zoning By-Law Amendment Application OZS24-015 Comments 115 Watson Parkway North, City of Guelph, from MTE, dated February 12, 2025;
- Memo Re: Servicing and Ontario Building Code Watson Parkway Development Guelph, prepared by Robson Carpenter LLP, dated November 17, 2025;
- Article 1 Parking and Motor Vehicles, prepared by Robson Carpenter LLP, dated November 20, 2025; and
- Transportation Memo prepared by Crozier, dated November 11, 2025, including Sightline Figures, Signal Warrant Sheets and Vehicular Maneuvering Analysis along with Synchro files.

The following materials that were provided with the previous submission for Zoning By-law Amendment and Draft Plan of Subdivision and have not required any revisions to address comments are provided for reference as part of the digital submission:

- Parcel Registers for PIN 71493-1824 and PIN 71493-3060;
- Planning Justification Report prepared by Zelinka Priamo Ltd., dated October 25, 2024;
- Arborist Report - Tree Inventory and Preservation Plan prepared by North-South Environmental, dated July 22, 2025;
- A Facility Fit Plan of the park block, prepared by The MBTW Group and dated August 13, 2025;
- A Landscape Master Concept Plan showing property demarcation in accordance with the City of Guelph Property demarcation Policy between private property and the municipal park, open space, and NHS land, prepared by The MBTW Group and dated July 17, 2025;
- Commercial Function Study prepared by urbanMetrics, dated October 17, 2023;
- Peer Review Commercial Function Study dated August 2, 2023 prepared by Watson & Associates;
- Technical Memorandum “Re: Peer Review of Commercial Function Study for 115 Watson Parkway North Guelph – Revised Study and Development Concept” dated March 5, 2024 prepared by Watson & Associates;
- Townhouse Unit Plans prepared by Turner Fleischer Architects Inc., dated June 18, 2024;
- Revised Scoped Environmental Impact Study prepared by North-South Environmental Inc., dated October 1, 2024;
- NSE Response to Consolidated Staff and Agency Comments dated February 24th, 2025 prepared by North-South Environmental Inc., dated July 17, 2025;
- Engineering Plans prepared by MTE as follows:
 - Existing Conditions Plan (EX-1) dated July 18, 2025;
 - Key Plan (C2.0) dated July 18, 2025;
 - Functional Site Grading and Erosion & Sediment Control Plan 1 (GP-1) dated July 18, 2025;
 - Functional Site Grading and Erosion & Sediment Control Plan 2 (GP-2) dated July 18, 2025;

- Functional Site Grading and Erosion & Sediment Control Plan 3 (GP-3) dated July 18, 2025;
- Functional Site Grading and Erosion & Sediment Control Plan 4 (GP-4) dated July 18, 2025;
- Functional Site Servicing Plan 1 (SSP-1) dated July 18, 2025;
- Functional Site Servicing Plan 2 (SSP-2) dated July 18, 2025;
- Functional Site Servicing Plan 3 (SSP-3) dated July 18, 2025; and
- Functional Site Servicing Plan 4 (SSP-4) dated July 18, 2025;
- Functional Servicing and Stormwater Management Report prepared by MTE, Revised dated July 18, 2025;
- Hydrogeological Investigation Report, prepared by Palmer Environmental, dated July 11, 2025;
- Noise and Vibration Feasibility Study – Addendum prepared by GHD Limited, dated July 15, 2025;
- Shadow Study prepared by Turner Fleischer Architects Inc., dated July 2, 2025;
- Completed Section 59 Applicable Policy Review, dated September 3, 2024, with updated plans;
- Conceptual Design for the Watson Parkway North and Starwood Drive Intersection prepared by Crozier, Revision 2 dated July 15, 2025;
- Community Engagement Report prepared by LURA Consulting, dated July 2023;
- Geotechnical Report prepared by Toronto Inspection Ltd., dated January 12, 2017;
- Geotechnical Report prepared by Toronto Inspection Ltd., dated October 17, 2024;
- Draft Phase I Environmental Site Assessment prepared by Toronto Inspection Ltd. for previous landowner, dated February 21, 2017;
- Phase I Environmental Site Assessment Update prepared by Toronto Inspection Ltd., dated April 18, 2022;
- Reliance Letter dated July 2, 2025 prepared by Toronto Inspection Ltd.;
- Soil Report, prepared by Maxxam, dated January 17, 2017;
- Salt Management Plan prepared by Guelph Watson Holdings Inc., dated September 12, 2024;
- Pedestrian Level Wind Study Addendum prepared by Gradient Wind, dated October 1, 2024;
- Plan of Survey;
- Stage 1 Archaeological Report prepared by Stantec for previous landowner, dated May 1, 2018, including Entry into Register dated June 1, 2018;
- Transportation Impact Study prepared by C.F. Crozier & Associates Inc., Updated July 2025, including Vehicular Maneuvering Analysis;
- Urban Design Brief prepared by The MBTW Group, dated July 2025; and
- Waste Survey Report, dated July 21, 2025.

We trust that the enclosed information is satisfactory. Should you have any questions, or require further information, please do not hesitate to contact the undersigned.

Yours very truly,

ZELINKA PRIAMO LTD.



Jonathan Rodger, MScPI, RPP, MCIP
Principal Planner

cc. Guelph Watson Holdings Inc. (via email)