New Westminster

Infill Housing Program

What We Heard Report
January 2026



beheardnewwest.ca/infill-accelerator

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511 Royal Avenue
New Westminster BC V3L 1H9
604 521 3711 | info@newwestcity.ca

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1. Introduction

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. However, other City approvals would still be required. The program builds on the Phase 1 Infill Housing program, considers lessons learned from past projects, and input gathered from previous rounds of public engagement, including the 'Our City Our Homes' initiative.

The City is now planning to update its design guidelines and zoning regulations for infill housing. These updates are intended to help the City achieve its 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.

Between November 18 and December 9, the City sought out public feedback to help shape more detailed decisions, such as design features, numbers of units allowable, and more. The feedback collected through this engagement, along with the 'Our City Our Homes' Spring 2025 engagement, technical analysis, provincial legislation, and Council direction will inform program regulation and guidelines for infill housing in New Westminster.

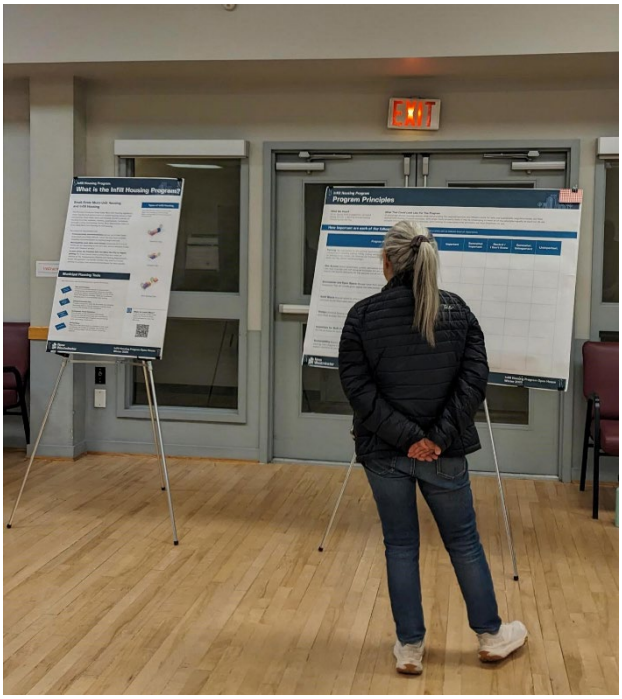
View the Infill Housing Program Be Heard Project page for more information.

The purpose of this summary report is to share the results of this infill housing engagement with engagement participants, the broader New Westminster community, and City Council.

2. Engagement Process

Community engagement to gather feedback on the Infill Housing Program ran from November 18 through December 9, 2025, with an online survey on Be Heard New West and a series of three open houses.





A total of 122 individuals shared their input through the online survey and 89 attended the open houses.

Opportunities to engage:

- **Be Heard New West project webpage**
  - Launched November 18, 2025
  - 805 unique visitors (individuals) as of December 9, 2025
- **Online survey**
  - November 18, 2025 through December 9, 2025
  - 122 responses
- **Open Houses:** 89 participants
  - Century House (34 participants), November 20, 2025
  - City Hall (23 participants), November 26, 2025
  - təməsewtxʷ Aquatic and Community Centre (32 participants), November 29, 2025

The opportunities to engage were communicated through the following methods:

- Email notification to various City email databases:
  - Be Heard New West subscribers
  - Citypage newsletter subscribers
  - Email to residents' associations
- Social media posts (Facebook, Instagram)
- City events calendar

Important Note: this summary of engagement input does not reflect a representative sample of the New Westminster community. The input captured here reflects the views of those who self-selected to participate, and may not be representative of the views of other community members and interest groups. Please see section 4 – Who We Heard From, starting on page 49 – for some demographic information and representation analysis about people who participated in the online activities.

3. What We Heard

An online survey was available on Be Heard New West from November 18 to December 9, 2025. A total of 122 people completed the survey. Three open houses were also held on November 20, November 26, and November 29, 2025 with a total of 89 people attending. Questions in the online survey and the open house engagement events sought feedback and input on Infill Housing Program guidelines, how many units could be allowed, and what infill housing could look like in New Westminster. The results below reflect a combination of feedback gathered through the online survey and open houses, and include the questions asked of participants both online and in-person.

The following sections outline the questions that were asked in the engagements, along with context that was provided to participants, and then share the results for each respectively.

Section 1: 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.

Question 1: How important are each of the following principles to you?

- **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.

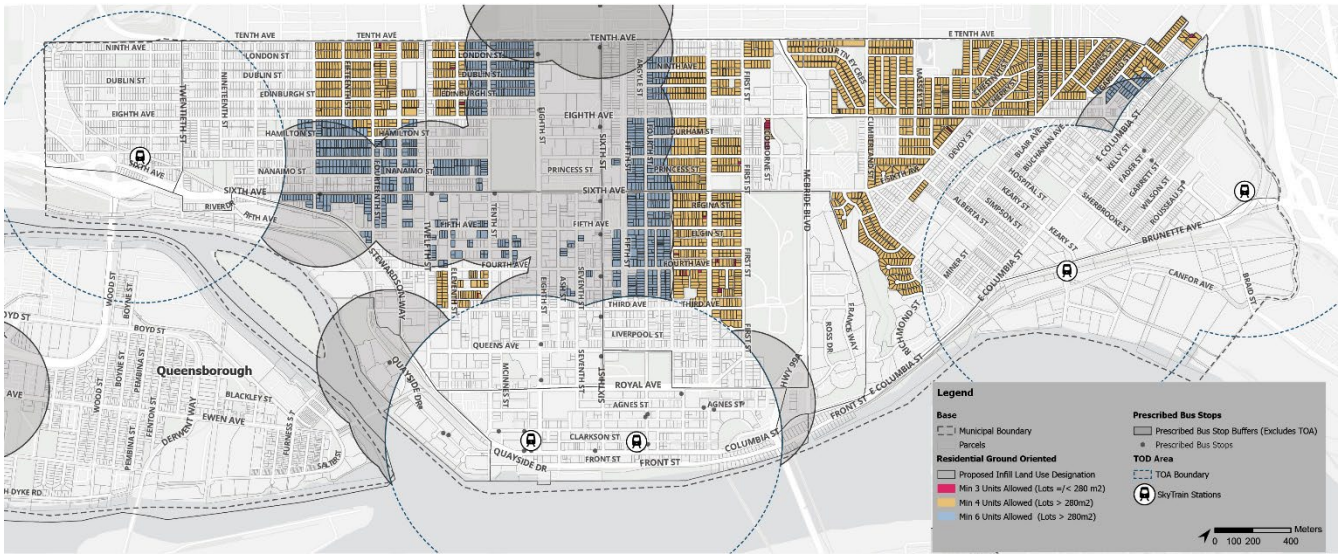
Question 1 Results

Note: *The table combines the results from the three open houses and the online survey.*

Program Principle	Rank	Weighted Average Score From survey and open house (5 = important, 1 = unimportant)
Stormwater and Open Space	1	4.07
Site Access	2	4.05
Design	3	4.01
Solid Waste	4	3.84
Parking	5	3.67
Sustainability	6	3.60
Incentives for Built Form and Housing	7	3.43

Total responses: 209 *(**Survey:** 122 responses; **Open Houses:** 87 responses)*

Section 2: Where Would There Be Infill Housing?



(Click here to view a full size version of the map).

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.

Question 2: Our proposal is to go beyond the provincial requirements. Which option do you prefer?

Options, How They Relate to Provincial Requirements, and Rationale
OPTION: I would like to see the **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.

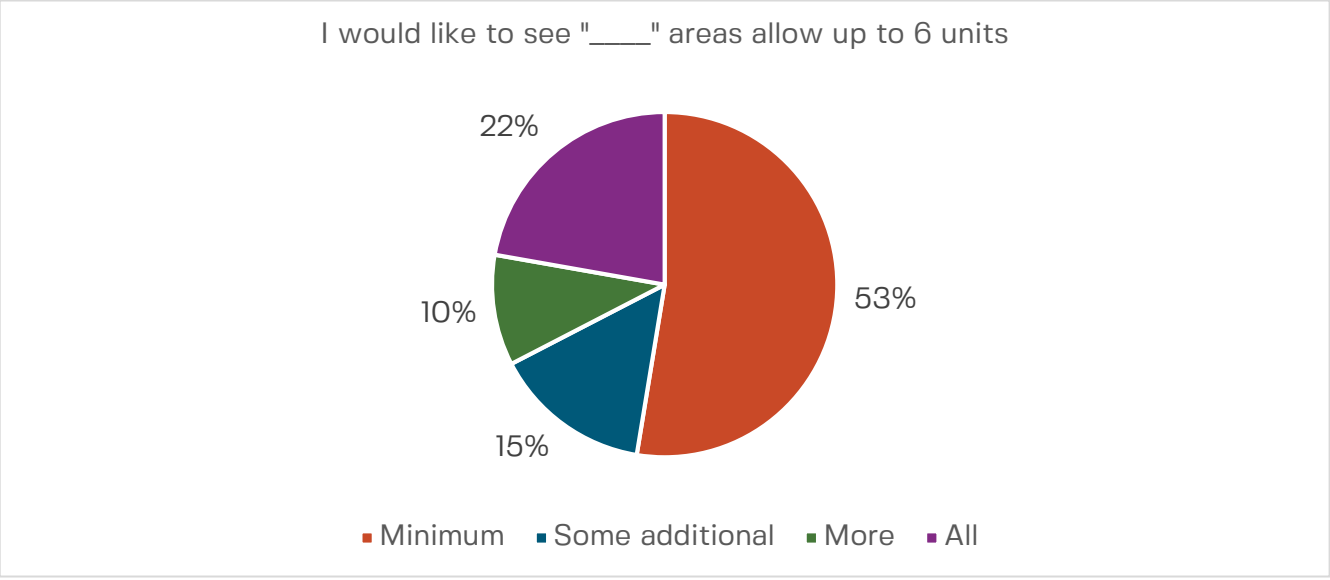
Your input will be considered along with further technical analysis. The final direction would be implemented through changes to the Official Community Plan and Zoning Bylaw.

Question 2 Results

Note: *The chart combines the results from the open houses and the online survey.*

I would like to see "____" areas allow up to 6 units	Online # (%)	In-person # (%)	Total # (%)
Minimum	53 (47%)	18 (82%)	71 (53%)
Some additional	19 (17%)	1 (5%)	20 (15%)
More	14 (12%)	0 (0%)	14 (10%)
All	27 (24%)	3 (14%)	30 (22%)

Total responses: 135 *(**Survey:** 113 responses; **Open Houses:** 22 responses)*



Question 3 (Optional): Tell us why below.

A total of 98 comments were provided by those who chose to answer this optional question. Below are the key themes, general comments and examples of the responses provided. In some cases, one person's response may have included multiple themes. Themes are listed below.

Question 3 Results - Survey

Of the participants who selected *"I would like to see MINIMUM AREAS allow up to 6 units"*, the following themes and general comments emerged (43 comments):

- **Neighbourhoods are at capacity:** Several participants shared that the city already suffers from traffic congestion, and lack of school capacity and emergency services. Some expressed concern that infill housing beyond provincial mandates would worsen pollution and traffic, without providing local jobs or the transit needed to reduce vehicle dependency. Respondents also shared concerns that too much density would negatively impact infrastructure and amenities like water services and recreation facilities (12 comments).
- **Meet mandated density, and not more:** Several participants felt that the City should adhere to the minimum provincial mandates. Three noted that they could expand the infill housing program later if needed, with further engagement (8 comments).
- **Impact to neighbourhood character:** Several participants felt that too much housing density would affect the city's heritage, established character, local streetscapes, green spaces, privacy, beauty and aesthetics (7 comments).
- **Impact on livability:** Some participants shared that increasing densification would decrease livability by sacrificing private yards, green space and room for outdoor activities. People expressed concerns that overcrowding would overwhelm existing infrastructure and lead to a lower standard of living and increased community conflict. Some participants wanted the City to prioritize recreation facilities and park space (6 comments).
- **Other (10):** Topics with fewer than five comments included:
    - **general disagreement** with the proposal (4 comments),
    - suggestions to focus on **development process changes** and assess neighborhood impacts (2 comments),
    - concerns about **affordability and costs** of infill housing (2 comments), and
    - critiques of the **survey format**, including requests for neutral options or alternatives supporting lower densities (2 comments).

Of the participants who selected *"I would like to see SOME AREAS allow up to 6 units"*, participants raised a variety of less frequently mentioned comments (13 comments):

- **Other:** Topics with fewer than five comments included:
    - the **pace of change**, with some preferring slower or more gradual adjustments and others questioning the need for additional infill in an already dense city (3 comments);
    - potential **neighbourhood impacts**, including strain on infrastructure and congestion (2 comments);
    - the need for more **infrastructure and amenities**, particularly green and open spaces, to avoid overburdening services (3 comments);
    - the need for more **housing choice** beyond small condos and large houses (1 comment);
    - concerns about **affordability** as landowners will choose most profitable options (1 comment);
    - support for locating infill housing near existing **active transportation routes** (1 comment);
    - concerns that increased density would outnumber First Nations communities by **attracting more settlers** to the area (1 comment); and
    - wanting to see **more multiplexes** in the Braid Station area to better utilize transit while **preserving local tree canopies** (1 comment).

Of the participants who selected *"I would like to see MORE AREAS allow up to 6 units"*, participants raised a range of less frequently mentioned comments (10 comments):

- **Other (10):** Topics with fewer than five comments were:
    - support for **housing choice** and flexibility, to offer more areas for family housing, and with it being important to offer in strong transit connection areas (4 comments);
    - **infrastructure and amenities** regarding caution about maintaining existing stormwater systems and potential impacts on community centres and schools, and that increased density could benefit local businesses by expanding their customer base (3 comments);
    - **increased housing density and massing** emphasizing the importance of livability and comfortable living spaces, with one adding that development should be guided by controls on lot coverage, height, and massing rather than floor space ratio (2 comments); and
    - a need for more Step 4 and Step 5 **energy-efficient** green buildings (1 comment).

