

Attachment 2- Phase 2 Community Engagement Staff Response Chart

#	Topic	General comments	Staff response
1.	Driveway width	<p>Driveway widths need to accommodate two vehicles side-by-side on all properties in the city.</p> <p>Current and proposed driveway widths do not provide enough parking for semi-detached dwellings and townhouses.</p> <p>Current and proposed standards do not reflect the economic realities of families in Guelph, with individuals commuting out of town for work.</p> <p>It can be a personal inconvenience to maneuver cars to get in and out of the driveway.</p>	<p>The draft zoning bylaw proposes that driveways be regulated based on lot frontage to address the specific context of a property. This adds more flexibility than what was originally proposed in the discussion paper and does not restrict driveways further than the existing zoning bylaw. Allowing driveways to be 50% of the lot width ensures that there is adequate parking for the size of the lot as well as adequate green space to provide for street trees. This represents a balanced approach to regulating driveway widths.</p> <p>Maximum residential driveway width regulations are provided in Table 5.9 of the new zoning bylaw.</p>
2.	Driveway width	<p>Don't want to see entire front lawns paved, reducing trees and landscaping and increasing runoff and costs for stormwater management.</p> <p>Priority should be placed on street trees, increasing the tree canopy, a streetscape that is less dominated by cars, green space linked to the overall quality of life in a city.</p>	<p>See response to driveway widths above in comment #1.</p>

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3.	Driveway width	A walkway in addition to the driveway should be permitted for seniors and those with walkers.	The draft zoning bylaw permits a surfaced walkway within 1.5 metres of the nearest foundation wall provided that it is not used for parking.
4.	Driveway width	Permeable pavers that allow grass to grow through as an option for driveway extensions.	The draft zoning bylaw does not propose additional driveway extensions regardless of the material used.
5.	Driveway width	Adjust setback for garage to allow longer driveways and to fit two cars in a stacked arrangement.	Setbacks in the draft zoning bylaw are minimum requirements and regulations do not prohibit stacking two spaces in a driveway.
6.	Driveway width	Consider limiting impervious surfaces in the rear yard to deal with stormwater management issues.	The draft zoning bylaw maintains setback regulations for parking areas in rear yards to deal with stormwater management and drainage of a property.
7.	Garage size	Garages need to be wide enough and long enough to store cars, garbage bins and storage	The draft zoning bylaw provides a new regulation to require that attached garages for single detached, semi-detached and on-street townhouses have a minimum floor area of 20 square metres to accommodate city issued garbage bins and a vehicle.
8.	On-street parking	Review on street parking to permit year-round.	A review of on-street parking is not within the scope of the Comprehensive Zoning Bylaw Review. The Zoning Bylaw only regulates off-street parking ratios.

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		<p>Not enough on-street parking provided, roads not wide enough. On-street parking enforcement not adequate.</p> <p>Fire hydrant locations also have big impact on on-street parking.</p> <p>Impacts of school zones with on street parking.</p>	<p>Comments have been provided to the Transportation Master Plan team for future review.</p>
9.	Parking space dimensions	<p>Parking space dimensions should be reviewed to accommodate larger vehicles such as trucks.</p>	<p>The minimum parking space dimensions were reviewed through the Guelph Parking Standards Review discussion paper. Based on the analysis of comparable municipalities the current size requirements for residential exterior parking spaces, garage parking spaces and non-residential parking spaces were comparable and no changes to the existing regulations are recommended.</p>
10.	Parking ratios	<p>The new zoning should include a reduced parking standard for apartment units located in the Mixed-use Corridor designation since these areas are well served by public transit.</p>	<p>The draft zoning bylaw proposes a parking adjustment (PA) for lands located within Official Plan nodes and corridors. The parking adjustment reduces the required parking rate for these areas and applies a maximum parking rate.</p>
11.	Parking ratios	<p>The new zoning should recognize efficiencies from shared parking for mixed-use sites where commercial and residential uses have different schedules of users. The</p>	<p>The draft zoning bylaw proposes a simplified shared parking rate for commercial and industrial multi-unit buildings.</p>

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		parking standard implemented should not create an oversupply of parking and should encourage Transportation Demand Management.	A shared parking system has not been proposed for the new bylaw. New uses/ businesses moving into a development may be different then the original use which could require additional parking and lead to an undersupply of parking. A simplified rate as proposed in the bylaw reduces this risk.
12.	Parking ratios	Parking rates are too high in the downtown	The downtown zoning bylaw update, which included a review of downtown parking requirements, was completed in 2017. Parking rates were updated based on the Downtown Secondary Plan, Downtown Parking Master Plan (2016 to 2035) and a peer review conducted by BA Group. An outcome of this work was a reduction in required parking for areas outside of the former CBD.1 zone, specifically lands south of the CN rail line.
13.	Parking ratios	Consider removing parking minimums. Should not set a minimum parking rate, should set a maximum parking rate, allowing the market to determine how much parking is required.	The draft zoning bylaw is not proposing to remove all parking minimums at this time. A detailed review of parking needs and recommendations are included in the Guelph Parking Standards Review Discussion Paper .
14.	Parking ratios	Concerns with student parking, rented as one house with multiple rooms and only one parking space.	Creating parking regulations based on the ownership status of a housing unit focuses the regulation on the tenure of a

