


PUBLIC HEARINGS AND MEETINGS
PLANNING AND DEVELOPMENT REPORT TO COUNCIL
SITE SPECIFIC AMENDMENT
October 16, 2024
To be heard at: 1:30 PM

APPLICATION INFORMATION		File No. 24R 038
	LEGAL DESCRIPTION: PTN. SW 19-18-28 W4M; Plan 8011027, Lot P29	
	LANDOWNER: Foothills County	
	APPLICANT: 187 Foothills Regional Canadian Air Cadet Squadron (RCACS)	
	AGENT: Krista Conrad – 187 Foothills Royal Canadian Air Cadet Squadron Sponsoring Committee (SSC)	
	AREA OF SUBJECT LANDS: 14,208 sq. feet. (0.32 acres)	
	CURRENT LAND USE: Direct Control District #5 (DC#5)	
PROPOSAL: Site Specific Amendment to the Direct Control District #5 land use rules to add Community Facilities and Buildings as a discretionary use and to allow non-aviation related uses and storage of non-aviation related items in the existing hangar on the subject parcel, being a portion of SW 19-18-28 W4M; Plan 8011027, Lot P29.		
DIVISION NO: 1	COUNCILLOR: Rob Siewert	
FILE MANAGER: Brittany Smith		

EXECUTIVE SUMMARY:

Location:

The subject property is located within the Plan Area of the Foothills Regional Airport Area Structure Plan, west of Highway 2 and east of 104 Street E. The subject parcel is a private airside lot and is accessed from Lancaster Way.

Policy Evaluation:

The lands are within the area included under the Foothills Regional Airport Area Structure Plan and was reviewed under the terms of the Land Use Bylaw 60/2014.

Referral Considerations:

- The application submission was referred to required internal and external agencies.

BACKGROUND:

2007 Development Permit 07D 281 was approved by Council for construction of a 6,000 sq. ft. Aircraft Hangar for use by Air Cadets for aircraft storage, miscellaneous storage, drill hall and administration offices and two half day special events.

2024 On May 29, 2024, Council granted 2nd and 3rd readings to Bylaw 14/2024 to authorize amendments to the Land Use Bylaw 60/2014, including revisions to Direct Control District #5 – Foothills Regional Airport District. The revised DC#5 District provides provisions for uses on lands at the Foothills Regional Airport including Permitted and Discretionary Uses on Airside

and Groundside lot designations, as well as development provisions and new definitions specific to the airport. Use of the subject lot approved under Development Permit 07D281 would be considered as legal non-conforming; however, any change or additional uses must be considered under provisions of the current Land Use Bylaw.

PURPOSE OF APPLICATION:

The applicants have applied for a Site-Specific Amendment to add Community Facilities and Buildings as a discretionary use on the subject parcel and to allow for the use of the hangar for non-aviation related activities and storage. The application identifies they no longer store any aviation items, however, would like to request the continuation of the following current approvals:

- The continued use of the +/- 6,000 sq. ft. hangar for use by the 187 Foothills Royal Canadian Air Cadet Squadron (RCACS) a youth program for persons aged 12 to 19, with a focus on aviation, citizenship, leadership and physical fitness.
- The main floor of the building is to be used as a drill hall for cadet drills, parades and events (speaking, shared meals, large meetings and workshops, dinner fundraisers, sports activities)
- 6 office spaces to be used for administration, Commanding officer, Training office, Deputy Commanding Officer, Parent Room and Supply Room.
- 4 classrooms
- Miscellaneous storage for uniforms, field training equipment such as camping supplies, sports and fitness equipment and storage of records and event supplies.
- Squadron numbers fluctuate from year to year, currently 70 members
- Maximum use of the building is identified as 3 evenings per week for both Air and Army Cadets, plus 4 days per month for potential training exercise and activities including training days, workshops and public speaking competitions.

The application identifies the following new proposed uses:

- Use by third party / community use - the Squadron Sponsoring Committee (SSC) rents the hangar at a low rate to local organizations such as FAIM Society, Perfect Paws 4H, and 2383 Army Cadets. Additionally, the Experimental Aircraft Association holds monthly meetings in the hangar and once per year uses by High River Karate Club, High River International Hot Air Balloon Festival members, and Foothills Flying Club.
- The current Development permit refers to two Special Events - a September Open House and a Final Inspection in June, however the space is not being used for these half day events. The applicants would now like to host up to 4 special events per year which would be open to the public, outside of the cadet training calendar including:
 - o Open House/Registration Night – late August/early September
 - o Mess Dinner – December
 - o Fundraising Gala Dinner and Auction – Spring

Full details of operations have been provided by the Agent and is included within Appendix B of this Staff Report.

SITE CONSIDERATIONS:

Access:

The subject parcel accesses directly onto Gordon Jones Way which then connects to 104 Street E. (west of the Foothills Regional Airport)

Existing Development:

A 6,000 sq. ft. hangar and graveled parking area exists on the subject lands.