Of the participants who selected *"I would like to see ALL Areas allow up to 6 units"* the following themes and general comments emerged (25 comments):

- **Housing Need and Efficient Land Use:** Several participants noted the need for substantially more housing amidst the housing shortage, especially for families and ground-oriented units. Some participants felt that single-detached zoning is not an efficient use of land, and that increased density should be allowed everywhere, even in transit-inaccessible areas, as long as there are plans to improve active transportation (10 comments).
- **Housing Choice:** Some participants noted that the proposal supports greater housing choice and that the missing middle housing can help transition densities between high-rise towers and sign detached homes (5 comments).
- **Other:** Topics with fewer than five comments focused on:
    - **fairness**, emphasizing that all neighbourhoods should accommodate their fair share density (4 comments);
    - **affordability** and need for more housing options for lower-income residents (3 comments);
    - the importance of supporting population and density increases with adequate **infrastructure** such as transportation, utilities, sewage systems, and measures to address congestion (2 comments); and
    - increased housing could help fund shared services through a **larger tax base** (1 comment).

Question 3 Results - Open House

At the open houses, ten comments were provided in response to the optional question. Most focused on infrastructure and amenities, including concerns about street and parking capacity, school and park capacity, construction impacts, and the need for improved transit service (6 comments). Other comments addressed preferences for infill or townhouse development in specific locations (2 comments). Individual responses commented on the **survey questions**, noting that they are not clear (1 comment), while another commented on the **pace of change**, noting that they are frustrated with how long it is taking the City to introduce the program (1 comment).

Section 3: 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.

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 metres (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.

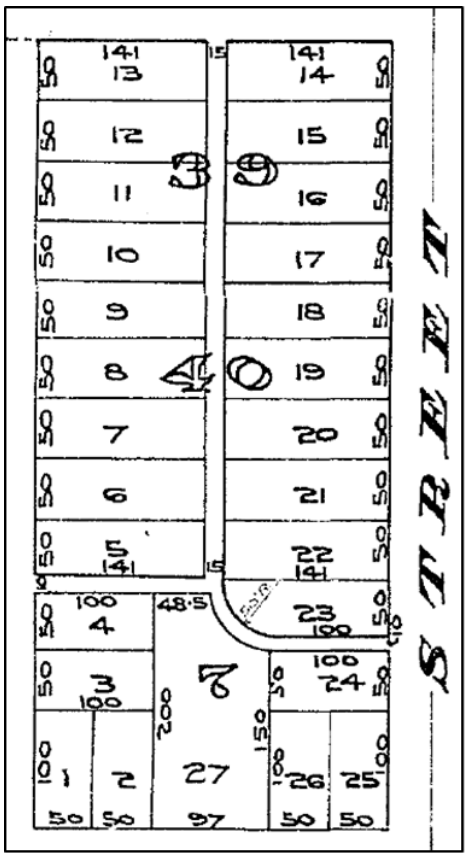


Image Source: City of New Westminster Subdivision Plan (NWP2620), Registered Dec.23, 1912

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 pickup, 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.

c. 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.

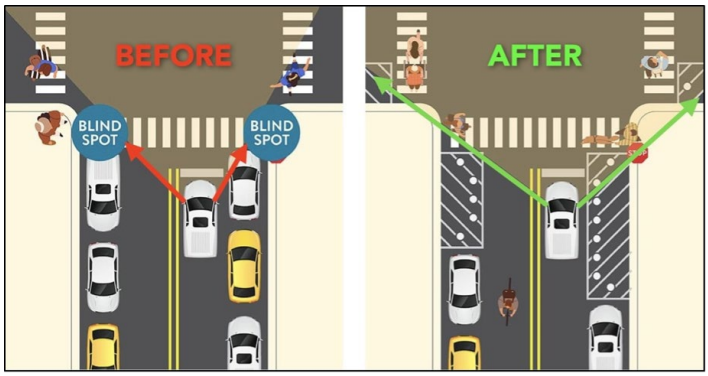
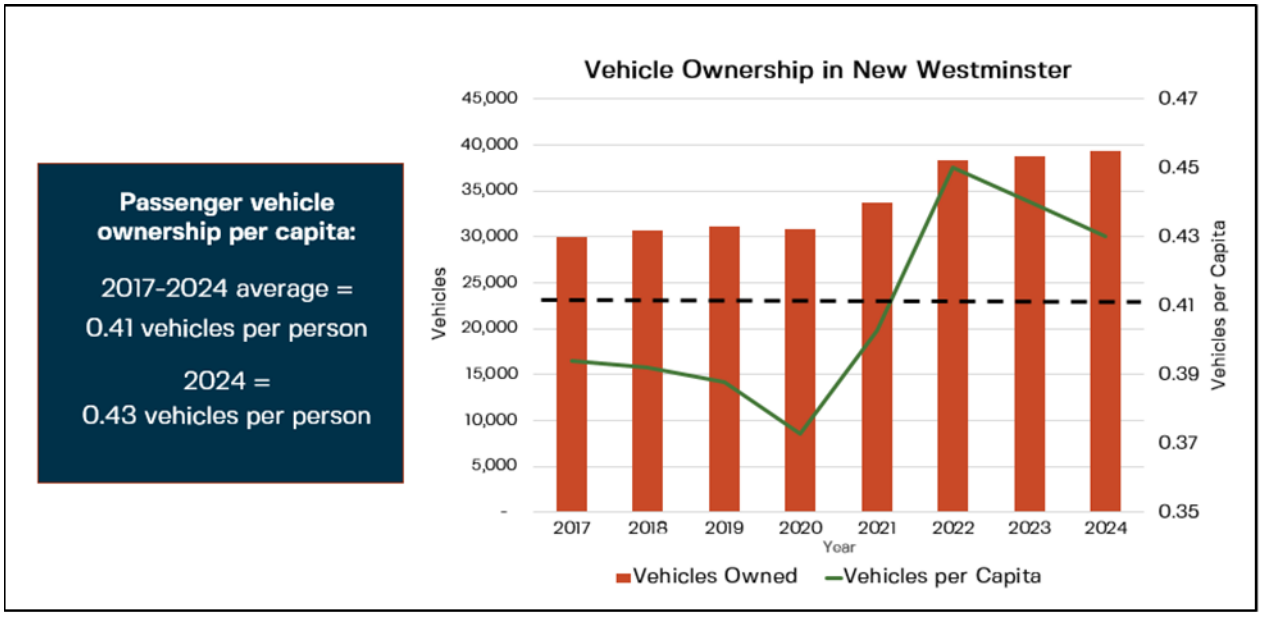


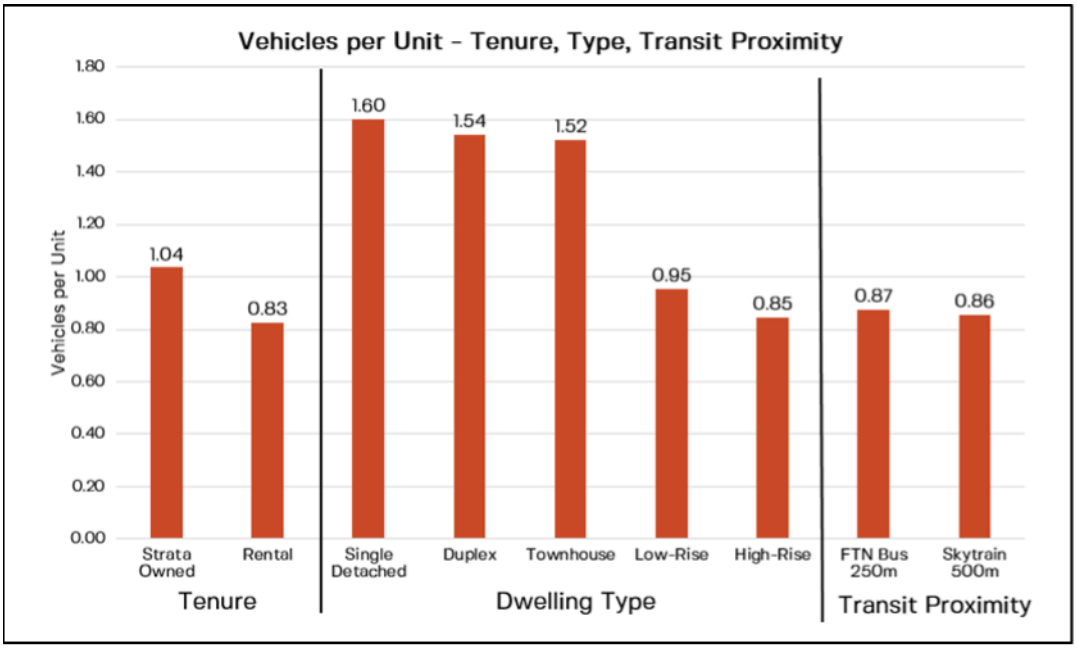
Image Source: bikescape.org

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

Section 4: 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
P	Primary dwelling unit – Off-street vehicle Parking (on private property)	1 space per unit
S	Secondary suite – Off-street vehicle Parking (on private property)	1 space for the first unit, 0 spaces for additional units on the lot
A	Accessible vehicle parking	Not required
T	Bicycle parking	Not required
T	Transportation demand management measures	Not required

Proposed Requirements: Infill Housing	
	Proposed Requirement
Primary dwelling unit – Off-street vehicle parking (on private property)	

B	Infill housing located within 400 metres of a "prescribed bus stop"	Not required, per the new provincial legislation
P	All other areas	1 space per unit
Secondary suite – Off-street vehicle parking (on private property)		
B	Secondary suites located within 400 metres of a "prescribed bus stop"	Not required, per the new provincial legislation
P	"All other areas"	1 space for first unit, 0 spaces for additional units on the lot
A	**Accessible vehicle parking**	Not required
T	**Secure dedicated bicycle parking**	2 spaces per unit
Transportation Demand Management Measures		
B T	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
T	All other areas	Property developer provides car-share service membership and $500 use credits for each dwelling unit

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

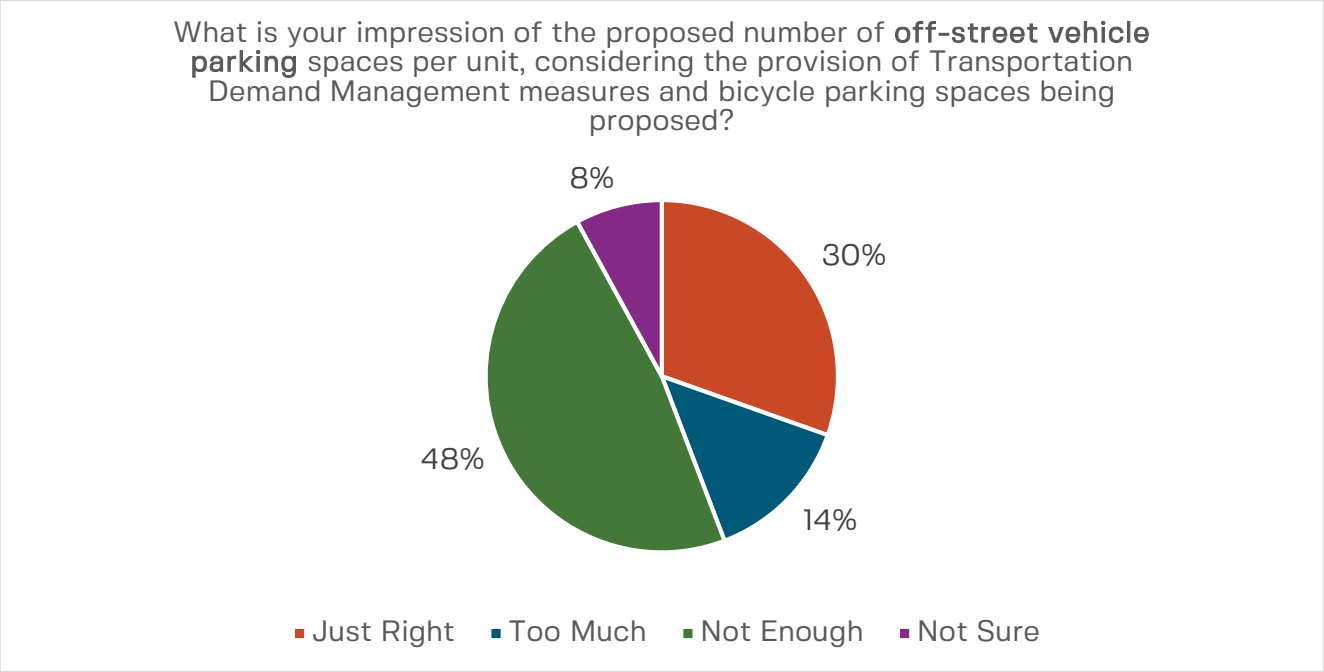
Question 4: What is your impression of the proposed number of off-street vehicle parking spaces per unit, considering the provision of Transportation Demand Management measures and bicycle parking spaces being proposed?

Question 4 Results

Off-street Vehicle Parking Spaces	Online # (%)	In-person # (%)	Total # (%)
Just Right	34 (28%)	8 (44%)	42 (30%)
Too Much	18 (15%)	1 (6%)	19 (14%)
Not Enough	57 (48%)	9 (50%)	66 (48%)
Not Sure	11 (9%)	0 (0%)	11 (8%)

Total responses: 138 *(**Survey:** 120 responses; **Open Houses:** 18 responses)*

Note: The chart combines the results from the open houses and the online survey.



Question 5 (Optional) Tell us why below.

A total of 68 comments were provided by those who chose to answer this optional question. Below are the key themes, general comments and examples of the responses provided. In some cases, one person's response may have included multiple themes. Themes are listed below.

Question 5 Results - Survey

Of the participants who selected "*Just Right*", participants raised a range of less frequently mentioned comments (7 comments).

