Town of Stratton VT Zoning Regulations

Adopted Feb. 8, 2016

ARTICLE VIII STANDARDS FOR SPECIAL USES

815 HELICOPTER FACILITY

815.1 JURISDICTION AND EXEMPTIONS Conditional Use permits and Site Plan Review permits and Selectboard approval shall be obtained from the Town of Stratton for all new facilities including taxi routes and stops. Permits are not required for emergency medical and/or rescue operations. Stratton Emergency Services may designate areas for emergency landings and mark the sites on a map for distribution to providers of emergency helicopter services in the area.

815.2 REVIEW In districts where allowed, review is a four-step process. The project is submitted for preliminary approval by the Stratton Selectboard and the Vermont Aeronautics Operation Section. Then the proposal is reviewed by the ZBA under the Conditional Use Review, then by or in conjunction with the Planning Commission under the Site Plan Review process.

815.3 APPLICATION REQUIREMENTS Application requirements are the same as for Site Plan Review with the additional items listed below: 1. A detailed site plan of the project showing the layout of the aircraft landing and aircraft parking spaces, landing surface, fire suppression equipment and fire access, control towers or facilities, wind indicator, taxiways, auto parking areas, fences, landscaping, lights, walkways, adjacent streets final approach and take off area(s), protection zones, tie down details, heliport markings, landing lights, terminal facilities, repair facilities, size and type of helicopters to be provided for, noise projections, air pollution modeling and other details which relate to the development standards listed elsewhere in this Ordinance. 2. Preliminary approval from the Selectboard. (Include in subsequent applications all comments and paperwork pertinent to preliminary approval of the heliport.) 3. Show on a 1:5,000 scale map with contours a radius of one half mile of the heliport, the approach/departure flight path locations, widths, lengths, slopes and other necessary details, as required by the State of Vermont Division of Aeronautics. Show the relationship of the site to natural flight corridors, such as roads and streams. 4. 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 Town of Stratton Zoning Ordinance 76 helicopter trips on a daily, weekly, and annual basis; and the purpose of the helicopter trips and any resulting public benefits. 5. A copy of the State of Vermont 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. 6. A copy of FAA Form 7480-1, “Notice of Landing Area Proposal,” or equivalent, and evidence that it has been filed with the FAA. 7. The application shall 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 Section 704 NOISE AND VIBRATION of this Ordinance, a noise variance may be obtained from the ZBA as a substitution. A copy of the applicant's Airport Noise Impact Boundary Analysis and comments as provided by the State of Vermont Agency of Transportation Division of Aeronautics Operations Section shall be included.

815.4 SPECIFIC REQUIREMENTS 1. The site area and physical facilities shall 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. The Planning Commission may impose setbacks and minimum distances from residential zones for Helicopter Landing Fields (HLF) as follows: A. A distance of 200 feet will be used as a guideline for setbacks for all HLFs developed near residential areas. The distance in commercial and industrial areas is 50 feet; B. All setbacks shall be measured from the edge of the landing pad. These distances may be increased or decreased by the ZBA or Planning Commission 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 landscaped area must be provided around the HLF. The landscape standards are stated in Section 711 “Landscaping and specific landscape requirements.” Trees must be located so as to not encroach into an 8 (horizontal) to 1 (vertical) flight path from the landing pad in all directions. 3. 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, type and number of flights, and type of facilities proposed. There are no additional off-street parking requirements for HLFs which are accessory uses. 4. Street trees may be required for all ground level facilities. Trees shall be located outside of an 8 (horizontal) to 1 (vertical) height from the landing path in all directions. 5. All take-off, landing, and parking areas of HLFs must be surfaced with a dust-proof material. 6. The FATO and the safety area should be kept free of snow. Town of Stratton Zoning Ordinance 77

815.5 OPTIONAL REQUIREMENTS Where appropriate, the ZBA or Planning Commission may require one or more of the following items. 1. A log that shows the origin and destination of trips, the time and date, and purpose for each. The permittee will log any deviations from any conditions of approval and the reason for the deviation(s). A copy of the log shall be submitted to the Zoning Administrator every year and shall be available for inspection by the Zoning Administrator upon request. 2. Periodic testing of sound levels at the heliport and along the flight line may be required with copies of the reports sent to the Zoning Administrator and Vermont Agency of Transportation Aeronautics Section. 3. Periodic testing of air quality levels at the heliport shall be required with copies of the reports sent to the Zoning Administrator, Vermont Agency of Natural Resources, Air Quality Section and Vermont Agency of Transportation, Aeronautics Section. 4. 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