



Mountain View
COUNTY

Olds-Didsbury Airport Area Structure Plan Review

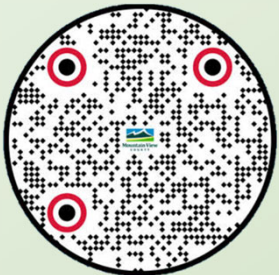
OPEN HOUSE

You are invited to attend a review of the draft Olds-Didsbury Area Structure Plan (ASP)

Join Us:

January 16, 2024 – 6:00 p.m. – 8:00 p.m.

**Mountain View County Office
10-1408 – Twp Rd. 320**



Access to the meeting pre-recording and Comment Sheet by scanning the QR code or visit: <https://www.mountainviewcounty.com/p/asp-reviews>

What to Expect From the Presentation



1. *The presentation will cover the following topics:*
2. *What is an Area Structure Plan (ASP)*
3. *Why do a review of the ASP and Why is it important*
4. *Re-cap of the ASP Process*
5. *Key Changes to the Land Use Concept Map & Policies*
 - *Updated maps for height restrictions & noise exposure*
 - *ASP boundary expansion and proposed policies*
 - *Future development of the airport*
6. *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

Tuesday January 16 at 6 p.m., presentation 6:15 p.m.
Mountain View County Office – 1408 – Twp Rd. 320



Mountain View
COUNTY

What is an Area Structure Plan and Why is it Important?

Area Structure Plans (ASPs) are policy documents that are approved by Council and used by the County when evaluating planning or development applications within a specific area. If your land is located in an area where there is an existing ASP, you will want to be familiar with the document.



The Plan provides the land use framework that includes land use policies to guide future redesignation, subdivision and development within the Olds-Didsbury Airport ASP.



The future matters
The current plan is older than 18 years
Policies and future land use will guide the next 10-15 years

Scope of Work and Project Stages

Stage 1

Review Key Topics & Proposed ASP Amendments with Steering Committee

- Steering Committee provided goals and objectives of the ASP and direction to Administration.
- Administration researched regulations for *Land Use In the Vicinity of Aerodromes* and identified possible ASP Amendments.
- Developed updated mapping to guide policy development.

Stage 2

Draft ASP & Mapping Reviewed by Steering Committee

- Various ASP Plan configurations considered.
- Policies developed based on strategies to ensure safe operation of airport and air traffic
- Draft of ASP reviewed and accepted by Steering Committee

Stage 3

Open House to Engage Public

- Draft ASP and maps 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 ASP

**We Are
Here in the
Process**

Stage 4

Open House Comments Reviewed and ASP Amendments

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

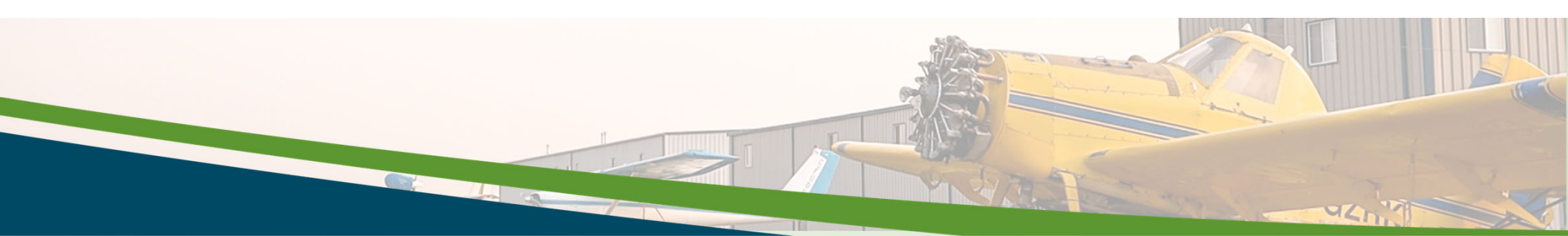
Stage 5

Accepted Draft ASP Presented to Council to be Adopted

- A final draft ASP will be completed in preparation of 1st Reading of a bylaw to adopt the ASP



**Mountain View
COUNTY**



Olds-Didsbury Airport Area Structure Plan (ASP)

