

# Attachment-6 Guelph CPPS Engagement Response

**Table 1: Community Planning Permit Response Matrix**

ID	Date received	Submitted by	Summary of issue	Response
	<b>Jan 2, 2025</b>	Six Nations of the Grand River	<ul style="list-style-type: none"> <li>• Oppose the amendment since proposed changes will impair the ability of First Nations to exercise their Section 35 rights and prevent Guelph from meaningfully conforming to PPS 6.2.2</li> <li>• Do not support a 45 day approval timeframe</li> </ul>	<ul style="list-style-type: none"> <li>• 45 days is outlined in the planning act for CPPS approvals</li> </ul>
1	<b>Jan 15, 2025</b>	Guelph Coalition for Active Transportation (GCAT)	<ul style="list-style-type: none"> <li>• Recommend that 10-15% of short- and long-term bicycle parking spaces be explicitly designated for non-standard bicycles (such as cargo bikes, trailers and adaptive bikes)</li> <li>• Increase minimum short-term parking dimensions for the designated spots to 1.2m by 3m to ensure accessibility for all types of bicycles</li> <li>• Mark these spaces with signage</li> <li>• Increase long-term spaces to at least 1.5m by 3m with a vertical</li> </ul>	<ul style="list-style-type: none"> <li>• As per the OPA, the CPPS is being undertaken to streamline the development review process, support housing diversity and housing affordability, facilitate development of complete communities and a high standard of urban design and support natural elements and planning for climate change.</li> <li>• The CPPS process builds off the recently completed Comprehensive Zoning By-law (ZBL) and carries forward the bicycle parking requirements into section 5.7 of the</li> </ul>

ID	Date received	Submitted by	Summary of issue	Response
			<p>clearance of 2.5m for enclosed spaces.</p> <ul style="list-style-type: none"> <li>• Ensure all parking spaces are ground-level or that the majority are available on ground-level with roll-in access</li> <li>• Permit cargo bikes to use residential on-street parking spaces</li> </ul>	<p>CPP By-law (which are currently subject to an active appeal). Outcomes of the ongoing appeal may result in changes to the parking requirements in the City's ZBL, which may need to be carried forward into the CPP By-law through a future amendment process.</p> <ul style="list-style-type: none"> <li>• The new provisions provided on parking are outlined in section 5.0 and include a) that any variation to the parking standards shall be considered a Class 2 variation and b) the minimum number of parking spaces for an affordable dwelling unit may be reduced at the discretion of the approval authority.</li> </ul>
2	<b>Jan 16, 2025</b>	1981824 Ontario Inc (615 Scottsdale Drive)	<ul style="list-style-type: none"> <li>• Submitted by MHBC Planning</li> <li>• Request that the financial analysis be included in final recommended CPP By-law</li> <li>• Residential uses within the Mixed Use Corridor precinct should be categorized as Permitted Uses as opposed to Discretionary Uses</li> <li>• Clarification requested for the development standards that would apply to non-residential</li> </ul>	<ul style="list-style-type: none"> <li>• The requested financial analysis is included as Attachment 3 in the April 8, 2025 staff report</li> <li>• The permitted and discretionary uses (Table 6.1) have been updated to permit residential uses within the Mixed Use Corridor precinct.</li> <li>• The title of the development standards table (Table 6.2) has been updated to clarify that the standards apply to non-residential and mixed-use developments.</li> </ul>

