Welcome!

Today's Event

Thank You For Joining Us Today!

During this event, we want to update you on infill housing in New Westminster, share what we heard during engagement in Spring 2025, respond to your questions, and hear your feedback. The boards in the room cover:

- what infill housing is;
- how we got here;
- how the planning process works; and,
- how your feedback can help shape the program.

Why We Want to Hear From You Today

We're seeking your feedback to help shape more detailed decisions, such as design features, numbers of units allowable, and more. The 'Our City Our Homes' Spring 2025 engagement feedback, technical analysis, provincial legislation and Council direction will inform program regulation and guidelines.

What Is The Infill Housing Program?

The Infill Housing Program is exploring pre-zoning to permit up to six units of infill housing (such as secondary suites, laneway and carriage houses, triplex, quadplex, and multiplex forms of housing) on single family and duplex properties across most of the city. Pre-zoning would mean that a rezoning application would no longer be required to build these forms. Other City approvals would still be required. The City started implementing our overall Infill Housing Initiative in 2017 as an action of the Official Community Plan update, intended to get more housing choice in the community. The work we are seeking feedback on today is for Phase 2 of the initiative, which focuses on permitting "single detached house" and "duplex" properties across the city to have the option of building triplex, quadplex and other multiplex building forms, in addition to single houses, secondary suites, laneway/carriage houses, and/or duplexes.

As the City was exploring this work, the Province put new Small-scale Multi-unit Housing legislation in place that:

1. Requires municipalities to allow between 3 and 6 residential units on many properties across the city, depending on their size.
2. Restricts municipalities from requiring parking for properties in proximity to frequent transit, per provincial mapping.

The City's previously underway Infill Housing Phase 2 program aligns with, and will implement the provincially legislated requirements.

Today, we are looking for your feedback on how to refine the Infill Housing program in a few areas that are not regulated through the provincial legislation.

When Might We See Infill Housing In New Westminster?

New zoning would be put in place for single family and duplex properties outside of the Transit Oriented Areas (shown on Where Would There be Infill Housing map). The zoning would be structured to maintain existing zoning entitlements. This means that owners can stay in their homes, can still renovate or rebuild their home, or sell their property. Someone could also apply to build an infill housing project.

The Program would allow flexibility for the owner to build the type of housing, and number of units, that suits their needs. An owner would also consider what suits the property, as not all properties will be able to achieve the maximum number of units due to site constraints like size or width. Infill projects would be subject to City approvals, including a Development Permit, Works and Services Agreement, and Building Permit.

The timing and amount of redevelopment is difficult to predict, because it depends on the preferences of individual applicants, interest rates, construction costs, and other economic conditions.

Why is the City Working on The Infill Housing Program?



Council Priorities
Council's Strategic Priorities Plan identifies "infill housing" as a key priority. Infill housing can diversify housing options in New Westminster.



Provincial Legislation
New Small-Scale Multi-Unit Housing legislation allows three to six homes on properties where only one, two or three units are currently allowed.



Federal Funding
We received funding from Canada Mortgage Housing Corporation's Housing Accelerator Fund to make the process of building infill housing in New Westminster easier.

Why Is This Important?

The Infill Housing Program helps us reach our housing goals.

Housing Goals	How Infill Housing Can Achieve Our Housing Goals
Provide for Housing Choice	Expanding housing options for different age groups and household sizes.
Build More Homes, Faster via a streamlined process.	Eliminating rezoning applications for infill housing can help speed up the development approval process, allowing more homes to be built, faster. This is called pre-zoning.
Growth with Livable and Financial Sustainability	We are creating a new Financing Growth Strategy so that new development helps pay for the services and amenities needed for a livable city.
In the Right Place	Allowing infill housing in lower density neighbourhoods is part of the City goal to allow housing in the right places, with the highest density forms allowed closest to frequent transit.

Queensborough and Transit Oriented Development Areas

Right now, the City is not making changes to housing regulations in Queensborough because more research is needed on infrastructure like water and sewer systems to see if the area can support more housing. The City will consult with residents before any changes in Queensborough are finalized.

City Council also recently endorsed moving forward with proposed changes to the Official Community Plan, for new Transit Oriented Development (TOD) Areas around SkyTrain stations in New Westminster. Infill housing will be allowed in some parts of the TOD Areas. Today's event is focused on the future infill housing located outside these TOD Areas.

Infill Housing Program

Background and Next Steps

What Has Already Been Done?

Program Development

2017

The City engaged with residents and interest groups to create Infill Housing Phase 1 for laneway and carriage houses, townhouses, and rowhouses.

2020

The City introduced an interim multiplex policy to guide applications for development of duplexes, triplexes, and quadraplexes.

Re-Launch

2024

Infill Housing and Townhouses Program were separated into two programs to address their unique requirements in terms of size and shape of buildings

- Infill Housing Program: This Program focuses on a range of housing forms such as laneway houses and multiplexes, which can be built on a single lot.
- Townhouse Program: This Program focuses on townhouses and rowhouses, and will typically include multiple consolidated properties.

Analysis

Summer 2025

The City carried out analysis on the program, including architectural studies, financial calculations, and mapping work.

Comprehensive Review

2022

The City conducted surveys of the community and of program applicants to understand the successes and challenges with the program created in Phase 1.

2023

The City launched streamlined laneway and carriage house guidelines, the Province set new goals for more housing, and Council created the 2023-2026 Strategic Priorities Plan with a large focus on housing, as well as safe movement of people on our transportation network.

Our City, Our Homes

Spring 2025

The City carried out community engagement on housing types. We heard strong interest from participants for infill housing.

Participants in open houses indicated general support for:

- Streamlining approvals and permitting processes for infill housing (70% support),
- Allowing more building floor area when more units provided (66% support).

What's Next?

We aim to bring the Infill Housing Program to Council for their endorsement in Summer 2026, including changes to the Official Community Plan and Zoning Bylaw.

Winter 2025/2026

Final analysis, Council direction setting, and community events to present draft program.

Spring 2026

Public hearing and Council consideration of program approval.

Summer 2026

Program Implementation.

Infill Housing Program

What is the Infill Housing Program?