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			property which is not within municipal control and could change over time.
15.	Parking ratios	Lower commercial parking rates preferred.	Generally, the draft zoning bylaw reduces parking requirements for commercial uses such as retail establishment and restaurant. These recommendations are based on the observed demand from the off-street parking survey, the findings of the land use policy review, inter-jurisdictional best practices, and consideration of ITE commercial parking rates.
16.	Parking ratios	Need more parking for recreational uses, especially for new recreation centres.	The draft zoning bylaw proposes a lower rate for publicly owned municipal facilities/recreation centres compared to privately-owned facilities (i.e., health centres, fitness centres, billiard parlours, and bowling alleys). Lower parking rates are recommended for these publicly owned and/or operated facilities in order to avoid placing restrictions on these facilities which could hinder the delivery of public services and in recognition that these facilities are generally located within priority growth areas or other areas readily serviced by public transit
17.	Parking ratios	Explore unbundled parking for the Bylaw, could help with affordability.	Unbundled parking is not generally regulated in a zoning bylaw and is often secured through a condominium

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			development application on a site-specific basis where conditions can be required to secure the provisions of unbundled parking spaces.
18.	Parking ratios	More visitor parking for apartment buildings and retirement homes.	The draft zoning bylaw proposes to add clarity to the required number of visitor parking spaces required. Additional visitor parking spaces is not proposed for apartment buildings. An increase in visitor parking spaces is proposed for cluster stacked and back-to-back townhouses. There is no increase proposed for retirement homes (referred to as long term care facilities or retirement residential facility).
19.	Parking ratios	Structure parking facilities at ground level that can accommodate hydraulic lifts for vehicles should be permitted.	The draft zoning bylaw recognizes the use of automated parking systems and allows these systems to be used to accommodate the requirement parking minimums. Accessible parking spaces and electric vehicle parking spaces are not permitted within an automated parking system.
20.	Parking ratios	Despite speculated future use of vehicles, Guelph will still need parking.	The draft zoning bylaw recognizes the need for parking in the city and does not propose the minimum parking rates be eliminated.

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21.	Parking ratios	A reduced parking standard per unit should be applied when underground or structured parking is provided to recognize the extra expense of providing these parking spaces and to incentivize the construction of underground or structured parking.	Parking requirements are required based on the needs of a development. Reduced rates are considered for areas that can be served by other modes of transportation. Parking isn't proposed to be decreased to reduce construction costs of a development.
22.	Parking ratios	Should not have to pay for a parking spot when living in an apartment.	This is outside of the scope of the Comprehensive Zoning Bylaw Review.
23.	Parking ratios	A developer should be able to trade some parking spaces for bicycle shed(s).	This is outside of the authority of the zoning bylaw. Site-specific requests to reduce vehicle parking spaces and provide additional transportation demand management measures such as additional bicycle parking spaces would be assessed on a site-by-site basis.
24.	Parking ratios	Develop minimum parking spaces per number of bedrooms.	The draft zoning bylaw does not propose to require parking based on number of bedrooms in a dwelling unit. This would be a restrictive way to regulate parking and not allow for flexibility for the changing needs of a household.
25.	Bicycle parking	Consider free long term bike storage downtown.	This it outside the scope of the Comprehensive Zoning Bylaw Review project.
26.	Bicycle parking	Consider stackable bicycle parking.	Required bicycle parking space dimensions are not recommended in the

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			draft bylaw to allow for flexibility in the type of bicycle parking systems.
27.	Bicycle parking	Stacked bicycle parking facilities may not be accessible and education may be needed for use.	See staff response above, #26.
28.	Bicycle parking	Recumbent bicycles don't work with existing bicycle parking facilities.	<p>Required bicycle parking space dimensions are not recommended in the draft bylaw to allow for flexibility in the type of bicycle parking systems.</p> <p>There is currently no standard bike parking dimension for recumbent or 'oversized' bikes.</p>
29.	Bicycle parking	It's important to include adequate bike parking with an eye to the future when perhaps more people will be using this mode of transport.	The draft zoning bylaw proposes short term and long-term bicycle parking rates city wide based on research completed by IBI Group and included in Guelph Parking Standards Discussion Paper. The ongoing work on the City's Transportation Master Plan will continue to monitor the city's needs and make recommendations for future zoning bylaw updates.
30.	Bicycle parking	Include a mandatory provision for showers, lockers, and real security (locked facility) in long-term requirements.	Shower and change facility requirements are not proposed in the draft new zoning bylaw. The provision of showers is left to the property owner/employer to determine what services are provided. There is no authority in the Planning Act