- Topics with fewer than five comments focused on:
  - limiting residential parking to **promote active transportation** and to shift to single vehicle per household (4 comments);
  - the need for better parking **enforcement** in lane right-of-ways (1 comment);
  - ensuring adequate **accessible parking** while allowing one side-street spot per unit (1 comment); and
  - **general agreement** that providing parking for all infill housing is not reasonable (1 comment).

Of the participants who selected "*Too Much*", participants raised a range of less frequently mentioned comments (11 comments).

- Topics with fewer than five comments focused on:

- reducing parking availability could **promote active transportation** and discourage car dependency, while allowing land currently used for vehicles to be repurposed for housing, supporting more car-free or car-lite neighbourhoods where needs can be met locally (4 comments);
- **transit incentives**, with some supporting them, along with a decrease in parking, while another felt that incentives would not be used, with costs being passed on to home buyers (3 comments);
- suggestions that the City prioritize housing and not infrastructure for cars, perhaps through eliminating parking minimums and **requiring less parking** (2 comments);
- eliminating parking minimums can reduce **development costs** (1 comment); and
- a need for more **adequate parking** for streets and malls (1 comment).

Of the participants who selected "*Not enough*", the following themes emerged (48 comments):

- **Adequate Parking and Vehicle Dependency:** Several participants shared that the usefulness of active transportation is limited by the City's hilled terrain and there is a need by some to have a car to transport children, groceries and equipment. Others felt that since vehicle ownership is not declining, mandated parking is needed to prevent congestion. Further, some participants mentioned that lack of parking, enforcement of existing rules and the inclusion of visitor and contractor parking stalls would impact the city's livability. Several participants questioned the feasibility of reducing parking and expressed concern that high-density housing overwhelms street capacity. Some participants mentioned that some households need at least one car and are concerned that a lack of mandated on-site parking will worsen congestion as the population grows. Other respondents suggested that off-site parking should be 1.5 spaces per unit, while others felt that 1 spot per unit should be the minimum (22 comments).
- **Accessibility:** Several participants emphasized the importance of considering accessibility while planning for parking, as many residents, including tradespeople, families and seniors cannot rely on transit for multi-stop commutes and managing tight schedules. It was also heard that factors such as hills, seasonal weather and unreliable bus service make car ownership a necessity and that a lack of parking would impact those with mobility issues and specialized labour requirements (11 comments).
- **Traffic Congestion:** We heard several concerns that inadequate parking can lead to traffic congestion and safety hazards (e.g. drop off occurring in active lanes). Concerns that increased density would increase the number of vehicles and impact essential services like garbage collection were expressed (7 comments).

- **General Disagreement:** Four comments expressed general disagreement with the city's approach, noting that it was out of touch with the reality of family needs for critical storage and workspace. The need for garages was noted as increasingly necessary for storing bicycles and work trucks, and that current bicycle parking mandates are an insufficient substitute for a cohesive, regional transportation plan. One participant disagreed with the proposed policy, as they felt that current efforts to discourage car usage is not working (5 comments).
- Topics with fewer than five comments called for:
    - **active transportation improvements**, including better coordination with TransLink to address service gaps beyond SkyTrain corridors and more appropriate bike storage requirements based on unit size (2 comments); and
    - concerns about lack of **enforcement** on residents that repurpose parking for storage and its impact on streets (1 comment).

Of the participants who selected "*Not Sure*", participants raised a range of less frequently mentioned comments (2 comments).

- Topics with fewer than five comments focused on:
    - incentives in favor of bike parking and robust transportation demand management (TDM) strategies. They suggested that while car-share services like Evo or Modo could help people transition away from private vehicles, significant shifts require a transit system that rivals driving times (2 comments).

Question 5 Results - Open House

At the open houses, two comments were provided in response to the optional question. One comment was that parking should be further relaxed to 0.5 spaces at most, when the property was located within 250m of transport route; and another that non-infill housing sites should require more parking.

Question 6: What is your impression of the proposed Transportation Demand Management Measures?

Proposed Transportation Demand Management Measures

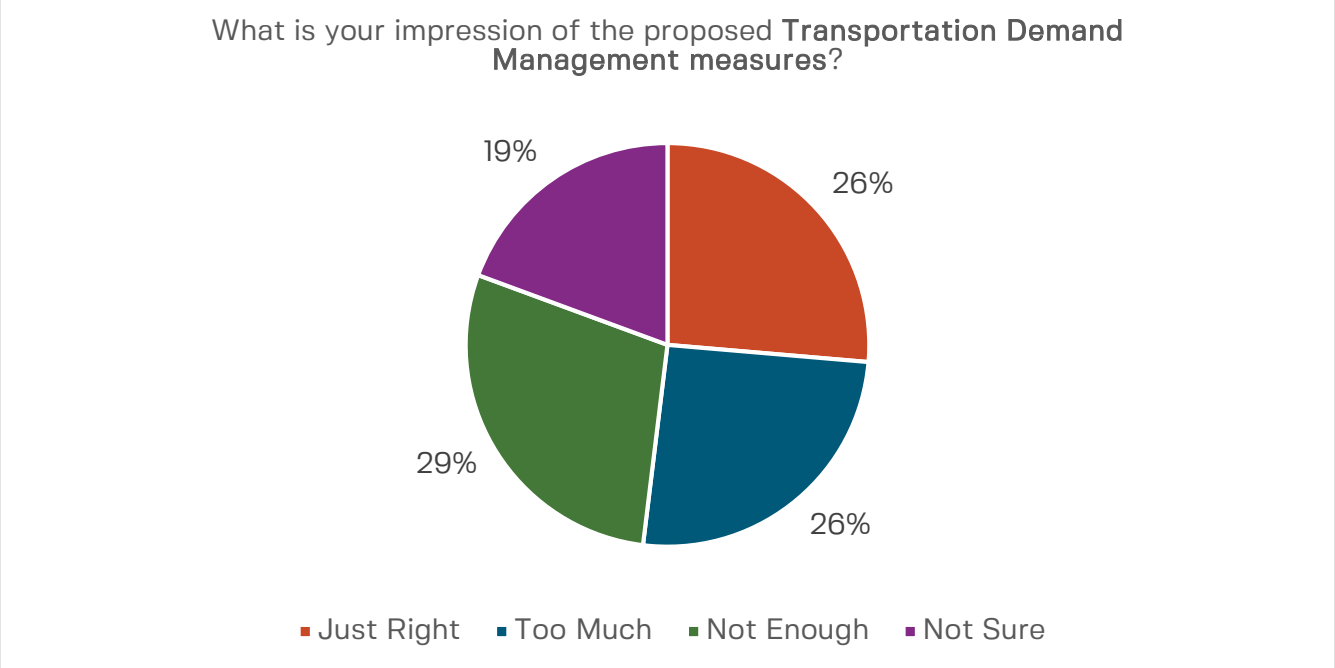
- **Infill housing located within 400 metres of a "prescribed bus stop"**: Property developer provides three-year, two zone, TransLink Compass Card for each dwelling unit
- **All other areas:** Property developer provides car-share service membership and $500 use credits for each dwelling unit.

Question 6 Results

What is your impression of the proposed **Transportation Demand Management measures**?	**Online # (%)**	**In-person # (%)**	**Total # (%)**
Just Right	32 (27%)	2 (20%)	34 (26%)
Too Much	32 (27%)	1 (10%)	33 (26%)
Not Enough	33 (28%)	4 (40%)	37 (29%)
Not Sure	22 (18%)	3 (30%)	25 (19%)

Total responses: 129 *(**Survey:** 119 responses; **Open Houses:** 10 responses)*

Note: *The chart below combines the results from the open houses and the online survey.*



Question 7 (Optional) Tell us why below.

A total of 71 comments were provided by those who chose to answer this optional question. Below are the key themes, general comments and examples of the responses provided. In some cases, one person's response may have included multiple themes. Themes are listed below.

Question 7 Results - Survey

Of the participants who selected "*Just Right*", the following theme emerged (8 comments):

- **Promote a shift towards sustainable transportation (8):** Several participants shared that the measures promote alternatives to private vehicles as the main form of transportation, instead encouraging active transportation, car share and transit. One person noted that this shift makes the city safer for everyone. Another person noted that car-free households are able to save money on transportation.

Of the participants who selected "*Too Much*", the following themes and general comments emerged (23 comments):

- **Impact to the cost of housing:** Several participants commented that subsidizing transit would result in an increase in the cost of developments/housing (9 comments).
- **General disagreement:** Several participants did not like the idea in general (6 comments).
- **Other:** Topics with fewer than five comments included:
  - concerns about **vehicle dependence** and transit not being sufficient to meet needs, while another noted more parking is needed (4 comments);
  - questioning the **implementation and effectiveness** of the incentives, with one commenting on the limited interest in some programs, such as the Compass card (3 comments); and
  - concern about potential negative impacts on neighbourhoods and infrastructure (1 comment).

Of the participants who selected "*Not enough*", the following themes and general comments emerged (23 comments):

- **Inadequate Transit and Alternative Transportation Options**: Several people noted that there is inadequate transit infrastructure and that private cars will still be needed (9 comments).
- **Implementation**: Several participants question the 3-year timeframe being sufficient to have a meaningful impact. Some question enforceability. (7 comments)
- **Other:** Topics with fewer than five comments indicated:
  - that the program can go further to **promote a shift in transportation** modes, with one also adding the need for flexibility to choose what works best for the development (4 comments); and

- concerns on **street congestion**, while also highlighting the importance of having daily amenities within walking distance (3 comments).

Of the participants who selected "*Not Sure*", the following themes emerged (11 comments):

- **Vehicle Dependence:** Several participants questioned uptake and likelihood of a shift in transportation methods. One person noted systemic change that makes people want to use transit is needed. (5 comments)
- **Other (6):** Topics with fewer than five comments indicated:
  - **general disagreement** (4 comments); and
  - questioning the **implementation** and enforceability of Transportation Demand Management (TDM) measures (2 comments).

Question 7 Results - Open Houses

Three comments were received at the open house: one that **bike spaces** should be incorporated into storage (per unit, not separate); one emphasizing the need to confirm **infrastructure availability,** and one noting that **Transportation Demand Management (TDM) costs** tend to get passed onto residents.

Optional: Are there other transportation demand management measures that may better support reduced dependency on private vehicles for transportation?

Note: *This question was only asked during the open houses and was optional.*

A total of four comments were provided by those who chose to answer this optional question:

- **increasing transit amenities**, frequency and reliability (2 comments);
- that **Evo Car Share** is needed in the West End (1 comment); and
- that the City could consider running its own **shuttle service** between SkyTrain stations and major points not covered by BC Transit Bus network (1 comment).

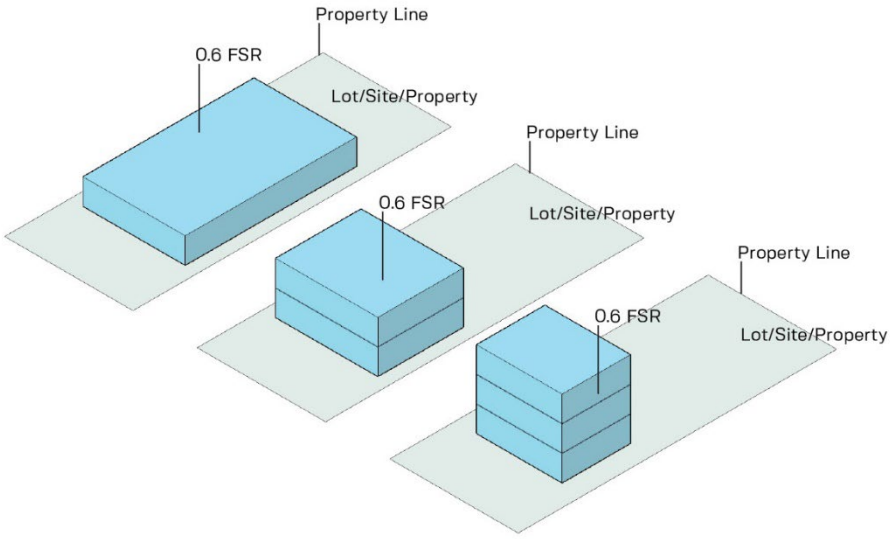
Section 5: Proposal: Housing Variety – What Could Infill Housing Look Like?

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).



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.



Question 8: Do you agree with this proposal?

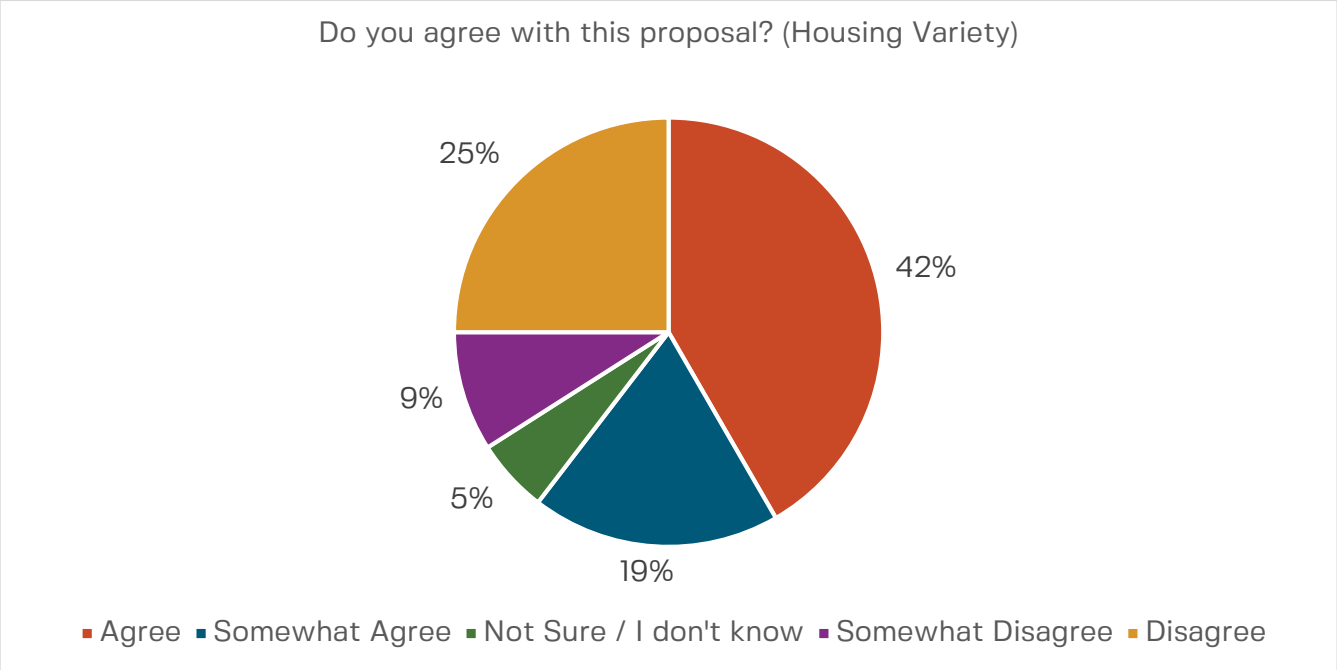
Question 8 Results

As shown in the chart below, on average most participants agreed with the proposed housing variety. A higher proportion of participants who disagreed with the proposal participated in-person compared to those who participated online.

