

Date: 2020-02-03

Subject: **RECOMMENDATION REPORT**
Draft Residential Rental Conversion Policy, Development of an Application Review Pilot Program, and Innovation Benchmarking

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Recommendations:

1. That the report titled: **RECOMMENDATION REPORT: Draft Residential Rental Conversion Policy, Development of an Application Review Pilot Program, and Innovation Benchmarking – Citywide** (R 305/2019, J.BA. AFFO) to the Planning and Development Service Committee Meeting of June 22, 2020, be received;
2. That the benchmarking report titled Affordable Housing Innovations, attached hereto as Appendix B, be endorsed, and guide the recommendations of the final Housing Brampton Strategy;
3. That staff be directed to undertake the development of a rental protection bylaw, to hold a statutory public meeting with respect to a proposed amendment to the Official Plan to introduce residential rental conversion and demolition policies, and to report back to Council with recommendations;
4. That staff be directed to initiate the completion of an Inclusionary Zoning Assessment Report to support the development of an inclusionary zoning program, in collaboration with the Region of Peel;
5. That staff develop and report back to Council on a proposed framework for an affordable housing application review pilot program to expedite affordable housing projects; and,
6. That a copy of this report be forwarded to the Region of Peel for information.

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Overview:

- **The City is currently developing its housing strategy, “Housing Brampton”, to address the varying housing needs of residents.**
- **Preliminary housing action items are well underway and are reflected within a reporting progress chart to gauge the strategy’s early successes (See Appendix A).**
- **A housing innovation benchmarking report has been prepared highlighting best practices on creative affordable housing solutions. The attached benchmarking report, titled Affordable Housing Innovation, serves to guide the recommendations of the final housing strategy.**
- **This report seeks direction to proceed with a statutory public meeting relating to proposed policies to prohibit the demolition of rental units or conversion to condominium tenure, and the development of a rental protection bylaw.**
- **This report also seeks to commence the background work for the development of an Inclusionary Zoning (IZ) program for key growth areas of the City.**
- **Supplemental housing activities that are also underway include updates to the City’s parking standards for two-unit dwellings and mid to high-density residential uses, the development of a pilot program to expedite the review of affordable housing applications, and a City-wide economic and affordable housing Community Improvement Plan (CIP).**

Background:

The City of Brampton continues to advance the development of its housing strategy, *Housing Brampton*, to address the housing needs of its population. Affordable housing is a key component of Housing Brampton and is defined within the City’s Official Plan (OP) as adequate housing which is affordable to households of low, moderate and middle incomes, or households within the lowest 60 percent of the income distribution for the housing market area.

Various efforts have occurred to move the housing strategy forward. In June 2018, Council endorsed the City’s Housing Needs Assessment, which includes an assessment of local housing needs, and the completion of a Seniors Housing Study, endorsed by Council in February, 2019. The recommendations of the Seniors Housing Study, such as encouraging the location of seniors housing within close proximity to essential services and amenities, and requiring the completion of market assessments, are currently being implemented through staff’s review of development applications.

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Student housing and rental housing reviews are currently underway as deliverables of the *Housing Brampton* strategy. Final recommendations will support the City's priorities through promoting a full range of housing types and tenure to meet the growing needs of the community.

Project Work Plan

The workplan for a final housing strategy includes four project phases. Provided below is a summary of the main activities of each phase and associated timelines, which is complementary to the initial strategy work plan previously endorsed by Council:

Phase 1: Defining Affordability & Benchmarking (Q2 - Q3 2019)

- ✓ Housing committee approval of work plan
- ✓ Benchmarking/discussion paper
- ✓ Update report to Council

Phase 2: Engagement & Consultation (Q3 2019 – Q1 2020)

- ✓ Public open houses
- ✓ Specialized focus groups
- ✓ Key informant interviews
- Cross-departmental workshop
- Final engagement consultation report to Council

Phase 3: Improvements to Review of Affordable Housing Project (Q1- Q3 2020)

- Implement application review improvements through a pilot program
- Industry consultation
- Review of tools and incentives/ Development of CIP
- Mapping exercise

Phase 4: Development of Final Affordable Housing Strategy (Q3 2020)

- Prepare draft affordable housing strategy in collaboration with Peel Region and community stakeholders
- Develop performance indicators and reporting mechanisms
- Council endorsement of final housing strategy
- Implementation and Monitoring (2020 and beyond)

Housing Action Items

The Housing Brampton strategy will be formed around the following themes:

- Increasing affordable housing supply;
- Policies and initiatives to encourage housing diversity;
- Communication and advocacy; and,
- Monitoring and measuring.

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Action items were initially identified as part of the affordable housing framework presented to Council in 2017. Many of the action items are in progress, while other actions are strategically on hold. The progress chart attached as Appendix A to the report will serve as an early monitoring tool to track the strategy's success.

Current Situation:

This report seeks to bring forward the findings from housing innovation benchmarking and obtain Council direction to proceed with a statutory public meeting to advance draft residential rental protection policies. The report also proposes the advancement of an inclusionary zoning program, and provides updates on other ongoing housing activities.

Benchmarking Findings

A scan of several major cities was undertaken to examine innovative approaches to providing and incentivizing affordable housing. The topics that were explored include:

- multi-generational housing typologies
- tiny houses
- temporary modular housing
- land trusts
- family-friendly units
- homeshare programs, and,
- alternative options for accessory units (ie. granny flats and laneway housing).

The findings of this exercise have been incorporated into an Affordable Housing Innovations report, attached hereto as Appendix B.

The findings support opportunities for gentle density within existing low-density neighbourhoods and implementation of regional affordable housing targets. As such, it is recommended that the benchmarking results ultimately be incorporated into a residential policy review as part of the current Official Plan Review (Brampton 2040 Plan).

Proposed Residential Rental Conversion and Demolition Policies

Purpose-built rental housing contributes to a full range of housing types and tenure. Given market influences over the past several decades, the creation of new rental housing within Brampton has remained minimal, with the demand for rental outpacing supply. In 2019, the City's rental vacancy rate was 1.2%, up from 1.1% in 2018, whereas a 3% vacancy rate reflects a healthy market.

Since 2003, the City has received a total of 11 development applications, two site plan applications, and three Committee of Adjustment applications seeking to convert rental units to condominium tenure, primarily for tax relief purposes. Approximately 200 units were converted between 2003 and 2019, and planning applications are currently being reviewed to convert 144 additional units. Mapping analysis indicates a concentration of

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rental conversions along the Kennedy Road corridor, an area having a significant proportion of rental buildings, along with several sites close to the City's Downtown core. Refer to Appendices C and D.

As an early opportunity to implement the City's housing priorities, a draft amendment to the Official Plan is being proposed to provide greater protection of Brampton's existing rental housing stock. The policy seeks to prohibit future conversions of purpose-built rental units to condominium tenure if it has been determined by the Canada Mortgage and Housing Corporation that the City's vacancy rate is below 3%. The policy also proposes to prohibit the demolition of rental units if it adversely affects the City's supply of affordable rental housing as determined by vacancy rates and the Region of Peel's affordable housing targets.

It is anticipated that a rental protection by-law will be developed in the near future as part of the City's rental housing review to expand the protection of existing rental units. A draft amendment is attached hereto as Appendix E.

Tools & Incentives

Inclusionary Zoning (IZ)

Currently, provincial legislation in Ontario authorizes municipalities to adopt inclusionary zoning provisions which would require a proportion of new residential development to be allocated for affordable housing. Various criteria must be satisfied prior to a municipality implementing an inclusionary zoning program, including:

- A detailed assessment report which analyzes the potential impact of inclusionary zoning on the housing market and viability of development;
- Mandatory peer-review of the City's analysis by a qualified professional;
- Enactment of an inclusionary zoning bylaw under Section 34 of the Planning Act, associated official plan policies setting out the City's approach for authorizing IZ, and a determination of various program details; and,
- Update reports to Council, to be prepared every two years.

Refer to Appendix F: Ontario Regulation 232/18 Inclusionary Zoning

Inclusionary zoning has been identified as a leading tool available to municipalities to mandate provisions for affordable housing through the development process. Due to recent changes to the Planning Act (in particular through Bill 108), IZ can be applied within designated major transit station areas and Community Planning Permit System By-Law Areas where a CPPS has been ordered by the Minister of Municipal Affairs and Housing. Municipalities which have recently commenced the development of an inclusionary program include Toronto and Markham. Given the aforementioned, it is recommended that staff initiate the development of an Inclusionary Zoning Assessment Report, in collaboration with the Region of Peel, to support the development of an inclusionary zoning program.

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Community Improvement Plans

The City of Brampton is developing a Community Improvement Plan (CIP) anticipated to be completed in Q2 2020. The City-wide CIP will incentivize the creation of new jobs and office uses, and affordable housing. As an interim deliverable, the policies within the existing Central Area CIP have been amended, prioritizing affordable housing projects.

NBLC has been retained by the Region of Peel and is currently developing a regional affordable housing incentive pilot program for affordable housing. One of the last deliverables of the project is the undertaking of a housing assessment to support the development of local inclusionary zoning programs. It is the Region's intent to prepare the Inclusionary Zoning Assessment Report, in collaboration with the local municipalities.

Affordable Housing Application Review Pilot Program

Members of the City's affordable housing advisory committee have expressed support for the appointment of a housing facilitator to provide concierge service for affordable housing projects. To this end, Planning, Building and Economic Development is currently developing a temporary pilot program to prioritize affordable housing applications to improve review coordination.

A future staff report will be presented to Council detailing the program's framework, potential process improvements and eligibility criteria. It is noted, however, that recent changes to the *Planning Act*, implemented through Bill 108, have reduced legislative approval timelines for planning applications.

Engagement

An engagement and communications plan was prepared to lead the City's community consultation efforts. Engagement events included an open house, 3 public workshops, 2 focus group sessions, a presentation to the City's Age-Friendly Advisory Committee, and interviews with key stakeholders. Discussions were focused on the housing innovation topics explored through the City's benchmarking review. An in-depth workshop with internal subject matter experts is being planned for Q1 2020, providing an opportunity for internal departments to participate in the strategy's development. There is also opportunity for a council workshop. A final report summarizing the findings of community engagement will be presented to Council in Q2 2020.

Next Steps:

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At this time, staff is seeking Council direction to proceed with a statutory public meeting to amend the City's Official Plan policies. The amendment will serve as a quick-win opportunity to strengthen the City's current policy framework to prohibit the demolition of rental units or conversions to ownership tenure when it has been determined that the City's vacancy rate is below 3%, which is intended to protect the City's existing rental stock.

The advancement of an inclusionary zoning program is being proposed through the completion of an assessment report as required by *Planning Act* regulations, and the launch of a development review pilot program to prioritize affordable housing proposals.

It is also recommended that a housing market study be undertaken to support a more robust review of all residential policies as part of the OP Review, allowing for evidence-based decision making relating to compact and complete communities.

