4:45 p.m.
Workshop in the County Council Chambers.

5:30 p.m.
Call to order
Opening remarks/Pledge – Leslie Larson
Review and approval of agenda.
Review and approval of the minutes of the September 3, 2015 meeting.

5:35 p.m.

Regular Action Items

(1) Logan and Northern Canal Piping and Pressurization Conditional Use Permit - A request for approval of a conditional use permit to allow the piping of the Logan and Northern Canal, located contiguous to North Logan and Hyde Park (Agricultural, A10 Zone).

(2) Musselman Airport Conditional Use Permit – A request for approval of a conditional use permit to allow a private airport on 114.32 acres of property located at 11800 South 1300 East, Avon (Agricultural, A10 Zone).

(3) Amalga MX Park Conditional Use Permit – A request for approval of a conditional use permit to allow a motocross park on 25 acres of property located at 6700 North 1900 West, Amalga (Agricultural, A10 Zone).

Board Member Reports

Staff reports

Adjourn

DEVELOPMENT SERVICES DEPARTMENT
179 NORTH MAIN, SUITE 305
LOGAN, UTAH 84321

PHONE: (435) 755-1640 **FAX:** (435) 755-1987
EMAIL: devservices@cachecounty.org
WEB: www.cachecounty.org/devserv

PLANNING COMMISSION MINUTES 03 SEPTEMBER 2015

Item **Page**

Present: Stephanie Nelson, Chris Harrild, Josh Runhaar, Lane Parker, Phillip Olsen, Chris Sands, Rob Smith, Brady Christensen, Jon White, Megan Izatt

Start Time: 05:30:00

Sands welcomed and **Smith** gave opening remarks

05:35:00

Agenda

Approved with no changes.

Minutes

Approved with minor editorial changes.

05:36:000

Consent Item

#1 Ward Subdivision (Dustin H & Michelle Ward)

Nelson reviewed Mr. Dustin Ward's request for a recommendation to the County Council for a 2-lot subdivision and agricultural remainder on 106.58 acres of property located at 2797 North 2400 West, Benson (Agricultural (A10) Zone).

Smith *motioned to recommend approval to of the Ward Subdivision to the County Council with the stated conditions and findings of fact;* ***Christensen*** *seconded;* ***Passed 5, 0.***

05:38:00

Regular Items

#2 Training: Web Map Tools

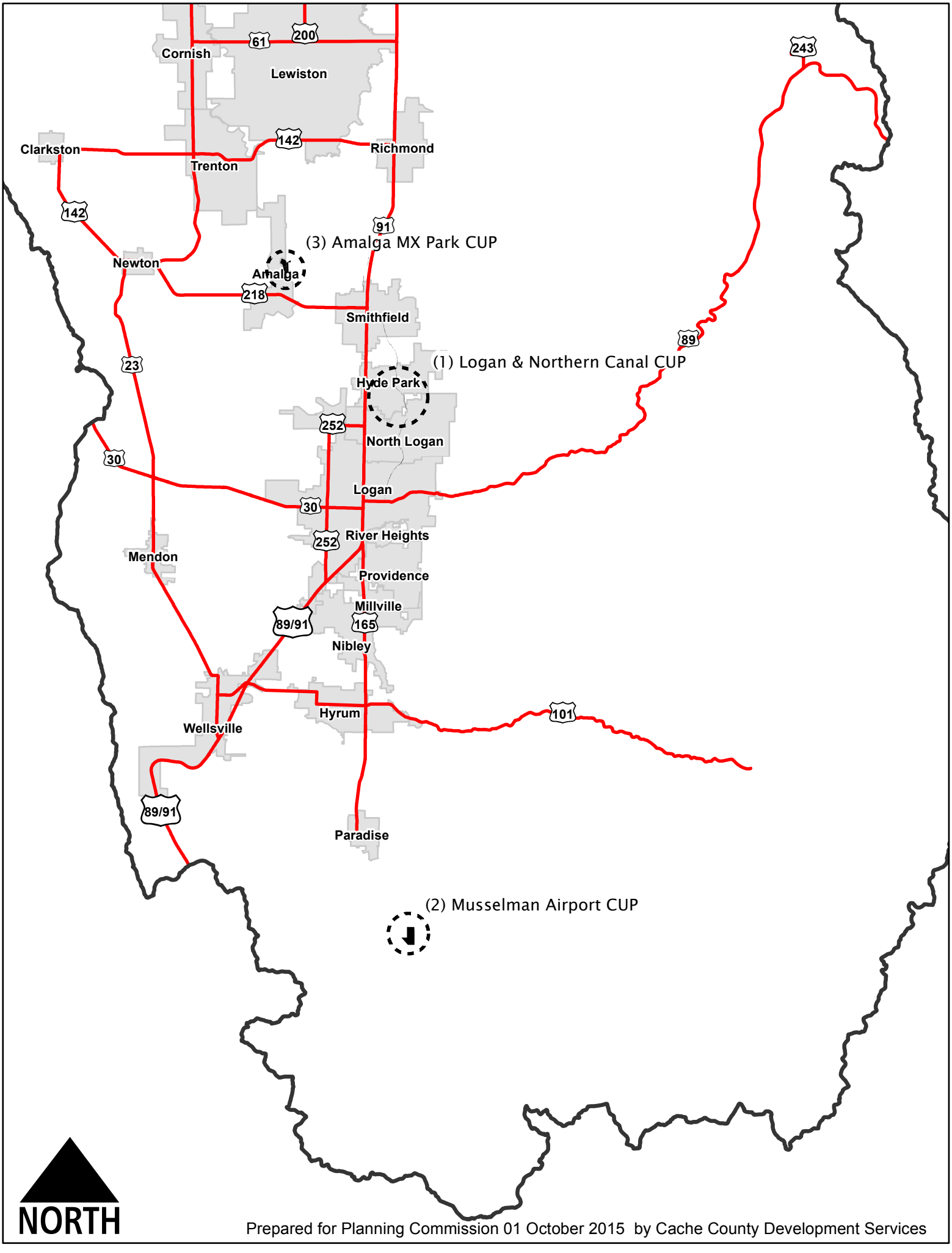
Harrild reviewed the web map tools on the County's website.

Staff Reports

Harrild Smithfield Disc Golf withdrew their application for a conditional use permit. Amalga MX is still working on some information for their application. The Wild Bunch Kennel is with the District Court. Staff is anticipating a remand on that item to the Planning Commission, but staff doesn't know that for sure. Cherry Peak is still working through issues with the building, fire, and road department. There is an extraction operation south of Avon that will need to obtain permit. Staff is working through the project with the applicant.

Adjourned

06:09:00


Cornish
61
200
Lewiston
243
Clarkston
142
Trenton
Richmond
142
91
(3) Amalga MX Park CUP
Newton
Amalga
218
Smithfield
89
(1) Logan & Northern Canal CUP
23
Hyde Park
252
North Logan
30
Logan
30
252
River Heights
Mendon
Providence
Millville
89/91
165
Nibley
Hyrum
101
Wellsville
89/91
Paradise
(2) Musselman Airport CUP
NORTH
Prepared for Planning Commission 01 October 2015 by Cache County Development Services

STAFF REPORT: LOGAN & NORTHERN CANAL CUP

01 October 2015

This staff report is an analysis of the application based on adopted county documents, standard county development practices, and available information. The report is to be used to review and consider the merits of the application. Additional information may be provided that supplements or amends this staff report.

Agent: Marcus Simons
Parcel ID#: A portion of 20-012-0002
Staff Determination: Approval with conditions
Type of Action: Administrative
Land Use Authority: Cache County Planning Commission

PROJECT LOCATION

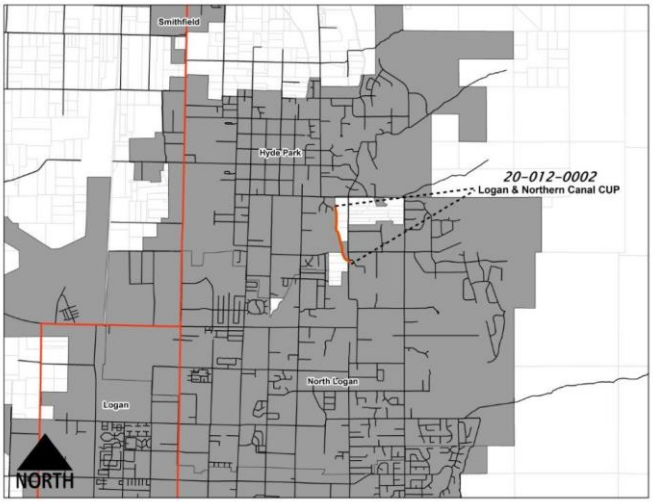
Reviewed by: Stephanie Nelson - Planner I

Project Address:
Logan & Northern Canal
Cache County

Current Zoning:
Agricultural (A10)

Acres: Multiple

Surrounding Uses:
North – Agricultural/Residential
South – Agricultural/Residential/Commercial
East – Agricultural/Residential
West – Agricultural/Residential



PROJECT PURPOSE, ORDINANCE, SUMMARY, AND PUBLIC COMMENT

Purpose:
To review the request for a conditional use permit to allow the piping and pressurization of the Upper High Creek Canal.

Ordinance:
This proposed use is best defined as a "6220 Utility Facility, Distribution" under Cache County Ordinance §17.07.030 Use Related Definitions, and as per §17.09.030 Schedule of Uses by Zone, this use is permitted as a conditional use in the Agricultural (A10) Zone only if reviewed and approved in accordance with the conditional use review procedures of §17.06 Uses. These procedures are detailed under §17.06.060 Conditional Uses and §17.06.070 Standards and Criteria for Conditional Use.

DEVELOPMENT SERVICES DEPARTMENT
179 NORTH MAIN, SUITE 305
LOGAN, UTAH 84321
PHONE: (435) 755-1640 FAX: (435) 755-1987
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WEB: www.cachecounty.org/devserv

Summary:
While this piping and pressurization project extends through North Logan and Hyde Park City, this portion occurs within the unincorporated county. This description and review does not address the improvements to be completed within municipal boundaries.

The intent of the project is to pipe the existing canal to pressurize irrigation water. The proposed pipeline will follow the existing canal alignment and, over its extent, will range in size from 12" to 34" in diameter. Within the unincorporated county approximately 900' of 20" and 1,700' of 22" High Density Polyethylene Pipe (HDPE) is proposed in piping the existing canal.

Access:

- Access to the site is from the existing canal maintenance access road, and is adequate.

Storm Water and Floodplain:

- A Notice of Intent (NOI) and Stormwater Pollution Prevention Plan shall be required. Best Management Practices (BMP's) should include and define how storm water will be controlled on-site.
- The southern end of the project scope is within the FEMA Floodplain. A Floodplain Development Permit must be obtained.

Public Comment:
Notices were mailed to the property owners located within 300 feet and municipalities within one mile of the subject property. No public comment regarding this proposal has been received by the Development Services Office.

STAFF DETERMINATION AND FINDINGS OF FACT (3)

It is staff's determination that the request for a conditional use permit for Logan and Northern Canal Piping and Pressurization Project, located in Agricultural (A10) Zone on a portion of parcel number 20-012-0002 is in conformance with the Cache County Ordinance and should be approved. This determination is based on the following findings of fact:

1. The Logan and Northern Canal Piping and Pressurization Conditional Use Permit has been revised and amended by the conditions of project approval to address the issues and concerns raised within the public and administrative records.
2. The Logan and Northern Canal Piping and Pressurization Conditional Use Permit has been revised and amended by the conditions of project approval to conform to the requirements of Title 17 of the Cache County Code and the requirements of various departments and agencies.
3. The Logan and Northern Canal Piping and Pressurization Conditional Use Permit has been reviewed in conformance with §17.06.070 of the Cache County Ordinance, Standards and Criteria for Conditional Use, and conforms to said title, pursuant to the conditions of approval.

CONDITIONS OF APPROVAL (5)

The following conditions are appurtenant to the existing property and must be accomplished prior to recordation or operation for the development to conform to the County Ordinance and the requirements of county service providers.

1. Prior to recordation the proponent shall meet all applicable standards of the Cache County Ordinance.
2. The proponent must adhere to the specification of any site plans, the letter of intent, and master plan as submitted to the Cache County Development Services office.
3. Any further expansion or modification of the project shall require the approval of the designated land use authority.

4. A Notice of Intent (NOI) and Stormwater Pollution Prevention Plan shall be required. Best Management Practices (BMP's) should include and define how storm water will be controlled on-site.
5. A Floodplain Development Permit must be obtained.

