AGENDA
LEXINGTON COUNTY COUNCIL
Committee Meetings
Tuesday, March 22, 2011
Second Floor - County Administration Building
212 South Lake Drive, Lexington, SC 29072
Telephone - 803-785-8103 -- FAX 803-785-8101

***Times are tentatively scheduled committee meetings that may run behind or ahead of schedule; therefore, the times could change by as much as 30 minutes. Also, if time permits, Council may elect to enter into Executive Session to discuss contractual, legal, personnel matters, etc.**

12:30 p.m. - 12:50 p.m. - Economic Development

(1) Ordinance 11-04 - An Ordinance Authorizing (1) the Execution and Delivery of a Fee in Lieu of Tax and Incentive Agreement (the "Fee Agreement") Between Lexington County, South Carolina (the "County) and Michelin North America, Inc., Acting for Itself and Any Affiliates and any Other Project Sponsors, (Collectively, the "Company"), in Connection With the Expansion of Facilities in the County (the "Project"); (2) the County to Covenant in Such Fee Agreement to Accept Certain Negotiated Fees in Lieu of Ad Valorem Taxes With Respect to the Project; (3) Special Source Credits in Connection With the Project; (4) the Benefits of a Multi-County Industrial or Business Park to be Made Available to the Company and the Project; and (5) Other Matters Relating Thereto - 1st Reading - Economic Development - Chuck Whipple, Director ..... A

(2) Approval of Minutes - Meeting of February 8, 2011 ..... B

(3) Old Business/New Business

(4) Adjournment

12:50 p.m. - 1:25 p.m. - Planning & Administration

(1) Landscape and Open Space Requirements for Detention Ponds - Community Development & Public Works - Robbie Derrick, Landscape Administrator and John Fechtel, Director of Public Works C

(2) Zoning Text Amendment T11-01 - Public Service Signs - 1st Reading - Planning & GIS - Charlie Compton, Director ..... D

(3) Approval of Minutes - Meeting of February 8, 2011 ..... E

(4) Old Business/New Business

(5) Adjournment

1:25 p.m. - 1:30 p.m. - Justice

(1) Violence Against Women Act (VAWA) Grant Application - Sheriff's Department - Col. Paavel ..... F
(2) Old Business/New Business
(3) Adjournment

1:30 p.m. - 1:55 p.m. - Health & Human Services

(1) Public Protection Summary Report for Lexington County Prepared by Insurance Service Office, Inc. (ISO) - Bruce Rucker, Director of Public Safety and Fire Chief Brad Cox
(2) Resolution R11-04 - Approval of a Resolution Calling for a Public Hearing to be Held Upon the Question of the Issuance of a Not Exceeding $3,000,000 General Obligation Bond of the Irmo Fire District, SC; Providing for the Publication of the Notice of Such Public Hearing; and Other Matters Relating Thereto ..... G
(3) Ordinance 11-03 - An Ordinance Finding that the Irmo Fire District, South Carolina, May Issue a Not Exceeding $3,000,000 General Obligation Bond and to Provide for the Publication of Notice of the Said Finding and Authorization - 1st Reading ..... H
(4) Approval of Minutes - Meeting of February 8, 2011 I
(5) Old Business/New Business
(6) Adjournment

1:55 p.m. - 3:10 p.m. - Public Works

(1) Draft NPDES MS4 Permit Changes and Comments - Public Works - Synithia Williams, Environmental Coordinator ..... J
(2) Detention Pond Assessment - Public Works - John Fechtel, Director ..... K
(3) Kinley Creek Watershed Follow-up - Public Works - John Fechtel, Director L
(4) Victor Road Request - SCDOT - Public Works - John Fechtel, Director ..... M
(5) Waterline Easement Request - Joint Municipal Water & Sewer Commission - Public Works - John Fechtel, Director ..... N
(6) Approval of Minutes - Meeting of February 8, 2011 ..... O
(7) Old Business/New Business - Traffic Congestion, Alternate Material for Road Swells, New Road - Corley Mill/Riverchase, Flooding Issues, Stormwater Land Development Manual Chapter 7
(8) Adjournment

3:10 p.m. - 3:20 p.m. - Airport

(1) Working Paper 1 for Airport Layout Plan at Lexington County Airport at Pelion - Jim Starling, Engineering Associate III ..... P
(2) Old Business/New Business
(3) Adjournment

3:20 p.m. - 4:15 p.m. - Committee of the Whole

(1) Resolution R11-03 - Town of Lexington Annexation Request - TMS 004300-08-005 ..... Q

(2) Approval of Minutes - Meeting of February 8, 2011 ..... R

(3) Possible Executive Session if Time Permits

(4) Old Business/New Business - Local Contractors Procurement

(5) Adjournment

GOALS

1. **Provide for public services to citizens of Lexington County.**
2. **Manage growth to meet needs of Lexington County.**
3. **Provide innovative Financial Management.**

Economic Development
B. Banning, Sr., Chairman
D. Summers, V Chairman
J. Jeffcoat
T. Cullum
J. Kinard

Planning & Administration
J. Jeffcoat, Chairman
S. Davis, V Chairman
B. Matthews
B. Banning, Sr.
J. Kinard

Justice
S. Davis, Chairman
B. Keisler, V Chairman
F. Townsend, III
B. Banning
J. Kinard

Health & Human Services
J. Jeffcoat, Chairman
D. Summers, V Chairman
F. Townsend, III
B. Keisler
J. Kinard

Public Works
T. Cullum, Chairman
B. Keisler, V Chairman
B. Matthews
B. Banning, Sr.
J. Kinard

Airport
T. Cullum, Chairman
D. Summers, V Chairman
S. Davis
B. Keisler
J. Kinard

Committee of the Whole
J. Kinard, Chairman
B. Banning, Sr., V Chairman
F. Townsend, III
S. Davis
D. Summers
B. Keisler
J. Jeffcoat
B. Matthews
T. Cullum

A G E N D A
LEXINGTON COUNTY COUNCIL
Tuesday, March 22, 2011
Second Floor - Dorothy K. Black Council Chambers - County Administration Building
212 South Lake Drive, Lexington, South Carolina 29072
Telephone - 803-785-8103 FAX - 803-785-8101

4:30 P.M. - COUNCIL CHAMBERS

Call to Order/Invocation

Pledge of Allegiance

Lexington County Economic Development Ambassador of 2010 - Raul Fernandez-Carreras

Chairman's Report

Administrator's Report

Employee Recognition - Katherine Hubbard, County Administrator
(1) 2010 Outstanding Safety Achievement Award

Resolutions..... S
(1) Joint Municipal Water & Sewer Commission - Alternate Member
(2) Lexington Young Professionals
(3) Lexington County Peach Festival

Appointments ..... T

Bids/Purchases/RFPs
(1) Aggregate Hauling - Term Contract - Solid Waste Management .....U

Rescheduling of the May 10, 2011 Council Meeting V

Approval of Minutes - Meeting of February 22 and March 08, 2011 .....W

Ordinance
(1) Ordinance 11-02 - An Ordinance Approving the Conveyance of Real Estate From the County of Lexington to the Lexington County Health Services District - 1st Reading X

Committee Reports

Economic Development, B. Banning, Sr., Chairman

(1) Ordinance 11-04 - An Ordinance Authorizing (1) the Execution and Delivery of a Fee in Lieu of Tax and Incentive Agreement (the "Fee Agreement") Between Lexington County, South Carolina (the "County) and Michelin North America, Inc., Acting for Itself and Any Affiliates and any Other Project Sponsors, (Collectively, the "Company"), in Connection With the Expansion of Facilities in the County (the "Project"); (2) the County to Covenant in Such Fee Agreement to Accept Certain Negotiated Fees in Lieu of Ad Valorem Taxes With Respect to the Project; (3) Special Source Credits in Connection With the Project; (4) the Benefits of a Multi-County Industrial or Business Park to be Made Available to the Company and the Project; and (5) Other Matters Relating Thereto - 1st Reading - **Tab A**

Planning & Administration, J. Jeffcoat, Chairman

(1) Zoning Text Amendment T11-01 - Public Service Signs - 1st Reading - **Tab D**

Justice, S. Davis, Chairman

(1) FY11 Bulletproof Vest Partnership Grant Application.....Y

Health & Human Services, J. Jeffcoat, Chairman

(1) Resolution - R11-04 - Approval of a Resolution Calling for a Public Hearing to be Held Upon the Question of the Issuance of a Not Exceeding $3,000,000 General Obligation Bond of the Irmo Fire District, SC; Providing for the Publication of the Notice of Such Public Hearing; and Other Matters Relating Thereto - **Tab G**

(2) Ordinance 11-03 - An Ordinance Finding that the Irmo Fire District, South Carolina, May Issue a Not Exceeding $3,000,000 General Obligation Bond and to Provide for the Publication of Notice of the Said Finding and Authorization - 1st Reading - **Tab H**

(3) 2011 Local Emergency Management Performance Grant (LEMPG) Application ..... Z

Public Works, T. Cullum, Chairman

(1) Draft NPDES MS4 Permit Changes and Comments - **Tab J**

Airport, T. Cullum, Chairman

(1) Working Paper 1 for Airport Layout Plan at Lexington County Airport at Pelion - **Tab P**

Solid Waste, D. Summers, Chairman

(1) DHEC Solid Waste Management Grant Application.....1

(2) DHEC Solid Waste Used Oil 2

(3) DHEC Solid Waste Used Tire Grant Application.....3

Committee of the Whole, J. Kinard, Chairman

(1) Resolution R11-03-Town of Lexington Annexation Request - TMS 004300-08-005 - **Tab Q**

Budget Amendment Resolutions

6:00 P.M. - Public Hearing

(1) Ordinance 11-01 - Ordinance to Amend Section 2-132, Term Limits, Under Article IV Entitled Boards, Commissions and Committees, of the Lexington County Code of Ordinances 4

Ordinance

(1) Ordinance 11-01 - Ordinance to Amend Section 2-132, Term Limits, Under Article IV Entitled Boards, Commissions and Committees, of the Lexington County Code of Ordinances - 3rd and Final Reading - **Tab 4**

OLD BUSINESS/NEW BUSINESS

EXECUTIVE SESSION/LEGAL BRIEFING
MATTERS REQUIRING A VOTE AS A RESULT OF EXECUTIVE SESSION
ADJOURNMENT

MISSION:
Provide quality services to our citizens at a reasonable cost.

