

# WELCOME

## Regional Airport: Land Use Project Open House

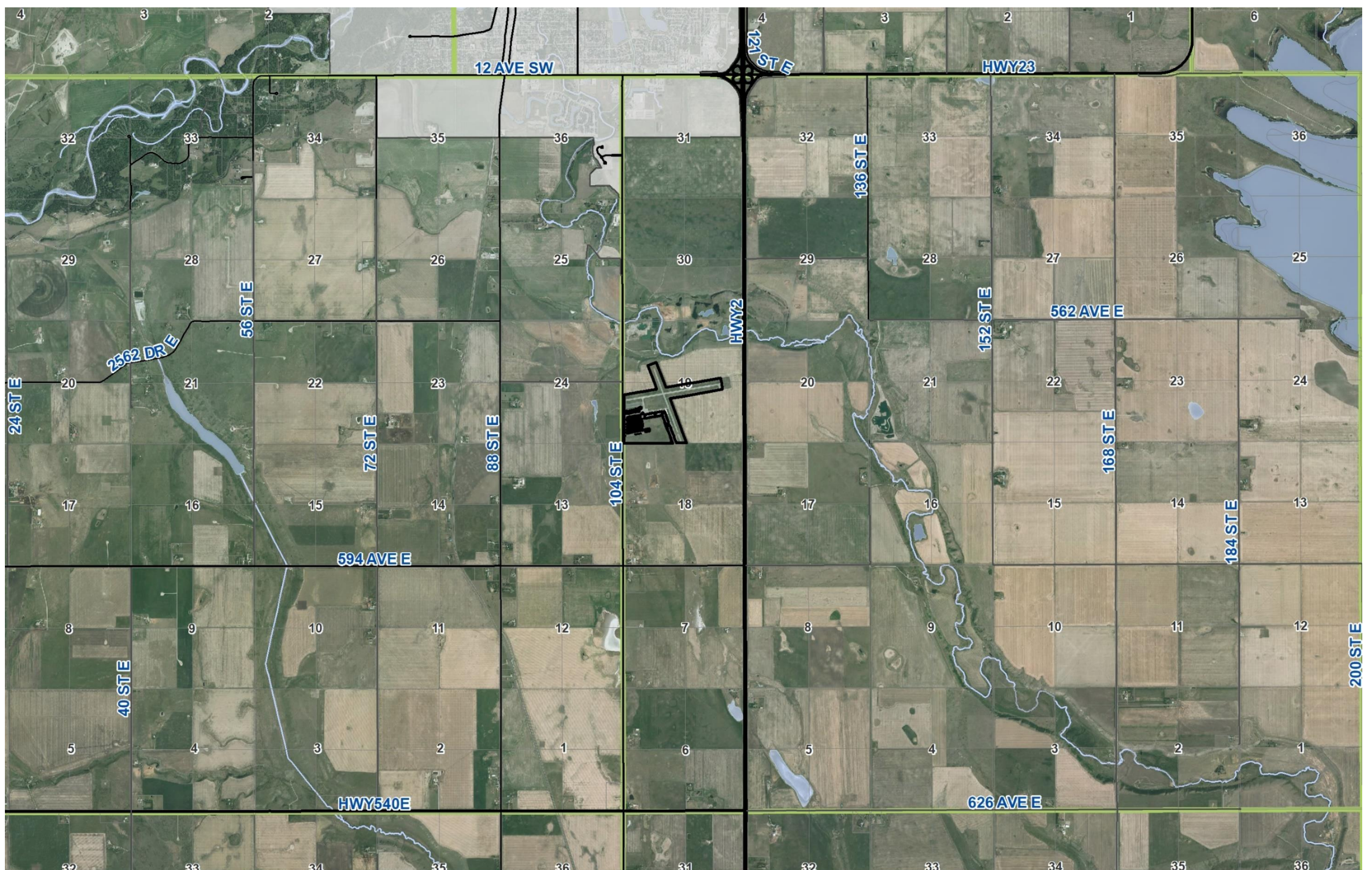
Foothills County wishes to present to you the proposed draft amendments to the Direct Control District #5 (DC5) for the Regional Airport, redesignation plan for DC5 properties surrounding the Airport, as well as the proposed Airport Protection Overlay.

We also want to hear about how our residents and interested parties feel about the proposed changes to the Land Use Bylaw and use that feedback to develop a strategy to move forward and implement necessary provisions and policies in the Land Use Bylaw.

**Your attendance is appreciated and your feedback is important to us!**

### WHERE DO YOU LIVE OR OWN LAND?

(Please place a sticker on your property)



