

Newton Town Centre I Plan Summary

Newton Town Centre Plan

Newton Town Centre forms a significant Urban Centre within the Metro Vancouver Regional Growth Strategy (“RGS”). It is the commercial, recreational, and cultural heart for the larger Newton community.

Originally adopted in 1990, the Newton Town Centre Plan was updated in 2020. The updated Plan focused on the portion of the town centre south of 72 Avenue.

The Plan represents a clear strategy to integrate land use and sustainable transportation systems, while addressing concerns around the supply of housing, support of local businesses and employment, and planning for community amenities and school capacity.



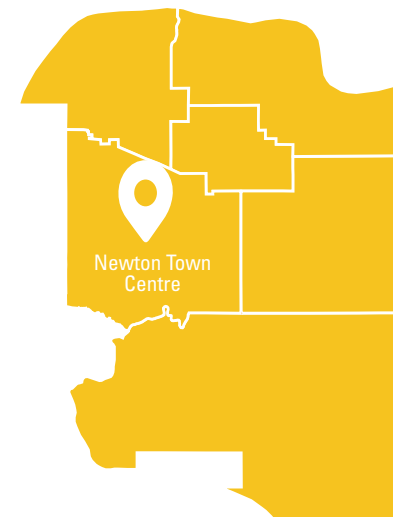
Did You Know?

WHAT'S A LAND USE PLAN?

Land use plans designate what can be built and where. They guide the height, use, and look of new buildings, as well as locations and funding for new streets, parks and other public services.

HOW WILL THE PLAN IMPROVE THE NEIGHBOURHOOD?

Many public facilities and services are used daily by residents. These include community centres, cultural spaces, childcare facilities and libraries. When new development and rezoning occurs in an area with a land use plan, developers must make contributions to help fund these amenities. They are also required to upgrade sidewalks and other infrastructure.



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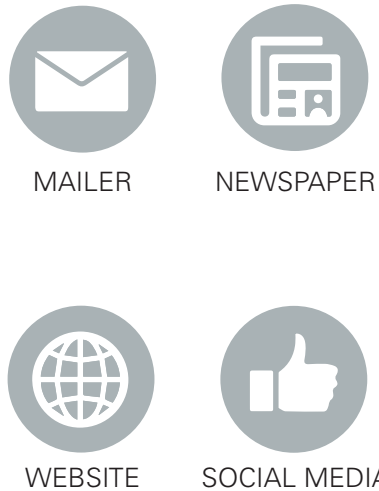
Community Engagement

The planning process was supported through a comprehensive program of public and stakeholder consultation. A broad range of residents and stakeholders were consulted from across the Plan Area and the surrounding community. Here is a summary of outreach.

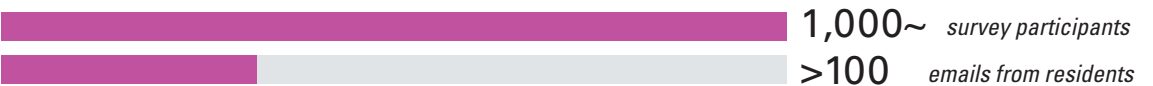
12 Years of Engagement



4 Ways People Notified



6 Ways People Participated



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Growth Objectives

Growth is concentrated around the core and future rapid transit. Density and building heights transition away from the core towards the lower density periphery and existing neighbourhoods.

Core Areas

- Locate higher density close to future rapid transit.
- Establish mixed use with shops and services required at ground level and residential above.
- Preserve commercial core in the town centre.