ID	Date received	Submitted by	Summary of issue	Response
			<p>and mixed-use development within the CPP</p> <ul style="list-style-type: none"> <li>Request that staff consider the provision of Class 2 permit variations for all development standards</li> <li>Request reconsideration of the parking standards for bicycle parking and electric vehicle parking</li> <li>Request that the recommended CPP By-law be revised to reflect the Council-approved Additional Dwelling Unit provision from December 10, 2024</li> </ul>	<ul style="list-style-type: none"> <li>While additional provisions for Class 2 permit variations have been added to some development standards in the CPP By-law, other standards will be reviewed as part of the Comprehensive Zoning By-law appeal process. Further updates to the development standards under the CPP By-law may be made based on the outcome of this process</li> <li>The CPPS process builds off the recently completed Comprehensive Zoning By-law (ZBL) and carries forward the bicycle parking requirements into section 5.7 of the CPP By-law (which are currently subject to an active appeal). Outcomes of the ongoing appeal may result in changes to the parking requirements in the City's ZBL, which may need to be carried forward into the CPP By-law through a future amendment process.</li> <li>The CPP By-law has been revised to include the requested Council-approved Additional Dwelling Unit provision from December 10, 2024</li> </ul>
3	<b>Jan 17, 2025</b>	Guelph & District Home Builders	<ul style="list-style-type: none"> <li>Submitted by counsel for GDHBA and GWDA Request that the</li> </ul>	<ul style="list-style-type: none"> <li>The CPP By-law has been revised to include the requested Council-</li> </ul>

ID	Date received	Submitted by	Summary of issue	Response
		Association (GDHBA) and the Guelph-Wellington Development Association (GWDA)	<p>recommended CPP By-law be revised to reflect the Council-approved Additional Dwelling Unit provision from December 10, 2024</p> <ul style="list-style-type: none"> <li>• Suggest “carving out” the 10 unit or less site plan exemption that is currently permitted in the Comprehensive Zoning By-law (2023) (under appeal)</li> </ul>	<p>approved Additional Dwelling Unit provision from December 10, 2024.</p> <ul style="list-style-type: none"> <li>• As per provision 1.2.3 d) and e), a new single-detached, new semi-detached or additions thereto, where development meets the requirements of the by-law are exempt from requiring a Community Planning Permit.</li> <li>• Clarification in section 1.2.3 was added to exempt residential development with less than 10 units.</li> </ul>
4	<b>Jan 21, 2025</b>	Wood Development Group	<ul style="list-style-type: none"> <li>• Submitted comments in anticipation of a Downtown CPPS pilot project</li> <li>• Suggest that both the Stone/Edinburgh and Downtown areas would benefit from a Community Improvement Plan (CIP) approach; presume the Affordable Housing CIP currently under development could overlay the CPPS areas</li> <li>• Questions if Council is prepared to support these zones as special economic development projects the way this planning framework is suggesting</li> </ul>	<ul style="list-style-type: none"> <li>• The Downtown CPPS will be brought forward later in 2025</li> <li>• The recently approved CIP is city wide</li> </ul>

<b>ID</b>	<b>Date received</b>	<b>Submitted by</b>	<b>Summary of issue</b>	<b>Response</b>
5	<b>Jan 20, 2025</b>	Jay Wall	<ul style="list-style-type: none"> <li>• Supports the expansion of bike parking infrastructure, specifically for larger bikes</li> <li>• Suggests exploring policies that would require or incentivize businesses to provide bike parking</li> </ul>	<ul style="list-style-type: none"> <li>• As per the OPA, the CPPS is being undertaken to streamline the development review process, support housing diversity and housing affordability, facilitate development of complete communities and a high standard of urban design and support natural elements and planning for climate change.</li> <li>• The CPPS process builds off the recently completed Comprehensive Zoning By-law (ZBL) and carries forward the bicycle parking requirements into section 5.7 of the CPP By-law (which are currently subject to an active appeal). Outcomes of the ongoing appeal may result in changes to the parking requirements in the City's ZBL, which may need to be carried forward into the CPP By-law through a future amendment process.</li> </ul>
6	<b>Jan 20, 2025</b>	Matthew Brodie	<ul style="list-style-type: none"> <li>• Supports the GCAT recommendations (see above)</li> </ul>	<ul style="list-style-type: none"> <li>• As per the OPA, the CPPS is being undertaken to streamline the development review process, support housing diversity and housing affordability, facilitate development of complete communities and a high standard of urban design and support</li> </ul>

