Mountain View
COUNTY

~~County of Mountain View~~

~~OLDS~~

DRAFT

OLDS-DIDSBURY AIRPORT ~~AND MOUNTAIN VIEW COUNTY AIRPARK~~ AREA STRUCTURE PLAN

~~9600230~~

~~August 2006~~

~~Extract of Bylaw No. LU 26/06~~

~~ADOPTED AUGUST 9, 2006~~BYLAW NO. XX/24

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1.0 INTRODUCTION

This Area Structure Plan provides background information and the implementation policies for the Olds-Didsbury Airport ~~and the Mountain View County Airpark~~ for the growth and development of the facility and for the opportunities it will create for the community.

1.1 BACKGROUND

The airport is located in Mountain View County, Alberta, between the towns of Olds and Didsbury, just west of Highway 2A (see Figure 1). The surrounding land use is predominantly mixed agriculture with the ~~recent construction (June 2005) of the new~~ Mountain View County administration building located immediately to the northeast.

The land west of the airport has been identified for future business park with an airside component. The vision for the business park is for a high end, campus style development with both aviation and non-aviation related uses to serve as an economic development opportunity in the county.

The airport was originally constructed in 1982 by the Alberta Government. In 1996, ownership was transferred jointly to the Town of Olds and the Town of Didsbury. Ownership was then transferred to Mountain View County as of January 1, 2005 with an agreement with all current tenants and hangar owners to subdivide and sell the individual lots to the current tenants at a set price and all other lands to be sold at market value.

The Olds-Didsbury Airport (as it will continue to be known) has very few restrictions in terms of either air space or land. As such, there is land for future runway extension. The airport lands and the quarter section to the west are owned by the County. The half section to the north of the airport is ~~in~~under private ownership. Past economic development studies (Stantec and Preiksaitis) have identified this entire section of land for future development. The airport provides a focus for early phases of this development.

1.2 LAND OWNERSHIP

~~Currently the airport has 12 leased lots. The hangar owners expressed the desire to purchase the land their hangars are sitting on.~~ When the County took over ownership of the airport in 2005, there was a commitment to ~~these~~existing hangar owners to subdivide and sell the airport lots to them, while keeping the airport infrastructure under County ownership. ~~The price of these lots was set at that time. This ASP sets the development guidelines to establish the framework for future lot subdivision and sales~~Since this time, 49 individual lots have been created as part of Phase I of the airport's development. At the time of this ASP Review, 34 hangar lots have been developed and only 7 vacant lots remain available for purchase. A review of title ownership indicates that approximately 41% of lots are owned privately, approximately 41% are owned by businesses and 4% are owned by associations. .

1.3 MUNICIPAL GOVERNMENT ACT

The Olds-Didsbury Airport ~~and Mountain View County Airpark~~ Area Structure Plan has been prepared in accordance with the Municipal Government Act (MGA) (Revised Statutes of Alberta~~, 1994~~ 2000, Chapter M-26~~. 1~~). The Act enables municipalities to adopt ~~area structure plans~~ASPs to provide a framework for future subdivision and development of an area. Section 633 of the Act relates specifically to ASPs.

(1) For the purpose of providing a framework for subsequent subdivision and development of an area of land, a council may, by bylaw, adopt an area structure plan.

(2) An Area Structure Plan

a. must describe:

i. the sequence of development proposed for an area,

ii. the land uses proposed for the area, either generally or with respect to specific parts of the area~~;~~,

~~ii.~~iii. the density of population proposed for the area either generally or with respect to specific parts of the area, and

~~iii.~~iv. the general location of major transportation routes and public utilities, and

b. May contain any other matters ~~the~~, including matters relating to reserves, as council considers necessary.

The requirements of the Municipal Government Act have been followed in the preparation of the Olds-Didsbury Airport ~~and Mountain View County Airpark Area Structure Plan~~ASP.

1.4 PROCESS

Mountain View County saw the need for a long-range plan, in order to encourage orderly development of the airport site. This ~~Area Structure Plan (~~ASP~~)~~ identifies the lands for future development, airport expansion, and operation and regulations to control future development both on the airport and in the adjoining business park.

It was determined that an ASP was the appropriate format for this long range plan as it is a statutory planning document and ensures a public process for adoption and amendment. This also places the document in the public for all future landowners to view and understand the guidelines and direction for ~~all~~ growth and development within the County. The following summarizes the public consultation process.

1.4.1 Airport Steering Committee

~~A Steering Committee was established at the onset of this process including County staff, elected councillors and two representatives from the Airport. This group reviewed the concepts, the land uses and the purchase agreements and assisted the consultant with the determination of final policy prior to presentation to the public and Council.~~

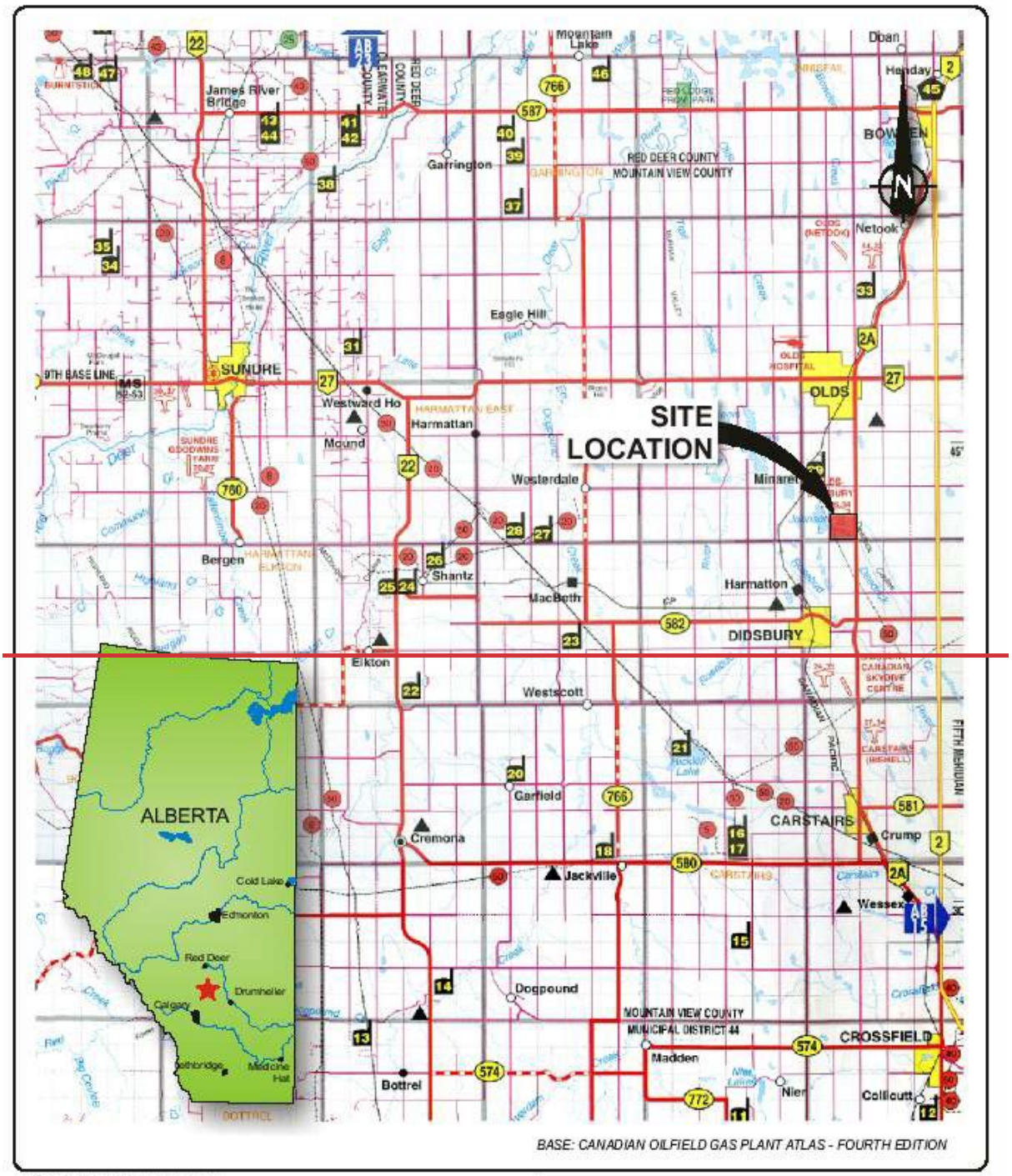
~~1.4.2 Open House #1~~

~~An open house was held on June 4, 2005. Over 50 people attended and 13 exit surveys were completed. The open house was considered a success and the majority of attendees~~

~~supported the draft land use plan, the vision identified for the airport and zoning presented. At this open house, attendees were asked to comment on the name for the airport, it was determined that the "Olds Didsbury Airport", while it did not reflect the ownership and the jurisdiction, provided the location identifier important for airport users.~~

~~1.4.3 Open House #2~~

~~(to be completed if required)~~



CLIENT/PROJECT DESCRIPTION
MOUNTAIN VIEW COUNTY
LAND USE AND DEVELOPMENT STRATEGY

EBA Engineering Consultants Ltd.

SCALE/EBA PROJECT NO.	DATE/DRAWN BY:	TITLE/EBA DRAWING NO.
1:300,000 9600230-006	06/01/06 DCH/PAM	**LOCATION PLAN** FIGURE 1

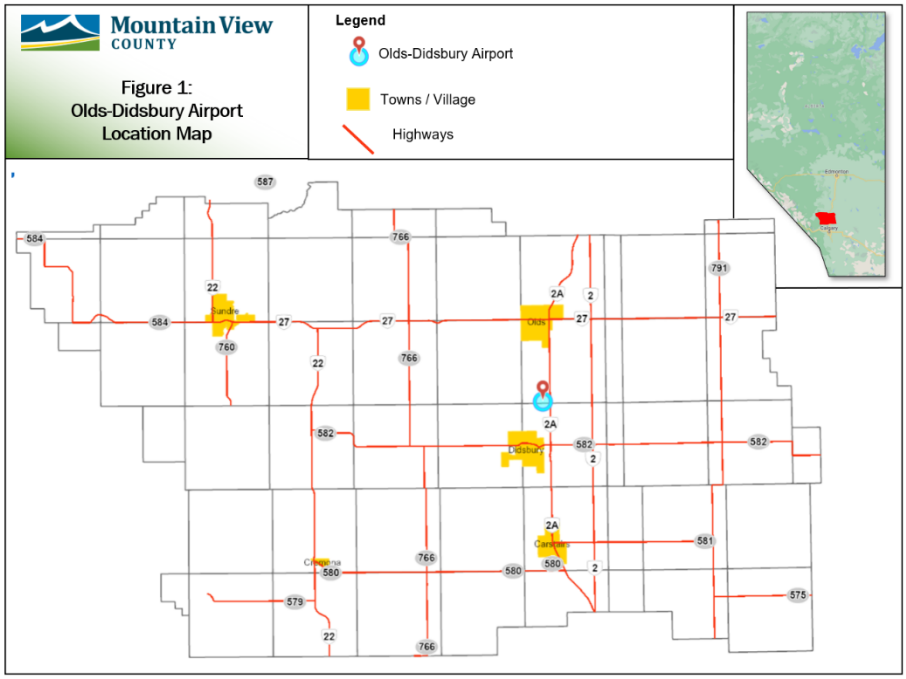
~~1.4.4 Public Hearing~~

~~(to be completed after the public hearing)~~

The Aviation Advisory Committee was established to provide guidance to the County on the management, maintenance and development of the Olds-Didsbury Airport. This committee consisted of a diverse representation of members that included the Reeve, one Council member and six members at large. Members of the Aviation Advisory Committee were requested to also become Steering Committee members for the 2022-2023 ASP Review, as their understanding of the airport and expertise in aviation would be an asset in determining the future use and conceptual plan for the airport.

