

Section 9 GENERAL REGULATIONS

PREAMBLE

This section of the Land Use Bylaw contains general regulations that apply to land throughout the County regardless of what district the land is designated. These regulations are consolidated here to make the Land Use Bylaw more compact and avoid repetition in the individual districts. While lands are subject to district specific regulations, this section must also be referenced for applicable regulations.

Note: The text contained within this grey box does not form a part of the Land Use Bylaw and is only provided as context for the reader.

9.1. Aerodrome Protection Zone Overlay

General Provisions

1. The purpose of the Aerodrome Protection Zone Overlay is to protect the aerodrome's Outer Surface space that is used by aircraft conducting circling procedures or maneuvering in the vicinity of the aerodrome.
2. Within the Outer Surface specific height limitations and noise exposure restrictions apply to the glidepath of a runway:
 - a) The Take-Off/Approach Surface and the Transitional Surface of the Obstacle Limitation Surface (OLS) identify height limitations that apply to all buildings and structures.
 - b) The Noise Exposure Projection (NEP) predicts the overall subjective annoyance levels caused by aircraft operations. Restriction on specific uses apply to the Noise Exposure Projection (NEP) Contours.
3. Subdivision and development within the Aerodrome Protection Zone Overlay must be consistent with the approved statutory plan for the area where it is located.

Establishment of the Aerodrome Protection Zone Overlay

4. The Aerodrome Protection Zone Overlay shall apply to all lands within the Outer Surface as shown on Schedules 1 and 2.
5. Definitions that apply to this section from the Transport Canada document: Land Use In the Vicinity Of Aerodromes – TP1247E as amended from time to time.

Aerodrome means any area of land, water (including the frozen surface thereof) or other supporting surface used or designed, prepared, equipped or set apart for use either in whole or in part for the arrival, departure, movement or servicing of aircraft and includes any buildings, installations and equipment situated thereon or associated therewith.

Aerodrome Reference Point means the designated point or points on an aerodrome normally located near the geometric centre of the runway complex that:

- (a) establishes the geographical location of an aerodrome for charting purposes, and

(b) establishes the locus of the radius or radii of the outer surface as defined in a Zoning Regulation.

Airside Development means development within an aerodrome that is applied to all lands where development needs direct access to an apron, taxiway, or runway. These private or commercial uses shall be aviation related and complimentary to aircraft hangars or facilities.

Groundside Development means development within an aerodrome that is applied to lands that do not need direct airside access. Even though direct airside access is not available, uses shall be aviation related. The regulations controlling groundside development will not allow any use that negatively impacts the airport, such as but not limited to; smoke, steam, bird attraction or electronic interference.

Obstacle Limitation Surface means a surface that establishes the limit to which objects may project into the airspace associated with an aerodrome consisting of the following; a takeoff surface, an approach surface, a transitional surface and an outer surface.

Other Definitions

Air traffic means all aircraft in flight or operating on the maneuvering area of an aerodrome.

Glide Path means a descent profile determined for vertical guidance during a final approach segment (also called Glide Slope).

Noise Exposure Projection (NEP) Contours means a projection of aircraft movements more than 10 years into the future, including aircraft types and runway configurations that may materialize within this period. The contours are lines of constant levels of perceived annoyance caused by airport noise sources and expressed as NEF with a numeric rating.

Outer Surface means the area established for the protection of aircraft conducting a circling procedure or maneuvering in the vicinity of an aerodrome that extends 4,000 m from the aerodrome reference point and 45 metres vertically.

