

NO: R133

COUNCIL DATE: June 28, 2021

REGULAR COUNCIL

TO: **Mayor & Council**

DATE: **June 24, 2021**

FROM: **General Manager, Planning & Development
General Manager, Engineering
General Manager, Parks, Recreation & Culture**

FILE: **6520 -20
(Newton – King
George Blvd)**

SUBJECT: **Newton – King George Boulevard Stage 1 Land Use Plan**

RECOMMENDATION

The Planning & Development Department, the Engineering Department, and the Parks, Recreation & Culture Department recommend that Council:

1. Receive this report for information;
2. Approve the proposed Newton – King George Boulevard Plan, including the land use, transportation, and parks and open space concepts, attached as Appendix “I” and generally described in this report;
3. Authorize staff to proceed with all necessary actions to proceed to the Stage 2 Plan development as described in this report; and
4. Authorize staff to receive and process development applications for properties within the Newton – King George Boulevard Plan Area based on the Stage 1 Plan, provided that any such application should not proceed to final approval until a completed Stage 2 plan is approved by Council.

INTENT

The intent of this report is to provide a summary of the Newton - King George Boulevard planning process and to seek authorization to proceed with the Stage 2 planning process.

BACKGROUND

On October 21, 2019, Council endorsed Corporate Report No. R207; 2019. It authorized staff to initiate a land use planning process along the King George Boulevard corridor between Highway 10 and 68 Avenue. The Newton – King George Boulevard Neighbourhood Concept Plan (“NCP”, the “Plan”) focuses on the portion of South Newton along King George Boulevard, between Highway 10 and 68 Avenue (see Appendix “II”).

King George Boulevard and 64 Avenue are part of Metro Vancouver’s Major Road Network and are designated routes for goods movement. King George Boulevard is also identified as a

Frequent Transit Network (“FTN”) corridor and is served by transit service every 15 minutes or sooner. This service level is expected to improve as the South of Fraser Area Transit Plan (“SOFATP”) continues to develop. In the longer term, the City envisions future Rapid Transit service along King George Boulevard connecting Newton Town Centre with Semiahmoo Town Centre.

Surrey’s Official Community Plan (“OCP”) includes policies to ensure appropriate land uses and densities are provided along future rapid transit corridors. The OCP identifies the Newton – King George Boulevard Plan Area as a future land use plan location to ensure these areas can accommodate sufficient population and employment growth that supports Rapid Transit infrastructure investment.

This approach is also supported by Council’s Smart Development Principles:

- **Aligning development with essential infrastructure:** Ensuring the planning of new development aligns with construction or accessibility to essential infrastructure, such as schools, transit and other amenities.
- **Offering a range of housing choices:** Ensuring a variety of housing choices are available to address affordability demands of homeowners and renters.
- **Creating compact, connected and walkable urban centres:** Establishing centres that are more compact, connected, and walkable will increase accessibility to employment, recreational, entertainment, and educational opportunities.
- **Expanding transit-oriented development:** Increasing density of jobs and homes in proximity to higher order transit, such as SkyTrain and RapidBus lines, to better connect residents to jobs and services, and reduce commute times, congestion, and greenhouse gas emissions (“GHGs”).
- **Preserving sensitive ecosystems:** Ensuring Surrey’s continued growth is guided by conservation, sustainability, and the enhancement of key sensitive ecosystems, while delivering safe routes for walking, cycling, and recreation.
- **Community engagement and responding to housing and business demands:** Ensuring that development and planning follow a public engagement process that gives residents the opportunity to help shape Surrey’s neighbourhoods and communities, while responding to housing and business demands.

Plan Context

Currently, this is the only area along the King George Boulevard between Newton Town Centre and the Agricultural Land Reserve (“ALR”) without an approved Secondary Plan. Such a plan will:

- assist the City in responding to development applications and inquiries in the area;
- provide a level of certainty for residents and landowners regarding the future character and density of the area;
- ensure adequate provision of public infrastructure such as schools, parks, roads, public

transit, and utilities to support growth; and

- align development with the OCP's established priorities and Council's Smart Development Principles.

DISCUSSION

Background Studies

As part of the Stage 1 planning process for the Newton – King George Boulevard area, staff undertook several background studies. A preliminary engineering servicing analysis was conducted, with a focus on stormwater management. A watercourse assessment identified all streams (including wetlands) in the Plan Area to determine the locations, extents, and required setbacks for safeguarding. An environmental study identified several fish-bearing watercourses with high ecological value. The watercourses and their surrounding habitats were recommended to be restored and protected by limiting redevelopment and/or City acquisition of ecological resources through development.

Plan Vision and Planning Principles

Staff initiated community consultation to raise awareness with residents and gauge community preferences on development. These activities facilitated the development of the draft plan components discussed within this report.

Based on what was heard through consultation and further staff review, a draft vision statement has been developed for the Plan. The vision statement expresses a goal for the future state of the Plan Area:

“Newton is celebrated as a safe, family-oriented community, home to people of all ages, cultures, and backgrounds. It is an accessible neighbourhood where all residents have access to convenient public transportation and an affordable range of housing choices. Residents can meet most of their daily needs close to home, with a variety of shops, gathering spaces, parks, and natural areas a short walk or bike ride away.”

This vision was supported by 77% of participants surveyed in April 2021.

Building from this vision, the Plan is framed around eight draft planning principles. These principles will drive the strategic direction, policy framework, and implementation of the Plan.

1. **Active:** Enhance neighbourhood connectivity to ensure that everyone can quickly and easily access everything their neighbourhood has to offer.
2. **Inclusive:** Foster a welcoming and inclusive community with local amenities and spaces for all cultures, ages, and abilities.
3. **Transit Supportive:** Support future RapidBus expansion by bringing residents and destinations to the areas nearest transit stops.
4. **Affordable:** Provide a mix of housing types that addresses housing affordability and need, while protecting the character of existing neighbourhoods.

5. **Local Necessities:** Make sure food and basic necessities are available locally.
6. **Natural Areas:** Protect and enhance biodiversity, ecosystems, and natural areas.
7. **Safe:** Encourage a safe neighbourhood with Crime Prevention through Environmental Design (“CPTED”) principles.
8. **Climate Resilient:** Transition to a net zero carbon community that can adapt to climate change.

The vision statement and planning principles were evaluated by the community in an online survey available from April 15 to May 15, 2021. They were refined to incorporate community feedback. The public consultation process was conducted throughout 2020 and 2021 and is in alignment with what would now be prescribed in the City’s Public Engagement Strategy.

Community Growth Preferences

A survey aimed at gauging community preferences towards redevelopment was initiated in July 2020. Three scenarios were proposed to accommodate growth:

1. Focused Growth - Limiting the area impacted by redevelopment by preserving most of the area as single-detached housing and focusing growth into a smaller, higher density area.
2. Dispersed Growth – Permitting modest density redevelopment throughout the neighbourhood.
3. Balanced Growth – A combination of the aforementioned growth strategies that allows a mix of apartments and townhouse with some single-detached housing to remain.