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			to require shower and change facilities in the zoning bylaw.
31.	Bicycle parking	Increase the residential requirements to minimum 2 spaces	<p>The draft zoning bylaw proposes 1 long term bicycle parking space and 0.1 short term bicycle parking space per unit for units within apartment buildings, mixed-use buildings, cluster, stacked and stacked back-to-back townhouses where an individual garage is not provided.</p> <p>These rates were established by IBI Group and based on policies in the Association of Pedestrian and Bicycle Professionals (APBP)'s Bike Parking Guide, a review of other municipal practices and Guelph's existing Site Plan Guidelines to provide a contextually appropriate rate for Guelph.</p>
32.	Bicycle parking	Increase short-term requirements at recreational facilities, schools, retail facilities.	<p>The draft zoning bylaw is introducing new bicycle parking space requirements city wide. These rates were established by IBI Group and based on policies in the Association of Pedestrian and Bicycle Professionals (APBP)'s Bike Parking Guide, a review of other municipal practices and Guelph's existing Site Plan Guidelines to provide a contextually appropriate rate for Guelph.</p>

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33.	Bicycle parking	Increase the requirements for long-term in places of employment to encourage more bicycle commuting.	The draft zoning bylaw is introducing new bicycle parking space requirements city wide. These rates were established by IBI Group and based on policies in the Association of Pedestrian and Bicycle Professionals (APBP)'s Bike Parking Guide, a review of other municipal practices and Guelph's existing Site Plan Guidelines to provide a contextually appropriate rate for Guelph.
34.	Bicycle parking	Bicycle parking standards should not be included in the zoning bylaw	The draft zoning bylaw includes bicycle parking space regulations in section 5.8. Zoning regulations are enforceable and provide a legal way of managing land use and future development. In certain instances, staff recommend zoning to ensure that objectives and policies of the Official Plan are implemented. The Official Plan provides direction for the zoning bylaw to establish minimum bicycle parking space rates for uses such as employment and commercial, schools, high and medium density residential development and transportation terminals (Policy 5.4.3 iv).
35.	Bicycle parking	Proposals for bike parking are a good start but need to be combined with city wide measures for reducing bike theft and consideration of bike lanes and pathways	This it outside the scope of the Comprehensive Zoning Bylaw Review project.

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		which give cyclists and motorists equal priority	The City's Cycling Master Plan and ongoing work on the Transportation Master Plan continue to develop the cycling network in Guelph.
36.	Other parking	Not enough free parking downtown	This is outside the scope of the Comprehensive Zoning Bylaw Review project.
37.	Other parking	Consider on-street parking permit system	This is outside the scope of the Comprehensive Zoning Bylaw Review project.
38.	Other parking	Transit is insufficient to reduce auto dependency	<p>The Guelph Transit Action Plan- Route Review Recommended Plan will be presented to Committee of the Whole on November 1, 2021. This plan aims to improve the safety, efficiency, and connectivity of the whole transportation system by providing increased frequency, more direct routes and surpass the modal share goals. The Transportation Master Plan also recommends a 'quality transit network' that reflects the route review recommended plan and supports higher levels of service on designated routes, aligned to compatible existing and planned land uses.</p> <p>Existing transit routes currently align with the City's land use structure and will continue to align with increased service</p>

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			<p>levels as proposed in the Transit Action Plan. Higher levels of transit frequency are planned for areas with mixed-use developments and high density residential built form. This aligns with the proposed geographic-based approach to parking in the new zoning bylaw. Transit, Transportation Planning and Planning Services continue to work together to align the land use framework with transit route planning and active modes of transportation.</p>
39.	Other parking	How can we predict future trends? (work from home and changing car ownership trends)	<p>This type of research is outside of the scope of the Comprehensive Zoning Bylaw Review but will continue to be monitored through the Transportation Master Plan and future updates.</p> <p>Through the City's Transportation Master Plan work, a background paper was recently released titled "The Changing Transportation System User." This report provides information on changing trends in car ownership globally and locally.</p>
40.	Electric vehicle	Electrical vehicle requirements are considered a good thing	The draft zoning bylaw includes regulations for electric vehicle parking.
41.	Residential zones	Like the idea of multiple built forms in one zone. Could have only one low density	The draft zoning bylaw implements the preliminary recommendation of the discussion paper that introduces four low

