

RELATED POLICIES- BYLAW C16-17

LAND USE BYLAW – BYLAW C10-13

Part 4- General Regulations for all Land Use Districts	
4.2	Access to Sites
4.2.1	Access/Egress locations and curb crossings require the approval of the City. The Development Authority, in consultation with appropriate City Departments, may determine the most suitable access and egress point onto a public road for any development and/or subdivision application. A Curb Cut Permit is required from Engineering staff for modifications to or closure of an existing crossing.
Part 5- Residential Land Use Districts	
5.1	Access to Residential Sites
5.1.1	Not more than one access shall be permitted per residential site, unless otherwise provided for in a specific Land Use District.
5.1.2	Where permitted, secondary Access to a residential site shall be at the discretion of the Development Authority, in consultation with appropriate City Departments, and in conformity with all applicable Engineering Standards.
5.1.3	The location of the access point on residential corner sites shall be at the discretion of the Development Authority; however, in the R2 – Medium Lot Residential District, access shall not be permitted from a front flanking yard.
5.1.4	Except in the R1 – Large Lot Residential District, where a detached garage in the rear yard has vehicular access from a lane, vehicular access from the front of the site shall not be permitted.

MUNICIPAL DEVELOPMENT PLAN – BYLAW C16-10

6.4 Developing Community Area (DCA)	
6.4.7	Reinforce the development of complete neighbourhood units by encouraging a range of dwelling unit types and densities, along with supporting services, in each residential neighbourhood within the Developing Community Area.
7.1 Urban Structure and Placemaking Policies	
7.1.3	Through implementation of area structure plans, encourage multiple connections to the existing street network and create a permeable network of internal streets.
7.1.4	Recognizing the role that streets and parks play as a key feature of the public realm, encourage building and housing development that face public streets and parks, rather than turning its back on the public realm.
9.1 Diverse Housing Options	
9.1.1	Encourage a range of housing types within all areas of Fort Saskatchewan, with close access to neighbourhood services and amenities.
11.0 Infrastructure and Resource Management	
Strategy	Use infrastructure efficiently and promote conservation of natural resources.
Direction	

WESTPARK AREA STRCUTURE PLAN – BYLAW C8-13

4.2.2 Residential Policies	
	<ul style="list-style-type: none"> • Provide a variety of lot sizes and housing forms to provide choice and accommodate all residents in the community
6.4.2 Transportation Policies	
	<ul style="list-style-type: none"> • Encourage alternative configuration development that may include off-site parking, rear sidewalk corridors, and/or other layouts that reduce infrastructure requirements and long-term maintenance. • Prohibit front driveway access to arterial and major collector roadways. Front drive access from minor collector roads may be permitted on a limited basis. • Where possible and considered necessary by the City, dwellings with front access shall face dwellings with rear access to allow one side of the street to be used for off-site parking and snow storage, especially in developments that are primarily semi-detached and multi-attached dwelling.