Do you agree with this proposal? **(Housing Variety)**	**Online # (%)**	**In-person # (%)**	**Total # (%)**
Agree	56 (46%)	4 (17%)	60 (42%)
Somewhat Agree	24 (20%)	3 (13%)	27 (19%)
Not sure / I don't know	8 (7%)	0 (0%)	8 (5%)
Somewhat Disagree	11 (9%)	2 (9%)	13 (9%)
Disagree	22 (18%)	14 (61%)	36 (25%)

Total responses: 144 *(**Survey:** 121 responses; **Open Houses:** 23 responses)*

Note: *The chart below combines the results from the open houses and the online survey.*



Question 9 (Optional): Tell us why below.

A total of 77 comments were provided by those who chose to answer this optional question. Below are the key themes, general comments and examples of the responses provided. In some cases, one person's response may have included multiple themes. Themes are listed below.

Question 9 Results - Survey

Of the participants who selected "*Agree or Somewhat Agree*", the following themes and general comments emerged (34 comments):

- **Support housing choice:** Several participants expressed support for variety and housing choice. Some noted that more townhouses are needed. (14 comments)
- **Prioritize Neighbourhood Character:** On character, participants noted that their priority is quality design and height that fits the neighbourhood. Low lot coverage and prioritizing open space was also noted, several noting a preference for going higher if it meant smaller building footprint. Aesthetics and character, specifically aligned with existing architecture and not appearing as high rises or apartments, was also noted. (6 comments)
- **Other (14):** Topics with fewer than five comments indicated:
    - concerns on the **impacts on livability,** specifically on how housing that shadows or overlooks neighbouring properties may reduce privacy (3 comments);

- expressing **preference for higher density**, including one sharing single detached dwellings may not be needed anymore, and another that density when done thoughtfully is better than sprawl (3 comments);
- expressing optimism that infill housing can support **affordability** (3 comments);
- **general agreement** of the proposal (2 comments);
- uncertainty on the implementation and infrastructure (2 comments); and
- allowing different uses in residential areas is desired (1 comment).

Of the participants who selected "Disagree or *Somewhat Disagree*", the following themes and general comments emerged (27 comments):

- **Preference for Lower Density Housing:** Several participants expressed their preference to keep lower density housing. Infrastructure, overcrowding and lack of amenities were common reasons. (16 comments)
- **Other:** Topics with fewer than five comments indicated:
  - a **lack of information** being presented (2 comments);
  - preference for certain **regulatory tools,** such as lot coverage and building height rather than floor space ratio (FSR) (2 comments);
  - preference for infill only in areas where services are available, while they are ok with lower density infill (e.g. duplex, laneway house) on larger properties (2 comments);
  - the city's ability to **enforce** good design (1 comment);
  - **support for higher minimum density,** such as duplexes rather than single detached homes (1 comment);
  - concerns on **neighbourhood character** not being appropriate for the neighbourhood (1 comment);
  - whether engagement efforts were reaching those that can **afford infill housing** (1 comment); and
  - that **protecting heritage buildings** should be a priority (1 comment).

Of the participants who selected "*Not Sure / I Don't Know*", participants raised a range of less frequently mentioned comments (4 comments).

- **Other:** Topics with fewer than five comments focused on:
  - **neighbourhood character**, sharing that building heights should be limited to match the existing neighbourhood, while another encouraged variety in design (2 comments);
  - **process** and encouragement to pursue a cautious and balanced approach (1 comment); and

- **affordability,** with the concern that infill housing will help homeowners become wealthier (1 comment).

Question 9 Results - Open House

At the open houses, eight comments were provided in response to the optional question:

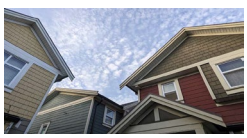
- **density**, including concerns about some areas that allowed for townhouses when infill housing may be more appropriate (4 comments);
- **FSR range** and questions asking whether 0.6 FSR differs from typical single-family zoning, and noting that existing infill zoning already allows up to 0.85 FSR or suggesting that larger lots should be permitted higher FSR (1 comment);
- **design** (1 comment);
- support for **variety and choice** (1 comment); and
- looking to the **City of Vancouver** RM-7 zoning (1 comment).

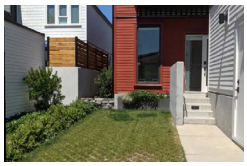
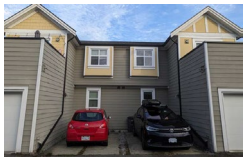
Section 6: Proposal: Design Guidelines

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 designs that fit well within our neighbourhoods.

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

Design Guideline	
	**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.

Question 10: How important are each of the following categories of guidelines to you?

Question 10 Results

As shown in the chart below, on average the highest ranking guideline was circulation, access, parking, and the lowest ranked was screens, fences and retaining walls.

Note: *The table combines the results from the three open houses and the online survey.*

Design Guideline	Rank	Weighted Average Score From survey and open house (5 = important, 1 = unimportant)
Circulation, Access, Parking	1	4.37
Building Siting and Massing	2	4.36
Streetscape Expression	3	4.27
Stormwater Management	4	4.25
Privacy	5	4.19
Building Design	6	4.12
Trees and Tree Canopy	7	4.12
Open Space	8	4.10
Landscaping	9	3.89
Screens, Fences and Retaining Walls	10	3.88

Total responses *240 responses* ***Survey:*** *122 responses;* ***Open Houses:*** *118 responses*

Optional: Tell us why.

Note: *This question was only asked during the three open houses.*

A total of 12 comments were provided by those who chose to answer this optional question:

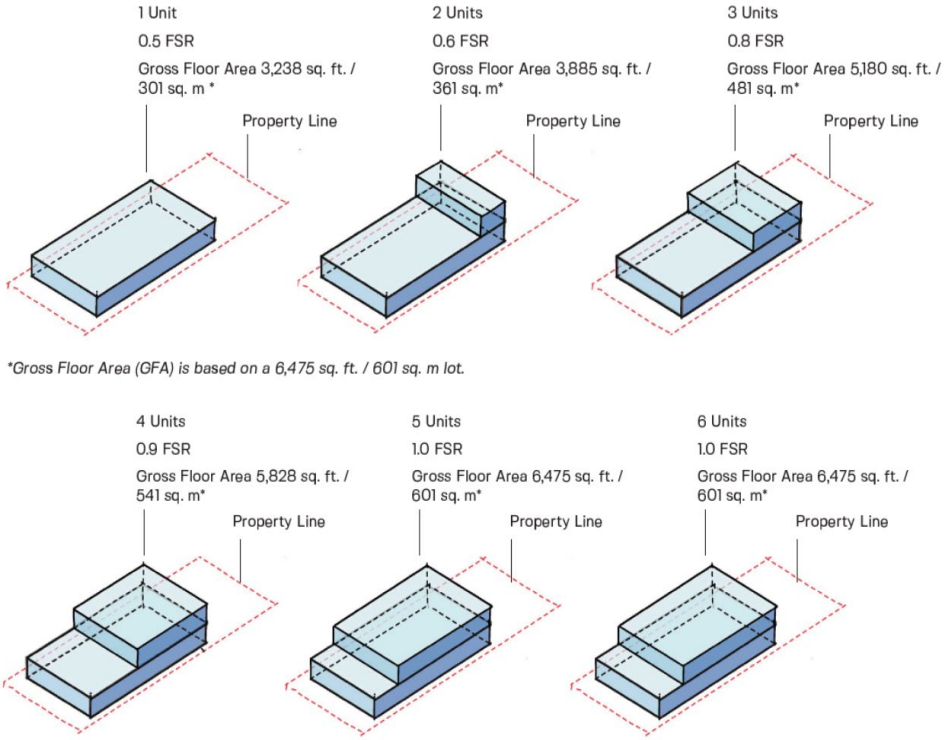
- **open space**, emphasizing tree protection, thoughtful planting, inclusion of private decks in open space calculations, considerations of landscaping costs, and overall preservation of green space (5 comments);
- **neighbourhood character**, particularly the need for sensitive height transitions between uses (2 comments);
- that **market forces** should guide design considerations instead of guidelines (2 comments);
- **sustainability** and climate adaptation (1 comment);
- **flexibility in material** choices (1 comment); and
- **livability** concerns including privacy, circulation, access, and parking (1 comment).

Section 7: 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 in a sliding scale of building floor area (66% support).



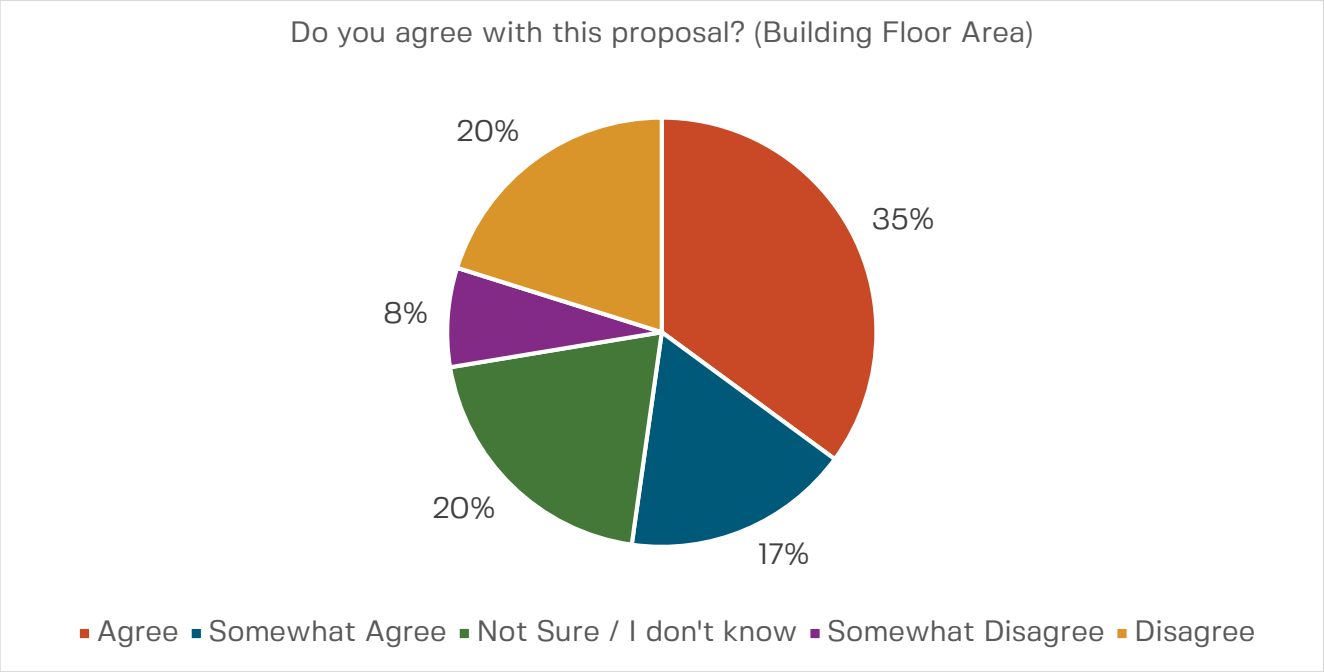
Question 11: Do you agree with this proposal?

Question 11 Results

Do you agree with this proposal? **(Building Floor Area)**	**Online # (%)**	**In-person # (%)**	**Total # (%)**
Agree	42 (34%)	5 (42%)	47 (35%)
Somewhat Agree	23 (19%)	0 (0%)	23 (17%)
Not sure / I don't know	26 (21%)	1 (8%)	27 (20%)
Somewhat Disagree	9 (74%)	1 (8%)	10 (8%)
Disagree	22 (18%)	5 (42%)	27 (20%)

Total responses: 134 *(**Survey:** 122 responses; **Open Houses:** 12 responses)*

Note: The chart below combines the results from the open houses and the online survey.



Question 12 (Optional) Tell use why below.

A total of 53 comments were provided by those who chose to answer this optional question. Below are the key themes, general comments and examples of responses provided. In some cases, one person's response may have included multiple themes. Themes are listed below.

Question 12 Results - Survey

Of the participants who selected "*Agree or Somewhat Agree*", the following themes and general comments emerged (21 comments):

- **A need for increased floor space ratio (FSR):** Participants noted that a higher FSR is desired or may be needed to support the financial feasibility of infill housing, and one added that higher FSR would allow for more family friendly units (7 comments).
- Topics with fewer than five comments indicated:
    - that **preserving open space and tree canopy**, with a smaller building footprint, is a priority (4 comments);
    - that the proposal is good (2 comments);
    - that there are **better tools than FSR to control for massing** (1 comment);
    - that there should **be height restrictions,** adding that it should be related to the neighbourhood context (2 comments);
    - preference for **lower density** (1 comment);
    - preference for **higher minimum density** than single detached homes (1 comment);

- **more flexibility** with allowing more FSR, but acknowledging that single detached homes are acceptable (1 comment);
- a **context responsive** program that considers the number of units relevant to the lot, size, neighbourhood and proximity to transit (1 comment); and
- that there is **lack of information** on the current FSR and impacts to flooding risk to adequately compare and respond to the question (1 comment).

