

Rocky Mountain House CYRM Airport Development Plan



February 2016



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1.0 Introduction

The Rocky Mountain House Airport (CYRM) Development Plan (the Plan) has been undertaken by Parkland Community Planning Services on behalf of and in collaboration with the Rocky Mountain House Airport Commission, the Town of Rocky Mountain House, and Clearwater County.

Established in 1978, the Rocky Mountain House Airport provides a critical service to the region as a whole. Having developed into an important regional asset, the Airport now faces development pressures, the response to which will lay the foundation for future development and expansion. The Plan has been developed to assess the pressures facing the Airport, provide a strategy for the orderly and logical expansion of facilities, and to outline processes for development approvals and permitting that minimizes the Airport's reliance on the Town and County.



1.1 Purpose

The Rocky Mountain House Airport (CYRM) Development Plan is designed to support the CYRM Airport Commission in addressing development pressures in a comprehensive and cohesive manner. The Plan will provide support by:

- Understanding existing conditions, opportunities, and constraints facing the Airport.
- Providing a clear vision for the Airport's future.
- Creating a permitting process and development guidelines for projects undertaken in the airport area.

1.2 Plan Area

The Rocky Mountain House Airport (the Airport) is located in Clearwater County, approximately 5.6 km northeast of the Town of Rocky Mountain House. The plan area is comprised of lands jointly owned by Clearwater County and the Town of Rocky Mountain House, as well as private and publicly owned lands that have been identified for long term growth and operation of the airport. The airport lands comprise approximately 260 ha (642 acres), plus an additional 65 ha (160 acres) of private property and 65 ha (160 acres) of Crown owned lands. *Figures 1 & 2* displays the plan boundary area, the airport controlled lands and its immediate context within Clearwater County.

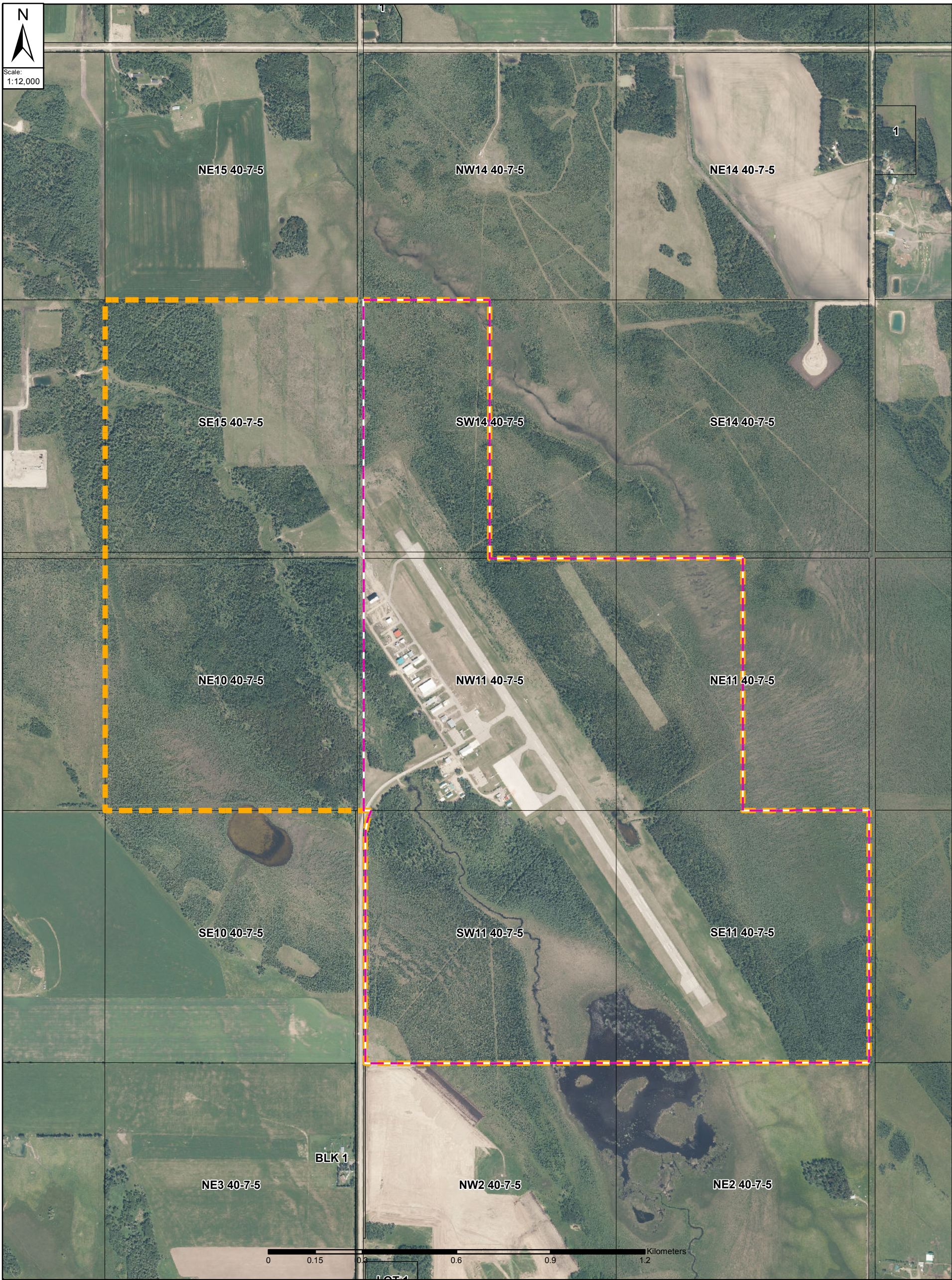





Figure 1:

Plan Area

- LEGEND:**
-  Plan Boundary
 -  Current Airport Boundary
 -  Parcel Boundary

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2015-July-02



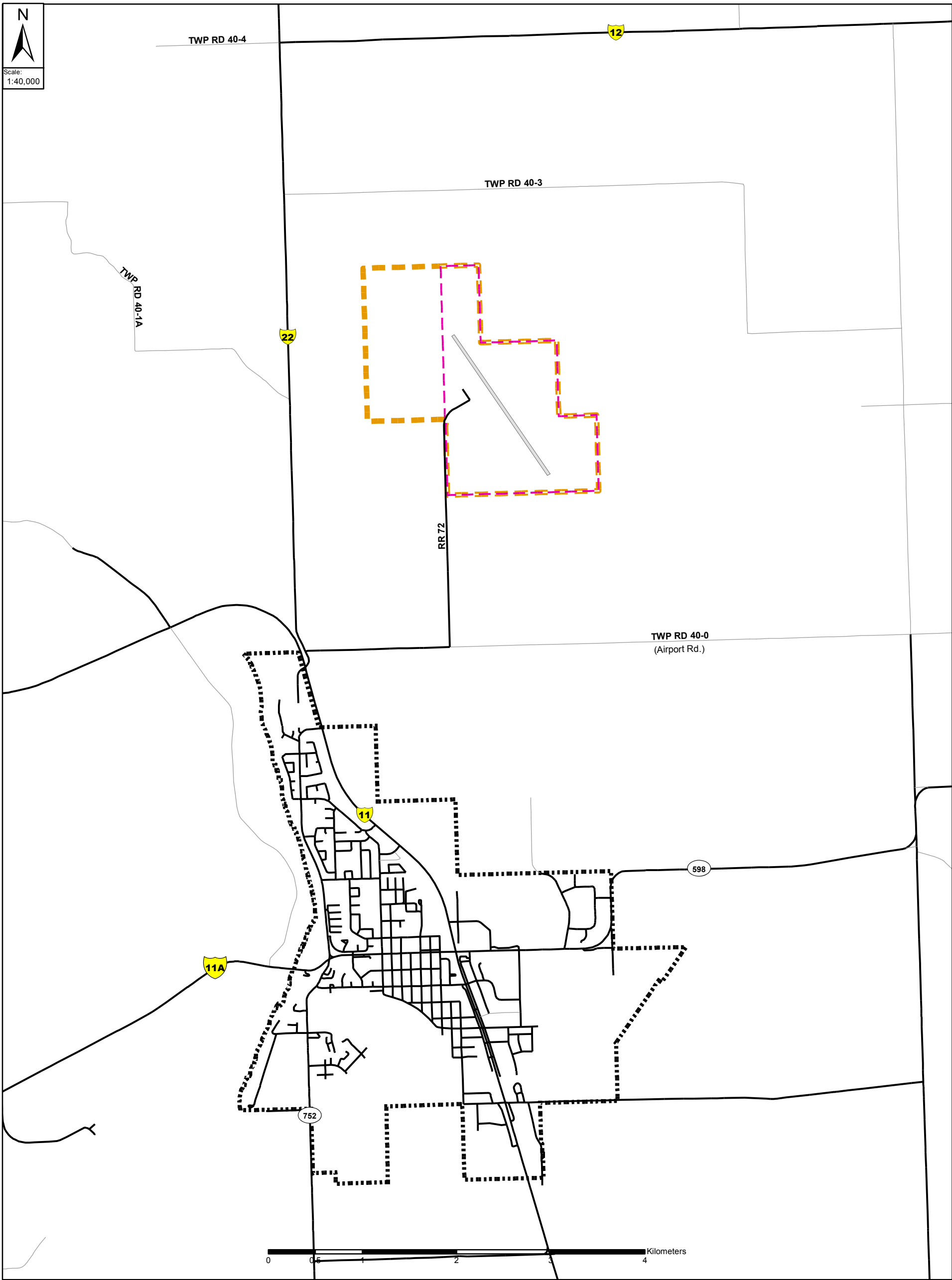


Figure 2:

Contextual Map

LEGEND:

- Primary Road
- Secondary Road
- - - Current Airport Boundary
- - - Plan Boundary
- Airport Runway
- - - Town of Rocky Mountain House Boundary

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Date:
2015-June-22



1.3 Plan Structure

The Rocky Mountain House Airport Development Plan is divided into four chapters.

