

# HOUSING CHOICES

## PHASE 1B SURVEY RESULTS



## Introduction

Housing Choices is a City of Burnaby program to introduce more housing variety to the City's single and two-family neighbourhoods.

In summer 2023, a public survey was conducted to gather input on Phase 1b of the Housing Choices program. This report provides a summary of the survey results.

Phase 1b of the Housing Choices program introduces

additional housing types to single and two-family neighbourhoods, including: laneway homes and suites in semi-detached homes ("suites in semis") on properties without lane access; ground-level housing with up to 4 dwelling units per lot.

The survey also gauged support for adding up to 6 dwelling units per lot on properties near transit, and integrating small shops within single and two-family neighbourhoods.

## Survey Purpose and Distribution

The purpose of the survey was to gather information to inform the regulations and design guidelines for the housing types introduced in Phase 1b of the Housing Choices program.

The survey was open for 6 weeks, from July 24 to August 31, 2023.

The survey was distributed through the program webpage, a media release, BurnabyNow, city-wide post card mail outs and hand outs at Official Community Plan events, email mailing lists and eNewsletters, and City social media channels.

## Survey Design

The survey included 3 sections. Participants had the option of answering one or more sections. These included:

1. Laneway homes and suites in semis without lane access: questions about design of laneway homes and suites in semis on lots without lane access, parking, and other considerations
2. Missing middle housing with up to 4 units: questions about design of missing middle housing with up to 4 units, parking, and other considerations.

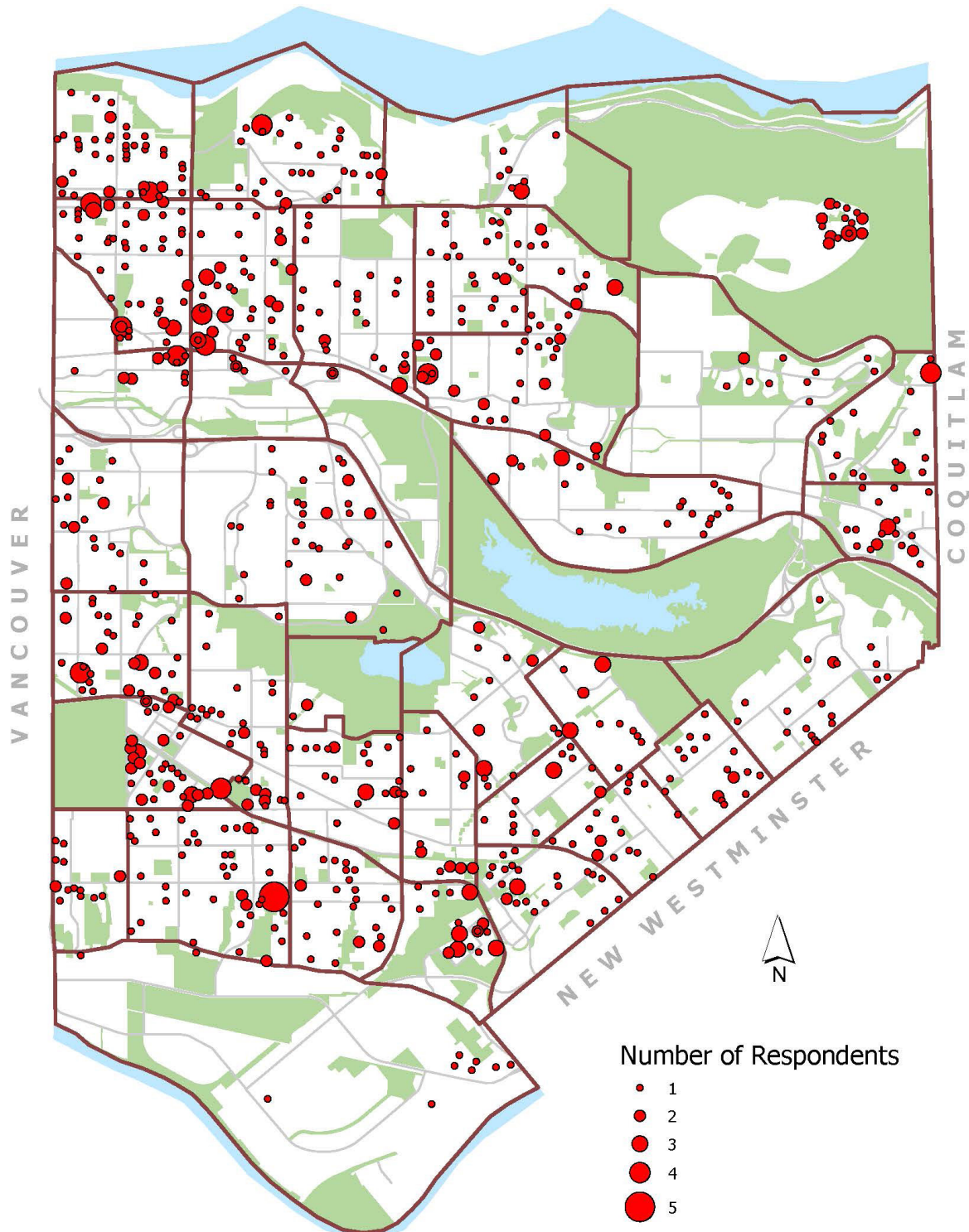
3. Additional housing choices, including:
  - Missing middle housing with up to 6 units
  - Local shops

Respondents were also asked to provide some demographic information such as their age, current housing situation and their connection to Burnaby.

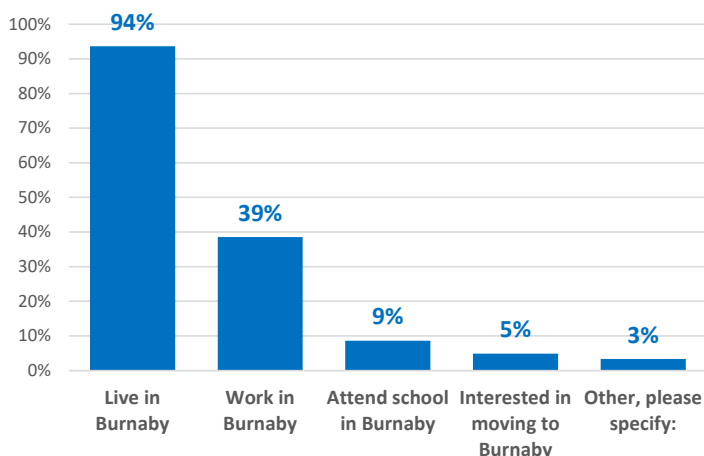
# Survey Response

The survey received a total of 1143 responses. With a population of 249,125 (Census, 2021), this is a substantial sample size with a confidence level of 99% and margin of error of 4%.

