

# *Edmonton City Centre Airport Concept Plan*

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## **Office Consolidation July 2006**

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*Prepared by:  
Planning and Policy Services Branch  
Planning and Development Department  
City of Edmonton*

**The Edmonton City Centre Airport Concept Plan was approved by a resolution of Council in June 1998. In July 2006, this document was consolidated by virtue of the incorporation of the following amendments to the original Plan.**

June 25, 1998	Approved by Resolution (to adopt the Castle Downs Outline Plan Amendment)
December 13, 2000	Approved by Resolution (to add “public education services” as a permitted use under the General Business Precinct)

### **Editor’s Note:**

This is an office consolidation edition for the Edmonton City Centre Airport Concept Plan as approved by a resolution of Council in June 25, 1998. This edition contains all amendments and additions the Edmonton City Centre Airport Concept Plan. For the sake of clarity, new maps and a standardized format were utilized in this Plan. All names of City departments have been standardized to reflect their present titles. Private owner’s names have been removed in accordance with the Freedom of Information and Protection of Privacy Act. Furthermore, all reasonable attempts were made to accurately reflect the original Bylaws. All text changes are noted in the right margin and are italicized where applicable.

This office consolidation is intended for convenience only. In case of uncertainty, the reader is advised to consult the original document, available at the office of the City Clerk.

**City of Edmonton  
Planning and Development Department**

# Edmonton City Centre Airport

## Concept Plan

**IBI**

**GROUP**

September 1997  
(Revised April 1998)  
(Revised June 1998)

# Edmonton City Centre Airport Concept Plan

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## 1.0 Purpose & Introduction

The purpose of this Plan is to serve as a guide for the long term planning at Edmonton City Centre Airport (ECCA). It will also provide a policy basis, background information and a framework for consideration of future changes to the Land Use Bylaw (LUB), necessary to allow for expanded development opportunities at ECCA.

The Edmonton Regional Airport Authority (ERAA) proposes to expand the permitted and discretionary land uses at ECCA as specified in the Municipal Airport (MA) District of the City's LUB. With consolidation of commercial schedule passenger services at Edmonton International Airport (EIA), other general aviation compatible opportunities can now be accommodated on the strategically located ECCA lands. Some of these would not have been compatible with a commercial schedule passenger airport facility.

## 2.0 Background

This document outlines the rationale for amending the present districting to better utilize the existing building and lands at the ECCA and to serve as a guide for long term land use planning decisions at ECCA.

### Future Operating Vision for the ECCA

It remains a priority of ERAA to operate the ECCA for general aviation services, consistent with the terms of its lease with the City of Edmonton. Uses which have the potential to negatively affect the use of the ECCA as a general aviation airport are not included in this amendment.

The locational attributes of some of the lands and buildings under lease to ERAA are attractive to uses currently not available through the present district. The development of these uses while the ECCA was operating as a commercial schedule passenger airport facility could have resulted in some landside conflicts eg. traffic congestion. The potential for these conflicts no longer exists.