There was a majority preference (57%) for the Balanced Growth approach.

Participants were also asked to provide feedback on commercial development strategies. Two options explored commercial uses spread out along King George Boulevard versus being concentrated into two or three neighbourhood commercial nodes. Preferences on commercial development were split (48% for Corridor and 42% for Nodes).

Resident surveying also provided insight into community amenity needs. Natural area parks, walkability, and local, neighbourhood-serving businesses were desired amenities that participants believed would most improve the neighbourhood.

Overview of the Draft Plan

The Stage 1 Plan recommended in this report is largely in keeping with the most recent version presented to the public by mail and online survey. The Plan is comprised of three key components, including a Land Use Concept, Transportation Concept, and Parks and Open Space Concept.

The survey indicated residents were largely supportive of the draft plan. The Land Use Concept received 72% support (residents ‘agreed’ or ‘somewhat agreed’ with the concept), the

Transportation Concept received 79% support, and the Parks and Open Space Concept received 79% support.

Land Use Concept Summary

The Land Use Concept focuses the majority of redevelopment into the area closest to King George Boulevard and preserves existing townhouse and single-detached housing towards the periphery of the Plan Area. This approach focuses new growth around existing commercial areas and transit services.

New multiple family residential (apartments and townhouse), comprised of 12% of the Plan Area, is focused in the areas best served by frequent transit. Apartments are generally proposed adjacent to commercial areas, or as part of mixed-use designations. Townhouse redevelopment is intended to provide a buffer between new residential apartments and existing single-detached housing in the periphery of the plan area. Sixty-one percent of survey participants supported this growth concept (20% thought there should be less redevelopment, 12% thought there should be more redevelopment, and 8% were unsure or had no opinion).

Opportunities for commercial uses have been incorporated into mixed-use areas, which make up approximately 7% of the total Plan Area. Initial surveying showed that residents were divided on accommodating commercial redevelopment along King George Boulevard as a contiguous corridor or in several commercial nodes. The Plan blends these strategies by extending commercial development along King George Boulevard, between 68 Avenue and 62 Avenue, and including a neighbourhood-oriented mixed-use commercial node at 62 Avenue. The redevelopment of commercial areas provides opportunities for neighbourhood-serving local business (shops, grocery, restaurants, et cetera). The Mixed-Use designation would allow apartments above ground-floor commercial uses. Approximately 74% of survey participants felt this was an appropriate between nodes and corridors.

To support the existing neighbourhood character, infill and low-density redevelopment options are permitted outside of the focussed growth areas. In most cases, existing single-detached houses and low-density townhouse sites will remain as they are today; however, single detached property owners may consider low density redevelopment options such as building new single-detached houses with secondary suites, subdividing, or low-density fee-simple attached houses (such as duplex and row-houses). These low-density residential areas will see enhancements to walkability and open space access with new road connections/improvements and expansion of existing parks.

Approximately 26% of the Plan Area is identified as fish-bearing watercourses and riparian ecosystems. These areas are protected through Federal, Provincial, and Municipal regulations. As such, the proposed land use plan limits redevelopment and seeks to protect and restore these areas. Where some development is possible on impacted properties, the Plan outlines specific lot-consolidation requirements to produce viable development sites and limit encroachment into environmental areas. The Plan will also include a parkland acquisition strategy for lots designated as Parks and Open Space. The acquisition strategy will be completed as part of the Stage 2 planning work. Ultimately, the Plan improves the amount of greenspace and natural area within the neighborhood. In the long term, these areas may support trails, benches, and accessible neighbourhood natural areas.

Land Use Designations

The following land use designation description – including intended form, density, character, and use – are preliminary and subject to further refinement, which may be undertaken during Stage 2 of plan development.

- *Low-Rise Mixed-Use*

The Low-Rise Mixed-Use designation is intended for development of up to six storeys. This designation is intended to provide ground floor neighbourhood-serving commercial with office or residential uses above. The six-storey height should be oriented along interfaces fronting King George Boulevard, and stepped down to four storeys where development interfaces with existing detached houses or townhouses.

This designation has a base density of 2.0 FAR. Additional density may be considered where additional community benefit is provided in accordance with the City's Density Bonus Policy (Policy O-54). In such cases, development shall not exceed the above-noted building height limit and guidelines for interface massing. Applications seeking bonus density must also receive endorsement from the Advisory Design Panel and City Architect relating to form and character.

- *Low-Rise Mixed-Use Cluster*

The Low-Rise Mixed-Use Cluster designation is intended for development sites significantly impacted by environmental constraints. Minimum lot consolidations are required to produce viable development sites and minimize encroachment into riparian areas. Density within this designation may be calculated on the entirety of the site and transferred to the developable portions of the site. No development will be permitted in environmentally sensitive areas.

This designation has a maximum base density of 1.5 FAR, based on a gross site density calculation. Additional density may be considered where additional community benefit is provided in accordance with the City's Density Bonus Policy (Policy O-54). In such cases, development shall not exceed the above-noted building height limit and must receive endorsement from the Advisory Design Panel and City Architect relating to form and character.

- *Low-Rise Residential*

The Low-Rise Residential designation is intended for low-rise development between four and six storeys. Two-storey townhouses at grade are encouraged. Limited ground level active commercial uses (retail) are also permitted within this designation, subject to an appropriate interface with neighbouring developments. Buildings should step down to a four storey maximum where development interfaces with existing detached houses or townhouses.

This designation has a maximum base density of 1.5 FAR. Additional density may be considered where additional community benefit is provided in accordance with the City's Density Bonus Policy (Policy O-54). In such cases, development shall not exceed the

above noted building height limit and guidelines for interface massing. Applications seeking bonus density must also receive endorsement from the Advisory Design Panel and City Architect relating to form and character.

- *Townhouse*

The Townhouse designation will allow conventional townhouse or stacked townhouse forms of development. The Townhouse designation provides a buffer between low-rise residential development and the existing single-detached housing that is expected to be retained.

This designation has a maximum base density of 1.0 FAR. Additional density may be considered where additional community benefit is provided in accordance with the City's Density Bonus Policy (Policy O-54) to a maximum of 1.35 FAR.

- *Low Density Residential*

The Low-Density Residential designation will allow a range of fee-simple development, including single-detached small lot, duplex, and row-house development among existing single-detached housing.

Development within this designation should conform with the density requirements of applicable fee simple zoning within the *Surrey Zoning By-law, 1993, No. 12000* ("the Zoning By-law").

- *Parks and Open Space*

The Parks and Open Space designation includes passive, active, and natural area parkland to be secured by the City when properties become available for purchase. This is discussed in greater detail later in this report.

- *Riparian Buffer*

The Riparian Buffer designation limits redevelopment in environmentally sensitive areas. At the time of development, these areas will be conveyed to the City or protected in perpetuity by Restrictive Covenant as per the *City of Surrey Sensitive Ecosystem Development Permit* requirements. Density can be calculated within this area and transferred elsewhere on site within Low-Rise Cluster Mixed-Use developments.