ID	Date received	Submitted by	Summary of issue	Response
				<p>natural elements and planning for climate change.</p> <ul style="list-style-type: none"> <li>The CPPS process builds off the recently completed Comprehensive Zoning By-law (ZBL) and carries forward the bicycle parking requirements into section 5.7 of the CPP By-law (which are currently subject to an active appeal). Outcomes of the ongoing appeal may result in changes to the parking requirements in the City's ZBL, which may need to be carried forward into the CPP By-law through a future amendment process.</li> </ul>
7	<b>Jan 20, 2025</b>	Scott Frederick	<ul style="list-style-type: none"> <li>Recommend that there is a requirement for signage at the side of the development proposals and that the notification by mail be expanded to the entire planning area (i.e., beyond 120m)</li> </ul>	<ul style="list-style-type: none"> <li>The CPP By-law has been updated to include additional notification requirements in the form of signage as part of Class 2 and 3 Community Planning Permit applications</li> </ul>
8	<b>Jan 20, 2025</b>	Sonya Ogilvie	<ul style="list-style-type: none"> <li>Recommends expanding bicycle parking and permit cargo bikes to use residential on-street parking spaces</li> </ul>	<ul style="list-style-type: none"> <li>As per the OPA, the CPPS is being undertaken to streamline the development review process, support housing diversity and housing affordability, facilitate development of complete communities and a high standard of urban design and support</li> </ul>

ID	Date received	Submitted by	Summary of issue	Response
				<p>natural elements and planning for climate change.</p> <ul style="list-style-type: none"> <li>• The CPPS process builds off the recently completed Comprehensive Zoning By-law (ZBL) and carries forward the bicycle parking requirements into section 5.7 of the CPP By-law (which are currently subject to an active appeal). Outcomes of the ongoing appeal may result in changes to the parking requirements in the City's ZBL, which may need to be carried forward into the CPP By-law through a future amendment process.</li> </ul>
9	<b>Jan 17, 2025</b>	Wellington-Dufferin-Guelph Public Health	<ul style="list-style-type: none"> <li>• Apply an 8-80 lens to land use planning to support the creation of complete, healthy, and sustainable communities</li> <li>• Recommend zoning commercial, mixed use and key locations for temporary and recurring healthy food outlets and markets</li> <li>• Recommend that common amenity areas have urban agriculture supporting infrastructure within the Development Standards for apartment building and cluster,</li> </ul>	<ul style="list-style-type: none"> <li>• As per the OPA, the CPPS is being undertaken to streamline the development review process, support housing diversity and housing affordability, facilitate development of complete communities and a high standard of urban design and support natural elements and planning for climate change.</li> <li>• The CPPS process builds off of the recently completed (and under appeal) Guelph Comprehensive Zoning By-law and carries forward many of the development standards.</li> </ul>

ID	Date received	Submitted by	Summary of issue	Response
			<p>stacked, back-to-back, and stacked back-to-back townhouses</p> <ul style="list-style-type: none"> <li>• Recommend providing an appropriate number and spacing of streetlights and street trees and to provide accessible outdoor furniture within commercial and mixed-use zones</li> <li>• Recommend adding language that considers the human health impacts of climate change and support development applications that consider climate adaptation strategies</li> <li>• Recommend identifying elements of Guelph's Climate Adaptation Plan, 2023 that can be actioned through the CPPS process and incorporate into the CPP By-law and Official Plan Amendment</li> <li>• Consider a road salt management plan in the CPP By-law</li> </ul>	<p>Some of these are subject to active appeals. Outcomes of the ongoing appeal may result in changes to the development standards in the City's ZBL, which may need to be carried forward into the CPP By-law through a future amendment process.</p> <ul style="list-style-type: none"> <li>• The current ZBL includes a number of provisions to facilitate development that consider climate adaptation strategies and human health impacts, such as the provisions for blue roofs,</li> <li>• While the City is limited in what it can effectively regulate and require of a development, a CPPS allows a municipality to establish a framework for facilities, services and matters in exchange for additional height and density that may incentivize additional sustainability measures. Provision 1.14.7 of the by-law outlines a list of elements Council may accept for increased height and density, including m) Implementation of voluntary sustainability measures above and beyond the energy, water and sustainability policies of the <b>City's</b> Official Plan in force and effect on the <b>effective date</b> of this <b>by-law</b>.</li> </ul>