J-U-B COMPANIES THE LANGDON GROUP GATEWAY MAPPING INC.

J-U-B ENGINEERS, INC.

September 8, 2015

Development Services
Cache County Corporation
179 N. Main St., Suite 305
Logan, UT 84321

Dear Mr. Runhaar,

RE: Letter of Intent – Conditional Use Permit

We are submitting this letter of intent as part of the conditional use permit for the Logan & Northern Canal Piping and Pressurization Project. This letter and supplemental information provided is to identify and describe proposed work to be done for the Cache Highline Water Association (CHWA) within the existing canal and canal easements located within areas of Cache County.

The extent of the project consists of installing irrigation piping in the existing canal to pressurize irrigation water in the Logan and Northern Canal from 1500 North in North Logan to 4400 North, just north of Hyde Park. Continuously fused High Density Polyethylene Pipe (HDPE) ranging from 12-inch to 34-inch will be buried in the canal. Irrigation water will be pressurized to approximately 60 pounds per square inch in the pipeline, providing pressure to approximately 45 turnouts within project limits. The project also includes the installation of a 20-inch Pressure Reducing Valve in an existing concrete Vault near 1500 North in North Logan.

In the specific areas included in Cache County (identified on the attached plan) there will be approximately 2600' of 20" and 1750' of 12" HDPE pipe installed in the existing canal and easement. Irrigation watering operations of the facilities run 24 hour 7 days a week throughout the irrigation season of each year.

The construction of the irrigation line will be accomplished with typical construction equipment including dump trucks, front end loaders, track mounted excavators and fusing equipment. After construction the equipment used with be that of typical maintenance operations that CHWA has previously employed. CHWA has employed one ditch rider to periodically travel the canal inspecting infrastructure and do maintenance activities. Travel along the canal will be limited in nature with periodic gates with attached signs to control access.

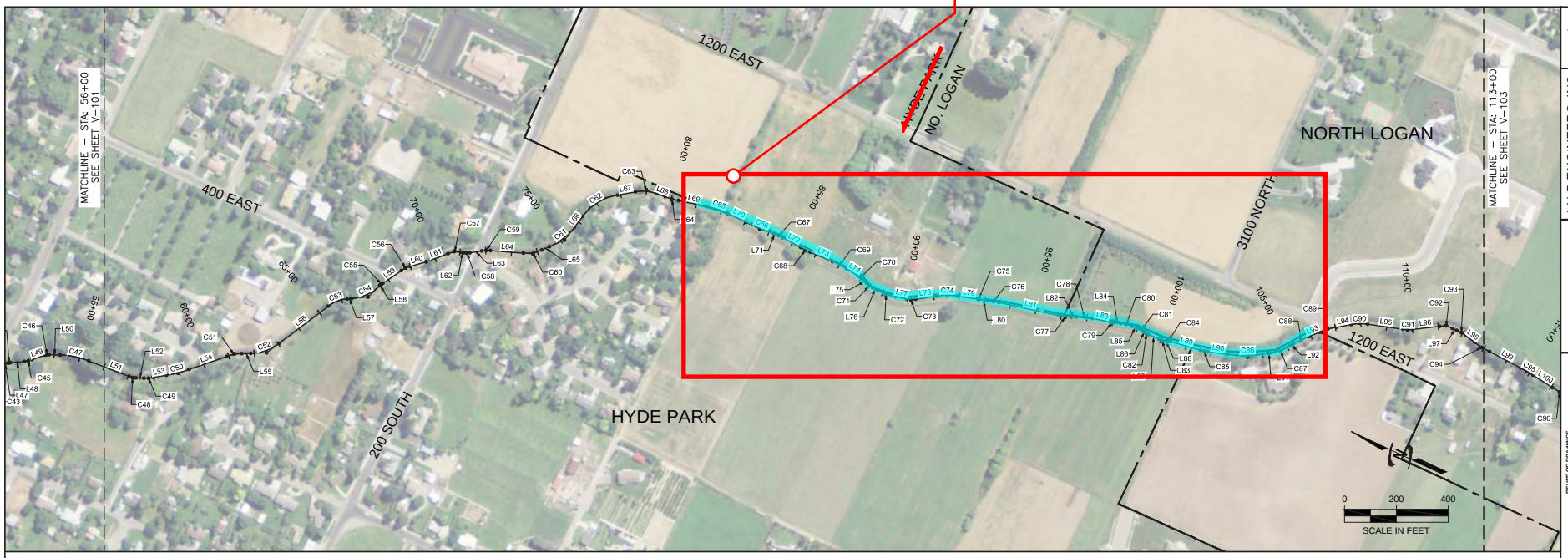
Project waste and garbage will be removed from the site and disposed of properly by the contractor.

Attached are pages from the detailed construction plan set to serve as a site plan for the areas in Cache County.

Sincerely,
J-U-B ENGINEERS, Inc.

CHWA Agent
Marcus Simons

Pipe sizing greater than 18" requires a Conditional Use Permit



DESIGN PIPE LINE ALIGNMENT SEGMENT TABLE

SEGMENT	RADIUS	LINE/ARC LENGTH	LINE/CHORD DIRECTION	DELTA	START STATION	END STATION
L51		168.67	S04°03'08"E		55+36.49	57+05.15
C48	75.89	25.18	S13°33'24"E	19°00'30.89"	57+05.15	57+30.33
L52		31.83	S23°03'39"E		57+30.33	57+62.16
C49	170.00	34.68	S28°54'20"E	11°41'21.87"	57+62.16	57+96.84
L53		52.72	S34°45'01"E		57+96.84	58+49.56
C50	560.00	90.18	S39°21'50"E	9°13'37.26"	58+49.56	59+39.74
L54		153.11	S43°58'38"E		59+39.74	60+92.85
C51	200.00	59.24	S35°29'31"E	16°58'14.04"	60+92.85	61+52.09
L55		35.13	S27°00'24"E		61+52.09	61+87.22
C52	192.02	117.31	S44°30'31"E	35°00'12.69"	61+87.22	63+04.53
L56		238.68	S62°00'37"E		63+04.53	65+43.21
C53	140.75	77.87	S46°09'39"E	31°41'57.03"	65+43.21	66+21.07
L57		18.38	S30°18'40"E		66+21.07	66+39.45
C54	180.24	120.91	S49°31'42"E	38°26'03.34"	66+39.45	67+60.36
L58		2.54	S68°44'43"E		67+60.36	67+62.90
C55	75.00	12.59	S63°56'10"E	9°37'06.58"	67+62.90	67+75.49
L59		86.22	S59°07'37"E		67+75.49	68+61.71
C56	120.00	37.83	S50°05'48"E	18°03'37.23"	68+61.71	68+99.53
L60		63.96	S41°04'00"E		68+99.53	69+63.50
L61		90.45	S45°25'27"E		69+63.50	70+53.95
C57	100.00	50.29	S31°01'01"E	28°48'51.75"	70+53.95	71+04.24
L62		12.20	S16°36'35"E		71+04.24	71+16.44
C58	75.00	22.35	S25°08'55"E	17°04'40.30"	71+16.44	71+38.80
L63		46.20	S33°41'16"E		71+38.80	71+85.00
C59	150.00	33.88	S27°13'03"E	12°56'24.80"	71+85.00	72+18.88
L64		127.24	S20°44'51"E		72+18.88	73+46.12
C60	150.00	72.32	S34°33'34"E	27°37'26.80"	73+46.12	74+18.44

DESIGN PIPE LINE ALIGNMENT SEGMENT TABLE

SEGMENT	RADIUS	LINE/ARC LENGTH	LINE/CHORD DIRECTION	DELTA	START STATION	END STATION
L65		32.21	S48°22'18"E		74+18.44	74+50.64
C61	244.26	123.12	S62°48'42"E	28°52'48.85"	74+50.64	75+73.76
L66		53.22	S77°15'06"E		75+73.76	76+26.99
C62	220.00	160.89	S56°18'04"E	41°54'04.88"	76+26.99	77+87.88
L67		70.09	S35°21'02"E		77+87.88	78+57.97
C63	155.00	81.70	S20°15'03"E	30°11'57.56"	78+57.97	79+39.67
L68		36.00	S05°09'04"E		79+39.67	79+75.67
C64	385.00	54.30	S09°11'28"E	8°04'48.83"	79+75.67	80+29.96
L69		112.44	S13°13'53"E		80+29.96	81+42.41
C65	349.15	82.65	S06°26'59"E	13°33'47.74"	81+42.41	82+25.06
L70		80.20	S00°19'55"W		82+25.06	83+05.26
C66	1169.77	115.00	S02°29'04"E	5°37'57.01"	83+05.26	84+20.25
L71		5.01	S05°18'02"E		84+20.25	84+25.27
C67	200.00	31.56	S00°46'50"E	9°02'24.14"	84+25.27	84+56.82
L72		79.63	S03°44'22"W		84+56.82	85+36.45
C68	408.68	40.91	S00°52'18"W	5°44'08.16"	85+36.45	85+77.36
L73		93.76	S01°59'46"E		85+77.36	86+71.12
C69	415.98	60.31	S02°09'26"W	8°18'23.38"	86+71.12	87+31.43
L74		52.10	S06°18'37"W		87+31.43	87+83.52
C70	100.00	23.28	S12°58'50"W	13°20'24.61"	87+83.52	88+06.81
L75		20.45	S19°39'02"W		88+06.81	88+27.26
C71	100.00	29.24	S11°16'21"W	16°45'21.08"	88+27.26	88+56.50
L76		20.98	S02°53'41"W		88+56.50	88+77.48
C72	254.67	72.98	S05°18'55"E	16°25'11.99"	88+77.48	89+50.46
L77		43.59	S13°31'31"E		89+50.46	89+94.05
C73	105.00	35.84	S23°18'11"E	19°33'18.83"	89+94.05	90+29.89
L78		80.42	S33°04'50"E		90+29.89	91+10.31

DESIGN PIPE LINE ALIGNMENT SEGMENT TABLE

SEGMENT	RADIUS	LINE/ARC LENGTH	LINE/CHORD DIRECTION	DELTA	START STATION	END STATION
C74	300.00	85.90	S24°52'40"E	16°24'20.64"	91+10.31	91+96.21
L79		76.14	S16°40'29"E		91+96.21	92+72.36
C75	425.00	5.15	S17°01'20"E	0°41'41.25"	92+72.36	92+77.51
L80		33.10	S17°22'11"E		92+77.51	93+10.61
C76	510.00	43.43	S14°55'48"E	4°52'44.68"	93+10.61	93+54.04
L81		239.28	S12°29'26"E		93+54.04	95+93.32
C77	200.00	46.38	S19°08'01"E	13°17'10.59"	95+93.32	96+39.70
L82		18.82	S25°46'37"E		96+39.70	96+58.52
C78	286.39	62.34	S19°32'28"E	12°28'16.92"	96+58.52	97+20.86
L83		71.19	S13°18'20"E		97+20.86	97+92.05
C79	165.00	15.14	S15°56'00"E	5°15'20.92"	97+92.05	98+07.18
L84		24.80	S18°33'41"E		98+07.18	98+31.98
C80	193.11	44.91	S11°53'55"E	13°19'30.50"	98+31.98	98+76.89
L85		26.50	S05°14'10"E		98+76.89	99+03.39
C81	75.00	24.35	S04°03'54"W	18°36'07.22"	99+03.39	99+27.74
L86		2.33	S13°21'57"W		99+27.74	99+30.07
C82	75.00	18.43	S06°19'30"W	14°04'53.51"	99+30.07	99+48.51
L87		43.57	S00°42'56"E		99+48.51	99+92.08
C83	75.00	26.30	S10°45'35"E	20°05'17.02"	99+92.08	100+18.37
L88		4.61	S20°48'13"E		100+18.37	100+22.98
C84	75.00	15.51	S14°52'44"E	11°50'58.07"	100+22.98	100+38.49
L89		119.55	S08°57'15"E		100+38.49	101+58.04
C85	200.00	29.86	S13°13'55"E	8°33'18.68"	101+58.04	101+87.91
L90		75.22	S17°30'34"E		101+87.91	102+63.12
C86	511.81	157.65	S26°20'02"E	17°38'56.67"	102+63.12	104+20.78
L91		7.18	S35°09'31"E		104+20.78	104+27.95
C87	257.26	83.95	S44°30'26"E	18°41'50.50"	104+27.95	105+11.91