Regulations that apply to all lands within the Outer Surface including the Take-Off/Approach Surface and the Transitional Surface of the Obstacle Limitation Surface (OLS) and the Noise Exposure Projection (NEP) Contours

6. No development shall be approved that will jeopardize the safe use of the aerodrome and air traffic.
7. Applications for redesignation and/or subdivision or development may be referred to the aerodrome operator, Transport Canada and NAV Canada for comments.
8. Applications for redesignation and/or subdivision or development may be reviewed in accordance with Transport Canada's Aerodrome Standards and Recommended Practices – TP 312; and Land Use in the Vicinity of Aerodromes – TP 1247E, as updated from time to time.
9. Applications for redesignation and/or subdivision or development shall include detailed information on, and may require additional consultation with Transport Canada and NAV Canada:

- a) the emissions of steam, smoke, dust, toxic, noxious or other particulate matter into the atmosphere that may impact vision or interfere with aerodrome operation or air traffic;
 - b) the radiation or interference with any signals or communications to and from any aircraft, air traffic or the operation of the aerodrome;
 - c) the production and utilization of radio frequency energy in its operation, excluding radio communication;
 - d) the radiation or interference through the use of electricity or electronic equipment;
 - e) the use of exterior lighting;
 - f) fire and explosive hazards; and
 - g) accumulation of any material or waste edible by, or attractive to, birds.
10. Applications for redesignation and/or subdivision or development that have the potential to attract birds or wildlife, shall be required to submit a wildlife mitigation strategy outlining procedures to reduce conflict with air traffic.
11. Applications for new Communication Towers and Alternative/ Renewable Energy, Commercial shall not be approved if the Approving Authority determines the use interferes with the safe operation of the aerodrome or air traffic.
12. Applications may be refused, notwithstanding that the use is listed as a Permitted Use, if the Approving Authority determines that the use interferes with the operation of the aerodrome or air traffic.

Regulations that apply to all lands within the Outer Surface excluding the Take-Off/Approach Surface and the Transitional Surface of the Obstacle Limitation Surface (OLS) and the and the Noise Exposure Projection (NEP) Contours

13. New redesignation and/or subdivision applications shall be consistent with the approved statutory plan policies.

Regulations that apply to all lands within the Take-Off/Approach Surface and the Transitional Surface of the Obstacle Limitation Surface (OLS) and the Noise Exposure Projection (NEP) Contours

14. No new redesignation and/or subdivision applications shall be allowed for residential use within the Take-Off/Approach Surface or the Transitional Surface of the Obstacle Limitation Surfaces (OLS) or within the Noise Exposure Projection Contours NEF 40, NEF 35, NEF 30 and NEF 25 as shown on Schedules 1, 2 and 3a.

Specific Height Restrictions within the Take-Off/Approach Surface and the Transitional Surface of the Obstacle Limitation Surface (OLS)