VISION:
Planned growth for our communities with abundant opportunities for all in a quality environment.

Document not available at this time.

The Committee Minutes are left out intentionally until approved by the Committee. Upon the Committee's approval, the minutes will be available on the Internet.

County of Lexington

Office of Community Development
Development Services Division
212 South Lake Drive, Suite 401
Lexington, SC 29072
Telephone (803) 785-8121 - Fax (803) 785-5186

MEMORANDUM

To: Planning and Administration Committee

Through: Katherine Hubbard, County Administrator

From: Robbie Derrick, Landscape Administrator

John Fechtel, Public Works Director/Assistant County Administrator

Date: March 11, 2011

Subject: Landscape and Open Space Requirements for Detention Ponds

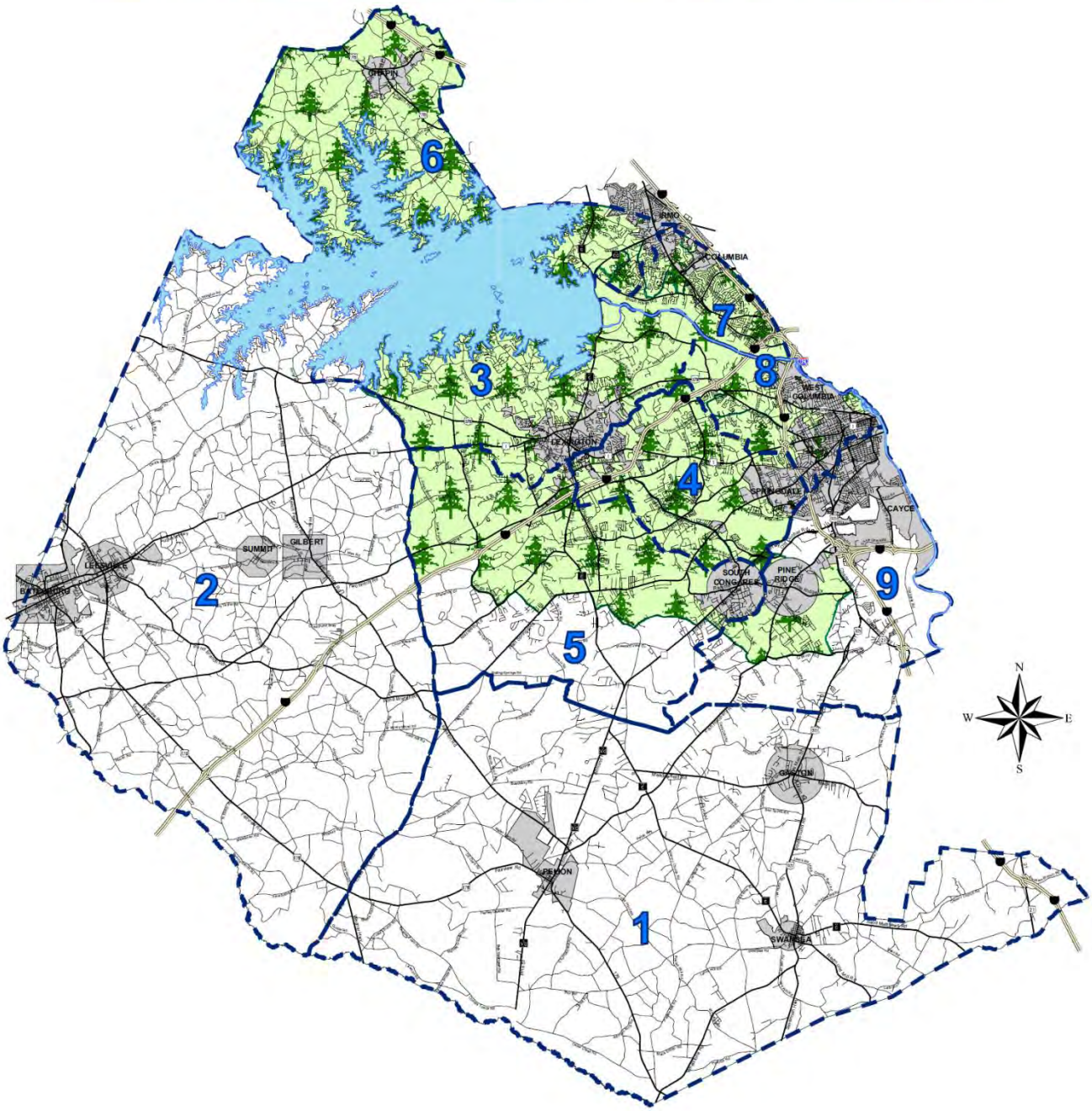
On January 1, 2001, the original Landscape Ordinance was enacted for the urban and suburban unincorporated areas of Lexington County. Among the various requirements in the Ordinance are landscape provisions for the buffering and screening of detention ponds. The landscape requirements are not only applied to commercial detention ponds, but those for residential subdivisions as well. Effective July 1, 2010, these requirements became effective for the entire unincorporated areas of Lexington County.

The Landscape and Open Space Ordinance requires that detention ponds not utilized as an enhanced amenity for a development or designed as an integral part of an overall landscape plan, be screened from view from any existing or future roads and adjoining properties. There are a variety of ways to meet the landscape requirements. They include the installation of evergreen plant materials, the planting of evergreen-climbing plant material on cyclone security fencing, the installation of privacy fences and/or berms with 50% of the outward side landscaped, or by preserving natural vegetated/forested areas. Ultimately, the type of landscaping required depends on the location of the pond and specifications of the detention pond.

As part of the Committee discussion, the staff is prepared to review challenges that the County faces with the detention ponds that are going to be maintained by the County (Public Works) and how the landscaping requirements affects pond maintenance. We are typically platted a parcel in which the detention pond is located. We have certain requirements for areas that equipment can work in, fencing, etc. If trees or bushes are planted on our parcel, deciding who is responsible for maintenance of these plants has become a new hurdle.

Attachments

Lexington County
Landscape Ordinance Boundaries



From Jan. 1, 2001 – June 30, 2010

Legend

County Council Districts

Landscape Ordinance Boundry

Map Produced By: Lexington County Department of Planning & GIS January, 2003

View Lexington County Maps Online: http://www.lex-co.com
Quick Links: GIS Property, Mapping & Data Service

0 2 4 6 8 10 Miles

Council District Boundries Based On 2000 Census

EXCERPT FROM THE LEXINGTON COUNTY LANDSCAPE AND OPEN SPACE ORDINANCE, FIFTH EDITION – 10/27/2010

ARTICLE 3- LANDSCAPING REQUIREMENTS

Section 4. Service Areas/Utilities

3.4.3 Detention/Retention Ponds

a. Detention and retention ponds, or other holding areas that are part of a storm/surface water system, should be enhanced as an amenity of the development.

b. Unless designated as an integral part of a landscape plan or features as an amenity (i.e., water features in a wet bottom basin or recreation/open space in a dry bottom basin), all detention ponds, retention ponds, or other similar holding area shall be screened from view from any existing or future private or public street and from adjoining property.

c. The development of any system shall be in accordance with the provisions of the Lexington County Stormwater Management Ordinance, to include the requirement of fencing for safety purposes.

3.4.4 Screening

The use of vegetation for screening is strongly encouraged; however, if fencing or a wall is used for screening of service areas, utilities, or ponds, at least 50 percent of the structure shall be softened with shrubbery or other vegetation. The vegetation must be placed on the outside property line of the structure. Access and room for maintenance must be incorporated into the design and placement of the structure and subsequent vegetation.