1.4.2 Community Consultation

An Open House was held on January 16, 2024 at Mountain View County's Administrative Building to present the draft version of the Amended ASP.



1.5 ROLE OF THE AIRPORT

With both the Sundre and Olds-Didsbury Airports~~ are~~ under ownership and control of Mountain View County, it is important to clearly establish the role for each airport. In 2002, the Sundre Airport Development Plan was completed. This document determined that the role of the Sundre Airport was as the premier recreational airport in west central Alberta, providing opportunities for residential lots with connection to adjacent residential facilities and affordable recreational use (no landing fees).

Studies completed at the Olds-Didsbury Airport acknowledge that this site is well suited for business and economic development, building a supportive business infrastructure around the airport. Located ~~in~~along the Highway 2A corridor, halfway between the growing towns of Olds and Didsbury, there are many opportunities for complimentary development. Therefore, the role of the Olds-Didsbury Airport is as a high-end air supported business park to serve south central Alberta. While scheduled passenger flights are not envisioned at the airport, a wide variety of opportunities exist for ~~charter/business flights, small cargo, just in time delivery for the oil patch etc~~airport related businesses.

1.6 OBJECTIVES

~~When the airport was owned and operated by the Towns of Olds and Didsbury, a strategic planning session was held. At the time, the following values are given in the 2003 Strategic Plan:~~

~~That~~Mountain View County commissioned the services of Explorer Solutions to complete the Olds-Didsbury Airport Development Plan (ODADP), dated May 14th, 2020, to provide

"a long-term vision in order to guide the future development of the airport and its lands" (Explorer Solutions, 2020, p.3). The objectives for the Olds-Didsbury ASP have been adapted from the objectives listed in the ODADP and are listed below:

1. Establish a long-term vision for the future development of the airport ~~be cost-effective and affordable to the local~~that will support future economic growth, while also complimenting the surrounding community.

2. ~~That we encourage~~Establish policies to protect the lands surrounding the airport to allow for future airport expansion.

~~1.~~ Provide guidance for the efficient use of airport lands and to support future development that maintains and ~~support general aviation use, to include light commercial.~~

~~2.~~3. ~~That we encourage and cooperate with the user community, including the Flying Association, to maintain and improve~~improves present standards of safety and appearance of the facility.

~~Mountain View County has not held a Strategic Planning session to update these objectives but they appear to reflect many of the actions and policies that Mountain View County has adopted.~~

1.7 GOALS

Based on the discussion of the ~~Olds Didsbury Airport~~ Aviation Advisory Committee, ~~struck for the development of this plan preparation and to manage the subdivision and sale of the airside lots,~~ the goals for the Olds-Didsbury Airport are:

1. Develop Olds-Didsbury Airport to be an important community airport for recreational and business travel.

~~2. Improve maintenance and operation of the airport, including coordination with County emergency services.~~

~~3. Encourage development of airport property.~~

~~4. Improve bottom line financial picture.~~

~~5. Improve communication between owners and users of the Olds-Didsbury Airport.~~

~~The goals identified for the Mountain View County Airpark are:~~

~~1. Create an economic development opportunity for the County.~~

~~2. Compliment the businesses at the airport and in the towns of Olds and Didsbury.~~

~~6.~~2. Encourage high-end businesses with the opportunity for both aviation related and non-aviation related development.

3. ~~Ensure~~Develop land use policies that will protect the future growth of the airport.

~~7.~~4. Encourage sustainable development utilizing conservation principles.

1.8 GUIDING PRINCIPLES

An ASP directs future decision making for the future development of the airport and encourages efficient use of the lands. In order to accomplish the goals ~~and~~, objectives and the vision for the Olds-Didsbury Airport ~~and the Airpark~~, the following guiding principles are provided:

1. **Safety** – the primary guiding principle is the safe operation of the airport. ~~The Airport Operator will ensure that the regulations will be met, that regular maintenance is under taken and that anyone on airport property follows the appropriate operational guidelines~~.

~~2. **Financial Viability** – the County will sell lots for a fair market value, charge each lot owner a fair annual maintenance fee and ensure that future developers build to County standards and contribute to infrastructure.~~

2. **Viability** – determine the best strategies for managing the future expansion of the airport that will ensure the future viability.

3. **Public Service** – the airport is not a private airport and is open and available to all pilots and aircraft. The airport will continue to be a registered aerodrome under Transport Canada regulations until such time as Transport Canada requires certification.

4. **Community Benefit** – the airport and associated business park development will benefit the community through taxes paid, services rendered and availability for public use and enjoyment.

5. **Sound Management** – ~~the County will~~ develop ~~a management strategy for the airport~~ policies that will ~~ensure sound management~~guide land use and ~~accountability for financial responsibility.~~development surrounding the airport to mitigate issues related to noise generated from aircraft.

2.0 REGULATORY AND LEGISLATIVE PARAMETERS

2.1 MUNICIPAL

~~The Olds-Didsbury Airport has undergone an ownership transfer to the County of Mountain View.~~ The County regulates land use and development through their Municipal Development Plan ~~(MDP),~~, ASPs, and the Land Use Bylaw~~. There are currently no ASPs for lands on or around the airport.~~ (LUB).

2.1.1 Municipal Development Plan (MDP)

~~The County of Mountain View adopted the MDP in 2004 (prior to the County ownership of the Olds-Didsbury Airport).~~ The MDP is the long-range planning document for the municipality. It deals with all aspects of growth and development~~, without getting specific.~~. The MDP remains general in order to provide strategic direction to the entire municipality. Mountain View County's current MDP was adopted by Council on December 9th 2020, that identifies the Section 5-32-1-5 as an Economic Node.

~~There are three local airports in the County (Sundre, Netook, and Olds-Didsbury), and two references to airports in the MDP:~~

~~Policy 3.3.1 – "The County will promote and facilitate the growth and development of industrial and commercial business parks at strategic locations throughout the County. These strategic locations will largely focus on lands adjacent to provincial highway corridors and airports."~~

~~Policy 3.7.1 – "Subdivision and development proposals adjacent to an airport will consider impacts on the airport, including future expansion of the facility."~~

~~Due to the general nature of the MDP, the document does not specifically address the issues of the Olds-Didsbury Airport. The MDP does not provide policies regarding how airports should operate to achieve their economic and social goals. With the adoption of the Olds-Didsbury Airport Strategy, detailed policies will be created to guide the long-term development and economic benefits. In 2000, a land use plan was prepared for the Sundre airport and it is anticipated that Council will adopt the Sundre Plan as well.~~

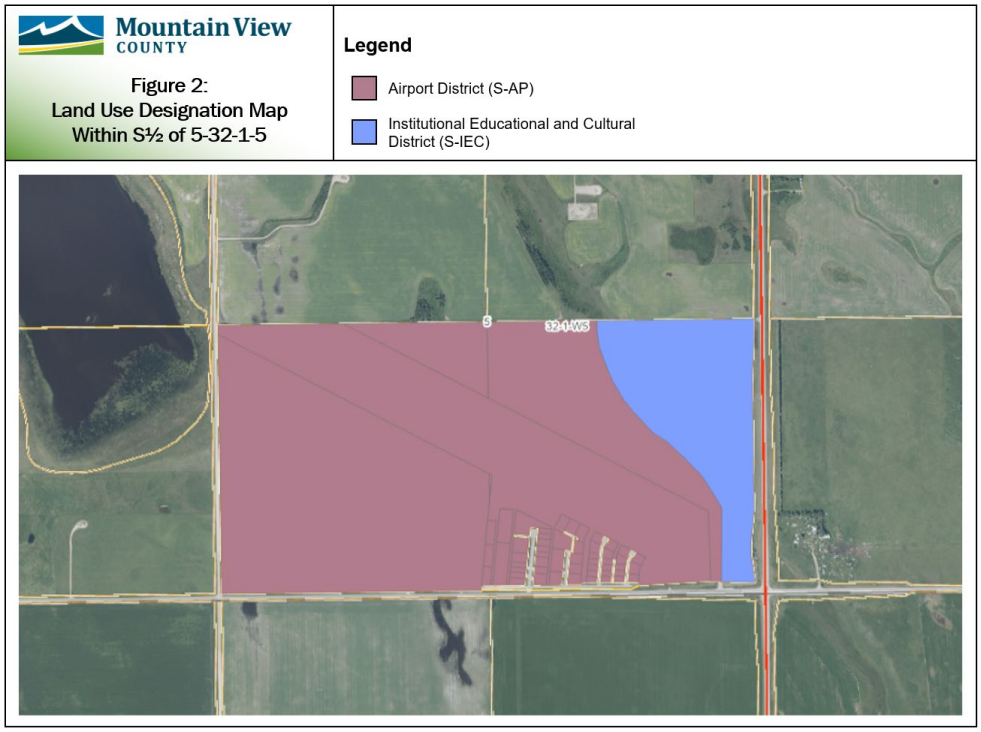
~~At such time as the MDP is reviewed and revised, it is recommended that supportive policies be included in the document referencing the airports and the strategies for growth and development.~~

~~2.1.2 Land Use Bylaw~~

2.1.2 ~~In October 2005, the entire study area was rezoned to reflect the new land use District prepared for these lands; County~~ Land Use Bylaw (LUB)

The Olds-Didsbury Airport is located within the south half of Section 5-32-1-5. The airport's current footprint, as well as lands for the airport's future phases, have been designated Airport

District (S-AP) and is shown in Figure 2 below. A full description of exempt, permitted and discretionary uses for airports lands are listed in the Land Use Bylaw (LUB), as amended from time to time. The LUB also includes Height Limitations and Noise Exposure Projection mapping, which were developed to help inform when proposed development within or surrounding the airport could compromise the operational safety or future airport expansion.

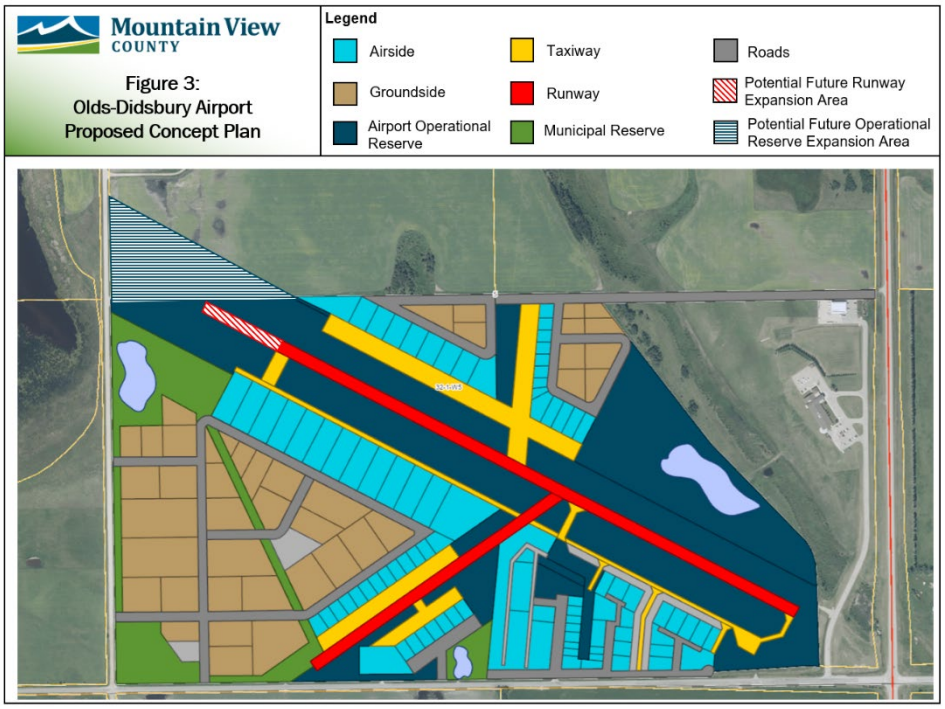


Airport District (~~AP-C) as illustrated on Figure 2. This land use district reflects~~S-AP) includes three types of land uses on the property.

