



Topic

Supplemental Guidelines for the Development of Conventional Townhomes – Northeast Coquitlam Area Plan

Overview

In addition to the development permit provisions for intensive residential development described above, the following supplemental guidelines for the development of Conventional Townhomes also apply within the neighbourhood lands identified on Map No. 4 of the Northeast Coquitlam Area Plan.

Guidelines to Achieve Objectives

1. No more than eight dwelling units are to be attached in one building. Where intensive residential buildings are adjacent to one another, variations in the number of attached dwelling units per building are encouraged so that monotonous massing is avoided. The maximum number of dwelling units in a row may be increased to ten provided that adjacent buildings are separated by broad open areas with enhanced landscaping and/or improved pedestrian circulation routes.
2. Wherever possible the front entrances to individual dwelling units are to face directly towards the street, and should not be obscured by landscaping or architectural elements. A covered, single-storey entry porch, with a floor elevation raised at least 0.3 metres above the surround yard elevation, is to be provided for every dwelling unit.
3. Individual dwelling units should be provided with direct access to and from the street. Where individual dwelling units face towards the street individual paths leading directly from the public sidewalk or pedestrian walkway to the front porch of each unit are required. In addition, if applicable, units should have second entrance to access the rear yard.

For further information please call at 604-927-3430
or visit www.coquitlam.ca

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Supplemental Guidelines for the Development of Conventional Townhomes

Guidelines to Achieve Objectives (Continued)

4. Site variations and change of use can be demonstrated through changes in surface treatments. Changes in colour, texture and material for patios, walkways and roadways are to be employed wherever practical. At the same time, wherever possible, the total amount of on-site impervious surface area is to be minimized.
5. Except in exceptional circumstances, the front of doors of dwelling units should not be adjacent to or on the same façade as garage doors. When front doors and garage doors are unavoidable on one façade, the garage doors are to be recessed at least 1.2 metres behind the primary plane of the building façade.
6. Individual dwelling units are to be set at an elevation that follows the topography of the site. Site re-grading resulting in the excessive presence of retaining structures is to be avoided. In no case shall the elevation of the habitable floor at which the front entrance of a dwelling unit occurs be more than 2.0 metres above the grade of the adjacent public sidewalk.
7. To avoid repetition, the individuality of each dwelling unit is to be architecturally expressed using, for example, recessing of the front facades, stepping or articulation of building elevations, changes in and variation in the use of building materials and shape including roof forms for instance through the use of gables, dormers, bays and other architectural elements.
8. The facades of end dwelling units facing an exterior side yard are to be architecturally treated in a manner consistent with the front façade of the building. Blank walls facing an exterior side yard are to be strictly avoided.
9. To express a traditional residential character, the primary roof form is to be pitched with a minimum pitch of 5:12. Gable ends, either as the primary roof form or as roofs over secondary elements such as projections or bays are encouraged for building facades facing public streets.
10. Traditional window treatments are to be used where visible from the street. Skylights, plastic bubble windows, tinted glazing and other non-traditional windows are not to be used in prominent locations that are visible from public streets. Windows facing public streets are to be transparent, clear-glazed, openable and of a scale and size large enough to promote safety and security through passive surveillance.
11. Parking should be located
 - Behind buildings within garages or within small surface parking spaces and/or lots;
 - Underneath buildings in underground parkades
12. Short-term visitor parking spaces, wherever possible, are encouraged to be located behind street fronting townhomes developments.
13. Shared parking facilities and shared access points to these facilities are encouraged to reduce the amount and number of curb-cuts and to allow for efficient traffic circulation.
14. Parking spaces allocated for people with disabilities shall be located as close as possible to building entrances.
15. Leadership in Energy and Environmental Design (LEED) certified building designs are strongly encouraged.