REFERRAL CIRCULATION:

CIRCULATION REFERRALS	
REFEREE	COMMENTS
INTERNAL	
Public Works	No comments or concerns from Public Works
Foothills Regional Airport Board	Although no formal response was received, the agent has provided a written letter from an Airport Board representative that supports this application given they offer space for two cadet squadrons and provide an affordable and practical space for other non-profit groups, the Airport Board concurs with the belief that the hangar meets the County's definition of a Community Facility and Building.
EXTERNAL	
ATCO Gas & Transmissions	No objections
Fortis	No concerns
Alberta Health Services (AHS)	No concerns
PUBLIC	
Western Wheel	October 2 nd and 9 th , 2024
Landowners (half mile)	Notification sent out to area landowners within one half mile of the subject location on September 25 th , 2024. No submissions received to date.

POLICY EVALUATION:**High River Regional Airport Area Structure Plan:**

In general, the policy would not support such uses on an airside lot, rather directing them to the future ground side lots, but as those ground side lots do not yet exist, Council may determine appropriateness of the proposal as there are no changes to the building height or hazardous uses being proposed, and appropriate amendments are being requested.

Land Use Bylaw 60/2014:

Under Direct Control District #5, land use and development requirements are at the discretion of Council.

The application would fall under the Military Operations – including cadets and search and rescue permitted use within the district, while Special Events are listed as a discretionary use.

Within Sections 18.5.6 and 18.5.10 of the Land Use Bylaw, the subject lot is designated as an “Airside – ‘P’ Lot”. Development Requirements under the DC5 District state that ‘P’ or “Private” lots shall not contain a development which does not require access to airside facilities, unless appropriate approval is first obtained, and that ‘P’ Lots shall not accommodate a commercial business unless appropriate approval is first obtained. The ‘P’ lots are intended for the purpose

of conducting and supporting aviation related activities, including but not limited to private hangars, and storage of aircraft(s) and flight related equipment.

SUMMARY:

Bylaw XX/2024 – Site Specific Amendment to the Direct Control District #5 (DC#5) land use rules to allow for Community Buildings and Facilities to be added to the discretionary uses and for an exception to Section 18.5.6.3 to permit non-aviation related activities and storage of non-aviation related items on Ptn. SW 19-18-28 W4M; Plan 8011027, Lot P29.

OPTIONS FOR COUNCIL CONSIDERATION:

OPTION #1 – APPROVAL

Council may choose to grant 1st reading to the application for a Site-Specific Amendment to the Direct Control District #5 land use rules to allow for Community Buildings and Facilities to be added to the discretionary uses and for an exception to Section 18.5.6.2 and 18.5.6.3 to permit non-aviation related activities and storage of non-aviation related items on Ptn. SW 19-18-28 W4M; Plan 8011027, Lot P29 for the following reasons:

In their consideration of the criteria within the LUB 60/2014 and High River Regional Airport ASP 2018, Council is of the opinion that the proposed site specific amendment to allow for Community Buildings and Facilities as a discretionary use on the subject lot only, as proposed, and exceptions to Policy Section 18.5.6 would not be detrimental or unduly interfere with the airport operations or materially interfere with the use of neighbouring airside lots at the airport. In addition, Council is of the opinion that the proposed uses generally align with the purpose and intent of the DC5 District and are complementary to airside uses under this district.

Recommended Conditions for Option #1:

1. Final Site-Specific Amendment application fees to be submitted;
2. Submission of a complete Development Permit application and the necessary fees.

OPTION #2 POSTPONEMENT

Move that a decision on Bylaw XX/2024 be postponed subject to submission of (XXX).

OPTION #3 REFUSAL

Council may choose to refuse the application for a Site-Specific Amendment to the Direct Control District #5 land use rules to allow for Community Buildings and Facilities to be added to the discretionary uses and for an exception to Section 18.5.6.3 to permit non-aviation related activities and storage of non-aviation related items on Ptn. SW 19-18-28 W4M; Plan 8011027, Lot P29., for the following reasons:

In consideration of the application, Council is of the opinion that the proposed Site-Specific Amendment and subsequent intended use of the subject lands does not conform with the policies of the High River Regional Airport ASP and purpose and intent of the DC#5 District in the Land Use Bylaw 60/2014.

