

Exhibit H:

Whitehall Industrial Site Zoning Map & Documents



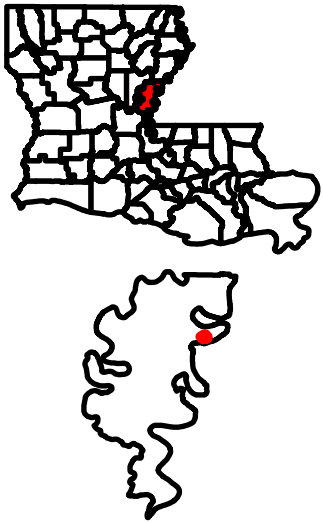
LOUISIANA CENTRAL
Industry & Entrepreneurship



Whitehall Industrial Site Zoning Map & Documents

Site Exhibit for
Whitehall Industrial Site
Concordia Parish, LA

Louisiana
Central

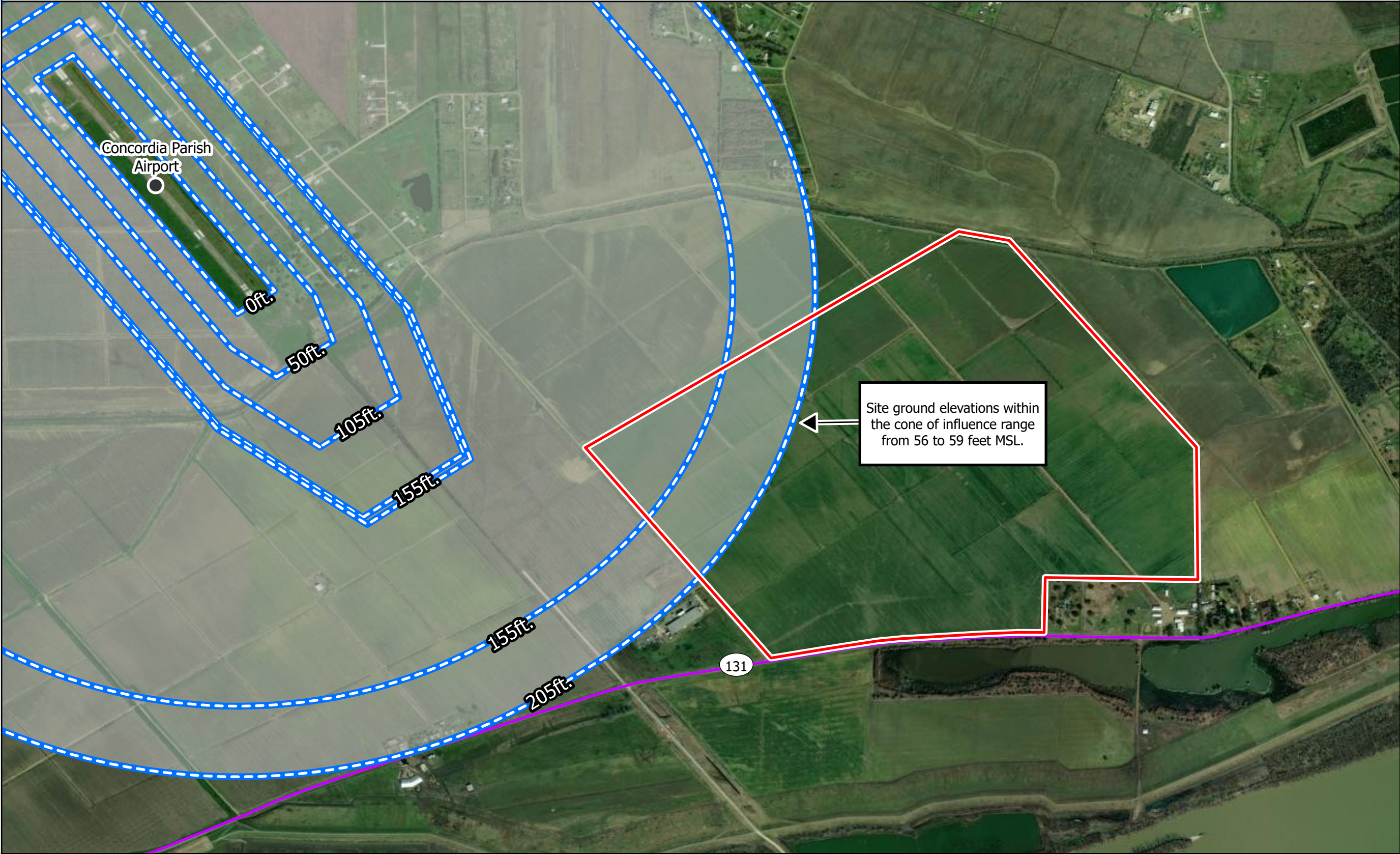


Legend

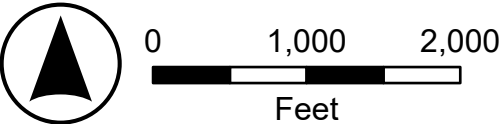
- Site Boundary (±519.94 ac.)
- Concordia Parish Airport Cone of Influence
- Major Road
- State Highway



Date: 7/2/2024
Project Number: 222270
Drawn By: BMS
Checked By: EEB



General Notes:
1. The information presented herein is for planning purposes only. Further detailed due diligence MUST be completed prior to making decisions regarding the site.
2. No attempt has been made by CSRS, Inc. to verify site boundary, title, actual legal ownership, deed restrictions, servitudes, easements, or other burdens on the property, other than that furnished by the client or his representative.
3. Transportation data from 2023 TIGER datasets via U.S. Census Bureau at <https://www.census.gov/geographies/mapping-files/time-series/geo/tiger-line-file.html>.
4. Aerial imagery is compiled from multiple different sources to create one cohesive image and may not reflect current ground conditions.
5. Airport zoning data was derived from the City of Vidalia website: https://library.municode.com/la/concordia_parish_police_jury/codes/code_of_ordinances?nodeId=COOR_APXAAIZO.



APPENDIX A AIRPORT ZONING¹

AIRPORT HAZARD ZONING ORDINANCE #459 CONCORDIA PARISH AIRPORT

An ordinance regulating and restricting the height of structures and objects of natural growth, and otherwise regulating the use of property, in the vicinity of the Concordia Parish Airport by creating the appropriate zones and establishing the boundaries thereof; providing for changes in the restrictions and boundaries of such zones; defining certain terms used herein; referring to the Concordia Parish Airport zoning map which is incorporated in and made a part of this ordinance; providing for enforcement; establishing a board of adjustment; and imposing penalties.

