Cities for Everyone

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 by 24 September 2018.

Candidate Name __Teale Phelps Bondaroff_____   **Date __Sept 24 2017_____**

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For more information see the *Victoria Affordability Backgrounder* and other documents at 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? **Low___ Medium___ High_X_**	
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? **Yes _ X_ No___ Maybe____**	
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: **In all neighborhoods ____** **In some neighborhoods _X_** **Only on a case-by-case basis ____** **In no existing neighborhoods ____**	Beginning with core village areas identified through the Local Area Plans and within the Urban Containment Boundary.
Most residential neighbourhoods only allow two stories and limited densities, which excludes most *missing middle* housing (see below). Affordable housing requires upzoning.	4. Do you support upzoning: **Neighbourhood-wide _X_** **For all corner and larger lots ____** **Only on a case-by-case basis ____**	Specifically focused along key corridors and in village centres identified through the LAP. This is not to say that such developments should not occur elsewhere, but the priority should be in the core areas. Density needs to be focused around transit corridors to facilitate affordable transportation.

The "missing middle" includes moderate density housing types such as multiplexes, townhomes and low-rise apartments. These are generally the least costly houses to develop.

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Many jurisdictions have *inclusionary* 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: **For all new housing** _X _ **For higher-priced housing** ____ **Only on a case-by-case basis** ____ **Under no circumstances** ____	Many new developments in Saanich include affordable housing. However too often affordable units are small studios, leaving nowhere for families to live. We need to ensure that newly built projects include sufficient affordable housing to accommodate families of all sizes.
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? **Yes _X_ No___ Maybe___**	My partner and I have a car-free household, but we couldn't do it without the cycling infrastructure that exists in the CRD. I support reducing parking requirements, but we must simultaneously prioritize active transportation, so people have the option to be less reliant on cars.
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? **Generally approve** ___ **Generally reject** ___ **Approve if ...**	Approve if there is support after consultation with local residents and stakeholders, and given appropriate amenities.
Saanich's *Official Community Plan* allows up to eight story residential buildings in *neighbourhood centres,* 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: **Reject it** ____ **Approve it** ____ **Approve if ...**	Approve if there is support after consultations with local residents and stakeholders.

9. What other municipal affordability strategies do you support?

Garden suites are one way we can tackle housing shortages in the District. I am following the ongoing public engagement on garden suites and am looking forward to commenting on the draft regulations that emerge from the study later this fall.

We also need to gather more information in order to allow council to make informed and innovative choices to address the housing crisis. This includes studying hidden homelessness, identifying the number of empty houses in Saanich, and updating the affordability threshold.

Context	Questions	Comments
Effective and affordable public transit is another area we need to prioritize. For example, plastic lawn chairs in rural Saanich, or a sign next to busy streets, are not acceptable bus stops, do not encourage ridership, and do not accommodate the needs of a diverse and aging population. We can remedy this by working with BC Transit to ensure safe, secure, comfortable bus stops throughout Saanich, adding more bus shelters, benches, and installing secure waste receptacles that do not smell or attract wildlife.		
10. Please let us know if you have other thoughts concerning our community's inaffordability problems and solutions?		