

**AGENDA  
SPECIAL MEETING**

**LEXINGTON COUNTY COUNCIL  
Airport Committee Meeting  
Monday, October 19, 2009 – 10:00 A.M.  
Second Floor - County Administration Building  
212 South Lake Drive, Lexington, SC 29072  
Telephone - 803-785-8103 -- FAX 803-785-8101**

**Call to Order**

**J. Carrigg, Chairman - Airport Committee**

- (1) Zoning Text Amendment T09-04 - Planning and GIS - Charlie Compton, Director .....A
- (2) Discussion of Long Term Strategies for the Lexington County Airport at Pelion
- (3) Old/New Business
- (4) Adjournment

**Airport Committee**

J. Carrigg, Jr., Chairman  
J. Kinard, V Chairman  
S. Davis  
J. Jeffcoat  
D. Summers

# Memorandum

September 25, 2009

**To:** Katherine Hubbard  
County Administrator

**For:** Airport Committee  
County Council

**From:** Charlie Compton, Director  
Department of Planning and GIS

**Reference:** Zoning Text Amendment #T09-04

The Planning Commission has now recommended approval of the language in this zoning text amendment. If the Airport Committee decides to recommend adoption of this amendment, I would make one suggestion. In **Section 43.40, Land Use Overlay Zones**, delete the phrase “as depicted in Figure 2” which appears in the first sentence. We will depict those zones as part of the Official Zoning Map in the same manner that we map the Noise Exposure Overlay Zones in the Columbia Metropolitan Airport District.

**Enclosure:** Zoning Text Amendment #T09-04



COUNTY OF LEXINGTON, SOUTH CAROLINA

**Community Development**

County Administration Building, 4<sup>th</sup> Floor  
212 South Lake Drive, Suite 401, Lexington, SC 29072  
(803)785-8121

ZONING TEXT AMENDMENT APPLICATION # **T09-04**

Section(s) of the Zoning Ordinance that are affected:

ARTICLE 4 - AIRPORT DISTRICT, Chapter 3. Designation of Pelion Corporate Airport District

Reason for the request: An update to rename the Chapter, bring it into compliance with the latest master plan, and to address needed restrictions concerning surrounding property.

Submitted on behalf of:       County Council       Planning Commission

Printed Name: Charles M. Compton      Title: Director of Planning and GIS

Signature: Signature on file

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07/16/2009	Application Received	8/06/09	Newspaper Advertisement
09/17/2009	Planning Commission		

Planning Commission Recommendation: Recommend approval by a vote of 7 in favor of the motion to 0 opposed.

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07/28/09	First Reading	8/25/09	Public Hearing	Second Reading	Third Reading
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Results: \_\_\_\_\_

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## Chapter 3. Designation of ~~Pelion Corporate~~ **the Lexington County Airport District**

### 43.00 Introduction

The ~~Pelion Corporate~~ **Lexington County** Airport District is hereby established pursuant to the purposes of this Article, comprising all those lands within the overlay zones as further delineated in this Chapter.

### 43.10 Purpose

The concentration of people and sound-sensitive activities on lands adjacent to airport or heliport operations and the maximum height of buildings, other structures, and trees in such areas shall be regulated by airport district overlay zones as set forth herein. In order to protect people and property in the vicinity of airports and heliports from the danger of aircraft accidents and the impact of excessive noise levels, certain land use activities shall not be permitted in designated overlay zones surrounding such facilities. To preserve the safety and efficiency of air navigation, height control overlay zones may be designated around airfields to limit the obstruction of landing, takeoff, and maneuvering airspace by buildings, other structures, and trees. Such controls serve to protect the public investment in airports or heliports by restricting adjacent land uses incompatible with the use, growth, or expansion of these facilities.

