B. TOWNHOUSES, STACKED TOWNHOUSES AND ROW HOUSING

The intent is to ensure that all new townhouse and row house development demonstrates high quality design and neighbourhood fit and careful integration into the character and fabric of existing buildings and streetscapes.

14.4.9 Building Location and Organization (Site Planning)

The intent is to provide direction on the location of the multiple family residential units, services and parking.

14.4.9.A **Street Presence**

a) Varied setbacks are encouraged between townhouse clusters along street frontages within a site.

b) A smaller front yard setback maybe considered to create a well defined street edge (e.g., entry, front stoop and landscaping between the public sidewalk and unit) and to reinforce a stronger "urban" character, provided that compatibility with setbacks of adjacent residential development is achieved.

c) Finished grade elevation of main floor units to be no more than 1.2 m (3.98 ft.) above the public sidewalk to ensure an appropriate level of street interface.

14.4.9.B **Entrances**

a) Entrances to townhouses should enhance the pedestrian-scale character of the area by strengthening a unit's connection with public streets and internal roadways.

b) Main pedestrian entrances to the housing units should front onto public streets and walkways; otherwise, front onto the internal courtyards, walkways and drive aisles.

c) Where townhouses are designed with the end wall adjacent to the public street, the pedestrian entry for the end unit should be designed to face the street.

d) Porches are encouraged. The maximum depth of the porches should be limited to 1.5 m (4.92 ft.). Design porches to incorporate prominent main entries and integrate into the facade, rather than appearing "tacked on".

e) Verandas are encouraged. Verandas should be between 1.8 m (5.9 ft.) and 2.5 m (8.2 ft.) deep to allow for usability. Design verandas to be integrated into the facade and the main entries.

f) Discourage situations where the main entrances to units are adjacent to, or on the same façade as garage doors. Where this situation is unavoidable, sufficient space for access to front doors should be provided and the pedestrian entry should have a visual prominent.

g) Unit entrances should not be located adjacent to visitor parking stalls, outdoor amenity area and garbage and recycling collection area. It this situation is unavoidable, a transition zone between the unit entry and these amenities is required.

14.4.9.C **Adjacent to Parks and Open Space**

a) Organize layout and design of townhouses adjacent to parks and pedestrian corridors so that buildings:
   - face parks and open spaces across a parkside street and/or face an abutting linear park or pedestrian corridor;
   - have direct access from the units to the park/pedestrian corridor.

14.4.9.D **Garbage, Recycling and Organics Storage**

a) Garbage, recycling and organics storage bins must be easily accessible, contained within a roofed/walled enclosure.

b) Locate storage structures and/or enclosures closer to the site entrance.

c) Consider attaching the enclosures to a townhouse cluster ending.

d) Locating storage structures and/or enclosures at the entry driveway is discouraged. If this situation is unavoidable, the facilities must be fully enclosed and screened from public view.

e) Locating storage structures and/or enclosures within any required yard setback is discouraged. If this situation is unavoidable, the facilities must be fully enclosed and screened from view.

14.4.9.E **Parking and Garages**

Surface Parking

a) Surface parking should not be located within the front yard or flanking side yard.

b) Surface parking located within the required side and rear yard setbacks is discouraged. If this situation is unavoidable, the parking stalls should be appropriately screened and designed with adequate manoeuvring space at the "dead-ends".

c) Surface parking should not be located in obstruction to any unit entrances and internal pedestrian circulation.

Parking and Garages

a) The setback to garage doors from the edge of an internal drive aisle should not be less than 0.6 m (1.97 ft.) or more than 1.0 m (3.28 ft.) to ensure that temporary parallel parking does not occur across the garage door.

b) Paired garage doors should be separated by the entry door to the unit or by a small landscaped area that could accommodate a tree with a minimum caliper size of 6 cm (2.36 in.).

c) Garages that provide a tandem parking arrangement will be evaluated on a site by site basis.

d) In developments containing more than 20 units, a combination of two-car side by side garages with single car tandem parking garages is recommended.

e) If a one-storey attached garage extends toward the internal drive aisle, its mass should be minimized as much as possible and the portion of a one-storey garage that extends out toward the internal drive aisle should be no more than 50% of the depth of the garage.