Small-Scale Multi-Unit Housing and Infill Housing

The Province introduced Small-Scale Multi-Unit Housing legislation, which requires local governments to expand housing choice in their communities. Small-scale, multi-unit housing includes a variety of housing forms like: duplexes, triplexes, quadraplexes, multiplexes, secondary suites, and laneway homes. New Westminster refers to Small-Scale Multi-Unit Housing as infill housing.

The provincial requirements are:

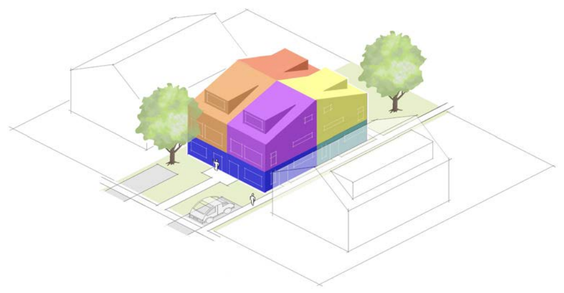
- **Provincial policy recommendations** are set out in their Small-Scale Multi-Unit Policy Manual, which the City must consider, including recommendations on building height and size.
- **Municipalities must allow more homes:** minimums of 3, 4, or 6 homes per lot, depending on the lot's size, and its distance to bus stops with frequent service.
- **In some areas, the Province does not allow the City to require parking:** For those homes close to prescribed bus stops, as defined on the Transportation Options and Parking Requirements board, the applicant can decide whether they want to include parking in a project (see aforementioned board for more details).

Types of Infill Housing

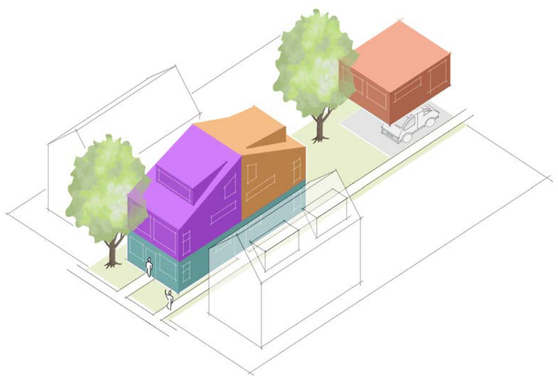
New Westminster refers to Small-Scale Multi-Unit Housing as Infill Housing. Below are examples of infill housing unit arrangements:



Rowhouse-Type



Multiplex-Type



Multi-Building Type

Municipal Planning Tools

New Westminster uses the following tools to guide Infill Housing:



Plan and Strategies
Outline City priorities related to transportation, infrastructure, the environment and more. Examples include the Master Transportation Plan and the Urban Forest Management Strategy. These are considered alongside plans to accommodate new housing.

Official Community Plan
Provides a long-term vision for the whole city, including identifying where in the city different housing forms such as infill housing can be considered.

Development Permit Guidelines
Give direction on the site layout and building appearance, and also encourage best practices for reducing greenhouse gas emissions and promoting water and energy conservation.

Zoning Bylaw
Regulates what can be built on a property, what uses are allowed, the number of buildings, the number of homes, building height, and the amount of parking required.

Want to Learn More?

If you're curious to learn more about the Provincial policy recommendations, scan the QR code.

New Westminster

Infill Housing Program Open House
Winter 2025

Infill Housing Program

Program Principles

What We Heard

In our Spring 2025 engagement, we heard strong interest in allowing diverse housing choices across the city.

What That Could Look Like For The Program

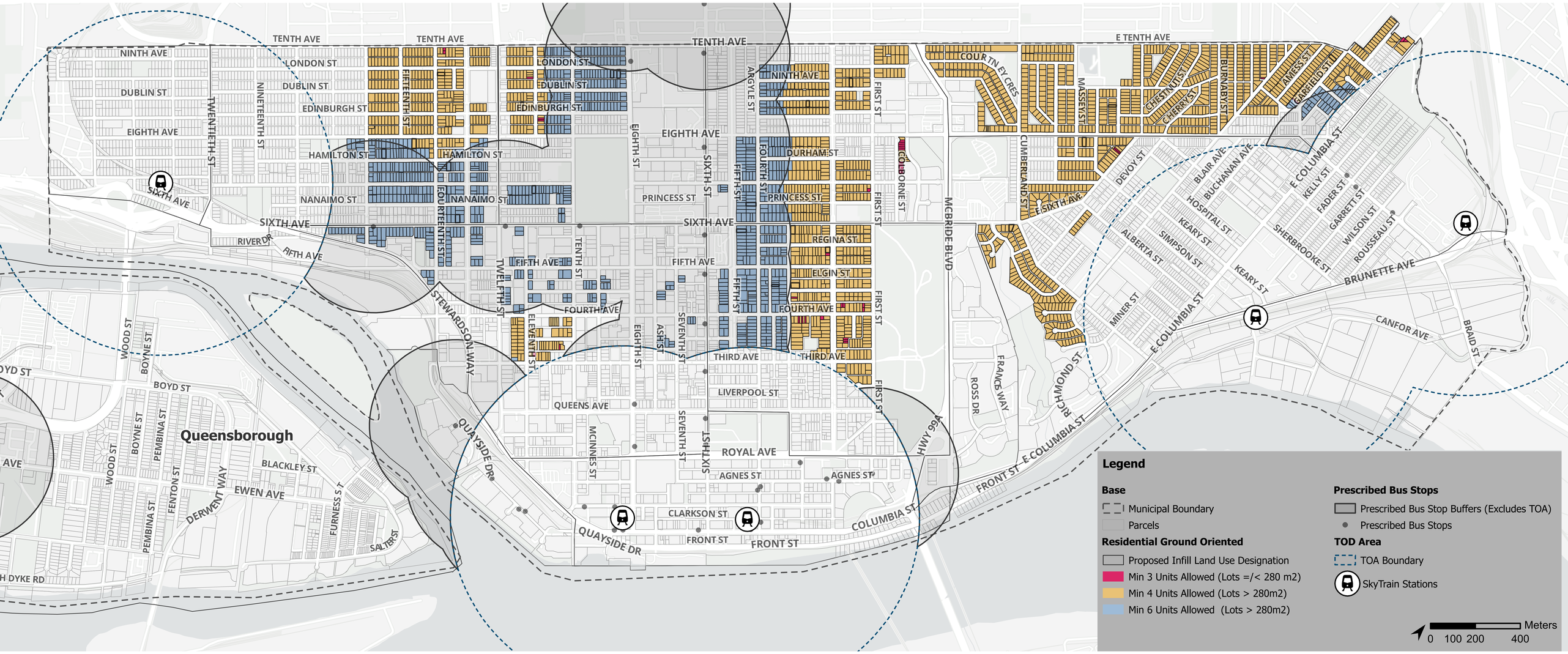
To encourage diverse housing choices while still providing the required services and infrastructure for safe and sustainable neighbourhoods, we have drafted Infill Housing Program principles. With single family property sizes, it may be challenging to meet all of the principles equally on each lot. As we consider how to best achieve each principle, we're looking to understand what principles are most important to you.