Transition Areas

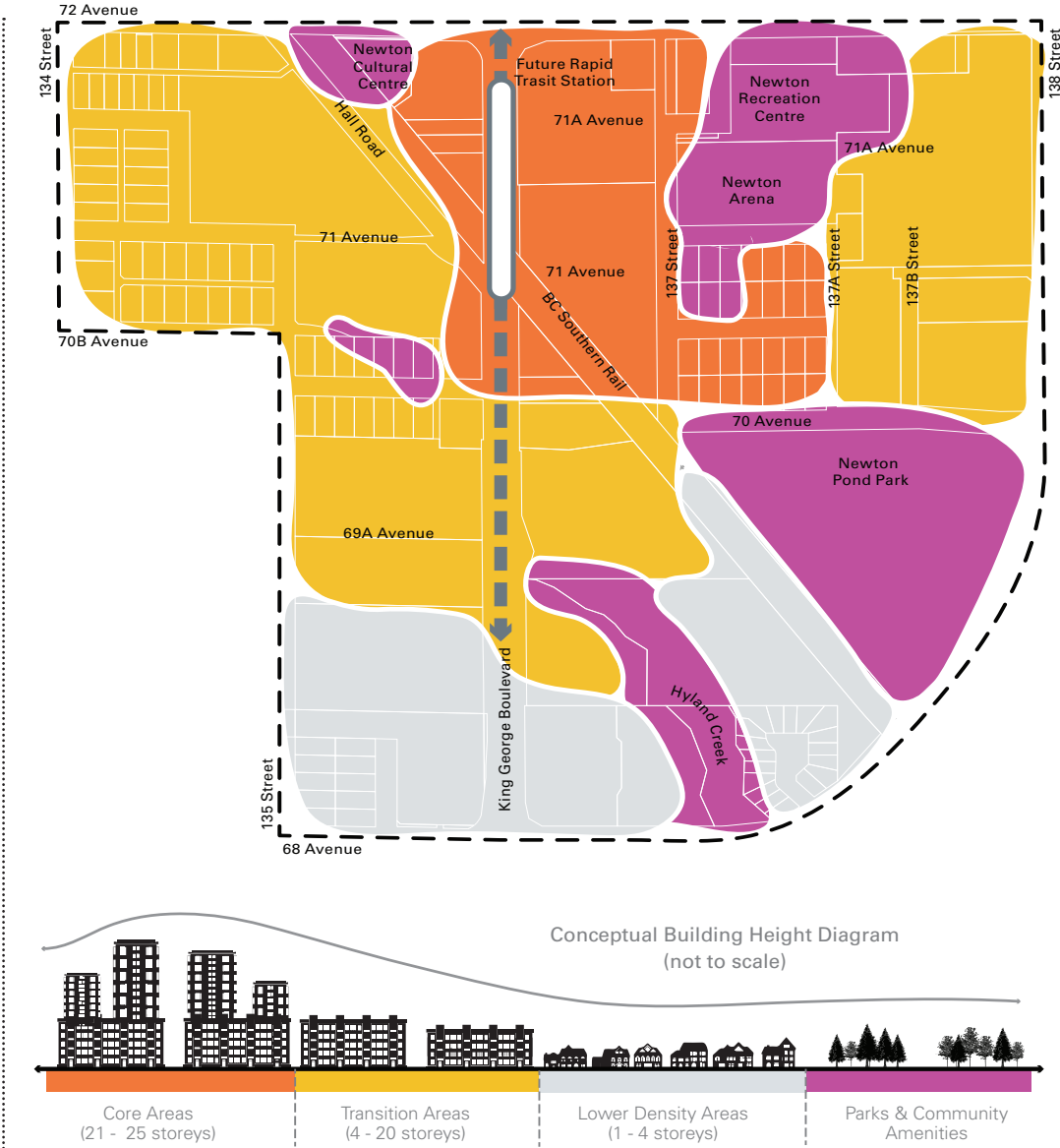
- Focus on multiple family residential.
- Transition density and building height from the core to lower density areas.
- Encourage a mix of housing types within walking distance of transit and amenities.

Lower Density Areas

- Maintain lower density commercial and residential in the southern portion of the town centre.
- Preserve neighbourhood character.

Parks and Community Amenities

- Establish environmental areas to protect wildlife and fish habitat.
- Reinforce key community and cultural facilities and services.























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Land Use Strategy

The plan is centered on a mixed-use core, supported by a variety of commercial and civic uses. The highest densities are located around a future rapid transit station on King George Boulevard. Medium and lower density mixed-uses transition away from the centre and are located along arterial roads where frequent pedestrian traffic is expected.

New land uses are supported by a finer-grained and pedestrian friendly street network which serves local businesses and services, and offer a variety of public gathering spaces that encourage social cohesion and helps build community wellbeing.

Land use designations define future land uses that the City will encourage over time. Each land use designation outlines what may be possible on sites with that designation. They provide a clear intent and development parameters to guide future growth.

