

Planning Justification Report

October 25, 2024

115 Watson Parkway North
Guelph, ON



Zelinka Priamo Ltd.

LAND USE PLANNERS

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1.0 INTRODUCTION

1.1 BACKGROUND

On behalf of Guelph Watson Holdings Inc. (“GWHI”), Zelinka Priamo Ltd. has made an application to the City of Guelph to amend its Zoning By-law to permit a mixed-use residential and commercial development on the lands municipally known as 115 Watson Parkway North (the “subject lands”).

The purpose of this Report is to provide details and analysis of the proposed Amendment within the context of the applicable land use policies and regulations, including the:

- Provincial Planning Statement, 2024;
- City of Guelph Official Plan; and
- City of Guelph Zoning By-law (2023)-20790.

1.2 DESCRIPTION OF THE SUBJECT LANDS

The subject lands are irregular in shape and are approximately 6.44 ha (15.93 ac) in size, with approximately 324.8 m of frontage along Watson Parkway North (see Figure 1). The property is near the eastern extent of the City of Guelph, bound by Watson Parkway North to the north/west; Watson Road North to the east; and Clythe Creek to the south. The Clythe Creek lands and steep topography separate the subject lands from York Road towards the south.

Figure 1: Aerial view of the subject lands



1.3 SURROUNDING CONTEXT

The subject lands are located within the Grange Hill East neighbourhood. On the north side of Watson Parkway North, the neighbourhood is largely characterized by low-density suburban development, with supportive local commercial and public services including a library (see Figure 2). The lands south of York Road are comprised of commercial and industrial uses.

Figure 2: Land Uses Within 500 metres



Directly abutting the subject lands to the north is an existing 7-storey residential building at 144 Watson Road North (see Figure 3). A multi-unit development is nearing completion at the southwest corner of Starwood and Watson, which will achieve a maximum height of 10 storeys with indoor/outdoor amenity on the 11th storey (see Figure 4). Full occupancy is expected by the end of 2024.

Figure 3: 7-storey development at 144 Watson Road North, facing east (June 2023)



Figure 4: View of under-construction development at Watson Pkwy North and Starwood Dr



The subject lands are within walking distance to several existing Guelph Transit bus services (see Figure 5), being:

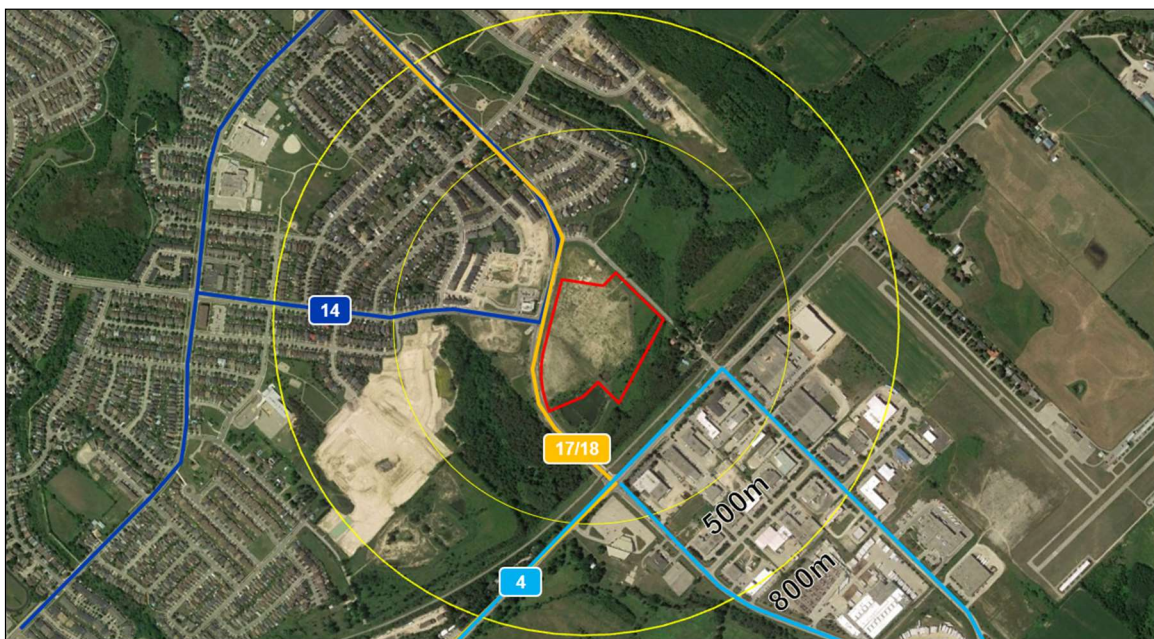
- Route 14, connecting the Grange Hill East neighbourhood west along Grange Road and Elizabeth Street to the downtown and Guelph Central Station;

- Routes 17/18, providing bi-directional loop service which generally follows the perimeter of the City; and
- Route 4, which connects the industrial/commercial lands south of the subject lands along York Road to Guelph Central Station.

Convenient transit access to Guelph Central Station (approx. 15 minute connection via Route 4 or 14) provides riders with transfer connections to other local and regional transit services, including GO Transit bus and rail services to Toronto, Mississauga, Waterloo, and Hamilton.

Planned transportation network improvements as identified in the 2022 Transportation Master Plan as confirmed by Engineering and Transportation Services Staff include that Watson Parkway North is on the Spine Cycling Network. Construction of protected cycling facilities on Watson Parkway North (from Couling Crescent to York Road) are anticipated within the next 5 to 8 years (identified as a capital project in the TMP).

Figure 5: Existing Guelph Transit routes within 500-800 metres



1.4 PRE-CONSULTATION

A Pre-Consultation Meeting was held on May 25, 2022 for the proposed development of the subject lands, at which Staff and agency comments were shared, and a list of submission requirements later provided.

A Pre-Submission Application was submitted in November 2023 for a comprehensive review by City Staff and the GRCA. A formal response to comments is provided as part of this submission. In response to the Pre-Submission comments, changes have been made to the proposed development as noted below.

Parkland Dedication

The initial concept plan submitted as part of the May 2022 Pre-Consultation package did not include any on-site public parkland given that a park was not envisioned for the subject lands in the policies/guidelines for the property reviewed at the time. Following the initial Pre-Consultation feedback from City Staff, a 0.45 ha public park was incorporated into the development concept site plan along the Watson Road North frontage at the City's request, which would create opportunities for gathering spaces within the community.

Following the Pre-Submission Application, City Staff requested that the parkland dedication area be increased to enhance possible programming of the public park. Through further analysis with the engineer and landscape architect, the parkland has increased to 0.68 ha from 0.45 ha. Increasing the area of the public park will ensure that it can be programable with spaces such as playgrounds/park shelters and pedestrian paths, which have been identified in the Parks and Recreation Master plan and needs assessment (2023). A fit facility plan can be provided as part of the Site Plan Approval application to demonstrate functional space.

Amenity Space Requirement

As part of the Pre-Submission Site Concept Plan, common amenity areas were located throughout the subject lands in locations deemed appropriate by the design team. After careful consideration of Staff's comments, common amenity areas were revised and optimized to ensure that these areas can be functional. To achieve this, grading, wind, and noise conditions were considered. Furthermore, the amenity spaces being provided are complemented by the increased size of the public park, which is intended to be accessible to future residents on the site and in the surrounding area. There are private amenity areas proposed for the development, including balconies and backyards that are calculated separately under By-law No. (2023)-20790, which serve the same purpose of being gathering areas for residents' enjoyment.

Parking Requirements

The Pre-Submission Site Concept Plan proposed a rate of 1 parking space per apartment unit plus 0.10 parking spaces for visitor's parking for the buildings in Blocks 1 and 2; and two parking spaces per Townhome unit plus 0.20 for visitor's parking per Townhome unit in Block 3. With this latest Site Concept Plan, further assessment of the underground parking was undertaken and given the groundwater constraints, the parking structure has been revised to one level of underground and two levels above-grade, which are proposed to be located at the rear of the mixed-use buildings. The new minimum parking ratio proposed is 0.9 per apartment unit and 0.10 for visitor's parking in addition to 1.5 stalls per 100 sq. m of commercial area. Based upon the comments received, Staff have identified the subject lands are well-suited for Transportation Demand Measures due to the location adjacent to the planned pedestrian priority network, the cycling spine network and the existing and planned transportation network., while in general lowered parking requirements reflect a policy shift towards a more sustainable, less car dependent development.

Planned City of Guelph Trail

The Pre-Submission Site Concept Plan identified that a trail was contemplated in the Guelph Trail Master Plan on the adjacent City-owned property to the south of the subject lands. Following Staff's comments, the Zoning By-law Amendment application submission provides the preliminary trail design for a connection from Watson Road North to Watson Parkway North. The trail will have direct access to the public park in the proposed development, adding to the connectivity of the public realm in the neighbourhood. The alignment and location of the trail has been assessed by the engineers, landscape architects and environmental consultants to ensure its viability.

Commercial space

As outlined in the Community Engagement Report prepared by LURA Consulting, dated July 2023, following community feedback, including at the June 29, 2023, Neighbourhood Meeting, the proposed commercial space within the proposed mixed use buildings located in Blocks 1 and 2 was increased to approximately 2,818 sq. m (30,334 sq. ft.) from approximately 1,486 sq. m (16,000 sq. ft.) in order to facilitate opportunities for commercial

uses, including larger retailers and commercial tenants. Guelph Watson Holdings Inc. are undertaking preliminary conversations with interested potential tenants.

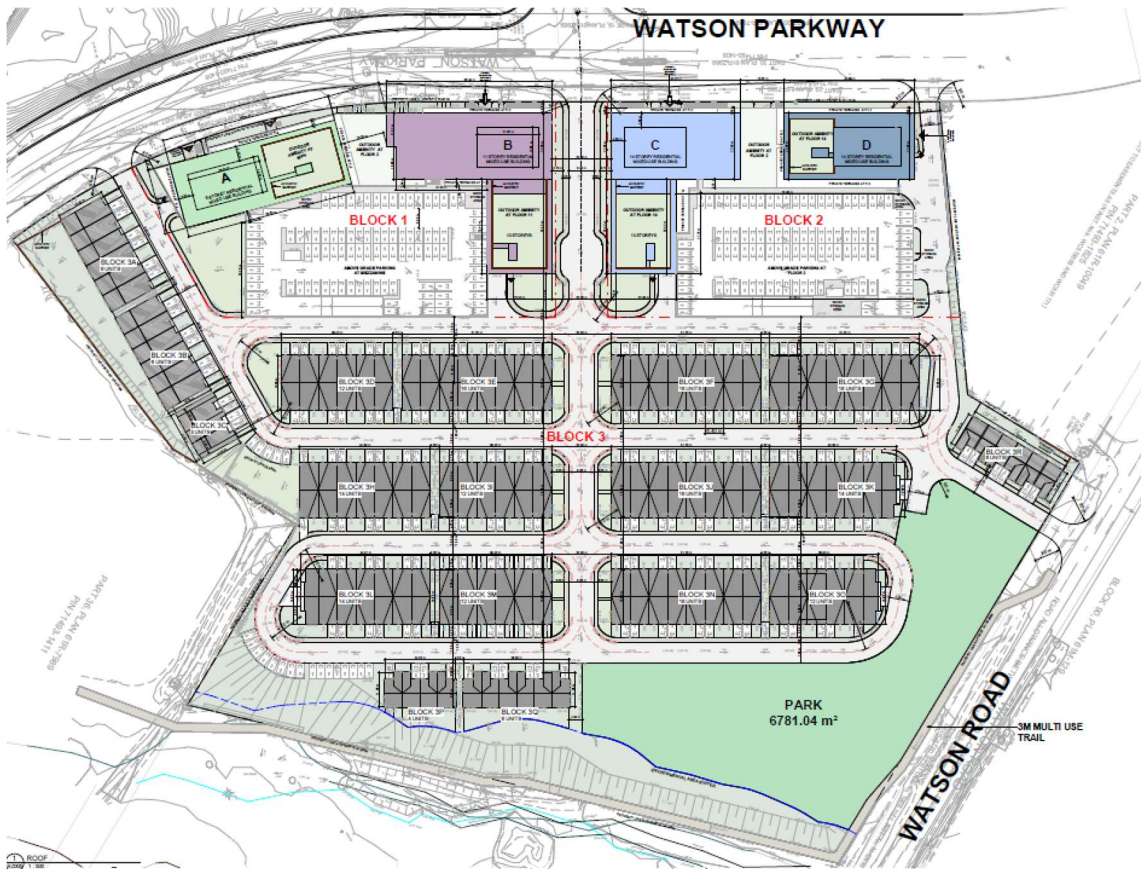
2.0 PROPOSAL

2.1 PROPOSED DEVELOPMENT

The proposal is to develop a mixed-use residential and commercial community with approximately 1,129 dwelling units in a mix of apartment and townhouse built forms, and approximately 2,818 sq. m (30,334 sq. ft.) of commercial space at-grade fronting onto Watson Parkway North (see Figure 6).

Four residential towers are proposed atop two building podiums directly along Watson Parkway North (Buildings A-D) with commercial spaces provided at-grade. The towers are proposed to range in height from 9 to 14 storeys. Internal to the site, 31 on-street townhouses and 170 back-to-back townhouse units are proposed.

Figure 6: Conceptual Site Plan (excerpt)



Starwood Drive is proposed to be extended at the intersection with Watson Parkway North to create the primary access to the subject lands, which is proposed to be flanked on either side by the residential towers with at-grade commercial space that fronts onto Watson Parkway North, creating a prominent and inviting gateway feature. Additional access points are proposed along Watson Parkway North and Watson Road North, including a loading-only access adjacent to Building D that is intended to service the proposed commercial space. Primary pedestrian entrances to the high-rise buildings are generally oriented toward the street and public sidewalks.

In total, approximately 1,394 parking spaces are proposed for the entirety of the subject lands, approximately 468 of which are to be underground for the primary use of residents of the mixed-use buildings. Surface parking fields will contain the remaining approximately 503 parking spaces for visitors and commercial uses. These surface lots with one and two levels of parking on parking decks are located internally to the two mixed-use buildings so as to be screened from view of adjacent public streets. Parking for the townhouse units is provided on individual lots via driveways and private carports. Sufficient indoor and outdoor bicycle parking is proposed for all uses in accordance with Zoning By-law (2023)-20790. For detailed statistics, please refer to sheet RZ002 and the Zoning Compliance Table (see **Appendix B**).

The internal road network, including the Starwood Drive extension, is proposed to be privately owned and maintained. Approximately 1.02 ha of the subject lands are proposed to be conveyed to the City for parkland (0.68 ha) and Natural Heritage conservation purposes (0.34 ha), for a resulting net lot area of 5.43 ha.

In addition to various outdoor communal amenity spaces, the new approximately 0.68 ha public park is provided immediately adjacent to the planned municipal trail network lands abutting the southwesterly lot line and along Watson Road North. For residents of the mixed-use buildings, a mix of indoor and outdoor communal amenity spaces are proposed, including party rooms, exercise facilities and rooftop areas. The layout and programming of these amenities are to be determined through a future Site Plan Approval application.

Details such as façade materials, treatments and fixtures are to be refined at a later stage during the Site Plan Approval application process.

2.2 PROPOSED ZONING BY-LAW AMENDMENT [(2023)-20790]

A draft Zoning By-law Amendment to amend the Comprehensive Zoning By-law (“2023 ZBL”) on a site-specific basis is attached to this Report as **Appendix C**. The proposed Zoning By-law Amendment seeks to modify the provisions of the CMUC-9(PA) zone, as adopted by Council¹ on April 18, 2023, implement the boundary of the Natural Heritage System, adjust the Floodplain (FL) Overlay, zone the public park as Neighbourhood Park (NP) and remove the H10 and H12 Holding Provisions from the 2023 ZBL that is under appeal as it pertains to the subject lands.

Details as to the amendments to the Zoning By-law as well as rationale of the site-specific provisions sought are provided in Section 3.3 of this Report.

3.0 POLICY ANALYSIS

The following subsections examine the following legislation and regulations applicable to the subject lands, being:

- Provincial Planning Statement, 2024;
- City of Guelph Official Plan; and
- City of Guelph ZBL 2003.

On August 20, 2024, the Ministry of Municipal Affairs and Housing issued the *Provincial Planning Statement, 2024*, to take effect on October 20, 2024. This new planning policy instrument replaced both the *Provincial Policy Statement, 2020* and the *Growth Plan for the Greater Golden Horseshoe, 2019*. At the time of this Report, matters of transition are still to be clarified by the Minister. Analysis is therefore only provided for the *Provincial Planning Statement, 2024* that is in full force and effect.

3.1 PROVINCIAL PLANNING STATEMENT, 2024

On August 20, 2024, the Ministry of Municipal Affairs and Housing issued the *Provincial Planning Statement, 2024* (“2024 PPS”), effective October 20, 2024, at which time the 2020 Provincial Policy Statement and the Growth Plan were revoked. Any decision made

¹ 2023 Zoning Bylaw is under appeal as it pertains to that site.

on or after October 20, 2024 will be required to be consistent with the policies of the 2024 PPS. An analysis of the relevant policies of the 2024 PPS is provided below:

2.1.6. Planning authorities should support the achievement of complete communities by:

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

The proposed development is consistent with the 2024 PPS direction to accommodate a range and mix of land uses, and housing options on account of the varied apartment and townhouse style units, as well as the introduction of commercial uses. The proposed development is in an appropriate location, designated for such growth and proximate to transit, public services and other amenities.

2.2.1 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

- a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
- b) permitting and facilitating:*
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents,*

including additional needs housing and needs arising from demographic changes and employment opportunities; and

2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;

c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and

d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

The City of Guelph has Official Plan policies relating to the provision of affordable housing, including minimum targets. As outlined in this Report (Section 5.2), the proposed development conforms with these policies and is consistent with the 2024 PPS in this regard.

The City is directed to facilitate all housing options and all types of residential intensification, which the proposed development provides in accordance with the City of Guelph Official Plan policies.

2.3.1.1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

2.3.1.2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:

a) efficiently use land and resources;

b) optimize existing and planned infrastructure and public service facilities;

c) support active transportation;

d) are transit-supportive, as appropriate; and

e) are freight-supportive.

2.3.1.3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

2.3.1.4. Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.

2.3.1.5. Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.

2.3.1.6. Planning authorities should establish and implement phasing policies, where appropriate, to ensure that development within designated growth areas is orderly and aligns with the timely provision of the infrastructure and public service facilities.

The subject lands are within the existing settlement area, with access to existing services and infrastructure. The proposed development is an efficient use of the land, meeting the relevant intensification minimums.

2.4 Strategic Growth Areas

2.4.1.1. Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.

2.4.1.2. To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:

a) to accommodate significant population and employment growth;

b) as focal areas for education, commercial, recreational, and cultural uses;

c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and

d) to support affordable, accessible, and equitable housing.

2.4.1.3. Planning authorities should:

a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;

b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;

c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;

d) consider a student housing strategy when planning for strategic growth areas; and

e) support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.

The subject lands are designated as a Strategic Growth Area in the City of Guelph Official Plan. As such, the proposed development is consistent with the 2024 PPS as it appropriately focuses a compact form with a mix of housing options and commercial uses to the designated area, contributing to a complete community.

4.1 Natural Heritage

4.1.1 Natural features and areas shall be protected for the long term.

4.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

According to the Scoped Environmental Impact Study prepared by North-South Environmental Inc., “No development will occur within the riparian corridor along Clythe Creek. The corridor contains provincially significant wetland (PSW), significant woodland, significant wildlife habitat, significant valleyland, and fish habitat. Development adjacent to this feature will result in no negative impact with recommended avoidance and

mitigation. A 30 m minimum buffer to the riparian corridor has been incorporated into the site design. This buffer will be restored with native species following development of the trail. Pre and post feature-based water balance will be maintained. Other mitigation measures as discussed herein are recommended” (p. 50).