- *Institutional*

The Institutional Designation accommodates existing elementary schools to be retained.

Transportation Concept

The proposed road network aligns with the Climate Change Action Strategy and the Surrey Transportation Plan. It envisions additional connections to be achieved through development and generally establishes block sizes of approximately 100 metres by 200 metres. This is consistent with new urban standards throughout Canada and is a measure of successful, walkable neighbourhoods. The block sizes, where appropriate, are modified in consideration of

natural and man-made constraints, as well as existing and proposed development types. New road connections are indicated on the Transportation Concept in Appendix “I”.

A central principle of the Transportation Concept is the importance of providing a finer-grained, grid road pattern. This supports walkability, well-connected cycling infrastructure, convenient access to transit, and multiple route options to disperse vehicular traffic and decrease congestion.

While the Plan Area today has a well-established and regular grid of arterial and collector roads, the finer-grained grid, particularly local roads, is currently incomplete and irregular. Many properties are accessed by only one route in or out and forces shorter local traffic trips on the arterial and collector roads. The lack of road connections also results in relatively large block sizes, creating longer walking and cycling distances in circuitous routes to access parks, public transit, and neighbourhood amenities.

Notable network improvements include local roads through redevelopment:

- 135B Street between 67A Avenue and 67 Avenue
- 64A Avenue between 135A Street and King George Boulevard
- 61A Avenue between 136 Street and King George Boulevard
- 60A Avenue between 136A Street and King George Boulevard
- 136A Street between 60 Avenue and 59 Avenue
- 137B Street between 58A Avenue and 58 Avenue
- 139 Street extension to 58 Avenue

As part of the Stage 2 NCP planning process, a more detailed assessment of street cross sections and intersection control, such as traffic signals and roundabouts, will be performed. This analysis will take into consider the City’s Vision Zero Road Safety Plan, safe systems approach to account for safer intersections and road designs, anticipated traffic demand, road hierarchy, adjacent land uses, and pedestrian crossing locations.

Walking and Cycling

The proposed road network enhances the walking and cycling experience by breaking up large blocks, while providing more direct access to planned RapidBus and future rapid transit stations and amenities. All roads, new and existing, will be designed and constructed with sidewalks on both sides, separated from traffic by a treed boulevard.

Currently, some of the arterial and collector roads in the plan area have on-street bike lanes. This type of facility is only comfortable for the confident cyclist. To increase cycling mode share, separated and protected cycling –lanes/tracks are planned on key collector and arterial roads throughout the Plan Area, similar to what is established in the City Centre and Newton Town Centre Plans.

Separated cycle lanes/tracks encourage cycling for all ages and abilities by providing safe and accessible infrastructure that is physically separated from traffic. They also provide potential to support emerging micro-mobility forms, such as e-bikes and e-scooters, which offer great potential as more environmentally sustainable alternatives to conventional vehicle use. A further review of the corridors will be completed as part of the Stage 2 servicing strategy process.

Transit Service

King George Boulevard is served by existing Route 321 FTN Service. TransLink's Mayors' Council "10-Year Vision for Metro Vancouver Transportation" plans for the extension of the R1 – King George RapidBus from Newton Exchange to the Semiahmoo Town Centre as part of the Phase 3 of the 10-Year Vision. The RapidBus service will include increased service levels, upgraded stops with real-time passenger information, and transit priority measures to improve speed and reliability.

Longer term, it is anticipated that King George Boulevard south of Newton Town Centre will be identified for future rapid transit expansion as part of TransLink's updated Regional Transportation Strategy ("RTS"), *Transport 2050*. Smart Growth redevelopment on the corridor will ensure adequate ridership for this future rapid transit expansion.

Electric Vehicle Infrastructure

With the City's recent Electric Vehicle ("EV") Strategy adoption, and goal to be a leader in EV adoption, new EV charging infrastructure is to be provided off-site within new private developments. 100% of residential parking spaces and 20% of commercial parking spaces are required to be pre-wired for supporting Level 2 EV charging (i.e., 220V outlet). Additionally, to have the largest public EV charging network in the province, expanding access to public EV charging is required through the provision of on-street EV charging. The locations will be identified as part of the Stage 2 servicing process.

Parks and Open Space Concept

The Newton – King George Boulevard Plan provides the opportunity to improve the City's parks and open space network. The City strives to provide all residents with access to a park within 500 metres (approximately a five to 10-minute walk). The need for an improved Parks and Open Space network was voiced by residents in the July 2020 survey and reiterated in the May 2021 survey.

Parkland is planned within the area in keeping with the Parks, Recreation & Culture Strategic Plan and through consultation during plan development. Parks in the area will support active amenities, natural area protection, and provide places for rest and relaxation.

- *Five Park Expansions*

Four existing parks, Senator Reid Park, Heritage Woods Park, Alder Park, Hyland Creek Park, and an unnamed park at 135 Street and 67A Avenue are planned for expansion. Expansions are designed to provide additional amenities, increase functionality, protect trees, and provide a more public and visible interface with streets. Park expansions strategically increase the utilization and function of existing parks to allow for new active park amenities focused in areas where higher densities are proposed. Natural surveillance and safety will also improve through the implementation of CPTED principles, such as increasing visibility and access to parks and open space.

- *Two New Natural Area Parks*

In addition to new active park sites, the Plan identifies properties that contain or are adjacent to fish bearing watercourses. Many of these properties are unable to be redeveloped without ecological and environmental impact. The Plan proposes City acquisition of these riparian areas through an area specific Development Cost Charge (“DCC”) for natural area protection. These areas will be restored with native vegetation and maintained by the City. Where appropriate, areas may include paths, trails, and bridges for resident enjoyment.

- *Riparian Protection Areas*

Where lots are encumbered by riparian areas, any new development will be subject to the City’s *Sensitive Ecosystem Development Permit* requirements, as well as applicable Provincial and Federal regulations. At such time, impacted lands will be conveyed to the City or protected as privately owned land by Restrictive Covenant, including long-term owner maintenance obligations.

- *Purchase of Parkland*

Acquisition of lands identified as “Parks and Open Space” in the Land Use Concept can commence following Council adoption of the Stage 2 Plan. The City will negotiate with landowners when property owners choose to sell or redevelop. It is at the property owner’s discretion to sell to the City or to another interested buyer. Lands will be valued at the time of acquisition based on average fair market value of adjacent land use. The Parks and Open Space designation does not impact the property zoning. Property owners may continue to live and use the property as regulated by the Zoning By-Law.

Stage 2 Planning Process

Subject to Council endorsement of the proposed Stage 1 Plan, staff will initiate the Stage 2 planning process. This will include the preparation of an engineering servicing strategy to identify drainage, sanitary, and water infrastructure improvements to support future development. Infrastructure costs and financing requirements will also be identified through the Stage 2 process. Costs associated with Stage 2 work will be recuperated through area-specific NCP fees.