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		residential zone that permits all forms of low density housing.	density residential zones which allow a variety of building types.
42.	Residential zones	More flexibility in the low-density zone to permit a greater mix of housing types.	The draft zoning bylaw proposes to allow a mix of housing types in various zones. For example, the RL.1 and RL.2 zones permit both single detached dwellings and semi-detached dwellings. A complete list of residential permitted uses is show in Table 6.1 of the draft zoning bylaw.
43.	Residential zones	Concerns about eliminating the R.1A zone and intensification of these areas. Larger lot singles would be demolished and semi-detached dwellings could replace them. Can't provide a mix of housing everywhere in the city, there needs to be some neighbourhoods that are different.	While the draft zoning bylaw doesn't have a residential zone for single detached dwellings that require a minimum lot frontage of 18 metres and a minimum lot area of 555 m ² (previously an R.1A zone); lots of this size are still permitted. The RL.1 zone requires a minimum lot frontage of 15 metres and a minimum lot area of 460 m ² , in line with the existing R.1B zone. This zone regulates the minimum lot frontage and lot area and does allow for larger lots to be developed.
44.	Residential zones	Aging neighbourhoods and unaffordability for young professionals, density has to increase to accommodate affordability for the next generation.	The draft zoning bylaw allows a broader range of housing types in various residential zones which increases flexibility for existing residential units (adding additional residential dwelling units) and allowing for intensification of some areas. This will create more housing

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			opportunities within existing neighbourhoods.
45.	Residential zones	Reduced number of zones, less is better but there needs to be a way to manage the look and feel of a neighbourhood (compatibility). Don't want cookie cutter houses. Should maintain the look and feel of the streetscape	The draft zoning bylaw maintains regulations for building setbacks, height, driveway widths, density, etc. to maintain the streetscape. The older built-up area surrounding the downtown maintains additional flexibility for building setbacks to maintain the look of the existing streetscape.
46.	Residential zones	Need to be more inclusive, newer areas that use a lot of energy may need to be rebuilt, these neighbourhoods can be replaced with a range of housing types. Energy efficient forward thinking development is important	The draft zoning bylaw establishes new residential zones that are more inclusive and provide for a range of housing types.
47.	Residential zones	Consider smaller lot sizes	The draft zoning bylaw has consolidated and simplified the existing residential zones. Lot sizes have not been reduced from the existing zoning bylaw.
48.	Residential zones	High density and medium density sites offer more variety to address intensification in a creative way.	No staff response needed.
49.	Residential zones	Consider expanding Map 66 boundaries (Note: Map 66 refers to the older built-up	The boundaries of map 66 are not proposed to be expanded in the draft zoning bylaw. Map 66 was created to

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		area of the city and has some zoning exceptions applied to that area).	recognize existing built conditions in the historic area of the city, which was built prior to modern zoning bylaws. Areas outside of map 66 have been developed using consistent zoning.
50.	Residential zones	Allow more access to small commercial services in neighbourhoods.	The draft zoning bylaw recognizes existing small scale convenience commercial uses within established neighbourhoods.
51.	Home Occupations	Consider what is allowed in residential zones such as small home-commercial uses (small shop that produce manufactured goods).	<p>The draft zoning bylaw allows home occupations in all residential zones. The type of uses permitted as a home occupation has been reviewed and updated where appropriate.</p> <p>The draft zoning bylaw also recognizes existing small-scale commercial within residential zones to encourage convenience commercial uses to remain within neighbourhoods.</p>
52.	Common Amenity Area	The common amenity area regulation for apartments should be reduced from the current requirement in the zoning by-law. A new common amenity area zoning regulation requiring less than 10m ² per unit would encourage intensification within the Mixed-use Corridor Zone.	<p>The draft zoning bylaw implements the direction of the discussion paper and carries forward the existing common amenity area requirements.</p> <p>Common amenity area requirements were reviewed and recommendations were made through the 2018 Built Form Standards for Mid-rise Buildings and Townhouses. It is noted that common</p>

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			amenity area on a property within a node or corridor may be reduced when located within 500 metres of a park (of at least 1 hectare). It is also recommended that reductions in common amenity areas be evaluated on a case-by-case basis in consultation with City staff and therefore has not been included in the draft zoning bylaw.
53.	Mixed use zones	High density residential zoning regulations should apply to apartment buildings and mixed-use buildings within lands designated as Mixed-use Corridor.	The draft MUC zone implements the Official Plan Mixed-use Corridor land use designation. The maximum height proposed is 6 storeys and the maximum residential density is 150 units per hectare, which aligns with the Official Plan designation.
54.	Mixed use zones	Townhouses should be permitted in the zone implementing the designated Mixed-use Corridor lands. Townhouses along the podium of an apartment building can activate street frontage, assist in meeting angular plane requirements and provide a transition in building heights to promote compatibility and reduce shadow impacts to abutting properties.	Townhouses are not permitted outright in the Mixed-use Corridor (MUC) zone to align with the permitted uses in the Mixed-use Corridor Official Plan designation. However, the definition of apartment building has been updated to allow for podium townhouses that are accessed through a common entrance or by a private exterior entrance. Podium townhouses are permitted in the MUC zone.