ARTICLE 1 – AUTHORITY

1.6 Exclusions

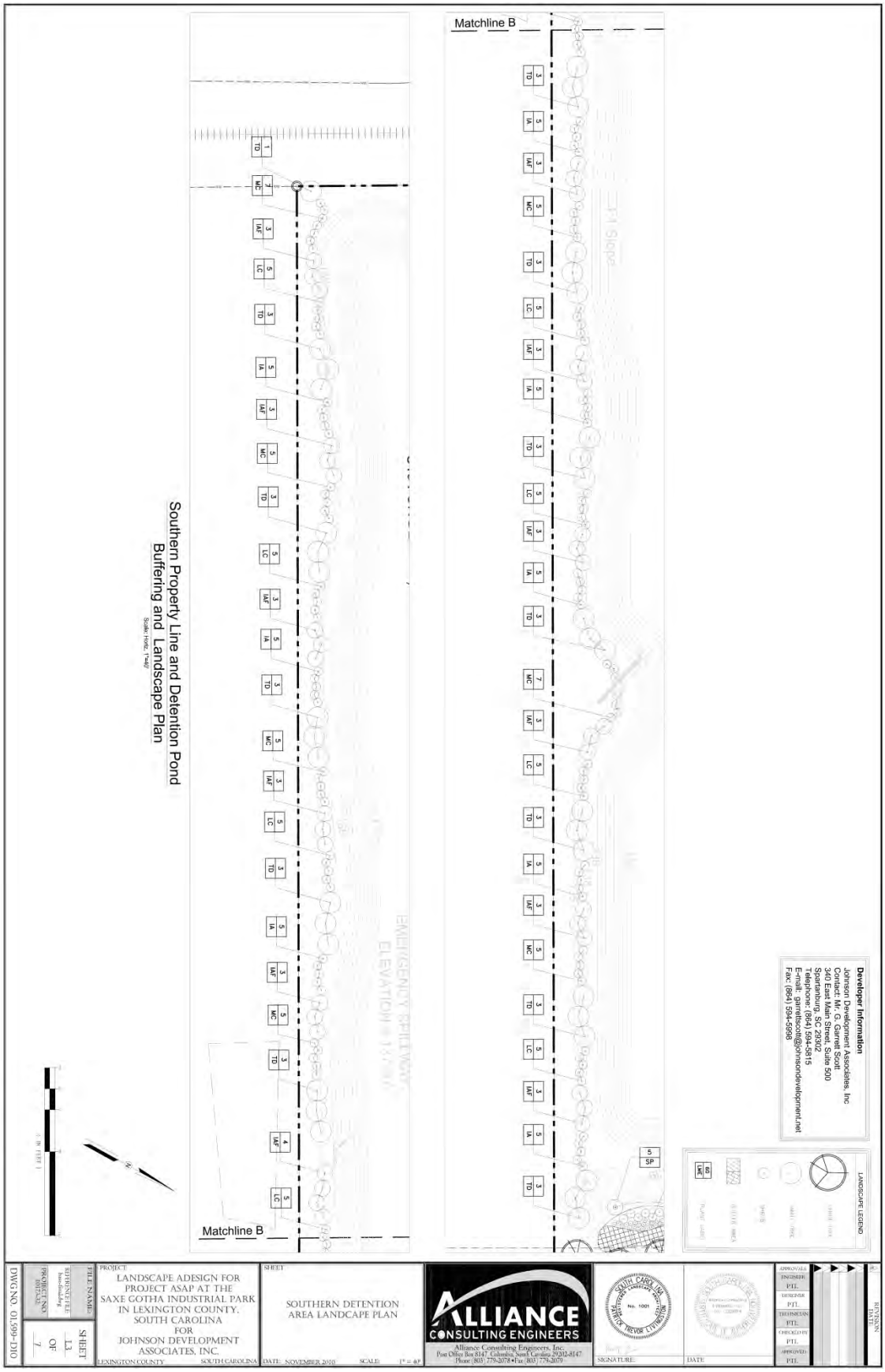
Because such activities are developed with the benefit of public hearings and other input, any facility or activity established or expanded by Lexington County is exempt from the provisions and administrative procedures of this Ordinance. However, the development plan for all such exempt activities shall be devised with a diligent effort to meet the requirements of this Ordinance.

Muirfield Place Subdivision
Pisgah Church Rd.
County Owned

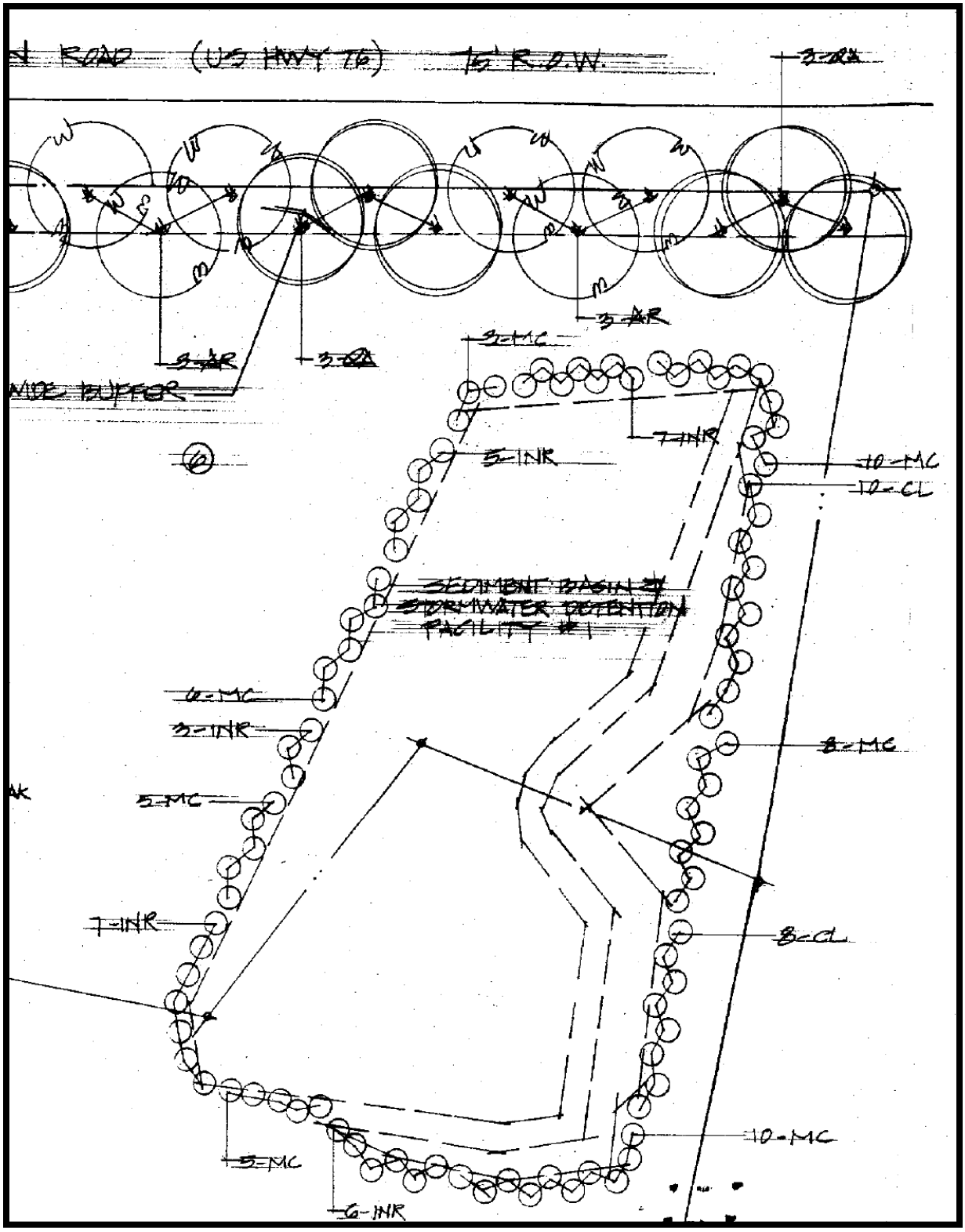
Lexington Family Practice
Augusta Hwy.
Privately Owned

Hendrix Crossing Shopping Center
US 378 @ Charter Oak Rd.
Privately Owned

Walgreen's
South Lake Dr. @ Platt Springs Rd.
Privately Owned



Amazon - Approved Plan for Southern Detention Pond



Legacy Park Commercial Subdivision
Approved Plan for Front Detention Pond

COUNTY OF LEXINGTON, SOUTH CAROLINA

Community Development
County Administration Building, 4th Floor
212 South Lake Drive, Suite 401, Lexington, SC 29072
(803)785-8121

ZONING TEXT AMENDMENT APPLICATION # T11-01

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

ARTICLE 2 - APPLICATION OF REGULATIONS, Chapter 5 - Signs

Reason for the request: To add provisions for public service signs.

Submitted on behalf of: ☒ County Council ☐ Planning Commission

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

Signature: *Signature on file*

03/15/2011	Application Received			Newspaper Advertisement
	Planning Commission			

Planning Commission Recommendation: _____

First Reading	Public Hearing	Second Reading	Third Reading

Results: _____

DRAFT (March 15, 2011)

Make the following additions to:

Section 26.00 Definitions and Quick Reference Chart

Public Service Signs. Signs that display information relative to a public service activity including assisting the public in finding the location of such an activity. (Need to expand this definition to limit activities that qualify.)

Quick Reference Chart

LEGEND: **T** = Temporary **P** = Permanent **$** = Permit Required **E** = Exempt **X** = Not Allowed

NOTE: All allowed or exempt signs, including flags, must meet the requirements as outlined in this ordinance.

Sign Type	**Ordinance Section Reference**	**T**	**P**	**E**	**X**	**Required Setback** from **Right-of-way**	**Required Setback** from **Adjoining Property**	**Display Area, Height** and/or **Spacing Restrictions**
Public Service Signs	26.53		✓$			10 ft.*	10 ft. *	✓

* If the distance from the edge of the road to the edge of the right-of-way is greater than 20 feet, the 10-foot setback from the road right-of-way shall not apply.

** Not considered a type of sign, but as an optional form of construction or method of display.

Make the following additions to:

Section 26.53 Specialty Signs

Canopy Signs are any signs which are erected on a separate, freestanding roof-like covering. Only business logos or names are allowed as canopy signs, with a maximum of one logo or name on each canopy face. A logo is the symbol or trademark of a company. No portion of a canopy sign shall be permitted above the top of the roof of the covering to which it is attached, or permitted to be lower than eight feet above ground level. An owner of a business with a canopy connected to a building has the option of using either canopy or marquee signage, but not both.

Driveway Signs indicating the direction of travel are required on all one-way driveways. These signs must be above-ground signs, with a maximum height of 2½ feet, and located at the edge of the existing road right-of-way.

Marquee Signs are any signs erected, stenciled, engraved on, attached to, or suspended from a marquee. A marquee is defined as any hood, awning, or roof-like structure of permanent construction, which is supported from a wall of a building and projects beyond the building wall, and is generally designed and constructed to provide protection against the weather. Such a sign shall not exceed 15 percent of the area of the wall of the first story of the building or business to which it is attached. A maximum of 12 feet in height can be used for this 15 percent measurement. No portion of a marquee sign shall be permitted above the top of the roof of the building to which it is attached, or permitted to be lower than 8 feet above ground level. The marquee sign information may be dispersed anywhere on the marquee as long as the total display area of all information does not exceed the 15 percent requirement.