14.4.10 Building Form

The intent is to have new development fit into the neighbourhood and on the site.

14.4.10.A **Building Massing and Scale**

a) Buildings should be compatible in scale and form with the surrounding developments.

b) Overall massing of the buildings should be based on simple, regular shapes with strong gable roof forms, with a strong pitch as a component in the façade toward the street.

c) High pitch, strong roof slopes and overhangs/eaves projections are recommended; the minimum desirable roof slope is 8/12.

d) Consider the use of roofs as key elements to help "break up" multiple family buildings so they may adopt a form, scale and rhythm sympathetic to adjacent single family developments.

14.4.10.B **Articulation of Building Clusters**

a) Clusters along the street should not be repetitive. Duplex clusters should avoid the mirror image effect.

b) Small variations in setbacks for individual units within a building cluster along a street are recommended to reflect the scale and articulation found in single family areas and avoid long, continuous and unarticulated building frontages along the street. Staggering of units along internal drive-aisles is also encouraged.

c) Variations in height, separations, roof lines may be considered between clusters to provide visual diversity within the development; however, overall expression should be a cohesive urban form and unity of architectural expression.

d) Eaves, bay windows and other projections from the building face are encouraged.

e) The height of the end units of a building cluster should be lowered to provide mass articulation and, where the cluster ends perpendicular to the street, achieve a gradual transition to pedestrian scale.

f) The maximum number of townhouse units in a cluster should be six. The number of units in a cluster may be increased to eight if the cluster is at the edge of a school site or a park/pond, or if the adjacent clusters are separated by broader open areas developed to improve circulation and enhance the landscape.

g) Any housing unit exposed to direct views from the street (such as cluster ends on both sides of a drive aisle entrance to a site or cluster ends that abut a public street), should provide sufficient architectural detailing and be treated as a front elevation.

14.4.10.C **Transition to Adjacent Single Family Housing**

a) Townhouse units situated near single family developments should be particularly sensitive to issues of privacy/ overlook over adjacent properties. Consideration should be given to greater setbacks above the ground floor, special landscaping measures and/or orienting living areas away from neighbours.

b) Provide a transition between townhouse units and single family housing by building duplex units along property lines as buffer zones.

14.4.10.D **Light, View & Privacy**

a) Maximize sun access through proper building configuration, massing and building cluster orientation.

b) Consider terracing upper levels of townhouse clusters to increase sun penetration to the interior of the site, especially toward outdoor amenity areas.

c) Provide adequate distance between buildings to ensure appropriate light, view and privacy.

d) The location and orientation of windows, decks and balconies should be carefully considered to reduce looking into close-by windows of existing adjacent development.

14.4.11 Building Face: Architectural Treatments

The intent is to ensure that development has a high quality character and finishing.

14.4.11.A **Image and Character**

a) Architectural design, character, materials and detailing of townhouse developments should incorporate many of the features found in single family areas but at a higher intensity of development.

b) Individual units of townhouse clusters that front on the street should be designed to be identifiable through single family residential design features including, among others, simple roof forms with strong gable lines, dormers and habitable attics, extended porches and recessed entries that will also provide articulation to facades and reinforce an unified residential character along the street.

c) To relate to the character of any adjacent single family in the neighbourhood, the design of townhouses fronting the street may incorporate, as a dominant component of the facade, one or several of the following architectural features/elements: bay windows; windows with muntins and mullions; rectangular/square shaped windows; French doors; porches, verandas and colonnades where possible.

d) Provide appropriate design treatment to both street facades when the building is on a corner. The design of a corner can be unique and incorporate special features.

e) Individual unit designs should be varied to avoid significant repetition either within a row or between adjacent rows of units.

f) Townhouse units fronting onto a local road should reflect a single family character (e.g., 2 storey height, except that 2 ½ storeys may be permitted at the corner of an arterial road and local road).

g) Consideration should be given to variations in building height, separations, roof lines and setbacks between buildings to provide visual diversity within the same development.

h) Architectural treatment of unit entrances should reinforce proximity to grade level (e.g., avoid two-storey features).

i) Decorative architectural detailing, complementary to the rest of the units, is to be considered in the building clusters along the internal drive aisle.

j) Incorporate decorative architectural treatments that are complementary to unit finishes, such as windows, on and above garage doors.

