

The purpose of this district is to identify the appropriate uses and development on lands included in the Olds/Didsbury Airport Master Plans. The lands within the Master Plan areas are identified for three primary functions and as such the land use district divides the permitted and discretionary uses to reflect: airport operational reserve, airside development (requiring direct access to taxiways and runways) and groundside development (not requiring access to runways or taxiways). These areas are illustrated on Schedule A. Height restrictions are illustrated on Schedule B.

A. DEEMED APPROVED

Extensive Agriculture

B. PERMITTED USES OF LAND AND/OR BUILDINGS

The zones are illustrated on Schedule A.

Zone I – Airport Operational Reserve

- a) Runways
- b) Taxiways
- c) Aprons
- d) Navigational Aids
- e) Aviation Related Lighting
- f) Terminal Building
- g) Landscaping and Screening
- h) Public Buildings and Facilities (amended Bylaw LU 15/07)

Zone II – Airside Development

- a) Aircraft Hangars
- b) Aircraft Sales, Repairs and Rentals
- c) Aircraft Maintenance
- d) Charter Aircraft Companies (including offices and ticketing)
- e) Airport Related Commercial
- f) Airport Related Industrial
- g) Extensive Agriculture
- h) Public Buildings and Facilities (amended Bylaw LU 15/07)

Zone III – Groundside Development

- a) Business and Professional Offices
- b) Café, coffee shop and restaurant (not drive through)
- c) Commercial business, sales and service
- d) Kennels and Facilities
- e) Maintenance Buildings
- f) Public Buildings and Facilities (amended Bylaw LU 15/07)
- g) Holiday Trailers and Recreational Vehicles Sales, Leasing and Servicing
- h) Oil and Gas Equipment Storage and Maintenance
- i) Veterinary Clinic

- j) Light Industrial manufacturing, processing, sales and distribution, service and repair

C. DISCRETIONARY USES OF LAND AND/OR BUILDINGS

- 1) Zone I – Airport Operational Reserve
 - a) Café, coffee shop and restaurant (not drive through)
 - b) Signs and advertising
 - c) Quasi Public Buildings and Facilities and utilities (amended Bylaw LU 15/07)
 - d) Ancillary Buildings
 - e) Fences and Enclosures
- 2) Zone II – Airside Development
 - a) Caretaker/Manager Suite
 - b) Fuel storage and sales
 - c) Quasi Public Buildings and Facilities and utilities (amended Bylaw LU 15/07)
- 3) Zone III – Groundside Development
 - a) Agricultural Manufacturing and Processing
 - b) Caretaker/Manager Suite
 - c) Outdoor Storage
 - d) Greenhouse and nursery
 - e) Retail Sales
 - f) Bulk oil and propane sales
 - g) Trucking and Freight Terminal
 - h) Transfer Station
 - i) Quasi Public Buildings and Facilities and utilities (amended Bylaw LU 15/07)

D DEVELOPMENT STANDARDS

- 1. Caretakers/Managers suite can be detached or attached
- 2. For Groundside Development, a Landscaping Plan will be required to the satisfaction of the County.
- 3. All development will be considered to be low water users until such time as piped water and sewer services are provided
- 4. Future piped water and sewer services may be constructed by the county or by a major landowner. Should an individual owner install the system, the county will collect proportionate payment from future landowners and developers through an endeavour to recover agreement as part of the Development Agreement as a latecomer payment for tie into the services.
- 5. Internal Roads will be constructed to a 6 m top, chip seal with drainage to the satisfaction of the County.
- 6. Structures existing at the time this land use bylaw amendment is adopted are not required to meet standards setbacks from the County Road.
- 7. Initial development may occur on pump out septic tank, trucked in water stored in cisterns, until such time as a piped water and sewer system is available, for hook up at the lot owners cost. The county will place a deferred servicing agreement on title to ensure that the servicing connection is made at the appropriate time.

