

Section 77 Pedestrian and Vehicle Access to Sites

- 77.1 No owner shall construct, maintain, use or allow to be used an access except in accordance with the terms and conditions of a Driveway Crossing Permit including any modifications and/or closures of an existing access. Driveway Crossing Permits are processed by the Engineering Services.
- 77.2 All sites shall be designed so that backing manoeuvres necessary to access a parking stall, a loading door, a drive-through or any other area where vehicles operate, take place wholly on the site. Exceptions are single detached dwellings and individual parking stalls accessing a lane.
- 77.3 Pedestrian access to all sites, except residential sites with less than 10 units, shall be provided by a sidewalk system connecting from the adjacent public sidewalk to the front doors of each building on-site. The sidewalk systems shall have the following features:
- a. The sidewalk shall be at least 1.5m in width. No portion of a parking stall, including the vehicle overhang, shall be included in the 1.5m width. Vehicle overhang shall be assumed to be 0.75m; the sidewalk can be widened to 1.75m and the stall depth can be shortened by 0.75m or curb stops can be placed 0.75m from the curb;
 - b. The sidewalk shall be hard-surfaced, smooth and use grades of less than 6%. No steps are permitted, unless satisfactory alternative arrangements can be made for mobility challenged users and similar other users; and
 - c. On sites with more than 30m frontage, the sidewalk system shall connect to the public sidewalk at both ends of the site, or connect directly to sidewalk systems on adjacent sites. On corner lots, in addition to the above, a direct connection shall be provided from the corner into the site.
- 77.4 Exit Safety Triangles shall be provided as follows:
- a. On a site with motor vehicle access directly onto an arterial road, no visual obstruction higher than 0.3 m above grade shall be permitted with the exit safety triangle area unless, in the opinion of the Development Authority, the boulevard is of sufficient width to ensure adequate sight lines are provided, in which case the exit safety triangle area may be reduced in size or eliminated; and
 - b. Despite 77.4 a. traffic control signs may be located within the exit safety triangle.

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