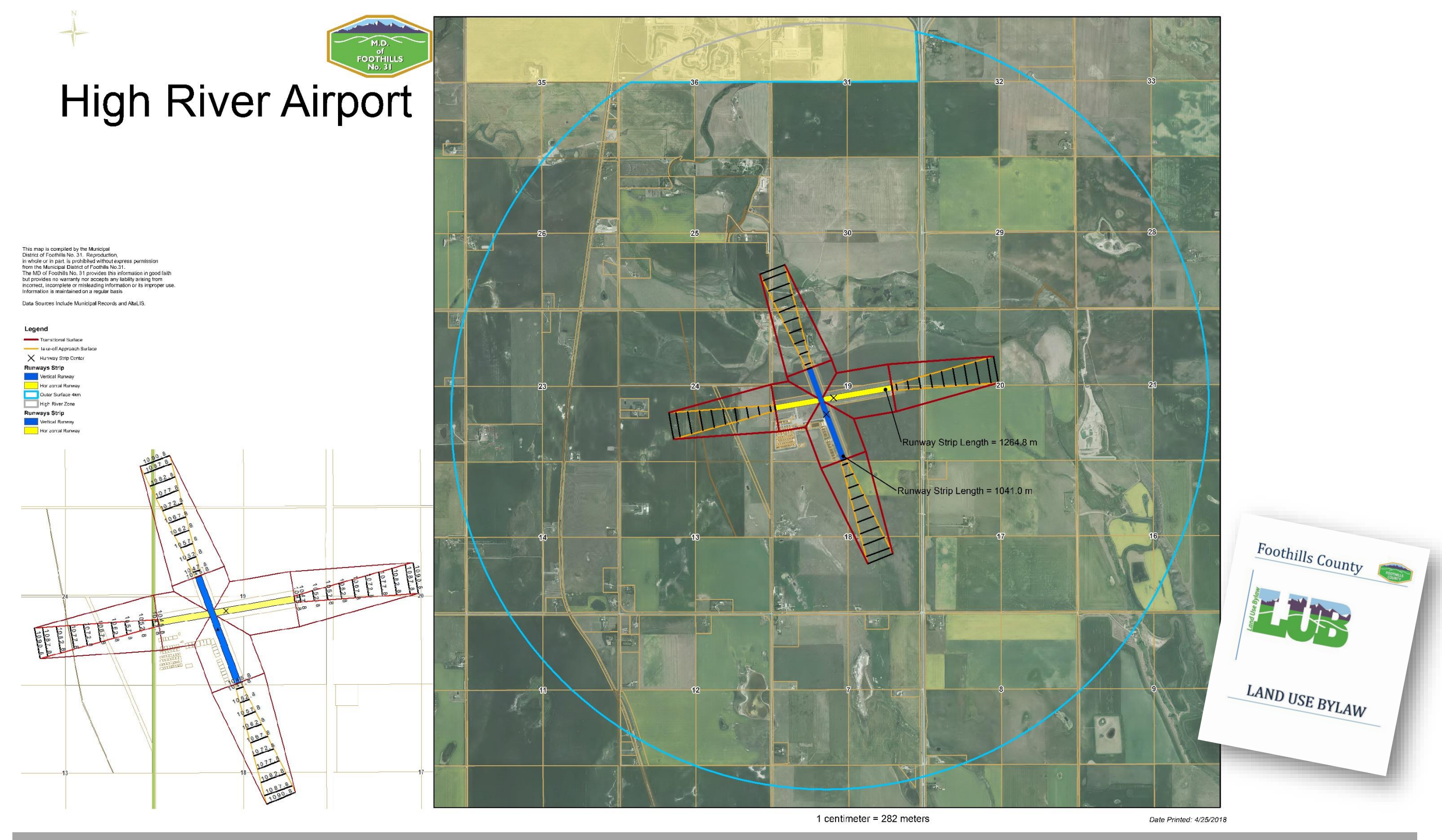
Foothills County is not collecting personal or property information during this open house. We use the map to help us visualize where interested parties are attending from and the effectiveness of our open houses.

# WHY ARE WE HERE?

## PLANNING STAFF IS CONDUCTING A REVIEW OF POLICIES ON AND SURROUNDING THE REGIONAL AIRPORT

The High River Regional Airport has operated at this site since the late 1970s. Several bylaws and regulations have been in place through the years for the purpose of regulating use on the Airport lands and maintaining the safe and viable operation of the Airport.

Foothills County is proposing revisions to the current Land Use Bylaw to create clear and understandable requirements for development in the vicinity of the Airport, re-zone Direct Control District #5 (DC5) properties outside of the Airport lands to districts that are appropriate for their current and actual uses, and to allow neighbouring landowners more freedom to utilize their lands for typical agricultural and residential purposes while still protecting the functionality and safety of airport operations. The proposal also intends to refine the DC5 District to apply only to the Airport lands allowing for the inclusion of additional permitted and discretionary uses which may be appropriate at the Airport.



### WE WANT YOUR FEEDBACK:

- What types of uses do you think are appropriate at the airport?
- What uses would you not want to be allowed at the airport?
- How will these changes affect my property or what I can do on my property?
- What solutions might be available to address concerns, reduce challenges, and improve implementation of these policies?