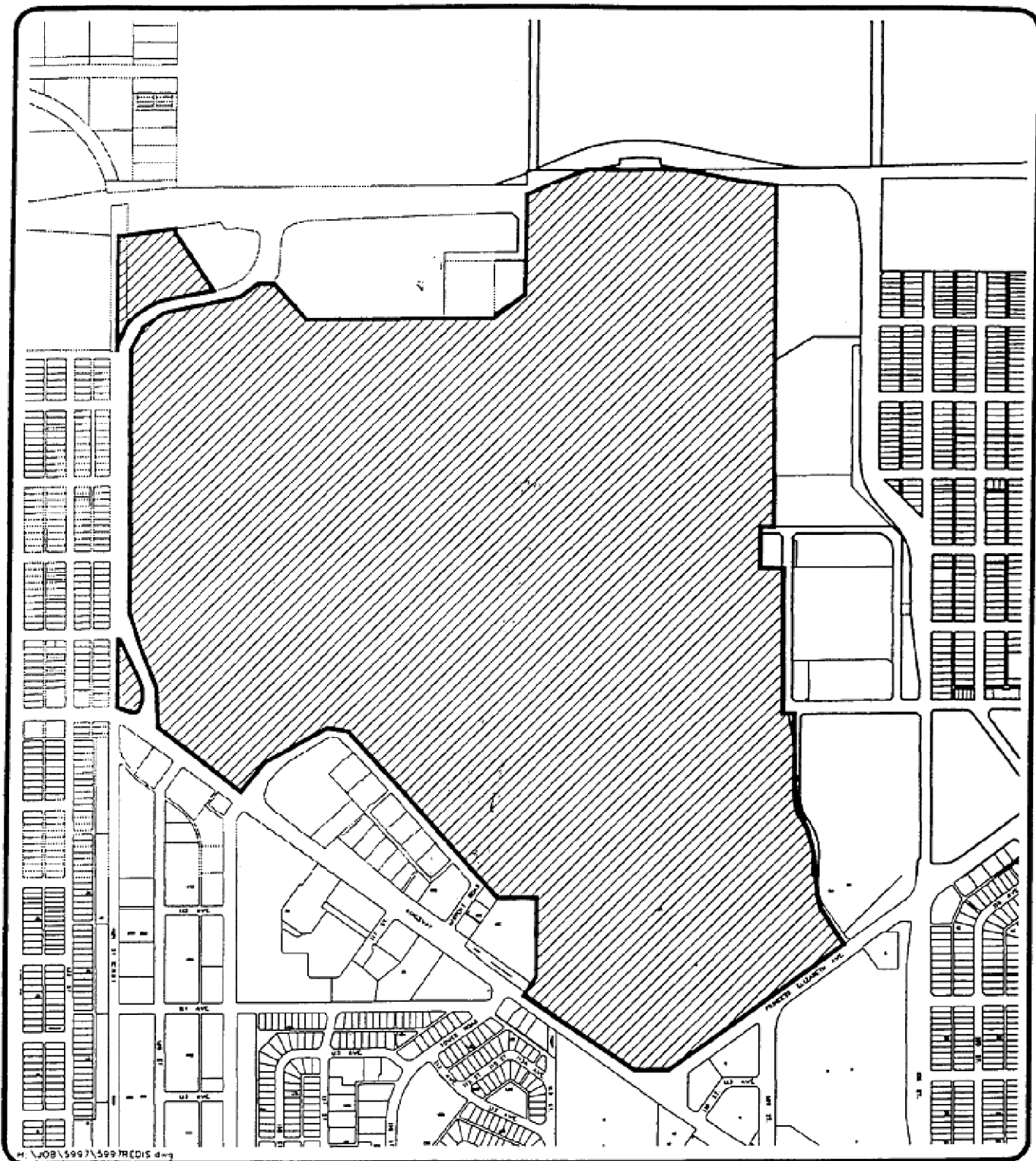
### Present Municipal Airport (MA) Zone

Amended by Editor

Section 550 of the Edmonton Land Use Bylaw Number 5996 was passed by City Council in 1981, establishing the land use *Zone (MA)* - *Municipal Airport Zone* governing land uses at the Municipal Airport. In 1989, a 0.6 hectare site was redistricted to DC5 (*DC2*) to accommodate light industrial uses.

Until April 1996, the Airport was used as a full service aviation passenger facility and was managed by the City of Edmonton. In April, ERAA entered a 56 year lease to manage and operate the facility and scheduled passenger services were consolidated at EIA. In July 1996, the Land Use Bylaw was amended to allow "Spectator Sports Establishments" as a discretionary use in the (*MA*) *Zone*. In June 1997, the (*MA*) *Zone* was amended to permit the use of lands for a train station to accommodate VIA.

Amended by Editor



# **LEGEND**

 LEASE  
AREA

## **MUNICIPAL AIRPORT LEASE BOUNDARY**

**IBI  
GROUP**  
ARCHITECT  
ENGINEERS  
PLANNERS

**JUNE 25, 1998**

**EXHIBIT 1**

## **Lease**

The lands under lease to ERAA are legally described as:

Descriptive Plan 9220135  
Block 6A  
Lot 2  
Excepting thereout all mines and minerals Area - 216.54 hectares  
more or less

and

Plan 9020277  
Block 6B  
Lot 1  
Excepting thereout all mines and minerals Area - 0.643 hectares  
more or less

These lands are graphically presented in Exhibit 1.

Under the terms of the lease, ERAA covenants to use the property for a "...public airport, providing 24 hour a day landing capability, offering general aviation services which shall include, without limitation, private planes, small charters and air ambulances, and for such other uses permitted by the City of Edmonton Land Use Bylaw #5996 which are not incompatible with the operation of an airport...".

The lease does not prohibit ERAA from applying for amendments to the *Zoning Bylaw (ZB)*.

Amended by Editor

The lease allows ERAA to sub-lease lands and to act as landlord on its own behalf in administering the sub-leases. All chattels and all the right, title, interest, estate, claim and demand have been conveyed to ERAA.