DESIGN PIPE LINE ALIGNMENT SEGMENT TABLE

SEGMENT	RADIUS	LINE/ARC LENGTH	LINE/CHORD DIRECTION	DELTA	START STATION	END STATION
L92		11.91	S53°51'21"E		105+11.91	105+23.81
C88	620.00	69.53	S50°38'35"E	6°25'32.00"	105+23.81	105+93.34
L93		42.46	S47°25'49"E		105+93.34	106+35.80
C89	320.00	68.68	S41°16'55"E	12°17'48.38"	106+35.80	107+04.48
L94		58.24	S35°08'01"E		107+04.48	107+62.73
C90	200.00	63.41	S26°03'04"E	18°09'54.28"	107+62.73	108+26.13
L95		137.47	S16°58'06"E		108+26.13	109+63.60
C91	140.00	35.71	S24°16'35"E	14°36'57.71"	109+63.60	109+99.32
L96		106.80	S31°35'04"E		109+99.32	111+06.11
C92	90.00	50.04	S15°39'21"E	31°51'26.48"	111+06.11	111+56.16
L97		19.34	S00°16'22"W		111+56.16	111+75.50
C93	200.00	38.49	S05°47'08"W	11°01'30.94"	111+75.50	112+13.98
L98		43.56	S11°17'53"W		112+13.98	112+57.54
C94	460.00	68.16	S07°03'12"W	8°29'21.56"	112+57.54	113+25.70

J-U-B ENGINEERS, INC.
1047 South 100 West, Suite 180
Logan, UT 84321
Phone: 435.713.9514
Fax: 435.713.9503
www.jub.com

PRELIMINARY PLANS

NOT FOR CONSTRUCTION

NO.	DESCRIPTION	BY	APP.	DATE
	REVISION			

LOGAN AND NORTHERN CANAL PIPING AND PRESSURIZATION
CACHE HIGHLINE WATER ASSOCIATION

SURVEY CONTROL

FILE: 57-14-034_V-101X
JUB PROJ. #: 57-14-034
DRAWN BY: ELC
DESIGN BY: MTS
CHECKED BY: ZPM
ONE INCH
AT FULL SIZE. IF NOT ONE INCH, SCALE ACCORDINGLY
LAST UPDATED: 5/20/2015

SHEET NUMBER:
V-102

Plot Date: 5/22/2015 9:01 AM Plotted By: Marcus Simons
Data Created: 5/5/2015 I:\LOGAN\JUB\C3PROJECTS\JUB\CHWA\57-14-034_LOGANANORTHERN_CANALPIPINGANDPRESSURIZATION\CAD\SHEET\CIVIL\57-14-034_V-101X.DWG

STAFF REPORT: MUSSELMAN AIRPORT CONDITIONAL USE PERMIT 01 October 2015

This staff report is an analysis of the application based on adopted county documents, standard county development practices, and available information. The report is to be used to review and consider the merits of the application. Additional information may be provided that supplements or amends this staff report.

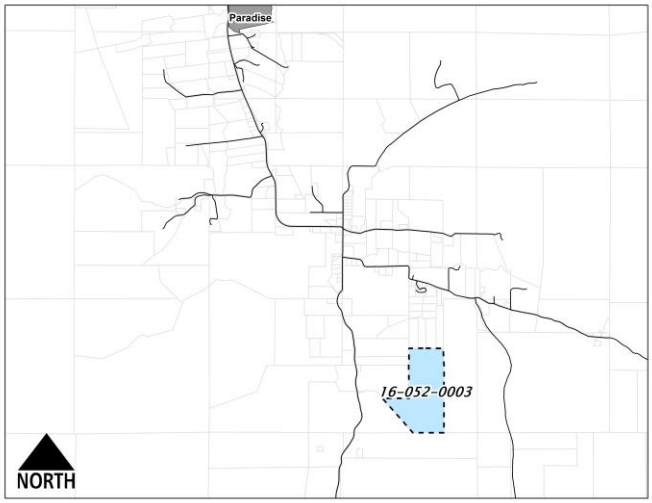
Agent: Greg Musselman **Parcel ID#:** 16-052-0003
Staff Determination: Approval with conditions
Type of Action: Administrative
Land Use Authority: Cache County Planning Commission

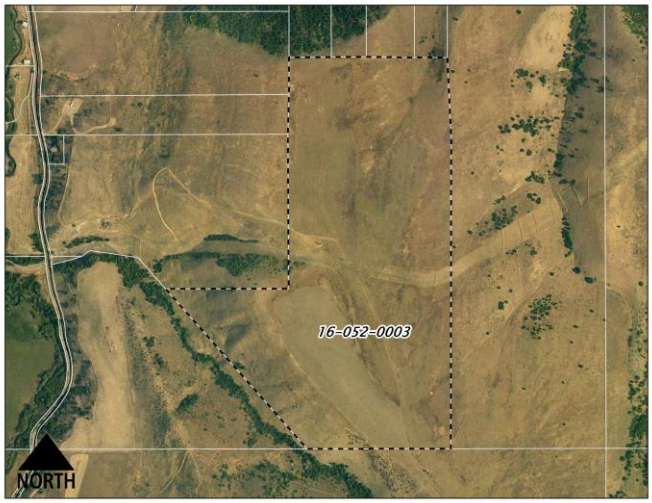
PROJECT LOCATION

Reviewed by: Stephanie Nelson, Planner I

Project Address:
11800 South 1300 East
Avon, Utah 84328
Current Zoning: **Acres:** 114.32
Agricultural (A10)

Surrounding Uses:
North – Agricultural/Residential
South – Agricultural/Residential
East – Agricultural/Residential
West – Agricultural/Residential





PROJECT PURPOSE, APPLICABLE ORDINANCE, SUMMARY, AND PUBLIC COMMENT

Purpose:
To review and make a decision regarding the request to allow a private airport.

Ordinance:
This proposed use is defined as "6310 Private Airport" under Cache County Ordinance §17.07.020 Definitions, and as per §17.09.030 Schedule of Uses by Zone, and is permitted as a conditional use in the Agricultural (A10) Zone only if reviewed and approved in accordance with the conditional use review procedures of §17.06 Uses. These procedures are detailed under §17.06.060 Conditional Uses and §17.06.070 Standards and Criteria for Conditional Use.

DEVELOPMENT SERVICES DEPARTMENT
179 NORTH MAIN, SUITE 305
LOGAN, UTAH 84321
PHONE: (435) 755-1640 FAX: (435) 755-1987
EMAIL: devservices@cachecounty.org
WEB: www.cachecounty.org/devserv

Summary:
In the addition to the requirements of the review for a conditional use permit, 6310 Private Airport (airport) requires:

1. A copy of any and/or all FAA reviews, forms, and analyses regarding the airport location, activity, and design including:
   a. The current FAA Form 7480-1, and;
   b. FAA response to the Form 7480-1 submission.
   c. A copy of the Airport Master Record.

   Exhibit A
2. A copy of the design criteria as per the current FAA Airport Design Advisory Circular AC 150/5300-13A as applicable to the type of aircraft proposed to operate at the site. Said design criteria must be implemented at the site.

   Exhibit B

As noted, these items have been provided as Exhibits A and B. The items within Exhibit A have been submitted by the proponent and indicate that the proponent has obtained the necessary review from the FAA to operate the airport. Exhibit A also identifies that this airport must establish and maintain a clear 20:1 approach slope. Exhibit B identifies the design criteria for the airport and includes a comparison matrix provided by the proponent that identifies items that are applicable to this specific aircraft type. The proponent has also provided a letter of intent (part of Exhibit B) that identifies other details regarding his request including:

1. Airstrip type and size
   The proposed airstrip will have a mowed grass surface and is intended to be 980 feet long and 40' wide. The field elevation is 5,487 feet above sea level. The design criterion as per AC 150/5300-13A requires a runway to be a length of 465'-1,238'. Additional requirements are listed under Appendix 7 table A7-1 runway design standards matrix, A/B-I Small Aircraft.
2. Aircraft type
   The primary aircraft proposed is a Kitfox. The aircraft has a wingspan of 32' and weighs 1,050 lb. The length is 17' 8" with a height of 5' 8".
3. Aircraft capability
   The Kitfox's take-off and landing distance is 500'.
4. Operation times
   The hours of operation will vary during visible daylight hours, seven days a week based on weather.

Access:

- Access to the airport site is from a private road which is served from county road 800 East. County road 800 East is a 19' wide paved road with 2' wide gravel shoulders.
  - The current Cache County Manual of Roadway Design and Construction Standards (Road Manual) §2.5 specifies that roads with more than 30 ADT are required to meet the minimum county roadway standards, specifically, a minimum 24' width consisting of two 10' wide paved travel lanes, with 2' wide shoulders (1' paved, 1' gravel).
  - If the conditional use permit is approved, staff recommends that a design exception be granted for the substandard portions of 800 East as the additional impact to the road is negligible and no habitable structures are being proposed (see section 2.4 [4] [b] [i&ii] of the Road Manual).

- The private road is a 12'-15' wide two-track dirt road and is adequate for this use. Additional Cache County Fire District review may be required.
    - The private road is in a sensitive area including steep and moderate slopes. Any widening of the private road shall require a geotechnical report and/or engineering.

Service & Maintenance:

- Cache County performs year round maintenance on 800 East.
- Water supply for fire suppression would be provided by the Paradise Fire Department (tenders).
- Access for emergency services shall require further review. Improvements to the private road may be required.
- There are no Stormwater requirements for the air strip. If additional site improvements are made or required including road widening, a NOI and SWPPP may be required.

Sensitive Areas:

- Moderate and steep slopes are located on this parcel. Any development within moderate or steep slope areas shall require geotechnical review.
- This parcel is also located within the Wildfire Hazard Area and Wildland-Urban Interface, additional review and requirements may be required.
- There is a moderate to high liquefaction potential on a portions of the property but as no structures are proposed there is no potential impact.

Public Comment:

Notices were mailed to the property owners located within 300 feet of the subject property. At this time, no public comment regarding this proposal has been received by the Development Services Office.

STAFF DETERMINATION AND FINDINGS OF FACT (4)

It is staff's determination that the request for a conditional use permit for the Musselman Airport, located in the Agricultural (A10) Zone at 11800 South 1300 East with parcel number 16-052-0003 is in conformance with the Cache County Ordinance and should be approved. This determination is based on the following findings of fact:

1. The Musselman Airport conditional use permit has been revised and amended by the conditions of project approval to address the issues and concerns raised within the public and administrative records.
2. The Musselman Airport conditional use permit has been revised and amended by the conditions of project approval to conform to the requirements of Title 17 of the Cache County Code and the requirements of various departments and agencies.
3. The Musselman Airport conditional use permit has been reviewed in conformance with §17.06.070 of the Cache County Ordinance, Standards and Criteria for Conditional Use, and conforms to said title, pursuant to the conditions of approval.
4. A design exception is hereby approved to allow 800 East to function as a 19' wide paved road with 2' wide gravel shoulders, as the additional impact to the road is negligible and no habitable structures are being proposed.

CONDITIONS OF APPROVAL (4)

The following conditions are appurtenant to the existing property and must be accomplished prior to recordation or operation for the development to conform to the County Ordinance and the requirements of county service providers.

1. The proponent shall meet all applicable standards of the Cache County Ordinance.
2. Any further expansion or modification of the facility or site shall require the approval of the designated land use authority.
3. The proponent must follow the site plans and letter of intent submitted to the Cache County Development Services office, except as conditioned by the Cache County Planning Commission herein.
4. If improvement of the private road is necessary within the moderate or steep slope areas the proponent must provide a geotechnical report or engineering sufficient to complete said widening.

U.S. Department
Of Transportation
Federal Aviation
Administration

FAA Form 7480-1, Notice for Construction, Alteration and Deactivation of Airports

Paperwork Reduction Act Burden Statement

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a currently valid OMB Control Number. The OMB Control Number for this information collection is 2120-0036. Public reporting for this collection of information is estimated to be approximately 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, completing and reviewing the collection of information.

All responses to this collection of information are mandatory if the proponent wishes to have the airport on file with the FAA, as required by Title 14 Code of Federal Regulations Part 157, and entered into the National Airspace System. No assurances of confidentiality are given. Send comments regarding this burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden to the FAA at: 800 Independence Ave. SW, Washington, DC 20591, Attn: Information Collection Clearance Officer, ASP-110.