### WE APPRECIATE YOUR COMMENTS AND ANSWERS!

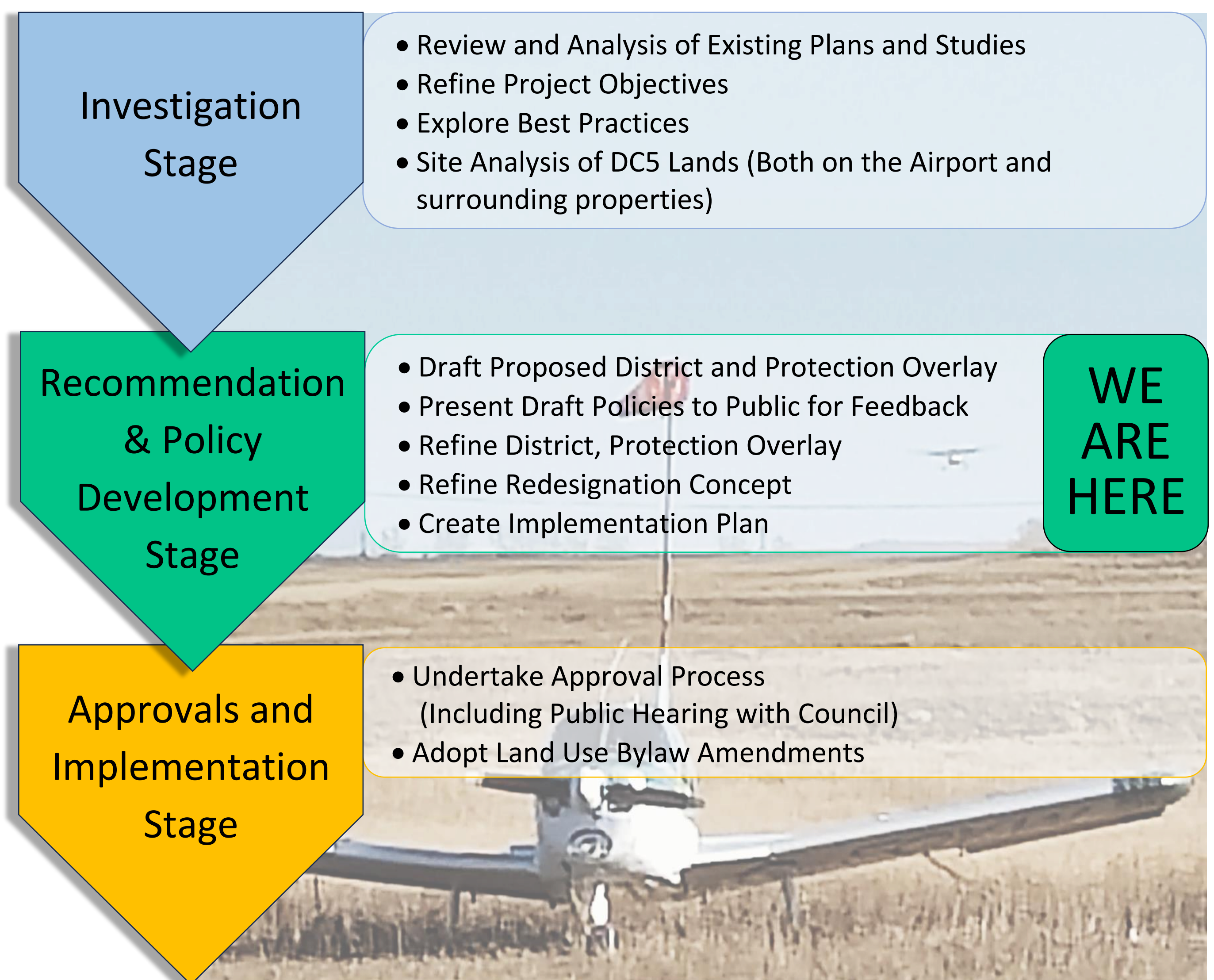
**Regional Airport: Land Use Project**



# PROCESS AND NEXT STEPS

Foothills County has conducted preliminary consultation with landowners of existing Direct Control District #5 properties surrounding the Airport and have discussed the project with the High River Regional Airport Board.

Invitations for in person meetings were send to DC5 Landowners to discuss potential appropriate land use districts for their respective properties. This initial consultation was intended to provide those directly affected landowners with an understanding of the purpose of the project as well as provide the County with insight to help use better understand the context of each of the DC5 properties and how they are used, which will allow us to determine an appropriate and suitable land use district to redesignate from the DC5.



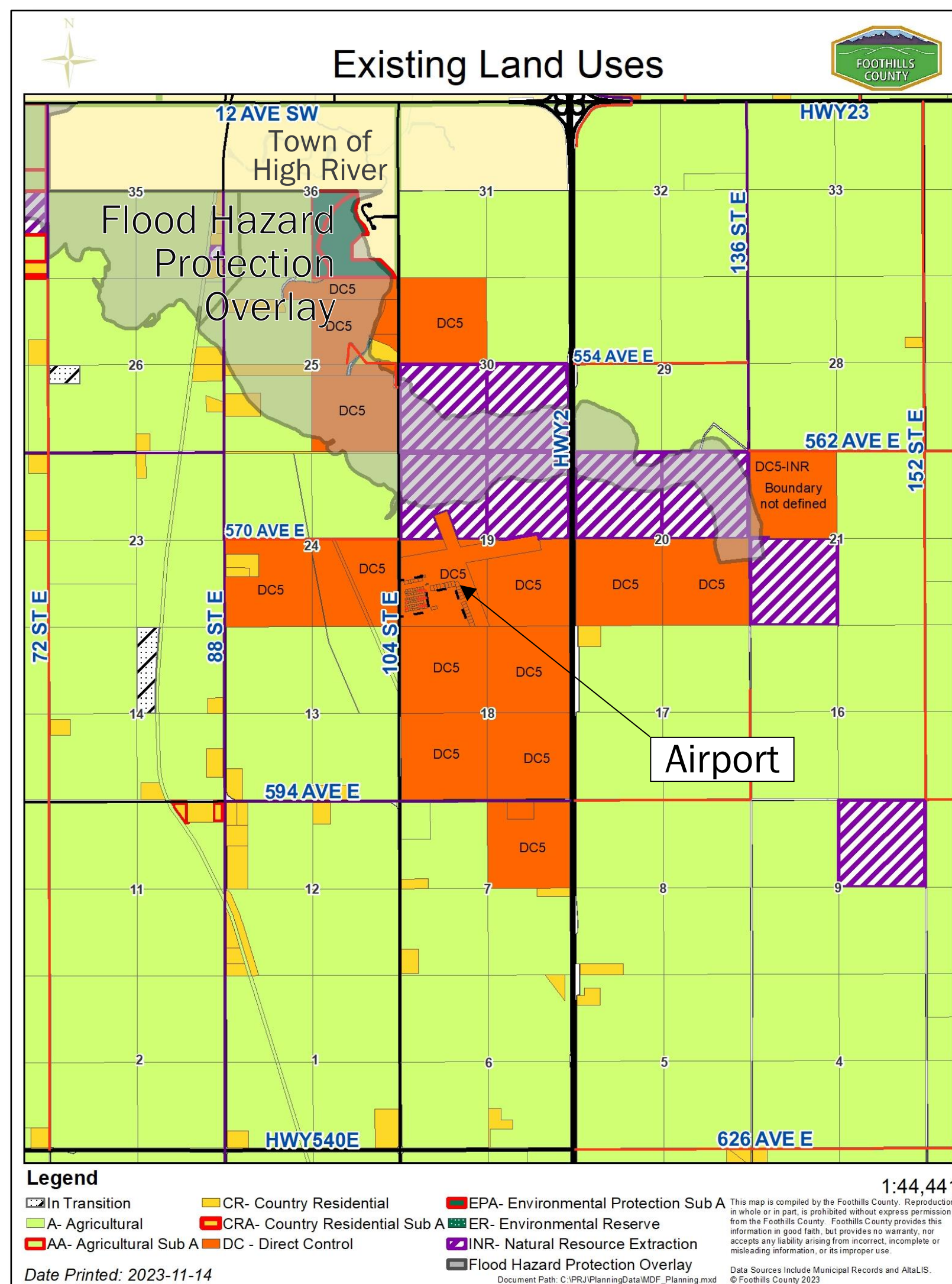
# REDESIGNATION

## Direct Control District #5 Properties Surrounding the Airport

The purpose and intent of the Direct Control District #5 (DC5) is to provide protection of the Airport from encroachment of uses which may have an effect on the operational safety of the airport facility and to allow “direct control” by the Foothills County Council over development on these lands.

