

**ROCK HILL
AIRPORT OVERLAY DISTRICT Q & A
October 28, 2008**

1. What is the Airport Overlay District (AOD) and what is its purpose?

The AOD is an overlay zoning district that places additional use restrictions and standards on property within the vicinity of the Airport. The reason for the AOD is to prevent future development around the Airport that is incompatible, such as nursing homes, hospitals, child or elder care centers, schools, dense residential single and multi family housing, etc.

The new restrictions address the types of uses and densities allowed within close proximity to the Airport. There are also additional requirements for noise level reduction in certain cases.

2. Why is the AOD important?

The Airport Overlay District is important because it will protect and promote the general health, safety, economy, and welfare of the Airport and its environs by:

- Preventing the impairment and promoting the utility and safety of the Airport;
- Promoting land use compatibility between the airport and surrounding current and future land uses;
- Protecting the character and stability of existing land uses in the vicinity of the airport;
- Enhancing the environmental conditions in areas affected by Airport operations; and,
- Striving for development consistency with the Airport Master Plan.

3. Is the AOD Ordinance the same for the City of Rock Hill and York County?

The framework and content of both City and County Airport Overlay District Ordinances are nearly identical. The key differences relate to formatting of the document and specific governmental and process references.

4. What are the Airport Overlay District Zones?

- These zones include:
 - Field Height and Hazard Protection Zones, which include:
 - Runway Approach Zones
 - Transitional Zones
 - Horizontal Zone (a plane or ceiling 150ft above the airport elevation)
 - Conical Zone (a surface extending outward and upward from the edge of the horizontal zone, like an elongated cone)
 - Airport Land Use Protection Zones:
 - Airport Use Zone- Areas specifically reserved for Airport and Airport-related uses (within the 65Ldn noise contour or greater)
NOTE: Ldn is a measurement of average sound level over a 24-hour period.
 - Airport Compatibility Zone- Areas located within ½- mile of the runway

- Airport Influence Zone- Areas within the noise contours and under the Airport runway approaches (within the 55Ldn or greater noise contour or greater).

5. When was the Noise Study conducted?

The Noise Study was completed in August 2007 by the City's Airport Consultants, Talbert and Bright, Inc. The study includes projected 2027 noise contours around the Airport.

6. Does the Noise Study reflect the Airport Capital Improvement Program projects proposed in the 2003 Airport Master Plan?

Yes. Along with other Capital Improvement Program projects, the future runway extension was factored into the noise study, evaluating the impact over a 20 year period.

7. Regarding Current and Future Airport Operations:

What other plans are being considered for the airport?

The Airport Master Plan lists projects that include extension of the runway, additional aircraft storage facilities, aircraft ramp space, vehicle parking, and drainage improvements for storm water runoff.

Will there be scheduled commercial service at Rock Hill?

No. There will be no scheduled commercial service at the Rock Hill-York County Airport. For scheduled commercial service to be permitted, the airport would have to be certified by the Federal Aviation Administration as a Part 139 Air Carrier Airport, which allows scheduled airline service.

Also, in order to handle commercial traffic, the Transportation Security Administration requires an airport to have the capability to conduct commercial airline-type screening of passengers. This would require a new, and substantially larger, commercial terminal facility.

Who sets the flight patterns?

The FAA establishes flight patterns. Rock Hill currently utilizes what the FAA calls a "Standard Traffic Pattern". This means all turns made at the Rock Hill/York County Airport must be made to the left. Aircraft arriving and departing under Charlotte Air Traffic Control may fly a different pattern mandated by Charlotte Air Traffic Control.

Is there any attempt to control or limit aircraft noise?

The Airport Commission adopted a Noise Abatement Policy on April 12, 2007, which was provided to all airport tenants.

A follow-up letter was mailed to all tenants on April 10, 2008.

The policy is currently being reviewed to develop flight patterns that will limit noise for the surrounding neighborhoods.

8. As an existing homeowner, how do the requirements affect my property?

As the owner of an existing approved home, you are exempt from the new

requirements unless you are moving an existing building into an Airport Land Use Protection Zone or changing the use of the structure.

9. As an owner of existing non-residential property, how do the requirements affect my property?

An Airport Overlay District Airport Land Use Protection Zone Non-Residential Property Disclosure Form will be required for all properties with non-residential land uses and recorded at the York County Clerk of Court's Office upon execution of real estate closings.

10. As an owner of vacant undeveloped land in the Airport Compatibility Zone, how do the requirements affect my property?

Any new residential development that has already received final plat or major site plan before adoption of this Ordinance (October 27, 2008) is exempt from the proposed use and density regulations.

Certain uses and activities that may affect airport navigation within any of the Airport Land Use Protection Zones are prohibited.

Certain uses within the Airport Compatibility Zone that result in the concentration or assembly of people in one location, particularly for an extended period of time, may be prohibited. Residential density will be limited to 2 dwelling units per acre, unless the base zoning is more restrictive.

