

EXHIBIT E

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Heliport Appeal Staff Report (CUP 2012-01)

Project: Heliport Landing Zone – Timothy Charlwood
 User: Sean Wilkinson
 Department: Special Events Reviewing Team, Surplus Property Review Team, Weber County Planning Division
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Notes

Background

The following information was presented to the Ogden Valley Planning Commission on January 24, 2012 and February 28, 2012 respectively:

January 24th Information

On January 3, 2012 the Weber County Commission adopted several amendments to the Weber County Zoning Ordinance regarding heliports in the Ogden Valley. On the same day, the applicant submitted a conditional use application for a heliport located in an F-40 Zone east of Green Hill Country Estates and approximately two-thirds of a mile from the Maple Street cul-de-sac. The proposed heliport location and an additional 446 acres owned by the applicant currently have final Planning Commission approval as a six-lot subdivision known as The Sanctuary. The application originally showed three sites on the applicant's property that were proposed for this use, however, it was discovered that two of the sites were located in an F-5 Zone which does not allow heliports. Only the location in the F-40 Zone is now being proposed for the heliport site.

The applicant is proposing to operate the heliport on a seasonal basis as a pick-up and drop-off site for heli-skiing operations. This site will be used for a maximum of three days per week, only during daylight hours, with no more than ten operations (take-off and landing combined) per day due to FAA regulations as described below. The proposed heliport has no permanent structures or facilities. No signage or lighting is proposed. The landing area is on an existing rock surface which is free from trees and other obstructions. Refueling on site will not occur. A portable latrine will be used at the site as necessary and may be removed when flights will not occur for several days.

Access to the proposed heliport is through Green Hill Country Estates, which has private roads. The applicant has provided staff with an agreement between the Green Hill HOA and the former owner of the property, which grants access on the Green Hill private roads to the applicant's property. The applicant has represented that the agreement allows those invited to his property to also use the private roads. However, this is a private matter between the applicant and the Green Hill HOA over which the County has no authority.

As part of the recent zoning ordinance amendments, the F-40 Zone now allows heliports as a conditional use subject to the following standards:

1. A heliport must be located on a single parcel of record which is not less than 40 acres in area.
2. A heliport must be located at an elevation of at least 6,200 feet above sea level.
3. A heliport must be located at least 200 feet from any property line. The Planning Commission may grant exceptions to the setback requirement if it can be demonstrated that locating the heliport closer than 200 feet to the property line provides a more beneficial situation for purposes of safety, noise abatement, access, or other valid reasons as determined by the Planning Commission.
4. The heliport landing surface must be dust-proof and free from obstructions.
5. Prior to issuance of a conditional use permit for a heliport, written approval from the Federal Aviation Administration (FAA) is required, if necessary.

The proposed application meets each of these standards in the following ways:

1. The proposed heliport is located in an F-40 Zone on a 78 acre parcel.
2. The proposed heliport has an elevation of approximately 6,300 feet above sea level.
3. The proposed heliport is located slightly over 200 feet from the parcel's east boundary line and much more than 200 feet from the other boundary lines.
4. The heliport landing surface is proposed to be on an existing rock surface which is free from dirt. There are no trees or other obstructions in the vicinity of the proposed landing area.
5. The heliport meets the definition of "intermittent use" under the Code of Federal Regulations (CFR) Title 14 Part 157.1.c and, therefore, does not require notification to or inspections from the FAA. Staff recently spoke with the FAA Salt Lake City Flight Standards District Office about this issue and it was confirmed that this heliport would require no inspections because it is seasonal, nothing is being constructed, and it meets the definition of "intermittent use." A similar response was given for the heliport that was proposed at the Red Moose Lodge in 2010.

Summary of Planning Commission Considerations

- Does the proposed use meet the requirements of applicable County Ordinances?
- Are there any potentially detrimental effects that need to be mitigated by imposing conditions of approval, and if so, what are the appropriate conditions?

In order for a conditional use permit to be approved it must meet the requirements listed under "Criteria for Issuance of Conditional Use Permit." The Planning Commission needs to determine if the proposed heliport meets these requirements.

22C-4. Criteria for Issuance of Conditional Use Permit

Conditional uses shall be approved on a case-by-case basis. The Planning Commission shall not authorize a Conditional Use Permit unless evidence is presented to establish:

1. Reasonably anticipated detrimental effects of a proposed conditional use can be substantially mitigated by the proposal or by the imposition of reasonable conditions to achieve compliance with applicable standards. Examples of potential negative impacts are odor, vibration, light, dust, smoke, or noise.