



Title: Hillside Cross Sections

Date: August, 2015

Context Summary: The City of Kelowna requested UDI Okanagan's feedback on proposed updated Hillside Road Cross Sections and UDI Okanagan's Technical Issues Committee reviewed and provided comment to the City.

Summary of Feedback & Key Recommendations:

- UDI:
 - Suggested that typical plan views for each road section be developed to help in the review and analysis.
 - Recommended that the cross sections remain flexible.
 - Encouraged addressing the issue of "grandfathering".
 - Encouraged a shared use approach without the need for dedicated sidewalks on short cul-de-sacs and low volume local roads.
 - Suggested some adjustments related to the location of shallow utility components.
 - Recommended that the cross section not include landscaping, but rather have the landscaping introduced on the lot side of the cross section.
 - Expressed uncertainty with the practice of stating a maximum and minimum slope outside and adjacent to the road right of way.
 - Recommended a design speed of 30km/h for cul-de-sacs and local roads, 40km/h for minor collectors and 50km/h for major collectors.
 - Recommended S/W to be located on back of curb for cul-de-sacs, local roads and minor collectors.
 - Recommended that shallow utilities be on one side only and should be behind a curb or sidewalk for cul-de-sacs, local roads, and minor collectors.
 - Expressed uncertainty of the benefit of a 1.5 m boulevard on the non-fronting lot side of the cross section if shallow utilities are behind the sidewalk on one side for cul-de-sacs, local roads, and minor collectors.
 - Suggested that catch basins may be required for parking bays on sloped local roads.
 - Suggested there may not be enough separation to fit catch basins on the cross section for fronting lots on one side or no sides for local roads.
 - Recommended the same standard separation for deep utilities for minor collectors.
 - Noted that there are usually no driveway access points on major collectors and reiterated that homeowners are more likely to maintain boulevards that are contiguous with their yards versus ones that are not.