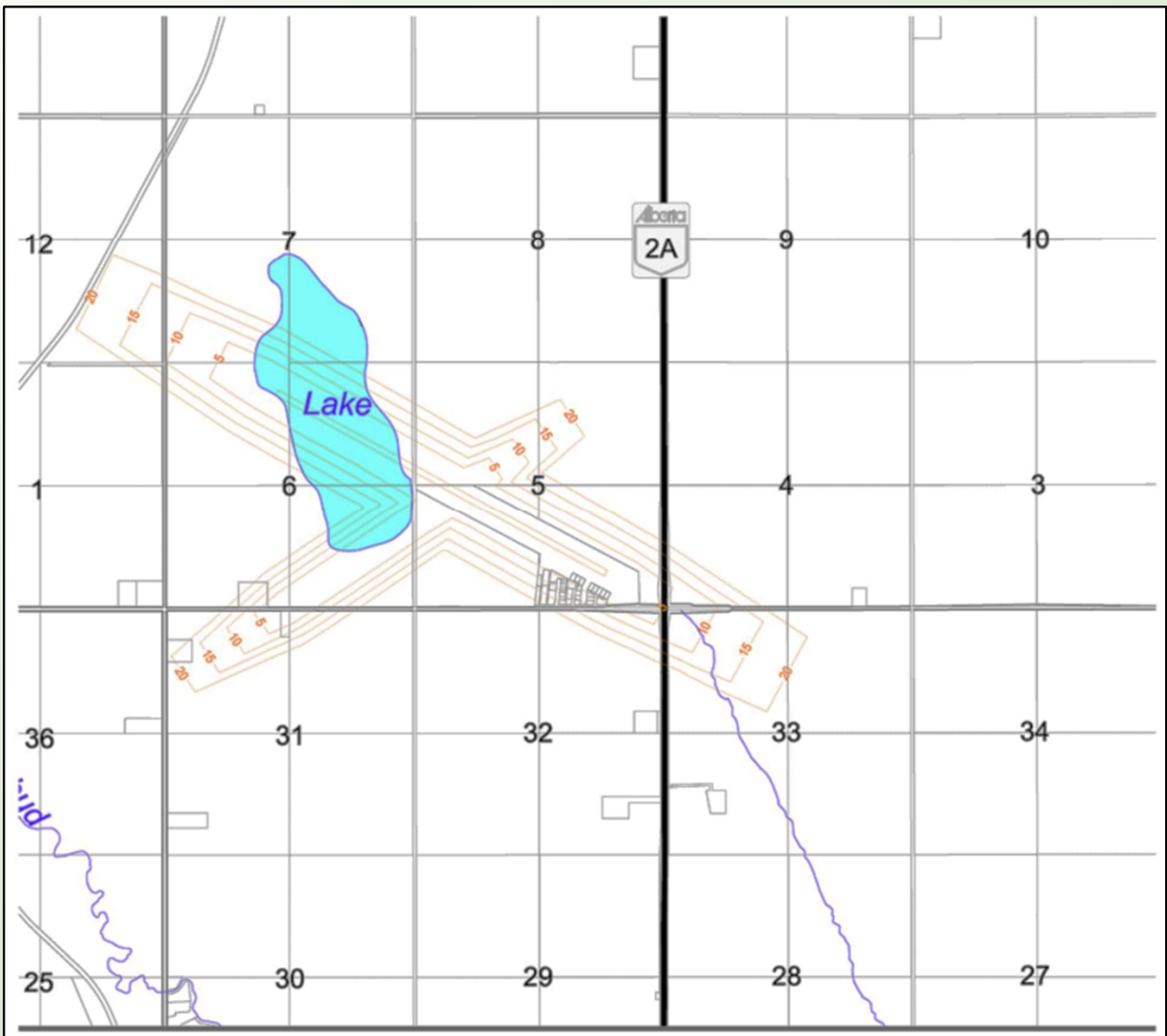
Mapping



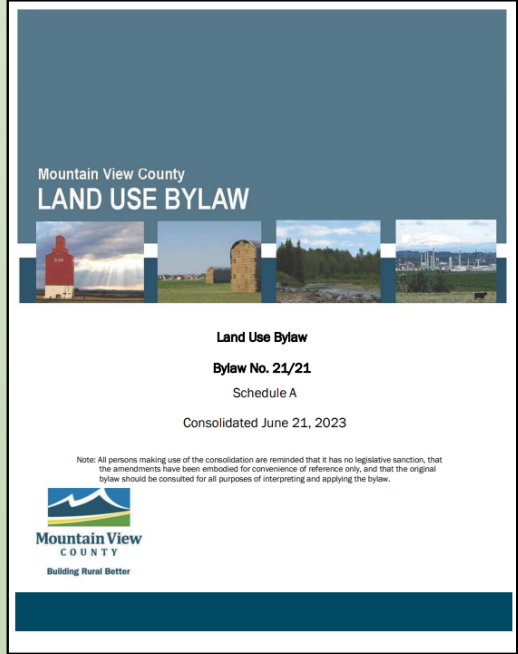
Mountain View
COUNTY

Current Height Limitations Map

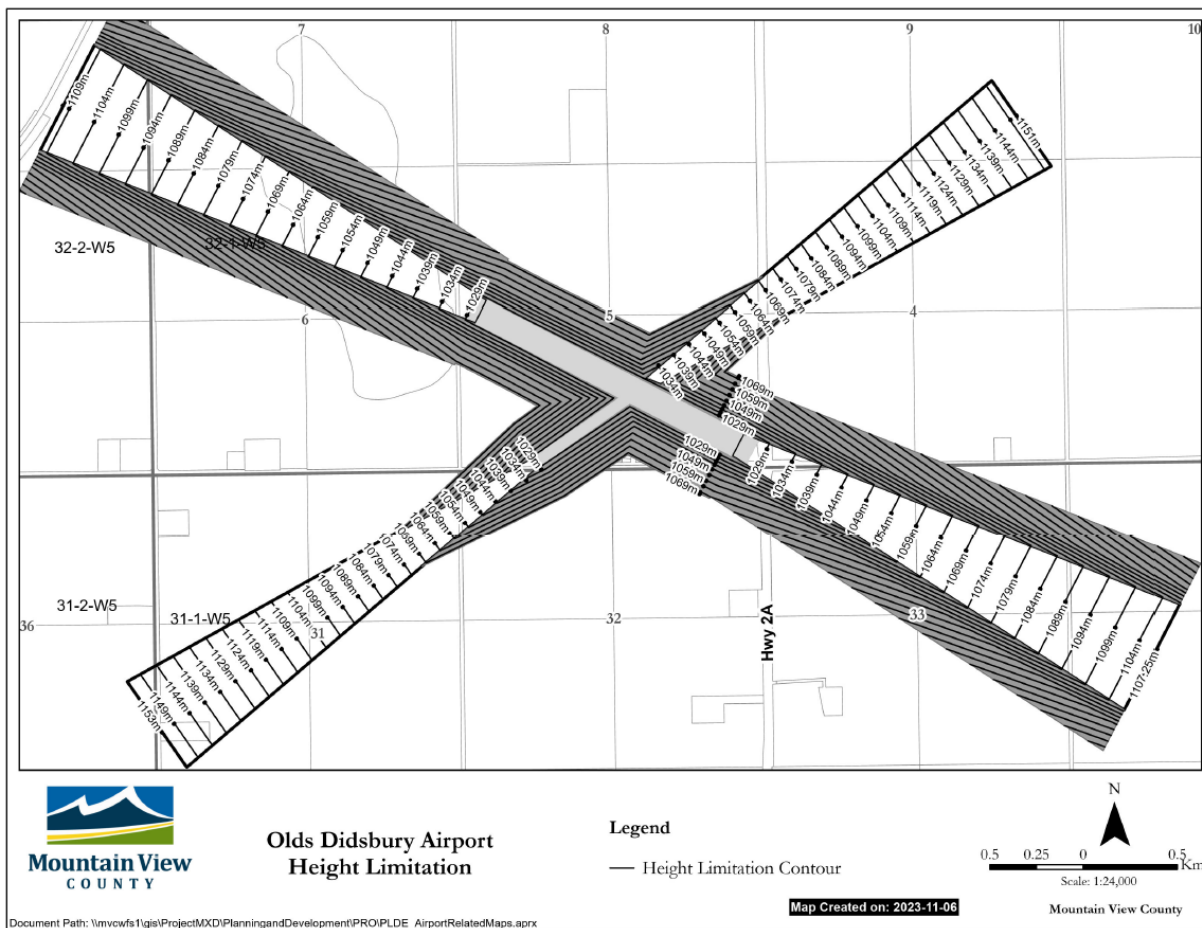
Land Use Bylaw



This is the Height Limitations Map that was developed when the original ASP was created in 2005



NEW Height Limitations Map

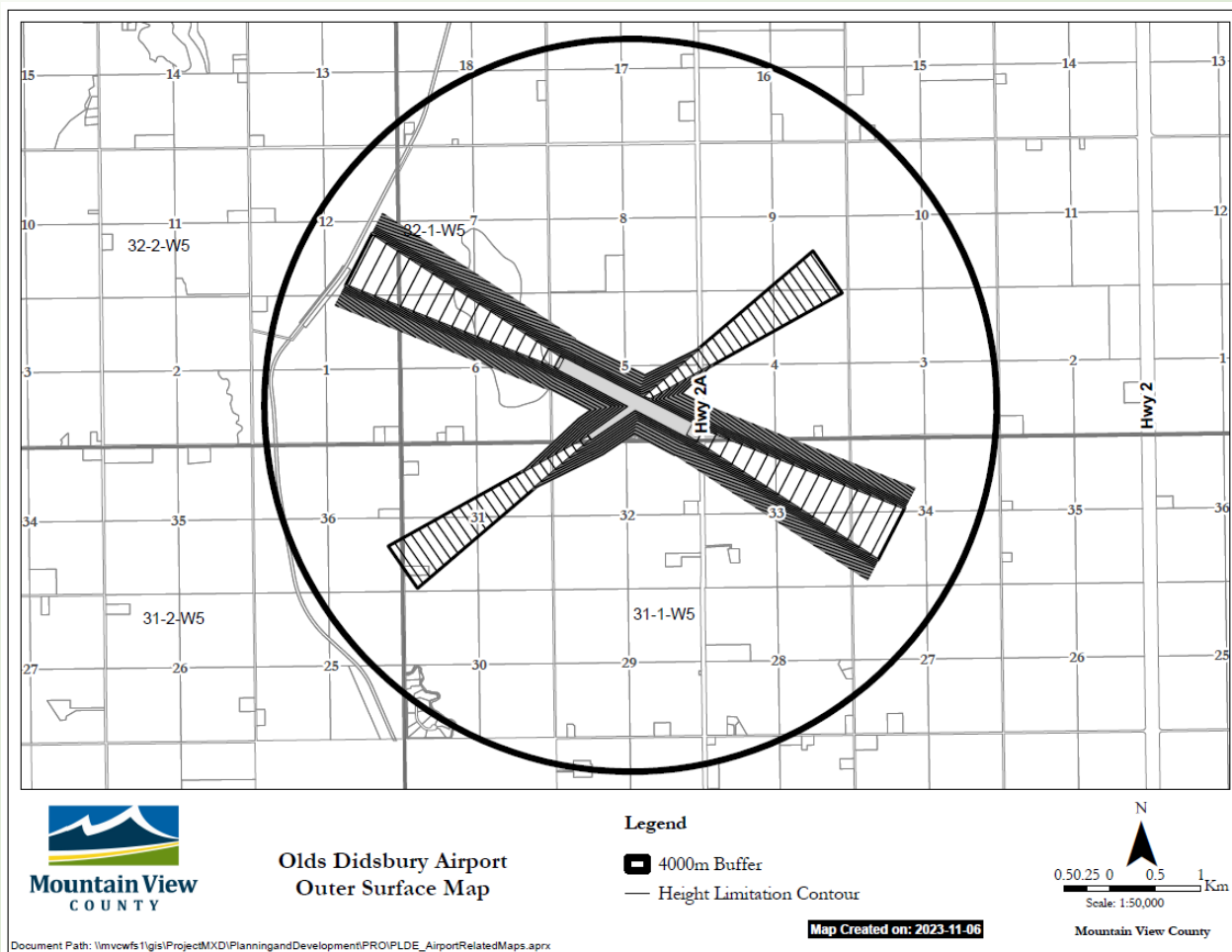


This map was created to protect aircraft that are landing and taking-off from the airport runways.

Because there may be an opportunity to expand the runway in the future, this new map is based on an extended runway.

Policies related to this map limit the height of structures to heights that are less than the slope surfaces identified on this map.

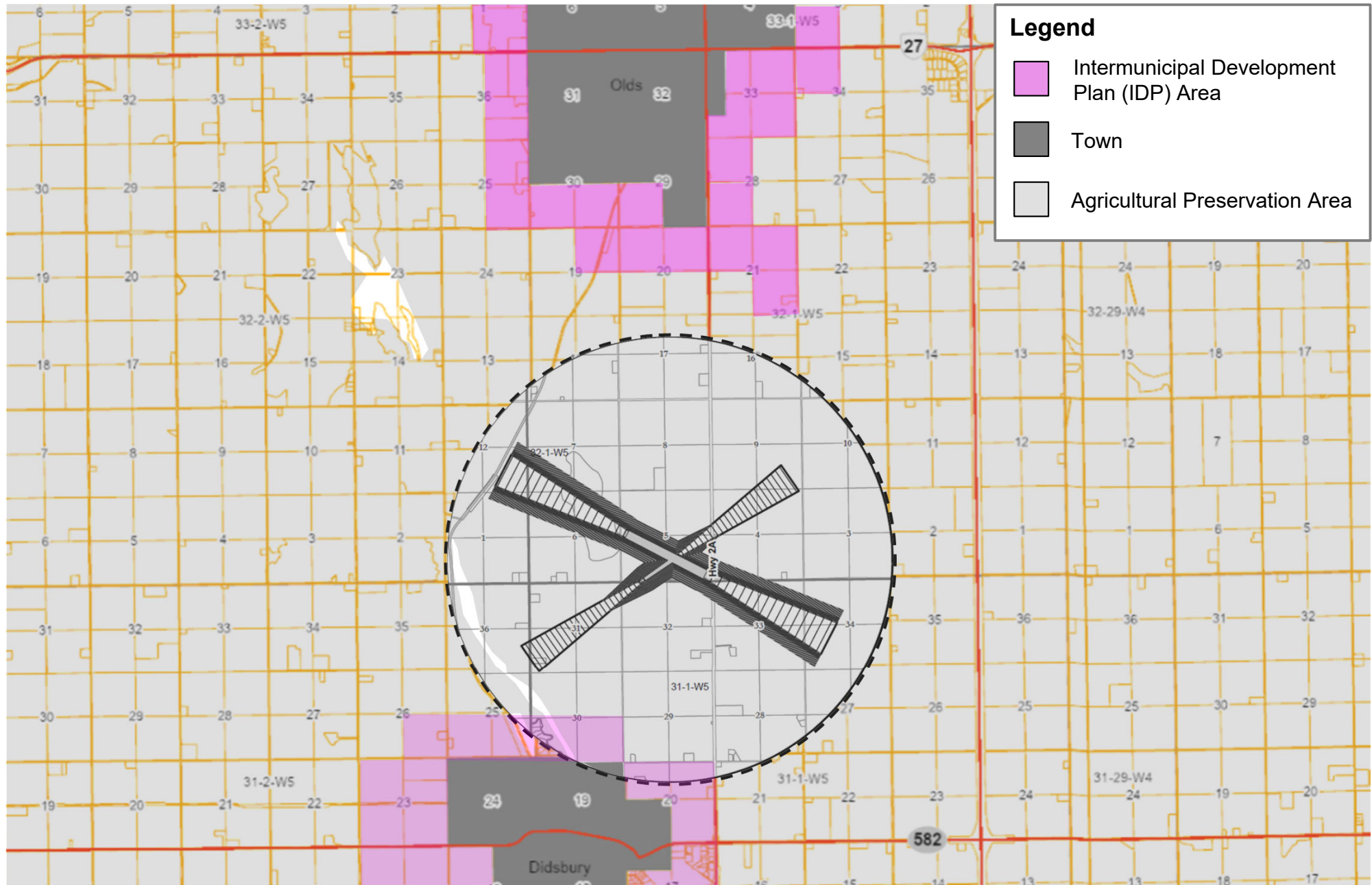
NEW Height Limitations & Outer Surface Map



