

ORDINANCE NO. 2013-02

AN ORDINANCE OF THE TOWNSHIP OF BEDFORD AMENDING, REPEALING, AND/OR REVISING ALL PRIOR ORDINANCES OF BEDFORD TOWNSHIP OR PARTS THEREOF AND IN PARTICULAR BEDFORD TOWNSHIP ORDINANCE NO. 93-04 TO THE EXTENT THEY ARE INCONSISTENT HERewith; SETTING FORTH ITS AUTHORITY TO ESTABLISH AN "AIRPORT DISTRICT OVERLAY" TO INCLUDE: PURPOSES OF THE DISTRICT, RELATION TO OTHER ZONING DISTRICTS, DEFINITIONS, AIRPORT ZONES, AIRPORT ZONE HEIGHT LIMITATIONS; PERMITS REQUIRED; USE RESTRICTIONS; NONCONFORMING USES; OBSTRUCTION MARKING AND LIGHTING; ENFORCEMENT/NOTICE; ESTABLISHING A BOARD OF ADJUSTMENT AND JOINT AIRPORT ZONING BOARD; SETTING FORTH THE PROCEDURE FOR APPEALS; ESTABLISHING PROVISIONS FOR JUDICIAL REVIEW; ESTABLISHING FINES AND PENALTIES FOR VIOLATION(S) OF THE ORDINANCE; SETTING FORTH CONFLICTING REGULATIONS AND SEVERABILITY PROVIDES; ESTABLISHING AN EFFECTIVE DATE FOR THE ORDINANCE; AND AMENDING THE OFFICIAL ZONING MAP BY THE ADOPTION OF AN OFFICIAL SUPPLEMENTARY AIRPORT OVERLAY ZONING MAP.

**WHEREAS**, certain airport hazards, as defined, in effect reduce the size of the area available for landing, takeoff, and maneuvering of aircraft, thus tending to destroy or impair the utility of Bedford County Airport and the public investment therein; and

**WHEREAS**, the creation or establishment of an airport hazard, as defined, is a public nuisance and may injure the region served by the Bedford County Airport; and

**WHEREAS**, it is necessary in the interest of public health, public safety and general welfare that the creation or establishment of airport hazards, as defined, be prevented; and

**WHEREAS**, the prevention of these airport hazards, as defined, should be accomplished, to the extent legally possible, by the exercise of police power without compensation; and

**WHEREAS**, both the prevention of the creation or establishment of airport hazards, as defined, and the elimination, removal, alteration, mitigation or marking and lighting of existing airport hazards, as defined, are public purposes for which political subdivisions may raise and expend public funds and acquire land or interests in land; and

**WHEREAS**, The Township Board of Supervisors did hold public hearing on April 2, 2013;

**NOW, THEREFORE BE IT ORDAINED** by the Board of Supervisors of Bedford Township, pursuant to the authority conferred by 1984 Pa. Laws 164 codified at 74 Pa. Cons. Stat. §§5912 et. Seq., the following be and is hereby adopted as an ordinance of Bedford Township:

## **Airport District Overlay Ordinance**

- Section 1: Repealer
- Section 2: Purpose
- Section 3: Relation to Other Zone Districts
- Section 4: Definitions
- Section 5: Establishment of Airport Zones and Height Limitations
- Section 6: Permit Applications
- Section 7: Variance
- Section 8: Use Restrictions
- Section 9: Pre-existing Non-conforming Uses
- Section 10: Obstruction Marking and Lighting
- Section 11: Enforcement/Notice
- Section 12: Board of Adjustment
- Section 13: Joint Airport Zoning Board
- Section 14: Appeals
- Section 15: Judicial Review
- Section 16: Acquisition of Air Rights
- Section 17: Violations and Penalties
- Section 18: Relation to Other Zoning Regulations
- Section 19: Severability
- Section 20: Effective Date

**Section 1: Repealer.** All prior Ordinances of Bedford Township or parts thereof and in particular Bedford Township Ordinance No. 93-04 are amended, repealed, and/or revised to the extent that they are inconsistent herewith.

**Section 2: Purpose.** The purpose of this ordinance is to create an airport district overlay that considers safety issues around the Bedford County Airport, regulates and restricts the heights of constructed structures and objects of natural growth, creates appropriate zones, establishing the boundaries thereof and providing for changes in the restrictions and boundaries of such zones, creates the permitting process for use within said zones and provides for enforcement, assessment of violation penalties, an appeals process, and judicial review.

