
CITY OF KELOWNA

MEMORANDUM

Date: October 15, 2015

File No.: OCP15-0015

To: Urban Planning (RR)

From: Development Engineering Manager (SM)

Subject: 2980 Gallagher Road

The Development Engineering comments and requirements regarding this OCP amendment application are as follows:

The City's Transportation & Mobility Branch comments are as follows;

- a. The proposed OCP amendment/site area compared to the original plan area is unclear. It appears the current plan has a total area of 85.56 ha compared to 132 ha used in the original traffic assessment done in 2000.
- b. Section 4.0 Traffic Impact mentions 770 dwelling units are being contemplated in this new plan and this has an equivalent trip generation of 600 single family units originally proposed. This methodology seems to have excluded the single family residential homes already built. This means the total number of units will be significantly higher than originally envisioned.
- c. The CTQ report assumes duplex units to have the same trip generation characteristics as a multi-family dwelling unit. We recommend the standard ITE trip rates for the land use category Single Family Residential code 210. If square footage information supports, a compromise would be to use average of ITE Land Use Code 210 and 230 trip rates for duplex units.
- d. The original traffic assessment predicted traffic volumes on Loseth Rd to be under 5,000 vehicles/day. This threshold will likely be exceeded based on the existing volumes, development size, trip generation and expected traffic distribution.
- e. The OCP Map 7.3 identifies Loseth and Gallagher Rd as Major Collector Roads. Current cross-section standards will be applicable to upgrade these roads to service the site.
- f. Gallagher Rd in the vicinity of the site has sharp curves, lack of paved shoulder and sight distance deficiencies that should be addressed prior to connecting the road to Loseth Rd and opening it to service the site.

g. A number of new intersections are proposed within the area that will experience sight line issues for the road approach on the inside of the curve. A better alignment should be used or corners must be kept clear of sightline obstructions.

h. A mini traffic circle should be used at the Kloppenburg Rd/Loseth Rd intersection to mitigate downstream neighborhood traffic impact/traffic calming.

i. The increased traffic from this area will make it difficult for pedestrians to safely cross Loseth Rd to access the sidewalk on the east side. Crosswalks with flashers should be added where appropriate, for example at intersections, school walkways and park accesses.

j. Bike lanes should be painted on both Loseth and Gallagher Rd to accommodate pedestrians and cyclists from this development and to comply with the OCP policies.

k. Near the school paved walkways should be provided with a continuous walking infrastructure to/from this site.

These Development Engineering comments/requirements and are subject to the review and requirements from the Ministry of Transportation (MOT) Infrastructure Branch.

Steve Muenz, P. Eng.
Development Engineering Manager

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