



*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](http://www.citiesforeveryone.org)

## Municipal Candidates Affordability Survey

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

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Date September 20, 2018

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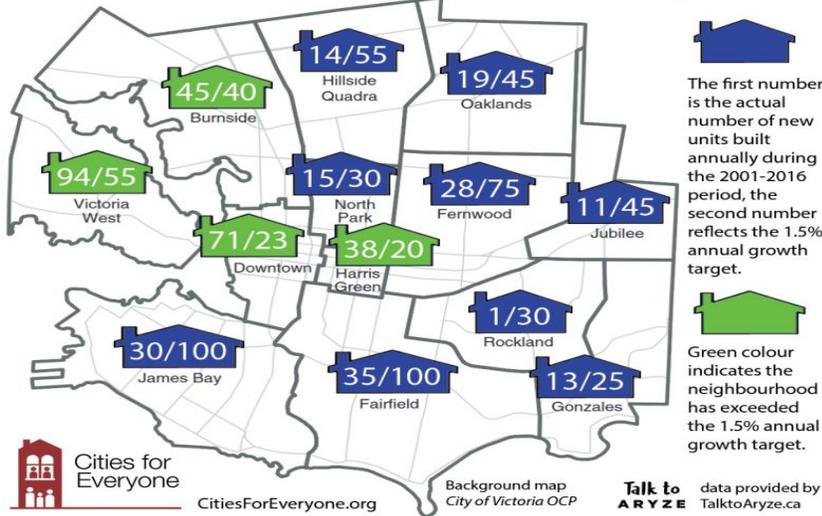
Website: [www.gracelore.ca](http://www.gracelore.ca)

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?  Low___ Medium___ High_X_	Addressing housing affordability is critical to <i>all</i> the issues we face. Individuals and families cannot find or afford safe and appropriate housing, and businesses cannot find people to hire because of the housing crisis. Relying on housing outside Victoria increases our environmental footprint and greenhouse gas emissions due to commuting.
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___	We have a housing issue across the board. I've talked to families with two professional incomes where parents sleep on mattresses in the living room because they cannot find affordable housing. I've also talked to families who've left Victoria because of the missing middle. This is a loss for Victoria. I support the creation of middle-income housing in our city.
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 X No___ Maybe___	Yes, I support this goal. I believe our neighbourhoods should be inclusive and diverse. We need more housing – and more diverse housing – in our neighbourhoods. We need housing near schools and in walkable, shareable neighbourhoods.

Context	Questions	Comments
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**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.

Most residential neighbourhoods only allow two stories and limit densities, which excludes most *missing middle* housing (see below). Affordable housing requires upzoning.

4. Do you support upzoning:  
**Neighbourhood-wide**   Y    
**For all corner and larger lots**       
**Only on a case-by-case basis**     

I support upzoning to facilitate more housing in the neighbourhoods. In particular, I would like to see upzoning around transit routes (including bike lanes), near schools, and around urban villages.



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.

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**       
**For higher-priced housing**       
**Only on a case-by-case basis**       
**Under no circumstances**     

There is not an option that reflects my hopes for inclusionary zoning. I would like to see inclusionary zoning on new developments over a certain threshold (for example, if density increased by 15 housing units).

One of my major concerns with inclusionary zoning is the requirements for number of bedrooms. We have a significant gap between the family housing available and the need. I would like to explore counting bedrooms rather than units.

*Municipal Candidate Affordability Survey*  
**Cities for Everyone (www.citiesforeveryone.org)**

Context	Questions	Comments
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 developments even if some neighbours object?  <b>Yes X    No___    Maybe___</b>	Yes. I am also interested in unique solutions like car-shares within a building.
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            X</b> <b>Generally reject                ___</b> <b>Approve if _____</b>	Yes, I support building taller buildings to build more missing middle and affordable housing in the right locations, even in cases where some neighbours oppose. We need more housing and particularly with inclusionary zoning, we need density. I have heard stories of particular developments where reduced number of floors meant no affordable housing for seniors (in James Bay) or a loss of affordable rentals (on Cook street).
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 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> <b>Approve it                                X</b> <b>Approve if _____</b>	Yes, I would support new developments with moderately priced and low-income units that are consistent with the OCP. We have not met growth objectives in urban villages as set out by the OCP and I think this is a loss of housing, community, and walkable neighbourhoods.
9. What other municipal affordability strategies do you support?		
I would like to see us increase the allowable size of garden suites to ensure that this type of housing can be used for families and may open up opportunities for co-ownership. I would also like to see the city develop pre-approved garden suite designs to reduce cost and time for homeowners developing garden suites. Homes that have a garden suite and a secondary suite should be able to rent both – this is an artificial suppressant on our rental stock. In terms of transit, I support free public transit for youth under 18 and sliding scale monthly passes for those with low incomes.		
10. Please let us know if you have other thoughts concerning our community's inaffordability problems and solutions?		
I am interested in how we account for bedrooms. As mentioned In the affordability backgrounder, most new units under construction are one bedrooms and studios – how do we ensure that units geared toward 1.5% are the kind of units we actually need?		