

- Lot "A" -
Revised Application for Rezoning

City of Courtenay

Appendix A

Development Plan & Architectural Illustratives

- *JWT Architecture and Planning* -



The Diagram:

The main feature of the plan is a central park lined with front porches and trees. Care has been taken in crafting this plan to respect and save the significant trees located on the site.

Unit types include: 33' wide single family lane access lots with carriage units at the lane; duplex(s); town homes (lane access) - both designed to read as larger single family homes, or character townhomes with unique street appearances for each unit. This plan is envisioned as a bare land strata.

Development Statistics:

- Developable Area: 6.4 AC
- Townhome: 15 Units
- Duplex: 2 Units
- SF: 18 Units
- Total Units: 35**
- Net Density: 5.5 Units/ Acre
- Guest Parking Stalls: 37

PT-01-138
(SHOWING PLAN 09.27.2019)

A
PLAN#100

Illustrative Concept Plan

October 22., 2019



The Diagram:

Care had been taken in crafting the layout of building parcels. Parcels are strategically located based on building typology to create both interest and coherence to the neighbourhood's design. Irregular shaped parcels are designated as cottage lots to encourage creative house plans, interior lots are narrower in width and included townhouse parcels (with interior lot lines) and 33' wide alley loaded single family lots.

Land Use Plan Plan

September 30, 2019



The Diagram:

Copperfield Road is proposed as the main and only entrance to the site. It is terminated by a "hammerhead" turn around designed to Ministry of Transportation (MOT) standards. Within the project site one main road and one spur road are terminated with a roundabout and cul-de-sac. A series of laneways provides access to rear loaded garages as well as, in select places, RV parking pads. Guest parking is proposed in both parallel and head-in configurations.

The existing trail to the north is proposed to be located outside the riparian buffer areas. This new neighbourhood is connected to the existing trail network to the south requiring one stream crossing. This trail network connects to an internal sidewalk and trail system giving trail users access to the MOT ROW and lands beyond.

Vehicular and Pedestrian Movement Plan

September 30, 2019



The Diagram:

While lots may be small, the opportunities to create a leafy new enclave of affordable homes remain large. Trees are located in concept within areas of the strata road right-of ways. In a few select areas trees are shown within the lots. While this is a concept plan only, and not a prescriptive tree planting plan, it is intended to be a framework for the detailed design that will follow rezoning.

Conceptual Street Tree Planting Plan

September 30, 2019



Plan Diagram:

This area plan gives a plan view detailed graphic portrayal of the plan's central park area. Illustrated here are conceptual rooftops, trails, sidewalks, guest parking, vehicular pavement areas, lawn areas and existing and proposed trees.

Detail Plan - Central Park

September 30, 2019

Setback Diagram

Front Setbacks:

15' except 7.5' to any front porch with or without habitable space above. A front porch shall be defined as open covered deck area facing a private or public roadway but not a laneway not exceeding 8' in total width as measured from the exterior plane of structure to the sheathing of the dwelling unit it serves. A front porch may have second story habitable space above. A front porch must be at least 12" above adjacent finished grade and not more than 3' above adjacent grade.

Side setbacks:

5' from the lot line to face of sheathing except 7.5' if the dwelling unit is attached to another dwelling unit or the side lot line is facing a flanking street. Relaxations of the side setback to 3' (5.5' for flanking side yards) are allowable for bay windows, chimneys and other building elements as long as their total area in plan or projected view does not exceed six square feet.

Rear setback:

For lots serviced by a laneway: 45' from the rear lot line to the face of sheathing of the primary dwelling unit. Garages and carriage homes may have a relaxation to 4' provided the rooflines above do not overhang the lot line. Decks not more than 24" above grade may be built outside of the rear setback line.

For lots not serviced by a laneway: 45' from the rear lot line to the face of sheathing of the primary dwelling unit. Decks not more than 24" above grade may be built outside of the rear setback line.



Detail Plan - Parcel Setbacks

September 30, 2019



Rain gardens are designed to capture and cleanse storm water as it comes off the areas of vehicular traffic within a neighbourhood street network. They are located close to but lower than the roadway's curb and gutter. Rain gardens are populated with river washed stone, native and ornamental grasses, groundcovers and perennials. Drain inlets are often located in rain gardens and can direct cleansed water into detention areas downhill of the garden. Our design locates two rain gardens uphill of the proposed storm water detention area.