When to File a Notice for Construction, Alteration and Deactivation of Airports

Title 14 Code of Federal Regulations Part 157 requires all persons to notify the FAA at least 90 days before construction, alteration, activation, deactivation, or change to the status or use of a civil or joint-use (civil/military) airport.*

Notice is not required for:

1. Establishment of a temporary airport at which operations will be conducted under visual flight rule (VFR) **and** will be used for less than 30 days with **no more than** 10 operations per day.
2. Intermittent use of a site that is not an established airport, which is used for less than one year **and** at which flight operations will be conducted only under VFR. (Intermittent use means the use of the site for no more than 3 days in any one week and for no more than 10 operations per day.)

* As used herein, the term “Airport” means: Any Landing or Takeoff Area, e.g. Airport, Heliport, Vertiport, Gliderport, Seaplane Base, Ultralight Flightpark or Balloonport.

Required notice will be submitted on this form from each person who intends to the any of the following:

1. Construct or otherwise establish a new airport or activate an airport.
2. Construct, alter, realign, or activate any runway, or other aircraft landing or takeoff area of an airport.
3. Construct, alter realign, or activate a taxiway associated with a landing or takeoff area on a public-use airport.
4. Deactivate, discontinue using, or abandon an airport or any landing or takeoff area of an airport for a period of one year or more.
5. Deactivate, abandon, or discontinue using a taxiway associated with a landing or takeoff area on a public-use airport.
6. Change the status of an airport from private use (use by the owner or use by the owner and other person authorized by the owner) to an airport open to the public or from public-use to another status.

7. Change status from IFR (Instrument Flight Rules) to VFR or VFR to IFR.
8. Establish or change any traffic pattern or traffic pattern altitude or direction.

Section 901 of the Federal Aviation Act of 1958, as amended, provides that any person who violates a rule, regulation, or order issued under Title III of this Act will be subject to a civil penalty not to exceed $1,000 for each violation.

General Instructions – Form Completion

File notice electronically on the Obstruction Evaluation/Airport Airspace Analysis Website (OE/AAA) (https://oeaaa.faa.gov).

Section A – Complete this section.

- Provide the name of the Airport Owner.
- Include contact information (phone number, email address, and mailing address) of the Airport Owner.
- Indicate if the Airport Owner owns the airport property,
- Indicate if the Airport Owner's address is the physical address of the airport. (If the Airport Owner's address is not the physical address of the airport, provide the physical address of the airport in box C.6. Description.)

Section B – Complete this section if the Airport Manager is not the same person listed in section A.

- If the Airport Owner provided in Section A is the Airport Manager, write "SAME" in box B.1. Airport Manager.
- If the Airport Owner provided in Section A is not the Airport Manager, provide the name of the Airport Manager.
- Include contact information (phone number, email address, and mailing address) of the Airport Manager.
- Indicate if the Airport Manager owns the airport property.
- Indicate if the Airport Manager address is the physical address of the airport. (If the Airport Manager's address is not the physical address of the airport, provide the physical address of the airport in box C.6. Description.)

Section C – Provide the reason for notification by completing all applicable items in this section.
Report only one action per form

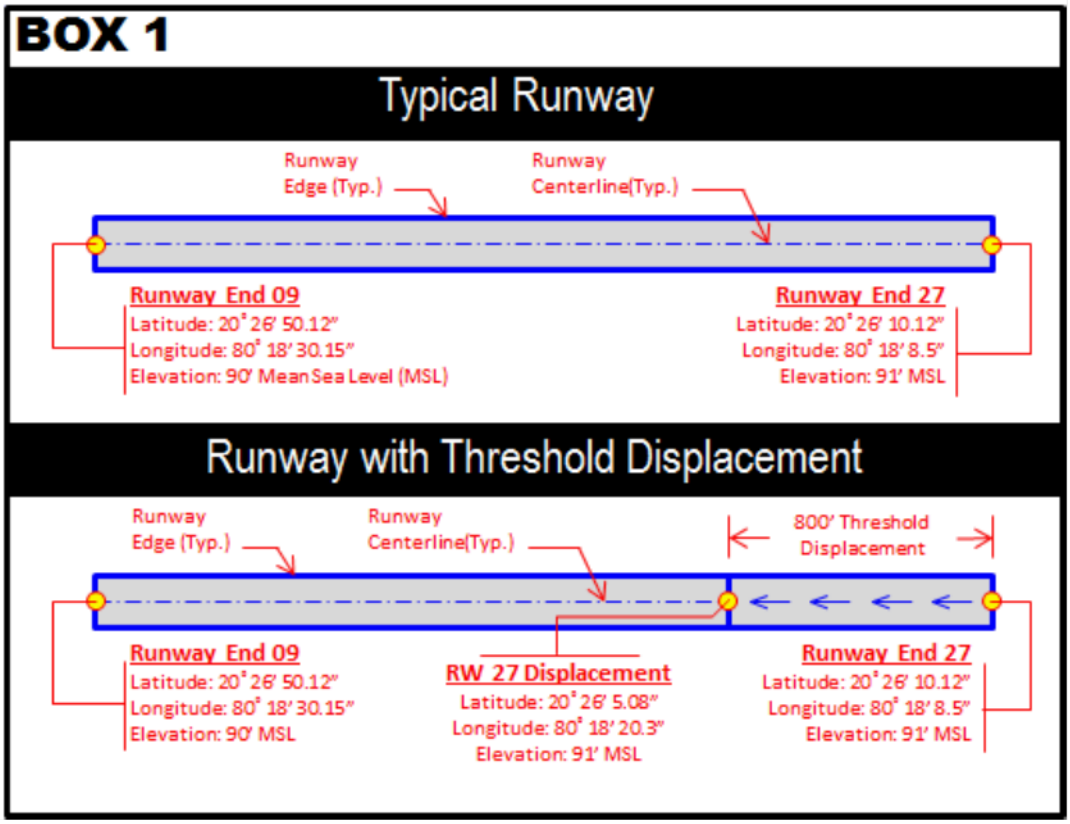
- Section C.1: Select one type of facility.
- Section C.2: Select one. For public-use taxiway, include information in box C.6. Description and depict taxiway layout on airport drawing or sketch.
- Section C.3: Select one. If change is from VFR to IFR, include anticipated IFR procedure in box 6. Description.
- Section C.4: Provide the information proposed for the changes and explain further in box 6. Description.
- Section C.5: Provide appropriate information and include abandonment date in box 6. Description.

Section D – Provide all applicable information.

- Section D.1: Enter name of landing area.
- Section D.2: Enter the Location Identifier (Loc ID) for an existing Airport.
- Section D.3: Enter principle city or town that the airport serves and with which it is normally associated.
- Section D.4: Enter straight-line distance and direction, to the nearest nautical miles, from the Associated City (C.3. above) to the Airport.
- Section D.6: Enter the direction, to the nearest eighth compass point (i.e. E, SE, etc.) from the Associated City to the Airport.
- Section D.7, 8, and 9: Enter the Latitude, Longitude, of the Airport Reference Point and the Airport Elevation.
- Section D.10: Select one Current Use option.
- Section D.11: Select one Ownership option.
- Section D.12: Select Airport Type.

Section E – Provide all applicable information.

- Section E.1: Address each runway end independently, if applicable. Provide runway end coordinates and elevations; and runway threshold coordinates and elevations for runway threshold displacements, if applicable (see an example Box 1 below).



- Section E.2: If helipad is elevated, provide the elevated height above ground level (AGL) and do not add the AGL height to Above Mean Sea Level (AMSL). For Heliports, include the TLOF (Touchdown and Liftoff Area) and FATO (Final Approach and Take Off) dimensions.

Section F – Provide all applicable information.

Section G – All information is required and must be complete.

- **For an Airport/Runway:** Provide a detailed drawing and/or imagery of the proposed landing area depicting latitude, longitude, length and width. The document(s) must show the runway orientation in relation to known roads, terrain etc. such that the FAA can locate the runway(s) accurately and efficiently. Notate any obstructions (buildings, high-line wires, roads, railroads, towers, etc.) within the vicinity of the runway. You must include runway end coordinates and the runway elevations on the runway centerline.
- **For a Heliport:** Provide a detailed drawing, imagery or map identifying the exact location of the heliport in red. The document(s) must show the helipad(s) in relation to known roads, terrain etc. such that the FAA can locate the heliport accurately and efficiently. Provide site plan depicting the landing pad in relation to buildings and other obstacles (light poles, fences, trees, bollards, parking lots) in the vicinity of the landing area. Provide dimensions of the landing pad and the height of the buildings/obstacles and their distance from the helipad. Provide a heliport layout plan (in accordance with FAA Advisory Circular 150/5390-2, Heliport Design) identifying the proposed marking, lights, beacon location, windsock(s), the approach/departure paths (if room allows, the heliport layout plan may be shown on the site plan).

Notification to the FAA does not waive the requirements of any other government agency.

U.S. Department of Transportation
Federal Aviation Administration

OMB CONTROL NUMBER: 2120-0036
EXPIRATION DATE: 10/31/2014

NOTICE FOR CONSTRUCTION, ALTERATION AND DEACTIVATION OF AIRPORTS

A. Airport Owner ☑ Check if this is also the Property Owner

1. Name and Address ☑ Check if this is the Airport's Physical Address
Gregory Musselman
11344 South 1300 East
Avon, UT 84328

2. Phone: (801) 388-7753
3. Email: vancepilot@yahoo.com

B. Airport Manager (Complete if different than the Airport Owner)

1. Name and Address ☐ Check if this is the Airport's Physical Address

2. Phone
3. Email

C. Purpose of Notification (Answer all questions that apply)

1. Construct or Establish an:	☒ Airport ☐ Ultralight Flightpark ☐ Balloonport ☐ Heliport ☐ Seaplane Base ☐ Other
2. Construct, Alter or Realign a:	☒ Runway ☐ Helipad(s) ☐ Other ☐ Taxiway (Public Use Airports only)
3. Change Status From/To:	☐ VFR to IFR ☐ IFR to VFR ☐ Private Use to Public Use ☐ Public Use to Other
4. Change Traffic Pattern:	☐ Direction _____ ☐ Altitude _____ ☐ Other (Describe Below)
5. Deactivate:	☐ Airport ☐ RWY _____ ☐ TWY _____
6. Description: Private Grass Airstrip	

D. Name, Location, Use and Type of Landing Area

1. Name of Landing Area: Musselman Private Airstrip
2. Loc ID (for existing):
3. Associated City and State: Paradise, Utah
4. Distance from City: 3 (nm)
5. County (Physical Location): Cache
6. Direction from City: South East
7. Latitude: 41° 31' 25"
8. Longitude: 111° 48' 5"
9. Elevation: 5,125
10. Current Use: ☐ Private ☐ Public ☐ Private Use of Public Lands
11. Ownership: ☐ Private ☐ Public ☐ Military (Branch) _____
12. Airport Type: ☑ Airport ☐ Ultralight Flightpark ☐ Balloonport ☐ Heliport ☐ Seaplane Base ☐ Other

E. Landing Area Data (List any Proposed, New or Unregistered Runways, Helipads etc.)

1. Airport, Seaplane Base or Ultralight Flightpark (use second page if needed)			2. Heliport, Balloonport or other Landing Area (use second page if needed)		
RWY ID	4 /	12 /	Helipad ID		
Lat. & Long.	Show on attachment(s)	Show on attachment(s)	Lat. & Long.	Show on attachment(s)	Show on attachment(s)
Surface Type	Grass	Grass	Surface Type		
Length (feet)	871	871	TLOF Dimensions		
Width (feet)	25	25	FATO Dimensions		
Lighting (if any)	None	None	Lighting (if any)		
Right Traffic (Y/N)	N /	Y /	Ingress/Egress (Degrees)		
Elevation (AMSL)	Show on attachment(s)	Show on attachment(s)	Elevation (AMSL)	Show on attachment(s)	Show on attachment(s)
VFR or IFR	VFR /	VFR /	Elevated Height (AGL)		

F. Operational Data (Indicate if the number provided is Actual or Estimated)

	1. Number of Based Aircraft		2. Average Number of Monthly Landings	
	Present or Estimated	Estimated in 5 Years	Present or Estimated	Estimated in 5 Years
Single Engine	1	1	10	10
Multi Engine				
Jet				
Helicopter				
Glider				
Military				
Ultralight				

3. What is the Most Demanding Aircraft that operates or will operate at the Airport? (Provide approach speed, rotor diameter, etc. if known)
Kitfox (Experimental), 45 knots approach speed, 35 ft wing span.

4. Are IFR Procedures for the Airport Anticipated? ☐ **Yes** ☐ **No** **if Yes, Within** _____ **Years**

G. CERTIFICATION: I hereby certify that all of the above statements made by me are true and complete to the best of my knowledge.

