

Newton Town Centre Plan Survey

Survey Results

June 25 2019

The results of this survey, conducted between May 28 2019 and June 18 2019, are not weighted to the City of Surrey's population.

Background

The Newton Town Centre Plan is nearing completion. Once approved, the Plan will guide growth in the town centre, support transit ridership, and support community objectives related to quality of life, amenities, housing choice, and mobility.

In November 2018, Council suspended the Light Rail Transit (LRT) Project that would have been constructed along King George Boulevard to Newton. However, the corridor is currently served by the 96 B-Line and remains designated a future rapid transit corridor. Based on this change, the City felt the need to reach out to the public once again.

This survey provides an update on the draft plan that was presented at the last open house (June 2018) and highlights key features and recent changes. Public input from the 2018 open house were considered in the update of the draft plan. The feedback gathered in this survey will help refine the Plan before it is presented to Council later this year.

These results are based on 376 responses from two online surveys:

CitySpeaks Panel survey (May 28 - June 18 2019): 161 responses (residents of Newton)

Open Community survey (May 28 - June 18 2019): 215 responses

Plan Area



Plan Vision

A vision for the area was developed in consultation with the public and stakeholders. It incorporates key themes and principles that have emerged from your feedback.

Newton Town Centre is a safe, thriving, complete community that meets the daily residential, commercial, recreational, cultural, and social needs of its residents. Home to a key transit exchange, it provides important connections to other parts of the city and region while serving as a civic and recreational hub, attractive to families. Local residents connect with neighbours and prosper in one of the region's most vibrant places.

The area is rich with a choice of housing, shops and services, civic amenities, destinations, and public spaces. Together they create a sense of welcome and access for people of all ages, abilities, incomes, and backgrounds. Residents and visitors choose to walk, cycle, and take transit because they are the most convenient and pleasant ways to travel in and through the area. Active lifestyles and community well-being are fostered through this diversity of choice.

The area is green with its protected riparian areas and park spaces. It is also green in its low-carbon approach to buildings, transportation, and services.

Newton Town Centre is authentic and memorable.

Guiding Principles

The plan is guided by six key principles to support a thriving, connected, and complete Town Centre:

Transit-Oriented Development

Integrate transit seamlessly into the town centre.

Connect People and Nature

Create urban parks, new trails, outdoor recreation, and improvements to local natural areas.

Vibrant Core

Build density and mixed use strategically to create a vibrant centre.

Street Connectivity

Design streets for multiple modes to improve the connectivity and flexibility of the street network.

Community Heart

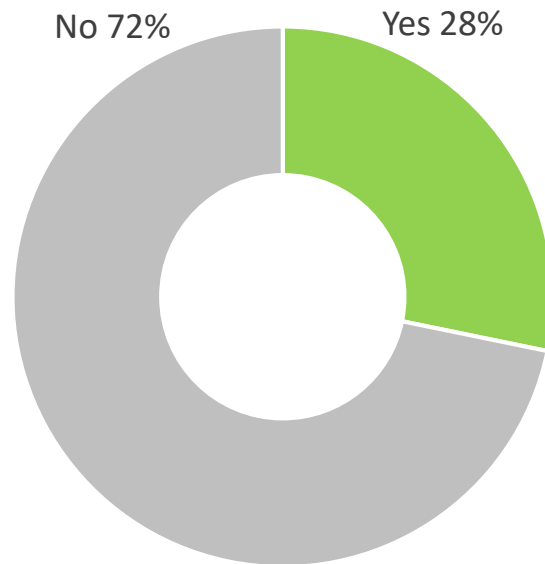
Plan for improved and expanded recreation and cultural facilities and activities.

Safe

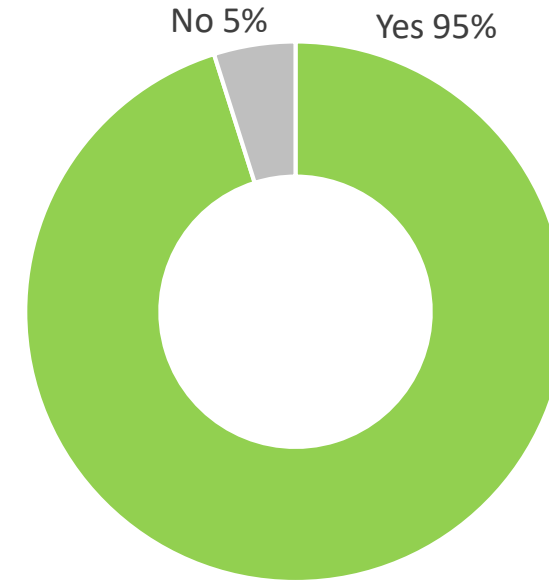
Encourage a safe, high quality public realm with active streetscapes and place-making opportunities.