Additional policy reviews underway that have implications to the final housing strategy include:

- Parking standards update for second units and high-density residential uses;
- Rental policies, including short-term rental accommodations and lodging houses;
- Group homes/supportive housing policies; and,
- Residential accessory units (to be initiated within the short-term).

Corporate Implications:

Financial Implications:

Any consulting services rendered to the City related to the affordable housing strategy will be secured. Additional staff resources will need to be acquired as necessary.

Other Implications:

No other implications associated with this report have been identified at this time.

Strategic Plan:

This report achieves the Strategic Plan priority of 'Create Complete Communities' through the development of a city-wide affordable housing strategy, ultimately improving the quality of life of residents and the state of housing security.

Living the Mosaic – 2040 Vision:

This report aligns with Action #5-3 of the 2040 Vision in seeking to diversify the City's housing stock to address the housing needs of all. Action #5-3 identifies the need for a made-in-Brampton comprehensive housing strategy, including partnerships targeting the end of homelessness.

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Conclusion:

Various early-impact opportunities have been identified to advance the objectives of the City's emerging housing strategy. This report brings forward benchmarking findings with respect to innovative approaches that support improving the state of housing affordability within Brampton.

At this time, staff is seeking direction to proceed with a public meeting to obtain input into a city-initiated official plan amendment to strengthen the City's residential rental protection policies. Staff will report back to Council with the results of the public meeting, and recommendations relating to the preparation of a rental protection by-law.

Planning, Building and Economic Development also seeks to initiate the completion of an Inclusionary Zoning Assessment Report to support the development of an IZ program, and to prepare a framework for the expedited review of affordable housing development applications.

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Attachments:

Appendix A – Status of Affordable Housing Action Items

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- Appendix B – Affordable Housing Innovations: Benchmarking for Brampton’s Affordable Housing Strategy
- Appendix C – Development Applications to Convert Residential Rental Units to Condominium Tenure
- Appendix D – Residential Rental Unit Conversions Map
- Appendix E – Draft Official Plan Amendment
- Appendix F – Ontario Regulation 232/18 Inclusionary Zoning

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APPENDIX A: STATUS OF AFFORDABLE HOUSING ACTION ITEMS

	ACTION ITEM	On Hold/ Not Started	In Progress/ Ongoing	Complete	Comments
	<i>Increase Supply of Affordable Housing</i>				
a	Reduce parking requirements and consider parking innovations that support affordable housing projects.		√		Being advanced through Q1 2020 Staff Recommendation Report
b	Permit garden suites and coach houses in zoning by-laws which would provide more opportunities for those at difference life stages and provide more opportunity for aging in place.		√		To be addressed through Zoning and OP Reviews
c	Examine ways to increase the number of second units by simplifying the registration process and regulations.			√	
d	Explore financial and regulatory barriers, and opportunities for expanding the supply and variety of housing options, such as infill and gentle density.		√		
e	Build an affordable housing reserve fund and other municipal tools to finance affordable housing, seniors housing and other purpose-built rental.	√			Rental protection reserve fund permitted under Municipal Act
f	For rental protection, develop by-laws for demolition control and condominium conversion.		√		
g	Work with Realty Services and Peel Region to determine if affordable and seniors housing objectives can be achieved when considering the acquisition, disposal or redevelopment of public properties or lands.		√		
h	Prioritize locations for mid-rise and high rise within 800 metre proximity of Mobility Hubs and within 400 metres of frequent service transit corridors while utilizing tools such as inclusionary zoning, development permit system and pre-zoning.		√		To be addressed through OP Review
i	Review all opportunities for financing support from upper-levels of government including taxation and assessment practices, such as the land transfer tax, to ensure they do not impede the delivery of rental housing.		√		
	<i>Policies and Initiatives to Encourage Housing Diversity</i>				
a	Develop and implement an inclusionary zoning program focusing on City's key growth areas.	√			Pending Council direction.
b	Establish clear targets for affordable housing types, tenures, and incomes to inform negotiations		√		City to utilize Region of Peel targets included in the Peel Housing and Homelessness Plan
c	Encourage a diversity of housing forms in proximity to the frequent transit network as identified in the Brampton Transit Service Plan and the Transportation Master Plan, including mid-rise options.		√		To be addressed through the OP Review and various Urban Design studies.
d	Promote family-friendly housing through policies for multi-family housing options with 3 or more bedrooms.		√		To be addressed through the OP Review

e	Examine the feasibility of expanding municipal revenue tools within the Municipal Act.		√		Assessment of financial and non-financial tools to be evaluated through CIP development
f	Consider the creation of a new housing facilitator/expeditor position to guide affordable housing proponents through the development approval process.		√		
Communication and Advocacy					
a	Build strategic relationships with community, senior levels of government, private and non-profit sectors to address emerging housing issues. This should include a Brampton Housing Summit, Affordable Housing Committee/Panel and through other forums and events.		√		
b	Within new transit-oriented development guidelines, highlight the relationship between affordable housing and the transit network.	√			To be addressed through Urban Design Guidelines Review
c	Promote affordable housing and regional programs to profit, non-profit and faith-based developers.		√		Public information brochure being prepared
d	Promote education programs to landlords, realtors and builders.	√			To be advanced upon completion of final housing strategy
e	Work with stakeholders and the Region to develop and advance policy directions that provide housing benefits for Aboriginal, seniors, persons with disabilities and other populations, as warranted.		√		
f	Develop a new strategic liaison role or a division integrating economic development, housing, transportation, recreation, and social planning where holistic decisions can be developed towards affordable housing/housing ownership.	√			
Measuring Progress					
a	Establish annual housing unit production targets based on Regional requirements.		√		
b	Peer review Regional affordable housing unit targets.			√	
c	Report to Council on yearly progress towards rental and ownership targets, affordability gap, uptake of housing programs and market conditions.		√		
d	Lobby Federal, Provincial and Regional government to provide direction and guidance on gathering and analyzing local housing data and consistent methodologies to measure housing affordability.		√		



Affordable Housing Innovations

Benchmarking for Brampton's Affordable Housing Strategy

December 2019



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Housing Innovations Overview

Table 1 provides an overview of selected housing affordability innovations, how they address affordability, relevant considerations and opportunities for their implementation in Brampton. The first part of the table presents innovations relating to the “Built Form” including modular & prefabricated housing, family friendly units, second/accessory units (including coach houses, granny flats and laneway homes) and tiny homes. The second part of the table presents innovations relating to “Policies and Programs” for addressing affordability including housing reserve funds, Homeshare programs, community land trusts and multigenerational housing.

Table 1: Housing Innovations Overview

1. Built Form				
Innovation	Overview	How it addresses affordability	Considerations (financial, social, risks, etc.)	Opportunities for the City of Brampton
Modular & Pre-Fabricated Housing	Modular homes are prefabricated buildings or repeated sections called modules. Modular is a construction method that involves constructing sections away from the building site, then delivering them to the intended site. This dwelling type is built to local, state or council code.	<p>In municipalities such as Vancouver, modular housing has been introduced to provide immediate relief for the homeless population in the city. It can be considered as a short-term, housing first approach to delivering affordable housing.</p> <p>The hard costs of physical construction have an impact on the selling price or rent of a new home. Modular housing can cut these costs to deepen housing subsidies.</p>	<p>The construction of modular housing can be considered to be environmentally friendly, and its design gives it flexibility to accommodate the changing needs of households. This dwelling type does have technical limitations due to its size, shape and zoning context as well as the economic limitations of the business model.</p> <p>Modular housing is currently still not permitted in some residential zones, i.e. Vancouver’s RS and RT Zones,</p>	<p>To help facilitate the development of modular and pre-fabricated housing, large developers with the ability to self-finance could invest in a stock of modules that could be used across a given project. Additionally, Peel Region could utilize modular housing to address local housing needs.</p> <p>More awareness on modular housing is required which presents an opportunity to engage with the development and construction industry on</p>

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which is still a significant barrier towards its scalable implementation.

scaling this construction model.

To overcome code related and permitting obstacles, development standards to prescribe the necessary components for modular homes should be developed.

Innovation	Overview	How it addresses affordability	Considerations (financial, social, risks, etc.)	Opportunities for the City of Brampton
Family Friendly Units	Addresses how units can be made more suitable for the needs of families of 3+ people with children. The approach focuses on three levels – the neighbourhood, the building, and the unit. Policies come in the form of zoning by-laws and demolition by-laws to protect 2 to 3 bedroom family sized units. Policy and design related recommendations can be set out in municipal guidelines and strategies.	By-laws that protect/mandate 2 to 3+ bedroom units can help increase and maintain the supply of these units in theory by decreasing their cost over time. However, the guidelines for family friendly buildings/units can also potentially increase the price of units due to size requirements.	There is risk of deterring developers due to perceived or real decreases in profits. In response, cities can add recommendations for family friendly design in guidelines and strategies. To facilitate these units, developers, councillors and key stakeholders can form innovative partnerships to increase support and funding. City administrations may have a greater ability to make public spaces more child and family friendly, however this does not directly affect housing affordability.	Include a section on family friendly built form in the housing strategy. Include policies in the Official Plan, as well as design Guidelines to increase enforceability. The City may also include a focus on making publicly owned spaces (e.g. streets, bus stops, parks) more child/age friendly to support family-friendly city principles.
Second Units				
	A coach house is a small accessory apartment located	Coach houses are a discreet way to achieve affordable	A coach house cannot be sold separately nor can it be	There are existing policies in Brampton that support

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Coach Houses	<p>in a small freestanding building that is detached from the principal dwelling located on the same lot. The specific building requirements for coach houses varies according to residential designations, zoning by-laws and the size of the lot. The case studies section provides an example of recent policy directions in Canada to facilitate coach houses.</p>	<p>housing by increasing the density in existing neighbourhoods with existing infrastructure. Furthermore, it can support changing demographics by providing more housing options and additional rental-income for homeowners.</p>	<p>severed to produce two separate residential lots. One implication to consider is the use of coach houses for short term rental purposes (i.e. through platforms like Airbnb) which could limit opportunities to provide stable affordable housing for households in need.</p> <p>In several cases, protocols to regulate short-term rental have been added to the guidelines to develop secondary units.</p>	<p>secondary units, however more refinement is needed to ensure they contribute to housing affordability targets. To encourage this type of development, the process of obtaining a permit can be streamlined for greater efficiency. In addition to this, incentives can also be provided to homeowners who choose to build and rent coach houses at affordable rates.</p> <p>A matching program can be developed to pair households on the Region’s Centralized Waiting List with homeowners renting out their second units to maintain affordability. For multi-generational households, this can be a viable option that is adaptable to their changing needs and family size.</p>
Innovation	Overview	How it addresses affordability	Considerations (financial, social, risks, etc.)	Opportunities for the City of Brampton
			<p>Granny flats, similar to other secondary unit typologies can address the inventory shortage of rental housing,</p>	