**Section 3: Relation to Other Zone Districts.** The Airport District Overlay shall not modify the boundaries of any underlying zoning district. Where identified, the Airport District Overlay shall impose certain requirements on land use and construction in addition to those contained in the underlying zoning district.

**Section 4: Definitions.** The following words and phrases when used in this ordinance shall have the meaning given to them in this section unless the context clearly indicates otherwise.

**Airport Elevation:** The highest point of an airport's useable landing area measured in feet above sea level. The airport elevation of the Bedford County Airport is 1,161.50 feet.

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**Airport Hazard:** Any structure or object, natural or manmade, or use of land which obstructs the airspace required for flight or aircraft in landing or taking off at an airport or is otherwise hazardous as defined in 14 CFR Part 77 and 74 Pa. Cons. Stat. §5102.

**Airport Hazard Area:** Any area of land or water upon which an airport hazard might be established if not prevented as provided for in this Ordinance and the Act 164 of 1984 (Pennsylvania Laws Relating to Aviation).

**Approach Surface (Zone):** An imaginary surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of the runway based on the planned approach. The inner edge of the approach surface is the same width as the primary surface and expands uniformly depending on the planned approach. The approach surface zone, as shown on Figure 1, is derived from the approach surface.

**Conical Surface (Zone):** An imaginary surface extending outward and upward from the periphery of the horizontal surface at a slope of twenty (20) feet horizontally to one (1) foot vertically for a horizontal distance of 4,000 feet. The conical surface zone, as shown on Figure 1, is based on the conical surface.

**Department:** Pennsylvania Department of Transportation.

**FAA:** Federal Aviation Administration of the United States Department of Transportation.

**Height:** For the purpose of determining the height limits in all zones set forth in this Ordinance and shown on the zoning map, the datum shall be mean sea level elevation unless otherwise specified.

**Horizontal Surface (Zone):** An imaginary plane 150 feet above the established airport elevation that is constructed by swinging arcs of various radii from the center of the end of the primary surface and then connecting the adjacent arc by tangent lines. The radius of each arc is based on the planned approach. The horizontal surface zone, as shown on Figure 1, is derived from the horizontal surface.

**Larger Than Utility Runway:** A runway that is constructed for and intended to be used by propeller driven aircraft of greater than 12,500 pounds maximum gross weight and jet powered aircraft.

**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.

**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.

**Obstruction:** Any structure, growth, or other object, including a mobile object, which exceeds a limiting height set forth by this Ordinance.

**Person:** Means and includes natural persons of either sex, firms, co-partnerships and corporations, and all associations of natural persons, whether acting by themselves or by a servant or employee, or any organization of any kind.

**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 approved airport layout plan or any other planning document.

**Primary Surface (Zone):** An imaginary surface longitudinally centered on the runway, extending 200 feet beyond the end of paved runways or ending at each end of turf runways. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. The primary surface zone, as shown on Figure 1, is derived from the primary surface.

**Runway:** A defined area of an airport prepared for landing and takeoff of aircraft along its length.

**Structure:** An object, including a mobile object, constructed or installed by man, including but without limitation, buildings, towers, cranes, smokestacks, earth formation and overhead transmission lines.

**Transitional Surface (Zone):** An imaginary surface that extends outward and upward from the edge of the primary surface to the horizontal surface at a slope of seven (7) feet horizontally to one (1) foot vertically (7:1). The transitional surface zone, as shown on Figure 1, is derived from the transitional surface.

**Tree:** Any object of natural growth.

**Utility Runway:** A runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight or less.

**Visual Runway:** A runway intended solely for the operation of aircraft using visual approach procedures.

**Section 5: Establishment of Airport Zones.** There are hereby created and established certain zones within the Airport District Overlay ordinance, defined in Section 4 and depicted on Figure 1 and illustrated on Bedford County Airport Hazard Area Map, hereby adopted as part of this ordinance, which include:

1. Approach Surface Zone
2. Conical Surface Zone
3. Horizontal Surface Zone
4. Primary Surface Zone
5. Transitional Surface Zone