Live or own a property/business within the Plan Area/Surrey

Live or own a property/business within the
Newton Town Centre Plan Area



Live or own property in Surrey

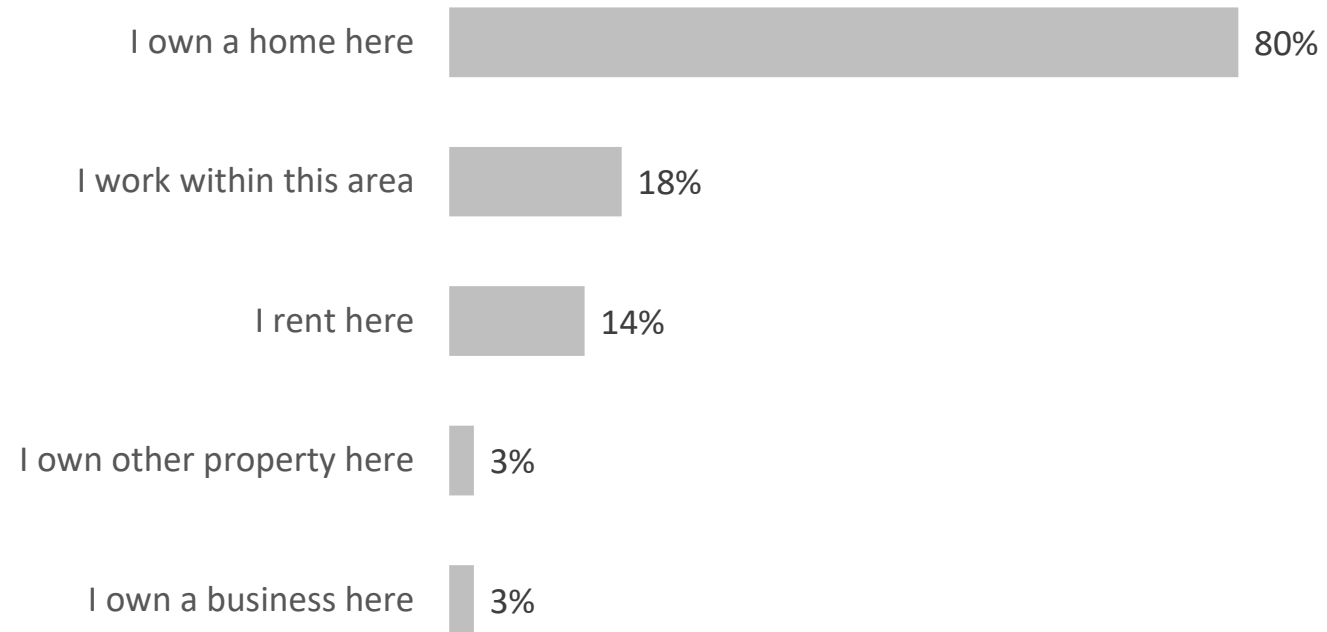


Q: Do you live or own a property/business within the Newton Town Centre Plan area?

Q: Do you live or own property in Surrey?

Total participants: 287/205

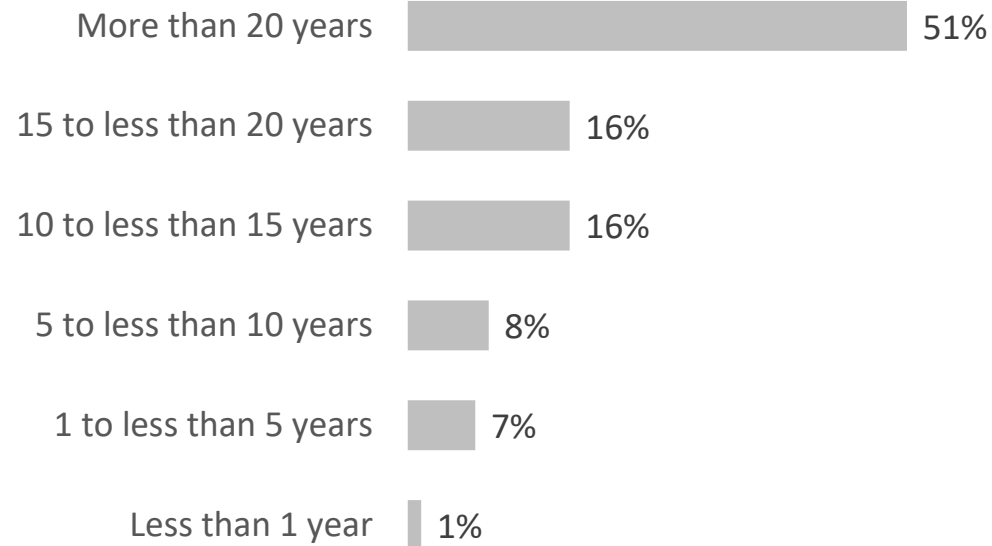
Connection to the Newton Town Centre Plan Area