In addition to an engineering servicing strategy, there are a variety of detailed planning processes necessary to develop the final Stage 2 Plan. Subject to Council’s approval of the Stage 1 Plan, staff will undertake the following items during the Stage 2 planning process:

- Prepare or refine development policies, including finalizing height and density provisions for each land use designation. Refine land use designations as needed in coordination with concurrent Stage 2 work.
- Prepare Urban Design Guidelines including:
 - Building height and massing guidelines;
 - Public realm and streetscape treatments; and

- Street cross-section design concepts.
- Finalize the Transportation Concept, incorporating the results of further public engagement, including:
 - Opportunities for pedestrian plazas, green lanes and pedestrian only streets within mixed use areas;
 - Pedestrian and cycling strategies to ensure seamless connectivity and access to existing and future transit service; and
 - Road cross sections and details.
- Align with the Public Engagement Strategy and utilize the Public Engagement Toolkit to engage with the community to prepare an update to the existing South Newton Plan to reflect current Smart Growth principles and align with interfacing development in the Newton – King George Boulevard Plan.
- Align the Plan with the objectives and initiatives within the emerging Climate Action Strategy, including the consideration of policies and incentives to support the reduction of greenhouse gas emissions associated with development.
- Finalize the Land Use Concept, incorporating the results of any further public engagement, including:
 - Refinements to Stage 1 land use designations;
 - Develop a community amenities strategy that includes a comprehensive assessment of the amenities required to support growth and options for achieving them, such as Plan Area specific Density Bonus and Community Amenity Contributions;
 - Review and consider affordable housing policies including an assessment of government owned properties and tools, such as the rental zoning powers available to municipalities;
 - Prepare an engineering servicing plan and financial strategy ensuring that services are adequate to support growth and a funding strategy is in place;
 - Prepare a financial strategy for the acquisition of property for parkland and environmental purposes;
 - Prepare a final implementation strategy for achieving the plan including any consequential amendments to the OCP, the Zoning By-law, Regional Context Statement, and other City bylaws and policy; and
 - Prepare and publish a final Stage 2 Plan document that presents the final land use strategy with all corresponding strategies, policies, and guidelines.

It is noted that the review of these issues may result in refinements to the Land Use, Transportation, and Parks and Open Space concepts that make up the proposed Stage 1 Plan, including changes to land use designations, densities, and road locations. Stage 2 of plan development is expected to be completed and advanced for Council consideration in 2022.

Processing of Development Applications in the Plan Area

It is recommended that during Stage 2 of the planning process staff be authorized to receive and process development applications for properties in the Plan Area based on the Stage 1 Plan, as illustrated in Appendix “I”. Any such applications would not proceed to final approval until the Stage 2 component of plan development is complete and the plan approved by Council.

SUSTAINABILITY CONSIDERATIONS

The development of the Newton – King George Boulevard Plan supports the objectives of the City’s Sustainability Charter 2.0. In particular, this work relates to the Sustainability Charter 2.0 themes of Built Environment and Neighbourhoods, Economic Prosperity and Livelihoods, and Infrastructure. Specifically, these projects support the following Desired Outcomes (“DO”):

- Neighbourhoods and Urban Design DO1: Surrey is comprised of distinct, diverse, and compact neighbourhoods and Town Centres, with an engaging public realm.
- Neighbourhoods and Urban Design DO2: Surrey is well-connected within the city and to the rest of the region by fast and efficient public transit and active transportation infrastructure for all ages and abilities.
- Neighbourhoods and Urban Design DO4: Surrey’s neighbourhoods are safe, accessible, well-connected, walkable and bike friendly.
- Neighbourhoods and Urban Design DO8: The built environment enhances quality of life, happiness, and well-being.
- Economy DO6: Efficient land use and well-managed transportation infrastructure are in place to attract businesses and support a thriving economy.
- All Infrastructure DO2: Infrastructure systems provide safe, reliable, and affordable services.
- Transportation DO11: An integrated and multi-modal transportation network offers affordable, convenient, accessible, and safe transportation choices within the community and to regional destinations.

CONCLUSION

The Newton – King George Boulevard Plan Area is an important growth corridor facing development pressure. It is the only area along King George Boulevard between Newton Town Centre and Highway 10 without an existing plan to guide development. It is also part of TransLink’s Frequent Transit Network and the location of future RapidBus service.

The proposed Stage 1 Newton – King George Boulevard Plan is the culmination of work undertaken over the course of the last 18 months. It is reflective of consultation with area residents and other stakeholders, and embodies the vision and principles developed through the engagement process. The Stage 1 Plan also represents a clear strategy to integrate land use and sustainable transportation systems, while protecting environmentally sensitive areas and increasing housing supply.

Based on the above discussion, it is recommended that Council approve the Newton – King George Boulevard Stage 1 Plan as described in this report and documented in Appendix “I”. It is also recommended that Council authorize staff to proceed with all necessary actions to proceed to the Stage 2 plan development for Newton – King George Boulevard, and that Council authorize staff to receive and process development applications for properties within the Plan Area concurrently with the Stage 2 planning process, and in alignment with the Stage 1 plan.

Original signed by
Jean Lamontagne
General Manager, Planning & Development

Original signed by
Scott Neuman, P.Eng.
General Manager, Engineering

Original signed by
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General Manager, Parks, Recreation & Culture