**Section 6: Permit Applications.** As regulated by Act 164 and defined by 14 Code of Federal Regulations Part 77.13(a) (as amended or replaced), any person who plans to erect a new structure, to add to an existing structure, or to erect and maintain any object (natural or manmade), in the vicinity of the airport, *shall first notify the Department's Bureau of Aviation (BOA) by submitting PENNDOT Form AV-57 to obtain an obstruction review of the proposal at least 30 days prior to commencement thereof.* The Department's BOA response must be included with this permit application for it to be considered complete. If the Department's BOA returns a determination of no penetration of airspace, the permit request should be considered in compliance with the intent of this Overlay Ordinance. If the Department's BOA returns a determination of a penetration of airspace, the permit shall be denied, and the project sponsor may seek a variance from such regulations as outlined in Section 6.

No permit is required to make maintenance repairs to or to replace parts of existing structures which do not enlarge or increase the height of an existing structure.

**Section 7: Variance.** Any request for a variance shall include documentation in compliance with 14 Code of Federal Regulations Part 77 Subpart B (FAA Form 7460-1 as amended or replaced). Determinations of whether to grant a variance will depend on the determinations made by the FAA and the Department's BOA as to the effect of the proposal on the operation of air navigation facilities and the safe, efficient use of navigable air space. In particular, the request for a variance shall consider which of the following categories the FAA has placed the proposed construction in:

1. No Objection - The subject construction is determined not exceed obstruction standards and marking/lighting is not required to mitigate potential hazard. Under this determination a variance shall be granted.
2. Conditional Determination - The proposed construction/alteration is determined to create some level of encroachment into an airport hazard area which can be effectively mitigated. Under this determination, a variance shall be granted contingent upon implementation of mitigating measures as described in Section 9 - Obstruction Marking and Lighting.
3. Objectionable - The proposed construction/alteration is determined to be a hazard and is thus objectionable. A variance shall be denied and the reasons for this determination shall be outlined to the applicant.

Such requests for variances shall be granted where it is duly found that a literal application or enforcement of the regulations will result in unnecessary hardship and that relief granted will not be contrary to the public interest, will not create a hazard to air navigation, will do substantial justice, and will be in accordance with the intent of this ordinance.

**Section 8: Use Restrictions.** Notwithstanding any other provisions of this Ordinance, no use shall be made of land or water within the Airport District Overlay in such a manner as to create electrical interference with navigational signals or radio communications between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and others, impair visibility in the vicinity of the airport, create bird strike hazards or otherwise endanger or interfere with the landing, takeoff or maneuvering of aircraft utilizing the Bedford County Airport.

**Section 9: Pre-Existing Non-Conforming Uses.** The regulations prescribed by this Ordinance shall not be construed to require the removal, lowering, or other change or alteration of any structure or tree not conforming to the regulations as of the effective date of this Ordinance, or otherwise interfere with the continuance of a non-conforming use. No non-conforming use shall be structurally altered or permitted to grow higher, so as to increase the non-conformity, and a non-conforming use, once substantially abated (subject to the underlying zoning ordinance,) may only be reestablished consistent with the provisions herein.

**Section 10: Obstruction Marking and Lighting.** Any permit or variance granted pursuant to the provisions of this ordinance may be conditioned according to the process described in Section 6 to require the owner of the structure or object of natural growth in question to permit the municipality, at its own expense, or require the person requesting the permit or variance, to install, operate, and maintain such marking or lighting as deemed necessary to assure both ground and air safety.

**Section 11: Enforcement/Notice.**

- 11.1 Local Enforcement. It shall be the duty of the Bedford Township Supervisors to administer and enforce the regulations prescribed herein. Applications for permits and variances shall be made to the Bedford Township Supervisors upon a form published for that purpose. Applications required by this Ordinance to be submitted to the Bedford Township Supervisors shall be promptly considered and granted or denied. Application for action by the Board of Adjustment shall be forthwith transmitted by the Bedford Township Supervisors.
- 11.2 Notice to Department. Notwithstanding any other provision of law, if the Bedford Township Supervisors decide to grant a permit or variance under this Ordinance, it shall notify the Department of its decision. This notice shall be in writing and shall be sent so as to reach the Department at least ten (10) days before the date upon which the decision is to issue.