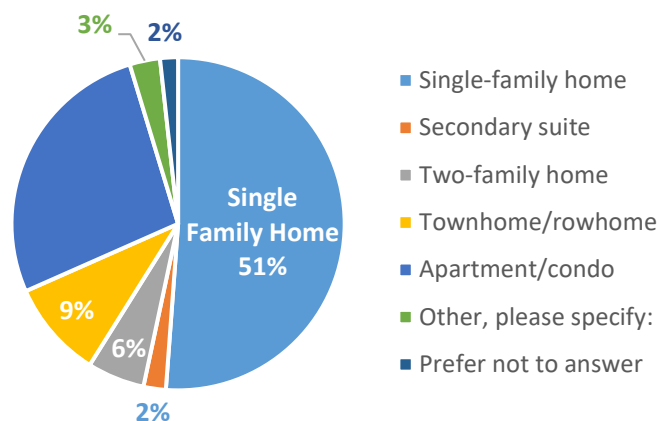
Map 1: Location of respondents



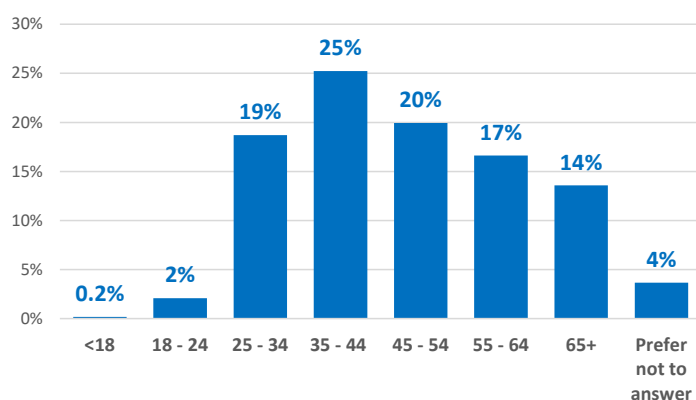
## Respondents: Connection to Burnaby



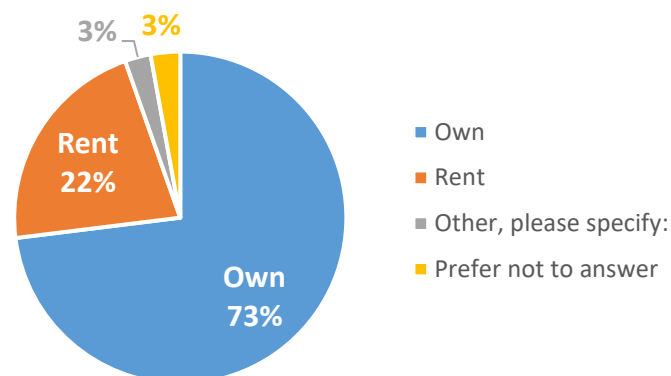
## Respondents: Housing Type



## Respondents: Age



## Respondents: Housing Tenure

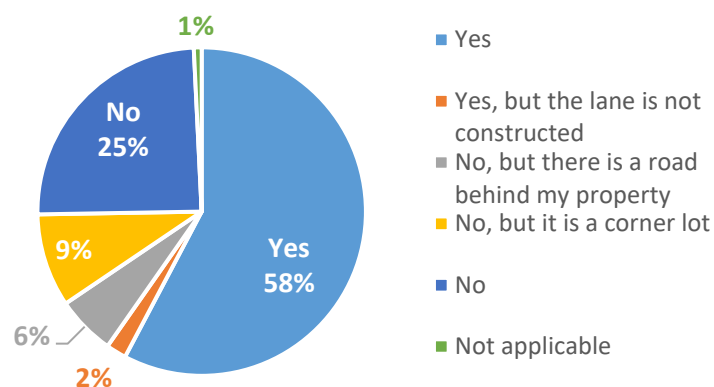


The vast majority of respondents reside in Burnaby (94%) and over a third (39%) work in Burnaby. A small number of respondents (5%) do not currently live in Burnaby but are interested in moving here.

Respondents represented a broad range of ages. All of the 18+ categories, with the exception of the 18-24 year age group, were well represented. The age group that was most represented were respondents aged 35 to 44 years old (25%).

About half of respondents live in a single-family home (51%) and about a third live in an apartment or condominium (27%). The vast majority of respondents own their home (73%), which is slightly greater than the City-wide proportion of 68%. Only 23% of respondents are renters.

## Respondents: Access to a Laneway?



58% of respondents have access to a laneway from their property. An additional 11% live on a corner lot or live on laneways that are not constructed and cannot be driven on. 25% do not have any potential side or rear access to their property.

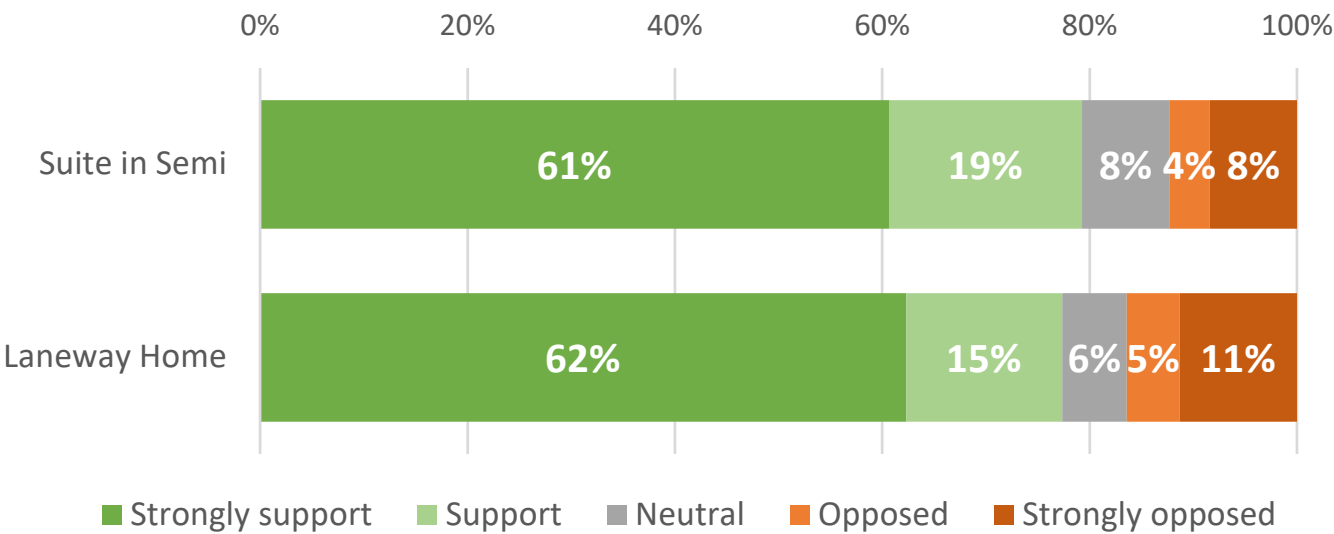
# Laneway Homes and Suites in Semis without Lane Access

Phase 1a of the Housing Choices program introduced laneway homes and suites in semis to single and two-family lots with lane access.

Phase 1b plans to extend these housing types to lots without lane access.



## Support for Laneway Homes and Suites in Semis on Lots without Lanes



The level of support for laneway homes and suites in semis on lots without lane access were similarly distributed.

The vast majority of respondents (80%) support or strongly support suites in semis on properties without lanes, while 77% support or strongly support laneway homes on properties without lanes.

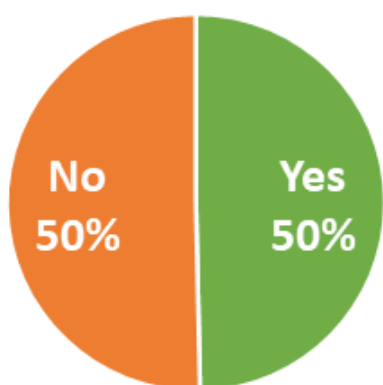
A smaller number oppose or strongly oppose these types of housing being built on lots without lanes (12% for suites in semis and 16% for laneway homes), with slightly more respondents (3%) being strongly opposed to laneway homes over suites in semis.

## Support for Laneway Homes and Suites in Semis on Lots without Lanes

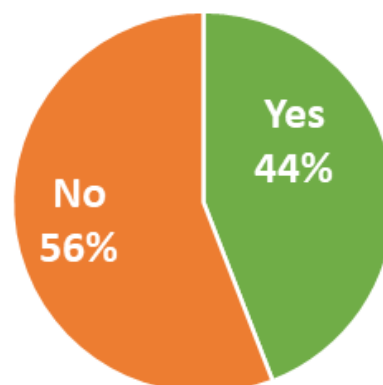
There was interest from respondents in building both laneway homes (50%) and suites in semis (44%) on properties without lanes.



**Are you interested in building a laneway home on a property without lane access?**

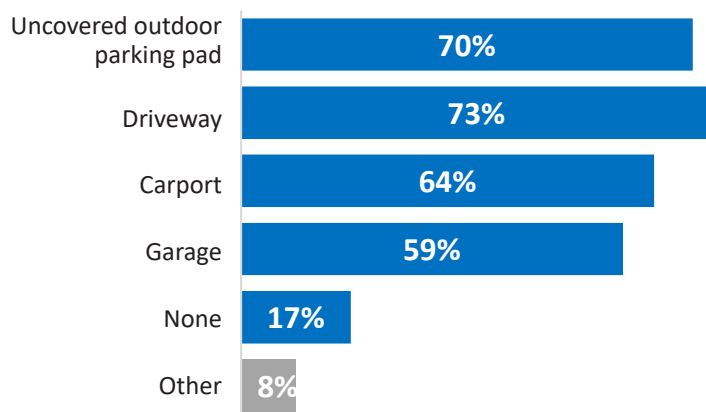


**Are you interested in building suites in semis on a property without lane access?**



## Parking for Laneway Homes and Suites in Semis without Lane Access

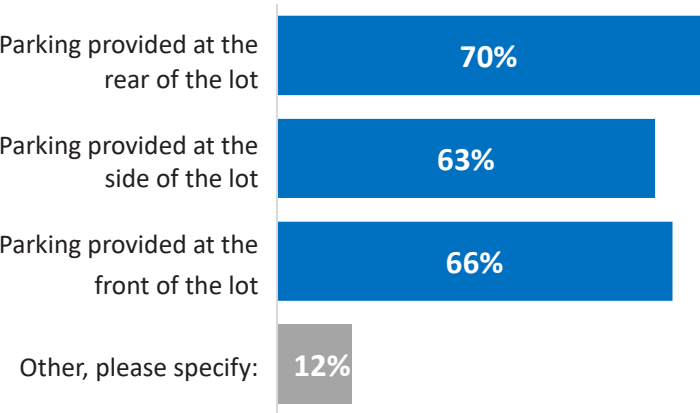
**What type(s) of on-site vehicle parking would you support for these housing types?**



Among respondents, there was strong support for all the on-site parking options, particularly allowing parking on driveways (73%) and in uncovered outdoor parking pads (70%). 17% of respondents did not support any on-site parking.

Of the 8% who chose "Other," 19 people supported parking on the street and 16 people responded that parking should not be required on the property.

What parking location(s) would you support for laneway homes on lots without lane access?