<p> Detached Residential</p>  <p>Detached single family homes on urban sized lots. Secondary suites are permitted for a maximum of two dwelling units per lot. Duplexes are permitted.</p> <p>BUILDING HEIGHT Up to 9.0 m (30 ft)</p> <p>DENSITY Up to 0.6 FAR or 14.75 uph (6 upa). Up to 18.5 uph (7.5 upa) with minimum 15% preservation of open space.</p>	<p> Townhouse Residential</p>  <p>Ground-oriented townhouses, including row or stacked townhouses.</p> <p>BUILDING HEIGHT Up to 15 m (50 ft)</p> <p>DENSITY Up to 1.0 FAR or 111 uph (45 upa). Up to 1.30 FAR for stacked townhouses.</p>	<p> Low Rise Residential</p>  <p>Low rise residential with street oriented ground floor units and apartments above.</p> <p>BUILDING HEIGHT Up to 4 storeys along 134 St, 70B Ave, 135 St, and 68 Ave. Up to 6 storeys elsewhere.</p> <p>DENSITY Up to 2.5 FAR</p>	<p> Mid to High Rise Residential</p>  <p>Mid to high rise residential supported by a 2-4 storey podium with street oriented ground floor units.</p> <p>BUILDING HEIGHT Minimum 2 storey podium, tower up to 20 storeys.</p> <p>DENSITY Up to 3.5 FAR*</p>	<p> High Rise Residential</p>  <p>High rise residential supported by a 4-6 storey podium with street oriented ground floor units.</p> <p>BUILDING HEIGHT Minimum 4 storey podium, tower up to 25 storeys.</p> <p>DENSITY Up to 4.0 FAR*</p>
<hr/>				
<p> Mixed Use</p>  <p>Mixed used areas require a minimum of one floor of active commercial at grade and the corresponding residential designation above.</p>	<p> Commercial</p>  <p>Retail and commercial development that requires a large floor plate and more prominent street presence.</p> <p>BUILDING HEIGHT Up to 4 storeys to a maximum height of 20 m</p> <p>DENSITY Up to 1.5 FAR</p>	<p> Institutional</p>  <p>Non-profit facilities that support the social wellbeing and health of the community, such as education, affordable and supportive housing, and other community uses.</p>	<p> Civic</p>  <p>Public facilities such as education, recreation and culture. Secondary and supportive uses are permitted including affordable housing in coordination with civic uses.</p>	<p> Parks and Natural Areas</p>  <p>Public open space that encourages social interaction and reinforces the public realm, supporting activities such as socializing, resting, and eating, and adding to the quality of urban living,</p>
<p><i>Building height and density may be increased in certain designations where additional community benefit is being provided in accordance with City policies. See Section 3 for details.</i></p>				





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Legend

Land Uses

-  High Rise Mixed-Use
-  High Rise Residential
-  Mid to High Rise Mixed-Use
-  Mid to High Rise Residential and/or Civic
-  Mid to High Rise Residential
-  Low Rise Mixed-Use
-  Low Rise Residential and/or Civic
-  Low Rise Residential
-  Townhouse
-  Detached Residential
-  Commercial
-  Civic
-  Institutional
-  Parks and Natural Areas
-  Plaza

Other Features

-  Road Network
- Long Term Roads shown with dashed line*
-  Watercourses and Waterbodies
-  Future Rapid Transit Station
Location TBD
-  Future Rapid Transit Service
Route TBD



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Transportation Strategy

The Plan proposes new roads, transit, cycling and pedestrian connections to create a walkable town centre accessible by various modes of transportation.

The future road network will be a finer-grained grid road network to support walkability, well-connected cycling infrastructure, and convenient access to transit. It also provides alternative route options that help disperse traffic and decrease congestion, improving access to and from the town centre and connectivity within the town centre.

Green lanes have been added throughout the plan area. Green Lanes include a sidewalk and boulevards to encourage both pedestrian and service vehicle connections. With grass and trees, they provide added greenery and opportunities for storm water absorption. Green Lanes also create smaller blocks which allow for increased walkability throughout the plan area.

Legend

-  Arterial
-  Collector
-  Local
-  Green Lane
-  Pedestrian Street
-  Green Connector
-  Festival Street
-  Future Rapid Transit Station
Location TBD
-  Future Rapid Transit Service
Route TBD
-  Future Transit Exchange

Long Term Roads shown with dashed line



Transit Network

The future transit network includes various forms of transit, including future rapid transit, B-Line, and local bus service. In the long term, future rapid transit along King George Boulevard will connect City Centre to Newton Town Centre and potentially beyond towards South Surrey. A future rapid transit station along King George Boulevard better facilitates this connection.

In the interim, upgrades are planned for the existing 96 B-Line bus service that runs from the town centre to City Centre.

Legend

- Existing Frequent Transit Network
- Existing R1 RapidBus Service
- T Existing Newton Exchange
- Future RapidBus Service
Route TBD
- Future Rapid Transit Service
Future planning work with TransLink is required to confirm routing.
- Future Rapid Transit Station
Future planning work with TransLink is required to confirm stations and terminus.
- T Potential Off-Street Layover Facility

Long Term Roads shown with dashed line



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Cycling and Pedestrian Network

All roads within the plan are planned to be Complete Streets with wider sidewalks on both sides. Arterial and collector roads will also have one-way protected cycling facilities on both sides. The Complete Street approach will both encourage active transportation trips within the town centre and improve comfort and safety for vulnerable road users which is a key safe systems principle of Vision Zero Surrey.

In addition to the on-street pedestrian and cycling network, the plan includes off-street multi-use pathways and park pathways to further improve connectivity throughout the plan.