**Section 12: Board of Adjustment.**

- 12.1 Powers. There is hereby created a Board of Adjustment to have and exercise the following powers: (1) to hear and decide appeals from any order, requirement, decision, or determination made by the Bedford Township Supervisors in the enforcement of this Ordinance; (2) to hear and decide special exceptions to the terms of this Ordinance upon which such Board of Adjustment under such regulations may be required to pass; and (3) to hear and decide specific variances.
- 12.2 Creation/Members/Removal. The Board shall consist of five (5) members, each to be appointed for a term of three (3) years by the Bedford Township Supervisors and to be removable by such Supervisors, for cause, upon written charges and after a public hearing.



- 12.3 Governing Rules. The Board of Adjustment shall adopt rules for its governance and in harmony with the provisions of this Ordinance. Meetings of the Board of Adjustment shall be held at the call of the Chairperson and at such other times as the Board of Adjustment may determine. For conduct of any hearing or taking of any action, a quorum shall not be less than a majority of all members. The Chairperson or, in the absence of the Chairperson, the Acting Chairperson, may administer oaths and compel a attendance of witnesses. All hearings of the Board of Adjustment shall be public. The Board of Adjustment 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 Bedford Township Supervisors and on due cause shown.
- 12.4 Findings of Fact/Conclusions of Law. The Board of Adjustment shall made written findings of fact 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.
- 12.5 Voting. The concurring vote of a majority of the members of the Board of Adjustment shall be sufficient to reverse any order, requirement, decision, or determination of the Bedford Township Supervisors or decide in favor of the applicant on any matter upon which it is required to pass under this Ordinance, or to effect variation to this Ordinance.

**Section 13: Joint Airport Zoning Board.** Where any airport hazard appertaining to an airport is located outside the territorial limits of the municipality encompassing the airport, all of the municipalities involved may, by Ordinance or resolution, create a joint airport zoning board which shall have the same power to adopt, administer, and enforce airport zoning regulations applicable to the airport hazard area in question as that vested (by the police power) in the municipality in which the area is located. Each joint airport zoning board shall have as members two representatives appointed by each municipality participating in its creation and, in addition, a chairman elected by a majority of the members so appointed.

#### **Section 14: Appeals.**

- 14.1 Right of Appeal. Any person aggrieved or taxpayer affected by any decision of the Bedford Township Supervisors or joint zoning hearing board may appeal to the Board of Adjustment as provided by law.
- 14.2 Reasonable Time Requirement. All appeals hereunder must be taken within a reasonable time as provided by the rules of the Board of Adjustment. The Board shall fix a reasonable time for hearing appeals; give public and due notice to the parties in interest; and decide the same within a reasonable time. At the hearing, any party may appear in person, by agent, or by attorney.
- 14.3 Stay of Proceedings. An appeal shall stay all proceedings in furtherance of the action appealed from unless the municipality or joint zoning hearing board certifies to the Board, after notice of the appeal has been filed with it, that, by reason of the facts stated



in the certificate, a stay would in its opinion cause imminent peril to life or property. In such cases, proceedings shall not be stayed otherwise than by order of the Board or notice to the municipality or joint zoning appeal board.

- 14.4 Power to Reverse, Affirm, or Modify Orders. The Board of Adjustment may, in conformity with the provisions 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 15: Judicial Review.** Any person aggrieved or any taxpayer affected by any decision of the Board of Adjustment may appeal to the Court of Common Pleas as provided by law. In cases where applicable law does not provide any appeal from a municipality to a Board, a person or taxpayer may appeal from a decision of a municipality or joint airport zoning board, as provided by law for similar zoning proceedings.

**Section 16: Acquisition of Air Rights.** In any case in which it is desired to remove, lower, or otherwise terminate a nonconforming structure or use, or the approach protection necessary cannot, because of constitutional limitations, be provided by airport zoning regulations, or it appears advisable that the necessary approach protection be provided by acquisition of property rights, rather than by airport zoning regulations, the municipality within which the property or nonconforming use is located, or the municipality or municipal authority owning the airport or served by it, may acquire by purchase, grant or condemnation, in the manner provided by law under which municipalities are authorized to acquire real property for public purposes, such air right, aviation easement, or other estate or interest in the property or nonconforming structure or use in question as may be necessary to effectuate the purpose(s) of this Ordinance. In the case of the purchase of any property or any easement or estate, or interest therein, or the acquisition thereof by the power of eminent domain, the municipality making the purchase or exercising the power shall, in addition to the damages for the taking, injury, or destruction of property, also pay the cost of the removal and relocation of any structure or any public utility which is required to be moved to a new location.

