



Mountain View
COUNTY



Presentation, draft Concept Plan and information on how to join the virtual meeting will be available at:

<https://www.mountainviewcounty.com/p/sundre-airport-concept-plan>

Sundre Airport Concept Plan

Presentation

You are invited to attend a review of the draft Sundre Airport Concept Plan

Join Us:

Virtual Open House:

Wednesday May 14th, 2025
6:00 p.m.

In Person Open House:

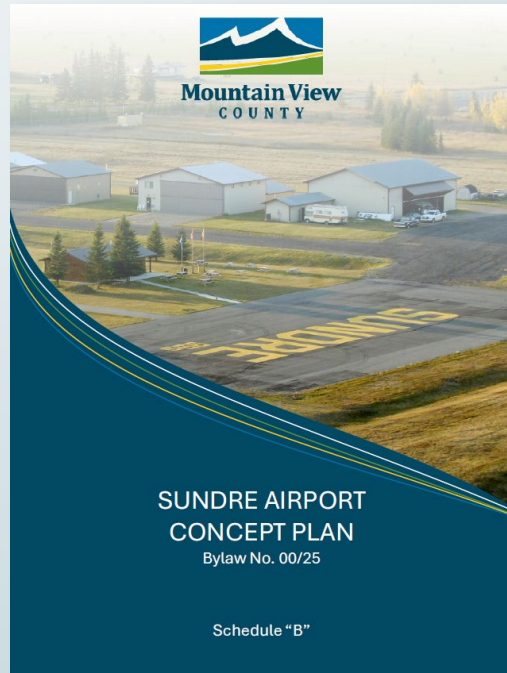
Location: Sundre Legion
135 6 St SE, Sundre AB, T0M 1X0

Monday May 26th, 2025
6:00 p.m.

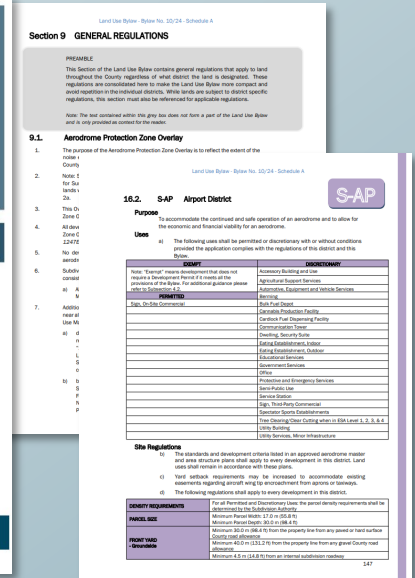
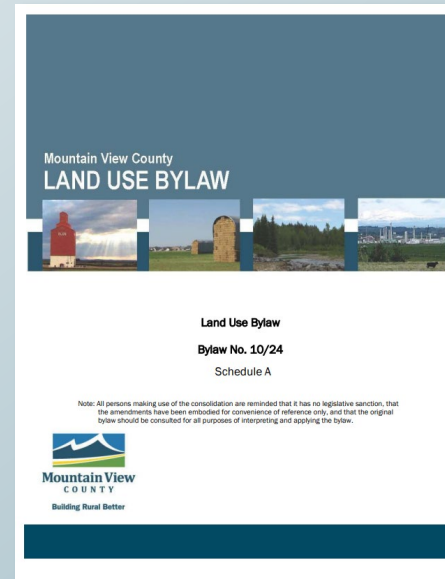
Presentation: 6:15 p.m.



Draft Sundre Airport Concept Plan



Proposed Amendments to Land Use Bylaw – Aerodrome Regulations



Presentation of proposed amendments to the Land Use Bylaw Aerodrome Regulations is available on the County's website

<https://www.mountainviewcounty.com/p/sundre-airport-concept-plan>

The *draft* Sundre Airport Concept Plan focuses on land use within the identified six quarter sections of the Concept Plan area. In contrast, the *proposed* Land Use Bylaw changes concerning Aerodrome Regulations will apply to land within and around the County's airports.

It's important to note that the draft Sundre Airport Concept Plan will be presented to Council before the Land Use Bylaw amendments, and each will be subject to its own independent Public Hearing process before being considered for adoption.

Scope of Work and Project Stages

Sundre Airport Concept Plan



The presentation will cover the following topics:

1. *What is the process being used for the Concept Plan development?*
2. *Why is a Concept Plan being created?*
3. *Considerations used to guide policies of Concept Plan*
4. *Proposed Policies within Concept Plan*
5. *Next steps*



How to ask questions or provide comment:

Email Réanne Pohl at rpohl@mvcounty.com
Phone 403-335-3311 ext. 219



Attend the Open House In Person

Monday May 26th, 2025 at 6 p.m., presentation 6:15 p.m.
Sundre Legion – 135 6 St. SE, Sundre Alberta, T0M 1X0

Virtual

Wednesday May 14th, 2025 at 6:00 p.m.