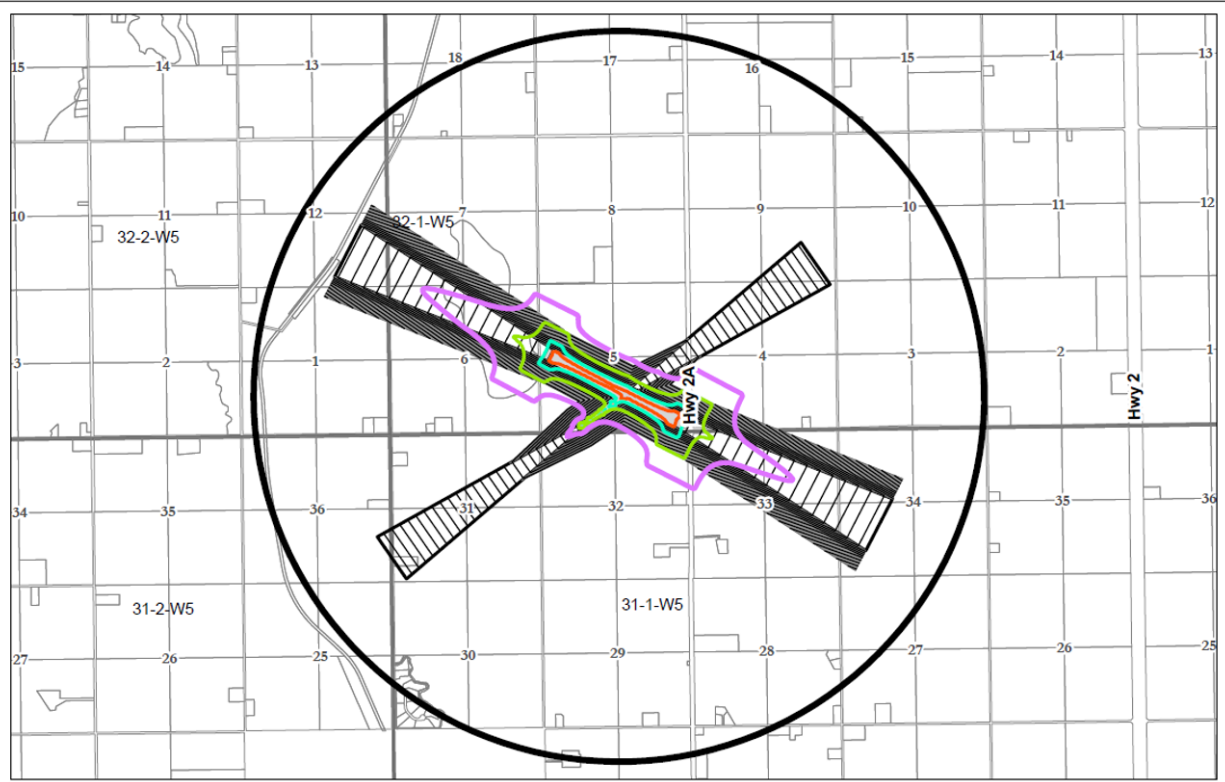
15. Development shall not penetrate the height contours of the Take-Off/Approach Surface and the Transitional Surface of the Obstacle Limitation Surface (OLS) as shown on Schedules 1, 2 and 3a.
16. Applications within the Take-Off/Approach Surface and the Transitional Surface of the Obstacle Limitation Surfaces (OLS) shall include the following:
- a) the grade elevation of the highest point of proposed buildings, to be referenced to geodetic elevations. Geodetic elevation is the elevation of a point and its vertical distance, determined by employing the principles of geodesy above or below an

assumed level surface or datum;

- b) the proposed building height, in metric measurement, including clearance lights, mechanical penthouses, antennas, building cranes during construction, receiving or transmitting structures, masts, flagpoles, clearance markers or any other erection beyond the height of the principal building;
 - c) copies of any reports and/or applications submitted to federal and provincial regulatory bodies including the Aeronautical Assessment Form to Transport Canada;
 - d) all buildings shall have clearance lights of a size and design necessary to ensure aviation safety.
17. If the location of the development lies between two numbered contours, the maximum height limitation that will apply to the development is the height limitation represented by the lower of the two numbered contours.

Specific Noise Exposure Restrictions within the Noise Exposure Projection (NEP) Contours

18. Notwithstanding that a residential use is listed as a Permitted or Discretionary Use, a new dwelling shall be considered a Discretionary Use and shall be refused if located within the Noise Exposure Projection (NEP) Contours NEF 40, NEF 35 and NEF 30, due to the land use conflict with the aerodrome's operations and air traffic that cause noise exposure and annoyance
19. Notwithstanding that a residential use is listed as a Permitted Use, a new dwelling shall be considered a Discretionary Use if located within the Noise Exposure Projection (NEP) Contours NEF 25. An application shall include the following:
- a) information of how the dwelling addresses Acoustic Insulation for exterior wall assembly, windows, doors and roofs as outlined in the National Building Code (Alberta Edition).