How important are each of the following principles to you? *Use a sticky dot to indicate level of importance.*

Program Principle	Important	Somewhat Important	Neutral / I Don't Know	Somewhat Unimportant	Unimportant
Parking: Set appropriate on-site parking requirements such that public curb space better supports sustainable transportation including walking, rolling, cycling, and buses, and other public uses, and to manage the demand for parking on our streets. (As noted on the Transportation and Parking Requirements board, in frequent transit areas, the City cannot require parking.)					
Site Access: Ensure pedestrians, cyclists, and vehicle drivers can get around safely by having clear sightlines, safe road crossings, and well-designed driveways. For any properties that do not have accessible laneways, require that land be dedicated for that purpose, but do not require that they be developed.					
Stormwater and Open Space: Manage water from storms onsite to prevent off site flooding and disruptions. This can include green spaces that also provide natural spaces for residents to enjoy.					
Solid Waste: Provide space for efficient storage and convenient access to solid waste carts to enable collection by the City's solid waste services.					
Design: Prioritize housing choice, livability, social connections, and accessibility, to meet people's needs, and allow them to enjoy their homes and outdoor spaces.					
Incentives for Built Form and Housing: Explore opportunities for incentives and remove disincentives for City priorities for heritage preservation, accessible units, bicycle parking, and rental units.					
Sustainability: Explore opportunities for incentives for sustainable design, including tree protection and planting, that integrate Council's Seven Bold Steps for Climate Action, one of which is Robust Urban Forest, and explore incentives to exceed the bold steps.					

Infill Housing Program

Where Would There Be Infill Housing?



Legend

Base
- Municipal Boundary
- Parcels

Residential Ground Oriented
- Proposed Infill Land Use Designation
- Min 3 Units Allowed (Lots =/< 280 m2)
- Min 4 Units Allowed (Lots > 280m2)
- Min 6 Units Allowed (Lots > 280m2)

Prescribed Bus Stops
- Prescribed Bus Stop Buffers (Excludes TOA)
- Prescribed Bus Stops

TOD Area
- TOA Boundary
- SkyTrain Stations

Meters
0 100 200 400

The Infill Housing Program is exploring pre-zoning to permit up to six units of infill housing (such as secondary suites, laneway houses, triplex, quadplex, and multiplex forms of housing) on single family and duplex properties across most of the city. As part of the Program, we are exploring how many units should be permitted and where.

To make this decision we will follow provincial legislation which sets minimums of 3, 4, or 6 homes per lot, depending on the lot's size, and its distance to bus stops with frequent service. These requirements are shown on the map above. Properties shown in yellow would be pre-zoned to allow 4 homes on a property, and properties shown in blue would be pre-zoned to allow 6 homes per property.

Today, we are looking for your feedback on how we should refine the base map established by the provincial legislation. We will also consider technical analysis and Council direction.

In addition to meeting the minimum requirements of the Provincial Small-Scale Multi-Unit Housing legislation, there are two small changes we think are easy to make:

- allowing up to 4 units on small sites instead of the 3 units required by the Province. This would impact approximately 50 sites across the city (shown in red on the map).
- allowing up to 6 units in areas where the City utilities, such as sewer and stormwater pipes, are already the right size for more units because there are apartment buildings nearby. This would impact approximately 50 properties.

Infill Housing Program

What Do You Think?

Our proposal is to go beyond the provincial requirements by considering:

Use a sticky dot to select your preferred option!

Options, How They Relate to Provincial Requirements, and Rationale	Select One Option
OPTION: I would like to see **MINIMUM AREAS** allow up to 6 units. **How it relates to the Provincial requirements**: Follows the minimum requirement by the Province as shown in the map on the previous board. **Rationale:** The Province has already set requirements for how many units should be allowed and where.	
OPTION: I would like to see **SOME ADDITIONAL AREAS** allow up to 6 units. **How it relates to the Provincial requirements:** Expands on the provincial requirements by allowing up to 6 units on a property if other properties on the same block are allowed up to 6 units. See properties in blue on previous map. **Rationale:** · Allows fairness within the block by giving similar properties the same opportunities. · Does not include properties which are in areas with infrequent transit because of traffic and parking pressures.	
OPTION: I would like to see **MORE AREAS** allow up to 6 units. **How it relates to the Provincial requirements:** This includes the above option and also looks at additional areas for expansion. **Rationale:** A combination of the above and below rationales.	
OPTION: I would like to see **ALL AREAS** allow up to 6 units. **How it relates to the Provincial requirements:** Allow 6 units everywhere in the residential ground oriented housing area (all of the red, yellow and blue properties on the previous map). **Rationale:** · Supports Council's Strategic Priorities Plan infill housing priority by allowing more areas to have more housing choice. · Provides all properties the same opportunity. · Proactively prepares for potential future transit service upgrades that may expand the Provincial mandate of 6 units to more areas. · Responds to interest from the public for infill housing. **Considerations:** · Property owners would be responsible for major utility (sewer, water, electrical) upgrades. For 6 unit projects the upgrades may be more expensive than is financially feasible since much of the infrastructure in these areas was designed for 4 units. · Includes properties which are in not in areas with infrequent transit.	

Your input will be considered along with further technical analysis. The final direction would be implemented through changes to the Official Community Plan and Zoning Bylaw.

Optional: Use a sticky note to tell us why you feel the way you do.

Share your thoughts!

Infill Housing Program

Transportation and Solid Waste

The City is exploring how to add new infill housing, while balancing demand for parking space. Reducing off-street parking (parking space provided on private property) can mean that people will try to find space to park their vehicles on the street. This increases overall demand for curbside space (public property), which is already used for a variety of activities (space for garbage bins for pickup, bus stops, delivery services, etc.). Many of our streets are already heavily used for parking.

