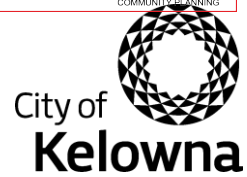


Memo



Date: February 25, 2026
File No.: Z25-0053
To: Development Planning Dept (SO)
From: Development Engineering Dept
Subject: Rezoning Comments - Gordon Dr 4482, 4498

The Development Engineering Department has the following comments associated with this Rezoning Application for a townhouse development on the subject property.

Further development of the subject property will require review and may trigger additional comments or requirements from the Development Engineering Department.

The Development Engineering Technologist for this file is Chris Pedersen (cpedersen@kelowna.ca).

1. SITE LAYOUT AND OPERATIONAL COMMENTS

- a. Only one driveway, of maximum 6.0m width, will be permitted. Driveway must access from Gordon Dr through 4482 Gordon Dr.
 - i. The proposed driveway configuration appears consistent with this requirement.

2. REQUIREMENTS APPLICABLE PRIOR TO ZONE AMENDING BYLAW ADOPTION

- a. Approximately 2.0 m road dedication along the entire frontage of Gordon Dr will be required to achieve a ROW width of 24.0 m in accordance with the Suburban Major Arterial (XS-R84) typical cross-section (see [SDS Bylaw 7900](#)) prior to zone amending bylaw adoption.
- b. Offsite Works and Services will be necessary to service the proposed development to the standards outlined in [Subdivision, Development & Servicing Bylaw No. 7900](#). A Works Permit for construction of offsite Works and Services will be required prior to making an application for Building Permit. Please contact the assigned Development Engineering Technologist for more information.

M Hobbs

Melissa Hobbs, P.Eng, PMP
Development Engineering Dept.
CP



Memo

Date: February 25, 2026
File No.: Z25-0053
Address: Gordon Dr 4482, 4498
To: Matt Johnston (matt@limearchitecture.com)
From: Development Engineering Department
Subject: Works & Services Requirements Applicable Prior to Building Permit Issuance

The Development Engineering Department has reviewed your Rezoning application for a townhouse development on the subject property and determined that Works and Services will be necessary to serve the proposed development to the standards outlined in [Subdivision, Development & Servicing Bylaw No. 7900](#).

Works and Services must be provided to the levels of service outlined in [Subdivision, Development & Servicing Bylaw No. 7900](#) and designed and constructed to the standards outlined therein. This memo outlines the anticipated Works and Services required prior to adoption of the zone amending bylaw based on current standards and available data.

Further development of the subject property will require review and may trigger additional comments or requirements from the Development Engineering Department. Refer to Pre-Application File PA25-0047 for preliminary Development Engineering requirements associated with a future building permit.

The Development Engineering Technologist for inquiries related to this memo is Chris Pedersen (cpedersen@kelowna.ca).

1. GENERAL

- a. The following comments and requirements are valid for a period of one (1) year from the reference date of this memo, or until the Rezoning Application has been closed, whichever occurs first. The City of Kelowna reserves the rights to modify some or all items in this memo if the zone amendment bylaw is not adopted within this time.
- b. Works Permit submission requirements are summarized in Appendix A to this memo. See the [Engineering Drawing Submissions Requirements](#) policy for general submission requirements.
- c. Comments and requirements contained herein assume the subject properties will be consolidated into a single lot.

2. DOMESTIC WATER AND FIRE PROTECTION

- a. The subject property is located within the City of Kelowna Water Supply Area. Our records indicate that this property is currently serviced with multiple water services off Gordon Dr.

- b. The Developer's Consulting Engineer must determine the domestic water servicing needs, required fire flow, and hydrant spacing for this development. If upgrades are necessary to achieve adequate servicing or fire protection, the Developer must complete any such upgrades at their cost. Only one service connection will be permitted per lot and any obsolete services must be fully decommissioned at the main.
 - i. The Developer must demonstrate that the calculated FUS Required Fire Flow of the proposed development does not exceed the Available Fire Flow from the City's network.
 - ii. The Developer's Consulting Engineer must submit a [Complex Water Modeling Request](#) to determine available fire flow at the subject property.
- c. It is anticipated that the existing 150 mm watermain on Rattenbury Ct will require extension through the proposed development to tie into the 300 mm watermain on Gordon Dr at the cost of the applicant at time of Building Permit to facilitate the servicing requirements of this development.
 - i. A Statutory Right of Way (SRW) will be required above the future water main extension.
 - ii. At the time of rezoning a blanket SRW or covenant registered on title will be required. This can be amended once the exact location of the watermain extension and associated SRW is determined through the detailed design process.

3. STORMWATER MANAGEMENT, LOT GRADING, EROSION & SEDIMENT CONTROL

- a. The subject property is located within the City of Kelowna drainage service area. Only one service connection will be permitted per lot.
- b. It is anticipated that the existing Rattenbury Ct storm system was not designed to convey storm runoff from this site at the 5-year pre-development rate. If the Developer intends to connect to storm sewer, the Developer's Consulting Engineer must submit a Stormwater Management Plan for the site complete with analysis of the downstream stormwater system capacity on Rattenbury Ct and Sherwood Rd to Lakeshore Rd to confirm that it has capacity for the storm discharge proposed by this development.

4. TRANSPORTATION AND FRONTAGE WORKS

- a. Approximately 2.0 m road dedication along the entire frontage of Gordon Dr will be required to achieve a ROW width of 24.0 m in accordance with OCP Functional Road Classification objectives and Bylaw 7900 Typical Road Sections.

Works & Services Requirements
Z25-0053 - Gordon Dr 4482, 4498

Development Engineering
Page 3 of 3

5. **CHARGES, FEES, AND SECURITIES**

a. Engineering and Inspection Fee:

3.5% of Construction Value	\$	TBD
5% GST	\$	TBD
TOTAL	\$	TBD

b. Water Modelling Fee:

Water Modelling (Complex)	\$	1,500.00
---------------------------	----	----------

M Hobbs

Melissa Hobbs, P.Eng, PMP
Development Engineering Dept.
CP

To obtain a Works Permit and begin construction, you must [Apply for a Works Permit](#). Once an application has been made, you will be given a link to upload your Design Authorization submission.

Use this checklist to prepare your submission documents.

See the [Engineering Drawing Submissions Requirements](#) policy for additional details.

Standard forms and templates can be found on the [Apply for a Works Permit](#) page.

Initial Submission for Design Authorization must include:

- ☐ Consulting Engineering Confirmation Letter (standard template)
- ☐ Design Quality Control and Assurance Plans for all disciplines (standard template)
- ☐ Offsite Works design drawings package (see Section 3.1.3 of [EDS Requirements](#) policy)
- ☐ Onsite Works design drawing package (see Section 3.1.3 of [EDS Requirements](#) policy)
- ☐ GIS Shapefile of offsite works project boundary
- ☐ Geotechnical Report
- ☐ Modeling files and design reports

4498 & 4482 GORDON DRIVE, KELOWNA, BC

PROPERTY DESCRIPTION:

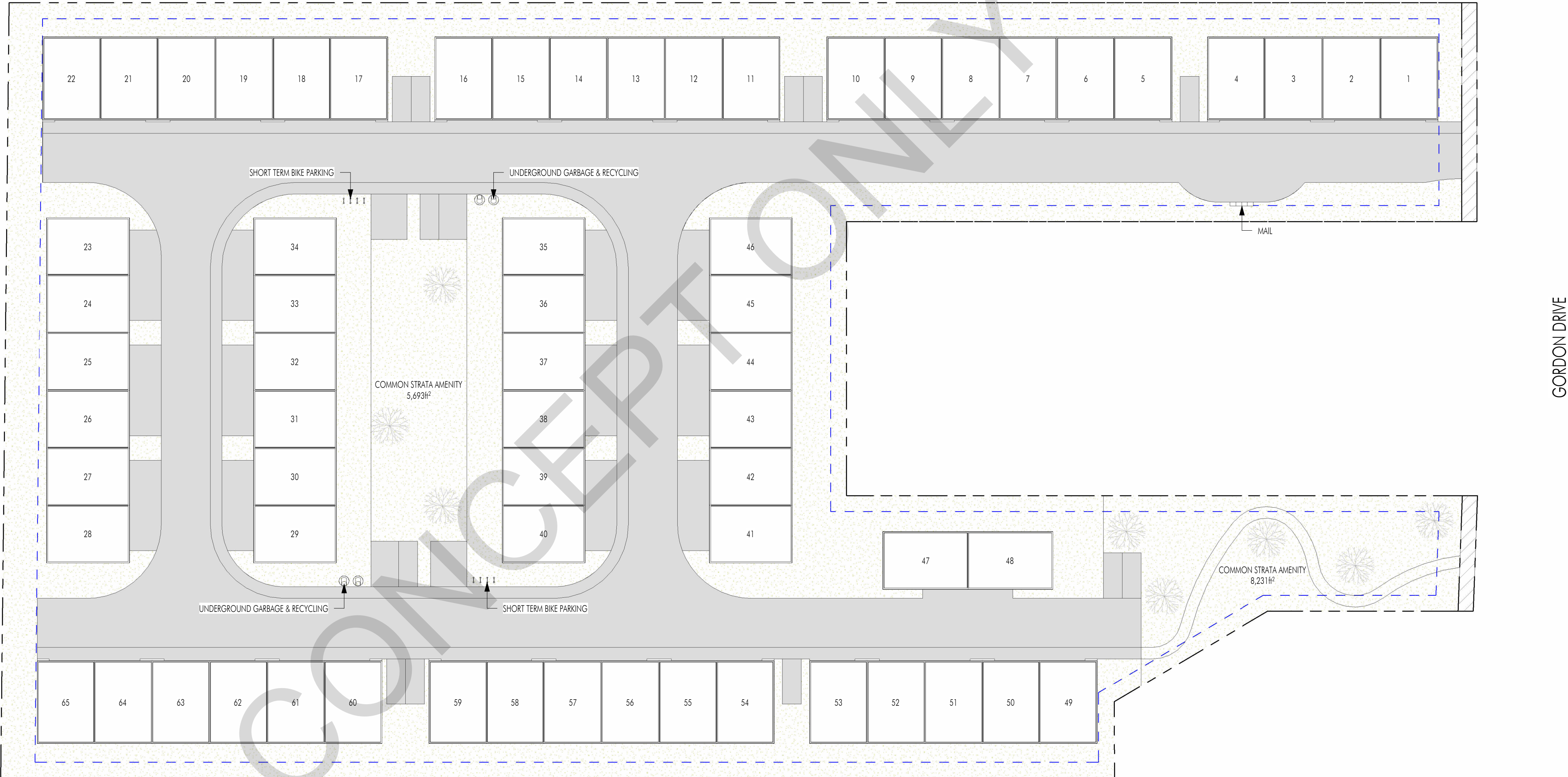
CIVIC: 4498 & 4482 GORDON DRIVE, KELOWNA, BC
LEGAL: LOT 2, PLAN KAP26147 & LOT A, PLAN KAP10315