<https://www.mountainviewcounty.com/p/sundre-airport-concept-plan>



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Process to Adopt the Draft Concept Plan

Stage 1

Review Key Topics for Concept Plan with Steering Committee

- Steering Committee provided goals and objectives of the Concept Plan and direction to Administration.
- Administration researched regulations for *Land Use In the Vicinity of Aerodromes* and other relevant documents (i.e., wildlife mitigation strategy)
- Developed updated mapping to guide policy development.

Stage 2

Draft Concept Plan & Mapping Reviewed by Steering Committee

- Various land uses within Concept Plan area considered.
- Policies developed based on strategies to ensure safe operation of airport and air traffic, and ensuring protection of natural resources
- Draft of Concept Plan reviewed and accepted by Steering Committee

Stage 3

Open House to Engage Public

- Draft Concept Plan presented to the public
- Discussions during the Open House will assist in identifying any other areas of interest or land use that may need to be addressed in the Concept Plan

We Are
Here in the
Process

Stage 4

Open House Comments Reviewed and Concept Plan Amendments

- Steering Committee to discuss comments from the Open House and direct Administration if further amendments are required.
- Upon acceptance of the draft Concept Plan by the Steering Committee, the document will be prepared for public review for First Reading & the Public Hearing

Stage 5

Accepted Draft Concept Plan Presented to Council to be Adopted

- The final draft Sundre Airport Concept Plan will be completed in preparation of 1st Reading of a bylaw to adopt and be inserted into the South McDougal Flats Area Structure Plan



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Sundre Airport Concept Plan

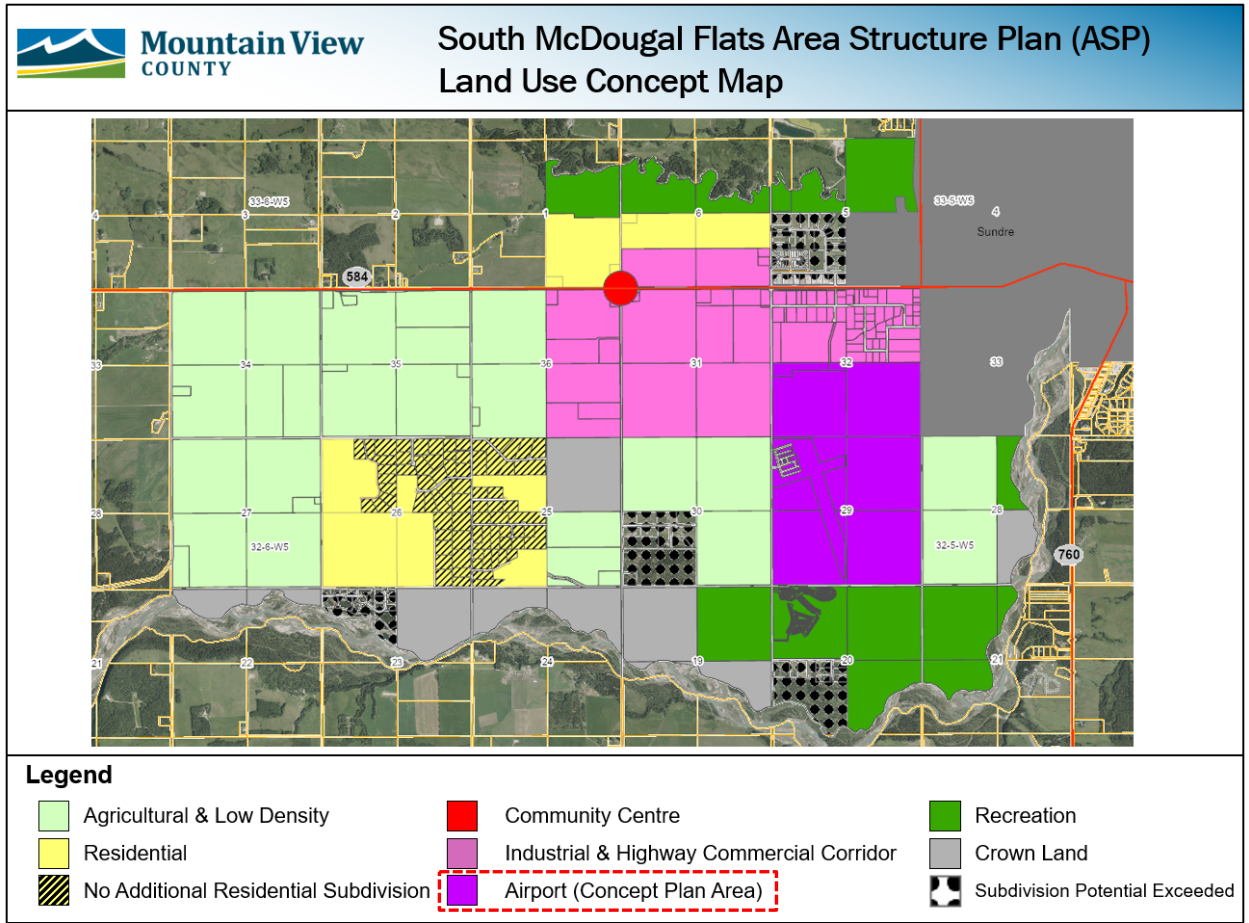
**Why is the Concept Plan
being developed?**



