

CHAPTER SIXTEEN: ERDA AIRPORT COMPATIBLE LAND USE PLAN



Created in the early 1970s as a result of a 1969 study by the Tooele County Commission, under the direction of the Federal Aviation Administration (FAA), the Tooele Valley Airport is located in the Erda Township, and its influence extends outside the township boundaries. It is located at 4,316 feet above mean sea level (AMSL), at Latitude 40 36' 44.18"N, Longitude 112 21' 02.779"W. It is one of thirteen airports within the Wasatch Front Regional Council's Metropolitan Area System Plan (MASP). The airport was evaluated in 1978 in the MASP as a reliever airport where it was determined that an airport master plan was to be developed. In 1984, the first FAA accepted master plan for the airport was completed. The 348.25 acre Tooele Valley Airport is owned and operated by Salt Lake City, Department of Airports. It is identified as FAA site number 25313.01A.

In April, 1994, Salt Lake City Airport Authority produced an airport master plan for the Tooele Valley Airport. It was listed under FAA project No. 3-49-0048-06, and produced by Barnard Dunkelberg and Company. This plan was updated in August 2000 by FAA project No. AIP 3-49-0048-09, titled Airport Layout Plan Update & Capital Improvement Development Program.

The North end of the airport has 36.3 acres of existing jurisdictional wetlands within and adjacent to the existing airport boundaries. The wetlands of the airport must be taken into consideration upon expansion of airport facilities and operations. State highway SR138 runs on a Northeasterly direction on the north end of the airport, and County road Erda Way runs on an East-west direction to the south of the airport. Tooele County is anticipating the construction of a major arterial limited access highway that will run within a mile west of the airport.

Three subdivisions exist at the southwest side of the airport. The Bigelow-Hubbard subdivision consists of 3 lots that are 20 acres or larger. Lot 1 of the Bigelow-Hubbard was vacated and a four, 5 acre lot subdivision known as the Kunz Subdivision put into its place. Golden Gardens subdivision sits on the north side of the county's Erda Way and has 57 building lots. At the time of this amendment, there are two potential subdivisions

that would be located between Golden Gardens and the Salt Lake City Airport property. Each of these two subdivisions are proposed with four lots. Within a mile east of the airport, there is a rural residential one acre zone (RR-1), a P-2 zone (a planned community with RR-1 regulations), a rural residential five acre zone, a manufacturing and distribution (M-D) zone on the north west end, and an agricultural twenty acre zone to the north, west and south.

The zoning around the airport as of September 2001 consists of Agricultural 20 acre minimum (A-20), Rural Residential five acre minimum (RR-5) and a P-2 zone to the west side of the airport, which is regulated by the uses and standards of a Rural Residential one acre minimum (RR-1) regulation. Agricultural protection zones sit to the south, east and west of the airport property, and offer no protection from development for the airport.

According to the 2000 census, there are 40,735 persons living in Tooele County. 91% of the county's population or 37,069 people lived in Tooele Valley in 2000. Tooele County experienced a 53.1% growth between the years of 1990 and 2000. With the proximity to the Wasatch Front as both a commercial and employment base, lower land prices and a desire of many people to live in a rural environment highly accessible to goods, services and employment, growth in Tooele Valley will continue to rise in the foreseeable future. The limiting factors of growth will be culinary ground water resources and inadequate transportation systems.

With the location of the Salt Lake International Airport being approximately twenty-two miles northeast, passenger travel and commercial freight operations at the Tooele Valley Airport are unlikely. The historic use of the airport has been general aviation landing, takeoff and base operation of aircraft. Military flights primarily of helicopter type aircraft have utilized the airport for training activity. No military aircraft are based out of the Tooele Valley Airport.

Tooele Valley has numerous areas that are substantial in size which are zoned and planned for commercial and



industrial development. At the time of this amendment, there is a higher supply of available commercial and industrial property for development than there is a demand. The historic development of industrial properties have been associated with the I-80 interstate system and available raw material resource locations. Commercial activity has been largely located in Lake Point in the unincorporated area of Tooele County or within Tooele and Grantsville cities where the majority of the population base is. There has not been a heavy demand for light commercial aircraft operations.

Throughout the operation of the Tooele Valley Airport, there hasn't been a lot of commercial activity in or around the site. There is currently a fixed base operation, flight training and parachute school operations at the current operation. The airport is based upon a single runway, 16/34, which has been upgraded to accommodate instrument flight operations from the north.

AIRPORT ACTIVITY FORECAST

In accordance with the plan that was updated in August 2000 by Salt Lake City Department of Airports, titled Airport Layout Plan Update & Capital Improvement Development Program, several factors will play either a positive or negative influence in the forecasting of airport activity.

The national and local economy will drastically affect the amount of general aviation activity. Fuel prices, deregulation of airlines, the repeal of investment tax credits have had a negative effect on general aviation in the last 30 years.