3.1.1 Summary of Consistency with the 2024 Provincial Policy Statement

The proposed development of the subject lands and requested amendment to the Zoning By-law are consistent with the 2024 PPS for the reasons as noted above, including:

- The proposed development is consistent with the direction to accommodate a range and mix of land uses, and housing options on account of the varied apartment and townhouse style units, as well as the introduction of commercial uses;
- The compact form of the proposed development design offers diverse unit types for various household sizes, income levels, and preferences;
- The subject lands are within the existing settlement area, with access to existing services and infrastructure. The proposed development is an efficient use of the land, meeting the relevant intensification minimums;
- The proposed development within a Strategic Growth Area appropriately focuses a compact form with a mix of housing options and commercial uses to the designated area, contributing to a complete community; and
- The proposed development will address environmental matters through mitigation, as detailed in the Scoped Environmental Impact Study.

3.2 CITY OF GUELPH OFFICIAL PLAN

The City of Guelph Official Plan (“OP”) provides land use policies to direct how and where growth is to occur within the City. The subject lands are identified on the following OP schedules:

Table 1: Official Plan designations

Schedule	Designation
1: Growth Plan Elements	Greenfield Area and Community Mixed-Use Nodes

1a: Urban Structure	Strategic Growth Areas
2: Land Use Plan	Primarily designated Commercial Mixed-Use Centres, with small areas of Significant Natural Areas & Natural Area
3: Development Constraints	Partially within a One Zone Floodway
4A: Natural Heritage System – ANSIs and Wetlands	Partially within the Established Buffer around a Provincially Significant Wetland
4B: Natural Heritage System – Surface Water and Fish Habitat	Partially within the Established Buffer around a Cold Water Fish Habitat
4C: Natural Heritage System – Significant Woodlands	Partially within the City Natural Heritage System
4D: Natural Heritage System – Significant Valleylands & Significant Landform	Adjacent to Undeveloped Portions of the Regulatory Floodplain
5: Road & Rail Network	Identifies Watson Parkway North as Arterial; Identifies Watson Road North as Collector
6: Trail Network	Proposed City Trail identified generally around the perimeter of the subject lands
7a: Wellhead Protection Area	Partially within a Wellhead Protection Area B

The following subsections analyze the policies of the applicable designations on the subject lands in the context of the proposed development.

3.2.1 Land Use Designations

The subject lands are identified as part of a Community Mixed-Use Node within the Greenfield Area identified on OP Schedule 1: Growth Plan Elements (see Figure 7), and Strategic Growth Areas within the Greenfield Area on Schedule 1a: Urban Structure (see

Figure 8). The purpose of the Community Mixed-Use Node designation is to plan for higher density developments with a mix of uses in strategic areas of the City. Relevant policies of the designations are analyzed below.

Figure 7: OP Schedule 1 - Growth Plan Elements (excerpt)

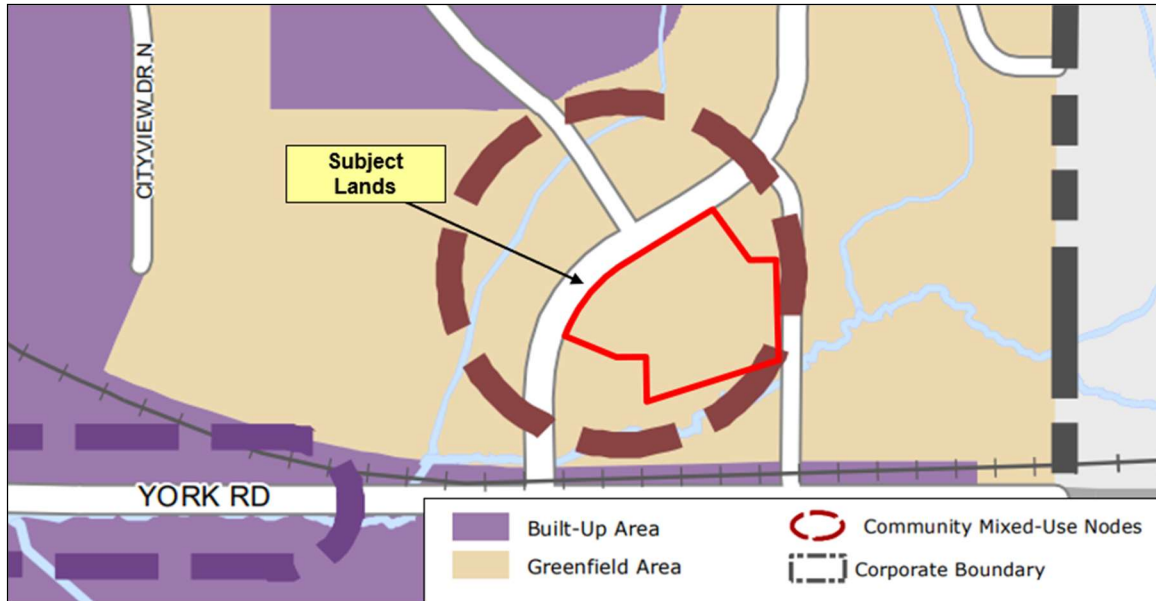


Figure 8: OP Schedule 1a - Urban Structure (excerpt)



3.2.2 Strategic Growth Areas

Relevant policies for Strategic Growth Areas are analyzed below.

3.6.1 Strategic growth areas are identified on Schedule 1a of this Plan and include Downtown. Strategic Growth Areas, other than Downtown, are classified as community mixed-use nodes or intensification corridors. Strategic growth areas will be planned to provide for higher density mixed-use development in proximity to transit services.

The proposed mixed-use development provides for a higher density development within walking distance to several existing Guelph Transit bus services within a Strategic Growth Area as outlined in Section 1.2.

3.6.2 Strategic growth areas provide a focus for investment in transit, other infrastructure and public service facilities to support forecasted growth while supporting a more diverse range and mix of housing options.

The proposed development will assist with expanding the range and mix of housing options within the Strategic Growth Area.

3.6.3 Strategic growth areas will be planned and designed to: i) achieve increased residential and employment densities that support and ensure the viability of existing and planned transit service levels; ii) be well served by transit facilitate pedestrian and cycling activity; iii) provide mixed-use development in a higher density, compact form that supports walkable communities and live/work opportunities; and iv) provide a mix of residential, office, institutional, and commercial uses that allows for a range of housing options and services.

The proposed development provides a net residential density of approximately 208 units per hectare as well as commercial uses within a mixed-use development in a higher density, compact form that is served well by transit.

*3.6.6 The following strategic growth areas are classified as Community Mixed-Use Nodes and will be planned to achieve the following density targets at build-out:
Watson Parkway/Starwood Drive: 130 residents and jobs combined per hectare.*

The proposed development provides a net residential density of approximately 208 units per hectare on the subject lands while providing for employment within the commercial

component, contributing to the overall residential and employment density of the Community Mixed-Use Node.

3.6.7 Community Mixed-use Nodes are intended to realize, in the long term, an urban village concept through a mix of uses in a compact urban form with a Main Street area and attractive private and public open spaces, such as urban squares.

As outlined in the Urban Design Brief prepared by The MBTW Group, “The proposed development is consistent with the City’s vision and has proposed a mixed-use development comprising various residential options, commercial / retail spaces at-grade and an open space (park), which will contribute to creating a sustainable and vibrant community” (p. 10).

3.6.8 Community Mixed-use Nodes will evolve over the Plan horizon and beyond through intensification and redevelopment to provide a compact built form.

The proposed development provides for intensification in a compact built form with a net residential density of approximately 208 units per hectare.

3.6.9. New major development within areas identified as strategic growth areas will demonstrate through concept plans how the proposed development meets the policies and objectives of this Plan.

This Planning Justification Report along with the Urban Design Brief prepared by The MBTW Group demonstrate that the proposed development meets the policies and objectives of the OP.

3.6.10 Concept plans will be developed by the City or by a development proponent in consultation with the City prior to the approval of new major development proposals within strategic growth areas. The concept plan will include but not be limited to the following: i. linkages between properties, buildings and uses of land both within and adjacent to the strategic growth area; ii. identification of an appropriate location for a Main Street area within Community Mixed-use Nodes; iii. locations of new public and/or private streets and laneways; iv. locations of open space such as urban squares; v. general massing and location of buildings that establish a transition to the surrounding area; vi. pedestrian, cycling and transit facilities; and vi) heritage attributes to be retained, conserved and/or rehabilitated.

3.6.11 Applications for Zoning By-law amendments and site plans, or any phases thereof, for properties subject to a concept plan shall demonstrate to the City's satisfaction that the proposed development is generally consistent with the concept plan.

The subject lands are located within the Watson/Starwood mixed-use node.

According to Minutes of Settlement that were entered into for the subject lands as a result of an OLT appeal of City of Guelph OPA 48, the parties acknowledged and agreed that all “concept plans”, referred to in the policies of OPA 48, do not have the status of Official Plan policies or schedules but rather serve to guide Staff’s review of applications under the Planning Act. Accordingly, such “concept plans” shall be applied by Staff with flexibility; provided that where a site-specific planning application substantially varies from a current approved concept plan, such variances shall be justified based on their planning and technical merits.

According to the Urban Design Brief prepared by The MBTW Group, “the design of the development is influenced by the proposed Urban Design Concept Plan for the Watson/Starwood mixed-use node, as well as by the existing conditions: the arterial road (Watson Parkway North) bounding the site from the west, the collector road (Watson Road North) bounding the site from the east and the Natural Heritage System (SWM pond, woodlot and watercourse) bounding the site from the south” (p. 22).

3.2.3 Designated Greenfield Area

Relevant policies for the “designated greenfield area”, which means “the area within settlement areas but outside of delineated built-up areas that have been designated in this Plan for development and are required to accommodate forecasted growth to the horizon of this Plan. Designated greenfield areas do not include excess lands”, are analyzed below.

3.7.1 The designated greenfield area is identified on Schedule 1a of this Plan. The designated greenfield area will be planned and designed in a manner which will contribute to the City's overall vision for the achievement of diverse and complete communities. Development within the greenfield area must be compact and occur at densities that support walkable communities, cycling and transit and promote live/work opportunities.

The proposed development with a mix of commercial and residential uses in a compact form that supports walkable communities with connections to the surrounding pedestrian network, cycling with a future connection into the Guelph city trail and transit that serves the subject lands, is located within the designated greenfield area and will assist the City with the achievement of diverse and complete communities. The proposed development provides a net residential density of approximately 208 units per hectare.

3.7.2 The minimum density target for the designated greenfield area is 68 residents and jobs combined for hectare to be achieved by the year 2051.

The proposed development with a mix of commercial and residential uses will assist the City of Guelph in achieving the minimum density target for the designated greenfield by the year 2051.

3.7.3 The designated greenfield area will be planned and designed to: i) ensure that new development is designed to promote energy conservation, alternative and/or renewable energy systems and water conservation; ii) create street configurations, densities and an urban form that supports walking, cycling and the early integration and sustained viability of transit services; iii) provide a diverse mix of land uses, including residential and employment uses, to support vibrant neighbourhoods; iv) create high quality public open spaces with site design and urban design standards that support opportunities for transit, walking and cycling; ... and vi) develop and implement policies, including phasing policies and other strategies to achieve the targets of this Plan and ensure alignment of growth with infrastructure.

The proposed development within the designated greenfield area provides for a mix of commercial and residential uses at a net residential density of approximately 208 units per hectare within a compact form that that supports walkable communities with connections to the surrounding pedestrian network, cycling with a future connection into the Guelph city trail and transit that serves the subject lands. The proposed development provides for a vibrant neighbourhood with a public park and urban design standards as outlined in the Urban Design Brief prepared by The MBTW Group, the details of which will be determined as part of Site Plan Approval.

3.2.4 Natural Heritage System Policies

OP s. 4.1 relates to policies for the Natural Heritage System, with relevant policies including:

4.1.1.4 The Natural Heritage System is identified on Schedules 2 and 4, and consists of Significant Natural Areas (including Ecological Linkages), Natural Areas, and Wildlife Crossings.

4.1.1.5 Adjacent lands are those lands contiguous to a specific natural heritage feature or area where it is likely that development or site alteration would have a negative impact on the natural heritage feature or area. Generally, an Environmental Impact Study (EIS) ... is required to assess potential impacts of the proposed activities, and recommend appropriate setbacks (i.e., established buffers) from the natural heritage feature or area within the adjacent lands, to ensure no negative impacts.

4.1.2.1 Development and site alteration shall not be permitted within the Natural Heritage System, including minimum or established buffers, except for the following uses: ...

4.1.2.3 This section outlines specific objectives, criteria for designation and policies for Significant Natural Areas and their buffers.

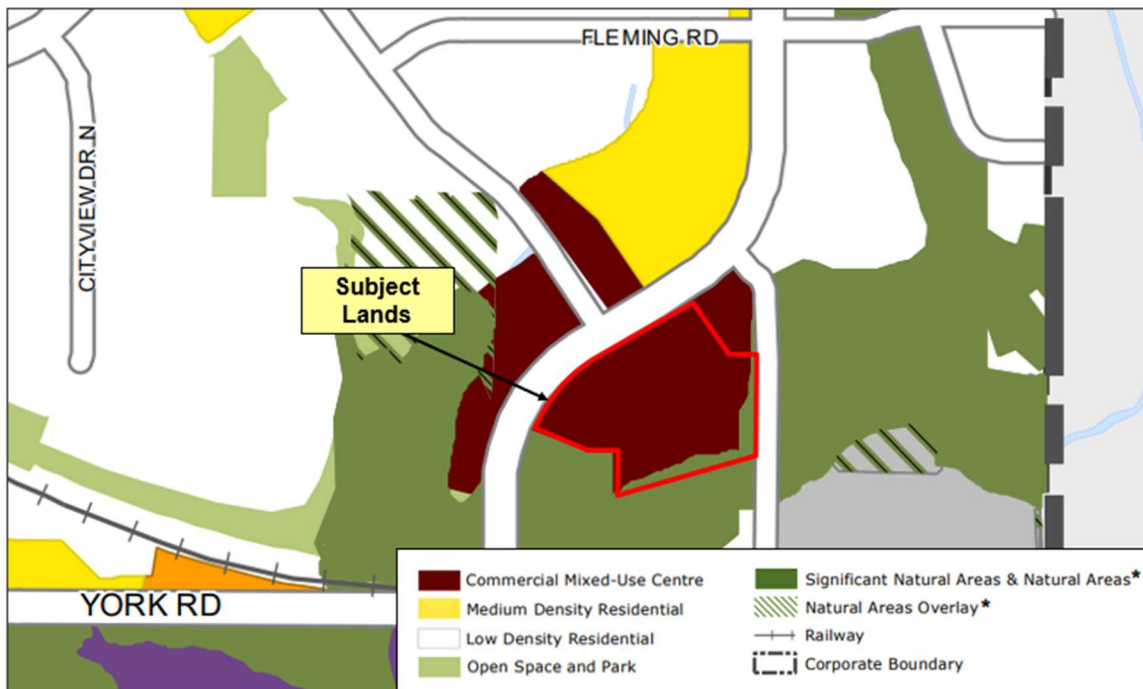
4.1.4 Natural Areas include three categories of features that are considered less ecologically significant than Significant Natural Areas, but that still warrant protection within the Natural Heritage System. The three feature categories are: Other Wetlands, Cultural Woodlands, and Habitat for Significant Species.

According to the Scoped Environmental Impact Study prepared by North-South Environmental Inc., "An EIS has been prepared per the requirement of Section 4.1 of the Guelph Official Plan as development and site alteration is proposed within the Natural Heritage System or on adjacent lands to natural heritage features and/or areas. This Environmental Impact Study has been prepared in accordance with the City of Guelph's EIS guidelines and the approved Terms of Reference. The EIS concluded that the development will have no negative impact on the NHS and its ecological functions" (p. 50).

3.2.5 Commercial Mixed-Use Centre Policies

The subject lands are further identified as a Commercial Mixed-Use Centre (“CMUC”) as per OP Schedule 2: Land Use Plan, specifically the York/Watson Parkway/Starwood CMUC (see Figure 9). The purpose of CMUCs is to, “support a mix of uses including concentrations of commercial, residential and complementary uses serving the immediate neighbourhood and the wider community” (s. 9.4.3.a). Where CMUC and Strategic Growth Areas overlap, residential uses within are permitted to be developed within a range of 100 to 250 units per hectare, at a maximum of 14 storeys (s. 9.4.3.19.ii). Relevant policies of this designation, as amended by OPA 80, are analyzed below.

Figure 9: OP Schedule 2 - Land Use Plan (excerpt)



9.4.3.1 The Commercial Mixed-use Centres identified on Schedule 2 of this Plan are comprised of one or several individual developments on one or more properties on both sides of an intersection of major roads within the designation. These areas are intended to serve both the needs of residents living and working in nearby neighbourhoods and employment districts and the wider City as a whole.

The proposed development provides a combination of retail and residential uses, in accordance with the intent and permitted uses of the Official Plan designation.

9.4.3.2 The intent of the Commercial Mixed-use Centre designation is to create a well-defined focal point and to efficiently use the land base by grouping complementary uses in close proximity to one another providing the opportunity to satisfy several shopping and service needs at one location. Implementing Zoning By-laws may include mechanisms, such as minimum height and density requirements and maximum parking standards, to promote the efficient use of the land base.

The proposed mixed-use development is oriented so as to create a gateway feature at the intersection with Watson Parkway North. Ground floor commercial space is proposed to face and front onto Watson Parkway North.

9.4.3.3 Development will be comprehensively planned and integrated with the overall Community Mixed-use Node and in accordance with any applicable concept plans or urban design studies as per the policies of Section 3.11.

With aspects including the access to transit, a street wall with building entrances along Watson Parkway North, a focal point with high-rise mixed-use buildings at the intersection of Watson Parkway North and Starwood Drive, on-street parking, as well as road and pedestrian connections to the surrounding area, the proposed development has been designed with the context of the Council-approved plans for the surrounding lands in the York/Watson/Starwood CMUC, and is compatible with the built and planned context, which is shown on the Block Plan (Plan RZ004) and the 3D Perspectives Plan (Plan RZ801). A mixed-use development is nearing completion at the intersection of Watson Parkway North and Starwood Drive directly facing the subject lands, which will reach a height of 10 storeys, with an 11th storey of amenity space.

9.4.3.4 Where residential uses are incorporated into Commercial Mixed-use Centres, they are intended to be developed as mixed-use buildings or multiple-unit residential buildings.

The proposed development includes a variety of multi-unit residential built forms, including on-street, back-to-back, and apartment dwellings located above at-grade residential and commercial uses.

9.4.3.5 Properties within the Commercial Mixed-use Centre will be integrated through internal access roads, entrances from public streets, access to common

parking areas, open space, grading and stormwater management systems. Furthermore, it is intended that individual developments within the Community Mixed-use Centre will be designed to be integrated into the wider community by footpaths, sidewalks and bicycle systems and by the placement of smaller buildings amenable to the provision of local goods and services in close proximity to the street line near transit facilities.

The private street network proposed for the subject lands provides convenient vehicular and pedestrian access to the proposed buildings. Sidewalks are proposed on all internal streets with a minimum width of 1.5 m. A 2.1 m public sidewalk is proposed along the entire frontage of Watson Parkway North to connect to the existing segment along the frontage of the neighbouring 7-storey building. Further, a multi-use trail is proposed to connect the public park to the municipal trail network, ensuring a high degree of multi-modal connectivity between the subject lands and surrounding CMUC.