1. Name, title of person filing this notice (type or print): Gregory Musselman
2. Signature (in ink):
3. Date
4. Phone
5. Email

U.S. Department
of Transportation
Federal Aviation
Administration

Denver Airports District Office
26805 East 68th Ave., Suite 224
Denver, CO 80249-6361
(303) 342-1250

August 28, 2015

Mr. Gregory Musselman
11344 South 1300 East
Avon, Utah 84328

Dear Mr. Musselman:

Airspace Case No. 2015-ANM-1194-NRA

An airspace analysis has been completed for the proposed private use Musselman Airport, Paradise, Colorado, at the revised location as submitted on Form 7480-1 (previous case #2014-ANM-1340-NRA). Based on this study, the Federal Aviation Administration (FAA) has no objection.

Operations should be conducted in accordance with the communications requirements and restrictions of the overlying class of airspace. We recommend that a clear 20:1 approach slope be established and maintained.

Please check the performance capabilities of the aircraft you intend to operate at your airport to ensure you have adequate runway length. All users of the airport should be briefed on operating conditions at the airport.

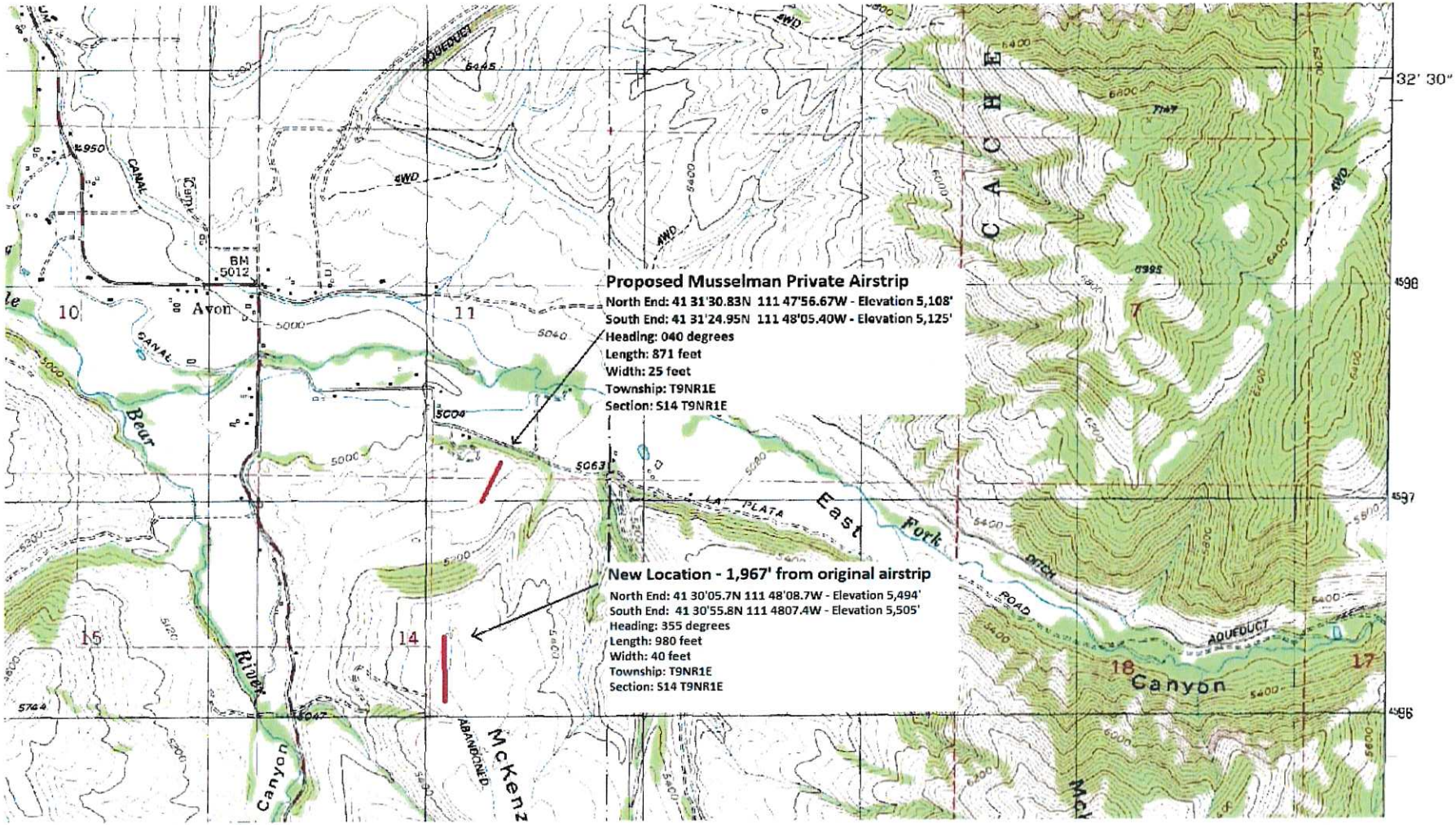
This determination does not mean FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of airspace by aircraft and with respect to the safety of persons and property on the ground. This determination does not relieve the proponent of responsibility for compliance with any local law, ordinance or regulations, or state or other Federal regulations.

In making this determination, the FAA has considered matters such as the effect the proposal would have on the existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected program of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed man-made objects (on file with the FAA) and known natural objects within the affected area would have on the proposal.

The FAA cannot prevent the construction of structures near an airport. The airport environs can only be protected through such means as local zoning ordinances or acquisition of property rights. It is up to you, as the owner, to provide for this protection.

No evaluation of the environmental aspects of the proposal was made in reaching this determination. Therefore, this determination is not to be construed as approval of the proposal from an environmental standpoint under Public Law 91-190 (National Environmental Policy Act of 1969).

In order to avoid placing any unfair restrictions on users of the navigable airspace, **if your facility does not become operational by August 31, 2016, this determination will expire unless you request a time extension.**


Proposed Musselman Private Airstrip
North End: 41 31'30.83N 111 47'56.67W - Elevation 5,108'
South End: 41 31'24.95N 111 48'05.40W - Elevation 5,125'
Heading: 040 degrees
Length: 871 feet
Width: 25 feet
Township: T9NR1E
Section: S14 T9NR1E
New Location - 1,967' from original airstrip
North End: 41 30'05.7N 111 48'08.7W - Elevation 5,494'
South End: 41 30'55.8N 111 4807.4W - Elevation 5,505'
Heading: 355 degrees
Length: 980 feet
Width: 40 feet
Township: T9NR1E
Section: S14 T9NR1E
32' 30"
4598
4597
4596
Avon
CANAL
AQUEDUCT
BM 5012
Beur
River
Canyon
ABANDONED
McKenz
LA PLATA
East
Fork
ROAD
AQUEDUCT
18
Canyon
17
15
14
10
11
7
CACHE

Greg Musselman
11344 South 1300 East
Avon, UT 84328
August 29, 2015

Chris Harrild
Development Services Department
179 North Main, Suite 305
Logan, UT 84321

Dear Mr. Harrild

Attached you will find a conditional use permit application for the use of parcel 16-052-0003 as a personal airstrip. You will also find an approved airspace study of the proposed site conducted by the Federal Aviation Administration (FAA) along with the documents submitted to the FAA. In addition, a satellite photo of the proposed site with measurements to surrounding structures is also provided.

Proposed Airstrip Use:

1. VFR (Visual Flight Rules) use only.
2. Per FAR 91.119 (C) all aircraft will maintain a 500 foot clearance from persons, vessels, vehicles, and structures.
3. Straight-in approaches from the North or departures to the North will be minimized to avoid overflight of any neighboring structures.
4. A right hand traffic pattern (to the East) will be used for all North flow traffic to eliminate any over-flight of any neighboring structures.
5. See attached design criteria for compliance with AC150/5300-13A.
6. There will be no employees at the site.
7. The airstrip will be available for use when visibility allows, year round.
8. There is no public traffic or parking at the site. Access to the site will be by dirt road to the West of the proposed airstrip and is clearly visible on the aerial photographs. Only one vehicle will be parked at the field when the airstrip is in use.
9. There will be no signage at the site.
10. A wind sock will be erected at the site and maintenance of the airstrip surface will be accomplished with a tractor for mowing and light grading. STOL (short field takeoff and landing) aircraft in the AAC (aircraft approach criteria) AI VIS capable of utilizing the 980 X 40 foot grass airstrip will be used at the site and is for private use only.
11. There will be no waste or garbage at the site.

Please let me know if you have any questions concerning this proposal. You can contact me by email at vancepilot@yahoo.com or by phone at 801-3887753. Thank you for your time and consideration. I look forward to hearing from you soon.

Sincerely,

Greg Musselman

Design Criteria – Musselman Airstrip

Introduction

Per the new ordinance 6310 in the Cache County Code a copy of the design criteria per Federal Aviation Administration AC 150/5300-13A must be submitted to the county at the time of application. It should be noted that an AC or Advisory Circular is not generally regulatory in nature, as opposed to FAR's or Federal Aviation Regulations, except under certain circumstances. The latest AC 150/5300-13A, dated 28 September 2012, states on page 1, paragraph 3, that "In general, use of this AC is not mandatory" with the exception of those airports that are certificated (airports with scheduled air carrier operations with more than nine passenger seats or unscheduled air carrier operations with more than 30 passenger seats) or federally funded.

This application is for a private airstrip that will not be certificated or federally funded. Much of the requirements in AC 150/5300-13A pertain to airports that use IFR (Instrument Flight Rules) and instrument approaches to be used in marginal weather conditions. The proposed airstrip will be used under VFR (Visual Flight Rules) in visual conditions only. Many private airstrips do not comply with the recommendations in AC 150/5300-13A due to a host of factors, but sufficiently meet the needs of their owners to safely operate a private aircraft. As an example of private airstrips in Utah that do not comply with AC 150/5300-13A for length and width that are registered with the FAA are West Desert Airpark (UT99), Charlevoix Airport (2UT5), Number 18 Airport (UT13), and Hoytsville Airport (38UT). The details of these airports can be viewed at www.airnav.com using the airport identifiers provided. It should also be noted in the FAA airspace approval letter submitted with this application, it is up to the applicant to ensure the available runway is sufficient to accommodate the aircraft to be used at the field.

With that in mind, the following will demonstrate the proposed airstrip is sufficiently long and wide to safely operate the aircraft intended to be used at the airstrip. In addition, the recommendations stated in AC 150/5300-13A will also be listed for comparison.

Proposed Airstrip and Aircraft Capability

The proposed airstrip will have a mowed grass surface and is intended to be 980 feet long and 40 feet wide. The field elevation is 5,487 feet above sea level. Access will be via dirt road to the West of the airstrip that is clearly visible on the aerial photos included in the application.

The primary aircraft to be used at this airstrip is a Kitfox. Other aircraft with STOL (Short Takeoff and Landing) capability such as a Super Cub could use the airstrip with sufficient safety margin. Below are the specifications of a Kitfox aircraft per the manufacturer website. Please compare the Kitfox takeoff and landing distances (500ft) with the length of the proposed airstrip (980ft).

Kitfox Specifications	
Powerplant	Rotax 912 four-stroke, horizontally opposed four-cylinder; 80 hp @ 5,500 rpm
Propeller	GSC wood, three-blade, ground-adjustable 68-in diameter
Length	17 ft 8 in
Height	5 ft 8 in
Wingspan	32 ft
Wing area	130.8 sq ft
Wing loading	8.02 lb/sq ft
Power loading	13.12 lb/hp
Seats	2
Cabin width	3 ft 3 in
Cabin height	3 ft 5 in
Empty weight	485 lb
Max ramp weight	1,050 lb
Max takeoff weight	1,050 lb
Useful load	565 lb
Payload w/full standard fuel	507 lb
Fuel capacity, std	9.75 gal (9.75 gal usable) 58.5 lb (58.5 lb usable)
Fuel capacity, w/opt tanks	36 gal (35.5 gal usable) 216 lb (213 lb usable)
Baggage capacity	50 lb, 4.5 cu ft
Performance	
Takeoff distance, ground roll	200 ft
Takeoff distance over 50-ft obstacle	500 ft
Max demonstrated crosswind component	15 kt
Rate of climb, sea level	1,300 fpm
Max level speed, sea level	100 kt
Cruise speed/endurance w/45-min rsv, std fuel (fuel consumption, ea engine)	
@ 75% power, best economy, 8,000 ft	74 kt/2.3 hr (13.2 pph/3.2 gph)
Service ceiling	15,000 ft
Landing distance over 50-ft obstacle	500 ft
Landing distance, ground roll	250 ft
Limiting and Recommended Airspeeds	
VX (best angle of climb)	39 KIAS
VY (best rate of climb)	56 KIAS
VA (design maneuvering)	70 KIAS
VFE (max flap extended)	70 KIAS
VNO (max structural cruising)	74 KIAS
VNE (never exceed)	104 KIAS
VR (rotation)	30 KIAS
VS1 (stall, clean)	33 KIAS
VSO (stall, in landing configuration)	30 KIAS

Design Criteria Per AC 150/5300-13A

The design criteria in AC 150/5300-13A cover the smallest to the largest airports. Much of the advisory circular does not apply to a small grass airstrip. Those attributes that do apply to a small private airstrip are listed below. It is important to know that the airstrip criteria and aircraft criteria are determined by the approach speed and size of the aircraft intended to be used at airport.

