

Road Network

In 2004 Peachland undertook a Road Network Plan to identify:

- Road hierarchy system for road classification
- Road design guidelines and cross-sections appropriate for hillside development
- Road network improvements
- Pedestrian and cyclist routes
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The four roads that front the ASP have been classified as follows:

- a) Highway 97 is a Provincial highway and is to provide mobility up and down the valley. Direct access from the highways is generally not desirable and in the long term eliminated where possible. If Highway 97 is 4-laned in the future, the properties that access directly to Highway 97 will be provided access via a frontage road or will be provided access via Princess St. extension. Development of these lands will have to address the access issue before zoning approval will be given.
- b) Princeton Ave has been designated as an arterial and as such the District will be discouraging direct access to those parcels fronting Princeton. The ASP envisions 2 interior access roads which will connect to Princeton whereby eliminating the requirement for direct access to Princeton Ave.
The lower access road will be required to intersect with Princeton in a location that will coincide with the future upgrade of Sommerset /Princeton Ave intersection.
- c) Lipsett Ave is classified as a collector road. The primary function of a collector is to provide a primary route for traffic travelling into and out of the Lipsett Ave area. Due to the topographic constraints and depth of existing parcels along Lipsett, it is anticipated that an internal access road may be constructed to service the lots fronting Highway 97 and the lower areas of the lots fronting Lipsett Ave. The Lipsett/Princeton Ave intersection is located on what is considered as having limited sight distance and a sharp eastbound to southbound right turn which is difficult for larger vehicles to negotiate. It is anticipated that intersection improvements will be a requirement as traffic increases due to densification in the plan area.
- d) Renfrew Rd. is classified as a collector road intersecting Highway 97 and providing access to the southern area of Peachland. Heighway Lane connects Lipsett Ave. to Renfrew Rd., which provides alternate access to the south area of the ASP.

Based on the optimal density of 746 residential units, it is anticipated that 70 % of the residents will be retired, and 30% working.

Based on the Trip Generation assigned in the Road Network Plan for the Ponderosa Area, the PM Peak Hour new trips generated are summarized below:

			Trips Per Unit	Trips In (60%)	Trips Out (40%)	Total
Lipsett Ave.	Node #1	88				
	Node #2	108				
	Sub-total	196	0.492	58	39	97
Ponderosa	Node #3	153	0.492	45	30	75
Princess St.	Node # 4	226				
	Node #5/5a	55				
	Sub-total	281	0.492	83	55	138
Highway 97	Node #6	9	0.492	3	2	5
Renfrew Rd.	Node #7	3	0.492	1	1	2
TOTAL		642				317

Based on the theoretical density of 642 units, PM Peak Hour will increase the traffic count on Princeton by 317 trips at full build out without considering the secondary access via Renfrew Rd.

Based on the Pre-design review, densities ranging between 720-750 units will not impose any further burden on Peachland's infrastructure than what is already anticipated in the Water, Sewer and road studies previously completed by Urban Systems.

The proposed road network is shown on Figure 10.

Transit

Currently transit exists along Highway 97 and Princeton Ave. in Peachland per the following information obtained from BC Transit. (Route 22 – Peachland)

