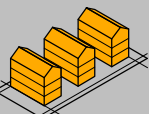
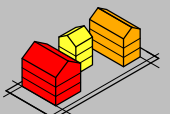
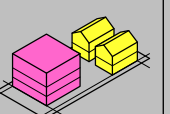
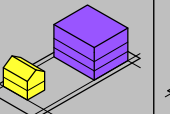
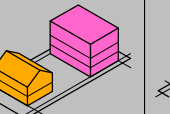
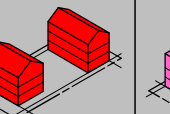
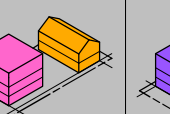
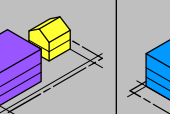
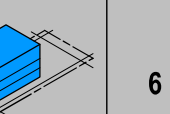
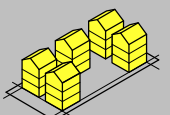
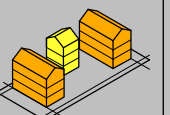
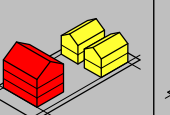
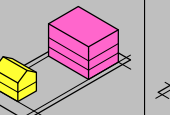
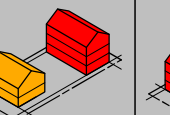
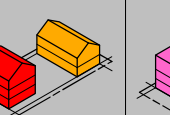
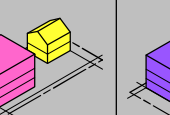
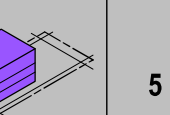
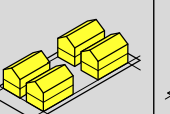
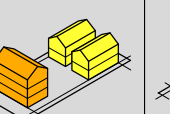
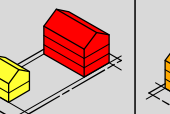
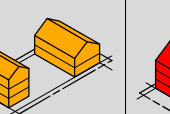
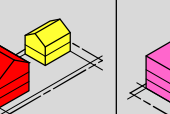
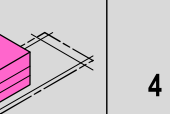
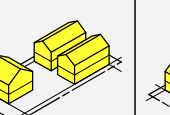
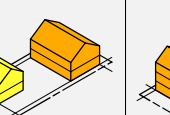
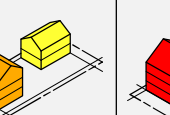
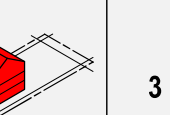















 6 HOUSES	 3 DUPLEXES	 TRIPLEX + DUPLEX + HOUSE	 4-PLEX + 2 HOUSES	 HOUSE + 5-PLEX	 DUPLEX + 4-PLEX	 TRIPLEX + TRIPLEX	 4-PLEX + DUPLEX	 5-PLEX + HOUSE	 6-PLEX	6 UNITS
 5 HOUSES	 2 DUPLEXES + HOUSE	 TRIPLEX + 2 HOUSES	 HOUSE + 4-PLEX	 DUPLEX + TRIPLEX	 TRIPLEX + DUPLEX	 4-PLEX + HOUSE	 5-PLEX			5 UNITS
		 4 HOUSES	 DUPLEX + 2 HOUSES	 HOUSE + TRIPLEX	 DUPLEX + DUPLEX	 TRIPLEX + HOUSE	 4-PLEX			4 UNITS
				 3 HOUSES	 HOUSE + DUPLEX	 DUPLEX + HOUSE	 TRIPLEX			3 UNITS

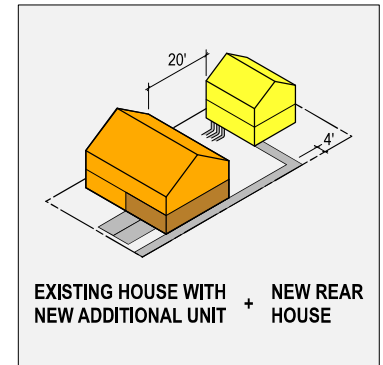
-  6-PLEX
-  5-PLEX
-  4-PLEX
-  TRIPLEX
-  DUPLEX
-  HOUSE

The diagram above illustrates a variety of conceptual development scenarios possible under the SSMUH zoning regulations, given the variables: number of units, number of buildings and building types. This diagram does not necessarily represent every possible scenario, and not every scenario shown will necessarily be desirable or even possible on every site. The specific characteristics and context of each site will ultimately determine which scenarios may be possible and appropriate for each property.

This diagram shows the maximum allowable floor area and assumes all units are equal size, but there is no requirement that units be equal size or that floor area be maximized.

6-PLEX	 TOWNHOUSE	 FRONT-BACK TOWNHOUSE	 STACKED TOWNHOUSE
	 TOWNHOUSE	 FRONT-BACK TOWNHOUSE	 STACKED TOWNHOUSE
	 TOWNHOUSE	 QUADRANTS	 STACKED TOWNHOUSE
	 TOWNHOUSE	 FRONT OR BACK + SIDE-BY-SIDE	 SIDE-BY-SIDE + BOTTOM
DUPLEX	 SIDE-BY-SIDE	 FRONT-BACK	 TOP-BOTTOM

- NEW REAR HOUSE MAY REQUIRE FIRE SPRINKLERS •
DEPENDING ON LOT SIZE, PRESENCE OF LANE, LOCATION, ETC
- NEW REAR HOUSE WILL REQUIRE NEW ELECTRICAL , WATER AND
SEWER UTILITY CONNECTIONS SEPARATE FROM EXISTING HOUSE
- MINIMUM 20' SEPARATION BETWEEN EXISTING HOUSE AND
NEW REAR HOUSE IS REQUIRED
- EXISTING HOUSE MAY REQUIRE UPGRADE TO PROTECT NEW REAR HOUSE •
AND/OR FIREFIGHTER ACCESS PATH
- EXISTING HOUSE WILL REQUIRE UPGRADE IF NEW ADDITIONAL UNIT IS
ADDED WITHIN IT - EXTENT OF UPGRADE DICTATED BY WHETHER
ADDITIONAL UNIT IS STRATA, NON-STRATA OR SECONDARY SUITE
- EXISTING HOUSE WILL REQUIRE UPGRADE IF NEW REAR HOUSE IS STRATA •
- PARKING REQUIREMENTS NEED TO BE MET FOR •
EXISTING HOUSE, NEW ADDITIONAL UNIT AND NEW REAR HOUSE
- A MINIMUM 4' WIDE FIREFIGHTER ACCESS PATH FROM THE
STREET TO NEW REAR HOUSE IS REQUIRED