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Granny Flats	<p>Granny flats are similar to coach houses and garden suites. They are self-contained living areas within the lots of single-family homes that can be used by family or be rented. They are also known as Accessory apartments or accessory dwelling units (ADUs).</p>	<p>To support accessory dwelling units, several states in the USA have initiated programs that provide incentives for homeowners to build ADUs, which has resulted in an increase of permits. An increase in development permits may result in a stronger rental housing inventory. The impact on affordability is similar to Coach houses.</p>	<p>however in a lot of cases, granny flats are being built to accommodate family members. Voluntary discounting to family and friends should also be considered as a means of providing affordable housing.</p> <p>There are still challenges that impact Granny flats such as NIMBYISM. As such, creating a city-wide policy to make ADUs scalable will be a challenge considering residential neighbourhoods have different preferences for this housing type.</p>	<p><i>Similar application to Coach Houses</i></p>
Laneway Houses	<p>A laneway house is a form of housing that is gaining popularity in the west coast of Canada. These homes are typically built into pre-existing lots, usually in the backyard and opening onto a public back lane.</p>	<p>In cases such as Vancouver, laneway home programs have been introduced to provide more opportunities for ground-oriented rental housing in existing single family neighbourhoods.</p> <p>All examples cited have implemented design guidelines with supplementary incentive programs and zoning standards in order to develop laneway homes and</p>	<p>Similar to other models of secondary units, adding laneway homes to existing single family neighbourhoods can cause significant pushback from residents.</p> <p>In all the case studies examined, there is a significant push to reduce costs associated with laneway homes by streamlining the development process and providing incentives for homeowners to develop more laneway homes.</p>	<p>In Brampton, 12% of all units are comprised of more than one nucleus family and laneway homes provide an alternative typology to accommodate such household types. However, zoning by-law regulations can impact the livability of laneway homes which could prohibit the accommodation of larger households.</p> <p>The City of Brampton can conduct mapping and feasibility exercises that</p>

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		maintain them at affordable rates.		identifies potential laneways for development. This could be enabled by a pilot project that provides incentives to homeowners.
Tiny Homes	A typical tiny home is anywhere from 100-400 sq.ft and can be rented or owned. As illustrated in the case studies section, tiny homes can be used in a number of ways for different reasons, i.e. through a co-op neighbourhood model or pre-fabricated units.	Tiny homes are used in several contexts to serve and address immediate homelessness. Tiny homes can be transitional living space for at-risk populations.	The biggest barrier prohibiting the development of tiny homes is land use regulations that do not allow tiny and small houses in urban communities. Minimum size requirements poses a threat to making tiny homes a viable housing option for households.	

2. Policies & Programs

Innovation	Overview	How it addresses affordability	Considerations (financial, social, risks, etc.)	Opportunities for the City of Brampton
Housing Reserve Fund	This is a fund that a municipality sets up to provide grants to non-profit housing providers to build affordable housing. Housing Reserve Funds are established through a by-law that sets out how funds will be collected, (sometimes as part of a rental demolition control bylaw) and implemented through a policy or guidelines that direct how funds are used.	Housing Reserve Funds can play an important role in the provision of affordable housing, as grants made available from the fund could make building affordable housing more attractive and feasible for developers and non-profit organizations.	In pre-existing Housing Reserve Funds, funds were collected from: property taxes, cash-in-lieu, amenity density bonus contributions, inclusionary zoning, general revenue fund surplus, other monies, and donations. Bill 108 however, has changed the ability of municipalities to collect revenue. Analysts suspect that changes to the Development Charges (DC) Act will result in less revenue for the municipality.	Funds can no longer be collected for height and density bonusing, but now may be collected under the new s.37 Community Benefits Charge (CBC). The City will be required to produce a CBC strategy and by-law prior to collecting these charges. There is no information that suggests that the City would not be able to use CBCs to contribute to a Housing Reserve Fund. The City can also use general revenue,

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It is prescribed that revenues from DCs must only be used for 'hard' services, meaning the City would not be able to use DCs to contribute to a Housing Reserve Fund.

taxes, and donations to contribute to the Housing Reserve Fund.

Innovation	Overview	How it addresses affordability	Considerations (financial, social, risks, etc.)	Opportunities for the City of Brampton
HomeShare Program	<p>HomeShare programs help people find compatible roommates. In some cases, one roommate is a homeowner looking for someone to rent a room at a low price in exchange for house work or companionship activities. In other cases people are paired up to split the rent of a rental unit. In all cases, roommates have their own bed rooms, but often share common spaces like kitchen and living room, while others rent out entire self-contained. Some programs are directed to specific demographics such as youth, seniors, women, and members of the LGBTQ community. HomeShare programs offer support to participants by matching them with suitable roommates, assistance with</p>	<p>HomeShare programs are a grassroots solution to housing affordability. In these programs, community members are providing affordable units to other community members directly. The programs are generally run by community organizations with minimal, and in some cases no support from the City or Region.</p>	<p>The greatest cost of a HomeShare program is the salaries of the social workers or other specialists that help match roommates. Funding from the City, Region, or Province could help alleviate this cost, and in turn help to expand and support the program. Another consideration are the socio-cultural barriers that make people hesitant, uncomfortable, or embarrassed to participate in this type of program. Marketing, outreach, media coverage and the increasing popularity of the programs could help overcome this.</p>	<p>Brampton could put a call out to potential partners offering to help set up a HomeShare program. Brampton can offer help in the form of funding, resources, and expertise. Some potential partners include (target group in brackets):</p> <ul style="list-style-type: none"> -CANES Community Care (Seniors) - Brampton Multicultural Centre (Newcomers) - Canadian Association of Retired Persons (CARP) (Seniors) -Sheridan and Algoma Colleges (Students) -John Howard Society (Youth) -Regeneration Outreach Community (Homeless/Home insecure) -YMCA (All groups) <p>A commitment to support or develop a HomeShare pilot</p>

	writing up agreements, ongoing support and overall program administration.			project or program can be included Brampton’s Affordable Housing Strategy, or Official Plan.
Community Land Trusts	<p>Community Land Trusts (CLTs) can be community-based, sector-based and/or publicly based. CLTs work by removing land and housing from the real estate market through purchase or donation and perpetually holding it in a trust to preserve the affordability of the land and housing assets.</p> <p>In many cases, the board that oversees the CLT consists of people who live and use the buildings in the CLT, the surrounding community and representative experts and/or members of the public. The CLT acts as a land owner and a ground lease is signed between them and the developer, which allows the developer to lower their front-end costs and allows the land owner to define their parameters of affordability and to adopt income targets.</p>	<p>The overarching objective for land trusts in almost all cases is to ensure perpetual affordability and community control of land. In some cases <i>i.e. in Parkdale Toronto</i>, land trusts are developed to preserve affordability within a gentrifying context to protect the interests of lower to middle-income populations; in other cases, it is implemented to increase affordability.</p> <p>Land trusts continue to grow throughout North America and this can be accredited to their ability and flexibility to adapt to community needs by putting the interests of the community first.</p>	<p>The success of a land trust is dependent on its ability to acquire and steward land from the speculative real estate market. Generally, CLTs in high market areas in North America have experienced barriers and continue to face obstacles to land acquisition and municipal policies that depend on market based solutions.</p> <p>Successful Community Land trusts have increased their impact by engaging in policy advocacy and intersecting with housing movements such as rental assistance to low-income families and tax breaks for permanent low-rent housing.</p>	<p>CLTs can be good vehicles for small or medium sized organizations such as co-ops, non-profits and faith groups that want to grow and build capacity. Existing faith based groups in Brampton are already working towards delivering affordable housing such as the <i>Brampton Bramalea Christian Fellowship Residences Ltd</i> (BCFR).</p> <p>Faith groups in the City of Brampton have demonstrated some capacity to provide affordable housing, however support from municipal and federal governments is still required to acquire land.</p>
Innovation	Overview	How it addresses affordability	Considerations (financial, social, risks, etc.)	Opportunities for the City of Brampton

8.6-21

Multi-Generational Households

Multi-generational households are defined as having two or more adult generations living under one roof.

Multigenerational living is on the rise and according to 2016 census data, it is the fastest growing household in the country (increased by 38% from 2001 to 2016). Shifting economic circumstances, lack of affordable housing, and an increase in cultural diversity and evolving lifestyles are some of the primary reasons why families are embracing this type of living arrangement.

For Brampton residents, cultural traditions and the rising cost of living has proliferated multi-generational living. Access to affordable housing impacts young families, seniors and young singles and this household type is one way to accommodate these varying needs and concerns. Multigenerational households can help families and individuals to cut costs on elderly and child care as well as mortgages.

As immigrant populations continue to grow, there is a need to accommodate changing household needs and there is an opportunity for the real estate and development industry to adapt their businesses to these rising trends. On the other hand, traditional multi-generational households as demonstrated by the case studies in some instances require larger lot sizes which could increase costs.

There is a need for family housing and “Family friendly” housing policies in Brampton to support this growing trend. To facilitate this living style, local policies, codes and regulations should be evaluated to remove unnecessary barriers to adapting homes to better serve the needs of multi-generational households.

Case studies

8.6-23

1. Built Form

Modular and Prefabricated Units

The City of Vancouver: Addressing Homelessness through Modular Housing, Vancouver, BC

Description

In September 2017, the Government of British Columbia announced a funding commitment of \$291 million towards building 2000 units of temporary modular housing in Vancouver on city-owned land. In the span of 17 months, a total of 600 temporary modular homes have been built within the City of Vancouver across 13 buildings, over ten sites, which now provides homes for 605 people. In Vancouver, modular housing has been introduced to provide immediate relief to the hundreds of people living without a home (Between March 12 and 13th 2019, the homeless count found that more than 2,200 residents in Vancouver identified as homeless). Modular housing is currently not permitted in RS and RT Zones, which is reserved for single detached houses and duplexes and are currently limited to vacant CD-1 districts across the city. These zones typically have some of the least expensive land per square foot. A motion has been put forward recently to City Council to allow temporary modular housing to be built in all of Vancouver's single-family and duplex residential neighbourhoods. Although modular housing has been pursued in Vancouver for its ability to house renters sooner due to shorter construction schedules, it still faces obstacles in its full scale implementation such as concern from existing neighbourhood residents.

220 Terminal Avenue

In 2017, the Vancouver Affordable Housing Agency (VAHA) opened the first temporary modular housing building on city-owned land with funding from the federal government and Vancity at 220 Terminal Avenue. There is one building on site that is providing 40 social housing units to lower-income residents in Vancouver and it differs from other temporary modular housing in Vancouver because it is not supportive housing. Four suites were designed to accommodate persons with accessibility requirements and have a user-friendly adaptive design.



