

**Q1 CANDIDATE INFORMATION**

Candidate Name:	<b>John Challinor</b>
Ward:	<b>2</b>
Municipality:	<b>Town of Milton</b>

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**Q2 UPDATE ZONING BY-LAWS** Outdated zoning by-laws are a barrier to building the right types of homes to keep up with demand.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?

**YES,**

Comments (please specify):

Current Town of Milton planning policies currently permit a range of housing types, including medium-density housing. We currently lack a range of housing that permits young families to attain home ownership inexpensively as well as allow seniors to own housing that is more suitable to their lifestyle, design-wise. More medium-density housing could potentially create solutions for both young families and senior citizens.

## GTA Housing Issues Candidate Survey

**Q3 OPPOSE ANY POTENTIAL NEW MLTT**Housing 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?

**YES,**

Comments (please specify):

Provincial and municipal taxes specifically tied to new home ownership are making it more difficult for young families to enter the housing market. Young families represent the future vibrancy of municipalities like the Town of Milton. Town staff and Milton Council need to carefully evaluate what costs must be recovered through residential development and how they can be reasonably recovered without deterring new home ownership by those young families, in particular, seeking to attain home ownership.

**Q4 REMOVE HOUSING SUPPLY RED TAPE**Red 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):

As the Fraser Institute and others have confirmed through their studies into this issue over the last few years, red tape at the municipal and regional levels is limiting the building of new housing across the GTA and, as a result, increasing the cost of that housing such that it has become unaffordable for young families, in particular, who want to own a home.

## GTA Housing Issues Candidate Survey

**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):

If elected, I plan to re-engage the Town of Milton more fulsomely with the Province of Ontario and the Government of Canada on the need for far more infrastructure investment in our community. I was at the table in 1993 when the Province, the Region of Halton and the school boards sat down with the Town to review our requirements in light of the fact the Province had dictated that there be considerable new growth for our community. The Province and the Region, in particular, have failed to live up to their financial commitments to our community. Our infrastructure is badly trailing the growth of our residential and commercial/industrial/retail development. It's unacceptable. The Province's Places To Grow planning legislation must be complemented by a line item in the Provincial Budget that identifies adequate infrastructure funding to support that growth, including bridges, fire stations, hospitals, parks, roads, municipal buildings, ambulance and police services, public transit and schools,