~~Figure 2~~

- **Airport Operational Reserve** – applied to the lands used for airport infrastructure, such as runway, taxiway~~,~~ and aprons, as well as the lands on airport property with highly restricted development potential due to take off ~~and~~/ approach areas and transition areas. This land can be developed for any use required for the successful operation of the airport, including terminal building and fueling facility. This land can also be used for extensive agricultural purposes until such time as it is required for airport use. This area also applies to land for future runway extensions. There is a small portion of land that extends into the northwest quarter of the section that ~~will~~may be required for acquisition by the County at some time in the future to allow for runway extension.
- **Airside Development** – applied to all land where development ~~that~~ needs direct access to apron, taxiway or runway~~ will be developed.~~ . These uses are~~ very~~ specifically aviation related and primarily in the form of aircraft hangars for private or commercial uses.
- **Groundside Development** – applied to lands that do not ~~have a~~ need ~~for~~ direct airside access. In the case of the Olds-Didsbury Airport, this designation has been applied to the business park. Even though direct airside access is not ~~provided~~available, uses with aviation clientele and considered to be aviation related, can still locate here (~~catering, upholstering, avionics~~commercial retail services, indoor eating establishments, industrial storage and warehousing, etc~~.)~~ .). In addition, the regulations controlling groundside development will not allow any use that negatively impacts the airport through smoke, steam, bird attraction or electronic interference.

The ~~text~~description of the permitted and discretionary uses, along with development standards, setbacks, height restrictions and restricted development for the ~~land use district is~~Airport District zoned lands are included in Appendix A ~~.~~



2.2 PROVINCIAL

Alberta Transportation originally built the airport in 1982 with little or no community consultation. While some neighbouring residents are concerned with the airport, the general community sees opportunities for growth, employment, and general economic benefit.

Provincial legislation does not regulate the operation of airports~~.~~; however, provincial legislation does delegate the authority for a municipality to regulate land use through Part 17 of the Municipal Government Act. This allows a municipality to address land use conflicts and ~~allows municipalities~~ to restrict heights and types of structures. Provincial regulation does affect many of the issues surrounding the airport, such as the environment (particularly water quality and quantity and wildlife), provincial highways and access and impacts on adjacent public lands.

2.3 FEDERAL

While a municipality is regulated by the Province through the Municipal Government Act, an airport is regulated by the Federal Government through Transport Canada (TP312) and the Aeronautics Act. The following outlines the federal jurisdictions.

2.3.1 Transport Canada

Transport Canada and the Aeronautical Act regulate air space and the safe operation of airports. ~~They conduct audits and review traffic volumes. The airport is currently operating under TP 312 3rd edition regulations. This requires Transport Canada to make~~

~~regular inspections of the facilities and require inspection reports on the equipment on the airport lands.~~Certified Airport shall comply with TP321 -Aerodrome Standards and Recommended Practices; however non-registered and registered aerodromes are not required to comply with TP312.

This airport was certified until 1998, at which time the Towns of Olds and Didsbury allowed the certification to lapse to a registered status. ~~Should the County wish to recertify the airport, there will need to be significant changes to the operation of the airport to meet new guidelines and regulations.~~

2.3.2 NAV Canada

In 1996, navigational and traffic control activities were privatized from the Federal Government and are now provided by a private organization. Any new navigational aids, lighting requirements, and development on airport land will be circulated to NAV CANADA to ensure that they do not interfere with the safe operation of the airport.

3.0 THE SITE

The Old-Didsbury Airport is located on the south half section of 05-32-01 W5M, west of Highway 2A between the Town of Olds and the Town of Didsbury. There are two runways and a taxiway~~ located in the half section~~, as well as aircraft hangars and airport buildings (see Figure 3). The aircraft hangars and airport buildings are located just north of Bergen Road. The site for the proposed development is generally agricultural on the north ~~side~~ and west sides of the existing runways. ~~A new~~Mountain View County's municipal office building ~~for Mountain View County~~ is located just west of Highway 2A~~ in~~, to the ~~half section~~north of the airport.

3.1 NATURAL FEATURES

It is important to know of the surrounding natural features of the Olds-Didsbury Airport. Airport lands are generally selected due to the flat topography and lack of special features. The topography surrounding the airport in the study area is low-lying land. The sections around the airport are generally flat agricultural land. There are two significant bodies of water located near the airport. The first is Deadrick Creek~~. The creek~~, which enters the airport site from the northeast and continues through to the southeast. The second body of water is Johnson Lake, located on the west side of Range Road 15, and is therefore, outside the northwest bo~~a~~rder of the airport. The existing natural features do not create any hazards to the Olds-Didsbury Airport.

3.2 ADJACENT LAND USES

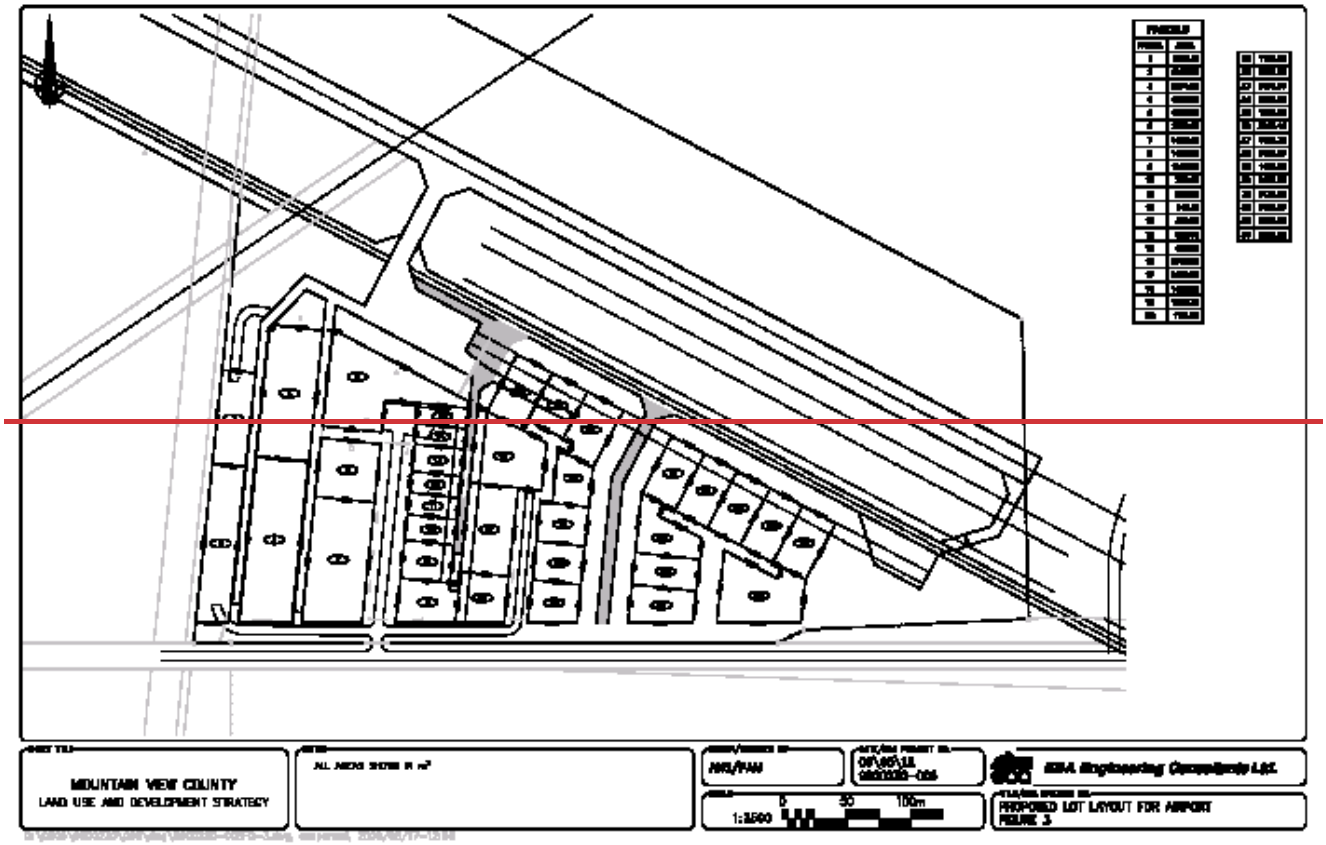
The adjacent land uses are controlled through the Mountain View County ~~Municipal Development Plan~~MDP and ~~Land Use Bylaw. Redesignations~~LUB. Proposed changes in ~~the County~~land use designations are applicant driven~~ and generally~~. Generally, the county does not take the initiative to determine the specific use of land. However, since the airport lands and business park are owned by the county, they can take the initiative to develop the airport and business park. The ~~immediately adjacent lands primarily include~~airport is primary surrounded by farmland~~.~~, with Highway 2A ~~is located~~ to the east~~,~~ and Bergen Road, a gravelled municipal road, ~~forms~~to the south~~ boundary of the study area~~. The closest towns to the airport site are the towns of Olds to the north (approximately 8 km), and Didsbury to the south (approximately 5 km). The two towns are connected by Highway 2A. Future extension of the main Olds-Didsbury Airport runway will not create a negative impact on the adjacent land uses.

The access road constructed ~~for~~to the County Administrative Building connects ~~the structure~~ to Bergen Road. While being located at the end of the runway, the elevation of the road is ~~1,016.22~~sufficiently lower than the runway and therefore does not pose an obstruction to the safe operation of the runway.

3.3 REGIONAL ECONOMY

Throughout Mountain View County, there is a wide diversity of economic sectors~~. The~~, with the most significant sectors ~~are~~being agriculture, oil and gas, forestry~~ and related products, mining~~, aggregate extraction, tourism, business and community services~~, manufacturing, etc.~~. Agriculture is the foremost important industry

~~Figure 3~~


MOUNTAIN VIEW COUNTY
LAND USE AND DEVELOPMENT STRATEGY
PROPOSED LOT LAYOUT FOR AIRPORT
FIGURE 3

~~in the Mountain View County. With 1,800 farms and 3,800 km of fertile soil and grazing land~~ in the County, ~~34%~~having over 544,000 acres of cropland (Government of ~~labour force is directly employed in agriculture and related service industries. The most~~ Alberta, 2021). The most common agricultural ventures are grain and cattle~~.~~; however, there are other regional economic sectors ~~in~~ that are very significant.