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

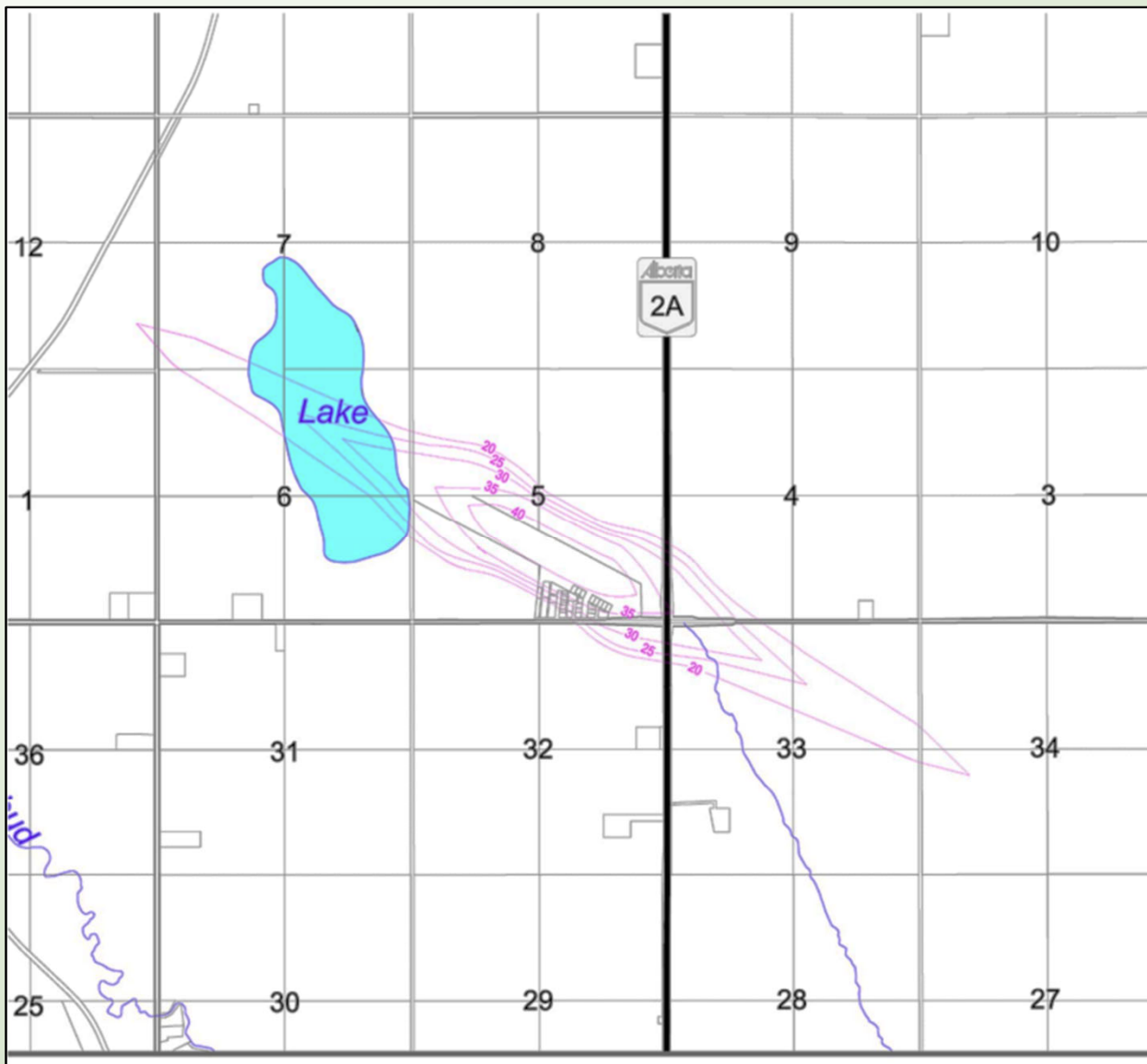


Footprint of Outer Surface Map with IDPs & Agricultural Preservation Area of the MDP