APPENDICES:

APPENDIX A: MAP SET

LOCATION MAP & ORTHO IMAGE

LAND USE MAP

SITE PLAN

APPENDIX B: DETAILED OPERATIONS OUTLINE PROVIDED BY AGENT

APPENDIX C: PROPOSED BYLAW

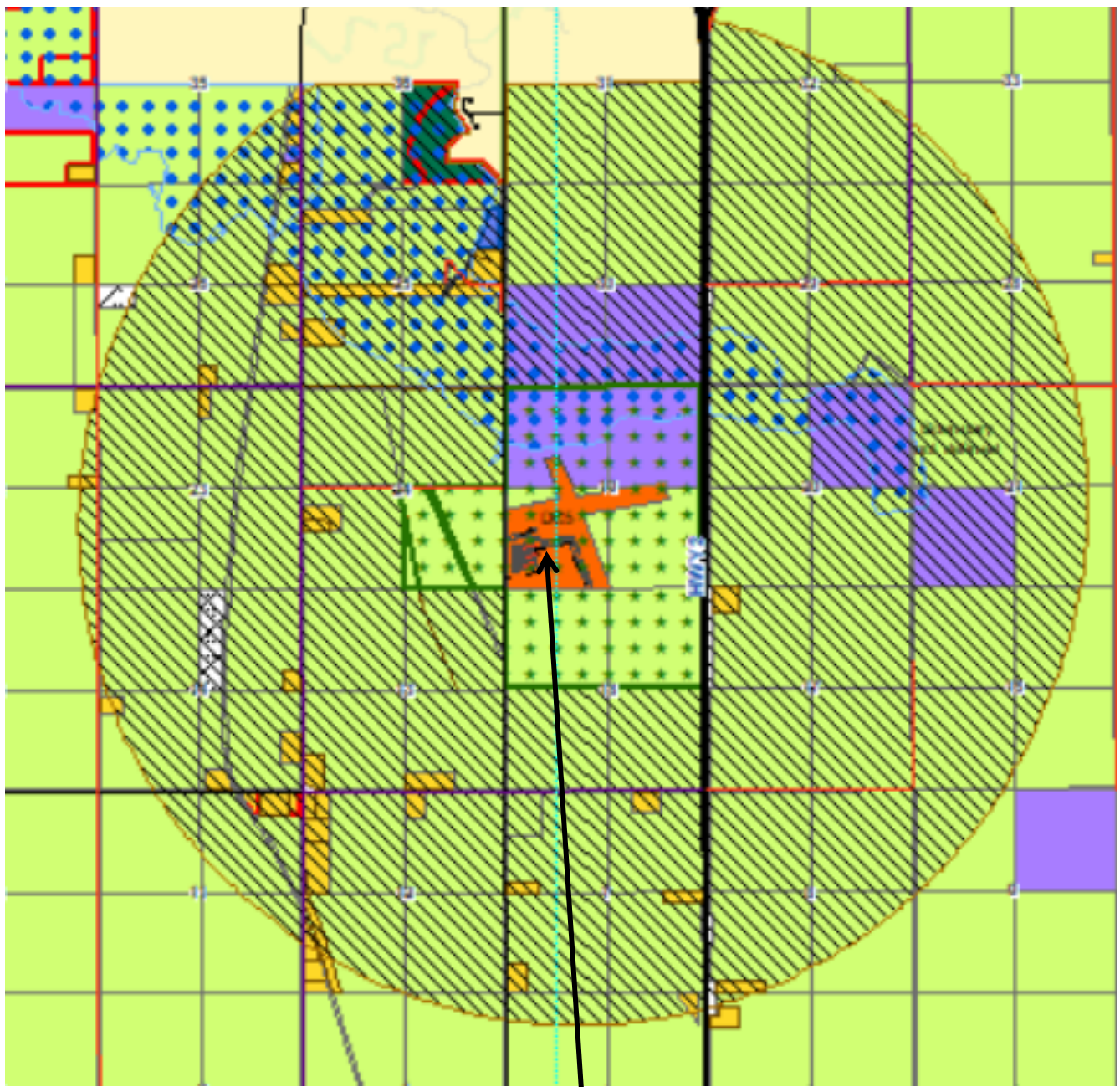
APPENDIX D: LAND USE BYLAW DIRECT CONTROL DISTRICT #5 (DC#5)



