

Chapter 9

Land Use

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9. Land Use

9.1 Introduction

This chapter forms part of a Comprehensive Study (CS) for the proposed Parallel Runway Project (PRP) at the Calgary International Airport (YYC). The process shadows the environmental assessment (EA) process under the *Canadian Environmental Assessment Act* (CEAA). This chapter examines the potential residual and cumulative effects that the construction, operation and reclamation of the PRP may have on land use within the Site Study Area (SSA), the Local Study Area (LSA) and Regional Study Area (RSA). The PRP consists of a 14,000 ft (4,267 m) runway and associated infrastructure. The project components are described in further detail in Volume II, Chapter 7 of the CS.

This effects assessment was completed following the general methods outlined in Chapter 1 of this Volume. In summary, the assessment was scoped, identifying the scenarios that may occur, issues and valued components (VCs) that may be affected by the PRP, and temporal and spatial boundaries that will constrain the scope of the assessment. Baseline information used for this assessment is taken from Volume V, Item 7, Land Use Baseline Report. It includes all of the existing values that occur within the SSA, LSA and RSA. The effects assessment includes a review of the potential effects on VCs. The overall significance of the effect of the PRP on land use, taking into consideration the context of the SSA, LSA and RSA, are discussed.

The environmental effects assessment examines potential direct and indirect environmental effects that might result from the PRP. The general organization of this assessment of the potential effects of the PRP is as follows:

- scoping;
- baseline studies;
- analysis of effects on existing land use;
- analysis of effects on property values;
- evaluation of significance; and
- traditional land use.

9.2 Scoping the Assessment

9.2.1 Issues Identified

9.2.1.1 Changes to Land Use

Land use controls the use of land within the municipality and divides the municipality into districts each with their own purpose, use and development regulation. Parcels of land are designated as specific land uses through the land use redesignation process which is guided by master plans, outline plans and Area Structure Plans (ASP) or Area Redevelopment Plans (ARP). Although land use for each parcel of land has been designated within the SSA and the LSA, there are some parcels of land which are currently waiting for development and may contain non-conforming uses. Non-conforming use means that there has been no change in use or development activity to the parcel since the time the land was redesignated. As a result, the current use is a non-conforming lawful use. Any new development or change in use on these parcels will need to conform to the current land use district. Within the SSA, there will be changes in land use directly as a result of the PRP.

9.2.1.2 *Changes to Property Values*

The focus of the assessment is on property values within the LSA and the effect the PRP may have on potential revenue of residential uses. Property owners can easily identify with fluctuations in property values as a result of changing circumstances. The potential effect the PRP will have on property values was raised as a concern from stakeholders during the public consultation process.

9.2.2 Spatial Boundaries

YYC is located within the City of Calgary boundaries in the northeast quadrant of the City. The airport is surrounded by a variety of urban and rural uses. The terminal is located 16 km (10 miles) from the City centre. The spatial scope of the land use analysis will involve three study areas, the SSA, the LSA and the RSA.