Public Information Signs are signs containing no message, copy, announcement, or decoration other than instructions or directions to the public except for subordinate identity. Such signs include, but are not limited to, identifying the following: restrooms, public telephones, walkways, entrance and exit drives,

freight entrances, and traffic directions. Information signs shall be allowed on business lots provided that no such sign shall exceed 6 square feet in display area. Information signs shall not count toward the maximum number of signs allowable nor the maximum display area of signs allowable.

Public Service Signs are signs that display information relative to a public service activity including assisting the public in finding the location of such an activity. (Need to expand this definition to limit activities that qualify.)

On-premise Public Service Signs shall comply with all of the requirements for Business Signs as found in this Chapter of the Zoning Ordinance.

Off-premise Public Service Directional Signs shall be allowed provided they are located on private property with the property owners' permission and meet the following requirements:

1. They must be located no further from the public service activity than the first intersection with an Arterial (A) street. If there are multiple directions to arrive at the activity there may be multiple signs with the maximum distance allowed determined independently in each direction.
2. These signs shall not contain more than 24 square feet in display area. The decorative structure on which the sign is displayed may not exceed 32 square feet.
3. The maximum height of the sign and/or decorative structure shall be 4 feet.

Multiple public service activities desiring to place off-premise directional signs on the same property are encouraged to share a single sign structure. They must meet the same size and location requirements of this section, however, the maximum height of the sign structure may be 8 feet. Materials used should be of similar quality as the permanent on-site signs, i.e. painted plywood would not be acceptable. A second sign in the same location that is not sharing a sign structure may not obstruct the view of the first sign.

Projecting Signs are any signs which are erected on a building wall or structure and extend beyond the building wall more than twelve inches. Such a sign shall not exceed 15 percent of the area of the wall of the first story of the building or business to which it is attached. A maximum of 12 feet in height can be used for this 15 percent measurement. No portion of a projecting sign shall be permitted above the top of the roof of the building to which it is attached, or permitted to be lower than 8 feet above ground level.

Residential/Commercial/Industrial Subdivision and Residential Development Signs are permanent signs displaying no information other than the name of the subdivision, group housing development, apartment/condominium complex, or mobile home park. Such signs may be either single signs or gateway signs (paired signs on each side of an entrance). These signs shall not exceed 100 square feet each in display area, and shall not exceed a height of 6 feet. However, the display area and height restrictions are not intended to apply to the entire decorative structure on which the sign is displayed. Within the same project, a single sign or pair of gateway signs must be at least 300 feet from another single sign or pair of gateway signs. Such signs shall also be exempt from the 10-foot setback restriction of Section 26.51, but still must comply with the engineering criteria found in the Lexington County Land Development Manual and the Driveway Restrictions found in Section 22.10 of this Ordinance. A sign can be located in a road right-of-way median if such sign complies with all engineering criteria found in the Lexington County Development Guidelines.

Wall Signs are signs attached to the exterior wall of a building or structure which do not extend beyond the building wall more than 12 inches. Such a sign shall not exceed 15 percent of the area of the wall of the first story of the building or business to which it is attached. A maximum of 12 feet in height can be used for this 15 percent measurement. No portion of a wall sign shall be permitted to project above the wall of the building to which it is attached except in the case of signs mounted to the roof in which case no portion shall project above the top of the roof. The wall sign information may be dispersed anywhere on the wall as long as the total display area of all information does not exceed the 15 percent requirement. A "mural" is a painting applied to a wall containing no advertisement for any business product or activity. A mural, as defined, will not be considered a wall sign.

The Committee Minutes are left out intentionally until approved by the Committee. Upon the Committee's approval, the minutes will be available on the Internet.

COUNTY OF LEXINGTON
Grant Request Summary Form

Title of Grant: **Violence Against Women Act (VAWA)**

Fund: 2456 LE/Violence Against Women Act **Department:** 151200 LE/Operations

No. *Title* *No.* *Title*

Type of Summary: **Grant Application** X **Grant Award** _____

Grant Overview: The Lexington County Sheriff's Department is requesting approval to apply for the Violence Against Women Act (VAWA) grant, which is used in the County to help curve Criminal Domestic Violence (CDV). There is not a funding limit placed on VAWA funding and this will be our fifth request for funding.

The current funds the salary and fringes of a CDV Investigator and a CDV Program Coordinator. This application is to request funding to continue to cover their salary & fringes, and to add some operating cost to help with their day-to-day operations.

The grant is funds at 100%, but there is an in-kind match of 25% of the funding amount. The in-kind match will come from the salary of an individual on the CDV team that is paid by the Sheriff's Department General Fund.

Grant Period: October 1, 2011 to September 30, 2012

Responsible Departmental Grant Personnel: Nandalyn Heaitley, LCSD Grants Coordinator

Date Grant Information Released: January 7, 2011 **Date Grant Application Due:** May 18, 2011

Grant Expenditures (Please attach a detailed budget with Excel spreadsheet, Overview, Line Item Narratives, etc.):

Personnel	$	128,400.00
Operating	$	19,498.00
Capital	$	-
Total	$	147,898.00

** Application Amount: 147,898.00
** Award Amount:

Local Match Required: **Yes** X **No** ☐

If Yes, What is the Percentage / Amount:

%	$ Amount
100%	$147,898
25%	$49,299

* In-kind match is 25% of federal amount

Requirements at the End of this Grant (please explain in detail):

There is no limit on the number of years that a grant can be funded through the VAWA grant program. In the event Lexington County Sheriff's Department does not receive funding from the VAWA program, the Sheriff's Department will continue the program from funding received through tax revenues and other revenues within the Fiscal Year Budget.

	Initials	Date
Dept. Preparer:	NH	3/10/2011
Dept. Approval:	AP	3/10/2011
Finance Approval:	AD	3/10/2011

F:\windows\excel2k\forms\grants\blankgrantsummaryform.xls

Last Updated: 12/13/06 By: AD

COUNTY OF LEXINGTON
VIOLENCE AGAINST WOMEN ACT
Annual Budget
FY - 2011-12 Estimated Revenue

Object Code	Revenue Account Title	Actual 2009-10	Received Thru Dec 2010-11	Amended Budget Thru Dec 2010-11	Projected Revenues Thru Jun 2010-11	Requested 2011-12	Recommend 2011-12	Approved 2011-2012
	***LE - Violence Against Women Act 2456:**							
	Revenues (Organization: 000000)							
457000	Federal Grant Income	111,241	57,119	140,874	140,874	147,898	147,898	
461000	Investment Interest	1	1	0	0	0	0	
801000	Op Trn from General Fund/LE	19,040	0	0	0	0	0	
	**** Total Revenue**	130,282	57,120	140,874	140,874	147,898	147,898	
	*****Total Appropriation**				160,732	147,898	147,898	
	FUND BALANCE Beginning of Year				19,859	1	1	
	FUND BALANCE - Projected End of Year				1	1	1	

75%/25% In-Kind
$147,898/$49,299

COUNTY OF LEXINGTON
VIOLENCE AGAINST WOMEN ACT
Annual Budget
Fiscal Year - 2011-12

Fund: 2456
Division: Law Enforcement
Organization: 151200 - LE/Operations

Object Code	Expenditure Classification	2009-10 Expend	2010-11 Expend (Dec)	2010-11 Amended (Dec)	2011-12 Requested	*BUDGET* 2011-12 Recommend	2011-12 Approved
	Personnel						
510100	Salaries & Wages - 2	81,110	40,890	98,260	86,150	86,150	
510199	Special Overtime	1,285	691	520	6,000	6,000	
510200	Overtime	0	0	0	0	0	
511112	FICA - Employer's Portion	5,814	2,905	8,403	7,049	7,049	
511113	State Retirement - Employer's Portion	3,531	1,777	4,523	4,038	4,099	
511114	Police Retirement - Employer's Portion	5,048	2,658	6,383	5,667	5,782	
511120	Insurance Fund Contribution - 2	15,000	7,800	19,350	15,600	15,600	
511130	Workers Compensation	1,645	833	2,023	3,096	1,782	
515600	Clothing Allowance	800	400	800	800	800	
519999	Personnel Contingency	0	0	0	0	1,138	
	*** Total Personnel**	**114,233**	**57,954**	**140,262**	**128,400**	**128,400**	
	Operating Expenses						
521000	Office Supplies	37	0	3,463	1,500	1,500	
521200	Operating Supplies	0	0	2,500	2,000	2,000	
522200	Small Equipment Repairs & Maintenance	0	0	0	0	0	
522300	Vehicle Repairs & Maintenance	0	0	1,500	1,000	1,000	
524100	Vehicle Insurance	530	0	16	546	546	
524201	General Tort Liability Insurance	798	399	1,490	1,490	1,490	
524202	Surety Bonds	0	0	0	0	20	
525004	WAN Service Charges	0	0	1,440	1,440	1,440	
525020	Pagers & Cell Phones	717	0	4,887	1,440	1,440	
525030	800 MHz Radio Service Changes	338	0	1,069	720	720	
525031	800 MHz Radio Maintenance Fee	0	0	0	0	0	
525041	E-mail Service Charges	165	81	171	162	162	
525210	Conference, Meeting & Training Expense	0	405	0	2,000	2,000	
525240	Personal Mileage Reimbursement	787	319	413	1,200	1,200	
525400	Gas, Fuel and Oil	0	0	3,171	6,000	5,980	
529903	Contingency	0	0	350	0	0	
	*** Total Operating**	**3,372**	**1,204**	**20,470**	**19,498**	**19,498**	
	**** Total Personnel & Operating**	**117,605**	**59,158**	**160,732**	**147,898**	**147,898**	
	Capital						
540000	Small Tools & Minor Equipment	0	0	0	0	0	
540010	Minor Software	0	0	0	0	0	
	All Other Equipment	0	0	0			
	**** Total Capital**	**0**	**0**	**0**	**0**	**0**	
	***** Total Budget Appropriation**	**117,605**	**59,158**	**160,732**	**147,898**	**147,898**	

SECTION V. - PROGRAM OVERVIEW

Three decisions by the United States Supreme Court (Washington v. Crawford, Davis v. Washington and Hamon v. Indiana) changed the way in which prosecutors can proceed with domestic violence prosecution, especially when victims do not appear for court. The Lexington County Sheriff's Department began keeping detailed statistics on the specialized criminal domestic violence court (CDVC) in July 2005. At least 80% of victims either do not appear or have reconciled with the offender at the first appearance date. This court date is usually held within six weeks of arrest. These statistics demonstrate the need to proceed with victimless prosecution or to have the ability to demonstrate to a jury why a victim recants testimony at trial. Increasing the level of pre-trial contact with the victims through telephone calls, letters, and, when necessary home visits is a benefit to the victim, and increases the level of victim participation in the prosecutorial process.