Chapter 1 – Introduction

The first chapter introduces the Plan’s purpose and the planning framework within which it has been developed.

Chapter 2 – Existing Conditions

Chapter 2 describes and provides analysis concerning the current condition of the Airport and its surrounding area. Topics include: the Airport site and topography; existing policy; businesses; transportation and utility infrastructure; and opportunities and constraints.

Chapter 3 – Strategy

The third chapter defines and explores short and long-term goals of the airport and provides a strategy and land use development concept to support the Airport Commission in achieving its goals.

Chapter 4 – Implementation

The fourth and final chapter provides the tools to realize the development concept including a new permitting process, and general development guidelines.

1.4 Planning Framework

Airports in Canada are areas of significant jurisdictional overlap, which can make understanding where development authority lies difficult. Recent court decisions have reinforced federal authority over all matters pertaining to aeronautics, air navigation, airports, and aerodromes. However, there is an expectation for local authorities to direct orderly development so long as such activities do not impair the ability of an airport to exercise its core competencies and requirements, as defined by the Aeronautics Act and the Canadian Aviation Regulations.

With this in mind, the following legislation and policies are currently applicable to the Airport:

The Aeronautics Act – An act of Parliament that provides the basis for the regulation of aeronautics in Canada. The Act empowers the Governor in Council to make regulations in order to carry out Ministerial mandate.

The Canadian Aviation Regulations – Regulations are rules of conduct made by the Cabinet on the advice of the Minister of Transport, or singularly by the Minister. The Rocky Mountain House Airport is particularly guided by Part III of the Canadian Aviation Regulations concerning aerodromes and airports.

Various standards such as the Aerodrome Standards and Recommended Practices (TP312E) – Standards are guidelines designed to support the implementation of the Canadian Aviation Regulations and the Aeronautics Act. Standards change over time and may be updated on a relatively regular basis.

Clearwater County Municipal Development Plan – The Clearwater County MDP identifies the importance of the airport for providing emergency services in the West County. The plan set a goal of *promoting public safety near the airport*, and identifies the following policies:

9.2.1 Clearwater County shall restrict development in the vicinity of the Rocky Mountain House Airport that may compromise the safe operation of the airport in accordance with Transport Canada regulations.

9.2.2 Clearwater County may consider the adoption of an Airport Vicinity Protection Area for the Rocky Mountain House Airport in consultation with the Town of Rocky Mountain House.

Town of Rocky Mountain House Municipal Development Plan – The Town’s MDP states that *the Town shall work with the County of Clearwater to ensure that the effective and economic operations of the airport, at its present location, are protected and that the land uses around the airport are protected regarding noise and safety hazards.*

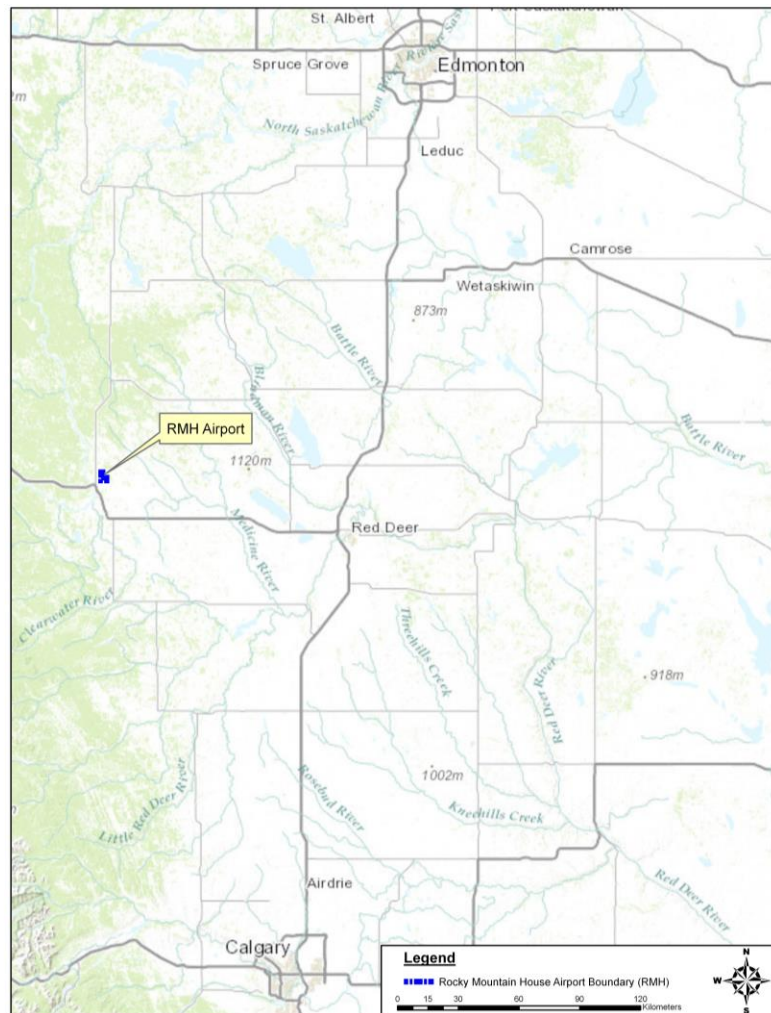
The Town of Rocky Mountain House and Clearwater County Intermunicipal Development Plan – The Rocky Mountain House Airport lies within the “Rural Policy Area” of the Intermunicipal Development Plan and is adjacent to the Town's future growth area as defined by the long term growth boundary.

Clearwater County Land Use Bylaw – The Land Use Bylaw has designated the airport as a “Public Airport District” to provide an area for the safe movement and storage of aircraft.

2.0 Present Conditions

2.1 Geographic Context

The Rocky Mountain House Airport (NW ¼ sec 11, TWP 40, RGE 7, W5M) is located in Clearwater County, 5.6 km northeast of Rocky Mountain House. In relation to larger urban centers and airports, it is approximately 200 km northwest of the Calgary International Airport, 195 km southwest of the Edmonton International Airport, and 103 km west of the Red Deer Regional Airport.



2.2 CYRM Airport Commission & Land Ownership

The airport authority for Rocky Mountain House is the CYRM Airport Commission, which comprises of six (6) members, including two (2) members of the Town of Rocky Mountain House council, two (2) members of Clearwater County council, one (1) member from Alberta Environment and Sustainable Resource Development, and one (1) independent member. The Commission is responsible for the overall management of the airport and the review and approval of development applications on airport lands.

The airport lands are owned jointly by the Town of Rocky Mountain House and Clearwater County, and are leased to the CYRM Airport Commission. The surrounding lands are mainly privately owned with crown land to the north and northeast.

2.3 Existing Natural Features

The topography of the immediate airport site is cleared, landscaped, and relatively flat. Beyond the cleared area, the airport is flanked to the east and west by a majority of dense tree stands. To the north are grazing leases and to the south is a mix of tree stands and muskeg. Chicken Creek meanders in a south to north direction through the western portion of the plan area.

There are two types of environmentally significant features in the vicinity of the airport, waterbodies and wetlands. *Figure 3: Natural Features* identifies these existing conditions which encompass the Plan Area. The airport site is fixed between sizable wetlands to the east and west. These wetlands are approximately 126 ha (311 acres) in area and span the length of much of the airport property.

A small pond, which becomes home to migratory birds in the warmer months, is located directly along the easterly boundary of the runway. This pond has been identified as a concern as it generates increased bird strikes as birds move across the runway. There is also a Ducks Unlimited Wetland Conservation Project located to the southwest of the airport subject to a long term lease. Ducks Unlimited Canada constructed a dam and water control structure on the outlet of the wetland in 1989. The wetland is 51.3 ha (127 acres) in size and is located within the airport boundary. Ducks Unlimited holds a water license from the province for the project and a license of occupation indicating the wetland is considered Crown land. The area around the wetland is muskeg and remains wet throughout the seasons.

