

BYLAW NO. 10019

The Zoning Amendment Bylaw, 2024 (No.17)

The Council of the City of Saskatoon enacts:

Short Title

1. This Bylaw may be cited as *The Zoning Amendment Bylaw, 2024 (No.17)*.

Purpose

2. The purpose of this Bylaw is to amend the Zoning Bylaw to remove parking minimum requirements citywide.

Zoning Bylaw Amended

3. The Zoning Bylaw No. 8770 is amended in the manner set forth in this Bylaw.

Section 2.0 Amended

4. Section 2.0 is amended by:
 - (a) adding the following after “**gross leasable floor area**”:

“**hard surfacing**” means the provision of durable, dust-free material constructed of concrete, asphalt or similar pavement capable of withstanding expected vehicle loads and may include permeable or porous pavements such as porous asphalt, porous concrete, permeable unit pavers and open grid pavers.”;
 - (b) striking out “non-required parking” after “driveways” in the definition of “**landscaping**” in subsection (ii); and
 - (c) adding the following after “**parking, enclosed**”:

“**parking facility**” means a defined area of a site or structure for parking vehicles and includes aisles, parking spaces, related access and egress points, driveways, internal roadways and ramps. Parking structures, parking stations and surface parking are considered parking facilities.”.

Section 4.0 Amended

5. (1) Subclause 4.7.4(1) is amended by adding “including the number of motor vehicle parking spaces,” after “form of development,”.
- (2) Paragraph 4.12.2(1)(b) is amended by striking out “Figure 6.7.” and substituting “the Official Community Plan Map 6: High Frequency Transit Corridor and Transit Villages.”.

Section 5.0 Amended

6. (1) Clause 5.8(1) is amended by:
 - (a) striking out “.” at the end of subclause (c) and substituting “;”;
 - (b) adding the following subclause after subclause (c):

“(d) short-term bicycle parking spaces.”.
- (2) Subsection 5.20 is amended by:
 - (a) striking out the last sentence in clause (1); and
 - (b) striking out “or required parking” in clause (2).
- (3) Subclause 5.25(1)(b) is repealed.
- (4) Clause 5.29(3) is amended by:
 - (a) striking out “, and that no required parking spaces associated with the principal use are occupied by the home based businesses” in subclause (c); and
 - (b) repealing subclause (e).
- (5) Clause 5.32(3) is repealed and the following substituted:

“(3) All parking spaces may be located in a required front yard and may be tandem.”
- (6) Subsection 5.34 is amended by:
 - (a) repealing clause (3) and substituting the following:

- “(3) All parking spaces may be located in a required front yard and may be tandem.”;
 - (b) repealing clause (6);
 - (c) striking out “required” before “parking” in clause (7); and
 - (d) striking out “6.3” in clause (8) and substituting “6”.
- (7) Clause 5.36(5) is repealed.
- (8) Clause 5.38(2) is amended by:
- (a) striking out the second sentence in subclause (e); and
 - (b) repealing subclause (g) and substituting the following:
 - “(g) There shall be no parking in a required front yard.”.
- (9) Clause 5.59(2) is repealed.
- (10) The following subsection is added after subsection 5.59.1:

“5.60 Parking Stations

- (1) Sites used as a parking station shall normally be adjacent to or directly across a rear lane from the site of the principal use. However, parking stations may be further separated from the site of the principal use where it can be demonstrated that the walking route is both safe and within a reasonable distance.
- (2) When a parking station is located within or adjacent to a residential district or a residential land use without the intervention of a street or lane, the portion of the parking station boundary that is adjacent to a residential district or use shall:
 - (a) have a solid boundary wall or fence at least 1.0 metres in height; and
 - (b) have a strip of land at least 1.5 metres in width running parallel to the common site boundary, landscaped and planted to the satisfaction of the Development Officer.

- (3) In addition to the requirements of clause (2), Council may increase the standards for the width, fencing, and landscaping of buffer areas for parking stations associated with restaurants, lounges, alcohol establishments or other uses which generate a high volume of traffic or regularly attract clients or visitors outside of daytime hours.
- (4) No buildings may be placed or erected on a site designated as a parking station.
- (5) All areas of a parking station to which vehicles have access shall be suitably hard surfaced, including the registered lane providing access to the parking station. All required hard surfacing shall be completed to the satisfaction of the General Manager, Transportation and Construction Division, and be undertaken at the expense of the parking station owner. In granting discretionary use approval, Council or the Development Officer may exempt a parking station in the AG zoning district from the requirement that it be hard surfaced.
- (6) Parking stations shall provide adequate storm drainage and storm water storage as required.”.

Section 6.0 Amended

7. Section 6 is repealed and replaced by Section 6 as contained on Schedule “A” to this Bylaw.

Section 7.0 Amended

8. (1) Clause 7.2(5) is amended by striking out “required” after “buildings,”.
- (2) Clause 7.5(4) is amended by striking out “non-required” after “driveways,”.