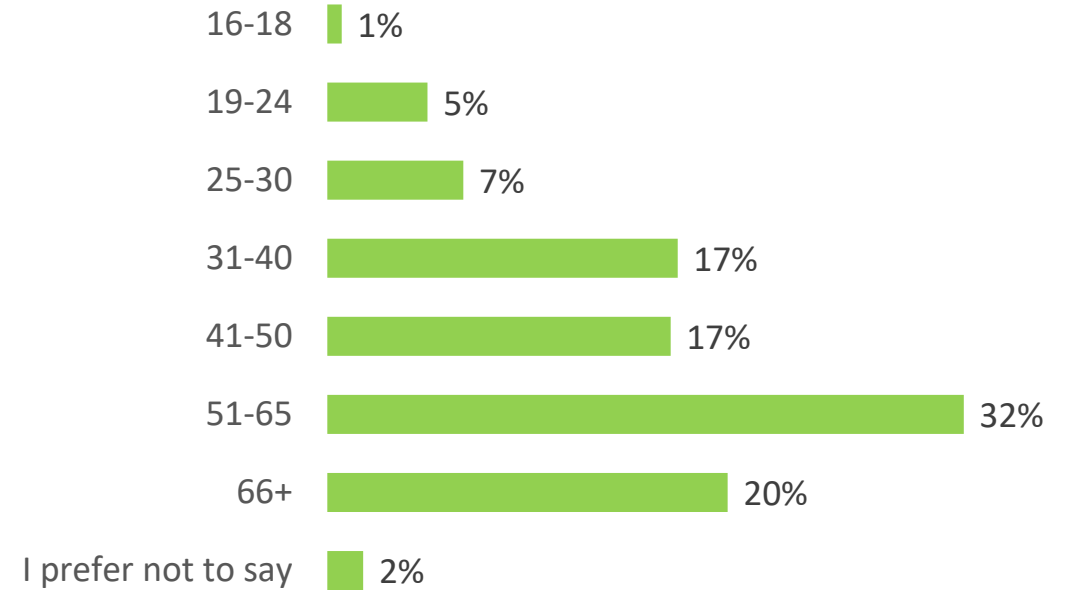
Q: Which of the following best describes your connection to the Newton Town Centre Plan area? Select all that apply.
Total participants: 80