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55.	Mixed use zones	The City has not previously had a zone which implements the Mixed-use Corridor designation. If the zone proposed to implement the Mixed-use Corridor designation requires amendments to the Official Plan it would be appropriate to include these amendments as part of this process.	<p>The draft zoning bylaw proposes a Mixed-use Corridor (MUC) zone that implements the Official Plan Mixed-use Corridor designation.</p> <p>A minor Official Plan amendment is within the scope of the Comprehensive Zoning Bylaw project but not proposed at this time.</p>
56.	Mixed use zones	Unclear why the recommendation is to create three separate zones to implement the mixed-use corridor designation. It does not make sense to have three zones; residential, commercial and institutional zones for what is encouraged to be mixed-use.	An adjustment was made to the preliminary recommendation of the discussion paper and the draft zoning bylaw proposes one zone to implement the mixed-use corridor designation (MUC zone). Lands within the mixed-use corridor designation that are currently residential or institutional uses have been zoned the applicable residential or institutional zone. This ensures that existing residential and institutional zones are not required to provide the minimum commercial gross floor area of the MUC zone.
57.	Mixed use zones	The maximum building height of six storeys is inadequate for the function of these Mixed-use Corridor lands which are intended for intensification and transit supportive development. A maximum building height of 15 storeys with angular plane regulations applied to any abutting	<p>The draft zoning bylaw proposes a maximum building height of 6 storeys for the Mixed-use Corridor (MUC) zone. This aligns with the current Official Plan designation.</p> <p>Official Plan maximum heights and densities are currently being reviewed</p>

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		Low Density Residential designated lands would ensure compatibility.	through the Municipal Comprehensive Review.
58.	Mixed use zones	Disagree with maximum residential units in neighbourhood commercial centres.	The draft zoning bylaw proposes a maximum residential density of 100 units per hectare. This aligns with the Neighbourhood Commercial Centre Official Plan designation.
59.	Low density residential built form	Three stories is too high for low density zones.	The existing zoning bylaw allows low density residential dwellings to be a maximum of 3 storeys. The draft zoning bylaw proposes to carry forward this permission.
60.	High density residential zones	Disagree with high density housing as can lead to social problems.	The draft zoning bylaw includes a high density zone to align with the Official Plan high density designation. Sites are zoned high density to align with the Official Plan land use map.
61.	High density residential zones	<p>Is 10 storeys the highest building Guelph will ever be allowed to build? Will taller buildings only be permitted through site specific zoning amendments?</p> <p>Opportunity to re-evaluate the maximum height of 10 storeys and density of 150 units per hectare.</p>	<p>The existing high density residential Official Plan designation allows for a maximum of 10 storeys. Additional height is permitted in the downtown through the Downtown Secondary Plan.</p> <p>The Municipal Comprehensive Review is currently reviewing the city's projected growth to 2051. This work includes a review of land use policies, i.e., permitted</p>

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			height and density in areas throughout the city.
62.	High density residential zones	Consider adding commercial uses in high density residential zones to accommodate restaurants and convenience stores	The high density residential 7 (RH.7) zone permits a small-scale convenience store and a day care centre to align with the non-residential uses in residential designation policies of the Official Plan.
63.	High density residential zones	Why only permit convenience commercial as of right in the high density residential zone? Why not include day care centres and small-scale restaurants?	The high density residential 7 (RH.7) zone permits a small-scale convenience store and a day care centre to align with the non-residential uses in residential designation policies of the Official Plan.
64.	High density residential zones	Do not allow taller buildings adjacent to existing low-rise neighbourhoods, ensure a buffer is created.	The draft zoning bylaw proposes a minimum 3 metre buffer strip when a building in the high density residential zone abuts another residential zone. The bylaw also requires a 30 degree angular plane from an interior side yard or rear yard lot line when adjacent to a low density residential zone (RL.1 or RL.2) to provide adequate transition and mitigate any impacts such as shadows.
65.	Medium density residential zones	Buffers between mid-rise buildings and existing low-rise neighbourhoods are critical. It takes 25 years for trees to grow into a decent buffer so we need to maximize landscaped space around mid-rise buildings.	The draft zoning bylaw proposes a minimum of 40% of the lot area of a medium density zone to be landscaped open space. A 3 metre buffer strip is required when adjacent to another residential zone and a 45 degree angular