Section 8.0 Amended

9. (1) The charts contained in clauses 8.1.3 and 8.2.3 are amended by striking out “6.0” in the development standards corresponding to “(6) Parking stations” and substituting “5.60”.
- (2) The chart contained in clause 8.3.3 is amended by striking out “6.0” in the development standards corresponding to “(5) Parking stations” and substituting “5.60”.

- (3) The charts contained in clauses 8.4.3 and 8.5.3 are amended by striking out “6.0” in the development standards corresponding to “(6) Parking stations” and substituting “5.60”.
- (4) Clause 8.5.4 is amended by striking out “required” in Note 2.
- (5) Clauses 8.8.4 and 8.9.4 are amended by striking out “required” in Note 3.
- (6) The chart contained in clause 8.10.3 is amended by striking out “6.0” in the development standards corresponding to “(3) Parking stations” and substituting “5.60”.
- (7) Clause 8.10.4 is amended by striking out “required” in Note 1.
- (8) The chart contained in clause 8.11.3 is amended by striking out “6.0” in the development standards corresponding to “(3) Parking stations” and substituting “5.60”.
- (9) Clause 8.11.4 is amended by striking out “required” in Note 2.
- (10) The chart contained in clause 8.12.3 is amended by striking out “6.0” in the development standards corresponding to “(3) Parking stations” and substituting “5.60”.
- (11) Clause 8.12.4 is amended by striking out “required” in Note 2.
- (12) The chart contained in clause 8.13.3 is amended by striking out “6.0” in the development standards corresponding to “(3) Parking stations” and substituting “5.60”.
- (13) Clause 8.13.7 is amended by striking out “required” in subclauses (3) and (4).
- (14) The chart contained in clause 8.14.3 is amended by striking out “6.0” in the development standards corresponding to “(4) Parking stations” and substituting “5.60”.

Section 9.0 Amended

10. (1) The charts contained in clauses 9.1.3, 9.2.3 and 9.3.3 are amended by striking out “6.0” in the development standards corresponding to “(1) Parking stations” and substituting “5.60”.

- (2) The chart contained in clause 9.4.2 is amended by striking out “6.0” in the development standards corresponding to “(68) Parking stations” and substituting “5.60”.
- (3) Clause 9.4.6 is repealed and the following substituted:

“9.4.6 Parking

- (1) The regulations governing parking and loading in an M4 District are contained in **Section 6.0**, subject to the following:
 - (a) Parking structures must be screened with architectural treatments on all street-facing façades and façades that can be viewed from a public street, regardless of setback distance. Architectural treatments may include architectural screening or cladding resembling a building façade, subject to the satisfaction of the Development Officer.
 - (b) Parking structures must incorporate elements of an active frontage and must provide public uses for a minimum of 50% of the ground floor frontage along the building’s street-facing frontage where immediately adjacent to a public street. The ground floor of parking structures are encouraged to be ready to accommodate public uses at-grade.”.

Section 10.0 Amended

- 11. (1) Clause 10.2.6 is repealed and the following substituted:

“10.2.6 Parking

- (1) The regulations governing parking and loading in a B1B District are contained in **Section 6.0**, subject to the following:
 - (a) where a site has access to a lane, no parking shall be permitted in the front yard.”.
- (2) The charts contained in clauses 10.3.3, 10.4.3, 10.5.3, 10.6.3 and 10.7.3 are amended by striking out “6.0” in the development standards corresponding to “(1) Parking stations” and substituting “5.60”.
- (3) Clause 10.6.13 is repealed.

- (4) Clause 10.7.6 is repealed and the following substituted:

“10.7.6 Parking

The regulations governing parking and loading in the B4A District are contained in **Section 6.0**”.

- (5) Clause 10.7.13 is repealed.

- (6) Clause 10.7A.6 is repealed and the following substituted:

“10.7A.6 Parking

- (1) The regulation governing parking and loading spaces in a B4MX District are contained in Section 6, subject to the following:
- (a) Parking and loading spaces shall be a minimum of 3.0 metres back from the front property line.
 - (b) Curbed landscaped islands at the flanking end of every parking row shall be provided for at grade parking areas.
 - (c) Interior sidewalks within the parking area shall be provided to link buildings.
 - (d) No parking or loading areas shall be permitted between the front property line and the front building line, or between the side building line closest to the flanking street and the side property line adjacent to the flanking street on corner sites.
 - (e) Drive-throughs shall be located on the interior of the site, such that drive-throughs are separated from any public street by a building, or intensive landscaping and a public amenity such as a plaza or public seating.”.
- (7) The chart contained in clause 10.8.2 is amended by striking out “6.0” in the development standards corresponding to “(36) Parking stations” and substituting “5.60”.
- (8) The chart contained in clause 10.8A.2 is amended by striking out “6.0” in the development standards corresponding to “(32) Parking stations” and substituting “5.60”; and