SECTION VI. B. – LISTING OF POSITIONS

		Full Time Equivalent			
	Positions	General Fund	Other Fund	Total	Grade
Current Staffing Level:					
General Fund					
Victim Asst. Officer/Law Enf.	2	2	0	2	20
Victim Assistance Coordinator	1	1	0	1	6
Victim's Bill of Rights					
Victim Asst. Officer/Law Enf.	1	0	1	1	20
Victim Assistance Coordinator	1	0	1	1	6
Totals:	**5**	**3**	**2**	**5**	

		Full Time Equivalent			
	Positions	General Fund	Other Fund	Total	Grade
VAWA					
VAWA Investigator	1	0	1	1	13
Program Coordinator	1	0	1	1	11
Totals:	**2**	**0**	**2**	**2**	

SECTION VI. C. – OPERATING LINE ITEM NARRATIVES

521000 - OFFICE SUPPLIES $ 1,500

Office supplies are required to perform the job tasks. Some of the items that will be purchased are pens, portfolio folders for case files, printer cartridges, calendars and other general office supplies that may be needed.

521200 - OPERATING SUPPLIES $ 2,000

Quality photograph paper is required to print pictures taken at various points during the investigation. A better quality paper is needed so that the photographs do not fade. These pictures may also become part of a case file that is kept for many years. In addition, various sizes of batteries will be required for battery-operated equipment.

522300 - VEHICLE REPAIRS AND MAINTENANCE $ 1,000

Vehicle repairs and maintenance are needed for the grant vehicle. (Estimated at 1 vehicle x $1,000 = $1,000)

524100 - VEHICLE INSURANCE $ 546

Vehicle insurance is required for the vehicles. (Estimated at $546 x 1 vehicle = $546)

524201 - GENERAL TORT LIABILITY INSURANCE $ 1,490

General Tort Liability Insurance is required for each person employed by the County. (Estimated at 2 x $745 = $1,490)

524202 – SURETY BONDS $ 20

525004 – WAN SERVICE CHARGES $ 1,440

Air card fees are required for the personnel to have access to the internet, automated CDV files, and various criminal databases, which includes NCIC. (Estimated at $60/month x 12 months x 2= $1,440)

525020 - PAGERS AND CELL PHONES $ 1,440

Cell phone service is requested to enable communication between the victim and the victim assistance officer at any time of day. In addition, it enables another method of communication that is always needed. (Estimated at $60/month x 12 months x 2 = $1,440)

525030 – 800 MHz RADIO SERVICE CHARGES $ 720

The 800 MHz radio monthly fee is estimated at $60 each, this includes an allotment for roaming fees that may be incurred. (Estimated at $60/month x 12 months = $720)

525041 – E-MAIL SERVICE CHARGES $ 162

With technology progressing as quickly as it has, e-mail is nearly a necessity. Each user will be charged a $6.75 per month for each e-mail service account. (Estimated at $6.75 x 12 months x 2 = $162)

525210 - CONFERENCE, MEETING & TRAINING EXPENSE $ 2,000

The terms and conditions of the grant requires that all grant employees attend at least two training conferences per year to make them more efficient in the scope of their job duties and to be in compliance with the laws governing the tasks of victim assistance.

525240 - PERSONAL MILEAGE REIMBURSEMENT $ 1,200

The grant reimburses the mileage at the federal rate for the grant-funded program coordinator to allow travel to court and to perform their duties within the scope of the grant.

525400 - GAS, FUEL, AND OIL $ 5,980

The investigator must travel to court and investigative scenes while performing his duties. The budgeted amount is an estimate.

A RESOLUTION R11-04

CALLING FOR A PUBLIC HEARING TO BE HELD UPON THE QUESTION OF THE ISSUANCE OF A NOT EXCEEDING $3,000,000 GENERAL OBLIGATION BOND OF THE IRMO FIRE DISTRICT, SOUTH CAROLINA; PROVIDING FOR THE PUBLICATION OF THE NOTICE OF SUCH PUBLIC HEARING; AND OTHER MATTERS RELATING THERETO.

BE IT RESOLVED, by the County Council of Lexington County (the "***County Council***"), which is the governing body of Lexington County, South Carolina (the "***County***"):

WHEREAS, the County Council is empowered by Act No. 1189 enacted at the 1974 Session of the South Carolina General Assembly entitled:

> AN ACT TO AUTHORIZE THE GOVERNING BODIES OF ALL COUNTIES OF THE STATE WHEREIN EXIST SPECIAL PURPOSE DISTRICTS CREATED PRIOR TO MARCH 7, 1973. TO ISSUE BONDS OF SUCH DISTRICTS IN FURTHERANCE OF POWERS EXISTING IN SUCH DISTRICTS AS OF MARCH 7, 1973; TO PROVIDE THE PROCEDURES PURSUANT TO WHICH SUCH BONDS MAY BE ISSUED; TO PRESCRIBE THE TERMS AND CONDITIONS UNDER WHICH BONDS MAY BE ISSUED AND THEIR PROCEEDS EXPENDED; TO MAKE PROVISION FOR THE PAYMENT OF SUCH BONDS AND TO VALIDATE ALL BONDS OF SUCH DISTRICTS ISSUED OR SOLD PRIOR TO THE EFFECTIVE DATE OF THIS ACT.

Act No. 1189, as amended, was approved July 9, 1974 (hereinafter called the "***Enabling Act***"), to authorize the governing body of any special purpose district created prior to March 7, 1973, and located in whole or in part within the County, to issue general obligation bonds of such special purpose district in order to provide funds to be used in the furtherance of any power or function committed to such special purpose district and in effect on March 7, 1973; and

WHEREAS, the Irmo Fire District, South Carolina (hereinafter called the "***District***"), is a special purpose district located within the County created prior to March 7, 1973, having been created by Act No. 387 of the Acts and Joint Resolutions of the General Assembly of the State of South Carolina for the year 1963, as amended, and is authorized, inter alia, to acquire and operate such facilities as shall be required for the provision of fire services within the District and to do all things necessary or convenient to carry out such authority; and

WHEREAS, the Board of Fire Control of the Irmo Fire District, the governing body of the District (the "***Board of Fire Control***"), has petitioned the County Council to authorize the issuance of a not exceeding $3,000,000 general obligation bond of the District (the "***Bond***") in order to provide funds to defray: (A) the costs of purchasing (i) a ladder truck, (ii) two pumper trucks, (iii) equipment to outfit the foregoing fire trucks, and (iv) other firefighting equipment;

(B) the costs of refurbishing certain firefighting equipment; (C) the cost of refunding a certain lease-purchase financing between United Financial of NC, Inc. and the District (the foregoing items listed in (A), (B) and (C), collectively, the "***Project***"); and (D) the costs of issuance of the Bond. The Board of Fire Control estimates that the cost of acquiring, designing, engineering, constructing, and equipping the Project and the costs of issuance of the Bond, will be an amount not exceeding $3,000,000; and

WHEREAS, the Board of Fire Control will make a final determination of the scope and description of the Project prior to its adoption of a resolution authorizing the issuance of the Bond, provided that the amount of the Bond shall not exceed $3,000,000; and

WHEREAS, the County Council is now minded to proceed in accordance with the provisions of the Enabling Act with respect to the issuance of the Bond.

NOW THEREFORE, BE IT RESOLVED, by the County Council in a meeting duly assembled:

SECTION 1. The County Council finds that it may be in the interest of the District to raise moneys for the purpose of providing for the Project, and in that connection hereby orders a public hearing to be held upon the question of the issuance of the Bond.

SECTION 2. A public hearing shall be held on the question of the issuance of the Bond in the Lexington County Council Chambers on the second floor of the County Administration Building located at 212 South Lake Drive, Suite 601, Lexington, South Carolina 29072, on the ___ day of _____, 2011, at 4:30 p.m., and the notice of such hearing attached hereto as Exhibit A shall be published once a week for three (3) successive weeks in *The State*, which is a newspaper of general circulation in the County. The first such publication shall not be less than sixteen (16) days prior to the hearing date.

SECTION 3. The aforesaid public hearing shall be conducted publicly at the time and place above stated and both proponents and opponents of the proposed issuance of the Bond shall be given a full opportunity to be heard in person or by counsel.

SECTION 4. Following the above aforesaid public hearing, the County Council shall determine whether and to what extent the Bond should be issued.

SECTION 5. The Chairman of the County Council is hereby authorized and empowered to take all necessary action to provide for the holding of the aforesaid public hearing in accordance with the provisions of the Enabling Act.

DONE AT LEXINGTON, SOUTH CAROLINA, this ___ day of _____, 2011.