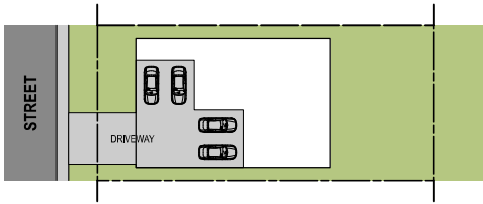


The diagram above illustrates some conceptual unit configurations possible in the various building types of SSMUH development scenarios. Each scenario, its specific characteristics and requirements, and the minimum required unit width of 15'-6" (measured center-of-wall to center-of-wall) will determine which configurations may be possible and appropriate for each property.

Any unit in these building types may be a secondary suite if it is within a principal unit and meets all applicable requirements. Secondary suites have lesser building code requirements, but they must be counted toward the number of units on site.

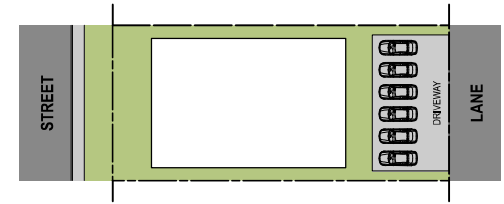
The diagram above shows some of the considerations for a SSMUH development where an existing house will be retained. It is possible to either add new units within an existing house or add a new unit(s) within an existing house and add a new rear house or duplex. New units and the existing house may be strata or non-strata. One new additional unit within the existing house may be a secondary suite.

The diagram shows a development scenario where an existing house is retained, a new additional unit is added within the existing house (making it a duplex), and a new rear house is added in the backyard.



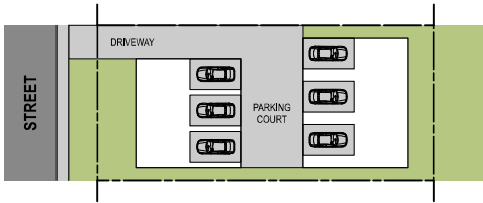
PARKING ACCESS DIRECTLY FROM THE STREET

PARKING IS LOCATED WITHIN THE FRONT BUILDING FOOTPRINT OR DIRECTLY ADJACENT TO IT ACCESSED BY ONE DRIVEWAY FROM THE STREET.



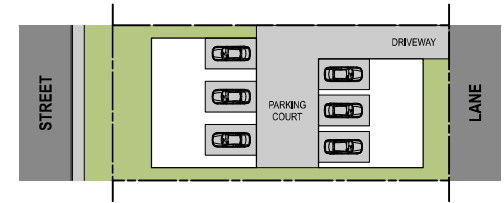
PARKING ACCESS DIRECTLY FROM THE LANE

PARKING IS LOCATED WITHIN THE REAR BUILDING FOOTPRINT OR DIRECTLY ADJACENT TO IT ACCESSED BY ONE DRIVEWAY FROM THE LANE.



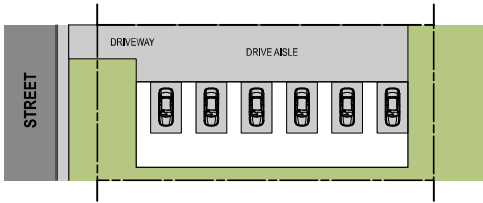
PARKING ACCESS FROM THE STREET VIA PARKING COURT

PARKING IS LOCATED WITHIN THE FRONT AND/OR REAR BUILDING FOOTPRINTS OR DIRECTLY ADJACENT TO THEM ACCESSED BY ONE DRIVEWAY FROM THE STREET TO A PARKING COURT.



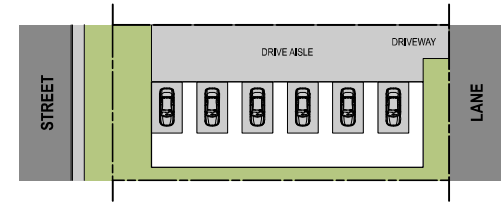
PARKING ACCESS FROM THE LANE VIA PARKING COURT

PARKING IS LOCATED WITHIN THE FRONT AND/OR REAR BUILDING FOOTPRINTS OR DIRECTLY ADJACENT TO THEM ACCESSED BY ONE DRIVEWAY FROM THE LANE TO A PARKING COURT.



PARKING ACCESS FROM THE STREET VIA DRIVE AISLE

PARKING IS LOCATED WITHIN THE BUILDING FOOTPRINT OR DIRECTLY ADJACENT TO IT ACCESSED BY ONE DRIVEWAY FROM THE STREET TO A FLANKING DRIVE AISLE.



PARKING ACCESS FROM THE LANE VIA DRIVE AISLE

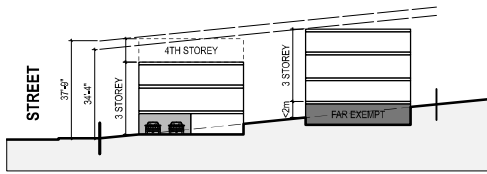
PARKING IS LOCATED WITHIN THE BUILDING FOOTPRINT OR DIRECTLY ADJACENT TO IT ACCESSED BY ONE DRIVEWAY FROM THE LANE TO A FLANKING DRIVE AISLE.

The diagrams above illustrate some conceptual parking configurations possible for SSMUH development scenarios. The specific characteristics and context of each site, and whether a lane is present or not will determine which configurations may be possible and appropriate for each property. Driveways must be from a lane where present, and only one driveway is permitted from a street. There may be scenarios that require a combination of various parking configurations.

Parking scenarios will inform, and result from, the number of buildings and building types specific to each development scenario.

The number of stalls possible in a SSMUH development will depend on parking regulations in the zoning bylaw, lot size, lot dimension, lot slope, the immediate context of each stall (interior, exterior, adjacent to walls) and the specific building type and configuration of the scenario. The dimensions and slope of all parking spaces, driveways and aisles must conform to all applicable zoning and engineering regulations.