Below is a summary of the issues and challenges we're considering, followed by our proposed parking requirements for infill housing, and some questions for you. Your input, along with technical analysis, will help inform our recommended parking regulations.

Issues and Challenges to Consider

Lanes and Road Widths

- Lanes are service roads that provide access to the rear of properties.
- New Westminster has a significant number of lanes which, for various reasons, have not been fully developed since most of the City's road network was created in 1912.
- Given the age of the road network, many of the City's lanes (paved or unpaved) are too narrow for service vehicle access. In some areas, lane widths are between 3.66 metres (12 feet) and 4.8 metres (16 feet), whereas City standards and best practice guidelines specify lanes should be 6.0 meters (20 feet) wide.
- Narrower streets and lanes that are heavily used for parking can make travel more challenging and less safe for people who are walking or riding bikes and for larger vehicles, like fire trucks and solid waste collection trucks.

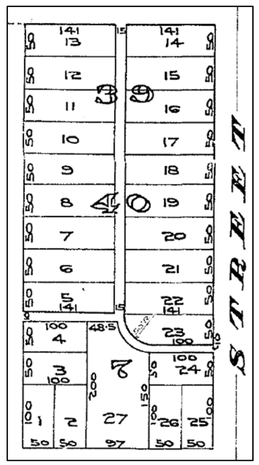


Image Source: City of New Westminster Subdivision Plan (NWP2620), Registered Dec. 23, 1912.

Solid Waste and Recycling Services

- To minimize potential vehicle, pedestrian, and cycling conflicts, solid waste pickup operations typically happen along lanes as much as possible. However, the city has many dead-end lanes, or areas with no lanes, and this makes solid waste collection challenging.
- Solid waste (recycling, compost, and garbage) volumes and the time required to complete pick-up routes will increase as more infill housing is introduced to neighbourhoods. To meet this increased demand, likely impacts to service could include:
  a. A potential slowdown in pick-up service due to increased traffic from a growing population, and to more solid waste, recycling and organics carts required for pick-up, lengthening the time required to service an individual lot.
  b. Additional curbside space required to accommodate an increased number of carts, or larger shared carts, where lanes are not available.
  a. Potential disruptions in service to inaccessible lanes from illegal parking in the lanes.

  Likely changes to operations could include:
  a. a reduction in the frequency of solid waste and recycling collection;
  b. the need to consolidate solid waste and recycling from multiple properties into fewer, larger, shared carts;
  c. stricter parking regulations to ensure sufficient space is available in lanes or on street for placement of collection carts, and;
  d. stricter enforcement of parking regulations to ensure collection vehicles can access lanes and other collection points.

Road Safety Considerations

- Road safety best practice is to remove obstructions, such as street parking, close to intersections to improve visibility and help avoid potential collisions.
- Addressing these safety considerations means that there is less space for parking on the street.
- If infill housing increases the amount of vehicle parking that cannot fit on-site, this could increase the demand for curb space, which could make it harder to achieve these safety upgrades.

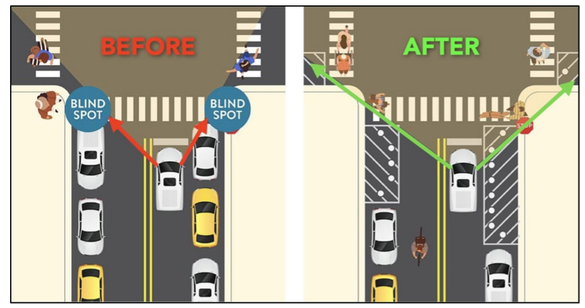
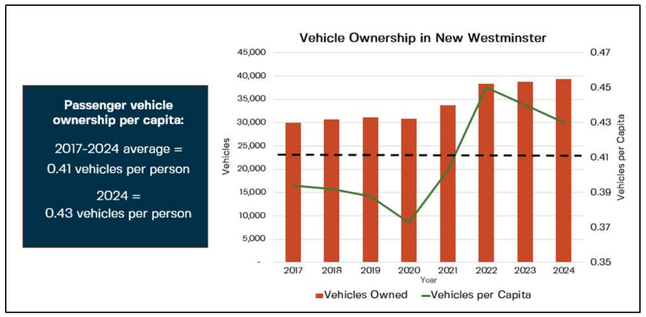


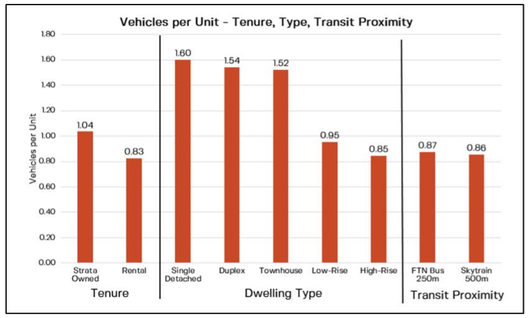
Image Source: bikescape.org

Vehicle Ownership in the City

- **Vehicle ownership rates are not declining.** Despite the City's efforts to support and promote sustainable transportation, population growth will likely result in an increased number of vehicles that need to be stored somewhere.
- Vehicle ownership is also typically higher for people living in single-detached houses, duplexes, and townhouses, compared to apartment and condo buildings, both low-rise and high-rise. We do not have statistics for vehicle ownership for people living in triplexes or multiplexes.



Source: ICBC Passenger Vehicle Data, 2024



Source: ICBC Passenger Vehicle Data, 2024 and City Building Permit Records

Transportation Options and Parking Requirements

With smaller lot sizes and narrow or incomplete laneways, we know that not every infill housing site can safely provide one off-street parking space per unit. We're exploring how transportation demand management (definition below) can help encourage the use of other methods of transportation and reduce the demand for parking space.

The City's Zoning Bylaw includes parking requirements for new housing. Below is a summary of existing parking requirements for single-detached houses and duplexes, followed by proposed parking requirements for infill housing.