Design Aircraft – *AI VIS*

Aircraft Approach Category (ACC) – ***A*** (approach speed less than 90 knots)

Airplane Design Group (ADG) - ***I*** (Tail Height <20', Wingspan <49')

Visibility – ***VIS*** (Visual)

Runway Length – *465ft – 1,238ft*

AC 150/5300-13A references AC 150/5325-4 to determine a recommended runway length based on aircraft approach speeds and field elevation.

> 203. SMALL AIRPLANES WITH APPROACH SPEEDS OF LESS THAN 30 KNOTS. Airplanes with approach speeds of less than 30 knots are considered to be short takeoff and landing or ultra light airplanes. Their recommended runway length is 300 feet (92 meters) at mean sea level. Runways located above mean sea level should be increased at the rate of 0.03 x airport elevation above mean sea level to obtain the recommended runway length at that elevation.
>
> ***(5,487ft x .03) + 300ft = 465ft***
>
> 204. SMALL AIRPLANES WITH APPROACH SPEEDS OF 30 KNOTS OR MORE BUT LESS THAN 50 KNOTS. The recommended runway length is 800 feet (244 meters) at mean sea level. Runway lengths above mean sea level should be increased at the rate of 0.08 x airport elevation above mean sea level to obtain the recommended runway length at that elevation.
>
> ***(5,487ft x .08) + 800ft = 1,238ft***
>
> 304. Runway geometry.
>
> a. Runway length.
>
> AC 150/5325-4 and aircraft flight manuals provide guidance on runway lengths for airport design, including declared distance lengths. The following factors are some that should be evaluated when determining a runway length: (1) Airport elevation. (2) Local prevailing surface wind and surface temperature. (3) Runway surface conditions and slope. (4) Performance characteristics and operating weight of aircraft.

Runway Design Standards

The AC 150/5300-13A suggests that as a minimum, runway design and runway extensions must evaluate the following design elements. Below is a list of the elements recommended along with the paragraph number in the AC 150/5300-13A where the definitions of each element can be found:

(1) RSA, paragraph 307.

(2) OFZ, paragraph 308.

(3) Runway Object Free Area (ROFA), paragraph 309.

(4) Runway Protection Zone (RPZ), paragraph 310.

(5) Approach and Departure Surfaces, paragraphs 303.b and 303.c.

Due to non-existent obstacles on either end of the runway, a displaced threshold will not be necessary. According to Table 3-2 the runway type will be I.

(6) Runway to taxiway separation standards, interactive Table 3-5.

No taxiways are planned for the airstrip.

(7) Runway visibility zone, Figure 3-7.

Not required since there are no crossing taxiways or crossing runways.

(8) Threshold siting standards, Table 3-2.

Not required since there are no taxiways.

Runway Design Matrix

Below is an extract of the runway design matrix from appendix 7 of AC 150/5300-13A for category A/B I small aircraft. The proposed airstrip and comments columns represent a comparison of the proposed airstrip to the recommendations presented by AC 150/5300-13A . You will notice that the proposed airstrip meets most of the design recommendations with the exceptions of runway length and width. This does not pose any difficulty since the performance of the aircraft intended to use the airstrip have more than sufficient performance capability to use an airstrip of the proposed size and still retain a significant safety margin. Just as the FAA approved airstrips mentioned earlier that do not meet all of the AC 150/5300-13A design recommendations, aircraft performance and safety are the most significant factors in determining runway requirements. In this case, the proposed airstrip more than meets the requirements of the aircraft intended to be used at the site.

Runway Design Standards Matirx Comparison

Aircraft Approach Criteria (AAC) and Airplane Design Group (ADG):		A/B - I Small Aircraft		
ITEM	**DIM**	Requirements Visual Category	Proposed Airstrip	Comments
Runway Design				
Runway Length	A	465ft – 1,238ft	980 ft	Sufficient for aircraft capability
Runway Width	B	60 ft	40 ft	Sufficient for aircraft capability
Shoulder Width		10 ft	N/A	No shoulder is planned
Blast Pad Width		80 ft	N/A	Jet aircraft will not use the airstrip
Blast Pad Length		60 ft	N/A	Jet aircraft will not use the airstrip
Crosswind Component		10.5 knots	15 knots	Aircraft capability exceeds requirement
Runway Protection				
Runway Safety Area (RSA)				
Length Beyond Departure End	R	240 ft	240 ft	Airstrip location meets or exceeds requirements
Length Prior to Threshold	P	240 ft	240 ft	Airstrip location meets or exceeds requirements
Width	C	120 ft	120 ft	Airstrip location meets or exceeds requirements
Runway Object Free Area (ROFA)				
Length Beyond Departure End	R	240 ft	240 ft	Airstrip location meets or exceeds requirements
Length Prior to Threshold	P	240 ft	240 ft	Airstrip location meets or exceeds requirements
Width	Q	240 ft	240 ft	Airstrip location meets or exceeds requirements
Runway Obstacle Free Zone (ROFZ)				
Length		200 ft	200 ft	Airstrip location meets or exceeds requirements
Width		250 ft	250 ft	Airstrip location meets or exceeds requirements
Precision Obstacle Free Zone (POFZ)				
Length		N/A	N/A	No instrument approaches at airstrip
Width		N/A	N/A	No instrument approaches at airstrip
Approach Runway Protection Zone (RPZ)				
Length	L	1,000 ft	1,000 ft	Airstrip location meets or exceeds requirements
Inner Width	U	250 ft	250 ft	Airstrip location meets or exceeds requirements
Outer Width	V	450 ft	450 ft	Airstrip location meets or exceeds requirements
Acres		8.035	8.035	Airstrip location meets or exceeds requirements
Departure Runway Protection Zone (RPZ)				
Length	L	1,000 ft	1,000 ft	Airstrip location meets or exceeds requirements
Inner Width	U	250 ft	250 ft	Airstrip location meets or exceeds requirements
Outer Width	V	450 ft	450 ft	Airstrip location meets or exceeds requirements
Acres		8.035	8.035	Airstrip location meets or exceeds requirements
Runway Separation				
Runway Centerline to:				
Parallel Runway Centerline	H		N/A	No parallel runway are planned
Holding Position		125 ft	N/A	No hold position or taxiways are planned
Parallel Taxiway/Taxilane Centerline	D	150 ft	N/A	No taxiways are planned
Aircraft Parking Area	G	125 ft	N/A	Only one aircraft will use the airstrip

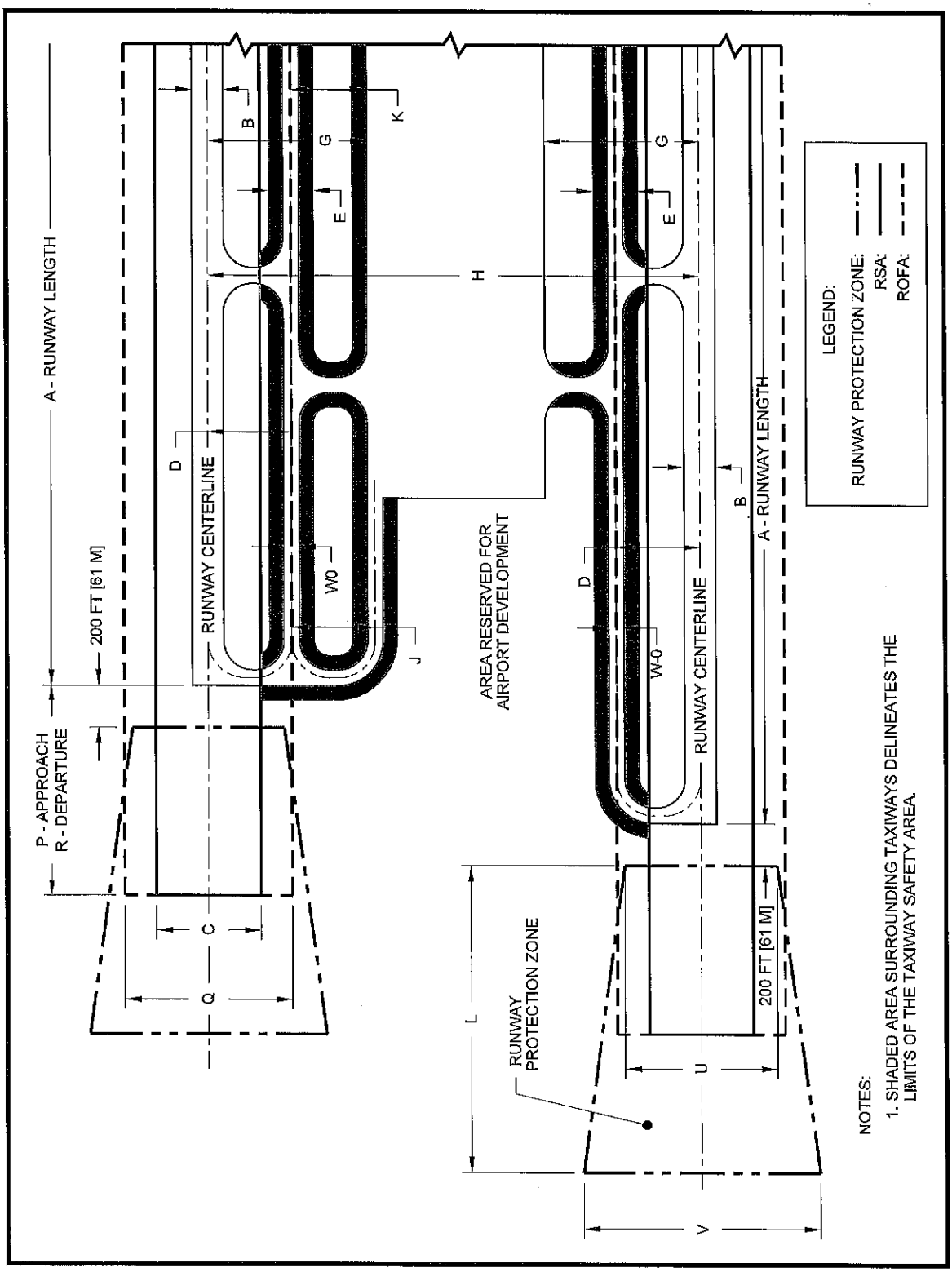
Appendix 7. Runway Design Standards Matrix

Table A7-1. Runway design standards matrix, A/B-I Small Aircraft

Aircraft Approach Category (AAC) and Airplane Design Group (ADG):		A/B - I Small Aircraft			
ITEM	**DIM** [1]	VISIBILITY MINIMUMS			
		Visual	Not Lower than 1 mile	Not Lower than 3/4 mile	Lower than 3/4 mile
RUNWAY DESIGN					
Runway Length	A	*Refer to paragraphs 302 and 304*			
Runway Width	B	60 ft	60 ft	60 ft	75 ft
Shoulder Width		10 ft	10 ft	10 ft	10 ft
Blast Pad Width		80 ft	80 ft	80 ft	95 ft
Blast Pad Length		60 ft	60 ft	60 ft	60 ft
Crosswind Component		10.5 knots	10.5 knots	10.5 knots	10.5 knots
RUNWAY PROTECTION					
Runway Safety Area (RSA)					
Length beyond departure end [9, 10]	R	240 ft	240 ft	240 ft	600 ft
Length prior to threshold	P	240 ft	240 ft	240 ft	600 ft
Width	C	120 ft	120 ft	120 ft	300 ft
Runway Object Free Area (ROFA)					
Length beyond runway end	R	240 ft	240 ft	240 ft	600 ft
Length prior to threshold	P	240 ft	240 ft	240 ft	600 ft
Width	Q	250 ft	250 ft	250 ft	800 ft
Runway Obstacle Free Zone (ROFZ)					
Length		*Refer to paragraph 308*			
Width		*Refer to paragraph 308*			
Precision Obstacle Free Zone (POFZ)					
Length		N/A	N/A	N/A	N/A
Width		N/A	N/A	N/A	N/A
Approach Runway Protection Zone (RPZ)					
Length	L	1,000 ft	1,000 ft	1,700 ft	2,500 ft
Inner Width	U	250 ft	250 ft	1,000 ft	1,000 ft
Outer Width	V	450 ft	450 ft	1,510 ft	1,750 ft
Acres		8.035	8.035	48.978	79.000
Departure Runway Protection Zone (RPZ)					
Length	L	1,000 ft	1,000 ft	1,000 ft	1,000 ft
Inner Width	U	250 ft	250 ft	250 ft	250 ft
Outer Width	V	450 ft	450 ft	450 ft	450 ft
Acres		8.035	8.035	8.035	8.035
RUNWAY SEPARATION					
Runway centerline to:					
Parallel runway centerline	H	*Refer to paragraph 316*			
Holding Position		125 ft	125 ft	125 ft	175 ft
Parallel taxiway/taxilane centerline [2, 4]	D	150 ft	150 ft	150 ft	200 ft
Aircraft parking area	G	125 ft	125 ft	125 ft	400 ft

Note:

- Values in the table are rounded to the nearest foot. 1 foot = 0.305 meters.