ZONING INFORMATION:

CURRENT: RU1 ZONING
OCP FUTURE LAND USE S-RES (SUBURBAN RESIDENTIAL)
PROPOSED: MF2 ZONING
OCP FUTURE LAND USE S-MU (SUBURBAN MULTI-UNIT)

SITE CALCULATIONS:

GROSS SITE AREA =	16,050m ² (172,761ft ²)	
	ALLOWED/REQUIRED	PROPOSED
SITE COVERAGE =	55% (95,019ft ²)	34% (58,378ft ²)
SITE COVERAGE + HARDSCAPING =	80% (138,209ft ²)	63% (109,649ft ²)
FAR =	1.0 (172,761ft ²)	0.78 (134,174ft ²)
HEIGHT =	11m (3 STOREYS)	10.1m (3 STOREYS)
PRIVATE & COMMON AMENITY SPACE:		
2+ BEDROOM UNITS: 65 UNITS @ 25m ² /UNIT =	1,625m ² (17,491ft ²)	41,577ft ²
COMMON STRATA AMENITY SPACE: 65 UNITS x 4m ² /UNIT =	260m ² (2,799ft ²)	13,924ft ²
PRIVATE AMENITY SPACE: 17,491ft ² - 13,924ft ² =	3,567ft ²	27,653ft ²
YARD SETBACKS:		
FRONT YARD =	3.0m	3.1m - 47.8m
SIDE YARD =	2.1m	4.6m - 7.2m
REAR YARD =	4.5m	4.5m
PARKING CALCULATIONS:		
3 BEDROOM UNITS: 65 UNITS x 2.0 =	130	
VISITOR: 65 UNITS x 0.14 =	9.1	
TOTAL =	139	146
ACCESSIBLE PARKING =	4 (1 VAN ACCESSIBLE)	4 (2 VAN ACCESSIBLE)
EV PARKING: 1/UNIT WITH PARKING x 65 UNITS =	65	65
SHORT-TERM BICYCLE STORAGE:		
1 PER 5 UNITS =	13	16



1 SITE PLAN
A-001 1/32" = 1'-0"

ATTACHMENT B

This forms part of application
OCP25-0023 / Z25-0053

Planner Initials SO

City of Kelowna
COMMUNITY PLANNING

PHONE: 250-448-7801
205-1626 Richter Street,
Kelowna, BC V1Y 2M3
www.limearchitecture.com

COPYRIGHT:
ALL RIGHTS RESERVED

All ideas, designs, drawings and specifications are the exclusive property of LIME Architecture Inc. As instruments of service, they may not be used or reproduced in any manner without the expressed written consent of LIME Architecture Inc. All Contracting Trades shall check and verify all levels, dimensions, data and conditions on the site prior to commencement of any work. Any discrepancies are to be reported immediately to LIME Architecture Inc. Do not Scale any dimensions from this drawing.

All trades are to execute the work in accordance with the current municipality building by laws and requirements of other local authorities having jurisdiction as well as the British Columbia Building Code - (most recent edition) including all published revisions and addenda. All trades shall assume full responsibility for the locations and protection of all under and above ground utilities, wires and conduit connections, including (but not limited to) water, sewer, gas, hydro and telephone.

REVISION NO., DATE AND DESCRIPTION
12.08.25 FOR REVIEW
12.22.25 FOR REZONING & OCP AMENDMENT

PLOT DATE
12.22.25

PROJECT
4498 & 4482 GORDON DRIVE

DRAWING TITLE
SITE & PROJECT INFORMATION

DRAWING NO.
A-001

FOR REZONING & OCP AMENDMENT

Site Description & Current Conditions

The subject properties located at 4498 & 4482 Gordon Drive form a large, underutilized parcel located within a suburban neighbourhood characterized by a mix of single-family and multi-family developments. 4498 Gordon Drive is currently developed with a single detached dwelling and accessory structures, leaving a significant portion of the land vacant.

While outside of the Core Area, the site benefits from excellent connectivity and proximity to key amenities, including schools, parks, and transit services, making it well-suited for a more efficient and sustainable land use. Its size and location present an opportunity to introduce ground-oriented townhouses that align with city policy objectives while respecting the established neighbourhood fabric.

ATTACHMENT

B

This forms part of application

OCP25-0023 / Z25-0053

Planner Initials

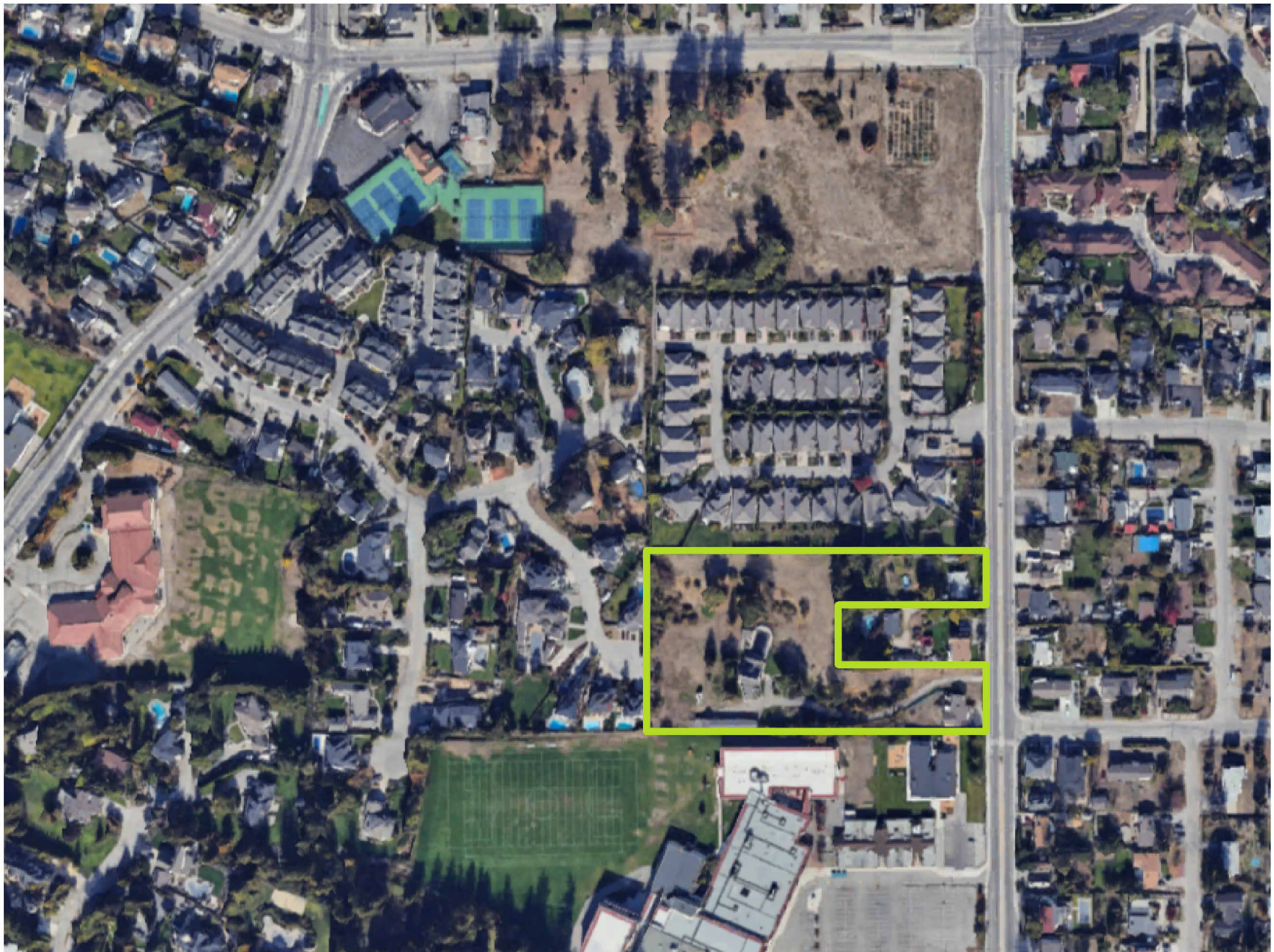
SO

City of Kelowna

COMMUNITY PLANNING



1. VIEW OF THE SITE AND THE NEIGHBOURING RU2 DEVELOPMENT



SITE LOCATION



SITE CONDITION KEY MAP



2. VIEW OF THE SITE TOWARDS OKM



3. VIEW OF THE SITE TOWARDS RATTENBURY COURT



4. VIEW BEHIND THE SITE OF THE RATTENBURY COURT CUL-DE-SAC



5. VIEW OF THE SITE TOWARDS OKM AND RATTENBURY COURT



6. VIEW FROM THE SITE FRONTAGE TOWARDS OKM

FOR REZONING & OCP AMENDMENT

PHONE: 250-448-7801

205-1626 Richter Street,
Kelowna, BC V1Y 2M3

www.limearchitecture.com

COPYRIGHT:
ALL RIGHTS RESERVED

All ideas, designs, drawings and specifications are the exclusive property of LIME Architecture Inc. As instruments of service, they may not be used or reproduced in any manner without the expressed written consent of LIME Architecture Inc. All Contracting Trades shall check and verify all levels, dimensions, data and conditions on the site prior to commencement of any work. Any discrepancies are to be reported immediately to LIME Architecture Inc. Do not Scale any dimensions from this drawing.

REVISION NO., DATE AND DESCRIPTION

12.08.25 FOR REVIEW

12.22.25 FOR REZONING & OCP AMENDMENT

PLOT DATE

12.22.25

PROJECT

4498 & 4482 GORDON DRIVE

DRAWING TITLE

LOCATION CONTEXT

DRAWING NO.

A-002

REGISTERED ARCHITECT

BRITISH COLUMBIA

2025.12.25

Alignment with Existing Neighbourhood Fabric

The current density of the subject properties is lower than the surrounding neighbourhood. Redevelopment of the site presents an opportunity to better align with the city's growth objectives for suburban areas, as outlined in the OCP and explored in greater detail below.