- (9) Clause 10.8A.6 is repealed and the following substituted:

“10.8A.6 Parking

- (1) The regulations governing parking and loading in the B5B District are contained in **Section 6.0**, subject to the following:
- (a) Parking structures must be screened with architectural treatments on all street-facing façades and façades that can be viewed from a public street, regardless of setback distance. Architectural treatments may include architectural screening or cladding resembling a building façade, subject to the satisfaction of the Development Officer.
 - (b) Parking structures must incorporate elements of an active frontage and must provide public uses for a minimum of 50% of the ground floor frontage along the building’s street-facing frontage where immediately adjacent to a public street. The ground floor of parking structures are encouraged to be retail-ready as a means to accommodate public uses at-grade.”.
- (10) Subclause 10.8A.7(4) is amended by:
- (a) striking out “required”; and
 - (b) adding “that is provided at the same rates as (3)” after “below grade parking”.

- (11) The chart contained in clause 10.8B.2 is amended by striking out “6.0” in the development standards corresponding to “(36) Parking stations” and substituting “5.60”; and

- (12) Clause 10.8B.6 is repealed and the following substituted:

“10.8B.6 Parking

- (1) The regulations governing parking and loading in a B5C District are contained in **Section 6.0**, subject to the following:
- (a) Parking structures must be screened with architectural treatments on all street-facing façades and façades that can be viewed from a public street, regardless of setback distance. Architectural treatments may include

architectural screening or cladding resembling a building façade, subject to the satisfaction of the Development Officer.

- (b) Parking structures must incorporate elements of an active frontage and must provide public uses for a minimum of 50% of the ground floor frontage along the building's street-facing frontage where immediately adjacent to a public street. The ground floor of parking structures are encouraged to be retail-ready as a means to accommodate public uses at-grade.”.

(13) Clause 10.9.7 is repealed and the following substituted:

“10.9.7 Parking

- (1) The regulations governing parking and loading in a B6 District are contained in **Section 6.0**, subject to the following:
 - (a) Parking structures must be screened with architectural treatments on all street-facing façades and façades that can be viewed from a public street, regardless of setback distance. Architectural treatments may include architectural screening or cladding resembling a building façade, subject to the satisfaction of the Development Officer.
 - (b) Parking structures must incorporate elements of an active frontage and must provide public uses for a minimum of 50% of the ground floor frontage along the building's street-facing frontage where immediately adjacent to a public street. The ground floor of parking structures are encouraged to be retail-ready as a means to accommodate public uses at-grade.”.

Section 12.0 Amended

- 12. (1) The chart contained in clause 12.1.4 is amended by striking out “6.0” in the development standards corresponding to “(4) Parking stations” and substituting “5.60”.
- (2) Clause 12.5.8 is repealed and the following substituted:

“12.5.8 Parking

- (1) The regulations governing parking and loading in the AM District are contained in **Section 6.0**, subject to the following:
 - (a) Parking spaces may be tandem.”.
- (3) The following clause is added after clause 12.5.8:

“12.5.8A Vehicle Storage

- (1) All areas set aside for the storage of vehicles intended for repair, servicing or removal from the site must be screened from view from all adjacent streets and public lands by a solid fence at least 2.0 metres in height and which is constructed of material compatible with the material used on the principal building.
 - (2) No vehicle stored on a fee-for-service basis shall be parked within required building setbacks and shall be screened from view in accordance with subclause (1).
 - (3) Vehicle display structures shall be for single vehicles only and shall not exceed 1.5 metres in height.
 - (4) Except for permitted vehicle display structures, elevated vehicle and part storage structures shall not be located within required building setbacks and shall be screened from view in accordance with subclause (1).”.
- (4) The chart contained in clause 12.6.2 is amended by striking out “6.4” in the development standards corresponding to “(35) Parking stations” and substituting “5.60”.
 - (5) Clause 12.6.8 is amended by striking out “**6.3.6**” and substituting “**6.0**”.
 - (6) Clause 12.7.7 is repealed and the following substituted:

“12.7.7 Parking

- (1) The regulations governing parking and loading in an MX2 District are contained in **Section 6.0**, subject to the following:
 - (a) No off-street parking shall be permitted in the front yard of any site.

- (b) Parking structures must be screened with architectural treatments on all street-facing façades and façades that can be viewed from a public street, regardless of setback distance. Architectural treatments may include architectural screening or cladding resembling a building façade, subject to the satisfaction of the Development Officer.
- (c) Parking structures must incorporate elements of an active frontage and must provide public uses for a minimum of 50% of the ground floor frontage along the building's street-facing frontage where immediately adjacent to a public street. The ground floor of parking structures are encouraged to be retail-ready as a means to accommodate public uses at-grade.”.