2.4 Current Land Use

The airport area is zoned as Public Airport District (PA) in the Clearwater County Land Use Bylaw (*Appendix B*). The primary purpose of the district is to provide an area that allows safe movement, operation and storage of aircrafts. Current land use within the developed airport site is largely privately owned hangers with a few corporate and commercial aviation-based businesses. *Figure 4: Existing Development* provides a general overview of existing development within and surrounding the airport boundary.



The airport has a licensed 5000 ft (1524 m), with the existing runway surface extending 6000 ft (1828 m) over a 6400 ft (1950 m) gravel base.

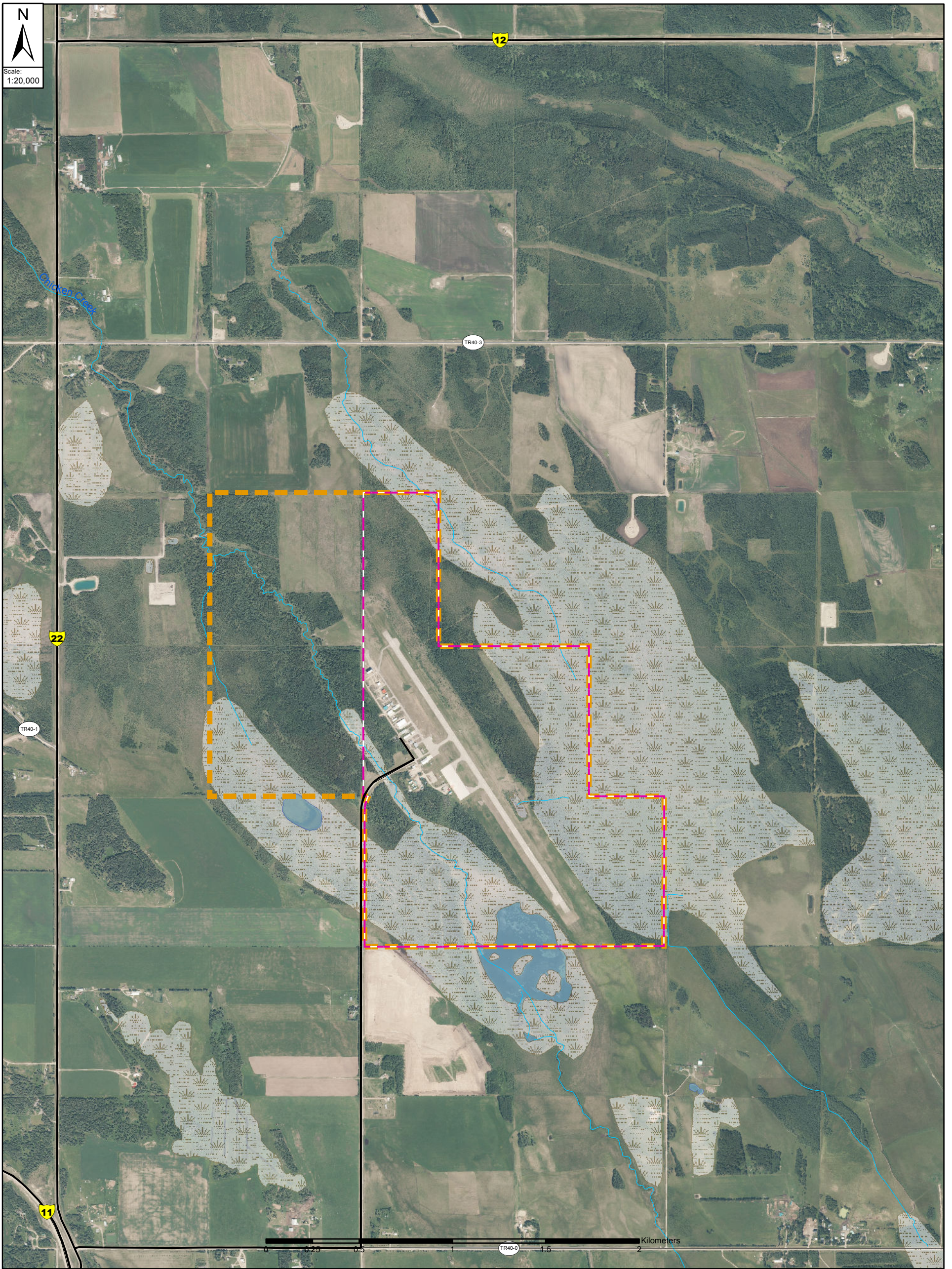









Figure 3:

Natural Features

LEGEND:

-  Primary Road
-  Secondary Road
-  Stream
-  Lake/Pond
-  Wetland
-  Current Airport Boundary
-  Plan Boundary

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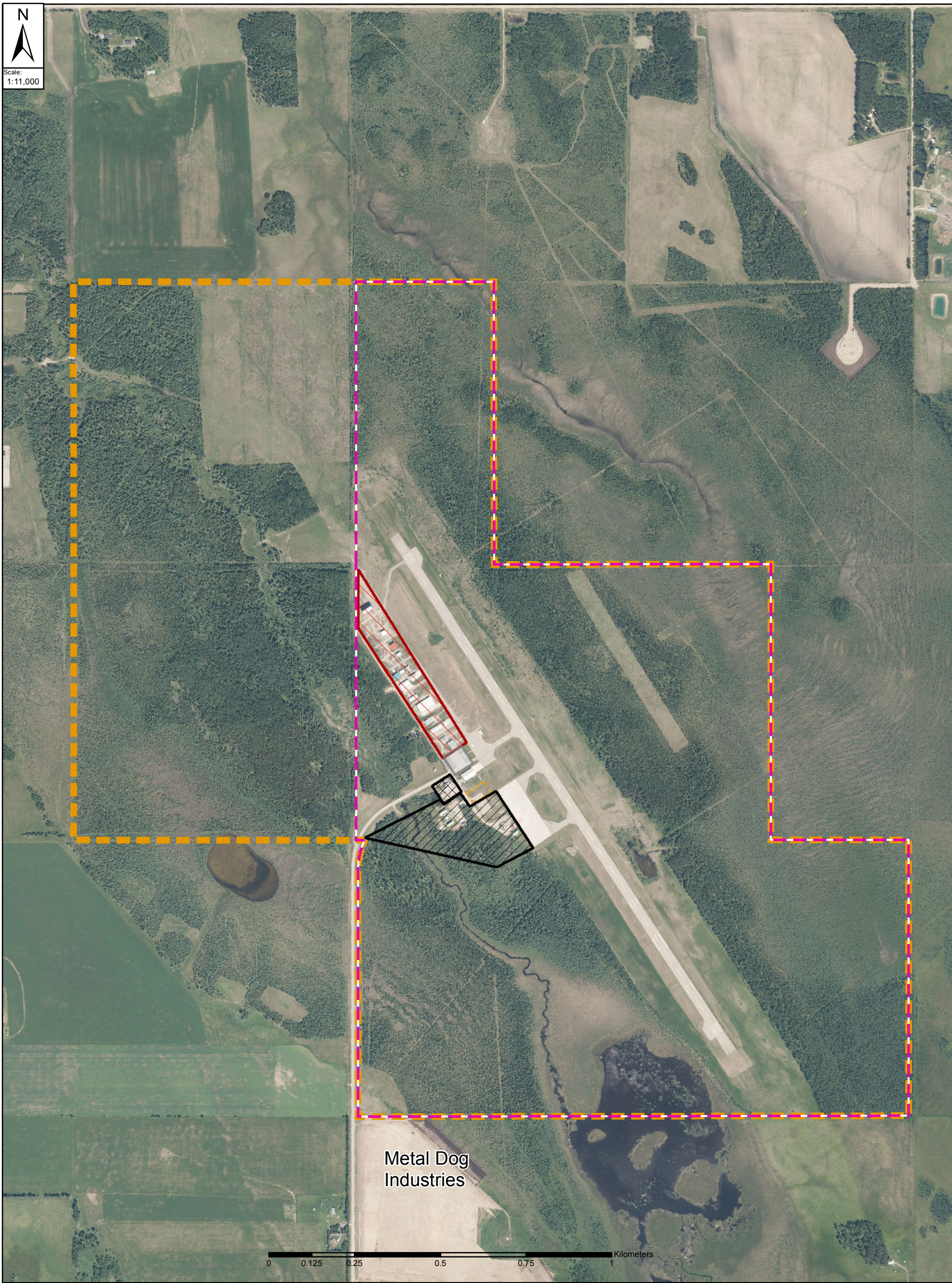


Figure 4:
Existing Development

- LEGEND:**
-  Current Airport Boundary
 -  Plan Boundary
 -  Terminal & Parking
 -  Proposed Restaurant
 -  Hanger Development
 -  Airport Operations & Maintenance
 -  Provincial Air Tanker Base (ATB)

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AND CLEARWATER COUNTY



Airport hangar development is controlled through the leasing of lots. *Figure 5: Existing Hangar Information* shows the division of leased lots. The Airport Commission typically provides 5 year leases with the option to renew to a maximum of 20 years. The Commission has negotiated 35-40 year leases to accommodate long term mortgages by client. Included in *Figure 5* is a table listing each hangar, the lease designation and its current use. The majority of the hangars are for private and seasonal use. The Province's Wildfire Management Branch occupies a large leased area to accommodate its forestry and Air Tanker Base (ATB) operations.