This diagram shows typical 60' X 130' lots, driveways from the street are minimum 13' wide or maximum 20' wide, and driveways from the lane are minimum 13' wide or maximum wide enough to accommodate parking stalls that are accessed from the lane.

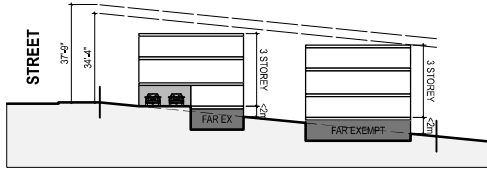
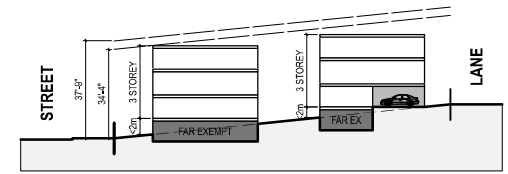


UPSLOPING SITE - PARKING ACCESS FROM THE STREET

FRONT BUILDING HAS SMALLER POSSIBLE SECTION THAN REAR BUILDING. FRONT BUILDING HAS OPPORTUNITY FOR 4 STOREYS IF PERMITTED THE GREATER HEIGHT. REAR BUILDING HAS OPPORTUNITY FOR FAR EXEMPT BASEMENT.

UPSLOPING SITE - PARKING ACCESS FROM THE LANE

FRONT BUILDING HAS LARGER POSSIBLE SECTION THAN REAR BUILDING. FRONT BUILDING AND REAR BUILDING BOTH HAVE OPPORTUNITIES FOR FAR EXEMPT BASEMENTS.

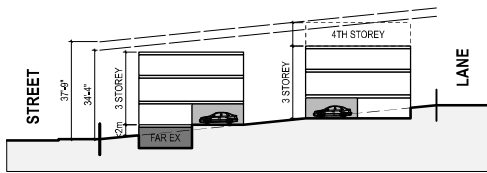
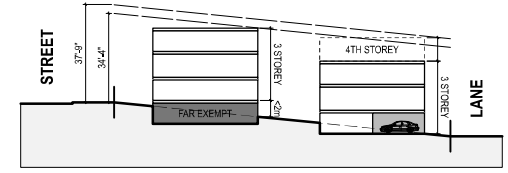


DOWNSLOPING SITE - PARKING ACCESS FROM THE STREET

FRONT BUILDING HAS SMALLER POSSIBLE SECTION THAN REAR BUILDING. FRONT BUILDING AND REAR BUILDING BOTH HAVE OPPORTUNITIES FOR FAR EXEMPT BASEMENTS.

DOWNSLOPING SITE - PARKING ACCESS FROM THE LANE

FRONT BUILDING HAS LARGER POSSIBLE SECTION THAN REAR BUILDING. REAR BUILDING HAS OPPORTUNITY FOR 4 STOREYS IF PERMITTED THE GREATER HEIGHT. FRONT BUILDING HAS OPPORTUNITY FOR FAR EXEMPT BASEMENT.

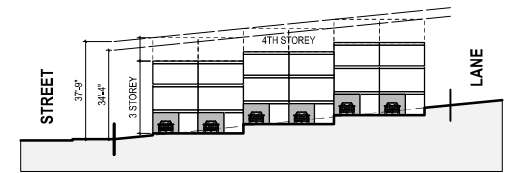


UPSLOPING SITE - PARKING ACCESS VIA PARKING COURT FROM THE STREET OR LANE

FRONT BUILDING AND REAR BUILDING HAVE EQUAL POSSIBLE SECTIONS. REAR BUILDING HAS OPPORTUNITY FOR 4 STOREYS IF PERMITTED THE GREATER HEIGHT. FRONT BUILDING HAS OPPORTUNITY FOR FAR EXEMPT BASEMENT.

UPSLOPING SITE - PARKING ACCESS VIA DRIVE AISLE FROM THE STREET OR LANE

SINGLE LARGE BUILDING CAN STEP WITH SLOPE. BUILDING HAS OPPORTUNITY FOR 4 STOREYS IF PERMITTED THE GREATER HEIGHT.



DOWNSLOPING SITE - PARKING ACCESS VIA PARKING COURT FROM THE STREET OR LANE

FRONT BUILDING AND REAR BUILDING HAVE EQUAL POSSIBLE SECTIONS. FRONT BUILDING HAS OPPORTUNITY FOR 4 STOREYS IF PERMITTED THE GREATER HEIGHT. REAR BUILDING HAS OPPORTUNITY FOR FAR EXEMPT BASEMENT.

DOWNSLOPING SITE - PARKING ACCESS VIA DRIVE AISLE FROM THE STREET OR LANE

SINGLE LARGE BUILDING CAN STEP WITH SLOPE. BUILDING HAS OPPORTUNITY FOR 4 STOREYS IF PERMITTED THE GREATER HEIGHT.