The DC5 zoning on lands outside of the airport creates confusion for landowners, and interested parties, on parcels where the actual and intended use of their property most likely aligns with the Country Residential (CR) or Agricultural (A) Land Use Districts.

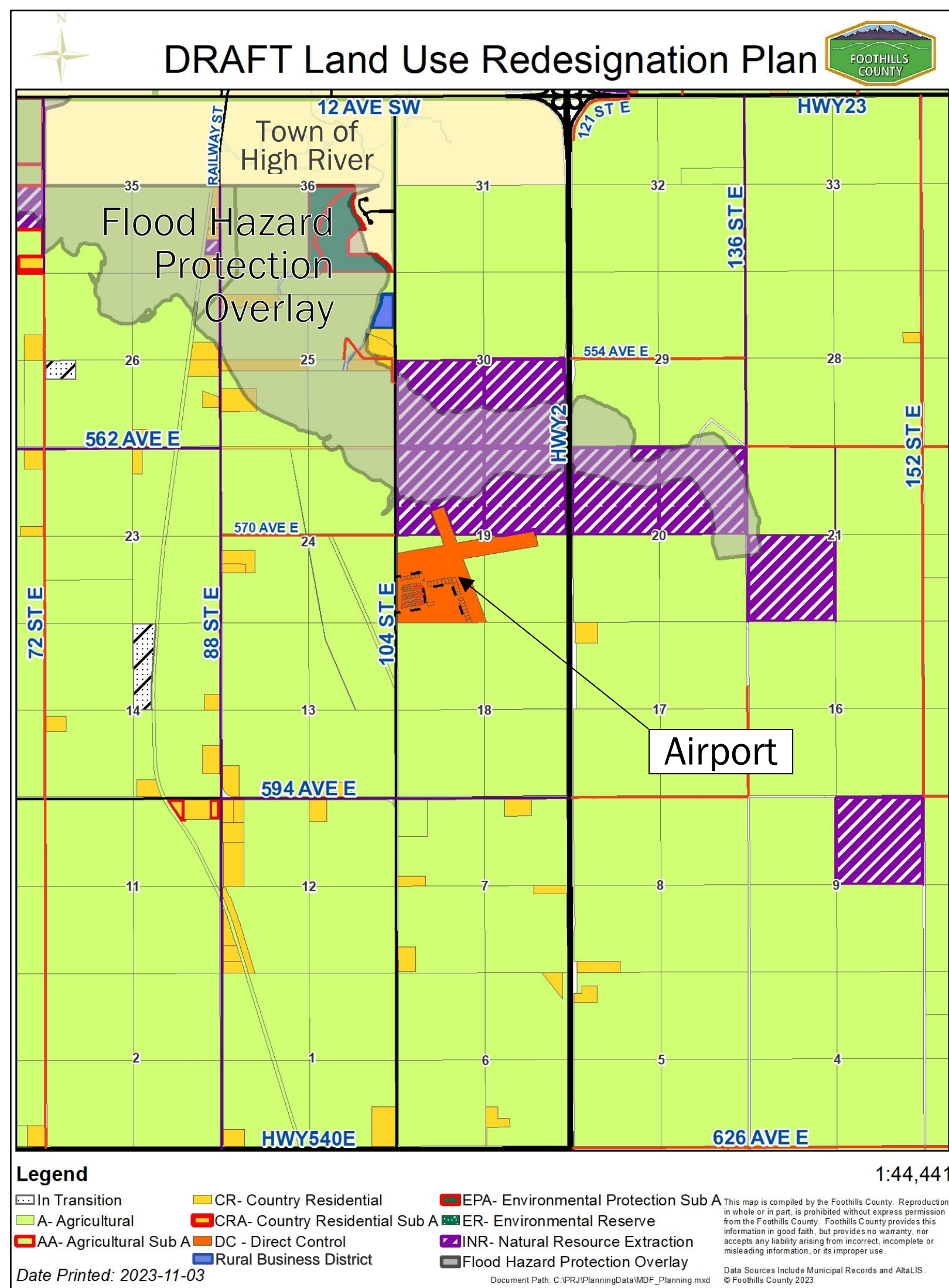
Unfortunately, the DC5 District has no Permitted Uses and very limited Discretionary Uses. Under the current zoning, landowners are limited in what they are permitted to do on their properties and require a Development Permit approval from Council for uses that would be allowed on a typical acreage (Country Residential District) or farm (Agricultural District) property.



# DRAFT REDESIGNATION PLAN

## Direct Control District #5 Properties Surrounding the Airport

Foothills County is proposing to redesignate (rezone) the current DC5 properties surrounding the Airport to Land Use Districts more in keeping with the actual use of those properties. The goal is to create clarity, allow for the timely approval of appropriate development applications on these properties, and introduce Permitted, Discretionary, and Exempt uses on these properties under the provisions of their new land use designation.



If you are an owner, or interested party, of one of the existing DC5 properties surrounding the Airport, please discuss with County Staff as we want your input before making final determination regarding the most appropriate new Land Use District for your property.