There is an existing crown grazing lease immediately to the northwest on the SE ¼ sec 15, while the quarter section immediately to the west (NE ¼ sec 10) is privately owned and largely in a natural state with Chicken Creek traversing the quarter. Both these quarters are primarily treed, with no development. See *Figure 1: Plan Area* for quarter section layout.

The remaining lands surrounding the Plan Area are also a mix of provincial grazing leases and privately owned. The majority of the quarter sections are undeveloped farmland and tree stands, which are zoned Agricultural District (A) in the Clearwater County LUB (*Appendix B*). Beyond the adjacent lands to the south, there are a few Country Residential Agricultural developments in the NW ¼ sec 2 and NE ¼ sec 3.

The largest planned development is the Metaldog Industrial Park plan area which borders the airport lands in the NW ¼ sec 2, TWP 40, RGE 7, W5M (see *Figure 4: Existing Development*). The site is comprised of approximately 61.5 ha (152.06 acres) and is zoned Light Industrial District (LI) (*Appendix B*). The purpose of the industrial park is to provide large, privately serviced light industrial lots for businesses related to the trucking, oil field, storage, and construction related industries.

2.5 Transportation Systems

The existing transportation networks affecting the Rocky Mountain House Airport area are the Hwy 11/Hwy 22 interchange situated 4 km southwest of the airport site, Twp. Rd 40-0 which is situated 2.5 km south, and Range Road 72 (RR 72) which is situated directly to the west. The Rocky Mountain House Airport can only be accessed via RR 72. The existing transportation networks are identified on *Figure 2: Contextual Map*.

The Metaldog Industrial Park Area Structure Plan (ASP) references a seasonal road ban placed on RR 72 from Twp. Rd 40-0 of 90% due to the existing structure of the roadway. Clearwater County has stated that it requires RR 72 be upgraded to a ban-free structure for the purposes of the Metaldog development. A road ban means it would be restricted to reduced-axle-weights due to seasonal conditions such as the spring thaw. Alberta Transportation has stated that potential traffic volumes associated with the development of the Metaldog Industrial Park may require the intersection of Hwy 22 and Twp. Rd 40-0 to be upgraded.

It should also be noted, that the Province's lease within the airport can generate significant heavy traffic during the summer fire season.



Figure 5:
Existing Hanger Information
September 2015

Lease Lot Designation	Hangar #	Type of Use	Lease Lot Designation	Hangar #	Type of Use
B-1	1	Private/Commercial	P-9	19	Commercial
C-1	2	Commercial	P-10		Private
C-2	3	Private/Commercial	P-11		VACANT
C-3	4,5,6	Private/Commercial	P-12		VACANT
C-4	8	Commercial	P-13	14	Commercial
C-5		Commercial	P-14	15	Commercial
C-6		Private/Commercial	P-15	16	Commercial
C-7		Commercial	P-16		Private
P-1	13	Private/Commercial	P-17	17	Private
P-2	11	Commercial	P-18	18	Private
P-3	9	Private	P-19		VACANT
P-4	10	Private	P-22		Private
P-5	12	Private	Terminal	Terminal	Terminal
P-6		VACANT			
P-7		Commercial			
P-8		VACANT			

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2.6 Utilities and Services

Water and sanitary sewage are provided individually through private water wells and on-site sewage disposal systems and holding tanks. Only the airport terminal, the ATB, and four (4) leased lots have an on-site sewage septic disposal system and private well. One (1) leased lot has a private well and a septic holding tank. The majority of the leased lots are seasonal hangers and do not require services.

2.7 Shallow Utilities

The airport lands have access to natural gas, telephone, internet, and power. Natural gas service lines were recently updated to a 3" line in anticipation of future development. Rocky REA provides power to the area. Telus currently provides telephone connections to the site from existing infrastructure along RR 72. In addition, a new telecommunications tower was installed on the airport lands (see *Figure 6: Airport Development Concept*), providing excellent reception. High speed internet connection can be obtained through a broadband satellite provider.

2.8 Emergency Response System

The Clearwater Regional Emergency Management Association (CREMA) provides emergency and disaster response services to the airport. Emergency vehicles currently access the airport by RR 72 (Airport Road). If this road were restricted i.e., an accident or flooding, the airport could not be accessed by emergency response vehicles as RR 72 is the only access.

2.9 Opportunities and Constraints

The following analysis outlines the opportunities and constraints associated with future development of the Rocky Mountain House Airport.

2.9.1 Transportation

Currently, a potential constraint to the growth and development of airport lands is the single access point to the airport. This not only limits traffic flow and volume but creates a safety issue for emergency and disaster response services if RR 72 were restricted.

Opportunity for development and growth lies with the provision of a secondary access to the airport. This can be achieved by extending the Twp. Rd 40-2 road allowance and connecting Hwy 22 and the northwest corner of the airport (Option A, *Figure 6: Airport Development Concept*). Additional options for secondary access are discussed in greater detail in Section 3.3.2.

Although a road allowance already exists for RR 72 which would allow for its continuation, developing RR 72 to connect the north boundary of the airport limits future expansion of airport lands. It would divide developable land and not allow for logical or efficient lot design. However, there is opportunity to develop RR 72 approximately 200 metres to open up developable area along the northwest border of the airport (NE ¼ sec 10).

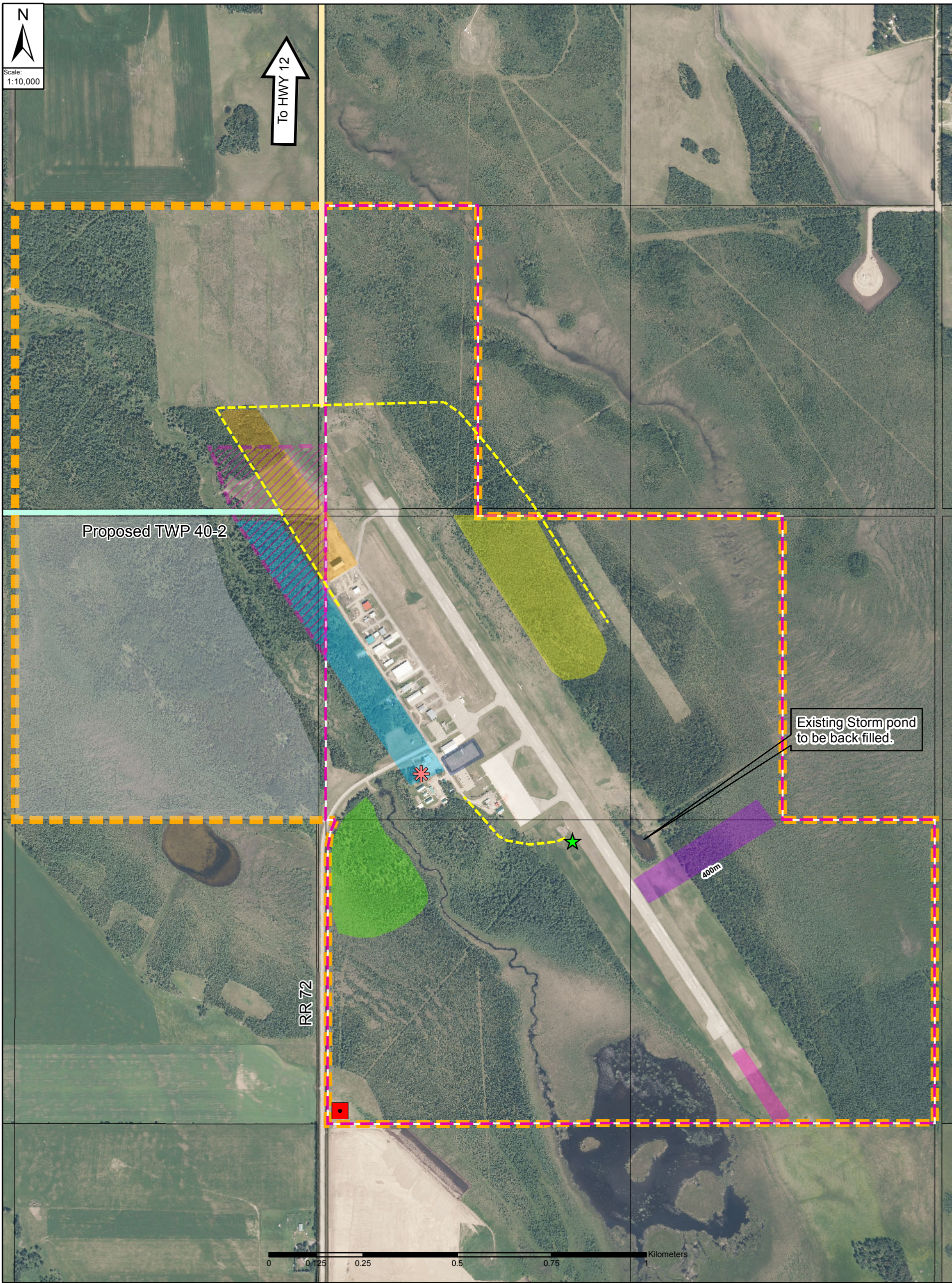


Figure 6:
**Airport
Development
Concept**

LEGEND:

- Crosswind Runway
- Airside Commercial
- Groundside Commercial
- General Commercial
- South Runway Extension
- Long Term Airside Commercial
- Long Term Expansion
- Proposed Restaurant Development
- Boundary Change, Subject to Acquisition
- Current Airport Boundary
- Plan Area
- ✱ Existing Tower
- ★ Relocated Maintenance Shed
- Relocated Airport Entrance Feature
- Highway Access Option A
- Highway Access Option B
- Proposed Road Extensions
- Parcel Boundary

Date:
2015-July-13



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AND CLEWATER COUNTY

Where
Adventure
Begins!