9.2.2.1 *Site Study Area*

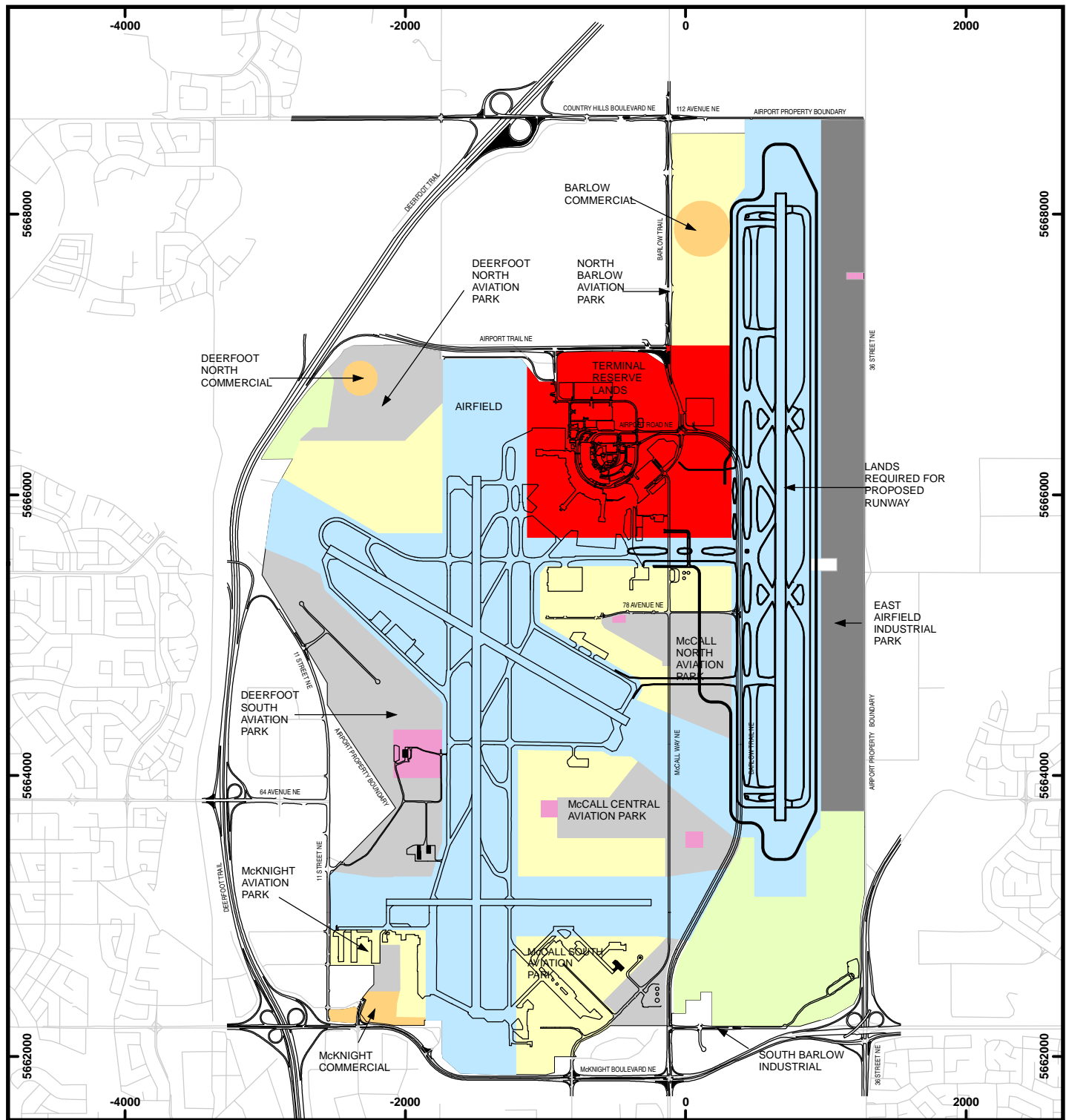
The SSA is YYC lands proper consisting of 2,137 ha of federally owned land leased by the Calgary Airport Authority (the Authority) (Figure 9-1). The land is divided into seven land use districts with permitted uses outlined within each use (Table 9-1). These uses are dictated by the Calgary International Airport Master Plan (2004), The City of Calgary/Calgary Airport Authority Agreement on Land Use, Development Guidelines and Acreage Assessments (1993), and the Federal Ground Lease. Table 9-1 indicates the land use districts and the permitted uses within each district.

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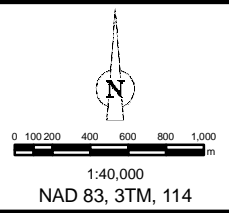
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Base data from NTDB 1:50,000.
 Airport Land Use from Calgary Airport Authority.

- Airfield & Airfield Reserve
- Airport Terminal District
- East Airfield industrial District
- Airport Commercial District
- Operational Services Areas
- Aviation Services District
- Airport Commercial District
- Airport Recreation District



The Calgary Airport Authority
 Runway Development Program
 Parallel Runway Project