9.4.3.6 Commercial Mixed-use Centres are strongly encouraged to incorporate Main Street type development in strategic locations. Main Street areas, as identified through concept plans as per Section 3.11, will be planned and designed to reflect the following: i) multi-storey buildings fronting onto the main street; ii) ground floor retail and service uses are strongly encouraged; iii) office use at ground floor should be limited; iv) residential uses should be provided primarily above commercial uses in addition to some free-standing residential buildings; v) rhythm and spacing of building entrances and appropriately sized storefronts to encourage pedestrian activity; vi) urban squares, where appropriate; and vii) on-street parking.

Main Street Area means: A pedestrian oriented commercial or mixed-use area centred on a public street, private road or internal driveway that provides a focal point for surrounding neighbourhoods.

The mixed-use buildings of the proposed development front onto both Watson Parkway North and the private street that extends from Starwood Drive, where on-street parking is provided. Ground floor commercial uses are provided along the frontage of Watson Parkway North, while residential uses are provided primarily above the commercial uses. The details as to the commercial space and pedestrian entrances will be determined at

Site Plan Approval and according to tenant needs, where flexibility is required in order to accommodate the possibility for larger tenants.

According to the Urban Design Brief prepared by MTBW, the proposed development “aims to introduce higher commercial activity along the existing streetscape of Watson Parkway North while proposing a centrally located private street as an extension to the existing Starwood Drive that will drive access internally to the rest of the development and open spaces to the south. Stepbacks in massing, facade articulation and material treatment, and orientation of entrances create a strong and active street edges that encourage walking and provide visual interest” (p. 18).

9.4.3.7 The City will require the aesthetic character of site and building design to be consistent with the Urban Design policies of this Plan and any applicable urban design guidelines while recognizing the unique context of individual Commercial Mixed-use centres. Measures may be incorporated into development approvals to ensure consistency.

The City of Guelph Urban Design Manual Volume 3 provides a conceptual plan and design objectives for the development of the York/Watson/Starwood Community Mixed-Use node. The proposal effectively responds to the design objectives endorsed by Council by:

- Orienting tall buildings and commercial uses toward the intersection of Starwood and Watson Parkway North to create an attractive gateway feature into the site;
- While not envisioned for the subject lands under the City’s Mixed-use Node Urban Design Concept Plan, providing for a neighbourhood park, creating a connection to adjacent Natural Heritage System and extending the city-wide trail system;
- Provides for a direct pedestrian connection to the future trail network from an extension of Starwood Drive;
- Providing for surface parking areas that are screened from view of public streets; and
- Providing for low-rise residential uses internal to the site.

In addition to these design objectives, an approximately 0.68 ha public park is proposed to be conveyed to the City to contribute to a vibrant public realm that connects existing and future residents with new public recreation space as well as a connection and to the City-wide trail system.

9.4.3.9 Proposals for development of a Commercial Mixed-use Centre at less than 6500 square metres of commercial gross floor area cumulatively of all buildings within the designation will require an amendment to this Plan supported by a Commercial Function Study in accordance with the policies of this Plan.

9.4.3.10 Proposals ... to provide commercial gross floor area at less than .15 FSI will require a Commercial Function Study in accordance with the policies of this Plan.

The proposal provides approximately 2,818 sq. m of commercial GFA for a resulting net FSI of approximately 0.05. A Commercial Function Study was prepared by Urban Metrics to address the proposed commercial floor space. At the request of the City, the Commercial Function Study was peer reviewed by Watson and Associates Economists Ltd. The Commercial Function Study and Peer Review both concluded that the proposed commercial floor area is appropriate as it serves to exceed the minimum 6,500 sq. m target for the York/Watson/Starwood CMUC established by OP s. 9.4.3.9.

9.3.4.12 The following uses may be permitted in Commercial Mixed-use Centres, subject to the applicable provisions of this Plan: i) commercial, retail and service uses; ii) live/work uses; iii) small-scale professional and medically related offices; iv) entertainment and recreational commercial uses; v) community services and facilities; v) cultural, educational and institutional uses; vii) hotels; viii) multiple unit residential; and ix) urban squares and open space.

The existing CMUC-9(PA) zone under 2023 ZBL permits a wide range of uses in conformity with the Commercial Mixed-use Centres permitted uses.

9.4.3.16 To promote a mixture of land uses within each Commercial Mixed-use Centre, commercial development will be limited to the following total gross floor area cumulatively of all buildings within the designation: ... York/Watson Parkway/Starwood: 39,700 sq. m.

The proposal would not result in the cumulative commercial GFA to exceed the maximum established commercial GFA for the York/Watson/Starwood CMUC.

9.3.4.17 Within strategic growth areas, the maximum height is fourteen (14) storeys. The implementing zoning bylaw will establish regulations for height transitions, setbacks, and angular planes.

The proposed development and associated site-specific regulations provide for a maximum building height of 14 storeys.

9.3.4.18 The minimum commercial gross floor is 6500 square metres cumulatively of all buildings within the designation.

The proposal provides approximately 2,818 sq. m of commercial GFA for a resulting net FSI of approximately 0.05. A Commercial Function Study was prepared by Urban Metrics to address the proposed commercial floor space. The Commercial Function Study was peer reviewed by Watson and Associates Economists Ltd., which concluded that the proposed commercial floor area is appropriate as it serves to exceed the minimum 6,500 sq. m target for the York/Watson/Starwood CMUC established by OP s. 9.4.3.9.

9.3.4.19 For freestanding residential and residential within mixed-use buildings: ii) within strategic growth areas, the maximum net density is 250 units per hectare and the minimum net density is 100 units per hectare.

The proposed development provides a net residential density of approximately 208 units per hectare within mixed-use buildings, which falls within the minimum net densities.

3.2.6 Community Energy Policies

OP Section 4.7 relates to Community Energy Policies, with relevant policies including:

4.7.4.2 Applications for Official Plan amendments, Zoning By-law amendments or plans of subdivision may be required to demonstrate, to the satisfaction of the City, how the development supports the goals and targets of the Community Energy Plan through the completion of the Sustainability Checklist and the submission of appropriate studies. Such studies may include, but are not limited to, an Energy Conservation Efficiency Study, a Renewable/Alternative Energy Feasibility Study and District Energy Feasibility Study.

Guelph Watson Holdings Inc. has proposed and are considering several items to meet the goal of the City of Guelph's Community Energy Initiative. The details and specifics of the measures outlined below will be confirmed through the Site Plan Approval process (see **Appendix C**).

3.2.7 Open Space System: Trails and Parks Policies

OP Section 7.3 relates to policies for Open Space System: Trails and Parks, with relevant policies including:

7.3.1 The City will continue to pursue the development of a Trail Network as set out in Schedule 6 and in accordance with the Guelph Trail Master Plan.

7.3.5 The following measures may be used to assist in realizing the objective of creating a publicly accessible linked Trail Network: v) requiring, as part of a development proposal, lands to be reserved for future public open space, park and trail linkages, where applicable.

As shown on the Landscape Master Concept Plan prepared by The MBTW Group, a trail is proposed to connect into the City of Guelph Trail network through the Natural Heritage System and the proposed public park. According to the Scoped Environmental Impact Study prepared by North-South Environmental Inc., “The Guelph Trail Master Plan (May 2021) presents the City’s vision and goals for its trail network. As part of the Plan, proposed trails have been identified (Map 3: Proposed Trails). As per Map 3, a City trail is proposed to form a loop around the subject property. According to the trail classification shown in Table 3 of the Guelph Master Trail Plan (May, 2021) the trail would most likely correspond with a Secondary Trail, described as follows: ‘Secondary trails have a recreational focus and generally have a granular surface material. This makes them most appropriate for moderate volumes of walking, running, most mobility devices, and cycling. Secondary trails may form large, connected loops, connect to other trails or may form stand-alone loops.’ The trail would run along the west side of Watson Road North, then along the area of fill within the buffer on the north side of Clythe Creek[.] The trail location is conceptual. As per the City of Guelph’s website, ‘separate studies and construction drawings will be developed to determine the precise locations of future trails and their infrastructure designs’” (p. 32). Accordingly, through the future Site Plan Approval application, lands will be reserved for the future trail linkage.

7.3.2 Neighbourhood Parks will primarily cater to the needs and interests of the residents living within its general vicinity for unorganized, unstructured and spontaneous leisure activities. Neighbourhood Parks contain a mixture of passive

areas, low to intermediate sports facilities, informal and formal play areas and may contain natural areas.

7.3.2.4 The following criteria will be considered in the provision of Neighbourhood Parks: i) the site is located within a five to ten minute walk from the residential area service (service area of about 500 metres) and is unobstructed by major barriers; iii) that the site contains adequate street frontage for visibility and safety; iv) that the site can be linked, where feasible, to the trail network; v) that the site contains sufficient table land (80 percent of site) and is well drained, except where the site takes advantage of a specific natural feature; and v) that the site has a minimum size of 1.0 hectare so that a variety of outdoor recreation activities may be accommodated.

7.3.3.1 The general public and area residents will be consulted and engaged in the design and development process for park master plans as appropriate.

7.3.5.1 The City will require parkland dedication as a condition of development, consent or subdivision proposals in an amount up to: ii) 5% of the land or one hectare for each 300 dwelling units for residential purposes.

Based upon the Pre-submission comments from Parks Planning, "For this development the 15% rate will apply. Park and Trail Development requires a minimum Parkland Dedication in the amount of 0.97 hectares in accordance with the Planning Act s.42, City of Guelph Official Plan Policy 7.3.5.1. and the City of Guelph Parkland Dedication By-law (2022) 20717 or any successor thereof."

As shown on the Landscape Master Concept Plan prepared by The MBTW Group, in addition to the approximately 0.34 ha lands within the Natural Heritage System that are intended to be dedicated to the City of Guelph, an approximately 0.68 ha neighbourhood public park is proposed, with approximately 120.87 m of frontage on Watson Road N.

The proposed public park is immediately adjacent to the proposed development, has relatively flat slopes (approximately 88% tableland that is generally at 2% with a 3 to 1 slopes down to Watson Road North in order to accommodate the City trail along Watson Road N) and is suitably sized to accommodate a range of park amenities that may be lacking in the area, which would be determined as part of a facility fit plan.

According to the Urban Design Brief prepared by The MBTW Group, “The neighbourhood park will feature active and passive recreational areas providing opportunities for socializing for all ages. A pedestrian path is envisioned to extend adjacent the park and connect to the proposed sidewalk network” (p. 40).

7.3.5.3 Natural heritage features and natural hazard lands as outlined in this Plan will not be accepted as parkland dedication.

A shown on the Landscape Master Concept Plan, the approximately 0.34 ha of lands within the Natural Heritage System that are intended to be dedicated to the City of Guelph are not included as part of the area proposed for the approximately 0.68 ha neighbourhood public park. The lands within the Natural Heritage System and proposed public park are contiguous.

7.3.5.5 Where a parkland dedication is required by this Plan, the City will ensure that the land is suitable for development as a park. Generally, the parkland acquired should satisfy the following criteria: i) that the site satisfies the development criteria for the type of park proposed; ii) that the site is not susceptible to major flooding, poor drainage, erosion, steep slopes or other environmental or physical conditions that would interfere with its potential development or use as a active public recreation area. Sites subject to these conditions may be integrated, where possible, into the development of municipal park areas by serving as pedestrian walkways, as part of a linear trail system, as passive recreation areas or natural areas; iii) that the site is oriented to take advantage of favorable topography, vistas and mature stand of trees where possible and desirable; and iv) that the lands be dedicated in a condition suitable for parkland development in accordance with the standards of the City.

Section 7.3.5.6. Cash-in-lieu of parkland dedication may be required in the following circumstances: i) Where the application of the rate of parkland dedication would render the remaining portion of the development site unsuitable or impractical for development; ii) Where the amount of parkland dedication would be insufficient to accommodate the development of a desirable range of recreation facilities; iii) Where existing municipal parkland is available in sufficient quantity and quality to accommodate further development in the particular area; iv) or

Where more suitable parcels of land are available for municipal park purposes in other locations.

The proposed 0.68 ha of lands are suitable for development as a neighbourhood public park. According to the Scoped Environmental Impact Study prepared by North-South Environmental Inc., “the portion of the floodplain along Watson Road on the east side of the subject property is not in the floodplain and does not meet the criteria for Significant Valleyland” (pp. 26-27) and is proposed to be graded to accommodate the trail. The proposed public park is orientated to take advantage of the adjacent Natural Heritage System and connect into the pedestrian network of the proposed development, the Guelph trail as well as the municipal sidewalk along Watson Road North. The lands for the proposed public park will be dedicated to the City in a condition suitable for parkland development in accordance with the standards of the City.

Based upon the Pre-submission comments from Parks Planning, where a minimum Parkland Dedication in the amount of 0.97 ha was noted as required and the proposed public park of 0.68 ha, the 0.29 ha differential is proposed to be provided in the form of cash-in-lieu of parkland dedication. As the subject lands are located within a Strategic Growth Area and Community Mixed Use Centre where higher density mixed-use development is directed and there are 0.34 ha of lands within the Natural Heritage System that are intended to be dedicated to the City of Guelph, a dedication at 0.97 ha of parkland would render the remaining portion of the subject lands impractical for development and would not represent an appropriate balancing of policies of the OP.

3.2.8 Policies for Built Form: Low Rise Residential Forms

OP Section 8.5 provides policies for low rise residential forms, including:

8.5.2. Dwellings should be sited with a consistent setback to provide human scale streets. Designs should incorporate features such as prominent entrances and front porches to encourage social interaction and allow for views along the street.

8.5.3. To ensure garages do not dominate the streetscape in new development and to promote “eyes on the street” the Zoning By-law shall limit their width such that garages do not generally exceed half the width of the house. Furthermore, the Zoning By-law shall limit garage door projection so that most garage doors are recessed and do not project ahead of the front wall of the house.

As outlined in the Urban Design Brief prepared by The MBTW Group, “all townhouses have a front yard driveway with garage access. The proposed architectural design envisions recessed garage entrance plane comparing to the main entrance elevation, therefore reducing the visual impact of the car and the garage by removing them from primary focus along streetscapes” (p. 38).

3.2.9 Policies for Built Form: High-rise Buildings

OP Section 8.9.1 provides policies apply to tall building forms, which generally means buildings above six (6) storeys:

(i) to ensure tall buildings act as landmarks, they shall incorporate a distinctive bottom (e.g. a podium), middle and top. Interesting architectural features and roof treatments should be considered for all rooftop of tall buildings;

(ii) parking should be provided primarily below grade with limited visitor surface parking. Structured parking above-grade may be permitted, where appropriate;

(iii) built form studies addressing building massing, shadows, views and microclimatic studies (e.g. wind) may be required to determine potential impacts to the surrounding neighbourhood arising from tall buildings.

(iv) floor plate sizes of the tower portion (e.g. storey five (5) and above) of the building may be limited to encourage slender and elegant tall building designs; and

(v) the tower portion (e.g. storey five (5) and above) of the building shall be carefully placed to ensure adequate spacing between towers to allow for solar access and privacy.

As outlined in the Urban Design Brief prepared by The MBTW Group:

- The proposed “tall buildings will act as landmarks, incorporating a distinctive podium, middle and top. Architectural features will aim to create façades that will contribute to creating visual interest and a sense of place” (p. 36).
- “Where possible, surface parking lots will be located at the rear or side of the building and will be masked by built form to minimize exposure to primary streetscape. Surface parking lots will also be screened through landscaping” (p. 28);

- Built form studies related to Urban Design, shadows and wind were prepared in support of the Zoning By-law Amendment application; and
- “The key takeaways for the building's design are: Ensuring building entrances are located at regular intervals; restricting building length; ensuring adequate spacing between buildings; ensuring upper-storey building floorplates are limited; and limiting the amount of surface parking” (p. 36)

3.2.10 Transition of Land Use Policies

OP Section 8.11 provides the following policies related to transition of land use:

8.11.1 To achieve compatibility between different land uses, development will be designed to create an appropriate transition through the provisions of roads, landscaping, spatial separation of land uses and compatible built form.

8.1.2. Where proposed buildings exceed the built height of adjacent buildings, the City may require the new buildings to be stepped back, terraced or set back to reduce adverse impacts on adjacent properties and/or the streetscape.

As noted in the Urban Design Brief prepared by The MBTW Group, “through the appropriate use of setbacks, stepbacks, separation distances, and height distribution, the proposed development provides adequate height transitions externally, towards the surrounding developments and existing open spaces, and internally, between different proposed built forms” (p. 25).

3.2.11 Parking Policies

OP Section 8.12 provides policies related to parking, with relevant policies as follows:

8.12.1. Building placement in combination with landscaping shall be used to screen surface parking areas. Surface parking areas should generally be located at the rear or side of buildings and not between the front of a building and the street.

As shown on the Landscape Master Concept Plan prepared by The MBTW Group, the proposed mixed-use buildings and landscaping will effectively screen the surface parking areas located internal to the development from Watson Parkway North and Watson Road North.

8.12.2. Underground or structured parking is encouraged to reduce or eliminate the need for surface parking.

As shown on the Plans prepared by Turner Fleischer Architects Inc. (Plans RZ 102 and RZ151 to RZ153), underground and structured parking are provided to minimize the need for surface parking.

8.12.4. Walkways should be provided directly from parking areas and municipal sidewalks to the main entrance(s) of the building(s). These walkways should be well articulated, safe, accessible and integrated with the overall network of pedestrian linkages in the area to create a comfortable walking environment. Landscaping should enhance the walkway.

As shown on the Landscape Master Concept Plan prepared by The MBTW Group, walkways for the proposed development are provided directly from parking areas and municipal sidewalks to the main entrance(s) of the building(s). As shown on Figure 19 of the Urban Design Brief prepared by The MBTW Group, a network of pedestrian linkages is provided. The details as to landscaping will be determined as part of Site Plan Approval.

8.12.6. Bicycle parking shall be provided and conveniently located in close proximity to building entrances. Sheltered bicycle parking should be integrated into the built form.

As noted in the Urban Design Brief prepared by The MBTW Group, in order “to support active transportation, approximately 1,032 bicycle parking spaces are provided on the site, with 75 of these spaces strategically located at the edge of the proposed apartment and mixed-use buildings fronting on Watson Parkway North” (p. 28).

8.12.7. Above-grade parking structures shall be designed to provide well-articulated facades facing streets. Street-related uses on the ground level of the parking structure should be provided where appropriate and feasible to contribute to an active pedestrian realm and screen the parking structure.

While the above-grade parking structures only front onto private streets within the proposed development, the facades are well-articulated as shown on the Elevation Plans prepared by Turner Fleischer Architects Inc. (Plans RZ301 to RZ306).

8.12.8. Surface parking areas adjacent to ground-related residential uses should be separated by a landscape strip incorporating combinations of landscaping and/or decorative fencing or walls.

As shown on the Landscape Master Concept Plan prepared by The MBTW Group, the surface parking areas adjacent to the ground-related residential uses proposed for the subject lands provide for landscape strips with the details of landscaping to be determined as part of Site Plan Approval.

8.12.10. For underground and above-grade parking structures, driveway access and ramp locations shall be located to reduce conflicts with pedestrians and minimize negative impacts on the streetscape.

As shown on the Floor 01 Plan prepared by Turner Fleischer Architects Inc. (Plan RZ151), the driveway accesses are located internal to the subject lands and the ramp locations are located internal to the proposed underground and above-grade parking structures for the mixed-use buildings.

3.2.12 Access, Circulation, Loading and Storage Areas Policies

OP Section 8.13 provides the policies related to Access, Circulation, Loading and Storage Areas, with relevant policies as follows:

8.13.1. Shared driveways are encouraged for employment, commercial and mixed-use sites to reduce access points and reduce conflicts with pedestrians.