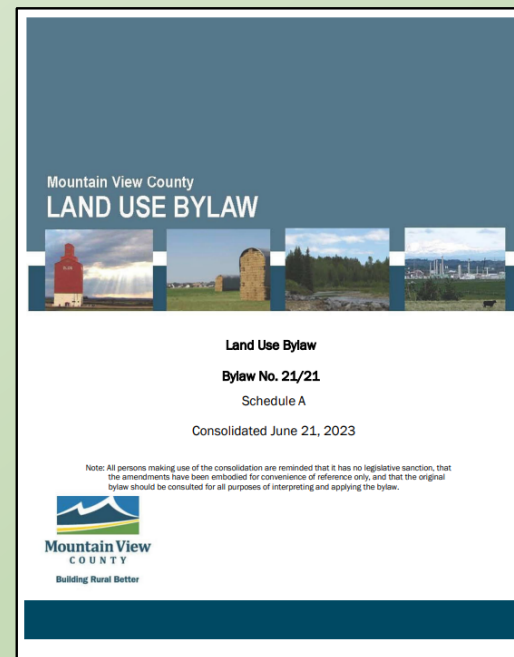


Current Noise Exposure Projection (NEP) Map

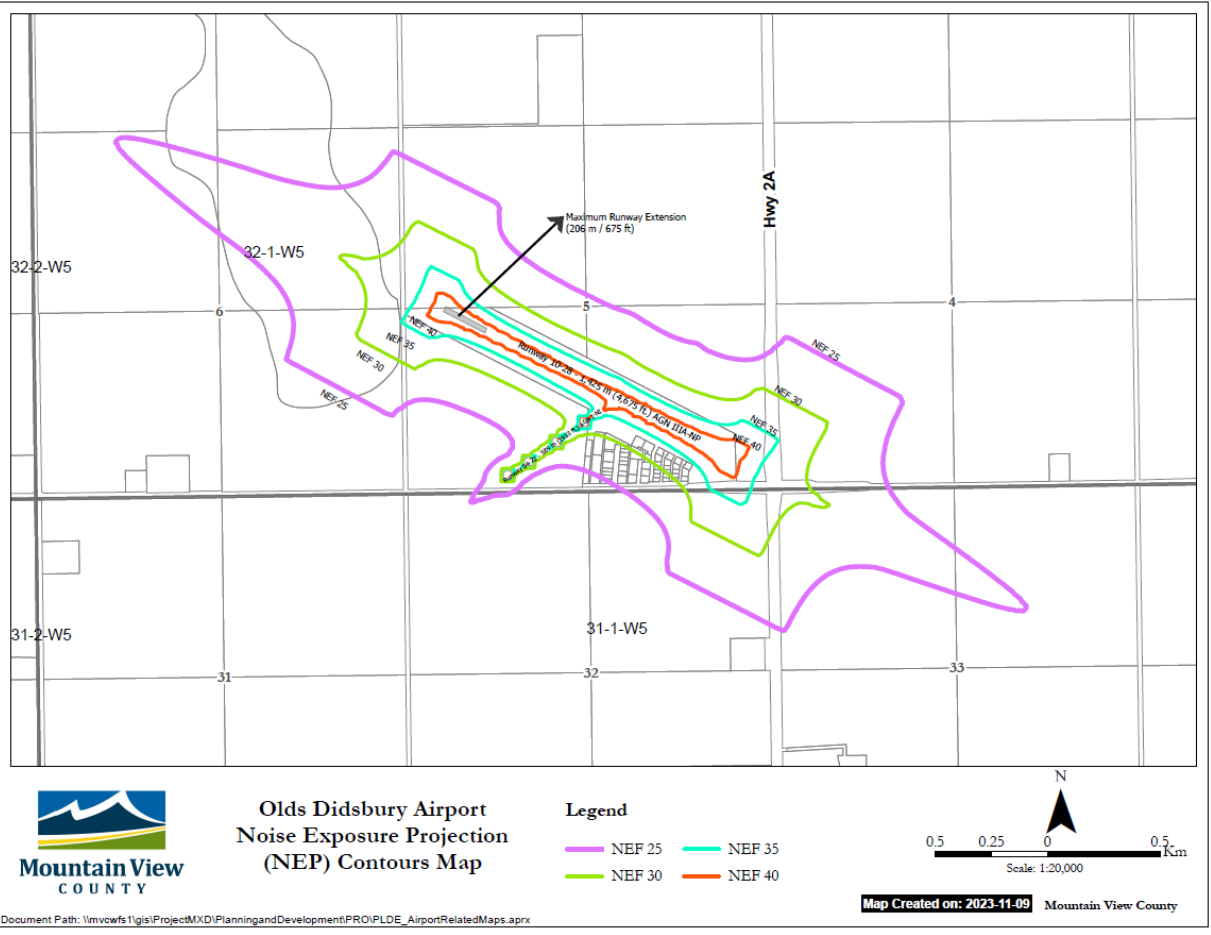
Land Use Bylaw



This is the Noise Exposure Projection Map that was developed when the original ASP was created in 2005



NEW Noise Exposure Projection (NEP) Map



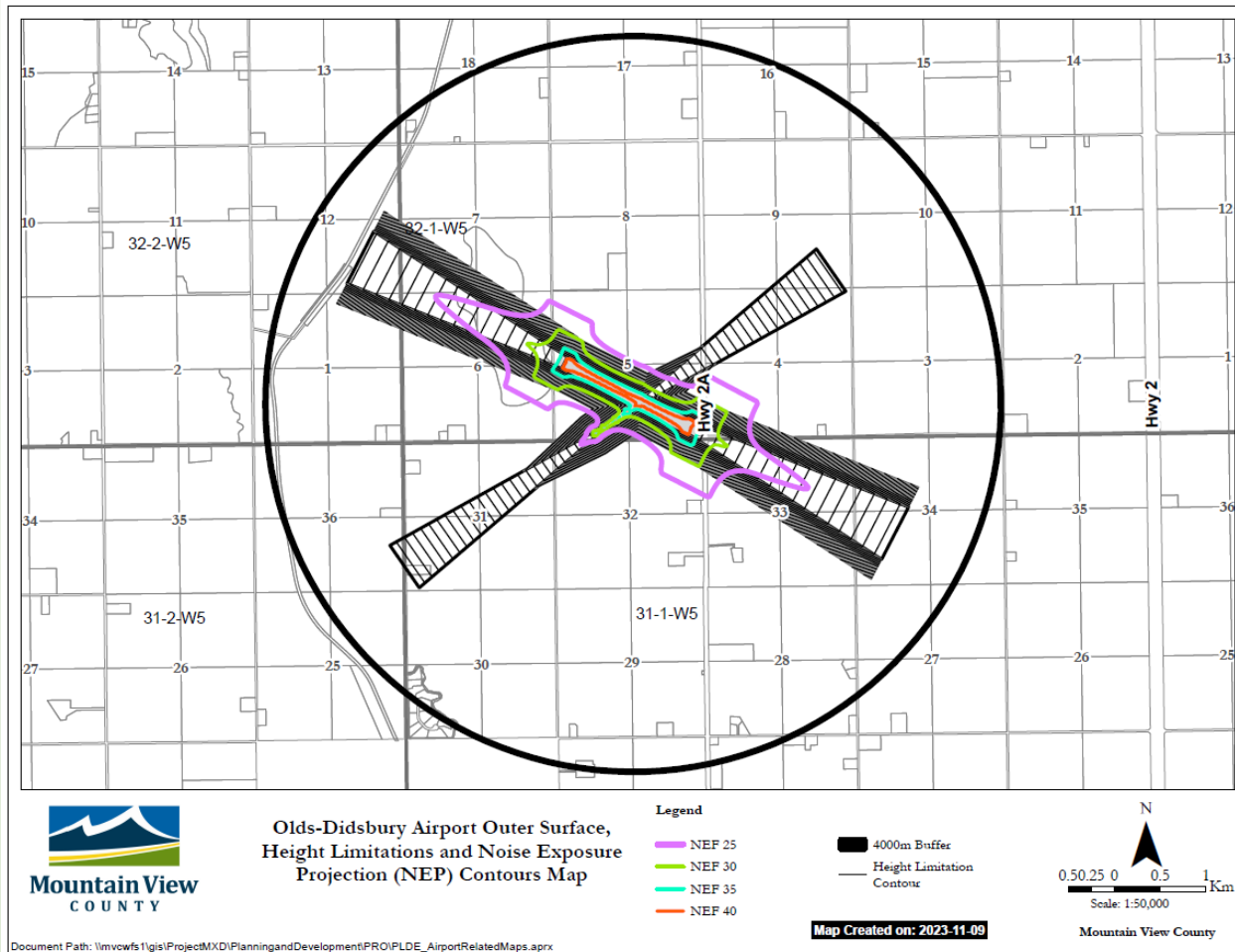
This NEP map was developed by HM Aero to assist in land use planning for the Olds-Didsbury Airport ASP. This system factors in the subjective reactions of the human ear to specific aircraft noise: loudness, frequency, duration, time of occurrence, tone, etc. (Land Use in the Vicinity of Aerodromes, 2013/14)

Response Area	Response Prediction *
1 (over 40 NEF)	Repeated and vigorous individual complaints are likely. Concerted group and legal action might be expected.
2 (35-40 NEF)	Individual complaints may be vigorous. Possible group action and appeals to authorities.
3 (30-35 NEF)	Sporadic to repeated individual complaints. Group action is possible.
4 (below 30 NEF)	Sporadic complaints may occur. Noise may interfere occasionally with certain activities of the resident.

* It should be noted that the above community response predictions are generalizations based upon experience resulting from the evolutionary development of various noise exposure units used by other countries. For specific locations, the above response areas may vary somewhat in accordance with existing ambient or background noise levels and prevailing social, economic and political conditions.

Community Response Prediction to Noise Exposure Forecast Areas (Land Use in the Vicinity of Aerodromes, 2013/14, p. 24)

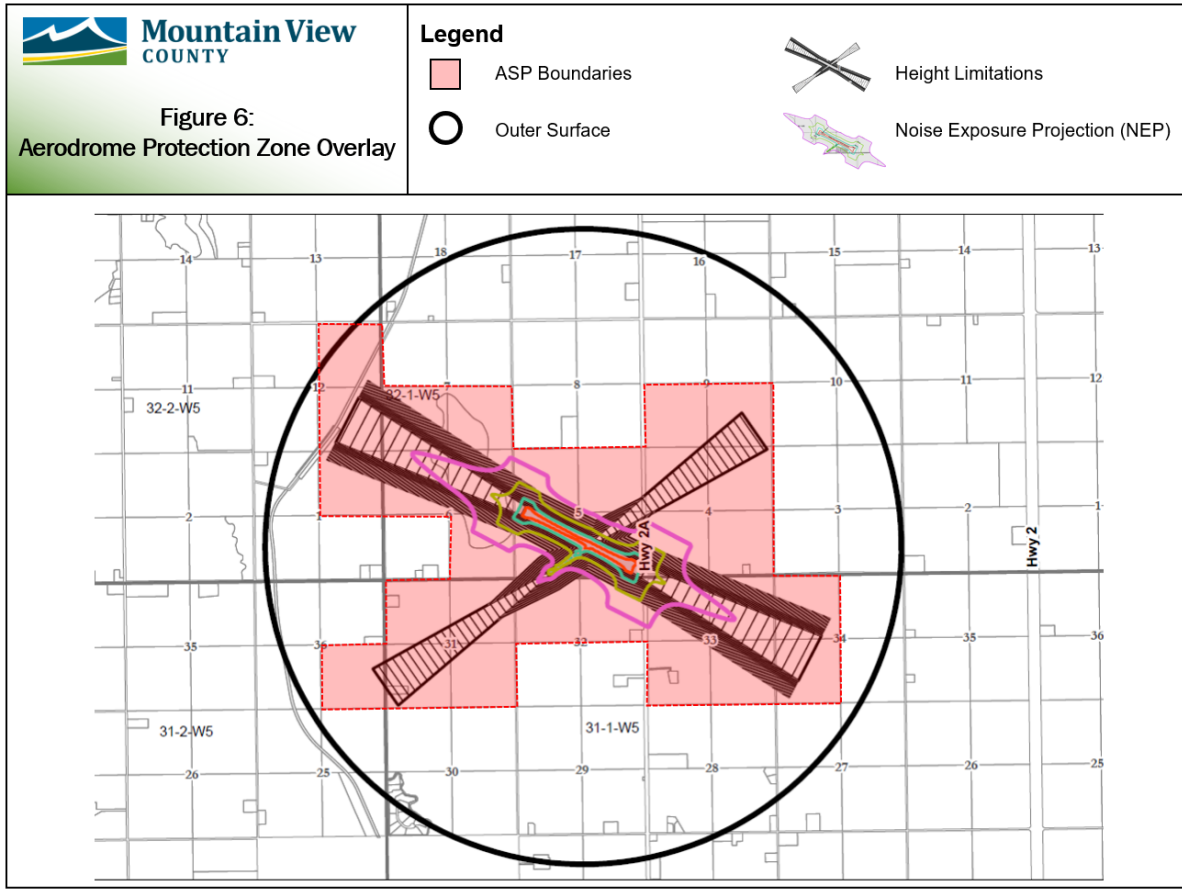
NEW Height Limitations, NEP Contours & Outer Surface Map



