

Q1 CANDIDATE INFORMATION

Candidate Name:

Pat Saito

Ward:

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Municipality:

Mississauga

Q2 UPDATE ZONING BY-LAWS Outdated zoning by-laws are a barrier to building the right types of homes to keep up with demand.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

Our Council has already taken action in our recent Making Room for the Middle. We are pursuing ways we can encourage more units to be built to increase the supply of homes in this category.

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?

YES,

Comments (please specify):

I reviewed the impacts of the tax some years ago and it was very tempting to add it in Mississauga as it would bring in a lot of revenue. There are pros and cons. New revenue would enable us to have zero tax increases which benefits everyone and improves the overall economy which helps all markets. But we were convinced by the Real Estate Board that it would hurt home sales in the city. While I am opposed to it today if it comes up again in the coming term I would once again look at it from all sides before making a rash decision either way. As it stands today I would not support it.

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 times you show are not actually happening for new construction. If an application is taking up to 4 years it is usually a result of the applicant not getting required documents to the city. The process is not that long and it is actually set by the province for maximum times for Council to deal with any application. That is from the time it is complete. That is what takes longer - applicants not having all they need is a delay on their end. In Mississauga we have reduced all review times significantly while still allowing time for a proper inspection process which protects everyone.

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):

First infrastructure funding does not come from the federal and provincial governments. Most comes from property taxes and we get little in the way of grants from other levels with the exception of the gas tax. All infrastructure has to be budgeted long term and if an application comes forward requiring new water/sewer for example and it is not in a budget we cannot just bump it ahead of needed projects. We plan for long range and for new expected development. The biggest impact to our budgets can be infill - unexpected and not in our plans. We are trying to address that but it comes down to who pays for it...we cannot expect taxpayers to foot the bill unnecessarily and it is hard to determine which application might be the one to trigger an upgrade. Mississauga led the way on getting the gas tax and we constantly look for ways to get more infrastructure funding from both higher levels of government working with AMO and FCM and other large cities in Canada.