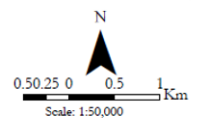


**Schedule 1: Olds-Didsbury Airport
Outer Surface, Height Limitations and
Noise Exposure Projection (NEP) Contours Map**

Legend

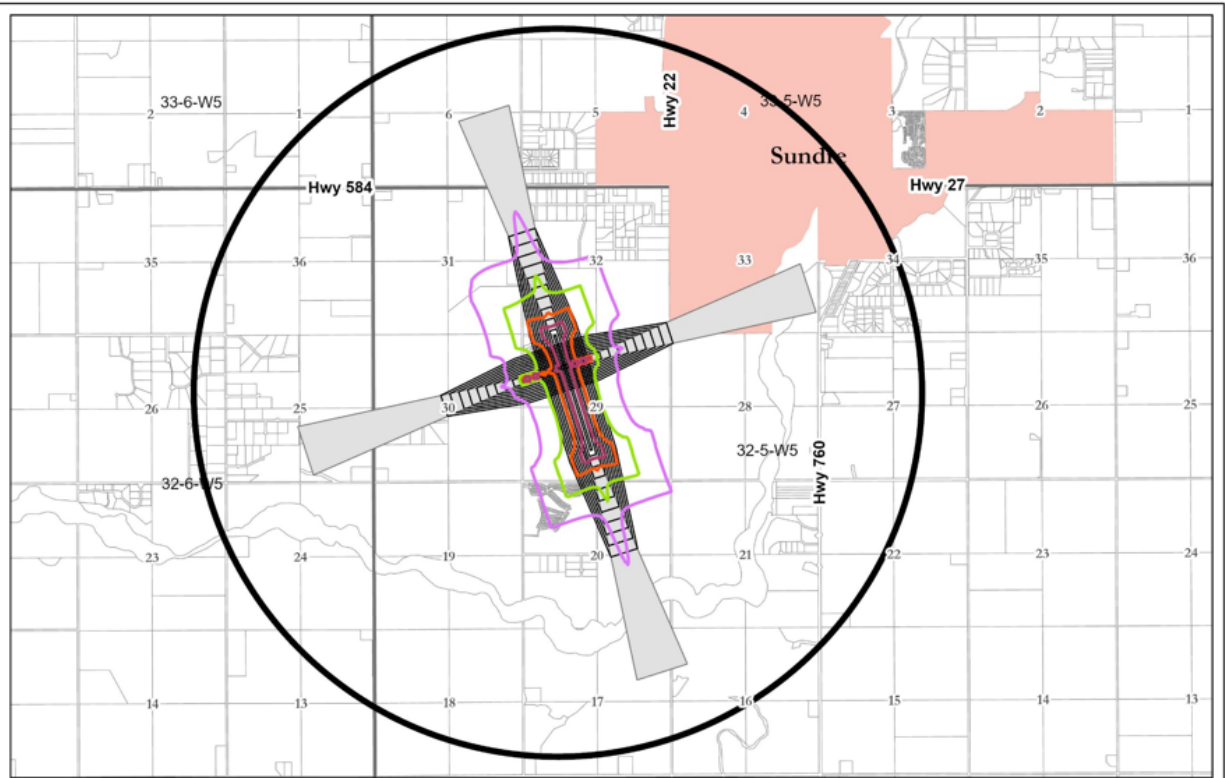
- NEF 25
- NEF 30
- NEF 35
- NEF 35

- Outer Surface (4000 m buffer)
- Height Limitation Contour



Map Created on: 2023-11-09

Mountain View County

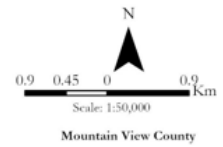


Schedule 2: Sundre Airport
Outer Surface, Height Limitations and
Noise Exposure Projection (NEP)
Contours Map