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			plane is required when adjacent to an RL.1 or RL.2 zone.
66.	Built form	Review setback considerations based on size of building on lot.	The draft zoning bylaw regulates setbacks based on type of building and size. Low density buildings (single detached, semi-detached and on-street townhouses) have similar setbacks. As height of buildings increase additional setbacks are required.
67.	Built form	Would love to see setback rules by floor reflect earlier design in NYC.	Stepbacks are proposed for taller buildings in the draft zoning bylaw. Stepbacks are required for storeys of a building above the 6 th storey.
68.	Built form- tall buildings	Require more articulation of tall buildings	Built form regulations for tall buildings have been included in the draft zoning bylaw. This includes maximum floorplate sizes, building stepbacks, maximum building length and maximum building length to width ratio.
69.	Built form- tall buildings	Tall buildings need more green space and amenity space.	The draft zoning bylaw requires every development provide a percentage of the lot area as landscaped open space and residential/mixed-use developments are required to provide common amenity area.
70.	Built form- tall buildings	Shadows from new buildings should not impact current buildings.	The draft zoning bylaw includes transition regulations such as setbacks, angular planes, maximum floorplate sizes and

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			tower separation to mitigate shadow impacts. Shadow studies may be required as part of the site plan review development process for any development other than low density residential built form (singles, semi-detached dwellings).
71.	Built form- mixed use	Restrict parking between the buildings and the street.	The draft zoning bylaw requires parking to be located in the interior side yard or rear yard for commercial, mixed use, downtown zones and those zones that permit apartment buildings, cluster, stacked, back-to-back and stacked back-to-back townhouses.
72.	Built form- mixed use	Active entrance requirements and minimum transparency should be explicit that it is required on the side of the building facing the street.	The draft zoning bylaw proposes that a minimum of 40% of the surface area of the first storey facing a street, of a building within 15 metres of the street, up to 4.5 metre from the ground, be comprised of transparent windows and/or active entrances.
73.	Built form- townhouses	Reduce the length of townhouse buildings on street, create a maximum number of units.	The draft zoning bylaw proposes a maximum of 8 units in a row for on-street townhouses and a maximum length of 48 metres for cluster, stacked, back-to-back and stacked back-to-back townhouses.
74.	Built form- townhouses	Consider maximum length for townhouses instead of maximum number of units.	The draft zoning bylaw proposes a maximum of 8 units in a row for on-street townhouses. Back-to-back and stacked

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			townhouses are regulated by maximum length and cannot exceed 48 metres. This aligns with the recommendations of the Built Form Standards for townhouses. Regulating on-street townhouses based on the number of units adds flexibility for this form in the event that a developer would like to exceed the minimum unit width.
75.	Built form	Concerns with new builds where houses are typically closer together. Location of parking and driveways is problematic. Builders need to be more creative and possibly use laneways.	The draft zoning bylaw provides opportunity for laneway developments.
76.	Built form	The side yard requirement calculated as half the building height should be removed and replaced with a set minimum side yard and angular plane regulations that work together in the zoning.	The draft zoning bylaw retains the side yard setback calculated as half the building height but not less than a specific number in some zones. This is to allow some flexibility as the height of a storey isn't defined in the zoning bylaw and recognizes that some developments are not built to the maximum height.
77.	Density	Duplicate regulations regulating the same item such as density and minimum lot area per unit should be corrected by deleting the minimum lot area per unit regulation.	Minimum lot area ensures that there is adequate area for landscape open space, amenity areas, etc. Density is a measure of units over an area.

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78.	Landscaped open space	Green space and landscaping around developments has made Guelph desirable, buildings close to the road limits the green space.	All zones in the draft zoning bylaw are required to meet minimum setbacks and provide a percentage of landscaped open space. In addition, buffer strips are required between certain uses.
79.	Landscaped open space	Zoning Bylaw should require the amount and type of soil for trees as well as the amount of open space and landscaped space.	The draft zoning bylaw includes regulations for minimum landscaped open space. A zoning bylaw does not have authority to regulate the type and amount of soil required for trees. The city relies on the City of Guelph Tree Technical Manual (2019) for this information.
80.	Landscaped open space	A minimum landscaped open space regulation is not necessary and should be deleted since this is already regulated by other regulations such as setbacks.	Landscape open space requirements ensure that landscaping is provided in addition to required building setbacks. Official Plan policy 8.17 outlines that landscape open space includes a range of hard and soft landscaping treatments that provide a diversity of colour, texture and plant materials, and to create visual interest, pedestrian comfort and a sense of enclosure at street level. Landscape open space also provides for opportunities to maintain existing trees, create visual interest and frame important views of focal points and contribute to a high quality public realm.
81.	Green roof	Would like to see the green roof allowance reduced. While agreed, they would reduce	The draft zoning bylaw allows 30% of the required landscape open space to be in