~~The Town of Olds is home to major industries and established manufacturers such as Banner Pharmacaps, Premier Horticulture, Transfeeder, Westeel, Childspace Playgrounds, and Westward Products. A major sour gas plant is located southwest of Olds owned by Canadian 88 Energy. The Olds facility is the one of the company's top producers of sour gas. Oil and gas is a large contributor to the economic base of Mountain View County. Dozens of oil and gas wells are located near the airport and construction (height of rigs) and flaring are issues for airport operation. The County has many pipelines that transport oil and gas to facilities in Edmonton and other areas in North America. Olds is home to one of Canada's premier institutes for applied agriculture, horticulture, land and environmental management learning and applied research. Annually, Olds College enrols approximately 1,300 full-time students, and 5,300 part-time and extension students. The strong partnership between the college and the County will help sustain the future viability of the agricultural industry in Mountain View County.~~

~~The Town of Didsbury is also an important economic sector. Agriculture and tourism are the two most important industries. One of the many tourist attractions is the Didsbury and District Museum. The major businesses products and services in Didsbury are Shur Gain Feeds (livestock), Oat Grouts (dog food), Foothills Dairy Products (cheddar cheese, camembert, brie, quark), Champion Hay Processors (cubed hay – exporter to Japan), and Contemporary Graphics Ltd. Commercial Printing. It is important to note the proximity of Olds and Didsbury are within an hour's drive of Calgary and a half hour drive from Red Deer.~~

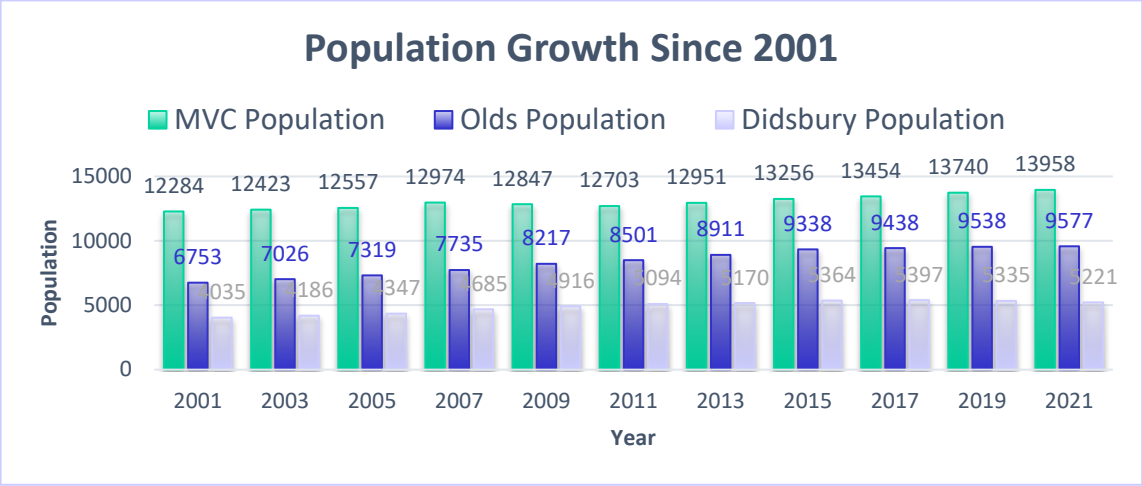
4.0 FORECASTS

All projections are based on historical events and our knowledge of the future. In the case of the airport projections, there is no hard data on which to base projections. It is difficult to calculate growth in aircraft movements because, as an unmanned airport, there is no count of aircraft movements. Therefore, we have used population growth and comparable community airport traffic and calculated a conservative picture of steady and continued growth that will stand the test of time regardless of ups and downs in the regional economy.

4.1 POPULATION

The results of the 2001 Canadian Census demonstrated that the Central Alberta region is among the fastest growing populations in Canada. The Mountain View County is located in the heart of Central Alberta region. ~~The~~ Mountain View ~~County has a~~County's rural population totalled 13,877 residents in 2022, an increase of ~~12,000.~~3.14% over the previous five years (Government of Alberta, 2023). The combined the urban population of ~~15,000~~22,643 in 2022 (combining the communities of Olds, Didsbury, Sundre, Cremona and Carstairs~~)~~)(Government of Alberta, n.d.) adds to the market and demand. The municipality's population has increased ~~3.8~~9.1% from ~~1996~~2012 to ~~2001. At these growth rates, the County's population could reach almost 14,000 by 2021 (see illustration at the bottom of the page~~2022 (Government of Alberta, 2023). In an era of rural depopulation, this is significant growth based on the opportunities available and the potential for subdivision and development.

The towns of Olds and Didsbury also have demonstrated an increase in population. The Town of Olds currently has the population of ~~6,607 (2004~~9,567 (2022) and has shown an increase of ~~6~~7.4% (from ~~1996~~2012 to 20~~01~~22). The Town of Didsbury currently has the population of ~~3,932 (2004~~5,092 (2022) and has shown a decrease of 1.7% (2012 to 2022); however, the previous 10 years showed an increase of ~~3.1% (1996 to 2001).~~25.7%. This steady growth will allow the municipalities to keep up with the infrastructure demands and allow the commercial and industrial growth to lead the development of the communities and provide a tax base for the County and the towns to support the residential and institutional uses.



~~**Population Projections**~~

4.2 AIRCRAFT

Past studies have indicated that aircraft and passenger traffic is generally related to the regional population growth. Population size is an indicator of potential passengers. ~~In addition, Transport Canada has completed projections that General Aviation in Canada will grow at a rate of 3.5% per year for the next 5 years. The potential for this~~ The potential for growth in this region is particularly possible due to the extremely "hot" economy, the oil and gas development in the region and the desire to move small aircraft off the Calgary International Airport site.

The type of aircraft utilizing the Olds-Didsbury Airport is related to general aviation and comprises private recreational traffic, flight training, and corporate charters. There are no regularly scheduled passenger flights coming into the Olds-Didsbury Airport.

4.3 BUSINESSES

~~Given the regional economy of the County of Mountain View, it is reasonable to expect continued and strong business growth.~~Two of Mountain View County's key economic sectors, being agriculture and oil and gas, have experienced significant economic slowdowns related to various world economic events and political factors (Explorer Solutions, 2020 p. 18). Although these challenges may persist into the future, there are several opportunities for airports in western Canada. "According to the Canadian Civil Aircraft Register, Alberta and the Prairies are the provinces with the most registered aircraft in Canada" (Explorer Solutions, p. 33). General Aviation uses are expected to continue increasing and will put pressures on heavily utilized airports (Explorer Solutions, p. 34). Given the regional economy of Mountain View County, it is reasonable to expect strong business growth into the future. The location

of the airport, between the Town of Olds and the Town of Didsbury, adjacent to Highway 2A and close to Highway 2, is also advantageous for business.

~~The forecast for a development horizon on the land is difficult. Patterns and absorption rates observed for industrial development land in Central Alberta have not been predictable. During the late 70s and early 80s many municipal governments encouraged and/or undertook development of various types of industrial parks. Absorption of these developments has been slow and sporadic but there is some indication that this trend is changing somewhat. An extended period of buoyant Alberta economy over much of the late 90s has served to absorb substantial inventories of commercial and light industrial lands. Growth and residential development has concurrently served to create some additional competition for development lands.~~

The airside lots created for hangars have been slowly developed, with the airport only experiencing moderate growth since 2005. In 2020, Runway 10/28 was extended to 4,000 feet, allowing for a wider range of aircraft that can use the airport. There may be a number of opportunities for the airport to support future business activities in the area, that include:

- Hangar Leases
- Smart Ag technologies, in connection with Olds College;
- Flight School
- Tourism

5.0 LAND USE PLAN

The proposed land uses for the airport contain both aviation and non-aviation uses. The County is responsible for development both on and off the airport property. Key considerations are to ensure development is compatible with the airport and that development, buildings, or structures do not interfere with airport operations and provide opportunities. This means that ~~set backs~~setbacks, height restrictions~~,~~ and airport operational reserve lands must be implemented. Figure 2 illustrates the zoning on the lands and Figure 3 illustrates the proposed airport lot layout.

5.1 AIRPORT ~~LAND USE DISTRICTS~~CONCEPT PLAN

Airport Operational Reserve Lands are those lands and structures directly associated with the operation of the airport. While some of these uses or infrastructure do not currently exist, the Airport Operational Reserve protects the land for the future development or expansion of the facilities. These lands must be identified to ensure that other development does not encroach and restrict future development and may be used as extensive agriculture in the interim. Appropriate airside reserve uses include~~:~~ runways~~;~~, taxiways~~;~~, aprons~~;~~, associated airfield infrastructure (lighting, signage, navigational aids, etc~~.);~~.), terminal building~~;~~, parking~~;~~, maintenance structures~~;~~, meteorological installations~~;~~, glycol catchment area~~; sewage treatment facilities; fuel dispensing operations; water treatment facilities; restricted agricultural practices; and other lands~~, required in future for the ongoing operation and maintenance of the airport. This land use would also be appropriate for runway expansion areas.

5.2 AIRSIDE DEVELOPMENT

Airside development lands are those lands designated for tenants that will require direct access onto airfield aprons, taxiways, and runways. Occupants of these lands must conform to airside safety and security measures to ensure their activities do not jeopardize or threaten the security of the airport. The businesses requiring these lands are generally aircraft related and are one of the more important sources of revenue for the airport. It is critical that this land be protected for aviation uses and not compromised by those uses that do not require direct airside access. It is also important to provide separation of rotary and fixed wing aircraft. Appropriate airside aviation uses include ~~the following:~~ regularly scheduled and charter airlines~~;~~, cargo operators~~;~~, fixed base operators~~;~~, hangar development~~; light aircraft manufacturing; flying club;~~, aircraft storage~~; aircraft parts;~~, air ambulance~~;~~, aircraft service and maintenance~~; aircraft repair and sales;~~, flight training schools~~;~~, couriers~~;~~ and aircraft fuel operators. All development should meet minimum standards for architectural controls, landscaping and on-site development to ensure the Olds-Didsbury Airport is an attractive facility that will continue to attract businesses and development to support the airport and the overall economy.

5.3 GROUNDSIDE DEVELOPMENT

Groundside development may be either aviation or non-aviation development that do not require direct access to runways, taxiways, or aprons. Groundside commercial and industrial development uses considered appropriate for these lands are~~:~~ light manufacturing; warehousing~~; outdoor storage;~~, distribution uses~~;~~, agricultural processing operations~~;~~, and forestry related uses. Transport Canada identifies aviation related uses as any use that may provide a service to the aviation industry. This could include ~~hotel/motel,~~ restaurants, retail, any form of service for the aircraft, passengers, pilot or users of the aircraft and office uses.

Appropriate groundside aviation uses include ~~the following:~~ businesses servicing the air industry (travel agents; aircraft upholstery, radio repair, etc~~);~~.), offices for aviation related uses~~;~~, gas stations~~; car washes; hotel/motel;~~, indoor food and beverage~~;~~, museums~~;~~, car rental facilities~~;~~, commercial retail ~~sales~~services (concession, souvenirs, gift shops, etc~~);~~.), distribution centres~~;~~, and warehouses.

The County shall dedicate municipal reserve land for the airport, uses such as stormwater management, utility access easement and providing a setback from a sour gas line that cuts through the southwest corner of the site. Such lands may be dedicated as municipal reserve or identified as public utility lots. The goal for the business park is to be a high tech, campus style development that incorporates open space, environmentally sound and sustainable development practices and a variety of businesses providing a wide range of employment opportunities for the residents of the region. Figure ~~4~~3 illustrates the concept plan for the entire study area.

5.4 GROUND TRANSPORTATION

The airport is accessed from Bergen Road, a county road that ~~**WILL BE UPGRADED**~~ may require additional upgrades as development occurs.

