Cluster zoning is an alternative concept for residential development. Development is grouped, involving several adjacent parcels, leaving larger blocks of open space and preserving both rural character and the natural environment.

With cluster zoning, land is used more efficiently. Development occurs on the most buildable portion of land, taking into consideration surrounding natural features and, due to their compact nature, reducing sprawl and high servicing costs.

Cluster housing may have a range of densities, from small lots to townhouse developments.

Sources:
Hodge, Gerald. Planning Canadian Communities: An Introduction to the Principles, Practice, and Participants
CONVENTIONAL DEVELOPMENT

- Noise/odor from farmland
- Impact from drainage & encroachment
- Views: max @ top of slope, min @ toe of slope

CLUSTER DEVELOPMENT

- Noise/odor from farmland
- Reduced impact from drainage & encroachment
- Cluster buffer
- Views: max @ top of slope, min @ toe of slope
Landscaped Buffers and Right's-of-Way

- Improves interface with major roads and highways
- Provides pedestrian and bicycle linkages
- Provides green buffers around the neighbourhood to minimize noise impact of major arterial roads
- Integrates Hydro and/or gas corridors into greenway system to connect neighbourhood amenities
- Incorporate principles of Crime Prevention Through Environmental Design to minimize opportunity for crime
- Maximize potential for tree retention
Neighbourhood Parks

• Provide opportunities to retain trees and significant vegetation, and for replanting
• Accommodate a variety of activities, ages and abilities
• Provide opportunities to encourage active lifestyles
• Provide a focus for each neighbourhood
• Scale of park geared to families with children

Active Living

Huntington & Bridlewood Greenway
Seniors’ Housing

- Provide housing options for seniors
- Maximize efficiency of services
- Facilitate independent living for seniors
- Concentration of seniors allows for provision of age-specific amenities
- Minimal effect on traffic and vehicle congestion
- Use design to maximize tree retention and development of open space
Special Residential (Live/Work)
Industrial Development

Business Park

- High standard of design
- Includes light impact industrial uses,
- High technology industry,
- Research and development activity, and
- Warehouse offices and service uses as part of a comprehensive design
Industrial Development

Light Impact Industry

- Includes industrial uses enclosed within a building that is not offensive by reason of smoke, vibration, smell, toxic fumes, electrical or electronic interference and produces no significant noise which interferes with the use of any contiguous lot.

- Warehouse uses, distributing centres,

- Recycling depots,

- Automotive service uses,

- Vehicle storage and parking facilities,

- Office uses including architectural, engineering and surveying, general contractors, government, utility company offices.
Low Density Residential

Corner lots with coach houses to increase diversity, provide unity to the streetscape and increase "eyes on the street".

Garages and ancillary units accessed via a rear lane

Parking pockets provided on the street to increase parking availability and act as traffic calming device
Medium Density Residential

Strongly defined front entry that relates to the street.

Duplex (Fourplex) design to reinforce the character of single family areas and contribute to a unified streetscape.

Clear relationship to the street, garages are not part of the streetscape but, rather are accessed via rear lanes.
**Small Lots Single Family**

- Can provide transition from Single Family Residential zones to higher densities
- Maximizes efficiency of services

**Small Lots With Lanes**

- Access from lane encourages a safer and pedestrian-friendly environment on streets
- Reduce front yards setbacks to improve surveillance of street activities
- Promote active use of street
- Use of porches to animate street facades
- Deeper Lots
Townhouses

- Increase open space and amenity potential (parks, pedestrian linkages, green spaces) through higher total amenity contribution
- Internal road system minimizes impact on neighbourhood roads
- Cluster development to maximize open space to retain and introduce trees
- Limit opportunities for secondary suites
- Maximize efficiency of services
- Provide high quality common open space and amenities
Community Input Received to Date

There have been many ideas and suggestions brought forward through the planning process to date. Some of these ideas and suggestions are ......

- A mix of uses and densities, and a complete community to live, work and play
- Focus on sustainability principles
- Respect the ALR
- Use buffers between development and the ALR as walkway, habitat and linear links

- Create a town center(s) - there is a need to provide local services
- Retain the character of Port Kells Village, and incorporate the rural ambience through any increase in density
- Create a small commercial node at Tynehead village
- Capitalize on “Gateways” and 176 Street and 96 Avenue
- Consider commercial in the triangle
- Locate higher density residential adjacent to commercial especially in the town centres/villages - should be more mixed use designations

- Higher density along the south ridge
- Higher residential densities with buffers located near industrial/business areas
- Generally higher densities throughout the area to promote walking and make servicing feasible
Community Input Received to Date

- Incorporate bikeways, linear, natural areas, walkways
- Equal distribution of park areas
- Keep the area green, protect trees and large, forested areas
- Concern for drainage and water quality

- Consider business parks
- Extend industrial along Highway #1 east of the triangle
- Some industrial/business development south of Highway 1
- Locate non-residential land uses or urban densities along arterial roads

- Minimize traffic through residential areas
- Buffers along all highways
How does the City of Surrey acquire land for Parks in new Neighbourhood Plan areas?

Provincial legislation states that at the time of subdivision, a municipality may require 5% of the land to be dedicated to the City for park space. If a park is not needed on that property, the City may require payment of money equal to 5% of the value of the land. That money is held in a fund to buy parkland under the City’s Parkland Acquisition Program.

If more than 5% of a particular property is needed for a park, the City then uses these funds to buy the additional land at fair market value.

What happened to the previous Port Kells surveys?

Two surveys conducted in the late 1990’s (one by the community and one by the City) have been kept on file with the City and were reviewed at the outset of this planning process. While the community survey indicated that there should be no further industrial development, many new issues such as the new Fraser River Crossing have emerged since 1999. The surveys are useful reference. The current General Land Use Plan process will confirm community current issues.

When will the road system and servicing plan for South Port Kells be developed?

The first step in the General Land Use Plan process is to explore options for future land uses and densities in the Plan area. The location and design of the road network and the location and phasing of services such as sewer, water and drainage can take place once a preliminary land use plan has been developed and agreed to. More detailed planning of the transportation system and services will occur later in 2004.
Community workshops, public meetings, stakeholder meetings, surveys, and other consultations will be held throughout the process at these important milestones.
Thank you for attending tonight’s Open House

Please do not forget to submit your questionnaire in the green comments box.

Questionnaires may also be submitted by:

Mail: Planning & Development
City of Surrey
14245 – 56th Ave.
Surrey, BC  V3X 3A2

Or

Fax: 604-591-2507