Definitions

- **Accessible vehicle parking** is a parking space designated and designed for use by and for people with disabilities.
- **Off-street vehicle parking** is a parking space on private property, accessed from either the lane or a driveway, for the use of people living on that same property
- **Prescribed bus stop** is a bus stop served by at least one bus route scheduled to stop at least every 15 minutes, on average, between the hours of:
  - 7 am and 7 pm, Monday to Friday, and
  - 10 am and 6 pm on Saturdays and Sundays.
- **Secondary Suite** is a self-contained dwelling unit located within a building containing a larger, primary dwelling unit.
- **Transportation Demand Management Measures** are (services or facilities) that reduce travel demand by privately owned single occupant vehicles and may include bus passes, car sharing, bike sharing and secure and convenient bike storage.

Current Requirements: Single-Detached Dwellings, Duplex

	Existing Requirement
Primary dwelling unit – Off-Street Vehicle Parking (on private property)	1 space per unit
Secondary suite – off-street vehicle parking (on private property)	1 space for the first unit, 0 spaces for additional units on the lot
Accessible vehicle parking	Not required
Bicycle parking	Not required
Transportation Demand Management Measures	Not required

Proposed Requirements: Infill Housing

	Proposed Requirement
Primary dwelling unit – Off-Street Vehicle Parking (on private property)	
Infill housing located within 400 metres of a "prescribed bus stop"	Not required, per the new Provincial legislation
All other areas	1 space per unit
Secondary suite – off-street vehicle parking (on private property)	
Secondary suites located within 400 metres of a "prescribed bus stop"	Not required, per the new Provincial legislation
All other areas	1 space for first unit, 0 spaces for additional units on the lot
Accessible vehicle parking	Not required
Secure Dedicated Bicycle Parking	2 spaces per unit
Transportation Demand Management Measures	
Infill housing located within 400 metres of" a "prescribed bus stop"	Property developer provides three-year, two-zone, TransLink Compass Card for each dwelling unit
All other areas	Property developer provides car-share service membership and $500 use credits for each dwelling unit

Infill Housing Program

What Do You Think?

1. What is your impression of the proposed number of off-street vehicle parking spaces per unit, considering the provision of Transportation Demand Management measures and bicycle parking spaces being proposed? *Place a sticky dot in the box to indicate your answer!*

Just Right	Too Much	Not Enough	Not Sure

Optional: Use a sticky note to tell us why.

2. What is your impression of the proposed Transportation Demand Management Measures?
Place a sticky dot in the box to indicate your answer!

Just Right	Too Much	Not Enough	Not Sure

Optional: Use a sticky note to tell us why.

3. Are there other transportation demand management measures that may better support reduced dependency on private vehicles for transportation?
Place a sticky dot in the box to indicate your answer!

Yes	Not Sure / I Don't Know

Optional: Use a sticky note to tell us what's missing.

No

Your input would help inform which direction we explore with further technical analysis.

Infill Housing Program

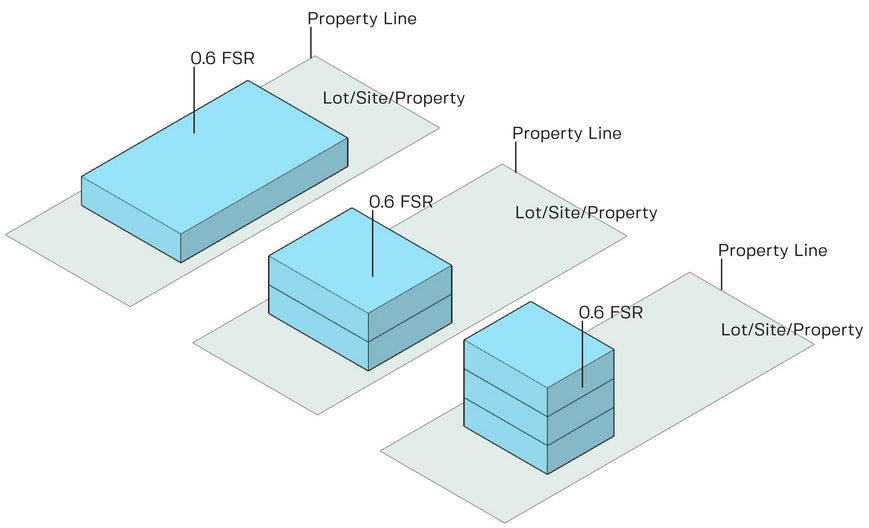
Proposal: Housing Variety - What Could Infill Housing Look Like?

We would like your feedback on what infill housing should look like in our community. Your input would help inform the guidelines and regulations that are put in place to guide future projects.

Definitions

- **Zoning** allows municipalities to set requirements for things like building size, use, and location, including how far building(s) must be set back from property lines.
- **Development Permit Guidelines** allow municipalities to set expectations for things like building appearance from the outside, site layout, and sustainability.
- **Development Permits** would be required for Infill Housing Projects, and would be issued when development permit guidelines are met.
- **Building size** is set through zoning rules about height (including the maximum number of floors) and floor area (measured using Floor Space Ratio).
- **Floor area** is measured by Floor Space Ratio. This is a percentage representing the total floor area of a building in relation to the size of the lot.

All three lots in the diagram below, show the same Floor Space Ratio, split across a different number of storeys (i.e. if height goes down, the footprint gets bigger).



Housing Variety

What

A variety of housing would be permitted including: single family homes, laneway homes, duplexes, quadraplexes, multiplexes, rowhouses, and side-by-side townhouses. Units may also include a secondary suite. (To a maximum of 4 or 6 units).

Why

This would enable a variety of housing choice for residents of all ages and needs, such as families, older adults, and people with accessibility needs, so everyone can find a home that works for them.

What We Heard

During Spring 2025 engagement, we heard that participants were interested in seeing a range of housing options, including multiple units in one building, and multiple smaller buildings on one lot.



Legend:

1. Heritage Conversions
2. Detached Accessory Dwellings
3. Rowhouse Style Multiplexes
4. Multiplexes
5. Duplexes (With & Without Lock-Off Suites)
6. Multiplex/Cottage Clusters
7. Single Detached Dwellings
8. Multiplexes with Detached Dwellings

Do You Agree With This Proposal? *Place a sticky dot in the box that best describes your level of agreement.*

Agree	Not Sure / I Don't Know	Somewhat Agree

Somewhat Disagree		Disagree

Optional: Use a sticky note to tell us why.

Infill Housing Program

Proposal: Design Guidelines

What

Design guidelines would give direction on what the building and site could look like from the outside, including guidelines about roof type, building materials, open spaces and more. New projects would apply for a Development Permit, so that the project can be reviewed for alignment with the design guidelines.