Survey Participant Profile #1

Years Living in Surrey



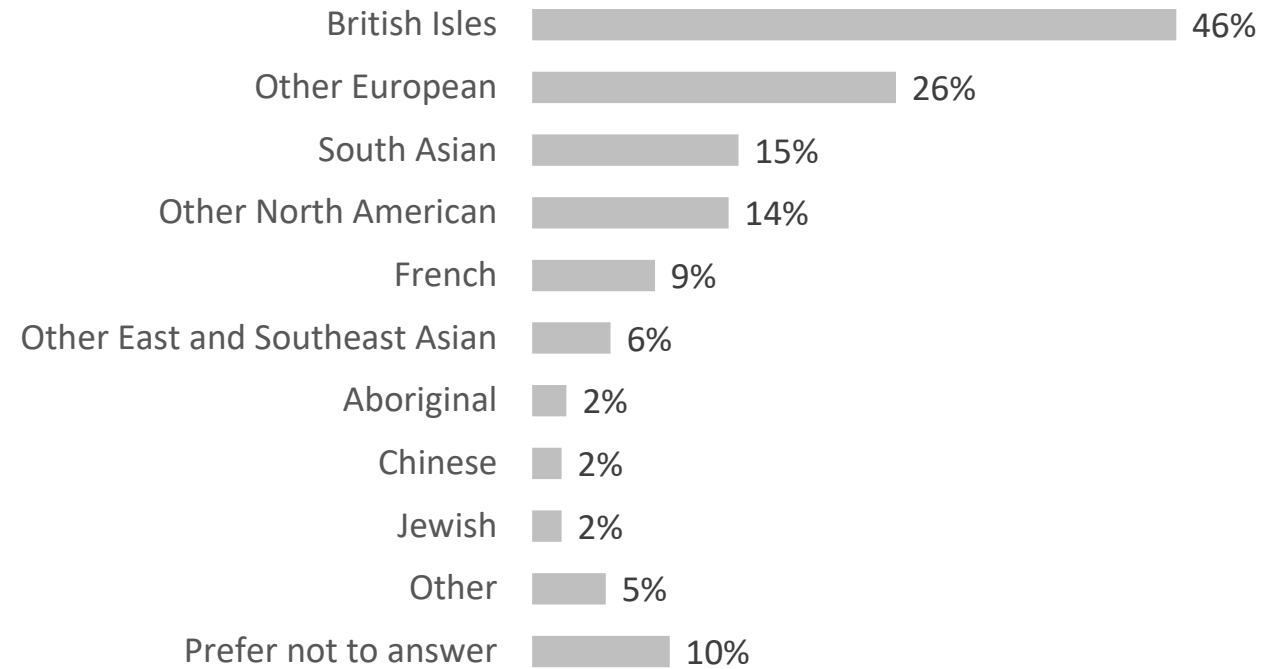
Age Range



Total participants: 73/282

Survey Participant Profile #2

Ethnicity/Cultural Origins



Total participants: 282

Focus Growth in the Core Adjacent to Future Rapid Transit

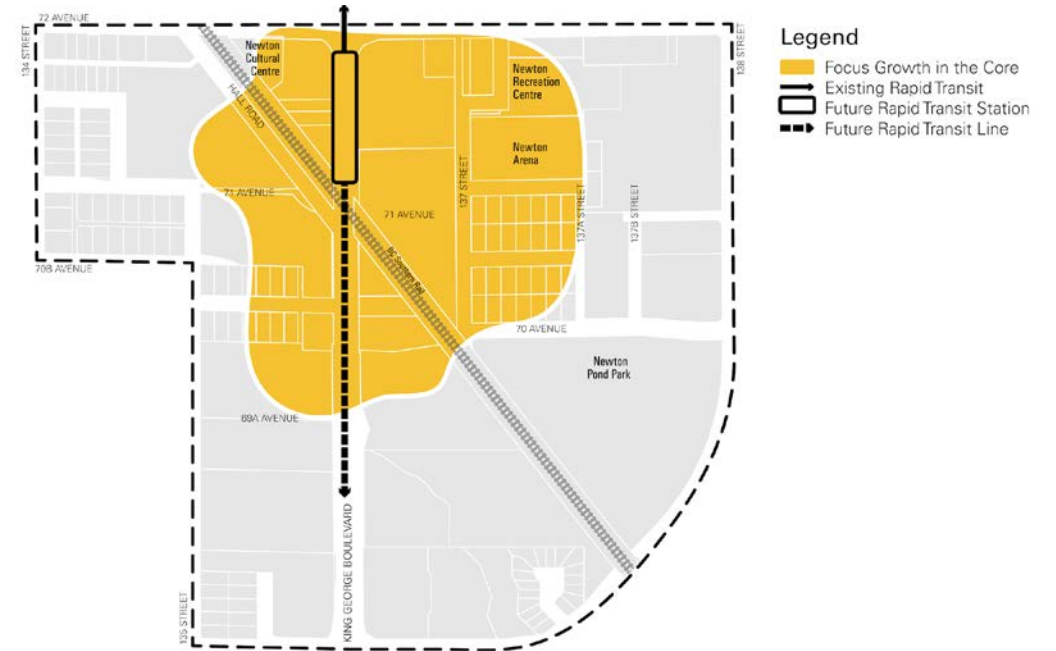
The Plan anticipates a future rapid transit station on King George Boulevard, between 71 and 72 Avenue. This is a change from the last plan which illustrated a LRT station terminating on 71 Avenue. This new transit station location will enable the continuation of future rapid transit southward along King George, connecting City Centre and Newton Town Centre to Semiahmoo Town Centre. The timing of future rapid transit along King George is subject to ongoing transit planning. This Plan lays down the groundwork and establishes land uses to support and encourage rapid transit.

Future Rapid Transit Focus

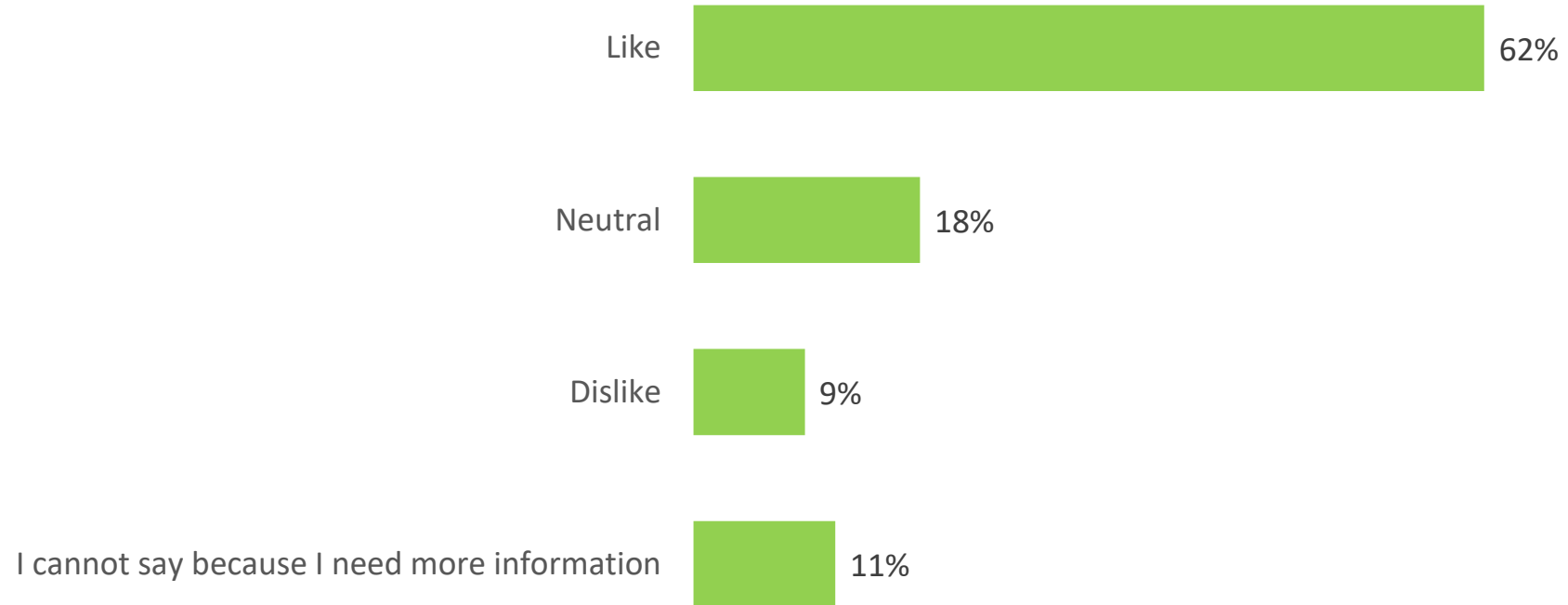
The Plan focuses growth around the future rapid transit station. It has shifted the core (the focus of the town centre's highest densities) slightly west, to account for the revised transit plan. A higher density core centered on rapid transit also allows more residents to have convenient access to rapid transit. Densities in this area have been increased, while areas away from the transit station have been decreased.