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Land Use Site Study Area

Figure 9 - 1

Table 9-1 Land Use Districts and Permitted Uses on Airport Lands

Land Use District	Purpose
1. Air Terminal District:	To provide for a wide variety of support services, activities and commercial uses which serve the airport and airlines, and related to the movement of passengers, vehicles, baggage, cargo, and aircraft.
<u>Permitted Uses:</u> agriculture, air cargo facilities, air terminal buildings and associated uses, air traffic control facilities, airport maintenance and operational facilities, aprons, baggage services, government agencies, catering and commissaries, emergency response services, essential airport services, financial institutions, car rental facilities, parking and services, ground transportation facilities and services, helicopter operations, hotels, information services, meteorological installations, navigational aid facilities, offices, parking areas and structures, parks and recreation areas, private clubs and organizations related to airport activities, restaurants, runways, taxiways, and utilities	
2. Airfield District:	To provide for the movement of aircraft and other facilities directly related to aviation.
<u>Permitted Uses:</u> agriculture, air traffic control facilities, aircraft fuel and provisioning services, airport maintenance and operational facilities, aprons, essential airport services, emergency response services, government agencies, meteorological installations, navigational aid facilities, parking, separate location from the use it serves, parks and recreation, runways, taxiways, and utilities	
3. Aviation Services District:	To provide for a wide variety of industrial and business uses which normally make use of airside access.
<u>Permitted Uses:</u> aerial application and spraying operations, aerial photography services, agriculture, air ambulance, aircraft sales, leasing and rentals, aircraft parts, supply and services, air cargo facilities, air courier facilities, air traffic control facilities, aircraft charter operations, aircraft manufacturing and assembly, aircraft fuel and provisioning services, aircraft storage facilities, airport maintenance and operational facilities, baggage services, ancillary retail – non-manufacturing, aprons, aviation consulting and services, ancillary retail – manufacturing, car rental facilities, parking and services, catering and commissaries, cleaning, servicing, testing or repairing, emergency response services, essential airport services, fixed base operations, flight training schools, fuel facilities, government agencies, ground transportation facilities and services, hangars, helicopter operations, information services, laboratories, livestock handling facilities, meteorological installations, navigational aid facilities, open air museum, parking, separate location from the use it serves, parks and recreation areas, passenger terminals, private clubs and organizations related to airport activities, public and quasi-public buildings, taxiways, utilities, viewing areas, and warehouses	
4. Airport Recreation District:	To provide for recreational and other extensive land uses.
<u>Permitted Uses:</u> agriculture, athletic and recreational facilities, essential airport services, golf courses and driving ranges, nurseries and greenhouses, meteorological installations, navigational aid facilities, horse riding academies, open air museums, parking, separate location from the use it serves, parks and recreation, private clubs and organizations related to airport activities, public and quasi-public buildings, race tracks, and utilities	
5. Airport Commercial District:	To provide a full range of commercial retail uses in free standing buildings or in a comprehensively designed shopping centre.
<u>Permitted Uses:</u> amusement arcades, commercial schools, automotive services, automotive specialties, billiard parlours, bottle return depot, child care facilities, athletic and recreational facilities, drinking establishments, entertainment establishments, hotels, government agencies, grocery stores, financial institutions, liquor stores, medical clinics, meteorological installations, navigational aid facilities, offices, parks and recreation areas, personal service businesses, private clubs and organizations, public and quasi-public buildings, radio and television studios, restaurants, retail stores, shopping centres, utilities, and veterinary clinics	
6. Airport Light Industrial District:	To provide a wide range of industrial and business uses which are compatible with each other and airport operations.
<u>Permitted Uses:</u> agriculture, airport maintenance and operational facilities, amusement arcades, ancillary retail – manufacturing, ancillary retail – non-manufacturing, child care facilities, auto body and paint shops, automotive sales and rentals, automotive services, automotive specialties, billiard parlours, bottle return depot, car rental facilities, parking and services, auction halls, commercial schools, crematoriums and columbarium, custodial quarters, drinking establishments, emergency response services, entertainment establishments, essential airport services, fuel facilities, financial institutions, government agencies, grocery stores, hotels, information services, kennels, laboratories, liquor stores, manufacturing, fabricating, processing, assembly, disassembly, production of materials, goods and services, mechanical reproduction and printing establishments, meteorological installations, movement or storage of materials, goods or products, navigational aid facilities, nurseries and greenhouses, offices, parking areas and structures, parks and recreation areas, private clubs and organizations, production processing movement or storage of materials, goods or products, cleaning, servicing, testing or repairing, public and quasi-public buildings, radio and television studios, recreational and commercial vehicle repair, services, sales and rental, restaurants, utilities, veterinary clinics, veterinary hospitals, and warehouses	