**Properties outside of the Airport will not be able to remain as Direct Control District #5**

**Regional Airport: Land Use Project**



# PROPOSED AIRPORT POLICIES

## Land Use Policies on Airport Lands

Under the current Land Use Bylaw, there are no permitted uses under the Direct Control District #5 rules, which includes all airport properties. Any discretionary uses must be granted approval by Council prior to being allowed to proceed.

### Definitions:

**“Permitted Use”** means the use of land, a building, or buildings provided for in this Bylaw that must comply with all provisions of the Land Use Bylaw, unless a variance is provided. The Approving Authority must issue a Development Permit with or without conditions as provided for in this Bylaw for a permitted use. All permitted uses require the issuance of a Development Permit, unless identified as “Development Permit not required” or “exempt” under this Bylaw;

*In Other Words - Permission must be obtained from the County prior to the building or use being allowed. Approval will be granted by the County as long as the proposal aligns with all applicable rules.*

**“Discretionary Use”** means the use of land or a building provided for in this Bylaw for which the Approving Authority may issue a Development Permit with or without conditions as provided for in this Bylaw;

*In Other Words - Permission must be obtained from the County prior to the building or use being allowed. Applications may be approved or refused by the Development Authority.*

**“Exempt”** [from Development Permit] means development that does not require a Development Permit if it meets all provisions of this Bylaw.

*In Other Words - No development permit is required as long as the proposal aligns with all applicable rules. An example of this is a “farm building” (eg. Barn, Hay Shed, Animal Shelters) on a property zoned as “Agricultural District”.*

***Permitted and Exempt buildings and uses must adhere to all applicable policies or else they would become a Discretionary Use.  
(e.g., oversized and/or over height buildings, relaxation to property line setbacks, etc.)***

**NOTE: All structures are required to have appropriate Building and Safety Codes Permits and pass necessary inspections, whether a Development Permit is required or not (unless specifically exempt by the National Building Code).**

The proposed revisions to the Airport Land Use District may include uses which are Permitted Uses, Discretionary Uses, or Exempt from requiring a Development Permit. Draft uses are presented for your reference and consideration and County staff is looking for your feedback to determine appropriate uses under each category.

Being a Direct Control District, application for new buildings or uses at the Airport are considered “Directly” by Council; therefore, there is no opportunity to appeal a decision of such Development Permit applications.



# PROPOSED AIRPORT POLICIES

## Proposed Uses on the Airport Lands

Foothills County is asking for your input for what you would or would not support, or other uses which may be appropriate on the airport properties.

In order to align with the adopted High River Regional Airport Area Structure Plan, the new Airport Land Use District is proposed to separate uses at the airport into **Airside** and **Groundside** areas.

**“Airside Development”** means development located with direct access to the taxiways and runways, and would typically including hangars, airside businesses such as aircraft maintenance or training schools, as well as tie-down areas, aprons, and fueling operations.

- *Airside properties are proposed to be limited to uses specific to flight and requiring direct access to the airside facilities.*

**“Groundside Development”** means development on the Airport that does not have direct access to the runways and taxiways; this may include parking, concessions, light industrial uses and other commercial uses.

- *Groundside properties may have opportunity to be used for accessory uses or uses which are not directly related to the airport operations, but should be compatible or complementary to the airport services.*

### These uses have not been finalized.

### We are looking for your comments regarding possible uses at the airport:

#### Permitted Uses:

Accessory Buildings, accessory to the Airport  
Administration Office, accessory to the Airport or other approved use  
Aerodrome/ Airstrip  
Aerial Application and Spraying Operations  
Aerial Photography Services  
Agricultural, General  
Air Ambulance  
Air Cargo Facilities  
Aircraft Service and Repair  
Aircraft Parts Sales  
Aircraft Charter Operations  
Airport Operations  
Aviation Fuel Dispensing Facility  
Flight Training Schools, without accommodation  
Hangars or Aircraft Storage Facilities  
Helicopter Operations  
Meteorological Installations  
Military Operations - including cadets and search and rescue  
Navigational Aid Facilities  
Protective and Emergency Services  
Public Works  
Signs, not requiring a development permit  
Terminal Building  
Utility Services, Minor

#### Exempt Uses:

Airport Operations

*(“Airport Operations” means the necessary infrastructure for the operation of the airport including runways, taxiways, aprons, navigational aids, weather stations, equipment and salt sheds, terminal buildings and other similar uses.)*

#### QUESTIONS:

- Are there additional uses that you would like to see the County consider on Airside and/or Groundside properties?
- Are there any uses you see here that you feel are inappropriate at the airport?
- Are there other uses not listed here that you have concerns about or feel would be inappropriate at the airport?
- Are there any proposed Permitted, Discretionary, or Exempt uses which you feel should be moved to another category?

#### Discretionary Uses:

##### Airside or Groundside:

Aircraft Sales, Leasing and Rentals  
Club house, accessory to the airport  
Flight Training Schools, including temporary residential facilities  
Logistics and Distribution  
Restaurant, within Terminal Building  
Sea-Can (on commercial lots only)  
Signs requiring a development permit  
Solar Power Equipment  
Solar Power Facility  
Special Events

##### Groundside Only:

Administration Office, aviation related  
Agricultural, Intensive  
Aviation Museum  
Campground, Minor, accessory to the airport  
Commercial School, College or Training Facility  
Commercial Storage  
Community Buildings and Facilities  
Convenience Store  
Education Centre  
Food Service, accessory to the airport  
Food Truck Garage, Private  
Industrial Manufacturing/ Processing  
Industry, Light, aviation related  
Outdoor Display Area, accessory to permitted business  
Outdoor Storage  
Private Amenity Space  
Recreation, Indoor  
Recreation Vehicle Storage  
Restaurant  
Retail Store (aviation related or accessory to the airport)  
Service Station

These questions are available on our printed survey/feedback form found throughout the Open House and will also be available on our website for submission following the Open House. Please put any answers (or additional questions you may have) on post it notes and place on the Board for other attendees to think about. Planning Staff will use any posted answers/comments, and submitted feedback forms to direct our review and drafting of policies.