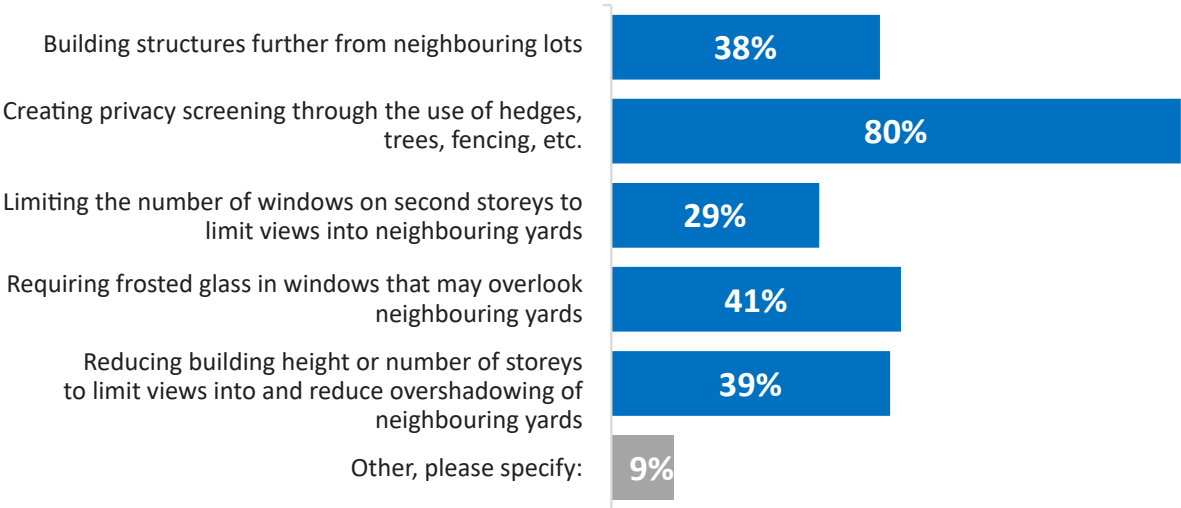


There was strong support for all of the proposed parking locations. The option to have parking at the rear of the lot (ex. In a parking pad next to the laneway home) was the most appealing and received a 70% vote in support.

Of the 12% who chose “Other,” 29 people responded that there should be no parking requirement, while 23 people suggested that parking should be on the street.

Impacts on Neighbouring Properties

What measures would you support to reduce impacts on neighbouring properties?



Overwhelmingly, 80% of respondents were in support of creating privacy screening through the use of hedges, trees, fencing and other related landscaping elements.

Other measures received mild support, with frosted glass windows receiving the second-greatest number of votes at 41%.

Of the 70 respondents who selected “Other”, 47% responded that no measures were needed, and that the priority should be to just build the homes.



## Other Considerations for Laneway Homes and Suites in Semis

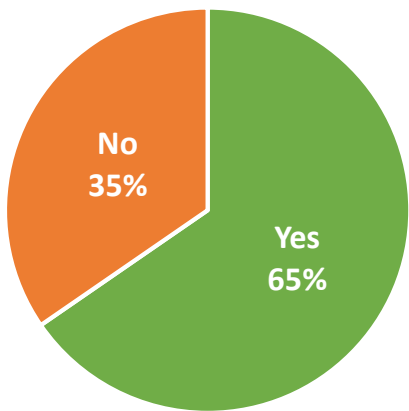
Do you think the City should permit homeowners to stratify and/or subdivide their properties so that they can sell their laneway homes?



About half of respondents support stratification (53%) and subdivision (57%) of properties to allow for the sale of laneway homes. A number of respondents (15% and 12%) were

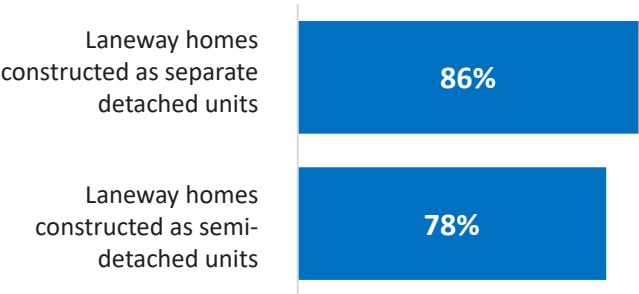
“unsure,” with a few people indicating that they would need more information to understand the impacts of stratification and subdivision.

Do you think the City should allow a property with 2 semi-detached dwelling units to have up to 2 laneway homes at the rear of the property?



There was strong support for allowing up to two laneway homes behind a lot with two semi-detached units. When asked about the configuration of these laneway homes, there was slightly higher preference

If a property with a semi-detached home could have 2 laneway homes, which of the following options would you support?



for having the laneway homes as separate detached units (86%) over having them constructed as semi-detached units (78%).

## Other Comments on Laneway Homes and Suites in Semis

### Summary of open responses – Laneway homes and suites in semis on lots without lane access

#	Comments on permitting Laneway Homes and Suites in Semis on lots without lanes	Count
1	General support	38
2	Not enough parking; require more parking on property	31
3	Infrastructure and amenities must accompany density	11
4	Lot size determines what can be built	9
5	Too much parking; remove/reduce parking minimums	9
6	General opposition	8
7	Oppose laneway homes	7
8	Ensure adequate quality and size of housing	6
9	Prioritize affordable housing	6
10	Increase green space and greenery	5

This table shows the 10 most frequent comments received on permitting laneway homes and suites in semis on lots without lanes. This was an optional comment box and received a total of 225 comments.

The most common theme was providing overall support for these housing types and having them on properties without lane access (38).

The second most recurring topic was about the potential lack of parking spaces in the neighbourhood to accommodate increased density (31). There were some suggestions to require more parking spaces on the property to mitigate this issue. In contrast,

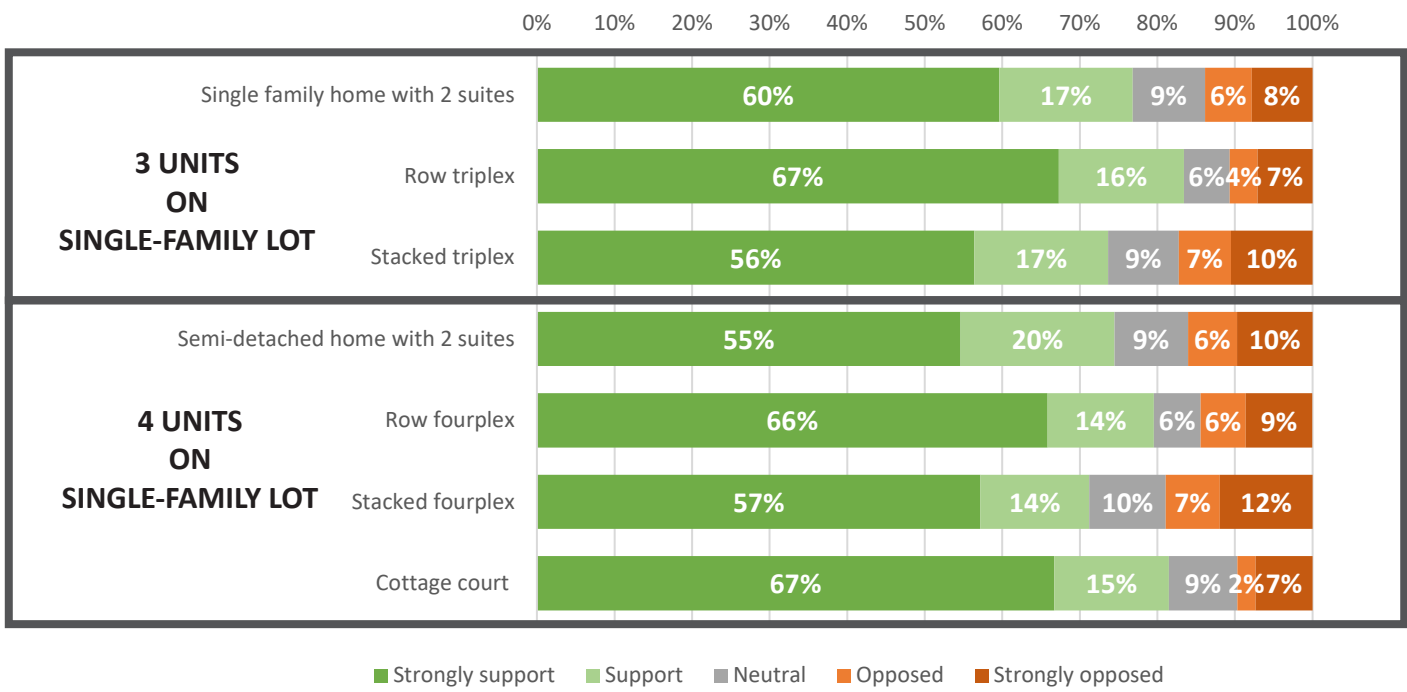
9 people suggested there was too much parking already and that parking minimums should be reduced or removed altogether.

Additionally, there was concern around whether existing infrastructure and amenities in these single and two-family neighbourhoods, such as roads and schools, would be able to accommodate more growth.