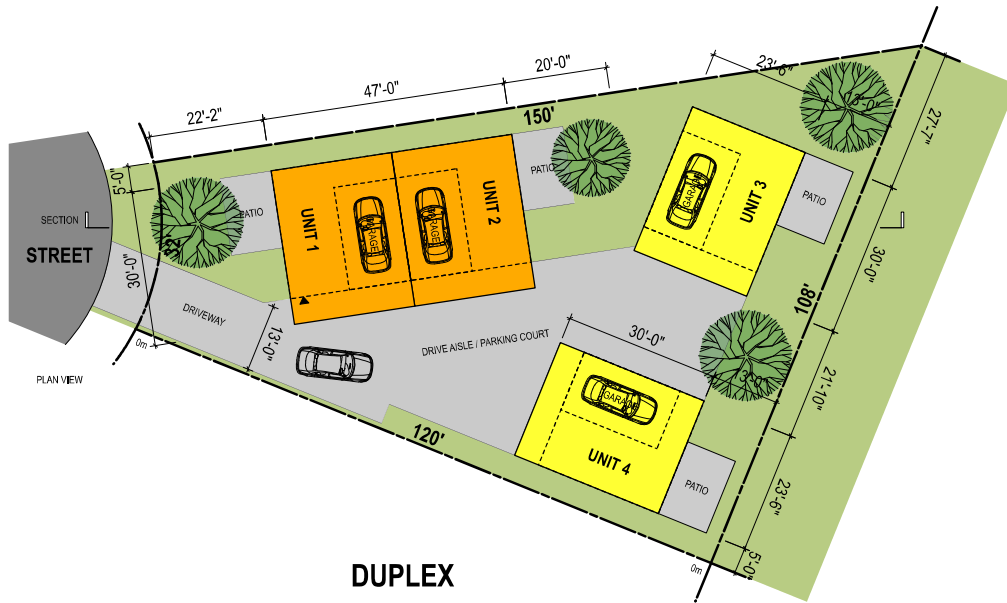


The diagrams above illustrate the relationship between site slope, building height, parking configuration and FAR exemptions for various parking configurations on up-sloping and down-sloping lot conditions. These section view drawings show the impact that the slope of a site and the parking configuration have on building massing, number of storeys and FAR exempt basements.

Given the number of variables in these diagrams, these are depictions are representative of just a small number of possible scenarios and are only meant to show the principle of the relationship between the variables.

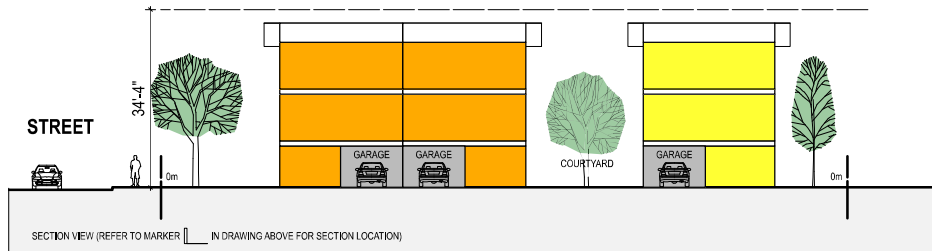
The SSMUH zoning regulations set the maximum building height at 34'-4" for buildings with 4 units or less, and at a greater height of 37'-9" for buildings with 5 or 6 units - this greater height can allow 4 storeys. However, for a building to remain within the simpler 'Part 9' building code requirements, it must not exceed 3 storeys when measured on the side of the building with the lowest average grade (not counting a basement below a first floor with a floor level < 2m above the lowest average grade).

These diagrams show typical 130' deep lots with a change in grade of 13'. Building depths shown are 39' and ceiling heights are 8' except for one floor per building at 9'.



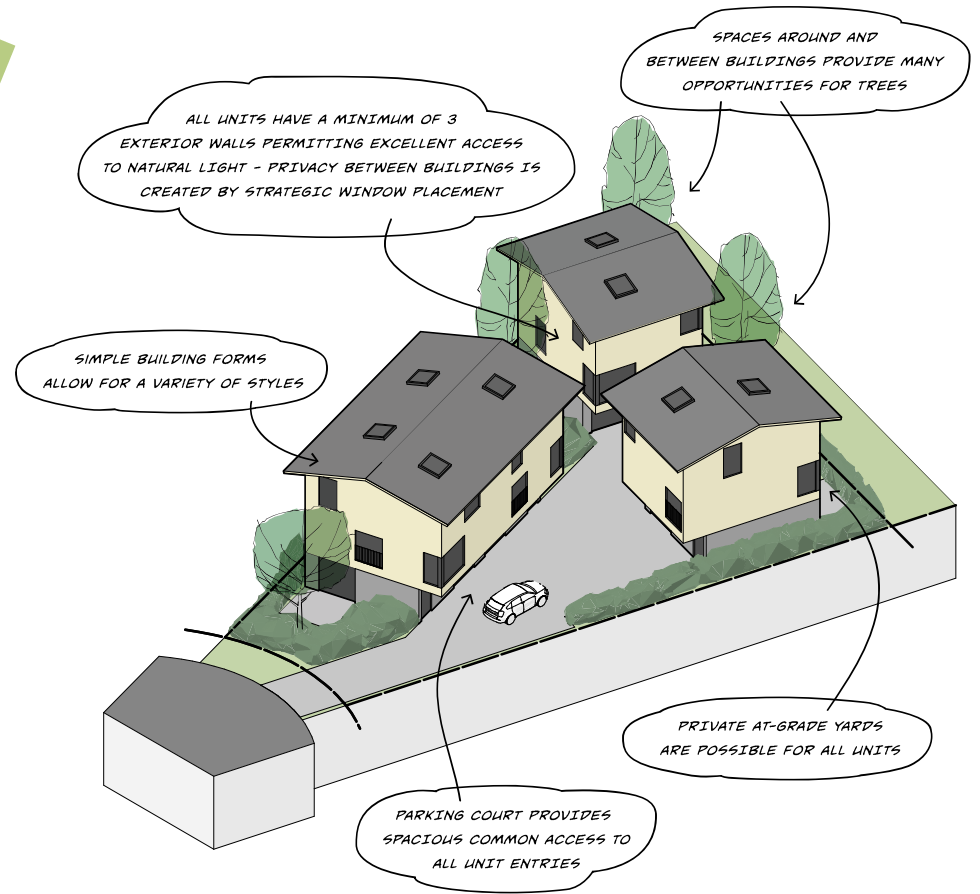
DUPLEX

HOUSE



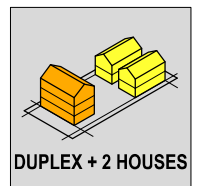
LOT DIMENSIONS	32'/150'/108'/120'
SITE AREA	8,750 sq.ft.
NUMBER OF UNITS	4
FAR	0.8 = 7,000 sq.ft.
SITE COVERAGE	32%
IMPERMEABLE AREA	61%

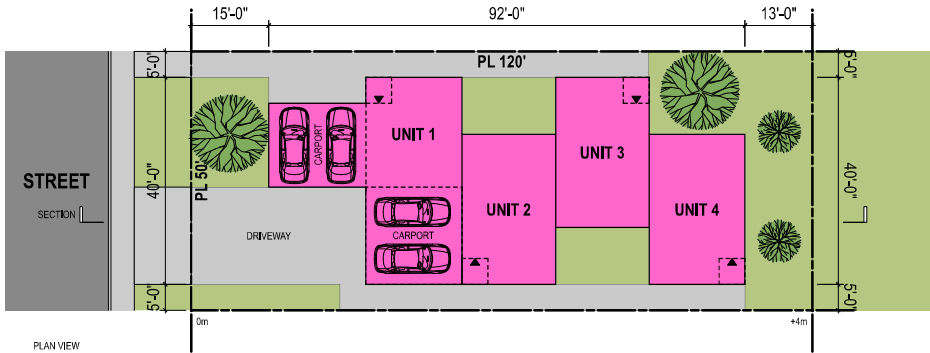
UNIT 1	1,750 sq.ft.
UNIT 2	1,750 sq.ft.
UNIT 3	1,750 sq.ft.
UNIT 4	1,750 sq.ft.