As stated in the Transportation Systems section above, the Metaldog Industrial Park ASP outlines required upgrades to RR 72 and the intersection of Hwy 22 and Twp. Rd 40-0. As the Metaldog Industrial Park is developed, upgrades to the local transportation network will support the airport's future industrial and commercial development.

2.9.2 Environmental

An appreciable constraint to the airport's growth and development are the significant wetland areas to the east and west. The Province defines wetlands as land saturated with water long enough to promote formation of water altered soils, growth of water tolerant vegetation, and various kinds of biological activity that are adapted to the wet environment. With the location of the Ducks Unlimited wetland to the southeast, a land owner agreement and caveat agreement has been put in place to ensure the protection of the wetland. Ducks Unlimited Canada recommends a



minimum 30 meter setback from the wetland edge and at least above the 1:100 flood levels for any development. The muskeg area around the project and above the 1:100 levels may also pose limitations for development. The estimated 1:100 flood level is 983.5 meters.

These areas surrounding the airport site provide ideal habitat for birds and other wildlife. Uncontrolled, birds and wildlife can potentially create unsafe conditions at an airport. Collisions can cause significant damage to the aircraft, injure animals and can result in human fatality. Resident and migratory birds can potentially impact safe airport operations particularly during the spring and fall migration periods.

2.9.3 Developable Land

As stated above, the location and size of wetlands surrounding the airport lands seriously hinder development of aviation and commercial lots. The developable lands within the airport boundary are located to the northwest and the northeast.

The CYRM Airport Commission is actively trying to obtain a 4.9 ha (12 acre) parcel just northwest of the end of the runway (shown as Boundary Change, *Figure 6: Airport Development Concept*). Preliminary discussions have taken place with the landowner of the NE ¼ sec 10, TWP 40, RGE 7, W5M, with the intent of securing those lands for long-term airport expansion.

2.9.4 Serviceability

Currently, there is no municipal service infrastructure available to the airport. Any new development would be required to have a private water well and on-site sewage disposal system or holding tank. The future development of commercial and airport support services to the west of the airport site (*Figure 6: Airport Development Concept*) may benefit from a communal sewage and sanitary facility or from the expansion of Town services as such an endeavour becomes financially feasible.

2.9.5 Metaldog Industrial Park

There is opportunity for airport support industries and businesses located in the Metaldog Industrial Park to benefit from the proximity of the airport.

2.9.6 Site Specific Constraints

As the airport continues to grow both naturally to service its aviation needs and commercially to provide support services consideration must be given to the following:

- Cost of developing roads and access because of marshy areas, creeks, and distance/length of infrastructure.
- Amount of asphalt needed to create taxiways, internal roads, and parking lots.
- There can be no driving across taxiways; they must remain free of unnecessary traffic and debris.
- It is not preferable to allow for private lot ownership (separate title lots); lots leased from CYRM Airport Commission are preferred.

Existing developable land is limited; therefore design must maximize use of land. Approximately 48% of the airport lands (within the boundary area) are considered wetland and appear to be of varying classifications including, fen, wooded bog, marsh, and shallow open water marsh (Alberta Wetland Classification System 2014 Draft).

The Province's wetland management policy regarding development activities is avoidance and minimization. However, where impacts cannot be avoided, wetland replacement is required. Wetland replacement refers to restoration, enhancement, construction of another wetland, or in-lieu payment, and can be an onerous and costly approach.



3.0 Strategy

3.1 Airport Vision

The Airport will be a highly functional airfield, supporting private and commercial uses that are an asset and economic driver for both the Town of Rocky Mountain House and Clearwater County.

Goals:

1. To create a functional plan to direct development in a logical manner while ensuring that all land uses complement the safe operations of the airport in accordance with Transport Canada standards.
2. To seek new opportunities for the airport to attract a wide range of aviation-related operations that make optimal use of airport lands and airfield access.
3. To support the events such as the Rocky Mountain House Airshow, and develop ways to better accommodate spectators and vendors during the event.
4. To ensure that infrastructure and utilities are developed in a sustainable and practical manner that will not hinder future development.

3.2 Airport Strategy

To ensure that the airport is able to develop to its full potential in the future, it is imperative that sufficient land be identified and secured for aviation dependent uses. The intent of this plan is to direct short term growth in a manner that will support continued expansion and efficient use of infrastructure.

3.3 Airport Concept

The development area has been divided into various future land use areas as illustrated in *Figure 6: Airport Development Concept*. The concept plan includes potential land use indication as well as site development projects including:

- A future crosswind runway and runway extension.
- Elimination of pond in east side of airstrip to reduce bird strikes.
- Relocation of fuel infrastructure.
- Indication of the location of the conditionally approved airport restaurant development.
- Relocation of facility entrance feature.

These have been included to assist in the decision-making process for the identification and implementation of potential future airport capital plans.



3.3.1 Land Use

AIRSIDE COMMERCIAL

Purpose: To provide opportunities for small scale commercial and government operations requiring airfield access.

Policies:

- Provide for and reserve lands for operations requiring airfield access.
- Group similar uses for efficient use of infrastructure including roadways, taxiways and water and septic servicing.

Uses: The Airside Commercial area is envisioned to accommodate uses including, but not limited to: private hangars, small aviation businesses (charter operators, tours, flight training), and repair and maintenance operations for aircraft. Access to the airfield must be a primary requirement of these operations to ensure lands with airfield access are used in the most efficient and effective manner possible. These lands will extend along the west side of the airfield and will include existing hangars, terminal building and parts of the Province's lease.



The Plan identifies lands along the northeast boundary that can accommodate Long Term Airside Commercial expansion (see *Figure 6: Airport Development Concept*). Any future development of this area is intended to be controlled and provide for operations requiring airfield access only. Access to this area should be limited to airside operations and closed to public travel.

GROUND SIDE COMMERCIAL

Purpose: To provide opportunities for small scale commercial operations that supports the aviation activities that do not require airfield access.

Policies:

- Provide for commercial uses that will contribute to the viability of the airport.

Uses: All airport development is intended to be aviation related and to support the activities of the airfield. These uses are anticipated to include restaurant/café, flight school training rooms, parts and maintenance, or tour operators.

GENERAL COMMERCIAL

Purpose: To provide lands to accommodate services that support airport operations, particularly if passenger service becomes a reality.

Policies:

- To provide opportunities both within and outside the current airport boundary for commercial operations that may support the uses and users of the airport.

Uses: Although not aviation related, these may be ancillary to passenger service airports and may include hotels, retail sales, restaurant, and rental businesses. Based on the current development concept these uses would occur primarily outside of the CYRM boundary.

LONG TERM AIRPORT EXPANSION

Purpose: To identify lands that will provide for the long term growth and expansion of the airport.

Policies:

- To protect the long term ability of the airport to consider development west of Chicken Creek. This may include the consideration of a land purchase.
- As airport expansion continues, more detailed planning and consideration of these lands will be undertaken.

Uses: Until such time as detailed planning and consideration is conducted on these lands, preservation in their current state shall be encouraged. Any development proposals for these lands would require the preparation of detailed Outline Plan for consideration by the Airport Commission and Clearwater County. Possible uses may include groundside commercial, or airside commercial and residential uses.

3.3.2 Transportation

ACCESS

Efficient access and transportation are of vital importance for the long term functionality of the airport. Access is currently limited to Airport Road (RR 72) from the south. Airport growth will continue to increase traffic into the site, particularly as more service-based commercial businesses develop. In addition, events such as the Airshow result in large numbers of people on site. The identification of an additional access was an important component of the Airport Plan. It identifies a primary and a secondary option, Option A and Option B respectively, on *Figure 6: Airport Development Concept*.