~~In 2005, EBA Engineering Consultants Ltd. (EBA) completed a traffic impact assessment that outlines the intersection upgrades and standards for the accesses into the Olds/Didsbury Airport and the Mountain View (County) Business Park. The traffic impact assessment is included in Appendix B.~~

5.5 SURROUNDING LAND USE (ADJACENT LANDS)

The lands adjacent to the airport are designated for agriculture and are currently utilized for farming. The lands in the quarter section to the north have been identified for future economic development. Until such time as the lands are ~~designated~~needed for ~~commercial uses~~airport expansion, they will remain in agricultural, public, or quasi-public uses.

There is a portion of the northwest quarter section that will be required for future runway extension that will be acquired by Mountain View County~~. This land is included in the County Airport Land Use District.~~ at some time in the future when the runway will be expanded.

6.0 UTILITIES

6.1 WATER

Currently, there are three drilled wells that supply water to the existing hangars at the airport, providing a potable water source for the tenants. ~~At this point, there is no fire protection service at the airport. As the airport grows, it is unlikely that this current communal well and distribution system will be sufficient to provide adequate water service to the entire airport and business park, particularly if fire protection is mandatory. Therefore, the County will determine an alternative for both potable water and fire protection services. This could take the form of a communal reservoir, and could include the provision of individual cisterns for rainwater catchment for fire protection.~~

There is a regional waterline that runs through the site, ~~but it~~however, providing the necessary infrastructure to connect to this water line and service airport lot users is not ~~connected to the airport. The County is not a member of the regional waterline. However, the Regional Water Commission is considering twinning this line. If this occurs, it is anticipated that the County will be invited to become a member and piped water will be available to the airport~~

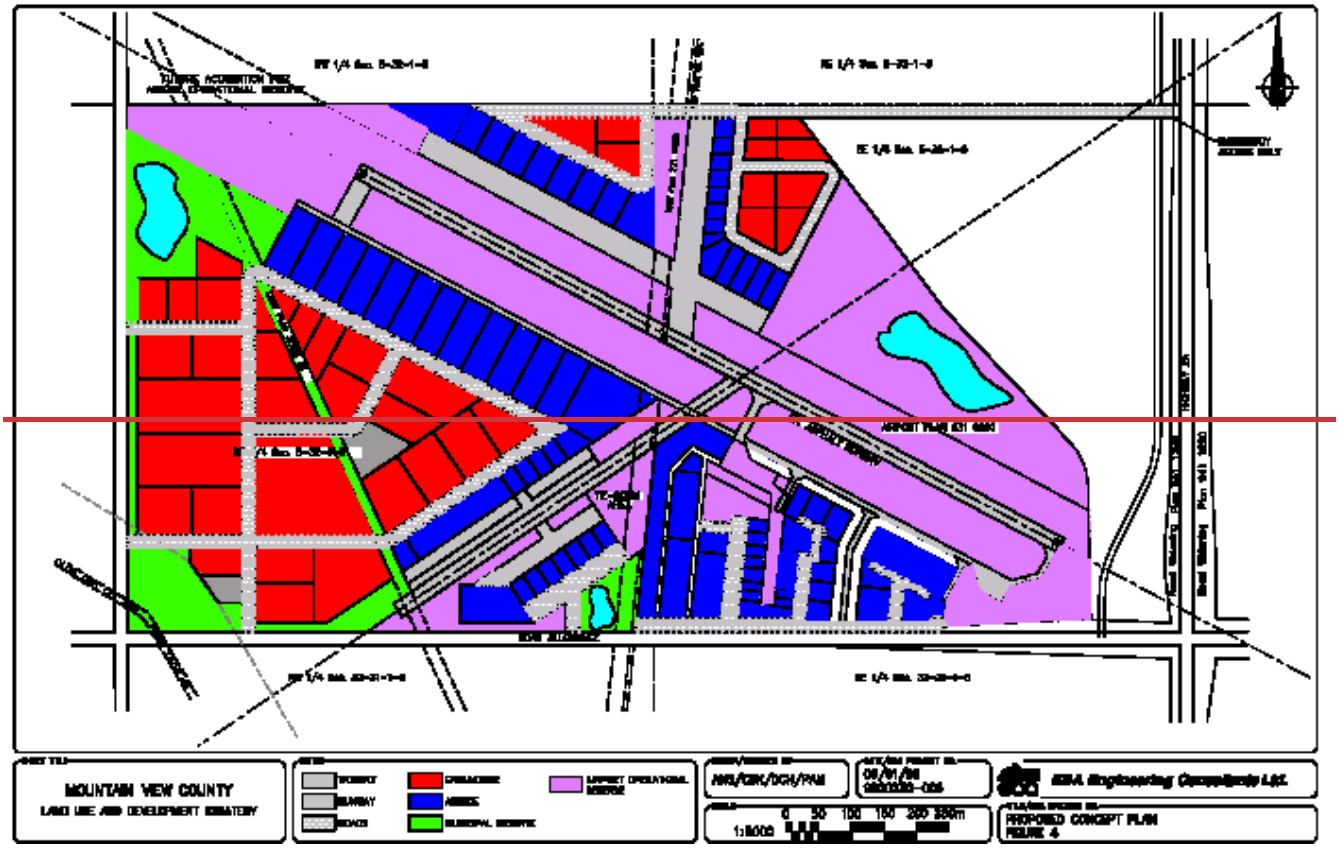
~~and business park. For the interim,~~feasible. The three current wells will provide water to the existing hangars and new development on the airport and in the business park will either drill wells or have water trucked in~~, with the provision of a deferred servicing agreement on the title of the property for mandatory tie in when the piped water service is available. Low water uses will be permitted until such time as a full piped municipal water source is available~~.

General aviation uses are considered to be low water users. It would also be the direction of the county to only allow low water users in the business park~~ until such time as the piped system is available.~~. High water users are considered to be car wash, restaurants, laundry facilities, and hotels. Low water users are aircraft hangars, warehousing, storage uses, and some manufacturing.

~~In anticipation of the full build out of the business park and the approval of high end, high tech uses, an estimate for a water reservoir has been provided. Currently there is no fire~~

~~protection at the airport. It is assumed that as this airport and business park grow, fire protection will become a significant issue. Calculations for the construction of reservoir and distribution system for the airport and the Business Park demonstrate a total cost of approximately $3.5 million. While there are no standards for reservoir size, we have used the recommended Fire Underwriters sizing for these calculations. The flow is the governing factor in the sizing of a reservoir. The construction of the reservoir can be phased with the construction and the distribution system will follow the development – it is suggested that the reservoir be constructed in two phases. A one-acre parcel has been dedicated in the business park for this reservoir. The assumptions for the airport development (used for the calculation for the size of the reservoir) are that the total development area is 160 acres, with 30% building coverage. The total storage requirement for the full build out and 3.5-hour fire storage is 2.925 million litres and a buried concrete reservoir of 3,500 m^3 (which translates to a foot print of 35 m by 35 m).~~

~~Figure 4~~


MOUNTAIN VIEW COUNTY
LAND USE AND DEVELOPMENT STRATEGY
PROPOSED CONCEPT PLAN
FIGURE 4

~~6.2 SEWER~~

~~The airport is serviced by three septic field systems. The location of these septic fields will be identified at the legal survey and subdivision stage.~~

~~Three options for servicing the airport and business park have been examined including:~~

1. ~~The County purchase adjacent lands for the construction of a sewage lagoon to provide for the treatment of all wastewater from the airport and the business park. The wastewater can be used for irrigation of the green space and the airport lands rather than discharge into a creek or stream. The estimated cost for the purchase of the land and the construction of the sewage lagoon would be approximately $2.5 million.~~
2. ~~The County negotiate the option of piping all sewage from the airport and business park to the Town of Didsbury sewage lagoons. Estimated cost for the construction of the pipe and lift station would be approximately $3 million.~~
3. ~~The County will investigate the opportunity to tie into the proposed regional sewer line to the City of Red Deer.~~

Currently, there is no fire protection at the airport, however, fire protection services are provided through agreements with our neighbouring municipalities.

6.2 PRIVATE SEWAGE TREATMENT SYSTEMS (PSTS)

Lot owners may install suitable sewage treatment systems on their individual lots, when in compliance with the necessary Alberta Safety Codes and shall require a Development Permit. Airport users may access water and wastewater services in the Terminal Building

6.3 STORMWATER

The purpose of a stormwater management plan is to ensure adequate drainage of the site. The objectives of stormwater management are to provide an acceptable level of flood protection for the development~~,~~ and prevent adverse changes to downstream watercourses that may result from increased stormwater flow from land development. In the case of the Olds-Didsbury Airport, there were two other objectives:

- to protect the quality of water of Deadrick Creek; and
- to minimize the amount of standing water that could attract birds in close proximity to the airport and runways.

In August 2005, EBA completed the Conceptual Stormwater Management Plan; S1/2 Section 5-~~21~~32-1 W5M~~ (see Appendix C)~~. This document identified three areas for storm water collection~~. These sites are identified on Figure 5. Site 1 is a natural wet area that will be enhanced for storm water. Site 2 will be~~, one of which has already been developed~~ as a dry pond.~~.

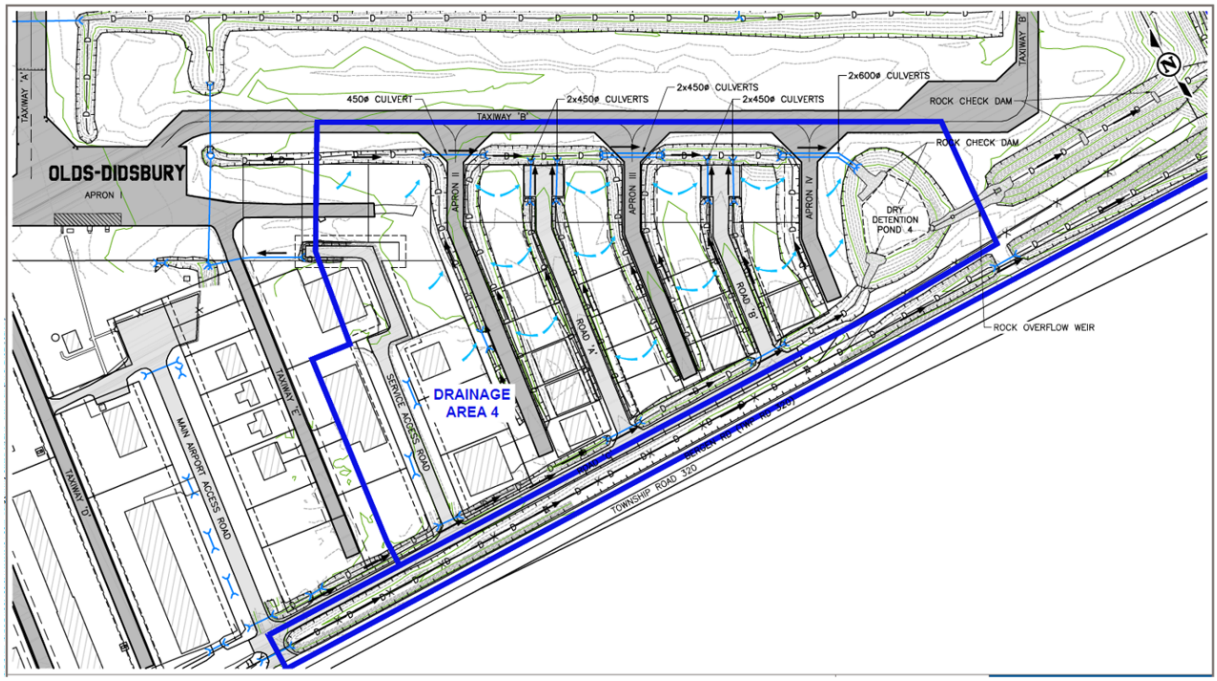
~~Site 3 is an existing low area that will be developed as a pond to hold water and will be used for a water source for fire fighting.~~ An updated Conceptual Stormwater Management Plan, dated October 4, 2016, was completed based on the more recent development within the airport to ensure adequate drainage (Tetra Tech EBA, 2016). Figure 4 illustrates the current stormwater management design for the developed area of the Olds-Didsbury Airport.