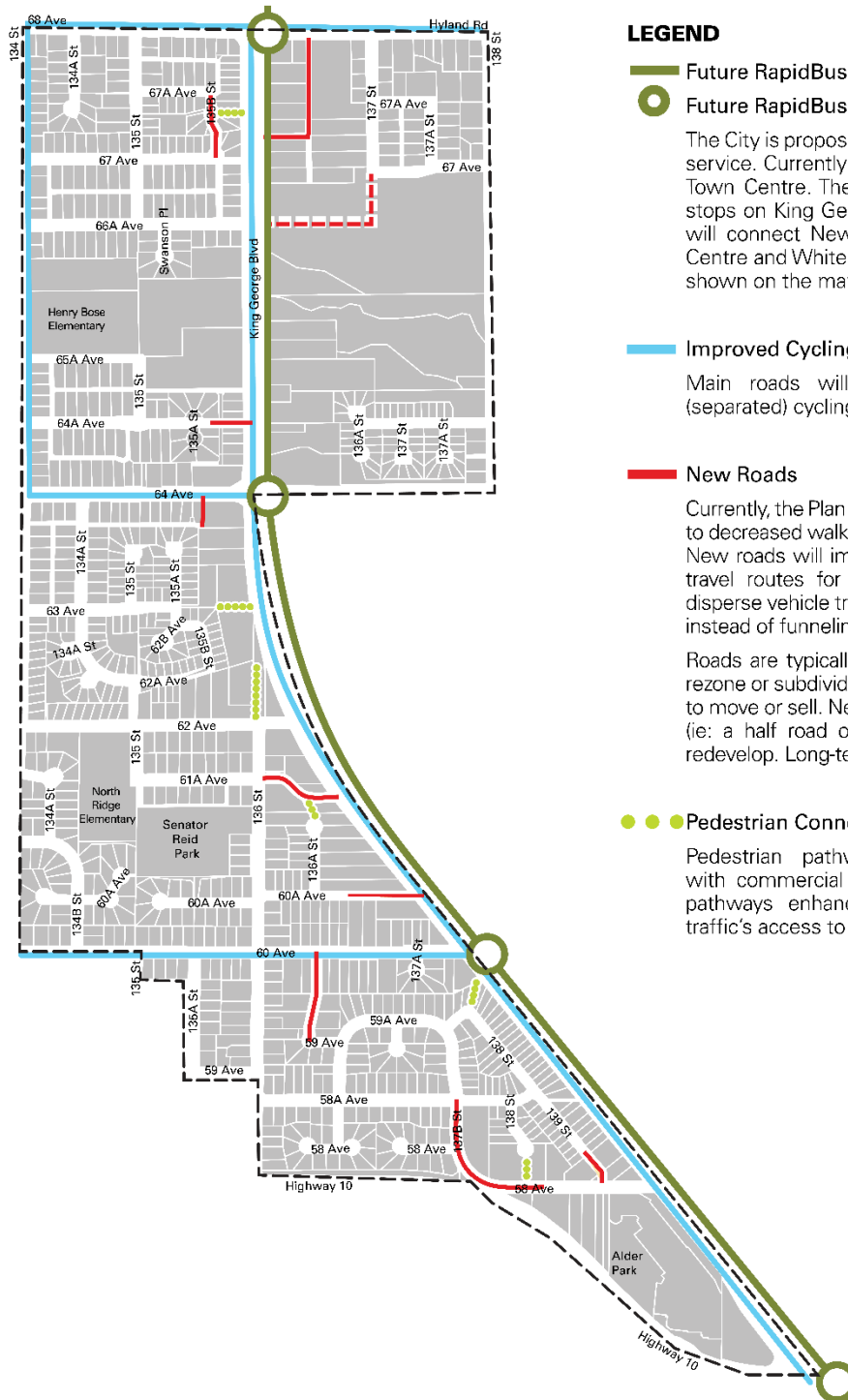
Appendix “I” Newton – King George Boulevard Stage 1 Plan
Appendix “II” Newton – King George Boulevard Plan Area
Appendix “III” Stage 1 Engagement Summary

Proposed Land Use Strategy

**LEGEND**

- Low-Rise Mixed Use (4-6 storeys)**
Typically commercial on the ground floor (e.g. restaurant, daycare, florist, grocery market, hairdresser etc.) with residential apartments above and parking underground.
- Low-Rise Residential (4-6 storeys)**
Typically ground level townhouses with apartments above and parking underground. Buildings will step down in height where they interface with lower density housing.
- Low-Rise Cluster (4-6 storeys)**
Low-Rise Mixed Use closest to King George Boulevard and Low-Rise Residential interfacing with single-detached areas. These properties have significant environmental constraints. Specific lot consolidations are required to protect the riparian buffer area (shown in dark green).
- Townhouse (2-3 storeys)**
Ground oriented townhouses with internal private lanes and garages.
- Low-Density Residential**
Intended to maintain existing neighbourhood character. Opportunity for sensitive infill development, such as new single houses, small lot subdivisions, or low-density attached houses (such as duplex and row-houses).
- Parks and Open Space**
Passive, active, and natural area parkland. Property owners are not forced to move or sell. Properties will be pursued by the City when they become available for purchase.
- Riparian Buffer**
Intended for the protection and restoration of riparian ecosystems around watercourses (shown in blue). These areas will be dedicated to the City for protection when the property owner chooses to redevelop. Existing structures and development can remain. New development will not be permitted in this area. Density can be transferred elsewhere on site.
- School**
The Surrey School District will use the Plan to project future student enrollment and prioritize expansions and upgrades to Henry Bose Elementary and North Ridge Elementary.
- New Roads (shown in white)**
Roads are typically dedicated to the City when properties rezone or subdivide. Property owners are not forced to move or sell. Long-term roads are shown with a dashed line.

Transportation Concept




LEGEND

 Future RapidBus Service

 Future RapidBus Stop

The City is proposing to extend to the existing R1 RapidBus service. Currently RapidBus service terminates at Newton Town Centre. The Draft Plan considers 4 new RapidBus stops on King George Boulevard. The extended RapidBus will connect Newton Town Centre to Semiahmoo Town Centre and White Rock. The proposed route and stops are shown on the map in green.


 Improved Cycling Infrastructure

Main roads will be upgraded to include protected (separated) cycling lanes.

 New Roads

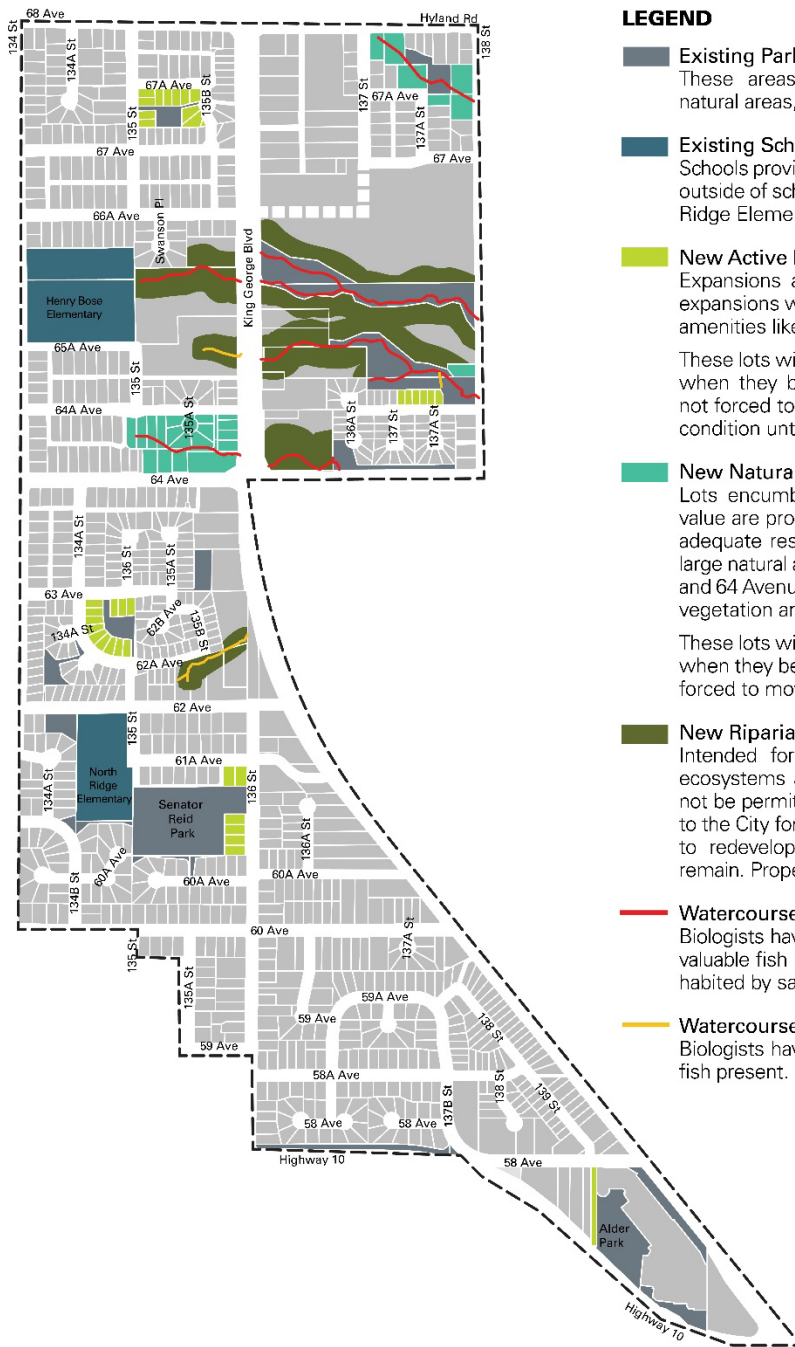
Currently, the Plan Area has low connectivity. This contributes to decreased walkability and increased traffic on local roads. New roads will improve walkability by offering more direct travel routes for pedestrians. New roads also work to disperse vehicle traffic over several routes and intersections instead of funneling all vehicles into the same pinch point.