### 43.20 Application of Airport District Overlay Zones

Overlay zones are established for the Lexington County Airport District, based on the present runway configuration described in the *Airport Layout Plan*, dated July 1987, and the *Approach and Profile Plan*, dated June 1987. Both plans were prepared by The LPA Group Incorporated. These zones are further referenced in the *Pelion Corporate Airport Master Plan Update*, dated November 2003, prepared by Wilbur Smith Associates, and approved by the Federal Aviation Administration in November 2005.

The land use and height controls associated with these airport district overlay zones shall be in addition to and shall only apply where underlying zoning districts and their controls have been established under other Articles of this Ordinance. Where the Airport District overlay zone controls conflict with the controls of underlying zoning districts, the more restrictive controls shall apply.

### 43.30 Height Control Overlay Zones

Four types of height control overlay zones ~~as described below and in Figure 1~~ are established for the ~~Pelion Corporate~~ **Lexington County** Airport District, based on the present runway configuration ~~described in the Airport Layout Plan, dated July 1987, and the Approach and Profile Plan, dated June 1987. Both plans were prepared by The LPA Group Incorporated.~~

### 43.31 Approach Zones

Approach zones are delineated for each of the two runway approaches. The beginning of each approach zone is 500 feet wide and is coincident with and at the same elevation as the respective runway end. Both zones expand outward uniformly to an ultimate width of 2000 feet which is at a distance of 5000 feet measured horizontally from the end of the primary surface. The centerline of each approach zone is the horizontal continuation of the centerline of the respective runway end.

### 43.32 Transitional Zones

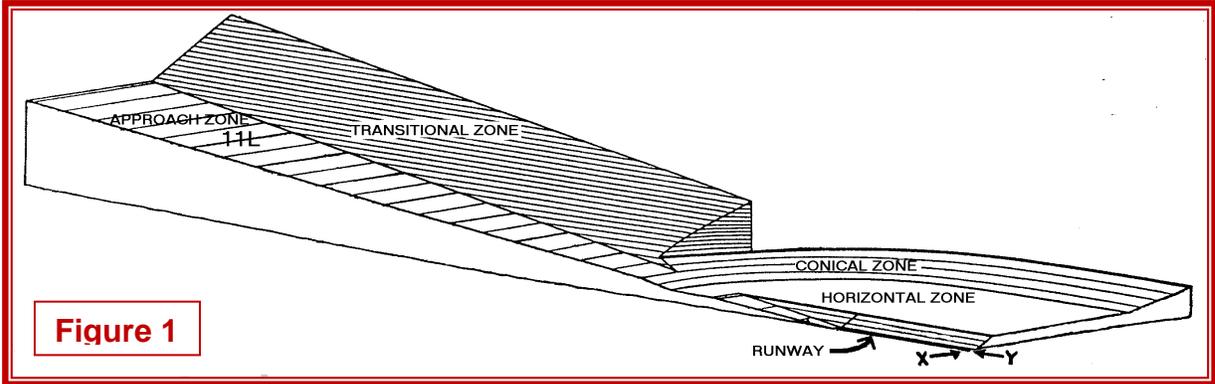
Transitional zones are established adjacent to the sides of the runway and the approach zones, but shall be exclusive of both. These zones shall be 1000 feet wide, measured horizontally and perpendicular to the sides of the runway. At the end of the runways the zone shall decrease in width until it intersects the approach zones at the point where the horizontal zone surface is at the same elevation as the approach zone.

**43.33 Horizontal Zone**

The horizontal zone is established as all the area within 5000 feet, measured horizontally, from any part of the runway surface, exclusive of the transitional and approach zones.

**43.34 Conical Zone**

The conical zone is established as all the area with 9000 feet, measured horizontally, from any part of the runway surface, exclusive of the transitional, horizontal, and approach zones.



**43.35 Height Limits**

The maximum height of buildings, other structures, and trees shall be restricted within each height control overlay zone. Where these zones overlap each other, the most restrictive height limitation shall apply. The following are the height limits for the height control overlay zones.