Land Use District	Purpose
7. East Airfield Industrial District:	To provide for a wide range of light industrial and business uses which are compatible with each other and airport operations.
<p><u>Permitted Uses:</u> agriculture, automotive specialties, ancillary retail – non-manufacturing, auction halls, automotive services, ancillary retail – manufacturing, automotive sales and rentals, auto body and paint shops, billiard parlours, cleaning, servicing, testing or repairing, crematoriums and columbarium, custodial quarters, emergency response services, essential airport services, financial institutions, grocery stores, government agencies, manufacturing, fabricating, processing, assembly, disassembly, production of materials, goods and services, mechanical reproduction and printing establishments, meteorological installations, movement or storage of materials, goods or products, navigational aid facilities, offices, parking areas and structures, parks and recreation areas, private clubs and organizations, radio and television studios, recreational and commercial vehicle repair, services, sales and rental, utilities, veterinary clinics, veterinary hospitals, and warehouses</p>	

Source: (Calgary Airport Authority and the City of Calgary, 1993).

The Authority currently has 239 tenants within the SSA in seven general use categories:

- Air Carriers;
- Airport Terminal Building Concessionaires;
- General Aviation;
- Corporate Aviation;
- Air Cargo;
- Airport/Government; and
- Other/Non Aviation.

Of the 239 tenants, six are agricultural in nature with land currently set aside for future development. The greatest impact of the PRP will be on these agricultural lands.

9.2.2.2 Local Study Area

Land use within the LSA has been guided by the Airport Vicinity Protection Area (AVPA) and the Noise Exposure Forecast (NEF) contours with the highest number being the loudest and, therefore, most restrictive area. The Alberta Government enacted the AVPA Regulation in 1979 to govern development around YYC. The LSA includes residential communities as defined by the City of Calgary and the City of Airdrie that are excluded from the site area, but lie within the limits of the AVPA or are bisected by the AVPA boundary (Figure 9-2).

The LSA was divided into two zones:

- those residential communities which are located within the 30 NEF contour; and
- those residential communities which are located outside the 30 NEF contour, but within the LSA boundary.

There are six residential communities which lie within the 30 NEF contour. There are 29 residential communities within the City of Calgary and four areas within the City of Airdrie which lie outside the 30 NEF contour, but within the LSA (Table 9-2).

The residential communities within the LSA are a mixture of established, traditional residential areas such as Bridgeland, Ramsey and Inglewood which are generally considered inner city and experiencing renewal through gentrification; and suburban communities, both established and new, such as Martindale, Country Hills and Saddleridge. There are areas of industrial use located within the LSA immediately adjacent to the SSA as prescribed by the AVPA.

Table 9-2 Communities within the LSA

Zone	Residential Community
Within 30 NEF Contour	Bridgeland
	East Mayland Heights
	Mayland Heights
	Renfrew Regal Terrace
	Vista Heights
	Inglewood
Outside 30 NEF Contour	Albert Park
	Beddington Heights
	Castleridge
	Castleridge Estates
	Country Hills
	Coventry Hills
	Dover
	Dover Glen
	Evanston
	Falconridge
	Greenview
	Harvest Hills
	Hidden Valley
	Huntington Hills
	Marlborough
	Martindale
	Monterey Park
	Ogden Lynnwood
	Panorama Hills
	Radisson Heights
	Riverbend
	Rundle
	Saddleridge
	Sandstone
	Southview
	Temple
	Thorncliffe
	West Dover
	Whitehorn
	LAA3 Airdrie
LAA4 Airdrie	
LAA5 Airdrie	
LAA7 Airdrie	

*Source CREB

Although within the AVPA boundary, Rocky View County was not included¹ in the LSA because residential data was not readily available from the Calgary Real Estate Board (CREB). The data provided by CREB grouped all sales activity within the entire County and did not separate farm and other sales from residential sales.

9.2.2.3 Regional Study Area

The RSA includes the City of Calgary excluding the LSA (Figure 9-3). There are four communities located within the City of Calgary which were used as control communities for the property value analysis (Table 9-3).

¹ Specific information regarding residential property values for Rocky View County was not available from the CREB or Rocky View County at the time of the study.

Table 9-3 Control Communities within the RSA

Zone	Calgary Community
Control Communities	Charleswood
	Applewood
	Glamorgan
	Deer Run

9.3 Baseline Conditions

9.3.1 Existing Land Use

The Land Use Baseline Report (Volume V, Item 7) primarily examined existing land use within the SSA. The SSA is controlled by the Authority which leases the land from Transport Canada. All of the land uses are related to the operation of the airport and supportive of the local demand for air travel. The land use for the SSA is determined by the Calgary International Airport Master Plan, 2004 and the Agreement on Land Use, Development Guidelines and Acreage Assessment Levies, 1993. As indicated in Table 9-4, the East Airport Industrial Park is the main section of land that remains agricultural. The completion of the PRP would enable the Authority to trigger changes in land use within this area from agricultural. This would be driven by the market demand for industrial property combined with the land being fully serviced and put on the market for lease.

