

To: Her Worship Mayor McKortoff and Members of Council

From: Christopher Garrish, Planner

Date: April 14, 2026

Subject: Various Land Use Bylaw Amendments

Tracker No: BLW-330, BLW-389, BLW-420, BLW-390

Recommendation:

THAT the Town of Osoyoos Zoning Amendment Bylaw No. 1395.12, be initiated.

CAO Comments:

Approved for Council consideration.

Executive Summary:

The purpose of this report is to seek direction from Council in relation to proposed amendments to the Town's zoning bylaw as it relates to the dimensions to be applied to vehicle parking stalls.

Background:

The Town's Official Community Plan (OCP) Bylaw provides the policy framework for how the community will grow and change over time.

The Town's Zoning Bylaw implements the OCP policies by regulating land use on a parcel-by-parcel basis in a manner that is consistent with the Plan.

Over time, day-to-day use as well as the processing of development proposals can reveal gaps, ambiguities, or unintended consequences that weren't evident during the drafting of these types of land use bylaws.

Council Consideration:

At its meeting of January 27, 2026, Council resolved to initiate Amendment Bylaw Nos. 1375.11, 2026 and 1395.12, 2026.

At its meeting of March 24, 2026, Council resolved that the Town of Osoyoos Official Community Plan Amendment Bylaw No. 1375.11, 2026, and the Town of Osoyoos Zoning Amendment Bylaw No. 1395.12, 2026, be referred back to the Committee of the Whole to discuss the dimensions of parking stalls.

Analysis:

In the transition to the Town's current Zoning Bylaw in September of 2024, the dimensions and maneuvering aisle width for vehicle parking spaces were updated, and new requirements introduced (see comparison of Zoning Bylaw No. 1395, 2024 and former Zoning Bylaw No. 1085, 1998 at Attachment No. 2).

Administration has subsequently become aware that certain developments commenced prior to the adoption of the new zoning bylaw have been impacted by this change and no longer comply with these parking regulations.

While these changes were largely intended to bring parking requirements up to modern standards, a recent review of select member municipalities from the South Okanagan (City of Penticton, Town of Oliver, District of Summerland) and Central Okanagan (District of Peachland, City of West Kelowna), as well as resort municipalities (City of Fernie, City of Kimberley, City of Revelstoke, City of Roseland) (see Attachment No. 3), indicates that there is no clear standard as it pertains to the size of parking spaces and maneuvering aisles.

The current parking space dimension and maneuvering aisle width requirements are reflective of the rural environment within which the Town is situated (e.g. surrounding agricultural and ranching communities and extractive industries such as forestry).

In considering parking requirements from this standpoint, it is noted that the larger parking space dimension and maneuvering aisles generally reflect the use of larger vehicles, such as pick-up trucks.

That being said, while the Town's current requirements are generally on the larger side, they do not deviate substantially from other municipal parking requirements assessed as part of this project, and some municipalities have standards which exceed those seen within the Town.

Given the lack of consistency across municipalities, it is being proposed that the Zoning Bylaw be amended to change the minimum parking space dimensions and maneuvering aisle width requirements.

The amendments, as proposed, represent a general reduction in minimum standard-sized parking space dimensions and maneuvering aisle width, and bring the Town's parking requirements closer in line with the Town of Oliver, which is seen to provide for greater consistency in the south end of the Okanagan Valley.

Alternatives:

Conversely, it is noted that Council had indicated concerns at their meeting of January 27, 2026 regarding whether the proposed parking space dimension requirements would be sufficient to accommodate larger vehicles (e.g., pickup trucks) which are typically used to tow boats during the summer months.

NOTE: The Zoning Bylaw contains separate requirements specific to boat launch parking spaces, which specifically intend to accommodate vehicles with trailers used to tow boats at boat launch facilities; however, staff understand the concern to relate to the size of the vehicles used to tow the boats (without a boat trailer).

While the proposed bylaw amendments would be establishing updated *minimum* parking space dimension requirements, staff note that the proposed stall depth requirements may not be able to accommodate the full length of larger mid-size and full-size trucks. In this regard, Council may wish to retain the existing parking space dimension and aisle width requirements to address the previously identified concern.

Summary:

With respect to vehicle parking space dimension regulations, the proposed changes largely seek to align the minimum parking space dimension and aisle width regulations with the Town of Oliver, to provide for sub-regional consistency in parking regulations.

The amendments, as proposed, represent a general reduction in minimum standard-sized parking space dimensions and maneuvering aisle width.

Options:

1. THAT the Zoning Amendment Bylaw No. 1395.12, be initiated;
2. THAT the Town of Osoyoos Zoning Amendment Bylaw No. 1395.12, be initiated, subject to the following revisions:
 - TBD

Attachments:

No. 1 – Comparison of Parking Regulations in Zoning Bylaw No. 1395, 2024 and Former Zoning Bylaw No. 1085, 1998

No. 2 – Comparison of Parking Regulations in the South Okanagan, Central Okanagan and Resort Municipalities