220 Terminal Avenue, City of Vancouver

8.6-24

Affordable Modular Housing Project – Brooklyn, New York *New York Department of Housing Preservation & Development (HPD)*

Description

High construction costs in New York City have contributed to a shortage of affordable housing, and the Di Blasio administration has responded with the Housing New York 2.0 plan to deliver 300,000 new affordable housing units by 2026. The New York Department of Housing Preservation & Development (HPD) issued a Request for Proposals for an affordable modular construction and the City government plans to replicate the concept in future developments based on the experience from this initiative. The project is located in the East New York neighbourhood, which was recently rezoned to incentivize housing development. The project will be built on city-owned land and the property has an area of approximately 49,000 sq.ft with close proximity to the “A” train station. The RFP specified 100% affordable housing units and characterized the project as a mixed-use, mixed-income development where the lowest unit costs will be accessible to a three-person family making as little as \$28,170 annually.

The development team that won the RFP is Thorobird Companies and the non-profit Bangladeshi Community Development & Youth Services (BACDYS). Think! Architecture and Design will oversee the buildings design. The project could be completed 25-35% faster than a traditional building project is anticipated to be completed by 2022. The proposal reflects priorities and needs identified in a Community Visioning Report that was completed in 2018.



Rendering courtesy of Think! Architect & Design

8.6-25

Family Friendly Units and Buildings

City of Toronto's Growing Up: Planning for Children in New Vertical Communities (2017), Toronto, ON

Description

Toronto's 'Growing Up': *Planning for Children in New Vertical Communities* are guidelines to make the community, building and unit more child-friendly. The guidelines give consideration to facilitating independent play of children to improve the livability of high rises (Image on the right). It is recommended to have a public school and daycare on the main floor, and a C-shaped building design for corner units (larger with more windows). Units and laundry rooms look down on play spaces (Images below). Other building suggestions include storage, communal indoor and outdoor space, and large units on lower floors. These units should have access or visual access to communal spaces. The guidelines also include unit design suggestions with specific measurements, for example: large entrances (4m²) with storage room and closet adjacent; kitchens with an island with a 'nook' (Images below) and sightlines to balcony, living room and outdoor play areas; maximized vertical space and provide built-in drawers and shelves for storage; provide a large balcony. The guidelines stipulate that the ideal size of a unit is 970 sq.ft for a 2 bedroom, and 1140 sq.ft for a 3 bedroom.



8.6-26

Family Friendly Cities: Making the public realm more child and family friendly

Description

There are multiple initiatives geared towards making the public realm more accessible and welcoming to families with children and improving place-making for the overall community. Urban95 (an initiative of the Bernard Van Leer Foundation) promotes designing the city from the vantage point of a toddler (95 cm) to promote mixed-uses, good transportation networks, better air quality and green spaces. Urban95 published a Starter Kit that includes ideas like child friendly walking routes leading to family service providers, climbing structures, murals that encourage literacy, air quality monitoring, shade structures, benches, wider sidewalk width, co-location of services (childcare, healthcare, recreation, food, employment, living), greening in-between spaces and increased parks. Similar initiatives include Brookings Institution’s Playful Learning Landscapes Project which aims to “transform everyday places into fun, engaging learning opportunities, extending education into the public realm”. Urban Thinkscape and Kaboom! are similar examples highlighted below:

Urban Thinkscape

An initiative funded by the William Bell Foundation, brings together various community organizations, academics and professionals from architecture, education and psychology. Their projects “add onto everyday objects, embellishes or alters old streetscape designs and presents new designs that get families moving, thinking, and talking about language, literacy and STEM”

Puzzle wall at a bus stop



Create your own story climbing area



Kaboom!

US non-profit dedicated to providing play places for all children, particularly those living in poverty

Painted crosswalks to remind children of safely crossing



Painted sidewalks for play in a subsidized housing complex



8.6-27

Policy Options for Family-Friendly Units

Family Room: Housing Mix Policy for Rezoning Projects (2016), Vancouver, BC

The City of Vancouver has taken several measures to promote and protect family friendly housing. The [Family Room: Housing Mix Policy for Rezoning Projects](#), requires that all new residential developments that are rezoned (residential strata housing and secured market rental housing) include 35% of family-sized units (units with two or more bedrooms). The *Secured Market Rental Housing (SMRH)* Policy which was adopted by Council in 2012 had a policy target of a minimum of 25% family units (with two or more bedrooms) for all secured market rental developments. This policy has been revised to encourage more family friendly units to ensure that Vancouver's housing stock makes room for families. In support of this, the [High Density Housing for Families with Children Guidelines](#) influences the design of new projects by providing guidance on design features that support livable units and buildings for families.

Second Units

Overview

Ontario’s commitment to affordable housing extends to a broad range and type of housing including secondary dwelling units. The case studies below identify zoning changes, policy directions and incentive programs across North America that have been implemented to increase the development of second units in existing residential areas. The case studies highlight a range of these methods can be employed simultaneously to facilitate the development of this housing type.

Case Studies

Region	Measure(s) to support second unit development	Description of Measure	Implications
Coach Houses			
Ottawa, Ontario Canada	Zoning Standards; Development Guidelines <i>(How to Plan your Coach House – Planning, Infrastructure & Economic Development Department, 2017</i>	The City of Ottawa is the first to allow coach houses since the provincial regulations were put in place in 2011. The City has developed guidelines on how to plan for coach houses to support homeowners. The units are relatively smaller and are intended for intensification in lower-density neighbourhoods. A lot can accommodate a coach house if: it is serviced and is 0.4ha or larger; the lot contains a detached, semi-detached, duplex or townhouse unit; the primary dwelling does not already contain a secondary dwelling unit. The coach house must not be greater than 40% of the footprint of the principal dwelling. The maximum height is 3.5m and the rear and interior side lot line should be a maximum of 1m. Additional parking is not required.	The guidelines provides information on pre-planning considerations, coach house design, development and the application types required for a Coach house. The guidelines do not speak to Affordability.
Granny Flats			

8.6-29

<p>San Diego, California USA</p>	<p><i>California Senate Bill 1069, Accessory Dwelling Units (ADUs) (2017); Incentive Program for Homeowners; Pilot Project</i></p>	<p>California passed Senate Bill 1069 in January 2017 across all counties stating that any single-family home could build a 2nd rentable unit. This has sparked a 63% increase in permits for “in-law suites”.¹</p> <p>San Diego recently took major steps to promote the building of accessory dwellings (granny flats) by waiving development fees. The waiver is saving homeowners close to \$14,000 and is in effect for the next 5 years. The San Diego County Board of Supervisors voted to spend \$11m on the “Trial Program”. The county allows homeowners to build detached accessory dwelling units up to 1,200 sq.ft. regardless of the size of the primary residence</p> <p>San Diego Pilot – Granny Flats The San Diego Housing Commission has launched a \$1million pilot program that provides a small loan to homeowners to build a small home on their property if they agree to use it as rental for a low-income household.</p>	<p>In a lot of cases, granny flats are being built to accommodate family members however it still addresses housing affordability issues because it seeks to provide housing options for renters in the market.</p> <p>The state legislation that was enacted seeks to streamline the process to get a permit to incentivize this type of development</p>
<p>Minneapolis, Minnesota USA</p>	<p><i>Amendment to streamline development process (2014)</i></p>	<p>A zoning amendment was introduced in 2014 that allowed ADU as a permitted use on a citywide scale (all three types: internal, attached and detached). The amendment means that an administrative review for ordinance compliance is the only requirement. In the first three years, building permits were issued for 92 ADUs (added without any public investment). 18% of ADUs go for zero to very low rents and 26% of ADU tenants were family or friends.</p>	
<p>Portland, Oregon</p>	<p><i>ADU Friendly Policies (Incentive Programs)</i></p>	<p>Portland has created the most ADU-friendly policies in the country by employing a range of strategies. To reduce the financial barrier for homeowners, the development fees for ADUs were waived in 2010 and then renewed in 2016. The fee exemption is worth \$12,000 - \$20,000 per home and is set to expire in July 2018.</p> <p>Financing ADU’s is out of reach for a lot of homeowners and firms such as Dweller front the costs by purchasing and installing pre-fab ADU’s. 3rd party</p>	<p>Registered accessory dwellings in Portland has increased significantly from 2000-2016.</p> <p>In Portland, the ADU on a lot of a single-family house generally rents for</p>

¹ When Portland passed their waiver program, they saw a 5x increase in permits; 600-700 a year.

8.6-30

<p>USA</p>		<p>property managers rent the unit out to long-term tenants, and Dweller splits the revenues 70-30 with the homeowner to cut costs down even more. Almost every Portland neighbourhood that has single family homes has added one or more accessory dwelling units (max. coverage is 800 sq.ft)</p>	<p>\$1,200-\$1,500 per month.</p>
<p>Laneway Homes</p>			
<p>Vancouver, BC Canada</p>	<p><i>Laneway By-laws; Laneway Program & Laneway Housing Regulations and Guidelines (2009)</i></p>	<p>Laneway by-laws are part of the municipality’s overall strategy to tackle housing affordability. The City of Vancouver adopted its “<i>Laneway Housing Regulations and Guidelines</i>” in 2009, allowing houses to be built in the RS-1 and RS-5 (this is 94% of the city’s single family lots) zoned single family neighbourhoods. The Laneway House program was introduced to provide more opportunities for ground-oriented rental housing in existing single family neighbourhoods. In October 2018, council enacted changes to zoning and development by-laws to make it easier and cost effect to build laneway homes (increasing maximum allowable heights, greater design flexibility on 2nd floor, minimum room size requirements). Amendments have been made to simplify regulations, reducing processing timelines and improving livability in LWHs.</p> <p>Just over 60% of laneways were built in conjunction with a new house and two bedroom laneway houses accounted for 28% of first 100 homes that were built. It is significantly cheaper to build a laneway home in conjunction with a new house and it can cost \$100,000 less than with an existing house. The policy changes were made to streamline the process for applications. As such, developments no longer require an extra conditional design review by staff and permit issuing time has reduced by 65% down to 12 weeks. Over 3000 permits have been issued since the program was adopted.</p>	<p>Preserving the affordability of laneway homes has been an issue for the Municipality of Vancouver. Rental cost for laneway housing started in the \$1,300 range for a 1 bedroom and is increasing.</p> <p>For the construction industry, the most affordable way to build a LWH is in conjunction with a new house. 45% of all new houses in Vancouver come with a LWH which indicates that there is a good financial case for building a laneway home.</p>
	<p><i>Changing Lanes: The City of</i></p>	<p>Changing Lanes is:</p> <ol style="list-style-type: none"> 1. An <i>official plan amendment</i> to permit laneway suites 2. A <i>zoning by-law amendment</i> to permit, and govern the height, form and separation distances 3. A <i>set of guidelines</i> to assist those considering building a new laneway suite (or modifying an existing accessory structure to create a new rental housing unit) 	<p>Laneway homes can be bigger than the street-facing house and they can go up to 8m high.</p> <p>In Toronto, the conversation on laneway housing emphasizes high</p>

