

2018 DC Background Study

Stakeholder Input

January 31, 2018

Exemptions	
Questions/Comment	City Response
1. The existing credits for demolitions should continue in the new DC By-law. City staff should be advised that it is not a requirement for the owner to prove that a DC was paid previously for the buildings(s) being demolished.	
2. The definition of industrial should match that in the Zoning By-law	
3. Any exemptions should have a clearly stated rationale.	
4. Temporary structures should not be required to pay DC's (e.g. a sales trailer)	
5. Additional brownfield incentives would be beneficial to further offset additional costs involved with development clean ups. Programs similar to that of the Region of Waterloo and City of Waterloo should be considered	
6. All DC exemptions should have a clearly stated rationale (e.g. the University and Farm Use).	
7. Does the City need to provide a 100% exemption? Can the City consider a lesser amount (e.g. 75% or 50%)? Could a sliding scale be applied that is based on the size of the addition?	
8. Why does the City only provide an exemption for industrial expansions? Why not other non-residential development types?	
9. Why does the university/college need an exemption for residences and parking?	
<ul style="list-style-type: none"> I don't agree with the university/college exemption if the land, building or structures are being used for student residences or for parking. Are these currently considered University-Related purposes? Housing options are available off campus and those developments have paid full DC. Parking expansion is not a required University purpose and should certainly not be DC exempt especially given the high level of transit support already provided to the University area at the expense of the City and students. 	
10. Explain 'defined area' and 'outside the defined area' for the University which is a major landowner/developer in Guelph. Could a sliding scale for any exemptions and no special treatment for student housing and parking are relevant	
11. Why does the City reduce DC's being charged on a new development based on the use of the previous development?	
12. What type of hospitals are exempt? Is Homewood exempt?	
13. To what degree does development in the downtown area receive special DC treatment and what we might be able to do to further promote downtown residential intensification? Can we consider exempting (in full or in part), transit and roads DC's for downtown residential development?	
Local Service Policy	
1. More infrastructure items should be pushed to the developer's direct	

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responsibility. Anything within an 'area of influence', of 2-5 kilometers of the development.	
2. Where the City requests that a developer design and/or build a trail or any component of a park beyond merely supplying the land, there should be a cash-in-lieu credit for this amount.	
3. Consistent language in the Development Charge Background Study, Parkland Dedication By-law and Trail Masterplan and the Local Service Guidelines, to clearly define what is a developer responsibility in accordance with the Planning Act.	
4. The City is to provide further clarification of Local Service. For example, the City of Cambridge's DC policy is such that the developer is responsible for all costs of infrastructure incurred to support their subject development based on minimum requirements. Any oversizing to accommodate external lands is DC eligible. Also, if a service on or offsite is provided to support more than one property, it is considered DC eligible. Simply put if an item of infrastructure required to accommodate growth will benefit:	
a. Only one (1) development, it is appropriate to categorize that item as a local service	
b. More than one (1) development, it should be considered as DC eligible infrastructure	
5. Frontage costs should not be charged for existing infrastructure. If new infrastructure is required, such as a sidewalk, that could be DC eligible.	
6. The Sanitary sewer capacity improvements required along Gordon Street and in the Clairfield Subdivision should be included as a DC item in this new By-law.	
7. All trail design and construction costs should continue to be included as DC items and should be removed from the Local Service Guidelines. The requirement to construct or pay for the design and construction of trails should also be removed as a condition of draft plan approval.	
Miscellaneous	
1. Developers sometimes suggest that DC costs will just be passed through to home buyers and make new housing less affordable...while I understand that DC costs are part of the new home price equation, the cost to consumers is market driven. If the view is that we need to keep DC's low to support housing objectives, I'd like to see some factual evidence of the relation between DC's and cost to home buyers.	
2. Growth should pay for growth.	
3. How will the Waste diversion cost calculated in the DC By-law? What if Guelph's waste diversion costs are significantly higher than other municipalities? Perhaps there is an industry standard that should be applied.	
4. Is the City willing to pay for a Peer Review on behalf of the Development Community?	
5. It is questioned as to why private parking structures are proposed to be defined in the new DC Bylaw.	
6. Refine Definition for Industrial and Parking Structures.	

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7. Define mix use developments for the purposes calculating DC's.	
8. Remove all cost related to the construction of City Hall from the DC By-law. It is not an eligible DC item.	
9. The Background Study should include detailed descriptions of the line items included in the DC By-law. There is no transparency in the current DC Background Study. The City of Kitchener model should be considered.	
10. The improvements required to service the Clair Maltby Secondary Plan area must be included in the DC By-law	
11. The City must provide stakeholders with the annual DC Reserve Statements since the current DC By-law came into effect, so as to answer the following:	
a. What is the current balance of each of the reserve funds?	
b. Where has borrowing occurred amongst these reserves and how much of any such borrowing has been repaid?	
c. How much has been spent from the DC reserves to extend roads and services to the Guelph Innovation District Lands?	
12. All DCs should be 100% payable at the time of Building Permit. When a subdivision agreement is signed, the exact number of units is not known. Having to pay DC's before building permit just promotes smaller plans and additional administration time and cost in processing more plans than need be.	
13. Transportation planning specific comments for your consideration:	
a. Guelph is going to need at least a second GO Transit station (more traditional 'park and ride' station likely in west end). The municipality will have to share some of the cost. Has this project been identified as part of DC update?	
b. Guelph's mode share targets for cycling and walking require some expensive infrastructure (an example is path under the Speedvale bridge and path attached to GJR's Eramosa River Bridge). Are these projects on DC list?	
c. Active transportation mode share targets also require major improvements to both on-road and off-road facilities <u>in existing areas</u> to make continuous paths say from the downtown to areas where growth is occurring. Should these projects be captured in growth related DC's?	
d. Interchanges on the Hanlon are required at Speedvale and Paisley (and a flyover at Willow Rd and grade separation at GJR track). City may be asked to cost share and will have other associated road improvement needs. Are these projects on the DC list?	
e. Several road cross sections have been converted in the City to reduce auto/truck through travel and provide wider bike lanes (e.g. Woodlawn from 4 to 2 through lanes). How are these projects treated for DC?	