Scenario 1 illustrates a 4 unit SSMUH development on a Cul-de-Sac lot. It includes one duplex at the front of the site and two houses at the rear of the site. All units include one garage with parking access from a central parking court. The development creates 4 large-sized three storey family units in simple building forms that bear a resemblance to traditional single-family homes, with private outdoor space for each unit provided at-grade in small yards.

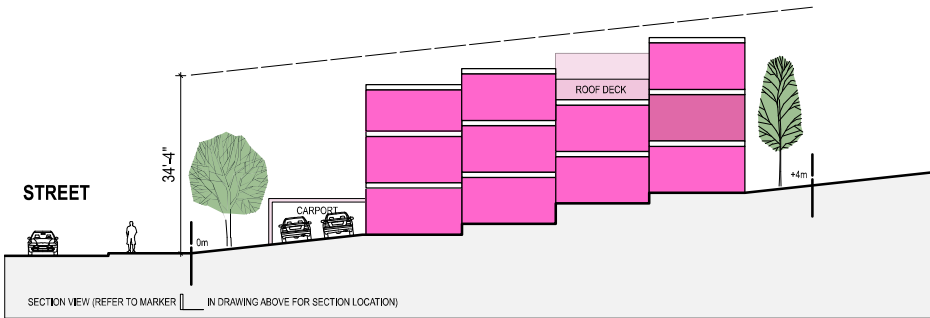
This scenario is shown on a flat site but would also work on up, down and side-sloping sites if slopes are within what is allowable for driveways. Similar scenarios with a different mix of building types - two duplexes or even four houses - would also be possible on certain Cul-de-Sac lot shapes.





PLAN VIEW

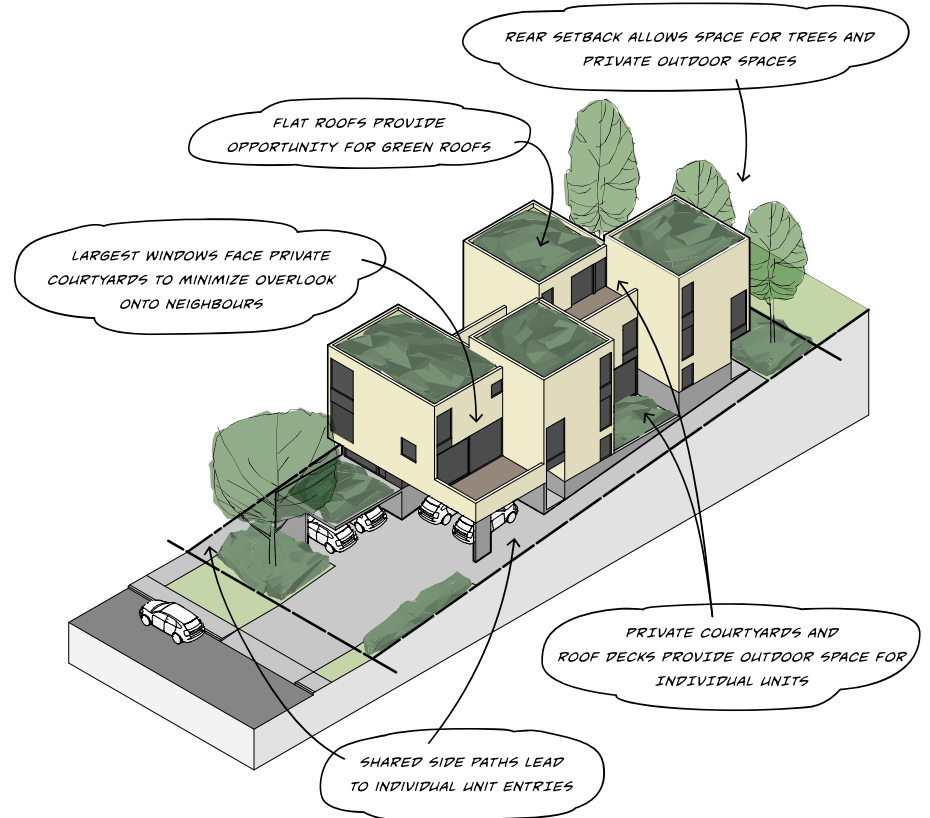
4-PLEX



SECTION VIEW (REFER TO MARKER IN DRAWING ABOVE FOR SECTION LOCATION)

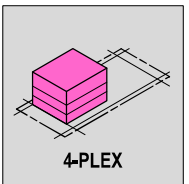
LOT DIMENSIONS	50' X 120'
SITE AREA	6,000 sq.ft.
NUMBER OF UNITS	4
FAR	0.8 = 4,800 sq.ft.
SITE COVERAGE	44%
IMPERMEABLE AREA	70%

UNIT 1	1,200 sq.ft.
UNIT 2	1,200 sq.ft.
UNIT 3	1,200 sq.ft.
UNIT 4	1,200 sq.ft.



Scenario 2 illustrates a 4 unit SSMUH development on a smaller-sized rectangular lot. It is comprised of a single 4-plex building, and all units have access to one carport parking space at the front of the site with access from the street. The development creates 4 small-sized three storey family units in a unique building form that has the ability to adapt to variously sloped sites and provides small but meaningful private outdoor spaces for each unit in courtyards and on roof decks.

This scenario is shown on a small up-sloping site but would also work on flat, down and side-sloping sites of the same, or larger size with necessary modifications. The principles of this scenario could potentially be used as a template for developments on more steeply sloped sites as well.



