
SCHEDULE D

AIRPORT VICINITY OVERLAY - AVO

Section 1 Purpose

To ensure appropriate uses in the vicinity of the Grande Prairie Airport.

Section 2 Overlay District Boundaries

The boundaries for the overlay district are as illustrated on the Land Use Districts Map Schedule A.

2.1 Permitted Uses	2.2 Discretionary Uses
Those uses outlined in the specific land use district applying to the subject lands. However, if these land uses create conflicts such that they attract birds, create electrical disturbance, or create dust or smoke they may be refused.	Those uses outlined in the specific land use district applying to the subject lands. However, if these land uses create conflicts such that they attract birds, create electrical disturbance, or create dust or smoke they may be refused.

- 2.3 The General Regulations contained in Part Seven and Eight of this Bylaw shall apply.
- 2.4 No development may take place unless a development permit has been issued, with the exception of the following:
- (a) The carrying out of works of maintenance or repair to any building if those works do not include structural alterations or major works of renovation;
 - (b) A building referred to in this subsection that is used for the purpose for which construction was commenced;
 - (c) The erection or construction of gates, fences, walls or other means of enclosure less than 1.8 metres high;
 - (d) A temporary building, the sole purpose of which is incidental to the erection or alteration of a building for which a permit has been issued under the land use bylaw; and,
 - (e) The maintenance and repair of public works, services and utilities carried out or on behalf of federal, provincial or municipal public authorities on land, which is publicly owned or controlled.
- 2.5 Approval of development shall be at the discretion of the Development Authority. The impact of the proposed development on the operations of the airport, and the impact of the airport operations on the proposed development shall be the primary considerations of the Development Authority.
- 2.6 The Development Authority and/or the Subdivision and Development Appeal Board may attach conditions to a development permit, in accordance with the land use bylaw, as long as they do not conflict with this District.
- 2.7 The Development Authority shall review all development permits for their potential at attracting birds, creating dust and smoke, or electronic interference with aviation related installations and determines if the impacts are significant and should preclude the approval of the development.

- 2.8 Minimum lot area – as determined by the individual land use district.
- 2.9 Minimum lot width – as determined by the individual land use district.
- 2.10 Minimum yards – as determined by the individual land use district.
- 2.11 Minimum set backs – as determined by the individual land use district.
- 2.12 Minimum site coverage – as determined by the individual land use district.
- 2.13 Location of shelter belts and trees must consider the height restrictions adjacent to the airport and the Development Authority may request a signed agreement with the landowner, placing a caveat on the title (in the case of subdivision) to maintain the trees at an acceptable height.
- 2.14 Height limitations – development shall not exceed the height of any of the surfaces, as illustrated in Table 1 Airport Height Limitations (below).

Table 1 - Airport Height Limitations

Basic Strip	The basic strip is a rectangular area measured 61m out from each end of the runway, 76.2m on each side of the centre line of the runway and with a total length of 2,103.1m.
Take-off/approach surfaces	<p>There are take-off/approach surfaces abutting and extending out from each end of the basic strip and in each case the surface is an imaginary surface consisting of an inclined plane:</p> <ul style="list-style-type: none"> a) The commencement of which coincides with the end of the basic strip; b) That rises at a slope ratio of 1:40 (2.5%) measured from the end of the basic strip; c) That diverges outward on each side as it rises, at a rate of 15% measured from the respective projected sides of the basic strip; and, d) That ends at its intersection with the outer surface.
Transitional surfaces	<p>There is a transitional surface associated with each side of the basic strip, and in each case the transitional surface is an imaginary surface consisting of an inclined plan that:</p> <ul style="list-style-type: none"> a) Commences at and abuts the sides of the basic strip; b) Rises at a slope ratio of 1:7 (14.3%) from an elevation at the centre point of the runway opposite the proposed development, and measured from the sides of the basic strip; and, c) Ends at its intersection with the outer surface and the take-off/approach surfaces.
Airport zoning reference point elevation	The airport zoning reference point elevation for the Grande Prairie Airport is the elevation used to establish the height of the outer surface and for the purpose of this Regulation is deemed to be 669m above sea level.
Outer surface	The outer surface of the protection area is an imaginary common plane established at a constant elevation of 45m above the airport zoning reference point elevation and extending to the boundary of the protected area.

- 2.15 The Outer Surface is considered a recommended practice guideline by Transport Canada, a referral to Transport Canada is required when a development proposal is deemed to contravene the outer surface.
- 2.16 If the development is a railway, the highest point of the development shall be deemed to be 6.1m higher than the actual height of the rails.
- 2.17 If the development is a highway or a public roadway, the highest point shall be deemed to be 4.57m higher than the actual part of the highway or public roadway on which vehicles travel.
- 2.18 The elevation of the airport, to which all heights will be compared, is the airport reference point, measured at 669m above sea level.
- 2.19 Developments exceeding the height restrictions outlined in Section 2.14 and illustrated on Table 1, may be improved if additional conditions are applied to the development permit including posting of notice in the Canada Flight Supplement, notification of NavCan and installation of hazard lights on the highest point of the structure.
- 2.20 Uses particularly sensitive to noise should not be approved in close proximity to the airport.
- 2.21 Where housing is approved in close proximity to the airport, construction shall conform to the exterior acoustic insulation requirements of Part II of the *Alberta Building Regulations, 1985 (Alta. Reg. 186/85)*. Where this condition is considered appropriate, the Development Authority shall indicate as such on the development permit.
- 2.22 Approval of development shall be at the discretion of the Development Authority. The impact of the proposed development on the operations of the airport, and the impact of the airport operations on the proposed development shall be the primary considerations of the Development Authority.

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REGISTERED AIRPORT ZONING PLAN 772 0262**

