



**Cities for Everyone** supports more affordable housing and transportation, in order to provide security, mobility and opportunity for people with all incomes and abilities

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## Municipal Candidates Affordability Survey

Please fill out this survey and return to [info@citiesforeveryone.org](mailto:info@citiesforeveryone.org) by 24 September 2018.

Candidate Name Benjamin Allan

Date September 2018

Email [benjamin4saanich@icloud.com](mailto:benjamin4saanich@icloud.com) Phone 250-588-6644 Web

For more information see the [Victoria Affordability Backgrounder](#) and other documents at [www.citiesforeveryone.org](http://www.citiesforeveryone.org).

Context	Questions	Comments
Our region is considered unaffordable, based on income-to-cost ratios (households spending no more than 45% of income on housing and transport), and low rental vacancy rates.	1. What priority do you give to local efforts to increase affordability? <b>Low</b> ___ <b>Medium</b> ___ <b>High</b> <b>X</b> ___	Saanich needs to update our local area plans, this will identify appropriate locations and type of, increased density. As more and more housing units (particularly multiplexes, townhouses and live/work condos and apartments) come onto the market the price will adjust accordingly.
Many middle-income households (\$40-80k per year) spend more on housing and transport than is affordable, and so want more middle-priced (\$1,200-2,500 per month) housing in walkable urban neighbourhoods.	2. Do you support efforts to increase middle- as well as lower-income affordability? <b>Yes</b> <b>X</b> ___ <b>No</b> ___ <b>Maybe</b> ___	As long as we ensure collaboration on transportation and land-use decisions so that we increase density along our major corridors (Shelbourne, Tillicum, Quadra, Mackenzie) and at our main transportation hubs (Uptown, Royal Oak).
Affordable infill (more compact housing types, such as multiplexes, townhouses and low-rise apartment buildings, within existing urban areas) is often opposed by neighborhoods who want to preserve existing conditions.	3. Do you support affordable infill: <b>In all neighborhoods</b> ___ <b>In some neighborhoods</b> <b>X</b> ___ <b>Only on a case-by-case basis</b> ___ <b>In no existing neighborhoods</b> ___	Not every neighbourhood is suitable for low-rise apartments and density works best along transit routes
Most residential neighbourhoods only allow two stories and limited densities, which excludes most <i>missing middle</i> housing (see below). Affordable housing requires upzoning.	4. Do you support upzoning: <b>Neighbourhood-wide</b> ___ <b>For all corner and larger lots</b> ___ <b>Only on a case-by-case basis</b> <b>X</b> ___	Upzoning will certainly help to increase the affordability in a neighbourhood. I wouldn't be ok with a live/work condo or apartment on any corner lot but duplexes and fourplexes would be appropriate in more places.

*Municipal Candidate Affordability Survey*  
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Many jurisdictions have <i>inclusionary</i> mandates which require that a portion (typically 5-15%) of new units be priced below market rates. However, if this requirement is excessive it can reduce the number of new units built.	5. Do you support mandates: <b>For all new housing</b> <u>  X  </u> <b>For higher-priced housing</b> <u>      </u> <b>Only on a case-by-case basis</b> <u>      </u> <b>Under no circumstances</b> <u>      </u>	Every new development should either offer units below market rate or have the option to pay into Saanich's affordable housing fund.
Urban parking typically costs \$10-60k per space, and an increasing portion of households are car-free. For affordability and fairness sake many experts recommend reducing parking requirements so occupants are not forced to pay for costly spaces they do not need.	6. Do you support reduced parking requirements for infill housing, even if some neighbours object? <b>Yes</b> <u>  </u> <b>No</b> <u>  </u> <b>Maybe</b> <u>  X  </u>	The online service Walk Score sheds light on the walkability of an address. The lower the score the more car dependant the address currently is and therefore I would have a harder time allowing reduced parking.
Infill development often requires variances to allow taller buildings, higher densities and fewer parking spaces than codes require. Neighbors often oppose these variances.	7. Would you approve variances needed for medium-priced infill? <b>Generally approve</b> <u>  X  </u> <b>Generally reject</b> <u>      </u> <b>Approve if</b> <u>                          </u>	If a similar variance was approved in the neighbourhood then yes however as mentioned earlier Saanich needs to update our local area plans. Once they have been updated I would generally reject a variance
Saanich's <i>Official Community Plan</i> allows up to eight story residential buildings in <i>neighbourhood centres</i> , but some residents consider these too tall and dense.	8. If a proposed development meets OCP guidelines and includes moderate-priced units (less than \$600k), but is opposed by some neighbors, would you: <b>Reject it</b> <u>      </u> <b>Approve it</b> <u>      </u> <b>Approve if</b> <u>  X  </u>	The taller the building the less cost to the developer and therefore lower cost to the buyer/renter. If the building was surrounded by other four five or higher buildings then yes I would be in favour. If the proposed building was predominantly surrounded by one to three story housing units then an 8 story building is too high
9. What other municipal affordability strategies do you support? Approval of legal secondary suites in most of Saanich's urban areas.		
10. Please let us know if you have other thoughts concerning our community's inaffordability problems and solutions? Increasing our housing supply needs to make use of a wide range of housing options. We need to find opportunities to expand our current social housing. Find ways to streamline the development permit process so that developers can get shovels in the ground faster.		