ID	Date received	Submitted by	Summary of issue	Response
				<ul style="list-style-type: none"> <li>• A CPPS provides a municipality the opportunity to require conditions of approval, subject to them being outlined in the OP enabling policies and CPP By-law. As per provision 1.12.3, the City may impose conditions for c/d/e) the completion/submission/implementation of actions or recommendations in required studies, plans and/or other documents, and l) efficient use or conservation of energy, amongst other items noted.</li> </ul>
10	<b>Feb 11, 2025</b>	University Village Limited	<ul style="list-style-type: none"> <li>• Submitted by counsel for University Village Limited</li> <li>• Currently have a site-specific appeal of the City's Comprehensive Zoning By-law (2023)</li> <li>• The draft CPP By-law carries forward the land use designations and hold provision</li> <li>• Suggests that the draft CPP By-law further down-zones the subject property through the introduction of "discretionary uses"</li> <li>• Submission identifies clerical errors in the draft CPP By-law</li> </ul>	<ul style="list-style-type: none"> <li>• The site-specific appeal will be reviewed as part of the Comprehensive Zoning By-law appeal process. Further updates to the CPP By-law may be made based on the outcome of this process</li> <li>• The CPP By-law has been reviewed for clerical errors</li> </ul>

ID	Date received	Submitted by	Summary of issue	Response
	<b>Feb 25, 2025</b>	237 Janefield Inc. (233-237 Janefield Avenue)	<ul style="list-style-type: none"> <li>Submitted by MHBC Planning</li> <li>Request to reconsider the site specific regulation in the CPP By-law as it relates to building height</li> <li>Noted that financial analysis for affordable housing has not been included in draft CPP By-law</li> <li>Reconsider the common amenity requirements set out in the CPP By-law to allow for greater flexibility</li> <li>Consider providing reduced parking rates in exchange for affordable housing, specifically in relation to the Parking Adjustment Area (PA) Holding provision</li> </ul>	<ul style="list-style-type: none"> <li>The requested financial analysis is included as Attachment 3 in the April 8, 2025 staff report</li> <li>While additional provisions for Class 2 permit variations have been added to some development standards in the CPP By-law, other standards will be reviewed as part of the Comprehensive Zoning By-law appeal process. Further updates to the development standards under the CPP By-law may be made based on the outcome of this process</li> <li>Section 5.0 identifies that a) that any variation to the parking standards shall be considered a Class 2 variation and b) the minimum number of parking spaces for an affordable dwelling unit may be reduced at the discretion of the approval authority.</li> <li></li> </ul>
	<b>Mar 11, 2025</b>	Upper Grand District School Board	<ul style="list-style-type: none"> <li>Recommend that Section 10.11.1.iii include a reference to “school” as part of building complete communities and be consistent with the PPS</li> <li>Concerns around privacy and traffic with redesignation (from low to medium density) of an</li> </ul>	<ul style="list-style-type: none"> <li>Educational programs, such as schools, are included as public service facilities in the City's Official Plan definition of complete communities.</li> <li>In alignment with the City’s Official Plan and as part of a complete development application under the</li> </ul>

ID	Date received	Submitted by	Summary of issue	Response
			adjacent parcel of land that the school board does not own	<p>CPP By-law, additional studies may be required, such as a Traffic Impact Study.</p> <ul style="list-style-type: none"> <li>As per provision 1.11.6, notwithstanding any other provision, when considering a Community Planning Permit, the Approval Authority may confer with any persons or public bodies that may have an interest in the application.</li> </ul>