As shown on the Master Landscape Concept Plan prepared by The MBTW Group, the driveways for the proposed development are shared on-site between the residential and commercial uses.

8.13.2. Major driveway entrances to large employment, commercial and mixed-use sites should be defined by landscaping on either side of the driveway and/or by landscaped medians.

As shown on the Master Landscape Concept Plan prepared by The MBTW Group, the proposed driveways into the proposed mixed-use development are defined by landscaping on either side of the driveway, where the details will be determined at Site Plan Approval.

8.13.3. Private roads and internal driveways required for site circulation shall be designed to be comfortable for pedestrians, cyclists and vehicles. They should be physically defined by raised curbs and, where appropriate, landscaped where they intersect with a parking area or driveway. Internal driveways or roads will be used

to divide large sites into a grid of blocks and roadways to facilitate safe pedestrian and vehicular movement. Internal driveways will be designed to interconnect with adjacent properties to create an overall cohesive and integrated circulation network.

As shown on the Master Landscape Concept Plan prepared by The MBTW Group, the private streets and internal driveways required for site circulation have been designed to be comfortable for pedestrians, cyclists and vehicles while dividing the subject lands into a grid of blocks.

8.13.4. Well-articulated and distinct pedestrian walkways should be placed along a building street frontage and linked to public boulevards, public sidewalks, transit stops, trail systems and other pedestrian systems.

As shown on Figure 19 of the Urban Design Brief prepared by The MBTW Group, a network of pedestrian linkages is provided. The details as to landscaping will be determined as part of Site Plan Approval.

8.13.5. Pedestrian systems shall incorporate landscaping, pedestrian scale lighting and be defined by distinct materials and/or raised walkways.

Landscaping and pedestrian scale lighting for the proposed network of pedestrian linkages as shown on Figure 19 of the Urban Design Brief prepared by The MBTW Group will be determined as part of Site Plan Approval.

8.13.6. Loading bays, waste service areas and building utilities/mechanical equipment should be located within a building. If permitted outside a building, they shall not be located immediately adjacent to an intersection, will be directed away from a public street, park, river, public open space or residential area or adequately screened if this is not possible.

As shown on the Floor 01 Plan prepared by Turner Fleischer Architects Inc. (Plan RZ151), the loading bays, waste service areas and building utilities/mechanical equipment are proposed to be located internal to the mixed-use buildings. The details will be determined as part of Site Plan Approval.

3.2.13 Landscaping and Development Policies

OP Section 8.17 provides the policies related to landscaping and development Policies, with relevant policies as follows:

8.17.1 Landscaping shall: i) Create visual interest by framing important views and focal points; ii) Stabilize slopes and where appropriate, naturalize areas of a site; iii) Complement built form; and iv) Contribute to the creation of a high-quality public realm.

The Master Landscape Concept Plan prepared by The MBTW Group provides for the overall master landscape master plan for the proposed development with the intention of framing views into the site and the mixed-use buildings as well as internal to the subject lands, where details will be determined at Site Plan Approval.

8.17.3. Where possible existing trees should be retained on-site and where appropriate suitable new trees should be planted on-site, in the street right-of-way or in other City-approved locations.

The Arborist Report - Tree Inventory and Preservation Plan prepared by North-South Environmental concludes that “a total of 52 trees above 10 cm DBH were surveyed, of which 49 occurred on the Subject Property and 3 occurred on adjacent properties. The proposed works will require the removal of the majority (45 total) of surveyed trees. Of a total of 45 trees to be removed, 44 will require compensation. Compensation should be in the form of 141 replacement plantings of 60 mm caliper or a combination of calipers equivalent to 843.9 cm DBH” (p. 10). The details for landscaping for the proposed development will be determined at Site Plan Approval.

3.2.14 Safety Policies for New Development

OP Section 8.18 provides the policies related to Safety, with relevant policies as follows:

8.18.2 New development should be designed in a manner that: i) Provides opportunity for informal surveillance of outdoor spaces (“eyes on the street”), including public parks, streets and parking areas; ii) Clearly marks the transition or boundary between public and private spaces; iii) Includes materials that allow for the built environment to be effectively and efficiently maintained; iv. Provides

*adequate lighting in accordance with Section 8.14, 8.15, and 8.16 of this Plan; and
v) Provides for multiple walking routes, where appropriate.*

The Urban Design Brief prepared by The MBTW Group, provides for the vision for the proposed development (p. 20). More specifically, the Urban Design Brief details that “ground floor lighting will be provided for mixed-used buildings and surface parking lots as recommended through Crime Prevention Through Environmental Design (CPTED) principles” (p. 35). In addition, with ground-oriented units along Watson Road North, Watson Road, the private streets and in proximity to the proposed park, the proposed development provides opportunities for informal surveillance of outdoor spaces. The transition from public to private space will be demarcated by pavement materials, lighting and landscaping, while a network of pedestrian connections is provided. Details as to building and landscape materials will be determined as part of a future Site Plan Approval application.

3.2.15 Criteria for Multi-Unit Residential Buildings and Intensification

OP Section 9.3.1.1 provides the following development criteria for assessing proposals:

9.3.1.1.1 Building form, scale, height, setbacks, massing, appearance and siting are compatible in design, character and orientation with buildings in the immediate vicinity.

As noted in the Urban Design Brief prepared by The MBTW Group, “Through the appropriate use of setbacks, stepbacks, separation distances, and height distribution, the proposed development provides adequate height transitions externally, towards the surrounding developments and existing open spaces, and internally, between different proposed built forms. The tallest mixed-use buildings, standing at 14 storeys, are positioned along the northwestern edge of the site on Watson Parkway North. The height steps down to 9 storeys towards the southwest, continuing the highdensity character of the adjacent development to the west of the subject site. More importantly, this design emphasizes the intersection of Starwood Drive and Watson Parkway North, framing the entrance to the site” (p. 25).

9.3.1.1.3 The residential development can be adequately served by local convenience and neighbourhood shopping facilities, schools, trails, parks, recreation facilities and public transit.

As concluded in the Commercial Function Study, Urban Design Brief and Transportation Impact Study, the proposed development can be adequately served by local convenience and neighbourhood shopping facilities, trails, parks and public transit. Local schools and recreation facilities are located in proximity to the subject lands. Located within a Strategic Growth Area, the subject lands are an appropriate location for growth.

9.3.1.1.4 Vehicular traffic generated from the proposed development will not have an unacceptable impact on the planned function of the adjacent roads and intersections.

As outlined in the Transportation Impact Study, the surrounding road network can accommodate the increase in traffic volumes attributable to the proposed development.

9.3.1.1.5 Vehicular access, parking and circulation can be adequately provided and impacts mitigated.

As outlined in the Transportation Impact Study, the proposed development can be supported from a transportation operation, safety, and parking perspective.

9.3.1.1.6 That adequate municipal infrastructure, services and amenity areas for residents can be provided.

The Functional Servicing and Stormwater Management Report prepared by MTE concludes that existing municipal infrastructure for water, sanitary, and storm is available along Watson Parkway North. Existing municipal infrastructure for water is available along Watson Road North. Service connections for storm, sanitary, and water are proposed off of Watson Parkway North. The proposed development can be adequately served by local convenience and neighbourhood shopping facilities, trails, parks and public transit. Local schools and recreation facilities are located in proximity to the subject lands.

9.3.1.1.7 Surface parking and driveways shall be minimized.

The proposal provides underground and structured parking areas for the majority of residential units. Surface parking areas are to be screened from view along Watson Parkway North and Watson Road North by the orientation of proposed buildings. The

number of driveways is limited to three along Watson Parkway North and one on Watson Road North.

9.3.1.1.8 Development shall extend, establish or reinforce a publicly accessible street grid network to ensure appropriate connectivity for pedestrians, cyclist and vehicular traffic, where applicable.

As outlined in the Urban Design Brief, the key element of the surrounding street network is the intersection of a collector road, Starwood Drive and Watson Parkway North that occurs at the western edge of the subject site and represents the primary access point to the future development. In addition, the Urban Design Brief states that "the new residential development north of the site as well as the proposed design for the subject site provides sidewalks along Watson Parkway North, therefore, contributing to a complete, pedestrian friendly and safe streetscapes and enabling pedestrian connectivity to the surrounding community" (p. 5).

9.3.1.1.9 Impacts on adjacent properties are minimized in relation to grading, drainage, location of service areas and microclimatic conditions, such as wind and shadowing.

As determined by the Shadow Study, Pedestrian Level Wind Study Addendum, and Functional Servicing and Stormwater Management Report, the impacts of the proposed development for adjacent properties can be mitigated.

9.3.1.1.10 The development addresses public safety, identified public views and accessibility to open space, parks, trails and the Natural Heritage System, where applicable.

9.3.1.1.11 The conservation and integration of cultural heritage resources, including identified key public views can be achieved subject to the provisions of the Cultural Heritage Resources Section of this Plan.

While not an identified public view by the Official Plan, the extension of Starwood Drive through the middle of the site maintains clear views to the Natural Heritage System lands toward the south of the site. The Conceptual Site Plan is designed so as to provide a direct and accessible connection to the future trail network adjacent to the proposed public park.

3.2.16 Proximity to Environmental Features

The subject lands are adjacent to an environmentally-sensitive area associated with the Clythe Creek lands. Impacts and recommended mitigation techniques are assessed and proposed in the supporting environmental studies submitted with the application.

Approximately 0.34 ha of Natural Heritage System lands are proposed to be conveyed to the City for conservation purposes along the southeast bounds of the subject lands. The conveyance further contributes to separating the natural heritage lands from the proposed development.

For detailed information, analysis, and mitigation measures related to the proposed development, please refer to the Environmental Impact.

3.2.17 Summary of Conformity with the City of Guelph Official Plan

The proposed development supports the overall goals and objectives of the Guelph OP. The development of the subject lands and the proposed Zoning By-law Amendment conform with the OP and are appropriate for reasons that include:

- The subject lands are located within a Strategic Growth Area which is the focus of new growth and development, and the proposed high density mixed-use development in a compact form that is served well by transit will create new housing which will help promote the vitality, land use diversity and economic well-being of the wider community;
- The proposed development with a mix of commercial and residential uses in a compact form that supports walkable communities with connections to the surrounding pedestrian network, cycling with a future connection into the Guelph city trail and transit that serves the subject lands, is located within the designated greenfield area and will assist the City with the achievement of diverse and complete communities;
- The proposed development provides a net residential density of approximately 208 units per hectare on the subject lands while providing for employment within the commercial component, contributing to the overall residential and employment density of the Community Mixed-Use Node;

- With aspects including the access to transit, a street wall with building entrances along Watson Parkway North, a focal point with high-rise mixed-use buildings at the intersection of Watson Parkway North and Starwood Drive, on-street parking, as well as road and pedestrian connections to the surrounding area the proposed development has been designed with the context of the Council-approved plans for the surrounding lands in the York/Watson/Starwood CMUC, and is compatible with the built and planned context;
- The proposed development contributes a commercial GFA of 2,818 sq. m to the York/Watson/Starwood CMUC, satisfying the minimum 6,500 sq. m target for the York/Watson/Starwood CMUC directed for by the Official Plan;
- Guelph Watson Holdings Inc. has proposed and are considering several items to meet the goal of the City of Guelph's Community Energy Initiative;
- The proposal includes a conveyance of the Natural Heritage System lands along the south-westerly property line, being approximately 0.34 ha, for the purpose of conservation and mitigating impacts to the existing sensitive features;
- An approximately 0.68 ha public park is provided immediately adjacent to the planned municipal trail network lands abutting the southwesterly lot line and along Watson Road North;
- A trail is proposed in order to connect into the City of Guelph Trail network through the Natural Heritage System and the proposed public park; and
- The proposed development and Zoning By-law amendment address the policies related to: built form; transition of land use; parking; access, circulation, loading and storage areas; landscaping and development; safety for new development; criteria for multi-unit residential buildings and intensification; and proximity to environmental features.

3.3 CITY OF GUELPH ZONING BY-LAW 2023-20790

At the present time, 2023 ZBL is under appeal as it pertains to the subject lands.

According to 2023 ZBL, the subject lands are predominantly zoned Commercial Mixed-Use Centre with site-specific provisions and parking area ("PA") standards [CMUC-9(PA)(H10)(H12)]. Small portions of the subject lands along Watson Road North and the southern property line are zoned Natural Heritage System (NHS), which are proposed to

be conveyed to the City. A portion of the subject lands along Watson Road North is shown as Floodplain (FL) Overlay.

The CMUC parent zone that is under site specific appeal permits a range of multi-unit residential and non-residential built forms and uses.

As to the Holding Provisions, under Section 17.1.10 the H10 provision relates to a 2002 Staff Concept Plan for commercial uses on the subject lands that is no longer relevant, while the H12 provision under Section 17.1.12 relates to municipal services being adequate and available prior to the construction of new buildings.

3.3.1 Proposed Zoning By-law Amendment

At the present time, the 2023 ZBL is under appeal as it pertains to the subject lands. An amendment to this Zoning By-law is being sought in order to ensure the permissions obtained through this application will be incorporated into the 2023 ZBL.

The draft Zoning By-law Amendment is attached to this Report as **Appendix C**. The proposed zoning seeks to modify the provisions of the CMUC-9(PA) zone, as adopted by Council on April 18, 2023, implement the boundary of the Natural Heritage System, adjust the Floodplain (FL) Overlay, zone the public park as Neighbourhood Park (NP) and remove the H10 and H12 Holding Provisions.

The following is a summary and analysis of the requested site-specific zoning standards for the CMUC-9(PA) zone, which would replace the current regulations under Section 18.8.9:

- *In addition to the uses permitted in Table 7.1 (CMUC zone) of this By-law, the following Residential Uses are permitted on the subject lands: On-Street Townhouse, in accordance with Section 6.3.3, save an except the following amendments identified in the Regulations subsection of this amendment.*

The amendment is technical in nature in order to permit the proposed on-street townhouse units.

- *For the purposes of determining zoning compliance, the provisions of By-law (2023)-20790, as amended, shall be applied to the lands zoned CMUC-9 as a whole, unless where otherwise specified.*

For the purposes of determining zoning compliance, Watson Parkway North is deemed to be the front lot line.

The amendments are technical in nature in order for the subject lands to be treated as one lot with a front lot line on Watson Parkway North, including for the minimum and maximum units per hectare in conformity with the Guelph OP (s. 9.4.3.19.ii).

- *Notwithstanding any future severance or condominium registration, the uses and regulations of the CMUC-9 Zone shall continue to apply collectively to the whole of the lands identified on Schedule “A” of this By-law, unless where otherwise specified.*

In addition to the definition of street in Section 3 of this by-law, that for the purposes of the CMUC-9 Zone, a street shall also 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 addition to the definition of a lot in Part B, Section 3 of this by-law, that for the purpose of CMUC-9 Zone, a condominium unit within an approved draft plan of condominium or registered plan of condominium shall be considered a lot.

The amendments are technical in nature and are to ensure zoning compliance under a future vacant land condominium application.

- *Despite Table 7.2, B, the maximum lot area shall be 64,500 square metres.*

The amendment is technical in nature and reflects the existing site-specific regulation 18.8.9(b)(iii) for the subject lands that is proposed to be carried over.

- *Despite Table 7.2, B, the maximum Residential density-units per hectare (uph) shall be 250.*

For “Area 1” on Illustration 1, Schedule C, the maximum Residential density-units per hectare (uph) shall be 600.

For “Area 2” on Illustration 1, Schedule C, the maximum Residential density-units per hectare (uph) shall be 600.

For “Area 3” on Illustration 1, Schedule C, the minimum Residential density-units per hectare (uph) shall be 56.

The amendments are technical in nature in order for the maximum units per hectare to be in conformity with the Guelph OP (s. 9.4.3.19.ii) maximum net density of 250 units per hectare for Strategic Growth Areas and to ensure that each Area (Block) can be developed according to the proposed Site Concept Plan.

- *Despite Table 7.3, A, for “Area 1” and “Area 2” on Illustration 1, Schedule C, the minimum front yard on Watson Parkway North and exterior side yard on Watson Road North shall be 2 metres.*

Despite Table 7.3, B, for “Area 1” and “Area 2” on Illustration 1, Schedule C, the minimum interior side yard shall be 1 metres, including where windows of a habitable room face an interior side yard.

Despite Table 7.3, C, for “Area 1” and “Area 2” on Illustration 1, Schedule C, the minimum rear yard shall be 0 metres.

Despite Table 7.3, D, for “Area 1” and “Area 2” on Illustration 1, Schedule C, the minimum buffer strip shall be 0 metres along the rear lot line and 1 metre along the interior side lot line.

The proposed minimum front, interior and rear yards along with the proposed minimum buffer strip widths provide for compatibility and sufficient separation, while facilitating a compact and efficient use of the subject lands, which are located within a Strategic Growth Area, adjacent to a stormwater management pond, natural heritage system and an adjacent apartment building.

- *Despite Table 7.3, D, for “Area 2” on Illustration 1, Schedule C, the minimum Landscaped Open space shall be 15% 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.*

The proposed minimum landscaped open space of 15% for Area 2 provides for a compact and efficient use of the subject lands, which are located within a Strategic Growth Area. As shown on the Landscape Master Concept Plan, approximately 0.34 ha of lands within the Natural Heritage System are intended to be dedicated to the City of Guelph in addition to an approximately 0.68 ha neighbourhood public park, whereby a significant portion of the subject lands provides for landscaped areas.

- *Despite Table 7.4, B, the maximum building height shall be 14 storeys in accordance with Section 4.14.1 and 4.14.5.*

The amendment is technical in nature in order for the maximum building height to be in conformity with the Guelph OP (s. 9.4.3.17) maximum building height of 14 storeys within Strategic Growth Areas.

- *For “Area 1” and “Area 2” on Illustration 1, Schedule C, despite Table 7.4,C, the maximum floorplate size above the 1st storey shall be 1,950 sq. m.*

The maximum floor plate size under the 2023 ZBL, as amended, limits flexibility for site specific design and context as well as the achievement of higher density development on the subject lands that are within a Strategic Growth Area. The floorplate sizes for the proposed mixed-use buildings are appropriate in the context of the proposed development and are comparable/compatible with the adjacent existing developments, while the Shadow Study prepared by Turner Fleischer Architects Inc. concludes that the subject lands will produce shadows that conform to the acceptable criteria set forth in the City of Guelph's Terms of Reference.

- *Despite Table 7.4,D, there are no minimum building setbacks required.*

The proposed site-specific provision is in response to the building design and site planning. In appropriate locations, the building design provides multiple step-backs at the rear of the buildings as well as above the first floor podiums. As noted in the Urban Design Brief prepared by The MBTW Group, “Through the appropriate use of setbacks, setbacks, separation distances, and height distribution, the proposed development provides adequate height transitions externally, towards the surrounding developments and existing open spaces, and internally, between different proposed built forms” (p. 25).

- *For “Area 1” on Illustration 1, Schedule C, despite Table 7.4,E, the maximum building length shall be 140 metres for buildings located within 15 metres of a street for the portion of the building adjacent to the street.*

For “Area 2” on Illustration 1, Schedule C, despite Table 7.4,E, the maximum building length shall be 105 metres for buildings located within 15 metres of a street for the portion of the building adjacent to the street.

The proposed site-specific provision is in response to the building design and site planning for the subject lands, which are located within a Strategic Growth Area. As noted in the Urban Design Brief prepared by The MBTW Group, “Stepbacks in massing, facade articulation and material treatment, and orientation of entrances create a strong and active street edges that encourage walking and provide visual interest” (p. 18).

