



RESIDENTIAL LOT (VEHICULAR) ACCESS REGULATION

BYLAW NO. 7222

EFFECTIVE DATE – SEPTEMBER 10TH, 2001

CONSOLIDATED FOR CONVENIENCE ONLY

This is a consolidation of the bylaws below. The amendment bylaws have been combined with the original bylaw for convenience only. This consolidation is not a legal document. Certified copies of the original bylaws should be consulted for all interpretations and applications of the bylaws on this subject.

<u>AMENDMENT BYLAW</u>	<u>DATE OF ADOPTION</u>	<u>EFFECTIVE DATE</u> (If different from Date of Adoption)
Bylaw 8637	January 10, 2011	February 9, 2011

CITY OF RICHMOND
RESIDENTIAL LOT (VEHICULAR) ACCESS REGULATION
BYLAW NO. 7222

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CITY OF RICHMOND

**RESIDENTIAL LOT (VEHICULAR) ACCESS REGULATION
BYLAW NO. 7222**

The Council of the City of Richmond enacts as follows:

PART ONE: RESIDENTIAL LOT ACCESS TO ARTERIAL ROADS

1.1 Vehicular Access to Arterial Roads - Restrictions

- 1.1.1 A person must not construct any means of new or modified **vehicular access** from a **residential lot** to an **arterial road**, where alternate **vehicular access** exists for such **residential lot**.
- 1.1.2 A person must not construct, maintain or use any means of **vehicular access** from a **residential lot** to an **arterial road** where:
 - (a) a new alternate **vehicular access** is provided for such **residential lot**; or
 - (b) alternate **vehicular access** exists for such **residential lot** and new curb and gutter have been constructed by the **City** along such **arterial road**after the date of adoption of this bylaw.
- 1.1.3 A person, who has been issued a building permit for the construction of a new residential building, garage or carport, on a residential lot after the date of adoption of this bylaw:
 - (a) must not construct, maintain or use any means of **vehicular access** from such **residential lot** to an **arterial road**, where alternate **vehicular access** exists or will be available for such **residential lot** at the time of building occupancy; or
 - (b) must bring any existing **vehicular access** from a **residential lot** to an **arterial road** into compliance with the Residential Driveway Crossing Specifications established in Part Two, where no alternate **vehicular access** exists or will be available for such **residential lot** at the time of building occupancy.

1.2 Exceptions to Vehicular Access to Arterial Roads Restrictions

- 1.2.1 Notwithstanding the provisions of subsection 1.1.1, where an existing **vehicular access** from a **residential lot** to an **arterial road** does not conform with the Residential Driveway Crossing Specifications established in Part Two, the owner of such **residential lot** may, with the written approval of the **General Manager of Engineering and Public Works**, bring the existing vehicular access into compliance with such specifications.

1.2.2 Notwithstanding the provisions of subsections 1.1.2 and 1.1.3 where, in the opinion of the **General Manager of Engineering and Public Works**,:

- (a) an existing **vehicular access** from a **residential lot** to an **arterial road** is the only practical means of vehicular access due to existing major physical obstructions such as mature trees, fixed permanent building structures, or swimming pools that would prevent the provision of alternate access; or
- (b) a building permit for the construction of a new residential building, garage or carport, on a **residential lot** with an existing **vehicular access** to an **arterial road** is required due to catastrophic incidences such as fire, resulting in complete re-construction of a house, garage or carport on such **residential lot** after the date of adoption of this bylaw,

the owner of such **residential lot** may, with the written approval of the **General Manager of Engineering and Public Works**, retain the use of the existing **vehicular access** to such **arterial road** provided that such **vehicular access** be brought into compliance with the Residential Driveway Crossing Specifications established in Part Two.

PART TWO: RESIDENTIAL DRIVEWAY CROSSING SPECIFICATIONS

2.1 General Prohibitions

2.1.1. Notwithstanding the provisions of Part One, a person who has been issued a building permit for the construction of a new residential building, garage, or carport, on a **residential lot**, must not:

- (a) install more than one **driveway crossing** abutting any **arterial road** or **collector road** shown on Schedule A;
- (b) install a new **driveway crossing** except in conformity to the specifications contained in Schedule B;
- (c) install two **driveway crossings** abutting a **highway** in the **City** unless all of the following requirements are satisfied:
 - (i) the abutting **highway** is not an **arterial road** or a **collector road**;
 - (ii) the **lot** has a frontage of 25 metres or greater;
 - (iii) both **driveway crossings** conform to the specifications contained in Schedule B;
 - (iii) a minimum distance of 10 metres separates the two **driveways crossings** to any one **lot**;
 - (iv) no public utilities, fire hydrants, or trees will be affected by the proposed **driveway crossing**; and
 - (v) written approval is obtained from the **General Manager of Engineering and Public Works**.