Table 9-4 SSA Baseline Land Use

Development Zones within Site Study Area	Baseline Condition
Deerfoot North Aviation Park and Commercial	<ul style="list-style-type: none"> Currently under development with stripping and mass earth moving completed. Outline Plan approved in summer of 2009. Target for development 2011.
Deerfoot South Aviation Park	<ul style="list-style-type: none"> First phase of development is complete. Land is leased out to courier and light industrial operations. Second phase Outline Plan was approved in summer of 2009.
McKnight Aviation Park and Commercial Areas	<ul style="list-style-type: none"> Area is developed. There is an opportunity for some infill development. An outline plan for the area has been approved.
McCall South Aviation Park	<ul style="list-style-type: none"> Area is developed. There is an opportunity for some infill development.
Recreation	<ul style="list-style-type: none"> Area is developed and leased to Silverwing golf course, a 27 hole course.
East Airfield Industrial Park	<ul style="list-style-type: none"> Undeveloped/agriculture. The Authority is currently undertaking a conceptual and outline plan for the area.
North Barlow Aviation Park and Commercial	<ul style="list-style-type: none"> Land is serviced and partially developed. Property reserved for remote car rental facility
Air Terminal Reserve Lands	<ul style="list-style-type: none"> Land is reserved for future terminal expansion.
McCall North Aviation Park	<ul style="list-style-type: none"> Area is substantially developed. Lands west of McCall Way are developed with infill lots available. Lands east of McCall Way and west of Barlow Trail are undeveloped except for a four acre fuel tank farm. YYC is currently preparing a land use strategy for the area.
McCall Central	<ul style="list-style-type: none"> NAV CANADA transmitter and UHF/VHF receiver are located in this area. Soil remediation area. Field Electric Centre (FEC). Concept plan is currently being prepared for this area. Proceeding with an Outline Plan for this area.

Land use within the LSA has been guided by the Airport Vicinity Protection Area (AVPA) and the Noise Exposure Forecast (NEF) contours. Industrial and commercial uses are recommended within the >40 NEF contour. Recreational and outdoor uses are recommended on a limited basis within the >40 NEF contour depending on the use. Residential areas are recommended within the 25-30 NEF contour and <25 NEF contour (Transport Canada 2005).

9.3.2 Property Values

The Land Use Baseline Report (Volume V, Item 7) focused on changes in residential revenue based on property values within the LSA between the January 2005 and September 2009. Median property values, representing the midpoint of all sales occurring within each month, were collected from CREB for each community. By using the median property value as opposed to the average property value, sample size was accounted for and extreme property values were eliminated.

The Baseline Report illustrated that property values peaked during 2007 and then started to decline during the last two years within the LSA. This is reflective of the boom period experienced by the Calgary area economy leading up to 2007 and the global recession that followed.

The population statistics in the baseline report identified all six of the residential communities within the 30 NEF contour as having reached their population limit with only four of the 29 Calgary communities outside the 30 NEF contour with room for growth.

9.4 Effects Assessment

9.4.1 Land Use

9.4.1.1 Site Study Area

Land use within the SSA has been planned over the last 30 years to accommodate the PRP. The future development of land within the SSA is specific to the operation of an airport and air travel, and the PRP is supported by the land use set out in the Calgary International Airport Master Plan 2004. Most of the effects of the PRP within the SSA occur in the north and east portions of YYC land (Figure 9-4).

The operation of the PRP requires the Calgary Airport Authority to purchase approximately 1.2 ha directly north of the PRP to accommodate approach lights. This land was previously used for agricultural purposes.

There is one parcel of land within the boundary of the SSA which is currently not owned by the Government of Canada. The Authority is in negotiations with the landowner to acquire the 1.77 ha parcel of land.

Although the City of Calgary does not currently intend to construct the Airport Trail extension (ATE) to the east, including the tunnel beneath the new runway, it may decide to do so in the future. The Authority, in consultation with the City, is developing an agreement to reserve land for a possible future ATE.

Lots currently leased along Barlow Trail North will likely be adjusted 30 m along the eastern lot line to accommodate a road running adjacent to the PRP.