8. No new development will create smoke, steam, electronic interference or any other off site impact that may affect adjacent development.
9. All structures will provide parking as follows:
 - a) Personal Hangars - One parking stall provided per aircraft bay
 - b) Personal Hangars - 0.5 visitor parking stalls provided per aircraft bay with a minimum of 1 stall
 - c) Hangars for the purpose of business and charter operations – one stall per staff and .5 stalls per seat per plane.

E. REGULATIONS – SETBACKS AND SIZE

1. Minimum Setback from Centre Line of County Road – 125 feet (38.1 m)
2. Minimum Frontage – 75 feet (22.86 m)
3. Minimum Lot Depth – 100 feet (30.48 m)
4. Maximum Lot Coverage – 40%
5. Maximum Floor Area for a Caretakers/Managers Suite –1,200 sq. ft. (111.5 sq. m)
6. Minimum Set Back from Hangar to Taxiway – 114.83 feet (35 m)
7. Minimum Front Yard Setback – 32.8 feet (10 m)
8. Minimum Side Yard Setback – 2.46 feet (0.75 m) for every 3.28 feet (1.0 m) of height of structure
9. Minimum Rear Yard Setback – 16.4 feet (5 m)

F. HEIGHT RESTRICTIONS

1. Height restrictions for the Olds Didsbury Airport are calculated at a Registered Code 2 Non Precision airport with a 4,000 ft. runway.
2. The reference point for the airport is 3,360 feet above sea level at the centre point of the runway.
3. The height restrictions for Olds/Didsbury Airports will be calculated based on the setback requirements illustrated on Schedule B.

G. UNSAFE, HAZARDOUS OR NOXIOUS DEVELOPMENT

1. Fuel storage will only be in environmentally friendly above ground tanks surrounded by berming to contain any spills on site.
2. Common party walls and zero lot lines may be approved by the MPC to allow for multiple bay hangar construction with separate ownership and individual title when approved firewalls are proposed.
3. Condominium ownership of hangars is permitted.
4. No use will be permitted that creates smoke, steam or other air borne contaminants that restrict visibility.
5. No use that includes an electronic device, apparatus, equipment or other thing that is operated for industrial scientific, medical or similar purposes or produces and utilizes radio frequency energy in its operations but is not used for radio communication.
6. No use that attracts birds will be permitted on the airport property. Storm water ponds will be located off of the take off and approach area and will be designed as dry ponds where possible

H. DEFINITIONS, FOR THE PURPOSE OF THIS SECTION

Airport: for the purpose of this section, airport includes all lands owned by Mountain View County in the vicinity and including the basic airstrip identified in an Area Structure Plan or Master Plan.

Take Off and Approach: areas of land associated with each end of the runway, (illustrated on Figure 1) and in each case the surface is imaginary and consists of an inclined plan that:

- Commences at and abuts the end of the runway
- Rises at a slope of 1:3 measured from the end of the runway
- Diverges outward on each side as it rises at a slope ratio of 1:15 as measured from the respective projected lateral limits of the runway, and
- Ends at its intersection with the outer surface

Transition Area: areas of land associated with each lateral limit of the runway (illustrated on Figure 1) and in each case the transitional surface is an imaginary surface consisting of an inclined plane that:

- Commences at and abuts the lateral limit of the runway
- Rises at a slope of 1:7 measured from the lateral limit of the runway, and
- Ends at its intersection with the outer surface or a take-off and approach surface.

Outer Surface: the outer surface for the airport is an imaginary surface consisting of a common plane established at a constant elevation of 45 metres above the airport reference point (illustrated on Figure 1) and extending to a 4000 metre radius.

Aviation Related: any and all land uses that require airside access or provide a service or business used by anyone related to the ongoing operation of an airside access business and that has a need to be located on or near an airport.

I. SUPPLEMENTARY REGULATIONS

The area and location of the take-off and approach surfaces and transitional surfaces and outer surfaces are represented on Schedule B.

The Outer Surface does not apply until the runway has been extended and the airport is a Code 2 Non Precision Airport.

If any discrepancy exists between the description and the map, the description in this land use district prevails.