Rain Gardens



Key Plan



At the center of our plan is a 15,600sf park. It is flanked by townhomes and single family homes with front porches. Strategically located adjacent to the larger greenway park of Piercy Creek, this community amenity space will serve as a gathering place for the neighbourhood. Parks need not be large to be functional and it is often said the best designed neighbourhood parks are large enough to provide for playground equipment, park benches and passive green space, yet small enough to feel safe and connected to the adjacent homes.



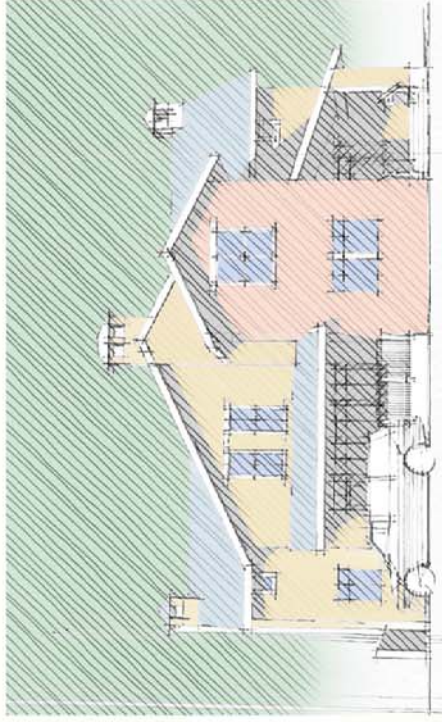
Park



Park - Illustrative Concept

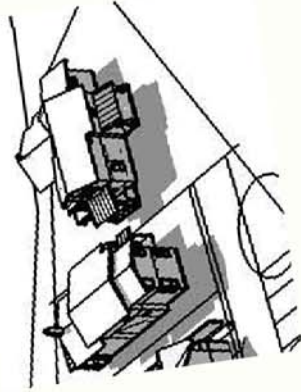


Demonstration Plan

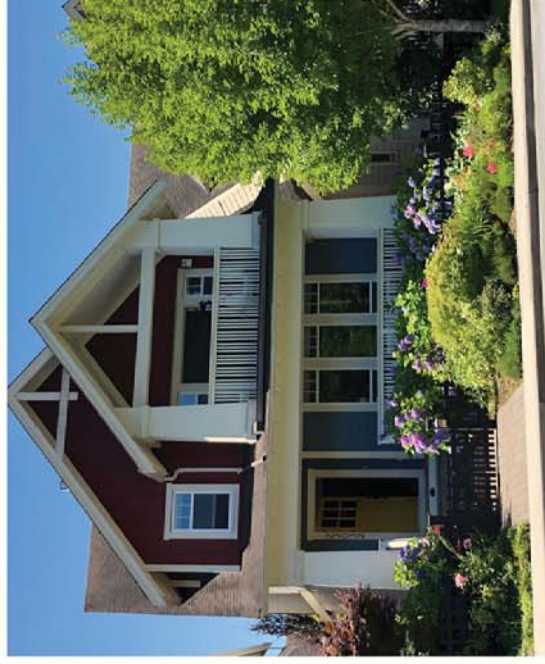


Our plan affords opportunities for duplexes. Duplexes are a multi-family housing typology which most closely resembles single family. By sharing a common wall building lots can be smaller and more affordable. It is important that the design of duplexes resembles single family homes and does not simply provide for mirror image floorplans and elevations.

