

City of Valdosta Land Development Regulations

Section 210-5 Valdosta Regional Airport Overlay District (VRA)

- (A) Intent. Airport zoning regulations are important for both the protection of airspace and land use compatibility in relation to the airport. The regulations set forth in this section are intended to prevent encroachment into the runway protection zones, airspace zones, and noise zones of the Valdosta Regional Airport. Further, these regulations are intended to ensure that structures, such as but not limited to telecommunication towers/cellular antennas, buildings, water tanks, smokestacks, power lines, and cranes, are not erected in such a way as to interfere with airport safety or general function.
- (B) Purpose. The specific purposes of the regulations set forth in this section are:
- (1) To protect the health, safety, and welfare of persons and the value of property within the vicinity of the Valdosta Regional Airport in the City of Valdosta, Georgia;
 - (2) To provide for the safe and efficient operation of the Valdosta Regional Airport;
 - (3) To ensure the safety of pilots and passengers using the Valdosta Regional Airport from hazards to air navigation;
 - (4) To ensure compatibility between Valdosta Regional Airport and surrounding land uses; and
 - (5) To protect the Valdosta Regional Airport from encroachment of incompatible uses, structures, and natural growth.
- (C) Application.
- (1) Illustrations and additional details regarding FAA designations of approach zones, surface zones, runways, and other physical features of the airport layout may be found in *FAA Advisory Circular 150* and in the *Airport Master Plan Update*, dated August 2007, prepared for the Valdosta – Lowndes County Airport Authority.
 - (2) Runway protection zones are established within the VRA Overlay District. These protection zones are described on the Part 77 Plan, and as depicted on drawing “16 of 16” in the Airport Layout Plan portion of the *Airport Master Plan Update*.
 - (3) This section establishes standards that apply to any development, use, alteration, structure, or natural growth on any lot or portion thereof, which is in whole or in part contained within the boundaries of the VRA Overlay District. The standards and criteria apply only to that portion of the subject property within the boundaries of the VRA Overlay District. These standards and criteria shall be applied in addition to the site design standards for the underlying zoning district. In the event of a conflict between the requirements of the VRA Overlay District and the underlying zoning district, the stricter standard shall apply.
 - (4) The provisions of this section do not require any change in the construction, or intended use of any structure, the construction or alteration of which was begun prior to the effective date of this LDR and which is pursuant to a valid building permit.
- (D) The following generalized land uses and activities are prohibited within runway protection zones:
- (1) Any natural or man-made structure that exceeds thirty (30) ft. in height.
 - (2) All uses listed in the Table of Permitted Uses in Section 218-1 that are within the Residential category.
 - (3) Public or private schools, colleges, universities, places of public assembly, places of worship, and any other uses or activities that include public assembly of more than 50 people.
 - (4) All uses listed in Table of Permitted Uses in Section 218-1 that are within the within the Waste Management Remediation Facilities category and any other land use that may include storage of combustible materials or include land uses or activities that attract birds or which

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significantly increase the potential for interference of airborne fowl with landing and departing aircraft such as stormwater management facilities.

- (5) Construction activities and land uses that would produce smoke and/or dust in such a manner to impair visibility of pilots using the airport.
 - (6) High intensity lighting, including, but not limited to, lighting for signage, private drives, parking lots, and security, which is located in such a manner as to impair the visibility of pilots using the airport, unless such lighting is properly shielded.
 - (7) Any other land uses or activities which create electrical interference with navigational signals or radio communications between the airport and aircraft.
 - (8) Any other land uses or activities which make it difficult for flyers to distinguish between airfield lights and other lights, results in glare in the eyes of flyers using the airfield, impairs visibility in the vicinity of the airfield, or otherwise endangers the landing, takeoff, or maneuvering of aircraft.
- (E) No building or structure shall be erected, altered, or maintained in a zone created by this section to a height in excess of the height limit established below. Such height limitations are computed from the established airport elevation.
- (1) Precision approach zone – Slopes fifty (50) ft. outward for each one (1) foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 ft. along the extended runway centerline; thence slopes upward forty (40) ft. horizontally for each foot vertically to an additional horizontal distance of 40,000 ft. along the extended runway centerline.
 - (2) Non-precision approach zone – Slopes thirty-four (34) ft. outward for each one (1) foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 ft. along the extended runway centerline.
 - (3) Visual approach zone – Slopes twenty (20) ft. outward for each one (1) foot upward beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of 10,000 ft. along the extended runway centerline.
 - (4) Transitional surface zone – One (1) foot in height for each seven (7) ft. in horizontal distance beginning at the lateral edge of each approach zone of the runways, measured at right angles to the longitudinal center line of the runway, extending upward to a maximum height of 1,026 ft. above mean sea level. Where the non-precision instrument approach zones project beyond the conical zone, there are established height limits sloping seven (7) ft. outward for each one (1) foot upward beginning at the sides of and the same elevation as the approach surface, and extending a horizontal distance of 5,000 ft. measured at ninety (90) degree angles to the extended runway centerline.
 - (5) Horizontal surface zone – 1,026 ft. above mean sea level.
 - (6) Conical surface zone – One (1) foot in height for each twenty (20) ft. of horizontal distance beginning at the periphery of the horizontal zone and at 1,026 ft. above mean sea level and extending to a height of 1,226 ft. above mean sea level.
- (F) Noise protection requirements apply within the area shown on drawing “16 of 16” in the Airport Layout Plan portion of the *Airport Master Plan Update* within the 65 Ldn noise contour for the specified uses below.
- (1) The noise protection zones are based on the LDN noise contours for airport noise developed as part of the *Airport Master Plan Update*. A property is considered inside the noise zones if any LDN noise contour line crosses all or part of the property.
 - (2) All new residential, school, hospital, nursing home, or library, buildings shall be constructed with sound protection based on the level of noise exposure, which can be determined by the

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location of the building within the adopted noise contour maps. Sound attenuation is not required if the site is located outside the 65 LDN noise contour. Noise reduction standards, construction, and methods are specified in *FAA Advisory Circular 150*.

- (G) Permits for certain other future uses. The following types of permits sought for property located in that portion of the VRA Overlay Zone located in the City of Valdosta shall require prior review and written approval from the Director of the Valdosta – Lowndes County Airport Authority:
- (1) Zoning map amendment as provided in Section 242-4.
 - (2) Variance, as provided in Section 242-9.
 - (3) Sign permit for a high-rise identification sign, as provided in Section 230-11(b).
 - (4) Land disturbance permit as provided in Section 302-44.
 - (5) Landscape plan that includes planting of trees, as provided in Section 328.
 - (6) Building permit, as provided in Section 302-46.
- (H) Hazard Marking and Lighting. In order to carry out the intended purpose of this section, any permit or variance granted under the provisions of this LDR may be granted with the conditions that the owner of the structure or natural growth in question shall, at his or her own expense, install, operate, and maintain thereon such markers and lights as may be necessary, to indicate to aircraft pilots the presence of a hazard to air navigation.
- (I) Navigation Easement. Any permit or variance granted under the provisions of this LDR may be granted with the condition that the owner of the structure or natural growth in question shall enter into a navigation easement, which shall be in a form established by the City of Valdosta, signed by the landowner, recorded in the City Clerk's Office, and a note on all final plats and site improvements plans, indicating the book and page of the recorded easement, shall be required.