Section 13.0 Amended

13. (1) Clause 13.3.8 is repealed and the following substituted:

“13.3.8 Development Standards – DCD3

The following development standards are applicable in the DCD3:

- i) Large Format Retail Stores must have a minimum gross floor area of 930m²;
- ii) no interior access between Large Format Retail Stores is permitted;
- iii) no building shall exceed 12 metres in height;
- iv) the maximum floor area ratio shall be .33:1;
- v) accessible parking shall be provided in accordance with a deemed standard parking requirement of one space for every 60 square metres of gross floor area and the equivalent accessible parking space requirement as provided in Section 6;
- vi) one off-street loading space shall be provided for every 4,000 square metres of gross floor area;
- vii) a minimum of one short-term bicycle parking space shall be provided for every 500 square metres of gross floor area;

- viii) signs shall be permitted in accordance with the regulations applicable to Signage Group No. 5 contained in **Appendix A - Sign Regulations**, with the exception of third party advertising, roof signs, portable signs, billboards and superboards.”.

(2) Clause 13.4.6 is repealed and the following substituted:

“13.4.6 Parking

The regulations governing parking and loading in the DCD4 are contained in Section 6.0.”.

(3) Clause 13.5.11 is repealed and the following substituted:

“13.5.11 Development Standards

The following development standards are applicable in the DCD5:

- i) Large Format Retail Stores must have a minimum gross floor area of 930m²;
- ii) no interior access between Large Format Retail Stores is permitted;
- iii) no building shall exceed 12 metres in height;
- iv) the maximum floor area ratio shall be .33:1;
- v) accessible parking shall be provided in accordance with a deemed standard parking requirement of one space for every 60 square metres of gross floor area and the equivalent accessible parking space requirement as provided in Section 6;
- vi) one off-street loading space shall be provided for every 4,000 square metres of gross floor area;
- vii) a minimum of one short-term bicycle parking space shall be provided for every 500 square metres of gross floor area;
- viii) signs shall be permitted in accordance with the regulations applicable to Signage Group No. 5 contained in **Appendix A - Sign Regulations**, with the exception of third party advertising, roof signs, portable signs, billboards and superboards.”.

- (4) Clause 13.6.11 is repealed and the following substituted:

“13.6.11 Development Standards

The following development standards are applicable in the DCD6:

- i) Large Format Retail Stores must have a minimum gross floor area of 930m²;
- ii) no interior access between Large Format Retail Stores is permitted;
- iii) no building shall exceed 12 metres in height;
- iv) the maximum floor area ratio shall be .33:1;
- v) accessible parking shall be provided in accordance with a deemed standard parking requirement of one space for every 60 square metres of gross floor area and the equivalent accessible parking space requirement as provided in Section 6;
- vi) one off-street loading space shall be provided for every 4,000 square metres of gross floor area;
- vii) a minimum of one short-term bicycle parking space shall be provided for every 500 square metres of gross floor area;
- viii) signs shall be permitted in accordance with the regulations applicable to Signage Group No. 5 contained in **Appendix A - Sign Regulations**, with the exception of third party advertising, roof signs, portable signs, billboards and superboards.”.

- (5) Subclause 13.7.3.5 is amended by:

- (a) repealing paragraph (1) and substituting the following:

“(1) Parking Standards

The following parking requirements shall apply:

- a) visitor spaces for multi-unit residential developments shall be 0.1 spaces per dwelling unit;
- b) accessible parking shall be provided in accordance with the requirements of Section 6.
- c) provision of parking for University and non-University uses may be accommodated through satellite and off-site parking facilities, which shall be evaluated during the review of specific development proposals;

- d) Adequate accommodation of parking for the student residences shall be provided.”.
- (b) striking out “10% of the number of vehicular parking spaces required under Section 13.7.3.5(1).” at the end of the second paragraph in paragraph (3) and substituting “1 space per 500 square metres of gross floor area.”.
- (6) Clause 13.8.6 is amended by:
 - (a) repealing subparagraphs (1)(a)(i), (ii) and (iii) and substituting the following:
 - “(a) The following parking requirements shall apply:
 - (i) visitor spaces for multi-unit residential developments shall be 0.1 spaces per dwelling unit;
 - (ii) accessible parking spaces shall be provided in accordance with the requirements of Section 6.”;
 - (b) striking out “required” where it first appears in paragraph (b); and
 - (c) repealing paragraph (d).

Section 14.0 Amended

- 14. (1) Clause 14.3.1 is amended by:
 - (a) striking out “and off-street parking policies” and substituting “policy”; and
 - (b) striking out “they apply” and substituting “it applies”.
- (2) Paragraphs 14.3.2(1)(b), (c), (d) and (e) are repealed and the following is substituted:
 - “(b) Parking spaces for residential uses shall be provided in side or rear yards only.