This ordinance is adopted pursuant to the authority conferred by LSA-RS 2:381 et seq. It is hereby found that an airport hazard endangers the lives and property of users of Concordia Parish Airport, and property or occupants of land in its vicinity, and also if the obstruction type, in effect reduces the size of the area available for the landing, takeoff, and maneuvering of aircraft, thus tending to destroy or impair the utility of Concordia Parish Airport and the public investment therein. Accordingly, it is declared:

- (1) That the creation or establishment of an airport hazard is a public nuisance and an injury to the region serviced by Concordia Parish Airport.
- (2) That it is necessary in the interest of the public health, public safety, and general welfare that the creation or establishment of airport hazards be prevented; and
- (3) That the prevention of these hazards should be accomplished, to the extent legally possible, by the exercise of the police power without compensation.

It is further declared that both the prevention of the creation or establishment of airport hazards and the elimination, removal, alteration, mitigation, or marking and lighting of existing airport hazards are public purposes for which political subdivision may raise and expend public funds and acquire land or interests in land.

It Is Hereby Ordained by the Concordia Parish Police Jury as Follows:

Section I. Short title.

This ordinance shall be known and may be cited as "Concordia Parish Airport Hazard Zoning Ordinance."

Section II. Definitions.

As used in this ordinance, unless the context otherwise required:

- (1) *Airport*: The Concordia Parish Airport.

¹Editor's note(s)—Appendix A contains the Concordia Parish Airport Hazard Zoning Ordinance, being Ordinance Number 459, adopted October 11, 1976. Because of the formalities required to amend such an ordinance, it has been included in appendix form for the convenience of the user of the Code. Except for changes necessary for a consistent printing style, the ordinance has been reproduced as enacted. Any other changes are shown in brackets ([]).

Cross reference(s)—Airport authority, § 3-16 et seq.; buildings and building regulations, Ch. 7; planning, Ch. 21.