Legend

- Protected Cycling Facility
- Green Connector
- Pedestrian Street
- Multi-Use Path
- Parks and Natural Areas
- Civic Spaces
- Special Crossing

Long Term Roads shown with dashed line



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Parks and Community Amenities

The Plan includes a range of new parks and community amenities, including enhancing the existing central community park, and adding small pocket parks and plaza spaces. The Plan also calls for the protection of riparian areas around the headwaters of Hyland Creek, which is an important fish habitat. This riparian area will be secured and protected as parkland as land is developed.

In the future, all residents will be within a short walk of a park. Parks and open spaces will be linked by a network of pedestrian and cycling routes that feature extra wide sidewalks and separated cycle tracks.

In the long term, the Newton Ice Arena will be expanded into a new community centre, the existing Wave Pool will be expanded to include additional aquatic amenities, and the Newton Library will be expanded or redeveloped to provide more space for a growing community.

Legend

Land Uses

- Civic
- Civic and/or Residential
- Park
- Riparian Area
- Plazas

Watercourses and Waterbodies

- Watercourse A-Class
- Watercourse B-Class
- Waterbody

Transportation

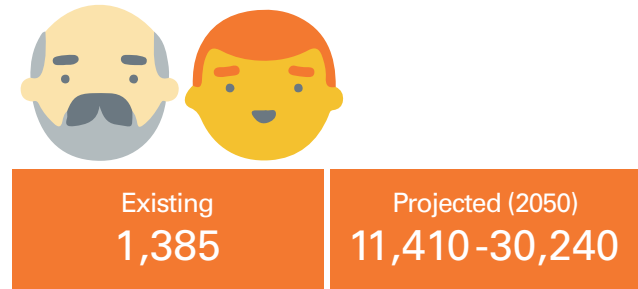
- Festival Street
- Green Connector
- Pedestrian Street
- Multi Use Path
- Park Pathways
- Road Network
- Long Term Roads shown with dashed line*



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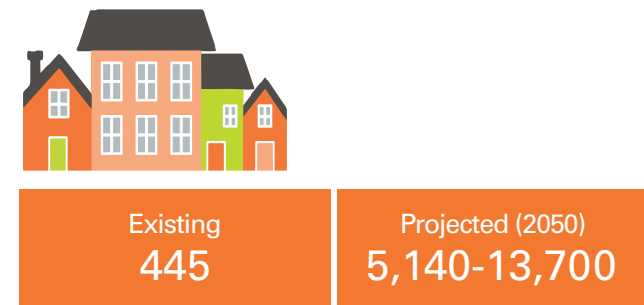
Population Projections

The Plan will accommodate considerable population growth over several decades. However, given current market conditions it is acknowledged uptake of new development will be slow, and may require a catalyst such as rapid transit investment. As such, annual growth rates are challenging to forecast. Assuming eventual build-out over many decades, the plan could result in up to 30,240 residents. To accommodate this increase in population the plan designates additional parkland and envisions new community amenities.



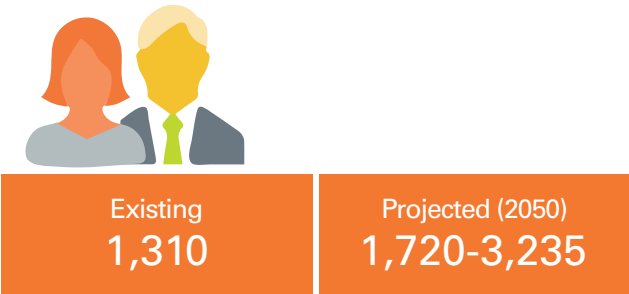
Housing Projections

The plan supports housing diversity within the broader Newton community by providing apartment and townhouse opportunities. High-rise mixed use and mid-rise apartments will support the intent of the plan by attracting new residents and supporting new and existing local businesses. Transitional mid and low-rise development will provide a buffer between the core area and lower density residential neighbourhoods. A greater variety of housing will support a full range of housing needs within walking distance of the core. In total, the number of dwelling units will increase from the existing 445 (2020) up to 13,700.



Employment Projections

The plan supports local business by adding residents and providing new commercial space. Mixed-use development within the core area will provide commercial retail units at street level with potential office or institutional uses above. Commercial lands along King George Boulevard, and north of the plan area, will continue to provide a diverse range of services that leverage the Town Centre’s central location in Surrey. The area will evolve to support new institutional and commercial uses that will support the intent of a vibrant and active town centre. Total jobs within the plan area will more than double from the existing 1,310 (2020) to almost 3,235.



Active Parkland Projections

The Plan includes enhancing the existing Newton Pond Park, expanding “The Grove” into a larger park, and adding two new mini neighbourhood parks. The Plan also includes small public plazas to support retail and recreational uses, and active and vibrant streetscapes. Together, these active park sites total approximately 6.7 hectares (16.5 acres), located to ensure all residents are within a short walk of parkland.

