
CITY OF KELOWNA

MEMORANDUM

Date: June 5, 2003
File No.: BL7900
To: City Manager
From: Development Engineering Manager
Subject: Subdivision Bylaw – Hillside Development Updates

1.0 RECOMMENDATION

THAT City of Kelowna Subdivision Bylaw No. 7900/Hillside Guidelines – Schedule 7 Section 4 be amended by the addition of the cross sections attached to the report of the Development Engineering Manager dated June 4, 2003.

2.0 BACKGROUND

Hillside Development standards were adopted by Council in November of 2001 through a series of amendments to the OCP, Zoning Bylaw and Subdivision, Development and Servicing Bylaws. Since then, staff, the public and the development community have had the opportunity to observe the implementation of these standards through developments in Dilworth west and Neighbourhood 2 in the South Mission. Kirschner Mountain Estates and Glenmore Highlands are also proposing hillside standards in their first phases. Approximately 100 lots have been developed to date using the Hillside standards, and we have seen the construction of two collector roads: Southcrest Drive and Denali Drive, and two local roads: Cantina Court and Denali Court.

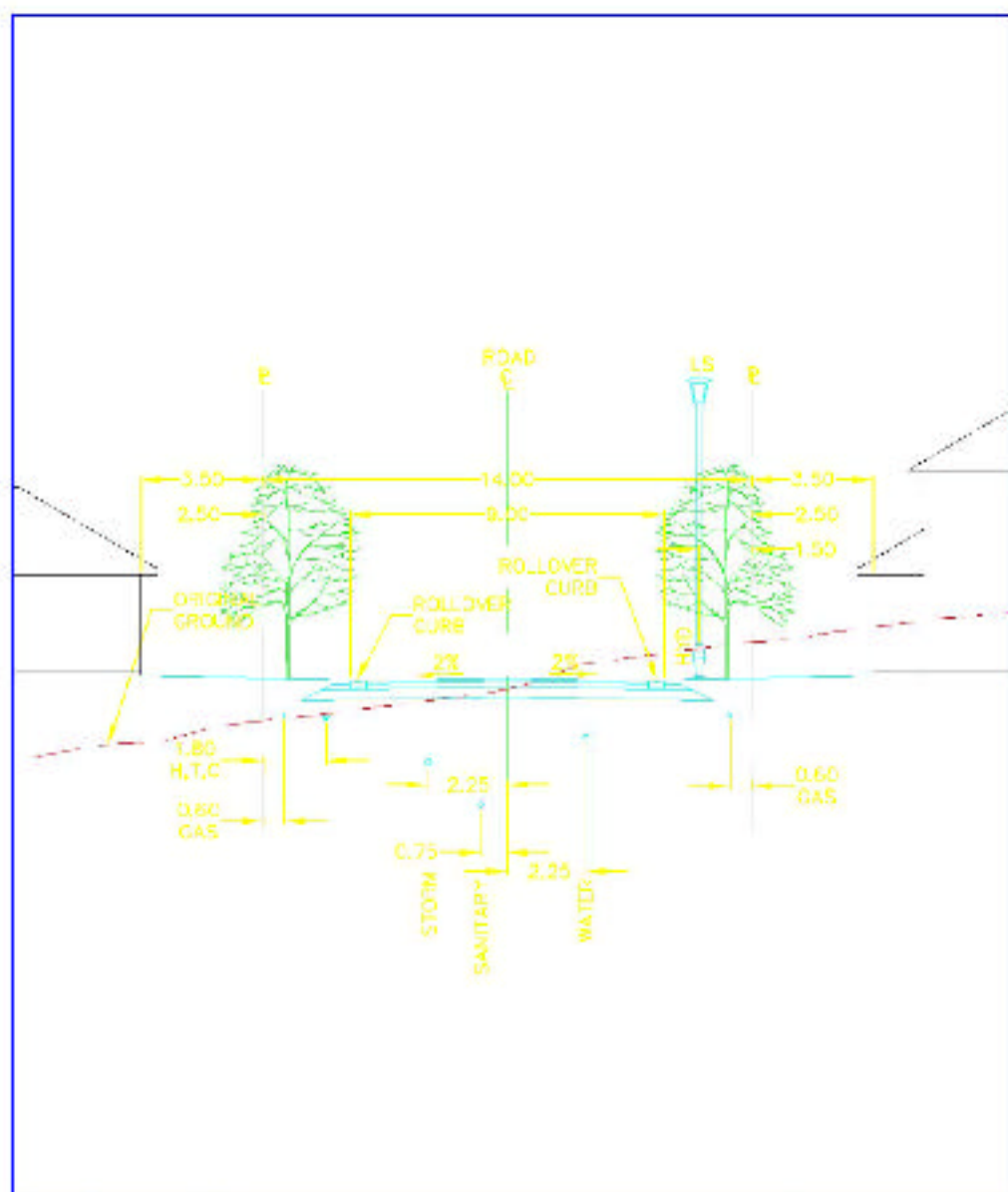
As a result of a review by staff and developers it is recommended that revisions and additions be made to the Hillside Zone Standards for Local Roads and Minor Collectors.