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South McDougal Flats

Area Structure Plan Bylaw No. 01/24



The South McDougal Flats Area Structure Plan (ASP) was adopted in March 2024 and includes a map to outline potential future land uses within the area. The ASP also provides direction for the development of a separate Concept Plan for six quarters identified as “Airport”

How is the Land Currently Being Used?



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#1

SW 32-32-5-5

There is an active gravel pit and is projected to continue extraction operations for the next 10 to 15 years

#3

NW 29-32-5-5

Northwest corner contains Sundre Airport. Lands to the south and east are undeveloped and used as grazing leases

#5

SW 29-32-5-5

The east portion contains part of the airport runway. The remaining lands are undeveloped and used as grazing leases



#2

SE 32-32-5-5

These lands recently obtained approvals to operate a County owned gravel pit, which will operate in smaller phases with progressive reclamation. It is expected to operate over the next 50 years.

#4

NE 29-32-5-5

These lands are undeveloped and used as grazing leases

#6

SE 29-32-5-5

These lands are undeveloped and used as grazing leases



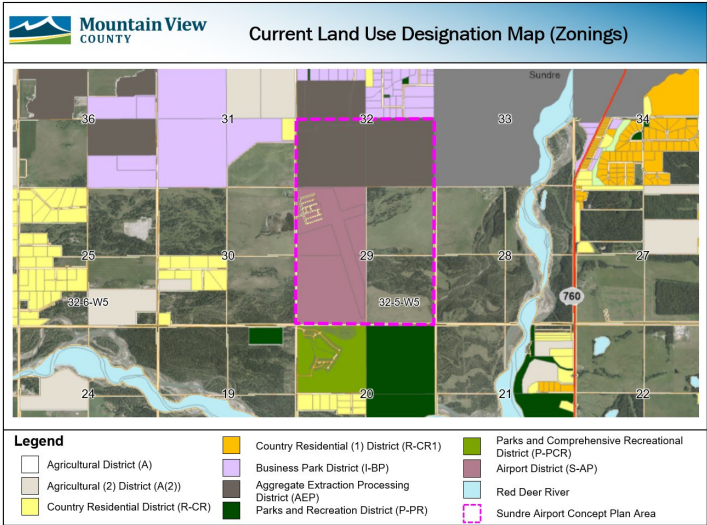
Sundre Airport Concept Plan

Information Used to Guide Policies

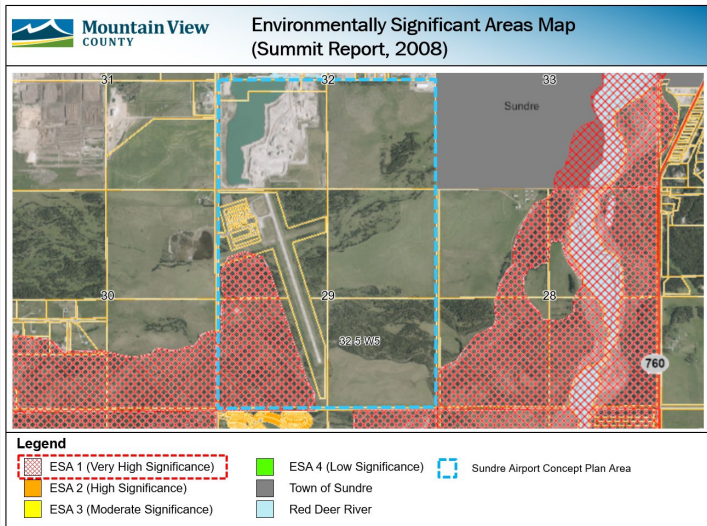


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Information Used to Guide Policies of Sundre Airport Concept Plan