The Park'n Fly, currently located on the northeast corner of Barlow Trail and McCall Way, will be impacted by the construction of the PRP. The area it occupies is going to be needed for earthworks management. The lease for this business will expire prior to construction. There may be a number of landlord-tenant issues that expire during this process, but the specific land use within the SSA outlined in the Master Plan will remain the same.

The Calgary International Airport Master Plan identifies the east airfield industrial district located east of the PRP as an area that will be in line for development after the PRP is constructed and operating, based on demand for serviced airside accessible lands.

9.4.1.2 Local Study Area

The land use classification established by the AVPA was based on NEF contours derived from Transport Canada's (TC) NEFCalc noise modelling software. The inputs to the model included the 1978 aircraft fleet mix, future predictions of aircraft volumes (20 years) and the presence and operation of the parallel runway in its proposed location. Since 1978, TC has improved its NEFCalc noise modelling software and the aircraft fleet mix has changed. Modern aircraft are quieter than those in use in 1978, but the number of aircraft movements at YYC continues to increase. Running the latest version of NEFCalc with the modern fleet mix, predicted numbers of aircraft movements for 2015 and 2025, and operational procedures similar to those that were clearly assumed in 1978, yields NEF contours that fall within their 1978 equivalents.

The parameters used to determine which land uses would be compatible with the operation of an airport remain the same.

9.4.1.3 Regional Study Area

Land use within the RSA is not impacted by the PRP. The RSA was examined in terms of control communities for property value assessments. The RSA is outside the boundary of the AVPA.

9.4.1.4 Results

Land use within the LSA will not be altered as a result of the PRP. Development will continue as guided by the AVPA and land use plans (Figures 9-5 and 9-6). When the AVPA was developed, it took into consideration that the PRP and land use planning has been guided and directed by the AVPA and NEF contours since 1979. There is nothing to suggest that the PRP will trigger land use changes. Any non-conforming lands will remain the same until the landowner decides to develop, at which time the proposed use will need to conform to the existing land use.

9.4.1.5 Conclusions

This supports the conclusion that no change in the AVPA or the land use classification it mandates will be necessary when the new runway is in operation. Therefore, anticipated aircraft noise levels in 2015 and 2025 will not have an adverse effect on land use.

9.4.2 Property Values

9.4.2.1 Site Study Area

The assessment did not include property values within the SSA because the land is owned by TC and leased to the Authority. It is assumed that there could be a number of changes to leases during the construction and operation of the PRP.

9.4.2.2 Local Study Area

An assessment of potential changes to property values within the LSA as a result of the PRP was completed using data from the CREB. Property values of communities within the 30 NEF contour of the AVPA were analyzed against communities outside the 30 NEF contour of the AVPA. Four control communities within each of the four quadrants of the City were also analyzed to account for other unknown variables which influence property values (refer to Table 2 and Figure 2). The analysis was completed using historical single family home sales data (i.e., monthly median property values) between January 2005 and September 2009.

To supplement this analysis, population capacity (as of 2008) for each community was examined as an indicator of potential growth and a demand for housing.

9.4.2.3 Results

Figure 9-7 represents the analysis of the median property values within the LSA for those residential communities within the 30 NEF contour, the residential communities outside the 30 NEF contour and the control communities. The graph indicates that there are similarities between the three groups of communities with each group following a parallel pattern. The communities within the 30 NEF contour have comparable values with the control communities. The spikes and dips shown on the graph for sales inside the 30 NEF contour represent months where there was a particular high or low priced home sold within a small number of sales.