The subject properties are situated within a neighbourhood that already includes a mix of multi-family and higher density developments. To the west, The Enclave is an MF2-zoned site that accommodates 65 units, establishing a precedent for medium-density housing in the area. Directly adjacent to the site, Trafalgar Square is an RU2-zoned development that provides 44 units, contributing to housing diversity within the neighbourhood. To the east, Mission Villas is another MF2-zoned property that provides 62 units, demonstrating compatibility with higher-density housing.

The proposed MF2 zoning for the subject properties falls within the range of existing developments and reflects a balanced approach to density that aligns with the established neighbourhood fabric. The site can be thoughtfully configured at the development stage to respect and respond to the character and privacy of adjacent properties, ensuring compatibility with the surrounding neighbourhood.

- A. 600 Sherwood Road
MF2
65 units (~50 units per hectare)
- B. 4450 Gordon Drive
RU2
44 units (~14 units per hectare)
- C. 4433 Gordon Drive
MF2
62 units (~62 units per hectare)
- Subject Property
Proposed MF2
65 units (~48 units per hectare)



SIMILAR DEVELOPMENTS IN THE SURROUNDING AREA

Suburban Neighbourhood OCP Policy Response

Suburban Housing Variety

Provide ground-oriented housing:

- Rezoning to the MF2 zone will enable a more sustainable use of the site that is currently underutilized and will support housing diversity
- The site benefits from proximity to schools, parks, and transit services

Private Open Space

Encourage the development of private open space amenities:

- To promote high-quality living environments, the concept illustrates large private yards for each dwelling unit that would exceed bylaw requirements
- Increased setbacks create a buffer for adjacent properties

Social Connections through Design

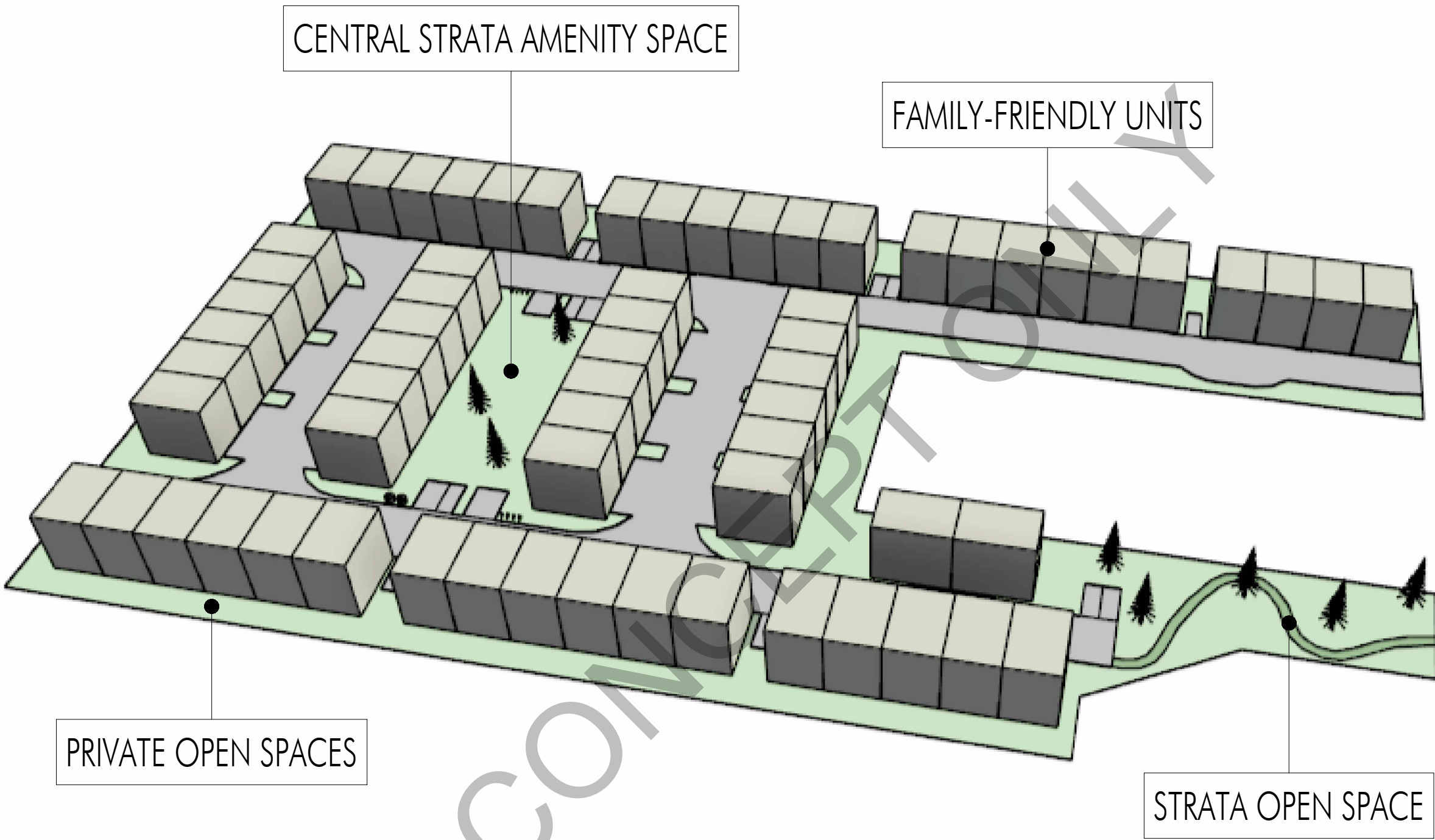
Incorporate common spaces that foster social connections:

- The concept promotes social interaction by incorporating a centrally located common amenity space that is twice the size required by the zoning bylaw

Family-Friendly Multi-Unit Housing

Encourage multi-unit developments near schools:

- The development concept supports the intent of encouraging multi-unit housing near schools that will provide generously sized units suitable for families



CONCEPT DEVELOPMENT WITH MF2 ZONING

Walkability & Transportation

The site is well-connected and supports active transportation options, offering convenient access to key destinations by foot, bike and transit. Residents will benefit from short walking distances to schools and parks, as well as nearby transit routes that provide efficient connections to Urban & Village Centres and essential services.

Schools:

- Okanagan Mission Secondary: 1 min. walk
- Bellevue Creek Elementary: 9 min. walk, 2 min. drive
- Dorothea Walker Elementary: 13 min. walk, 2 min. drive
- Anne McClymont Elementary: 18 min. walk, 2 min. drive

Parks:

- DeHart Community Park: 3 min. walk, 1 min. drive
- Mission Ridge Park: 3 min. drive
- Sarsons Beach Park: 4 min. drive

Retail, Restaurants & Amenities:

- Sunshine Market, Barn Owl Brewing, DunnEnzies Pizza: 15 min. walk, 4 min. drive
- Mission Village (Save-On Foods, Shopper's Drug Mart, etc.): 5 min. drive
- H2O Centre: 5 min. drive

LEGEND

- SITE
- SCHOOL
- PARK
- RETAIL & RESTAURANTS
- BUS STOP
- WALKING RADIUS



AMENITIES IN THE SURROUNDING AREA

FOR REZONING & OCP AMENDMENT



Transmittal Page 1 of 3

To: Planning Department
CC: Mike Cronquist

City of Kelowna
mikecr@shaw.ca

December 23, 2025

Re: Design Rationale for the Proposed Rezoning of 4482 & 4498 Gordon Drive, Kelowna, BC (The Site)

Dear City of Kelowna Planning Department,

As a community focused company, LIME has been privileged to provide architectural services for many small-scale, multi-unit infill projects realized in Kelowna since the inception of the RU7 zone back in 2017. Accordingly, we were excited when the property owners of 4482 & 4498 Gordon Drive approached LIME to analyze the properties and provide vision for this uniquely located neighbourhood property. In collaboration with our clients (the property owners) and understanding previous correspondence with the city, it was determined that an appropriate proposed solution for the property is to rezone it to an MF2 zone to allow a series of generously sized townhomes to compliment the neighbourhood. The property's location is adjacent to OKM Secondary school to the south and a medium density, single-family home development to the north. The proposed MF2 zone allows for a sustainable use of this larger property (~172,758ft²/3.97 acres) while providing much needed, more attainable townhome style designs ideally located in the Kelowna Mission neighbourhood. Additionally, the irregular property size oriented toward Gordon with a thoughtful neighbourhood plan allows for generous green space. The focus on generous landscaping with oversized yards throughout is a sensitive approach to reduce the impact on neighbouring properties.

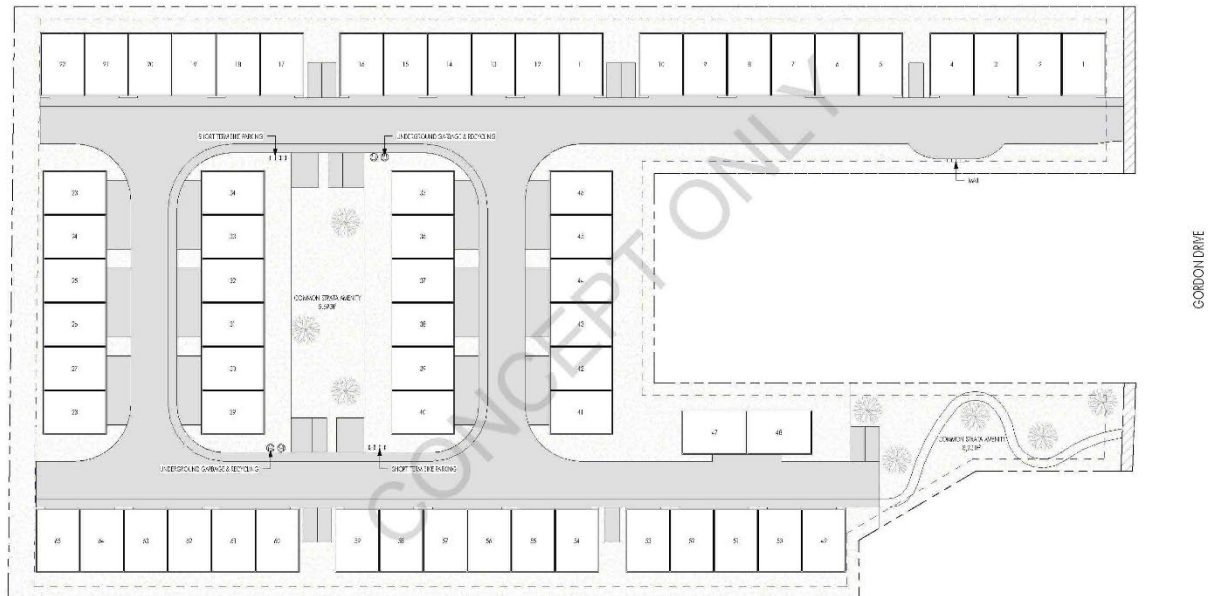
Using the MF2 zone and exploring the dimensions and proportions of the site, it was determined that achieving double loaded strata roads within the property (with the exception of the single loaded entry road on 4482 Gordon Drive) would result +/- 65, three storey residences that would accommodate 2 car garages and be ideally suited to townhome configurations that appeals to a diverse homeowners contributing to a vibrant neighbourhood (i.e.: 3 bedroom townhomes is attractive to a wide range of homeowners). The double loaded strata road approach contributes to an efficient overall plan and contributes to the opportunity to realize generous yards for each of the townhomes as well as increased setbacks to reduce building impact on adjacent residential properties. This approach to rezoning and developing The Site aligns with the City of Kelowna's long-term vision for densification that provides appropriately scaled, additional housing into an existing neighbourhood.