This map combines the three different maps that were developed for this ASP and includes:

- Height Limitations
- Noise Exposure Projections
- Outer Surface

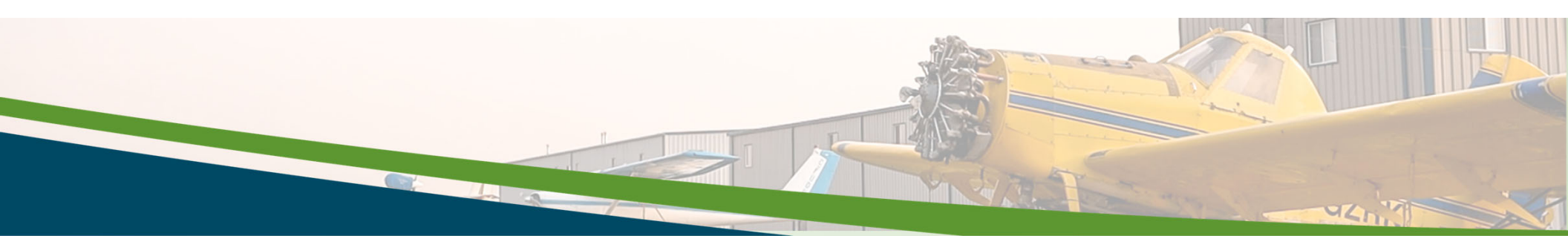
Proposed Area Structure Plan Area



This map shows the lands that are proposed to be included within the ASP boundaries and is based on the Height Limitations and NEP Contours maps.

This ASP boundary configuration was chosen by the Steering Committee, as it only encompasses the quarter sections that are impacted by the Height Limitations and Noise Exposure Forecast maps.

There are 31 quarter sections that are proposed to be included within the ASP boundaries.



Olds-Didsbury Airport Area Structure Plan (ASP)

Proposed Policies for the ASP

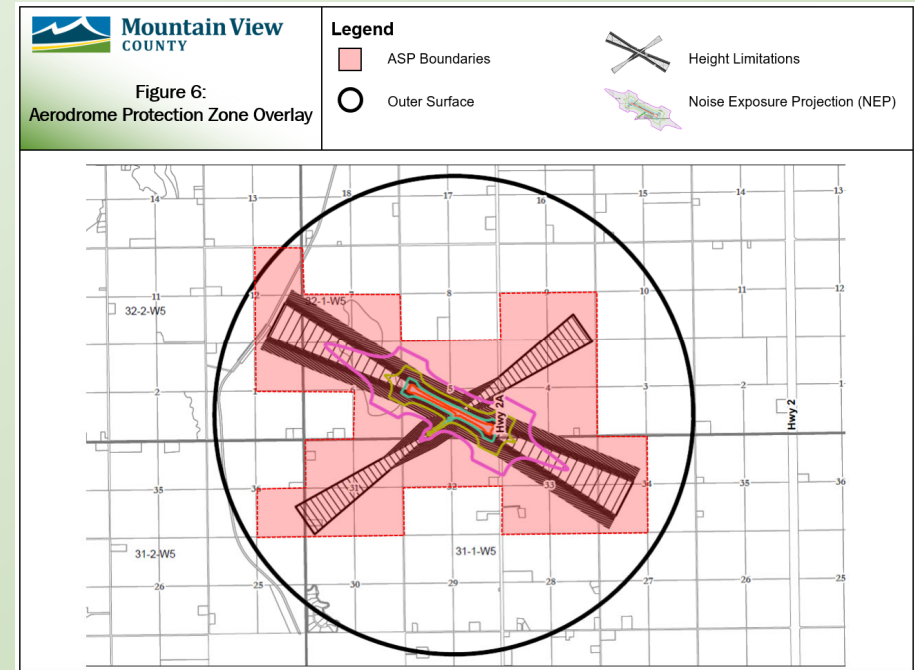


Mountain View
COUNTY

ASP Policies – General Provisions

GENERAL PROVISIONS

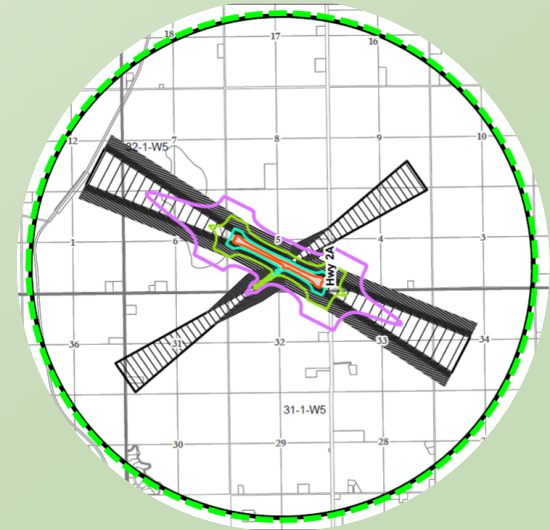
- The intent of the proposed policies are to ensure that surrounding development and land use:
 - Do not create additional risks for airport operations;
 - Ensure safety of aircraft manoeuvring around the airport; and,
 - Support potential airport expansion in the future.
- The Aerodrome Protection Zone Overlay, shown in Figure 06 was created to help guide policy development and consists of:
 - Height Limitations Map
 - Noise Exposure Projection (NEP) Contours Map
 - Outer Surface Map
- The rules for land use, subdivision and development are provided through the following Mountain View County documents:
 - **Municipal Development Plan (MDP):** Provides rules for lands within all of Mountain View County
 - **Olds-Didsbury Airport ASP:** Provides specific rules for lands within the ASP Plan area.
 - **Land Use Bylaw:** Provides the rules for development of all lands within the County and considers development within and in the vicinity of an aerodrome.



ASP Policies – Proposed New Development, Subdivision and Changes in Land Use

Within the Aerodrome Protection Zone Overlay

- Agricultural land uses that do not have negative impacts on the safe operation of the airport shall be encouraged to continue.
 - No new Confined Feeding Operations (CFOs) shall be supported due to potential of hazardous dust, emissions and wildlife attractants
- Non-agricultural uses may be considered when they are compatible with the airport.
- When proposals for development or changes of land use are proposed, they may be referred to Transport Canada and/or NAV Canada and the following will be considered:
 - Potential for discharge of toxic or noxious emissions;
 - Processes that could generate smoke, dust or steam that could impact visibility near the airport;
 - Potential for radiation or other interferences from electronic equipment;
 - Potential for fire or any explosive hazards;
 - Accumulation of any materials or waste that could increase hazards related to wildlife interactions;
 - Uses that require extensive lighting;
 - Height of any proposed structures;
 - Noise Exposure Forecast mapping that may require a Noise Impact Assessment and other necessary engineering studies
 - Uses that involve water retention areas, other than dugouts used for agricultural purposes;
- Development permit applications for new communication towers shall not be supported if the use interferes with the safe operation of the airport.
- Commercial Alternative/Renewable Energy, shall not be supported, to protect the airport from hazardous glare and impact on aviation equipment and instruments.

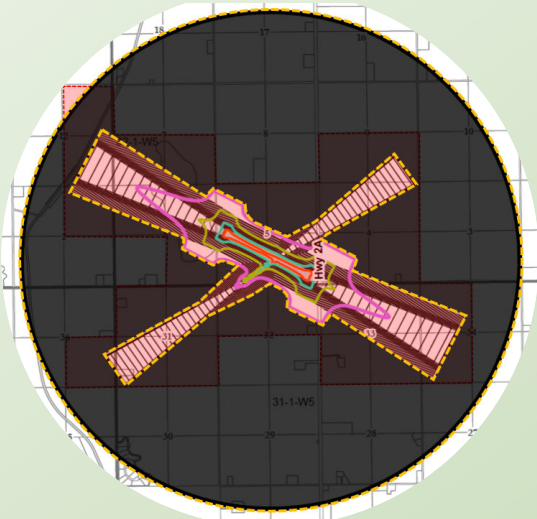


ASP Policies - Subdivision Potential

Policies support potential of one subdivision per quarter section (maximum 2 titles per quarter), which mirrors the subdivision potential for most of the lands within Mountain View County, according to the Municipal Development Plan.