Mixed-Use Development

Most of this area will be designated for mixed-use development. This type of development provides space for stores and restaurants on the ground level with housing for residents above. This will help preserve the town centre's commercial core, while also encouraging housing variety within walking distance of transit and amenities.



Reaction to Focusing Growth in the Core Adjacent to Future Rapid Transit



Q: How do you feel about focusing growth in the core area adjacent to future rapid transit?

Q: Other comments?

Please refer to the Verbatims file to read all the comments submitted for this question.

Total participants: 376

Gradual Height and Density Transitions

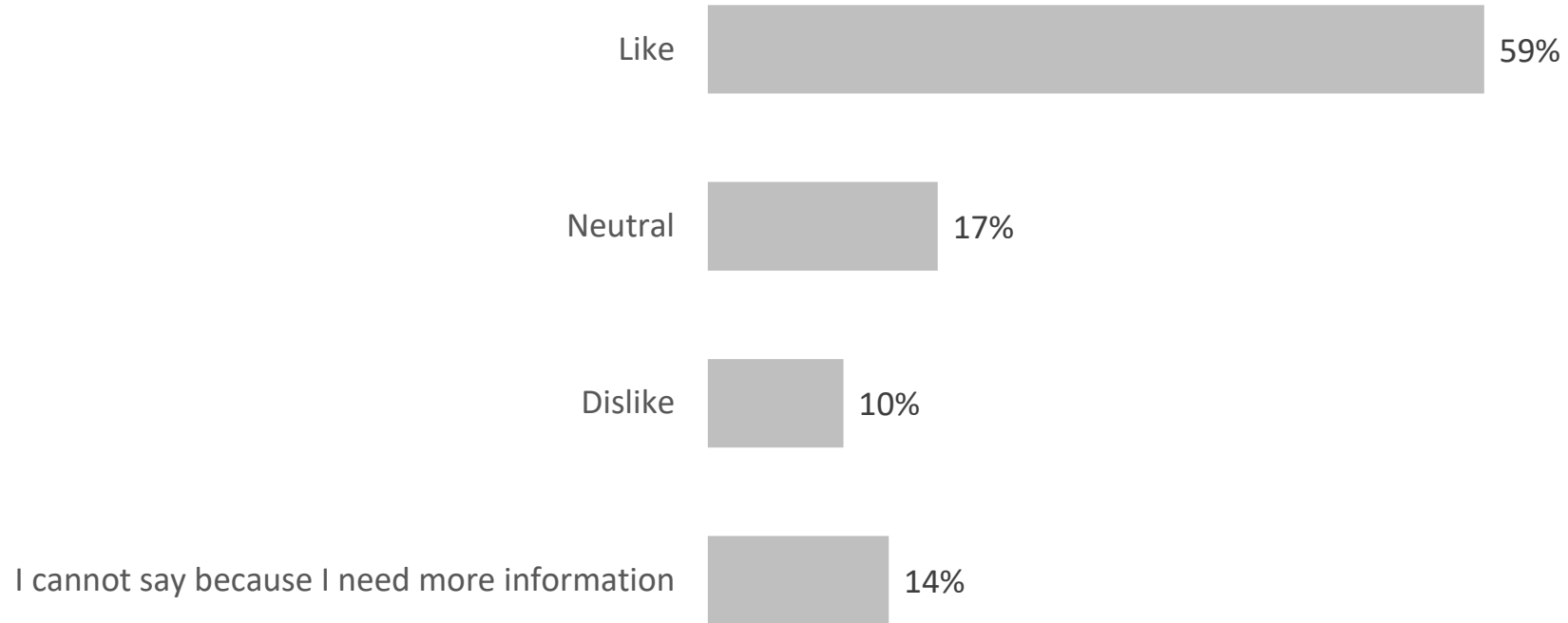
The Plan provides a gradual transition of building height and density across the plan area. A “transition area” of lower density apartments surrounds the core mixed-use areas. This acts as a buffer for lower density existing neighbourhoods adjacent to the plan area, which are comprised of townhouses and single-family homes. A diversity of housing types ensures a range of housing options for all households, while also preserving the character of existing neighbourhoods away from future rapid transit.