- a. Approach Zones: starting at the end of and at the same elevation as the respective runway ends, measure a slope one foot vertically upward for each 20 feet horizontally outward from the runway end, for the full extent of the approach zones.
- b. Transitional Zones: starting at the side of and at the same elevation as the runway surface, and also starting at any given point on the sides of the approach zones at the same elevation as the approach zone height limit for the given point, measure a slope one foot vertically upward for each seven feet horizontally outward from the runway, for the full extent of the transitional zones.
- c. Horizontal Zone: the height limit for the horizontal zone is 601 feet above mean sea level.
- d. Conical Zone: starting at any given point on the periphery of the horizontal zone and at the same elevation as the horizontal zone height limit, measure a slope one foot vertically upward for each 20 feet horizontally outward from the airport, to the full extent of the conical zone.

**43.40 Land Use Overlay Zones**

Three land use overlay zones, as depicted in Figure 2, are designated for the Lexington County Airport District. They are the Existing Runway Protection Zone (Existing RPZ), the Ultimate Runway Protection Zone (Ultimate RPZ) and the Building Restriction Line (BRL). No buildings are allowed within the Building Restriction Line and the following activities are not permitted in these designated zones:

<u>BRL</u>	<u>Existing RPZ</u>	<u>Ultimate RPZ</u>
-----	Business Services	Business Services
Churches	Churches	Churches
Community Education	Community Education	Community Education

# Group Assembly Group Housing Hospitals ----- ----- Mobile Homes Mobile Home Parks Non-Assembly Cultural Nursing Homes ----- -----	# Group Assembly Group Housing Hospitals Limited Child Care Medical Services Mobile Homes Mobile Home Parks Non-Assembly Cultural Nursing Homes Professional Services Research Services Residential Detached Residential Attached Transient Habitation	# Group Assembly Group Housing Hospitals Limited Child Care Medical Services Mobile Homes Mobile Home Parks Non-Assembly Cultural Nursing Homes Professional Services Research Services Residential Detached Residential Attached Transient Habitation
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# Outdoor sports facilities and their related accessory activities are allowed in these Overlay Zones; however, this does not include outdoor concert facilities.

\* Allowed if the following requirements are met:

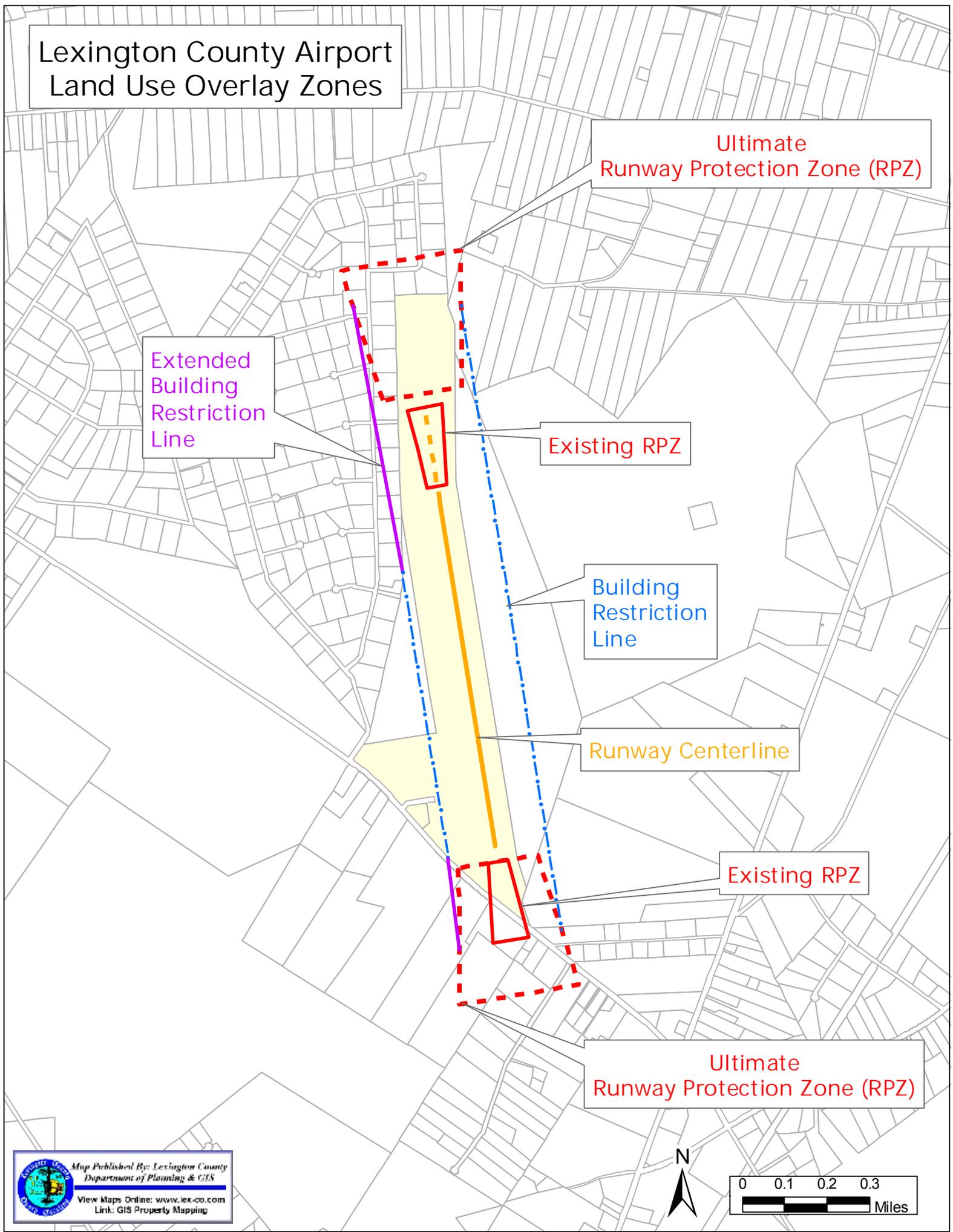
1. Residential developments must not exceed a maximum density of 10 dwelling units per acre.
2. All glass openings shall be double glazed.
3. Any large areas of glass that exceed 30% of the wall area shall be triple glazed.
4. Full year air-conditioning must be installed.
5. Exterior doors must be solid core with gaskets. If a storm door is used, then any exterior door can be used as long as door gaskets are installed.
6. At least 50% of the roof area must encompass attic space.
7. These provisions shall not apply to dwelling units that are not intended for long-term occupancy such as a laundry room, a storage closet, or a bathroom.

#### 43.50 Other Use Restrictions

Notwithstanding any other provisions of this Ordinance, no use may be made of any land or water body within the ~~Pelion Corporate~~ Lexington County Airport District 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, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, or otherwise endanger the landing, takeoff, or maneuvering of aircraft using the airport.

The owner of any existing nonconforming structure or tree shall permit the installation, operation, and maintenance thereon of such markers and lights as shall be deemed necessary for safety. Such markers shall be installed, operated, and maintained at the expense of the owners of the airport.

# Lexington County Airport Land Use Overlay Zones



Ultimate  
Runway Protection Zone (RPZ)

Extended  
Building  
Restriction  
Line

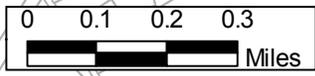
Existing RPZ

Building  
Restriction  
Line

Runway Centerline

Existing RPZ

Ultimate  
Runway Protection Zone (RPZ)



# Lexington County Airport Land Use Overlay Zones

Ultimate  
Runway Protection Zone (RPZ)

Extended  
Building  
Restriction  
Line

Existing RPZ

Building  
Restriction  
Line

Runway Centerline

Existing RPZ

Ultimate  
Runway Protection Zone (RPZ)