**Schedule “A”
to Bylaw No. 10019**

6.0 Parking, Loading and Vehicular Circulation Provisions

6.1 General Parking Regulations

- (1) A parking and vehicular circulation plan must be submitted with a development permit application for all proposed developments with the exception of one-, two-, three-, four-unit, or semi-detached dwellings, and accessory uses thereof.
- (2) All parking and loading spaces must be clear of any access driveways, aisles, ramps, columns, signs or other similar obstructions, and must conform to the following minimum dimensions:

Minimum Parking Space Design Requirements		
Parking Space Type	Minimum Dimensions	Minimum Vertical Clearance
Parking spaces required prior to May 21, 1981	2.438 by 5.486 metres	1.981 metres
Standard	2.7 by 6.0 metres	2.0 metres
Parallel	2.7 by 6.7 metres	2.0 metres
Having Direct Access to a Registered Lane	2.7 by 6.7 metres	2.0 metres
Accessible	3.4 by 6.0 metres plus 1.5 metre access aisle	2.75 metres unless technically infeasible, in which case 2.0 metres may be considered
Loading	3.0 by 7.5 metres	4.0 metres

- (3) Except where tandem parking is permitted, all parking and loading spaces must, without excessive vehicular maneuvering, have direct access to a driveway, aisle or registered lane leading to a public street. Driveways and aisles which provide access to parking or loading spaces must conform to the following minimum dimensions:

Minimum Drive Aisle Widths		
Parking Angle in Degrees	Width of Aisle or Driveway	Width of Parking Facility Vehicle Access Door
75 to 90	6.0 metres (two-way traffic)	5.4 metres (single door) or two 2.7 metre doors
50 to 74	5.5 metres (two-way traffic)	5.4 metres (single door) or two 2.7 metre doors
49 or less	3.7 metres (one-way traffic only)	2.7 metres (single door)

For the purpose of the above minimum dimensions, angles must be measured between the centre line of the parking or loading space and the centre line of the driveway or aisle.

6.1.1 Hard Surfacing

- (1) Subject to subclause (2), all parking and loading facilities must be hard surfaced. Permeable pavement is not permitted for parking and loading facilities for gas bars, service stations, public garages, trucking terminals and similar uses with potential ground contamination or in heavy industrial districts.
- (2) Parking facilities in Heavy Industrial, Agricultural and Future Urban Development Districts must be designed to minimize dirt or debris carried onto public streets and the following must be hard surfaced:
 - (i) required accessible parking spaces;
 - (ii) required bicycle parking spaces;
 - (iii) required loading spaces;
 - (iv) any aisles or driveways leading directly from parking spaces or loading spaces to the primary entrance to a public street or public right-of-way.

6.2 Access to Sites

- (1) All entrances to and exits from a parking facility must be designed to minimize traffic congestion and interference with traffic movement along public streets. The quantity, location, slope and width of entrances and exits are subject to the satisfaction of the General Manager, Transportation and Construction Division, pursuant to municipal regulations applicable to the installation of private crossings over street curbs, boulevards, and public sidewalks.

- (2) Driveways leading to a public street or public right-of-way or to an internal private roadway, aisle, ramp or parking space must be of sufficient length and width to accommodate expected vehicle volumes and therefore minimize traffic congestion and interference of traffic movement within the required parking facility and along public streets. The length, width and slope of such driveways shall be based upon accepted engineering roadway design principles subject to the satisfaction of the General Manager, Transportation and Construction Division.
- (3) Notwithstanding clause (2), the following regulations apply to access driveways and ramps for above-grade or below-grade parking structures:
 - (i) a minimum positive 2.0% slope must be constructed across the boulevard from the front or side property line to the curb or pavement edge;
 - (ii) within 5.0 metres from the back of any sidewalk or from the property line next to a registered lane, or within 6.5 metres of the face of the curb where there is no sidewalk, the maximum slope of a driveway or ramp may be 2.0% if approaching from below-grade or 4.0% if approaching from above-grade; and
 - (iii) no wall, fence or other obstruction more than 1.0 metres in height shall be placed within 3.0 metres of the point where an entranceway to a parking structure intersects with a sidewalk, lane, or face of curb adjacent to a street, except in the B5, B6 and M4 districts, where this requirement may be reduced to 2.0 metres.

6.3 Parking Facility Design and Site Circulation

- (1) Parking and loading facilities must include an adequate, safe and convenient arrangement of vehicular points of ingress or egress, driveways, internal roadways, aisles and ramps, unloading and loading of motor vehicles all in relation to buildings and entry points to buildings on the site.
- (2) All parking and loading facilities must be clearly demarcated and have adequate storm water drainage and storage facilities.
- (3) Continuous raised or pre-cast curbing of not less than 150mm in height must be provided adjacent to streets and required landscaped areas. Concrete curb stops must be placed to ensure that vehicles do not overhang boulevards, sidewalks, or required landscaped areas. Curbing must also clearly demarcate the required portion of driveway leading to an internal roadway, aisle, ramp, parking space or loading space.

- (4) In situations where lighting of off-street parking and loading facilities is to be provided, the lighting must be arranged, installed and maintained to deflect, shade and focus light away from any adjacent land used or intended to be used for residential purposes.
- (5) Surface parking and loading spaces must be located:
 - (a) not less than 2.0 metres from any bedroom window; and
 - (b) not less than 1.0 metre from all other windows, doors or balconies of any residential use.

