

Q1 CANDIDATE INFORMATION

Candidate Name:

Jack Heath

Ward:

Regional Councillor - re-election

Municipality:

Markham

Q2 UPDATE ZONING BY-LAWS Outdated zoning by-laws are a barrier to building the right types of homes to keep up with demand. According to the Building Industry and Land Development Association, in order to keep up with demand, 50,000 new homes need to be built each year (only 38,000 were built in 2017). It is forecasted that 115,000 new residents per year will call the GTA their home. Decades old zoning restrictions primarily allow for detached homes, with a few exceptions of high-rise towers along major transit corridors, but there are not many options offered in-between, the so-called “missing middle.” The lack of choice in housing types is a serious issue. Municipal policies need to be more flexible so that home buyers can choose from the full spectrum of options, especially the “missing middle” – home types that bridge the gap between detached houses and condominium apartments. If elected, will you push for updating municipal zoning by-laws and policies that will allow and encourage more medium density housing in the GTA?

UNSURE,

Comments (please specify):

I am unsure where this is coming from. Here in Markham we see numerous proposals for townhouses every year. I'd be pleased to sit down with your representatives to discuss.

GTA Housing Issues Candidate Survey

Q3 OPPOSE ANY POTENTIAL NEW MLTTHousing supply and choice are already a challenge in the region. Let's not do anything that will make this worse, like introducing a municipal land transfer tax. A second land transfer tax will make it more expensive to move, which means people will stay put and there will be even less homes for sale for home buyers to choose from. Toronto has this double taxation with the provincial LTT and it has directly contributed to reducing choice for home buyers in Toronto because some current homeowners choose not to put their home up for sale when they realize how much they will have to pay in land transfer taxes to move. This tax distorts the market, hurts consumers, and will eventually discourage people from moving to the region, which will have a negative effect on talent attraction.If elected, will you strongly OPPOSE any new municipal land transfer tax in the GTA?

UNSURE,

Comments (please specify):

My greatest concern right now is funding the Yonge Subway extension from Finch to Highway #7. That's \$5.5 Billion and York region's share will be \$1B. The rest from Ottawa and QP. I am not tied to a Land Transfer Tax and would be pleased to listen to suggestions on how to raise it. At present we cannot pay for that subway.

Q4 REMOVE HOUSING SUPPLY RED TAPERed tape and delays caused by municipal approval processes slow down the creation of new housing (projects are delayed by up to 3–4 years according to the Building Industry and Land Development Association) and add costs that reduce affordability (around \$168,000 to a single-family house in GTA according to the C.D. Howe Institute). We need to find ways to streamline this process and make it more efficient so that we can get more housing supply into the market quicker, which, in turn, will provide more choice and affordability for home buyers and renters.If elected, would you support cutting approval times and other red tape barriers that limit the building of new housing in the GTA?

YES,

Comments (please specify):

I often remark on how long it takes to bring some developments to market. Please send me information on cutting approval times and the other red tape barriers mentioned above.

Q5 BUILD INFRASTRUCTURE Even when new housing developments are approved, they are often delayed by the need for municipal infrastructure to service the new area or building. Without roads or sewers, construction cannot even begin, hence adding another barrier to bringing more housing supply to the market. Municipalities often lack the funding or staff to expand services. Infrastructure investment funding comes from the provincial and federal governments. A recent report from the Canadian Centre for Economic Analysis found that the federal government has fallen behind on its commitment to invest in Ontario's infrastructure, like transit and transportation. Inadequate transit and transportation, coupled with a sluggish economy, will have a negative effect on real estate in the GTA region. Infrastructure investment in Ontario peaked eight years ago when 4.2% of GDP was spent; however, it has since diminished, with a decade-low occurring in 2016 when only 2.4% of GDP was invested. If elected, would you push for more investment in critical infrastructure, such as transportation, to facilitate growth and housing by finding creative ways to secure funding from the provincial and federal governments?

YES,

Comments (please specify):

Don't forget that York's debt, often said to be oppressive, is from building infrastructure. About 85% relates to DC debt and most for the sewer and sewage treatment facility needed for development. The premise is not true that the feds and province pay for infrastructure alone; York and Markham pay a huge portion and will continue to do so. It is true that DCs could be reduced if Ottawa and QP would pay more. Where they will get the extra cash is an interesting question.