Duplex

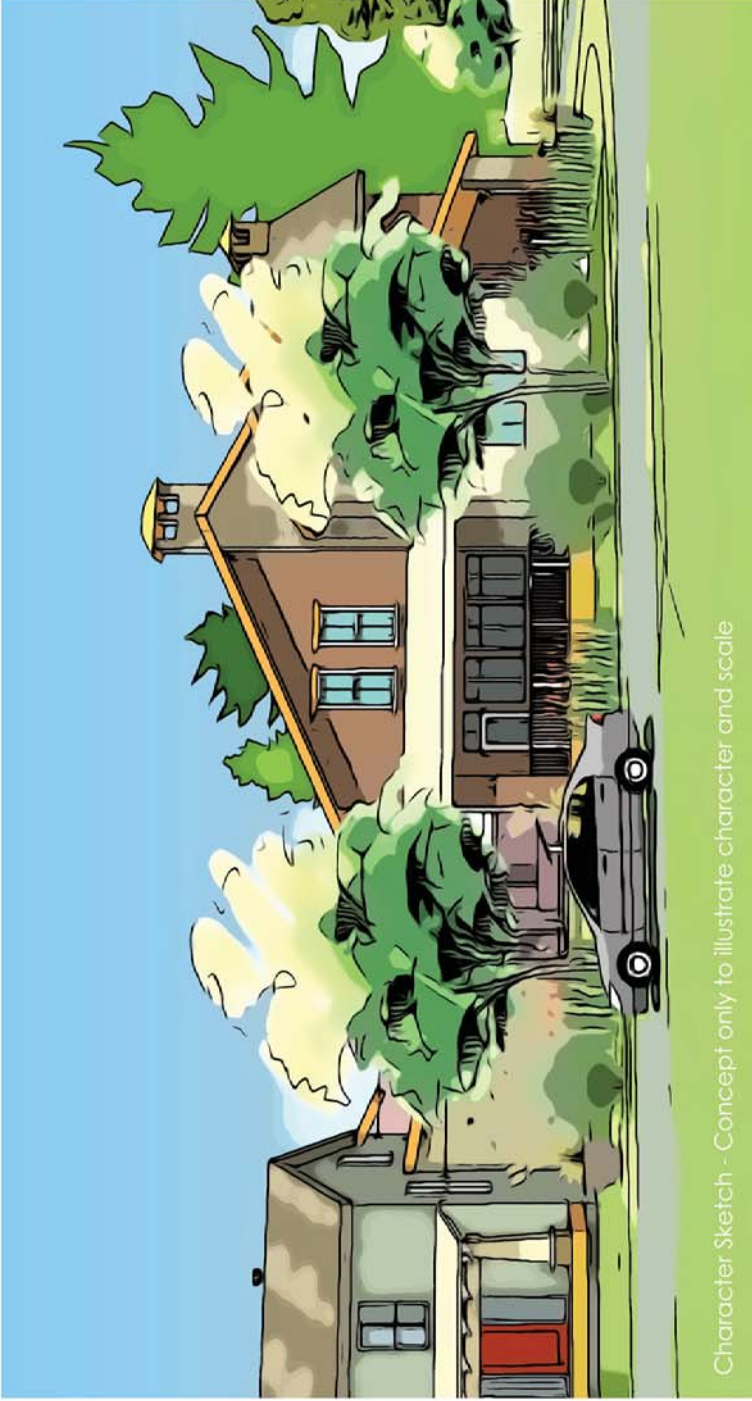


Demonstration Plan



Smaller home-sites make for affordable design solutions. They foster smaller yet more creatively developed floorplans and gardens. Smaller homes are by nature more affordable. Our plan proposes a variety of single family home-sites, including homes serviced by alleys, homes facing into green spaces and smaller irregular lots which beg for creative design solutions.

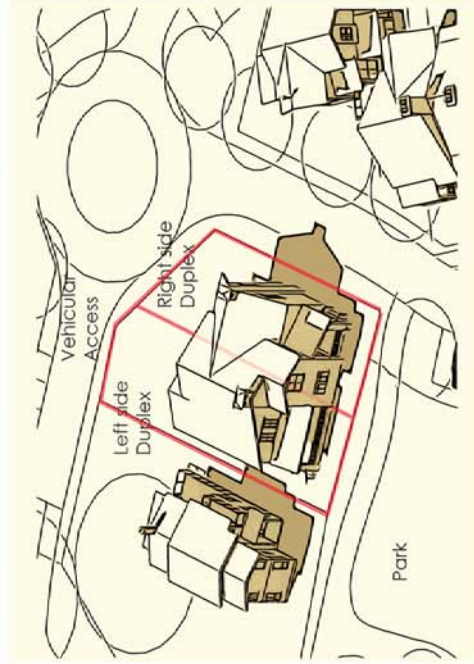
Cottage Lots/ Small Lot Single Family



Character Sketch - Concept only to illustrate character and scale

Description:

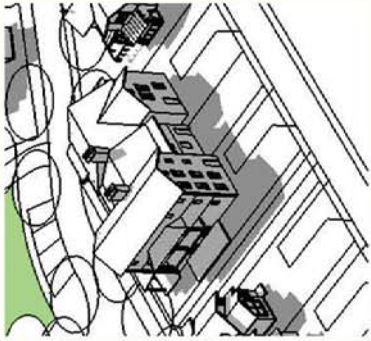
One duplex parcel is planned for Lot A. It is located adjacent to the park. Its design is intended to be in the character of a single family home. Each duplex will sit on its own strata lot with shared walls being the common element.