## **Other Legislation & Regulation**

The proposed amendments to the *ZB* comply with Federal and Provincial regulations as they pertain to the operation of the ECCA including Transport Canada, NAVCANADA and others as they apply. Any development proceeding under the amended District must comply with legislation and regulations in place

Amended by Editor

## **Airport Protection Overlay**

The provisions of the Municipal Airport Protection Overlay (APO) of the ZB apply to the amendments proposed to the District. No changes to the APO are proposed.

Amended by Editor

The noise exposure forecast (NEF) contours, Electronics Facilities Protection areas, height restrictions and other regulations of the APO remain valid following consolidation of scheduled passenger services at the EIA. These regulations are not an issue for the concept plan and land use bylaw amendment. Any development will comply to these regulations.

## **Yellowhead Area Structure Plan**

The Yellowhead Area Structure Plan (ASP) provides the planning framework for the most northerly portions of the ECCA leasehold adjacent to Yellowhead Trail. The ASP proposes Prestige Industrial on non-lease lands, Municipal Airport uses on the leased lands and Public Utility on City owned lands. This Plan and future land use district amendments have no impact on the Yellowhead ASP.

## **Environmental Contamination**

As part of the lease transaction for ECCA, it was necessary to establish the environmental baseline conditions and potential environmental liabilities which may exist on airport lease lands.

There were a number of correspondences and meetings among the City, Alberta Environmental Protection (AEP), the Capital Health Authority and the applicant concerning the environmental suitability of sites proposed for redistricting and the uses that could occur on them if the redistrictings proceed. As a result of the ongoing dialogue, further tests and evaluations were carved out at the expense of the applicant and reviewed by the Planning & Development Department's Environmental Planning Group, AEP and the Capital Health Authority.

Based upon the review of Environmental Site Assessment Phase I, II and III reports done on a number of the subject sites, it is the consensus of the above noted agencies that the sites proposed for redistricting are environmentally suitable for the uses proposed under the redistrictings.

A plan is currently being developed with the City, ERAA and Alberta Environment for further testing of sites to update baseline conditions. No sites will be redistricted which are found to be contaminated in excess of acceptable Provincial or Federal criteria.

## **Facility Alteration Permit Process**

Any development at any ERAA airport is subject to Facility Alteration Permit review process administered by ERAA. This includes:

- new development;
- new tenant renovations/modifications;
- existing tenant renovations/modifications;
- Edmonton Airports sponsored projects.

The Facility Alteration Permit (FAP) ensures any development, renovation and modification complies with development, construction, aeronautical and safety procedures established by Transport Canada, Edmonton Airports and other agencies to protect tenants and users of the airports.

When a party applies for a FAP, the application is circulated to numerous departments through the airport, as well as to Transport Canada and NAVCANADA when required. If baseline information is required, necessary data is gathered by the applicant or Edmonton Airports including site environmental testing.

Edmonton Airports issues the FAP once the applicant has satisfied all airport compliance requirements. The applicant may then proceed with pursuing necessary municipal approvals and permits. Obtaining the FAP does not remove the responsibility of the applicant to comply with municipal requirements.

The full details of the FAP process are available from Edmonton Airports in the Document "Edmonton Regional Airports Authority Facility Construction and Development Permit Approval Policy".

## **Aviation & Aeronautics Commitment**

Edmonton Airports is committed to promoting aviation and aeronautics related development at Edmonton City Centre Airport. When marketing lands for development, preference will be given to aviation, aeronautics and related use which is described as that which requires the use of airport infrastructure (taxiways, runways); or uses that have either aviation, aircraft or aerospace application; or uses that provide support to these uses.

### **3.0 Servicing**

#### **Storm & Sanitary Servicing**

There are currently existing storm and sanitary service mains either currently servicing or adjacent to the ECCA lands. As storm and sanitary servicing requirements may vary based on the proposed facilities to be constructed, detailed analysis is premature at this time. However, all servicing proposed will have to meet City criteria for servicing to individual lots.

Stormwater management will be required on site to control the rate of stormwater discharge to City mains.

#### **Water Servicing**

Each proposed new facility will be required to meet current building code standards for water service and fire flow. The on site water system design will be largely defined by fire flow requirement criteria. If adequate flow characteristics are not available within the existing distribution system, each facility will provide on site system upgrades to meet these requirements. Each proposed facility will assess the existing water distribution system flow characteristics based upon information provided by Aqualta. It will be necessary to prepare a hydraulic water network analysis for the proposed development to ensure proper sizing of the watermains; this can be carried out at the subdivision stage.

#### **Other Services**

Natural gas, power and other services are readily available in reasonable proximity to the proposed developments.

