

# CITY OF SASKATOON COUNCIL POLICY

<b>NUMBER</b> C07-026
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<b>POLICY TITLE</b> <i>On-Street Accessible Parking Areas</i>	<b>ADOPTED BY:</b> <i>City Council</i>	<b>EFFECTIVE DATE</b> <i>August 18, 2016</i>
		<b>UPDATED TO</b> <i>May 27, 2026</i>
<b>ORIGIN/AUTHORITY</b> <i>City Council – Standing Policy Committee on Transportation Report, Item 8.3.1., City Council – Standing Policy Committee on Transportation Report, Item 8.2.3, October 25, 2021; and City Council – Standing Policy Committee on Transportation Report, Item 8.2.2, May 27, 2026.</i>	<b>CITY FILE NO.</b> <i>CK. 6145-1</i>	<b>PAGE NUMBER</b> <i>1 of 6</i>

1. **PURPOSE**

To define criteria for installation of on-street accessible parking areas.

2. **DEFINITIONS**

- 2.1 **Accessible Parking Permit** – a special licence plate placard or permit depicting the international symbol of access, also known as the wheelchair symbol, issued by the Province of Saskatchewan or other competent governmental jurisdiction with issuing authority.
- 2.2 **Access Transit** – The City’s specialized public transportation service that provides on-demand trips for individuals with temporary or permanent disabilities who cannot take fixed-route transit due to physical or cognitive limitations. It is a shared-ride service, travelling on an accessible door to accessible door basis.
- 2.3 **Commercial Area** – refers to any business improvement district identified by Bylaw No. 9845, *The Business Improvement Districts Bylaw, 2022* or pay station zone as identified by Bylaw No. 7200, *The Traffic Bylaw, 1999*.
- 2.4 **Multi-Unit Residential Building** – refers to a multiple-unit dwelling as defined by Bylaw No. 9990, *The Zoning Bylaw, 2024*.

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2.5 On-Street Accessible Parking Area – an area of a street indicating that space is only to be used for Access Transit or for vehicles displaying an accessible parking permit.

2.6 Residential Area – refers to an area that is, as determined by the City, predominantly occupied by residential buildings.

### 3. POLICY

#### 3.1 Commercial Areas

- a) A business or other organization may request an on-street accessible parking area in a commercial area for short-term public use under this policy.
- b) Upon request by a business or other organization, the City will review whether an on-street accessible parking area is feasible and necessary at the requested location.
- c) An on-street accessible parking area MAY be warranted after consideration of the following criteria:
  - i) The proposed parking area is within 50 metres of a building entrance that is considered accessible under the National Building Code of Canada.
  - ii) The proposed parking area is within 6 metres of an existing or proposed accessibility ramp.
  - iii) There is limited potential for adverse interactions with existing on-street accessible parking areas, loading zones, accessibility ramps, transit stops, bike lanes, parking patios, or other dedicated parking areas.
  - iv) There is limited potential for design conflict with existing streetscape features such as boulevard trees, parking posts,

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garbage cans, or other features, or if necessary, these features can be cost effectively relocated.

- v) There is a need for a dedicated on-street accessible parking area, which may be evaluated based on general parking demand on the block, adjacent land uses, and availability of off-street accessible parking options.
  
- d) The design standards for on-street accessible parking areas will follow those set out in Council Policy C07-025, *Loading Zones* for accessible loading zones. The chosen standards will be based on the existing parking configurations and features of the street. Installation of on-street accessible parking areas may include installation of accessibility ramps, signage, and any other necessary features to ensure user safety.
  
- e) A limited number of on-street accessible parking areas will be allowed in each commercial area to balance the needs of a variety of user groups. The maximum number is:
  - i) Two on-street accessible parking areas per block face; and
  - ii) The quantity specified by Table 3-1.

Table 3-1: Maximum Number of On-Street Accessible Parking Areas Per Commercial Area	
Number of Total On-Street Parking Spaces (excluding Transit stops)	Maximum Number of On-Street Accessible Parking Areas
0-11	1
12-99	1+4% of next 88
100-199	4+3% of next 100
200-1000	7+2% of next 800
Over 1000	23+1% of remainder

- f) The City may proactively designate on-street accessible parking areas in accordance with this policy.

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- i) The City may install on-street accessible parking areas beyond the maximum number specified in subclause (e)(i), where adjacent land uses are expected to create significant demand.
- g) There is no cost to the applicant for the installation of on-street accessible parking areas in commercial areas.
- h) The number of on-street accessible parking areas installed annually is dependent on available funding.

## 3.2 Residential Areas

- a) An applicant in a residential area may request an on-street accessible parking area under this policy if they:
  - i) Are the owner of an adjacent residential property;
  - ii) Are authorized in writing to apply on behalf of the adjacent residential property owner;
  - iii) Are the property manager for an adjacent multi-unit residential building; or
  - iv) Act on behalf of a condominium board for an adjacent condominium building.
- b) An on-street accessible parking area MAY be warranted after consideration of the following:
  - i) The property does not have driveway access;
  - ii) If the property has driveway access, the following exceptions MAY be considered:

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- The applicant or person residing at the property uses Access Transit regularly; or
  - The applicant or person residing at the property uses a wheelchair and cannot access their vehicle easily or has someone picking them up regularly.
- iii) The maximum number of on-street accessible parking areas is one per property.
- iv) The on-street accessible parking area should be located directly in front of the property or property's flankage.
- v) On-street accessible parking areas, including signage, will not be installed at locations where it could be a detriment to traffic safety or traffic flow.
- vi) The size of an on-street accessible parking area is typically 7 metres in length by 2.5 metres in width.

## 4. RESPONSIBILITIES

### 4.1 The applicant - shall be responsible for:

- a) Applying for an on-street accessible parking area.
- b) In a residential area, notifying the Transportation Department when the on-street accessible parking area is no longer required.

### 4.2 Transportation and Construction Division - shall be responsible for:

- a) Administering, reviewing, and recommending updates to this Policy.
- b) Installing and maintaining accessibility ramps, signage, and any other necessary features to ensure user safety.

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4.3 Director of Transportation or designate - shall be responsible for:

a) Approving on-street accessible parking area applications.

4.4 City Council - shall be responsible for:

a) Approving any updates to this Policy as recommended by the Transportation and Construction Division.