

BL2645 8.9 Duplex, Carriage House and Secondary Residential Development Permit Area

1. Category

The Duplex, Carriage House and Secondary Residential Development Permit area applies to all duplex, carriage house and secondary residential development on any property within the City of Courtenay with the exception of those properties that are included within the Old Orchard and Area Development Permit Area.

The Duplex, Carriage House and Secondary Residential Development Permit area is designated pursuant to the following Sections:

9.19.1(a) of the *Local Government Act* for the protection of the natural environment, its ecosystems and biodiversity;

9.19.2(b) of the *Local Government Act* for the protection of development from hazardous conditions;

9.19.2(e) of the *Local Government Act* for the form and character of intensive residential development.

2. Justification

This development permit area designation is intended to ensure that within existing neighbourhoods, the form and character of new duplex/carriage house/secondary residential development or conversions of existing single residential development to duplexes (or adding a carriage house or a secondary residential unit) maintains and enhances the neighbourhood's sense of place and community, and that the development of new neighbourhoods contributes positively to creating a sense of place and community.

This designation is also intended to ensure that duplex, carriage house and secondary residential development incorporates design elements which create visual interest and variety, respects natural topography, is sensitive to impacts on neighbouring properties, and considers preservation or enhancement of trees and vegetation.

The following guidelines apply only to duplex dwellings, carriage house and secondary residential development (as appropriate).

3. Guidelines

These guidelines are intended to encourage architects and designers to work creatively in formulating duplex proposals which will fit well into and enhance existing and new neighbourhoods; and designing carriage houses/secondary residential units which contribute positively to the existing or new single home development.

Development Permits will be considered in accordance with the following guidelines.

A. *Form and Character*

1. The Orientation, scale, form, height and materials proposed for a duplex, carriage house or secondary residential unit shall reflect the positive characteristics of the surrounding neighbourhood.
2. Roofs should have articulated lines and designed to reduce the appearance of bulk of the residence on upper floors. Roof slopes with greater than 6:12 pitch are preferred, however, proposals for lower pitch rooflines with significant articulation and design interest may be considered.
3. The principal entrances to a duplex should be at the front of the building and should be defined by porches, dormers, port cochere, canopies or be recessed.

4. On corner lots, all street facing elevations should have an equal level of quality and design detailing. It is encouraged that an entrance to one unit is from the primary street and the entrance to the second unit on the flanking street.
5. Design components that can make up the required architecture components include: multiple gables, dormers, bay windows, decorative shingles, wood trim, porches and verandas.
6. Exterior finishes should be durable and have a common theme. Materials including wood, fibre cement siding, brick or stone masonry and limited amounts of stucco are appropriate. Although use of vinyl is strongly discouraged, where residences in an existing neighbourhood are predominantly vinyl-clad, vinyl may be used. Metal siding is not permitted.
7. Buildings should reflect and enhance the character of the neighbourhood by:
 - Respecting the rhythm and scale of the existing streetscape
 - Visually breaking the larger massing into smaller individual components
 - Articulating the front facades to create a sense of scale, neighbourliness and architectural interest.
8. Stepped or alternating massing should be considered in order to avoid a box-like appearance.
9. Building design including the placement of windows, balconies and doors shall ensure visual privacy between residences.
10. Duplex, carriage house and secondary residential development should fit into the immediate surroundings of its location and not appear visually out of character with adjacent homes or surrounding neighbourhood. To minimize the impact of a duplex, avoid wide, flat faces that dominate the street by articulating and staggering front facades to create depth and architectural interest.
11. To Promote variety in design, duplex developments with front to back configurations or up and down layouts should be considered as an alternative to side by side duplex development.
12. Duplexes shall reflect the façade characteristics of single family homes.
13. Mirror image duplexes are discouraged. Varying the layout and staggering duplex units is encouraged to create architectural diversity.

B. Siting, Landscaping and Screening

1. Duplexes and carriage homes should be situated to ensure the privacy of residences on adjoining properties and to retain existing significant trees where feasible.
2. Carriage houses shall be situated to the rear of the property where appropriate and in keeping with the existing neighbourhood design.

C. Parking and Garages

1. Where feasible, all properties which abut a lane should access the property from the lane and all parking should be in the rear yard.
2. For corner sites with no lane access, garages/carriage houses are encouraged to be in the rear yard with access via a driveway from the flanking street subject to approval from the City Engineer.
3. Garage entrances are encouraged to be faced away from the street where possible.
4. To reduce the amount of impervious surfaces on a lot, driveways and parking areas are encouraged to be surfaced with permeable paving material such as grassed cellular paving, porous pavers, or a comparable alternative satisfactory to the City. The width of driveways should be minimized and shared between units wherever possible.
5. Garages incorporated into the building structure should not project beyond the front elevation. Garage doors shall incorporate windows.
6. Detached parking garages and associated carriage houses are encouraged to be located near the rear property line, subject to zoning bylaw siting requirements.
7. Parking and driveways shall not occupy more than 50% of the area of the front yard or, where the site has a flanking side street, not more than 50% of the area flanking side yard.

D. Natural Environment and Hazardous Conditions

1. Buildings and structures must be located on the portions of the site that are not environmentally sensitive.
2. The City may require that works be constructed to protect vegetation where there is a desire to preserve significant or landmark trees or where concern may be created by the development of the land.
3. In areas where slopes are in excess of 30%, the City may require that tree preservation areas be established to control erosion and/or protect banks.
4. In order to ensure adequate protection from erosion and soil instability, the City may regulate all land clearing, land grading, irrigation works, landscaping and may require hazard lands to remain free of development.