Mountain View COUNTY

Figure 4:
Stormwater Management Plan, Drainage Plan (Tetra Tech)

Legend

- AIRFIELD PAVEMENT
- ROADS
- WATERSHED BOUNDARY
- CULVERT
- DITCH/CULVERT DRAINAGE FLOW
- OVERLAND DRAINAGE FLOW



6.4 SHALLOW UTILITIES

The airport is currently serviced with power and telephone. Natural gas and internet services will be installed at such time as the service is available and the cost will be borne by the future landowners.

7.0 ENVIRONMENT

7.1 NOISE

~~In the 1970s, the Province of Alberta prepared Airport Vicinity Protection Area Plans for many airports in the province, including the Olds-Didsbury Airport. One of the components of these plans was the creation of Noise Exposure Contours. However, the assumptions for the calculation of these noise contours was not accurate for these community airports and were based on more traffic than the airport had the capacity to handle. To calculate a Noise Exposure Contour, the computer model requires the number of flights per day, the time of day of the flights, the size and type of planes, the prevailing winds and other relevant information. Since the Olds-Didsbury Airport is unmanned and there is no record of aircraft movements there is no accurate way of determining the noise contours for this airport. In addition, noise contours are developed to provide the municipality with an indication of potential complaints from neighbours. There is very little residential development in close proximity to the airport.~~

~~For the Olds-Didsbury Airport, it is recommended that while aircraft noise can be an issue, particularly for residential development, the general land uses proposed for the vicinity are non residential. While there may be incidents of noise, it is will not be ongoing and regular. Generally, airports such as this do not have significant impact off airport property.~~

The level of noise generated by aircraft is known to have negative health impacts on both humans and animals. Exposure to excess noise can increase stress levels in humans and can lead to other health problems if experienced over long periods of time (Government of Canada, 2019, Airplanes). Aircraft noise can also have impacts on nearby livestock, affecting "feed intake, growth, or production rates" (Dairy Global, 2017).

The level of aircraft noise can be displayed as contour lines on map, showing noise levels at specific distances to a runway. "The shape and extent of these contours depend upon the types of aircraft involved, the flight paths which the aircraft follow, their proximity to the ground and the number of operations performed by each aircraft type" (Transport Canada, 1990, p. 2)

Noise exposure levels for the Olds-Didsbury Airport are reflected in Appendix C. The Noise Exposure Projection (NEP) Contours map was developed by HM Aero Aviation Consulting in support of the updated ASP. "Noise contours are representative of a near to worst-case 24-hour period and are based on the number of aircraft operations for a Peak Planning Day (PPD)" (HM Aero, 2023, p. 1).

7.2 CHEMICAL STORAGE

Presently, there is a chemical storage building located on the south part of the site. This site may be relocated to the regional landfill site. Future chemical storage on the airport will be monitored and regulated. All future development permits will require environmental

protection measures such as enviro tanks and berming around the tanks to capture any spills and contain them on site.

~~The Flying Club has recently made an application for a development permit to upgrade the fuel tanks at the airport. The Flying Club sells fuel on the airport. All future development permits will require environmental protection measures such as enviro tanks, berming around the tanks to capture any spills and contain them on site.~~

7.3 BIRD AND WILDLIFE CONTROL

Wildlife surrounding airports and aerodromes can pose safety risks to aircraft by passing through air-traffic corridors and entering departure, approach and landing areas. There are a several factors that have been identified that can impact wildlife hazards for aircraft, that include growing bird populations, increased use of aircraft, surrounding land uses and expanding development pressures (Transport Canada, n.d., p. 3).

The Olds-Didsbury Airport is not fenced and is surrounded by farmland. While there have been incidents of wildlife and bird interactions with aircraft, it has been a minimal issue. As traffic at the airport increases, the County will consider fencing the entire airport site to reduce wildlife intrusions and increase security for the airport.

~~Figure 5~~

8.0 POLICIES AND IMPLEMENTATION

8.1 ADMINISTRATIVE POLICIES AERODROME PROTECTION ZONE OVERLAY

~~a) The County is the owner, operator and developer of these lands and as such will endeavour to ensure that the greater public good is met, all transactions will be fair and equitable and the process will be open and transparent.~~

~~b) At such time as the MDP is reviewed and revised, policies regarding the role and development of the Olds-Didsbury Airport and Mountain View Business Park will be addressed.~~

~~c) The Airport Authority will annually present for review during the County budget process, a prioritized list of airport improvements as requested, including in the first year a request for an automated recording device to track the number of flights and types of aircraft utilizing the Olds-Didsbury Airport. Airport Authority means the body designated by Council to undertake advisory and/or operational responsibilities for the Olds-Didsbury Airport to the extent that those roles are delegated by Council.~~

~~d) Mountain View County will endeavour to work with individuals, groups, and organizations impacted by developments on and surrounding the Olds-Didsbury Airport based on a goal of providing economic benefit to the entire region.~~

~~8.2 LAND USE~~

~~Figure 4~~8.1.1 General Provisions

a) The Aerodrome Protection Zone Overlay, as shown in Figure 6, identifies lands surrounding the airport that require additional policies to protect the airport. The purpose of the Overlay is to ensure policies guide future development in the vicinity of the Olds-Didsbury Airport to remain compatible with safe airport operations and not to restrict or limit the ability of the airport to grow in the future.

b) The Aerodrome Protection Zone Overlay, as shown in Figure 6 is the same as the Aerodrome Protection Zone Overlay in the Land Use Bylaw and consists of:

   i. Height Limitation based on the Take-Off/Approach Surface and the Transitional Surface of the Obstacle Surface Limitation (OSL);

   ii. Noise Exposure Projection (NEP) Contours based on the Noise Exposure Forecast (NEF); and

   iii. Outer Surface of the Obstacle Surface Limitation (OSL) where aircraft conduct circling procedures or maneuvering in the vicinity of the aerodrome.

c) Use and development of the lands identified as Aerodrome Protection Zone Overlay, shall be based on the current designations under the County's Land Use Bylaw that are in place as of the date the ASP is adopted.

8.1.2 Land Use Policies

a) The Aerodrome Protection Zone Overlay that falls within the ASP boundary as shown in Figure 6 area shall accommodate up to a maximum of two (2) titled lots per quarter section, including fragmented parcels.

b) Changes in land use designation for lands identified as Aerodrome Protection Zone Overlay that falls within the ASP boundary, as shown in Figure 6 may be considered to facilitate first parcel out subdivisions in the form of a fragmented parcel, a farmstead separation, country residential or an agricultural parcel in accordance with the Agricultural Land Use Policies of the County's Municipal Development Plan.

   i. A Country Residential parcel shall not be supported for redesignation and subdivision if any part of the proposed parcel is located within the Height Limitation or within Noise Exposure Projection (NEP) Contours of the Aerodrome Protection Zone Overlay to reduce potential noise exposure and land use conflicts.

c) Changes in land use designation for lands identified as Aerodrome Protection Zone Overlay that falls outside of the ASP boundary shall be considered in accordance with the applicable statutory plan.

d) Changes in land use designation to allow for non-agricultural uses except as provided in 8.1.2 b) above for lands identified as Aerodrome Protection Zone Overlay that falls within the ASP boundary shall not be supported unless a concurrent ASP amendment demonstrates that the non-agricultural use is compatible with the Airport and shall consider:

   i. The potential for discharge of toxic or noxious emissions;

   ii. Processes that could generate smoke, dust or steam in sufficient volumes to potentially impact visibility in the vicinity of the airport;

   iii. The potential for radiation or other interferences from electronic equipment;

   iv. The potential for fire or any explosive hazards;

   v. Proposed uses and accumulation of any materials or waste that could increase hazards related to wildlife interactions;

   vi. Proposed uses that require extensive lighting;

   vii. The height of any proposed structures;

   viii. Noise Exposure Forecast mapping that may require a Noise Impact Assessment and other necessary engineering studies in support of the proposal development;

   ix. Uses that involve water retention areas, other than dugouts used for agricultural purposes;

x. Other provisions of this plan.

e) Agricultural land uses that do not have negative impacts on the safe operation of the airport shall be encouraged to continue within the Aerodrome Protection Zone Overlay.

f) Within the Aerodrome Protection Zone Overlay, as shown in Figure 6, applications for redesignation and/or subdivision may be referred to Transport Canada and NAV Canada for comment.

8.1.1 Development Policies

a) No new Confined Feeding Operations (CFO) shall be supported within the Aerodrome Protection Overlay Zone Overlay, as shown in Figure 6 to protect the Airport from hazardous dust, emissions and wildlife attractants.

~~a)~~b) In addition to the provisions of the Land Use Bylaw, Figure 3 represents the long-range concept plan for the Olds-Didsbury Airport.

~~b)~~c) The land use plan is conceptual and until a legal survey is completed, lot lines and layout may be altered without changing the form or intent of the land use concept.

~~a) Mountain View County will subdivide, service and sell the lots within the study area.~~

~~c)~~d) All development approved within this area must be in conformance with the policies and direction in this plan.

~~i) No land use will create land use conflict with the airport or emit sufficient smoke, steam, or dust or cause sufficient electronic interference to inhibit or interfere with airport operations:~~

~~– Heights of all buildings will be regulated by the Airport County Land Use District~~

~~– All development at the airport will be required to apply for a development permit from Mountain View County~~

~~b) Airside uses are considered permitted and require a location permit.~~

~~i) Triggers for infrastructure development or airport upgrades include:~~

~~– When the airport is functioning at a poor level of service, airport capital upgrades will be initiated as determined by the Airport Authority.~~

~~– When 80% of the lots in a single phase are sold and over 50% have new structures built, the next phase of development will be initiated.~~

~~8.3 INFRASTRUCTURE~~

~~a) The County will investigate wheather or not to assume responsibility for the provision of piped water at the airport including:~~

- ~~Taking the ownership of the current private well and distribution system, taking utility easements on the properties and installing a distribution system.~~
- ~~Negotiating membership and access to the regional water line.~~
- ~~Dedicating a site for a future water reservoir and constructing the water reservoir and distribution lines as the airport and business park develop.~~
- ~~Allowing interim water and sewer servicing with deferred servicing agreements until such time as the piped water and sewer system are available.~~

~~b) Should lots be subdivided and sold prior to the installation of the piped services, a deferred servicing agreement will be required to ensure the future connection of the services to the lots.~~

~~c) Future hook up to piped municipal services will be mandatory once the services are available. For development that existed at the time of airport transfer to the County, the landowner will be charged for this hook up through a Local Improvement Tax, amortized over 10 years.~~

~~d) Storm water management facilities will be installed by the County to generally conform with the Conceptual Stormwater Management Plan: S1/2 Section 5-21-2 W5M prepared by EBA Engineering Consultants Ltd. in 2005.~~

~~e) All development approved within this area must be in conformance with the policies and direction in this strategy.~~

~~f) Existing septic fields will be identified at time of legal survey for subdivision purposes.~~

~~g) The County will determine the most sustainable sanitary sewage collection and treatment system and install it at such time as individual septic fields are no longer feasible.~~

~~h) Solid waste management will be facilitated by the installation of waste bins that will be periodically emptied and hauled away. The cost of this service will be included in the annual maintenance charges.~~

~~i) The County will institute a utility charge for all users at such time as the piped water and sewer systems are installed and operational.~~

e) The applicant for a communication tower or communication structure within the Aerodrome Protection Zone Overlay, as shown in Figure 6, shall provide copies of any reports and/or applications submitted to federal and provincial regulatory bodies.

f) Development permit applications for new communication towers within the Aerodrome Protection Zone Overlay, shall not be supported if the use interferes with the safe operation of the airport.

g) Alternative/Renewable Energy, Commercial shall not be supported within the Aerodrome Protection Zone Overlay as shown in Figure 6, to protect the airport from hazardous glare and impact on aviation equipment and instruments.

l) Undeveloped portions of the airport and airport operational reserve can continue to be leased for hay operations until required for redesignation, subdivision and development.