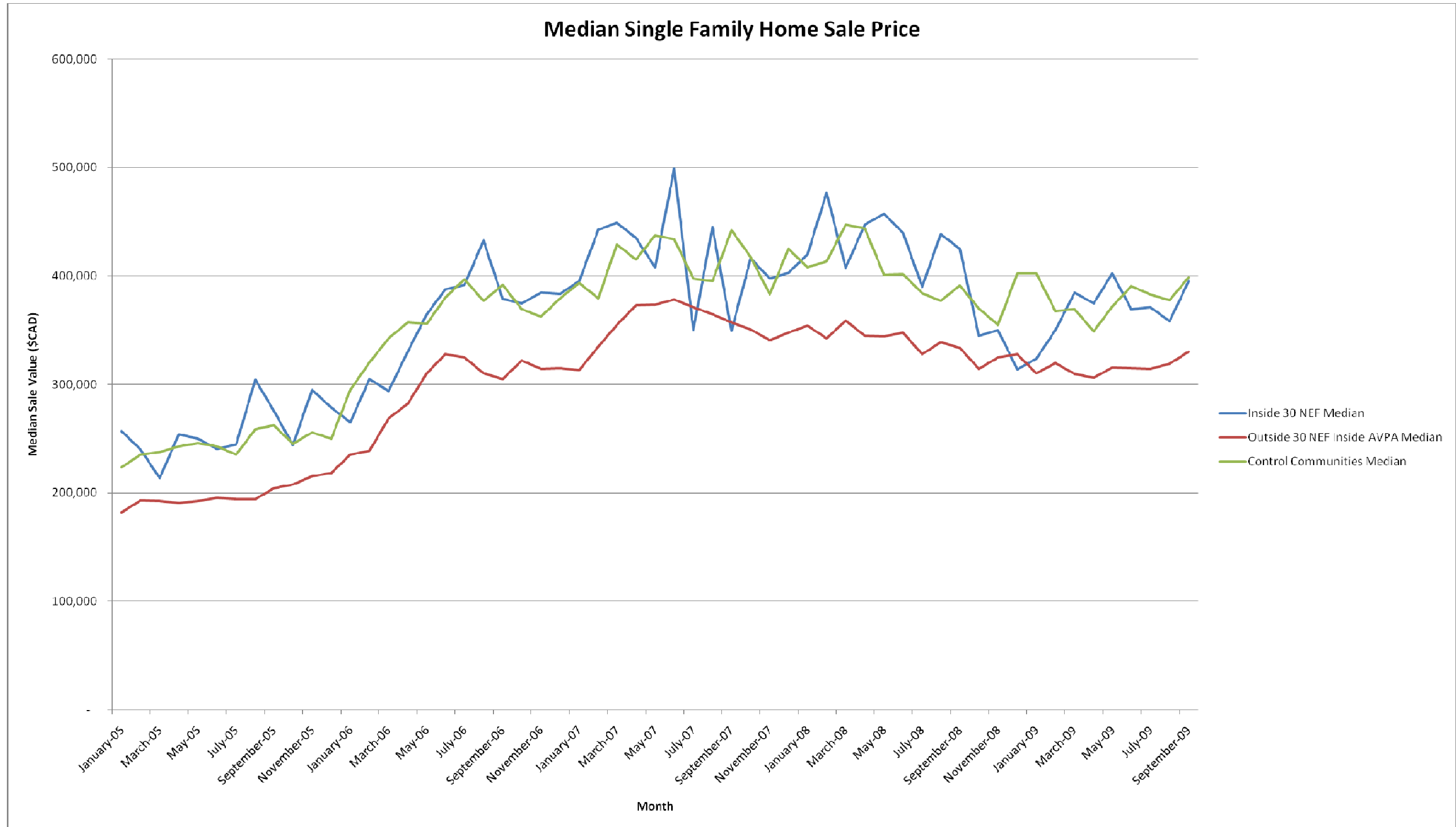
The median property value of those residential communities located outside the 30 NEF is generally lower than the communities within the 30 NEF contour and the control communities.

In January 2005, the residential communities within the 30 NEF had a median property value of \$257,000, 15% higher than the control communities' median property value of \$223,750. The communities outside the 30 NEF had a median property value of \$182,125, 23% lower than the control communities and 41% lower than the communities located within the 30 NEF.

In September 2009, the residential communities within the 30 NEF recorded a median property value of \$399,000. This is 21% higher than the median property value outside the 30 NEF of \$330,000 and equal to the median property value of the control communities.

More significantly, while the difference between the median property value in the control communities was 15% lower than those residential communities located closest to the PRP in 2005 (\$223,750 compared to \$257,000) by 2009, the differential was eliminated (\$399,000 compared to \$395,000) in 2009, representing an equalization of property values in the two areas.

Figure 9-7 Median Property Values 2005-2009



9.4.2.4 Conclusions

The findings of the property value assessment in terms of change in revenue as a result of the PRP indicate that being subject to over flight noise is not a major determining factor of residential property values. There are a number of macro-level effects that influence the property value of residential land uses including population growth, job creation, infrastructure investment, and supply of housing units. It is, therefore, forecast that the PRP at YYC will not have a noticeable effect on residential property values within the LSA.