### **4.0 Roads**

The major access points to the lands are:

- Airport Road/Kingsway Avenue;
- Flight Line Road to 121 Street;
- Pilot Road to 121 Street;
- 109 Street/118 Avenue.

Development will continue to use these accesses.

#### **Traffic Generation**

The traffic to be generated by development will have minimal impact on the existing access and egress points as compared to when the airport was being used as a scheduled passenger facility.



Based on land available for development and industry traffic generation factors, additional development could generate the following additional traffic:

- Flight Line Road to 121 Street: 140 and 150 a.m. and p.m. peak trips per day;
- Bush Pilot Road to 121 Street: 220 and 235 a.m. and p.m. peak trips per day;
- 109 Street/118 Avenue: 40 and 43 a.m. and p.m. peak trips per day.

The development of lands accessing/egressing from Airport Road/Kingsway Avenue will generate less weekday traffic than when the airport was operating as a scheduled passenger facility. In 1995, the peak hour a.m. and p.m. traffic entering and exiting from this location was an estimated at 720 and 770 vehicles respectively.

The proposed development would generate an estimated 190 and 760 vehicles in the respective peak hour periods. Weekend traffic would be higher with development.

## **5.0 Public Consultation**

### **Community Leagues**

The ECCA shares a boundary with four communities:

- Prince Charles;
- Prince Rupert;
- Spruce Avenue;
- Westwood.

Nearby neighbourhoods often consulted on planning matters at ECCA include Inglewood, Calder, Lauderdale, Central McDougall, Queen Mary Park and Sherbrooke.

An information meeting was held by ERAA and the above Community Leagues were invited to attend. Proceedings have been documented. Those attending were in support of the *rezoning* initiatives.

Amended by Editor

### **Kingsway & Inglewood Business Revitalization Zones**

Presentations to the Kingsway and Inglewood BRZ's have been made and proceedings have been documented. The Inglewood BRZ was in general support of the *rezoning* while the Kingsway BRZ was not.

Amended by Editor

**6.0 Land Use Rationale** The majority of lands at the ECCA are reserved for airport uses in the form of runways, taxi-ways, approaches and reserves for setbacks from active operating areas reflecting Federal regulations for operating airports.

The remaining lands can be organized into precincts sharing common attributes and opportunities with respect to:

- servicing airport users; or
- more efficiently using existing infrastructure and services; or
- access and visibility for airport compatible commercial/retail development.

All uses are subject to the provisions of the Airport Protection Overlay of the *Zoning Bylaw*.

Amended by Editor

Exhibit 2 identifies the location of the land use precincts.

### **6.1 Description of Precincts & Uses**

The following are descriptions to assist in administering the proposed revisions to the *(MA) Municipal Airport Zone*.