Location Map and Ortho Image



APPENDIX A: LAND USE MAP

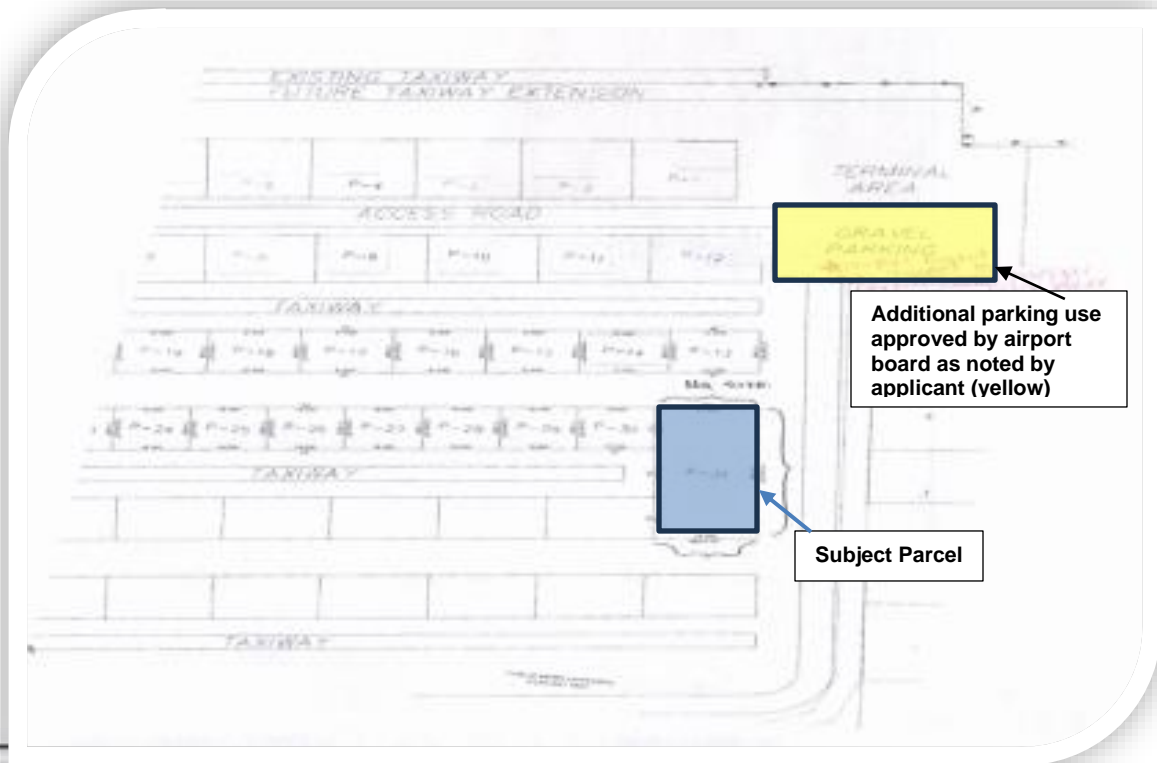


Subject Parcel

Legend:

A- Agricultural	DC - Direct Control	<input checked="" type="checkbox"/> Land Use Overlay
AA- Agricultural Sub A	EPA- Environmental Protection Sub A	Flood Hazard Protection Overlay
AB- Agriculture Business	ER- Environmental Reserve	Airport Protection Overlay
BP- Bussiness Park	EP- Environmental Protection	Airport Protection Height Restricted Overlay
CMC- Community Commercial	OS- Open Space	
HC- Highway Commercial	IE- Industrial Edge	
RB- Rural Business	INR- Natural Resource Extraction	
CR- Country Residential		
CRA- Country Residential Sub A		

APPENDIX A: SITE PLAN



APPENDIX B: DETAILED OPERATIONS OUTLINE PROVIDED BY AGENT

187 Foothills Royal Canadian Air Cadet Squadron Sponsoring Committee

Lot P29, Foothills Regional Airport

Summary of Hangar Use

187 Foothills Royal Canadian Air Cadet Squadron Sponsoring Committee (SSC) owns a hangar on lot P29 at the Foothills Regional Airport, originally approved under Development Permit 07D 281 on February 7, 2008.

We are currently applying for a Site-Specific Amendment to be considered as a Community Building and Facility, and subsequently updating the Development Permit for the 187 Foothills hangar to be in line with current use.

The following is a summary of current use as compared to the original Development Permit 07D 281.

Building – size & use & need

- Building size is 6,000 sq ft (60' x 100'), as originally approved.
- We no longer store aircraft in the hangar (previously approved for 1 Air Cadet League glider stored outside at Vulcan, 1 ultralight aircraft, and 1 disabled small airplane). None of these are currently owned, operated, or stored by the SSC.
- Drill hall – the main floor space of the hangar is used for cadet drill and parade, and events (public speaking, shared meals, large meetings and workshops, dinner fundraiser, sports nights)
- Administration offices: one general administration office, one Commanding Officer office, one Training office, one Deputy Commanding Officer office, one Parent Room (SSC Office), and one Supply Room/Office
- Classrooms: there are four classrooms in the hangar
- Miscellaneous storage (Air Cadet activity-related items such as uniforms; field training equipment such as tents, sleeping bags, and other camp supplies; sports and fitness equipment such as dodge balls, as well as storage of records and event supplies.

Description of Business

There is no change to the mandate and purpose of 187 Foothills Royal Canadian Air Cadet Squadron (RCACS):

The local squadron of the Air Cadet League of Canada, a national youth program for persons aged 12 to 19, with a focus on aviation, citizenship, leadership, and physical fitness.

The 187 Foothills RCACS Squadron Sponsoring Committee (SSC) is the parent group and local sponsor for the squadron, responsible for providing accommodation, liability insurance, additional training aids and any needs and wishes to supplement and augment the training program which are not provided by the Canadian Department of National Defence.

The 187 Foothills RCACS hangar is owned, operated, and maintained by the SSC, as the squadron is not permitted to own property.