6.4 Locational Requirement for Parking and Loading

- (1) Unless otherwise specified in this Bylaw, in residential and institutional districts loading spaces must be located in side or rear yards only.
- (2) Unless otherwise specified in this Bylaw, in residential and institutional districts:
 - (a) where not more than six parking spaces are provided, they may be located in front, side or rear yards;
 - (b) where more than six parking spaces are provided, not more than 25% may be located in a front yard and may be tandem; and
 - (c) all parking spaces for high schools may be located in front, side or rear yards.
- (3) Unless otherwise specified in this Bylaw, in commercial, industrial, specialized, and mixed-use districts, parking and loading spaces for commercial and other non-residential uses may be located in front, side or rear yards.
- (4) Loading spaces for residential uses in commercial, industrial, specialized, and mixed-use districts must be located in side or rear yards only.
- (5) Unless otherwise specified in this Bylaw, in commercial, industrial, specialized, and mixed-use districts:
 - (a) where not more than six parking spaces are provided, they may be located in front, side or rear yards; and
 - (b) where more than six parking spaces are provided, not more than 25% may be located in a front yard and may be tandem.

6.5 Accessible Parking Spaces

- (1) Designated accessible parking spaces must be located no farther than a 50 metre access path from a main entrance to the principal building or use on the subject site. The location of the access path should include consideration of the location of catch basins and other obstructions.
- (2) Accessible parking spaces must be designated as reserved by above grade signage containing the International Symbol of Access, and where surfaces are paved, the International Symbol of Access must be marked on the pavement of the space along with diagonal markings to indicate the location of the access aisle. [Refer to Figure 6.5 (a) and 6.5 (b)]
- (3) The access aisle must be demarcated on the pavement of the parking space and the access path must be provided from the access aisle to the building entrance.
- (4) For uses that require visitor parking spaces, accessible parking spaces may be accommodated in both the visitor and non-visitor designated spaces.

6.6 Multiple-Unit Dwellings and Dwelling Groups

- (1) All parking facilities must be suitably screened from view from adjacent streets.
- (2) Tandem parking spaces are permitted provided they are assigned to the same dwelling unit.
- (3) Visitor parking and accessible parking is not required for individual one- and two-unit dwellings in a dwelling group. These dwellings shall not count toward the number of dwelling units for the calculation of required accessible and visitor parking.

6.7 Parking Quantities

6.7.1 General Parking Quantities

- (1) No person shall erect, enlarge, extend or increase the intensity of use of any building or structure permitted under this Bylaw, unless the required parking facilities are provided and maintained.
- (2) For a new use, or increase to an existing building or structure, additional parking facilities are mandatory only in the amount by which the requirements for the new use exceed the requirements for the existing use. Changes in use for an existing building proposed in an Established Neighbourhood are exempt from providing additional parking facilities.

- (3) When the calculation of parking requirements results in a fractional required parking space, this fractional requirement must be rounded off to the nearest whole number.

6.7.2 Accessible Parking Quantities

- (1) Accessible parking spaces are not required in the B6 and MX2 Districts. No minimum accessible parking space are required for non-residential uses in the B5, B5A, B5B, B5C, CS1 or MX1 Districts.
- (2) Accessible parking spaces where required, must be provided in accordance with Tables 6.7.2(a) and 6.7.2(b):
- (a) Table 6.7.2(a) specifies the deemed minimum parking space requirement, which is only used to calculate the minimum number of required accessible parking spaces and does not require a minimum requirement for any other parking space:

Deemed Minimum Parking Space Requirements	
Use	Deemed Required Parking Spaces for the Purposes of Calculating Number of Accessible Parking Spaces Required
Multiple Unit Dwellings and dwelling groups – containing five or more dwelling units	0.5 spaces per dwelling unit
Boarding apartments, boarding houses, and hostels	1 space per 5 beds
Special needs housing, custodial care facilities, special care homes, residential care homes	1 space per 5 beds
Hospitals	1 space per 5 beds
All other residential uses	No required parking

Retail Uses, Bakeries, cannabis retail stores, commercial dwelling conversions, convenience stores, drug stores or pharmacies, financial institutions, retail stores and shopping centres, supermarkets, neighbourhood recycling and collection depots, repair services restricted to the repair of household goods and appliances	1 space per 60 square metres of gross floor area
Personal Service trades, beauty parlours and barber shops, dry cleaners, medical clinics, health clubs, self-serve laundry, photography studios, commercial recreation uses, community centres, small animal grooming, veterinary clinics	1 space per 60 square metres of gross floor area
Day cares and preschools, educational institutions, elementary schools, high schools, private schools	1 space per 20 students at design capacity
Offices, Medical, dental and optical laboratories, motion picture, radio, television and recording studios, offices, office buildings, and office complexes	1 space per 60 square metres of gross floors area
Alcohol establishments, restaurants, and lounges	1 space per 60 square metres of gross floor area
Arenas, rinks and stadiums, libraries, art galleries, museums, places of worship, private clubs, theatres, funeral and wedding establishments	1 space per 30 square metres of gross floor area
Motor vehicle service, car washes, public garages, gas bars, services stations, motor vehicle marine and trailer coach sales establishments	1 space per 200 square metres of gross floor area
All other uses	1 space per 200 square metres of gross floor area

- (b) Table 6.7.2(b) specifies the required number of accessible parking spaces based off the deemed requirement of Table 6.7.2(a).