# Missing Middle Housing with Up to 4 Units

## Support for Missing Middle Housing Forms on Single-Family Lots



Overall, there is strong support for all of the proposed housing types and configurations on single-family lots.

The most popular housing form is the row triplex (83% support), which are 3 attached units, arranged side-by-side or front-to-back on a property; and the cottage court (82% in support), which comprises of small detached units arranged around a shared courtyard.

The housing form with the most opposition is the stacked fourplex (19% opposed).

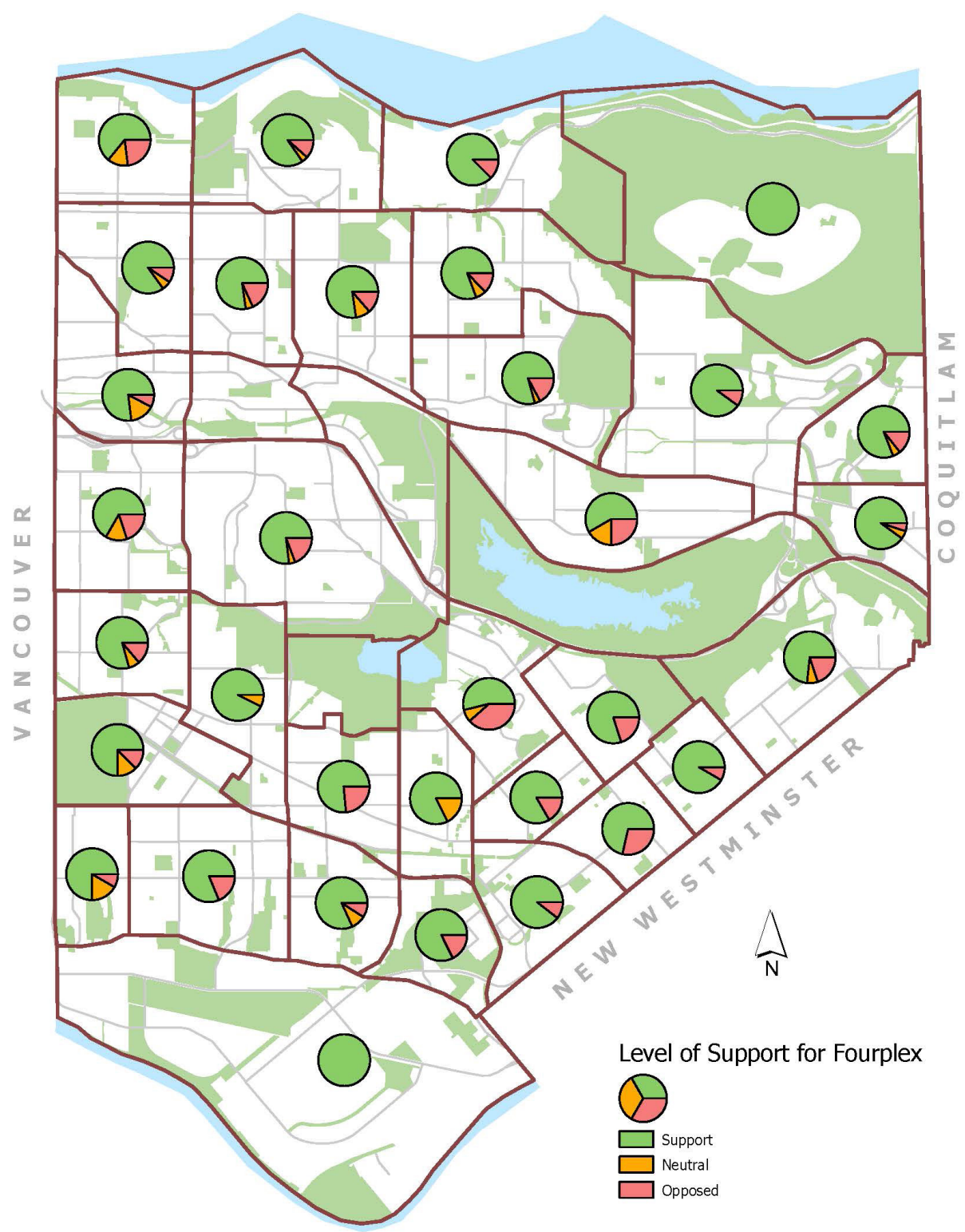
### DISTRIBUTION OF RESPONSES

Support for adding 4 units to a single family property was also analysed by location to determine if there were different levels of support from different neighbourhoods.

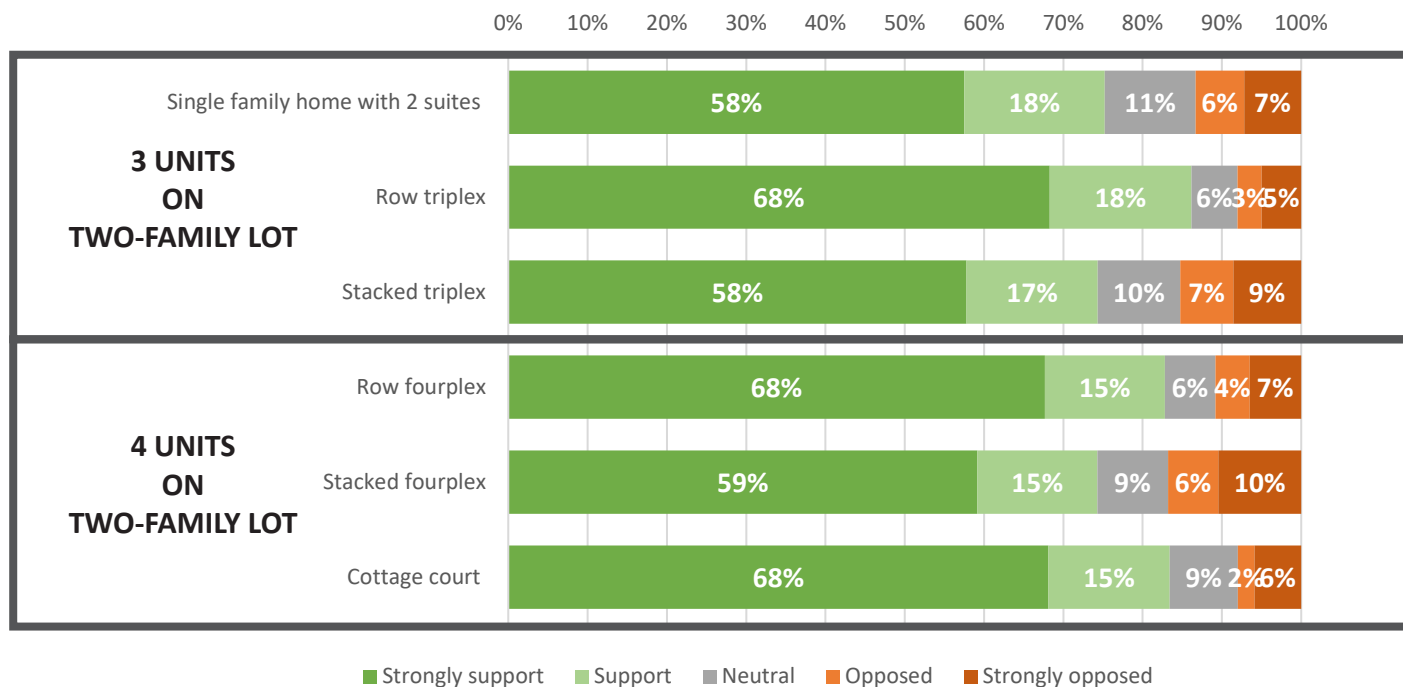
**Map 2** shows the level of support for adding four units to a single family lot (in a row fourplex configuration) across various City neighbourhoods.

The level of support was high across the board, with the highest support from respondents in areas such as SFU, Edmonds and East Burnaby, and the lowest from areas such as Buckingham Heights and Government Road.

Map 2: Support for permitting fourplexes on single family lots



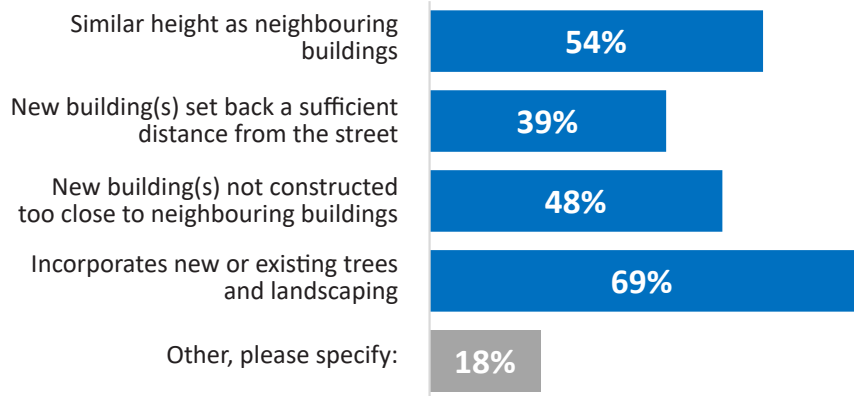
## Support for Missing Middle Housing Forms on Two-Family Lots



When asked about housing types on two-family lots, the level of support was consistent with the results for single-family lots. Once again, the row triplex model was most popular (86%), followed by the row fourplex (83%) and cottage court (83%).