Why

The design guidelines focus on ensuring high-quality housing and site design, that fits well within our neighbourhoods.

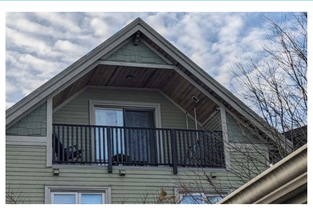
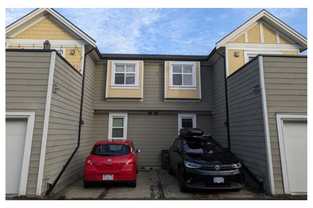
What We Heard

During Spring 2025 engagement, we heard that participants were supportive of buildings of matching or varied designs.

How important are each of the following categories of guidelines to you?

Add a sticky dot to each column to rank each goal by priority level.

We would create detailed design guidelines for each of the categories below. With single family property sizes, it may be challenging to meet all of the guidelines equally on each lot. As we consider how to best achieve each guideline, we're looking to understand what guidelines are most important to you.

Design Guideline		Important	Somewhat Important	Neutral / I Don't Know	Somewhat Unimportant	Unimportant
	**Building Siting and Massing (the size of buildings)** Infill housing can respond to site and neighbourhood context, support a pedestrian scale environment (buildings that prioritize the experience of people walking), support energy efficiency, and prioritize liveability.					
	**Streetscape Expression (the way that buildings look along a stretch of street)** Infill housing can create active, walkable and human-scale streetscapes.					
	**Building Design** Infill housing can achieve a high quality of design, architectural expression, and material finish, such that neighbourhoods are activated and made vibrant by a range of architectural styles, from contemporary to traditional expressions.					
	**Privacy** Infill housing can balance the desire for privacy within the development and between adjacent properties with creating livable units and opportunities for socializing.					
	**Open Space** Infill housing can provide quality private and shared outdoor amenity spaces that contribute to livability, sustainability, and social connectedness.					
	**Trees and Tree Canopy** Infill housing can prioritize, accommodate, and support the long-term preservation of existing high-value trees and the growth and establishment of new tree canopy.					
	**Stormwater Management** Infill housing can support the City's Integrated Stormwater Management objectives.					
	**Landscaping** Infill housing can use high quality landscaping including trees, plants, and pavers, that prioritize permeability (allowing water from storms to flow through and absorb into the ground) and biodiversity.					
	**Screens, Fences, and Retaining Walls** Infill housing can thoughtfully transition to the public realm and adjacent properties and incorporate landscape elements to mitigate views of service and parking areas.					
	**Circulation, Access, and Parking** Infill housing can prioritize walking and cycling circulation (pathways for travel by different transportation modes), use, and access above vehicle circulation.					

Optional: Use a sticky note to tell us why.

Infill Housing Program

Proposal: Building Floor Area

What

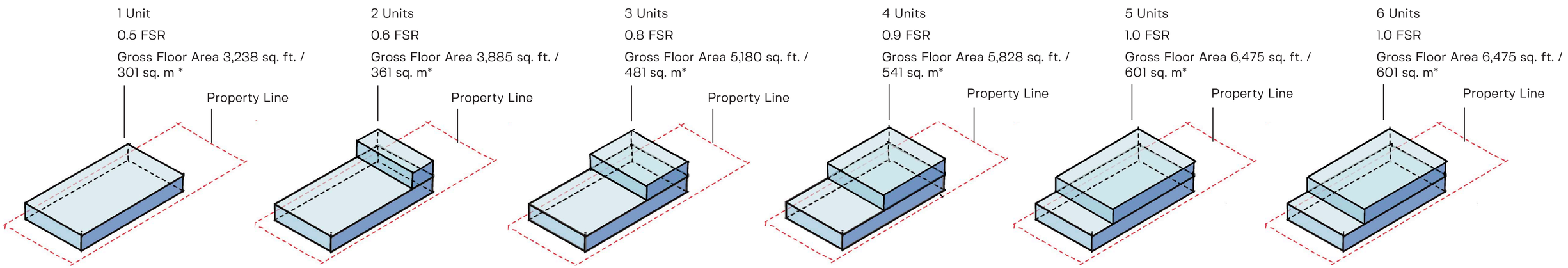
The amount of floor area that can be built on a property would be increased for infill housing projects, to a maximum of 1.0 Floor Space Ratio. The floor area allowed for a single family house would stay the same.

Why

This would provide flexibility to add more livable sized units, without allowing larger single family homes.

What We Heard

During Spring 2025 engagement, we heard participants were interested a sliding scale of building floor area (66% support).



**Gross Floor Area (GFA) is based on a 6,475 sq. ft. / 601 sq. m lot.*

Do you agree with this proposal? *Place a sticky dot in the box that best describes your level of agreement.*

Agree	Somewhat Agree	Not Sure / I Don't Know	Somewhat Disagree	Disagree

Optional: Use a sticky note to tell us why.

New Westminster

Infill Housing Program Open House
Winter 2025

Infill Housing Program

Proposal: Building Height and Size

What

Buildings could have the following limits to their size, as illustrated in the diagram to the right:

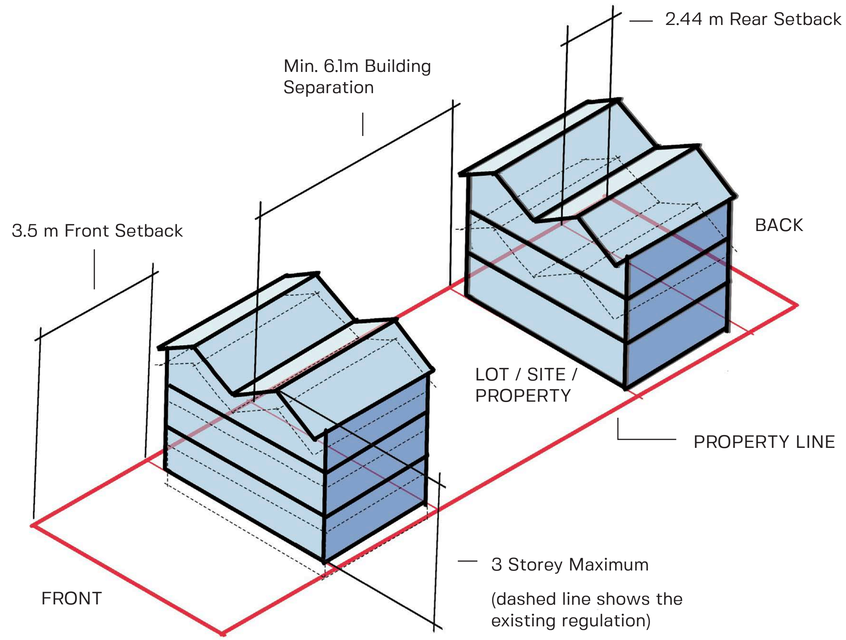
- **Height:** maximum of three storeys above the ground. This differs from our current regulations which only allow three storeys when a house includes a basement.
- **Front Yards:** minimum of 3.5 metres (11.5 feet) from the front property line.
- **Rear Yards:** minimum of 2.44 metres (8 feet) from the back property line.
- **Building Separation:** minimum of 6.1 metres (20 feet) when a second building is built in the read yard (such as a laneway house).

What We Heard

During spring 2025 engagement, we heard that more housing variety was an important priority.

Why

- **Height:** This will give flexibility for the number and design of new units, including allowing for more livable three-bedroom units.
- **Front Yards:** Our neighbourhoods have large front yards because historically, houses are required to be set back 7.62 metres (25 feet) from the front property line. Since front yards are often underutilized, we have started allowing smaller front yards in order to increase the open space in centre or back of a property. Infill housing projects would also see more front yards used as open space.
- **Rear Yards:** To provide flexibility in the types of infill housing forms, buildings could be built in the space currently used for rear yards. The rear yard may also be used for parking, landscaping or as open space for units.
- **Building Separation:** This would allow for livable open spaces that have access to natural light to be included between buildings.



Do you agree with this proposal?

Place a sticky dot in the box that best describes your level of agreement.

Agree	Not Sure / I Don't Know	Somewhat Disagree

Somewhat Agree		Disagree

Optional: Use a sticky note to tell us why.

Infill Housing Program

Proposal: Open Space and the Size of Homes

What

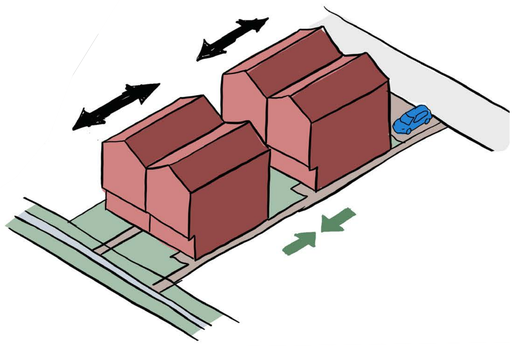
Each new unit would be provided with a private outdoor space. The space would be at least 14.8 square metres (160 square feet), with a minimum dimension of 1.83 metres (6 feet), per unit. This requirement could impact the size of homes or number of units, so we are exploring options for how much green space is required.

Why

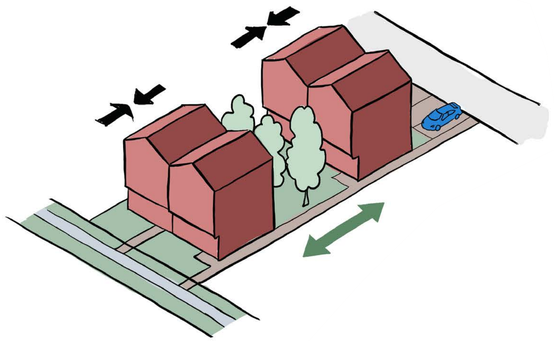
We want all units to have usable open space for things like patio furniture and a barbeque.

What We Heard

During spring 2025 engagement, we heard that allowing more housing is a top priority. While open space is also a priority, it ranked slightly less important than creating new housing.



Less open space with larger unit sizes.



Larger open space with smaller unit sizes.

When considering a new home you might want to live in, which option would be more appealing to you?

Place a sticky dot in the box of the option you find most appealing.

Option 1: Require more open space. This could make each home smaller or reduce the number of units possible.

Option 2: Maintain the proposed open space requirement (14.8m2/160ft2 per unit).

Option 3: Require less open space. This could make it easier to build larger units or increase the number of units possible.

Infill Housing Program

Proposal: Private or Shared Open Space

What

Open space could be designed so that every unit has private open space. We are also exploring the option of allowing shared open space instead.

Why

Allowing space to be combined and shared could mean that all the residents have access to a larger open space. For example, a larger shared courtyard between buildings.



Private Porch



Shared Porch and Yard



Private Porches and Yards

When considering a new home you might want to live in, which option would be more appealing to you?

Place a sticky dot in the box of the option you find most appealing.

Option 1: Allow shared open space.

Option 2: Require all units to have private open space.

Option 3: Allow shared open space only in specific conditions where the space is high quality and provides adequate amenities, such as seating.

Option 4: Require a smaller amount of open space that is private, while allowing most of it to be provided as shared space

Infill Housing Program

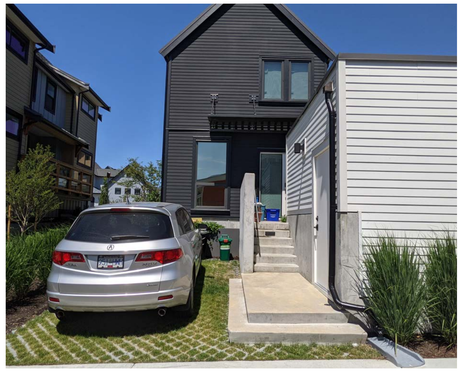
Proposal: Parking Type

What

Parking pads (neither covered nor enclosed) and carports (covered parking) would be encouraged over garages (enclosed parking).

Why

Parking pads are preferred because enclosed garages add building bulk and risk being converted to living or storage space.



Parking Pad



Parking Pad and Garage



Carport and Garage

Do you agree with this proposal?

Place a sticky dot in the box that best describes your level of agreement.

Agree	Not Sure / I Don't Know	Somewhat Disagree

Somewhat Agree		Disagree

Optional: Use a sticky note to tell us why.

Infill Housing Program

Tell Us About Yourself

What are your connections to New Westminster?

