

**Proposed Street Framework Plan**



**King George Highway**

King George Highway will continue to be the main artery through the Newton area that serves regional destinations and large-scale commercial activity. While a forthcoming study will examine options for future rapid transit expansion in Surrey, a possible street section could see bus rapid transit or light rail in the median, with two vehicular travel lanes in each direction. There could be split platforms located at the intersections. Travel lanes could be separated from transit by planted median. Buildings should be built to the right-of-way, which includes a wide pedestrian sidewalk and planting strip.



**Standard Street**

The standard street can serve a multitude of uses and is the most common street type proposed for the area. The standard street is a two-lane connection with on-street parking on both sides, a planting strip, and sidewalks. Buildings should be built to the designated right-of-way or set back a maximum of 10' for low-scale residential buildings or outdoor seating.



**Main Street**

The main street 2-lane typology is the primary retail and transit corridor that extends from 72nd Avenue to 71st Avenue. This street should have wide sidewalks and generous pedestrian amenities that include pedestrian-scale lighting, street furnishing and bike storage facilities located within the street furniture zone. There should be on-street parking on both sides of the 2-lane street. Buildings should be built to the street and be required to provide awnings for weather protection.



**Transit Main Street**

The 3-lane main street is designed to have a designated bus lane and two travel lanes for vehicles. This section should have wide sidewalks and generous pedestrian amenities that include pedestrian-scale lighting, street furnishing and bike storage facilities located within the street furniture zone. There should be on-street parking on both sides of the street. Buildings should be built to the right-of-way and be required to provide awnings for weather protection.



**70th Avenue**

The proposed "Newton Park" is given a public edge by the reconfiguration of 70th Avenue into a pedestrian-oriented street with fronting development to the north. 70th Avenue is recommended to be a 3-lane street with on-street parking on both sides, designated bike lanes, a planting strip, and sidewalk.



**Proposed Building Heights & Development Scenario Legend**



**Festival Street**

Festival Streets should be curb-less (i.e. no vertical curb) in order to provide a barrier-free experience for community activities such as farmers markets and festivals. The driving surface should be textured and contrast in color to the sidewalks. Back-in angled parking is recommended for the east-west festival street but not the north-south. Building should be built to the street and provide awnings for weather protection.



**Proposed Density and Land Use**



Block 1 57 Total FAR 0 Residential Units 25k square feet of Commercial	Block 4 2.50 Total FAR 250 Residential Units 95k square feet of Recreation Center	Block 7 2.06 Total FAR 319 Residential Units 77k square feet of Commercial	Block 10 FAR not calculated 25 Residential Units
Block 2 1.47 Total FAR 150 Residential Units 60k square feet of Commercial	Block 5 1.95 Total FAR 125 Residential Units 30k square feet of Recreation Center	Block 8 2.48 Total FAR 205 Residential Units 45k square feet of Commercial	Block 11 94 Total FAR 150 Residential Units
Block 3 FAR not calculated 65k square feet of Recreation Center	Block 6 1.83 Total FAR 30 Residential Units	Block 9 2.43 Total FAR 270 Residential Units 45k square feet of Commercial	

**Redevelopment Approach**

- 1 Create a "Main Street" along the realigned 137th Street.
- 2 Front new "Main Street" with entrances to institutional uses and proposed transit exchange at the intersection of 71st Avenue and 137th Street.
- 3 The transit plaza should serve as the signature public space along "Main Street".
- 4 Encourage joint public-private investments at the new Newton Town Centre Transit Exchange.
- 5 Highlight existing and proposed institutional uses by fronting with new streets and a proposed pedestrian-only connection to formally link the Wave Pool, and its future expansion, to the Hockey Arena, Senior Center, Library and future YWCA.
- 6 Highlight and enhance the existing grove of trees, east of the Wave Pool, into a formal public park and plaza.
- 7 Realign 70th and 71st Avenue to highlight the future Newton Transit Exchange, the proposed Newton Park and to provide additional east-west connectivity.
- 8 Existing commercial nodes at the intersection of 72nd and King George, and 72nd and 138th should be encouraged to redevelop into mixed-use with additional street connections that tie into proposed network.
- 9 Newton Park to also serve as a stormwater retention area.
- 10 Development in this block should be limited and of a scale similar to the adjacent neighborhoods.
- 11 Encourage higher densities at the transit exchange station and along new "Main Street".

**Public Involvement**

Providing a community-based public engagement process is key for a successful project. The consultant and project management team worked together to ensure that the community was engaged at every phase of the planning process. Public engagement activities have included:

- Stakeholder Interviews
- Public Kick-Off Meeting
- Public Open House



**Newton Town Centre: Urban Design and Transportation Plan**

November 2009