An Airport Land Use Protection Zone Disclosure Statement which states that the property is near the Airport must be included on all new development plans (after October 27, 2008) and recorded as a note on the plat.

11. As an owner of vacant undeveloped land in the Airport Influence Zone, how do the requirements affect my property?

For specific uses, including residential dwellings and buildings where the public will be congregated, new structures will be subject to the Noise Level Reduction (NLR) standards. However, new residential development that has received final plat or major site plan approval and obtained a building permit is exempt from the NLR standards.

Certain uses and activities that may affect airport navigation within any of the Airport Land Use Protection Zones are prohibited.

An Airport Land Use Protection Zone Disclosure Statement which states that the property is near the Airport must be included on all new development plans and recorded as a note on the plat.

12. As an owner of vacant undeveloped land within both an Airport Influence Zone and Airport Compatibility Zone, how do the requirements affect my property?

Parcels located in more than one of the Airport Land Use Protection Zones are subject to the standards of all applicable zones.

13. As an owner of vacant undeveloped land in which only a portion of my property lies within an Airport Land Use Protection Zone, how do the requirements affect my property?

The entire parcel is subject to the requirements of the applicable zone unless the City determines that the intent of the Ordinance can be met without strict adherence to the restrictions.

14. How have the boundaries of the Airport Land Use Protection Zones changed in comparison to the Airport Noise Zones that were originally proposed?

Overall, the boundary of the Airport Land Use Protection Zones is smaller.

The originally proposed Airport Noise Zones were based upon the 2027 noise contours and distance from the noise contours.

The revised Airport Land Use Protection Zones address both noise and land use compatibility standards around the Airport.

The newly proposed Airport Compatibility Zone is based upon distance from the runway; therefore, the boundaries of the Airport Compatibility Zone are smaller than the previously proposed Airport Noise Zone 2.

The newly proposed Airport Influence Zone reflects the 55Ldn noise contour, whereas the previously proposed Airport Noise Zone 3 was based on distance from Airport Noise Zone 2 and the remaining area within the 55Ldn contour.

15. What are Noise Level Reduction Standards?

Within the Airport Influence Zone, certain new uses (after October 27, 2008), including residential dwellings and buildings where the public will be congregated, are required to achieve an outdoor to indoor peak noise level reduction (NLR) of at least 25dB.

16. How are Noise Level Reduction Standards implemented?

A summary of recommended building requirements to guide property owners in achieving this reduction is available. Many of the suggested construction materials and methods are currently requirements of the updated Building Code.

17. What resources were used in developing the AOD standards?

Resources included the best practices of several other communities addressing land use, safety, noise and airport compatibility issues. Resource cities include Spartanburg, Aiken and Beaufort, SC; Scottsdale, AZ; and also Wayne County, NC.

We also referred to State and Federal Land Use Regulations and Guidance Materials prepared by experienced professionals including:

- SC Code of Laws Title 55-Aeronautics
- US DOT FAA Advisory Circular: "A Model Zoning Ordinance to Limit Height of Objects Around Airports"
- Federal Aviation Regulation Part 150
- FAA: "Land Use Compatibility and Airports, A Guide for Effective Land Use Planning"
- Airport Owners and Pilots Association's (AOPA) Guide to Airport Noise and Compatible Land Use
- Airport consultants, Talbert and Bright, Inc., and FAA and SCDOA officials

18. Why did the City approve some of these subdivisions that are so close to the Airport (Pennington Place/Stafford Park)?

The City of Rock Hill discouraged development of the Pennington Place, Stafford Park and other subdivisions located near the Airport. The City even considered purchasing the property, but could not afford the asking price. The properties were zoned to allow residential development and, after many discussions, the developments were allowed to move forward with certain restrictions and building standards in place. Restrictive covenants were also placed on these subdivisions that disclose proximity to the Airport.

19. Can't you just rezone the vacant affected properties?

Over the last 10-15 years the City has initiated several rezonings of property near the airport to encourage more compatible uses.

Avigation easements were also purchased. These acknowledge airport proximity, limit the height of structures and grant permission for the conditions arising from the overflight of aircraft in connection with the operation of an airport.

Because rezonings may drastically affect the use and dimensional requirements permitted on a site, an overlay district is the appropriate zoning tool to use when only limited modifications to the underlying zoning district are necessary to accomplish land use or development goals. Where the regulations differ, the more restrictive standards apply. Other overlay districts exist in the City for historic properties.

20. When did the Ordinance become effective?

City Council adopted the Ordinance on October 27, 2008 and it became effective immediately.

21. How do I determine in which Airport Land Use Protection Zone my property is located?

Maps of the Airport Overlay District Zones are available at www.cityofrockhill.com

Or you may also contact staff by phone:

City of Rock Hill Planning Services Department - (803) 326-3890