

**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:

- a. Airport Operations, other than a terminal building

18.5.3 PERMITTED USES	18.5.4 DISCRETIONARY USES
<p><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</p> <p><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</p>	<p><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</p> <p><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 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</p>

	Outdoor Display Area, accessory to approved business Outdoor Storage Private Amenity Space Recreation, Indoor Recreation Vehicle Storage Restaurant Retail Store (aviation related or accessory to the airport) Service Station
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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. 48m (157.48 ft.) from the centre line of a Municipal Road;
 - iii. 40m (131.23 ft.) from the ultimate right-of-way of a Provincial Highway; or
 - iv. 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.

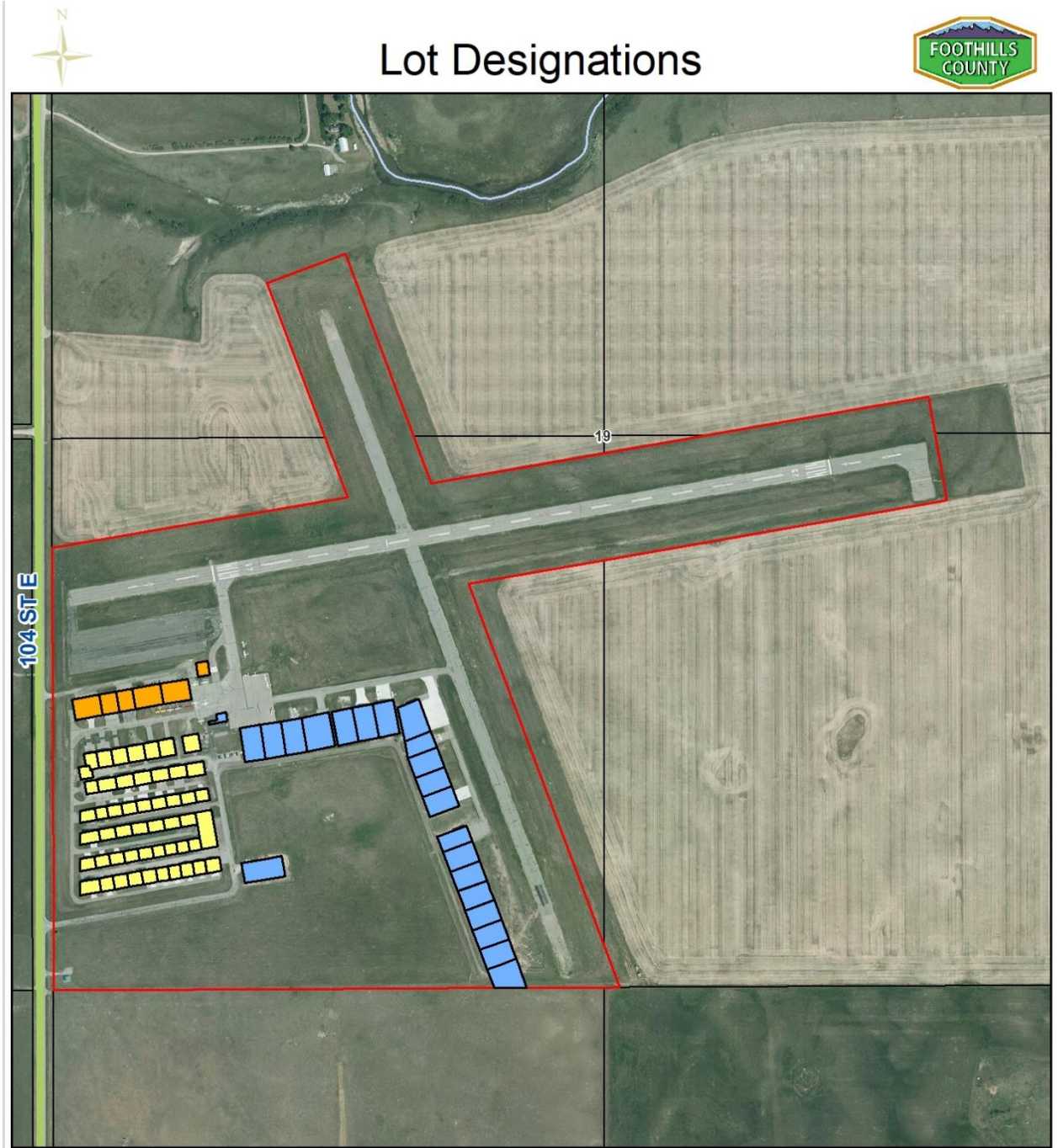
TAKE-OFF / APPROACH SURFACES means the inclined plane abutting the end of each runway which is the width of the runway at its beginning and angles out at 10 degrees from the lateral extension of the basic strip. It ends at its intersection with the Outer Surface.

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)



1 centimeter = 326 meters

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