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- (2) *Airport authority*: Concordia Parish Airport Authority.
 - (3) *Airport elevation*: The highest point of an airport's usable landing area measured in feet from mean sea level.
 - (4) *Airport hazard*: Any structure or object of natural growth located on or in the vicinity of a public airport, or any use of land near such airport, which obstructs the airspace required for the flight of aircraft in landing or takeoff at such airport or is otherwise hazardous to such landing or takeoff of aircraft.
 - (5) *Structure*: An object constructed or installed by man, including, but without limitation, buildings, towers, smokestacks, earth formation, and overhead transmission lines.
 - (6) *Tree*: Any object of natural growth.
 - (7) *Nonconforming use*: Any pre-existing structure, object of natural growth, or use of land which is inconsistent with the provisions of this Ordinance or an amendment thereto.
 - (8) *Height*: For the purpose of determining the height limits of all zones set forth in this Ordinance and shown on the zoning map, the datum shall be mean sea level elevation unless otherwise specified.
 - (9) *Person*: An individual, firm, partnership, corporation, company, association, joint stock association, or governmental entity. It includes a trustee, receiver, assignee, or similar representative of any of them.
 - (10) *Board of appeals*: A board consisting of five (5) members appointed by the Concordia Parish Police Jury as provided in LSA R.S. 2:386.
 - (11) *Runway*: A defined area on an airport prepared for landing and takeoff of aircraft along its length.
 - (12) *Visual runway*: A runway intended solely for the operation of aircraft using visual approach procedures with no straight-in instrument approach procedure and no instrument designation indicated on an FAA approved airport layout plan, a military service's approved military airport layout plan, or by any planning document submitted to the FAA by competent authority.
 - (13) *Utility runway*: A runway that is constructed for and intended to be used by propeller driven aircraft of twelve thousand five hundred (12,500) pounds maximum gross weight and less.
 - (14) *Non-precision instrument runway*: A runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area type navigation equipment, for which a straight-in non-precision instrument approach procedure has been approved or planned, and for which no precision approach facilities are planned or indicated on an FAA planning document or military service's military airport planning document.
 - (15) *Precision instrument runway*: A runway having an existing instrument approach procedure utilizing an Instrument Landing System (ILS) or a Precision Approach Radar (PAR). It also means a runway for which a precision approach system is planned and is so indicated on an FAA approved airport layout plan; a military service's approved military airport layout plan; and other FAA planning document, or military service's military airport planning document.
 - (16) *Primary surface*: A surface longitudinally centered on a runway. When the runway has a specially prepared hard surface, the primary surface extends two hundred (200) feet beyond each end of that runway; but when the runway has no specially prepared hard surface or planned hard surface, the primary surface ends at each end of that runway. The width of the primary surface of a runway will be that width prescribed in Part 77 of the Federal Aviation Regulations (FAR) for the most precise approach existing or planned for either end of that runway. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway center line.

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- (17) *Approach, transitional, horizontal and conical zones:* These zones apply to the area under the approach, transitional, horizontal and conical surfaces defined in FAR Part 77.

Section III. Airport zones.

In order to carry out the provisions of this Ordinance, there are hereby created and established certain zones which include all of the land lying within the approach zones, transitional zones, horizontal zones, and conical zones as they apply to a particular airport. Such zones are shown on Concordia Parish Airport Map consisting of one (1) sheet, prepared by R. Dixon Speas & Assoc., and dated December, 1975, which is attached to this Ordinance and made a part hereof. An area located in more than one (1) of the following zones is considered to be only in the zone with the more restrictive height limitation. The various zones are hereby established and defined as follows:

- (1) *Utility runway visual approach zone:* The inner edge of this approach zone coincides with the width of the primary surface and is two hundred fifty (250) feet wide. The approach zone expands outward uniformly to a width of one thousand two hundred fifty (1,250) feet at a horizontal distance of five thousand (5,000) feet from the primary surface. Its center line being the continuation of the center line of the runway.
- (2) *Runway larger than utility visual approach zone:* The inner edge of this approach zone coincides with the width of the primary surface and is five hundred (500) feet wide. The approach zone expands outward uniformly to a width of one thousand five hundred (1,500) feet from the primary surface. Its center line being the continuation of the center line of the runway.
- (3) *Runway larger than utility with a visibility minimum greater than three-fourths mile non-precision instrument approach zone:* The inner edge of this approach zone coincides with the width of the primary surface and is five hundred (500) feet wide. The approach zone expands outward uniformly to a width of three thousand five hundred (3,500) feet at a horizontal distance of ten thousand (10,000) feet from the primary surface. Its center line being the continuation of the center line of the runway.
- (4) *Precision instrument runway approach zone:* The inner edge of this approach zone coincides with the width of the primary surface and is one thousand (1,000) feet wide. The approach zone expands outward uniformly to a width of sixteen thousand (16,000) feet at a horizontal distance of fifty thousand (50,000) feet from the primary surface. Its center line being the continuation of the center line of the runway.
- (5) *Transitional zones:* These zones are hereby established as the area beneath the transitional surfaces. These surfaces extend outward and upward at ninety (90) degree angles to the runway center line and the runway center line extended at a slope of seven (7) feet horizontally for each foot vertically from the sides of the primary and approach surfaces to where they intersect the horizontal and conical surfaces. Transitional zones for those portions of the precision approach zones which project through and beyond the limits of the conical surface, extend a distance of five thousand (5,000) feet measured horizontally from the edge of the approach zones and at ninety (90) degree angles to the extended runway center line.
- (6) *Horizontal zone:* The horizontal zone is hereby established by swinging arcs of five thousand (5,000) (for utility or visual runway ends) and ten thousand (10,000) (all other runway ends) feet radii from the center of the end of the primary surface of the appropriate runway ends, and connecting the adjacent arcs by drawing lines tangent to those arcs. The horizontal zone does not include the approach and transitional zones.
- (7) *Conical zone:* The conical zone is hereby established as the area that commences at the periphery of the horizontal zone and extends outward therefrom a horizontal distance of four thousand (4,000)

feet. The conical zone does not include the precision instrument approach zones and the transitional zones.

Section IV. Airport zone height limitations.

Except as otherwise provided in this Ordinance, no structure or tree shall be erected, altered, allowed to grow, or be maintained in any zone created by this Ordinance to a height in excess of the applicable height limit herein established for such zone. Such applicable height limitations are hereby established for each of the zones in question as follows:

- (1) *Utility runway visual approach zone:* Slopes upward twenty (20) feet horizontally for each foot vertically, beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of five thousand (5,000) feet along the extended runway center line.
- (2) *Runway larger than utility visual approach zone:* Slopes upward twenty (20) feet horizontally for each foot vertically beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of five thousand (5,000) feet along the extended runway center line.
- (3) *Runway larger than utility with a visibility minimum greater than three-fourths mile non-precision instrument approach zone:* Slopes upward thirty-four (34) feet horizontally for each foot vertically beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of ten thousand (10,000) feet along the extended runway center line.
- (4) *Precision instrument runway approach zone:* Slopes upward fifty (50) feet horizontally for each foot vertically beginning at the end of and at the same elevation as the primary surface and extending to a horizontal distance of ten thousand (10,000) feet along the extended runway center line; thence slopes upward forty (40) feet horizontally for each foot vertically to an additional horizontal distance of forty thousand (40,000) feet along the extended runway center line.
- (5) *Transitional zone:* Slopes upward and outward seven (7) feet horizontally for each foot vertically beginning at the sides of and at the same elevation as the primary surface and the approach zones, and extending to a height of one hundred fifty (150) feet above the airport elevation which is fifty-five (55) feet above mean sea level. In addition to the foregoing, there are established height limits sloping upward and outward seven (7) feet horizontally for each foot vertically beginning at the sides of and at the same elevation as the approach zones, and extending to where they intersect the conical surface. Where the precision instrument runway approach zone projects beyond the conical zone, height limits sloping upward and outward seven (7) feet horizontally for each foot vertically shall be maintained beginning at the sides of and at the same elevation as precision instrument runway approach surface, and extending to a horizontal distance of five thousand (5,000) feet measured at ninety (90) degree angles to the extended runway center line.
- (6) *Horizontal zone:* One hundred and fifty (150) feet above the airport elevation or a height of two hundred five (205) feet above mean sea level.
- (7) *Conical zone:* Slopes upward and outward twenty (20) feet horizontally for each foot vertically beginning at the periphery of the horizontal zone and at one hundred and fifty (150) feet above the airport elevation and extending to a height of three hundred fifty (350) feet above the airport elevation.
- (8) *Excepted height limitations:* Nothing in this Ordinance shall be construed as prohibiting the growth, construction, or maintenance of any tree or structure to a height up to suggest forty-five (45) feet above the surface of the land.

When an area is covered by more than one (1) height limitation, the more restrictive limitation shall prevail.