LEXINGTON COUNTY, SOUTH CAROLINA

(SEAL)

_____
Chairman of County Council

Attest:

_____
Clerk to County Council

EXHIBIT A

NOTICE OF PUBLIC HEARING ON THE PROPOSED ISSUE OF A NOT EXCEEDING $3,000,000 GENERAL OBLIGATION BOND OF THE IRMO FIRE DISTRICT, SOUTH CAROLINA

The County Council of Lexington County (hereinafter called the "***County Council***"), which is the governing body of Lexington County, South Carolina (the "***County***"), has determined that it may be in the interest of the Irmo Fire District, South Carolina (hereinafter called the "***District***"), to raise moneys through the issuance of a not exceeding $3,000,000 general obligation bond of the District (the "***Bond***") in order to provide funds to defray: (A) the costs of purchasing (i) a ladder truck, (ii) two pumper trucks, (iii) equipment to outfit the foregoing fire trucks, and (iv) other firefighting equipment; (B) the costs of refurbishing certain firefighting equipment; (C) the cost of refunding a certain lease-purchase financing between United Financial of NC, Inc. and the District (the foregoing items listed in (A), (B) and (C), collectively, the "***Project***"); and (D) the costs of issuance of the Bond. The District estimates that the cost of acquiring, designing, engineering, constructing, and equipping the Project and the costs of issuance of the Bond, will be an amount not exceeding $3,000,000. Therefore, the County Council has ordered a public hearing to be held upon the question of the issuance of the Bond in accordance with the provisions of Act No. 1189 enacted at the 1974 Session of the South Carolina General Assembly, as amended (hereinafter called the "***Enabling Act***").

Accordingly, notice is hereby given that a public hearing will be held in the Lexington County Council Chambers on the second floor of the County Administration Building located at 212 South Lake Drive, Suite 601, Lexington, South Carolina 29072, on the ___ day of _____, 2011, at 4:30 p.m., on the question of the issuance of the Bond, the proceeds of which will be expended to defray the cost of the Project as described above and issuance costs thereof.

For the payment of principal and interest on the Bond as it matures and for the creation of such sinking fund as may be necessary therefor, the full faith, credit and taxing power of the District shall be irrevocably pledged, and there shall be levied on all taxable property in the District ad valorem taxes sufficient in amount to pay said principal and interest on the Bond.

The District proposes the issuance of the Bond to defray the cost of the Project as described above and costs of issuance of the Bond.

The aforesaid hearing shall be conducted publicly and both proponents and opponents of the proposed action shall be given full opportunity to be heard in person or by counsel. Following the hearing, the County Council shall, by ordinance, make a finding as to whether and to what extent the Bond should be issued and may thereupon authorize the governing body of the District to issue the Bond to the extent it shall be found necessary.

The District is located within the County. The Enabling Act provides that bonds issued thereunder must be authorized by the governing body of the County wherein the District is located.

COUNTY COUNCIL OF LEXINGTON COUNTY

A RESOLUTION

APPROVING THE INCURRING OF GENERAL OBLIGATION DEBT IN AN AMOUNT NOT EXCEEDING $3,000,000; AND AUTHORIZING A PETITION TO THE COUNTY COUNCIL OF LEXINGTON COUNTY PURSUANT TO SECTION 6-11-830, CODE OF LAWS OF SOUTH CAROLINA, 1976, AS AMENDED.

BE IT RESOLVED by the Board of Fire Control of the Irmo Fire District, in a meeting duly assembled:

ARTICLE I - FINDINGS OF FACT

Section 1.01

Incident to the adoption of this resolution (this "***Resolution***"), the Board of Fire Control of the Irmo Fire District (the "***Board of Fire Control***"), the governing body of the Irmo Fire District, South Carolina (the "***District***"), has made the following findings of fact:

1. The District was created as a special purpose district established in Lexington County, South Carolina, as a body politic and corporate pursuant to the provisions of Act No. 387 of the Acts and Joint Resolutions of the General Assembly of the State of South Carolina for the year 1963, as amended.

2. In carrying out its functions and duties, the Board of Fire Control has determined that a need exists at the present time to issue a general obligation bond in order to defray: (A) the costs of purchasing (i) a ladder truck, (ii) two pumper trucks, (iii) equipment to outfit the foregoing fire trucks, and (iv) other firefighting equipment; (B) the costs of refurbishing certain firefighting equipment; (C) the cost of refunding a certain lease-purchase financing between United Financial of NC, Inc. and the District (the foregoing items listed in (A), (B) and (C), collectively, the "***Project***"); and (D) the costs of issuance of such general obligation bond. The Board of Fire Control estimates that all costs associated with the designing, planning, acquiring, engineering, constructing, improving and equipping of the Project and the costs of issuance of the general obligation bond described herein, will not exceed $3,000,000.

3. The County Council of Lexington County, South Carolina (the "***County Council***"), as the governing body of Lexington County, South Carolina (the "***County***"), is empowered by Act No. 1189, enacted at the 1974 Session of the South Carolina General Assembly and now codified as Sections 6-11-810 through 6-11-1050, inclusive, of the Code of Laws of South Carolina, 1976, as amended (the "***Enabling Act***"), to authorize the governing body of any special purpose district to provide funds to be used in furtherance of any power or function committed to such special purpose district and in effect on March 7, 1973.

4. Pursuant to Section 6-11-830 of the Enabling Act, the County Council, upon petition of the Board of Fire Control, may determine that it is in the best interest of the District to raise moneys for the furtherance of any power and function of the District and may order a public hearing to be held upon the question of the issuance of a general obligation bond of the District.

5. In order to finance the costs of the Project, the Board of Fire Control has determined that it is necessary to issue a general obligation bond of the District in an amount not exceeding $3,000,000, to be issued either as a single issue or as several, separate issues, and in such amount and at such times as may be determined at the time of issuance thereof by the Board of Fire Control. Inasmuch as the principal amount of the bond the Board of Fire Control intends for the District to issue does not exceed the $10,107,296.00 general obligation bond debt limit of the District, as established and calculated pursuant to Article X, Section 14(7) of the South Carolina Constitution, the Board of Fire Control will request that such bond be issued without the approval of a referendum. The Board of Fire Control adopts this Resolution to evidence the Board of Fire Control's approval of the issuance of a not exceeding $3,000,000 general obligation bond to defray the costs of the Project and the issuance costs of such general obligation bond and to authorize a petition to the County Council with regard to the issuance of such general obligation bond.

ARTICLE II - SUBMISSION OF PETITION

Section 2.01

The petition, in a form substantially similar to that form attached hereto as Exhibit A, shall be presented to the County Council in accordance with and for the purposes set forth in Section 6-11-830 of the Enabling Act; said petition shall be executed by the Chairman and the Clerk of the Board of Fire Control and forwarded to the Clerk to County Council. In the absence of the Chairman of the Board of Fire Control, the Vice Chairman of the Board of Fire Control shall be authorized to sign on his behalf. In the absence of the Clerk of the Board of Fire Control, the Fire Chief of the District shall be authorized to sign on her behalf.

[Remainder of Page Intentionally Left Blank]

DONE IN A MEETING DULY ASSEMBLED, this 16th day of February, 2011.

(SEAL)

David W. Blackwelder

Vice Chairman, Board of Fire Control
Irmo Fire District, South Carolina

Attest:

M. F. Longfield

Clerk, Board of Fire Control
Irmo Fire District, South Carolina

EXHIBIT A

PETITION OF THE BOARD OF FIRE CONTROL OF THE IRMO FIRE DISTRICT TO THE GOVERNING BODY OF LEXINGTON COUNTY, SOUTH CAROLINA, FOR A PUBLIC HEARING ON THE QUESTION OF THE ISSUANCE OF A GENERAL OBLIGATION BOND PURSUANT TO ARTICLE 5, CHAPTER 11, TITLE 6, CODE OF LAWS OF SOUTH CAROLINA, 1976, AS AMENDED.

1. Irmo Fire District, South Carolina (the "***District***"), was created as a special purpose district established in Lexington County, South Carolina (the "***County***"), as a body politic and corporate pursuant to the provisions of Act No. 387 of the Acts and Joint Resolutions of the General Assembly of the State of South Carolina for the year 1963, as amended. The District is located entirely within the County.

2. In carrying out its functions and duties, the Board of Fire Control of the Irmo Fire District (the "***Board of Fire Control***"), the governing body of the District, has determined that a need exists at the present time to issue a general obligation bond in order to defray (A) the costs of purchasing (i) a ladder truck, (ii) two pumper trucks, (iii) equipment to outfit the foregoing fire trucks, and (iv) other firefighting equipment; (B) the costs of refurbishing certain firefighting equipment; (C) the cost of refunding a certain lease-purchase financing between United Financial of NC, Inc. and the District (the foregoing items listed in (A), (B) and (C), collectively, the "***Project***"); and (D) the costs of issuance of such general obligation bond. The Board of Fire Control estimates that all costs associated with the designing, planning, acquiring, engineering, constructing, improving and equipping of the Project and the costs of issuance of the general obligation bond described herein, will not exceed $3,000,000.

3. Accordingly, to accomplish the foregoing, the District proposes to issue a general obligation bond of the District in a principal amount not to exceed $3,000,000, which bond may be issued as a single issue or from time to time as several separate issues as the Board of Fire Control may determine.

4. The County Council of Lexington County, South Carolina (the "***County Council***"), the governing body of the County, is empowered by Act No. 1189, enacted at the 1974 Session of the South Carolina General Assembly and now codified as Sections 6-11-810 through 6-11-1050, inclusive, of the Code of Laws of South Carolina, 1976, as amended (the "***Enabling Act***"), to authorize the issuance of a general obligation bond by the District pursuant to the provisions of the Enabling Act. Inasmuch as the principal amount of the bond the Board of Fire Control intends for the District to issue does not exceed the $10,107,296.00 general obligation bond debt limit of the District, as established and calculated pursuant to Article X, Section 14(7) of the South Carolina Constitution, it is requested that such bond be issued without the requirement of a referendum.

