

Chapter 17.69

PUA PUBLIC USE AIRPORT

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17.69.010 Purpose. The purpose of the public use airport zone is to encourage and support the continued operation and vitality of the Scappoose Industrial Airpark by allowing certain airport-related commercial, manufacturing and recreational uses in accordance with state law. (Ord. 726 §2, 2002)

17.69.020 Conformance with public use airport safety and compatibility overlay. All uses, activities, facilities and structures allowed in the public use airport (PUA) zone shall comply with the requirements of the Public Use Airport Safety and Compatibility Overlay (Chapter 17.88). In the event of a conflict between the requirements of this zone and those of the public use airport safety and compatibility overlay, the requirements of the overlay shall control. (Ord. 726 §2, 2002)

17.69.030 Definitions. Unless the context specifically indicates otherwise, the meaning of terms used in this chapter shall be as follows:

A. "Aircraft" includes airplanes and helicopters, but not hot air balloons or ultralights.

B. "Airport sponsor" is the owner, manager, person or entity designated to represent the interests of an airport. For the Scappoose Industrial Airpark, the airport sponsor is the Port of St. Helens.

C. "Airport compatible light industrial uses" are light industrial uses that do not create safety hazards or otherwise interfere with customary and usual aviation-related activities. (Ord. 846, 2015; Ord. 726, 2002)

17.69.040 Permitted uses. The following uses and activities are permitted outright in the PUA zone:

A. Customary and usual aviation-related activities, including but not limited to takeoffs and landings; aircraft hangars and tie-downs; construction and maintenance of airport facilities; fixed based operator facilities; a residence for an airport caretaker or security officer; and other activities incidental to the normal operation of an airport. Except as provided in this chapter, "customary and usual aviation related activities" do not include residential, commercial, industrial, manufacturing and other uses;

B. Air passenger and air freight services and facilities, at levels consistent with the classification and needs identified in the Oregon Department of Aviation Airport System Plan;

C. Emergency medical flight services, including activities, aircraft, accessory structures, and other facilities necessary to support emergency transportation for medical purposes. Emergency medical flight services do not include hospitals, medical offices, medical labs, medical equipment sales, and other similar uses;

D. Law enforcement and firefighting activities, including aircraft and ground-based activities, facilities and accessory structures necessary to support federal, state or local law enforcement or land management agencies engaged in law enforcement or firefighting activities. Law enforcement and firefighting activities include transport of personnel, aerial observation, and transport of equipment, water, fire retardant and supplies;

E. Search and rescue operations, including aircraft and ground based activities that promote the orderly and efficient conduct of search or rescue related activities.

F. Flight instruction, including activities, facilities, and accessory structures located at airport sites that provide education and training directly related to aeronautical activities. Flight instruction includes ground training and aeronautic skills training, but does not include schools for flight attendants, ticket agents or similar personnel;

G. Aircraft service, maintenance and training, including activities, facilities and accessory structures provided to teach aircraft service and maintenance skills and to maintain, service, refuel or repair aircraft or aircraft components. "Aircraft service, maintenance and training" includes the construction and assembly of aircraft and aircraft components for personal use, but does not include activities, structures or facilities for the manufacturing of aircraft or aircraft related products for sale to the public;

H. Aircraft rental, including activities, facilities and accessory structures that support the provision of aircraft for rent or lease to the public;

F. Aircraft sales and the sale of aeronautic equipment and supplies, including activities, facilities and accessory structures for the storage, display, demonstration and sales of aircraft and aeronautic equipment and supplies to the public but not including activities, facilities or structures for the manufacturing of aircraft or aircraft related products for sale to the public;

G. Crop dusting activities, including activities, facilities and structures accessory to crop dusting operations. Crop dusting activities include, but are not limited to, aerial application of chemicals, seed, fertilizer, defoliant and other chemicals or products used in a commercial agricultural, forestry or rangeland management setting;

H. Agricultural and forestry activities, including activities, facilities and accessory structures that qualify as a "farm use" as defined in ORS 215.203 or "farming practice" as defined in ORS 30.930;

I. Manufacturing, assembly, processing, packaging, testing, treatment, repair, or distribution of aircraft or aircraft related components or products for sale to the public; and

J. Other airport compatible light industrial uses. (Ord. 726 §2, 2002)

17.69.050 Uses permitted subject to the acceptance of the airport sponsor. The following uses and activities and their associated facilities and accessory structures are permitted in the PUA zone upon demonstration of acceptance by the airport sponsor: aeronautic recreational and sporting activities, including activities, facilities and accessory structures at airports that support recreational usage of aircraft and sporting activities that require the use of aircraft or other devices used and intended for use in flight. Aeronautic recreation and sporting activities authorized under this section include, but are not limited to, fly-ins; glider flights; ultralight aircraft flights; displays of aircraft; aeronautic flight skills contests; and gyrocopter flights, but do not include hot air ballooning, flights carrying parachutists or parachute drops (including all forms of skydiving). (2015; Ord. 726 §2, 2002)

17.69.060 Conditional uses. The following uses and their accessory uses may be permitted when authorized by the planning commission in accordance with the requirements of Chapter 17.130 (Conditional Use) of the Scappoose Development Code, other relevant sections of this title, and any conditions imposed by the planning commission:

- A. Auto rental agencies;
- B. Cafeterias and restaurants;
- C. Food cart pod (Type I or II), subject to Chapter 17.126.
- D. Motels; and
- E. Other commercial uses customarily located at public use airports. (Ord 877, 2019; Ord. 726 §2, 2002; Ord. 846, 2015)

17.69.070 Dimensional requirements and development standards.

- A. Lot Size. There is no minimum lot size in the PUA zone.
- B. Setbacks. No front, side or rear yard setbacks except on lots abutting a residential district, where the minimum setback is fifty feet on the side abutting or facing the residential district.

C. Screening. All outside storage areas require buffering and screening as defined in Chapter 17.100 (Landscaping) of the Scappoose Development Code.

D. Uses shall be developed and located in a manner consistent with the most recent federally approved airport layout plan, the current Scappoose Industrial Airpark Airport Master Plan.

E. Additional requirements shall include any applicable section of this title. (Ord. 869, 2018; Ord. 786 §4, 2006; Ord. 726 §2, 2002)