8.2 AIRPORT SUBDIVISION AND DEVELOPMENT

~~8.3.1~~8.2.1 Lot Layout Policies

~~a) Figure 4 illustrates a conceptual lot layout. The minimum lot size at the airport is 680 sq. m (7,320 sq. ft) and in the Mountain View Business Park the minimum lot size is 3,048 sq. m. (10,000 sq.ft) when full piped water and sewer services are available~~

~~b)~~a) The lot layout illustrated in Figure 3 provides a conceptual layout ~~and~~for future phases. Lot sizes ~~that will~~and design may be modified as ~~lots are sold and surveyed~~part of a subdivision application without the need ~~for an ASP amendment~~to amend this plan.

~~c)~~b) ~~The Mountain View Business Park identifies a "hangar line" for airside uses.~~ Prior to the subdivision of Phase II~~I~~, an assessment of airside lot demand ~~will~~may be completed, allowing the opportunity for taxiway extension south into the park for servicing additional airside lots. At the time of subdivision of Phase II~~I~~, if the demand is for groundside development, Figure ~~4~~3 will guide the lot layout.

~~d)~~c) The lot layout incorporates public utility lots (water reservoir and storm ponds), open space (Municipal Reserve for trails and parks), public buildings ~~(the allocation of a site for a future fire hall)~~ and buffering (a green strip on the outside edges of the ~~business park~~airport).

~~e)~~d) Lands in the western portion of the airport, adjacent to the ~~turf~~cross strip, have been identified for small individual recreational hangars, while the lands east of this area have been identified primarily for larger hangars and businesses, generally requiring larger lots and fully paved surfaces. Future subdivision applications will ~~be considered in this context~~determine the lot layout.

~~8.3.2~~8.2.2 Open Spaces and ~~Park Places~~Pathways Policies

a) ~~As the owner and developer of the land, the County will provide~~ Municipal Reserve shall be considered in the form of land for three main components ~~to be located within the Mountain View Business Park~~ including:

i) a green strip parallel to external roads a minimum of 6 metres wide with a maximum berm height of 1.5 metres to be designed in an undulating form with grouped planting of trees in low areas and the option for a pathway,

ii) ~~a central park in the business park~~ options for linked ~~with~~ pathways with landscaping, benches and picnic tables ~~for employees of the adjacent businesses, and~~connecting areas within the business park,

iii) a series of trails, utilizing setbacks from pipeline easements, the buffer and linkages from other areas of the business park~~.~~, or

~~b) A lot will be dedicated for future construction of a fire hall. With the extent of the proposed development at the airport and business park, it may be a requirement.~~

iv) Cash-in-lieu

~~8.3.3~~8.2.3 Design Criteria Policies

a) The airport should be developed in a rational, neat and efficient manner to allow for the continued development of a sustainable economic development opportunity.

b) While LEED certification is not a requirement, all development is encouraged to incorporate elements of LEED into their development. ~~Appendix D provides a check list of LEED components.~~

~~c) The Business Park is to be developed as a "campus style"~~ Applications for development ~~with significant green space and landscaping, buildings designed with front faces on all street fronts, screening~~ of ~~parking and storage etc.~~

~~d) All new hangar development~~individual lots shall ~~provide architectural drawings and description or samples~~comply with the provisions of ~~building materials for review by the approving authority.~~

~~e) Water and energy conservation measures must be demonstrated in every development application.~~

~~f) All development will minimize surface runoff by increasing~~ the ~~permeable materials, capturing rain water etc.~~

~~g) Each development application must provide a landscape plan to the satisfaction of the approving authority. Landscaping materials must be drought resistant or zero-scape, or the applicant must demonstrate an irrigation system utilizing rain water capture rather than well or potable treated piped water.~~

~~h)~~c) ~~All outside storage will be screened and fenced. A plan for the consideration of the approving authority will be submitted at time of application~~Land Use Bylaw and the Business and Industrial Design Guidelines.

~~8.3.4~~8.2.4 Airport Administration

a) As the land develops around the airport, Transport Canada may require the airport to certify. No development will be permitted that may jeopardize the future certification of the airport.

~~b) The County will develop an airport operations/emergency plan.~~

~~c) Lot owners are required to pay for the lot based on a market assessment, contribute to a one time payment for infrastructure installation and upgrades, pay municipal taxes, pay annual maintenance fees (based on the previous years actual costs plus a 5% administrative fee), and pay utility bills (including water, sanitary sewer and waste management).~~

~~d) The County aims to maintain the airport to a safe and acceptable standard including snow removal of runways, taxiways, aprons, access roads and public parking areas, maintain the terminal building, mow grass on public lands, maintain ditches, maintain airport infrastructure (including crack filling, painting, signs, equipment inspection etc.).~~

~~e) All maintenance and snow removal on individual lots is the sole responsibility of the lot owner.~~

~~f)~~b) Undeveloped portions of the study area and airport operational reserve can continue to be leased for hay operations until required for subdivision and development.

~~8.3.5~~8.2.5 Phasing of Development Policies

a) Figure ~~6~~3 represents the long-range concept plan for the Olds-Didsbury Airport.

b) Figure 3 is conceptual and lot lines and layout may be altered without amending this plan.

c) Mountain View County will explore opportunities to subdivide future phases of the airport within this plan.

d) All development approved within this area must be in conformance with the policies and direction in this plan.

~~a)~~e) Figure 5 outlines the general phasing plan for the ~~entire study area~~airport, including three phases of development.

~~b)~~f) The development phases will not be tied to years, but rather to the actual development ~~and triggers for future development~~need.

~~c)~~g) ~~Land~~Lots will be put on the market to meet demand ~~but not at a rate that would flood the market, pose unnecessary competition to the towns or bring the value of the land down~~.

~~d)~~ Phase I includes ~~the build out of the existing airport including the lots currently developed and those currently undeveloped. The subdivision and survey of the lots will be completed by the County and sold to individual owners.~~

~~e) Phase I will also include minor improvements including:~~

~~i) construction and upgrading of internal roads~~

~~ii) construction of new apron and taxiways to service new lots~~

~~iii) upgrade the public parking lot~~

~~iv) improve drainage and ditches~~

~~v) management agreements for fuel storage and sale~~

~~vi) creation of a tie down area along the turf runway, and~~

~~vii) register caveats on the lots created mandating deferred servicing agreements, mandatory management fee payment, and easements for water and sewer lines~~

~~f)~~h) ~~Phase II includes~~ both airside and groundside development west of the existing airport in the ~~SW1/4 of Section~~ SW 5-32-1 W5.

~~g)~~i) Phase ~~II~~I will also include:

i) development of a storm pond that ~~will~~may also serve as a fire fighting water source;

ii) ~~survey and subdivision for the develop~~ a combination of airside and groundside lots;

iii) two accesses off Bergen Road, one for the lots adjacent to the turf strip and to the business park;

iv) construction ~~projects~~ will include internal roads and taxiway extension;

v) relocate the container dump site~~,~~; and,

~~vi) the trigger for~~ Phase II ~~will be when Phase I is 75% sold.~~

~~h)~~j) ~~Phase III~~ includes the development of the balance of the business park in the southwest quarter section ~~as well as the lands on the north side of the runway that will access from the County Administration Building access road.~~

~~i)~~k) Phase II~~I~~ will also include:

i) determination of demand for airside or groundside lots;

ii) survey and subdivide groundside and airside lots;

iii) internal road construction, including two accesses off Range Road 15;

~~iv) completion of the water reservoir~~

~~v) completion of a piped water and sewer system~~

l) Phase III incudes the development of the balance of the business park in the southwest quarter section, as well as the lands on the north side of the runway, at which time access will need to be established from the County Administration Building access road or Highway 2A, to the satisfaction of Alberta Transportation.

8.3 PLAN REVIEW AND AMENDMENT

~~a) Each lot owner will be required to apply for development permits to Mountain View County.~~

~~b) Each lot owner will be required to tie into piped water and sewer services when they are available.~~

~~c) All planting materials included in the approved landscaping plan must be maintained and/or replaced at the cost of the lot owner in perpetuity.~~

~~d) The County will refer all development applications within 4 km of the runway to Transport Canada and NavCanada for their comments.~~

8.3.1 Review Policies

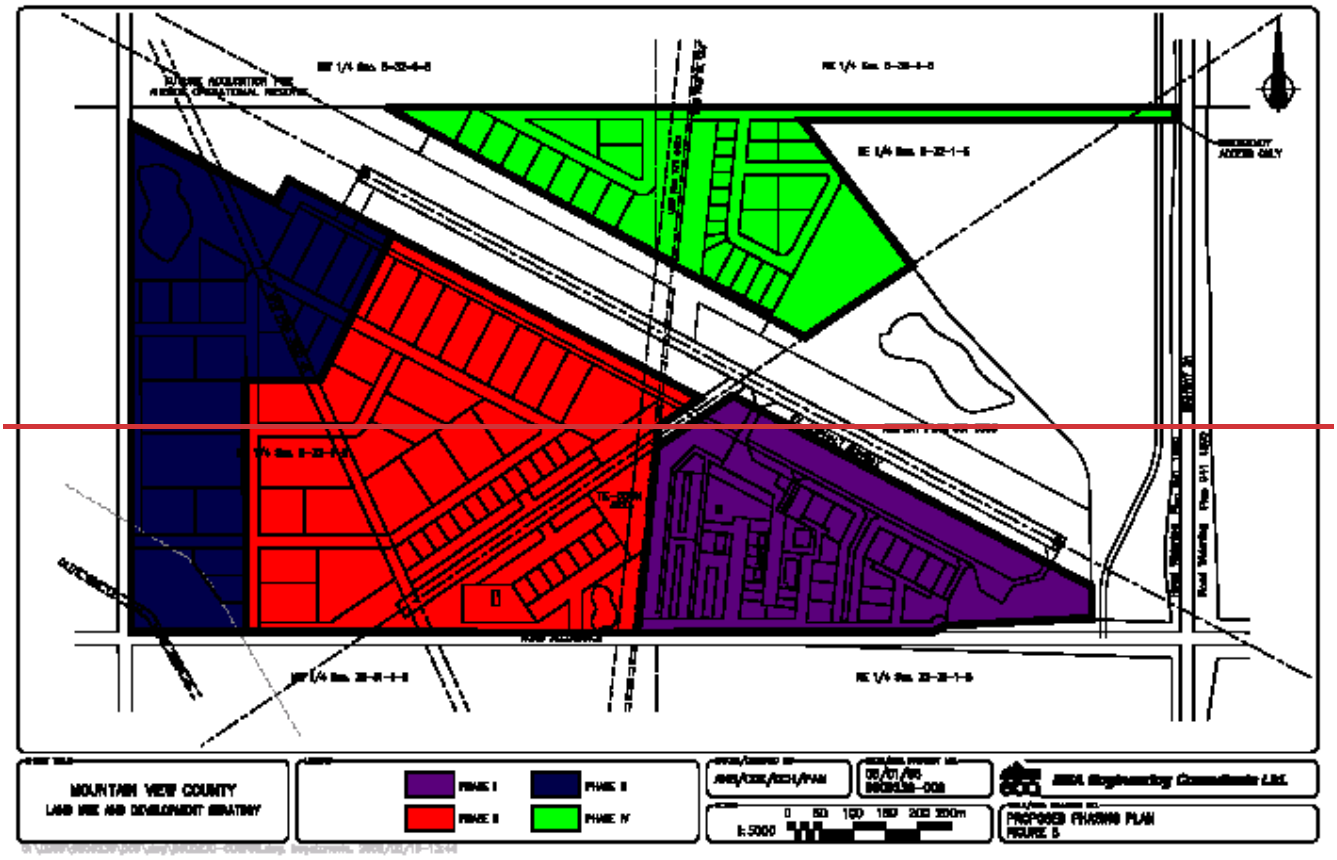
~~e)~~a) The County will maintain dialogue with Transport Canada.

