



City of Vancouver *Land Use and Development Policies and Guidelines*

Planning, Urban Design and Sustainability Department

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RT-2 MULTIPLE DWELLING GUIDELINES

Adopted by City Council on April 10, 1984

Amended September 11, 1984, February 4, 1992, September 15, 2020, July 20, 2022, and July 9, 2024

1 Application and Intent

These guidelines are to be used in conjunction with the RT-2 District Schedule of the Zoning and Development By-law for development permit applications involving multiple dwellings (i.e. apartments or townhouses). As well as assisting applicants, the guidelines will also be used by City staff in the evaluation of projects.

Maintaining and enhancing the physical and social character of these older residential areas is considered an important goal. Development of multiple dwellings will therefore be generally restricted to the following:

- (a) Sites under-utilized prior to March 20, 1979. This includes vacant sites and sites with buildings having a floor space ratio much less than that of surrounding development and that permitted in the RT-2 District Schedule (less than 0.3) where applicants can satisfactorily demonstrate that making additions is not practicable.
- (b) Sites with structurally unsound development. In assessing structural unsoundness, the Director of Planning will consider the building in comparison to nearby buildings constructed at about the same time, but will not consider buildings which have become structurally unsound through neglect. The Director of Planning may require evidence from a registered structural engineer.
- (c) Sites with non-conforming uses.

The age of original construction, particularly in the inner-city RT-2 areas, means that some buildings either singly or in combination may have heritage merit. Proposals for redevelopment to multiple dwellings should not necessitate the destruction of unique or landmark buildings having some historic or architectural merit, but rather an attempt should be made to renovate or convert these buildings, as permitted in the RT-2 District Schedule.

2 General Design Considerations

The project design should reflect the character of the streetscape, including for example, roof shapes, exterior materials, textures, and design details of nearby housing. The design should also be neighbourly and compatible with the character of adjacent uses with respect to noise, privacy, neighbours' windows, and sunlight penetration. The design should also complement existing topography, landscape, and elements such as walls and railings.

3 Guidelines Pertaining to the Regulations of the Zoning and Development By-law

3.1 Frontage

The maximum allowable redevelopment frontage should not exceed twice the average lot frontage in the block face and the opposite block face in which the site is located.

3.2 Off-Street Parking and Loading

Parking spaces should be provided and maintained with a hard, durable, dust-free surface. All parking spaces should be landscaped and screened so as to maximize the usefulness of adjacent open space.

3.3 Residential Unit Density, Size and Type

Density should not exceed 62 units per hectare. The following table gives examples of how this unit density guideline will be applied assuming the floor space ratio is close to the maximum permitted.

Site Frontage

Assuming 36.5 m

Site Depth	32.0 m	30.5 m	24.4 m	22.9 m	20.1 m	18.3 m	Less than 18.3 m
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Maximum Number

of Units Which

May Be Permitted

7	7	5	5	4	4	Insufficient site area
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4 Open Space

Public and private open space should be designed to provide for the wide variety of outdoor activities that households pursue. Some privacy of outdoor spaces is important, as is the opportunity for the expression of individuality and self-expression by the new residents. Open space should contain some useful space which could be considered an extension of the indoor living areas (such as decks, porches, and roof decks). Movement to and from the units should be facilitated by the sensitive siting of the development, and landscape design. When surface parking is provided, the location and arrangement of parking spaces should not unduly compromise the open space objectives.