- *Despite Table 7.4,E, a minimum number of 1 active entrance to the first storey shall be required along facades facing Watson Parkway N.*

In order to accommodate larger retail and commercial tenants, a minimum of 1 of active entrance is proposed for facades facing Watson Parkway North. As noted in the Urban Design Brief prepared by The MBTW Group, “The proposed development contributes to creating an attractive, pedestrian-oriented streetscape by positioning built form to address the street and ensuring the entrance to mixed-use blocks and apartments are easily accessible from the street” (p. 18).

- *Despite Table 7.4,A, for “Area 1” and “Area 2” on Illustration 1, Schedule C, the tower portion of the building which is the portion of a building above the 2nd storey, shall be setback a minimum of 15 metres from any portion of another tower measured perpendicularly from the exterior wall of the 2nd storey.*

Despite Table 7.4,A, for “Area 1” and “Area 2” on Illustration 1, Schedule C, the tower portion of a building shall 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.

- The 2023 ZBL is under appeal as it pertains to the subject lands. Under By-law (1995)-14864, there are no regulations related to tower separation. The proposed site-specific provisions are in response to the building design and site planning for the subject lands, which are located within a Strategic Growth Area. The proposed tower portion setbacks are consistent with the setbacks for 78 Starwood Drive development to the north of Watson Road North. As noted in the Urban Design Brief prepared by The MBTW Group, “The apartment and mixed-use blocks have ample separation distances to allow for solar access and privacy” (p. 25).

- *Despite Table 7.4, A, for “Area 1” and “Area B” on Illustration 1, Schedule C, the minimum common amenity area (min) shall be 4.5 square metres per dwelling unit. Additional Regulations for Table 7.2-7.13, Footnote 4(a) and 4(d) do not apply.*

Despite Table 6.18,H, for “Area 3” on Illustration 1, Schedule C, the minimum common amenity area for stacked, and back-to-back and On-Street townhouses shall be 7.9 square metres per dwelling unit.

Despite Table 6.18,H, for “Area 3” on Illustration 1, Schedule C, the minimum private amenity area area for stacked, back-to-back and On-Street townhouses shall be 5.5 square metres per dwelling unit.

The proposed minimum common amenity areas of 4.5 square metres per dwelling unit for Areas 1 and 2 is a common amenity contribution for developments of this nature. As noted in the Urban Design Brief prepared by the MBTW Group, “Several outdoor amenity areas are proposed at ground level and planned to be multi-use, transforming into snow storage areas during the winter season. Additionally, private outdoor amenities are envisioned on top of shared podiums, and on the roof levels of the proposed buildings. The development will also introduce a proposed trail connection that aligns with the Guelph Active Transportation Network, enhancing pedestrian connectivity within the community node and contributing to the active transportation as presented in the City’s Master Plan” (p. 40). There are private amenity areas proposed for the development, including balconies that are calculated separately under the 2023 ZBL, which serve the same purpose of being gathering areas for residents’ enjoyment. As shown on the Landscape Master Concept Plan, approximately 0.34 ha of lands within the Natural Heritage System is intended to be dedicated to the City of Guelph in addition to an approximately 0.68 ha neighbourhood public park, whereby a significant portion of the subject lands will provide for amenity to future residents of the proposed development.

There are private amenity areas proposed for Area 3 of the development, including balconies and backyards, which serve the same purpose of being gathering areas for residents’ enjoyment. As shown on the Landscape Master Concept Plan, approximately 0.34 ha of lands within the Natural Heritage System are intended to be dedicated to the City of Guelph in addition to an approximately 0.68 ha

neighbourhood public park, whereby a significant portion of the subject lands will provide for amenity to future residents of the proposed development, which is located within a Strategic Growth Area.

- *Despite Table 7.5, A, B and C, and Section 4.14.4, there are no angular planes required.*

The angular plane regulations under the 2023 ZBL, as amended, limit building heights that otherwise may be achievable up to 14 storeys in conformity with Guelph OP (s. 9.4.3.17) for Strategic Growth Areas. For the proposed development, evaluation of the proposed mixed-use buildings is based upon an urban design guideline approach as opposed to an angular plane regulation approach. The proposed development provides for appropriate transition to the adjacent SWM pond, Natural Heritage System, adjacent 7 storey residential building, as well as the existing developments to the north of Watson Parkway North. The Shadow Study prepared by Turner Fleischer Architects Inc. concludes that the subject lands will produce shadows that conform to the acceptable criteria set forth in the City of Guelph's Terms of Reference.

- *Despite Section 7.3.2(a), the minimum commercial gross floor area (GFA) for "Area 1" on Illustration 1, Schedule C, shall be 950 square metres.*

Despite Section 7.3.2(a), the minimum commercial gross floor area (GFA) for "Area 2" on Illustration 1, Schedule C, shall be 1,800 square metres.

The proposal provides a total of approximately 2,818 sq. m of commercial GFA for a resulting net FSI of approximately 0.05. The Commercial Function Study prepared by Urban Metrics was peer reviewed by Watson and Associates Economists Ltd., which both concluded that the proposed commercial floor area to be appropriate as it serves to exceed the minimum 6,500 sq. m target for the York/Watson/Starwood CMUC established by OP s. 9.4.3.9.

- *For "Area 1" and "Area 2" on Illustration 1, Schedule C, the minimum required resident parking shall be 0.9 spaces per unit.*

For "Area 3" on Illustration 1, Schedule C, the maximum required resident parking shall be 2.0 spaces per unit.

For “Area 3” on Illustration 1, Schedule C, the minimum required visitor parking shall be 0.16 spaces per unit.

The proposed development generally complies with the parking requirements. The proposed maximum parking for Area 3 will allow for an outdoor and indoor parking spaces. The modest decrease in the required parking can be justified with alternative modes of transportation that will encourage an active transportation to and from the subject lands. The proposed minimum parking is appropriate as the Transportation Impact Study prepared by Crozier Consulting Engineers concluded that “the existence of local transit, planned cycling facilities, combined with the provision of pedestrian infrastructure at the Site and the availability of several TDM options for the development are expected to reduce auto trips on the study road network and supports the deficiency in parking being provided for all Blocks.”

- *Despite Table 5.2, additional regulation 1, the minimum parking space floor area for an attached garage for townhouses, on-street, townhouse, rear access on-street shall be 18 square metres.*

The proposed minimum parking space floor area of 18 square metres is sufficient to accommodate a vehicle as well as storage within the attached garage and will result in efficient development of the subject lands, which are located in a Strategic Growth Area.

- *Despite Section 5.8.1(b)(i), bicycle parking spaces, short term shall be located no more than 45 metres from the primary pedestrian entrance to a building.*

Regulations 5.8.1(a)(ii), 5.8.1(a)(iii), 5.8.1(b)(ii) do not apply.

The proposed regulations related to long term and short term bicycle parking provide for flexibility in design for the proposed development while providing for bicycle riders, which meets the required number of long term and short term bicycle parking spaces.

- *Despite Section 5.9(a), a minimum of 10% of the total required parking spaces for multi-unit buildings with 3 or more dwelling units and mixed-use buildings on lots identified with a (PA) suffix shall be provided as electric vehicle parking spaces.*

Despite Section 5.9(b), a minimum of 50% of total required parking spaces for multi-unit buildings with 3 or more dwelling units, townhouse – cluster, stacked, stacked back-to-back, on-street and mixed-use buildings shall be provided as designed electric vehicle parking spaces.

Based upon the Site Concept Plan and the proposed site-specific regulations, a total of approximately 627 “Built” and “Designed” EV spaces are proposed the mixed-use buildings, while an additional 118 EV “Designed” EV spaces are proposed for the town-house dwellings. Accordingly, the proposed development can respond to the need for electric vehicle parking.

- *Despite Table 6.19,B, the minimum dwelling unit width for back-to-back units shall be 5.9 metres.*

Despite Table 6.19,C and D, for “Area 3” on Illustration 1, Schedule C, the minimum front yard and exterior yard from private street back of curb or sidewalk or lot line shall be 0.4 metres.

Despite Table 6.19,G, for “Area 3” on Illustration 1, Schedule C, the maximum overall building length of townhouse buildings shall be 52 metres.

Despite Table 6.18,E, for “Area 3” on Illustration 1, Schedule C, the maximum lot coverage of the lot area shall be 70%.

The minimum dwelling unit width of 5.9 m, minimum front yard of 0.4 m, maximum overall building length of 52 m and maximum lot coverage of the lot area of 70% for the proposed townhouse buildings reflects the proposed back-to-back design and will provide for efficient development of the subject lands that are located within a Strategic Growth Area.

- *Despite Table 6.18,E, for “Area 3” on Illustration 1, Schedule C, the minimum landscaped open space shall be 19% of lot area per unit. 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. 30% of the required landscaped open space can be in the form of a green roof or blue roof.*

The proposed minimum landscaped open space of 19% of lot area per unit for Area 3 provides for a compact and efficient use of the subject lands, which are

located within a Strategic Growth Area. As shown on the Landscape Master Concept Plan, approximately 0.34 ha of lands within the Natural Heritage System are intended to be dedicated to the City of Guelph in addition to an approximately 0.68 ha neighbourhood public park, whereby a significant portion of the subject lands provides for landscaped areas.

- *Despite Table 6.10,A, for “Area 3” on Illustration 1, Schedule C, the minimum lot area per dwelling unit shall be 113 square metres.*

Despite Table 6.10,B, for “Area 3” on Illustration 1, Schedule C, the minimum lot frontage per dwelling unit shall be 5.4 metres.

The minimum lot area per dwelling unit of 113 square metres and the minimum lot frontage per dwelling unit of 5.4 m reflects the proposed townhouse design and will provide for efficient development of the subject lands, which are located within a Strategic Growth Area.

- *Despite Table 6.11,A for “Area 3” on Illustration 1, Schedule C, the minimum front yard shall be 3.5 metres.*

Despite Table 6.11,B for “Area 3” on Illustration 1, Schedule C, the minimum exterior yard shall be 3.5 metres.

The proposed minimum front and exterior yards provide for sufficient separation and provided for a compact and efficient use of the subject lands, which are located within a Strategic Growth Area.

- *Despite Table 6.11,F for “Area 3” on Illustration 1, Schedule C, the minimum landscaped open space shall be 29%, where 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 proposed minimum landscaped open space of 29% provides for a compact and efficient use of the subject lands, which are located within a Strategic Growth Area. As shown on the Landscape Master Concept Plan, approximately 0.34 ha of lands within the Natural Heritage System is intended to be dedicated to the City of Guelph in addition to an approximately 0.68 ha neighbourhood public park, whereby a significant portion of the subject lands provides for landscaped areas.

- *Despite Table 6.11,B the minimum dwelling width shall be 5.4 metres.*

The minimum dwelling width of 5.4 m reflects the proposed townhouse design and will provide for efficient development of the subject lands.

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

The proposed adjustments to the Natural Heritage System reflect the Provincially Significant Wetland Buffer (30 m) applied to the Clythe Creek wetland as outlined in the Scoped Environmental Impact Study prepared by North-South Environmental Inc., while the Neighbourhood Park (NP) zone is appropriate for the proposed public park.

For the removal of the Floodplain (FL) Overlay, according to the Scoped Environmental Impact Study prepared by North-South Environmental Inc., “the portion of the floodplain along Watson Road on the east side of the subject property is not in the floodplain and does not meet the criteria for Significant Valleyland” (pp. 26-27). In addition, according to the Functional Servicing and Stormwater Management Report prepared by MTE, “The Site is located adjacent to Clythe Creek and associated floodplain which is regulated by the Grand River Conservation Authority (GRCA). A portion of the Site is also located within the GRCA Regulation Limit. The regulatory floodplain elevations for the Site have been received by the GRCA and varies approximately between 323.16 and 323.78. It is noted that the latest topographical information has been used to delineate the floodplain elevation and thus, has changed from the floodplain limits shown in the previous submission” (p. 4). Accordingly, it was determined that the Floodplain (FL) Overlay is not appropriate for the subject lands.

As to the Holding Provisions that are proposed to be removed:

- The H10 provision under Section 17.1.10 relates to a 2002 Staff Concept Plan for commercial uses on the subject lands and is therefore not relevant to the proposed mixed-use development; and
- The H12 provision under Section 17.1.12 related to municipal services is addressed by the Functional Servicing and Stormwater Management Report and associated drawings that were prepared by MTE Consultants Inc., whereby the municipal services are adequate and available for the subject lands.

In our opinion, the proposed Zoning By-law Amendment, including the site-specific zoning provisions, are appropriate for the subject lands, are consistent with the Provincial Planning Statement, conform with the City of Guelph Official Plan and represents good planning.

4.0 SITE HISTORY

The subject lands are vacant and are known to have been used or developed for any purpose; however, it is noted that several attempts were made in the 2000s to develop the subject lands for commercial purposes. Below is a summary of pertinent application history, which contributed to the preparation of the current proposal:

- The former owner Loblaw Properties Limited submitted a Zoning By-law Amendment application in 2004 (File No. ZC0512) to increase the gross floor area maximum related to a food store. An associated Site Plan Approval application submitted in December 2007 (File No. SP05C051) was closed in August 2019.
- The former owner Loblaw Properties Limited participated in various City of Guelph Official Plan reviews that related, in part, to the subject lands. City of Guelph OPAs 42 and 48 were appealed to the Ontario Land Tribunal (formerly the Ontario Municipal Board and Local Planning Appeal Tribunal) and were resolved through minutes of settlement.
- The minutes of settlement entered into for OPA 42 in June 2014 included agreements for the owner to construct or install the following, as determined through a future application to develop the subject lands:
 - Installation of an amphibian crossing under Watson Road North, as well as erecting barriers along the right-of-way to discourage surface crossing over the right-of-way; and
 - Recreation of a breeding sediment pond, to be located adjacent to the subject lands (off-site).

5.0 ADDITIONAL PLANNING ANALYSIS

- The subject lands are vacant and have not been developed in an area identified for growth and a mix of uses;

-
- The proposed density and mix of uses supports the goals and objectives of the 2024 PPS and City of Guelph OP by contributing to creating a complete and walkable community;
 - The proposed development will connect existing and future residents of the area to the existing Natural Heritage System by creating multi-use trail connections identified by the OP, contributing to the City's overall trail network;
 - The proposal includes a conveyance of the Natural Heritage System lands along the south-westerly property line, being approximately 0.34 ha, for the purpose of conservation and mitigating impacts to the existing sensitive features. A detailed summary of the proposed mitigation measures is provided in the Environmental Impact Assessment prepared by North-South Environmental.
 - The proposal supports provincial direction on housing targets and the City's Housing Pledge, adopted by Council on February 28, 2023, which identifies a target of 18,000 new dwelling units by 2031.
 - The proposed development contributes a commercial GFA of approximately 2,818 sq. m to the York/Waston/Starwood CMUC, contributing to the satisfaction of the minimum 6,500 sq. m for the CMUC directed for by the OP. The proposal therefore assists in achieving the long-term goals and objectives for the area's functionality within the City of Guelph.
 - The proposal has regard for pertinent areas of provincial interest as established by Section 2 of the *Planning Act*, including:
 - The protection of ecological systems, natural areas, features and functions, through the proposed mitigation and habitat enhancement features;
 - Ensuring efficient use of existing infrastructure, such as transportation, water, and wastewater services, by concentrating growth within the urban area in an appropriate location for growth;
 - The development of safe and healthy communities that are walkable, transit-accessible, and can serve a variety of needs to contribute to the creation of complete communities;
 - Ensuring an adequate range of housing by contributing to the City's overall housing stock in a range of built-forms to serve diverse needs of different households; and

- The creation of attractive, well-designed communities that contribute to establishing a sense of place on and within proximity to the subject lands.

5.1 LOCATION AND COMPATIBILITY

The subject lands are well suited for the proposed development:

- The subject lands are of a sufficient size and shape to accommodate a mixed-use development;
- The subject lands are conveniently located within walking distance from the existing public transit network and surrounding open spaces;
- The development provides a comparable built form and scale of building that currently exists in the surrounding neighbourhood, and there are several existing buildings within the CMUC that are of a similar height and scale;
- The proposed development will support the existing supply and mix of local commercial and retail uses in the surrounding area;
- The proposed development is appropriate in the existing context as it relates to noise and vibration, and wind impacts. The application is supported by technical analyses that offer recommendations to mitigate or eliminate issues of compatibility; and
- The site plan approval application process can readily address details such as façade treatments, lighting, and waste containment to ensure compatibility with surrounding land uses.

5.2 AFFORDABLE HOUSING ANALYSIS

The City of Guelph requires that all residential development applications, including the present Zoning By-law Amendment application address affordable housing, as per the City's Terms of Reference.

5.2.1 Description of the Proposal

As described in Section 2.1, the proposed development of the subject lands contemplates approximately 1,129 dwelling units in a variety of built forms. The proposed breakdown of units is as follows:

Unit Type	Number of Units	Average Size (m ²)
Townhouse	201	195.1
On-Street TH	31	242.1
B2B TH	170	186.5
Apartment	928	61

At the current stage of the project, the determination of details regarding precise unit tenure and pricing is premature. We note that the proposed application is for a Zoning By-law Amendment, which is intended to implement appropriate site-specific regulations related to the general built form and massing of the development. To this end, details regarding individual unit mixes or other elements related to affordable housing are subject to change and will be addressed through the submission of future *Planning Act* applications.

As required under the Ontario Building Code, at least 15% of the units within the multi-unit residential buildings will be designed with basic accessibility features.

A detailed summary and justification of the proposed Zoning By-law Amendment is provided in Section 3.3.

5.2.2 Identification of any Additional Considerations

The Terms of Reference identifies a range of potential considerations to address housing costs, including reducing the floor space area of units while maximizing density, bathrooms/en-suites, parking supply, and building amenity areas, as well as considering the balance of private and shared space where appropriate to consider.

These suggestions were taken into consideration through the preliminary design phase. For example, the back-to-back townhouse typology represents a more compact, ground related housing form that can support families through a 2 and 3 bedroom design option. Accordingly, the proposal contemplates a range of unit sizes and forms to meet the varying needs of future residents, as well as modest reductions to the minimum parking and amenity area rates per unit.

5.2.3 Planning Rationale

Section 7.2 of the Official Plan provides objectives, targets, and policies relating to affordable housing, including:

- The general encouragement of affordable housing;
- The promotion of innovative housing types and forms to deliver more affordable housing;
- Establishing minimum targets and tools to procure affordable housing through new development applications on a City-wide basis; and
- Ensure an adequate supply, distribution, and range of housing types include affordable housing and supporting amenities.

OP Section 7.2.1 states that an “affordable housing target” will be implemented by the City through new development applications by utilising tools such as financial incentives, partnerships, and other mechanisms. The stated annual target is that 30% of new residential development is affordable housing, including 25% affordable ownership units, 1% affordable primary rental units, and 4% affordable purpose built secondary rental units. These targets are City-wide and not specific to individual development proposals.

OP Section 7.2.2 provide general policies for affordable housing including:

7.2.2.3. City Council shall consider giving priority to development applications that provide the type, size and tenure of housing required to meet the social and economic needs of the City’s residents.

7.2.2.8. The City may require the submission of an Affordable Housing Report as a part of a development application, demonstrating to the satisfaction of the City how the application addresses affordable housing needs and the affordable housing target including the provision of a range of affordable housing prices.