While the proposed rezoning is supported by Sections 7.2 and 7.6 and the spirit of the OCP, it will require an amendment to the relevant OCP Map. It is important to note that there are two MF2 developments located 2 blocks to the northwest (600 Sherwood Road) and northeast (4433 Gordon Drive) whose similar large property sizes supported densities similar to the density achievable on The Site under the MF2 zone.



Transmittal Page 2 of 3

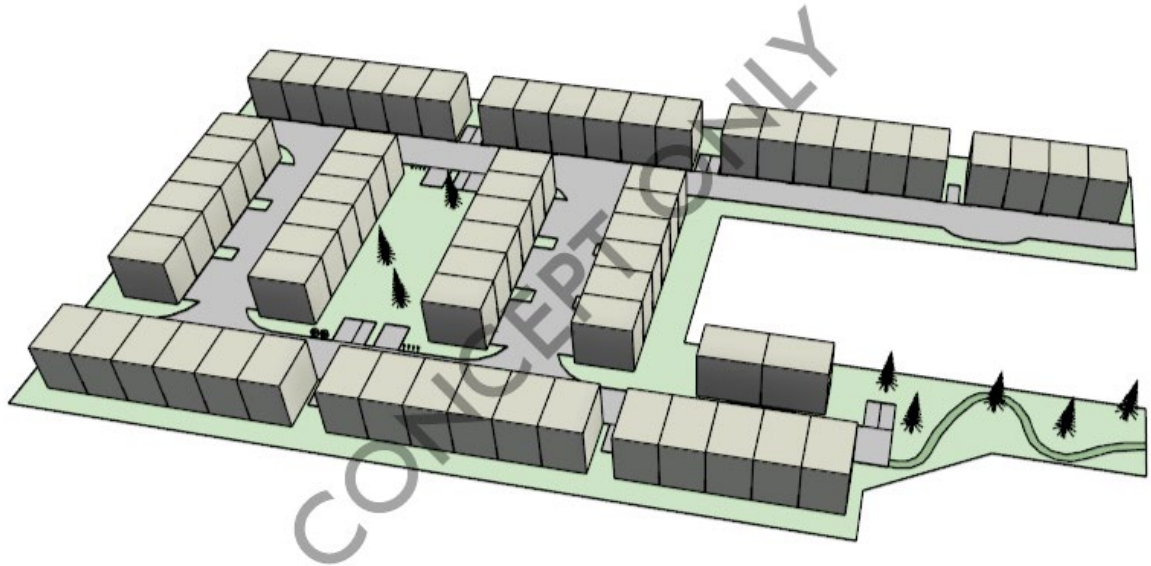
In summary, the rationale for rezoning the property located at 4482 & 4498 Gordon Drive from RU1 to MF2 allows for appropriately scaled residential development that better uses the precious, developable land within one of Kelowna's existing sought-after neighbourhoods. This rezoning results in potential home sizes that will support 2 car, 3-bedroom townhomes that compliment the existing vibrant and diverse neighbourhoods in the area. While this proposed rezoning requires an OCP amendment, it is supported by Sections 7.2 and 7.6 of the OCP, and the approach to increasing housing that is sensitive to an existing neighbourhood honours the City of Kelowna's strategic approach to overall residential growth including better use of developable land in accordance with the City's current OCP/Future Land Use, Healthy City Strategy and planning initiatives.



Concept Site Plan



Transmittal Page 3 of 3



Concept Site Perspective

We look forward to your support in response to this rezoning concept.

Please do not hesitate to contact our office if you have any questions or require additional information in these matters.

Sincerely:

Matt Johnston Architect AAA/AIBC, LEED AP
LIME Architecture Inc.





Transmittal Page 1 of 5

To: Planning Department
CC: Michael Cronquist

City of Kelowna
mikecr@shaw.ca

March 30, 2026

Re: 4482 & 4498 Gordon Drive, Kelowna, BC (The Site)
OCP Amendment and Rezoning Applications – Supplemental Information
for the Project Rationale

Dear City of Kelowna Planning Department,

Further to all previous correspondence regarding the subject applications, and in response to the comments collected during the public information session on March 4, 2026, we are writing to provide the supplemental information for the Project Rationale set out herein.

Executive Summary

Based on either the current RU1 zone or the proposed MF2 zone the site will have a minimal impact on the Gordon Drive through traffic, and the site will function safely and provide minimum delays during the PM Peak hour. A comparative analysis of the potential site development under the existing RU1 zone versus the proposed MF2 zone demonstrates that the MF2 zone results in a better, more cohesive neighbourhood, characterized by more efficient use of precious, developable land that allows for more generous townhomes and increased, well planned shared green space/community space.

Background and Analysis

As a result of feedback received during the Public Information Session, the owners commissioned a third-party analysis by a transportation engineer of the trip-generation potential for both RU1 and MF2 development options. The owners also conducted a comparative analysis of the potential site development under the existing RU1 zone versus the proposed MF2 zone.

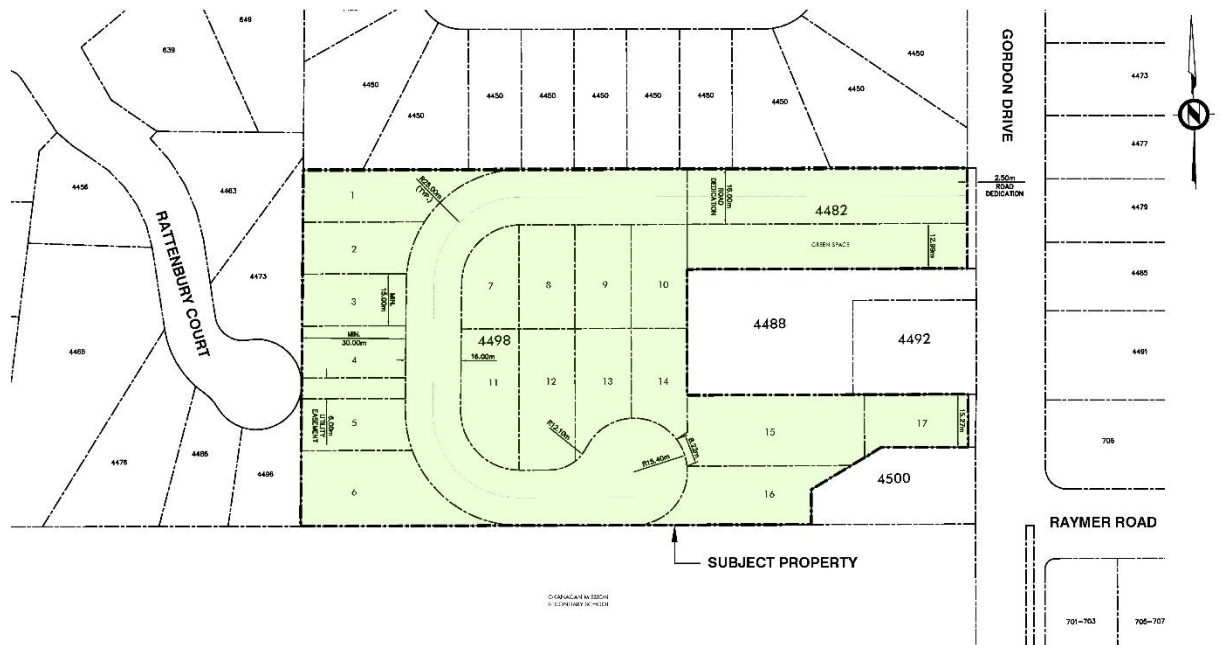
The owners engaged Transportation Engineer, Dave Cullen, to complete an assessment of the anticipated impacts of the traffic generated by the development of The Site under both the current RU1 zone and proposed MF2 zone (Mr. Cullen's complete letter report is attached as Schedule "A"). Mr. Cullen concludes that: "... based on a review of the existing and potential traffic flows (based on either the current RU1 zone or the proposed MF2 zone) the site will have a minimal impact on the Gordon Drive through traffic, and the site access will function safely and provide minimum delays during the PM Peak hour."



Transmittal Page 2 of 5

The owners engaged Aplin Martin to draft a subdivision concept that would be achievable under the current zoning and LIME Architecture to complete an associated massing study of what would be achievable within the proposed subdivision. Most notably, 3 storey 4-plexes would be supported in accordance with the current RU1 zone. To illustrate the potential development of an RU1 subdivision for comparison between RU1 and MF2, we have provided a series of images starting on the following page noting:

- i. A reasonable subdivision of The Site would result in 17 lots (see concept subdivision this page).
- ii. Based on allowable building yield and zoning allowances, a total of 64 homes could be realized on the proposed subdivision as illustrated on the following pages.