Option A has been identified as an emergency and private access to be developed through the local road allowance (Twp. Rd 40-2) from Hwy 22. It will lead into the site along the northern boundary of NE ¼ sec 10, TWP 40, RGE 7, W5M. This access road will require approximate 1600 metres of road

construction and the crossing of Chicken Creek. The access will provide hangar and emergency access and may be closed to public travel, allowing for a reduced road construction standard.

Option B will require more extensive road construction and as such has been identified as a secondary option. It will be developed running south off of Hwy 12 and continue along the RR 72 grid road allowance. This north-south access point will serve two purposes. It will provide an additional road network for the Airside Commercial expansion along the northwest boundary, as well as a private access to the Long Term Airside Commercial expansion along the northeast boundary.

AIRPORT ROAD NETWORK

The northward expansion of Airside Commercial will require the extension of the existing service road. The plan has identified the proposed road extensions on *Figure 6: Airport Development Concept*. This will require the acquisition of land from the private owner of the NE ¼ sec 10, TWP 40, RGE 7, W5M. However, as lands to the north are more readily available it is envisioned that a temporary road will bypass this area until such time as a purchase agreement can be reached. The continuation of a logical arrangement of the hangar lots will greatly improve future connectivity and serviceability.

3.3.3 Airport Infrastructure

AIRPORT & AIRFIELD SUPPORT

The purpose of airport and airfield support is to ensure the safe and efficient movement of aircrafts and to ensure there are adequate lands for vital support services. Airport and airfield support services are dictated by Transport Canada regulations. Of specific consequence to these support services is the regulated obstacle free zone. This zone limits the height of obstacles located on an area intended for the surface movement of aircraft or that extend above a defined surface intended to protect aircraft in flight. For the specific area affected by height restrictions, as regulated by Transport Canada, see *Figure 7: Building Height Restriction Zones*.



Airfield support includes such uses as the runway (including potential expansion), crosswind runway, taxiways and navigational installations plus the required setback distance from these features to ensure airport operation is never compromised by development. Lands associated with airfield support will only be utilized for aircraft movements and necessary support equipment with all surrounding areas left in their natural state. If tree growth encroaches into the area they will be trimmed or removed as necessary.

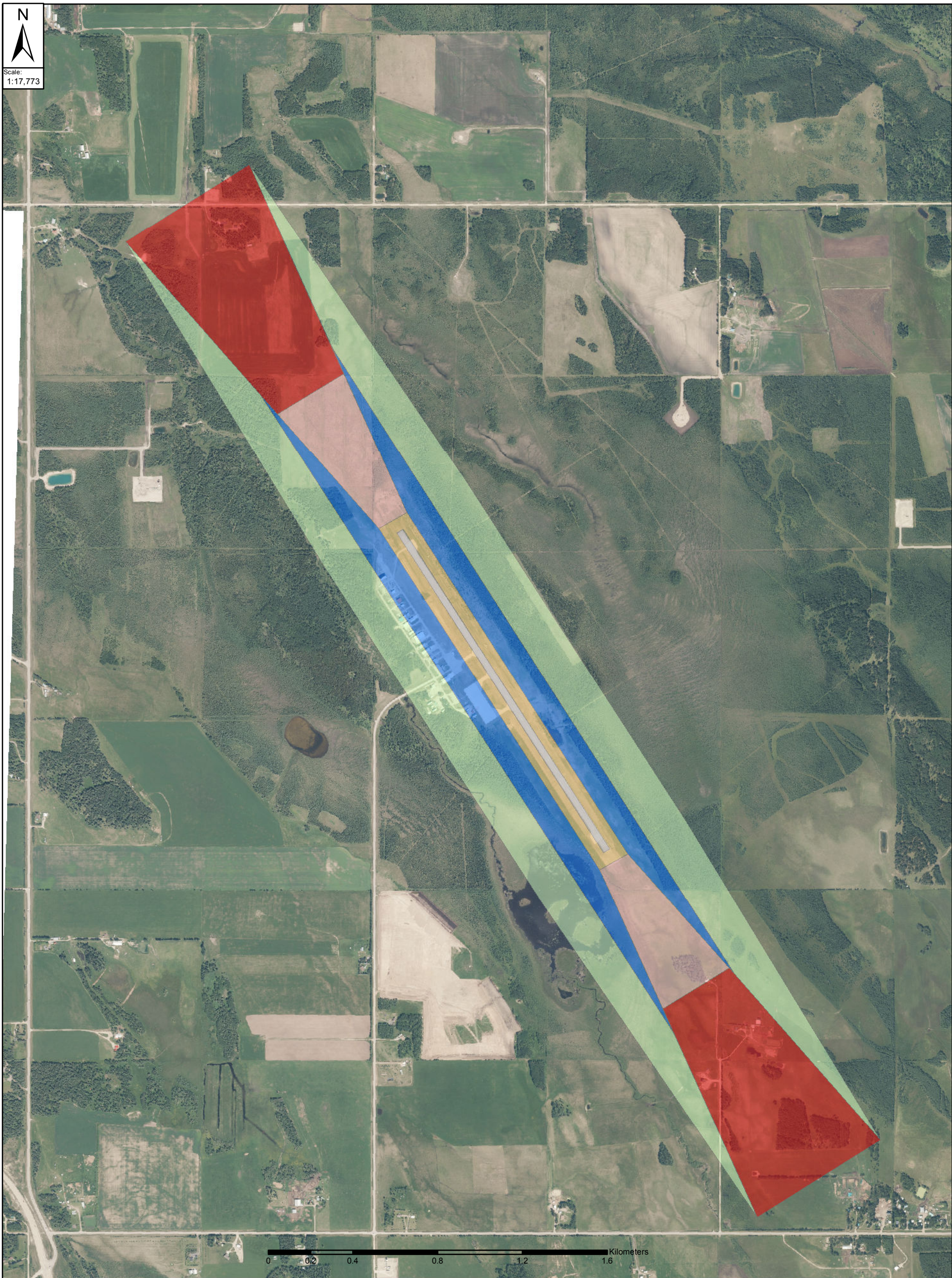


Figure 7:

Building Height Restriction Zone

LEGEND:

- Physical Runway
- Basic Runway
- Approach/Takeoff, 0m - 18m
- Approach/Takeoff, 18m - 45m
- Transitional Surface, 0m - 18m
- Transitional Surface, 18m - 45m

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Date:
2015-July-02



Airport support uses include, but are not limited to, aircraft refuelling, airfield maintenance, support and operations, airport terminal, communications, navigation and surveillance systems, utilities and emergency services.

The following policies are put forth to guide future development of airport and airfield support services:

- Preserve lands adjacent to runways and taxiways to ensure development does not impact sight lines for aircraft movements and navigational equipment.
- Uphold standards of Transport Canada.
- Operation of the airport shall remain the primary focus on the site above any aviation related use in the district.

The Plan identifies three main airport and airfield support services for future development - a crosswind runway, a south runway extension, and the relocation of maintenance sheds (*Figure 6: Airport Development Concept*).



4.0 Implementation

4.1 Phasing

Current development pressure is primarily for private and small commercial hangar space. This development will continue along the west side of the main airstrip. Land negotiations with the owner of the NE ¼ sec 10, TWP 40, RGE 7, W5M and the Crown owned parcel to the north should be initiated in the near term to ensure that this development area is secured prior to existing lots being developed. These negotiations may be tasked to the Airport Commission with support from both municipalities. Preliminary investigations into the feasibility of a new access road extending along the northerly border of NE ¼ sec 10, TWP 40, RGE 7, W5M to Hwy 22 should be initiated well in advance of development pressures.

As development proceeds, consideration of the construction of road infrastructure will need to be considered. Cost estimates for these projects as well as a review of current lease rates and CYRM budget will help to develop a timeline for municipally funded projects.

4.2 Development Approvals

Clearwater County is the development authority for all building and land use development at CYRM, with the exception of development directly related to the functioning of the aerodrome which falls under federal jurisdiction. As development of airport uses is of a specialized nature, all Development Permit applications will be reviewed and approved by the Airport Commission prior to issuing of the permit by Clearwater County.

As the CYRM airport is owned by the Town of Rocky Mountain House and Clearwater County all permit applications must be consented to by the property owners. Consent will be provided through the Airport Commission as they are representatives acting on behalf of the Town of Rocky Mountain House and Clearwater County. This level of authorization results in a high degree of control over the development activity contemplated on airport lands.

4.3 Permit Processing

Objectives:

1. To create a simple and efficient means of considering and processing development permit applications that is consistent with the requirements of the federal and provincial legislation.
2. To create regulations that support the vision for future airport development in a manner that is clear and easily communicated to applicants.

Airport lands are designated under the Clearwater County Land Use Bylaw as Public Airport District (AP) (*Appendix B*). The district does not accurately reflect the current and anticipated uses at the airport, and proposed amendments have been included to better direct decision making (*Appendix C*).



For additional protection of the future ability of the airport to operate and potentially expand, an Airport Vicinity Overlay District (*Figure 8: Proposed Land Use & Overlay District*) is included to limit the height of structures constructed on adjacent lands to 15 meters.