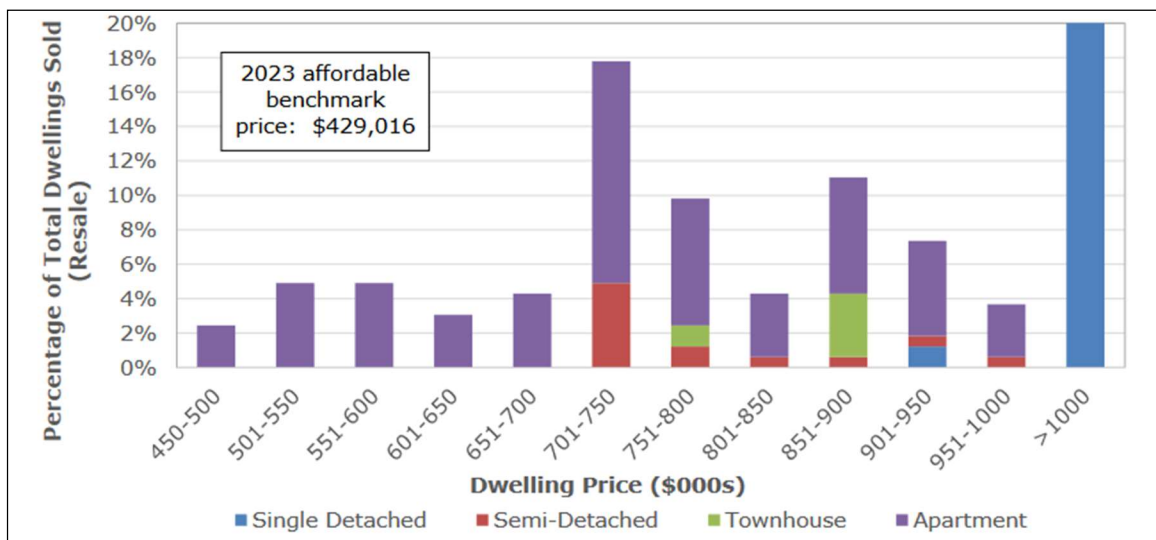
As per OP s. 7.2.2.3, the proposed development is of a type and form that is better suited to meet the social and economic needs in comparison to an alternative form of development, such as low-density residential or single-family dwellings, by providing a range of unit sizes and types to accommodate diverse needs of future residents. To this end, the proposed development conforms with the OP policies relating to affordable housing. Guelph Watson Holdings Inc. remains open to discuss matters of possible

incentives or partnerships with the City to explore opportunities for affordable housing delivery.

With respect to the City of Guelph Affordable Housing Strategy and 2023 Affordable Housing Monitoring Report, we provide the following considerations:

- The minimum density target established for the *Watson Parkway/Starwood Drive Community Mixed-Use Node* area is 160 residents and jobs combined per hectare, which the proposed development would exceed;
- The Report notes that in 2022, 52% of the overall housing stock was detached and semi-detached units. As noted, part of the City’s affordability strategy is to reduce this proportion through the introduction of more compact unit types, which the development proposes in a range of forms to suit the diverse needs and preferences of future residents;
- As depicted in a figure from the Report, the data indicates that apartment units types are substantially lower cost than single detached dwellings (see Figure 10). The proposed development contemplates 928 apartment units (tenure type to be determined).

Figure 10: Percentage of new dwellings by sale price and unit type in 2023 (excerpt from the Affordable Housing Monitoring Report)



5.2.4 Analysis and Opinion

For the reasons outlined above, it is our opinion that the proposal represents good planning principles with regard to the achievement of more affordable housing outcomes within an area of the City designated for concentrated growth. The diverse range of multi-unit built forms and unit sizes proposed are intended to provide for a diverse range of needs and preferences for different family sizes and income levels.

6.0 SUPPORTING MATERIALS

For any application to amend the City of Guelph Zoning By-law, a series of information and reports are required to form a complete application as set out in Section 10.17.1 of the City of Guelph Official Plan. The set of information requirements has been adapted for the proposed application through the DRC Checklist provided on July 6, 2022. This Planning Justification Report relies, in part, on the submission materials summarised below.

6.1 PHASE I ENVIRONMENTAL SITE ASSESSMENT

A Phase I Environmental Site Assessment Update dated April 18, 2022 was prepared by Toronto Inspection Ltd. Based on the findings of the assessment, no new or additional potential environmental concerns were identified for the subject lands and surrounding areas and no further investigation is recommended for the subject lands at the time of the Phase I ESA update.

6.2 ARCHAEOLOGICAL ASSESSMENT

A Stage 1 Archaeological Assessment dated May 1, 2018 was prepared by Stantec Consulting Ltd. to assess the archaeological potential on the subject lands. The Assessment concludes that the subject lands do not maintain archeological potential due to past land disturbance activities, and therefore no further archaeological assessment is required.

The Assessment was accepted by the Ministry of Tourism, Culture and Sport and entered into the Public Register, as confirmed in a letter from the Ministry dated June 1, 2018.

6.3 SUN/SHADOW ANALYSIS

A Shadow Study dated September 13, 2024 was prepared by Turner Fleischer Architects Inc. to analyse the anticipated shadowing generated by the proposed development on

adjacent private and public lands. The Shadow Study concludes that the subject lands will produce shadows that conform to the acceptable criteria set forth in the City of Guelph's Terms of Reference.

6.4 BLOCK PLAN

A Block Plan dated September 13, 2024 was prepared by Turner Fleischer Architects Inc. to assess the planned and potential future redevelopment of the surrounding lands to inform the proposed development within the planned context of the area. As demonstrated, the proposed scale of development is compatible with, and will not preclude, future intensification of lands within the immediate area.

6.5 URBAN DESIGN BRIEF

An Urban Design Brief dated October 2024 was prepared by The MBTW Group. The Urban Design Brief conclusions include that:

- “The proposed development is consistent with the City’s vision and has proposed a mixed-use development comprising various residential options, commercial / retail spaces at-grade and an open space (park), which will contribute to creating a sustainable and vibrant community” (p. 10);
- “The proposed development has had regard to the principles identified in the Urban Design Manuals by developing a mixed-use, compact community with opportunities for living, working and playing within a community mixed-use node. The proposed development establishes a network of interconnected streets and pedestrian networks and provides a choice of mobility, including walking, cycling, transit and driving. In addition, the development integrates natural attributes and public views into the proposed park design, which represents inviting and accessible gathering places for the community ” (p. 16); and
- The proposed development responds to the City of Guelph Built Form Standards for Mid-Rise Buildings and Townhouses (2018) as well as the Guelph Commercial Built Form Standards (2019).

6.6 SCOPED ENVIRONMENTAL IMPACT STUDY

A Revised Scoped Environmental Impact Study, dated October 1, 2024, was prepared by North-South Environmental Inc. The Study concluded that if the Study's

“recommendations are properly implemented, the proposed development will have no negative impact on the City’s NHS and will conform with the applicable federal, provincial and municipal environmental policies and guidelines” (pp. 52-53).

6.7 ARBORIST REPORT – TREE INVENTORY AND PRESERVATION PLAN

An Arborist Report – Tree Inventory and Preservation Plan was prepared by North-South Environmental, dated October 1, 2024. The Arborist Report concludes that “A total of 52 trees above 10 cm DBH were surveyed, of which 49 occurred on the Subject Property and 3 occurred on adjacent properties. The proposed works will require the removal of the majority (45 total) of surveyed trees. Of a total of 45 trees to be removed, 44 will require compensation. Compensation should be in the form of 141 replacement plantings of 60 mm caliper or a combination of calipers equivalent to 843.9 cm DBH. Tree protection fencing and other mitigation measures have been recommended to mitigate impacts on retained trees. Trees within an additional area of grading for a trail and constructed amphibian pond habitat will be assessed following discussions with the City of Guelph and GRCA.” (p. 10)

6.8 LANDSCAPE PLAN

A Landscape Master Concept Plan dated August 19, 2024 was prepared by The MBTW Group, which provides a concept for the landscape treatment of the subject lands, including street trees along Watson Parkway North. The details will be determined as part of a future Site Plan Approval application.

6.9 TRANSPORTATION IMPACT STUDY

A Transportation Impact Study dated October 2024 was prepared by Crozier Consulting Engineers to assess the appropriateness of the proposed development and parking-related amendments on the existing transportation network. The Study concludes that the proposed development can be supported from a transportation operation, safety, and parking perspective. The findings and recommendations of the analysis are summarized as the following:

- Under the 2024 Existing conditions all study intersections are expected to continue performing optimally with a Level of Service “C” or better during the a.m. and p.m. peak hours, except Watson Parkway at Starwood Drive with a LOS “E” during the p.m. peak hour.

- Under the 2036 Future Background conditions, Watson Parkway North at York Road and Watson Road North and Watson Parkway North are expected to operate at LOS “E” during the p.m. peak period. Watson Parkway North and Starwood Drive is expected to operate with a level of service “E” and “F” during the a.m. and p.m. peak period.
- The proposed development is expected to generate 361 and 508 new two-way trips during the weekday a.m. and p.m. peak periods, respectively.
- With the addition of the proposed site access at Watson Parkway North, Watson Road North, and Starwood Drive under the 2036 future total conditions, the LOS values of the study intersections are not expected to change significantly from the 2036 Future Background conditions. The intersections are expected to operate at LOS “D” or better during the a.m. and p.m. peak hours. While Watson Parkway North at York Road and Watson Road North and Watson Parkway North, are expected to operate at LOS “F” and “E” during the p.m. peak period, respectively. Watson Parkway North and Starwood Drive is expected to operate with a level of service “F” during both the a.m. and p.m. peak period.
- From the signal warrant analysis, traffic signals are warranted at the study intersection of Watson Parkway North and Starwood Drive/Site Access under 2036 future background, 2026, 2031, and 2036 future total conditions irrespective of this development proposal. Therefore, it is recommended that the intersection of Watson Parkway North at Starwood Drive, be converted from stop-controlled to signalized. The LOS of the intersection is projected to improve from LOS “F” to “D” under the 2036 future total conditions after signalization.
- A dual left turn lane at the eastbound approach at the intersection of Watson Parkway North at York Road was tested and found to improve the intersection LOS. Implementing these recommendations improved the intersection LOS at Watson Parkway North at York Road from “F” to “D” during the p.m. peak hour. It is noted that the typical warrant of over 300 vehicles utilizing the left turn lane would occur under Future Background Conditions and would require an additional northbound receiving lane.
- According to the 2023 ZBL, the minimum number of required parking spaces for the mixed-use building (Block 1 and 2) is 1,064 spaces and 235 parking spaces

for Block 3. The development has proposed 971 spaces for the mixed-use buildings (Blocks 1 and 2) and 423 for the Townhouses (Block 3), therefore has a deficit of 94 spaces for the mixed-use building (Block 1 and 2) and a surplus of 20 spaces beyond the maximum limit for Townhouses (Block 3).

- The existence of local transit, planned cycling facilities, combined with the provision of pedestrian infrastructure at the Site and the availability of several TDM options for the development are expected to reduce auto trips on the study road network and supports the parking supply being provided for all Blocks.
- The application can be supported from a transportation perspective given that the surrounding road network can accommodate the increase in traffic volumes attributable to the proposed development.

6.10 COMMUNITY ENERGY INITIATIVE

Guelph Watson Holdings Inc. has proposed and are considering several items to meet the goal of the City of Guelph's Community Energy Initiative (see **Appendix C**). Given the preliminary nature of the Zoning By-law Amendment application, the details and specifics of the measures outlined below will be confirmed through the Site Plan Approval process.

6.11 FUNCTIONAL SERVICING AND STORMWATER MANAGEMENT REPORT

A Functional Servicing and Stormwater Management Report dated October 4, 2024 and associated drawings were prepared by MTE Consultants Inc. The Report concludes that:

- The proposed grading design will respect the existing grades along all property lines. Minor re-grading along the east property line is proposed to accommodate the multi-use trail.
- Existing municipal infrastructure for water, sanitary, and storm is available along Watson Parkway N. Existing municipal infrastructure for water is available along Watson Road N. Service connections for storm, sanitary, and water are proposed off of Watson Parkway N.
- The anticipated maximum day domestic water demand is 21.4L/s. The maximum fire flow demand is 150L/s and 683L/s based on OBC and FUS calculations, respectively.
- The anticipated sanitary peak flow rate is expected to be 28.5L/s for the Site.

- The SWM criteria can be satisfied with the implementation of on-site controls for water quantity and water quality.
- The Site infiltration water balance can be achieved with the implementation of infiltration galleries on the Site. The infiltration galleries have been designed to maintain a minimum 1.0m separation from the groundwater elevation.
- The wetland surface water balance can be achieved by directing treated runoff from the Site to the wetland.
- Detailed grading, servicing, and stormwater management design will be provided during the detailed design stage in support of the Site Plan Approval and Building Permit.

6.12 HYDROGEOLOGICAL INVESTIGATION REPORT

A Hydrogeological Investigation Report dated September 27, 2024 was prepared by Palmer Environmental. The Report concludes that the proposed development is achievable on the subject lands and provides a series of recommendations.

6.13 NOISE AND VIBRATION FEASIBILITY STUDY

An Updated Noise and Vibration Feasibility Study dated August 22, 2024 was prepared by GHD Limited to assess the impact of existing transportation, such as road, rail, and aircraft, as well as stationary noise sources from existing commercial/industrial facilities south of York Road. An analysis of impacts from proposed mechanical equipment was also undertaken.

The Report provides a series of recommendations to mitigate noise exposure to future residents, including the installation of acoustic barriers, upgraded building façade components, and central air conditioning. A series of warning clauses is also recommended to be included in all agreements to lease, agreements of purchase and sale, and/or condominium declarations.

It is noted that no vibration impacts are anticipated from the rail corridor, being setback over 75 metres from the subject lands. A warning clause is recommended for all agreements between future residents to advise of the proximity of the rail corridor, being less than 300 metres, as required by Metrolinx.

6.14 PEDESTRIAN LEVEL WIND STUDY

Gradient Wind prepared a Pedestrian Level Wind Study dated October 13, 2023. The Study was completed using computer simulations related to the architectural drawings of the proposed development provided Turner Fleischer Architects Inc. in October 2023. The Study concluded that all grade-level areas within and surrounding the subject lands were predicted to experience conditions considered acceptable for the intended pedestrian uses throughout the year. Specifically, wind comfort conditions over the nearby public sidewalks, transit stops, the existing parking lots to the north and west, surface parking, laneways, walkways, grade-level outdoor amenities, the proposed park, and in the vicinity of building access points were considered acceptable.

Gradient Wind prepared a Pedestrian Level Wind Study Addendum dated October 1, 2024, which relates to the September 2024 (current) architectural drawings prepared by Turner Fleischer Architects Inc. The Addendum concluded that the differences between the October 2023 and September 2024 architectural designs are considered modest from a wind engineering perspective, and the results and recommendations provided in the 2023 Study are expected to remain mostly representative of the current architectural massing. Specifically, most grade-level areas within and surrounding the subject site are expected to experience conditions considered acceptable for the intended pedestrian uses throughout the year, inclusive of the nearby public sidewalks, transit stops, the existing parking lots to the north and west, the proposed surface parking, laneways, walkways, and in the vicinity of building access points. Recommendations from the Addendum relate to mitigation including with wind screens for the above-grade amenity terraces serving Blocks 1 and 2, the rooftop amenity terrace serving Buildings A, B, C and D, and that the wind mitigation strategy can be further developed for these spaces in collaboration with the landscape and building architects as the programming and landscape design of the amenity spaces develops and as the design of the proposed development progresses.

6.15 GEOTECHNICAL REPORT

A Geotechnical Investigation dated October 17, 2024 was prepared by Toronto Inspection, which provides recommendations related to aspects including site preparation, foundation design, floor slab construction, earthquake consideration, excavation and backfilling, groundwater control and pavement construction.

6.16 COMMERCIAL FUNCTION STUDY AND PEER REVIEW

A Commercial Function Study dated October 17, 2023, was prepared by urban Metrics. The Commercial Function Study concluded that the proposed mixed-use development with retail/service commercial at grade is appropriate and should be permitted, for reasons including:

- “The proposed development includes a sufficient amount of retail/service commercial space that reflects the market realities of this area of Guelph. It contributes to the retail/service commercial node and increases the commercial development in the CMUC above the minimum 6,500 square metres requirement specified in OPA 69.
- Furthermore, the proposed development is supported by a range of other retail/service commercial developments in the surrounding local area. These sites are accessible by car and public or active transportation. In particular, the area west of the subject site includes drug stores and an existing and potential new grocery store that will continue to support the ongoing needs of residents of this area.
- The proposed mixed-use development supports broader policy goals and commercial needs of the City. Specifically, it supports and prioritizes intensification. It also transitions a vacant and underutilized site into a productive residential and commercial mixed-use community, and also increases and diversifies the housing stock in an area that is largely comprised of single-family low-density housing formats.” (p. 48).

A Technical Memorandum “Re: Peer Review of Commercial Function Study for 115 Watson Parkway North Guelph – Revised Study and Development Concept” (“2024 Peer Review”) dated March 5, 2024 was prepared for the City of Guelph by Watson & Associates. The 2024 Peer Review concluded that:

- “The new development concept includes approximately 2,790 sq.m (approximately 30,000 sq.ft.) of commercial G.F.A., up from 1,500 sq.m (approximately 16,200 sq.ft.), an increase of 86% or 1,290 sq.m. (approximately 13,900 sq.ft.). Overall, the revisions to the development concept significantly increase the prominence of the commercial space in the concept plan, providing for a range of commercial

opportunities and a better integration with the surrounding area. While the proposed development plan does not provide details on the revised proposed yield of housing units, it is assumed that the development concept has led to a better balance of residential and commercial uses and, therefore, will likely contribute towards a higher amount of commercial G.F.A. per capita for local residents.

- Furthermore, based on the revised development concept, the commercial G.F.A. allocation is approximately 2,790 sq.m (approximately 30,000 sq.ft) which exceeds the O.P. policy requirement by 833 sq.m (approximately 9,000 sq.ft.). As a result, the proposed commercial development exceeds in meeting the minimum commercial threshold for the York/Watson Parkway/Starwood CMUC.
- While the revised Commercial Function Study, dated October 17, 2023, does not address all of Watson & Associates' comments in our Peer Review Report, dated August 2, 2023, the revisions to the development concept have significantly increased the allocation of commercial G.F.A. beyond the minimum requirements set out in City of Guelph O.P. policy 9.4.2.1 and contribute towards a better balance of commercial and residential uses for this area." (pp. 7-8)

6.17 COMMUNITY ENGAGEMENT REPORT

A Community Engagement Report dated July 2023 was prepared and submitted to the City of Guelph through the 2023 Pre-submission Application. The Report provided a summary of the Pre-submission Application community consultation meeting held on June 29, 2023, and highlighted key changes made to the concept in response to the community feedback provided, which included increasing the commercial gross floor area for individual units to allow for larger-format tenants, and additional consideration of the proposed unit size and mix to support a mixed-income community.

7.0 CONCLUSIONS

Given the findings of this Report and the supporting materials, it can be concluded that the proposed mixed-use development and the proposed Zoning By-law Amendment are appropriate for the subject lands. The proposal is consistent with and conforms to the applicable provincial and municipal land use planning policies, and represents good land use planning as follows:

- The proposed Zoning By-law Amendment, which will facilitate the development of the subject lands, is consistent with Provincial Planning Statement;
- The proposed development supports the overall goals and objectives of the Guelph Official Plan. The subject lands are located within a Strategic Growth Area which is the focus of new growth and development, and the proposed development will create new housing that will help promote the vitality, land use diversity and economic well-being of the wider community;
- The proposal seeks to develop a parcel of vacant land with good access to public transit that is well located for the proposed mixed use development and compatible with the existing surrounding land uses. The proposed development contributes a mix of uses and dwelling sizes to support a complete mixed use community;
- The density and building heights of the proposed development are within the Guelph Official Plan ranges for sites within a Strategic Growth Area;
- The proposed specific development standards to accommodate the proposed redevelopment are appropriate;
- The proposal includes a conveyance of the Natural Heritage System lands along the south-westerly property line, being approximately 0.34 ha, for the purpose of conservation and mitigating impacts to the existing sensitive features;
- An approximately 0.68 ha public park is provided immediately adjacent to the planned municipal trail network lands abutting the southwesterly lot line and along Watson Road North;
- The proposal supports provincial direction on housing targets and the City's Housing Pledge, adopted by Council on February 28, 2023, which identifies a target of 18,000 new dwelling units by 2031;

-
- The proposed development contributes a commercial GFA of approximately 2,818 sq. m to the York/Watson/Starwood CMUC, satisfying the minimum 6,500 sq. m target for the York/Watson/Starwood CMUC directed for by the Official Plan;
 - The technical submission materials prepared in relation to the proposed Zoning By-law Amendment support the proposed design and intensity of use of the subject lands; and
 - A future Site Plan Approval application can readily address details such as landscaping, lighting, façade treatments, and waste containment to ensure compatibility with surrounding land uses.