5. Pursuant to Section 6-11-830 of the Enabling Act, if the County Council, upon

petition of the Board of Fire Control, determines that it may be in the best interest of the District to raise moneys for the furtherance of any power and function of the District, the County Council may order a public hearing to be held upon the question of the issuance of a general obligation bond of the District.

WHEREFORE, the Board of Fire Control prays that the County Council order a public hearing to be held in the County on the question of authorizing the issuance of a not exceeding $3,000,000 general obligation bond of the District, which bond may be issued as a single issue or from time to time as several separate issues as the Board of Fire Control may determine.

BOARD OF FIRE CONTROL
IRMO FIRE DISTRICT

By: _____
Chairman

Attest:

_____
Clerk

February ___, 2011

STATE OF SOUTH CAROLINA)
)
COUNTY OF LEXINGTON)

I, the undersigned Clerk of the Board of Fire Control of the Irmo Fire District (the "***Board of Fire Control***"), the governing body of the Irmo Fire District, South Carolina (the "***District***"), **DO HEREBY CERTIFY THAT**:

1. I am the Clerk of the Board of Fire Control and, in such capacity, act as the recorder and custodian of its official records.

2. The attached resolution constitutes a true, correct and verbatim copy of a resolution duly adopted by the Board of Fire Control, at a meeting duly called and held on February 16, 2011 (the "***Resolution***"). At this meeting, a quorum of the Board of Fire Control was present, and a majority of its members voted in favor of the adoption of the Resolution. The Resolution is in full force and effect and has not been amended, repealed, or rescinded.

3. The original of the Resolution is duly entered in the permanent records of the Board of Fire Control, in my custody as Clerk of the Board of Fire Control.

4. As required by Chapter 4, Title 30 of the Code of Laws of the State of South Carolina, 1976, as amended, being the Freedom of Information Act (the "***Act***"), a copy of the agenda of said meeting of the Board of Fire Control (showing the date, time and place of the meeting) was posted on the bulletin board in the hallway of the District's office and copies of the agenda for said meeting also were provided to the local media.

5. As required by the Act, the meeting of the Board of Fire Control held on the before-mentioned date was open to the public, except those portions allowed to be held in closed session under the Act.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the District, this _____ day of _____, 2011.

(SEAL)

_____
Clerk, Board of Fire Control
Irmo Fire District, South Carolina

PETITION OF THE BOARD OF FIRE CONTROL OF THE IRMO FIRE DISTRICT TO THE GOVERNING BODY OF LEXINGTON COUNTY, SOUTH CAROLINA, FOR A PUBLIC HEARING ON THE QUESTION OF THE ISSUANCE OF A GENERAL OBLIGATION BOND PURSUANT TO ARTICLE 5, CHAPTER 11, TITLE 6, CODE OF LAWS OF SOUTH CAROLINA, 1976, AS AMENDED.

1. Irmo Fire District, South Carolina (the "***District***"), was created as a special purpose district established in Lexington County, South Carolina (the "***County***"), as a body politic and corporate pursuant to the provisions of Act No. 387 of the Acts and Joint Resolutions of the General Assembly of the State of South Carolina for the year 1963, as amended. The District is located entirely within the County.

2. In carrying out its functions and duties, the Board of Fire Control of the Irmo Fire District (the "***Board of Fire Control***"), the governing body of the District, has determined that a need exists at the present time to issue a general obligation bond in order to defray (A) the costs of purchasing (i) a ladder truck, (ii) two pumper trucks, (iii) equipment to outfit the foregoing fire trucks, and (iv) other firefighting equipment; (B) the costs of refurbishing certain firefighting equipment; (C) the cost of refunding a certain lease-purchase financing between United Financial of NC, Inc. and the District (the foregoing items listed in (A), (B) and (C), collectively, the "***Project***"); and (D) the costs of issuance of such general obligation bond. The Board of Fire Control estimates that all costs associated with the designing, planning, acquiring, engineering, constructing, improving and equipping of the Project and the costs of issuance of the general obligation bond described herein, will not exceed $3,000,000.

3. Accordingly, to accomplish the foregoing, the District proposes to issue a general obligation bond of the District in a principal amount not to exceed $3,000,000, which bond may be issued as a single issue or from time to time as several separate issues as the Board of Fire Control may determine.

4. The County Council of Lexington County, South Carolina (the "***County Council***"), the governing body of the County, is empowered by Act No. 1189, enacted at the 1974 Session of the South Carolina General Assembly and now codified as Sections 6-11-810 through 6-11-1050, inclusive, of the Code of Laws of South Carolina, 1976, as amended (the "***Enabling Act***"), to authorize the issuance of a general obligation bond by the District pursuant to the provisions of the Enabling Act. Inasmuch as the principal amount of the bond the Board of Fire Control intends for the District to issue does not exceed the $10,107,296.00 general obligation bond debt limit of the District, as established and calculated pursuant to Article X, Section 14(7) of the South Carolina Constitution, it is requested that such bond be issued without the requirement of a referendum.

5. Pursuant to Section 6-11-830 of the Enabling Act, if the County Council, upon petition of the Board of Fire Control, determines that it may be in the best interest of the District to raise moneys for the furtherance of any power and function of the District, the County Council may order a public hearing to be held upon the question of the issuance of a general obligation bond of the District.

WHEREFORE, the Board of Fire Control prays that the County Council order a public hearing to be held in the County on the question of authorizing the issuance of a not exceeding $3,000,000 general obligation bond of the District, which bond may be issued as a single issue or from time to time as several separate issues as the Board of Fire Control may determine.

BOARD OF FIRE CONTROL
IRMO FIRE DISTRICT

By: David W. Blackwelder
Vice Chairman

Attest:

M. F. Lonfield
Clerk

February 16, 2011

ORDINANCE NO. 11-03

FINDING THAT THE IRMO FIRE DISTRICT, SOUTH CAROLINA, MAY ISSUE A NOT EXCEEDING $3,000,000 GENERAL OBLIGATION BOND AND TO PROVIDE FOR THE PUBLICATION OF NOTICE OF THE SAID FINDING AND AUTHORIZATION.

WHEREAS, by action previously taken, the County Council of Lexington County, South Carolina, which is the governing body of Lexington County, South Carolina (hereinafter called the "***County Council***"), ordered that a public hearing on the question of the issuance of a not exceeding $3,000,000 general obligation bond (the "***Bond***") of the Irmo Fire District, South Carolina (the "***District***"), be held in the Lexington County Council Chambers on the second floor of the County Administration Building located at 212 South Lake Drive, Suite 601 Lexington, South Carolina 29072, on _____, and notice of such hearing has been duly published once a week for three successive weeks in *The State*, a newspaper of general circulation in Lexington County; and

WHEREAS, the said public hearing has been duly held at the above time, date and place and said public hearing was conducted publicly and both proponents and opponents of the proposed action were given full opportunity to be heard and it is now in order for the County Council to proceed, after due deliberation, in accordance with the provisions of Act No. 1189, enacted at the 1974 Session of the South Carolina General Assembly and approved July 9, 1974, now codified as Article 5 of Chapter 2 of Title 6 (Sections 6-11-810 through 6-11-1050, inclusive) (hereinafter called the "***Enabling Act***") of the Code of Laws of South Carolina, 1976, as amended, to make a finding as to whether or not the Bond should be issued; and

NOW THEREFORE, BE IT ORDAINED, by the County Council in a meeting duly assembled:

Section 1. It is found and determined that each statement of fact set forth in the preamble of this ordinance (this "***Ordinance***") is in all respects true and correct.

Section 2. On the basis of the facts adduced at the public hearing held on _____, it is found and determined that the Board of Fire Control of the Irmo Fire District, the governing body of the District (the "***Board of Fire Control***"), should be authorized to issue the Bond.

Section 3. The County Council finds that the Board of Fire Control should issue the Bond in the amount of not exceeding $3,000,000 as a single issue or from time to time as several separate issues, as the District shall determine.

Section 4. The County Council hereby authorizes the Board of Fire Control to issue the Bond in the aggregate principal amount of not exceeding $3,000,000 as a single issue or from time to time as several separate issues, as the Board of Fire Control shall determine, to defray: (A) the costs of purchasing (i) a ladder truck, (ii) two pumper trucks, (iii) equipment to outfit the foregoing fire trucks, and (iv) other firefighting equipment; (B) the costs of refurbishing certain firefighting equipment; (C) the cost of refunding a certain lease-purchase financing between United Financial of NC, Inc. and the District (the foregoing items listed in (A), (B) and (C), collectively, the "***Project***"); and (D) the costs of issuance of the Bond. The Board of Fire Control estimates that the cost of acquiring, designing, engineering, constructing, and equipping the Project and the costs of issuance of the Bond, will be an amount not exceeding $3,000,000. For the payment of the principal of and interest on the Bond as it matures, and for the creation of such sinking fund as may be necessary therefor, the full faith, credit and taxing power of the District shall be irrevocably pledged, and there shall be levied annually a tax without limit on all taxable property within the area of the District sufficient to pay such principal of and interest on the Bond as it matures, and to create such sinking fund.

Section 5. The Chairman and other officers of the County Council are herewith authorized and empowered to take such further action as may be necessary to fully implement the action taken by this Ordinance.

Section 6. A certified copy of this Ordinance shall forthwith be transmitted to the Board of Fire Control to advise it of the action taken by the County Council, whereby the Board of Fire Control has been authorized to issue, pursuant to the provisions of the Enabling Act, the Bond in the aggregate principal amount of not exceeding $3,000,000.

DONE AT LEXINGTON, SOUTH CAROLINA, this ___ day of _____.

LEXINGTON COUNTY, SOUTH CAROLINA

(SEAL)

_____
Chairman of County Council

Attest:

_____
Clerk to County Council

First Reading:
Public Hearing:
Second Reading:
Third Reading:

The Committee Minutes are left out intentionally until approved by the Committee. Upon the Committee's approval, the minutes will be available on the Internet.