Parcel Diagram

Typical Units - Duplex

October 7 2019



Demonstration Plan



Townhomes are a form of multi-family housing. Each unit can belong to an overall strata or in our situation just share common walls and have privately controlled front and rear yards. Townhomes offer an affordable and safe housing typology for families with single parents, retirees, singles with satellite families as well as the traditional nuclear family. Sharing common walls lowers the cost of construction as well as the cost of upkeep and heating and cooling. Garages can be attached (desirable on lots without a lot of depth, or in our case they can be detached, they can be car ports or they can be surface parking (even with allocations for an RV parking pad).



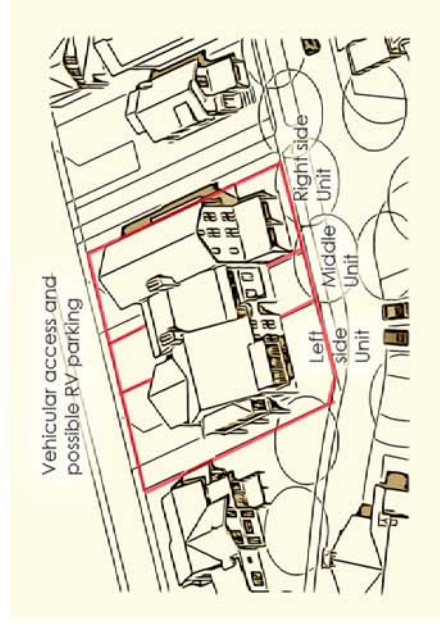
Townhomes



Character Sketch - Concept only to illustrate character and scale

Description:

Two townhome (TH) parcels are planned for Lot A. Their design is intended to be sympathetic to the scale and character of a single family home, while being in the form of three distinct townhome units. Each TH unit will sit on its own strata lot with shared walls being the common element.



