



## The Corporation of the Municipality of Tweed Staff Report

Date: April 10, 2024 Committee of the Whole  
Report to: Council  
Report from: Tax & Property Assistant/ Public Works Supervisor / Zoning Administrator  
Department: Administration  
Title: Entrance Policy Review

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### **PURPOSE:**

The purpose of this report is to propose amendments to our current entrance policy to address considerations related to minimum and maximum widths for entrances, variations between rural and urban entrances, and the clarification of sightlines, particularly concerning the definition of a daylighting triangle. These proposed amendments aim to enhance safety, accessibility, and the aesthetic appeal of entrances.

### **BACKGROUND:**

With increased urban development in the Village staff have identified a few possible provisions missing from our entrance policy.

#### 1. Minimum and Maximum Widths for Entrances:

It is proposed to introduce minimum and maximum width requirements for entrances to ensure consistency and safety. Entrances serve as critical access points to properties and must accommodate various types of vehicles while maintaining adequate sightlines. To address this, the proposed amendments will establish minimum and maximum width standards for entrances, taking into account the different needs and conditions of rural and urban areas.

- Rural Entrances: Due to typically larger lot sizes and better sightlines in rural areas, the maximum width for rural entrances may be greater than that for urban entrances. This acknowledges the need for larger entrances to accommodate agricultural vehicles and other wide-load vehicles commonly found in rural settings.
- Urban Entrances: Urban entrances, on the other hand, may have stricter width requirements to ensure compatibility with surrounding infrastructure, pedestrian safety, and overall streetscape aesthetics. Narrower entrances may also help to mitigate traffic speeds in urban areas.

## 2. Sightlines for Rural and Urban Entrances:

The proposed amendments will also address sightline considerations for rural and urban entrances. Sightlines play a crucial role in ensuring safe access to and from properties, particularly in areas with higher traffic volumes or limited visibility. By distinguishing between rural and urban entrances, the policy will provide clear guidelines for sightline requirements tailored to the specific characteristics of each area.

**Rural Sightlines:** Rural entrances may require broader sightlines due to longer distances and higher vehicle speeds on rural roads. Adequate sightlines are essential for safe ingress and egress, particularly when turning onto busy roads or highways.

**Urban Sightlines:** In urban areas, sightline requirements may focus more on pedestrian safety and visibility at intersections. Clear sightlines are necessary to ensure that drivers have sufficient time to react to pedestrians and other vehicles.

## 3. Clarification of Daylighting Triangle:

As part of the proposed amendments, it is recommended to provide a more clear definition of a daylighting triangle within the entrance policy. A daylighting triangle refers to the triangular area at intersections where visibility must be maintained to ensure safe traffic flow. By clarifying the definition and requirements of a daylighting triangle, the policy aims to enhance intersection safety and reduce the risk of collisions caused by obstructed sightlines.

## 4. Clarifying Section 5.30.2 xvii) of the Zoning By-law

The maintenance of a 1-metre buffer between streets and parking lots is crucial for ensuring public safety, enhancing pedestrian and vehicular visibility, and mitigating potential hazards. This buffer serves as a protective space that provides a layer of separation between moving vehicles and parked cars, pedestrians, and cyclists.

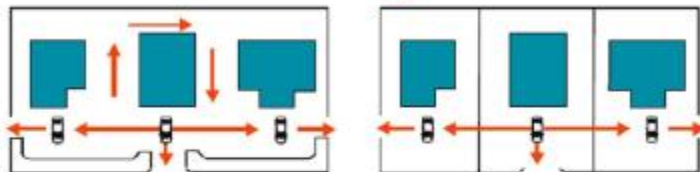
The 1-metre buffer enhances visibility and sightlines for both drivers and pedestrians. Maintaining a buffer between streets and parking lots facilitates safe vehicle maneuverability. It provides drivers with adequate space to enter and exit parking spaces without encroaching on the sidewalk or impeding the flow of pedestrian traffic. This buffer also enables vehicles to navigate turns and intersections more safely, reducing the risk of collisions with pedestrians or other vehicles. As you can see in the diagrams below, having a principle entrance point helps to mitigate risks to pedestrians and other vehicles on the roadway when entering or exiting parking lots. Staff would recommend this provision be clearly applied to all zones that permit multi-unit or mixed uses.

## 5. One Year Timeline

Establish a one year period to install an entrance to limit staff time from following up with applicants to confirm completion of work.



**Encouraged**



**Not encouraged**



Graphics Source: "Managing Corridor Development, A Municipal Handbook", Center for Urban Transportation Research, University of South Florida, October 1996. Williams, Kristine M. and Marshall, Margaret A.

The proposed amendments to the entrance policy seek to address important considerations related to minimum and maximum widths, sightlines, and the definition of a daylighting triangle for rural and urban entrances. These amendments aim to promote safety, accessibility, and aesthetic quality.

Staff are seeking Council input on these proposed amendments before bringing a draft amended policy forward to a Regular Council Meeting.

### **OPTIONS:**

Discuss appropriate provisions for the four recommended areas of amendments to the Entrance Policy and have staff bring forward an amended policy.

### **FINANCIAL IMPLICATIONS:**

For the urban area, it could be possible that certain curb enhancements would be required to establish proper entrances. Developers will incur expense in the 1 metre buffer area.

**IMPACT:**

The proposed amendments to the entrance policy, coupled with recommendations for suitable buffer zones aim to improve safety, accessibility, and functionality within urban and rural areas. By implementing standardized entrance requirements and selecting appropriate materials for the buffer zone, the Municipality can mitigate potential hazards, enhance pedestrian and vehicular visibility.

**RECOMMENDATION:**

BE IT RESOLVED THAT the Committee of the Whole authorize staff to bring forward a draft amended Entrance Policy for review at a future Council Meeting.