Number of People & Hours of Operation

- The Squadron strength and number of officers fluctuate from year to year. The number of cadets is currently 70, but numbers have been as high as 90 and the squadron operates within its fire code Maximum Occupant Load capacity:
 - o Parade Square: 421.6 sq.m. – capacity 300
- Minimum use by the full squadron – Tuesday evening each week (Parade Night) from 5:30 p.m. – 10:00 p.m. and Thursday evening each week (Range Night and/or Ground School Course) from 5:30 p.m. – 9:00 p.m.
- Maximum use – 3 evenings per week for cadets (Air Cadets on Tuesday and Thursdays, Army Cadets on Wednesdays) plus 4 full days per month for potential training exercises and activities (workshops, training days, public speaking competitions)
- NEW: Use by third party / community use – The SSC rents its space at a low rate to local organizations such as FAIM Society, Perfect Paws 4H, and 2383 Army Cadets etc. Additionally, the Experimental Aircraft Association (EAA) holds monthly meetings in the hangar each month, High River Karate Club uses the building once per year for a meet, High River International Hot Air Balloon Festival members have used the space to organize and inventory equipment, and Air Cadet League events (Effective Speaking Competition, Southern Wing Meetings and Workshops, etc) have been held in the building. The Foothills Flying Club has also used the hangar for its annual Fly-In Breakfast.
- The Officer Cadre does still access the building year-round for administrative duties.
- Special Events – currently the Development Permit refers to a September Open House and a Final Inspection in June where cadets, officers, families, and guests are in attendance. We do not use it for these two specific half-day events but would like to host up to 4 special events per year, which are open to the public, outside of the cadet training calendar. These could include our open house / registration night in late August / early September, a Mess Dinner ahead of the Christmas stand-down, and a fundraising gala dinner and auction in the spring.

Parking, Loading, and Access

On regular Parade Nights and Range Nights, most cadets are dropped off at the hangar by their parents. We currently have parking space on-site for 16-20 vehicles. Based on our usable floor area (parade square size) we believe we would be mandated to have approximately 16 stalls. The Foothills Regional Airport has also granted permission since 2007 for the 187 Foothills RCACS to use the public parking lot as needed (this is typically used on the third Tuesday of each month, which is Commanding Officer's Parade and therefore most parents stay until 7:00 p.m., and many stay for the entire evening as the SSC holds its monthly meeting).

The SSC enforces No Parking on the roadway.

A 60' x 18' hangar door is centered on the west wall with direct access to the taxiway, and a 12' x 12' overhead garage door is located on the southwest corner of the hangar for loading.

The hangar lot is accessible by internal airport roads to the north and south, as well as a taxiway.

Vehicle Generation

- Passenger vehicles - currently at 42 vehicle trips per week, but we have (currently) 70 cadets on strength which means as many as 76 vehicles could go back and forth each Tuesday and Thursday, including cadets, officers, and guests. We would request no limit to the number of passenger vehicle

trips per week, as this will fluctuate dependent on the number of cadets on strength and events occurring at the hangar.

- Bus transportation – bus transportation (school bus or coach) occurs approximately 10 times per year to attend field training exercises, gliding centres, museums and other activities, events such as the HART Ceremony in Lethbridge, or to have competitors arrive for the Southern Wing Effective Speaking Competition.
- 3-ton truck – delivers camping equipment and supplies from the Department of National Defence for field training exercises twice per year
- Water, Septic, and Waste Disposal – these services visit the hangar as necessary (roughly once per 3-4 weeks).

Water, Sewer, Garbage

- The hangar still has a 2,500-gallon water tank and 2,500-gallon septic tank. This is for cleaning and washroom use only. There is no potable water on-site, and cadets and guests bring their own water or refill bottles from a water cooler, which is maintained by the SSC (water bottle replacements are brought to the hangar by parent volunteers).
- Waste is no longer removed from the premises in personal vehicles. We have a garbage dumpster that is emptied regularly by a third-party service, on an as-needed basis, and the FAIM Society removes our recycling from the premises.

Noise, Dust, or Drainage

This is controlled by regulations of the Foothills Regional Airport Board.

Hazardous Materials Storage

- We no longer have .22 caliber ammunition on-site; the cadets use air rifles only for training. Air rifles fire a pellet by the release of a spring driven piston within a sealed air chamber or use a compressed air or other gas cylinder in lieu of a piston and cadets are authorized to use air rifles of .177-inch calibre (4.5 mm) for marksmanship training, which takes place on the parade square with proper safety equipment and targets.
- This section of the Development Permit references a specific location for field training exercises, but we would like to remove this as the location can change from season to season / year to year. The propane tank cage was never built, and these tanks are stored off-site.

Non-Resident Use

- The airport has always used the hangar for its EAA meetings. Other non-resident use would be as per the reference to third-party / community use above – FAIM Society, Perfect Paws 4H, and 2383 Army Cadets, Experimental Aircraft Association (EAA), High River Karate Club, Air Cadet League, High River International Hot Air Balloon Festival, and Foothills Flying Club.