- (d) locate a **driveway crossing** for the purpose of accessing a **corner lot**, except in conformity with the specifications contained in Schedule C; or
- (e) install a walkway or steps:
 - (i) within the portion of the **boulevard** between the sidewalk and the **roadway**; or
 - (ii) of a width greater than 2 metres.

2.2 Exception to General Prohibitions

- 2.2.1 Notwithstanding the provisions of subsection 2.1.1, a person who has been issued a building permit before September 8th, 1997 for the construction of a new residential building, garage, or carport, on a **residential lot**, with the written approval from the **General Manager of Engineering and Public Works**, may install a new **driveway crossing** in conformity to the specifications contained in Schedule D.

2.3 Driveway Crossing Application Procedure

- 2.3.1 Applications for approval of all new **driveway crossings** whether or not in conjunction with a building permit, must be made to the **General Manager of Engineering and Public Works**, and must be accompanied by:
 - (a) a payment in an amount determined by the **General Manager of Engineering and Public Works**; and
 - (b) an administration/inspection fee in the amount set from time to time in the Consolidated Fees Bylaw No. 8636.
- 2.3.2 The administration/inspection fee required under clause (b) of subsection 2.3.1 does not apply to any **driveway crossing** application for developments under an agreement with the **City** which contains provisions for **driveway crossing** inspections.

2.4 Variations To Residential Driveway Crossing Specifications

- 2.4.1 The **General Manager of Engineering and Public Works** is authorized to vary the provisions of subsection 2.2.1 where:
 - (a) the proposed access to a **residential lot** is considered unsafe by the **General Manager of Engineering and Public Works** because of an existing non-conforming garage or carport which is situated within the standard 6 metre setback to a **residential lot**; or
 - (b) safe access from the **roadway** is not possible due to a **non-standard geometric driveway**.

PART THREE: GENERAL PROVISIONS

3.1 Removal Of Unauthorized Vehicular Accesses

- 3.1.1 In the event that the **City** is required to remove a **vehicular access** constructed, maintained or used in violation of any provision of this, or any other bylaw of the **City**, the owner of the property is responsible for all such removal costs, and all related work necessary to restore the **boulevard** to its original condition.
- 3.1.2 If the costs referred to in subsection 3.1.1 are unpaid as of December 31 of any year, they are to be added to and form part of the taxes payable on the **lot** to which the **driveway crossing** was to provide access.

3.2 Schedules to the Bylaw

- 3.2.1 Schedules A, B, C, and D are attached and form a part of this bylaw.

PART FOUR: INTERPRETATION

4.1 In this Bylaw:

ARTERIAL ROAD	means any arterial road shown on Schedule A.
BOULEVARD	means the portion of a highway between the roadway and the boundary of a lot adjacent to the highway , and includes any trees, landscaping, sidewalk, underground utilities or other improvement located within the boulevard.
CITY	means the City of Richmond.
COLLECTOR ROAD	means any collector road shown on Schedule A.
CORNER LOT	means a lot which abuts two or more highways where the interior angle of the intersection is less than 135 degrees.
COUNCIL	means the Council of the City .
DRIVEWAY CROSSING	means the area of a driveway, or any driveable surface, extending from the edge of the pavement of the travelled portion of a roadway or curb, to the boundary of the lot adjacent to the highway .
GENERAL MANAGER OF ENGINEERING & PUBLIC	means the person appointed by Council to the position of General Manager of Engineering and

WORKS	Public Works, and includes a person designated as an alternate.
HIGHWAY	means a street, road, lane and any other way open to public use, but does not include a private right-of-way on private property.
LOT	means the smallest unit in which land is designated as a separate and distinct parcel on a legally recorded subdivision plan or description filed in the Land Title Office.
NON-STANDARD GEOMETRIC DRIVEWAY	means a driveway which is not perpendicular to the roadway or to the garage or carport orientation.
RESIDENTIAL LOT	means a property whose use pertains to the accommodation and home life of a family.
ROADWAY	means that portion of a highway which is improved for use by vehicular traffic and includes paving, underground utilities, curbs and gutters.
VEHICULAR ACCESS	means access to, or egress from, the lot in question, by a vehicle.
ZONING & DEVELOPMENT BYLAW	means the current Zoning & Development Bylaw of the City .

PART FIVE: VIOLATIONS AND PENALTIES

5.1 Any person who:

- (a) violates or who causes or allows any of the provisions of this bylaw to be violated; or
- (b) fails to comply with any of the provisions of this, or any other bylaw or applicable statute; or
- (c) neglects or refrains from doing anything required by this bylaw; or
- (d) makes any false or misleading statement in connection with this bylaw,

is deemed to have committed an infraction of, or an offence against, this bylaw, and is liable on summary conviction, to the penalties provided for in the *Offence Act*, and each day that such violation is caused, or allowed to continue, constitutes a separate offence.

PART SIX: PREVIOUS BYLAW REPEAL

- 6.1** Driveway (Residential) Regulation Bylaw No. 7024 (adopted on June 28th, 1999) is repealed.
- 6.2** Alderbridge Way (between No. 3 Road and Shell Road) Access Regulation Bylaw No. 5544 (adopted on May 28th, 1990) is repealed.
- 6.3** Garden City Road, Granville Avenue and Railway Avenue Access Regulation Bylaw No. 2620 (adopted on July 27th, 1970), and the following amendment bylaws are repealed:

<u>Amendment Bylaw</u>	<u>Adopted</u>
No. 2677	February 8 th , 1971
No. 4354	August 27 th , 1984
No. 5719	June 17 th , 1991

- 6.4** Gilbert Road (from Westminster Highway to Steveston Highway, and from Westminster Highway to the Dinsmore Bridge) Access Regulation Bylaw No. 2882 (adopted on October 23rd, 1972) and the following amendment bylaws are repealed:

<u>Amendment Bylaw</u>	<u>Adopted</u>
No. 2990	February 11 th , 1974
No. 3008	April 22 nd , 1974
No. 3060	September 23 rd , 1974
No. 3091	January 27 th , 1975
No. 3124	May 26 th , 1975
No. 3208	February 23 rd , 1976
No. 3448	July 11 th , 1977
No. 3685	January 8 th , 1979
No. 3810	January 28 th , 1980
No. 3869	July 28 th , 1980
No. 4353	August 27 th , 1984
No. 4435	February 25 th , 1985

- 6.5** Major Intersection Access Control Bylaw No. 4704 (adopted on December 22nd, 1986) is repealed.
- 6.6** No. 3 Road Access Regulation Bylaw No. 2217 (adopted on February 28th, 1966) and the following amendment bylaws are repealed:

<u>Amendment Bylaw</u>	<u>Adopted</u>
No. 2405	July 8 th , 1968
No. 2462	April 14 th , 1969

- 6.7** No. 6 Road (between Westminster Highway and Cambie Road) Access Regulation Bylaw No. 4768 (adopted on March 23rd, 1987) and Amendment Bylaw No. 5483 (adopted on February 26th, 1990) are repealed.
- 6.8** Williams Road (between No. 4 Road and No. 5 Road) Access Regulation Bylaw No. 3967 (adopted on June 22nd, 1981) and Amendment Bylaw No. 6621 (adopted on May 27th, 1996) are repealed.

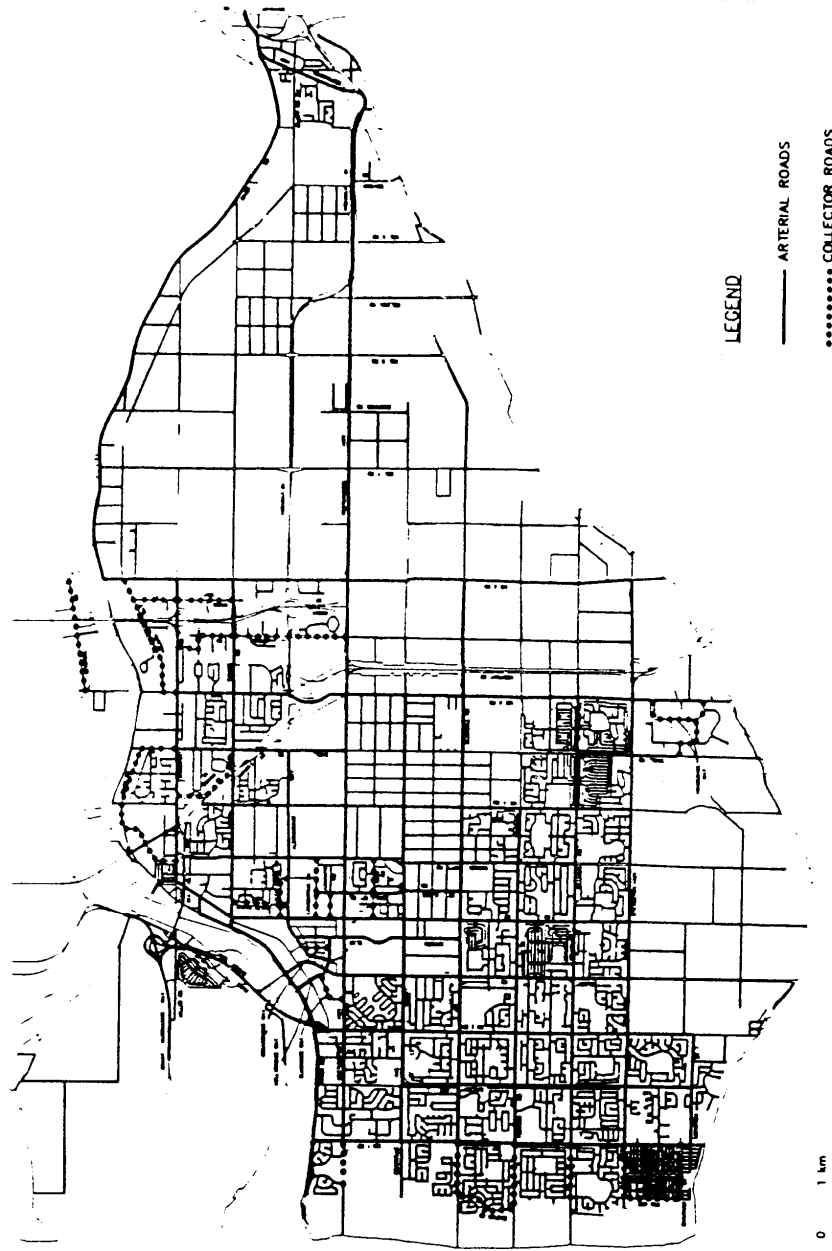
PART SEVEN: SEVERABILITY AND CITATION

- 7.1** If any part, section, subsection, clause or sub-clause of this bylaw is, for any reason, held to be invalid by the decision of a court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this bylaw.
- 7.2** This bylaw is cited as " **Residential Lot (Vehicular) Access Regulation Bylaw No. 7222** ".

PART EIGHT: FEES BYLAW

- 8.1** The Consolidated Fees Bylaw No. 8636, as may be amended from time to time, applies to this bylaw.

SCHEDULE A to BYLAW NO. 7222



**City of
Richmond**

6911 No. 3 ROAD RICHMOND B.C. V6Y 2C1

TITLE:

DESIGN:

DRAWN: T.S.

DWG. No.

CHECKED:

SCALE: N.T.S.

DATE: APR. 99

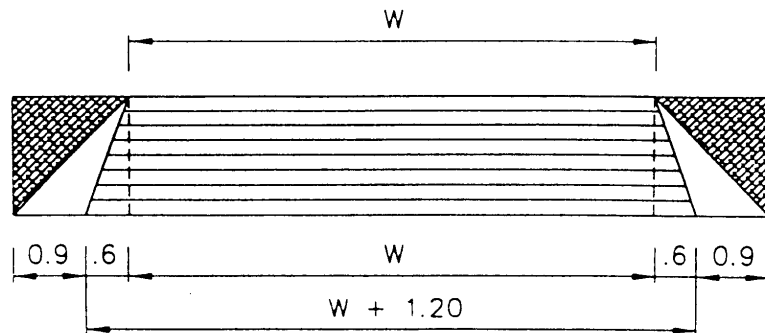
ENGINEER:

SEC. No.:

SHT. No : 1 OF 1

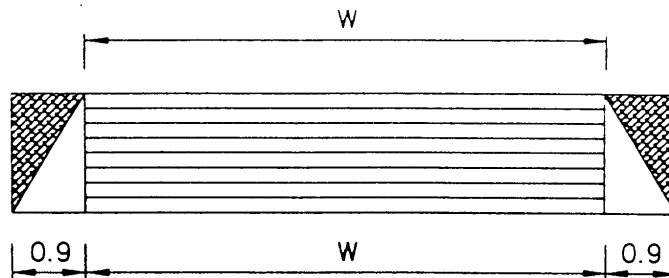
SCHEDULE B to BYLAW NO. 7222

ACCESS TYPE	DRIVEWAY TYPE	DRIVEWAY WIDTH W (meters)	
		ON LOCAL ROADS	ON ARTERIAL ROADS
RESIDENTIAL	TWO-WAY	4.0	5.0



RESIDENTIAL

ARTERIAL ROADS



RESIDENTIAL

LOCAL ROADS

W - WIDTH = AS PER TABLE ABOVE
NOTE: ALL DIMENSIONS ARE IN METERS



**City of
Richmond**

8911 No. 3 ROAD RICHMOND B.C. V6Y 2C1

TITLE:

DESIGN:

DRAWN: J.T.

DWG. No.

CHECKED:

SCALE: N.T.S.