RU1 Subdivision Concept



Transmittal Page 3 of 5

Concept Site Plan Comparison:



MF2 Site Concept – 65 Townhomes

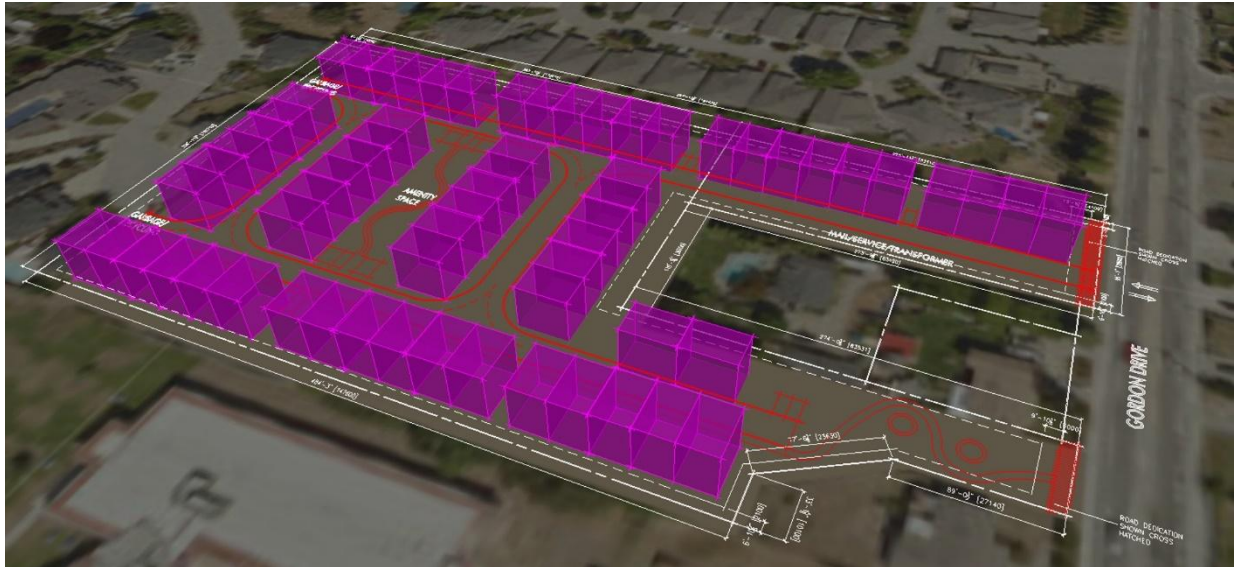


RU1 Site Concept – 64 Townhomes

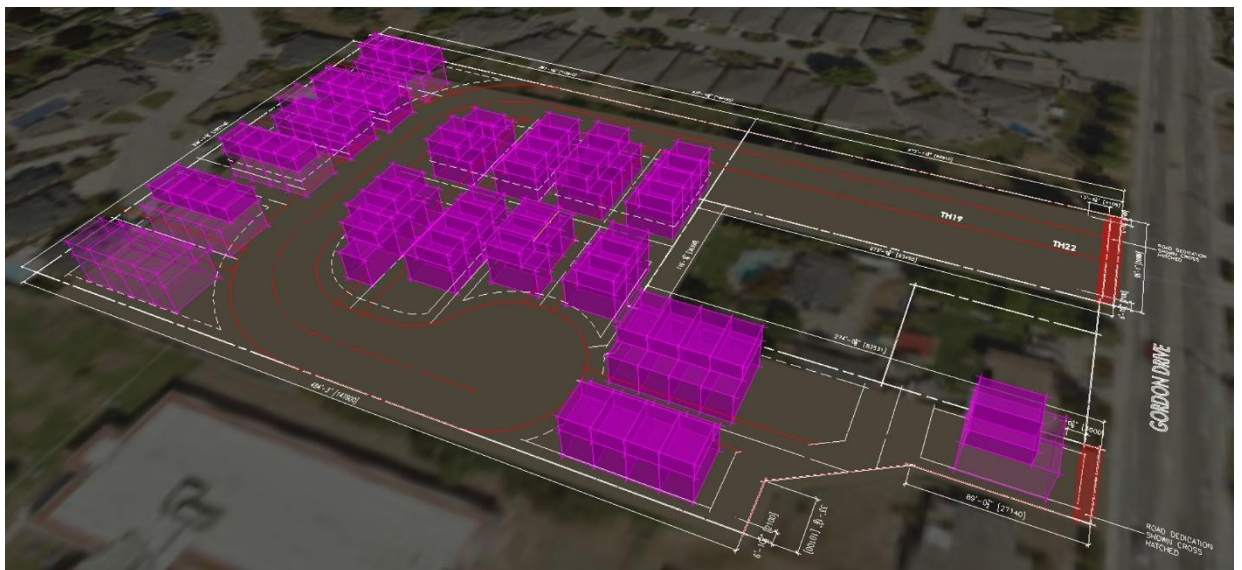


Transmittal Page 4 of 5

Concept Site Massing Comparison:



MF2 Site Massing – 65 Townhomes



RU1 Site Massing – 64 Townhomes



Transmittal Page 5 of 5

Summary of Comparison:

- MF2 results in better, more efficient use of precious, developable land that allows for more generous townhomes and increased, well planned shared green space/community space.
- MF2 allows for a more cohesive neighbourhood design in lieu of fractured, smaller 4-plex housing that would result in an RU1 subdivision.
 - o Under RU1, individual, delegated Development Permits would be required as fourplexes are built out over time. Whereas under MF2, a comprehensive Development Permit approved by council for the entire development plan would be required prior to the issuance of Building Permit.
- The MF2 strata road specs increase land use efficiency because they reduce the amount of developable land required for road use when compared to the road requirements for a RU1 subdivision.
 - o For example, due to the large city road width requirements of a RU1 subdivision, under RU1 the 4482 Gordon Drive parcel could only be used for road access and no dwelling units. 4482 Gordon Drive is not wide enough to accommodate both a city spec subdivision road and viable townhouse plans. Whereas under MF2, 4482 Gordon Drive could accommodate both a strata road and well-designed townhouses.

Direct comparison of setback and site coverage allowances illustrates that a single zone MF2 concept is similar to the allowances in RU1; however, the requirements of applying setbacks to each lot created in a subdivision further illustrates the less efficient use of developable land for an RU1 concept that does not integrate as seamlessly into the existing neighbourhood as does a well planned MF2 concept.

	MF2	RU1
Front Yard Setback	3.0m (6.0m for garage)	3.0m (6.0m for garage)
Side Yard Setback	2.1m	2.1m
Rear Yard Setback	4.5m	3.0m when 3+ units. 6.0m if less than 3 units
Site Coverage	55%	40%
Site Coverage + Hardscaping	80%	70%
Max. Density	1.0 FAR	4 units/lot

Please do not hesitate to contact our office if you have any questions or require additional information in these matters.

Sincerely:

Matt Johnston Architect AAA/AIBC, LEED AP
LIME Architecture Inc.

Schedule "A"



