Newton-King George Boulevard

Plan Summary

Introduction
The Newton–King George Boulevard Plan presents a vision for the area to support rapid transit (express bus or RapidBus) expansion and redevelopment.

The Plan includes land use, transportation, and parks & open space strategies. It also includes an engineering servicing strategy and a financing strategy to ensure the delivery of community amenities and infrastructure. This produces sustainable, responsible, and intentional redevelopment within the existing neighbourhood.

What is a Land Use Plan?
The Plan determines what can be built and where. It will guide the City when considering future development applications for the next 15-30 years.

The City creates land use plans for areas that are experiencing growth and development pressure. A plan ensures redevelopment occurs in a logical way that reflects the community’s vision for the future. It also requires developers to contribute to the neighbourhood’s infrastructure and amenities.

How does the Plan work?
The Plan gives every property a land use designation. The land use designation is simply an indication of what could be built if the landowner wanted to go through a rezoning and development application process.

The Plan also considers what the future long term population of the area will be if all the land is redeveloped to match the land use designations. From this, the Plan calculates infrastructure and amenity improvements needed to serve the growing population and levies this cost onto developers.

What does the Plan mean for current residents?
Existing landowners are not forced to redevelop, move, or sell. The Plan will build out slowly over many decades when there are willing buyers, sellers. Over the next 30 years, landowners may consider redeveloping their properties or selling. In the meantime, the City will collect money from developers to make improvements to the neighbourhood.

The Plan does not change what can or cannot be built under a property’s zoning. Landowners may choose to rebuild under their property’s existing zoning regardless of the land use designation.

New roads and road upgrades are built piece-by-piece as part of larger redevelopment projects. Properties impacted by roads or road widening are not expropriated. The road network can exist in an interim condition until owners willingly redevelop.

The City will offer fair-market-value to purchase properties outlined for parks when they become available for purchase. Properties designated as parkland are not expropriated. The open space network can exist in an interim condition until owners willingly sell to the City.
Newton is celebrated as a safe, family-oriented community, home to people of all ages, cultures, and backgrounds. It is an accessible neighbourhood. 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.

VISION

The Plan is guided by a vision statement and a set of planning principles. They provide a framework around which the Plan is developed.

The following vision will guide new development in the Plan Area:

“I envision Newton as a safe, family-oriented community, home to people of all ages, cultures, and backgrounds. It is an accessible neighbourhood. 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.”

PLANNING PRINCIPLES

The following planning principles will guide new development in the Plan Area:

**Active**
Enhance neighbourhood connectivity to ensure that everyone can quickly and easily access everything their neighbourhood has to offer.

**Inclusive**
Foster a welcoming and inclusive community with local amenities and spaces for all cultures, ages, and abilities.

**Transit Supportive**
Support future RapidBus expansion by bringing residents and destinations to the areas nearest transit stops.

**Affordable**
Provide a mix of housing types that addresses housing affordability and need.

**Local Necessities**
Make sure food and basic necessities are available locally.

**Natural Areas**
Protect and enhance biodiversity, ecosystems, and natural areas.

**Safe**
Design safe and welcoming public spaces that enable positive social interactions and foster community.

**Climate Resilient**
Transition to a net zero carbon community that can adapt to climate change.
The Plan recognizes a balanced approach to growth that allows a mix of apartments and townhouses with some single-detached housing to remain.

The Plan focuses density and commercial uses along King George Boulevard nearest to anticipated future RapidBus stops. Densities transition to two-storey attached and detached housing forms at the Plan Area’s periphery and within more recently developed neighbourhoods in the Plan Area’s south.

Redevelopment is limited in environmentally sensitive areas to provide natural area protection and enhancement.
LAND USE STRATEGY

The Plan recognizes King George Boulevard as an important commercial and transportation corridor. The majority of redevelopment is concentrated along King George Boulevard nearest to future rapid transit stops.

The Plan assigns land use designations to outline general development expectations and parameters. All redevelopment is subject to normal development application procedures including community consultation (including public hearings) and approval by Surrey City Council.

LEGEND

- Low Rise Mixed Use
- Low Rise Mixed Use Cluster
- Commercial
- Low Rise Residential
- Townhouse
- Low Density Residential
- Parks & Open Space
- School
- Riparian Area
- Detention Pond
- RapidBus

New roads are shown in white. Future long term roads are shown with a dashed line.