While still receiving general support, the stacked options were less popular, with stacked triplexes and fourplexes receiving higher levels of opposition.

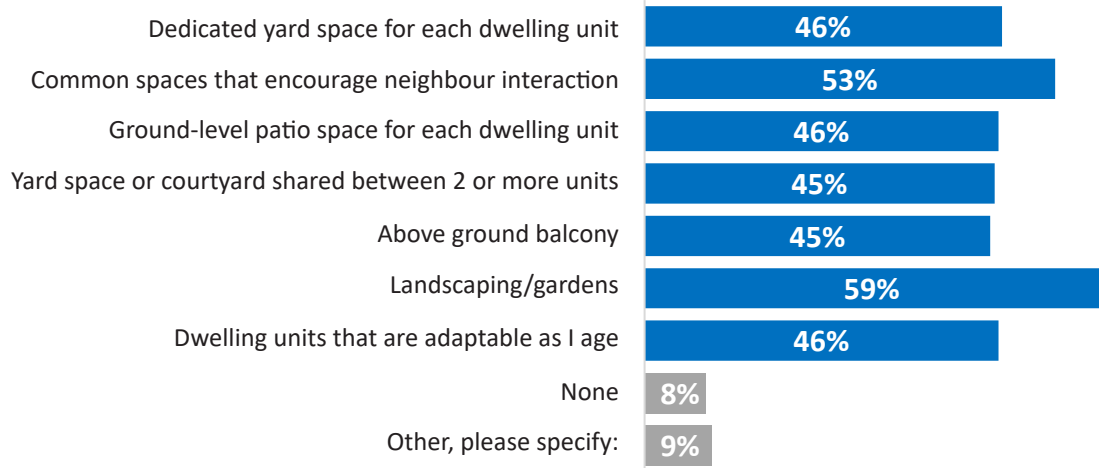
What features are most important to sensitively integrate missing middle housing forms into existing single- and two-family neighbourhoods?



The most important feature for sensitively integrating missing middle housing forms into existing neighbourhoods was the incorporation of new or existing trees and landscaping (69%). About half of respondents also supported making sure new buildings are of a similar height to existing ones in the

neighbourhood (54%). Of the 18% of respondents who chose “Other,” 37 people responded that parking needed to be considered and 33 said no additional features were needed.

What type of outdoor space/amenities would you like to see incorporated into missing middle housing?

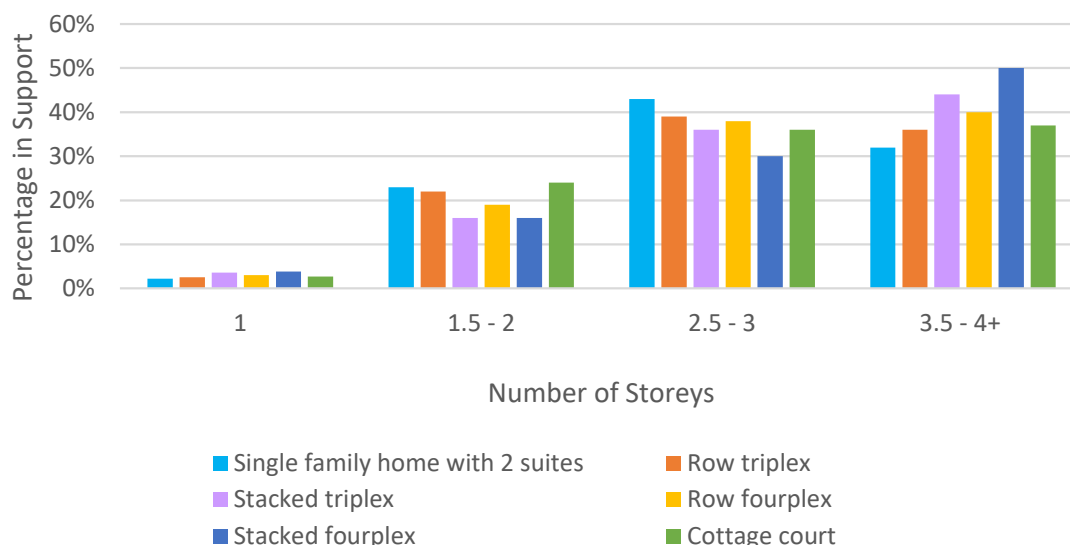


The types of outdoor spaces and amenities people wanted to see the most are: landscaping and gardens (59%) and common spaces that encourage community building and neighbourly interactions, such as community gardens or an outdoor barbecue area (53%). All other types listed received around

45% of votes. The “other” responses include off street parking (6 responses) and the suggestion to leave the provision of spaces and amenities up to the developer/owner to decide (5 responses).

## Design of Missing Middle Housing with Up to 4 Units

How many storeys (maximum) would you support for the following housing types?



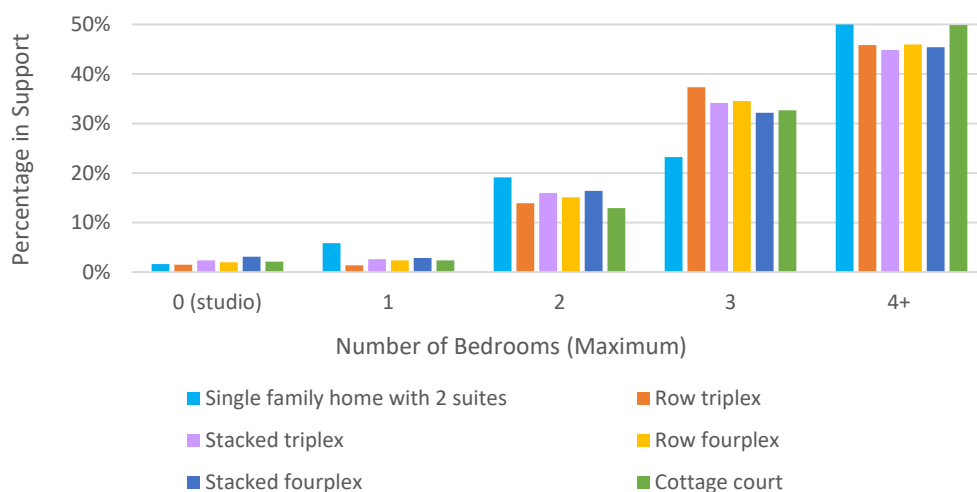
In general, respondents supported more storeys, with most voting for 2.5 - 3 or 3.5 - 4+ storeys.

People were more willing to increase the number of storeys in stacked housing options, with the stacked triplex receiving 44% support for 3.5 - 4+ storeys and the stacked fourplex receiving 50% support for 3.5 - 4+ storeys.

**By housing type, respondents preferred:**

- Single family home with 2 suites – 2.5 - 3 storeys
- Row triplex – 2.5 - 3 storeys
- Stacked triplex – 3.5 - 4+ storeys
- Row fourplex – 3.5 - 4+ storeys
- Stacked fourplex – 3.5 - 4+ storeys
- Cottage court – 3.5 - 4+ storeys

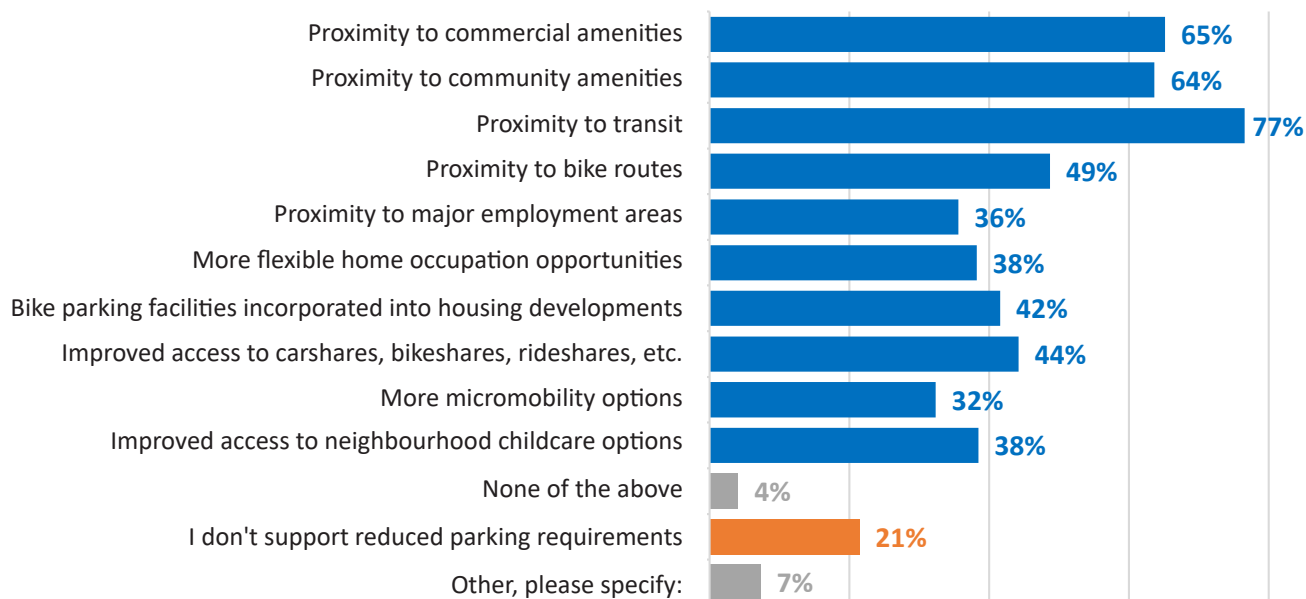
How many bedrooms (maximum) per unit would you support for the following housing types?



