

UPCOMING DATES

OCTOBER 28

Hamilton Council, 5:00 p.m.

Aurora Public Planning, 7:00 p.m.

Georgina Council, 7:00 p.m.

Brampton Council, 1:00 p.m.

Mississauga Council, 9:00 a.m.

OCTOBER 29

Oshawa Community Services Committee, 9:30 a.m.

Oshawa Finance Committee, 1:30 p.m.

NOVEMBER 2

Richmond Hill Committee of the Whole, 4:30 p.m.

Halton Hills Economic Development Committee, 1:30 p.m.

Halton Hills Council, 6:30 p.m.

Vaughan Finance & Administration, 9:30 a.m.

Whitby Council, 7:00 p.m.

King Council/Committee of the Whole, 6:00 p.m.

Ajax Community Affairs and Planning Committee, 7:00 p.m.

Brock Council, 10:00 a.m.

Brock Finance Committee (following council)

Clarington Council, 7:00 p.m.

Scugog Council, 10:00 a.m.

Brampton Planning & Infrastructure Services Committee, 7:00 p.m.

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GREATER TORONTO AREA EDITION

Inclusionary zoning lessons learned

AMERICAN EXPERIENCE

By Leah Wong

Of the potential legislative tools eyed by some municipal and provincial leaders keen to add to the stock of affordable housing in the Greater Toronto Area, the most contentious is inclusionary zoning.

Inclusionary zoning, which requires developers to build a proportion of affordable units in all new developments, has yet to be adopted in Canada. But the planning tool has been widely applied in the United States over the last 40 years in more than 500 municipalities. While the conversation on whether or not the provincial government should enable, or require, municipalities to use inclusionary zoning, American experts have insight on how to get buy-in from the development community.

“It’s a complex and often a controversial issue. It’s not unexpected that the private development sector pushes back, very strongly, against the idea that they should have a responsibility to build affordable units,” Innovative Housing Institute executive director **Patrick Maier** told a forum at the **Ryerson University** Centre for Urban Research and Land Development on Monday.

Maier, based in Baltimore, has overseen the process required to update local ordinances to allow for inclusionary housing. From his experience, successful implementation requires a partnership between the public and private sector.

“Inclusionary housing really works if the private sector is motivated to build and wants to build in a particular area... I think the question is ‘can the public sector work with that private sector to be able to incorporate affordable housing?’” asked Maier.

If the private sector is required to build affordable units, Maier said the public sector needs to contribute to the profitability of the project, such as fast tracking approvals or providing density bonuses for projects with affordable housing units.

Another option open to municipal leaders is to allow developers to pay a fee-in-lieu of building affordable units. This can be beneficial when projects anticipate high condominium or homeowner association fees. As well, said Maier, municipalities can set aside in-lieu funds in a local housing trust

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AMERICAN EXPERIENCE

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fund or use the proceeds to build subsidized housing units. To date in Canada, municipalities have been unable to move ahead with inclusionary zoning. Since last year's provincial election, two bills related to inclusionary zoning have been introduced. NDP MPP **Cheri DiNovo's** Bill 3,

which would require municipalities to enact inclusionary zoning, had its first reading in July 2014. Liberal MPP **Peter Milczyn's** Bill 39, which would amend the *Planning Act* to enable municipalities to use inclusionary zoning, was sent to committee in November 2014. [nru](#)

SHARING EXPERIENCE

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"I like the idea that it kind of bridges the gap between coming to the end of your undergraduate career and starting in the workforce, so I felt that it was a way to really experience firsthand from different professionals, what they do on a daily basis, the types of things you can do in planning," says DeRuyter,

now an associate with **MHBC**. "For me, it really opened my eyes in terms of what was out there in planning, until you see that, you realize it's unbelievable how many different areas of planning people are involved with, and I think that was really the big takeaway I had from it," he said. [nru](#)

WALKING TO SCHOOL

CONTINUED FROM PAGE 4

Since relevant data are key to making informed decisions, the **University of Toronto** and **Green Communities' Canada Walks**, (with funding from the **Canadian Partnership Against Cancer**), have developed data collection guidelines for the Active and Safe Routes to School Travel Planning Toolkit. A combination of traffic observations, classroom surveys, and family questionnaires gives immediate feedback to schools on the effectiveness of their school travel programs.

"Metrolinx also plays a large role in supporting research to understand the status of active school travel, understand the challenges and help make the case for change," says McGowan. "We are currently working with the University of Toronto to investigate school travel trends between 1986 and 2011. This research shows an increase in car trips and a decrease in walking trips, while the distance between home and school has stayed relatively constant. This research will be published later this fall."

George Liu is a freelance transportation reporter on assignment with NRU. [nru](#)

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