Amended by Editor

#### **Precinct: Airport, Aeronautics & Related Use**

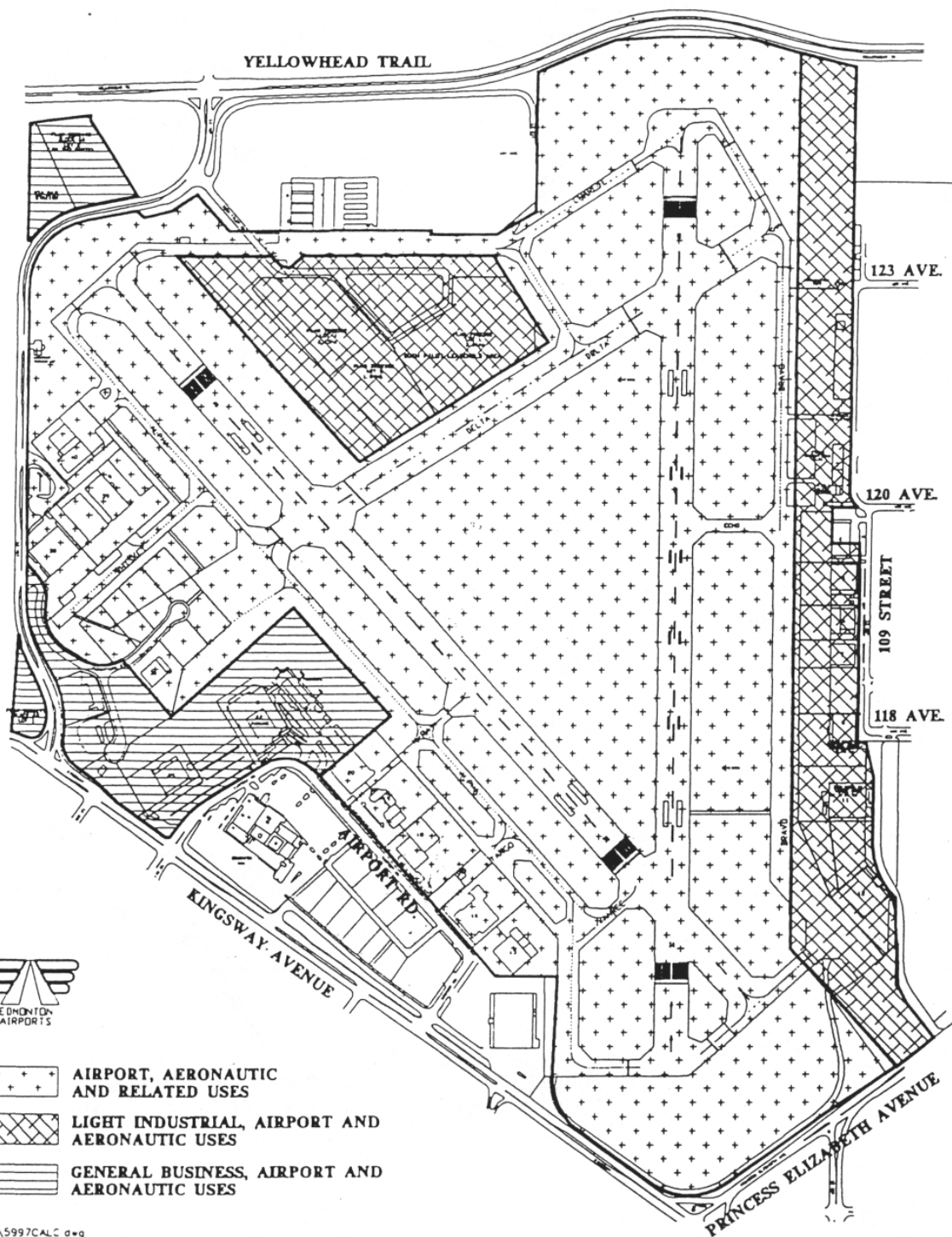
This precinct includes those lands currently used for movement of aircraft or other compatible uses. Uses include:

- runways;
- taxi-ways;
- aprons;
- spectator sports establishments limited to auto racing;
- aviation, aeronautics and related use which require the use of runways, taxiways, aprons;
- industrial, office and research uses which have either aviation, aircraft or aeronautic application;
- uses which provide support to aviation and aeronautics uses.

This present MA *zone* will apply to this precinct with the addition of adding professional offices and research uses which are airport, aviation or aeronautics oriented. This precinct will be designated as MA1 in the *ZB*. The existing regulations (Sections 550.4 and 550.5) of the MA *zone* will apply subject to the provisions of the Airport Protection Overlay.

Amended by Editor

This precinct will comprise 172.203 ha.



# EDMONTON CITY CENTRE AIRPORT CONCEPT PLAN

**IRI**  
GR  
ARCHITECTS  
ENGINEERS  
PLANNERS

JUNE 25, 1998

EXHIBIT 2

### **Precinct: Business Industrial**

This precinct has the advantage of taxiway/apron access and good access from arterials or major collectors. The uses will focus on those aviation, aeronautics and related uses and airport compatible light industrial uses represented in the IB *Zone* of the *Zoning Bylaw*. Development regulations will be consistent with the current provisions of Section 410.4 and 410.5 of the IB *zone* in Bylaw #5996 subject to the provisions of the APO.

Amended by Editor

This precinct comprises 28.94 ha. These lands will be designated as (MA2) *Municipal Airport Business Industrial Zone* in the ZB.

Amended by Editor

### **Precinct: General Business**

*These lands are designated for aviation and aeronautics uses and related support, public education services and general business (CB2 type) airport compatible uses. The precinct comprises 16.04 ha. It will accommodate aviation uses and related support uses, as well as uses such as found along Kingsway Avenue. This precinct shares the same attributes of good transportation access, high visibility and traffic flow, suitable infrastructure and market demand as found along Kingsway Avenue. These lands will be designated (MA3) Municipal Airport General Business Zone in the Zoning Bylaw amendment*

Resolution  
December 13, 2000  
Amended by Editor

## **7.0 Land Use Statistics Summary**

<b>Precinct</b>	<b>Total Land (ha)</b>
Airport, Aeronautics & Related Uses	172.203
Airport, Aeronautics & Light Industrial	28.94
Airport, Aeronautics & General Business	16.04
<b>Total</b>	217.183