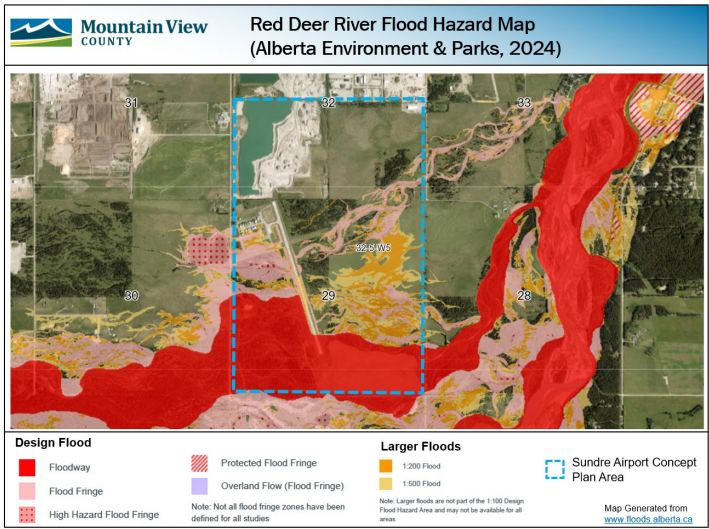


This map illustrates existing zonings within and around Concept Plan area. Future land uses within the Concept Plan must be compatible with both aviation activities and surrounding zoning.

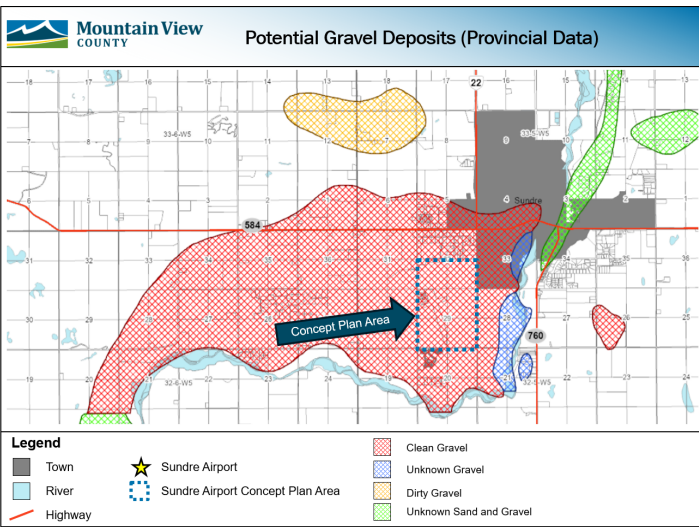


This map originates from the County's Environmentally Significant Areas Report (Summit Report, 2008), and shows that some lands along southern boundary of Concept Plan area are classified as "ESA 1".

Information Used to Guide Policies of Sundre Airport Concept Plan



This map, sourced from Provincial Flood Hazard Mapping, delineates the "Floodway" and "Flood Fringe" areas associated with the Red Deer River.



Provincial data, illustrated in this map, identifies locations with high aggregate resource potential. The Concept Plan area includes land with prospective clean gravel resources.

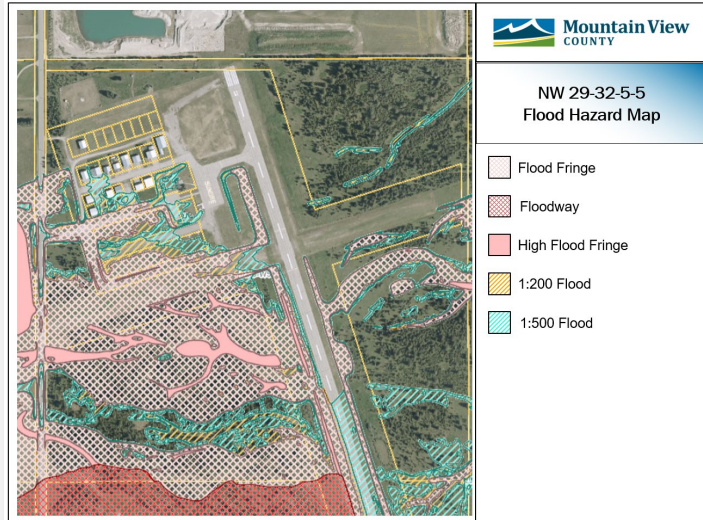


Sundre Airport Concept Plan

Draft Policies

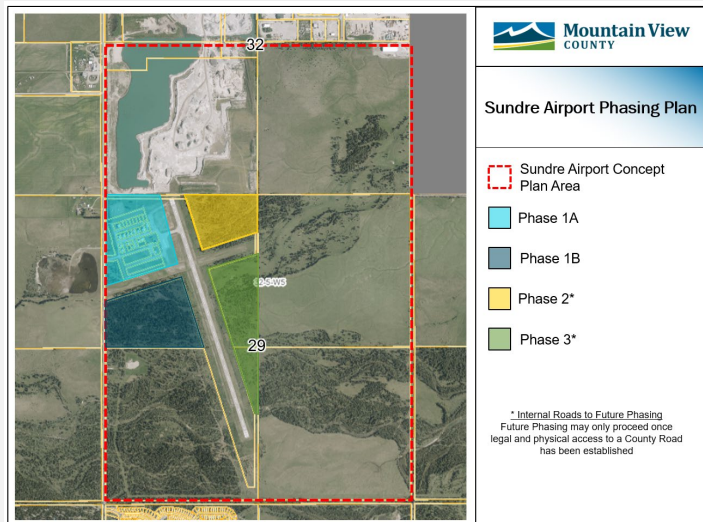


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The following is a summary of the policies for the lands within Sundre Airport