Section V. Use restrictions.

Notwithstanding any other provisions of this Ordinance, no use may be made of land or water within any zone established by this Ordinance in such a manner as to create electrical interference with navigational signals or radio communication between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and others, result in glare in the vicinity of the airport or otherwise in any way create a hazard or endanger the landing, takeoff or maneuvering of aircraft intending to use the airport.

Section VI. Nonconforming uses.

- (1) *Regulations not retroactive:* The regulations prescribed by this Ordinance shall not be construed to require the removal, lowering, other changes or alteration of any structure or tree not conforming to the regulations as of the effective date of this Ordinance, or otherwise interface [interfere] with the continuance of a nonconforming use. Nothing contained herein shall require any change in the construction, alteration, or intended use of any structure, the construction or alteration of which was begun prior to the effective date of this Ordinance, and is diligently prosecuted.
- (2) *Marking and lighting:* Notwithstanding the preceding provision of this Section, the owner of any existing nonconforming structure or tree is hereby required to permit the installation, operation, and maintenance thereon of such markers and lights as shall be deemed necessary by the manager of the airport to indicate to the operators of aircraft in the vicinity of the airport, the presence of such hazards. Such markers and lights shall be installed, operated, and maintained at the expense of the Airport Authority.

Section VII. Permits.

- (1) *Future uses:* No material change shall be made in the use of land and no structure or tree shall be erected, altered, planted or otherwise established in any zone hereby created unless a permit therefor shall have been applied for and granted.
 - (a) However, a permit for a tree or structure of less than seventy-five (75) feet of vertical height above the ground shall not be required in the horizontal and conical zones or in any approach and transitional zones beyond a horizontal distance of four thousand two hundred (4,200) feet from each end of the runway except when such tree or structure, because of terrain, land contour or topographic features, would extend above the height limit prescribed for the respective zone.
 - (b) Each application for a permit shall indicate the purpose for which the permit is desired with sufficient particulars to determine whether the resulting use, structure or tree would conform to the regulations herein prescribed. If such determination is in the affirmative, the permit shall be granted.
- (2) *Existing uses.* No permit shall be granted that would allow the establishment or creation of an airport hazard or permit a nonconforming use, structure, or tree to become a greater hazard to air navigation than it was on the effective date of this Ordinance or any amendments thereto or than it is when the application for a permit is made. Except as indicated, all applications for such a permit shall be granted.
- (3) *Nonconforming uses abandoned or destroyed:* Whenever the Airport Authority or its agent determines that a nonconforming tree or structure has been abandoned or more than eighty 80 per cent torn down, physically deteriorated, or decayed, no permit shall be granted that would allow such structure or tree to exceed the applicable height limit or otherwise deviate from the zoning regulations.
- (4) *Variances:* Any person desiring to erect or increase the height of any structure, or permit the growth of any tree, or use his property not in accordance with the regulations prescribed in this Ordinance, may apply to the Board of Adjustment for a variance from such regulations. Such variances shall be allowed where it is duly found that a literal application of enforcement of the regulations would result in practical difficulty or

unnecessary hardship and relief granted would not be contrary to the public interest but will do substantial justice and be in accordance with the spirit of this Ordinance.

- (5) *Hazard marking and lighting:* Any permit or variance granted may, if such action is deemed advisable to effectuate the purpose of this Ordinance and be reasonable in the circumstances, be so conditioned as to require the owner of the structure or tree in question to permit the Airport Authority, at its own expense, to install, operate, and maintain thereon such markers and lights as may be necessary to indicate to pilots the presence of an airport hazard.

Section VIII. Enforcement.

It shall be the duty of the Airport Authority or its agent to administer and enforce the regulations prescribed herein. Applications for permits and variances shall be made to the Airport Authority or its agent upon a form furnished by him. Application required by this Ordinance to be submitted to the Airport Authority or its agent shall be promptly considered and granted or denied by him. Application for action by the Board of Appeals shall be forthwith transmitted by the Airport Authority or its agent.

Section IX. Board of appeals.