Events

This section of the Development Permit specifically references two half-day events: an Open House in September and a Final Inspection in June, both with a maximum attendance of 150 people, and neither of which take place at the hangar on an annual basis.

- We would like to have our maximum attendance coincide with our building fire capacity (300 on the parade square)
- We would like to host a maximum of 4 special events open to the public each year (such as our annual Dessert Auction and Dinner fundraising evening) and remove the specific events listed here
 - o Events at the hangar are not licensed (no alcohol on-site)
 - o Events are intended to benefit the program or programs already being offered in the hangar (fundraisers, open houses, etc)
 - o Number of guests is limited to building capacity and parking availability (we typically sell about 120-150 tickets to our Dessert Auction)

Landscaping

Remains a gravel surface with weed control and maintenance taken care of by the SSC.

Signage

- One sign, approximately 3' wide, stands outside the hangar building with the name of the squadron.
- One sign, approximately 4' wide, is attached to the front of the hangar with the logo and squadron name.

APPENDIX C: PROPOSED BYLAW

BYLAW XX/2024

BEING A BYLAW OF FOOTHILLS COUNTY TO AUTHORIZE AN AMENDMENT TO THE LAND USE BYLAW NO. 60/2014 AS AMENDED

WHEREAS pursuant to the provisions of the Municipal Government Act, Chapter M-26 Revised Statutes of Alberta 2000, and amendments thereto, the Council of Foothills County in the Province of Alberta, has adopted Land Use Bylaw No. 60/2014 and amendments thereto:

AND WHEREAS the Council has received an application to further amend the Land Use Bylaw by authorizing a Site-Specific Amendment to the Direct Control District #5 land use rules to allow for Community Building and Facilities to be added as a discretionary use and for an exemption to Section 18.5.6.3 to permit non-aviation related activities and storage of non-aviation related items on Plan 8011027, Lot P29; ~~Ptn.~~ SW 19-18-28 W4M.

NOW THEREFORE THE COUNCIL ENACTS AS FOLLOWS:

1. Under SECTION 18.5 DIRECT CONTROL DISTRICT #5, the following shall be added under Section 18.5.3 PERMITTED USES:

~~Ptn.~~ SW 19-18-28 W4M, to allow for Community Building and Facilities to be added as a discretionary use.

2. Under SECTION 18.5 DIRECT CONTROL DISTRICT #5, the following exemption shall be made under Section 18.5.6.3:

~~Ptn.~~ SW 19-18-28/W4M, to permit non-aviation related activities and storage of non-aviation related items.

3. This Bylaw shall have effect on the date of its third reading and upon signing.

FIRST READING:

Reeve

CAO

SECOND READING:

Reeve

CAO

THIRD READING:

Reeve

CAO

PASSED IN OPEN COUNCIL assembled at the Town of High River in the Province of
Alberta this day of 20

Foothills County Land Use Bylaw

18.5 DIRECT CONTROL DISTRICT #5 (DC5) FOOTHILLS REGIONAL AIRPORT DISTRICT

DC#5

18.5.1 PURPOSE AND INTENT

The purpose of this land use district is to allow for appropriate, aviation related development on lands at the Foothills Regional Airport, as have been registered in accordance with the Canadian Aviation Regulations, and to allow for the Direct Control by Council over development on the following lands:

SW ¼ SEC. 19, TWP. 18, RGE. 28, W4M; PLAN 8011027

18.5.2 GENERAL REQUIREMENTS

All development on lands in the Airport District shall require a development permit with the following exceptions:

- Airport Operations, other than a terminal building

18.5.3 PERMITTED USES	18.5.4 DISCRETIONARY USES
<u>Airside or Groundside</u> Accessory Buildings, accessory to the Airport Administration Office, accessory to the Airport or other approved use Agricultural, General Aircraft Parts Sales 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 Utility Services, Minor <u>Airside Only</u> Aerodrome/ Airstrip Aerial Application and Spraying Operations Aerial Photography Services Air Ambulance Air Cargo Facilities Aircraft Service and Repair Aircraft Charter Operations Airport Operations Aviation Fuel Dispensing Facility Hangars or Aircraft Storage Facilities Helicopter Operations Terminal Building	<u>Airside or Groundside:</u> Aircraft Sales, Leasing, and Rentals Club House, accessory to the airport Flight Training School Hangar, Semi-Detached Logistics and Distribution Personal Storage, accessory to principal aviation use Restaurant, within Terminal Building Sea-Can (on commercial lots only) Signs requiring a development permit Solar Power Equipment Solar Power Facility Special Events <u>Groundside Only:</u> Administration Office, aviation related Agricultural, Intensive Aviation Museum Campground, Minor, accessory to the airport Commercial School, College or Training Facility Commercial Storage