Across all housing types, people want to see units with more bedrooms. In all categories, 4+ bedrooms received the most support, followed by 3 bedrooms. These larger units are ideal for families or roommates. Studio and one-bedroom units received minimal votes.

## Parking for Missing Middle Housing with Up to 4 Units

To support reduced parking requirements for missing middle housing with up to 4 units, which of the following features would you like to see?



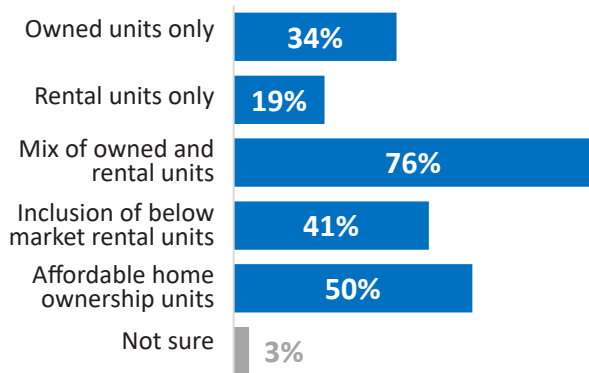
The three main features that were supported to help reduce parking requirements were: proximity to public transit (77%), proximity to commercial amenities like corner stores and grocers (65%), and proximity to community amenities like schools and parks (64%). 49% of respondents also voted for proximity to bike routes as a possible option to support the reduction of parking requirements.

21% of respondents did not support reduced parking requirements.

Of those who chose “other,” 9 people supported removing or reducing parking minimums while 8 respondents noted that people are still reliant on cars so it may be challenging to reduce parking.

## Other Considerations

Which ownership options would you support for missing middle housing types?



Most respondents would support a mix of owned and rental units (76%). Half would also support more affordable home ownership units (50%).



## Other Comments on Missing Middle Housing Up to 4 Units

### Summary of open responses – Missing middle up to 4 units

#	Missing middle up to 4 units summary of comments	Count
1	General support	25
2	Not enough parking; require more parking on property	17
3	Infrastructure and amenities must accompany density	14
4	Prioritize affordable housing	13
5	Speed up process	11
6	Expand transit and mobility infrastructure	10
7	Increase program flexibility and relax regulations	9
8	Larger units for family housing	9
9	More co-ops	9
10	Ensure adequate quality and size of housing	6
11	Reduce setbacks and frontages	6
12	Introduce small scale commercial	6

At the end of the section, there was an option to provide additional comments on missing middle housing with up to 4 units.

The most frequent comments were in support of missing middle housing forms with up to 4 units.

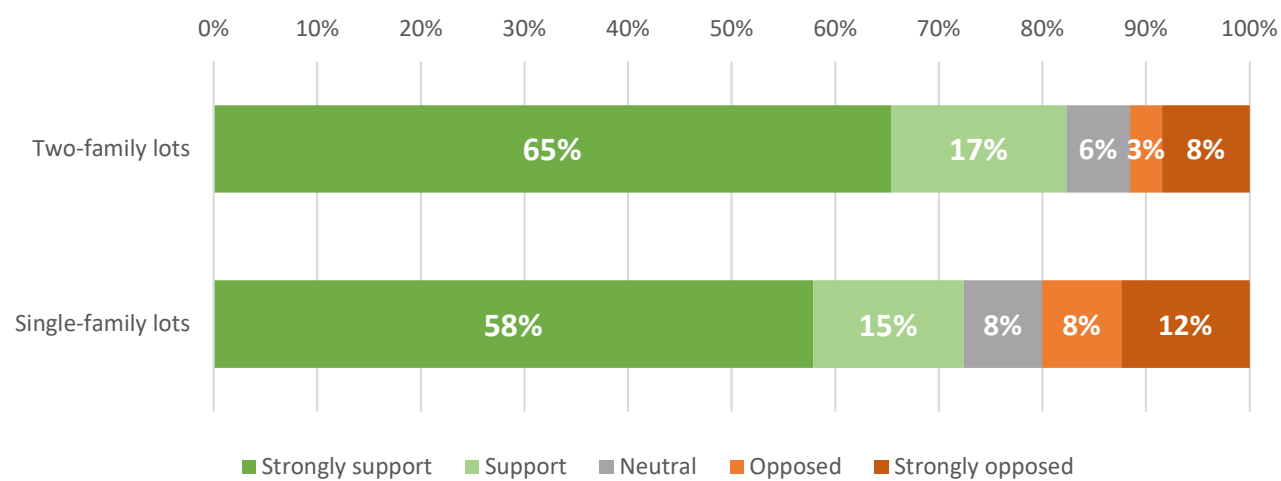
The second most frequent comment was regarding lack of parking available for increased density within neighbourhoods, and the need to provide more parking on the property.

Additionally, people wanted to see more infrastructure and amenities to accompany new

# Additional Housing - Up to 6 Units

## Support for multiplexes with Up to 6 Units

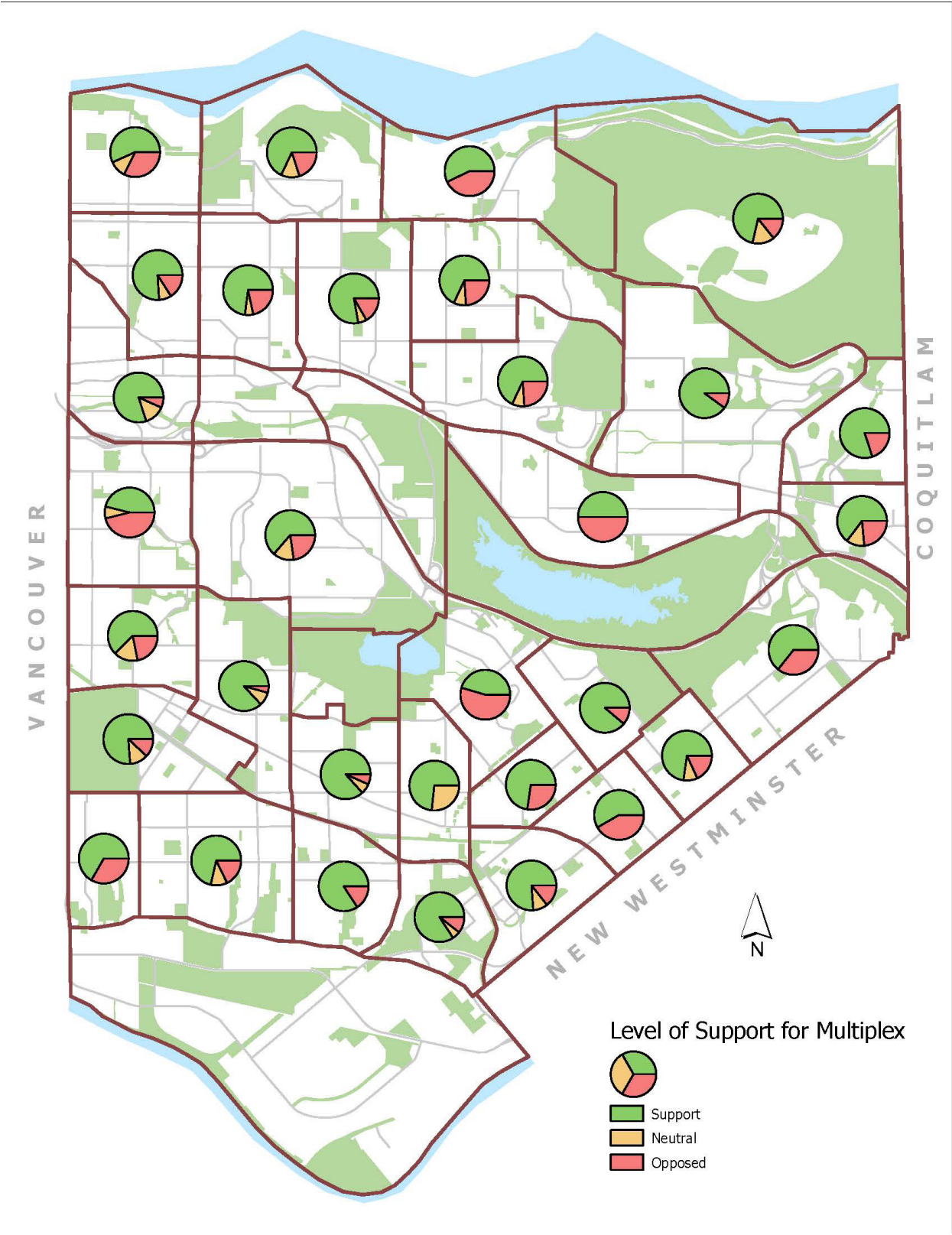
Please indicate your level of support for introducing multiplexes with up to 6 units with easy access to other transport options, e.g. carshare, bikeshare, bus, SkyTrain