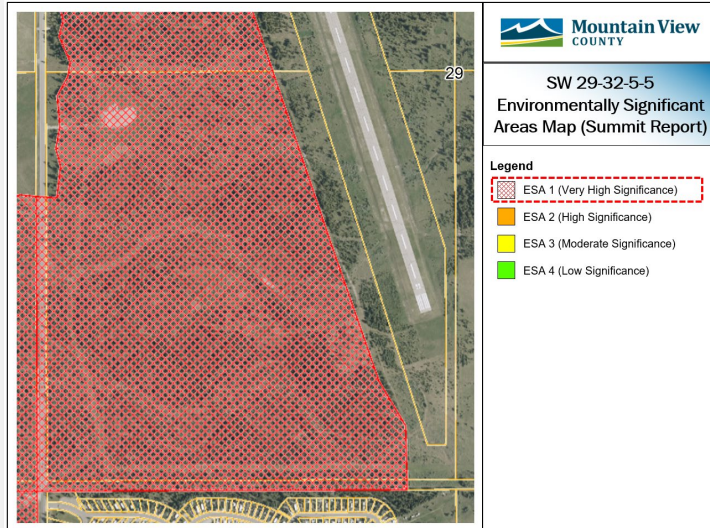
- Future development within airport
 - Must comply with Land Use Bylaw Regulations;
 - Must be compatible with airport operations;
 - Must not create hazards for aviation (i.e., discharge of smoke, emissions, etc.);
 - Avoid attracting wildlife;
 - May be referred to Transport Canada or NAV Canada for comment;
 - LEED certification encouraged;
 - May have individual water wells and private sewage systems that comply with provincial regulations;
- Agricultural uses that remain compatible with airport are encouraged to continue.
- Commercial Alternative/Renewable Energy projects not supported.
- Changes in land use or new development will be evaluated against any applicable Transport Canada document (i.e., Land Use in the Vicinity of Aerodromes; Safety Above All; Wildlife Control Procedures Manual)



Phasing Future Subdivision & Development

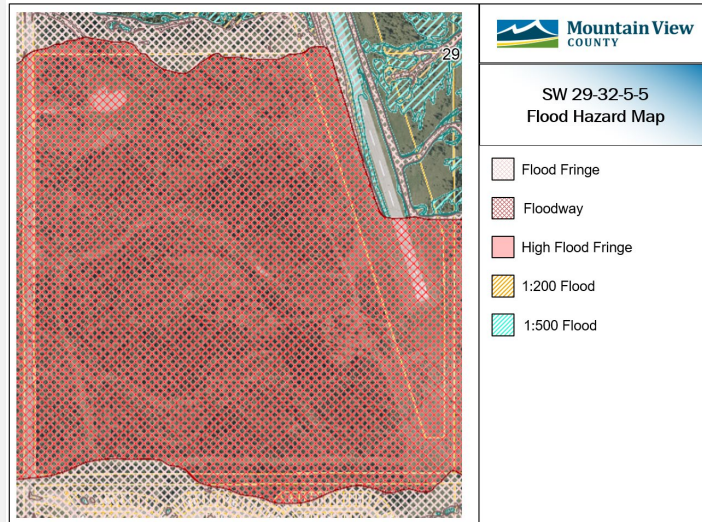
- Opportunities for additional airside lots within Phase 1A.
- Future Phases must obtain direct access to a County road.
 - Phase 1A and 1B will be a priority.
- Phase 1B primarily for airside development but may accommodate groundside development.
- Phase 2 & Phase 3 may only proceed once access addressed through adjacent quarters.
- Future expansion of airport (Phases 1B, 2 & 3) will require Concept Plan and Subdivision Application to be submitted for approval from Subdivision Authority.
- Future Phasing may provide for public open spaces (Municipal Reserve)





Environmentally Significant Areas (ESAs)

- Potential future land use may be for passive, recreation (west of runway):
 - Low-impact, non-motorized activities
 - Minimal development
 - Importance of environment is greater than in active recreation setting
 - Must be compatible with airport
 - Considers future connectivity between sites
 - Has legal and physical access to road
 - Complies with ASP Section 8.1 Environmentally Significant Areas
- Future land uses, subdivision or development should:
 - Preserve natural features;
 - Not restrict opportunity to expand main runway;
 - Additional supportive information may be required (i.e., wildlife study)