Of the participants who selected "Disagree or *Somewhat Disagree*", the following themes and general comments emerged (20 comments):

- **Livability:** Several people commented on livability considerations, such as space for living, outdoor area, privacy, light, and character (6 comments).
- Topics with fewer than five comments noted:
  - that the FSR should allow for multiple units to **incentivize higher density** (3 comments),
  - that the **FSR is too high** (3 comments);
  - preference for a **single FSR** regardless of number of units (2 comments);
  - **housing choice** to allow for single detached homes with intergenerational living and for the market to determine the number and size of each unit (2 comments);
  - that the program needs to be **context specific**, noting that infill housing can work but not everywhere (1 comment);
  - that the program proposes **too many units** and would like to see three units as maximum (1 comment);
  - expressing a **preference for the minimum requirements** (1 comment); and
  - **general disagreement,** not wanting to see an infill housing program (1 comment).

Of the participants who selected "*Not Sure / I Don't Know*", the following themes emerged (6 comments):

- **Lack of information:** Several people expressed that they were unable to comment as they did not have enough information on how the program would work or had difficulty visualizing the impacts (5 comments).
- One comment noted a need to **protect green space** and yards (1 comment).

Question 12 Results - Open House

At the open houses, two comments were provided in response to the optional question. Both noted that density must accommodate **market feasibility** to make them affordable, with specific reference to a need for sufficient FSR.

Section 8: 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).

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.

What We Heard: During Spring 2025 engagement, we heard that more housing variety was an important priority.

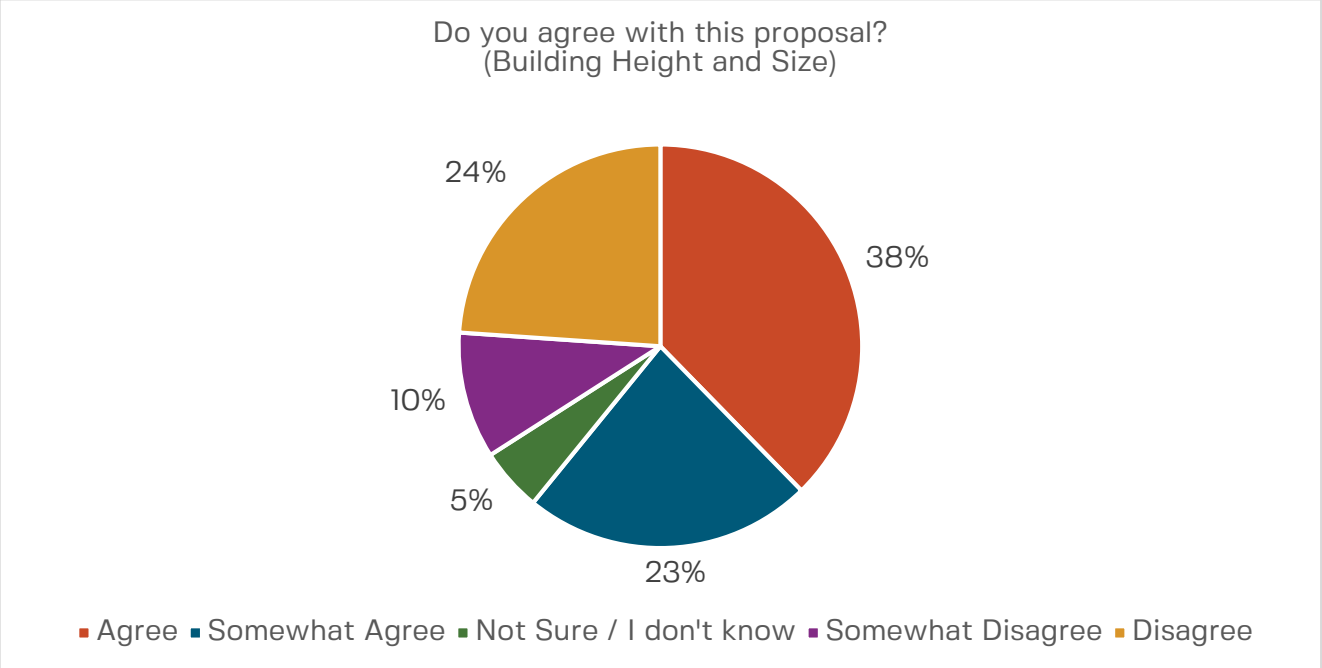
Question 13: Do you agree with this proposal?

Question 13 Results

Do you agree with this proposal? **(Building Height and Size)**	**Online # (%)**	**In-person # (%)**	**Total # (%)**
Agree	45 (38%)	7 (39%)	52 (38%)
Somewhat Agree	29 (24%)	3 (17%)	32 (23%)
Not sure / I don't know	7 (6%)	0 (0%)	7 (5%)
Somewhat Disagree	14 (12%)	0 (0%)	14 (10%)
Disagree	25 (21%)	8 (44%)	33 (24%)

Total responses: 138 *(**Survey:** 120 responses; **Open Houses:** 18 responses)*

Note: *The chart below combines the results from the open houses and the online survey.*



Question 14 (Optional) Tell us why below.

A total of 63 comments were provided by those who chose to answer this optional question. Below are the key themes, general comments and examples of the responses provided. In some

cases, one person's response may have included multiple themes. Themes and general comments are listed below.

Question 14 Results - Survey

Of the participants who selected "*Agree or Somewhat Agree*", the following themes and general comments emerged (27 comments):

- **Building Height Impacts:** Participants noted potential impacts of building height and greater density associated with height. (5 comments).
- **Setback Balanced with Yard Provision:** Participants noted that the setbacks are well balanced with space for buildings and yards. One person suggested regulating buildings differently if there are existing solar panels in a neighboring property. One person added that sloped roofs and dormers support character (6 comments).
- Topics with fewer than five comments noted:
  - that there should be **land use efficiency** through reduced setbacks (4 comments);
  - **general agreement** overall (4 comments);
  - **lack of greenspace** concerns related to outdoor and backyard space (2 comments);
  - **survey content** and the need for more granular questions to get a better sense of the space between houses (2 comments);
  - **implementation** and the belief that reality will be different than theory (1 comment);
  - **general disagreement** that alternatives to houses and high rises are needed (1 comment);
  - support for a **four storey building height** (1 comment); and
  - belief that **profit motivation** will influence developers to maximize development space (1 comment).

Of the participants who selected "Disagree or *Somewhat Disagree*", the following themes and general comments emerged (31 comments):

- **Too High:** Several participants commented that three stories is too much. (9 comments).
- **Livability:** Several participants commented on impacts to livability, citing issues such as lack of outdoor space, feeling of being crowded, shadow impact, and lack of accessible units (6 comments).
- Topics with fewer than five comments noted:
  - **density concerns** (4 comments),
  - **impact on privacy** (3 comments);

- need for **flexibility to support implementation,** cautioning that building separation limits what's possible on a site, and that the City should not set limits on size, and should allow developers to build what they need (2 comments);
- **need for a nuanced approach** that takes into consideration the context of each neighbourhood and consider creativity in design (2 comments).
- proposed regulations are **not high enough** and suggested allowing a fourth floor (1 comment);
- that the regulations should **restrict single family homes,** in favour of multi-unit dwellings instead (1 comment)**;**
- concerns on **preservation of existing buildings** and that regulations will result in existing character homes being torn down (1 comment);
- that they would like one building to allow three stories, but not both (1 comment); and
- **political commentary** that presenting to Council rather than homeowners have been made a priority (1 comment).

Of the participants who selected "*Not Sure / I Don't Know*", participants raised less frequently mentioned comments (2 comments).

- Two participants commented on **livability** and liability impacts from shadow, reduction of open space, and fire risk.

Question 14 Results - Open House

At the open houses, nine comments were provided in response to the optional question:

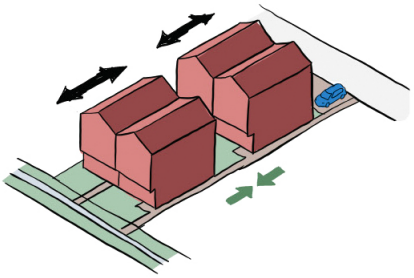
- **setbacks,** with some expressing that the proposed approach goes too far, others suggesting a reduction in front yard setbacks, calling for greater flexibility, or noting that setbacks should generally reflect existing conditions (4 comments);
- concerns about **building height,** with some respondents noting that permitted heights should be less than those allowed in Burnaby (2 comments);
- potential **impacts to sunlight, greenspace, and trees** (1 comment);
- accommodating different **building orientations** (1 comment); and
- that the **FSR** should support functional and adequately sized dwelling units (1 comment).

Section 9: Proposal: Open Space and the Size of Homes

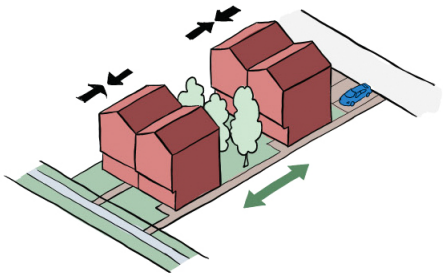
What: Each new unit would be provided with a private outdoor space. The space would be at least 14.8 square metres (160 square feet), with a minimum dimension of 1.83 metres (6 feet), per unit. This requirement could impact the size of homes or number of units, so we are exploring options for how much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

Question 15: When considering a new home you might want to live in, which option would be more appealing to you?

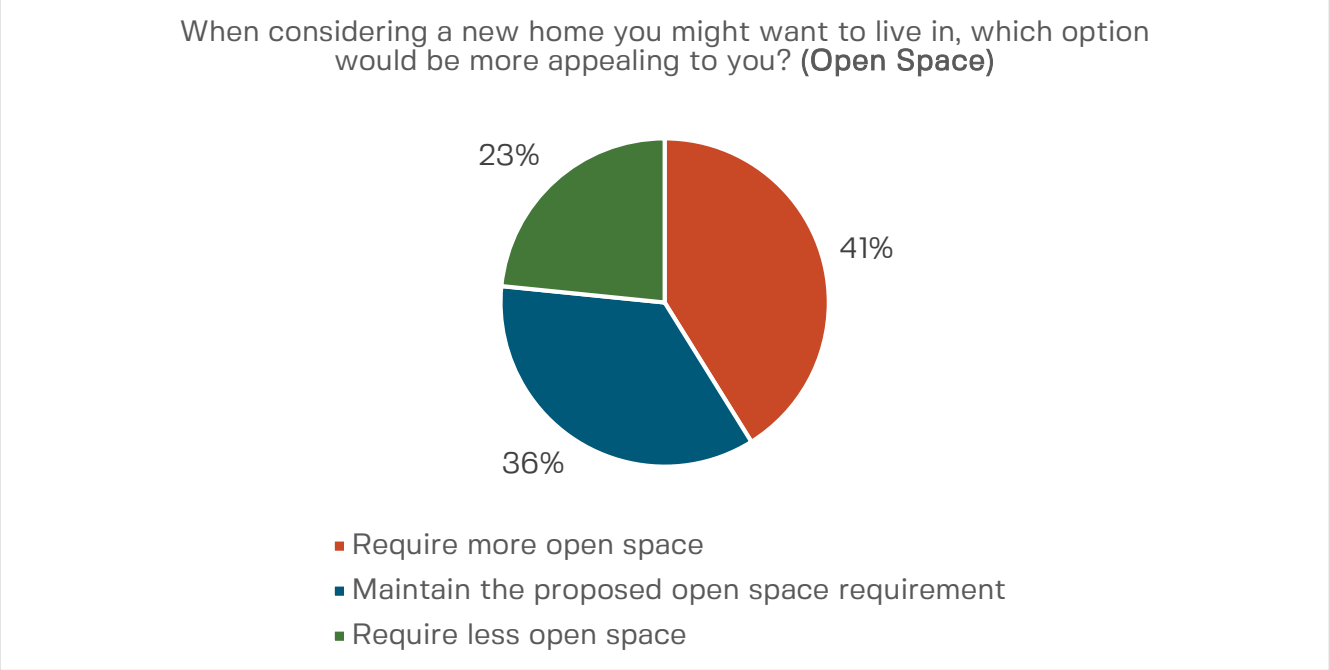
Question 15 Results

As shown in the below chart, the most common response was to require more open space, and the second most common was to maintain the proposed open space requirement.

When considering a new home you might want to live in, which option would be more appealing to you? (**Open Space**)	**Online # (%)**	**In-person # (%)**	**Total # (%)**
Require more open space	46 (39%)	12 (52%)	58 (41%)
Maintain the proposed open space requirement	44 (37%)	6 (26%)	50 (36%)
Require less open space	28 (24%)	5 (22%)	33 (23%)

***Total responses: 141** (**Survey:** 118 responses; **Open Houses:** 23 responses)*

Note: *The chart below combines the results from the open houses and the online survey.*



Section 10: 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

Question 16: When considering a new home you might want to live in, which option would be more appealing to you?