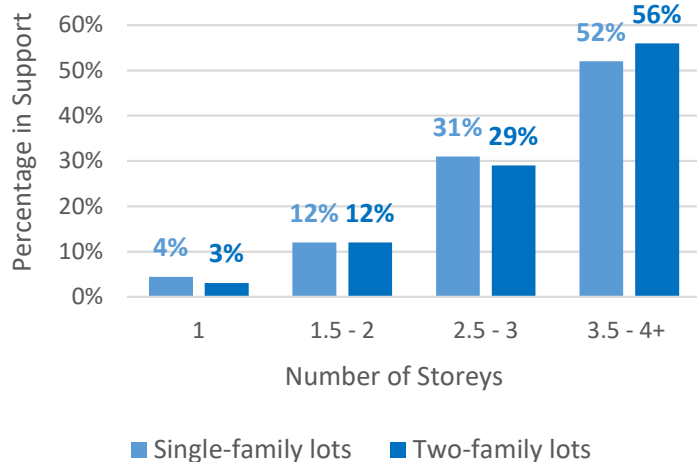
There was strong support from respondents for introducing multiplexes (including rowhomes, townhomes, or other building configurations) with up

to 6 units on both single and two-family lots, close to transit. Two-family lots received more support (82%) than single-family lots (73%).

Map 3: Support for multiplexes with up to 6 units on single family lots



## How many storeys (maximum) would you support for multiplexes with up to 6 units?



Overall, people supported building more storeys in multiplexes with up to 6 units, with 3.5 - 4+ storeys being the most popular choice on both single-family (52%) and two-family (56%) lots.

The one storey option was the least popular across both single-family (4%) and two-family lots (3%).

## Other Comments on Missing Middle Housing Up to 6 Units

### Summary of open responses – Missing middle up to 6 units

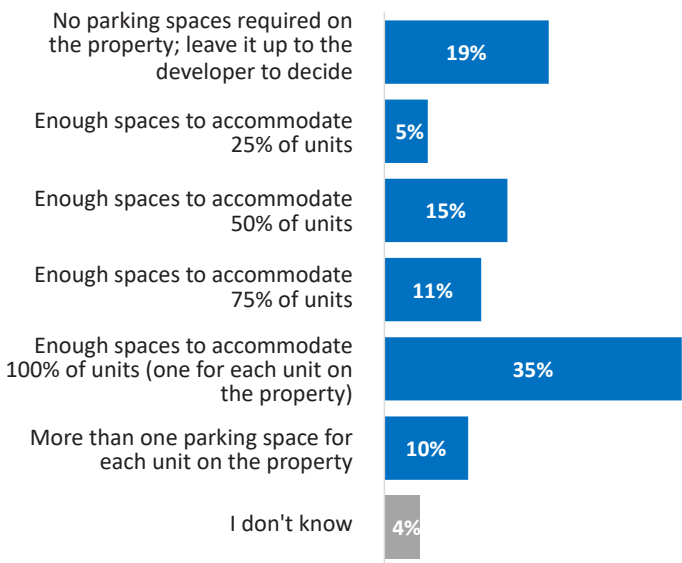
#	Missing middle up to 6 units summary of comments	Count
1	Not enough parking; require more parking on property	37
2	General support	24
3	Too much parking; remove/reduce parking minimums	15
4	Expand transit and mobility infrastructure	13
5	Parking requirements should be determined by proximity to transit	10
6	General opposition	9
7	Increase green space and greenery	8
8	Prioritize affordable housing	6
9	Ensure accessibility and safety	5
10	Ensure adequate quality and size of housing	5
11	Infrastructure and amenities must accompany density	5
12	More density	5
13	Speed up process	5
14	Underground parking	5

Among the optional, open-ended comments, concerns around there not being enough parking to accommodate all residents was the most common response (37). 24 people also expressed general support for missing middle housing with up to 6

units. 15 suggested to remove or reduce parking minimums and 13 suggested expanding transit and mobility infrastructure to reduce reliance on personal vehicles.

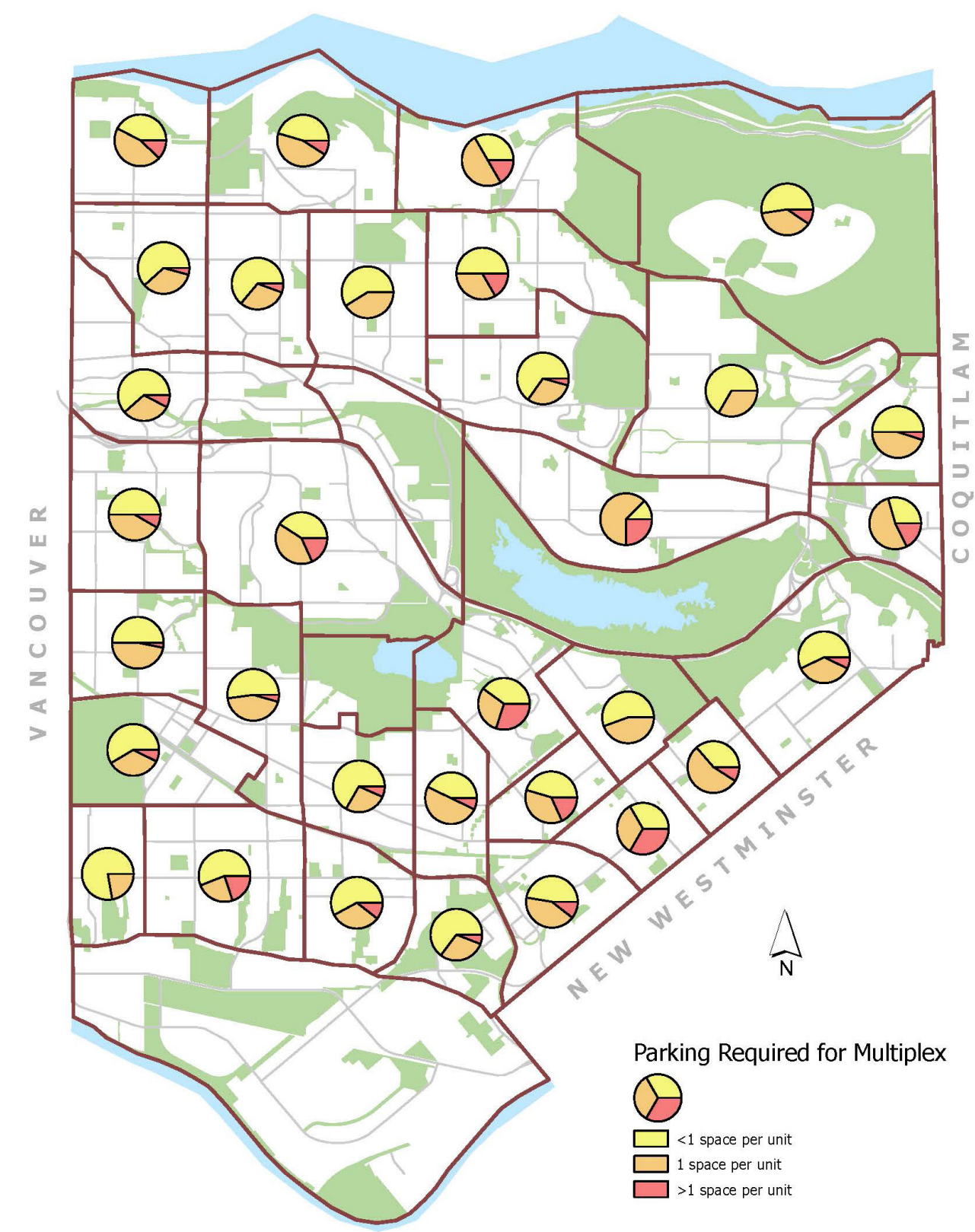
# Parking for multiplexes - Up to 6 Units

How many parking spaces (minimum) should be required for multiplexes with up to 6 units?



When asked about parking space requirements for multiplexes with up to 6 units, the most popular individual option was to have enough spaces to accommodate 100% of units, or one parking space per unit (35%). This contrasted with the second most popular option: having no parking requirement at all (19%).