8.6-31

<p>Toronto, ON Canada</p>	<p><i>Toronto's Review of Laneway Suites</i></p> <p><i>Affordable Laneway Suites Pilot Program</i></p>	<p>The affordable laneway suites pilot program was approved in 2018 and is part of Changing Lanes. City staff recommended a pilot program to provide financial incentives to maintain rents at an affordable rate. The City provides funding in the form of a forgivable loan of \$50,000 for eligible property owners developing a laneway suite. The funding comes from the Investment in Affordable Housing (IAH) for Ontario (15 year forgivable loan with no interest).</p> <p>The rent being charged cannot exceed City of Toronto Market Average rents (by bedroom type) anytime during the 15 year affordability period. To preserve affordability, applicants must enter into an Affordable Laneway Suites Contribution Agreement with the city. Provisions from this agreement state that: the tenant has a household income that does not exceed the Household Income limit; ensure that the Monthly Occupancy Cost for the Laneway suite does not exceed 100% of AMR at any time during the Affordability period. Another support mechanism is the Development Charges Deferral Program for ancillary and secondary units².</p>	<p>quality design to ensure that the neighbourhood fabric (both immediate and larger neighbourhood) are not significantly impacted.</p>
<p>Tiny Houses</p>			
<p>Sherbrooke, Quebec</p> <p><i>Le Petit Quartier</i></p>	<p><i>Co-Op Housing Development</i></p>	<p>Le Petit Quartier is the first urban development of Mini homes in Canada. The master plan has been approved and the project will cost a total of \$12 million. The concept was to create a country village in the middle of a large town and is a homeowners' cooperative to facilitate access to homeownership. There will be a total of 73 tiny houses that measure 16 x 30 sq. ft., have ceiling heights of 21 feet and will not have driveways or garages. The basic model costs between \$105,000 and \$140,000 which is below the average price of the area which is \$226,000.</p> <p>The structure of the homes allows flexibility and it is possible for households to make different arrangements depending on their needs.</p>	

² This program allows for a DC deferral for eligible property owners developing a secondary dwelling unit at the rear of their yard

8.6-32

<p>Detroit, Michigan</p> <p>USA</p> <p><i>Tiny Homes Detroit – CASS Community Social Services</i></p>	<p><i>Tiny Homes for Homeless and Low-Income Population</i></p>	<p>CASS Community Social Services is in the process of building 25 different tiny homes (between the sizes of 200-400sf). The development of tiny homes in this context is to address a chronic level of homelessness and a loss of housing stock. The program received a \$400,000 funding from the Ford Fund and has raised funding from philanthropic channels.</p> <p>Each home will be on its own lot and all residents will qualify as low income (formerly homeless people, senior citizens, college students, and CASS staff). At first residents will rent the homes and anyone who remains for 7 years will be given the opportunity for homeownership (mortgage free). The Rent-to-own formula charges \$1/sq.ft – at 250 to 400sq.ft per home, rent payment is affordable (on the minimum \$7000 annual income allowed by the program). Residents are also required to meet once with a financial counselor and take part in the community watch program.</p>	
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Opportunities for Brampton

- A pilot project can be developed for a small geographic area to provide incentives to homeowners to develop second units on their existing properties. To ensure that affordability is preserved, a matching program can be implemented between lower-middle income families or households on the Region of Peel’s Centralized Waiting List as a means of safeguarding the affordable rental stock
- Facilitate a study & mapping analysis for lots that are prime for ADUs

Considerations

- Second units have a greater propensity to be used for short-term rentals through platforms such as Airbnb which could potentially offset the goals of providing stable affordable rental units. What regulations can be put in place to regulate this evolving trend?
- Alternative housing options that will be integrated into existing neighbourhoods through secondary units can accommodate multi-generational households and furthermore, can address age-related challenges such as Isolation.
- Many cities in North America have been timid with the idea of tinkering with zoning rules for “single family” neighbourhoods.
- How do we create ADU policies that are scalable?
 - Making it a city-wide policy (which could facilitate investment from the private market)
 - Keeping the approval process simple and streamlined
 - Loosening parking regulations could further enable ADU’s & granny flats

Policies & Programs

Housing Reserve funds

Housing Reserve Funds are established by a municipality through a by-law that sets out how funds will be collected, and implemented through policy or guidelines that direct how funds are used. Housing Reserve Funds can play an important role in the provision of affordable housing, as grants made available from the fund could make building affordable housing more attractive and feasible for developers and non-profits.

See examples below:

<p style="text-align: center;">Victoria, BC</p> <ul style="list-style-type: none"> • Provides grants for the development and retention of affordable rental and ownership projects • To be eligible for funding, you must be a registered non-profit (some exceptions) • Applications for funding affordable home ownership projects must clearly outline how the project will improve the affordability of the units, how the units will remain affordable over time, tenant eligibility criteria, rental and resale restrictions, and other criteria. 	<p style="text-align: center;">Ottawa, ON</p> <ul style="list-style-type: none"> • Monies come from: <ul style="list-style-type: none"> ○ Federal and provincial funding under the Investment in Affordable Housing for Ontario (IAH) program ○ Capital funding and incentives provided by the City which may include capital grants, contingency funding, relief from development charges, school board charges, proceeds from sales of land. • From 2005 – 2017, the policy direction has generated \$8.7M in revenue and provided land on seven occasions at a nominal cost to facilitate the development of new affordable housing.
<p style="text-align: center;">Mississauga, ON</p> <ul style="list-style-type: none"> • The By-law states that any cash-in-lieu received from the destruction/replacement of rental units will be allocated to a Housing Reserve Fund • <u>The Housing Reserve Fund is not yet formally established</u> – a staff report is forthcoming 	<p style="text-align: center;">City of North Vancouver, BC</p> <ul style="list-style-type: none"> • Monies come from: <ul style="list-style-type: none"> ○ Yearly contributions from City’s general revenue ○ Occasional injections of funds from grants, sales of land, and re-zonings • This fund has been able to support 5 projects over 15 years (grants to non-profit housing providers)

Homeshare Programs

Homeshare programs have started becoming more popular and have received substantial media attention. They are often organized by non-profits or other organizations, and may or may not receive support by a Regional or local municipality. HomeShare programs help match participants with potential ‘homesharers’ or roommates. The program administrators offer support to participants by matching them with suitable roommates, assisting with writing up agreements, and ongoing support.

Toronto Homeshare

Program Administrators:

National Initiative for the Care of the Elderly (NICE) & City of Toronto

Eligible Participants:

Seniors aged 55+ and post-secondary students

Program Highlights:

Social worker facilitates the process of matching roommates including Vulnerable Sector Screenings, safety checks, and ongoing support in the form of regular follow-ups, mediation, and conflict resolution services. In exchange for reduced rent, students offer up to 7 hours of their time a week doing house work and/or socializing with the senior.

Northumberland County Homeshare

Program Administrators:

Cornerstone Family Violence Prevention Centre

Eligible Participants:

Single women

Program Highlights:

Pairs single women with other women to share housing costs and responsibilities. Administrators help find compatible matches and drafting of cohabitation agreements.

Hygge Homesharing (Ottawa)

Program Administrators:

Hygge Homesharing

Eligible Participants:

Individuals who identify as 2SLGBTQ+

Program Highlights:

Pairs 2SLGBTQ+ individuals of all ages to share housing costs and responsibilities. Offers help matching roommates and ongoing support.

Halton Homeshare

Program Administrators:

Halton Region, Halton Housing Help, and Burlington Age-Friendly Council

Eligible Participants:

Single women

Program Highlights:

Pairs an older adult with a home seeker who will assist in household responsibilities in exchange for reduced rent. Administrators help screen applicants and offer follow up support.

Community Land Trusts

Parkdale Neighbourhood Land Trust (PNLT): Community-based land trust, Toronto, ON

Organization

The Parkdale Neighbourhood Land Trust (PNLT) is a community-based land trust in the west end of Toronto that is working to preserve affordability in a gentrifying part of the city by buying property for community use. PNLT's primary objective is to *"guide how land is used to benefit the community and to keep Parkdale affordable and diverse"*. PNLT was established by 7 local organizations and the trust allows for long-term land leases to non-profit housing partners and ensures that public investment and affordable housing and amenities are preserved.



Steve Russel, Toronto Star

Description

PNLT acquires land and uses it to meet the needs of Parkdale residents by leasing to social enterprises and non-profits who provide affordable housing and other affordable amenities. The CLT has had many successes over the years – in 2016 the community was successful in acquiring their first community-owned land on Queen Street West and Dufferin Avenue, which is currently being used as a community garden to improve access to healthy foods. In April 2019, the land trust - through funding from the City of Toronto's Rooming House Acquisition Pilot Program, which provided funding of \$1.5 million through section 37 deals across the city – bought a property that will now be a 15-unit building with affordable housing for adults who are low-income and who have experienced mental health challenges and addictions in Parkdale. Average rents across all units will be no more than 80% of the Average Market Rate (AMR) for bachelors which is \$870/month. This is the first affordable housing project of the land trust.

8.6-36

Enabling conditions

- **Capacity of Organization:** By partnering with service providers in Parkdale and working within the community, the PNLT has built its capacity to mobilize and to steward land in the neighbourhood. The PNLT has collaborated with service providers in Parkdale for a comprehensive approach to address issues faced by low-income populations – from housing, to mental health.
- **Government Support:** The land trust is located in Ward 4 and the Councillor, Gord Perks has been a proponent for affordable housing in Parkdale. By rallying around and supporting the land trust, PNLT has increased their visibility and have subsequently received funding from the City of Toronto through their varying initiatives to protect rooming houses.
- **Leveraging Existing Housing Programs:** The PNLT can be considered to be a successful case study as they have acquired community-owned land for a community garden and a 15-unit rooming house. The PNLT has been successful in leveraging existing programs such as the Rooming Housing Pilot in the City of Toronto to acquire a rooming house that would have otherwise been sold into the housing market.

8.6-37

Vivacité - Société Immobilière Solidaire: Shared Equity Housing Trust, Montreal, Quebec

Organization

Vivacité is a non-profit social enterprise and land trust with the goal of helping low-to-moderate income households access housing ownership without down payment and ensuring that units remain perpetually affordable. The underlying principle of this program is to promote family-to-family and generation-to-generation alternative homeownership options that are affordable – primarily to retain lower to middle-income families in Montreal’s downtown cities. The end goal is to build equity amongst lower middle-class households. The program is based on the social economy model that leverages impact investors – which allows them to deliver perpetual affordable housing without subsidies or government aid.

How it works

The organization invests in properties by finding qualified owners looking to buy community properties and who provide a down payment (of roughly 20%) as an investment that is not tied to the homeowners and remains locked into the property after re-sale. If there is market appreciation, the equity is split between the homeowners and the organization ensuring that any appreciation of the property is re-invested in the down payment of the property for the next buyer and other community properties. Essentially, Vivacité is developing a model of shared-capital properties that offers financial support for the purchase of a property. This program directly addresses affordable homeownership by providing alternative options for households and families by ensuring that the home is perpetually affordable and increases in property values are shared amongst stakeholders to maintain affordability.