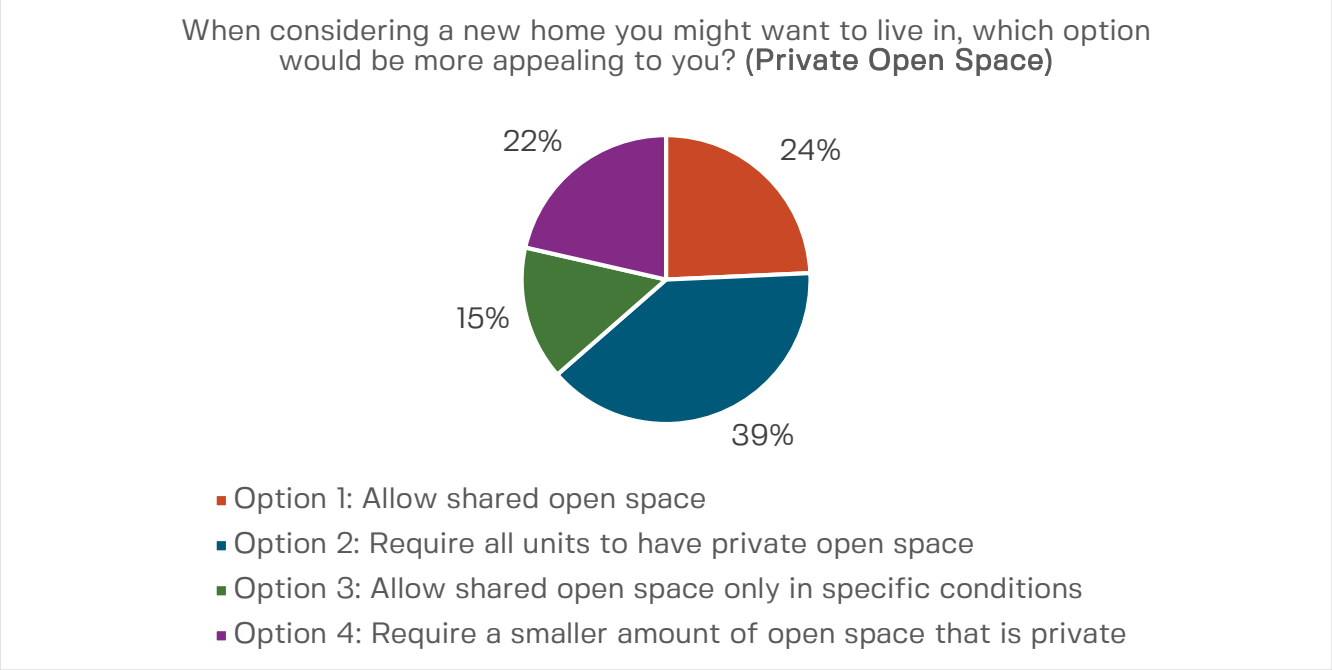
Question 16 Results

As shown in the below chart, the most common response was to require all units to have private open space, and the second most common was to allow shared open space.

When considering a new home you might want to live in, which option would be more appealing to you? **(Private Open Space)**	**Online # (%)**	**In-person # (%)**	**Total # (%)**
Option 1: Allow shared open space	30 (25%)	4 (18%)	34 (24%)
Option 2: Require all units to have private open space	40 (34%)	15 (68%)	55 (39%)
Option 3: Allow shared open space only in specific conditions	21 (18%)	0 (0%)	21 (15%)
Option 4: Require a smaller amount of open space that is private	27 (23%)	3 (14%)	30 (22%)

Total responses: 140 *(**Survey:** 118 responses; **Open Houses:** 22 responses)*

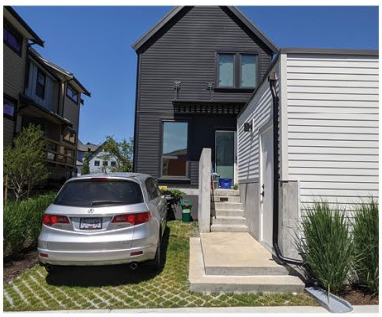
Note: *The chart below combines the results from the open houses and the online survey.*



Section 11: 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

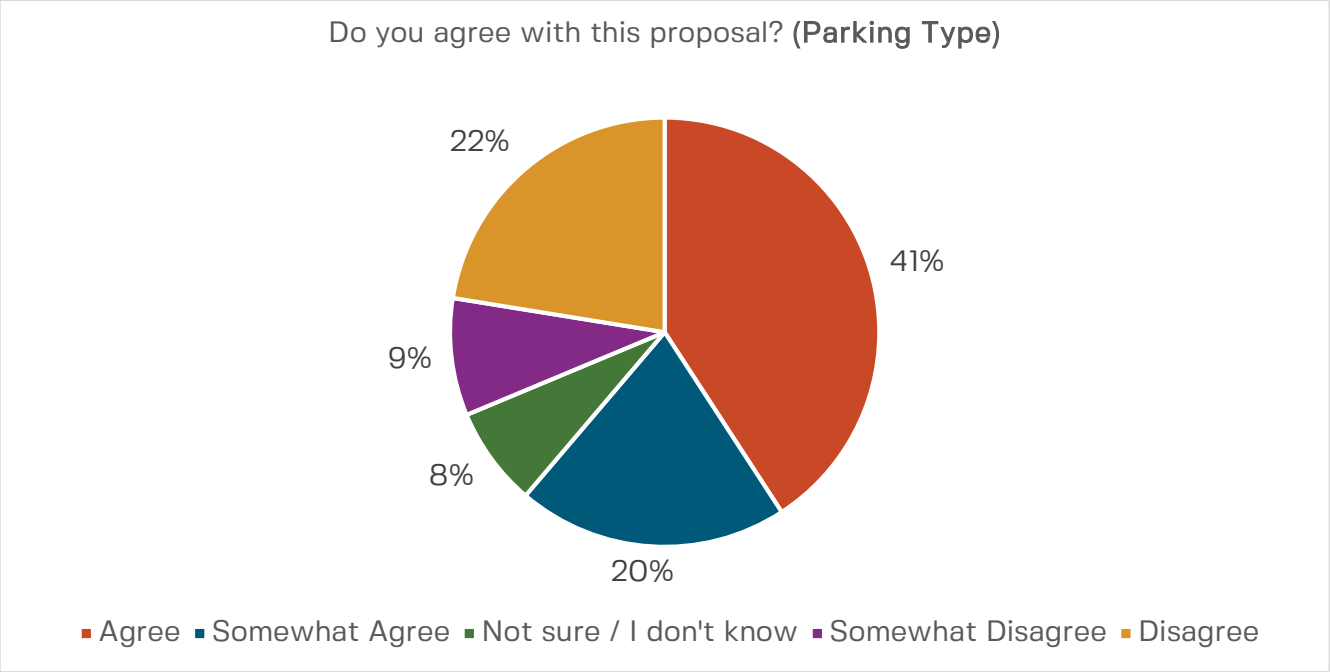
Question 17: Do you agree with this proposal?

Question 17 Results

Do you agree with this proposal? **(Parking Type)**	**Online # (%)**	**In-person # (%)**	**Total # (%)**
Agree	49 (40%)	11 (42%)	60 (41%)
Somewhat Agree	28 (23%)	2 (8%)	30 (20%)
Not sure / I don't know	10 (8%)	1 (4%)	11 (8%)
Somewhat Disagree	10 (8%)	3 (12%)	13 (9%)
Disagree	24 (20%)	9 (35%)	33 (22%)

***Total responses: 147** (**Survey:** 121 responses; **Open Houses:** 26 responses)*

Note: *The chart below combines the results from the open houses and the online survey.*



Question 18 (Optional): Tell us why below.

A total of 64 comments were provided by those who chose to answer this optional question. Below are the key themes, general comments and examples of responses provided. In some cases, one person's response may have included multiple themes. Themes are listed below.

Question 18 Results - Survey

Of the participants who selected "*Agree or Somewhat Agree*", the following themes and general comments emerged (31 comments):

- **Opposition of use of garages as storage and flex place:** Several comments were received opposing the use of garages for productive space, storage, and conversion to living space, especially with people choosing to park on the street or in the lane instead. (7 comments)
- **Support for non-garage parking types:** Several comments supported parking in areas other than garages, including: one mention that open pads are preferred, one idea for partial covering rather than full carport, one for permeable surfaces, and two that parking should be underground (5 comments).
- **General agreement:** Several comments expressed general agreement, one because it may reduce demand for on street parking, one that it helps to reduce housing cost, and two that it helps reduce building mass (5 comments).
- Topics with fewer than five comments were:
    - **support for garages**, including two speaking to productive space, security, and storage, one comment preferring garages in combination with either parking pad

or carport, to provide separate space for visitor vehicles, and one expressing both carports and garages each have a purpose (4 comments);
    - preference for **garages in select conditions,** including one noting should be site specific, one that they should be encouraged only if they are used for intended purpose, and the other that some areas of the City should allow garages because of security (3 comments);
    - support for **alternative transportation** (3 comments);
    - one person supporting EV charging infrastructure (1 comment),
    - one person generally **supporting off-street parking** as opposed to street parking (1 comment);
    - one person expressing interest in the flexibility of garages but ultimately discouraging garages to **preserve open space** (1 comment); and
    - one person noting that tenants are unlikely to be provided access to garage space, meaning garage provision wouldn't reduce street parking from renters (1 comment).

Of the participants who selected "Disagree or *Somewhat Disagree*", the following themes emerged (21 comments):

- **Flexibility and choice:** Many participants commented about the value of a garage's flexibility for different uses, such as storage, workspace, bike storage, weather protection, or to secure parking (from theft and crime). Some comments related to allowing individual developers and purchasers to decide, based on their preference. Others suggested that garages are essential, that no enclosed garages should be allowed, or that underground parking may be an option. (20 comments).
- One comment was received from a participant who noted **general disagreement with infill housing** overall.

Of the participants who selected "*Not Sure / I Don't Know*", participants raised less frequently mentioned comments (3 comments):

- **need for more information** (2 comments); and
- **flexibility and choice,** noting garages should be allowed (1 comment).

Question 18 Results - Open House

At the open houses, five comments were provided in response to the optional question. A couple respondents suggested garages are important for **security** (2 comments). Individual comments were heard that some garages are used for **storage** and that parking pads are more **affordable.**

Section 12: Tell Us About Yourself

Question 19: What type of home do you live in?
(Please choose the option that best describes your home).

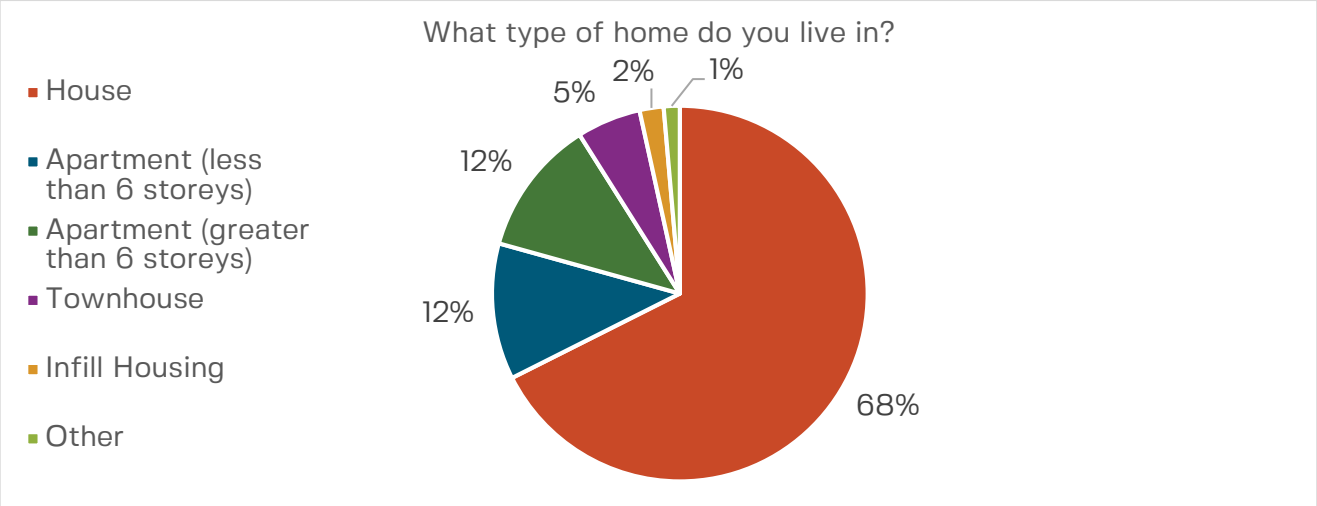
As shown in the chart below, the majority of participants live in houses. Online participants had much higher proportions of people living in apartment buildings and townhouses than did in-person participants.

Question 19 Results

What type of home do you live in?	Online # (%)	In-person # (%)	Total # (%)
House	74 (62%)	24 (92%)	98 (68%)
Apartment (less than 6 storeys)	17 (14%)	0 (0%)	17 (12%)
Apartment (greater than 6 storeys)	17 (14%)	0 (0%)	17 (12%)
Townhouse	8 (7%)	0 (0%)	8 (5%)
Infill Housing	2 (2%)	1 (4%)	3 (2%)
Other	1 (1%)	1 (4%)	2 (1%)

***Total responses: 145** (**Survey:** 119 responses; **Open Houses:** 26 responses)*

Note: *The chart below combines the results from the open houses and the online survey.*



Section 13: 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
- More family friendly housing

We also heard concerns that:

- There aren't enough community amenities or infrastructure to support our growing community.
- 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.

Question 20: Why are you interested in this program? Select all that apply.

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

More Rental Housing: This includes accessible housing to support aging in place and multi-generational living.