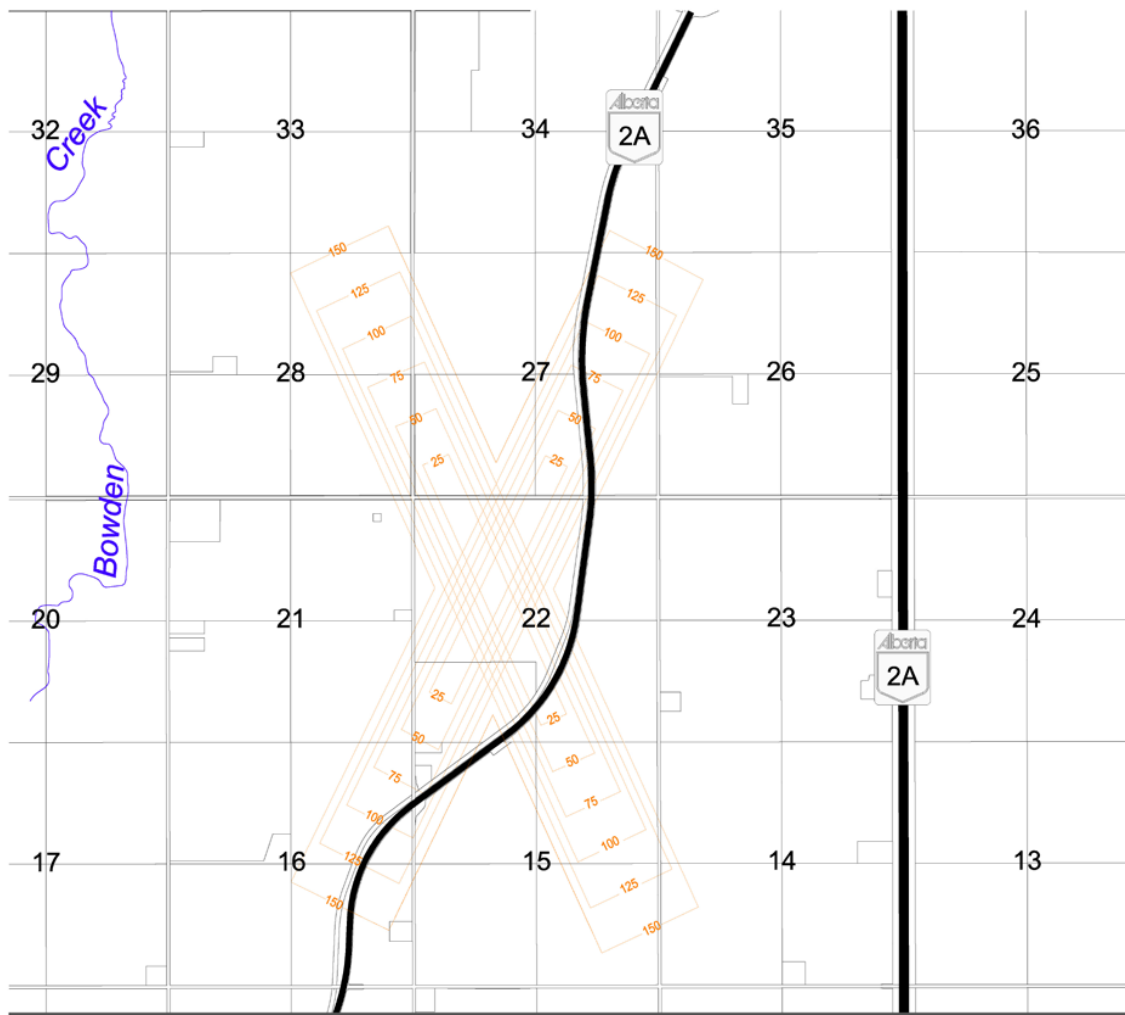
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- NEF 25
- NEF 30
- NEF 35
- NEF 35

- Outer Surface (4000 m buffer)
- Height Limitation Contour
- Height Limitation Area
- Town of Sundre



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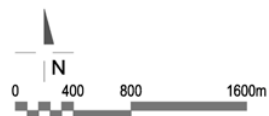
— 150 — Height Limitation Contour



Provincial Highway

Schedule 3a Netook Airfield / Gliding Center Height Limitation

Mountain View County Land Use Bylaw



16.2. S-AP Airport District

S-AP

Purpose

To accommodate the continued and safe operation of an aerodrome and to allow for the economic and financial viability for an aerodrome.

Uses

- a) The following uses shall be permitted or discretionary with or without conditions provided the application complies with the regulations of this district and this Bylaw.