Map 4: Number of parking spaces that should be required for 6 units

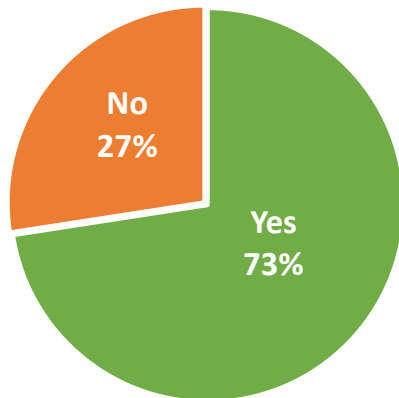




## Use of Existing Garages

Respondents were also asked how they use their existing garage space. This question was asked to determine whether there may be some unused parking spaces available on single and two family lots.

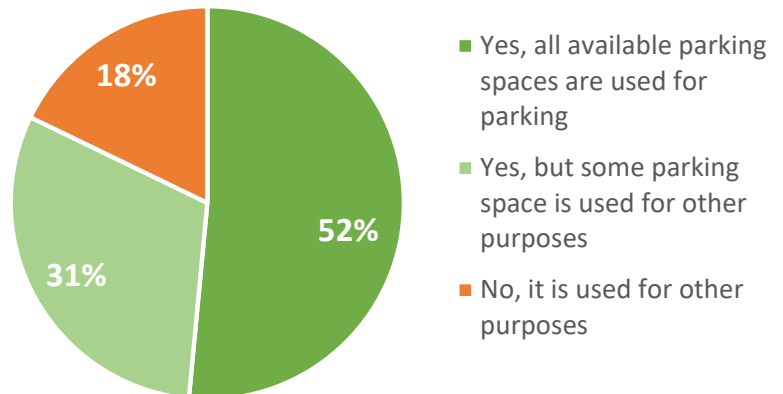
### Do you have a garage?



About 73% (603 people) of respondents stated that they have a garage.

Of these, just over half (52%) use all of their available parking spaces for parking.

### Do you currently use your garage for parking?

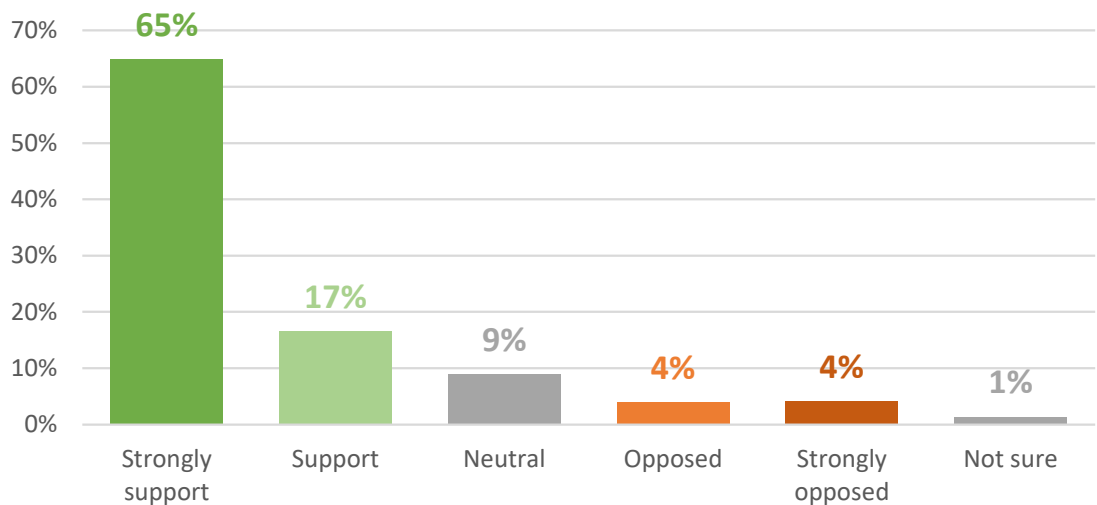


31% use some of their parking space for other purposes, such as storage, workshop space, etc.

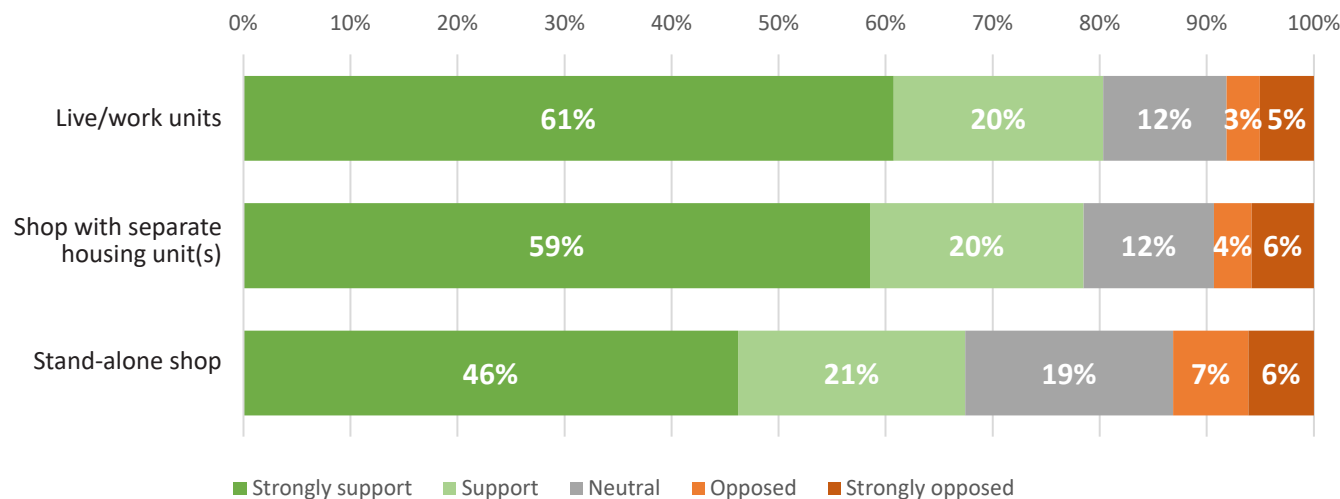
The remaining 18% of respondents do not use their garage for parking at all.

# Local Shops

Please indicate your level of support for introducing more small-scale shops in Burnaby's single- and two-family residential neighbourhoods



Please indicate your level of support for the following types of local shops in Burnaby's single- and two-family residential neighbourhoods



Respondents were overall in support of small-scale local shops (such as corner stores, small grocers, and cafes) to be introduced to single and two-family neighbourhoods. 65% were strongly supportive, and 17% were supportive.

of local shops proposed. Live/work units, which combine a ground-level storefront with residential living space occupied by the business operator, received the highest level of support (61% strongly support, 20% support).

The majority were also in support of all of the types

## Other comments on local shops

### Summary of open responses – Small-scale shops

#	Small-scale shops summary of comments	Count
1	General support	85
2	Walkable neighbourhoods	10
3	Not sure if small shops are economically viable	9
4	General opposition	8
5	Small local businesses only	7
6	Not enough parking; require more parking on property	6
7	Restrict types of businesses (no cannabis, etc.)	5
8	Want to see child care facilities	3
9	More density	3
10	Noise impact	3
11	Shops integrated with residence	3

People expressed strong support for local shops in the optional, open response question. 10 people expressed the hope that integrating more small-scale commercial opportunities within residential neighbourhoods would increase walkability. 9 respondents expressed doubt about whether small

shops were economically viable in residential neighbourhoods. There were a few in opposition (8) and a few wanting to restrict these opportunities to local small businesses only, excluding chains and big corporations (7).

# Housing Choices

Survey participants were given an opportunity at the end of the survey to provide any additional comments on the Housing Choices program.

## Summary of open responses – Additional comments on Housing Choices program

#	Housing Choices summary of comments	Count
1	General support	95
2	Prioritize affordable housing	35
3	Speed up process	28
4	Infrastructure and amenities must accompany density	27
5	Not enough parking; require more parking on property	21
6	General opposition	16
7	More density	15
8	Ensure adequate quality and size of housing	11
9	Increase green space and greenery	10
10	Expand transit and mobility infrastructure	8

The majority of the comments expressed general support of the Housing Choices program as a whole (95). 35 people emphasized the importance of prioritizing affordable housing within the new units being built. 28 respondents wanted to the program

to be implemented more quickly. Additionally, there were 27 comments about increasing infrastructure and amenities, and 8 comments specifically about expanding transit and mobility infrastructure.

## Summary of open responses – Process-related responses

#	Process comments	Count
1	Speed up process	50
2	General support	21
3	Make process easier	4
4	Have preapproved plans	3
5	Slow down process	3

These process-related comments were collected across all 5 open-response questions. Most comments were about speeding up the process of implementing the proposed housing forms (50), noting that the City is in a housing crisis.

Other related comments include making the process easier (4) and creating a preapproved plan program to speed up the permitting process (3). 21 people commented general support on the process, and 3 people thought the program was moving too quickly.

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## Next Steps

The results of this survey will be used to inform the next phase of the Housing Choices program. This work will focus on permitting 3 or 4 units on all single and two family lots in Burnaby. If the proposed Provincial housing legislation (Homes for People Plan) is adopted in the fall it may also include permitting up to 6 units on single and two family lots in appropriate locations.