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		costs etc., they reduce the amount of green space on the premises where it softens the appearance of buildings and parking lots.	the form of a green roof. This adds flexibility in design while maintaining a requirement for landscaped open space on the lot.
82.	Natural heritage system (NHS)	Different zones for each component of the NHS sounds complicated.	The draft zoning bylaw proposes one zone to implement the NHS.
83.	Natural heritage system (NHS)	Like overlays that require Environmental Impact Studies with conditions.	No staff response needed.
84.	Natural heritage system (NHS)	Why duplicate the Official Plan in the Zoning Bylaw?	The zoning bylaw is an implementation tool for Official Plan policy. Including the NHS in the zoning bylaw turns policy into law and ensures that no development will happen within the city's natural heritage system.
85.	Open space	Like stormwater management (SWM) zone so these are kept separate from park land space – but should still provide access/recreational use including trail use.	The draft zoning bylaw does not propose a SWM zone. SWM facilities are a permitted use in the open space zone and are allowed anywhere in the city (outside of the natural heritage system) as a public use.
86.	Golf course zone	Golf Course Zone – Should have additional flexible uses for winter period.	The draft golf course zone permits a variety of uses including trails, recreation facilities and accessory uses.
87.	Park zones	Park zones should include winter uses like ice rinks.	The draft zoning bylaw does not restrict the use of outdoor ice rinks in parks.

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88.	Park zones	One park zone with mix uses could allow for flexibility during changing needs.	The draft zoning bylaw proposes four park zones: urban square, neighbourhood park, community park and regional park. These zones are applied to parkland based on the size and intended use of the park. Parks are granted flexibility as public uses in the zoning bylaw, allowing parks to change and evolve based on changing needs.
89.	Natural heritage system	Should have a buffer area to natural spaces	The draft zoning bylaw requires a 3 metre buffer strip when a development is adjacent to the NHS zone.
90.	Natural heritage system	I agree with the conservation uses but am not clear on what "existing uses" means. This doesn't seem to be clarified in the discussion guide	Existing uses refers to the existing use or buildings on a property that were established legally prior to the zoning bylaw being in effect. These uses or buildings may no longer be permitted by the new zoning bylaw and they are considered legal non-conforming.
91.	Natural heritage system	Instead of zoning to the farthest limits, we should include a buffer zone beyond the limit of the natural feature. This would allow for maximum protection	The proposed natural heritage system (NHS) zone includes the buffer areas of a natural feature.
92.	Structures in the floodway	Have a flexible definition for structures in a natural space – allow for certain structures with in the natural/floodplains/SWM that do not impact its designed use example boardwalks, piers, docks, sitting areas.	Clarity has been added to the definition of structure to indicate what is considered a structure and what is not:

#	Topic	General comments	Staff response
		<p>Make them so they can be flooded over when needed but accessed when there is no flooding.</p>	<p>Structure means anything erected, constructed, or built, permanently or temporarily, fixed or attached to the ground or any other structure. Includes a flood control facility, but does not include a sign, retaining wall, fence, solar collector, composter, planter, statue, sculpture, play equipment, pole, antenna, garbage container and outdoor swimming pool or hot tub.</p>
93.	Structures in the floodway	<p>Floods are getting more common and severe. We should absolutely maintain the rule of not allowing structures in floodplains and should possibly even review existing floodplain limits.</p>	<p>The draft zoning bylaw maintains the rule that structures are not permitted within the floodway.</p>
94.	Structures in the floodway	<p>Allow active transportation routes to be built within a floodplain. Engineer these to be resilient to flooding.</p>	<p>Some uses continue to be permitted within the flood fringe portion of the floodplain overlay, subject to special rules and provided that specific area floodproofing requirements are met, as established by Grand River Conservation Authority. See section 16.1, Floodplain (FL) Overlay of the draft zoning bylaw.</p> <p>Structures within the floodway continue to not be permitted in the draft zoning bylaw.</p>

#	Topic	General comments	Staff response
95.	Commercial zones	Pre-zone lands in nodes and corridors.	The draft zoning bylaw proposes to pre-zone lands in nodes and corridors to align with the Official Plan designation.
96.	Commercial zones	Combine service commercial zones (SC1 and SC2) into one zone.	The draft zoning bylaw proposes to combine the existing SC.1 and SC.2 service commercial zones into one SC zone.
97.	Commercial zones	<p>Consider allowing the following uses in service commercial zones:</p> <ul style="list-style-type: none"> • some retail such as hardware, home furniture, beer/liquor stores • Consider office use as a complementary use, possibly with a size restriction • fitness centre, funeral home, bar, hotel (not conference or convention centre), commercial entertainment, commercial recreation, bar 	<p>The draft zoning bylaw proposes to allow home improvement warehouse and hotel uses in the service commercial (SC) zone. A liquor store is considered a retail establishment and is not permitted in the SC zone. A funeral home is also not proposed to be permitted in an SC zone. This aligns with the Official Plan service commercial designation.</p> <p>The draft zoning bylaw proposes to allow office, fitness centre, nightclub and commercial entertainment uses as complementary uses within the SC zone.</p>
98.	Drive-throughs	Disagree with the inclusion of drive-throughs and gas stations in the new mixed-use zones.	The draft zoning bylaw proposes to permit drive-throughs within the Commercial Mixed-use Centre (CMUC) and Mixed-use corridor (MUC) zones. Drive-throughs are not proposed within Neighbourhood Commercial Centres (NCC) and Mixed Office Commercial (MOC zones).