APPENDIX A – Concept Site Plan





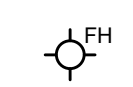


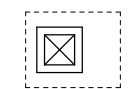

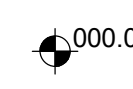

WATSON PARKWAY

TURNER FLEISCHER

Turner Fleischer Architects Inc.
67 Leslie Road
Toronto, ON, M5B 2T8
1-416-425-2222
turnerfleischer.com

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LEGEND

-  PRIMARY RESIDENTIAL ENTRANCE
-  SECONDARY RESIDENTIAL ENTRANCE
-  RETAIL ENTRANCE
-  EXIT
-  FIRE HYDRANT
-  SIAMESE CONNECTION
-  CONVEX MIRROR
-  TRANSFORMER WITH CLEARANCES
-  FIRE ROUTE SIGN
-  0.000.00 SPOT ELEVATION
-  GAS/HYDRO METER



#	DATE	DESCRIPTION	BY
2	2024-09-13	ISSUED FOR REZONING SUBMISSION 2	AAF
1	2023-11-03	ISSUED FOR REZONING SUBMISSION 1	AAF

TERCOT

COMMUNITIES

PROJECT
Guelph Watson Holdings Inc.
115 WATSON PARKWAY, GUELPH, ON

DRAWING
SITE PLAN / ROOF PLAN

PROJECT NO.
22.028FS
PROJECT DATE
2024-09-13
DRAWN BY
VVA
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AYU
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APPENDIX B – Zoning Compliance Table

Zoning By-law (2023) 20790 Section	CMUC-9(PA) Regulation	Provision [unit]	[req]	Provided	Amendment Required
S. 7.3.1, Table 7.2; S. 18.8.14(b)(iv)	Lot Area (min - max)	7,500m ² - 64,500m ²			N
S. 7.3.1, Table 7.2	Residential Density (min - max)	100 ¹ - 150 UPH		208 UPH	Y
Regulations for multi-storey buildings					
S. 7.3.1, Table 7.3	Front and Exterior Side Yard (min - max)	3m - 13m		2m	Y
S. 7.3.1, Table 7.3	Interior Side Yard (min)	3m; 7.5m (habitable room windows)		1m	Y
S. 7.3.1, Table 7.3	Rear Yard (min)	7.5m		0m	Y
S. 7.3.1, Table 7.3	Buffer Strip (min)	3m adjacent to interior side yard + rear lot line		0 m (rear) and 1 m (interior)	Y
S. 7.3.1, Table 7.3	Landscaped Open Space (min)	20% of lot area ²		Block 1: 27.8% (2561.33 m2); Block 2: 15.5% (1335.41 m2)	Y
S. 7.3.1, Table 7.4	Building Height (min)	7.5m when within 15m of existing/proposed arterial/collector roads		Greater than 7.5 m	N
S. 7.3.1, Table 7.4	Building Height (max)	10 storeys		14 storeys	Y
S. 7.3.1, Table 7.5; S. 4.14.4	Angular Planes (max)	45° from CL of street; 40° from lot line when adjacent to river/park		Not met	Y
S. 7.3.1, Table 7.4	Floorplate size (max)	7th-8th storeys: 1,200m ² > 9th+ storey: 1,000m ²		A: 1316.250; B: 1942.362; C: 1704.443; D: 1003.500 sq.m	Y
S. 7.3.1, Table 7.4	Building Stepbacks (min)	3 m for all portions of the building above the 6th storey facing a street for buildings located within 15 m of a street		0	Y
S. 7.3.1, Table 7.4	Building Length (max)	75m when within 15m of a street, for the portion of the building adjacent to a street		139.21 and 104.05m	Y
S. 7.3.1, Table 7.4	Building Distance (min)	Where two or more buildings are located on a lot, the distance between the wall of one building and the wall of another building either of which contain windows of habitable rooms, shall be one - half of the building height to a maximum of 15m and a minimum of 5m The distance between the faces of any two buildings with no windows to habitable rooms shall be a minimum of 5m		20 m	N
S. 7.3.1, Table 7.4	First Storey Height (min)	4.5m		7m	N
S. 7.3.1, Table 7.4	First Storey Height Transparency (min)	40% of the surface area of the first storey of a building, up to 4.5m from the ground, shall be comprised of transparent windows and/or active entrances when a building is within 15 m of an existing and proposed arterial and/or collector road		Block 1: 51.13%; Block 2: 50.76%	N

Zoning By-law (2023) 20790 Section	CMUC-9(PA) Regulation	Provision	[unit]	[req]	Provided	Amendment Required	
S. 7.3.1, Table 7.4	Active Entrance Along Street (min)	1 active entrance for every 30m of streetline for the portion of the building facing the street when within 15m of street			Not met	Y	
S. 7.3.1, Table 7.4	Tower Separation (min)	The tower portion of the building which is the portion of a building above the 6th storey, shall be setback a minimum of 25 m from any portion of another tower measured perpedicularly from the exterior wall of the 6th storey The tower portion of a building shall be setback a minimum of 12.5 m from an interior side lot line and rear lot line measured perpedicularly from the exterior wall of the 6th storey			15 and 9.13 m from any portion of another tower measured perpedicularly from the exterior wal; and 1 m from an interior side lot line and rear lot line	Y	
S. 7.3.1, Table 7.4	Common Amenity Area (min)		20m ² per unit	928	18,560	Block 1: 3,668.6 (8.71 sq. m/unit) and Block 2: 2,283.2 (4.5 sq. m/unit)	Y
S. 7.3.2(b)(ii)	Commercial GFA (min)		0.15 FSI			Block 1: 959.7 sq. m; Block 2: 1,858.4 sq m (Not met)	Y
Regulations for Back-to-Back Townhouses, in accordance with RM.6 regulations (CMUC)							
s. 6.3.5, Table 6.19	Lot Area / Unit (min)		N/A			83m ²	N
s. 6.3.5, Table 6.19	Dwelling Unit Width (min)		7m			5.9m	Y
s. 6.3.5, Table 6.17	Lot Frontage / Block (min)		30m			36.9m	N
	Overall Building Length / Block (max)		49m			51.2m	Y
s. 6.3.5, Table 6.19	Front Yard (min)		6m from private street back of curb			0.42 m	Y
s. 6.3.5, Table 6.18	Interior Side Yard / Block (min)		Half of the building height, but no less than 3m			3m	N
s. 6.3.5, Table 6.19	Interior Side Yard / Unit (min)		0m			0m	N
s. 6.3.5, Table 6.18	Block Lot Coverage (max)		40%			Typical: 68.1% (Max Per Unit) Block 30: 59.1% (Max Block)	Y
s. 6.3.5, Table 6.18	Landscaped Open Space / Block (min)		40% ^{2,3}			Typical: 19.5% (Min Per Unit) Block 30: 24.9% (Min Block)	Y
s. 6.3.5, Table 6.18	Active Entrance Along Street (min)		1 active entrance for every 30m of streetline for the portion of the building facing the street when within 15m of street			Not met or applicable	N
s. 6.3.5, Table 6.18	Buffer Strip (min)		3m adjacent to interior side yard + rear lot line; 3m around peimeter of surface parking lots			Met	N
s. 6.3.5, Table 6.18	Common Amenity Area (min)		10m ² per unit	170	1,700	1348.3	Y
s. 6.3.5, Table 6.18	Private Amenity Area		20m ² per unit	170	3,400	1419.1	Y
s. 6.3.5, Table 6.19	Building Distance (min)		3.0m			3m	N

Zoning By-law (2023) 20790 Section	CMUC-9(PA) Regulation	Provision	[unit]	[req]	Provided	Amendment Required
s. 6.3.5, Note 4(a)	Building Distance for walls containing openings to habitable rooms and another building containing openings to habitable rooms	15m			Met	N
s. 4.7. TBD	Permitted FY Encroachments				TBD	TBD
Regulations for On-Street Townhouses, in accordance with s. 6.3.3 (use not permitted)						
s. 6.3.3, Table 6.10	Lot Area / Unit (min)	180m ²			Block 3C - min: 150.638 m ² Block 3P - min: 113.000 m ²	Y
s. 6.3.3, Table 6.10	Lot Frontage / Unit (min)	6m			5.43m	Y
s. 6.3.3, Table 6.11	Front Yard (min)	6m			3.5	Y
s. 6.3.3, Table 6.11	Exterior Side Yard (min)	4.5m			3.5	Y
s. 6.3.3, Table 6.11	Interior Side Yard / Block (min)	1.5m			3.0m	N
s. 6.3.3, Table 6.11	Rear Yard (min)	7.5m			N/A	N
s. 6.3.3, Table 6.11	Lot Coverage / Block (max)	55%			54.7	N
s. 6.3.3, Table 6.11	Landscaped Open Space (min)	35%*			Block 3P - min: 29.5%	Y
s. 6.3.3, Note 1	Soft Landscaped Open Space (min)	50% of required landscaped area			Block 3P - min: 79.5%	N
s. 6.3.3, Table 6.12	Building Height (max)	3 storeys and in accordance with s. 4.14			Met	N
s. 6.3.3, Table 6.12	Units / Row (max)	8 units			6 units	N
s. 6.3.3, Table 6.12	Unit width (min)	6m			5.43m	Y
s. 6.3.3, Table 6.12	Principal Entrance Location	Facing front or exterior lot line			Met	N
Parking - Residential Mixed-Use						
S. 5.5, Table 5.3 , Row 2	Resident Parking (min)	1 space / unit + 0.1 visitor spaces per unit	928	1,021	928	Y
	Resident Parking (max)	1.5 spaces / unit + 0.25 visitor spaces per unit	928	1,624	928	N
	Accessible Spaces (min)	2 + 2% of total required spaces		22	27	N
Parking - Back-to-Back Townhouses						
S. 5.5, Table 5.3 , Row 17	Resident Parking (min)	1 space / unit	170	170	334	N
S. 5.5, Table 5.3 , Row 17	Resident Parking (max)	1.5 spaces / unit	170	255	334	Y
S. 5.5, Table 5.3 , Row 17	Visitor Parking (min)	0.2 spaces / unit	170	34	27	Y
S. 5.5, Table 5.3 , Row 17	Visitor Parking (max)	0.5 spaces / unit	170	85	27	N
Parking - On-Street Townhouses						
S. 5.5, Table 5.3 , Row 18	Resident Parking (min)	1 space / unit	31	31	62	N
Parking - Retail						
S. 5.5, Table 5.3 , Row 48	Minimum	1.5 / 100m ² GFA	2785.2	42	43	N
	Maximum	3.0 / 100m ² GFA		84	43	N
	Accessible Spaces (min)	4% of required parking spaces		2	3	N
General Provisions						
S. 4.6.1	Sightline Triangle (min)	9m			Met	N
S. 4.9(a)	Garbage Storage (mixed-use buildings)	Indoors; If outdoor, within interior yard or rear yard			Met	N
4.14.5	Rooftop Mechanicals (mixed-use buildings)	Setback 5m from building edge (min); or Setback 1.5m (min) and enclosed			No details yet	TBD
S. 5.3.1(e)	Parking Aisle Width (2-way) (min)	6.5m			6.5m	N
S. 5.5, Table 5.2, Row 3	Underground Parking Space Dimensions (min)	2.75m x 5.5m			2.75 x 5.5m	N

Zoning By-law (2023) 20790 Section	CMUC-9(PA) Regulation	Provision	[unit]	[req]	Provided	Amendment Required
S. 5.5, Table 5.2 footnote 1	Townhouse Garage Floor Area (min)	20m ²			18m ²	Y
S. 5.5, Table 5.2, Row 1	Townhouse Garage Parking Space Dimensions (min)	3m x 6m			3m x 6m	N
Bicycle Parking						
S. 5.8, Table 5.7, Row 1	Short-Term Bicycle Parking - Apartment Building (min)	(0.1 spaces / unit)	928	93	93	N
S. 5.8, Table 5.7, Row 1	Long-Term Bicycle Parking - Apartment Building (min)	(1 space / unit)	928	928	928	N
S. 5.8, Table 5.7, Row 6	Short-Term Bicycle Parking - Commercial (min)	(0.2 spaces / 100m ² GFA)	2785.2	6	6	N
S. 5.8, Table 5.7, Row 6	Long-Term Bicycle Parking - Commercial (min)	(0.1 spaces / 100m ² GFA)	2785.2	3	4	N
Electric vehicle parking requirements						
S. 5.9a)	A minimum of 20% of the total required parking spaces for multi-unit buildings with 3 or more dwelling units and mixed-use buildings on lots identified with a (PA) suffix shall be provided as electric vehicle parking spaces.	Block 1: 93; Block 2: 112;			Block 1: 46; Block 2: 56	Y
S. 5.9b)	A minimum of 80% of total required parking spaces for multi-unit buildings with 3 or more dwelling units, townhouse – cluster, stacked, stacked back-to-back, and mixed-use buildings shall be provided as designed electric vehicle parking spaces.	Block 1: 370; Block 2: 446; Block 3: 188			Block 1: 232; Block 2: 279	Y
S. 5.9c)	For any non-residential use, a minimum of 10% of required parking spaces shall be provided as electric vehicle parking spaces and a minimum of 20% of required parking spaces shall be provided as designed electric vehicle parking spaces.	Block 1: 2 and 3; Block 2: 3 and 6			Block 1: 2 and 3; Block 2: 3 and 6	N
Notes:	¹ Min only required for free-standing residential buildings, not mixed-use ² Up to 30% of req landscaped areas may be green/blue roof for multi-storey buildings and B2Bs ³ 50% of req landscaping must be soft for on-streets and B2Bs					

APPENDIX C – Draft Zoning By-law Amendment

**THE CORPORATION OF THE CITY OF GUELPH
BY-LAW NO. (20__)-XXXXX**

A By-law to amend By-law Number (2023)-20790, as amended, known as the Zoning By-law for the City of Guelph as it affects property known municipally as 115 Watson Parkway North and legally described as Part of Lot 5, Concession 3, Division C, Parts 1 & 4 of 61R9256 (File # ____)

WHEREAS authority is granted under Section 34 of the *Planning Act*, as amended, to pass a By-Law;

THEREFORE the Council of the Corporation of the City of Guelph enacts as follows:

1. **THAT** Schedule A, Map No. 62 of Zoning By-law (2023)-20790 is hereby amended by changing the Zone on the property shown on SCHEDULE A from 'Community Mixed-Use Commercial' (CMUC-9 (PA)(H10)(H12)) Zone and 'Natural Heritage System' Zone to 'Community Mixed-Use Commercial with Site-Specific Provision' (CMUC-9 (PA)) Zone, 'Natural Heritage System Zone' and 'Neighbourhood Park' (NP) Zone.
2. **THAT** Schedule B-8: Floodplain Overlay of Zoning By-law (2023)-20790 is hereby amended by removing the 'Floodplain' (FL) Overlay on the property shown on SCHEDULE B.
3. **THAT** Section 17.1.10 (H10) 72 Watson Road North be deleted.
4. **THAT** Section 18.8.9 of By-law Number (2023)-20790, as amended, is hereby further amended by replacing Subsection 18.8.9 for 72 Watson Road North and 115 Watson Parkway North as follows:

18.8.9 **CMUC-9**

115 Watson Parkway North

As shown on Map 62 of Schedule "A" of this By-law.

a) **Permitted Uses**

In addition to the uses permitted in Table 7.1 (CMUC zone) of this By-law, the following Residential Uses are permitted on the subject lands:

- On-Street Townhouse, in accordance with Section 6.3.3, save an except the following amendments identified in the Regulations subsection of this amendment.

b) Regulations

In accordance with Section 7.3.1 of the by-law, with the following exceptions and additions:

(i) Zoning Interpretation – One Lot

For the purposes of determining zoning compliance, the provisions of By-law (2023)-20790, as amended, shall be applied to the lands zoned CMUC-9 as a whole, unless where otherwise specified.

(ii) Zoning Interpretation – Front Lot Line

For the purposes of determining zoning compliance, Watson Parkway North is deemed to be the front lot line.

(iii) Severability Provision

Notwithstanding any future severance or condominium registration, the uses and regulations of the CMUC-9 Zone shall continue to apply collectively to the whole of the lands identified on Schedule “A” of this By-law, unless where otherwise specified.

(iv) Definition of Street

In addition to the definition of street in Section 3 of this by-law, that for the purposes of the CMUC-9 Zone, a street shall also 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.

(v) Definition of Lot

In addition to the definition of a lot in Part B, Section 3 of this by-law, that for the purpose of CMUC-9 Zone, a condominium unit within an approved draft plan of condominium or registered plan of condominium shall be considered a lot.

(vi) Maximum Lot Area

Despite Table 7.2, B, the maximum lot area shall be 64,500 square metres.

(vii) Residential Density

Despite Table 7.2, B, the maximum Residential density-units per hectare (uph) shall be 250.

For “Area 1” on Illustration 1, Schedule C, the maximum Residential density-units per hectare (uph) shall be 600.

For “Area 2” on Illustration 1, Schedule C, the maximum Residential density-units per hectare (uph) shall be 600.

For “Area 3” on Illustration 1, Schedule C, the minimum Residential density-units per hectare (uph) shall be 56.

(viii) Yard Requirements

Despite Table 7.3, A, for “Area 1” and “Area 2” on Illustration 1, Schedule C, the minimum front yard on Watson Parkway North and exterior side yard on Watson Road North shall be 2 metres.

(ix) Yard Requirements

Despite Table 7.3, B, for “Area 1” and “Area 2” on Illustration 1, Schedule C, the minimum interior side yard shall be 1 metres, including where windows of a habitable room face an interior side yard.

(x) Yard Requirements

Despite Table 7.3, C, for “Area 1” and “Area 2” on Illustration 1, Schedule C, the minimum rear yard shall be 0 metres.

(xi) Buffer Strips

Despite Table 7.3, D, for “Area 1” and “Area 2” on Illustration 1, Schedule C, the minimum buffer strip shall be 0 metres along the rear lot line and 1 metre along the interior side lot line.

(xii) Landscaped Open Space

Despite Table 7.3, D, for “Area 2” on Illustration 1, Schedule C, the minimum Landscaped Open space shall be 15% 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.

(xiii) Building Height

Despite Table 7.4, B, the maximum building height shall be 14 storeys in accordance with Section 4.14.1 and 4.14.5.

(xiv) Floorplate Size

For “Area 1” and “Area 2” on Illustration 1, Schedule C, despite Table 7.4,C, the maximum floorplate size above the 1st storey shall be 1,950 sq. m

(xv) Building Stepbacks

Despite Table 7.4,D, there are no minimum building stepbacks required.

(xvi) Building Length

For “Area 1” on Illustration 1, Schedule C, despite Table 7.4,E, the maximum building length shall be 140 metres for buildings located within 15 metres of a street for the portion of the building adjacent to the street.

For “Area 2” on Illustration 1, Schedule C, despite Table 7.4,E, the maximum building length shall be 105 metres for buildings located within 15 metres of a street for the portion of the building adjacent to the street.

