# CHAPTER 33.243
# HELICOPTER LANDING FACILITIES

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## 33.243.010 Purpose

Helicopter landing facilities (HLFs) have unique land use impacts, needs, benefits and characteristics. This chapter provides criteria for the evaluation of proposals for helicopter landing facilities when not located at airports. The criteria ensure that HLFs are consistent with the public interest and safety, and that impacts on surrounding land uses are reduced.

## 33.243.020 Objectives

The following objectives are used to guide the decision-making process in the siting of helicopter landing facilities:

**A.** Limit development of facilities in residential zones to situations where public benefits outweigh the negative impacts;

**B.** Require more protection against impacts from HLFs in residential and some mixed-use zones than in commercial and industrial zones;

**C.** Encourage the consolidation of HLFs and the preplanning for HLFs during the master planning process;

**D.** Encourage the operators of proposed and existing HLFs to coordinate activities and to operate in a manner sensitive to the land uses in flight paths and in nearby areas; and

**E.** Locate HLFs so that they may take advantage of existing natural flight corridors such as freeways and industrial areas.

## 33.243.030 Zones Allowed and Use Related Regulations

**A. Zones where HLFs allowed.** Helicopter landing facilities are allowed as shown in Table 243-1.

**Table 243-1**
**Zones Where HLFs Are Allowed**

| | OS, R, CN<br>CO, CM | CS,CG,CX<br>E, I |
|---|---|---|
| HLF as primary use | Prohibited | CU |
| HLF as accessory use | CU | CU |

**B. Accessory HLFs in the R, CN, CO, and CM zones.** Accessory HLFs in the R, CN, CO and CM zones may only be approved when accessory to medical centers. Only one helicopter is allowed to be located on the site, either permanently or temporarily. Only trips which support the primary use are allowed.

**C. Refueling.** Refueling facilities are allowed in conjunction with an approved HLF, if approved by the Fire Marshal.

**D. Repair facilities.** Repair facilities are allowed only in the I zones. Minor or emergency repairs and routine maintenance are allowed in all zones.

## 33.243.040 Standards

**A. Safety standards.**

1. Federal Standards. Public HLFs must meet the most stringent safety standards since they are used by pilots of varying familiarity with the flight path locations, typical wind effects, and facility layout. To meet this highest level of safety, such facilities must meet all recommended standards of the FAA Heliport Design Guide, AC150/5390. The review body must include any conditions of approval recommended by the FAA as a condition of approval.

2. State Standards. Private HLFs must also meet safety standards as required by the Aeronautics Division of the State of Oregon.

3. Fire Safety Standards. All HLFs must meet fire suppression and safety standards of the Fire Marshal.

**B. Development standards.**

1. Minimum site area. The site area and physical facilities must be able to accommodate aircraft parking and landing pads, motor vehicle and emergency equipment access and parking, buffering and screening, and sufficient helicopter parking spaces to allow the landing of approaching aircraft without delay.

2. Setbacks and minimum distances from residential zones. The review body may impose setbacks and minimum distances from residential zones for HLFs as follows:

a. A distance of 200 feet will be used as a guideline for setbacks for all HLFs developed within residential zones. The distance in commercial and industrial zones is 50 feet, except that for sites abutting residentially zoned land the distance is the 200 feet. All setbacks will be measured from the edge of the landing pad.

b. These distances may be increased or decreased by the review body upon consideration of such factors as the number of flights, hours of operation, types of aircraft, number of aircraft, types of existing land uses in the area, topography, proximity to natural aircraft corridors, and type and nature of the proposed noise mitigation plan.

c. A 20 foot deep area landscaped to at least the L4 standard must be provided around the HLF. The landscape standards are stated in 33.248, Landscaping and Screening. Trees must be located so as to not encroach into a 8 (horizontal) to 1 (vertical) flight path from the landing pad in all directions.

3. Off-street parking. For HLFs which are primary uses, the amount of off-street parking required will be determined during the conditional use review, based on the number of employees, types and number of flights, and types of facilities proposed. There are no additional off-street parking requirements for HLFs which are accessory uses.

4. Street trees. Street trees may be required for all ground level facilities. Trees must be located so as to not encroach into a 8 (horizontal) to 1 (vertical) flight path from the landing path in all directions.

5. Surfacing. All take-off, landing, and parking areas of HLFs must be surfaced with a dust proof material.

**33.243.050 Approval Procedures**
The procedures assigned in this section supercede the conditional use procedures of Chapter 33.815, Conditional Uses.