It is recommended that an additional cross section as attached to this report be accepted as an alternative for local hillside roads. The proposed standard would allow developers the option of a sidewalk or not. This standard is consistent with the City's present standard in non-hillside zones where local roads do not require sidewalks. If this added standard is accepted, sidewalks would still be required in areas of higher than normal pedestrian activity such as adjacent schools, accesses to parks and where pedestrian connectivity through the subdivision is required. The proposed local road cross section alternative also deletes the parking bays, in favour of a wider pavement surface that allows on street parking. At 14.0 metres in width this cross section is still narrower than the 18.0 cross section non-hillside standard for local roads. The current standard has parking bays above the curb and a sidewalk, which either meanders around the parking bays or runs parallel to the curb behind the parking bays. It has been found that parking bays, unless developed to a higher standard and tightly controlled by the developer, can result in a less aesthetic streetscape.

It is recommended that the standard for minor collectors be revised to include cross sections which allows for on-street parking (below the curb) and sidewalks that are above the curb and run parallel to the curb, similar to the cross section alternative proposed above for local roads. At 15.5 metres in width this cross section is still narrower than the 18.0 cross section non-hillside standard for collector roads.

Steve Muenz, P.Eng.
Development Engineering Manager

John Vos, P.Eng.
Director of Works & Utilities

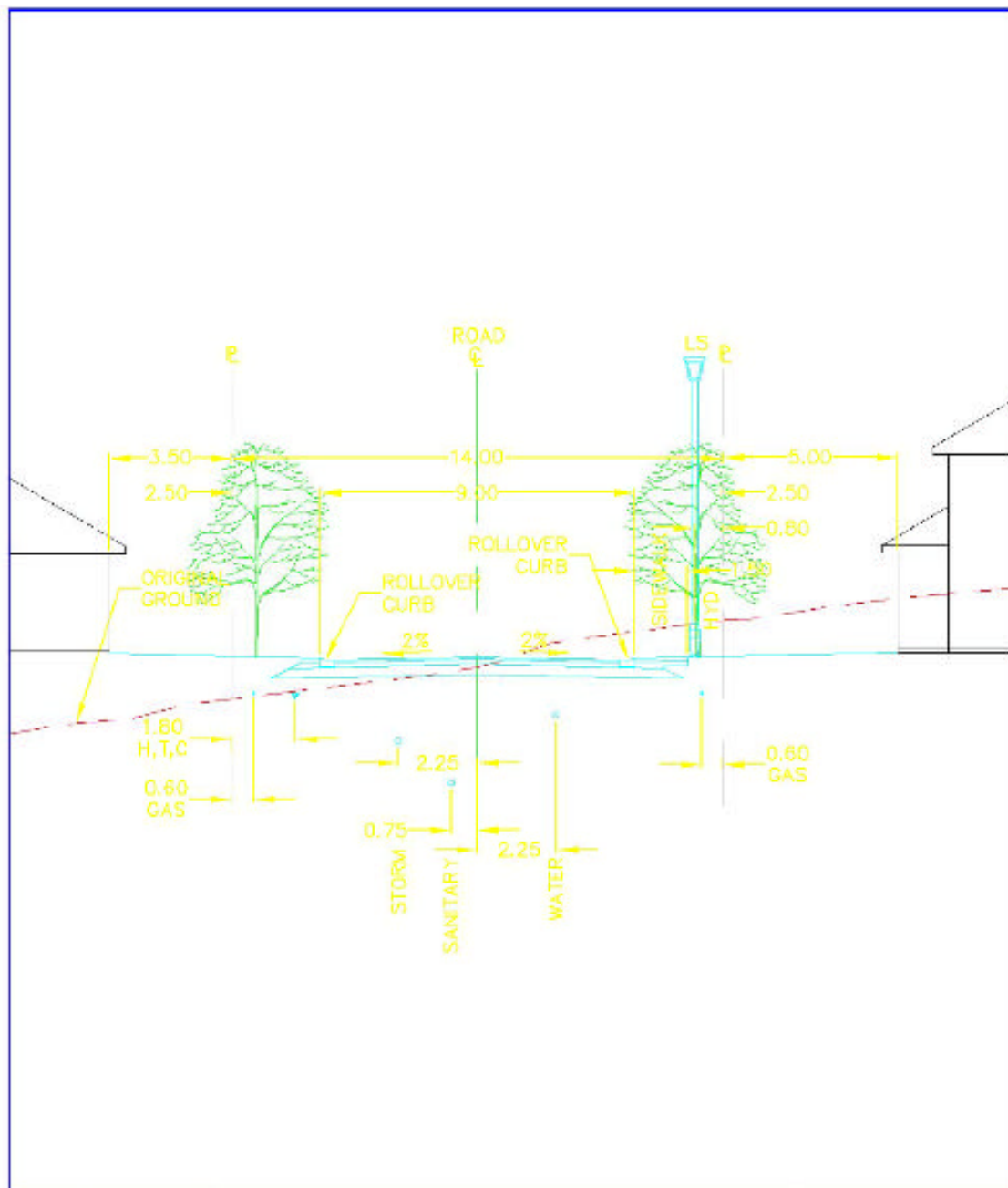


PROPOSED HILLSIDE ZONE STANDARDS
LOCAL ROAD

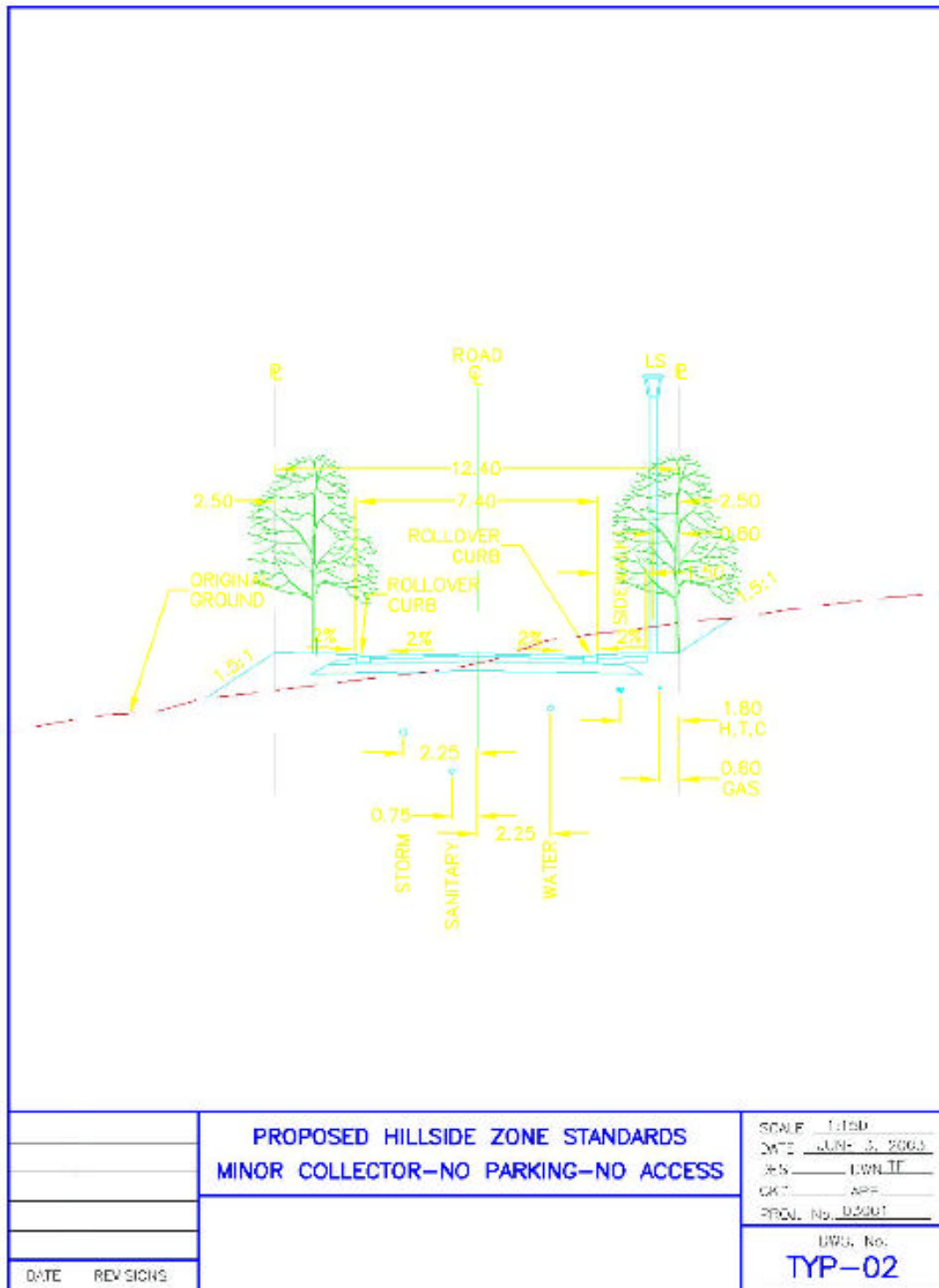
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DATE: JUNE 2, 2003
DESIGNED BY: DANIEL
CHECKED BY: ARP
PROJECT NO.: 00001