# PROPOSED AIRPORT POLICIES

## Airport 'Lot' Designations ('P', 'C', 'N', 'G')

The airport properties are currently categorized into three 'Lot' designations. All of the existing Lots are deemed as "Airside" under 'P', 'C', or 'N':

- 'P' – Private: The intent of these lots is to be used for leased private hangar space. Each lot having a separate lease and none of the buildings cross over the lot boundaries.
- 'C' – Commercial: The intent of these lots is to consider airside businesses, including hangar leases.
- 'N' – North: These lots are accessed from North Airport Close, off of 104<sup>th</sup> Street East. The intent of these lots is to consider airside businesses, including hangar leases.
- 'G' – Groundside: There are currently no 'G' lots. These lots are proposed to have access from the internal road network, but no access to the taxiway or runway. Uses contemplated on these lots may have an aviation theme or purpose but would not require direct access to airport facilities and would not be limited to airside uses.

Additional future lots are proposed within the adopted Area Structure Plan for the Airport. Future lots would include additional Airside Lots, as well as the proposed Groundside Lots.

The proposed Airport District may or may not maintain these Lot designations. If these four designations are maintained, the proposed "Permitted" and "Discretionary" uses may be further delineated to the applicable 'P', 'C', 'N', and 'G' designations.

Alternatively, the County may simplify the uses to "Airside" and "Groundside", and any existing lots would no longer have the 'P', 'C', 'N', or 'G' designations.

### FACTORS TO CONSIDER:

Are the draft proposed Airside uses appropriate for any of the 'P', 'C', or 'N' lots? Or, should specific uses only be considered on specific airside lots/locations?

Do current or future 'P' lot lessees want the ability to have an airside business on their 'P' lot? Or, do they feel the 'P' lots should remain for private hangars, and direct businesses to the larger 'C' and 'N' lots?

**Note:** *If a business use is contemplated within any existing hangar, it would be the applicant's responsibility to ensure that all appropriate Building and Safety Codes standards are met for the proposed business use and occupancy load of the subject hangar.*

High River Regional Airport Area Structure Plan | September 2018 | LONG RANGE LAND USE PLAN



Please add sticky notes with answers/comments to board.



# PROPOSED

# AIRPORT PROTECTION OVERLAY

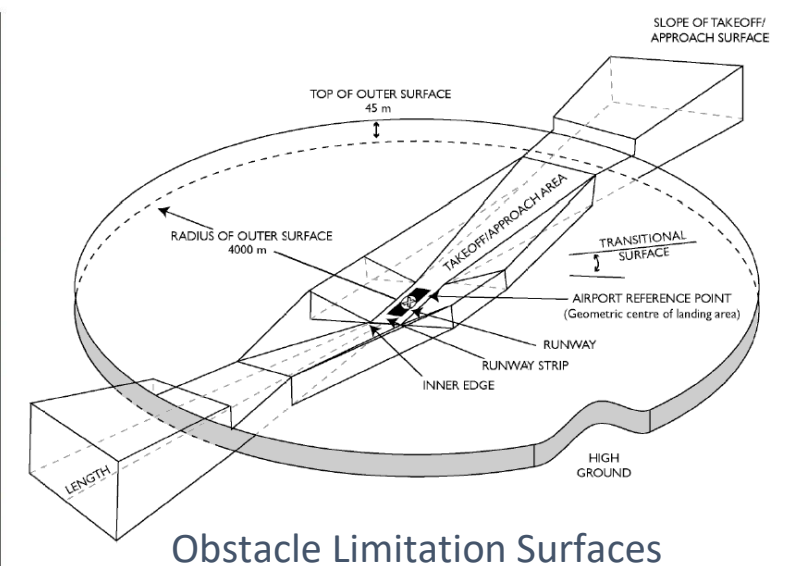
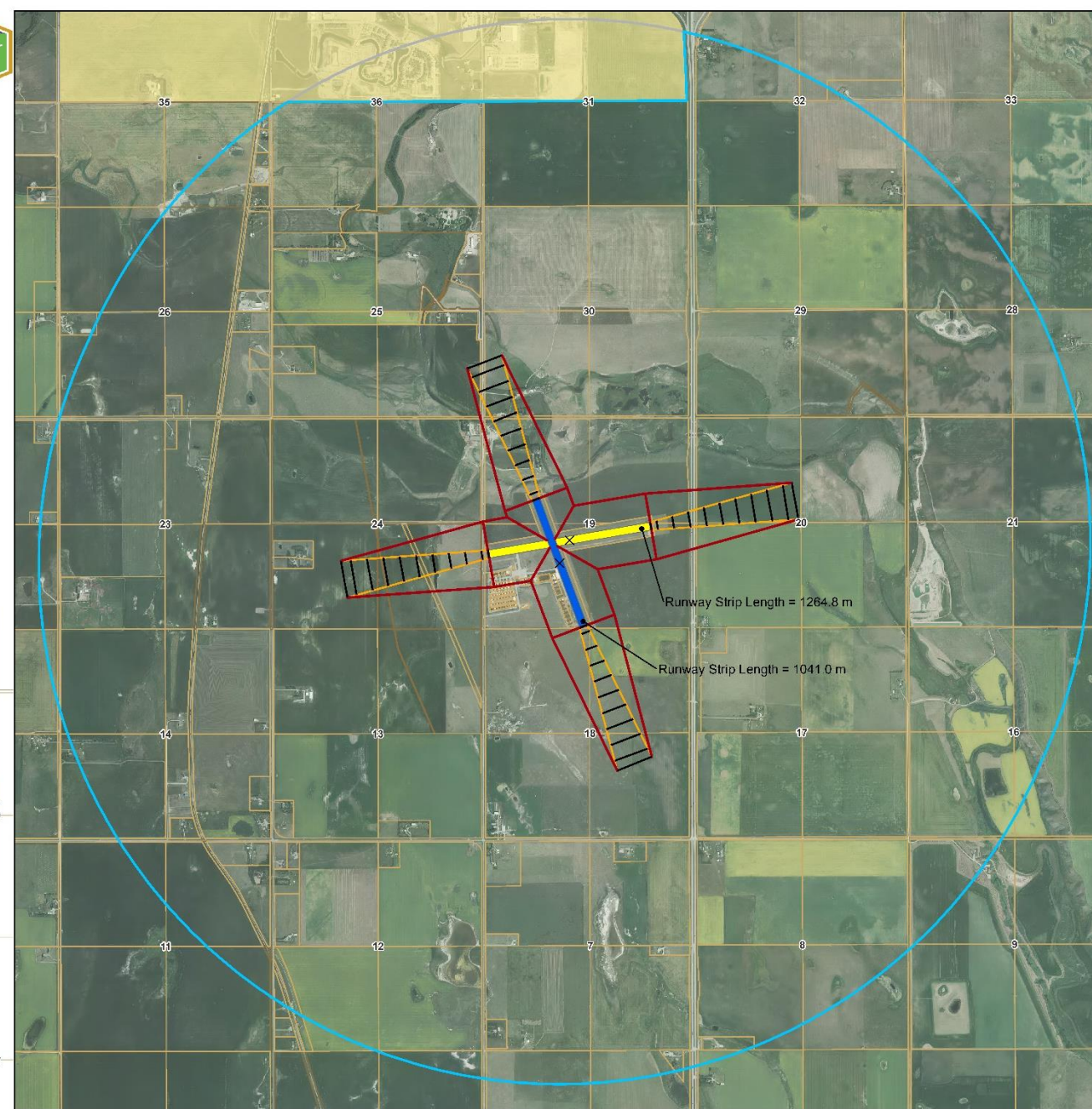
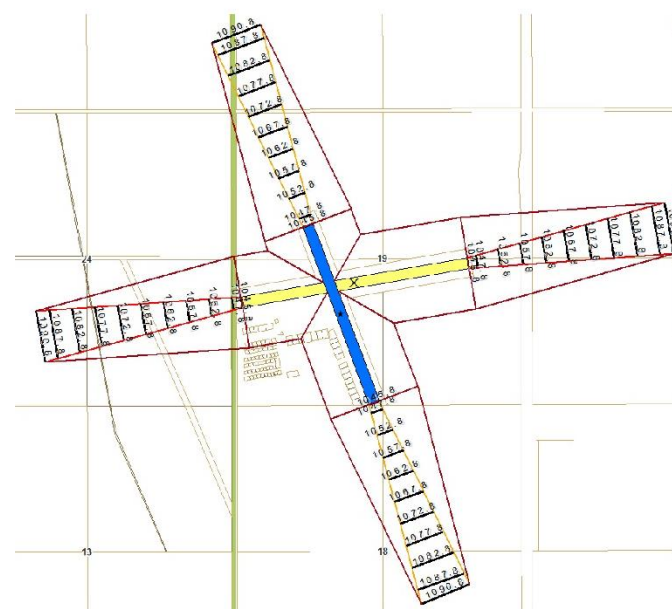
The Foothills County is responsible for ensuring the safe operation of the Airport, which includes the regulation of certain uses within 4000 metres (4km or 2.49 miles) from the Airport.