It is proposed that to ensure compliance with federal and provincial statutes and County bylaws, while still providing the Airport Commission a degree of autonomy, the **Permit Approval Process** be administered as follows:

1. Prior to submitting a Development Permit application, potential lessee/applicant contacts airport manager regarding available lots and leasing arrangements.
2. Once lease agreement is reached with applicant, applicant is directed to submit a Development Permit application to Clearwater County. Application is reviewed for completeness and appropriate fees collected by Clearwater County. It should be noted that information regarding application requirements will be created for the airport to provide to the applicant. *The applicant should have a development concept prepared when approaching the Airport Commission regarding a lease.* The complete application is then forwarded to the Airport Commission. The Town of Rocky Mountain House will receive notification that an application has been submitted.
3. The Airport Commission reviews the application to ensure the proposed structure and use conforms to Clearwater County Land Use Bylaw and the Airport Development Plan. It is anticipated that Town staff may assist in this review.
4. The Airport Commission issues a recommendation, including any requested conditions of approval (*Appendix D*). *If the Commission cannot negotiate an acceptable development proposal with the applicant the application will be cancelled.*
5. The application and Commission recommendation are submitted to Clearwater County Planning & Development Department for processing.
6. The permit will be processed and issued as required, including the identified conditions. The Town of Rocky Mountain House will be notified of the issuance of the Permit. *No permit application for the Public Airport district will be issued without Airport Commission consent.*

Conditions of Approval:

It is suggested that upon consideration of permit applications the Airport Commission require the applicant to meet certain requirements with respect to site development, building construction and safety, conduct during construction, and other issues of general protocol as required ensuring that developments proceed as approved. Compliance with development permit conditions should be included in the terms of the lease agreements.

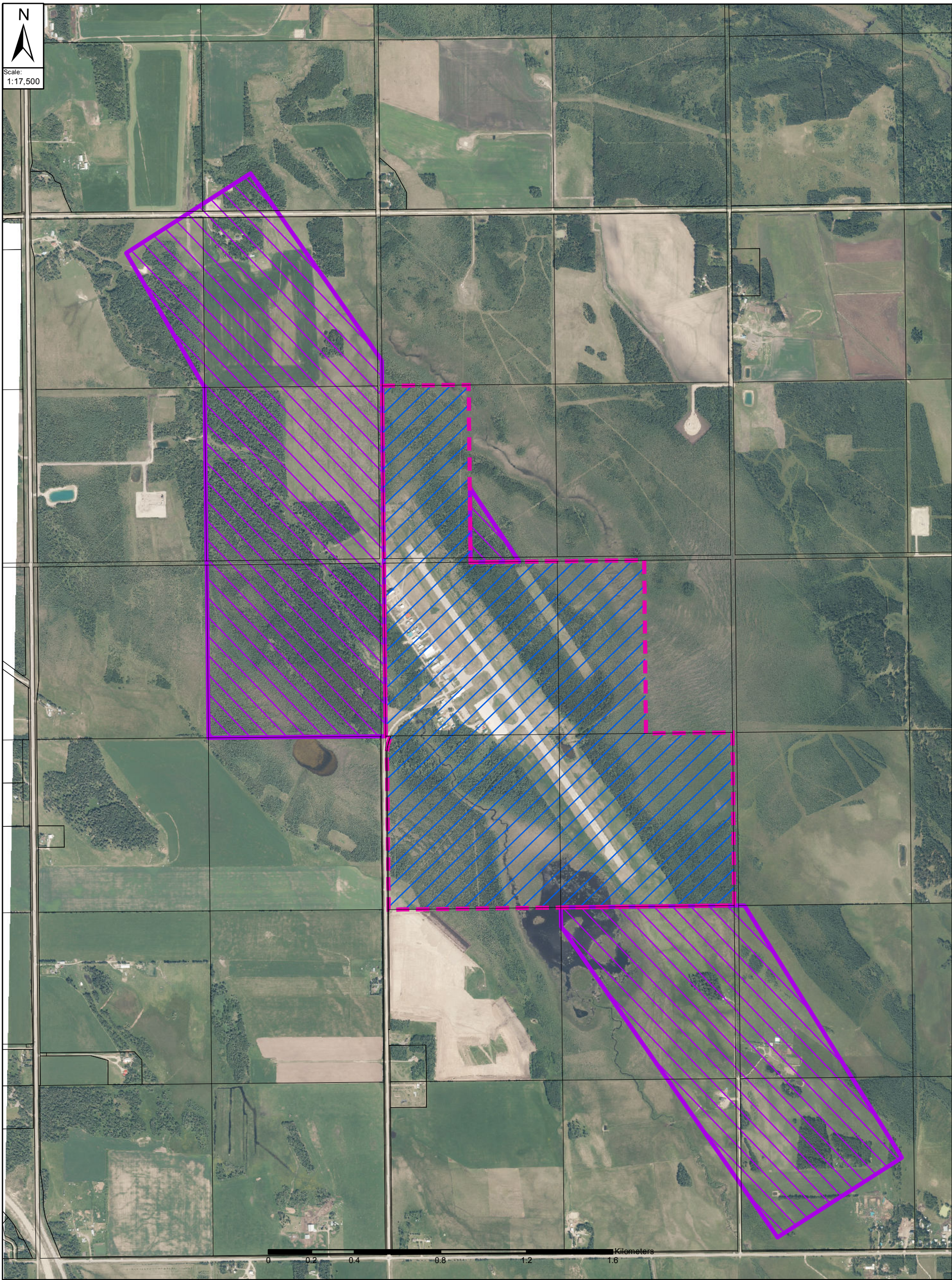





Figure 8:

**Proposed
Land Use
& Overlay
District**

LEGEND:

-  Airport Vacinity Overlay District
-  Public Airport District
-  Parcel Boundary

**CYRM
AIRPORT
DEVELOPMENT
PLAN**



Date:
2015-July-02



APPENDIX A

Glossary

Aerodrome means any area of land, water (including frozen surface thereof) or other supporting surface used, designed, prepared, equipped or set apart for use either in whole or in part for the arrival, departure movement or servicing of aircraft and includes any building, installations and equipment in connection or associated therewith.

Airport means an aerodrome for which, under Part III of the Air Regulations, an airport certificate is in force as issued by the Minister of Transport.

Airside means the movement area of an aerodrome, adjacent terrain and buildings or portions thereof, access to which is controlled.

Airside Commercial means commercial operations, including but not limited to charter flight services and flight schools, that require access to the airport runway and taxiways.

Airport Commission means the Airport Commission, established jointly by the Town of Rocky Mountain House and Clearwater County.

Crosswind Runway means an additional runway that compensates for primary runways that provide less wind coverage than desired.

Groundside Commercial means commercial operations, including but not limited to retail, recreational, rental, service, repair and light fabrication operations in support of the airport and its users, that do not require access to airport runways and taxiways.

Hangar means a private storage structure intended to house an airplane(s) and associated equipment. A hangar may include an accessory dwelling unit not intended for long term occupancy.

Runway means a defined surface area within an aerodrome intended to be used by aircrafts as an approach for landing coming from the air and preparation for take-off from the surface.

Taxiway means a defined path on a surface of the aerodrome established for the unassisted surface movement of aircraft intended to provide a link between one part of the aerodrome and another.



APPENDIX B

Clearwater County Land Use Bylaw 931-11

13.4 (1) AGRICULTURE DISTRICT “A”

THE GENERAL PURPOSE OF THIS DISTRICT IS TO ACCOMMODATE AGRICULTURAL LAND USES AND TO CONSERVE GOOD AGRICULTURAL LAND.

A. PERMITTED USES

1. First residence
2. Farming and non-residential farm buildings
3. Second residence on a lot that is 32 hectares (80 acres) or larger

NOTE:

1. In the Agriculture District “A”, farming and non-residential farm buildings, are “deemed approved” uses.
2. On a residential parcel in the Agriculture District “A”, a minor agricultural pursuit for the exclusive enjoyment of the occupants is “deemed approved”.

B. DISCRETIONARY USES

1. Ancillary building or use
2. Cemetery
3. Community hall/centre
4. Drive-in theatre
5. Gravel and sand pit
6. Highway maintenance yard
7. Petroleum refining, gas processing or related installations with a total enclosed or developed building or plant space of less than 930 square metres (10,000 sq. ft.)
8. Public utility: landfill, waste transfer and associated facilities, sewage lagoon and other sewage treatment facilities, water treatment plant and associated facilities, public utility building
9. Radio, television and other communications tower and related buildings not exceeding 75 square metres (800 sq. ft.)
10. Recreation facility: publicly owned
11. Recreation facility or use for a local and/or private clientele or club only and not occupying more than 1 hectare (2.5 acres)
12. Sod farm or tree farm
13. Greenhouse with a floor area of less than 100 square metres (1,100 sq. ft.) or such larger area subject to the discretion of the Development Officer.
14. Guest house

C. DISCRETIONARY USES allowed in this District ONLY where Incidental or Subordinate to the Principal Use of the lands contained in the current Certificate of Title.