4-PLEX

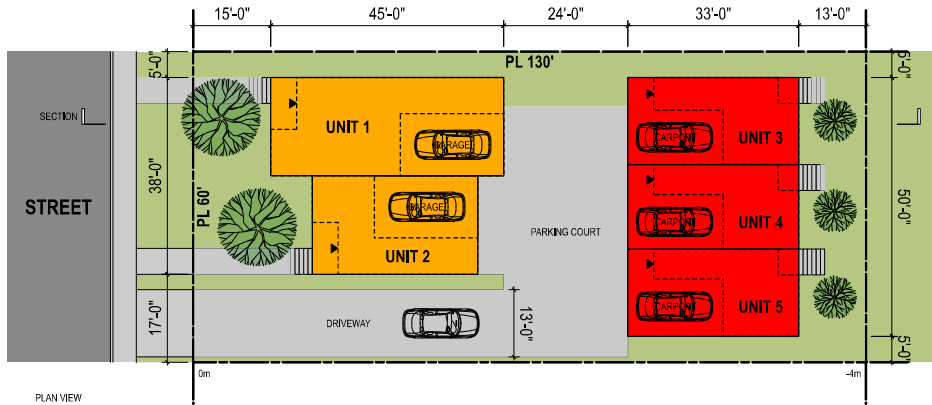
schema

OFFICE OF ARCHITECTURE

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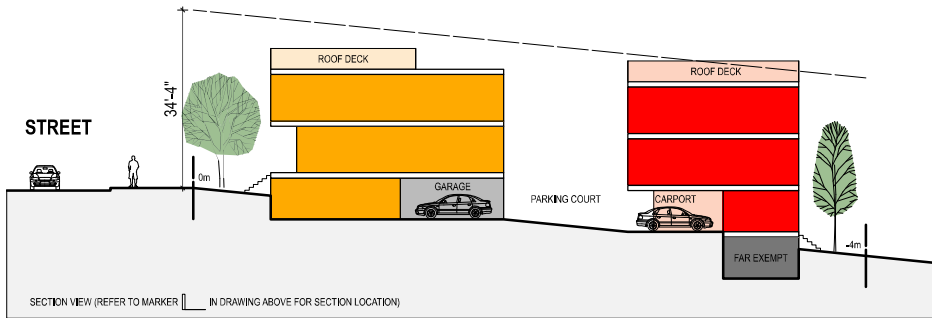
SCENARIO 2

PORT MOODY SMALL-SCALE MULTI-UNIT HOUSING



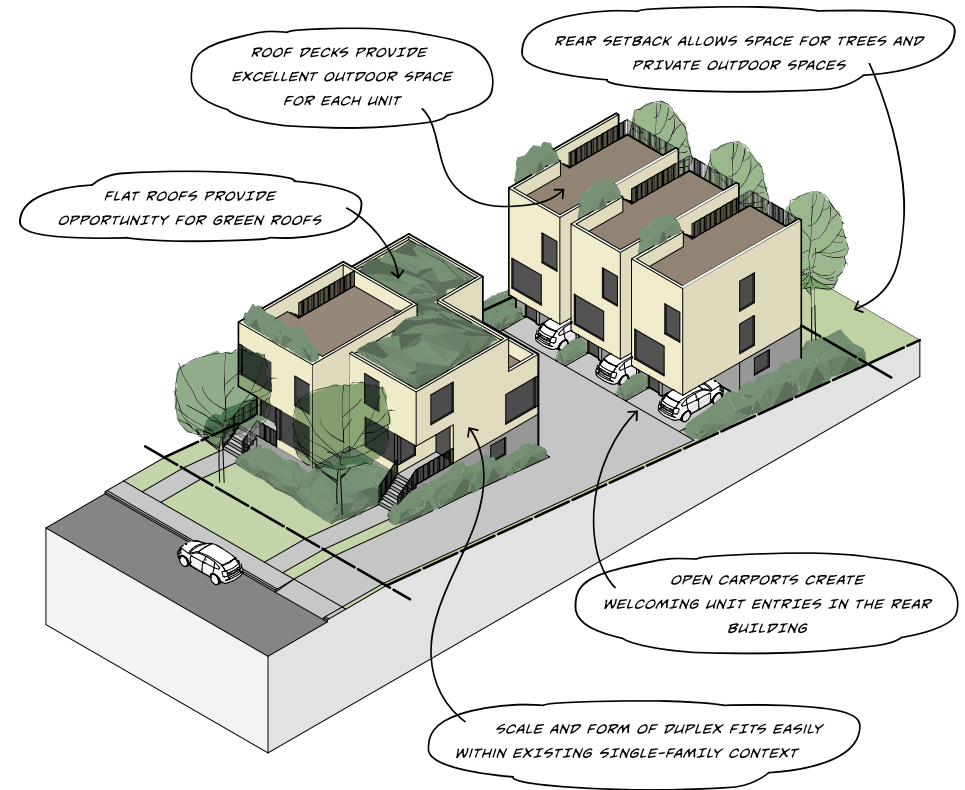
DUPLEX

TRIPLEX



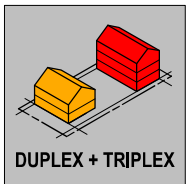
LOT DIMENSIONS	60' X 130'
SITE AREA	7,800 sq.ft.
NUMBER OF UNITS	5
FAR	0.9 = 7,020 sq.ft.
SITE COVERAGE	40%
IMPERMEABLE AREA	69%

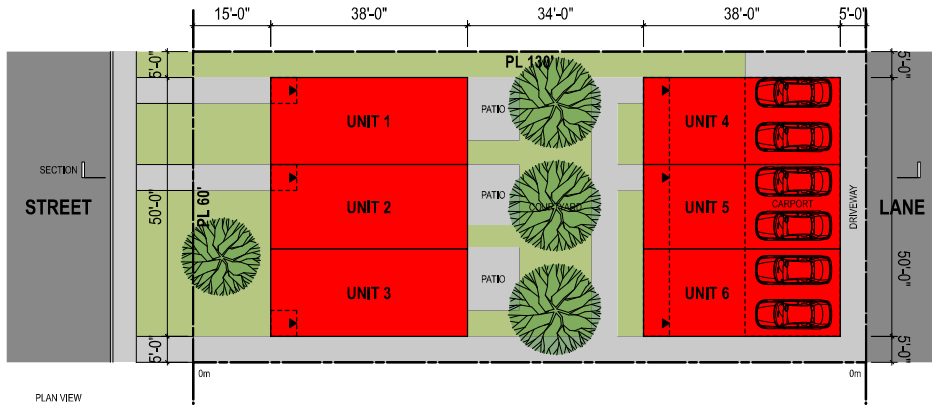
UNIT 1	1,800 sq.ft.
UNIT 2	1,300 sq.ft.
UNIT 3	1,300 sq.ft.
UNIT 4	1,300 sq.ft.
UNIT 5	1,300 sq.ft.