The General Aviation Revitalization Act of 1994 provides a positive aspect for the use of general aviation facilities. This act places an eighteen year limit on product liability lawsuits.

Proximity of home and work plays an important part for pilots in selection of basing a location. As more people move into the Tooele Valley, and more businesses open up, there will be a new demand for the airport.

Over the last 30 years, general aviation aircraft are used more for business than for pleasure flying. As the commercial and industrial uses in Tooele Valley continue to grow, it is conceivable that there will be more business

related based aircraft than privately owned pleasure aircraft. There seems to be little possibility of the airport serving as a freight or passenger hub.

Salt Lake City Department of Airports forecasts the total operation levels at the Tooele Valley Airport to be as follows:

2003	37,100
2008	41,250
2013	45,870
2018	51,010

There will be a need for 22 more T-hangars to house aircraft based out of the airport. This will make a total of 30 T-hangars. Maintenance and FBO hangars are not projected by Salt Lake City Department of Airports as they will be demand driven.

SURROUNDING LAND USE GOALS AND POLICIES

Operations of the Tooele Valley Airport should not exceed those forecasted in the April, 1994 general plan , FAA project No. 3-49-0048-06, produced by Barnard Dunkelberg and Company for the Salt Lake Airport Authority. Current ramp tiedowns number 68 and with the consideration of the forecasted operations in their general plan, fixed base aircraft should be limited to no more than 33 aircraft at any time.

While there will be an increase in the utilization of the airport, any sizable expansion of the airport is not foreseen in the next 25 years. With the overall availability of large areas of commercial and industrial planned and zoned areas within Tooele Valley, it is unlikely that any large tracts of land around the Tooele Valley Airport will produce any demand for commercial or industrial uses.

The most compatible land use that could be located around the airport would be those that are tolerant of the noise created by aircraft taking off and landing. Safety is a factor that has been built in to the master plan of the airport by the Salt Lake City Department of Airports in accordance with FAA regulations.

The people in the Erda Township see their community as rural with one to five acre lots and agricultural uses. On the north and south side of SR-138 locating commercial or light industrial zones would be appropriate where they can access the highway. Development pressures for rural



large lot single family residential uses continues to be a driving force in zoning decisions for the area.

The steering committee studying the future land uses around the Tooele Valley Airport found that a compatible rural residential development with private hangars could be made by incorporating an airpark theme. This would provide off site hangars in the rear of lots that could access the taxiways for residents who have private aircraft. Salt Lake City Department of Airports has stated that such a plan is not feasible with current FAA regulations for security reasons.

With the inability to accommodate a mixed combination of aircraft owners/pilots and residential uses, mitigation of nuisances would be best made by regulating the density of rural residential development in the area. Looking at a density of one single family dwelling per five acres is compatible with airport operations for the Tooele Valley Airport. This will recognize the existing RR-1, RR-5 and P-2 zoned areas that have been placed prior to this plan. Future development of such uses at any higher density may limit the ability of the airport to any further expansion and inclusion of larger aircraft operations.

When lots are five acres or more in size, it reduces the potential of ground water contamination due to the use of septic systems for gray and black water waste disposal. Each subdivision shall be evaluated for its suitability to accommodate such development density on a case by case basis. There is no sewage treatment system in the area of the Tooele Valley Airport, and with the layout of large lots, it may be economically unfeasible that such a system will be put in place anytime in the foreseeable future.

Large lot development may be cost prohibitive to putting

in culinary water systems. This means that each lot will have to have an on-site well to serve the domestic needs of the residents. Erda has historically had artesian pressure wells, but as Tooele Valley has developed, the water levels and pressure continue to drop. Any extensive development of the area will create the potential of a draw-down of water levels.

A through road to the east side of the airport is needed to make a connection to SR138 and Erda Way. This road will also serve as a limited access collector road for the land to the east. This new access will provide better access to airport facilities compared to the current access off of Erda Road. This road should have trees planted on the east side to buffer the impact of engine noise to residential areas.

Operations at the airport should be screened to create an aesthetically pleasing environment to the residential areas to the east and west. Recognizing the existing RR-1, RR-5 and P-2 zoning and existing substandard lots, future development should be discouraged and kept to a density of one dwelling to twenty acres or more on the north and south approach to the runway. Buildings can also be required to have more insulation when constructed to mitigate noise impacts occurring as a result of airport operations.

No further runway expansion is anticipated. With the current layout of infrastructure and the built environment, it would be best to make the expansion to the north where the greatest impacts will be the relocation of SR138 and wetland mitigation. Any relocation of Erda Way will present a segregation in the community fabric for Erda, have negative impacts to public safety and create problems where it is the only through east-west route for Tooele Valley. The area to the south of the airport has more development in place than in the north.

