

## AIRPORTS

### **POLICY 28, AIRPORTS:**

**It is the policy of Washington County to protect the function and economic viability of existing public use airports, while ensuring public safety and compatibility between airport uses and surrounding land uses for public use airports identified by the Oregon Department of Aviation (DOA).**

#### Introduction

Changes in state law passed in 1995 and 1997 require local jurisdictions to adopt an airport planning program for certain airports described in ORS 836.600 et. Seq. The Aeronautics Division of the Oregon Department of Transportation (now the Department of Aviation/DOA) and the Department of Land Conservation and Development together developed Airport Planning Rules (OAR 660-013) and identified certain public and private use airports that would be subject to these rules, based on the parameters set forth in the statute. The DOA manages the list of identified airports, which is subject to amendment through a review and decision process by the state Aviation Board, pursuant to OAR 738-090. Procedures for amendment of the state airport list include public notice procedures. As necessary, the County will initiate Comprehensive Plan amendment proceedings to remain current with DOA list of all airports.

Policy 17 of the Washington County 2020 Transportation Plan identifies and outlines transportation-related policies for the County's three public use airports. The Rural/Natural Resource Plan and the Comprehensive Framework Plan for the Urban Area each outline land use related policies that address only those airports within the Washington County jurisdiction that are identified by the DOA list, with the addition of Skyport, a small public use facility located north of Cornelius.

Policy 28 outlines implementing strategies which, in part, set forth Airport Overlay Districts to regulate safety concerns, land uses and land use compatibility issues on airport properties and within surrounding area. These are structured to address state-recognized airports in two categories, generally referred to herein as Public Use Airports and Private Use Airports. Where the Airport Overlay Districts are concerned, references to airports and airport facilities generally include heliports as well.

Several other airport facilities exist throughout the County that are not a part of this airport planning program and thus not recognized by the established Airport Overlay Districts. In general, these include personal use airports, heliports and agriculturally related landing strips. With the exception of agriculturally related landing strips, these facilities are regulated as special uses in specified land use districts pursuant to standards outlined in the Community Development Code. Where personal use facilities are concerned, the Community Development Code make a distinction between the terms and heliport, as they are permitted equally in all land use districts.

Outside the UGB, land use districts which allow personal use airports as a special use generally include all rural districts except rural commercial (RCOM) and rural Industrial (RIND); inside the land use district which allow personal use heliports as a special use include the rural residential districts (AF-5, AF-10 and RR-5), and the special industrial overlay district (SID). Urban land use districts that permit personal use heliports include all residential districts (R-5, R-6, R-9, R-15, R-24, and R-25+), the commercial and business districts with the exception of the neighborhood commercial district (allowed in OC, CBD, and GC districts), and the industrial district (IND).

Policy 28 allows Residential Airpark Development (RAD) within a Residential Airpark Overlay District. The Residential Airpark Overlay District authorizes aircraft hangars, paved tie down areas and taxiways as accessory uses.

### Implementing Strategies

The County will:

- a. Adopt and implement Airport Overlay Districts consistent with LCDC Airport Planning Rules and ORS Chapter 836 in order to:
  1. Protect public use airports by regulating land uses in designated areas surrounding the Portland-Hillsboro and the Stark's Twin Oaks airports based on adopted airport master plans or evidence of each airport's specific level of risk and usage. Prevent the installation of airspace obstructions, additional airport hazards, and ensure the safety of the public and guide compatible land use. Limit uses in specific noise impact and crash hazard areas that have been identified for each specific airport. To a lesser degree, protect the function and economic viability of the Skyport airport, which was not identified pursuant to ORS 836.600 but which the County recognizes as an established privately owned public use airport and thus requiring regulatory measures to promote safety.
  2. Protect privately owned, private use airports identified by the DOA. Each airport's specific level of risk and usage shall be used to guide the continued safe aeronautical access to and from these airports, considering the type of aircraft approved to use the field.
- b. Recognize the Portland-Hillsboro airport as the major aviation facility in Washington County and an airport of regional significance. To promote its operation, the County shall coordinate with the City of Hillsboro to help ensure compatibility with surrounding land uses. The Comprehensive Plan will be updated to reflect any necessary changes resulting from this process.
- c. Work with airport sponsors to coordinate with the Federal Aviation Administration (FAA) in promoting FAA-registered flight patterns and FAA flight behavior regulations in order to protect the interests of County residents living near airports.
- d. Maintain geographic information system (GIS) mapping of the Airport Overlay Districts and provide timely updates.
- e. Participate in and encourage the adoption of master plans for all public use airports and, at a minimum, an airport layout plan for the remaining DOA recognized airfields in Washington County.
- f. Discourage future development of private landing fields when they are in proximity to one another, or where they are near other public airports and potential airspace conflicts are determined to exist by the FAA or the DOA.
- g. Allow Residential Airpark Development in a Residential Airpark Overlay District.
- h. Ensure that future Residential Airpark Development is compatible with the continued operation of adjacent private airstrips.

## Summary Findings and Conclusions

In Washington County, the LCDC Airport Planning Rules apply to the following facilities, which are included in the County's airport planning program.

1. Public Use Airports – Publicly Owned:
  - a. Portland-Hillsboro (KHIO)
2. Public Use Airports – Privately Owned:
  - a. Stark's Twin Oaks Airpark (7S3)
3. Private Use Airports – Privately Owned (recognized by DOA as having 3 or more based aircraft in 1994):
  - a. Apple Valley (1/2 mile S of Buxton) (OR61)
  - b. Meyer's Riverside (2 miles SW of Tigard) (OG34)
  - c. North Plains Gliderport (2 miles W of North Plains) (1OR4)
  - d. Olinger Strip (3 miles NW of Hillsboro) (OR81)
  - e. Providence St. Vincent Medical Center Heliport (2.5 miles NE of Beaverton) (53OR)
  - f. Sunset Airstrip (1/2 mile S of North Plains) (1OR3)

In addition to the above, the Skyport Airport (4S4) (located 3 miles N of Cornelius) is a privately owned public use facility that was not identified by the DOA because of its relatively small size and low level of activity. However this facility has been included in the county's airport planning program because of its status as a public use airport. The level of protection provided for this facility is similar to that provided privately owned private use airports identified in List 3, above.

The Portland-Hillsboro Airport, owned by the Port of Portland, is located within the city limits of Hillsboro. However land use and noise impact areas associated with this airport affect county lands. The county's planning efforts for rural lands around the Portland-Hillsboro airport therefore will be coordinated with the City of Hillsboro.

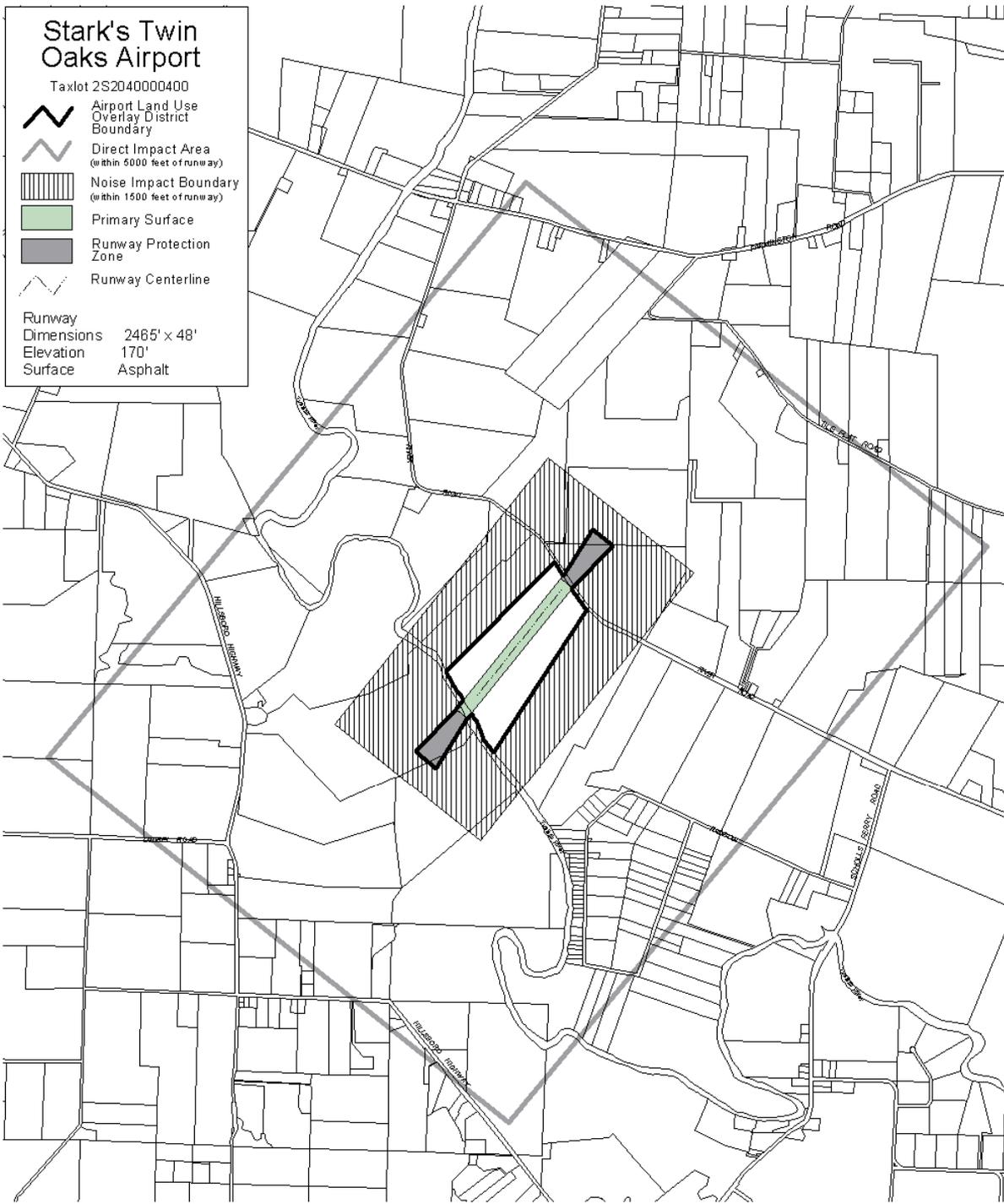
LCDC's Airport Planning Rules prescribe different levels of protection for the listed airports, depending on the nature of use and the size of the facility. In general, state requirements are applied to facilities within the county's jurisdiction through the application of Airport Overlay Districts to regulate land uses. The county utilizes two sets of overlays: one set applies to Public Use Airports (Portland-Hillsboro and Stark's Twin Oaks), and one set applies to Private Use Airports, including all of those identified in List 3, above. For each airport category (public and private), the overlay district set consists of 1) a land use overlay district to regulate airport related land uses at the airport site, and 2) a safety and/or land use compatibility overlay district to mitigate land uses and height of structures and objects on properties immediately surrounding airports. For the Private Use Airports, the protection of the safety overlay district is limited to graduated height restrictions along approach corridors. For the Public Use Airport (i.e., Stark's Twin Oaks), the second overlay district is more elaborate and mitigates land uses and safety hazards in a broader area surrounding the airport. This overlay includes boundaries to identify areas subject to noise impacts, bird strike hazards, and protection measures for imaginary surfaces for airborne aircraft.

Policy 28 identifies an additional overlay, the Residential Airpark Overlay District. The Residential Airpark Overlay District applies to certain rural lands adjacent to Sunset Airstrip. This district supports the continued operation of the Sunset Airstrip and the uniqueness of Residential Airpark Development by authorizing limited accessory uses commonly associated with airstrip use. This district also promotes public health and safety in the vicinity of Sunset Airstrip by ensuring that Residential Airpark Development complies with the provisions of the Private Airport Safety Overlay District and the standards of the Residential Airpark Overlay District.

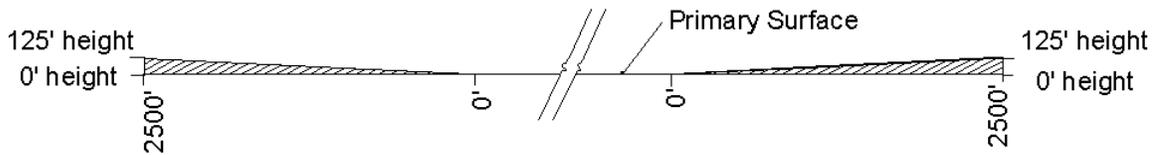
**Stark's Twin Oaks Airport**  
 Taxlot 2S2040000400

-  Airport Land Use Overlay District Boundary
-  Direct Impact Area (within 5000 feet of runway)
-  Noise Impact Boundary (within 1500 feet of runway)
-  Primary Surface
-  Runway Protection Zone
-  Runway Centerline

Runway  
 Dimensions 2465' x 48'  
 Elevation 170'  
 Surface Asphalt



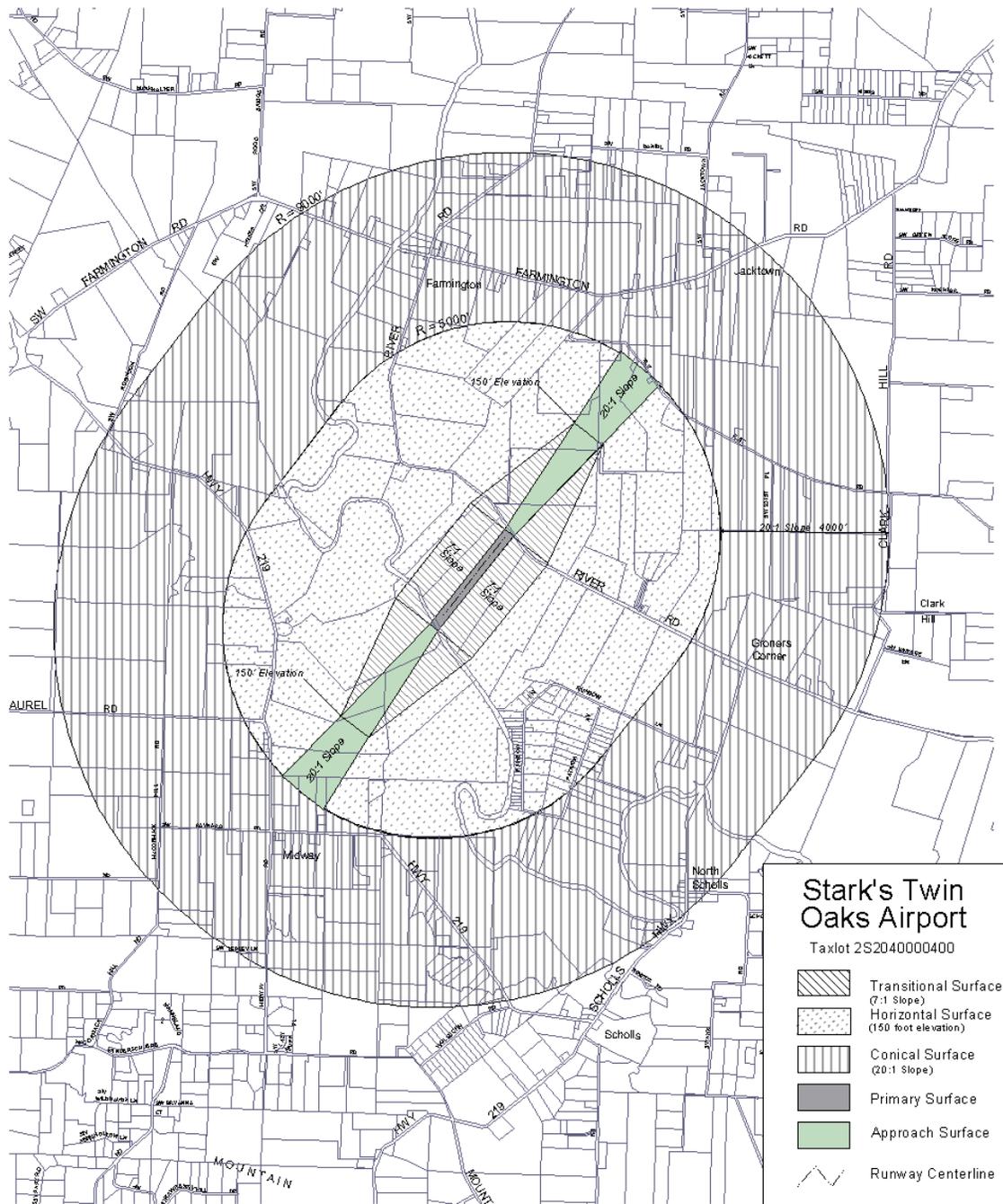
Airport Land Use and Approach Surface Overlay Districts



 Approach Surface  
 20:1 slope

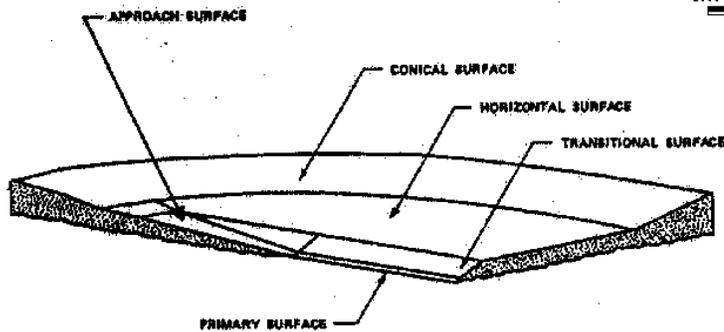
Airport Approach Surface Profile *Not to scale*





Airport Land Use and Approach Surface Overlay Districts

SCALE: 1" = 2400'-0"  
 2000 0 2000 4000 Feet



Airport Imaginary Surfaces



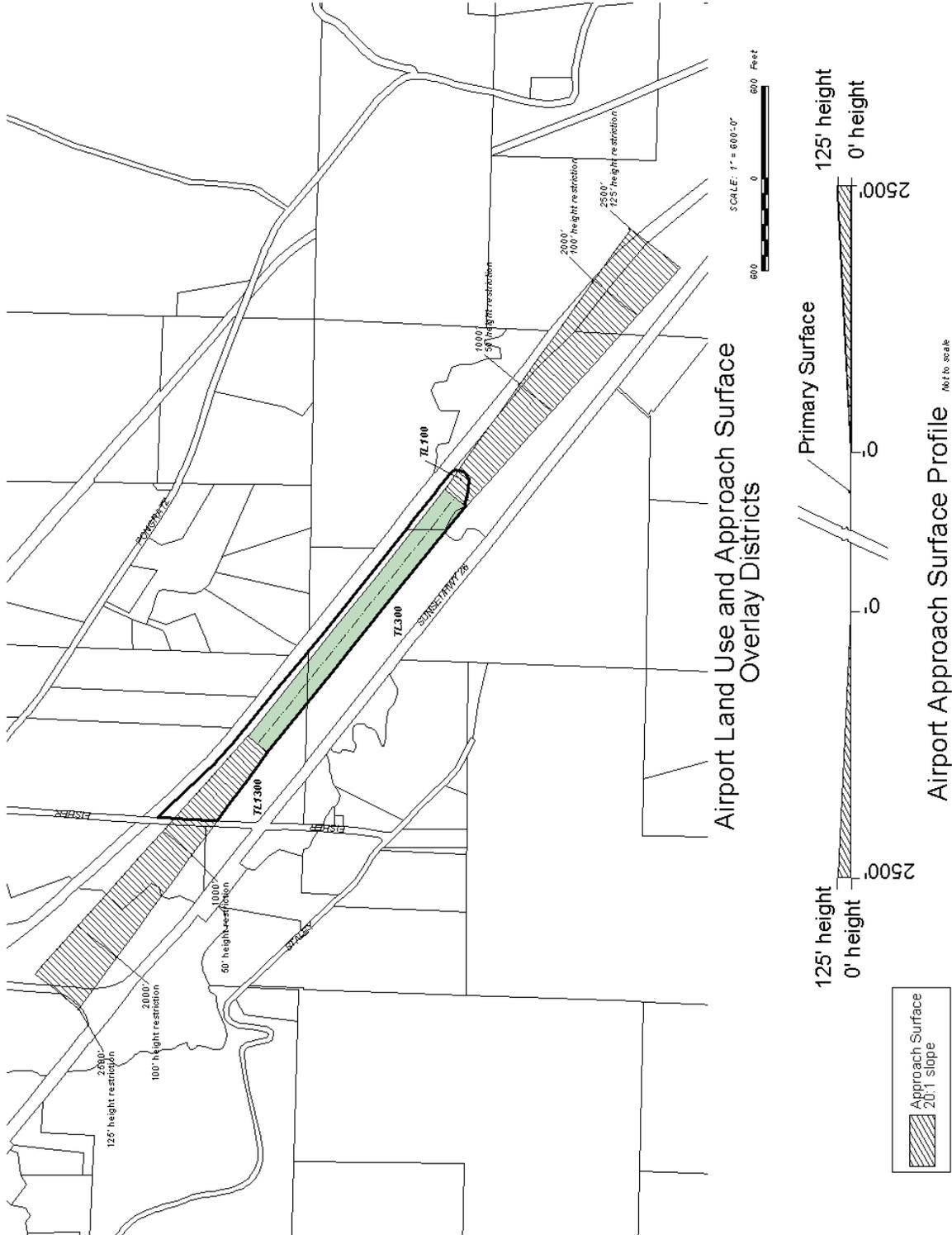
**Apple Valley Airport**

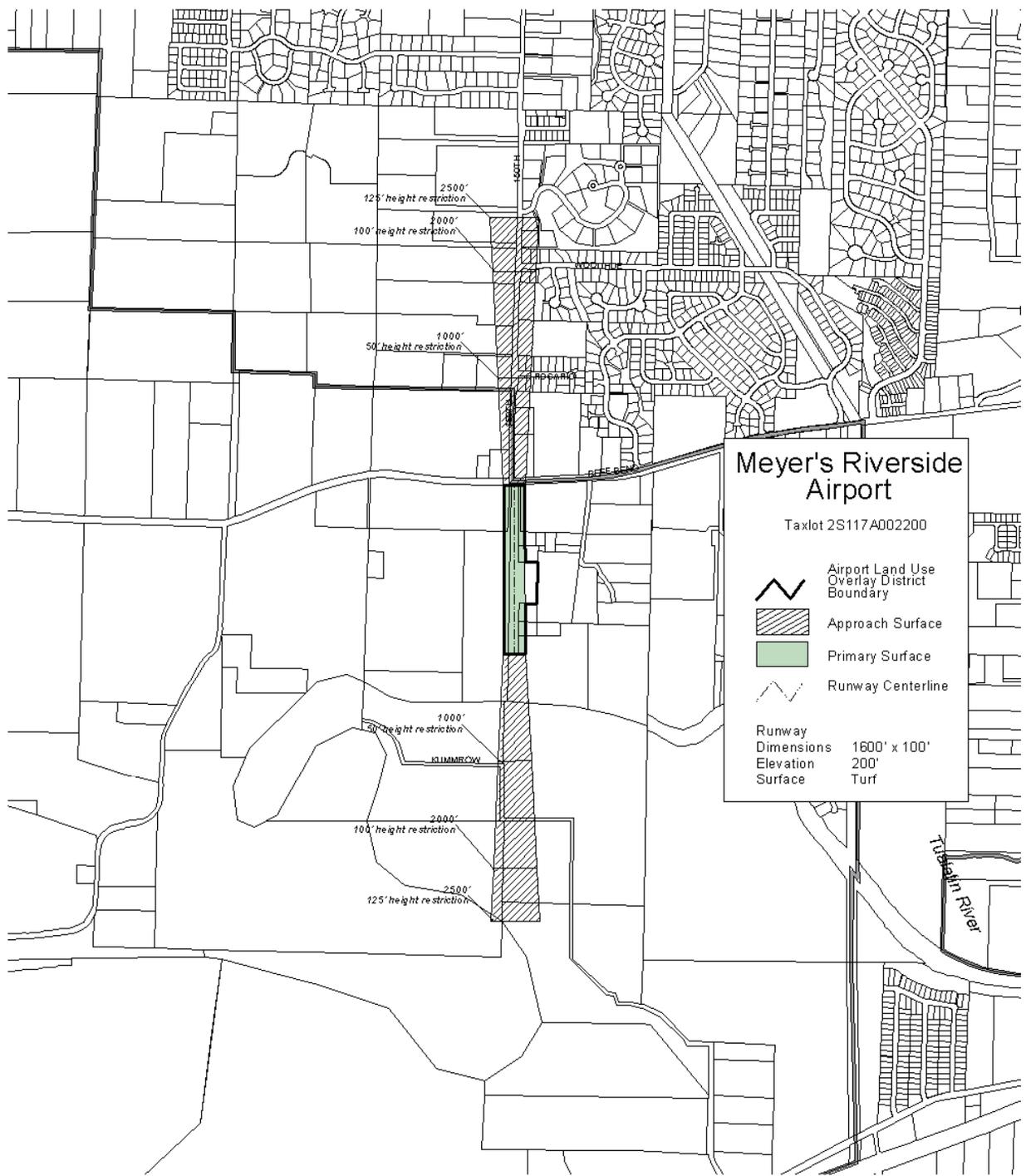
Taxlots  
 2N4040001300  
 2N4090000101  
 2N4090000300

Airport Land Use  
 Overlay District  
 Boundary

Approach Surface  
 Primary Surface  
 Runway Centerline

Runway  
 Dimensions 2470' x 60'  
 Elevation 260'  
 Surface Turf



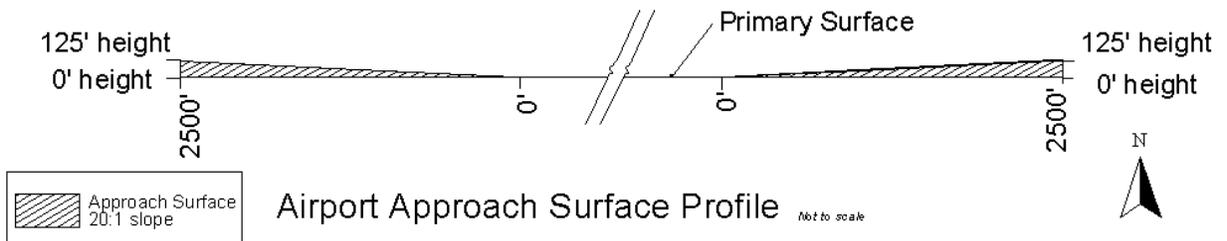
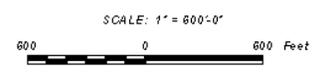


**Meyer's Riverside Airport**  
 Taxlot 2S117A002200

- Airport Land Use Overlay District Boundary
- Approach Surface
- Primary Surface
- Runway Centerline

Runway  
 Dimensions 1600' x 100'  
 Elevation 200'  
 Surface Turf

Airport Land Use and Approach Surface Overlay Districts



Airport Approach Surface Profile *Not to scale*

**North Plains  
Gliderport**  
Taxlot: 1N3020000500

Airport Land Use District Boundary

Approach Surface 4D:1

Primary Surface

Runway Centerline

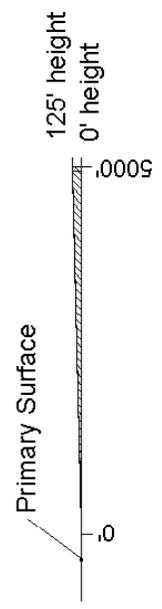
Runway Dimensions: 2100' x 80'

Elevation: 200'

Surface: Turf



**Airport Land Use and Approach Surface  
Overlay Districts**



**Airport Approach Surface Profile**  
Not to scale

Approach Surface  
4D:1 slope

**Olinger Strip Airport**  
 Taxlot 1N3230000517

 Airport Land Use Overlay District Boundary  
 Approach Surface  
 Primary Surface  
 Runway Centreline

Runway Dimensions 2000' x 85'  
 Elevation 200'  
 Surface Turf