The Plan now includes the area east of 134 Street north of 70B Avenue. Much of this area is already designated as "Urban Centre" in Metro Vancouver's Regional Growth Strategy and Surrey's Official Community Plan (OCP). This means it is intended for urban growth. We've added it to better align the Plan with the Regional Growth Strategy and OCP, and to create more consistency with surrounding land uses.

The proposed land use designation in the extension area will extend the adjacent “Low Rise Residential”. “Low Rise Residential” allows up to 6 storey apartment buildings, except along 134 Street where maximum building height will be reduced to 4 storeys to transition to the lower densities of the adjacent neighbourhood.



Reaction to the Proposed Gradual Height and Density Transitions



Q: How do you feel about the proposed transition of heights and densities?

Q: Other comments?

Please refer to the Verbatims file to read all the comments submitted for this question.

Total participants: 351

Parks and Community Amenities

The Plan envisions a range of new parks and community amenities, including an expanded central community park and several 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 neighbourhood 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.

New Mini Parks

A couple of pocket parks have been added on either side of King George Boulevard – one on the north side of 70/70B Ave for residents west of King George Boulevard, and one on the northeast corner of 71 Avenue and 137 Street to provide park space near the core.

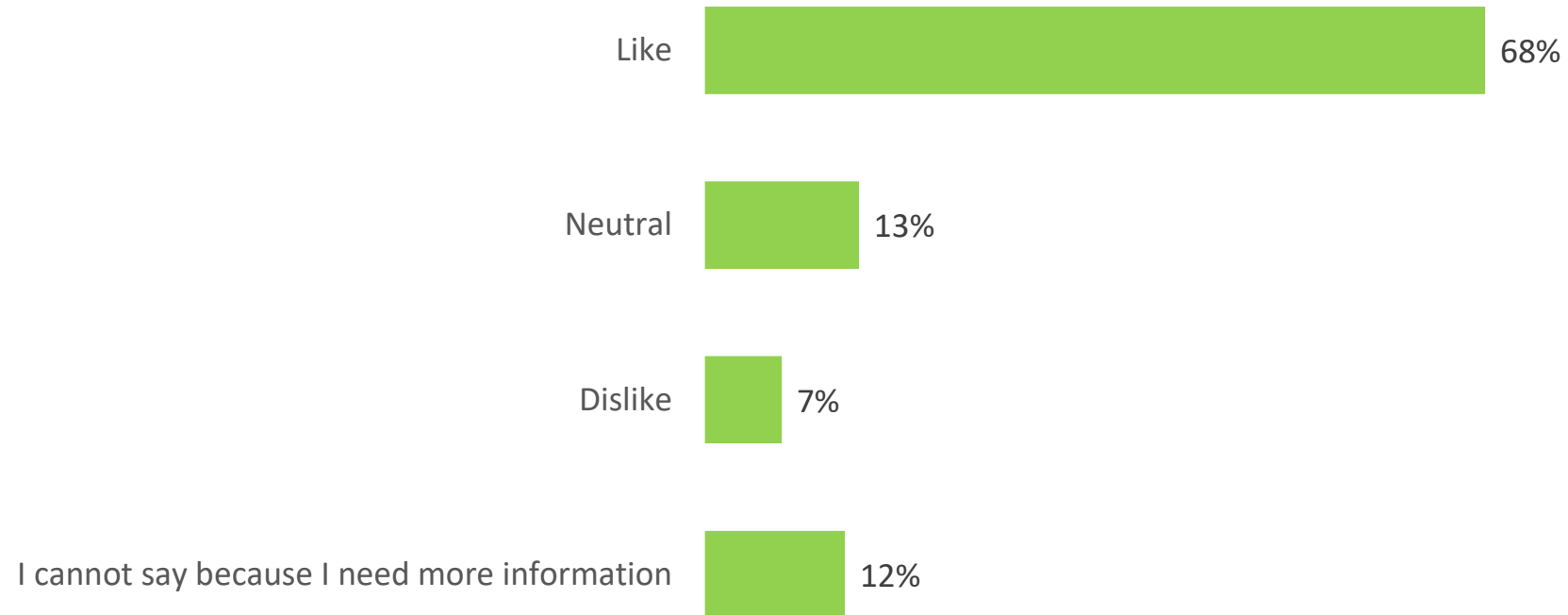
Plaza Space

A small plaza space has been added to the southwest corner of 71A Avenue and 137 Street, across from the recreation centre. A new plaza has also been added at the southeast corner of 71 Avenue and the BC Hydro Corridor to support a potential “Heritage Railway Station” and an extension of the Fraser Valley Heritage Railway.