Accessible Parking Spaces Required	
Number of Deemed Required Vehicle Parking Spaces in Table 6.7.2(a)	Number of Accessible Parking Spaces Required
Between 5-12	1
Over 12 to 99	1 + 4% of next 88
Over 99 to 199	4 + 3% of next 100
Over 199 to 1,000	7 + 2% of next 800
Over 1,000	23 + 1% of remainder

6.7.3 Passenger Drop-off Spaces for Elementary and High Schools

- (1) For the purposes of this section, “passenger drop-off space” means a parking space located on a site or may include a parking space approved by the Transportation and Construction Division located on property within the roadway right-of-way.
- (2) In the case of schools which front on to a collector or arterial street as defined by the Saskatoon Transportation Master Plan, passenger drop-off spaces must be located on school property and accessed by a service road.
- (3) Elementary and high schools shall provide passenger drop-off spaces at the rates provided in Table 6.7.3(a) in conjunction with the development of new schools or in conjunction with any addition with a design capacity of 100 or more students to an existing school as follows:

Passenger Drop Off Spaces	
Use	Minimum Required Passenger Drop-off Spaces
Elementary School	8 spaces for the first 100 students, plus 2 spaces for each additional 100 students
High School	8 spaces for the first 100 students, plus 1 space for each additional 100 students

- (4) Passenger drop-off spaces must be located:
 - (i) not more than 50 metres from a school entrance;
 - (ii) not less than 3.0 metres from a driveway or marked cross-walk; and

- (iii) not less than 15 metres from any intersection.
- (5) The Development Officer, in consultation with the Transportation & Construction Division and the applicable school boards, may reduce the number or alter the location of required passenger drop-off spaces where there are demonstrated site constraints which limit the number and location of spaces that may be provided.

6.7.4 Visitor Parking Spaces

- (1) Multiple unit dwellings, special needs housing, and dwelling groups require 0.1 visitor parking spaces per dwelling unit, except in the B6 and MX2 Districts, where none are required.
- (2) All visitor parking spaces must be clearly marked or signed as such.

6.7.5 Loading Spaces

- (1) The minimum loading space requirements are as follows:

Minimum Loading Space Requirements		
Uses or Districts	Threshold	Minimum Loading Spaces Required
For Residential Uses		
Per Site (All Districts)	0-50 Dwelling units	0
	51-199 Dwelling units	1
	200+ Dwelling units	2
For Non-Residential Uses		
R and M Districts	Total Gross Floor Area Greater than 2,000 m ²	1
B and C Districts	Total Gross Floor Area 0 – 400 m ²	0
	400 m ² – 4000 m ²	1
	Greater than 4,000 m ²	1 plus 1 per 4,000 m ²
I Districts	Total Gross Floor Area 0 – 2,000 m ²	0
	2,000 m ² - 10,000 m ²	1
	Greater than 10,000 m ²	1 plus 1 per 10,000 m ²
AG and FUD Districts	Total Gross Floor Area 0 – 2,000 m ²	0
	Greater than 2,000 m ²	1
MX1 and MX2 and all other Districts	None Required	0

- (2) Where a site contains more than one use, the required number of loading spaces is the sum of all loading spaces required for each use.
- (3) All loading spaces must be clearly marked or signed as such.

6.8 Bicycle Parking Spaces

- (1) Short-term bicycle parking spaces must be readily visible, well-lit and located not more than 15 metres from a main entrance to the principal building or use on the subject site, except for dwelling groups where short-term bicycle parking may be located further than 15 metres from a building entrance.
- (2) Bicycle parking spaces must contain at least one rack or device used exclusively for the parking and locking of bicycles, which must be anchored or secured to a hard surfaced area.
- (3) Bicycle parking racks or devices must be separated from any obstructions that would interfere with the normal parking and locking of bicycles, by not less than 0.6 metres.
- (4) Within a dwelling group, bicycle parking is not required for individual one- and two-unit dwellings and long-term bicycle parking is not required for dwelling units with access to a private garage.
- (5) The minimum bicycle parking standards for uses and zoning districts are set out in the table below:

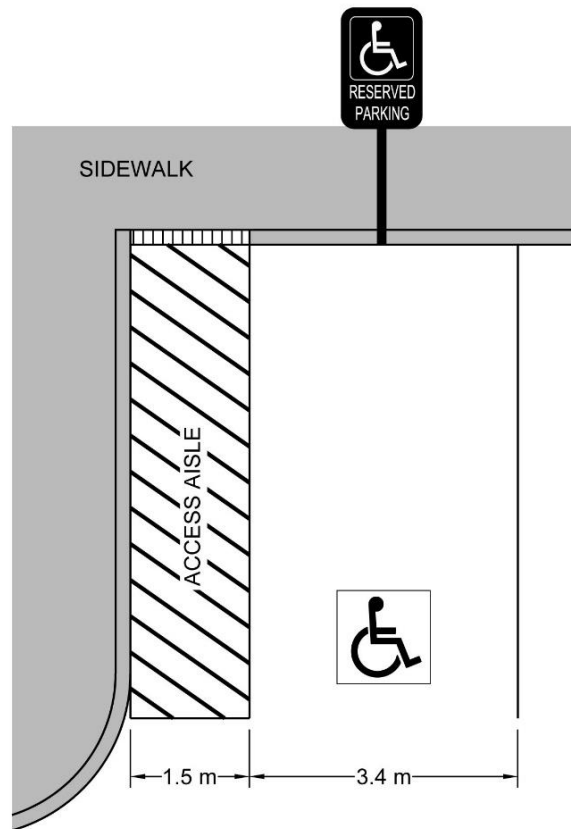
Bicycle Parking Requirements by Type of Use and Zoning District		
Type of Use	Zoning District	Minimum Number of Spaces Required
Multiple-unit dwellings and dwelling groups containing six or more dwelling units	All Districts except for B5, B5A, B5B, B5C, and B6	0.05 short-term bicycle parking spaces per dwelling unit (minimum 2 short-term spaces) AND 0.5 long-term bicycle parking spaces per dwelling unit

Multiple-unit dwellings and dwelling groups containing six or more dwelling units	B5, B5A, B5B, B5C, and B6	0.5 long-term bicycle parking spaces per dwelling unit
Community centres, banquet halls, catering halls, commercial recreation uses, health clubs, libraries, art galleries, theatres, arenas, stadiums, and places of worship	All Districts except for B5, B5A, B5B, B5C, and B6	1 short-term bicycle parking space per 500 square metres gross floor area (minimum 2 spaces)
Alcohol establishments, convenience stores, cannabis retail stores, estheticians, personal service trades, restaurants, retail stores and other retail and service establishments	All Districts except for B5, B5A, B5B, B5C, and B6	1 short-term bicycle parking space per 250 square metres gross floor area (minimum 2 spaces)
Shopping centres	All Districts except for B5, B5A, B5B, B5C, and B6	1 short-term bicycle parking space per 500 square metres gross floor area for the first 10,000 square metres only (minimum 2 spaces)
Financial institutions, medical clinics, medical/dental/optical laboratories, and research laboratories	All Districts except for B5, B5A, B5B, B5C, and B6	1 short-term bicycle parking space per 500 square metres gross floor area (minimum 2 spaces)
Offices and office buildings	All Districts except for B5, B5A, B5B, B5C, B6, IL1, IL2, IL3, IB, IH, IH2, AG, and FUD	1 short-term bicycle parking space per 500 square metres gross floor area for the first 5,000 square metres only (minimum 2 short-term spaces) AND 1 long-term bicycle parking space per 2,000 square metres gross floor area (minimum 2 long-term spaces)

Offices and office buildings	B5, B5A, B5B, B5C, and B6	1 long-term bicycle parking space per 2,000 square metres gross floor area (minimum 2 long-term spaces)
Offices and office buildings	IL1, IL2, IL3, IB, IH, IH2, AG, and FUD	1 short-term bicycle parking space per 2,000 square metres gross floor area for the first 16,000 square metres only (minimum 2 short-term spaces) AND 1 long-term bicycle parking space per 2,000 square metres gross floor area for the first 16,000 square metres only (minimum 2 long-term spaces)
Industrial complexes (Not including Warehouses)	IL1, IL2, IL3, IB, IH, IH2, AG, and FUD	1 short-term bicycle parking space per 2,000 square metres gross floor area for the first 16,000 square metres only (minimum 2 short-term spaces)
Day cares and preschools	All Districts except R1, R1A, R1B, R2, R2A, RMHC, and RMHL	1 short-term bicycle parking space per 20 persons enrolled at design capacity (minimum 2 spaces)
Hospitals and special care homes	All Districts	1 short-term bicycle parking space per 1,000 square metres gross floor area (minimum 2 spaces)
Educational institutions, elementary schools, high schools, and private schools	All Districts	1 short-term bicycle parking space per 10 students at design capacity (minimum 2 spaces)

Illustration of Accessible Parking Space with an Access Aisle

Figure 6.5(a)



▣▣▣▣▣▣▣▣ Pedestrian Accessibility Ramp

