



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

www.citiesforeveryone.org

Municipal Candidates Affordability Survey

Please fill out this survey and return to info@citiesforeveryone.org by 24 September 2018.

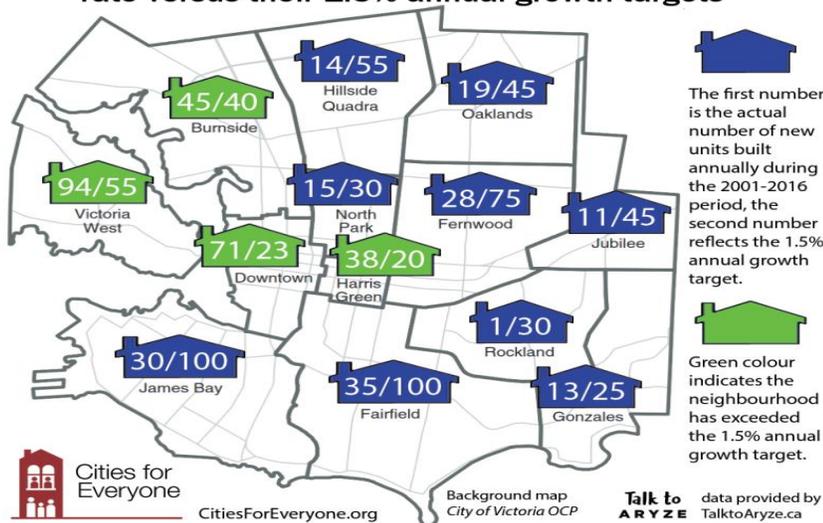
Candidate Name Ben Isitt Date Sept 20, 2018

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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 _Y___	Housing affordability is my top priority for action by the City and CRD.
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 _Y___ No ___ Maybe ___	Yes, I support efforts to increase housing affordability, particularly for lower-income households.
Our urban population grows approximately 1.5% annually. Although housing supply currently grows at about that rate, most new units are downtown or at the urban fringe. The <i>1.5% Neighbourhood Affordability Solution</i> (see below) sets neighbourhood infill targets.	3. Do you support the <i>1.5% Solution</i> neighbourhood housing growth targets? Yes _Y___ No ___ Maybe ___	Yes, I support the 1.5% target for new housing supply, with a sensitive infill approach in traditional residential neighbourhoods.

Neighbourhoods' actual annual housing growth rate versus their 1.5% annual growth targets



Cities for Everyone's [1.5% Neighbourhood Affordability Solution](#) sets targets to increase neighbourhoods' housing supply by approximately 1.5% annually, to match the City's population growth rate.

Most of this housing should be middle-priced (\$1,200-2,500 per month), so it is initially affordable to middle-income households, and becomes affordable to lower-income households as it depreciates in the future.

This ensures that more lower- and middle-income households can afford suitable housing in walkable urban neighbourhoods.

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<p>Most residential neighbourhoods only allow two stories and limit densities, which excludes most <i>missing middle</i> housing (see below). Affordable housing requires upzoning.</p>	<p>4. Do you support upzoning:</p> <p>Neighbourhood-wide _____</p> <p>For all corner and larger lots _____</p> <p>Only on a case-by-case basis <u> Y </u></p>	<p>Upzoning should only be considered when strong and binding Inclusionary Housing policies and bylaws are in place, to mandate a substantial degree of affordability in new projects.</p>
		<p>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.</p>
<p>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.</p>	<p>5. Do you support mandates:</p> <p>For all new housing <u> Y </u></p> <p>For higher-priced housing _____</p> <p>Only on a case-by-case basis _____</p> <p>Under no circumstances _____</p>	<p>Yes, I support strong Inclusionary Housing bylaws and policies, to mandate affordability in all new projects, with the affordability requirement calculated for any increased density beyond the existing density permitted in the Zoning Bylaw.</p>
<p>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.</p>	<p>6. Do you support reduced parking requirements for infill developments even if some neighbours object?</p> <p>Yes <u> Y </u> No _____ Maybe _____</p>	<p>Yes I support a reduction in parking requirements for infill developments, to encourage affordability in new housing supply and promote efficient forms of land use and sustainable forms of transportation.</p>
<p>Infill development often requires variances to allow taller buildings, higher densities and fewer parking spaces than codes require. Neighbors often oppose these variances.</p>	<p>7. Would you approve variances needed for medium-priced infill?</p> <p>Generally approve _____</p> <p>Generally reject _____</p> <p>Approve if <u> _____ Y _____</u></p>	<p>I would approve on a case by case basis, after receiving public input, reflecting the legal requirements in the Local Government Act and at common law for municipal elected officials to retain an open mind on rezoning applications.</p>
<p>Victoria’s <i>Official Community Plan</i> generally allows up to two stories in <i>traditional residential</i> neighbourhoods, three stories on <i>collector streets</i>, four stories in <i>urban villages</i>, and six stories on <i>major arterials</i>, but some</p>	<p>8. If a proposed development meets OCP guidelines and includes moderate-priced units (less than \$600k), but is opposed by some neighbors, would you:</p>	<p>I would approve on a case by case basis, after receiving public input, reflecting the legal requirements in the Local Government Act and at</p>

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residents consider these too tall and dense.	Reject it _____ Approve it _____ Approve if _____ Y _____	common law for municipal elected officials to retain an open mind on rezoning applications.
<p>9. What other municipal affordability strategies do you support?</p> <p>I support a major expansion of decommodified, nonmarket housing in Victoria and throughout the Capital Region to provide affordable homes for seniors, youth and working families. In this region, decommodified housing accounts for about 5 percent of the total housing supply. In contrast, a majority of housing is decommodified in some European jurisdictions. I support Victoria taking a leadership role in land assembly to facilitate provincial and federal investment in nonmarket housing, including apartment buildings governed as housing co-ops. I also support a sharp reduction in BC Transit fares, alongside a substantial improvement in service levels, to promote affordable and sustainable mass transit in the city and region.</p>		
<p>10. Please let us know if you have other thoughts concerning our community's inaffordability problems and solutions?</p>		