	<p>Community Buildings and Facilities</p> <p>Convenience Store</p> <p>Education Centre</p> <p>Food Service, accessory to the airport</p> <p>Food Truck</p> <p>Garage, Private</p> <p>Industrial Manufacturing/ Processing</p> <p>Industry, Light, aviation related</p> <p>Outdoor Display Area, accessory to approved business</p> <p>Outdoor Storage</p> <p>Private Amenity Space</p> <p>Recreation, Indoor</p> <p>Recreation Vehicle Storage</p> <p>Restaurant</p> <p>Retail Store (aviation related or accessory to the airport)</p> <p>Service Station</p>
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18.5.5 LOT DESIGNATIONS

- 18.5.5.1 Lots with assigned 'P' (Private) designation are intended for the purpose of supporting and conducting personal aviation activities and storage of personal aircrafts.
- 18.5.5.2 Lots with assigned 'C' (Commercial) and 'N' (North) designations are intended for the purpose of supporting and conducting Airside Development, such as aviation related commercial businesses which require direct access to airside facilities.
- 18.5.5.3 Lots with assigned 'G' (Groundside) designation are intended for the purpose of conducting Groundside Development and are encouraged to support businesses related to aviation or uses complementary to the airport. These lots do not have direct access to airside facilities; uses which require airside access should not be located on these lots.

18.5.6 DEVELOPMENT REQUIREMENTS

- 18.5.6.1 Development on all lots:
- a. shall be contained within the boundary of the lot, including all structures, propane tanks, septic tanks, and holding tanks.
 - b. shall comply with fire separation distances in accordance with the applicable Building Code.
 - c. shall not include overnight accommodations and/or any dwelling unit; and
 - d. shall adhere to the Airport's stormwater technical memo.
- 18.5.6.2 Development on Private (P) and Commercial (C and N) lots:

- a. shall not contain a development which does not require access to airside facilities, unless appropriate approval is first obtained.

18.5.6.3 Development on Private (P) lots:

- a. shall not accommodate a commercial business, including the storage of business materials, unless appropriate approval is first obtained.
- b. shall be used for the purpose of conducting and supporting aviation related activities, including but not limited to private hangars, and storage of aircraft(s) and flight related equipment.
- c. shall not be used for personal storage of non-aviation related items, materials, equipment, or vehicles, unless an active and airworthy aircraft or aircraft actively being built, re-built, or maintained is stowed within the hangar, or appropriate approval for personal storage is first obtained. Personal storage includes but is not limited to keeping of RVs, boats, motorcycles, hobby or inoperable vehicles, off-road vehicles, or any other personal items. This does not include incidental temporary uses, such as temporary parking of a personal vehicle while attending the hangar or during active flight. Storage of non-aviation related items shall be accessory to and subordinate to the principal aviation use of the subject lot.

18.5.6.4 Minimum Yard Setback Requirements applicable to the boundaries of the airport lands. These setbacks do not apply to individual lots on the airport lands:

- a. Front Yard Setback:
 - i. 15m (49.21 ft.) from the right of way of an internal subdivision road.
 - ii. 64m (209.97 ft.) from the centreline of a Municipal Road, Major.
 - iii. 48m (157.48 ft.) from the centre line of a Municipal Road.
 - iv. 40m (131.23 ft.) from the ultimate right-of-way of a Provincial Highway; or
 - v. As determined by Council.
- b. Side Yard Setback:
 - i. 15m (49.21 ft.) from the boundary of airport lands; or
 - ii. As determined by Council.
- c. Rear Yard Setback
 - i. 15m (49.21 ft.) from the boundary of airport lands; or
 - ii. As determined by Council.

18.5.6.5 Minimum Individual Lot Setback Requirements:

- a. Minimum lot setback requirements apply to the individual lots on the airport and shall comply with fire separation distances in accordance with the applicable Building Code.
- b. The Approving Authority may consider a semi-detached building on two adjacent lots provided that the entire structure adheres to all applicable Building, Safety, and Fire Codes standards, including appropriate fire separation at the common wall (party wall);

18.5.6.6 Other Minimum Setback Requirements:

- a. See Section 9.27 "Special Setback Requirements" of this Land Use Bylaw for additional setback requirements that may apply.

18.5.6.7 The Approving Authority may require a greater yard setback for any use which, in the opinion of the Approving Authority, may interfere with uses of adjacent lands.

18.5.6.8 Maximum Height of Structures shall be:

- a. 12m (39.37 ft.); or
- b. as determined by the Obstacle Limitation Surfaces (see Section 11.2 – Airport Protection Overlay and 18.5.8 Obstacle Limitation Surfaces), whichever is less.

18.5.7 SPECIAL PROVISIONS

18.5.7.1 Uses on the Airport shall not obstruct visibility by the emission of dust, smoke, water vapour, blowing garbage or debris, or glare.

18.5.7.2 Garbage and waste must be stored in weatherproof and animal/bird proof containers properly screened and located so they are easily accessible for containerized garbage pickup.