EXEMPT	GROUNDSIDE (DISCRETIONARY)
Note: "Exempt" means development that does not require a Development Permit if it meets all the provisions of the Bylaw. For additional guidance please refer to Subsection 4.2.	Accessory Building and Use
	Agricultural Support Services
	Alternative/Renewal Energy, Individual
	Bulk Fuel Depot
	Cardlock Fuel Dispensing Facility
PERMITTED	Commercial Retail Services, Major
Sign, On-Site Commercial	Commercial Retail Services, Minor
Utility Services, Minor Infrastructure	Communication Tower
	Dwelling, Security Suite
AIRSIDE (DISCRETIONARY)	Eating Establishment, Indoor
<i>Restricted to aviation related development</i>	Educational Services
Accessory Building and Use	Government Services
Agricultural Support Services	Industrial Manufacturing/Processing General
Bulk Fuel Depot	Industrial Storage and Warehousing
Dwelling, Security Suite	Office
Educational Services	Parking Facility
Government Services	Protective and Emergency Services
Office	Semi-Public Use
Protective and Emergency Services	Shipping Container (Sea Can)
Shipping Container (Sea Can)	Sign, Third-Party Commercial
	Spectator Sports Establishments
	Tree Clearing/Clear Cutting when in ESA Level 1, 2, 3, & 4
	Utility Building

Site Regulations

- b) The standards and development criteria listed in an approved aerodrome master and area structure plans shall apply to every development in this district. Land uses shall remain in accordance with these plans.
- c) Yard setback requirements may be increased to accommodate existing easements regarding aircraft wing tip encroachment from aprons or taxiways.
- d) The following regulations shall apply to every development in this district.

DENSITY REQUIREMENTS	For all Permitted and Discretionary Uses: the parcel density requirements shall be determined by the Subdivision Authority
PARCEL SIZE	Minimum Parcel Width: 17.0 m (55.8 ft) Minimum Parcel Depth: 30.0 m (98.4 ft)
FRONT YARD - Groundside	Minimum 30.0 m (98.4 ft) from the property line from any paved or hard surface County road allowance Minimum 40.0 m (131.2 ft) from the property line from any gravel County road allowance Minimum 4.5 m (14.8 ft) from an internal subdivision roadway

REAR YARD - Airside	Minimum 7.5 m (24.6 ft)
SIDE YARD	Minimum 1.5 m (4.9 ft)
	Zero lot line may be considered if the proposed development meets the <i>Alberta Safety Codes</i> requirements.
FENCES, GATES, SIGNS	On the property line for fences, gates, other means of enclosure, and signs
CORNER PARCEL RESTRICTIONS	In accordance with Subsection 9.7
YARD SETBACKS FROM EXISTING RESIDENTIAL DISTRICTS	Where the yard abuts a residential district it shall be determined by the Approving Authority
YARDS SETBACKS FROM EXISTING & PROPOSED HIGHWAYS & SERVICE ROADS	As determined by Alberta Transportation
BUILDING HEIGHT	Maximum height of a building shall be determined by the Approving Authority in consultation with Transport Canada.
PARCEL COVERAGE FOR THE PRINCIPAL & ALL ACCESSORY BUILDINGS	Developments shall not exceed 55% of the parcel area provided that provision has been made for off-road parking, loading, storage and waste disposal to the satisfaction of the Approving Authority

Other Development Regulations

- e) As a condition of subdivision or development approval, the County may require guaranteed security to ensure the timely completion of the subdivision and/or development approval conditions.
- f) Permitted and Discretionary Uses are subject to the appropriate provisions and requirements contained within PART 4 – RULES GOVERNING ALL DISTRICTS.
 - (i) For General Regulations refer to Section 9.0.
 - (ii) For Specific Use Regulations refer to Section 10.0.
- g) Permitted and Discretionary Uses in this district shall comply with the “Mountain View County Business, Commercial, and Industrial Design Guidelines” as adopted by Council.
- h) Variances of setback distances shall not be granted for proposed shipping containers (sea can) within an airside or groundside lot.