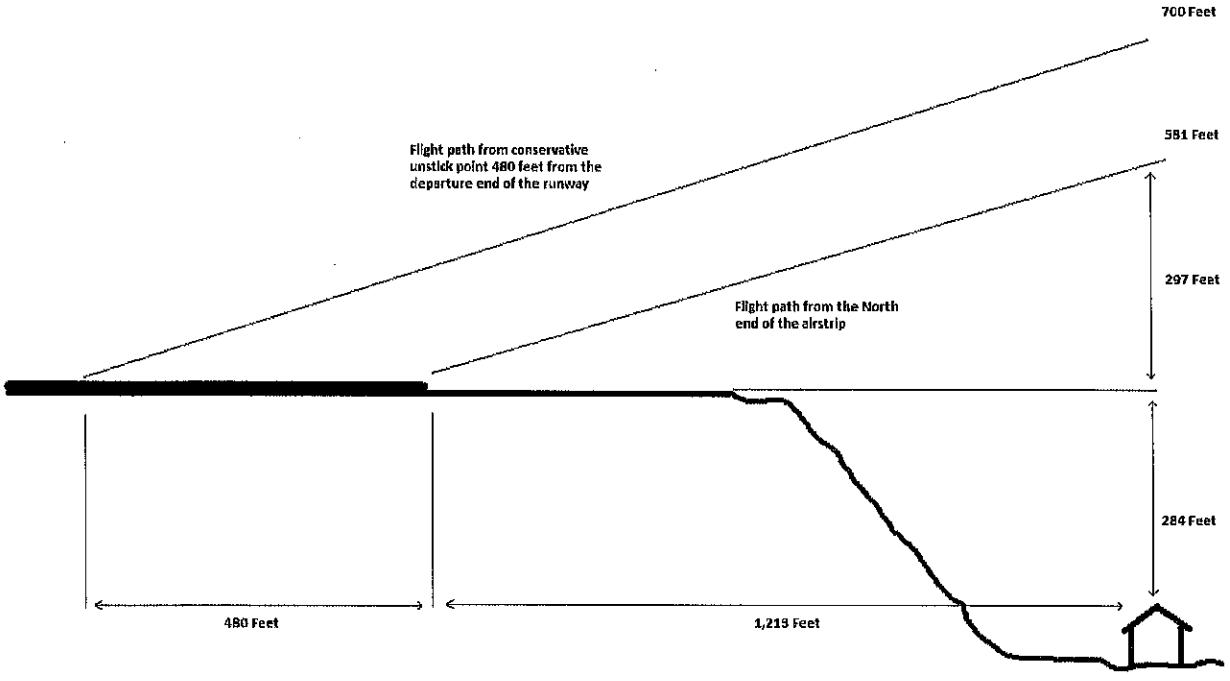


Note: Dimension letters are keyed to interactive Table 3-5, Table 4-1 and Table 4-2.

Figure 3-26. Typical airport layout

Obstacle Clearance Requirements

One item that is not discussed in AC 150/5300-13A is Federal Aviation Regulation (FAR 91.119 C) which specifies the requirement to maintain clearances from structures. In this case, in a rural area, it is required that an aircraft maintain 500ft from persons, vessels, vehicles, and structures. The structure closest to the airstrip is the Philips home to the North of the airstrip (see included aerial diagrams). The Philips home is 284ft below the airstrip elevation and is 1,213ft from the North end of the airstrip. In a "worst case scenario" if the aircraft were to lift off at the very end of the runway and climb straight ahead at 60mph at a 1,300fpm climb, the aircraft would be at 581ft above the Philips home. Since only 500ft is required for takeoff in a Kitfox, it will lift off 480ft sooner providing more time to climb providing a 700ft clearance from the Philips home. These figures are for worst case straight out takeoff scenarios to demonstrate that the 500ft buffer will not be breached (see diagram below). It should be noted that any takeoffs to the North will follow the departure routes indicated on the aerial photographs provided in the application paperwork. At no time will a departure to the North be straight out over the Philips home but will be in accordance with the departure routes or traffic pattern indicated in the application aerial photographs.



500 Foot Clearance from Closest Structure 1,300 FPM @ 60 MPH

Summary

The proposed personal airstrip meets the requirements of AC 150/5300-13A. Though the runway length and width of the proposed site are less that the recommended dimensions, AC 150/5300-13A makes allowances for aircraft performance to be a significant factor in determining runway dimensions. It is clear that the aircraft to be used at the site has more than enough performance to operate safely from this site. It should be noted that the aircraft to be operated at the site safely operated from a dirt airstrip that is 871 feet long and 25 feet wide for several month. It has also been demonstrated that the required 500ft buffer from structures will be met. The airstrip is located on the top of a hill and is not visible from any surrounding home or public road. It is the intention of the operator to operate in such a way that most neighbors will not realize an airstrip is in the area. The proposed traffic patterns will eliminate direct overflight of any structures increasing safety and respecting neighbors. There will be little to no environmental impact since the airstrip will be a mowed grass area that will be lightly used.

Airstrip Measurements

Strip

Elevation – 5,487'
Distance from original strip – 1,967'
Start of strip – 145' from Y in road
North End - 41°39'55.8 N 111°08.7 W - 5,494' Elevation
South End - 41°30'55.8 N 111°48'07.4 W – 5,505 Elevation
Length – 980'
Width – 40'
Heading – 355 degrees

Phillips House

Elevation – 5,203'
Distance from Tree – 1,213'
Distance from fence line – 425'

Rynn's Barn

Elevation – 5,166'
Distance from Tree – 1,873'
Distance from fence line – 1,480'

Musselman House

Elevation – 5,163'
Distance from Tree – 2,067'
Distance from fence line –1,648'

Stocker House

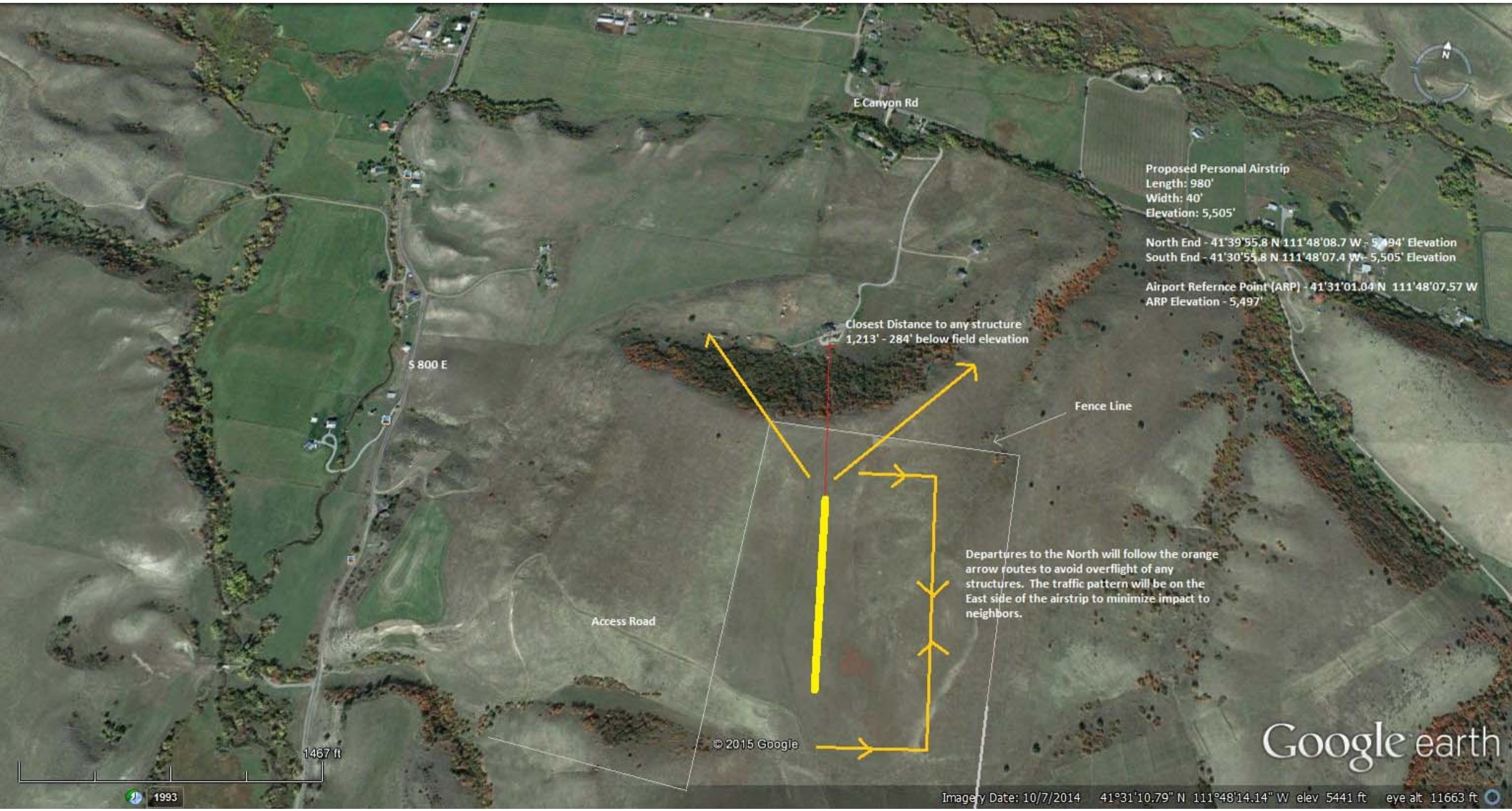
Elevation – 5,139'
Distance from Tree – 2,140'
Distance from fence line –1,720'

Killian House

Elevation – 5,113'
Distance from Tree – 2,072'
Distance from fence line –1,797'

Pulsipher House

Elevation – 5,076'
Distance from Tree – 2,350'
Distance from fence line –1,993'


E Canyon Rd
S 800 E
Proposed Personal Airstrip
Length: 980'
Width: 40'
Elevation: 5,505'
North End - 41°39'55.8 N 111°48'08.7 W - 5,494' Elevation
South End - 41°30'55.8 N 111°48'07.4 W - 5,505' Elevation
Airport Refernce Point (ARP) - 41°31'01.04 N 111°48'07.57 W
ARP Elevation - 5,497'
Closest Distance to any structure
1,213' - 284' below field elevation
Fence Line
Departures to the North will follow the orange arrow routes to avoid overflight of any structures. The traffic pattern will be on the East side of the airstrip to minimize impact to neighbors.
Access Road
© 2015 Google
1467 ft
1993
Google earth
Image v Date: 10/7/2014 41°31'10.79" N 111°48'14.14" W elev 5441 ft eye alt 11663 ft

STAFF REPORT: AMALGA MX PARK CUP

01 October 2015

This staff report is an analysis of the application based on adopted county documents, standard county development practices, and available information. The report is to be used to review and consider the merits of the application. Additional information may be provided that supplements or amends this staff report.