Did you know? Watercourses are divided into categories. The categories found in the plan area include Class “A” – Inhabited by salmonoids year round or potentially inhabited year round, and Class “B” – Significant food/nutrient value but no fish present.



Reaction to the Updated Parks and Community Amenities in the Plan



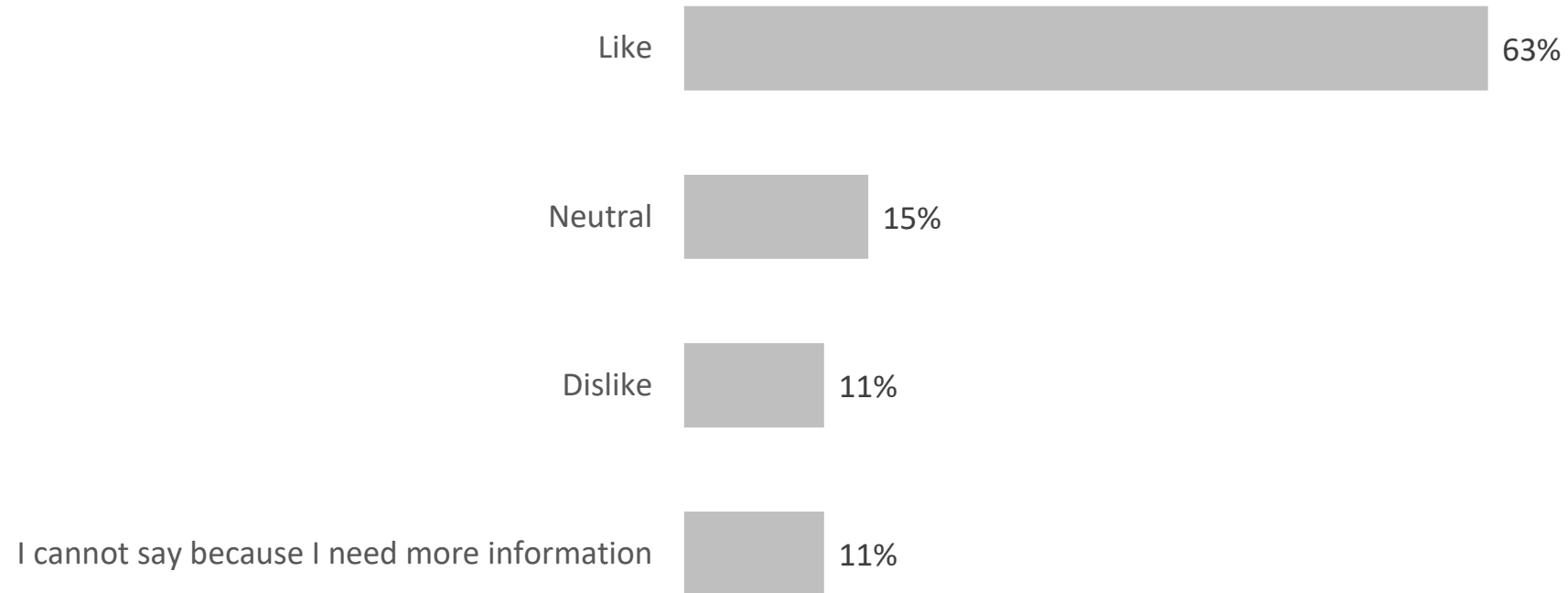
Q: How do you feel about the updated parks and community amenities in the plan?

Q: Other comments?

Please refer to the Verbatims file to read all the comments submitted for this question.

Total participants: 329

Reaction to the Proposed Transportation Network Improvements



Q: How do you feel about the updated proposed transportation network?

Q: Other comments?

Please refer to the Verbatims file to read all the comments submitted for this question.

Total participants: 317

Plan Overview – Land Use Plan

Now that you have reviewed the key features of the draft plan, here is the overall land use map that shows how it all fits together. The map includes all the detailed land uses that together create a coordinated plan for future growth. The plan addresses future plans for rapid transit along King George Boulevard, while also supporting a thriving, connected, and complete Town Centre.

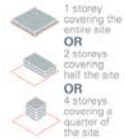
Land Use Strategy

The overall land use map shows how it all fits together. It includes the detailed land uses that together create a coordinated plan for growth. The plan addresses future rapid transit along King George Boulevard, while also supporting a green, vibrant and connected town centre.

What is FAR?

Floor Area Ratio (FAR) is a measure of density. It is the ratio of the building's floor area to the site area. FAR alone does not determine a building's height.

For example, a building with 1 FAR could have...



Detached Residential



Single family detached dwelling with the potential for a secondary suite allowing a maximum of two dwelling units per lot.

HEIGHT
Up to 2 storeys

Townhouse



Ground oriented townhouse buildings (row or stacked) and related amenity spaces with a comprehensive design.