#	Topic	General comments	Staff response
			Additional built form regulations have been included for drive-throughs to ensure they are setback from sensitive land uses, to require a visual barrier, to regulate where they can be located on a lot and to require a minimum number of stacking spaces.
99.	Drive-throughs	Ensure that an appropriate number of stacking spaces are provided for drive-throughs so cars do not block roads, sidewalks, traffic and areas within the parking lot.	The draft zoning bylaw proposes a minimum number of stacking space required for different types of drive-throughs in Table 5.10.
100.	Drive-throughs	Drive-throughs are not compatible with efforts to reduce carbon footprint and make areas pedestrian-friendly.	The draft zoning bylaw regulates drive-throughs as a use and defines what zones they are permitted in. The draft zoning bylaw also regulates the location of a drive-through, setbacks from sensitive land uses (residential, institutional or park), and requires a visual barrier. Drive-throughs are required to go through the site plan review process, where staff work with developers to ensure drive-throughs function well and don't negatively impact pedestrians and the public realm.
101.	Other	Reduce number of specialized zones where possible and be more permissive with permitted uses.	Where possible, the draft zoning bylaw has deleted old site-specific zones that are considered redundant in an effort to clean up the bylaw. All Ontario Municipal

#	Topic	General comments	Staff response
			<p>Board (OMB) and Local Planning Appeal Tribunal (LPAT) decisions have been carried forward in the new bylaw. Recent site-specific amendments and properties that have not been developed following an amendment have been carried forward in the new bylaw, unless they are no longer needed due to the bylaw allowing the type of development outright.</p> <p>The draft zoning bylaw has simplified and consolidated uses where possible in an effort to be more permissive while maintaining alignment with Official Plan designations.</p>
102.	Other	Air B&B's should be treated as commercial establishments and kept out of residential neighbourhoods.	A review of airbnb's is not within the scope of the Comprehensive Zoning Bylaw Review. Corporate and Community Safety Services are reviewing airbnb's.
103.	Other	Less detailed bylaw to allow for more flexibility.	The draft zoning bylaw has simplified and consolidated uses where possible in an effort to be more permissive while maintaining alignment with Official Plan designations. The bylaw also pre-zones land to the maximum height and density permitted in the Official Plan. Additional built form regulations have been incorporated into the bylaw to ensure appropriate building massing.

#	Topic	General comments	Staff response
104.	Other	There should be transition provisions, deeming any application in progress to also be an amendment to the new Zoning By-law once the new Zoning By-law has been passed.	The draft zoning bylaw includes transition provisions to recognize in progress development applications.
105.	Other	Concerns related to the two-year moratorium as it would apply to Clair-Maltby Secondary Plan area and the Guelph Innovation District Secondary Plan.	<p>The discussion paper recommended that generally no amendments be permitted to the new zoning bylaw for a period of two years following Council's approval.</p> <p>Information will be provided about a proposed recommendation at the statutory public meeting.</p>
106.	Other	Existing amendments and minor variance approvals should be carried forward with the new zoning bylaw.	The draft zoning bylaw includes transition provisions to recognize in progress development applications.
107.	Other	Existing site-specific zones are deemed to be in conformity with the Official Plan in accordance with the Planning Act and must be carried forward in the new Zoning By-law	<p>The new Comprehensive Zoning Bylaw is required in all instances to conform with the Official Plan. Subsection 24(1) of the Planning Act requires that, where an Official Plan is in effect, no by-law shall be passed for any purpose that does not conform therewith.</p> <p>The zoning bylaw team has reviewed all site-specific zones. All Ontario Municipal Board (OMB) and Local Planning Appeal Tribunal (LPAT) decisions have been carried forward in the new bylaw. Recent</p>

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			site-specific amendments and properties that have not been developed following an amendment have been carried forward in the new bylaw, unless they are no longer needed due to the bylaw allowing the type of development outright. Old site-specific zones that are considered redundant have been deleted.
108.	Other	Hunting should not be permitted in City in any zone – Fishing should be allowed	The zoning bylaw does not have the authority to regulate hunting or fishing.