(xvii) Active Entrances

Despite Table 7.4,E, a minimum number of 1 active entrance to the first storey shall be required along facades facing Watson Parkway N.

(xviii) Tower Separation

Despite Table 7.4,A, for “Area 1” and “Area 2” on Illustration 1, Schedule C, the tower portion of the building which is the portion of a building above the 2nd storey, shall be setback a minimum of 15 metres from any portion of another tower measured perpendicularly from the exterior wall of the 2nd storey.

(xix) Tower Separation

Despite Table 7.4,A, for “Area 1” and “Area 2” on Illustration 1, Schedule C, the tower portion of a building shall 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.

(xx) Common Amenity Area

Despite Table 7.4, A, for “Area 1” and “Area 2” on Illustration 1, Schedule C, the minimum common amenity area shall be 4.5 square metres per dwelling unit. Additional Regulations for Table 7.2-7.13, Footnote 4(a) and 4(d) do not apply.

Despite Table 6.18,H, for “Area 3” on Illustration 1, Schedule C, the minimum common amenity area for stacked, and back-to-back townhouses shall be 7.9 square metres per dwelling unit.

(xxi) Private Amenity Area

Despite Table 6.18,H, for “Area 3” on Illustration 1, Schedule C, the minimum private amenity area for stacked and back-to-back townhouses shall be 5.5 square metres per dwelling unit.

(xxii) Angular Planes

Despite Table 7.5, A, B and C, and Section 4.14.4, there are no angular planes required.

(xxiii) Commercial regulations for CMUC zone

Despite Section 7.3.2(a), the minimum commercial gross floor area (GFA) for “Area 1” on Illustration 1, Schedule C, shall be 950 square metres.

Despite Section 7.3.2(a), the minimum commercial gross floor area (GFA) for “Area 2” on Illustration 1, Schedule C, shall be 1,800 square metres.

(xxiv) Off-Street Parking

For “Area 1” and “Area 2” on Illustration 1, Schedule C, the minimum required resident parking shall be 0.9 spaces per unit.

For “Area 3” on Illustration 1, Schedule C, the maximum required resident parking shall be 2.0 spaces per unit.

For “Area 3” on Illustration 1, Schedule C, the minimum required visitor parking shall be 0.16 spaces per unit.

(xxv) Parking Space Dimensions

Despite Table 5.2, additional regulation 1, the minimum parking space floor area for an attached garage for townhouses, on-street, townhouse, rear access on-street shall be 18 square metres.

(xxvi) Bicycle Parking

Despite Section 5.8.1(b)(i), bicycle parking spaces, short term shall be located no more than 45 metres from the primary pedestrian entrance to a building.

Regulations 5.8.1(a)(ii), 5.8.1(a)(iii), 5.8.1(b)(ii) do not apply.

(xxvii) Electric Vehicle Parking

Despite Section 5.9(a), a minimum of 10% of the total required parking spaces for multi-unit buildings with 3 or more dwelling units and mixed-use buildings on lots identified with a (PA) suffix shall be provided as electric vehicle parking spaces.

Despite Section 5.9(b), a minimum of 50% of total required parking spaces for multi-unit buildings with 3 or more dwelling units, townhouse – cluster, stacked, stacked back-to-back, on-street and mixed-use buildings shall be provided as designed electric vehicle parking spaces.

For Townhouse, back-to-back, Townhouse, cluster, Townhouse, on-street, Townhouse, stacked and Townhouse, stacked back-to-back uses, in accordance with Section 6.3.5 of the by-law, the RM.6 zone requirements in Table 6.18 and 6.19 as well as Table 7.2 of the CMUC zone applies, with the following exceptions and additions:

(xxviii) Dwelling Unit Width

Despite Table 6.19,B, the minimum dwelling unit width for back-to-back units shall be 5.9 metres.

(xxix) Front and Exterior Yards

Despite Table 6.19,C and D, for “Area 3” on Illustration 1, Schedule C, the minimum front yard and exterior yard from private street back of curb or sidewalk or lot line shall be 0.4 metres.

(xxx) Overall Building Length

Despite Table 6.19,G, for “Area 3” on Illustration 1, Schedule C, the maximum overall building length of townhouse buildings shall be 52 metres.

(xxxi) Block Lot Coverage

Despite Table 6.18,E, for “Area 3” on Illustration 1, Schedule C, the maximum lot coverage of the lot area shall be 70%.

(xxxii) Landscaped Open Space

Despite Table 6.18,E, for “Area 3” on Illustration 1, Schedule C, the minimum landscaped open space shall be 19% of lot area per unit. 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. 30% of the required landscaped open space can be in the form of a green roof or blue roof.

For On-Street Townhouse, in accordance with Section 6.3.3 of the by-law, the RM.5 zone requirements in Tables 6.10 and 6.11 as well as Table 7.2 of the CMUC zone applies, with the following exceptions and additions:

(xxxiii) Lot Area per Dwelling Unit

Despite Table 6.10,A, for “Area 3” on Illustration 1, Schedule C, the minimum lot area per dwelling unit shall be 113 square metres.

(xxxiv) Lot Frontage per Dwelling Unit

Despite Table 6.10,B, for “Area 3” on Illustration 1, Schedule C, the minimum lot frontage per dwelling unit shall be 5.4 metres.

(xxxv) Front Yard

Despite Table 6.11,A for “Area 3” on Illustration 1, Schedule C, the minimum front yard shall be 3.5 metres.

(xxxvi) Exterior Side Yard

Despite Table 6.11,B for “Area 3” on Illustration 1, Schedule C, the minimum exterior yard shall be 3.5 metres.

(xxxvii) Landscaped Open Space

Despite Table 6.11,F for “Area 3” on Illustration 1, Schedule C, the minimum landscaped open space shall be 29%, where 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.

(xxxviii) Dwelling Unit Width

Despite Table 6.11,B the minimum dwelling width shall be 5.4 metres.

5. **THAT** Schedule “A” of By-law Number (2023)-20790, as amended, is hereby further amended by deleting Map 62, and substituting a new Map 62 attached hereto as Schedule “A”.

PASSED this ____ day of _____, 20__

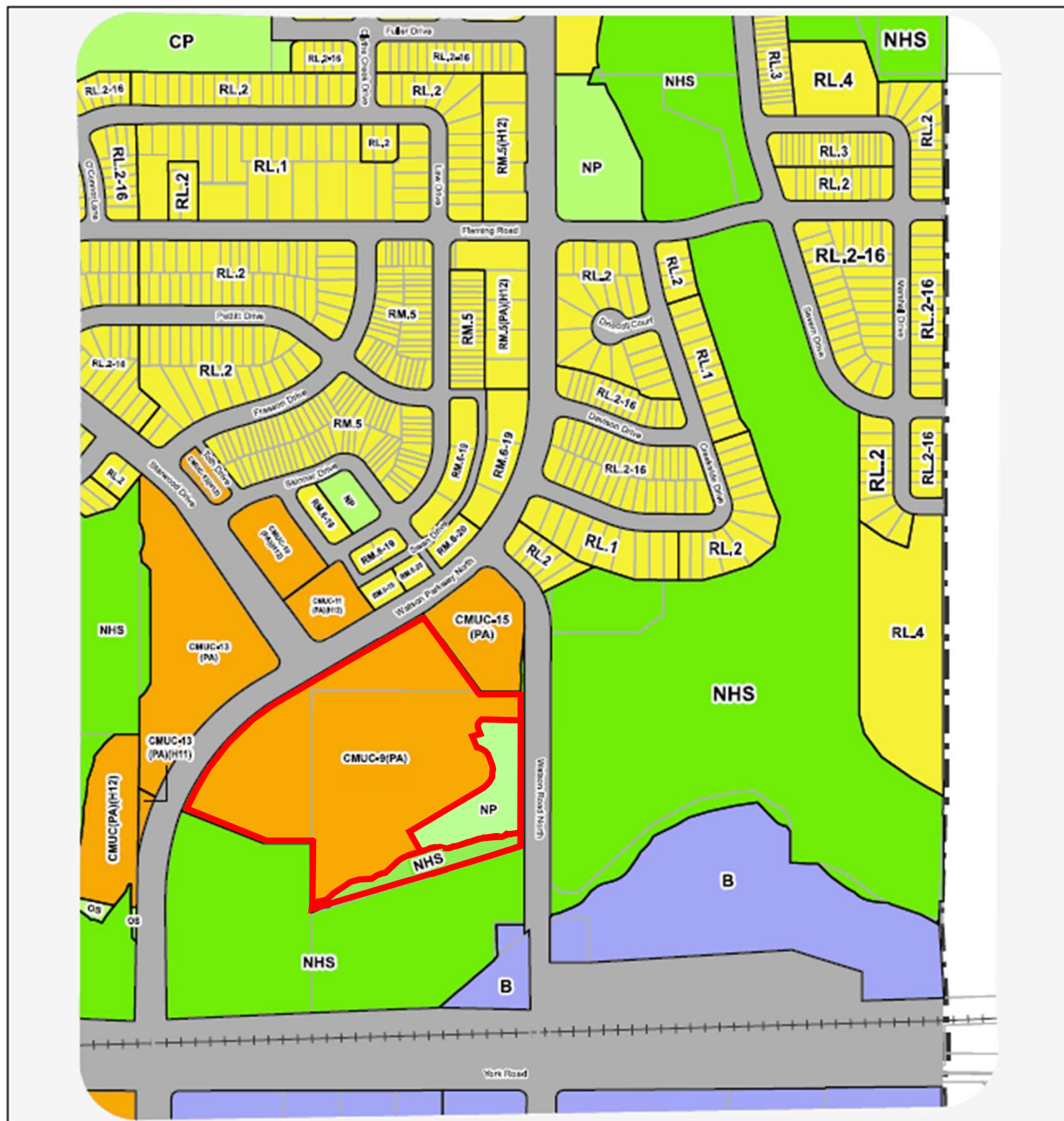
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CLERK

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MAYOR

Schedule A: Amendment to Zoning Bylaw (2023) - 20790

As last amended by By-law

Schedule A, Map 62
115 Watson Road North



Residential Zones

- RL.1 (Low Density Residential 1)
 - RL.2 (Low Density Residential 2)
 - RL.3 (Low Density Residential 3)
 - RL.4 (Low Density Residential 4)
 - RM.1 (Medium Density Residential 1)
 - RM.5 (Medium Density Residential 5)
 - RM.7 (High Density Residential)
- ### Mixed-Use Zones
- CMUC (Commercial/Mixed-Use Centre)
 - MUC (Mixed-Use Corridor)
 - NCC (Neighbourhood Commercial Corridor)

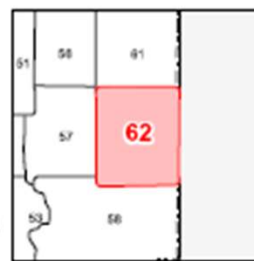
- ### Commercial Zones
- MOC (Mixed Office/Commercial)
 - CC (Convenience Commercial)
 - BC (Service Commercial)
- ### Downtown Zones
- DV1 (Downtown 1)
 - DV2 (Downtown 2)
 - DV3 (Downtown 3)
 - DV3a (Downtown 3a)
- ### Employment Zones
- E (Industrial)

- ### Institutional Zones
- I1 (Neighbourhood Institutional)
 - I1 (Major Institutional 1)
 - I2 (Major Institutional 2 - University of Guelph)
- ### Open Space, Golf Course and Park Zones
- OS (Open Space)

- RP (Recreational/Research Park)
 - RI (Institutional/Research Park)
 - MB (Mixed Business)
 - EMU (Employment Mixed-Use)
- ### Nature/Heritage System Zone
- GC (Golf Course)
 - UR (Urban Open)
 - NP (Neighbourhood Park)
 - CP (Community Park)
 - RP (Regional Park)
 - NHS (Nature/Heritage System)
- ### Major Utility Zone
- U (Major Utility)

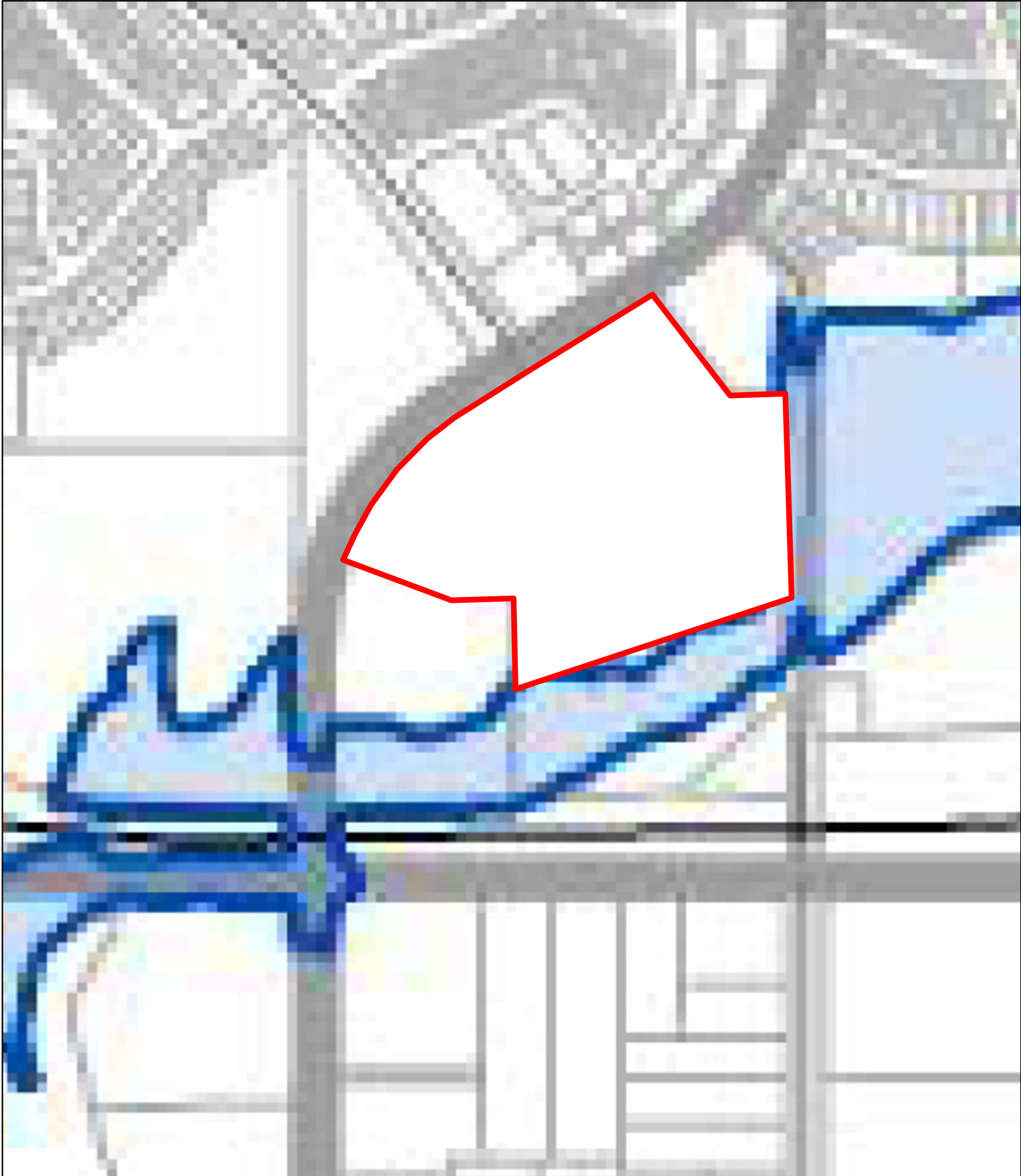
Urban Reserve Zones

- UR1 (Urban Reserve 1)
 - UR2 (Urban Reserve 2)
- ### Zoning Buffers
- H (Parking Symbol)
 - PK (Parking Adjustment)



**Schedule B: Amendment to
Zoning By-law (2023) - 20790**

**Schedule B-8:
Floodplain Overlay
115 Watson Road North**





APPENDIX D – Community Energy Initiative Response

Community Energy Initiative Response by Guelph Watson Holdings Inc.

The City of Guelph's Community Energy Initiative (CEI) is the City's commitment to ensuring the more effective use of and management of its energy and water resources with the goal of making Guelph into a Net Zero Carbon Community by 2050.

Section 4.7 of the City of Guelph Official Plan provides policy direction with respect to the City' Community Energy Initiative, currently identified in the Official Plan as Community Energy Plan. Policy 4.7.4.2 states "Applications for Official Plan amendments, Zoning By-law amendments or plans of subdivision may be required to demonstrate, to the satisfaction of the City, how the development supports the goals and targets of the Community Energy Plan through the completion of the Sustainability Checklist and the submission of appropriate studies. Such studies may include, but are not limited to, an Energy Conservation Efficiency Study, a Renewable/Alternative Energy Feasibility Study and District Energy Feasibility Study."

Guelph Watson Holdings Inc. has proposed and are considering several items to meet the goal of the City of Guelph's Community Energy Initiative. Given the preliminary nature of the Zoning By-law Amendment application, the details and specifics of the measures outlined below will be confirmed through the Site Plan Approval process.

Transportation

The subject lands are located along three bus routes (Route 14, 17/18 and 4), which provide access to several connections both around to City of Guelph and directly to Downtown Guelph and Guelph Central Station. The subject lands are adjacent to an existing stormwater management pond, which would provide for future pedestrian pathways and connections to the current and expanding trail network in addition to other parks and naturalized spaces in the surrounding area. The proposed development will provide indoor bicycle storage for residents and a modest reduction in the required number of vehicular parking spaces. These measures collectively are expected to promote a more active, energy efficient and sustainable means of transportation.

Low Impact Development – Infiltration

As part of the proposed development of the subject lands, infiltration galleries will be provided throughout the site to ensure that the water balance pre-and post-development will remain at similar levels, while reducing stormwater run-off and promoting on-site

infiltration. Native plant species that are drought and salt tolerant will be considered in certain areas to aid with infiltration in addition to drought resistant landscape material where feasible.

Natural Environment

The proposed park creates a natural buffer/transition to the adjacent wetland, which helps to protect the existing Natural Heritage System. The relocated amphibian pond and proposed wildlife crossing for Watson Road North will contribute to the preservation of wildlife. An erosion and sediment control plan will also be implemented to reduce impacts on surrounding areas during construction. Please refer to the Scoped Environmental Impact Study prepared by North-South Environmental Inc. for further information.

Energy Efficiency

Indoor light fixtures will utilize energy efficient bulbs and indoor common/amenity areas will have auto light sensors to reduce energy use. While the mechanical system design for the proposed development has not yet been advanced, Guelph Watson Holdings Inc. will review various options to reduce energy use within the proposed buildings during the Site Plan Approval application and detailed design stages. Where feasible, building materials will be sourced from local suppliers. To the extent possible, materials will be sourced from within 800 km of the subject lands in order to reduce carbon emissions related to material transportation.

Exterior Lighting

Exterior light fixtures with cut-off shields or refractors are being considered to reduce the effects of light pollution. The details will be determined during the Site Plan Approval application and detailed design stages.

EV Parking

The intention is for a number of residential parking spaces to have the opportunity for Electric Vehicle (EV) Chargers. Based upon the Site Concept Plan, a total of approximately 627 “Built” and “Designed” EV spaces are proposed the mixed-use buildings, while an additional 118 EV “Designed” EV spaces are proposed for the town-house dwellings.

Bird Friendly Design Guidelines

Where feasible, bird-friendly design will be incorporated throughout the site and determined during detail design. The details will be determined during the Site Plan Approval application.

As noted above, the design of the site is still preliminary and, as such, the details and specific measures that will be undertaken for the proposed development will be confirmed at the Site Plan Approvals process(es).