Foothills County is proposing to adopt a new “Airport Protection Overlay” which would allow the County to address uses which may create dust, smoke, steam, glare, electronic interference, or attract birds, and to allow the County to review proposed structure heights within a radius of 4000 metres (4km or 2.49 miles) from the Airport. This overlay is necessary in order to ensure the continued safe use of the Airport, in the absence of the Direct Control District #5 on surrounding properties and to align with Federal standards.

## High River Airport

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**Legend**  
- - - - - Outer Surface  
- - - - - Slope of Approach Surface  
X Runway Strip Center  
Runway Strip  
- - - - - Taxiway/Approach Area  
- - - - - Taxiway  
- - - - - Taxiway/Approach Area  
- - - - - High Water Zone  
Runway Strip  
- - - - - Taxiway  
- - - - - Taxiway/Approach Area



**Map Disclaimer:** This Map illustrates the approximate Proposed Airport Protection Overlay area within the light blue circle. The exact area has not been determined yet and may vary from the illustration seen here.

This area is determined by the “Outer Surface”, which is a distance of 4000m from the Runway Strip Centre. The proposed overlay contains and would enforce the “Obstacle Limitation Surfaces”, with respect to building heights/elevations.

The County’s goal is to make the proposed Airport Protection Overlay as non-intrusive as possible and would not change any existing Permitted or Discretionary uses on your property; however, is intended to include a review/waiver process for proposed building’s or structure’s height prior to issuing Building Permits, and may limit uses such as: **wind turbines and commercial solar installations, and telecommunication towers.**

**Note:** Wind turbines, commercial solar, and telecommunication towers structures are already regulated by either Provincial or Federal policies, and have additional Municipal regulations; however, the overlay would allow the County to accurately review proposals for such facilities and potentially oppose such installations if they would create a hazard to the Airport operations.

In most instances, the proposed policies would allow County Staff to quickly review proposed building plans to ensure that the height and location will not create a hazard to the Airport operations, and be able to promptly grant a waiver to the landowner/applicant.

Discretionary Uses, which are already required to receive a development permit approval, would be reviewed through the standard development permit process to ensure the proposed use or building will not create a hazard.

This review is not expected to have a fee; however, it would be necessary to obtain the waiver and provide it with any Building Permit application for properties within the proposed overlay area.

**Note:** If the waiver review determines that your proposed use will create a hazard to the airport operation, or a proposed structure will interfere with the airports operational airspace the waiver may be denied. It would be the County’s intent to work with landowners/proponents to discuss solutions or revisions to the proposal to mitigate any potential hazards.