**Section 17: Violations and Penalties.** Any person who shall violate any of the provisions of this Ordinance shall be guilty of an Offense. The Board of Supervisors hereby set a criminal fine of One Thousand (\$1,000.00) Dollars per violation, and the costs of prosecution including but not limited to attorney's fees in relation thereto, and, in default of payment of such fine and costs of prosecution, to undergo imprisonment of not more than Ten (10) days, provided, further, that each day's continuance of a violation shall constitute a separate event.

The Township shall initiate an enforcement proceeding by an action brought before a District Justice in the same manner provided for the enforcement of summary offenses under the Pennsylvania Rules of Criminal Procedure.

The municipal solicitor may assume charge of the prosecution without the consent of the District Attorney as required under Pa.R.Crim.P. No. 83(c) (relating to trial in summary cases).

This Ordinance may also be enforced by the Township through an action in equity brought in the Court of Common Pleas of the County where the Township is situate. In the event such an action is required to be filed by the Township, it shall be entitled to attorney's and expenses incurred in relation thereto in addition to costs of suit.

**Section 18: Relation to other Zoning Regulations.**

18.1 Incorporation. In the event the municipality has adopted or hereafter adopts a comprehensive zoning ordinance regulating, among other things, the height of buildings, any airport zoning regulations applicable to the same area or portion thereof may be incorporated in and made a part of the comprehensive zoning regulations and be administered and enforced in connection therewith.

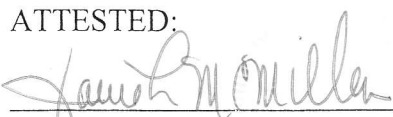
18.2 Conflicts. Where there exists a conflict between any of the regulations or limitations prescribed in this ordinance and any other regulation applicable to the same area, the more stringent limitation or requirement shall govern and prevail.

**Section 19: Severability.** If any of the provisions of this Ordinance or the application thereof to any person or circumstance are 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.

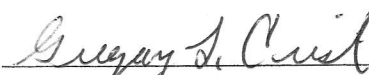
**Section 20: Effective Date.** This Ordinance shall be effective within five (5) days of its adoption.


ORDAINED AND ENACTED as an Ordinance of Bedford Township this 7th day of May, 2013.

ATTESTED:

  
Janie L. McMillen, Secretary

BEDFORD TOWNSHIP  
BOARD OF SUPERVISORS

  
Gregory L. Crist, Chairman

  
Dean H. Shuller, Vice Chairman


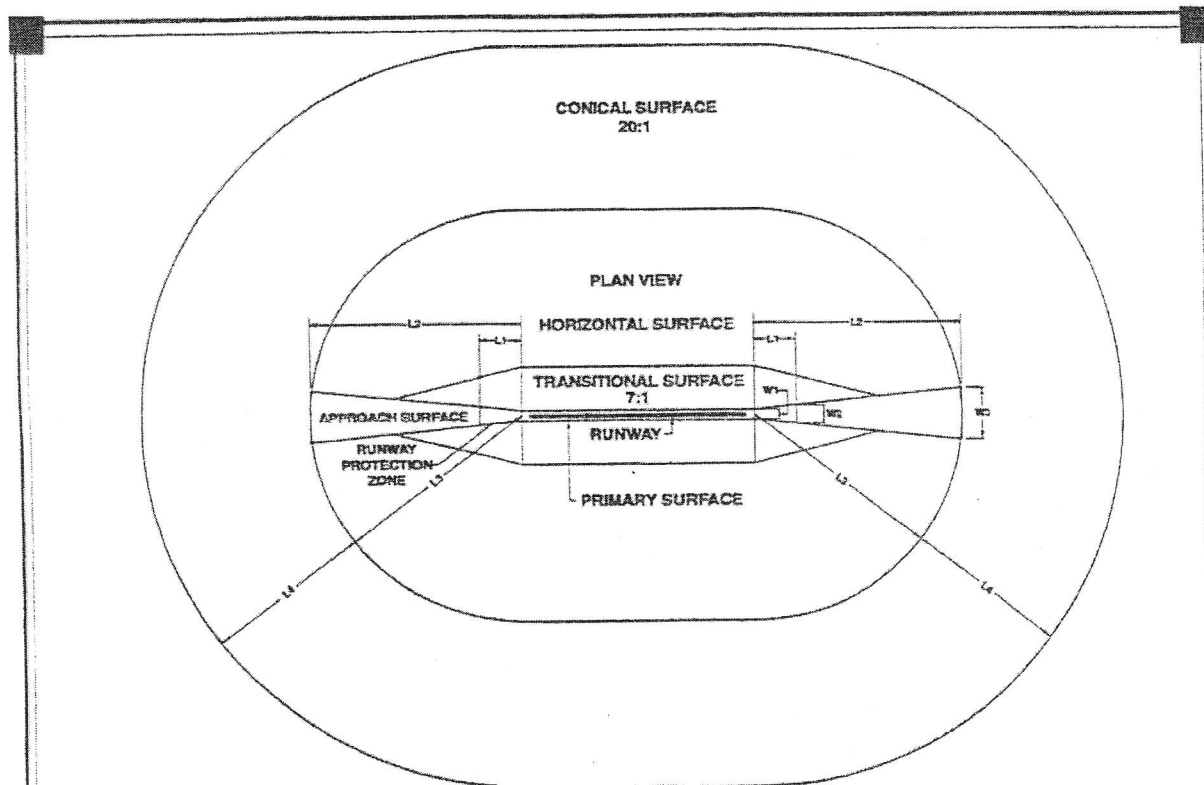
  
Rick P. Fetter, Supervisor

Figure 1: Part 77 Surface Areas



FAR PART 77 "IMAGINARY SURFACES" DIMENSION REQUIREMENTS										
Runway Type	Runway End		Conical Surface (L4)	Horizontal Surface (L3)	Approach Surface			Approach Slope	Primary Surface Width	Transitional Surface
	Approach	Other			Length (L2)	Inner Width (W1)	Other Width (W3)			
Small Airplanes <sup>2</sup>	V	V	4,000	5,000	5,000	250	1,250	20:1	250	7:1
		NP	4,000	5,000	5,000	500	1,250	20:1	500	7:1
		NP 3/4	4,000	5,000	5,000	1,000	1,250	20:1	1,000	7:1
		P	4,000	5,000	5,000	1,000	1,250	20:1	1,000	7:1
	NP	V	4,000	5,000	5,000	500	2,000	20:1	500	7:1
		NP	4,000	5,000	5,000	500	2,000	20:1	500	7:1
		NP 3/4	4,000	5,000	5,000	1,000	2,000	20:1	1,000	7:1
		P	4,000	5,000	5,000	1,000	2,000	20:1	1,000	7:1
Large Airplanes <sup>3</sup>	V	V	4,000	5,000	5,000	500	1,500	20:1	500	7:1
		NP	4,000	10,000	5,000	500	1,500	20:1	500	7:1
		NP 3/4	4,000	10,000	5,000	1,000	1,500	20:1	1,000	7:1
		P	4,000	10,000	5,000	1,000	1,500	20:1	1,000	7:1
	NP	V	4,000	10,000	10,000	500	3,500	34:1	500	7:1
		NP	4,000	10,000	10,000	500	3,500	34:1	500	7:1
		NP 3/4	4,000	10,000	10,000	1,000	3,500	34:1	1,000	7:1
		P	4,000	10,000	10,000	1,000	3,500	34:1	1,000	7:1
Large and Small Airplanes	NP 3/4	V	4,000	10,000	10,000	1,000	4,000	34:1	1,000	7:1
		NP	4,000	10,000	10,000	1,000	4,000	34:1	1,000	7:1
		NP 3/4	4,000	10,000	10,000	1,000	4,000	34:1	1,000	7:1
		P	4,000	10,000	10,000	1,000	4,000	34:1	1,000	7:1
	P	V	4,000	10,000	10,000/40,000	1,000	4,000/16,000	50:1/40:1	1,000	7:1
		NP	4,000	10,000	10,000/40,000	1,000	4,000/16,000	50:1/40:1	1,000	7:1
		NP 3/4	4,000	10,000	10,000/40,000	1,000	4,000/16,000	50:1/40:1	1,000	7:1
		P	4,000	10,000	10,000/40,000	1,000	4,000/16,000	50:1/40:1	1,000	7:1
1 - In Feet					V = Visual approach 20:1					
2 - Less than 12,500 lbs maximum certified takeoff weight					NP = Nonprecision approach 34:1					
3 - Greater than 12,500 lbs maximum certified takeoff weight					NP 3/4 = Nonprecision approach with visibility minimums as low as 3/4 statute miles 34:1					
					P = Precision approach 50:1					
Note: L1 is the length of the RPZ and W2 is the outer width of the RPZ as defined by approach visibility minimums										
Source: Federal Aviation Administration										

