

Q1 CANDIDATE INFORMATION

Candidate Name:

Michael D'Amelio

Ward:

Ward 4

Municipality:

Richmond Hill

Q2 UPDATE ZONING BY-LAWS Outdated zoning by-laws are a barrier to building the right types of homes to keep up with demand.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

Richmond Hill does not post their zoning by-laws online for public viewing. If one requests to view the zoning bylaw, they will only be sent what the planning department feels is applicable to you. The current bylaws were approved by council in 1971 and by the Ontario Municipal Board in 1975. Since then the last noted amendment was done in 1988. This is unacceptable and if I am elected this will be one of my first priorities. Citizens deserve to review and if required, contest the bylaws to protect their areas and their future.

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?

NO

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):

The current planning and permit process required by the Town of Richmond Hill is lengthy and costly. Unclear expectations, as well as the required approval of multiple sectors, cost builder's time and money. Most townships face the same difficulty. I propose relooking at the permit and planning process to create a clear list of expectations for planning and building permit applications. This will allow applications to be completed correctly on the first submission and potential builders can then create a realistic budget and time frame for their projects. I also propose creating a defined list of requirements for builders. The Official Plan for Richmond Hill allows for town officials at their discretion, to place the costs of parking, sidewalks, greenspace and attractions on potential builders. Considerations need to be made on who should pay for what and added to the bylaw. This will allow builders to adjust their budget for the additional costs, prior to investments being made.

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**
