



# Interoffice Memo

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**Date:** April 30, 2020  
**To:** Justin Miller, Planner  
**From:** Judy Brown, Transportation Engineering Technologist  
**RE:** 63 Pyle Road – Transportation Brief

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The Engineering Division is in receipt of the Traffic Brief prepared by IBI Group date December 2019.

The brief provided has been reviewed and the following noted. The brief identifies the existing network of North Shore Drive, Pyle Road and Villella Road. The proposed development is to include approximately 173 units, 800 square metres Community Centre and an outdoor recreation facility.

The expected number of trips in the peak hour is calculated to be 75 trips. Trips are not addressed for the community centre or the recreation facility. It is not stated if these will be available to non-residents. It is expected that visitors would be permitted and the number of trips would increase slightly. Please clarify.

Timing of the construction/full build out not stated. The surrounding area, as indicated in the report, is rural with other recreational properties. Construction phasing and duration should be provided, the surrounding area would be sensitive to intense prolonged construction.

The main access is proposed to be onto North Shore Drive, 200 metres from Pyle Road. The sight distances are not available from this access. The access is proposed near a grade and vehicles exiting, in particular turning left do not have sufficient distance to the east.

Two emergency accesses proposed, two accesses will not be permitted, uncertain why requested. Design and expected operation for the emergency access to be included for review. Pyle Road may need to be upgraded to support use for an emergency access.

There are proposed mitigation measures for the inadequate sight distances. The speed reduction proposed would not benefit the proposed development. It is expected that the property is only seasonally accessible and the posted speed reduction would be at all times. The area is rural and it would be difficult to ensure that the speeds would be reduced. Also the reduction would have limited benefit due to the curve located to the east of the entrance, not where the speed reduction is being proposed.

The warning flashers, and lighting in rural settings are typically reserved for intersections not driveway accesses. Flashers are always on, access only used for limited time. Property owner can install lighting and/or flashers on private property to warn drivers leaving. However the sight distance is not increased.

The County requests that the owner investigates the relocation of the proposed entrance to obtain the sight distance required.

Regards,

A handwritten signature in black ink, appearing to read "J. Brown".

Judy Brown  
Transportation Engineering Technologist  
Engineering Services