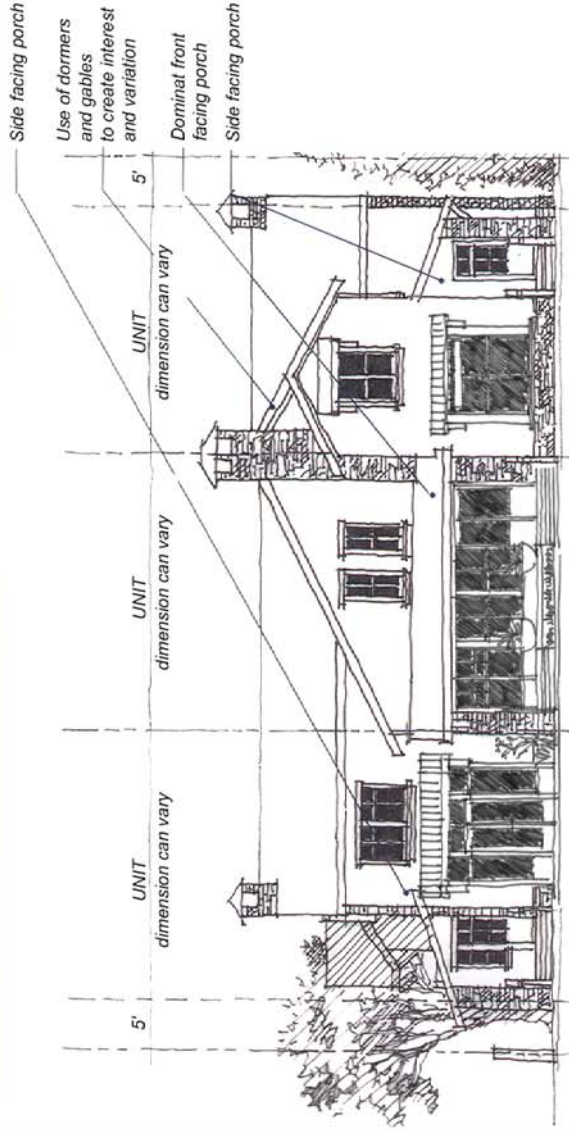
Parcel Diagram

Typical Units - Townhomes

October 7 2019



Demonstration Diagram



Manor Homes

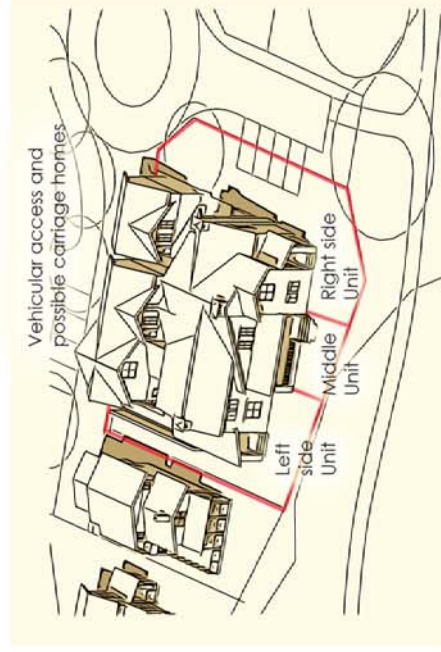
Manor Homes are a type of multi-family housing that are similar to townhomes. The primary difference is they are designed to appear like a larger single family home that has several apartments located within it. They are an appropriate housing type for infill development where sensitivity to neighbourhood context is an important factor to consider during the design process. They add character and affordability to a neighbourhood. Each unit can belong to an overall strata or in our situation just share common walls and have privately controlled front and rear yards. They offer an affordable and safe housing typology for families with single parents, retirees, singles with satellite families as well as the traditional nuclear family. Garages can be attached (desirable on lots without a lot of depth, or in our case they can be detached, they can be car ports or they can be surface parking (even with allocations for an RV parking pad).

Character Sketch - Concept only to illustrate character and scale



Description:

Three triplex parcels are planned for Lot A. Their design is intended to be in the character of a single family home. Each triplex unit will sit on its own strata lot with shared walls being the common element.



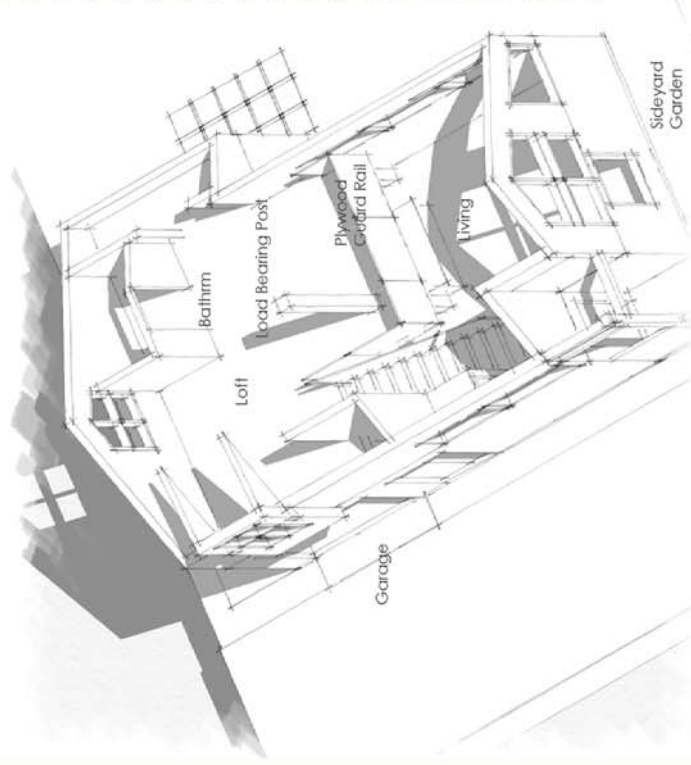
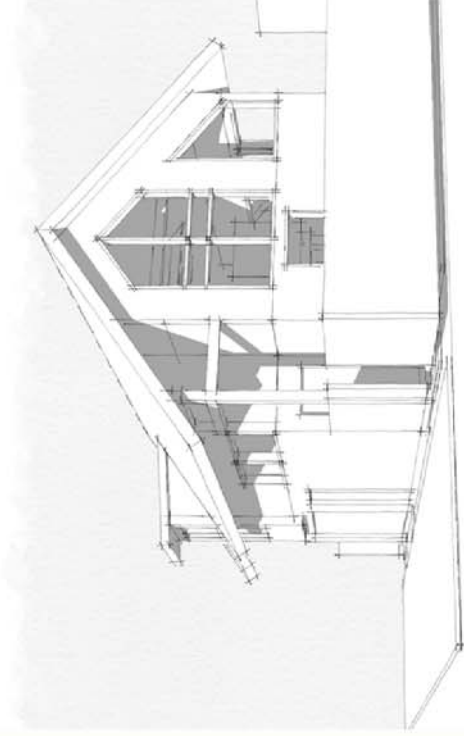
Parcel Diagram

Typical Units - Triplex

October 7 2019



Demonstration Diagram



Carriage homes are typically residential suites located above detached garages and in some cases can be located above and/or beside a single car garage as in this demonstration plan. By making provisions for carriage homes through flexible and creative zoning builders and homeowners can develop them when economic conditions are favourable. They can be rented out as revenue suites AKA mortgage helpers or become "granny flats" facilitating multi-generational co-habitation within one single family lot. These units would not carry a separate title and would be permitted as secondary detached suites.

Carriage Homes