

Q1 CANDIDATE INFORMATION

Candidate Name:

Vince Fiorito

Ward:

1

Municipality:

Burlington

Q2 UPDATE ZONING BY-LAWS Outdated zoning by-laws are a barrier to building the right types of homes to keep up with demand.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

The priority must be for affordable, accessible housing for seniors living on fixed incomes, millennials buying their first homes and people with mobility access challenges. We must require at least one affordable, accessible housing unit for every four new home or condo. units. Or the developer pays an equivalent fee to a regional fund for affordable, accessible housing. I support assistance for enable brownfield developments that create affordable, accessible housing. I support zoning changes to allow tiny homes, lane way housing and secondary suits. I support social and co-operative housing. I support increased taxes on vacant lots and inappropriately zoned urban farmland to reduce speculation and land costs for developers. I support eliminating the vacant building rebate, to lower rental rates and motivate sales

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 will strongly oppose any initiatives that artificially increase real estate prices for housing at the market entry level. Again, my primary concerns relate to affordable, accessible housing for seniors living on fixed incomes, millennials buying their first homes and people with mobility access challenges. I am more neutral when it comes to luxury estate properties. I would be willing to compromise and accept a revenue neutral progressive municipal land transfer tax on the top 10% most valuable real estate, provided it only affects the extremely wealthy and the funds are used to help create affordable accessible housing for the bottom 20% of the housing market. I oppose tax grabs. I want to encourage young people to save their money and buy real estate. I don't want future generations to be renters. I will support initiatives that help reduce the cost of buying and selling real estate. >>> I support a form of direct democracy called "Consensus Based Decision Making". I am not running to empower myself, city staff or developers. I am running to empower Ward 1 Constituents and Stakeholders, which includes businesses and real estate agents. If your organization has ideas to help lower the cost of entry into the real estate market or increase efficiency of home sales, I will take your proposal for change to Ward 1 residents. If 2/3rds or more of them support your initiative, then your proposal will become a directive guiding my actions as Ward 1 City councillor. Also, if elected, I pledge to donate 50% of my net income to support environmental and anti-poverty charities that benefit Ward 1 residents. I challenge other candidates to make a similar pledge.

Q4 REMOVE HOUSING SUPPLY RED TAPRed 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 want to make it easier for people to buy and sell homes. I oppose unnecessary bureaucracy and red tape. My priority is to increase affordable, accessible housing.

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):

I have Green Values and ran federally and provincially for the Green party. I will work with anyone where I agree with them. I will politely work against them where I don't. Its OK to disagree. Its not OK to be disagreeable. I oppose creating long term problems for future generations to solve. Therefore I oppose deficit financing (you though I was going to talk about climate change... lol) Back to your question Yes I will go after Burlington's and Halton Region's fair share of federal and provincial infrastructure funding, to assist infill development. I will strongly oppose any attempts to pave over the Green Belt lands that feed us, clean our air and purify our water. Since Burlington can't grow out, WE MUST GROW UP! First we need the supporting infrastructure which includes a multi-modal transportation system, that reduces traffic congestion. I want to move as many people as possible out of their cars and gets them walking, biking or using public transit. All future development must accommodate the multi-modal transportation plan. Since efficient public transit service will increase property values, developers must also pay their fair share, relative to increased value. All future development must help solve existing problems, not add to existing ones. (traffic congestion, affordability, insufficient green space, pollution and greenhouse gas emissions) I will support development that accommodates living, working, shopping and playing within walking or biking distance. Our roads must be designed around buses, delivery trucks and emergency vehicles (fire engines). I opposing continuing to design our city around cars. Cars work up to a saturation point. Burlington hit that point about 15-20 years ago and that evident to anyone stuck in traffic at nearly any time of the day. Cars stuck in traffic produce more pollution and GHG emissions than those moving freely. >>> Back to the question. Sanitary and storm sewers, roads and public transit infrastructure must not delay new or infill development. I will support initiatives that lower development costs. I am aware that if the city is slow to build the prerequisite infrastructure, it adds to the development costs and ultimately reduces housing affordability. So yes I am open to ways to streamline the development process and help reduce development costs. However, I opposing the city paying for pre-development studies and plans that are or should be the developer's responsibility.