Enabling conditions

- **Self-Sustaining ‘Shared Capitalization’ model:** The structure of Vivacité requires an initial lock in payment, however it does not require a down payment for households buying homes. This sharing allows them to reinvest in the property so that it remains perpetually affordable. Vivacité is a fully independent non-profit and has had limited or no assistance from the government.
- **Comprehensive Planning Approach:** A strong part of this mission is to build more equitable and resilient communities by offering ethical housing choice for the middle-class in urban neighbourhoods. The housing innovation additionally promotes transit-oriented development and encourages development near workplaces to create mixed-use and mixed-income communities.

The Champlain Housing Trust (CHT): Government-Supported Land Trust & Shared Equity Home Ownership, Burlington, Vermont, USA

Organization/Stakeholders

The Champlain Housing Trust (CHT) is the community land trust with the largest influence on the housing market, controlling 7.6% of Burlington, Vermont's housing stock. The objectives of the Champlain Housing Trust are to:

- Assure the security of tenure to low and moderate income households (through collective control of the land);
- Protect vulnerable renters in gentrifying areas; and
- Bring diverse elements of the community together

The main focus in this CLT is wealth building of renters to provide pathways to enter the market post CLT. The CHT operates under a tripartite board, with equal members who are residents, general members and public members. The CHT works by lowering the price significantly which allows households to purchase their homes, whilst the trust pays for the land it is on. An initial grant is always needed to ensure affordability is recycled on resale; under the resale formula, 25% of any appreciation of the property value goes to the occupier.

Description

In 2016, the trust had \$300m in assets, managed 2,200 apartments, 565 owner-occupied homes & 15 commercial buildings³. Most of CHT's homes are rental housing to service the city's workforce and people on fixed income, but they also have shared-equity homes that provide innovative ways to boost people into homeownership. The CHT uses federal, state and local government grant sources and below-market financing + private investment, donations and foundation grants (23% from federal & state grants, 24% from rent, 15% gains on resale, and 35% interest fees). To provide a source of revenue, the Burlington Housing Trust fund was created in 1988, bankrolled by a small increase in property taxes.



³ They also own some units in market buildings that were obtained through inclusionary zoning

8.6-39

Success

- 75% of CHT sellers go on to buy into the private market and as a group, their rate of foreclosure is more than 10x less than what you see in the market.
- The CHT has an operating budget of \$10 million and every year they generate \$100 million in development capital (that goes into managing properties, making loans and developing new housing and commercial uses).
- CHT's homes are on average, affordable to households earning only 57% of the median income and have over 2,200 properties for low-cost ownership & rental.
- Residential mobility has increased, 74% of renters go into market home ownership and 5% trade up to another CHT property.
- The CHT has successfully lobbied to pass condominium conversion policies and other protections for renters and they are designated nationally as being eligible for federal housing funding from the Department of Housing & Urban Development (HUD).

Enabling conditions

- **Innovative Funding Model:** The CHT had strong municipal support and was able to tap into established funding mechanisms to provide affordable housing whilst expanding their portfolio and sustaining revenues. When it launched in 1984, the land trust received substantial support from then Mayor Bernie Sanders including a \$200,000 ongoing seed grant funding through the Burlington Housing Trust Fund⁴. This housing trust has then gone on to secure federal funding through various programs to maintain their shared equity homeownership model. Through policy initiatives and direct investment, the City of Burlington has played an important role in sustaining the CHT.

⁴ The CLT receives a range of funding I.e., from a local bank and HUD

8.6-40

BC Housing Land Trust Project, Vancouver Community Land Trust Foundation: Co-op Portfolio Model Approach Vancouver, Canada

Organization

The Land trust project is a partnership between the City of Vancouver, BC Housing & the Co-Operative Housing Federation of BC, Sanford Housing Society & Tikva Housing Society to develop 358 units of affordable housing. The project will be delivered through a cross-subsidy rental model which relies on a portfolio approach to deliver affordable rental units.

Description

The project will be delivered on three sites which are owned by the City of Vancouver; rents at one of the sites will be set at market-rate levels. The net income cash flow from one site will subsidize the others, which will be rented at affordable levels. The target affordability will be an average of 76% of market rents across the three properties. Once the buildings are complete, some units will be rented at market rate, similar units will be rented for \$375 / month (amount province gives for housing people on welfare); some others will be rented to people for no more than 30% of their declared income. The project is being designed to accommodate a wide range of households and the units are a mix of 1-3 bedrooms⁵.

Enabling conditions

- **Portfolio Approach & ‘Self Sustaining’ Funding Model:** The individual sites were not viable for the development of affordable housing independently, but through a portfolio development approach, the projects can become viable through cross-subsidies on capital and operating costs. The consortium of



Renderings courtesy of BC Housing

⁵ Lease signed in 2014 for 99 yearlong leases – more than 25% of the new homes will have three bedrooms to serve families in need of affordable housing

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stakeholders has increased the capacity, funding and resources to be used for this project.

- **Supportive Government:** The BC government is playing an important role to deliver this project. VCLTF and the City were willing to give for \$10, a 99-year lease for land worth \$25million⁶; the removal of the cost of land from the cost of housing together with the portfolio approach is allowing this project to move forward. There is a willingness from the government to experiment with new ways of producing affordable housing together with non-profit stakeholders

Multi-Generational Housing

*Lennar's NextGen Home, USA***Description**

Lennar Homes is the second largest home building company in the USA building homes across 19 states. *NextGen* was launched in Phoenix 5 years ago to accommodate and promote multigenerational living with a floorplan that is comprised of a traditional home and an adjacent private apartment.

The *NextGen* home is described as a “home within a home” and is marketed as a unique solution for homebuyers who need to “double up” to share the cost of their mortgage and other living expenses. The *NextGen* concept is being marketed to ‘empty nester’ couples, extended families and adult children who want to provide a living space for their parents. The *NextGen* homes occupy larger lot sizes and typically range from 2,500-3,500 sq.ft.

Marketing of NextGen Homes

The *NextGen* homes are marketed to demonstrate six different types of potential purchasers, across three different house plans. Photographs of ‘typical’ families are supported with biographical details to illustrate the different scenarios for living in a multigenerational house. Each family’s house plan is shown, marked up with comments about how the space can be configured to be used differently according to their varying needs.

Lennar has been successful in marketing the flexible potential of these homes however affordability is still an issue. Due to their larger lot sizes, *NextGen* houses are being built in locations that increase dependency on automobiles and the design of the homes are also resource dependent. In a more urban setting, this concept can be delivered through accessory dwellings and secondary units to reduce costs. This is an example from a private home developer that depends on their revenues through home sales to develop their *NextGen* Homes, however there are opportunities for the public sector to promote this style of development by providing supportive regulatory frameworks and subsidies.



Lennar NextGen Home

Marshall Homes – Flex Houz, Pickering, ON

Description

Marshall Homes is a home-builder that has been building multi-generational homes in Pickering, using a similar model to Lennar’s Next Gen Homes. The company has come up with a solution for families with a new take on larger households called the *FlexHouz*. This is a full size dwelling style that offers the ability for multi-generational families to live together with both financial and practical benefits. The interior of the *FlexHouz* includes a single-family dwelling with a private self-contained unit on the main floor, which allows the homeowners to use the unit for parents, children or visitors. Both units are designed to be independently customizable which allows for flexibility as household compositions change. The base price of these *FlexHouz* is at \$1.6 million with homes currently only available in West Pickering.



The FlexHouz is built as a bungalow with a 2-storey home on top to support multigenerational living

The vision for the FlexHouz is to build equity for families by cutting costs associated with assisting aging parents or millennial-aged children with their living arrangements. The housing style incurs a single mortgage or housing cost and provides opportunities for families to share costs and utilities. The FlexHouz is offered in two ways; 1) as a floor plan that can be built as a custom home on your own lot or 2) as an option in the company’s new community, Frontier Court.

Similar to Lennar’s NextGen Homes, the base price to purchase one of the homes is well beyond what some families in Brampton can afford. However, what both case studies demonstrate is that private developers and homebuilders are tapping into this growing trend of multigenerational living and are adapting their portfolios to accommodate these changes.

Development Applications to Convert Residential Rental Units to Condominium Tenure

** Applicant has submitted multiple Applications

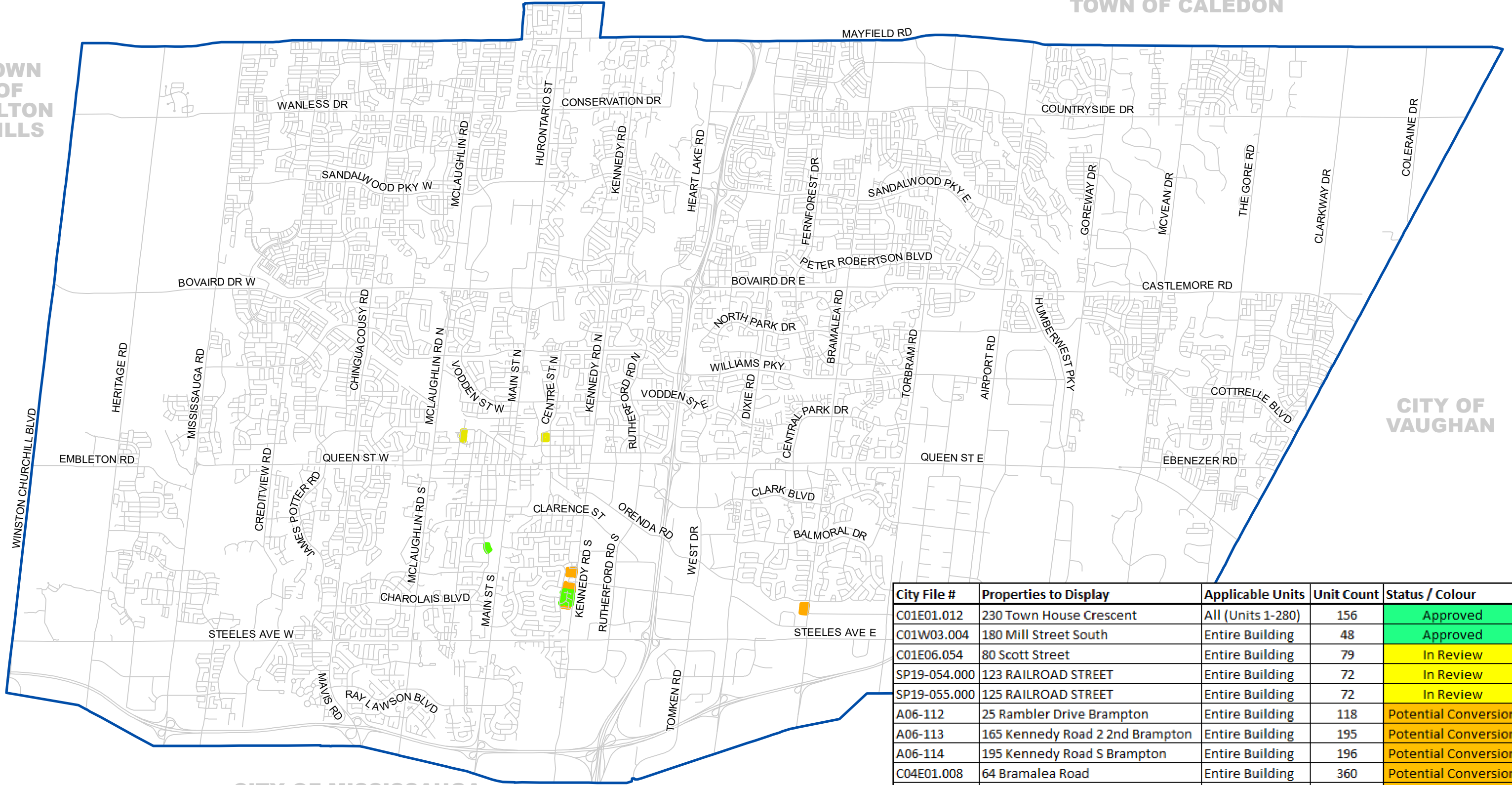
Application Submitted
 Application Withdrawn
 Application Inactive
 Application In Review
 Application Approved / Closed