ENGINEERING ▪ LANDSCAPE ARCHITECTURE ▪ URBAN PLANNING



March 30, 2026

Cronquist J/V

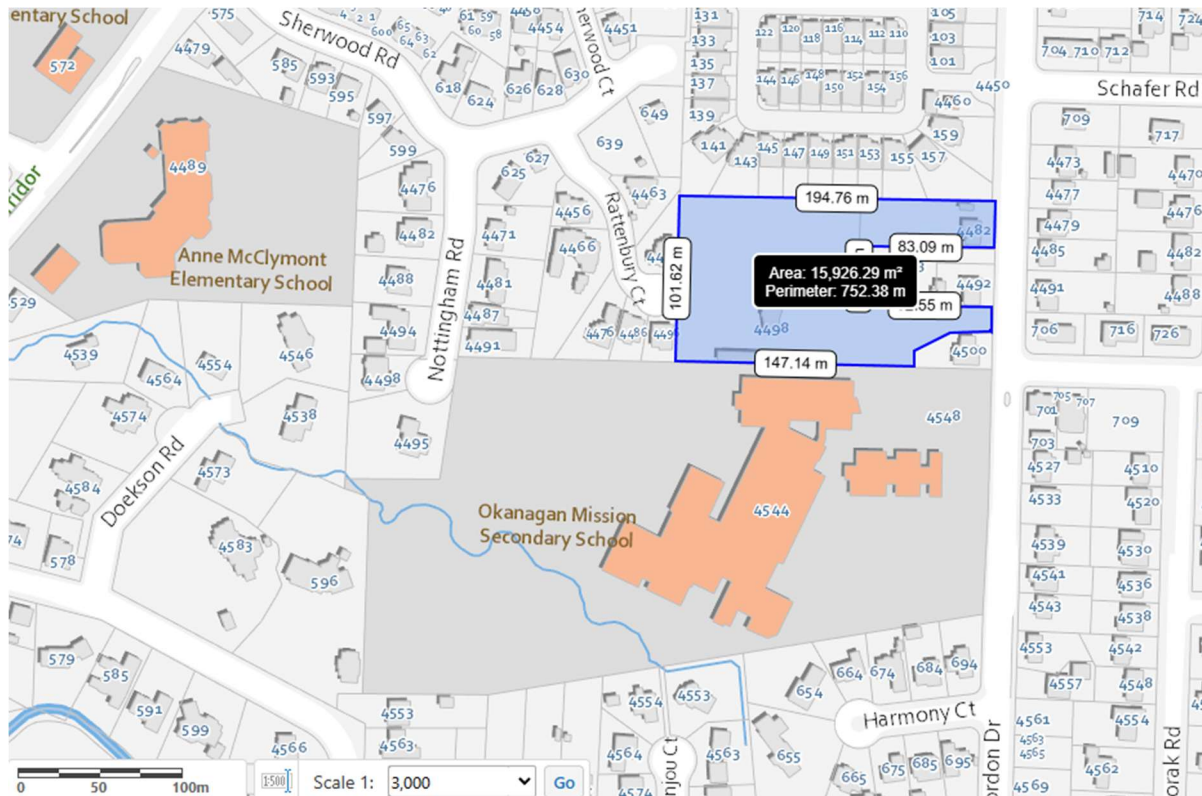
555 Sarsons Road

Kelowna, BC V1W 2X3

Attention: Mike Cronquist

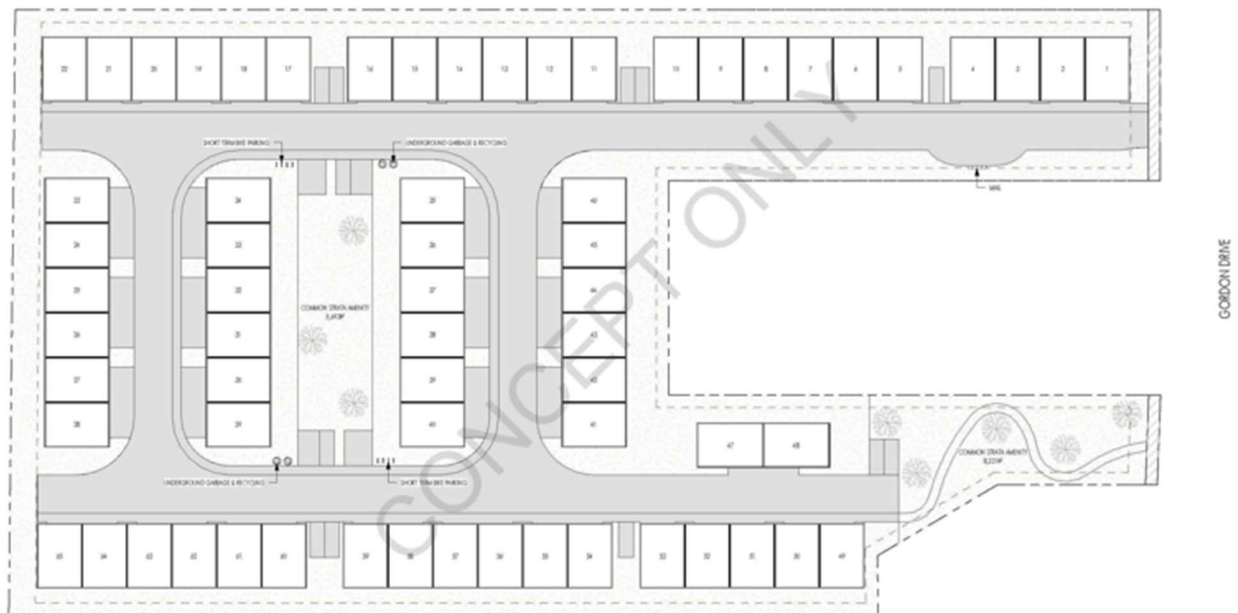
Re: 4482 / 4498 Gordon Drive
Traffic Review

The site located at 4482 and 4498 Gordon Drive is made up of two lots with two single family homes with a combined area of 1.6 ha (4 acres) and is currently zoned RU1 (Large lot Housing) allowing for up to 17 lots with a minimum lot area of 450m² and up to 64 fourplex dwelling units, as presented in the RU1 Development Plan drafted by Lime Architecture. The site location shown below identifies Okanagan Mission Secondary School to the south, the Trafalgar 44-unit RU2 site to the north, the Sherwood single family neighborhood to the west and Gordon Drive single family neighborhood to the east.



Site Location

The proposed zone for the site is MF2 (Townhouse Housing) with an anticipated build out of 65 units as per the town house layout shown below. The access to the site is proposed via the existing 4482 Gordon Drive lot and would be halfway between the Schafer Road and Raymer Road intersections onto Gordon Drive. Gordon Drive is an urban arterial with a center isle two-way left turn lane and bike lanes adjacent to each curb line and sidewalks on both sides of the roadway.



Proposed MF2 Townhouse Site Layout

BACKGROUND INFORMATION

To assist with the anticipated impacts of the traffic generated by the proposed MF2 Zone, PM Peak Hour Traffic Counts were completed for the Enclave Townhouse site located 600 Sherwood Road on March 23, 2026; and for the Gordon Drive / Schafer Road / Trafalgar Square RU2 Site Access on March 24, 2026. The traffic count volumes are attached herein.

The PM Peak Hour traffic counts resulted in the following:

- Trafalgar Square RU2 Site – PM Peak Hour of 0.32 trips per unit, 58% inbound; 42% outbound; with 90% to and from the north;
- Enclave Townhouse Site located at 600 Sherwood Road – PM Peak Hour of 0.63 trips per unit; 65% inbound and 35% outbound; and
- Gordon Drive – PM Peak Hour Volume of 1142, with 63% southbound and 37% northbound.



ENGINEERING ▪ LANDSCAPE ARCHITECTURE ▪ URBAN PLANNING



Site Development Traffic

The Institute of Transportation Engineers (ITE) provides for anticipated traffic generation for numerous land uses. For Single Family Homes the ITE PM Peak Hour Trip Generation Rate is 1.0 trips per unit, with a 63% inbound and 37% outbound. For Townhomes the ITE PM Peak Hour Trip Generation Rate is 0.72 trips per unit, with a 51% inbound and 49% outbound.

If the existing was to be developed under the current RU1 zoning with a projected 17 lots with 64 units the site would generate 46 trips during the PM Peak Hour, with 30 inbound trips and 16 outbound trips.

From the Sherwood Townhouse traffic counts the PM Peak Hour Rate was 10% below the published ITE rate.

For a conservative projection the ITE Rate (0.72 trips per unit during the PM Peak Hour) applied to the MF2 zoning of the proposed development would generate 47 trips during the PM Peak Hour with 30 inbound trips and 17 outbound trips. Based on the Gordon Drive traffic count, 27 trips would be from the north (right in), 3 trips from the south (left in), 15 trips to the north (left out), and 2 trips to the south (right out).

The current configuration of Gordon Drive adjacent to the site is a combination of the center median two-way left turn lane, bike lanes, sidewalks, and urban level street luminaires on Gordon Drive and Okanagan Mission Senior School zone and a marked and pedestrian activated cross walk 90m to the south of the proposed site access, the overall vehicle, bike, and pedestrian safety for the corridor will allow for the proposed site access to function in a safe and efficient manner.

In conclusion, based on a review of the existing and potential traffic flows (based on either the current RU1 zone or the proposed MF2 zone) the site will have a minimal impact on the Gordon Drive through traffic, and the site access will function safely and provide minimum delays during the PM Peak hour.

If you have any further questions or require any additional information, please contact our office.

Yours truly,

David D. Cullen, P.Eng.
Transportation Engineer
DDC
Enclosure



Sherwood Townhouse Access March 23, 2026 PM Peak Hour Traffic Count

Sherwood town homes
Count Taken 15:00 to 17:00
Southbound: Site access
Westbound: Sherwood Road
Eastbound: Sherwood Road

Notes: Street parking included in site traffic

Interval, Time,	SBR,	SBL,	WBR,	EBL,	Int Total,	Last Hour
1, 15:00 to 15:15,	0,	0,	0,	1,	1,	
2, 15:15 to 15:30,	1,	0,	0,	10,	11,	
3, 15:30 to 15:45,	5,	0,	0,	3,	8,	
4, 15:45 to 16:00,	6,	0,	0,	6,	12,	32
5, 16:00 to 16:15,	4,	0,	0,	6,	10,	41
6, 16:15 to 16:30,	2,	0,	0,	6,	8,	36
7, 16:30 to 16:45,	4,	0,	0,	7,	11,	41
8, 16:45 to 17:00,	3,	0,	0,	5,	8,	37

The peak interval was: 4 With 12 Vehicles

From 15:45 to 16:00

The peak hour falls between 15:15 and 16:15

The PHF calculated is 0.8542 (minimum 0.2500) with a variability of 0.0430

65 Townhouse units with a PM peak hour rate of 0.63 trips per unit

PM Peak Hour average of 35% outbound and 65% inbound

Gordon Drive / Trafalgar Access March 24, 2026 PM Peak Hour Traffic Count

2026-03-24

Gordon / Trafalgar Entry

Count Taken 15:00 to 17:00

Southbound: Gordon Dr

Westbound: Schafer Rd

Northbound: Gordon Dr

Eastbound: 4450 Gordon Dr - Trafalgar Strata Entry

Interval, Time,	SBR,	SB,	SBL,	WBR,	WB,	WBL,	NBR,	NB,	NBL,	EBR,	EB,	EBL,	Int Total,	Last Hour
1, 15:00 to 15:15,	3,	118,	3,	1,	0,	0,	0,	96,	0,	0,	0,	2,	223,	
2, 15:15 to 15:30,	4,	147,	2,	2,	0,	0,	0,	94,	0,	0,	0,	3,	252,	
3, 15:30 to 15:45,	3,	148,	1,	2,	0,	0,	0,	95,	0,	0,	0,	0,	249,	
4, 15:45 to 16:00,	3,	119,	2,	2,	0,	0,	0,	95,	0,	0,	0,	6,	227,	951
5, 16:00 to 16:15,	0,	162,	1,	0,	0,	0,	0,	102,	0,	1,	0,	0,	266,	994
6, 16:15 to 16:30,	4,	170,	7,	0,	0,	0,	0,	94,	0,	0,	0,	2,	277,	1019
7, 16:30 to 16:45,	3,	196,	1,	3,	0,	0,	0,	97,	0,	1,	0,	1,	302,	1072
8, 16:45 to 17:00,	1,	193,	4,	3,	0,	0,	0,	95,	1,	0,	0,	0,	297,	1142

The peak interval was: 7 With 302 Vehicles

From 16:30 to 16:45

The peak hour falls between 16:00 and 17:00

The PHF calculated is 0.9454

Trafalgar Strata - 59 units, 8 out per hour, 11 in per hour, 90% to/from north, PM Peak Hour 0.32 trips per unit



Page 1 of 2

March 16, 2026

Re: Public Information Session for the Proposed OCP Amendment and Rezoning of 4482 & 4498 Gordon Drive - Application Numbers: OCP25-0023 / Z25-0053

Location, time and duration of the information session:

Okanagan Mission Community Hall: 4409 Lakeshore Road
Wednesday, March 4, 2026, from 6:00pm-8:00pm

Methods of Notification, timing, and mail outs:

Residents within a 100m radius were provided with a letter (attached as Schedule "A") outlining the proposed OCP Amendment and Rezoning two weeks prior to the Public Information Session. A development sign (attached as Schedule "B") was erected at the site two weeks prior to the information meeting. The letter and sign included the date, location, and time of the information session.

Addresses Notified:

A list of the addresses notified is attached as Schedule "C".

Names of Applicants in Attendance:

Matt Johnston, Architect AAA/AIBC, President – LIME Architecture
Michael Cronquist – One of the property owners

Number of people who attended the information session:

Approximately 35 people attended.

Summary of information provided at the information session:

- 5-24x36 presentation boards which included a project overview, site context information, examples of similar developments in the surrounding area, OCP alignment, concept image, and example renderings (attached as Schedule "D")
- Comment sheets were also provided to attendees (attached as Schedule "E")
- At the beginning of the session a summary of the intent of the meeting was conveyed by Matt Johnston (namely to provide detail regarding the rezoning application and to be available to answer any questions attendees may have in response to the material provided via the presentation boards).