Roads are typically dedicated to the City when properties rezone or subdivide. Current property owners are not forced to move or sell. New roads may exist in an interim condition (ie: a half road or dead-end) until all properties willingly redevelop. Long-term roads are shown with a dashed line.

 Pedestrian Connections

Pedestrian pathways will connect residential areas with commercial areas and RapidBus stops. Pedestrian pathways enhance walkability while limiting vehicular traffic's access to residential neighbourhoods.

Parks and Open Space Concept



LEGEND

Existing Parks and Open Space

These areas are existing City-owned active parkland, natural areas, or buffers.

Existing School

Schools provide valuable outdoor park and recreation space outside of school hours. Henry Bose Elementary and North Ridge Elementary are planned to remain.

New Active Parkland

Expansions are proposed for four existing parks. These expansions will provide space for new and improved active amenities like playgrounds, sports fields, picnic areas, etc.

These lots will be purchased by the City at fair market value when they become listed for sale. Property owners are not forced to move or sell. The park will exist in an interim condition until all existing owners willingly choose to sell.

New Natural Areas

Lots encumbered by watercourses with high ecological value are proposed to be purchased by the City to provide adequate restoration and long term protection. One new large natural area park is planned at King George Boulevard and 64 Avenue. These areas would be replanted with native vegetation and could include paths, trails and bridges.

These lots will be purchased by the City at fair market value when they become listed for sale. Property owners are not forced to move or sell.

New Riparian Protection

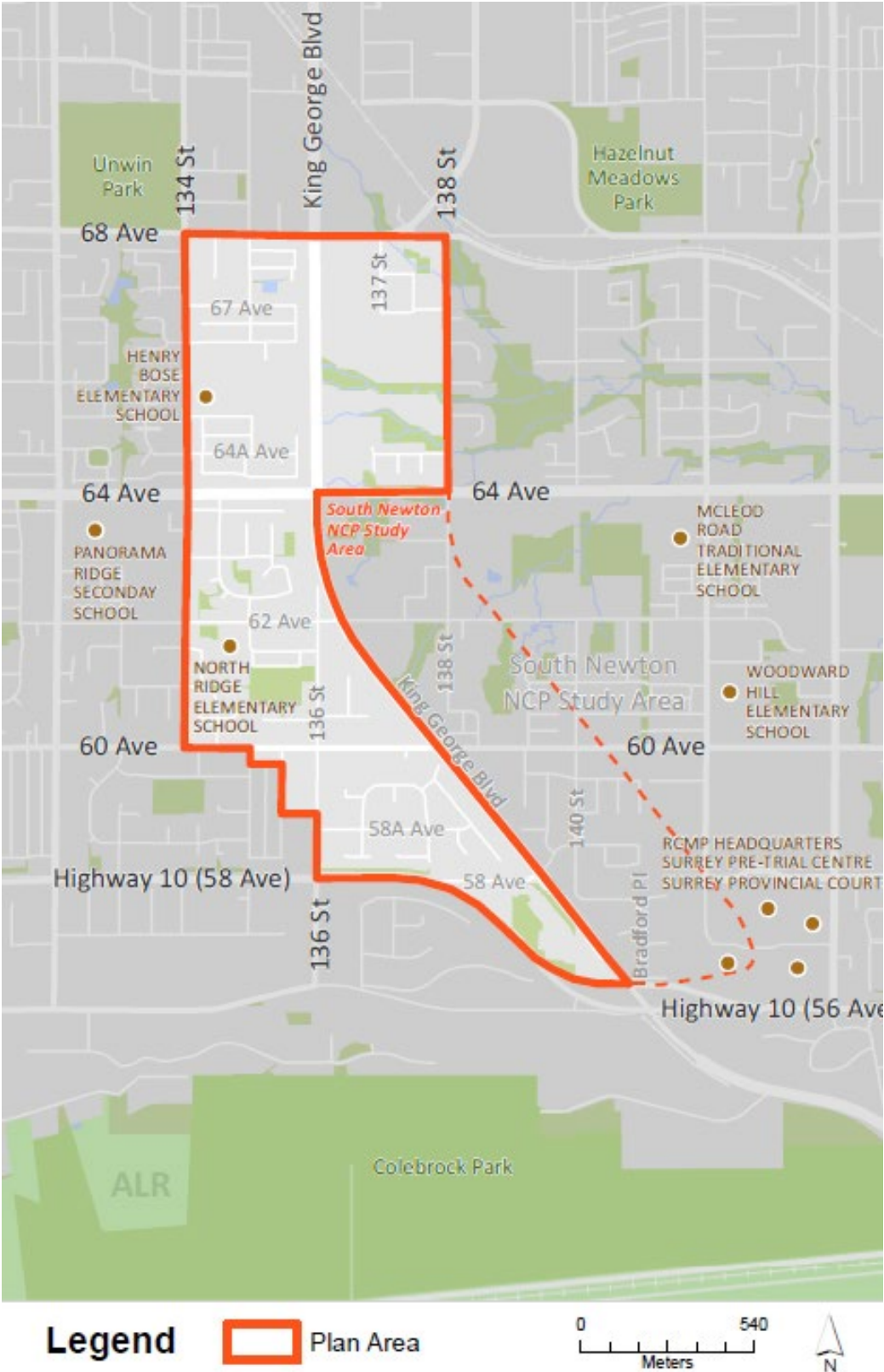
Intended for the protection and restoration of riparian ecosystems around watercourses. New development will not be permitted in this area. These areas will be dedicated to the City for protection when the property owner chooses to redevelop. Existing structures and development can remain. Property owners are not forced to move or sell.