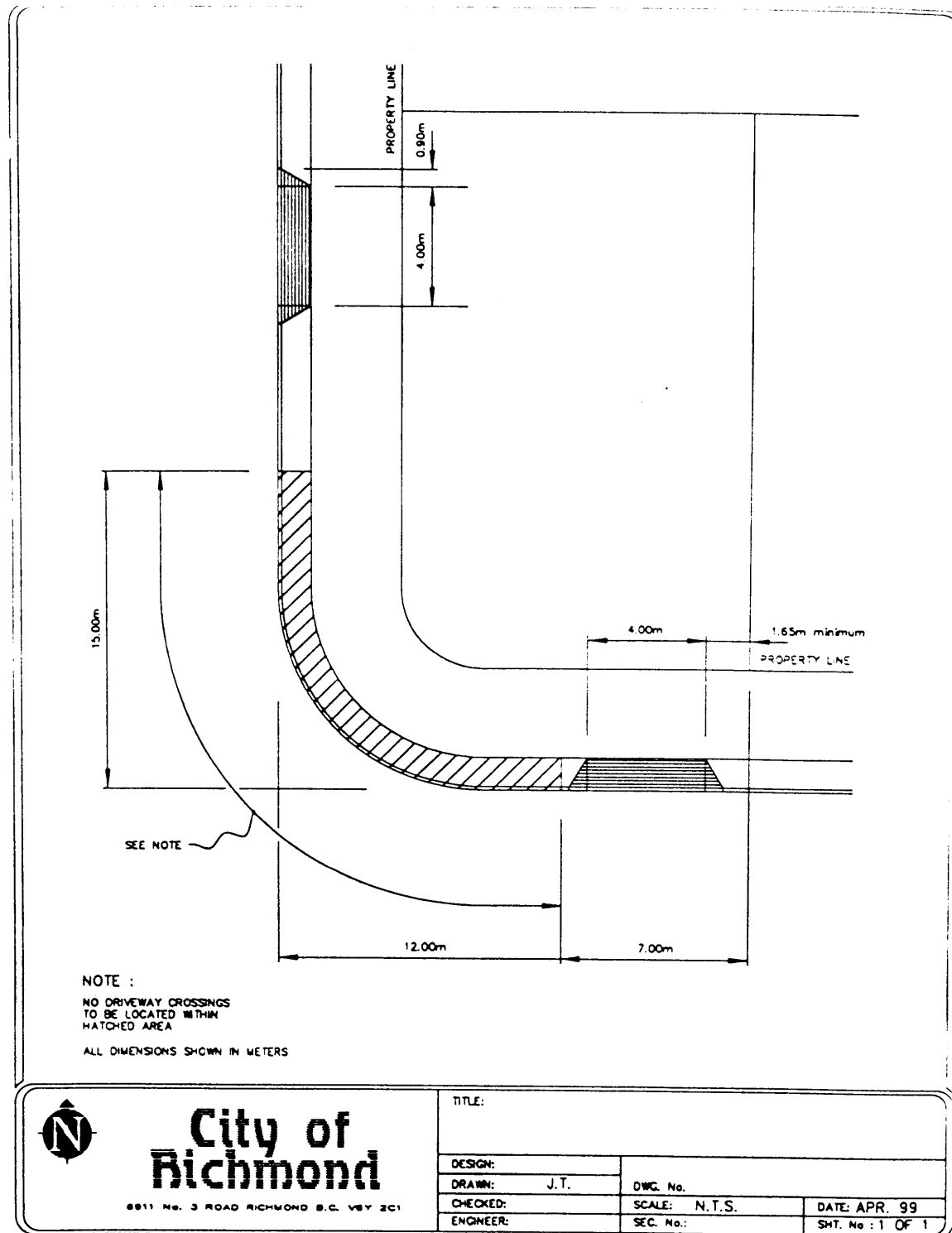
DATE: APR. 99

ENGINEER:

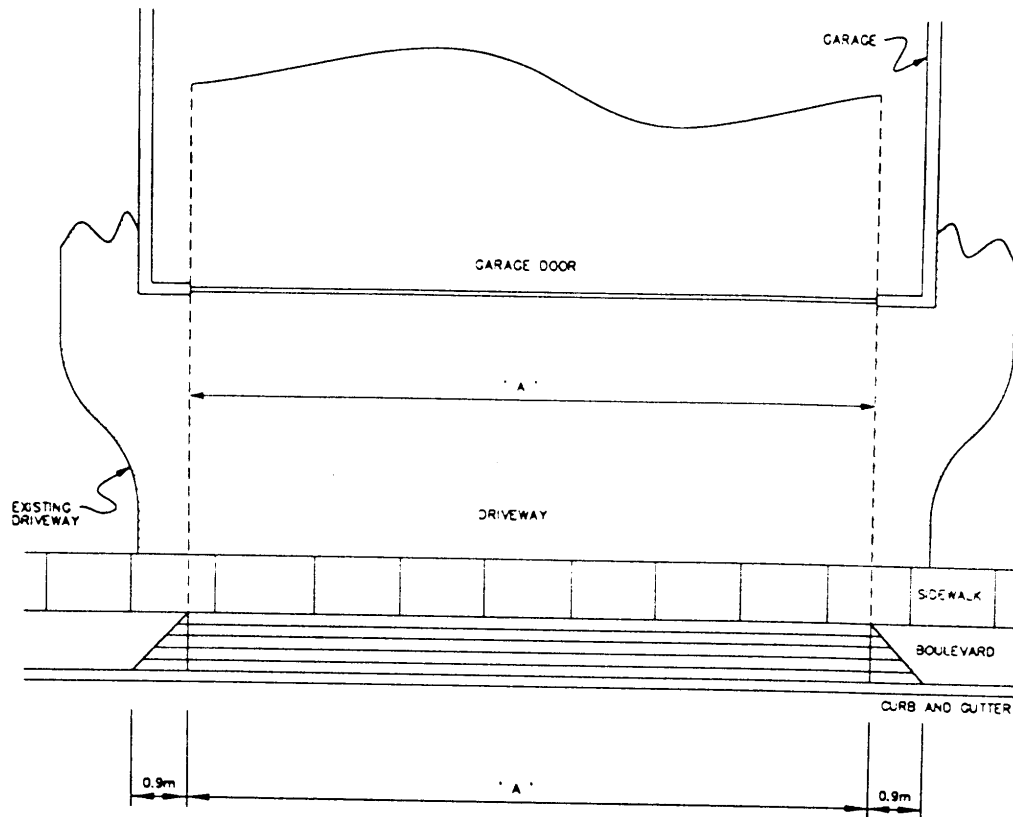
SEC. No.:

SHT. No. 1 OF 1

SCHEDULE C to BYLAW NO. 7222



SCHEDULE D to BYLAW NO. 7222



NOTE :
 DIMENSION 'A' NOT TO EXCEED 7.3m

ATTACHMENT 2

 City of Richmond 6811 No. 3 ROAD RICHMOND B.C. V6Y 2C1	TITLE:		
	DESIGN:		
	DRAWN: OH /JT	DWG. No.	
	CHECKED:	SCALE: N.T.S.	DATE: APR. 99
	ENGINEER:	SEC. No.:	SHT. No. : 1 OF 1