Place a sticky dot in the boxes that best describe you!

Under-Housed or Unhoused
(e.g. couch surfing, unsheltered)

Renter

Home Owner

Student

Employee

Business Owner

Commercial/Industrial Property Owner
(including residential rental buildings)

Other

What type of home do you live in?

Place a sticky dot in the box that best describes your home!

House

Townhouse

Infill Housing
(e.g. laneway, duplex)

Apartment
In a building less than 6-storeys

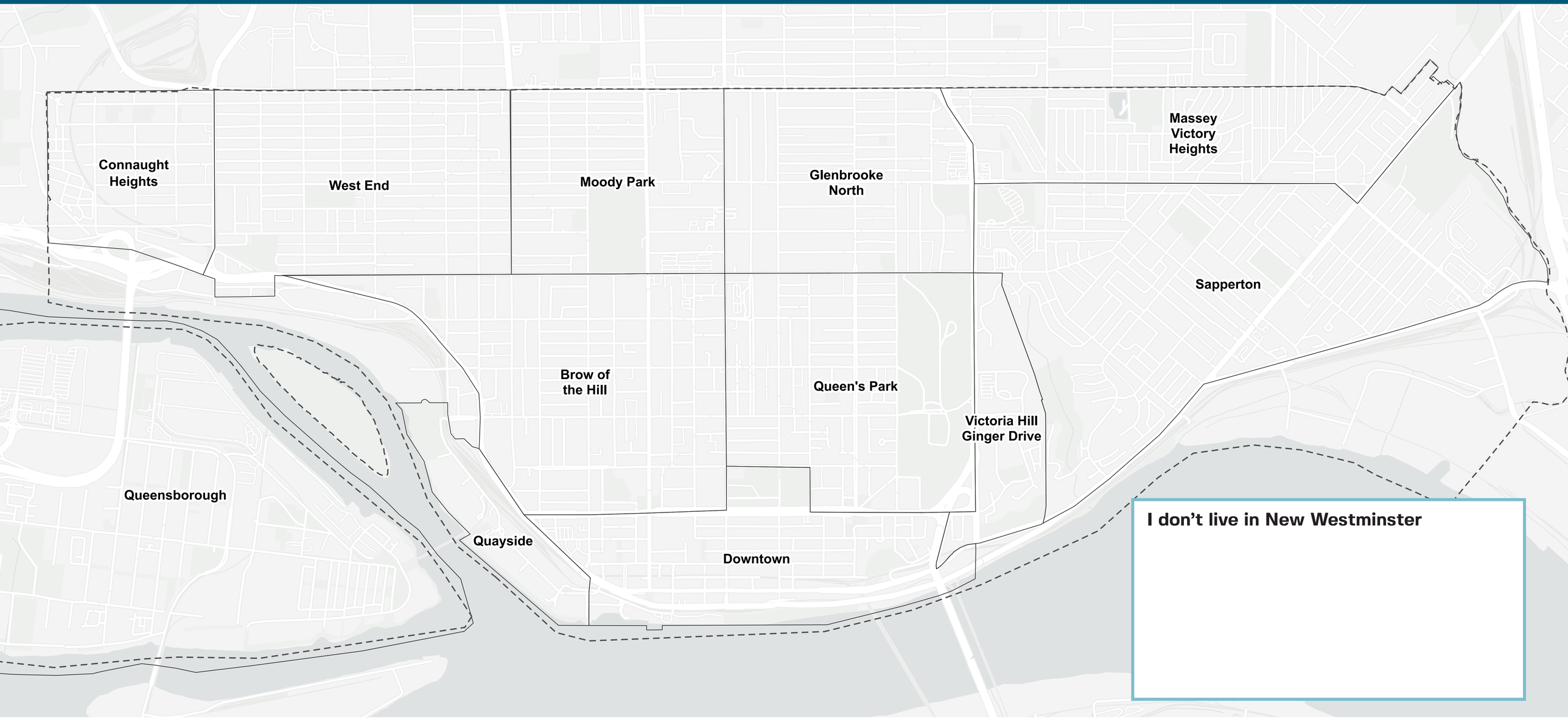
Apartment
In a building greater than 6-storeys

Other
(e.g. mobile home)

Infill Housing Program

Tell Us About Yourself: Your Neighbourhood

Place a dot on your neighbourhood:



New Westminster

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Winter 2025

Infill Housing Program

Tell Us About Yourself: Why Are You Interested?

In our Spring 2025 engagement we asked the community to share their hopes and concerns about the future of all types of housing throughout the City. We heard that the participants would like to see:

- more variety in housing types,
- more affordable housing, and
- more family friendly housing.

We also heard concerns that:

- there aren't enough community amenities or infrastructure to support our growing community, and
- people feel they won't be able to stay in New Westminster because of the cost of housing.

Building on these themes, we would like to hear how you feel they apply to the specific context of the Infill Housing Program:

Why are you interested in this program?

Place a sticky dot in the boxes that best describe why you're interested!

More Affordable Options
This includes the ability to add more units to generate rental income from secondary suites, which can be mortgage helpers.

More Variety of Housing Types
This includes housing for a variety of household types and sizes.

More Rental Housing
This includes ground oriented rental homes and rental that is in more neighbourhoods of the city.

More Livable Units
This includes accessible housing to support aging in place and multi-generational living.

More Family-Friendly Housing
This includes ground oriented homes with 2 and 3 bedrooms.

I Do Not Support The Infill Housing Program

Use a sticky note to tell us your other program interests:

Share your other program interests!

What are your concerns for this program?

Place a sticky dot in the boxes that best describe your concerns.

Won't Be Affordable
Adding more infill housing rental options won't make it more affordable in New Westminster.

Parking
Not enough parking to support more housing will make it hard to park on city streets to support more people in these neighbourhoods.

Impacts to Local Services
Not enough community amenities (parks, community centres etc.).

Strain on Infrastructure
Not enough infrastructure (roads, sewers etc.) to support more housing.

Neighbourhood Appearances
I don't want my neighbourhood to look different.

Loss of Green Space
More housing could result in loss of landscaping or trees.

Construction Impacts
More construction means more noise and traffic disruptions.

I Do Not Have Concerns With the Infill Housing Program

Use a sticky note to tell us about your program concerns:

Share your program concerns.