Watercourse (A-Class)

Biologists have investigated these watercourses and found valuable fish habitat with no barriers for fish. They could be habited by salmonoids year round.

Watercourse (B-Class)

Biologists have found significant food/nutrient value but no fish present.



Engagement Summary

Newton-King George Boulevard Draft Stage 1 Plan Survey **May 2021**

NEWTON IS GROWING

Surrey is developing a new land use plan in Newton for the neighbourhood along King George Boulevard. This is the only urban area in Newton between Newton Town Centre and Highway 10 currently without a plan.

The City creates land use plans for areas that are experiencing growth and development pressure. A plan determines what can be built and where. It guides the City when considering future development applications. It is important to remember these plans are very long range. They take several decades to build out.

WHAT WE DID

Land use plans rely on community input. We sent letters to owners and occupants of properties in and around the plan area inviting them to participate in the survey. The survey asked participants to review and provide input on the draft Stage 1 Plan, which includes land use, transportation, and parks and open space concepts.

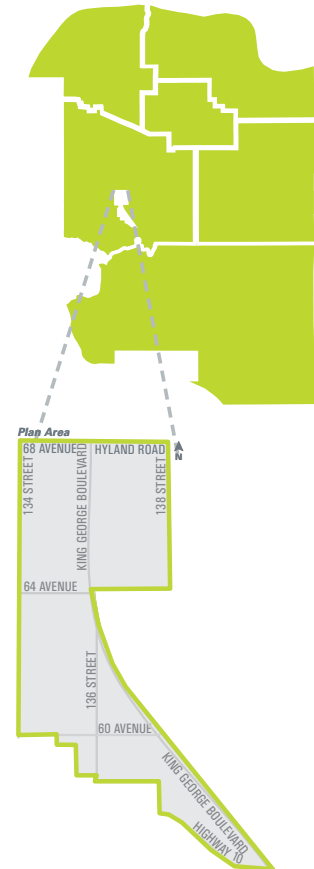
NEXT STEPS

We will review the survey results and consider changes to the draft plan. Then, we will seek Council's approval of the Stage 1 Plan. Refinements to the plan can occur throughout Stage 2, but this approval by Council gives staff some certainty to work on developing the servicing, financing and urban design guidelines.

FOR MORE INFORMATION

If you have any questions about the planning process or if you would like to discuss any of the survey results contact Kristen Lassonde by:

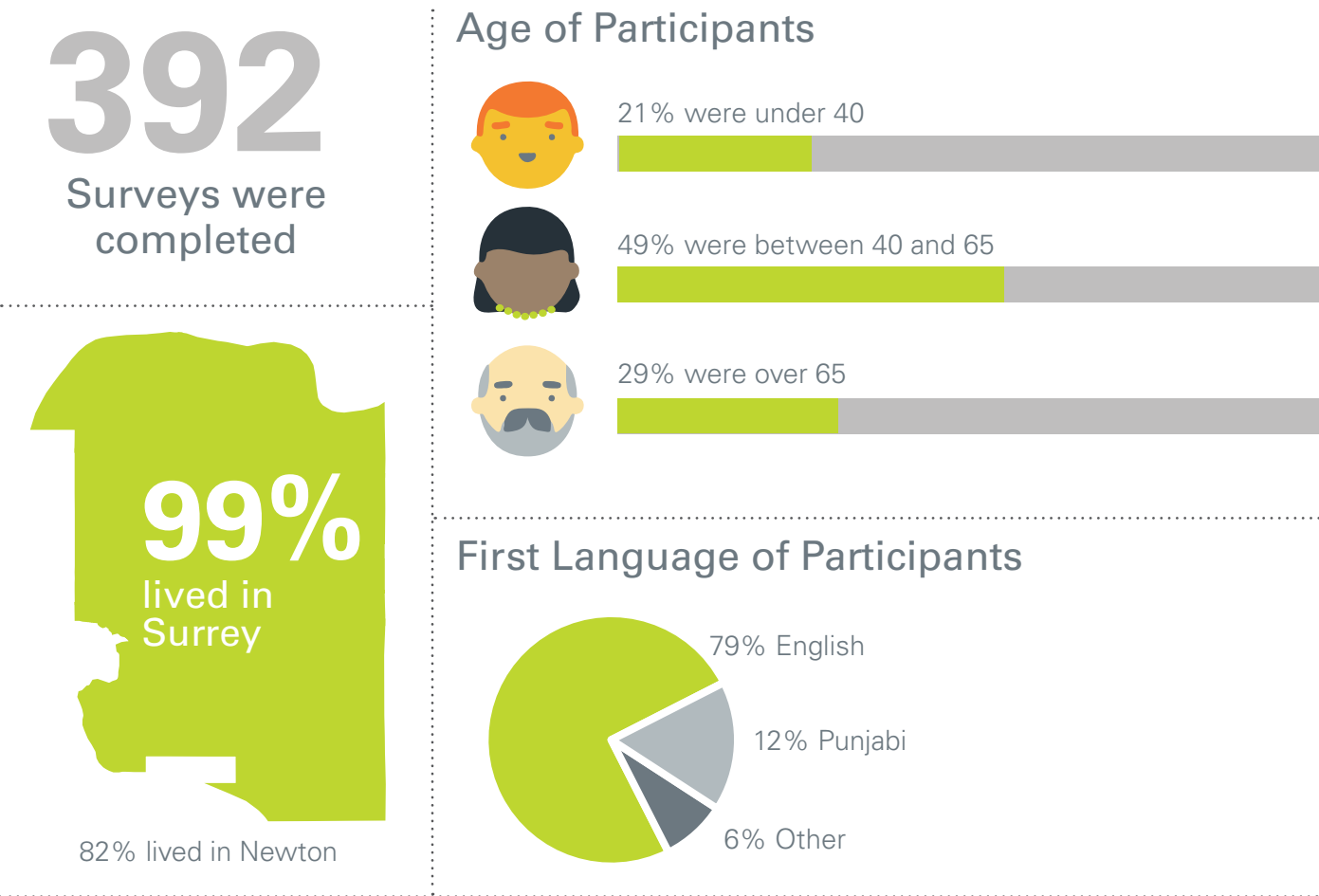
Email at kristen.lassonde@surrey.ca
Phone at 604.591.4654



Newton-King George Boulevard

PARTICIPANT SUMMARY

This is a snapshot of participants from the May 2021 Survey.



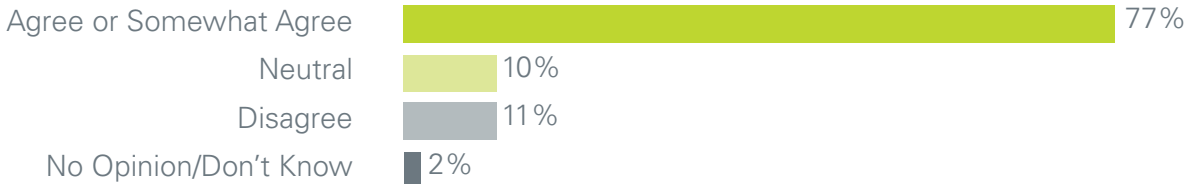
Engagement Summary

VISION

The vision statement for the Newton King George Plan describes the City and the Community's shared vision for the area's future.