1 - In Feet

2 - Less than 12,500 lbs maximum certified takeoff weight

3 - Greater than 12,500 lbs maximum certified takeoff weight

V = Visual approach 20:1

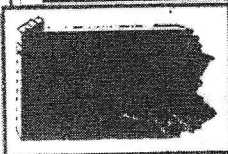
NP = Nonprecision approach 34:1

NP 3/4 = Nonprecision approach with visibility minimums as low as 3/4 statute miles 34:1

P = Precision approach 50:1

Note: L1 is the length of the RPZ and W2 is the outer width of the RPZ as defined by approach visibility minimums

Source: Federal Aviation Administration



Pennsylvania Land Use  
Compatibility  
Guidelines



**FAR PART 77 SURFACES  
AND DIMENSION REQUIREMENTS**

**Exhibit  
3**

NOTICE IS HEREBY GIVEN that the Board of Supervisors of the Township of Bedford, Bedford County, Pennsylvania intend to consider for enactment at its regular meeting scheduled on Tuesday, May 7, 2013 at 7:00 p.m. at the Bedford Township Building, located at 1037 Shed Road, Bedford, PA 15522, an Ordinance titled, **"AN ORDINANCE OF THE TOWNSHIP OF BEDFORD AMENDING, REPEALING, AND/OR REVISING ALL PRIOR ORDINANCES OF BEDFORD TOWNSHIP OR PARTS THEREO AND IN PARTICULAR BEDFORD TOWNSHIP ORDINANCE NO. 93-04 TO THE EXTENT THEY ARE INCONSISTENT HEREWITH; SETTING FORTH ITS AUTHORITY TO ESTABLISH AN "AIRPORT DISTRICT OVERLAY" TO INCLUDE: PURPOSES OF THE DISTRICT, DEFINITIONS, AIRPORT ZONES, AIRPORT ZONE HEIGHT LIMITATIONS; PERMITS REQUIRED; USE RESTRICTIONS; NONCONFORMING USES; VARIANCES; CONFLICTING REGULATIONS; AND AMENDING THE OFFICIAL ZONING MAP BY THE ADOPTION OF AN OFFICIAL SUPPLEMENTARY AIRPORT OVERLAY ZONING MAP."** The Ordinance contains

Repealer provisions in Section 1; provisions as to the purpose of the Ordinance in Section 2; provisions as to relation to other zone districts in Section 3; Definitions in Section 4; provisions establishing Airport Zones in Section 5; provisions as to permit applications in Section 6; provisions pertaining to variances in Section 7; provisions pertaining to use restrictions in Section 8; provisions as to pre-existing non-conforming uses in Section 9; provisions as to obstruction marking and lighting in Section 10; provisions as to Enforcement and Notice in Section 11; provisions for establishment of a Board of Adjustment in Section 12; provisions for establishing a Joint Airport Zoning Board with other municipalities in Section 13; provisions for taking an appeal in Section 14; provisions pertaining to judicial review in Section 15; provisions as to acquisition of air rights in Section 16; provisions governing violations and penalties under the Ordinance in Section 17; provisions relating to other zoning regulations in Section 18; severability provisions in Section 19; and a provision as to the Effective Date in Section 20.

Any and all concerned persons and citizens may attend. A copy of the proposed Ordinance may be viewed and secured from the Township Secretary, located in the Township Building referenced above, during normal office hours, Monday through Friday, 8:00 a.m. to 4:30 p.m. A copy of such proposed Ordinance has also been placed with and may be viewed and secured from the Office of the Bedford Gazette, 424 W. Penn Street, Bedford, PA 15522.

Greg L. Crist, Chairman  
Bedford Township Supervisors