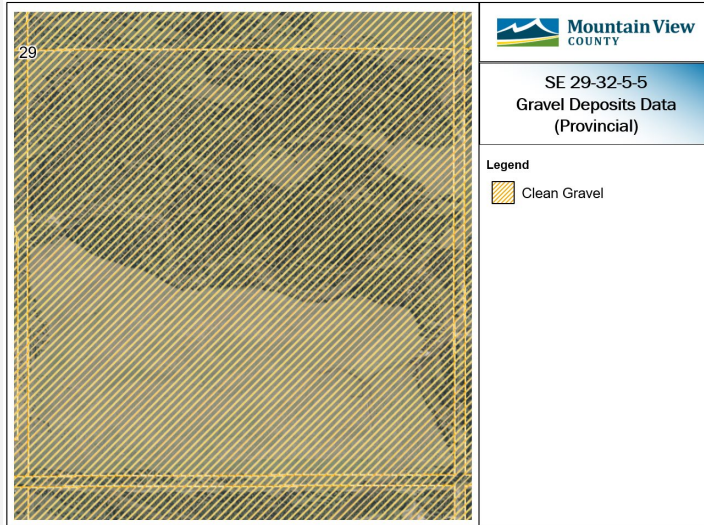
Flood Hazards

- Future land uses, subdivision or development should:
 - Retain existing tree cover;
 - Must meet provincial and municipal regulations for development within flood hazard areas

RECREATION, PASSIVE

Opportunities for low-impact, non-motorized activities that occur in a natural setting which require minimal development or facilities, and the importance of the environment or setting for the activities is greater than in developed or active recreation settings.



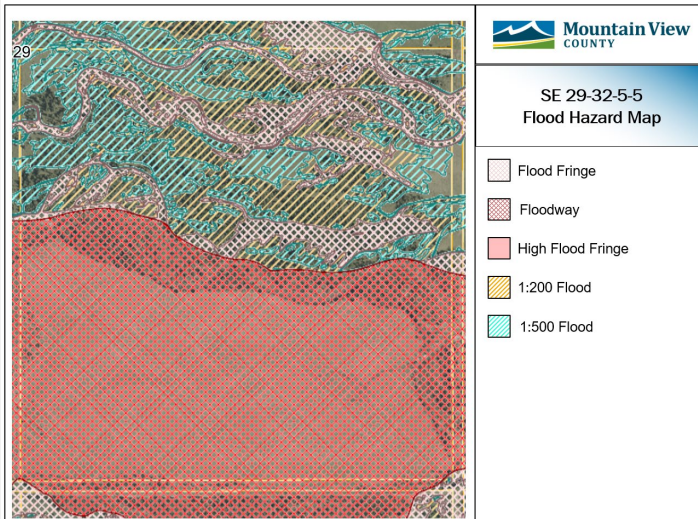


Aggregate Extraction Potential

- Quarter has high potential of aggregate resources.
- Although no current plans, potential future development should ensure opportunities for aggregate extraction aren't restricted (areas outside of floodway);
- Potential for aggregate extraction to be an interim use within areas outside of the floodway;
- Potential land uses following aggregate extraction must provide a Concept Plan and be presented to Approving Authority through Public Hearing for decision

Environmentally Significant Areas (ESAs) (South Portion of SE 29-32-5-5)

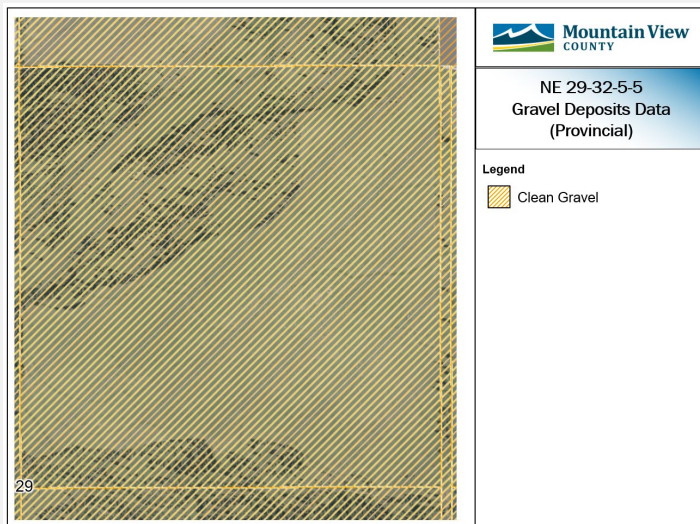
- Potential future land use may be for **passive, recreation** :
 - Low-impact, non-motorized activities
 - Minimal development
 - Importance of environment is greater than in active recreation setting
 - Must be compatible with airport
 - Considers future connectivity between sites
 - Has legal and physical access to road
 - Complies with ASP Section 8.1 Environmentally Significant Areas
- Future land uses, subdivision or development should:
 - Preserve natural features;
 - Not restrict opportunity to expand main runway;
 - Additional supportive information may be required (i.e., wildlife study)