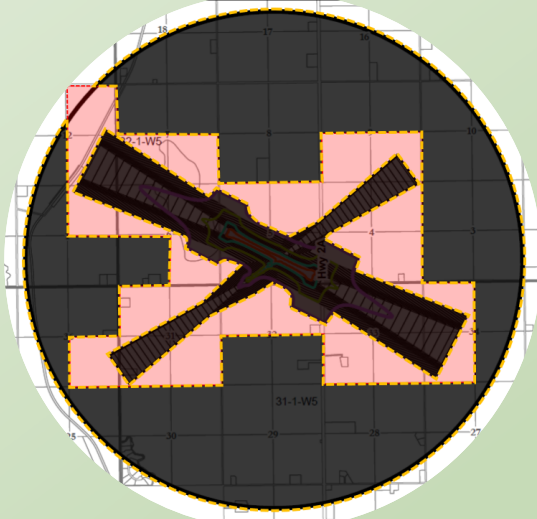
Within Height Limitations & Noise Exposure Forecast Areas

- Types of subdivisions that can be considered for 'First Parcel Out':
 - Agricultural Subdivisions
 - Farmstead Separations



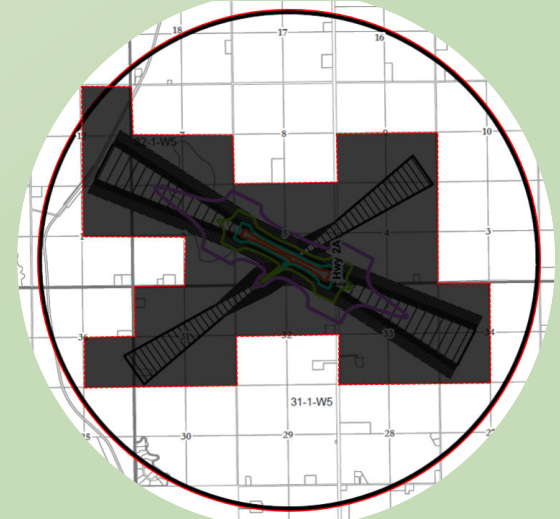
Outside of Height Limitations & Noise Exposure Forecast Areas within the ASP Plan Area

- Types of subdivisions that can be considered for 'First Parcel Out':
 - Agricultural Subdivisions
 - Farmstead Separations
 - Country Residential

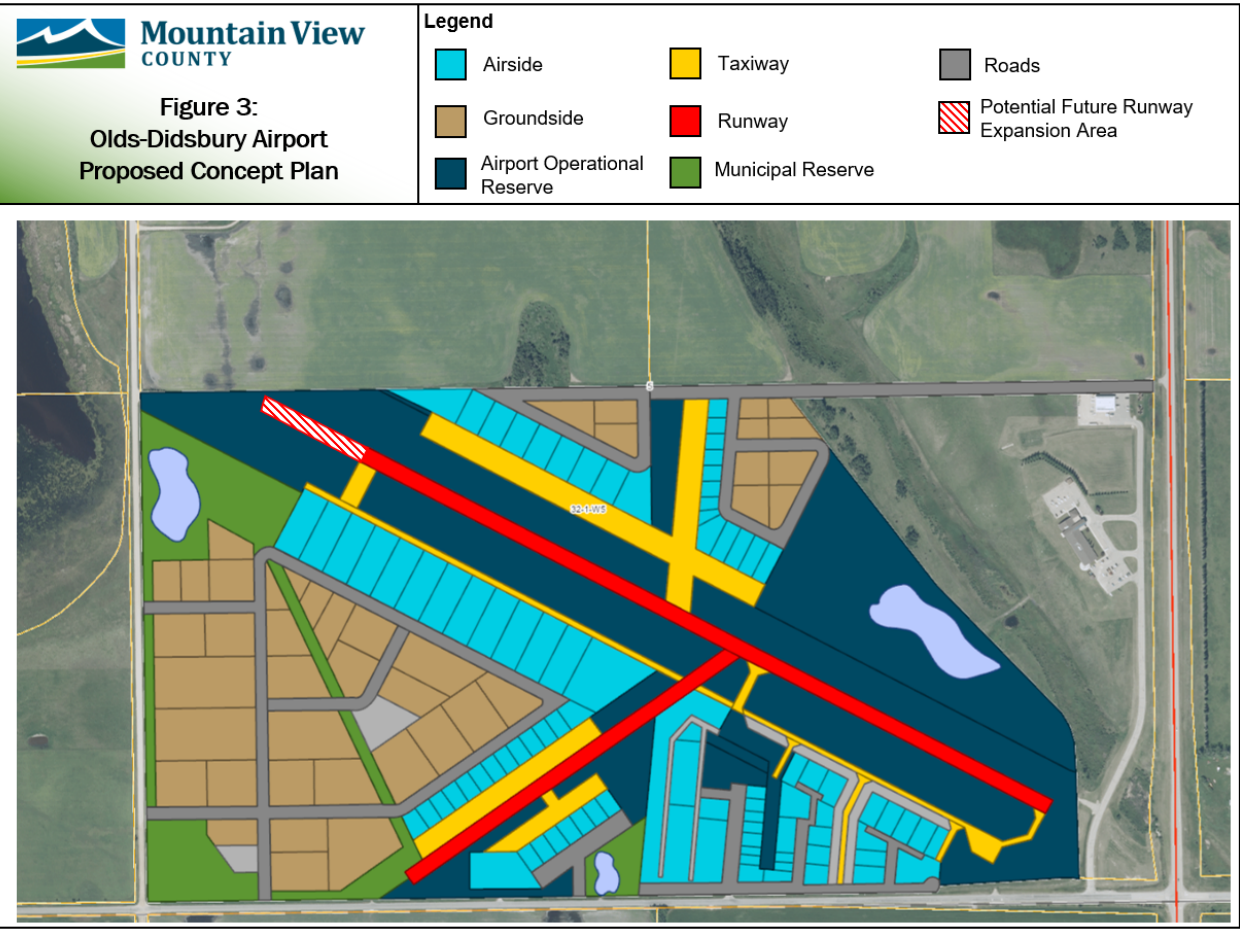


Outside of the ASP Plan Area

- Types of subdivisions and land use that can be considered for 'First Parcel Out' will be considered in accordance with the *Agricultural Policies* of the Municipal Development Plan

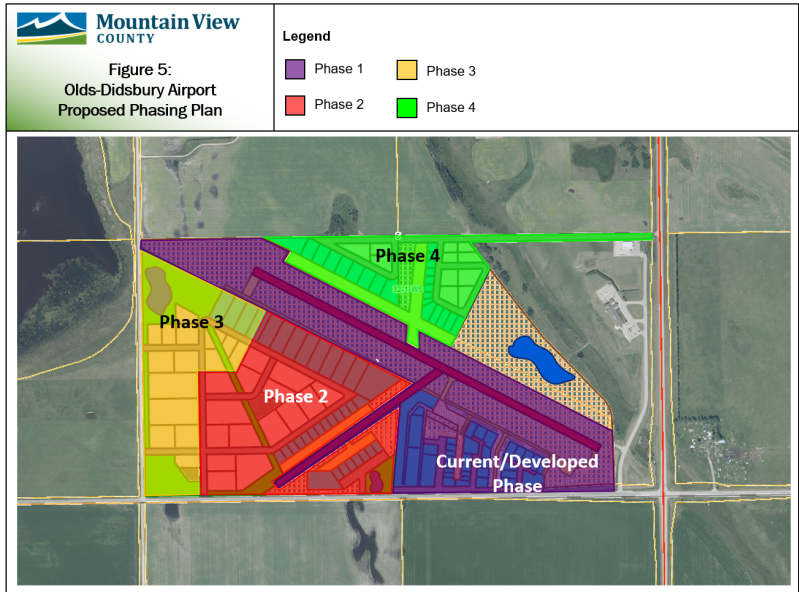


Airport Concept Plan & Phasing



Airside are lands that will have direct access to taxiways and runways. These lots should be used for aviation related uses only.

Groundside are lands that will not have direct access to taxiway or runway. These lots may have either aviation or non-aviation related uses



ASP Policies – Development & Land Use Within Airport Lands

Within the Airport Boundaries

8.2.1 LOT LAYOUT

- East side of airport is primarily for larger hangar and businesses that require larger lots
- West side of airport is primarily for smaller, individual recreational hangars

8.2.2 OPEN SPACES AND PATHWAY POLICIES

- Municipal Reserve strategy will be determined when future phases of airport proceeds, and may take the form of linked pathways, green strips adjacent to the road or cash-in-lieu.

8.2.3 DESIGN CRITERIA POLICIES

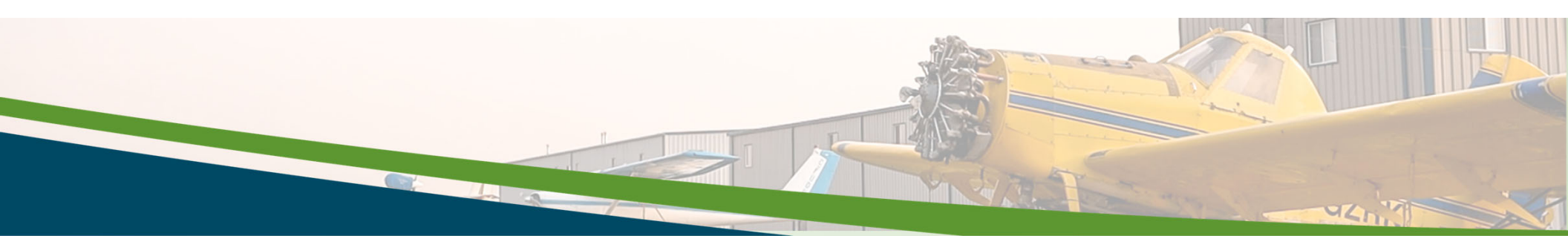
- Airport should be developed in a rational, neat and efficient manner to support sustainable economic development opportunities.
- Development is encouraged to incorporate elements of LEED into their development.
- New development of individual lots shall comply with the provisions of the Land Use Bylaw and the Business and Industrial Design Guidelines.

8.2.4 AIRPORT ADMINISTRATION

- No development will be permitted that may jeopardize the potential future certification of the airport.