Scenario 3 illustrates a 5 unit SSMUH development on a standard-sized rectangular lot. It includes one duplex at the front of the site and one triplex at the rear of the site. All units include either one garage or carport with parking access from a central parking court. The development creates 1 larger three storey family unit and 4 good-sized three storey family units in two contemporary flat-roofed buildings, where roof decks provide private outdoor space for each unit.

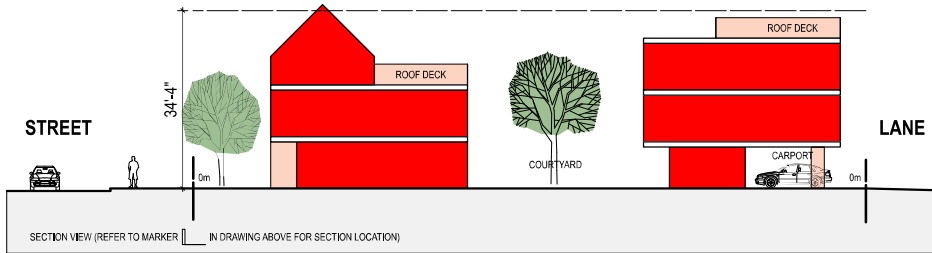
This scenario is shown on a down-sloping site but would also work on flat, up and side-sloping sites if slopes are within what is allowable for driveways. Currently the front building is a duplex, as there is not the width to build a townhouse-style triplex beside the driveway, but it could be replaced by a side-by-side + back triplex.





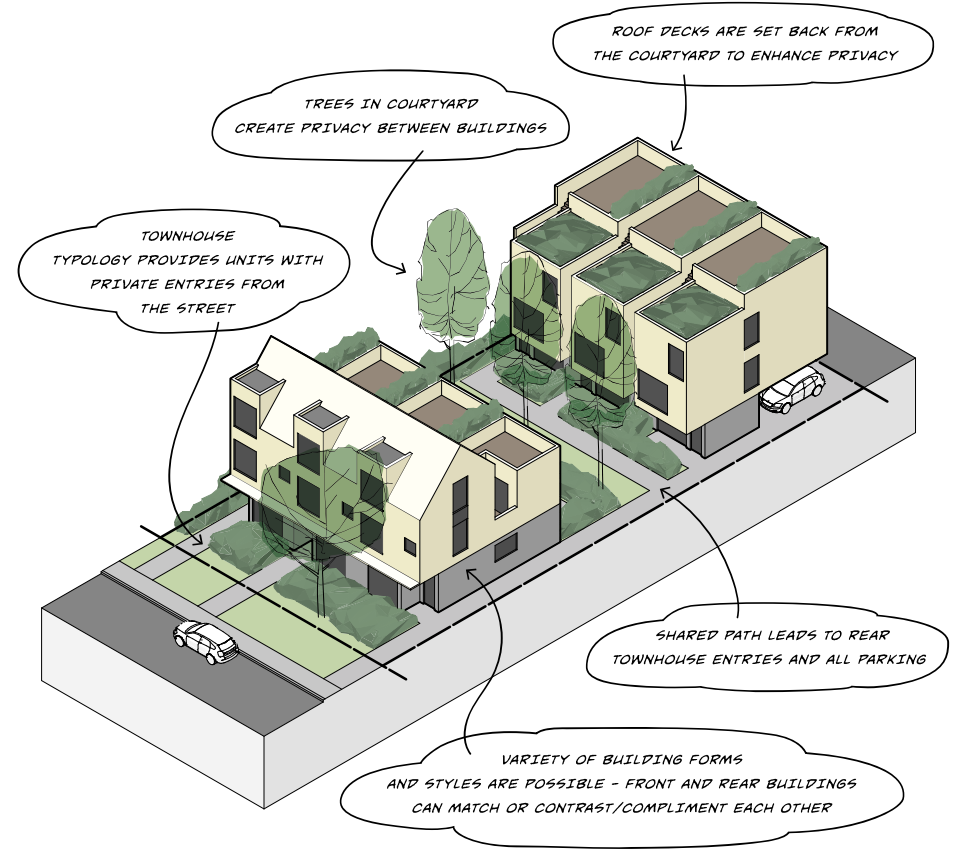
TRIPLEX

TRIPLEX



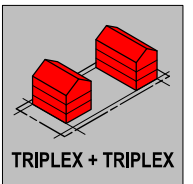
LOT DIMENSIONS	60' X 130'
SITE AREA	7,800 sq.ft.
NUMBER OF UNITS	6
FAR	1.0 = 7,800 sq.ft.
SITE COVERAGE	49%
IMPERMEABLE AREA	72%

UNIT 1	1,300 sq.ft.
UNIT 2	1,300 sq.ft.
UNIT 3	1,300 sq.ft.
UNIT 4	1,300 sq.ft.
UNIT 5	1,300 sq.ft.
UNIT 6	1,300 sq.ft.



Scenario 4 illustrates a 6 unit SSMUH development on a standard-sized rectangular lot with lane access. It includes one triplex at the front of the site and one triplex at the rear of the site. All units have access to one carport parking space off the lane which provides parking access. The development creates 6 good-sized three storey family units in two contemporary buildings - one pitched roof and one flat roof. Private outdoor space for each unit is provided on roof decks and on at-grade patios in the courtyard between the buildings.

This scenario is shown on a flat site but would also work on up, down and side-sloping sites with necessary modifications. The principles of this scenario could also potentially be used as a template for 4 unit SSMUH developments with two duplexes instead of two triplexes.