Agent: Shane "T" Parker
Staff Determination: Approval with conditions
Type of Action: Administrative
Land Use Authority: Cache County Planning Commission

Parcel ID#: 08-032-0002, 08-030-0024 and 08-030-0026

PROJECT LOCATION

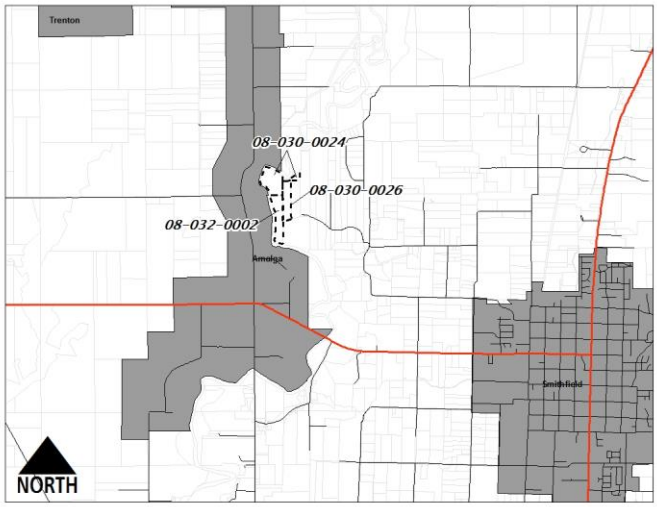
Reviewed by: *Stephanie Nelson - Planner I*

Project Address:
6700 North 1900 West
Amalga, Utah 84335

Current Zoning:
Agricultural (A10) Zone

Acres: 68

Surrounding Uses:
North – Agricultural/Residential
South – Agricultural/Residential
East – Agricultural/Residential
West – Agricultural/Residential/Amalga City



PROJECT PURPOSE, APPLICABLE ORDINANCE, SUMMARY, AND PUBLIC COMMENT

Purpose:
To review and make a decision regarding the request for a conditional use permit to allow the use of a motocross park.

Ordinance:
This proposed use is best defined as "5100 Recreational Facility" under Cache County Ordinance §17.07.020 Definitions, and as per §17.09.030 Schedule of Uses by Zone, this use is permitted as a conditional use in the Agricultural (A10) Zone only if reviewed and approved in accordance with the conditional use review procedures of §17.06 Uses. These procedures are detailed under §17.06.060 Conditional Uses and §17.06.070 Standards and Criteria for Conditional Use.

DEVELOPMENT SERVICES DEPARTMENT
179 NORTH MAIN, SUITE 305
LOGAN, UTAH 84321

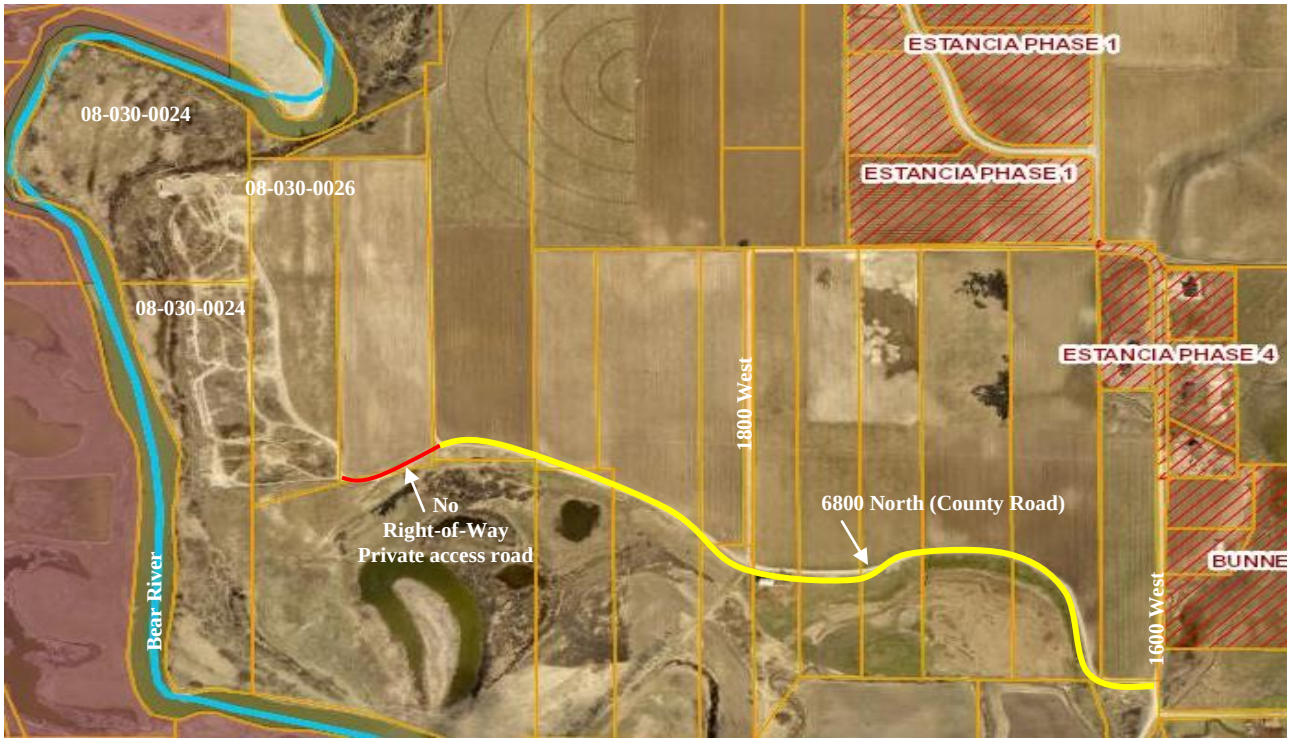
PHONE: (435) 755-1640 FAX: (435) 755-1987
EMAIL: devservices@cachecounty.org
WEB: www.cachecounty.org/devserv

Summary:
This track has been open to the public since the fall of 2014. A complaint to our office directed our investigation of the site. Once we confirmed that the use was occurring, the property owner and operator were invited to either cease operations or apply for a conditional use permit.

The proposed use will function as a motocross bike course. At the 13 August 2015 Planning Commission meeting Shane Parker made verbal amendments to his previous conditional use permit request. Mr. Parker has since provided an updated letter of intent (LOI). The new LOI proposes the hours of operation to vary between 8:00 a.m. – 4:00 p.m., On Saturday and Sunday, with random use throughout the week from 8:00 a.m. – 8:00 p.m. Proposed parking would be on-site with approximately 50-100 vehicles. This is the equivalent road impact of 5-10 homes. Races are no longer proposed, this site would only be used as a practice track.

Maintenance of the site will be managed by Amalga MX Park, LLC. Three volunteers will be located on site when in use. There will be a tractor, water truck, bull dozer, and skid steer for track and road access maintenance kept on-site.

Site plan: N



Access and Parking:

- Access to the site is via county road 6800 North and a private access road, and is inadequate.
- County road 6800 North is a 16'-20' wide gravel road and the private access is an 18' wide gravel road. The access roads must be improved starting from 1600 West to the site.
- The Cache County Manual of Roadway Design and Construction Standards requires the following for access to the site from 1600 West:
    1. A recorded easement for the private road.
    2. A minimum 24' width consisting of two 10' wide gravel travel lanes, with 2' wide gravel shoulders. Pavement is not required due to the intermittent nature and impact of the use on the access roads.
    3. An encroachment permit for work to be done in the county right-of-way.

- As per §17.22 Off-Street Parking Standards, a parking analysis for the facility must be completed by a licensed professional. All parking must be done off-street and in a designated parking area on-site. Parking is not permitted in the Cache County right-of-way.

Service Provision:

- Emergency access to the site from 6800 North is adequate, as no structures are proposed. Fire protection will be provided by the Smithfield Fire District.
- The county does/will not provide winter maintenance on 6800 North. The county grades 6800 North in the spring.
- Amalga City water line crosses parcels 08-032-0002 and 08-030-0026.

Storm Water:

- A Notice of Intent (NOI) and Stormwater Pollution Prevention Plan shall be required. Best Management Practices (BMP's) should include and define how storm water will be controlled on-site.

Sensitive Areas:

- Wetlands and the FEMA floodplain may be located within the conditional use permit boundary, but do not appear to be located in the developed area. Any additional development of this property may require wetland delineation.
- Moderate slopes, and to a minimal degree steep slopes, are located within the conditional use permit boundary. Any development within moderate or steep slope areas shall require geotechnical review.
- There is a moderate to high liquefaction potential that includes all property within the conditional use permit boundary.

Public Comment:

Notices were mailed to the property owners located within 300 feet and municipalities within one mile of the subject property. At this time no public comment regarding this proposal has been received by the Development Services Department.

STAFF DETERMINATION AND FINDINGS OF FACT (4)

It is staff's determination that the request for a conditional use permit for Amalga MX Park, located in the Agricultural (A10) Zone at 6700 North 1900 West with parcel number(s) 08-032-0002, 08-030-0024, and 08-030-00026 is in conformance with the Cache County Ordinance and should be approved. This determination is based on the following findings of fact:

1. The Amalga MX Park conditional use permit has been revised and amended by the conditions of project approval to address the issues and concerns raised within the public and administrative records.
2. The Amalga MX Park conditional use permit has been revised and amended by the conditions of project approval to conform to the requirements of Title 17 of the Cache County Code and the requirements of various departments and agencies.
3. The Amalga MX Park conditional use permit has been reviewed in conformance with §17.06.070 of the Cache County Ordinance, Standards and Criteria for Conditional Use, and conforms to said title, pursuant to the conditions of approval.
4. Due to the intermittent nature and impact of said use on the access roads, the surface requirement of pavement for roads with greater than 30 ADT is hereby waived and a design exception granted.

CONDITIONS OF APPROVAL (9)

The following conditions are appurtenant to the existing property and must be accomplished prior to recordation or operation for the development to conform to the County Ordinance and the requirements of county service providers.

1. The proponent shall meet all applicable standards of the Cache County Ordinance.
2. Any further expansion or modification of the facility or site shall require the approval of the designated land use authority.
3. The proponent must follow the site plans and letter of intent submitted to the Cache County Development Services office, except as conditioned by the Cache County Planning Commission herein.
4. The proponent must improve 6800 North and the private access to a minimum 24' wide gravel surface,sStarting from 1600 West to the site
5. An easement must be obtained from the end of the county road 6800 West to the site. Said easement must be recorded and a copy provided to the Development Services Office.
6. As per §17.22 Off-Street Parking Standards, a parking analysis for the facility must be completed by a licensed professional. All parking must be done off-street and in a designated parking area on-site. Parking is not permitted in the Cache County right-of-way.
7. A Notice of Intent (NOI) and Storm Water Pollution Prevention Plan shall be required. Best Management Practices (BMP's) should include and define how storm water will be controlled on-site.
8. A sound study performed by a licensed professional must be completed and identify the ambient sound and impact of the noise generated by the use on surrounding properties. The impact must be no more than 10 decibels (dBA) above measured ambient sound at the outside property line at any time of day. During active operation L_{eq} must be used as the comparison measure of motorcycle sound levels to ambient sound level.
9. Removal of material within the 25' wide easement for the Amalga City culinary water line is not permitted.

AMALGA MX PARK LLC
LETER OF INTENT – CONDITIONAL USE PERMIT

Please accept this letter as the Letter of Intent – Conditional Use Permit for Amalga MX Park LLC

a. The intended proposed use is for riding motorcycles.

b. There could be a maximum of 3 volunteer employees.

c. Hours of operation are anticipated as:

Practice Weekends – Sat. & Sun. 8:00 am – 4:00 pm (maximum 7:00 am – 7:00 pm)
Race Weekends – Fri., Sat. & Sun 7:00 am – 7:00 pm
Random Week Days not to exceed 7:00 am – 7:00 pm

d. Anticipated vehicles is 50–100 +/- each day. Parking will be on the property. Property maintenance and accessibility will be by Amalga MX Park LLC

e. No signage anticipated at this time.

f. There will be a tractor, Water Truck, Bull Dozer and Skid steer for track and road access maintenance.

g. Little or no garbage is generated and will be taken care of by users.

Amalga MX Park LLC has been established to provide a safe and fun environment for the riding of motorcycles on dirt in Cache Valley. It is intended to be a family oriented riding park with constant supervision, safe equipment and all riding under safety control. It is anticipated this will be a "practice track" for our riders. Riders may begin as young as 6 years old on mini-bikes and continue up to 25+ years old for State Champions from the State of Idaho, State of Montana, State of Wyoming as well as the State of Utah.

Dirt Bike riding (or better known as Motocross) is becoming a very popular sport in America and Amalga MX Park LLC is extremely excited to bring it to Cache Valley on a well planned, excellent designed, challenging and exciting safe track.

We appreciate your time in considering this request and encourage your approval so the citizens of Cache Valley can enjoy this sport.

Sincerely,

Shane "T" Parker
Amalga MX Park LLC