8.2.5 PHASING OF DEVELOPMENT POLICIES

- Figure 05 shows the general phasing plan for the airport
- Future lot sizes and design may be modified without need to amend the ASP.



Olds-Didsbury Airport Area Structure Plan (ASP)

Amendments Proposed to the Land Use Bylaw



Mountain View
COUNTY

Land Use Bylaw Regulations – Airport Development

AIRSIDE (PERMITTED)

Sign, On-Site Commercial
Utility Services, Minor Infrastructure

AIRSIDE (DISCRETIONARY)

Restricted to aviation related development

Accessory Building and Use
Bulk Fuel Depot
Educational Services
Government Services
Office
Protective and Emergency Services
Shipping Container (Sea Can)

These tables come from the Land Use Bylaw and show the *Permitted* and *Discretionary* Uses within the Airside and Groundside areas of the Airport. The proposed changes to these uses are illustrated below:

Black Font = No Changes
Blue Font = New Addition
Red Font = To Be Removed

GROUNDSIDE (DISCRETIONARY)

Accessory Building and Use
~~Agricultural Support Services~~
Alternative/Renewable Energy, Individual
~~Automotive, Equipment and Vehicle Services~~
~~Berming~~
Bulk Fuel Depot
~~Cannabis Production Facility~~
Cardlock Fuel Dispensing Facility
Commercial Retail Services, Major
Commercial Retail Services, Minor
Communication Tower
Dwelling, Security Suite
Eating Establishment, Indoor
~~Eating Establishment, Outdoor~~

Other Development Regulations

Variances of setback distances shall not be granted for proposed shipping containers (sea can) within an airside or groundside lot.

GROUNDSIDE (DISCRETIONARY)

Educational Services
Government Services
Industrial Manufacturing/Processing, General
Industrial Storage and Warehousing
Office
Parking Facility
Protective and Emergency Services
Semi-Public Use
Shipping Container (Sea Can)
~~Service Station~~
Sign, Third-Party Commercial
Spectator Sports Establishments
Tree Clearing/Clear Cutting when in ESA Level 1, 2, 3 & 4
Utility Building

Click the text to see definition

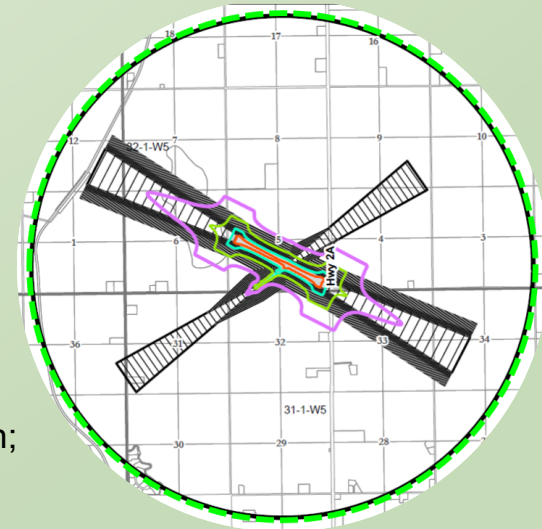


**Mountain View
COUNTY**

Land Use Bylaw Regulations – All Lands Within Outer Surface Map

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

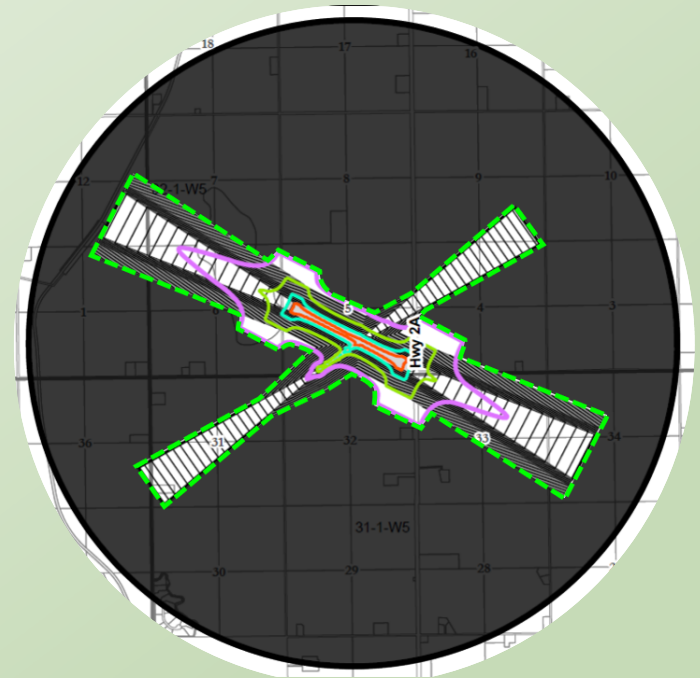
- No development shall be approved that will jeopardize the safe use of the aerodrome and air traffic.
- Applications for redesignation and/or subdivision or development will be reviewed in accordance with Transport Canada's *Aerodrome Standards & Recommended Practices* and *Land Use in the Vicinity of Aerodromes*, and may also be referred to:
 - Aerodrome operator;
 - Transport Canada; and/or
 - NAV Canada.
- Applications for redesignation and/or subdivision or development shall include detailed information on:
 - Emissions of steam, smoke, dust, toxic, noxious or other particulate matter that may impact vision or interfere with aerodrome operation or air traffic;
 - Radiation or interference with any signals or communications to and from any aircraft, air traffic or aerodrome operations;
 - Production and utilization of radio frequency energy, excluding radio communication;
 - Radiation or interference through the use of electricity or electronic equipment;
 - Use of exterior lighting;
 - Fire and explosive hazards; and
 - Accumulation of any material or waste edible by, or attractive to, birds.
- Development or uses that have the potential to attract birds or wildlife, shall be required to submit a wildlife mitigation strategy.
- New Communication Towers and Alternative/ Renewable Energy, Commercial shall not be approved if the Approving Authority determines the use interferes with the safe operation of the aerodrome or air traffic.



Land Use Bylaw Regulations – Rules Related to Height Limitations

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

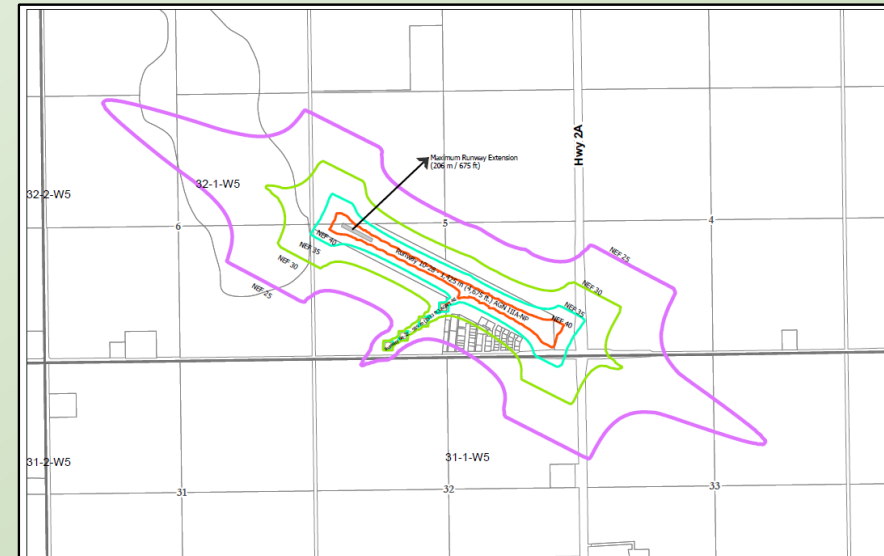
- Development shall not penetrate the height contours of the
 - Take-Off/Approach Surface, and
 - Transitional Surface.
- Applications within the Take-Off/Approach Surface and the Transitional Surface shall include the following:
 - Grade elevation of the highest point of proposed buildings, to be referenced to geodetic elevations.
 - Proposed building height or any other structures as part of the development or construction
 - Copies of any reports and/or applications submitted to federal and provincial regulatory bodies (i.e. Aeronautical Assessment Form);
 - Buildings shall have clearance lights of a design necessary to ensure aviation safety.



Land Use Bylaw Regulations – Rules Related to Noise Exposure

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

- No new redesignation and/or subdivision applications shall be allowed for residential use within the Noise Exposure Projection Contours NEF 40, NEF 35 and NEF 30.
- A new dwelling shall be considered a Discretionary Use and shall be refused if located within the Noise Exposure Projection (NEP) Contours NEF 40, NEF 35 and NEF 30.
- A new dwelling shall be considered a Discretionary Use if located within the Noise Exposure Projection (NEP) Contours NEF 25. An application shall include information of how to address:
 - Acoustic Insulation for exterior wall assembly, windows, doors and roofs as outlined in the National Building Code (Alberta Edition).





Mountain View
COUNTY



Olds-Didsbury Airport Area Structure Plan Review

OPEN HOUSE

You are invited to attend a review of the draft Olds-Didsbury Area Structure Plan (ASP)

Join Us:

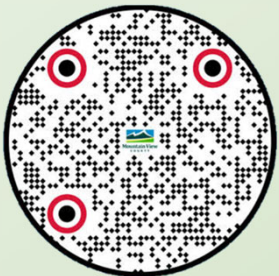
January 16, 2024 – 6:00 p.m. – 8:00 p.m.

