

–AO, Airport Overlay District

The -AO Airport overlay district is intended to be limited to industrial and other uses that are compatible with airport operations, and to limit residential uses to very low densities near the Piedmont Triad International Airport in order to minimize the negative effects of aircraft noise on homes. The overlay district also prohibits the erection of structures which would, by virtue of their height, interfere with operations at the airport.

District Boundaries

The AO-A and AO-B overlay districts are intended to be applied to lands within the City's jurisdiction based on the noise levels related to operations at the Piedmont Triad International Airport and are as follows:

Boundary of AO-A of the Airport Overlay District

AO-A of the Airport Overlay District consists of all lands within the 60 DNL Noise Contour Area around Piedmont Triad International Airport as depicted within the PART 150 Study dated November of 2007, and as delineated on the Zoning Map.

Boundary of AO-B of the Airport Overlay District

AO-B of the Airport Overlay District consists of all lands north of Joseph M. Bryan Boulevard located between the boundary of AO-A established above and the 60 DNL Noise Contour Area around Piedmont Triad International Airport, as depicted within the Airport Area Plan adopted on September 12, 2002, and as delineated on the Zoning Map.

Split-Zoned Tracts in AO-B of the Airport Overlay District

When a tract is split by the outer boundary of the AO-B of the airport overlay district, development on that entire tract is considered exempt from the provisions of this overlay district. In this case, the overlay district boundary will be considered as following along the property line of the tract that is fully inside the overlay district. However, in no case should the shifting of the

overlay boundary to a property line have the effect of moving it more than 600 feet from the boundary location as indicated on the Zoning Map nor to a point within the boundary of AO-A.

District Standards

All development within an Airport Overlay District must comply with the following:

Piedmont Triad Airport Notification

All permit applications, site plans and other plans proposing buildings, signs and other structures with a height of 50 feet or more must be accompanied by written documentation from the Piedmont Triad Airport Authority indicating that the proposal complies with all applicable airport regulations. No permit or other plan approval may be granted without such written documentation.

Restriction on Residential Uses within AO-A of the Airport Overlay District

Residential uses are prohibited within AO-A with the exception of single-family detached dwellings on lots that are at least 40,000 square feet in area.

Airport Overlay District - Residential Standards

Residential uses located within both AO-A and AO-B are subject to the following standards:

Public Notification of Potential Aircraft Noise Impacts

Public notification of the potential aircraft noise impacts made to prospective purchasers of property within the Airport Overlay District shall be made in accordance with the following requirements.

Where public notification statements are required or provided for property within the district, the following statement shall be used:

"This property is located within the Airport Overlay District and is

subject to both day and nighttime aircraft overflights and to aircraft noise that may increase in the future and that you may find to be objectionable dependent upon the use and location of the property.”

In accordance with the N.C. Residential Property Disclosure Act in Section 47E of the North Carolina General Statutes, all landowners and their agents shall provide a public notification statement to all prospective purchasers through a written disclosure statement.

A public notification statement shall appear on the recorded final plat for all subdivisions of land within the district. In addition, the subdivision owner shall provide public notice to all prospective lot purchasers through a written disclosure statement.

Noise Level Reduction Design

New residential uses shall be designed to achieve an outside to inside noise reduction level of at least 30 decibels (dB). This performance measure may be achieved by any suitable combination of building design, building materials, construction standards or other industry accepted measures so as to reduce the interior noise levels from overhead aircraft flights. Prior to the issuance of a building permit for a residential use, a qualified acoustical professional satisfactory to the Planning Department shall certify that the measures used to construct the residential use will achieve at least a 30 dB noise level reduction.