HEIGHT
Up to 5 storeys

FLOOR AREA RATIO
Up to 1.0 FAR

Low Rise Residential



Apartment buildings with ground floor residential units with front door access to the street.

HEIGHT
Up to 6 storeys

FLOOR AREA RATIO
Up to 1.5 FAR

Mid-to-High Rise Residential



Apartment buildings with ground floor residential units with front door access to the street.

HEIGHT
Up to 8 storeys

FLOOR AREA RATIO
3.0 - 3.5 FAR

High Rise Residential



Apartment buildings with ground floor residential units with front door access to the street.

HEIGHT
Up to 10 storeys

FLOOR AREA RATIO
4.0 FAR

Mixed Use



Diverse mixed use areas requiring at minimum one floor of active commercial users at grade.

Commercial



Retail, service, and commercial facilities, offices, restaurants, and associated uses.

HEIGHT
Up to 4 storeys

FLOOR AREA RATIO
3.0 - 3.5 FAR

Institutional



Care facilities, community service uses, or educational facilities.

HEIGHT
Varies

FLOOR AREA RATIO
0.5 - 0.30 FAR

Civic



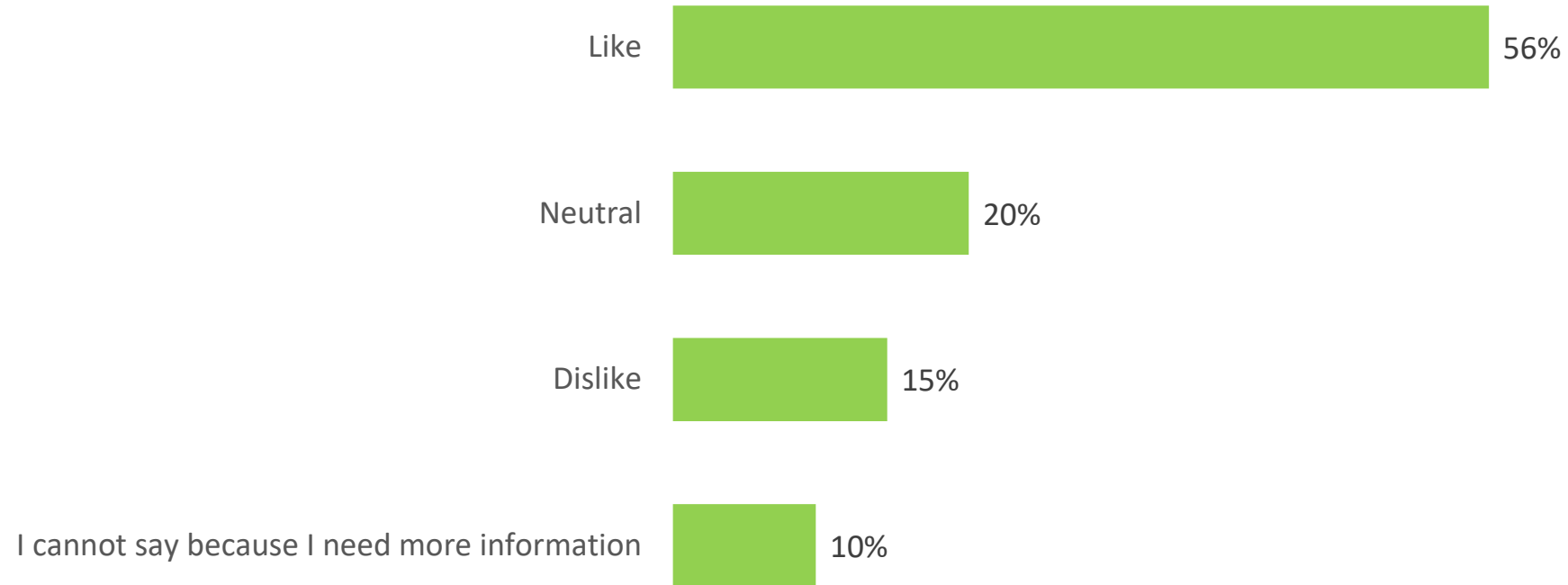
Public facilities that support and enrich the social and cultural life of the community.



Note: These three properties have the flexibility to redevelop as exclusively civic uses, exclusively residential uses, or a combination of civic and residential uses.

- Detached Residential
- Townhouse
- Low Rise Residential
- Low Rise Residential and/or Civic
- Low Rise Mixed Use
- Mid to High Rise Residential
- Mid to High Rise Residential and/or Civic
- Mid to High Rise Mixed Use
- High Rise Mixed Use
- Commercial
- Civic
- Institutional
- Parks & Natural Areas
- Plaza
- Watercourse
- Road Network
- City Centre Station
- Future Rapid Transit Station

Reaction to the Overall Concepts Shown and Described



Q: How do you feel about the overall concept shown here and described in the previous questions?

Q: Do you have any general comments about the Plan?

Please refer to the Verbatims file to read all the comments submitted for this question.

Total participants: 288