File Number	Date Received	Location	Zoning Code	Application Type	Description	Status	Proposal Description	# of Units
Pre-Con								
PRE14.029**	21-Mar-14	80 Scott Street	R4A	PRE	Preconsultation application	PRE - Closed	To permit residential high-rise redevelopment	
PRE14.041**	10-Apr-14	123 - 125 Railroad Street	R4A-3051	PRE	Preconsultation application	PRE - Closed	To permit to convert existing two 6-storey rental apartment buildings to a standard condominium	144**
Development Applications								
C01E01.012	04-Mar-03	230 Town House Crescent	R3A-3052	CD	Application for Proposed Draft Plan of Condominium	Approved	PROPOSED DRAFT PLAN OF CONDOMINIUM TO PERMIT THE CONVERSION OF AN EXISTING 156 UNIT TOWNHOUSE DEVELOPMENT FROM RENTAL TO CONDOMINIUM TENURE ON LANDS LOCATED WEST OF BARTLEY BULL PARKWAY, NORTH OF RAMBLER ROAD.	156
C01E03.010**	04-Mar-05	165 Kennedy Road S 2ND Brampton	R4A	CD	Application for Proposed Draft Plan of Condominium	Inactive	AN APPLICATION TO CONVERT FROM RENTAL TO CONDOMINIUM TENURE (195) EXISTING MULTIPLE UNITS AT 165 KENNEDY ROAD SOUTH	195
C01E02.004**	09-Mar-05	195 Kennedy Road S Brampton	R4A	CD	Application for Proposed Draft Plan of Condominium	Inactive	DRAFT PLAN OF CONDOMINIUM TO PERMIT THE CONVERSION OF 196 RENTAL UNITS TO CONDOMINIUM TENURE ON LANDS LOCATED ALONG KENNEDY ROAD SOUTH, NORTH OF STEELES AVENUE EAST.	196
C01E02.005**	09-Mar-05	25 Rambler Drive Brampton	R4A	CD	Application for Proposed Draft Plan of Condominium	Inactive	DRAFT PLAN OF CONDOMINIUM TO PERMIT THE CONVERSION OF 118 RENTAL UNITS INTO CONDOMINIUM TENURE ON LANDS LOCATED ON THE WEST SIDE OF KENNEDY ROAD SOUTH, NORTH OF STEELES AVENUE EAST.	118
C01W03.004	01-Jun-05	188 Mill Street South	R4A	CD	Application for Proposed Draft Plan of Condominium	Approved	TO CONVERT RENTAL UNITS TO CONDO UNITS	48
C01E07.036	09-Oct-09	215 Centre Street	R3A-3087	CD	Application for Proposed Draft Plan of Condominium	Inactive	To permit the conversion of 28 existing townhouse rental units to a common element condominium. ***Note: Jason Sheldon from Remington Group confirmed file inactive. Market conditions not favourable to proceed. July 17, 2013	28
C01W06.075**	6-Aug-14	123 - 125 Railroad Street	R4A-3051	Draft Plan of Condo	Draft Plan of Condo	Draft Approved	To convert the two existing rental apartment buildings into a standard form of condominium tenure	72
C04E01.008	16-Mar-17	64 Bramalea Road	R4A-578	CD	Application for Proposed Draft Plan of Condominium	Withdrawn	Proposal to convert the building, which are presently rental apartments, to standard condominiums. The proposed condo conversion at 64 Bramalea Rd will create 360 residential units, 432 parking units, 352 storage units and 72 parking units ***WITHDRAWN - Applicant withdrew applications C04E01.008 and C04E01.009 (64 and 68 Bramalea Road) via email dated April 2, 2018***	360
C04E01.009	16-Mar-17	68 Bramalea Road	R4A-578	CD	Application for Proposed Draft Plan of Condominium	Withdrawn	Proposal to convert the building, which are presently rental apartments, to standard condominium. The proposed condo conversion at 68 Bramalea Rd will create 254 residential units, 305 parking units, and 51 visitor parking units. ***WITHDRAWN - Applicant withdrew applications C04E01.008 and C04E01.009 (64 and 68 Bramalea Road) via email dated April 2, 2018***	254
C01E06.054**	02-Jun-17	80 Scott Street	R4A	OPA ZBA Subdivision	OPA ZBA Subdivision	In Review	To permit the development of a multi-storey residential apartment building stepping in height to 17-storeys with a total of 358 units and 467 parking spaces	79
C01W06.079**	18-Apr-19	125 Railroad Street	R4A-3051	Draft Plan of Condo	Draft Plan of Condo	Submitted		72
Site Plan Applications								
SP19-054.000**	29-Jul-19	123 RAILROAD STREET	R4A-3051	Site Plan Approval	Site Plan	In Review	Conversion of existing 6 storey, 72 unit rental building uinto standard condominium. No new construction proposed. PRE14.041	72
SP19-055.000**	29-Jul-19	125 RAILROAD STREET	R4A-3051	Site Plan Approval	Site Plan	In Review	Conversion of existing 6 storey, 72 unit rental building uinto standard condominium. No new construction proposed. PRE14.041	72
Committee of Adjustment								
A06-112**	20-Apr-06	25 Rambler Drive Brampton	R4A	MV	Application for Minor Variance	COA - CLOSED	THE APPLICANT IS PROPOSING TO CONVERT THE EXISTING RENTAL APARTMENT BUILDING TO A CONDOMINIUM APARTMENT BUILDING AND REQUIRES THE FOLLOWING VARIANCES:1. TO ALLOW A FLOOR SPACE INDEX OF 1.23. 2. TO PERMIT AN OFF-SITE DRIVEWAY AISLE TO ACCESS ON-SITE PARKING. 3. TO PERMIT A DRIVEWAY AISLE WIDTH OF 5.47M (18 FT.).4. TO PERMIT PARKING STALLS HAVING A LENGTH OF 5.3M (17.4 FT.). 5. TO PERMIT 38% OF THE LOT AREA TO BE LANDSCAPED.	118
A06-113**	20-Apr-06	165 Kennedy Road 2 2nd Brampton	R4A	MV	Application for Minor Variance	COA - CLOSED	THE APPLICANT IS PROPOSING TO CONVERT THE EXISTING RENTAL APARTMENT BUILDING TO A CONDOMINIUM APARTMENT BUILDING AND REQUIRES THE FOLLOWING VARIANCES:1. TO PERMIT A DRIVEWAY AISLE WIDTH OF 5.47M (18 FT.). 2. TO PROVIDE A TOTAL OF 302 PARKING SPACES (264 PARKING SPACES PLUS 38 VISITOR PARKING SPACES).3. TO PERMIT 28% OF THE LOT AREA TO BE LANDSCAPED.	195
A06-114**	20-Apr-06	195 Kennedy Road S Brampton	R4A	MV	Application for Minor Variance	COA - CLOSED	THE APPLICANT IS PROPOSING TO CONVERT THE EXISTING RENTAL APARTMENT BUILDING TO A CONDOMINIUM APARTMENT BUILDING AND REQUIRES THE FOLLOWING VARIANCES:1. TO PERMIT A DRIVEWAY AISLE WIDTH OF 5.8M (19 FT.). 2. TO PERMIT 35% OF THE LOT AREA TO BE LANDSCAPED.	196
Total Potential Rental Units Lost								1295
Total Confirmed Rental Units (as of 2003)								204

City File #	Properties to Display	Applicable Units	Unit Count	Status / Colour
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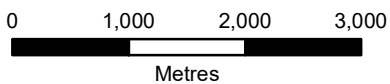
C01E01.012	230 Town House Crescent	All (Units 1-280)	156	Approved
C01W03.004	180 Mill Street South	Entire Building	48	Approved
C01E06.054	80 Scott Street	Entire Building	79	In Review
SP19-054.000	123 RAILROAD STREET	Entire Building	72	In Review
SP19-055.000	125 RAILROAD STREET	Entire Building	72	In Review
A06-112	25 Rambler Drive Brampton	Entire Building	118	Potential Conversion
A06-113	165 Kennedy Road 2 2nd Brampton	Entire Building	195	Potential Conversion
A06-114	195 Kennedy Road S Brampton	Entire Building	196	Potential Conversion
C04E01.008	64 Bramalea Road	Entire Building	360	Potential Conversion
C04E01.009	68 Bramalea Road	Entire Building	254	Potential Conversion

TOWN OF HALTON HILLS



City File #	Properties to Display	Applicable Units	Unit Count	Status / Colour
C01E01.012	230 Town House Crescent	All (Units 1-280)	156	Approved
C01W03.004	180 Mill Street South	Entire Building	48	Approved
C01E06.054	80 Scott Street	Entire Building	79	In Review
SP19-054.000	123 RAILROAD STREET	Entire Building	72	In Review
SP19-055.000	125 RAILROAD STREET	Entire Building	72	In Review
A06-112	25 Rambler Drive Brampton	Entire Building	118	Potential Conversion
A06-113	165 Kennedy Road 2 2nd Brampton	Entire Building	195	Potential Conversion
A06-114	195 Kennedy Road S Brampton	Entire Building	196	Potential Conversion
C04E01.008	64 Bramalea Road	Entire Building	360	Potential Conversion
C04E01.009	68 Bramalea Road	Entire Building	254	Potential Conversion

CITY OF MISSISSAUGA



Date: 2019/12/11



Legend

Rental Housing Conversion Status

- Approved
- In Review
- Potential Conversion

RESIDENTIAL RENTAL UNIT CONVERSIONS

Appendix : Draft Official Plan Amendment

AMENDMENT NUMBER _____

**To the Official Plan of the
City of Brampton Planning Area**

AMENDMENT NUMBER OP 2006 - _____

To the Official Plan of the City of Brampton Planning Area

1.0 PURPOSE

The purpose of this Official Plan Amendment is to amend the City's residential rental conversion and demolition policies. Whereas current policies only encourage the maintenance of a 2% minimum vacancy rate, the proposed policy seeks to strengthen the protection of the City's existing rental stock against demolition and conversions to condominium tenure. Whereas 3% reflects a balanced rental market, proposed conversions to residential rental units will be prohibited based on the determination of the City's vacancy rate being below 3% by the Canada Mortgage and Housing Corporation. Demolitions of rental housing stock will not be permitted if it adversely affects the supply of affordable rental housing and the achievement of Region of Peel affordable housing targets.