1. Second and additional residences on a lot on which all of the requirements of Section 6.7 are satisfied
2. Abattoir
3. Airport or heliport occupying 2 hectares (5 acres) or less
4. Agricultural equipment service and sales
5. Auto-wreckers providing proper screening is employed
6. Dude ranch or vacation farm
7. Farm subsidiary occupation



APPENDIX B

Clearwater County Land Use Bylaw 931-11

8. Game farming or game ranching for viewing, tourism or recreational purposes
9. Home occupation
10. Kennel
11. Market gardening
12. Off-parcel drainage works
13. Riding or roping and livestock showing stable or arena
14. Sawmill or postmill with annual volume of at least 530 cubic metres (1/4 million board feet) of standing timber
15. Sod farm
16. Top soil stripping and sales
17. Tradesperson's business, including contractors for plumbing, heating, electrical carpentry, auto-body, mechanical, masonry, excavation, construction, trucking and the like.
18. Unoccupied and unserviced manufactured home storage (one only)
19. Veterinary clinic
20. Zoo

13.4 (6) LIGHT INDUSTRIAL DISTRICT "LI"

THE GENERAL PURPOSE OF THIS DISTRICT IS TO ACCOMMODATE AND TO REGULATE SMALL TO MEDIUM SCALE INDUSTRIAL OPERATIONS.

A. PERMITTED USES

1. Farming

B. DISCRETIONARY USES

1. Ancillary buildings and uses
2. Auction mart
3. Auto-wrecking and salvage yard
4. Bulk fuel, oil, fertilizer, feed and chemical storage and sales
5. Consignment, rental, sales and storage of industrial/agricultural equipment, vessels, structures, vehicles, tanks and pipe
6. Farm implement dealership
7. Industrial/agricultural fabrication and machining operations
8. Industrial/agricultural trucking and related facilities, including but not limited to storage, warehousing and maintenance and repair
9. Kennels for boarding and breeding
10. Maintenance and repair of industrial/agricultural equipment
11. Recycling depot
12. Redi-mix concrete plant
13. Security suite as part of the main building
14. Temporary work camp
15. Veterinary clinic and animal shelter

APPENDIX B
Clearwater County Land Use Bylaw 931-11

13.4 (29) PUBLIC AIRPORT DISTRICT “PA”

THE GENERAL PURPOSE OF THIS DISTRICT IS TO PROVIDE AN AREA THAT ALLOWS SAFE MOVEMENT AND STORAGE OF AIRCRAFT, THE LOCATION AND OPERATION OF FACILITIES THAT PROVIDE FOR THE SAFE MOVEMENT AND STORAGE OF AIRCRAFT, AND FACILITIES AND USE RELATED, ACCESSORY AND COMPATIBLE WITH AIRCRAFT AND AIRCRAFT OPERATIONS.

A. PERMITTED USES

1. Uses listed as permitted uses in the “A” Agriculture District

B. DISCRETIONARY USES

1. Ancillary uses and ancillary buildings
2. Intensive agriculture
3. Industrial – related to aircraft and aviation uses
4. Cemetery
5. Maintenance yard
6. Warehousing
7. Home occupation
8. Recreation facility
9. Public use



APPENDIX C

Clearwater County Land Use Bylaw Amendment Options

Amendments to Section 6.7 Number of Dwelling Units Allowed per Parcel. An additional section will be required to address dwelling units in the PA district.

1. PUBLIC AIRPORT DISTRICT “PA” [Section 13.4 (29)]

THE GENERAL PURPOSE OF THIS DISTRICT IS TO PROVIDE AN AREA THAT PROVIDES FOR THE SAFE AND EFFECTIVE OPERATION OF A SMALL SCALE PUBLIC AIRPORT.

PERMITTED USES

- Ancillary uses and ancillary buildings
- Airport
- Airside commercial
- Groundside commercial
- Hangar
- Public use
- Temporary camp dwellings for use by seasonal staff on Alberta Environment Sustainable Resources Development lease
- Signs, for onsite establishments only

DISCRETIONARY USES

- Accessory dwelling unit
- Restaurant, coffee shop or café – *currently used in LUB but not defined, inclusion as a discretionary use will give the opportunity to require approval from AB Health, etc.*
- Security/Operator residential unit - *current LUB has surveillance suite*

ADDITIONAL REGULATIONS:

The Development Authority will not accept or process any development permit application occurring at the CYRM Airport unless the application has been authorized by the CYRM Airport Commission.

Signage shall be limited to flush mounted signs affixed to a building face with a maximum area of 2m² advertising only on site operations. Signage shall be limited to 1 sign per lease, and shall not be lit, unless express permission has been granted by the Airport Commission.

Parking & Development setbacks:

Parking requirements will be determined at the discretion of the CYRM Airport Authority at time of development permit application, based on the requirements stated in Section 6.17.

All development shall be setback 10m from any exterior property boundary of the CYRM site.

APPENDIX C

Clearwater County Land Use Bylaw Amendment Options

2. AIRPORT VICINITY OVERLAY DISTRICT

The area included in this district will be limited to the area identified in the attached map outlining the areas that may potentially impact the safe movement of aircraft. This map was developed in reference to the Transport Canada Guide – Land Use in the vicinity of Aerodromes – TP1247E

THE GENERAL PURPOSE OF THE DISTRICT IS TO PROTECT LANDS ADJACENT TO THE YRM AIRPORT FROM USES INCOMPATIBLE WITH THE OPERATION AND FUTURE DEVELOPMENT OF THE AIRPORT.

PERMITTED USES

- All uses listed as permitted in the underlying district

DISCRETIONARY

- All uses listed as discretionary in the underlying district

ADDITIONAL REGULATIONS

No building or structure shall be erected, on any lands described within this district that exceed 15 m in height, or as determined by the Airport Commission.

3. ADDITIONAL DEFINITIONS:

'accessory dwelling units' means a building or a portion of a building containing one or more habitable rooms that constitute a self-contained living accommodation unit that is separate and subordinate to the primary use of the building or site.

'airside commercial' means commercial operations, including but not limited to charter flight services and flight schools, that require access to the airport runway and taxiways.

'Airport Commission' means the Airport Commission, established jointly by the Town of Rocky Mountain House and Clearwater County for the Rocky Mountain House (CYRM) Airport.

'groundside commercial' means commercial operations, including but not limited to retail, recreational, rental, service, repair and light fabrication operations in support of the airport and its users, that do not require access to airport runways and taxiways.

'hangar' means a private storage structure intended to house an airplane(s) and associated equipment. A hangar may include an accessory dwelling unit not intended for long term occupancy.

'security/operator dwelling unit' means a detached or accessory dwelling unit intended for usage by a facility operator or for security purposes.

'temporary camp dwellings' means temporary dwelling units intended to house temporary or seasonal workers on or near a worksite.

APPENDIX D

CYRM Development Permit Standard Conditions

Clearwater County Permit Application # _____

The CYRM Airport Commission has considered the above noted application for the development of _____ at _____ within the Airport, and recommends the application be approved by the Development Authority subject to the listed conditions:

1. The provisions of the Land Use Bylaw No. _____.
2. Approval by the approving authority does not exclude the need and/or requirements of the applicant to obtain any and all other permits as may be required by this or any other legislation, bylaws, or regulations.
3. The Development Authority may, by notice in writing, suspend a Development Permit where development has occurred in contravention to the terms and conditions of the permit and/or Land Use Bylaw.

Additional Conditions (check all that apply)

- An Alberta Land Surveyor is to locate / post the location of the building(s) / structure(s) prior to construction as per the approved sketch. The County shall not be responsible or liable for non-compliance with this condition.
- Prior to issuance of a (Development or Building) permit, the applicant will obtain documentation from a Registered Land Surveyor or Registered Engineer to confirm that the first floor level of the proposed new building will be at least 0.5m above the 1:100 year flood level.
- A rural address is required to be posted on the property. The landowner shall contact YRM Airport Commission to obtain a rural address and the requirements for posting it on the property
- If the development authorized by a development permit is not commenced and diligently pursued within twelve (12) months from the effective date of the permit, such permit approval ceases and the permit itself is deemed void, expired and without effect, unless an extension to this period has been previously granted.
- Applicants are advised that they are subject to standards of the Safety Codes Act of Alberta and are responsible to meet the requirements of the Act in regards to building, electrical, gas, plumbing, and private sewage disposal systems. Prior to construction, required permits must be obtained from an accredited Safety Codes Officer. Clearwater County, the Town of Rocky Mountain House and the YRM Airport Commission shall not be responsible or liable in any manner whatsoever for any structural failures, defects or deficiencies whether or not the said development has complied with the Safety Codes Act of Alberta.
- Applicant to provide landscaping as indicated in the approved plan dated _____.
- Applicant to provide _____ gravel / hard surfaced (circle one) parking stalls as indicated in the approved plan.