Newton is celebrated as a safe, family-oriented community, home to people of all ages, cultures and backgrounds. It is an accessible neighbourhood where all residents have access to convenient public transportation and an affordable range of housing choices. Residents can meet most of their daily needs close to home, with a variety of shops, gathering spaces, parks, and natural areas a short walk or bike ride away.

We asked participants if the vision statement accurately reflected their vision for the neighbourhood.



Of the responses that were neutral or disagreed, participants raised concerns around achieving some of the vision qualities, including safety and affordability. Feedback included:

"Unless there is a dramatic change I have trouble visualizing the area as safe. It used to feel that way but over the last few years it seems to be on a decline."

"Housing is not affordable now and prices are constantly going up. Affordable housing does not seem to be a likely possibility."

We asked participants if there was anything missing from the vision? Two new themes emerged:



Connectivity



Schools and Community Facilities

PRINCIPLES

Building on the vision, the Plan includes eight draft planning principles (**Active, Inclusive, Transit Supportive, Affordable, Local Necessities, Natural Areas, Safe, and Climate Resilient**). These principles will guide the strategic direction, policy framework, and implementation of the Plan.

We asked participants if there is anything missing from the principles? The top themes that were identified by participants were:



Green Spaces



Environmental Protection



Schools and Community Facilities

Newton-King George Boulevard

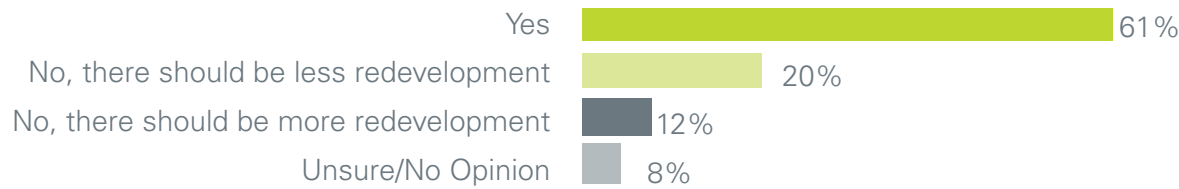
GROWTH CONCEPT

The growth concept provides a general overview of the Land Use Plan’s intent. It balances the plan vision and objectives with the physical space. The draft Newton-King George Boulevard Plan proposes approximately 12% of the plan area be allocated for multi-family residential redevelopment, 7% for mixed-use commercial development and 26% for limited redevelopment within environmentally sensitive areas and wetlands. The remaining 55% is likely to remain similar to today, with infill development options.

We asked participants if they supported limiting redevelopment in environmentally sensitive areas and wetlands?



We asked participants if the Plan provided a good compromise to accommodate growth while respecting the existing neighbourhood?



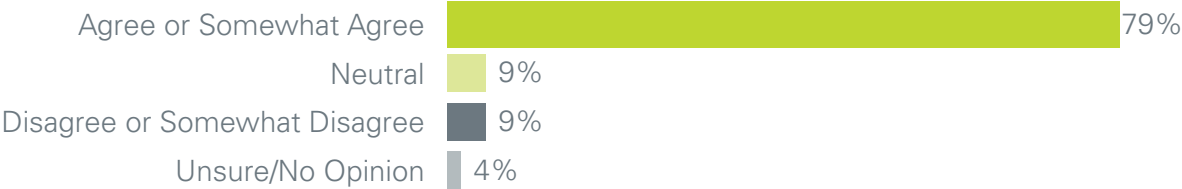
We asked participants if they agreed with the amount and location of new commercial space?



TRANSPORTATION CONCEPT

The Transportation Concept seeks to improve the Plan Area’s connectivity by providing new road connections. This supports walkability, well-connected cycling infrastructure, convenient access to transit, and multiple route options to disperse vehicular traffic and decrease congestion. It also provides access and circulation to support new development.

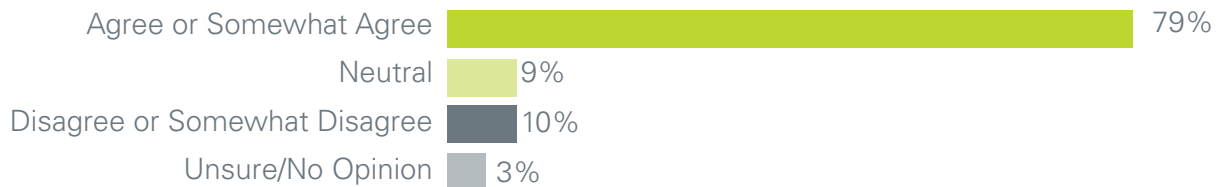
We asked participants what they thought about the proposed transportation concept?



PARKS AND OPEN SPACE CONCEPT

The Parks and Open Space Concept seeks to improve residents' access to parkland through the expansion of 4 existing parks, 2 new natural area parks, 1 new active park, and riparian protection areas.

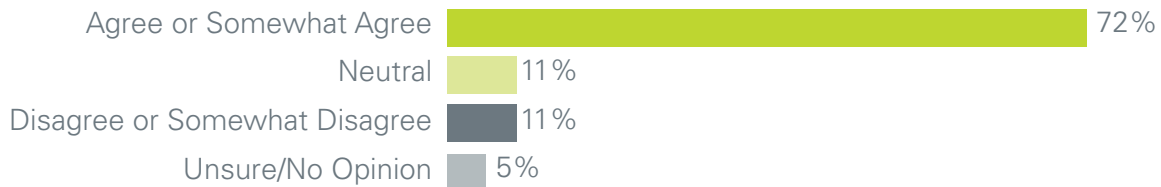
We asked participants what they thought of the proposed parks and open space concept?



LAND USE CONCEPT

The Land Use Concept merges all of the aforementioned considerations for growth, transportation, and parks into one comprehensive plan that will guide growth and redevelopment for the next 15-30 years.

We asked participants what they thought of the proposed land use concept?



VERBATIM COMMENTS

Throughout the survey, participants were encouraged to provide verbatim comments on the plan. Staff have analyzed these comments to identify themes and concerns. Listed below. Staff will seek to address these comments through revisions to the plan and in subsequent engagement throughout Stage 2 of the planning process.



Affordability

Concern for affordability and supply of family-oriented housing (townhouses and apartments).



Green Space

Need for significantly more green space and usable parkland with both active and passive uses as well as improved tree-lined streets.



Walkability

Lack of safe and convenient access to daily needs - more local small-businesses, parks, grocery, other services and amenities.



Public Transit

Need for improved public transit such as SkyTrain.



Schools

Concern for school capacities and the need for more schools in the area as population increases.