The amendment is in keeping with the 2014 Provincial Policy Statement to provide for a range and mix of housing types and densities to meet the projected requirements of current and future residents, particularly as it relates to purpose-built rental housing.

2.0 LOCATION

All properties in the City of Brampton are subject to this amendment.

3.0 AMENDMENT AND POLICIES THERETO

The document known as the Official Plan of the City of Brampton Planning Area is hereby amended:

1. By amending Section 4.2.1 Residential – General Policies, to replace Policy 4.2.1.12 with the following:

“4.2.1.12 a)

The conversion of residential rental properties to condominium tenure exceeding six dwelling units shall not be permitted if the City's rental vacancy rate is below 3% as determined by the Canada Mortgage and Housing Corporation.

4.2.1.12 b)

The demolition of residential rental properties exceeding six dwelling units shall not be permitted if it adversely affects the supply of affordable rental housing as determined by the Canada Mortgage and Housing Corporation rental vacancy rates and Region of Peel affordable housing targets.”

Français

ONTARIO REGULATION 232/18

made under the

PLANNING ACT

Made: April 11, 2018

Filed: April 11, 2018

Published on e-Laws: April 11, 2018

Printed in *The Ontario Gazette*: April 28, 2018**INCLUSIONARY ZONING****Definitions****1.** In this Regulation,

“inclusionary zoning by-law” means a by-law passed under section 34 of the Act to give effect to the policies described in subsection 16 (4) of the Act; (“règlement municipal relatif au zonage d’inclusion”)

“non-profit housing provider” means,

- (a) a corporation without share capital to which the *Corporations Act* applies, that is in good standing under that Act and whose primary object is to provide housing,
- (b) a corporation without share capital to which the *Canada Business Corporations Act* applies, that is in good standing under that Act and whose primary object is to provide housing,
- (c) a non-profit housing co-operative that is in good standing under the *Co-operative Corporations Act*, or
- (d) an organization that is a registered charity within the meaning of the *Income Tax Act* (Canada) or a non-profit organization exempt from tax under paragraph 149 (1) (l) of that Act, and whose land is owned by the organization, all or part of which is to be used as affordable housing; (“fournisseur de logements sans but lucratif”)

“offsite unit” means an affordable housing unit that is required in an inclusionary zoning by-law and that is erected or located in or on lands, buildings or structures other than those that are the subject of the development or redevelopment giving rise to the by-law requirement for affordable housing units. (“logement hors site”)

Assessment report

2. (1) An assessment report required by subsection 16 (9) of the Act shall include information to be considered in the development of official plan policies described in subsection 16 (4) of the Act, including the following:

1. An analysis of demographics and population in the municipality.
2. An analysis of household incomes in the municipality.
3. An analysis of housing supply by housing type currently in the municipality and planned for in the official plan.
4. An analysis of housing types and sizes of units that may be needed to meet anticipated demand for affordable housing.
5. An analysis of the current average market price and the current average market rent for each housing type, taking into account location in the municipality.
6. An analysis of potential impacts on the housing market and on the financial viability of development or redevelopment in the municipality from inclusionary zoning by-laws, including requirements in the by-laws related to the matters mentioned in clauses 35.2 (2) (a), (b), (e) and (g) of the Act, taking into account:
 - i. value of land,
 - ii. cost of construction,
 - iii. market price,
 - iv. market rent, and
 - v. housing demand and supply.
7. A written opinion on the analysis described in paragraph 6 from a person independent of the municipality and who, in the opinion of the council of the municipality, is qualified to review the analysis.

(2) The analysis described in paragraph 6 of subsection (1) shall take into account the following related to growth and development in the municipality:

1. Provincial policies and plans.
2. Official plan policies.

(3) An updated assessment report required by subsection 16 (10) or (11) of the Act shall contain the information specified in subsection (1).

Official plan policies

3. (1) Official plan policies described in subsection 16 (4) of the Act shall set out the approach to authorizing inclusionary zoning, including the following:

1. The minimum size, not to be less than 10 residential units, of development or redevelopment to which an inclusionary zoning by-law would apply.
2. The locations and areas where inclusionary zoning by-laws would apply.
3. The range of household incomes for which affordable housing units would be provided.
4. The range of housing types and sizes of units that would be authorized as affordable housing units.
5. For the purposes of clause 35.2 (2) (a) of the Act, the number of affordable housing units, or the gross floor area to be occupied by the affordable housing units, that would be required.
6. For the purposes of clause 35.2 (2) (b) of the Act, the period of time for which affordable housing units would be maintained as affordable.
7. For the purposes of clause 35.2 (2) (e) of the Act, how measures and incentives would be determined.
8. For the purposes of clause 35.2 (2) (g) of the Act, how the price or rent of affordable housing units would be determined.
9. For the purposes of section 4, the approach to determine the percentage of the net proceeds to be distributed to the municipality from the sale of an affordable housing unit, including how net proceeds would be determined.
10. The circumstances in and conditions under which offsite units would be permitted, consistent with paragraphs 2, 3 and 4 of section 5.
11. For the purposes of paragraph 2 of section 5, the circumstances in which an offsite unit would be considered to be in proximity to the development or redevelopment giving rise to the by-law requirement for affordable housing units.

(2) Official plan policies described in subsection 16 (4) of the Act shall set out the approach for the procedure required under subsection 35.2 (3) of the Act to monitor and ensure that the required affordable housing units are maintained for the required period of time.

Net proceeds from sale of affordable housing unit

4. (1) An inclusionary zoning by-law may require a portion of the net proceeds from the sale of an affordable housing unit to be distributed to the municipality.

(2) A by-law referred to in subsection (1) shall set out the percentage of the net proceeds to be distributed to the municipality, which shall not exceed 50 per cent.

(3) If a by-law referred to in subsection (1) is in force, an agreement referred to in clause 35.2 (2) (i) of the Act shall provide that, where an affordable housing unit is sold, a percentage of the net proceeds from the sale shall be distributed to the municipality in accordance with the by-law.

Restrictions on offsite units

- 5.** The authority of a council of a municipality under clause 35.2 (5) (a) of the Act is subject to the following restrictions:
1. Offsite units shall not be permitted unless there is an official plan in effect in the municipality that sets out the circumstances in and conditions under which offsite units would be permitted.
 2. Offsite units shall be located in proximity to the development or redevelopment giving rise to the by-law requirement for affordable housing units.
 3. The land on which the offsite units are situated shall be subject to an inclusionary zoning by-law.
 4. Offsite units shall not be used to satisfy the by-law requirement to include a number of affordable housing units, or gross floor area to be occupied by affordable housing units, that applies to the development or redevelopment in which the offsite units are permitted.

Restrictions on the use of s. 37 of the Act

6. The authority of a council of a municipality under section 37 of the Act is subject to the following restrictions and prohibitions:

1. Any increase in the height and density of a development or redevelopment permitted in return for facilities, services or matters under section 37 of the Act is deemed not to include:
 - i. the height and density associated with the affordable housing units required in an inclusionary zoning by-law,
 - ii. any increase in height and density permitted in an inclusionary zoning by-law as an incentive described in clause 35.2 (2) (e) of the Act.
2. For greater certainty, the council shall not use its authority under section 37 of the Act with respect to a development or redevelopment giving rise to a by-law requirement for affordable housing units in an area in which a community planning permit system is established.

Reports of municipal council

7. (1) For the purposes of subsection 35.2 (9) of the Act, if a council of a municipality passes an inclusionary zoning by-law, the council shall ensure that a report is prepared and made publicly available at least every two years.

(2) The council shall ensure that each report describes the status of the affordable housing units required in the by-law, including the following information for each year that is the subject of the report:

1. The number of affordable housing units.
2. The types of affordable housing units.
3. The location of the affordable housing units.
4. The range of household incomes for which the affordable housing units were provided.
5. The number of affordable housing units that were converted to units at market value.
6. The proceeds that were received by the municipality from the sale of affordable housing units.

Exemptions from inclusionary zoning by-law

8. (1) An inclusionary zoning by-law does not apply to a development or redevelopment where,

- (a) the development or redevelopment contains fewer than 10 residential units;
- (b) the development or redevelopment is proposed by a non-profit housing provider or is proposed by a partnership in which,
 - (i) a non-profit housing provider has an interest that is greater than 51 per cent, and
 - (ii) a minimum of 51 per cent of the units are intended as affordable housing, excluding any offsite units that would be located in the development or redevelopment;
- (c) on or before the day an official plan authorizing inclusionary zoning was adopted by the council of the municipality, a request for an amendment to an official plan, if required, and an application to amend a zoning by-law were made in respect of the development or redevelopment along with an application for either of the following:
 - (i) approval of a plan of subdivision under section 51 of the Act, or
 - (ii) approval of a description or an amendment to a description under section 9 of the *Condominium Act, 1998*; or
- (d) on or before the day the inclusionary zoning by-law is passed, an application is made in respect of the development or redevelopment for a building permit, a development permit, a community planning permit, or approval of a site plan under subsection 41 (4) of the Act.

(2) Despite clause (1) (b), an inclusionary zoning by-law applies to any offsite units that would be permitted in a development or redevelopment.

9. Clause (a) of the definition of “non-profit housing provider” in section 1 is revoked and the following substituted:

- (a) a corporation to which the *Not-for-Profit Corporations Act, 2010* applies that is in good standing under that Act and whose primary object is to provide housing,

Commencement

10. (1) Subject to subsection (2), this Regulation comes into force on the later of the day subsection 10 (1) of Schedule 4 to the *Promoting Affordable Housing Act, 2016* comes into force and the day this Regulation is filed.

(2) Section 9 comes into force on the later of the day subsection 211 (1) of the *Not-for-Profit Corporations Act, 2010* comes into force and the day this Regulation is filed.

8.6-53

4

Made by:
Pris par :

Le ministre des Affaires municipales,

BILL MAURO
Minister of Municipal Affairs

Date made: April 11, 2018
Pris le : 11 avril 2018

Français

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