The Calgary housing market experienced a setback beginning in 2007 due to the global recession. All indications point to a slow but recovering economy in 2010 and it is anticipated that this will continue through 2015 and 2025. The population statistics in the baseline report identified the LSA residential communities within the 30 NEF having reached their growth limit with only five communities outside the 30 NEF that have room for growth. This demand for growth and housing units within the LSA will have a positive influence on property values.

In light of the historical land use activities and the policies and regulations that have been developed within the SSA, the LSA and the RSA, it is anticipated that the PRP will have a minimal effect on land use surrounding YYC in terms of property values.

9.5 Evaluation of Significance

Land use changes are most significant within the SSA, but these changes have been driven by the operation of the airport and the PRP. Land use and land use plans within the LSA have been guided and regulated by the AVPA. The AVPA took into consideration the PRP and, as a result, land use will not be impacted by the PRP in 2015 or 2025.

When assessing property values as an indicator for change in revenue for residential land use, there was no clear evidence that the PRP had an impact on property values.

9.6 Cumulative Effects

As there are no residual effects relating to land use and the PRP, there are no cumulative effects relating to land use and the PRP within the SSA, LSA or RSA.

9.7 Traditional Land Use

Three registered letters were sent to all of the First Nations on an advisory list provided by Indian and Northern Affairs Canada (INAC) (Figure 9-8). The list includes the Métis Nation of Alberta. The first two letters explained the project and invited comments and participation in the assessment. The third letter notified the recipient of the release of this draft CS. No responses have been received at the time of writing this assessment.

The traditional land use of YYC land dates back to the First Nations and the oldest residents of the western prairie region. During the mid 1800s, European settlers began entering the west and settled in the Calgary area. This was the beginning of a changing prairie landscape. The current location of YYC began operating as a passenger airport in 1939. These lands were later annexed by the City between 1953 and 1961. There have been no traditional land uses in this area for decades.

According to information received from INAC, the proposed project location may be the subject of litigation filed by the Tsuu T'ina (Band) and the Kainaiwa Nation (Blood Tribe). The litigation relates to land claims that apply to much larger areas than YYC including land other than Crown land. The Métis Nation of Alberta has also asserted a Métis right to harvest across the province.

There is no clear evidence that the PRP would impact Traditional Land Uses.

9.8 Sustainability

As noted in Volume III, Chapter 18 (alternatives to) building the runway at the existing airport is the most sustainable means of servicing additional demand for service. One element supporting this conclusion is the fact that the existing land use classification of the lands around the airport will not be affected and the development of those lands will, therefore, continue as it would if the runway were not built. There will be some minor changes to land use on YYC lands, but these are concerned with where developments occur rather than whether or not they will occur. Finally, the analysis of changes in property values in Section 9.4.2 shows that proximity to the airport does not influence changes in median property values in Calgary communities so there would be no negative contribution to the economic component of sustainability on that account.

9.9 Issues Raised by the Public and Other Stakeholders

Issue: The PRP will have an adverse effect on the value of properties near the airport.

Response: Analysis of the median sales prices in communities near and distant from the airport over the most recent five years for which data are available showed that proximity to the airport had no effect on changes in property value. For further detail, see Section 9.4.2.

Issue: The NEF-based restrictions on land use will be moved as a result of the PRP.

Response: The NEF contours developed in the AVPA took into consideration the presence and operation of the PRP in its proposed location. Also the AVPA was reviewed by all the stakeholders ending in 2009 resulting in unanimous support of the existing contours. As a result, restrictions to land use will not be altered due to the PRP.

Issue: There is the potential that the PRP will have an adverse effect on the horse stable located on the west side of 36 Street NE just north of 80 Avenue.

Response: The location of the horse stable is on land leased from the Authority. Leases will be terminated with the construction and operation of the PRP.

Issue: Who enforces the AVPA regulations and how often? Is this information available to the public?

Response: The AVPA is administered by the Alberta Municipal Affairs. Information regarding the AVPA is available at <http://www.municipalaffairs.alberta.ca/>.

Issue: The PRP will limit new uses for land.

Response: Land use is currently restricted by the AVPA. These restrictions have not changed as a result of the PRP. In 2009, the Government of Municipal Affairs updated the AVPA so that it would become more streamlined and user-friendly, and less prohibitive than the previous regulation. The AVPA has taken into account the future presence and operation of the PRP since its inception.