**Mountain View County Office
10-1408 – Twp Rd. 320**

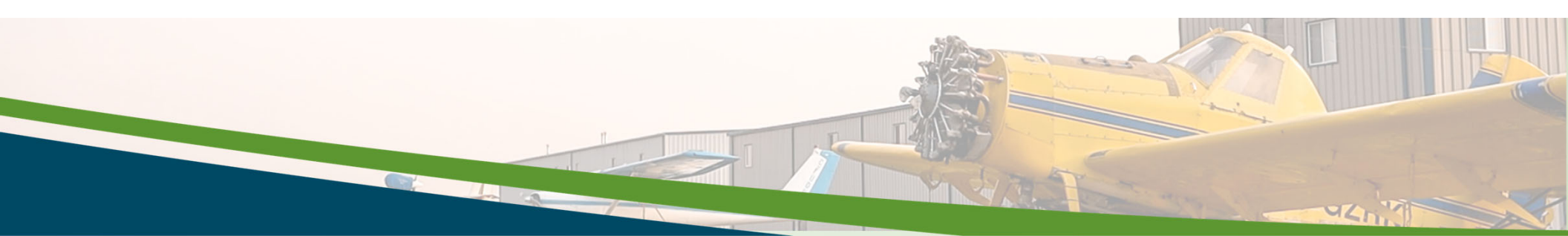
Questions?

Email Réanne Pohl at rpohl@mvcountry.com

Phone 403-335-3311 ext. 219



Access to the meeting pre-recording and Comment Sheet by scanning the QR code or visit: <https://www.mountainviewcounty.com/p/asp-reviews>



Olds-Didsbury Airport Area Structure Plan (ASP)

Definitions from the Land Use Bylaw



Mountain View
COUNTY

ACCESSORY BUILDING means a separate, stand-alone building or structure, the use of which is incidental and subordinate to the principal building on the same parcel. Accessory buildings may include detached garages, carports, garden sheds, gazebos, converted shipping containers, and other similar buildings or structures.

ACCESSORY USE means a use or development customarily incidental and subordinate to the principal use of land or building, but in no instance, shall be used as a dwelling, and is located on the same parcel as the principal use or building

ALTERNATIVE/RENEWABLE ENERGY, INDIVIDUAL means a use that produces energy that is generated from an alternative or renewable source and that is generally derived from natural and/or non-traditional sources (e.g. geothermal, solar, water, wind, tides, waste, etc.) and is primarily utilized and consumed onsite

BULK FUEL DEPOT means lands, buildings and structures for the bulk storage and distribution of petroleum products excluding retail sales and cardlock operations.

CARDLOCK FUEL DISPENSING FACILITY means a building, structure or part thereof, where fuel, oil and other similar products used in the operation of truck engines are sold to account customers only via cardlock controllers. Such a facility may include as accessory uses, truck weigh scales, truck washing facilities, a lounge, shower and washroom facilities, all of which are available only to customers. Additionally, a facility may include one (1) outlet where goods are stored and offered for sale, provided that there is no preparation of food on the premise.

COMMERCIAL RETAIL SERVICES, MAJOR means a development used for the retail sale of consumer goods from within an enclosed building which does not exceed 5,000.0 m² (53,819.3 ft²) in gross floor area and includes limited on-site storage to support that store's operations. Typical uses include, but are not limited to, grocery, hardware, appliance, furniture and sporting goods stores. This use does not include "Cannabis Retail Sales".

COMMERCIAL RETAIL SERVICES, MINOR means a development used for the retail sale of goods frequently required by area residents or employees on a day to day basis, from individual business premises which does not exceed 250.0 m² (2,691.0 ft²) in gross floor area. Typical uses include, but are not limited to, small food stores, drug stores, video sales and rentals, and liquor stores. This use does not include "Cannabis Retail Sales".

COMMUNICATION TOWER means a structure for transmitting or receiving television, radio, telephone, internet or other electronic communications which is regulated by Industry Canada.

DWELLING, SECURITY SUITE means a dwelling unit or portion of a building used to provide accommodation for security personnel and in commercial, aerodrome, or industrial districts shall contain no more than one (1) bedroom and be no larger than 55.7 m² (600 ft²)

EATING ESTABLISHMENT, INDOOR means an establishment where food and drink are intended to be consumed within the confines of the establishment.

EDUCATIONAL SERVICES means development for instruction and education purposes, involving assembly for educational, training or instruction purposes and includes administration offices, dormitory and accessory buildings. Typical facilities would include public and separate schools, private schools or seminaries, community colleges, universities, technical and vocational facilities

GOVERNMENT SERVICES means development providing Municipal, Provincial or Federal government services directly to the public or the community at large, and includes development required for the public protection of persons or property. Typical facilities would include police stations, fire stations, courthouses, postal distribution offices, Municipal offices, social service offices, manpower and employment offices and airport terminals.

INDUSTRIAL, MANUFACTURING/PROCESSING GENERAL means development principally associated with manufacturing, assembling, fabrication, processing and research/testing activities. Without restricting the generality of the foregoing, typical facilities would include plants involved in natural gas or its derivatives; pulp and paper products; stone, clay, glass, plastic, wood, rubber or metal products; cement or lime products; and automotive assembly or fabrication.

INDUSTRIAL, STORAGE AND WAREHOUSING means development used for either indoor or outdoor storage, warehousing, distribution or trans-shipment of raw materials, partially processed or finished goods, manufactured products, or equipment. Typical facilities would include pipe yards, vehicle or heavy equipment service and storage, lumber yards, storage/warehousing compounds or distribution centres. Generally, no additional processing would occur on site.

OFFICE means development primarily for the provision of professional, management, administrative, consulting, or financial services in an office setting. Typical uses include, but are not limited to, the offices of lawyers, accountants, travel agents, real estate and insurance firms, planners and other consultants, dentists, doctors, clerical services and secretarial agencies. This excludes government services, the servicing and repair of goods, the sale of goods to the customer on the site, and the manufacture or handling of a product

PARKING FACILITY means the area set aside for the storage and parking of vehicles and includes parking stalls, loading spaces, aisles, entrances and exits to the area, and traffic islands where they are part of the parking facility. For further details refer to the “Commercial and Industrial Design Guidelines”. All parking requirements must be in conformance with these guidelines.

PROTECTIVE AND EMERGENCY SERVICES means development which is required for the public protection of personal property from injury, harm or damage together with the incidental storage of equipment and vehicles, which is necessary for the local distribution of utility services. Typical uses include police stations, fire stations and ancillary training facilities.

SEMI-PUBLIC USE means a development that is used by an association or organization for the meeting, social or recreational activities of its members, and which may or may not include the general public. Typical semi-public uses include but are not limited to lodges, clubs, and service clubs.

SHIPPING CONTAINER means a sea can or container, originally used to transport goods, now used as an accessory building for storage or other uses.

SIGN, THIRD-PARTY COMMERCIAL means a third-party advertising sign that refers to goods, activities or services produced, offered for sale or free obtained neither at the premises nor on the parcel on which the sign is located or displayed.

SPECTATOR SPORTS ESTABLISHMENTS means development providing facilities intended for sports and athletic events that are held primarily for public entertainment, where patrons attend on a recurring basis. Typical facilities would include coliseums, stadiums, arenas, rodeos, animal racing tracks and vehicle racing tracks.

TREE CLEARING/CLEAR CUTTING means the cutting down and/or removal of trees other than for Selective Logging

UTILITY BUILDING means a building in which the proprietor of a utility company maintains or houses any equipment used in connection with the utility.

[**Back to Permitted & Discretionary Uses**](#)

LAND USE BYLAW DEFINITIONS – Uses that have been Removed from Airport District

The following uses have been removed

AGRICULTURAL SUPPORT SERVICES means development providing products or services directly related to the agricultural industry. Without restricting the generality of the foregoing, this shall include such facilities as grain elevators, feed mills, bulk fertilizer distribution plants, bulk agricultural chemical distribution plants, bulk fuel plants, and crop spraying

AUTOMOTIVE, EQUIPMENT AND VEHICLE SERVICES means development used for the rental, lease, sale, storage, service, restoration, inspection and/or mechanical repair of automobiles, trucks, trailers, motorcycles, snowmobiles, motor homes, tent trailers, boats, travel trailers or similar light recreational vehicles. Uses and facilities would also include farm implement dealerships, transmission shops, muffler shops, autobody paint and repair facilities, highway service stations and fleet services involving vehicles for the delivery of people, goods or services. This use class does not include bulk fuel depots.

BERM means a raised form of earth to provide screening, to improve the aesthetic character, or to mitigate any potential drainage concerns

CANNABIS PRODUCTION FACILITY means a Federal and/or Provincial licensed facility, comprised of one or more buildings or structures used for the purpose of cultivation, processing, packaging, testing, destroying, storing or shipping of licensed cannabis products. A Cannabis Production Facility consists of some, or all, of the following components: greenhouses, warehouses, laboratories, processing facilities, administrative offices and shipping facilities but does not include onsite retail sales of cannabis products or any derivatives thereof. All activities associated with the growing, processing or shipping functions shall be located inside fully enclosed buildings.

EATING ESTABLISHMENT, OUTDOOR means an establishment where food and drink are normally consumed either outside or inside the confines of the establishment.

SERVICE STATION means a parcel or the portion thereof used or intended to be used for any of the following: the servicing or repairing of motor vehicles, sale of gasoline, the sale of lubricating oils and other automotive fluids, accessories for motor vehicles, and a towing service dispatch point. A service station does not include a bulk fuel depot as part of its use class.