18.5.7.3 Uses on the Airport shall not create a fire, explosive, or a radioactive hazard.

18.5.7.4 Until such time as piped water and sewer services are available at the airport, no overnight accommodations will be contemplated, and development will be restricted to uses with low water use requirements.

18.5.7.5 In determining whether a proposed development meets all the provisions of this district, the Development Authority may consult Transport Canada, NavCanada, Alberta Infrastructure, and other competent authorities, and shall be guided by any comments provided.

18.5.8 OBSTACLE LIMITATION SURFACES

18.5.8.1 No person shall place, erect or construct, or permit the placement, erection or construction of any building, development, structure, or object that exceeds the height limitations of the Obstacle Limitation Surfaces, as defined within Section 11.2: Airport Protection Overlay, unless appropriate municipal, provincial, and/or federal approval(s) are first obtained.

18.5.9 DEFINITIONS

AERIAL APPLICATION AND SPRAYING OPERATIONS means a business which involves spraying crops from an aircraft.

AERIAL PHOTOGRAPHY SERVICES means a business which collects imagery using an aircraft.

AIR AMBULANCE means an aircraft equipped to transport sick or injured people to a hospital during an emergency.

AIR CARGO FACILITIES means a service designed to load and unload air cargo.

AIRCRAFT means a manned vehicle deriving lift from either wings or rotors, including airplanes, helicopters, ultralights (both basic and advanced), gyrocopters, gliders (including those capable of self-launch). For the purpose of this section, "Aircraft" excludes hot air balloons and unmanned units such as drones and model aircrafts.

AIRCRAFT SERVICE AND REPAIR means a business which services or repairs aircraft.

AIRCRAFT CHARTER OPERATIONS means a business which transports cargo or people who have contracted to have exclusive use of the entire aircraft.

AIRCRAFT SALES, LEASING AND RENTALS means a business which sells, leases, or rents aircraft.

AIRSIDE DEVELOPMENT means development located with direct access to the taxiways and runways, including hangars, tie-down areas, aprons, and fueling 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.

AIRPORT REFERENCE POINT ELEVATION means the lowest threshold elevation point of the runway.

APRON means the area where aircraft are parked, unloaded, refueled and boarded.

AVIATION MUSEUM means a Museum dedicated to aviation and the aviation industry.

BASIC STRIP means the portion of each airport runway designated for landing and take-off under non-emergency conditions.

FLIGHT TRAINING SCHOOL means a training facility dedicated to learning to pilot an aircraft.

GROUND SIDE DEVELOPMENT means development on the Airport that does not have direct access to the runways and taxiways.

HANGAR means a building which is used for storage of aircraft.

HANGAR, PRIVATE means a building which is used for storage of personal aircraft and related materials. Private hangars are not to house a commercial business and are not to be used for commercial storage.

HELICOPTER OPERATIONS means an area designated for the operation of a helicopter.

LOGISTICS AND DISTRIBUTION means a service provided for incoming and outgoing cargo.

METEOROLOGICAL AIR INSTALLATIONS means weather forecasting systems.

MILITARY OPERATIONS means use by the Canadian Armed Forces.

MODEL AIRCRAFT means an aircraft, including an unmanned aircraft commonly known as a drone, the total weight of which does not exceed 35 kg (77.2 pounds), that is mechanically driven or launched into flight for recreational purposes and that is not designed to carry persons or other living creatures.

OBJECT OF NATURAL GROWTH means natural vegetation including trees and shrubs.

OBSTACLE LIMITATION SURFACES means a series of surfaces that set the height limits for structures or objects around an aerodrome. In Canada these surfaces include the Outer Surface, the Take-off / Approach Surfaces, and the Transitional Surfaces.

OUTER SURFACE means an imaginary circular-shaped surface, with a radius of 4000m (4km) measured from the designated aerodrome reference point(s), which is located 45m above the assigned reference point elevation of the airport.

RUNWAY means the strip which aircraft take-off and land.

TAKE-OFF / APPROACH SURFACES means the inclined plane abutting the end of each runway which is the width of the runway at its beginning and angles out at 10 degrees from the lateral extension of the basic strip. It ends at its intersection with the Outer Surface.

TAXIWAY means the surface which aircraft use to get to the runway from the apron.

TERMINAL BUILDING means a building located at an airport where passengers can transfer between ground transportation and air transportation.

TRANSITIONAL SURFACES means the complex surface along the sides of the runway strip that runs parallel to the approach surface that slopes up to the outer surface.

18.5.10 APPENDIX A – FOOTHILLS REGIONAL AIRPORT LOT DESIGNATION MAP



Legend

- P - Private
- C - Commercial
- N - North (Commercial)
- Airport Property Line

1:7,788

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APPENDIX B – AIRPORT PROTECTION OVERLAY AREA & OBSTACLE LIMITATION SURFACES

(Map Disclaimer: This Map illustrates the approximate Obstacle Limitation Surfaces and is not an exact representation of the Surfaces or the Airport Protection Overlay area)