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

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

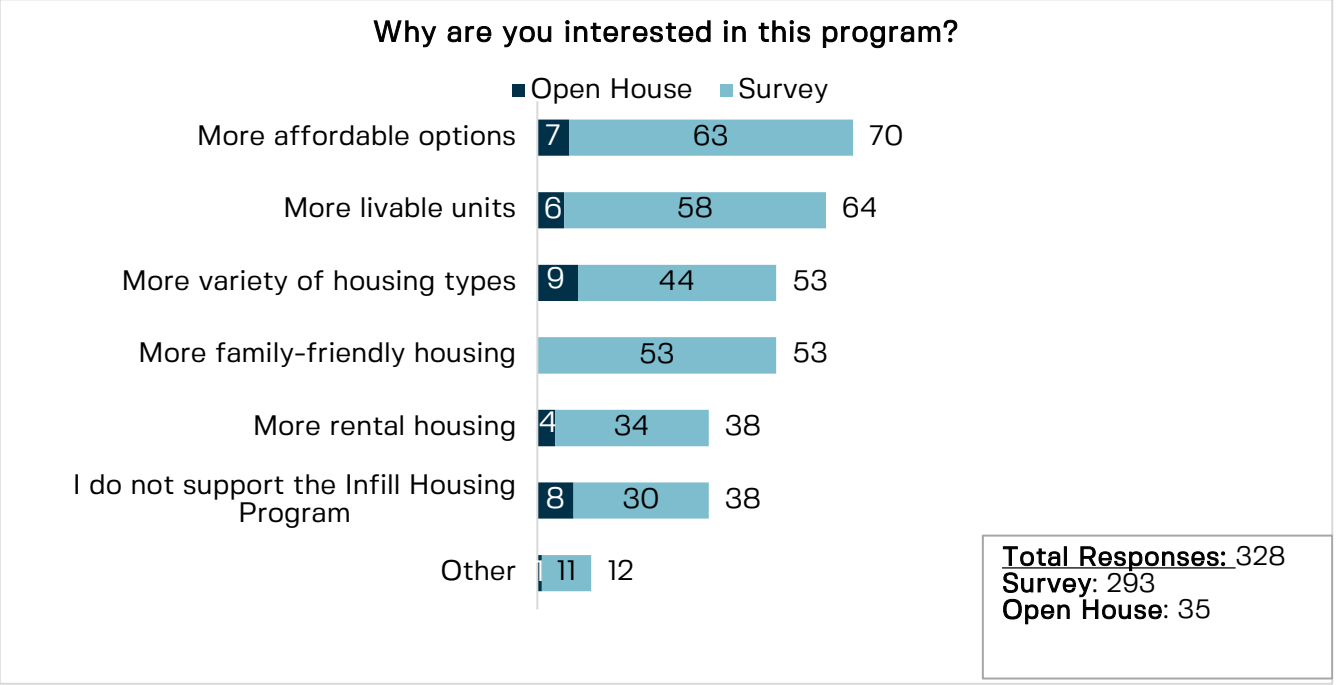
More Family-Friendly Housing: This includes ground oriented homes with 2 and 3 bedrooms.

Question 20 Results

As shown in the chart below, participants selected a wide variety of reasons for interest, and the most common responses were more affordable options, more livable units, more variety in housing types, and more family-friendly housing.

Participants were able to select multiple responses.

Note: *The chart combines the results from the open houses and the online survey.*



A total of 14 comments were provided by those who chose "Other." Below are the key themes, general comments and examples of responses provided. In some cases, one person's response may have included multiple themes. Themes and general comments are listed below:

- **Livability and sustainability:** noting that infill housing supports a livable city, including a couple of comments on the potential for increased walkability (5 comments).

- Topics with fewer than five comments related to:
    - **non-support** for infill housing and provincial legislation (3 comments),
    - impact on **land values** (1 comment),
    - a desire for **other levels of government** to support infrastructure upgrades (1 comment),
    - potential increased **tax base** (1 comment);
    - p**ersonal housing need** (1 comment);
    - impact on **heritage preservation** (1 comment); and
    - opportunities for passive **solar heating and natural ventilation** (1 comment).

Two general comments were received at the open houses, relating to

- the need for **family housing** (three- and four-bedroom units) (1 comment); and
- the importance of flexibility to **permit retention of existing houses** (1 comment).

Question 21: What are your concerns for this program? Select all that apply.

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

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

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

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.

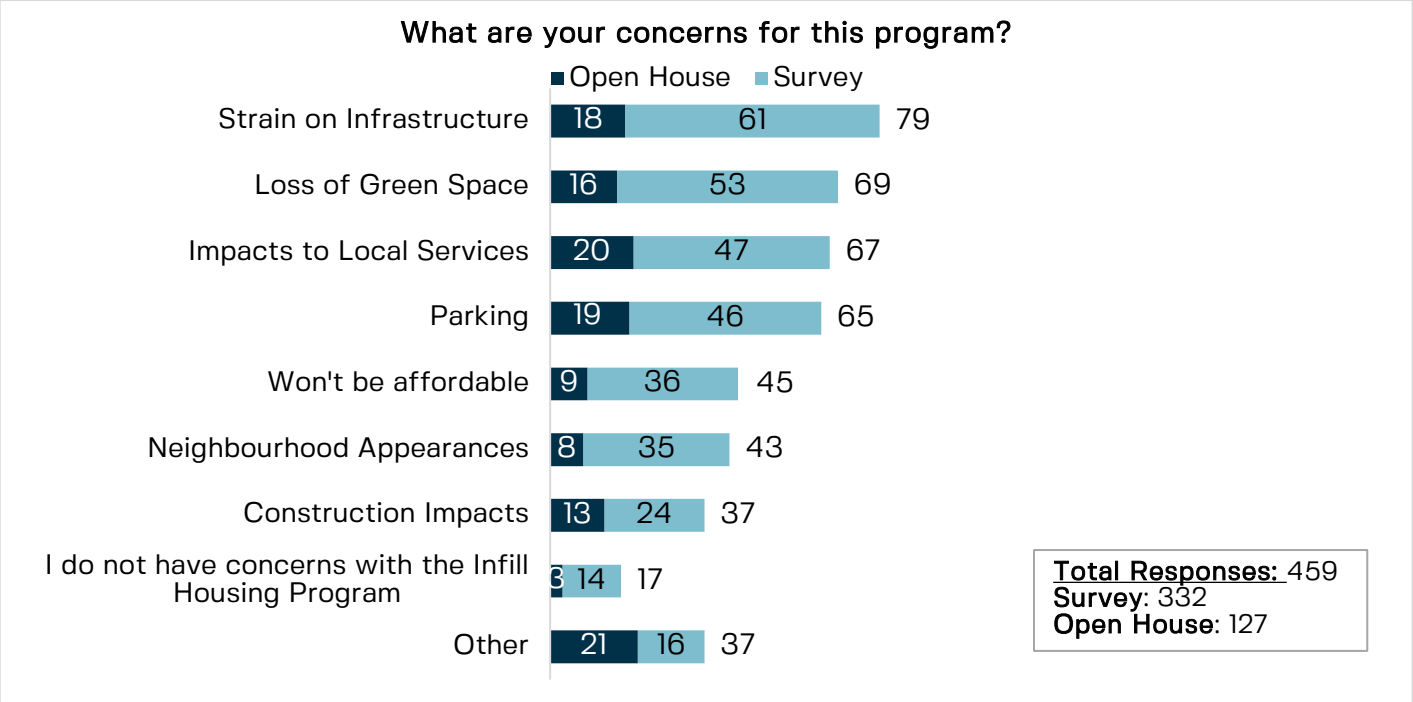
Construction Impacts: More construction means more noise and traffic disruptions.

Question 21 Results

As shown in the chart below, participants gave a wide range of responses on concerns for the program, and the most common responses were strain on infrastructure, loss of green space, impacts to local services, and parking.

Participants were able to select multiple responses.

Note: *The chart combines the results from the open houses and the online survey.*



A total of 16 comments were provided by survey respondents who chose "Other." Below are the key themes, general comments and examples of responses provided. In some cases, one person's response may have included multiple themes. Themes are listed below.

- **Infrastructure and amenities:** comments suggested a need to allow for mixed uses and services in neighbourhoods; a lack of existing local services (community services, schools, transit) and one comment related to vehicle congestion (5 comments).

- Topics with fewer than five comments related to:
  - **livability**, including the **quality of housing** being delivered (1 comment).;
  - **affordability** and the need for **family housing** (1 comment).;
  - character retention, including **heritage** and the need for **neighbourhood-specific regulations** (1 comment).;
  - concerns that infill housing is **not enough** (1 comment); and
  - **midrise and mixed-use apartments** are needed (1 comment).

Twenty-one general comments were received at the open house, including:

- comments about **infrastructure, services, and amenities** being over capacity (8 comments);
- general concerns about the proposed **density being too high** (4 comments);
- the desire to make the infill housing program more flexible with less restrictive regulations (4 comments);

- questioning the **provincial mandate** (3 comments);
- the need to reflect neighbourhood **character and scale** (1 comment); and
- the need to **take time** and get the infill housing program right (1 comment).

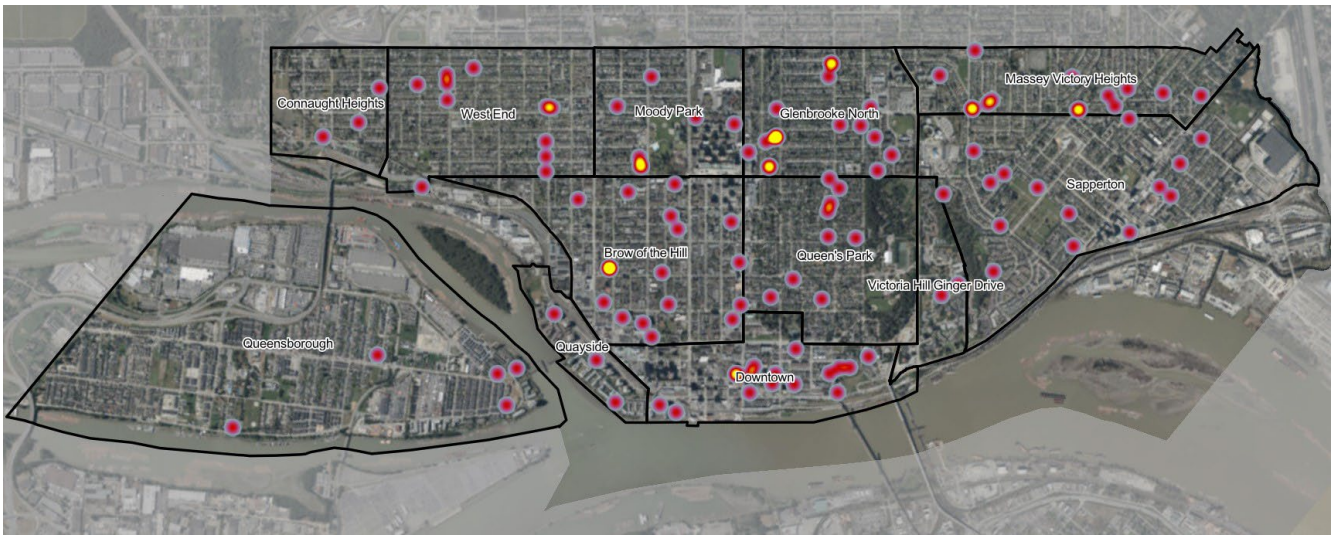
4. Who We Heard From

Be Heard New West

Be Heard New West users provide demographic information when they register on the site, including postal code, year of birth, connections to New Westminster, and other optional details such as Indigenous identity, if they have a disability, if they were born outside of Canada, and other lived experiences. Below includes the demographics information of 122 participants who completed the online survey on Be Heard New West.

The same information was not collected for all questions from participants of the in-person open houses.

Postal Code

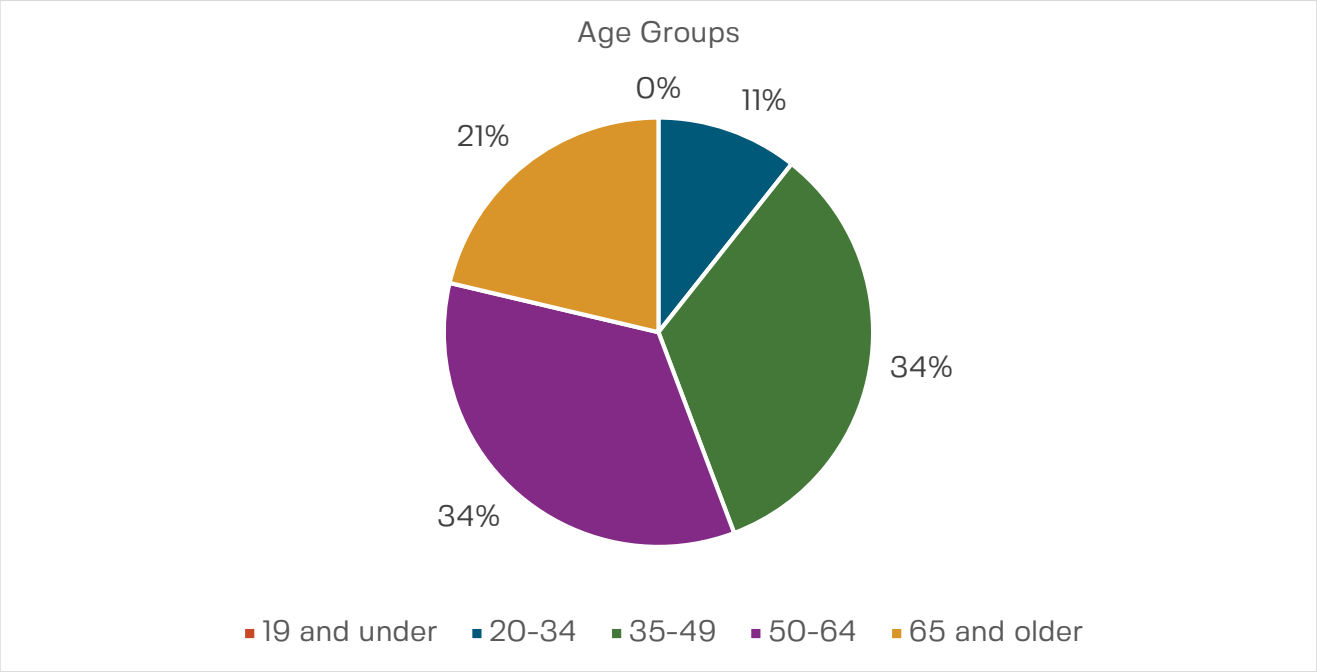


Neighbourhood	Count	Percentage
Connaught Heights	3	3%
West End	11	9%
Moody Park	7	6%
Glenbrooke North	17	14%
Massey Victory Heights	14	11%
Sapperton	15	12%
Victoria Hill/ Ginger Drive	2	2%
Queen's Park	9	7%
Downtown	16	13%
Brow of the Hill	18	15%
Quayside	3	2%
Queensborough	5	4%
Outside New Westminster	2	2%
Total	**122**	**100%**