Flood Hazards

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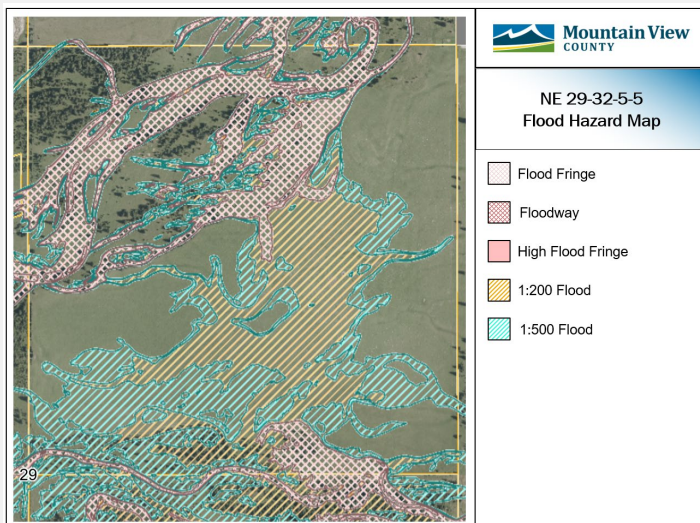


Aggregate Extraction Potential

- Quarter has high potential of aggregate resources.
- Although no current plans, potential future development should ensure opportunities for aggregate extraction aren't restricted (areas outside of floodway);
- Potential for aggregate extraction to be an interim use within areas outside of the floodway;
- Potential land uses following aggregate extraction must provide a Concept Plan and be presented to Approving Authority through Public Hearing for decision

Potential Future Land Use and Development

- Potential future land use may be for passive, recreation:
 - Low-impact, non-motorized activities
 - Minimal development
 - Must be compatible with airport
 - Considers future connectivity and has legal and physical access to road
- Depending on proposed future use, additional information may be required

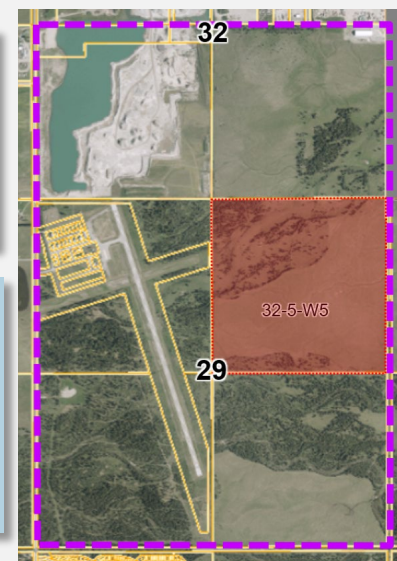


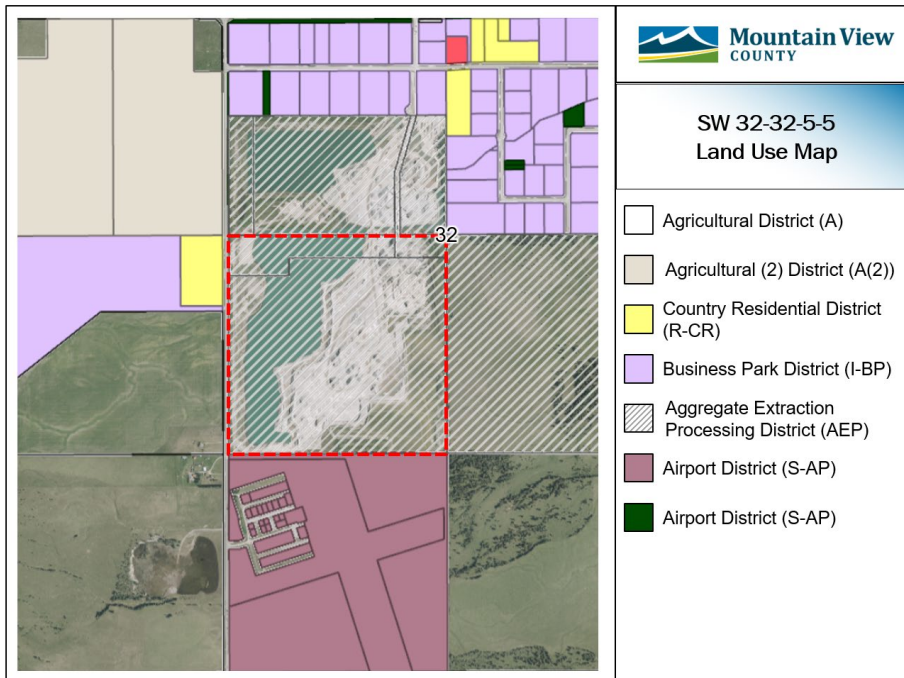
Future Road Access to Airport and Potential for Runway Expansion

Future land use, subdivision or development should consider options for road access to Sundre Airport, as well as potential to expand runway.