~~f)~~ The County will ~~ensure that all development within the airport is reviewed for land use compatibility.~~

~~g)~~b) ~~The County will liase~~liaise with Alberta Infrastructure and Transportation for future grant programs to upgrade and maintain the Olds-Didsbury Airport to a high standard.

~~h)~~c) As a statutory document, this plan should be reviewed every ~~five~~ten years to ensure that the vision is still relevant and to identify any changes in the environment that may require adjustments to the policies, or as directed by Council.

~~Figure 6~~


MOUNTAIN VIEW COUNTY
LAND USE AND DEVELOPMENT STRATEGY
PHASE I
PHASE II
PHASE III
PHASE IV
1:5000
0 50 100 150 200 250m
PROPOSED PHASING PLAN
FIGURE 5

~~APPENDIX~~

~~APPENDIX A – AIRPORT COUNTY LAND USE DISTRICT~~

~~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.~~

~~1) 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~~

~~2) 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~~

~~3) 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 and Quasi Public Buildings and Utilities~~

~~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) Public and quasi public buildings and utilities~~

~~d) Ancillary Buildings~~

~~e) Fences and Enclosures~~

~~2. Zone II – Airside Development~~

~~a) Caretaker/Manager Suite~~

~~b) Fuel storage and sales~~

~~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~~

~~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.~~

4. ~~Internal Roads will be constructed to a 6 m top, chip seal with drainage to the satisfaction of the County.~~

5. ~~Structures existing at the time this land use bylaw amendment is adopted are not required to meet standards setbacks from the County Road.~~

6. ~~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.~~

7. ~~No new development will create smoke, steam, electronic inference or any other off site impact that may affect adjacent development.~~

8. ~~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~~

1. ~~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.~~

2. ~~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~~

~~3. 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.~~

~~4. 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 4,000 m radius.~~

~~5. 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~~

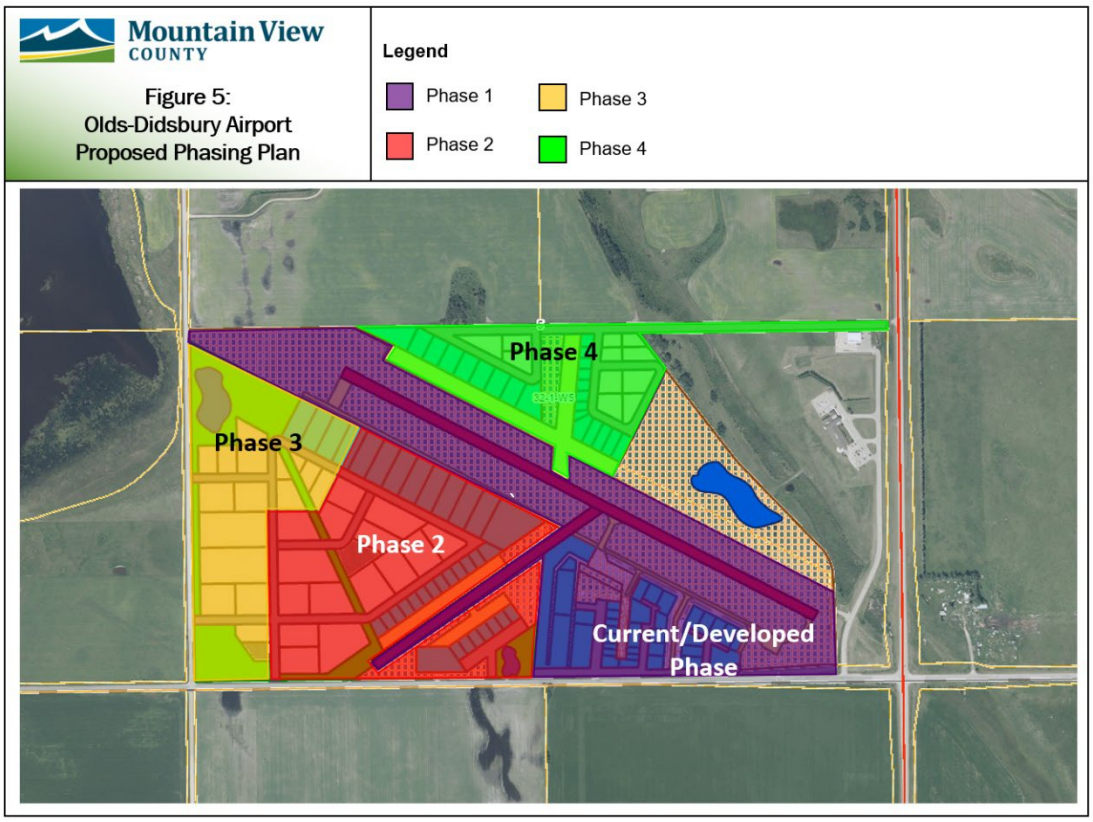
~~1. The area and location of the take-off and approach surfaces and transitional surfaces and outer surfaces are represented on Schedule B.~~

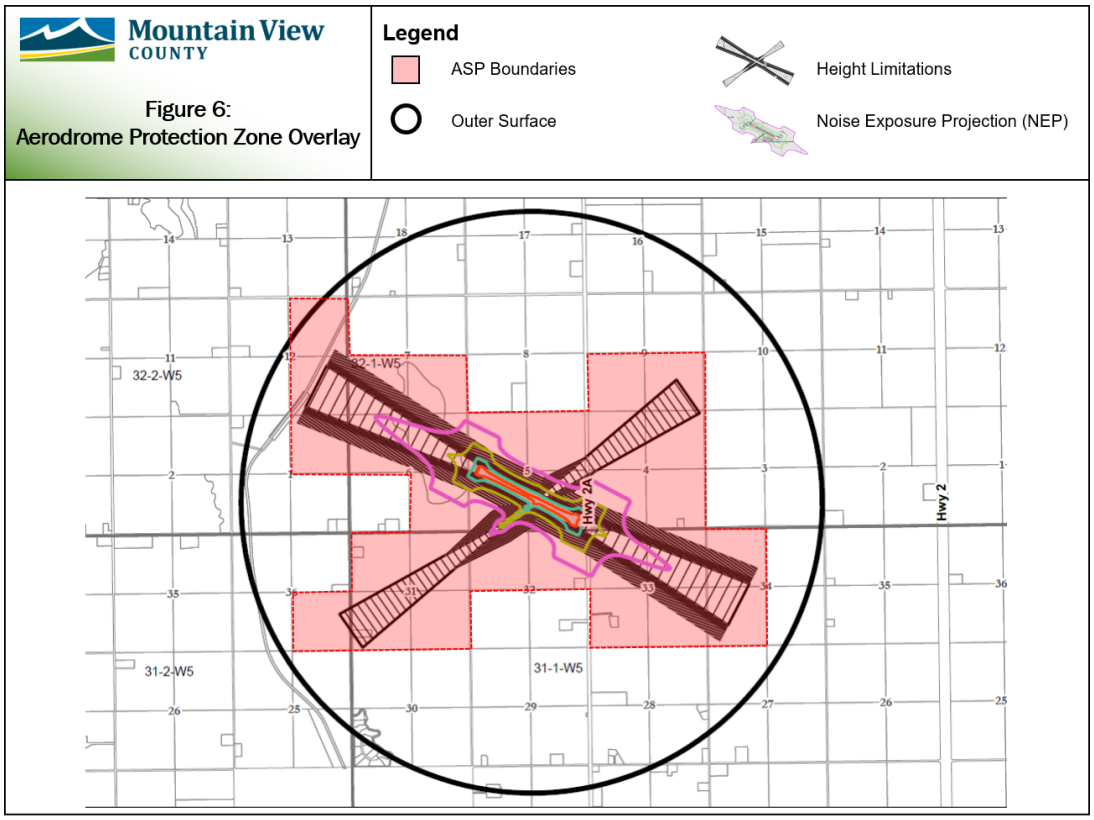
~~2. The Outer Surface does not apply until the runway has been extended and the airport is a Code 2 Non Precision Airport.~~

~~3. If any discrepancy exists between the description and the map, the description in this land use district prevails.~~

~~APPENDIX~~

d) Council may direct Administration; or a person or persons having an interest in the land within the plan area may propose an amendment to the ASP in accordance with the Municipal Government Act and County policies.





APPENDIX A HEIGHT LIMITATIONS MAP

APPENDIX B NOISE EXPOSURE PROJECTION (NEP) CONTOURS MAP

APPENDIX C OUTER SURFACE, HEIGHT LIMITATIONS AND NOISE EXPOSURE PROJECTION (NEP) CONTOURS MAP

APPENDIX ~~B—TRAFFIC IMPACT ASSESSMENT~~D NOISE EXPOSURE PROJECTION CONTOURS REPORT FROM HM AERO

~~Appendix~~

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~~APPENDIX~~

~~APPENDIX D LEED CRITERIA~~

~~**LEED Certification**~~

~~LEED was created to:~~

- ~~define "green building" by establishing a common standard of measurement~~
- ~~promote integrated, whole-building design practices~~
- ~~recognize environmental leadership in the building industry~~
- ~~stimulate green competition~~
- ~~raise consumer awareness of green building benefits~~
- ~~transform the building market~~

~~LEED provides a complete framework for assessing building performance and meeting sustainability goals. Based on well-founded scientific standards, LEED emphasizes state-of-the-art strategies for sustainable site development, water savings, energy efficiency, materials selection and indoor environmental quality. LEED recognizes achievements and promotes expertise in green building through a comprehensive system offering project certification, professional accreditation, training and practical resources.~~

~~The following is the checklist developed by the US Green Building Council to guide the development of sustainable buildings and communities that provide improved health and wellness opportunities as well as generate less waste and conserve our valuable resources. The checklist provides a point system earned by special design and energy considerations. A certain number of points must be achieved to attain LEED certification. There is certification at several levels from silver to platinum.~~

~~Many municipalities are requiring LEED certification in all public buildings and often provide incentives for LEED certification in private developments. For example, the City of Calgary requires a minimum of silver certification level for all city structures and has developed a development bonusing system for development based on meeting LEED criteria.~~

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