Feedback received from and key issues raised by the neighbours (written and verbal):

- What is the traffic impact on Gordon Drive?
 - Emergency egress
 - Pedestrian safety
- Is traffic access from Rattenbury Court being considered?
- Are three storeys achievable under the current and proposed zones?
 - Visual impact and views from adjacent properties



Page 2 of 2

- Shadow impact
- What steps will be taken to protect privacy with adjacent residences that share a property line with the proposed MF2 site?
- Does the massing study represent the maximum number of units achievable per MF2?
- Is access to a roof deck allowed in MF2?
- Has there been a servicing review?
 - Storm drainage capacity
 - Sewer
 - Water demand

Changes to the project resulting from the neighbour notification:

The project consists of applications for an OCP Amendment from S-RES to S-MU and Rezoning of 4482 & 4492 Gordon Drive from RU1 to MF2. The applicant will continue to proceed with those applications. In response to the neighbour notification, a preliminary subdivision plan in accordance with the current RU1 zone will be completed to illustrate the potential density, massing, and greenspace of a future development under the RU1 zone versus the proposed MF2 zone. In addition, a traffic impact study will be commissioned to demonstrate the impact of the change in traffic from RU1 zone to MF2 zone.

Sincerely:

Matt Johnston

Architect AAA, Architect AIBC, LEED AP, President



Transmittal Page 1 of 3

February 18, 2026

Re: OCP Amendment and Rezoning Proposal for 4482 & 4498 Gordon Drive, Kelowna, BC (The Site)

Dear Neighbours,

As a community focused company, LIME has been privileged to provide architectural services for many small-scale, multi-unit infill projects realized in Kelowna since the inception of the RU7 zone back in 2017. Accordingly, we were excited when the property owners of 4482 & 4498 Gordon Drive approached LIME to analyze the properties and provide vision for this uniquely located neighbourhood property. In collaboration with our clients (the property owners) and understanding previous correspondence with the city, it was determined that an appropriate proposed solution for the properties is to amend the OCP future land use designation from Suburban Residential (S-RES) to Suburban Multi-Unit (S-MU), and to rezone them from RU1 – Large Lot Housing to MF2 – Townhouse Housing to allow for a series of generously sized townhomes to compliment the neighbourhood. The property's location is adjacent to OKM Secondary school to the south and a medium density, single-family home development to the north. The proposed MF2 zone allows for a sustainable use of this larger property (~172,758 ft² / 3.97 acres) while providing much needed, more attainable townhome style designs ideally located in the Kelowna Mission neighbourhood. Additionally, the irregular property size oriented toward Gordon with a thoughtful neighbourhood plan allows for generous green space. The focus on generous landscaping with oversized yards throughout is a sensitive approach to reduce the impact on neighbouring properties.

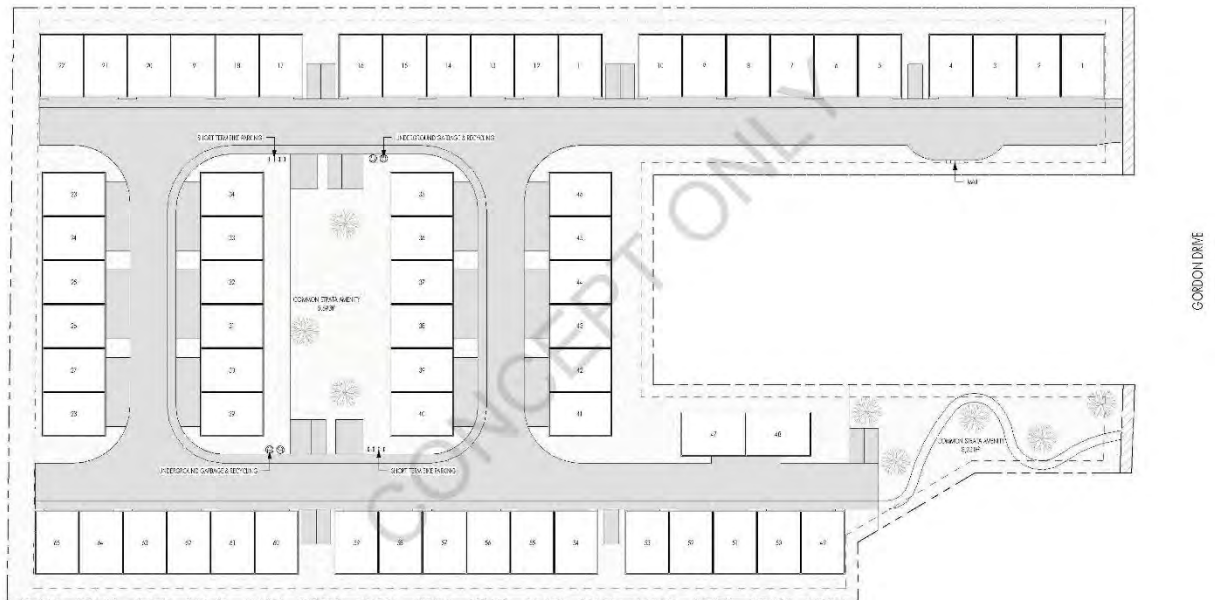
Using the MF2 zone and exploring the dimensions and proportions of the site, it was determined that achieving double loaded strata roads within the property (with the exception of the single loaded entry road on 4482 Gordon Drive) would result in +/- 65, three storey residences that would accommodate 2 car garages and be ideally suited to townhome configurations that appeals to a diverse range of homeowners contributing to a vibrant neighbourhood (i.e.: 3 bedroom townhomes is attractive to a wide range of homeowners). The double loaded strata road approach contributes to an efficient overall plan and contributes to the opportunity to realize generous yards for each of the townhomes as well as increased setbacks to reduce building impact on adjacent residential properties. This approach to rezoning and developing The Site aligns with the City of Kelowna's long-term vision for densification that provides appropriately scaled, additional housing into an existing neighbourhood.

While the proposed rezoning is supported by Sections 7.2 and 7.6 and the spirit of the OCP, it will require an amendment to the relevant OCP Map. It is important to note that there are two MF2 developments located 2 blocks to the northwest (600 Sherwood Road) and northeast (4433 Gordon Drive) whose similar large property sizes supported densities comparable to the density achievable on The Site under the MF2 zone.

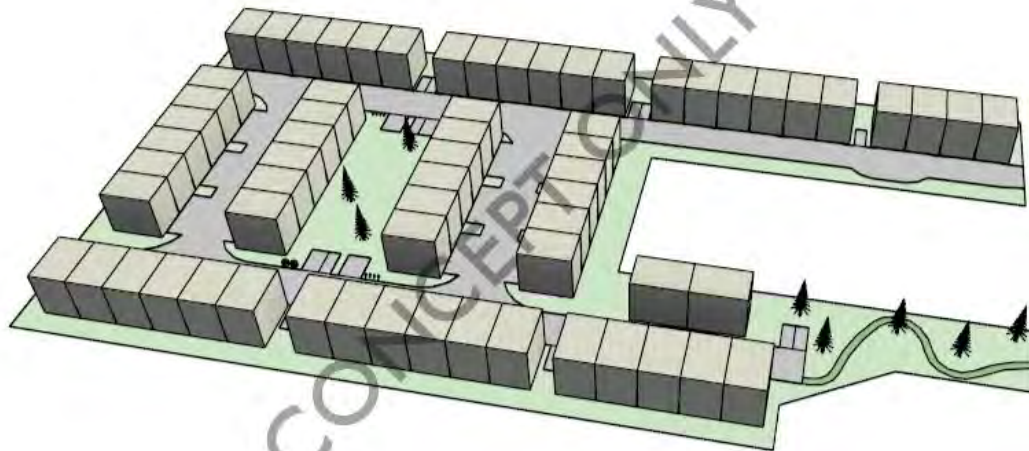


Transmittal Page 2 of 3

In summary, the rationale for rezoning the property located at 4482 & 4498 Gordon Drive from RU1 to MF2 allows for appropriately scaled residential development that better uses the precious, developable land within one of Kelowna's existing sought-after neighbourhoods. This rezoning results in potential home sizes that will support 2 car, 3-bedroom townhomes that compliment the existing vibrant and diverse neighbourhoods in the area. While this proposed rezoning requires an OCP amendment, it is supported by Sections 7.2 and 7.6 of the OCP, and the approach to increasing housing that is sensitive to an existing neighbourhood honours the City of Kelowna's strategic approach to overall residential growth including better use of developable land in accordance with the City's current OCP/Future Land Use, Healthy City Strategy and planning initiatives.



Concept Site Plan



Concept Site Perspective



Transmittal Page 3 of 3

Location of the proposal:

- 4482 & 4498 Gordon Drive, Kelowna, BC

Detailed description of the proposal, including the specific changes proposed:

- The proposal is to amend the OCP future land use designation of the subject properties from Suburban Residential (S-RES) to Suburban Multi-Unit (S-MU), and to rezone the properties from RU1- Large Lot Housing to MF2 – Townhouse Housing to facilitate a future multi-family development.

Rendering and/or site plan of the proposal:

- Please refer to images on page 2 of this document

Contact information for the Applicant and City Staff:

- LIME Architecture Inc.
Matt Johnston
Tel: 250-448-7801
Email: matt@limearchitecture.com
- Shaun O'Dea – Planner Specialist | City of Kelowna
Tel: 250-469-8500
Email: SODea@kelowna.ca

Public Information Session:

- A public information session will be held on Wednesday, March 4th at Okanagan Mission Community Hall located at 4409 Lakeshore Road at 6:00pm until 8:00pm.

We appreciate your valuable time and kindly request that you review the information provided and provide our office with any comments you may have so that we can ensure we are proposing building designs in keeping with the vision for the neighbourhood by those already living nearby.

If you have any questions, please do not hesitate to reach out to Matt, or Shaun at the City of Kelowna.

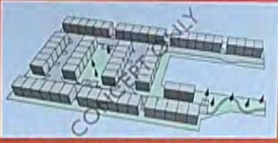
Sincerely:

Matt Johnston Architect AAA/AIBC, LEED AP
LIME Architecture Inc.

SCHEDULE B

Development Proposal

In your neighbourhood



4482 and 4498 Gordon Drive
An OCP Amendment to change the future land use designation of the properties from S-R1S - Suburban Residential to S-MU - Suburban Multi Unit, and a Rezoning Application to rezone the property from RUS - Large Lot Housing to M2 - Townhouse Housing

Application No: OCP25-0023 and Z25-0053
Applicant: LIME Architecture Inc.