14.4.11.B **Shape and Layout of Windows**

a) Windows should be visually prominent in street fronting façades and should be articulated with colour and/or white trim. The use of muntins and mullions in street fronting windows is encouraged.

b) Scale and proportions of dominant windows should be compatible with the massing and roof forms of the building or portion of the building that contains them. Large, horizontal picture windows are not considered appropriate.

14.4.11.C **Exterior Walls and Finishing**

Quality and Durability of Materials

a) Materials to convey an image of quality, durability and a high level of craftsmanship.

b) Buildings and roofing materials should reflect the heritage and climate of Richmond.

Materials

a) The number of dominant materials used in any elevation should be no more than two (2). A third material might be used on upper floors, on gable ends.

b) Recommended materials to be used on any elevation can include: clapboard, scale, wood, vinyl and shingle siding, brick and board and batten.

c) Horizontal siding and wide trim around windows is the recommended basic finishing. Consider the use of strong, bold colours in contrast with white or light colours for façade details and trim.

d) Stone is recommended as an accent material.

e) Stucco is acceptable when used in combination with other exterior finishing materials.

Roof Materials

a) Cedar shingles or a similar type of roofing (in terms of colour and texture), or high profile asphalt shingles are preferred to accentuate a single family character.

Flashing and Gutters

a) Flashing and gutters should be integrated into the design of the building in terms of colour, location on the façade, or other method.

14.4.12 Landscaping and Open Space Design

The intent is that landscaping be lush and that fences or gates be attractive, particularly along any street frontages or common areas.

14.4.12.A **Landscaping**

a) Landscape both the public boulevard and private property to enhance the pedestrian environment.

b) Consider a landscape design of the street-fronting portion of the site that reflects the character of front yards in adjacent single family, where appropriate to the context.

c) Where the ground floors of units are not intended as habitable space, yards should be raised to enhance relationships between the first living level and the public realm and to discourage conversion of ground floor space to other uses. However, unit entry should be no more than 1.2 m (3.94 ft.) above the grade of adjacent public sidewalks and walkways.

d) Where the only private open space of a unit is provided on the yard facing an arterial street, a balcony or deck space adjacent to the main living area, facing the internal drive aisle or walkway, should be provided.

14.4.12.B **Fences and Gates**

a) If fences are unavoidable, provide metal transparent fences and brick or stone pilasters (in combination with landscaping).

b) In some cases, wooden picket, lattice, three board fences or similar is acceptable.

c) Vehicle gates at townhouse site entrances are discouraged. To define the boundary between private and public space, provide:
   - pavement in contrasting colour and texture across driveway entrances;
   - minor architectural elements;
   - appropriate landscaping.

d) Individual gates that access street fronting yards and the main door of street oriented townhouse units are encouraged.

e) Trellises, arbours and low walls may be considered at the entrance point of walkways from the street to the interior of townhouse sites or ending of internal drive aisle to screen paved areas from view and to clearly define the threshold between public and private spaces.

f) Fences within the front yard should be no higher than 1.2 m (3.94 ft.) and should be placed a minimum of 0.50 m (1.64 ft.) from the internal edge of the sidewalk. Trellises and arbours should be placed a minimum of 0.50 m (1.64 ft.) from the fences along the front property line. In yards that abut public spaces, landscaped terraces no greater than 0.5 m (1.64 ft.) high and no less than 0.75 m (2.46 ft.) deep should be used to reach the new grade.

g) Internal drive aisles that provide access to garages should be treated as vehicle courtyards and include textured, contrasting, coloured pavers.

h) The use of decorative pavers within a drive aisle is encouraged to define a pedestrian pathway where there is no other means of pedestrian circulation through the site.