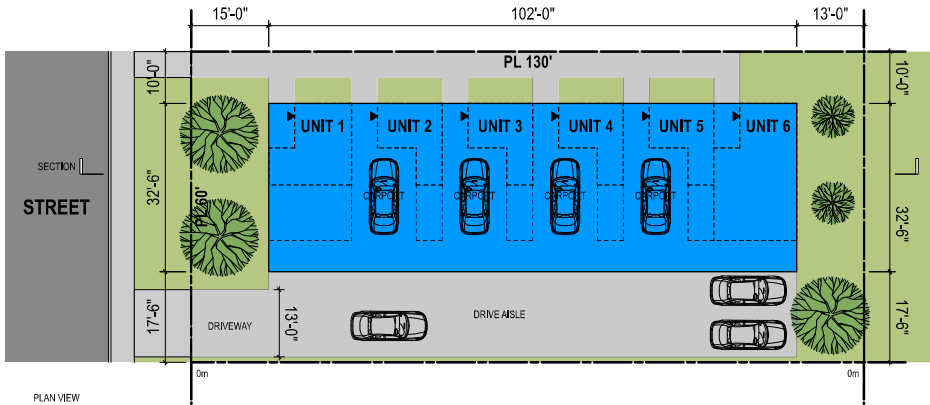
schema

OFFICE OF ARCHITECTURE

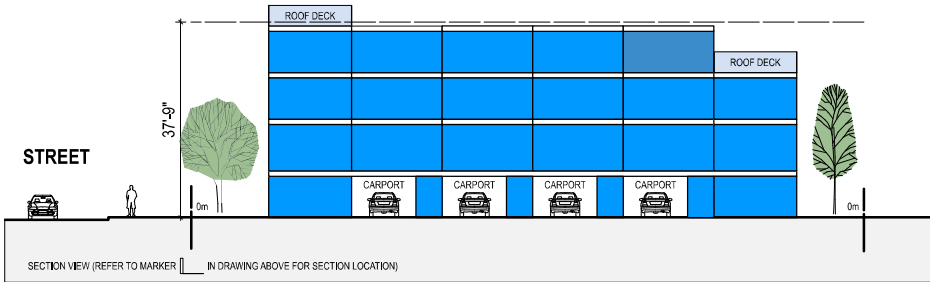
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SCENARIO 4

PORT MOODY SMALL-SCALE MULTI-UNIT HOUSING

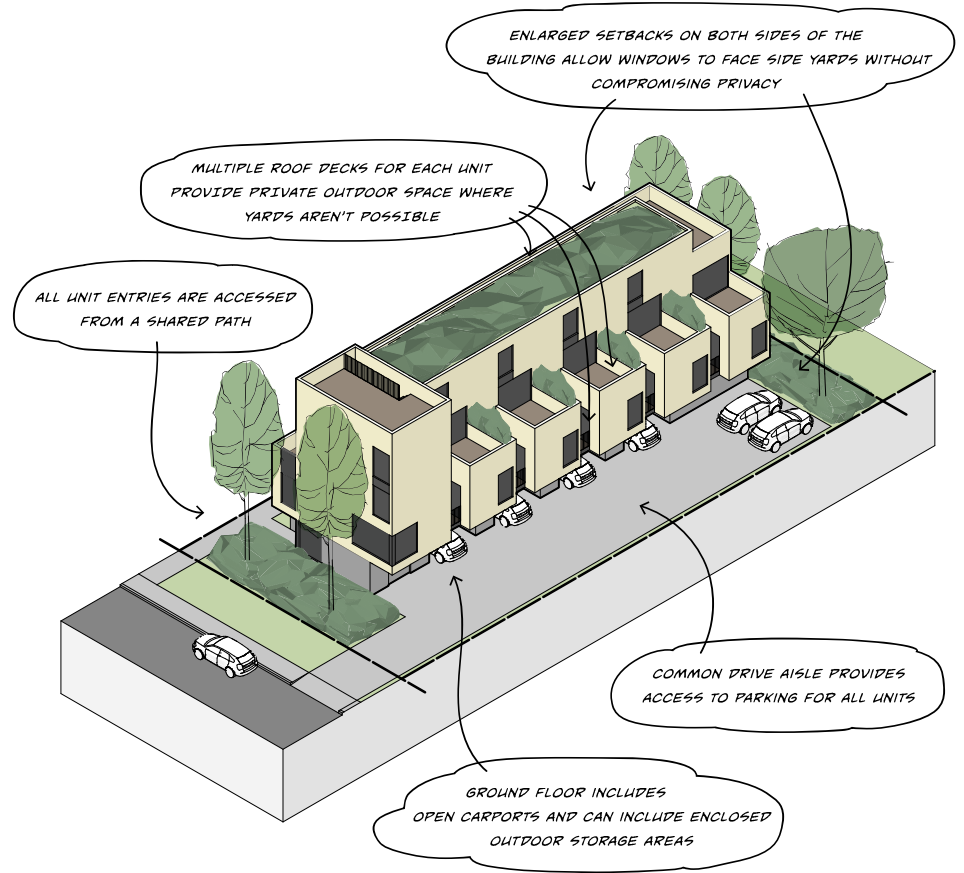


6-PLEX



LOT DIMENSIONS	60' X 130'
SITE AREA	7,800 sq.ft.
NUMBER OF UNITS	6
FAR	1.0 = 7,800 sq.ft.
SITE COVERAGE	43%
IMPERMEABLE AREA	75%

UNIT 1	1,300 sq.ft.
UNIT 2	1,300 sq.ft.
UNIT 3	1,300 sq.ft.
UNIT 4	1,300 sq.ft.
UNIT 5	1,300 sq.ft.
UNIT 6	1,300 sq.ft.



Scenario 5 illustrates a 6 unit SSMUH development on a standard-sized rectangular lot. It is comprised of a single 6-plex building, and all units include one carport with parking access from a flanking drive aisle. The development creates 6 good-sized four storey family units in a large contemporary form, articulated with recesses to bring light deep into the floor plates of the building. Private outdoor space for each unit is provided on three separate roof decks with different orientations and views.

The scenario is shown on a flat site but would also work on up, down and side-sloping sites if slopes are within what is allowable for driveways and parking stalls. For up and down-sloping sites, the way in which the building steps in order to navigate the slope would need to be considered.