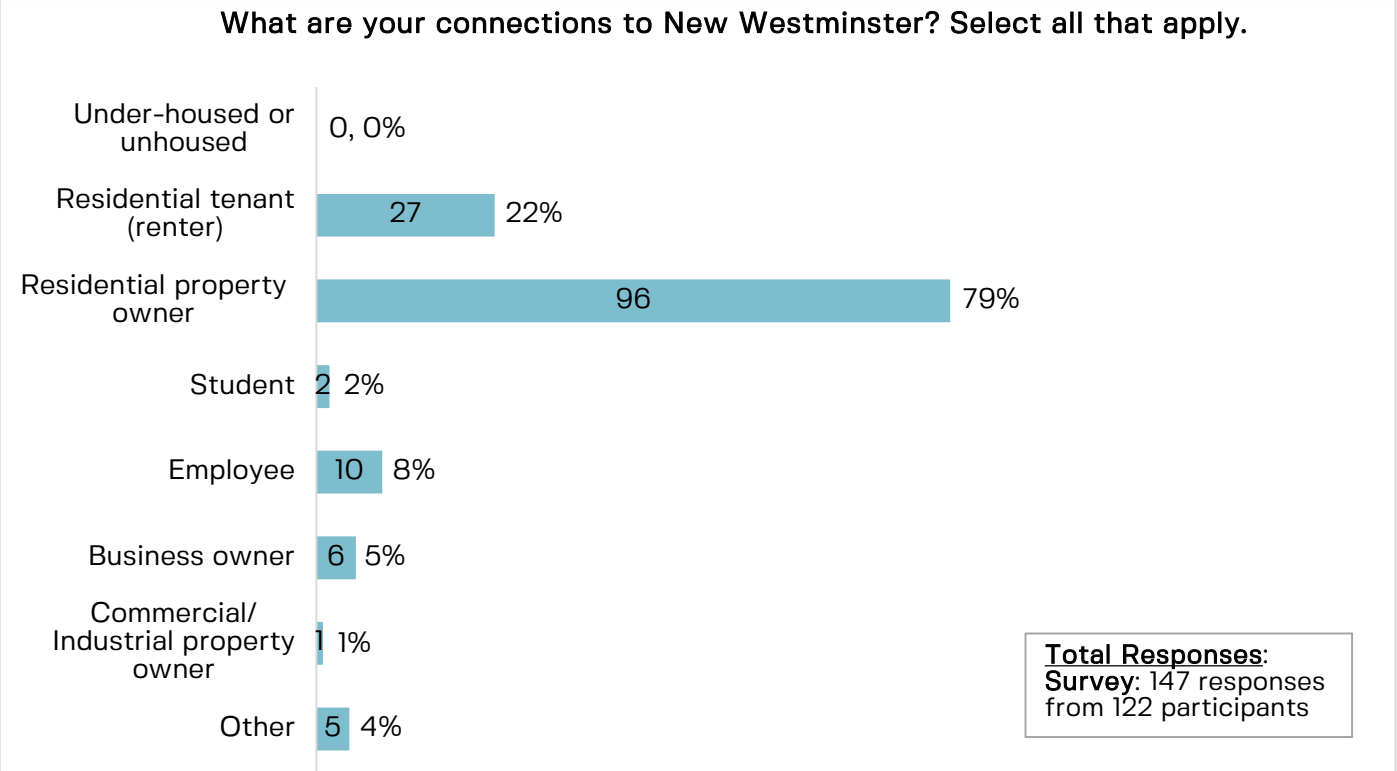
Age Groups

Age Group	Online # (%)
19 and under	0 (0%)
20-34	13 (11%)
35-49	41 (34%)
50-64	42 (34%)
65 and older	26 (21%)

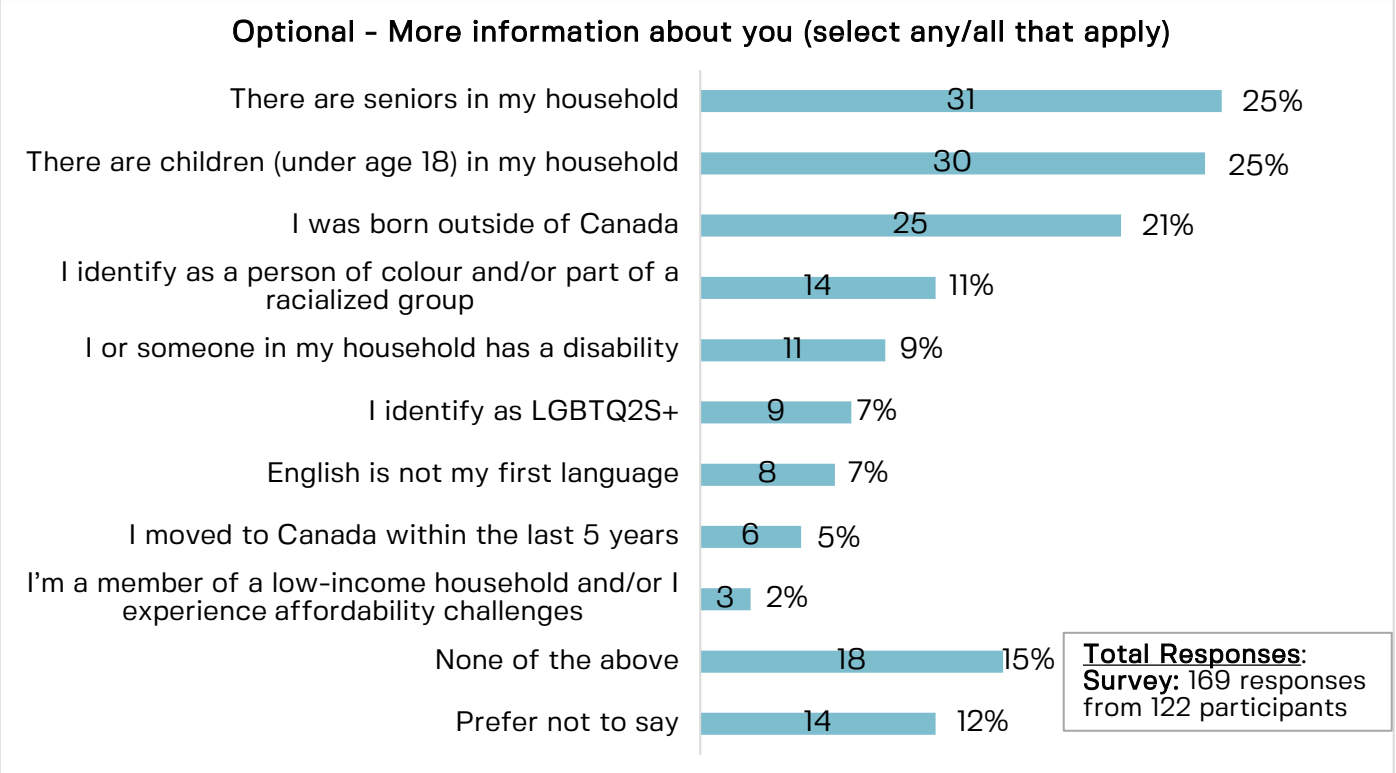
***Total responses: 122** (**Survey:** 122 responses)*



Connections to New Westminster



Additional Demographic Information



Demographic Analysis

A demographic analysis was conducted for 122 participants who provided input through Be Heard New West, an online survey. Participant characteristics were compared with the demographic profile of New Westminster residents using data from the 2021 Census.

Compared to the Census population, residential property owners were highly over-represented among survey participants, accounting for 78.9% of respondents compared to 54.7% of the city's population. In contrast, residential tenants (renters) were highly under-represented, making up for 22.1% of participants despite representing 45.3% of the city's residents. No Be Heard participants for this survey identified as under-housed or unhoused members of the New Westminster community.

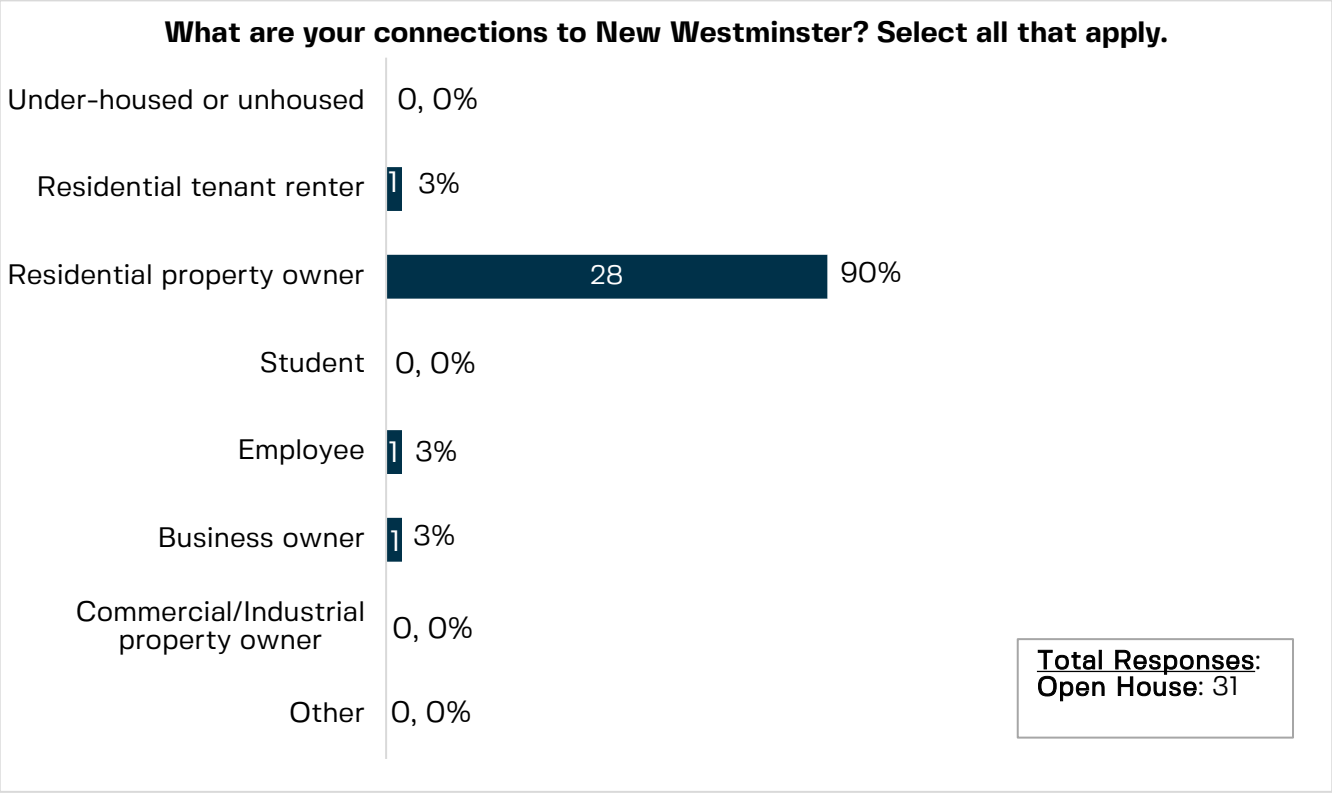
The age distribution of online survey respondents also differed from Census figures, with younger residents substantially under-represented. No respondents were aged 19 or younger, compared to 16.4% of the population. Participants aged 20–34 accounted for 11% of respondents, lower than their census proportion of 23.9%. Conversely, participants aged 50–64 for 34% and 65 and older for 21%, which resulted in over-representation relative to Census figures of 20.8% and 16.1%, respectively. Participants aged 35-49 accounted for 24%, only slightly higher than 22.9% in the Census.

Participants were also asked to self-identify across additional demographic categories comparable to census data. Participants identifying as people of colour and/or as part of a racialized group were highly under-represented, making up 11.5% of respondents compared to 46.8% of New Westminster residents. Those born outside of Canada were similarly highly under-represented, comprising 20.5% of participants compared to 37.5% city-wide. Recent immigrants (those who arrived in Canada within the past five years) accounted for 4.9% of respondents, which is comparable to the census proportion of 6.5%. Parents or guardians with children under the age of 18 represented 24.6% of participants, closely aligning with the Census figure of 20.2%.

In-Person Open Houses

Participants at the in-person open houses were encouraged to respond to the optional demographic questions below. Responses may not represent the demographics of all in-person participants, due to the opt-in nature of these questions.

Connections to New Westminster



Neighbourhoods

Neighbourhood	Count	Percentage
Connaught Heights	1	3%
West End	2	6%
Moody Park	1	3%
Glenbrooke North	15	46%
Massey Victory Heights	6	18%
Sapperton	4	12%
Victoria Hill/ Ginger Drive	0	0%
Queen's Park	2	6%
Downtown	0	0%
Brow of the Hill	2	6%
Quayside	0	0%
Queensborough	0	0%
Outside New Westminster	0	0%
Total	**33**	**100%**

5. Next Steps

Thank you for sharing your feedback for the Infill Housing Program! Verbatim comments received from the survey and open houses can be found here. City staff are now reviewing the input received from this community engagement process to help shape changes to the Zoning Bylaw and Design Guidelines for infill housing in New Westminster. The updates will also reflect the requirements of the Provincial Small Scale Multi-Unit Housing legislation and support the City's participation in the Canada Mortgage and Housing Corporation's Housing Accelerator Fund.

A draft of these proposed changes will be presented to Council early 2026. Stay tuned for updates. Updates will be posted on the Infill Housing Program Be Heard New West project page.