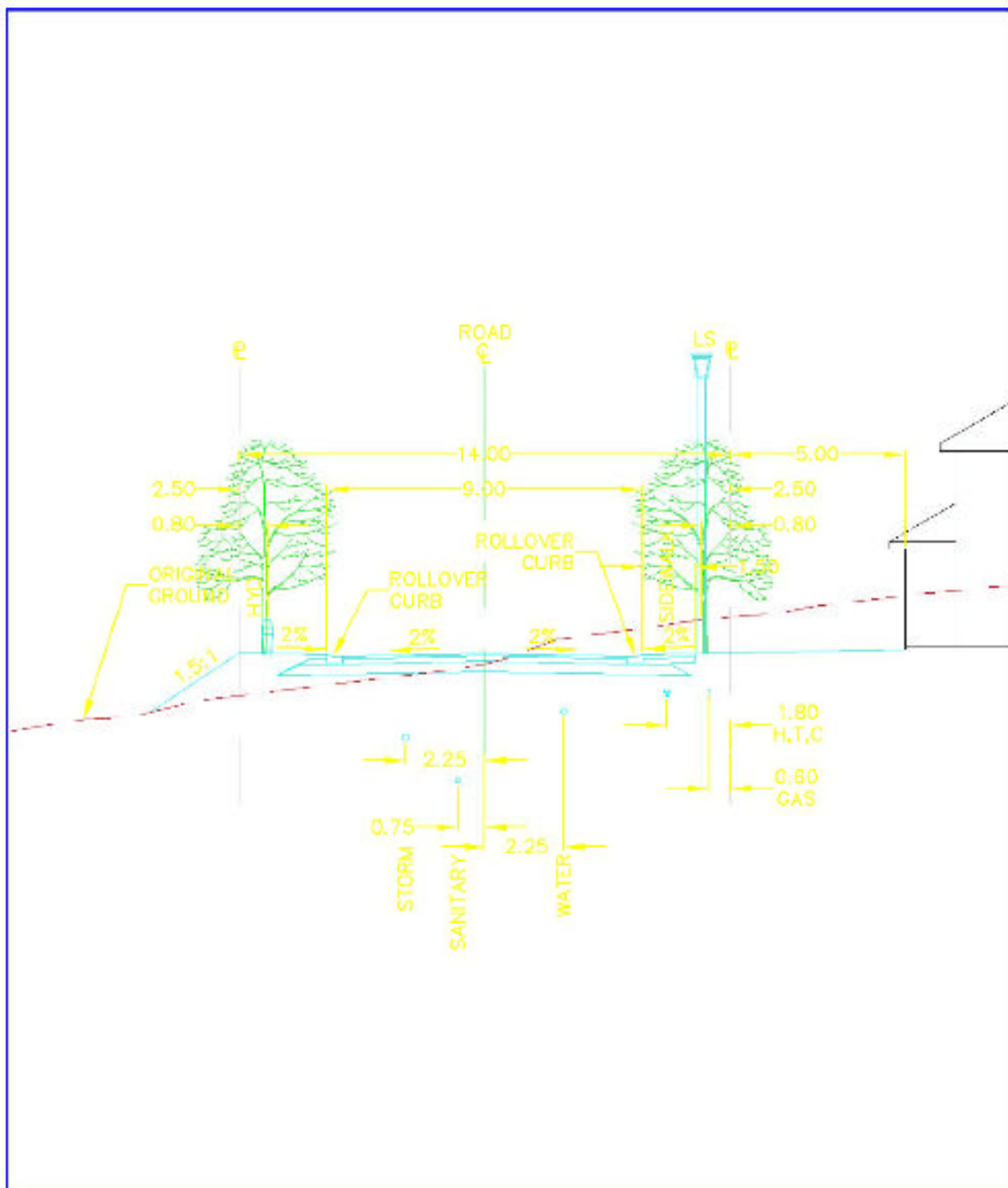
ENC. No.
TYP-01

DATE: 2/25/03



		PROPOSED HILLSIDE ZONE STANDARDS LOCAL ROAD – OPTIONAL SIDEWALK	SCALE 1:150
			DATE JUNE 3, 2003
			DES DWN TF
			CKD APP
			PROJ. No. 03/011
			JAGS, Inc.
			TYP-01SW
DATE	REVISIONS		





		PROPOSED HILLSIDE ZONE STANDARDS MINOR COLLECTOR-PARKING-ACCESS ONE SIDE	SCALE: 1"=10' DATE: JUNE 3, 2003 DES: [blank] CHK: APP PROJ. No. 03001
DATE	REV'SONS		DWG. No. TYP-03