- (1) There is hereby created a Board of Appeals to have and exercise the following powers:
- (1) To hear and decide appeals from any order, requirement, decision, or determination made by the Airport Authority [or] its agent in the enforcement of this Ordinance;
 - (2) To hear and decide special exceptions to the terms of this Ordinance upon which such Board of Appeals under such regulations may be required to pass; and
 - (3) To hear and decide specific variances.
- (2) The Board of Appeals shall consist of five (5) members appointed by the Concordia Parish Police Jury and each shall serve for a term of three (3) years and until his successor is duly appointed and qualified. Of the members first appointed, one shall be appointed for a term of one (1) year, two (2) for a term of two (2) years and two (2) for a term of three (3) years. Members shall be removable by the appointing authority for cause, upon written charges, after a public hearing.
- (3) The Board of Appeals shall adopt rules for its governance and in harmony with the provisions of this Ordinance. Meetings of the Board of Appeals shall be held at the call of the Chairman and at such other times as the Board of Appeals may determine. The Chairman, or in his absence the acting chairman, may administer oaths and compel the attendance of witnesses. All hearing of the Board of Appeals shall be public. The Board of Appeals shall keep minutes of its proceedings showing the vote of each member upon each question; or if absent or failing to vote, indicating such fact, and shall keep records of its examinations and other official actions, all of which shall immediately be filed in the office of the Airport Authority or its agent, and on due cause shown.
- (4) The Board of Appeals shall make written findings of facts and conclusions of law giving the facts upon which it acted and its legal conclusions from such facts in reversing, affirming, or modifying any order, requirement, decision, or determination which comes before it under the provisions of this Ordinance.
- (5) The concurring vote of a majority of the members of the Board of Appeals shall be sufficient to reverse any order, requirement, decision, or determination of the Airport Authority or its agent or to decide in favor of the applicant on any matter upon which it is required to pass under this Ordinance, or to effect variation in this Ordinance.

Section X. Appeals.

- (1) Any person aggrieved, or any taxpayer affected, by any decision of the Airport Authority or its agent made in his administration of this Ordinance, may appeal to the Board of Appeals.
- (2) All appeals hereunder must be taken within a reasonable time as provided by the rules of the Board of Appeals, by filing with the Airport Authority a notice of appeal specifying the grounds thereof. The Airport Authority or its agent shall forthwith transmit to the Board of Appeals all the papers constituting the record upon which the action appealed from was taken.
- (3) An appeal shall stay all proceedings in furtherance of the action appealed from unless the Airport Authority or its agent certifies to the Board of Appeals, after the notice of appeal has been filed with it, that by reason of the facts stated in the certificate a stay would, in his opinion, cause imminent peril to life or property. In such case, proceedings shall not be stayed except by order of the Board of Appeals on notice to the Airport Authority or its agent and due cause shown.
- (4) The Board of Appeals shall fix a reasonable time for hearing appeals, give public notice and due notice to the parties in interest, and decide the same within a reasonable time. Upon the hearing, any party may appear in person or by agent or by attorney.
- (5) The Board of Appeals may, in conformity with the provision of this Ordinance, reverse or affirm, in whole or in part, or modify the order, requirement, decision, or determination appealed from and may make such order, requirement, decision, or determination, as may be appropriate under the circumstances.

Section XI. Judicial review.

Any person aggrieved, or any taxpayer affected, by any decision of the Board of Appeals, may appeal to the Seventh Judicial District Court in and for the Parish of Concordia, State of Louisiana as provided in R.S. LSA 2:387.

Section XII. Penalties.

Each violation of this Ordinance or of any regulation, order, or ruling promulgated hereunder shall constitute a misdemeanor and be punishable by a fine of not more than one hundred dollars (\$100.00) or imprisonment for not more than thirty (30) days or both; and each day a violation continues to exist shall constitute a separate offense.

Section XIII. Conflicting regulations.

Where there exists a conflict between any of the regulations or limitations prescribed in this Ordinance and any other regulations applicable to the same area, whether the conflict be with respect to the height of structures or trees, the use of land, or any other matter, the more stringent limitation or requirement shall govern and prevail.

Section XIV. Severability.

If any of the provisions of this Ordinance or the application thereof to any person or circumstances is held invalid, such invalidity shall not affect other provisions or applications of the Ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this Ordinance are declared to be severable.

Section XV. Effective date.

Whereas, the immediate operation of the provisions of this Ordinance is necessary for the preservation of the public health, public safety, and general welfare, an emergency is hereby declared to exist, and this Ordinance shall be in full force and effect from and after its passage by the Concordia Parish Police Jury and publication and posting as required by law.

Adopted by the Concordia Parish Police Jury, this the 11th day of October, 1976, by a unanimous vote.