**A. Conditional use review.**

1. New HLFs. Applications for new helicopter landing facilities are reviewed through a Type III procedure.

2. Modifications or changes to existing helicopter landing facilities are reviewed through the procedures stated below.

a. Type III procedure. In all zones, requests for modifications of existing HLFs which would result in an increase in the number of flights, changes in flight path, number or type of aircraft, hours of operation, and changes in approved setbacks or minimum distances from other uses are reviewed through a Type III procedure.

b. Type II procedure. All other modifications are reviewed through a Type II procedure.

**B. Noise review.** The applicant must obtain approval for the proposal from the City of Portland Noise Review Board prior to submitting an application for conditional use review to BDS. The Noise Review Board may request the assistance of the Department of Environmental Quality (DEQ) while reviewing the application. This requirement applies to requests for new HLFs and modifications of existing HLFs that are subject to a Type III procedure review.

**C. Other reviews.**

1. State review. The applicant must obtain provisional approval from the State of Oregon Aeronautics Division prior to submitting the conditional use permit application to BDS.

2. FAA review. For facilities which require Federal Aviation Administration (FAA) approval, the applicant must file FAA Form 7480 "Notice of Landing Area Proposal" and must comply with all FAA regulations prior to the issuance of a building permit.

**D. Master plans.** Any use submitting a conditional use master plan must include any anticipated HLFs as part of the master plan. The review body may require a master plan when an HLF is proposed as part of a conditional use.

**33.243.060 Required Information**
All applications for helicopter landing facilities must include the following information in addition to the application requirements of 33.730.060.

**A. Site plan.** A detailed site plan of the project showing the layout of the aircraft landing and parking spaces, fire suppression equipment and access, auto parking areas, fences, landscaping, lights, walkways, adjacent streets and other details which relate to the development standards listed in 33.243.040 above.

**B. Flight paths.** An approach/departure flight path site plan showing proposed flight path locations, widths, lengths, slopes and other necessary details, as required by the State of Oregon.

**C. Relation to flight corridors.** The relationship of the site to natural flight corridors, such as freeways and industrial areas.

**D. Operation of HLF.** The operational information, such as the proposed hours of operation; the number, type and size of aircraft to be located at or expected to use the site; maximum number of helicopter trips on a daily, weekly, and annual basis; and the purpose of the helicopter trips and any resulting public benefits.

**E. State approval.** A copy of the State of Oregon Aeronautics Division provisional heliport approval, identifying and approving the following: direction, angles, and number of approaches; helipad size and surface; nearby obstructions; lighting and markings; tie-downs; number of trips; location; and fencing.

**F. FAA notice.** A copy of FAA Form 7480-1, "Notice of Landing Area Proposal," and evidence that it has been filed with the FAA.

**G. Acoustical report and noise mitigation plan.** An acoustical report and a noise mitigation plan approved by BDS or the City Noise Review Board. The plan must include a discussion of preferred approach/departure flight paths, preferred approach/departure path slopes, preferred approach/departure air speeds, preferred times of use, and other relevant factors. In addition, the plan must include a discussion of the existing physical factors, such as topography and proposed physical barriers, such as walls, fences, structures or vegetation, and how these factors would be used to reduce noise impacts. If the proposal cannot meet the regulations of Title 18, the applicant must request and obtain a noise variance from the City Noise Review Board.

**H. Airport Noise Impact Boundary Analysis.** A copy of the applicant's Airport Noise Impact Boundary Analysis and comments as provided by the State of Oregon Department of Environmental Quality review.

**I. Consolidations.** Discussion on the feasibility of consolidating the proposed facility with other nearby facilities.

**33.243.070 Approval Criteria**
The conditional use approval criteria for reviewing helicopter landing facilities are stated in Chapter 33.815, Conditional Uses.

**33.243.080 Helicopter Landing Facilities approved prior to January 1, 1988**
All HLFs which were legally established prior to January 1, 1988 will be allowed to continue to operate under all relevant conditions. All applications that request changes to these HLFs are subject to 33.243.040, .050, and .060 except Subsection F. The facilities are subject to the development standards which were in effect at the time of the original approval. All land use impacts of modifications to these HLFs will be considered cumulatively by the review body.

**33.243.090 Monitoring**
Where appropriate, the review body may require one or more of the following:

**A. A flight log of all flights.** The log should include origin and destination of trips, the time and date, and purpose. The applicant must log any deviations from any conditions of approval and the reason for the deviation(s). A copy of the log must be submitted to BDS every 6 months and must be available for inspection by City staff upon request;

**B. A specific date for re-evaluation.** Approvals may be made valid for a specific amount of time. A request for a continuation of the use may be required to be reviewed in a public hearing.