# FREQUENTLY ASKED QUESTIONS

The following questions and answers are available as printed FAQ sheets throughout the open house and will be made available on the County website:

## How will the Airport Protection Overlay affect the use of my property?

The intent of the Overlay is to protect the safe operations of the Airport, primarily from tall structures such as wind or telecommunication towers, as well from uses that may cause a safety hazard due to the creation of dust, smoke, steam, glare, electronic or electromagnetic interference, or attract birds. A brief review of proposed buildings may be required to confirm the location and height does not create a hazard to the Airport operations.

## Who decides how large of an area is within the Airport Protection Overlay?

The 4-kilometre (2.49 miles) distance is determined by Federal standards under Transportation Canada's jurisdiction, and as identified within the *TP1247E: Aviation Land Use in the Vicinity of Aerodromes* document and the SOR/96-433: Canadian Aviation Regulations. The area within this 4-kilometre area is called the "Outer Surface".

## My property is near the Airport, what uses were previously allowed and may not be allowed on my property under the Airport Protection Overlay?

Most uses or structures that would be limited by the Airport Protection Overlay are already restricted or regulated by Transport Canada or other provincial or federal agencies; these include Telecommunication Towers and Wind Turbines over 16 metres in height, and Commercial Solar Installations. The intent of the overlay is to still allow for typical Agricultural and Residential uses and buildings to be allowed. Personal radio antennas, internet towers, and wind turbines between 10 metres and 16 metres in height may require additional special review by the County.

## Will the Gravel pits still be allowed to operate near the Airport?

The intent of the proposed Land Use Bylaw revisions is to allow for continued and safe use of lands surrounding the Airport. All gravel operations are required to obtain provincial and municipal approval prior to operating. These approvals can typically address the potential hazards associated with these operations, including but not limited to dust production, tall buildings, and attraction of birds.

## Will I be allowed to install solar panels on my property?

Personal Solar Installations would not typically be limited or restricted by the proposed Airport Protection Overlay. Foothills County has existing policies which allow for personal solar throughout the County. A Development Permit may be required depending on the location (roof vs. ground mount), distance from property lines, and size of personal solar array, which is the same anywhere in the County. The most likely limitation for personal solar near the Airport is if the panels will exceed the permitted maximum height for a building (e.g. if installed on the roof of a tall building). Additional personal solar information is available from County staff if desired.

Commercial Solar Installations are required to obtain both provincial and municipal approval. These approval processes would notify Transportation Canada for additional review, prior to being allowed near any airport. This is a federal requirement whether acknowledged within the Airport Protection Overlay or not.

## Will I be limited to a bungalow or limited to how tall I can build an agricultural building on my property?

All properties within Foothills County are limited to maximum building heights of 12 metres for Dwellings and 10 metres for Accessory Buildings (grade to peak). For most properties within the proposed Airport Protection Overlay, this height will not be further limited; however, properties very close to the runways or on the top of very tall hills may have a limited height below the County standards. The Airport Protection Overlay would allow County staff to review proposed building heights and ensure that a proposed new building does not create a hazard to the Airport operations.

## Will I still be allowed to have a dugout(s) to support my farm operation?

Transport Canada lists "rural ornamental & farm ponds" as creating a "potentially limited" level of risk to airport operations. Uses that attract birds are discouraged, but dugouts do not typically attract significant amount of birds so will not likely be limited beyond the existing Foothills County standards and Alberta Water Act.

## Will airport operations increase due to the proposed policy revisions?

The goals of the on-site Airport policy changes include streamlining approval processes, maintain the safe use of the Airport, and support long-term viability of the Airport. Other than typical maintenance projects, no plans are in place at this time for physical improvements to the airport facilities, so flight capacity and aircraft sizes are not expected to increase in the near future; however, supporting uses at the Airport and simplifying approval processes may make the HHRA a more desirable location for airside businesses and users which could support greater capacity in the future.

## Will the proposed changes impact my property assessment and/or resale value of my land?

The Foothills County Assessment Department already utilizes an adjustment factor for properties near the High River Regional Airport. This reduces the assessed value depending on proximity to the Airport and correspondingly reduces property taxes owed. Many standardized adjustment factors (both positive and negative) are used when determining property assessment values, including but not limited to proximity to highways, maturity of trees on the property, and mountain views.

Resale Value is more difficult to evaluate as there are many more factors that impact the potential sale price of any property. Some people may not want to live near an airport; however, the proposed Airport Protection Overlay would also provide a greater buffer for telecommunication towers or wind turbines being built near your property, which may make your property more desirable to some buyers.

# How Can I Provide Feedback?

## Feedback can be provided in the following ways:

1. Fill out a paper copy of our survey/feedback form available at the open house and leave it with us.
2. Use the **QR Code**, to the right, to access the online survey/feedback form and provide your feedback.
3. Complete the **online** survey/feedback form available on the Foothills County website at: <https://www.foothillscountyab.ca/development/current-county-projects> under the Regional Airport Land Use Project page.
4. Email Foothills Planning Staff at: [Drew.Granson@foothillscountyab.ca](mailto:Drew.Granson@foothillscountyab.ca)



We will be utilizing the information received at the open house and any online surveys and feedback received, in the following manner:

- A summary of what we hear will be provided to Council and will be available online, at: [www.foothillscountyab.ca](http://www.foothillscountyab.ca)
- If Council decides to proceed with amendments to the Airport Land Use policies, proposed Airport Protection Overlay, and Land Use Redesignation on surrounding DC5 properties, a public hearing will be held to provide an opportunity for the public to present their feedback on any proposed amendments directly to Council.
- Subsequent to the public hearing, further changes may be made to the proposed policy prior to formal adoption of any bylaw amendments, if concerns are brought forward during the public hearing.



## Thank you for attending and sharing your thoughts!

If you have any questions, please contact:

**Drew Granson, Planner**

403-603-6218 or [Drew.Granson@FoothillsCountyAB.ca](mailto:Drew.Granson@FoothillsCountyAB.ca)

### Regional Airport: Land Use Project