Flood Hazards

- Future land uses, subdivision or development should:
 - Retain existing tree cover;
 - Must meet provincial and municipal regulations for development within flood hazard areas





Current Use

- This quarter contains an active aggregate extraction operation
- Quarter is privately owned

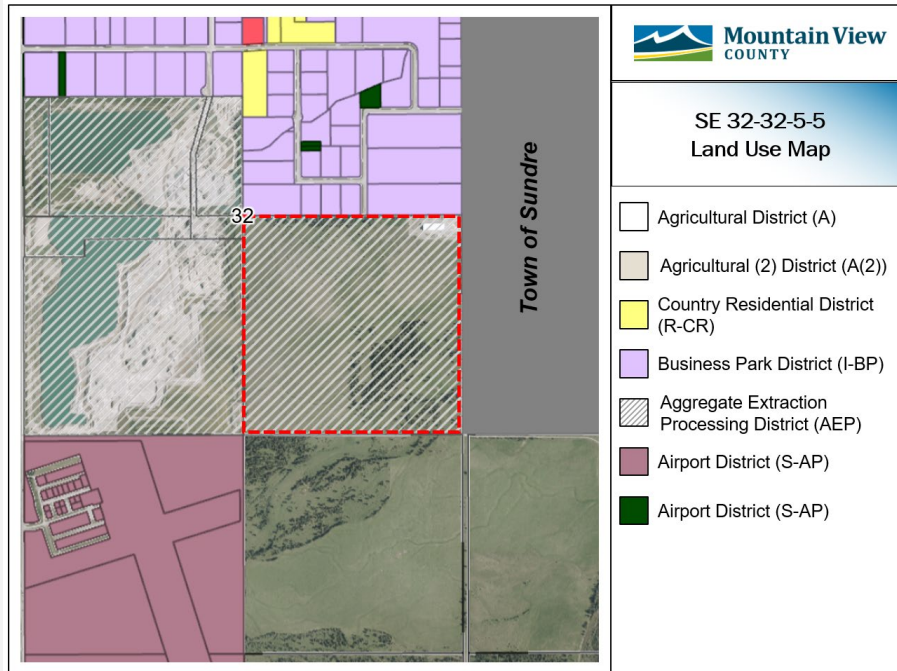
Future Land Uses

- Options for future ultimate or final land use may include:
 - Commercial / industrial uses,
 - Recreational uses
 - Future uses must be compatible with the Sundre Airport.
- Consideration for future land use and subdivisions shall require:
 - Concept Plan for entire quarter
 - Application for Redesignation and Subdivision.

Road Access

Future land use, subdivision or development should consider options for road access to Sundre Airport, as well as potential to expand runway.





Current Use

- This quarter contains an active aggregate extraction operation
- Quarter is owned by Mountain View County
- Current Phase covers (+/-) 60 acres
- Intermunicipal Collaboration Agreement with Town of Sundre for duration of operation with quarter
- Resources are expected to be extracted over next 50 years

Future Land Uses

- Options for future ultimate or final land use may include:
 - Commercial / industrial uses,
 - Recreational uses
 - Future uses must be compatible with the Sundre Airport.
- Consideration for future land use and subdivisions shall require:
 - Concept Plan for entire quarter
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Road Access

Future land use, subdivision or development should consider options for road access to Sundre Airport, as well as potential to expand runway.





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Next Steps

Open House:

Virtual:

Wednesday May 14th, 2025
6:00 p.m.

In Person:

Location: Sundre Legion
135 6 St SE, Sundre AB, T0M 1X0

Monday May 26th, 2025
6:00 p.m.

Presentation: 6:15 p.m.



- **Comments:** Comment sheet is available online. We will be gathering comments until June 10th
- **Committee Review:** Comments will be reviewed by the Committee who may suggest adjustments to the draft Concept Plan
- **First Reading:** Concept Plan will be scheduled for First Reading. Following First Reading landowners will be notified and can provide comments that will be presented to Council during the Public Hearing
- **Public Hearing:** Concept Plan will be scheduled for a Public Hearing, where public can participate during the meeting. Council will consider adoption of Concept Plan or decide if further amendments are required.
- **Adoption:** Once the Concept Plan is adopted, it will be inserted into the South McDougal Flats Area Structure Plan