Get involved and have your say

Email: scidea@kelowna.ca Phone: 250-469-8500 Online: kelowna.ca/currentdevelopments

Applicant's Information Meeting
March 4, 2026 - 6:00pm to 8:00pm
Okanagan Mission Community Hall
4499 Lakeshore Road

City of Kelowna

ATTACHMENT E

This forms part of application

OCP25-0023 / Z25-0053

Planner
Initials SO



Schedule C

Unit Number	Street Number	Street Name
	4482	Gordon Dr
	4498	Gordon Dr
	4460	Gordon Dr
	4473	Gordon Dr
	4477	Gordon Dr
	4479	Gordon Dr
	4485	Gordon Dr
	4488	Gordon Dr
	4491	Gordon Dr
	4492	Gordon Dr
	4500	Gordon Dr
	4527	Gordon Dr
	4533	Gordon Dr
	4544-4548	Gordon Dr
	4510	Horak Rd
	4471	Nottingham Rd
	4481	Nottingham Rd
	4487	Nottingham Rd
	4491	Nottingham Rd
	4456	Rattenbury Ct
	4463	Rattenbury Ct
	4466	Rattenbury Ct
	4473	Rattenbury Ct
	4476	Rattenbury Ct
	4486	Rattenbury Ct
	4496	Rattenbury Ct
	701-703	Raymer Rd
	706	Raymer Rd
	709	Raymer Rd
	716	Raymer Rd
	726	Raymer Rd
		Road
	704-710	Schafer Rd
	709	Schafer Rd
	717	Schafer Rd
	4451	Sherwood Ct
	625-627	Sherwood Rd
	628	Sherwood Rd
	630	Sherwood Rd
	639	Sherwood Rd
	644	Sherwood Rd
	649	Sherwood Rd
	4470	Wasilow Rd

	4476	Wasilow Rd
	4482	Wasilow Rd
	4488	Wasilow Rd
	705-707	Raymer Rd
	4450	Gordon Dr
101	4450	Gordon Dr
103	4450	Gordon Dr
110	4450	Gordon Dr
112	4450	Gordon Dr
114	4450	Gordon Dr
116	4450	Gordon Dr
118	4450	Gordon Dr
120	4450	Gordon Dr
122	4450	Gordon Dr
133	4450	Gordon Dr
135	4450	Gordon Dr
137	4450	Gordon Dr
139	4450	Gordon Dr
141	4450	Gordon Dr
143	4450	Gordon Dr
144	4450	Gordon Dr
145	4450	Gordon Dr
146	4450	Gordon Dr
147	4450	Gordon Dr
148	4450	Gordon Dr
149	4450	Gordon Dr
150	4450	Gordon Dr
151	4450	Gordon Dr
152	4450	Gordon Dr
153	4450	Gordon Dr
154	4450	Gordon Dr
155	4450	Gordon Dr
156	4450	Gordon Dr
157	4450	Gordon Dr
159	4450	Gordon Dr
	705	Raymer Rd
	707	Raymer Rd
2	4485	Gordon Dr
	4544	Gordon Dr
	4548	Gordon Dr
2	4487	Nottingham Rd
2	4491	Nottingham Rd
	701	Raymer Rd
	703	Raymer Rd
	704	Schafer Rd
	710	Schafer Rd
2	4451	Sherwood Ct

	625	Sherwood Rd
	627	Sherwood Rd
	4439	Gordon Dr
	4445	Gordon Dr
	712	Schafer Rd
105	4450	Gordon Dr
107	4450	Gordon Dr
109	4450	Gordon Dr
111	4450	Gordon Dr
113	4450	Gordon Dr
115	4450	Gordon Dr
117	4450	Gordon Dr
119	4450	Gordon Dr
121	4450	Gordon Dr
123	4450	Gordon Dr
125	4450	Gordon Dr
127	4450	Gordon Dr
129	4450	Gordon Dr
131	4450	Gordon Dr
2	4439	Gordon Dr
2	712	Schafer Rd

4482 & 4498 GORDON DRIVE REZONING

PROJECT OVERVIEW

- Two lots, each with one dwelling unit, with a combined area of 16,050m² (3.97 acres)
- Rezone from RU1 zoning (Large Lot Housing) to MF2 (Townhouse Housing) zoning
- Amend the OCP future land use designation from S-RES (Suburban Residential) to S-MU (Suburban Multi-Unit)

SITE CONTEXT

- Large, underutilized parcels within a suburban neighbourhood
- Surrounded by a mix of single-family and multi-family zoning
- Within walking distance to schools and parks
- Active transit routes connecting residents to the downtown core, retail, restaurants and amenities



Subject property and similar developments in surrounding area

SIMILAR DEVELOPMENTS IN SURROUNDING AREA

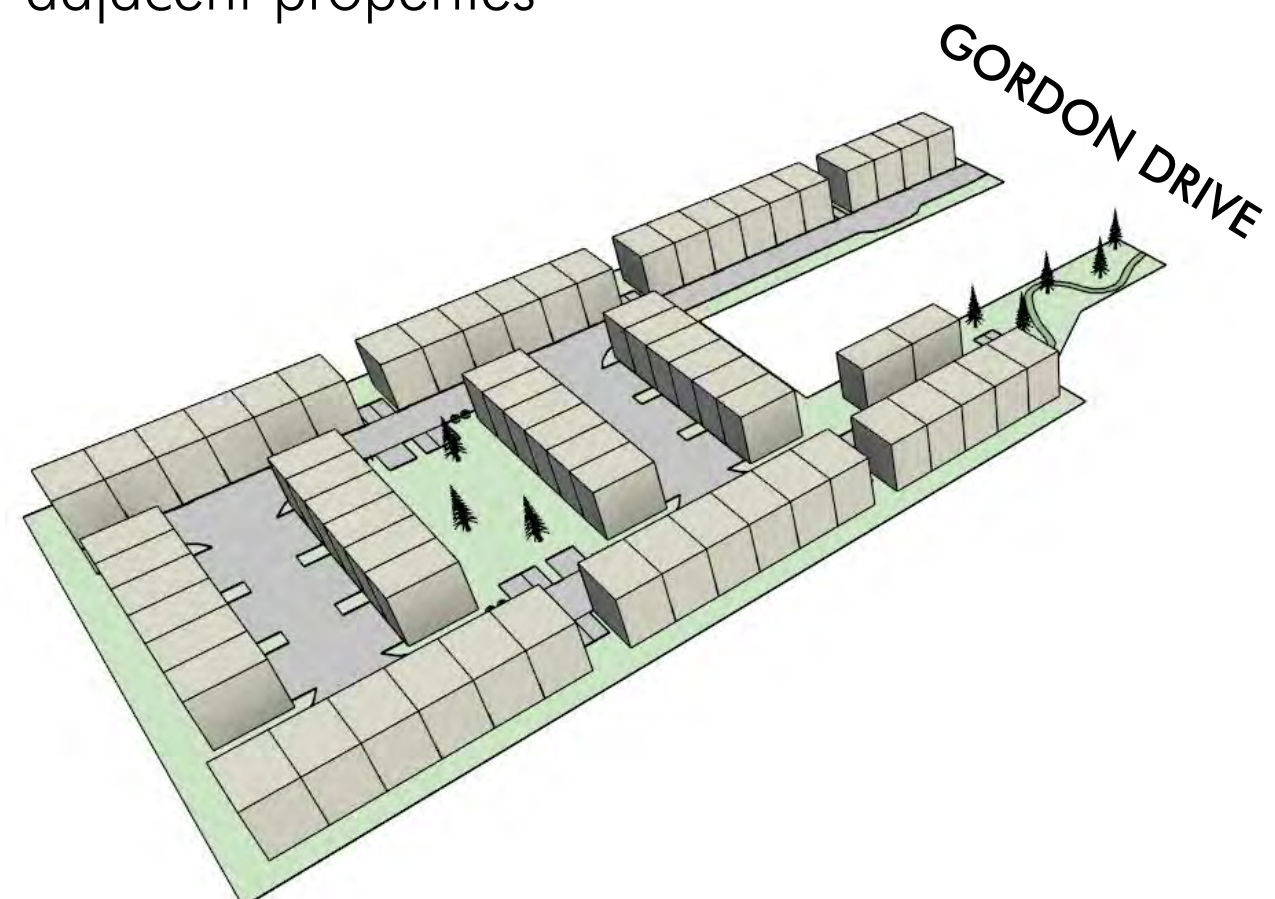
- A. 600 Sherwood Road**
 MF2
 65 units (~50 units per hectare)
- B. 4450 Gordon Drive**
 RU2
 44 units (~14 units per hectare)
- C. 4433 Gordon Drive**
 MF2
 62 units (~62 units per hectare)
- Subject Property**
 Proposed MF2
 65 units (~48 units per hectare)



Neighbouring Sherwood Road townhomes

OCP ALIGNMENT

- Rezoning will enable a more sustainable use of the site and will support housing diversity
- Schools, parks and transit services to serve residents are within close proximity
- The concept development provides a high-quality living environment with the provision of large private yards and significant common amenity spaces
- Increased setbacks create a buffer for adjacent properties



Concept MF2 development



Townhome development example



Townhome development example



March 4, 2026

Public Information Session – Comment Form

Re: 4482-4498 Gordon Drive, Official Community Plan (OCP) Amendment & Rezoning Proposal (OCP25-0023 / Z25-0053)

Dear Neighbours,

Thank you for attending the Public Information Session for the proposed Official Community Plan Amendment from Suburban Residential (S-RES) to Suburban Multi-Unit (S-MU) and Rezoning from RU1 – Large Lot Housing to MF2 – Townhouse Housing at 4482-4498 Gordon Drive. Your feedback is important and will be included in the consultation summary provided to the City of Kelowna planning department for their report to Council.

Contact Information (optional)

Your information will only be used to clarify your comments if needed

Name:
Address:
Email:
Phone (optional):

Relationship to the Area

(Select all that apply)

- ☐ I live in the immediate neighbourhood
- ☐ I live elsewhere in Kelowna
- ☐ I work in the area
- ☐ I represent a community group: _____ (name of community group)
- ☐ Other: _____

Project Understanding

The proposal includes:

- An Official Community Plan (OCP) Amendment to change land use from Suburban Residential (S-RES) to Suburban Multi-Unit (S-MU), and
- Rezoning from **RU1 – Large Lot Housing** to **MF2 – Townhouse Housing** to support future development that appeals to a diverse range of homeowners contributing to a vibrant neighbourhood.



What aspects of the proposal do you feel positively about?

(Examples might include housing variety that appeals to a diverse range of homeowners, location next to OKM Secondary, transitions to neighbouring homes, etc.)

What concerns do you have about the proposal?

(Examples: vehicle and pedestrian circulation, neighbourhood fit, green space, etc.)

Additional Comments or Suggestions

Please share any other ideas, questions, or recommendations:
