



Weber County

Ogden Valley Planning Commission Heliport Work Session (November 1, 2011)

The Ogden Valley Planning Commission has discussed various components related to heliports at several work sessions over the last few months. The purpose of this work session is to discuss and come to a consensus on the various standards that will be included in the final ordinance amendment to be presented on November 22nd. These components include the following:

- The existing conditional use of “Heliport” will be removed from the CV-2 Zone: The majority of CV-2 Zones in the Ogden Valley are located on the valley floor near existing commercial and residential structures. Therefore, due to concerns about safety and noise, the Planning Commission has determined that the CV-2 Zone is not compatible with heliports.
- “Heliport” will be added to the DRR-1 Zone as a conditional use and “Helistop” will be added to the F-40 Zone as a conditional use. These two zones make up the majority of the mountainous areas of Weber County and have existing area requirements and other standards that provide built-in buffers from adjacent properties. As conditional uses, the Planning Commission has the authority to place reasonable conditions on heliports and helistops in order to mitigate any potentially detrimental effects.
- An elevation standard is necessary: The Planning Commission has discussed various elevations ranging from 6,200 feet to 6,500 feet. 6,200 feet seems to be the most practical elevation because it has already been established by the DRR-1 Zone as the dividing line between the mountains and the more developable areas of the valley. Using this elevation keeps heliports off the valley floor away from more densely populated areas, while still providing areas where heliports can be reasonably located and accessed.
- Setback standards are necessary: The largest land use setback in Weber County is 200 feet from a residential, public, or semi-public structure on an adjacent lot for a livestock raising and grazing operation. 200 feet seems like a reasonable distance for a heliport/helistop, but this standard needs further discussion. In addition to setbacks from structures, the Planning Commission also needs to discuss setbacks from property lines.
- Standards are necessary for heliport/helistop design: While the FAA largely governs heliport design, certain design standards can be considered by the Planning Commission. Some recommendations are that the landing surface be dust-proof, be at least twice the size of the largest helicopter anticipated to land there, and be free from obstructions of any kind.

- Standards that are difficult to measure or enforce will not be included in the ordinance: Some of these standards include noise regulation, number of flights, flight path regulation, and other regulations where the FAA or other agencies have jurisdiction. With the zoning, elevation, and setback regulations it is anticipated that heliports/helistops will be adequately regulated.
- The existing conditional use of “Airport” will be removed from the F-40 Zone and be replaced by “Private Aircraft Landing Area.” This use will be defined such that private land owners will be able to operate their own personal aircraft from their property. It is anticipated that this use will also be added to the AV-3 and FV-3 Zones as a conditional use. Setback and property area standards need to be considered by the Planning Commission for this use.
- Definitions must be chosen for heliport, helistop, and private aircraft landing area: Several definitions are attached for consideration by the Planning Commission.

Zoning Ordinance Definitions / other FAA Definition:

■ **airport** Any area of land or water designated, set aside, used, or intended for use, for the landing and take-off of aircraft, and any appurtenant areas designated, set aside, used, or intended for use, for airport buildings or other airport facilities, rights-of-way, or approach zones, together with all airport buildings and facilities located thereon. (*Stillwater, Okla.*)

Any area of land or water designed and set aside for the landing and take-off of aircraft, including all necessary facilities for the housing and maintenance of aircraft. (*Santa Barbara County, Calif.*)

Land, water, or structure which is used or intended for use, for the landing and takeoff of aircraft, and appurtenant land or structure used or intended for use for airport buildings or other airport structures or right-of-way. (*Hopkins, Minn.*)

Facilities for the takeoff and landing of aircraft, including runways, aircraft storage buildings, helicopter pads, air traffic control facilities, informational facilities and devices, terminal buildings, and airport auxiliary facilities, including fences, lighting and antennae systems, on-premise signs, driveways, and access roads. This term includes aircraft maintenance facilities, aviation instruction facilities, and heliports when part of a larger airport facility. (*Milwaukee, Wisc.*)

■ **airport, private use** Any airport licensed by [the state] as a private airport, used primarily by the airport licensee, but available for use by others upon specific invitation of the licensee. (*Polk County, Fla.*)

■ **airport, public use** Any publicly or privately owned airport licensed by [the state] as a public airport, which meets minimum safety and service standards and is open for use to the general flying public. (*Polk County, Fla.*)

■ **landing strip, personal use** An airstrip restricted, except for aircraft emergencies, to use by the owner and, on an infrequent and occasional basis, by invited guests and by commercial aviation activities in connection with permitted uses of the land. (*Deschutes County, Ore.*)

lipads do not include facilities for maintenance, repair, fueling, or storage of helicopters. (*Concord, N.C.*)

■ **heliport** An area designed to be used for the landing or takeoff of helicopters including operations facilities, such as maintenance, loading and unloading, storage, fueling, or terminal facilities. (*St. Paul, Minn.*)

An area used or intended to be used for the landing and takeoff of helicopters, and may include any or all of the areas of buildings appropriate to accomplish these functions. (*Scottsdale, Ariz.*)

An area providing for the takeoff and landing of helicopters and fuel facilities (whether fixed or mobile) or appurtenant areas for parking, maintenance, and repair of helicopters. (*Concord, N.C.*)

Any landing area used for the landing and taking off of helicopters, including all necessary passenger and cargo facilities, fueling, and emergency service facilities. (*Federal Aviation Administration*)

■ **heliport, private** A heliport not open to the general public and requiring prior permission of the owner or operator to land. (*St. Paul, Minn.*)

■ **heliport, public** A heliport open to use by any helicopter. (*St. Paul, Minn.*)

■ **helistop** An area designed to be used for the landing or takeoff of one helicopter, the temporary parking of one helicopter, and other facilities as may be required by federal and state regulations, but not including operation facilities such as maintenance, storage, fueling, or terminal facilities. (*St. Paul, Minn.*)

Any landing area used for the taking off or landing of private helicopters for the purpose of picking up and discharging of passengers or cargo. This facility is not open to use by any helicopter without prior permission having been obtained. (*Federal Aviation Administration*)

■ **helistop, unlimited-use** Any landing area used for the landing and taking off of helicopters for the purpose of picking up or discharging of passengers or cargo. No fueling, refueling, or service facilities. (*Federal Aviation Administration*)

FAA Definitions

Heliport: The area of land, water or a structure used or intended to be used for the landing and takeoff of helicopters, together with appurtenant buildings and facilities.

Helistop: A minimally developed helicopter facility for boarding and discharging passengers or cargo. The heliport/helistop relationship is comparable to a bus terminal–bus stop relationship with respect to the extent of services provided or expected.

Airport: An area of land or water which is used or intended to be used for the landing and takeoff of aircraft; an appurtenant area used or intended to be used for airport buildings or other airport facilities or rights of way; and airport buildings and facilities located in any of these areas, and includes a heliport.