COUNTY OF LEXINGTON

PUBLIC WORKS DEPARTMENT

STORMWATER DIVISION

M E M O R A N D U M

DATE: March 11, 2011

TO: Katherine Hubbard, Lexington County Administrator

FROM: Synithia Williams, Lexington County Environmental Coordinator

RE: Comments on draft NPDES MS4 Permit

The new NPDES General Permit for Stormwater Discharges from Regulated Small Municipal Separate Storm Sewer Systems (SMS4) went on public notice March 1, 2011. Public comments on the permit are to be submitted to SC DHEC by April 1, 2011.

The major changes to the permit are outlined in a spreadsheet (Exhibit A). The spreadsheet shows relevant sections of the permit, page number, permit language, comments that will be submitted to DHEC, and associated cost projections, if available. There are numerous changes to the draft permit, but only a few require comments. Cost projections were made by the Stormwater Division's consultant MACTEC. Comments will be submitted to DHEC by the April 1, 2011 date. Exhibit B is a draft of the comment letter.

I ask that this information be presented to the Public Works Committee for review, to provide them with the opportunity to include additional comments, and for approval to submit comments to DHEC by April 1.

Permit Section	Page Number	Permit Language	Comments to DHEC	Projected Year 1 cost
1.3.6, 1.3.8, 2.2.2.7.3	Page 5, 6 and 13	The use of enforceable schedules throughout the permit	What does DHEC mean by enforceable schedules? The MEP section of the permit acknowledges that the SWMP may change over time. If DHEC makes the schedules set in the SWMP enforceable, then the County would face non-compliance for making changes to it's SWMP or by failing to meet a deadline set in the SWMP. Budgets, staff considerations and other enforceable situations may arise that could force the delay in implementation of the SWMP. DHEC should only enforce the schedules set forth in the Permit Implementation Schedule; not the timelines set in the SWMP.	
1.3.8	Page 6	Discharges of any pollutant into any water for which a Total Maximum Daily Load (TMDL) has been established unless the SWMP contains enforceable schedules, obligations, and measurable goals accountable towards achieving the waste load allocation (WLA) of the TMDL. Permittees SMS4 shall comply with any more stringent effluent limitations in the permit, including permit requirements that modify, or are in addition to, the minimum control measures based on an approved TMDL, or equivalent analysis. The Department may include such more stringent limitations based on a TMDL or equivalent analysis that determines such limitations are needed to protect water quality.	Where does DHEC get this authority? How will DHEC determine when more stringent limitations are needed?	

Section 1.3.9	Page 6	Any violation of specific standards for ground water quality as outlined in SC regulation 61-68 resulting from runoff discharged into the subsurface via storm water controls or storage/detention. For areas within the boundaries of the MS4 where it is determined by SC DHEC, that there is a potential ground water contamination caused by storm water from the MS4, the permittee will, after proper notification by SCDHEC, develop and, upon approval, implement a ground water monitoring plan to monitor compliance with specific standards for ground water.	How will DHEC handle situations where another entity dumps into the MS4 and that results in ground water contamination? Will the MS4 be held responsible, or the party responsible for the dumping? Can DHEC provide examples of a ground water monitoring plan and associated costs? What type of parameters would DHEC consider as part of a groundwater monitoring plan?	
1.4.11.1	Page 8	The Department Requests and MS4 to seek Coverage under either an Individual, or under an Alternative Permit.	What is an alternative permit? How will DHEC decide that an MS4 needs an alternative or individual permit?	
1.5	Page 9-11	Maximum Extent Practicable (MEP)	This section is too wordy and redundant. Sections 1.5.4 and 1.5.8 are similar and repeat words. The entire MEP section should be made simpler and easier to understand.	
Section 2.2.2.7	Page 13	For a NOI to be deemed complete, the following requisites shall be met:	Does DHEC plan to give exceptions if the Department is behind in its scheduling? For example, requiring an NOI before the next permit is finalized and no draft of the permit is available.	

Sect 3.2.1	Page 15	Where a TMDL Wasteload Allocation (WLA) is assigned to point sources, permittees shall review its SWMP requirements for the control of stormwater discharges to WQMS identified in the TMDL. For SMS4 discharges of the pollutant(s) of concern to TMDL waters, permittees shall identify discharges located in the TMDL watershed draining to the impaired WQMS. The SWMP shall include a TMDL Monitoring and Assessment Plan.		Five TMDL plans at an estimated cost of $24,000 each. Estimated cost: $120,000
Section 3.2.1.2.1(e)	Page 18	Perform field screening as required in the Illicit Discharge Detection and Elimination (IDDE) MCM, Part 4.2.3 of this permit. For all dry weather screening conducted under Part 4.2.3.3.1.d.ii of this permit, in addition to field screening monitoring, permittees are required to collect samples for laboratory analysis for the POC for all dry weather flows observed where the field screening is conducted in according to Part 4.2.3.3.1.d.ii, below		20 samples at an estimated cost of $100 per sample. Estimated cost: $2,000
Section 3.3.7	Page 19	Should there be no water quality improvement of the discharges from permitted SMS4 resulting from BMP implementation, permittees may be required to implement additional control measures, to make changes to the TMDL implementation plan, or seek and individual permit, as needed.	How will DHEC determine when an individual permit is needed? What makes an individual permit more likely to meet TMDL requirements versus a general permit?	

Section 4.1.11	Page 26	Assessment of Controls. Estimated reductions in loadings of pollutants from discharges of MS4 constituents from MS4 expected as a result of the SWMP. The assessment shall also identify known impacts of storm water controls on ground water.	DHEC needs to provide guidance on calculating estimated load reductions from education and involvement activities? DHEC should also clarify how it wants to see these load reductions. When the SWMP is developed, it is unclear as to the amount of illicit discharges that will be found and eliminated therefore it will not be feasible to estimate load reductions from the IDDE MCM. Load reductions estimates are best delivered during annual reports or at the end of the permit term.	
Sections 4.2.1.1.3 and 4.2.1.3.1	Pages 26 and 28	Based on sections 4.2.1.1.1 & 2 above, create an appropriate message(s) based on at least three targeted residential issues and three targeted industrial/commercial issues. Assess changes in public awareness, attitude and behavior toward storm water pollution prevention resulting from the implementation of Public Education and Outreach on Stormwater Impacts strategies such as using a statistically valid survey and modifying this MCM accordingly.		Estimated cost of surveys: $8,000-$15,000
Section 4.2.3.6	Page 34	Permittees must implement a training program for all appropriate municipal field staff, who, as part of their normal job responsibilities, may come in contact with, or otherwise observe, an illicit discharge or illicit connection to the storm sewer system	Lexington County only considers Public Works Stormwater Staff as appropriate field staff. If DHEC considers other staff as appropriate, please provide that informaiton.	

Sect 4.2.5.2.1	Page 40	Permittees must establish, implement and enforce a requirement that owners or operators of new development and redeveloped sites discharging to the MS4, which disturb greater than or equal to one acre (including projects that disturb less than one acre that are part of a LCP), design, install, implement, and maintain stormwater control measures that maintain pre-development conditions and protect water quality to the MEP.	Is this specifically flow rate, or does this include volume control?	Estimated 10% increase in staff time to review plans and inspect sites.
Section 4.2.5.2.4(a-c)	Page 42	a) A site with potential for contaminating groundwater must provide treatment for associated pollutants; b) A site that discharges or proposes to discharge to any surface water or ground water that is used as a source of drinking water must comply with all applicable requirements relating to source water protection; c)Sites may not use infiltration techniques as a method for stormwater control in areas of documented soil contamination.	DHEC needs to make this information available to MS4s.	
Section 4.2.5.5	Page 44	Review planning procedures and ordinances to provide requirements for implementation of consistent water quality protection measures for development and redeveloped sites within 36 months form the effective date of coverage. When permittees revise its planning procedures and ordinances, effective water quality and watershed protection measures must be included.		

Section 4.2.5.6.1	Page 45	Inventory of Post-Construction Stormwater Control Measures. Permittee must maintain an inventory of all post-construction structural stormwater control measures installed and implemented at new development and redeveloped sites, including both public and private sector sites located within the permit area.		
Section 4.2.6.3.1	Page 48	Facility-specific Stormwater Management SOPs for "High Priority" Facilities: a. For each "high priority" facility or operation identified in Part 4.2.6.2.2, the permittee must develop a site-specific SOP that identifies stormwater controls (i.e. structural and non-structural controls, and operational improvements) to be installed, implemented, and maintained to minimize the discharge of pollutants in stormwater.		Six facilities will need a Stormwater Pollution Prevention Plan (SWPPP) at an estimated cost of $10,000 to prepare. Estimated total cost of $60,000
Section 4.2.6.3.3 (c)	Page 50	Semi-annual visual observation of stormwater discharges-At least once between yearly comprehensive inspections, permittees must visually observe the quality of the stormwater discharges from the "high priority" facilities.		

Section 4.2.6.4.1 & ii	Page 51	Assessment/prioritization of MS4 catch basins-Permittees must prioritize their owned and/or operated storm water management systems/structures and implement a maintenance schedule. Ii. In addition to catch basin cleanings performed above, permittees must ensure that any catch basin that is inspected and found to be between one third and one half full of trash and/or debris must be cleaned within one month of discovery. Permittees must maintain a log of all maintenance performed.	DHEC needs to take into consideration the timeline for creating a catch basin inventory before prioritazation can begin. Lexington County currently does not have an inventory of its catch basins, and therefore could not prioritize until that was complete.	Cost to hire and equip a five man crew to handle the Good Housekeeping maintenance requirements: $311,010
Section 4.2.6.4.2(iv)	Page 53	Permittees must develop and implement and schedule for instituting the pollution prevention measures. At a minimum, with respect to all roads, highways, and parking lots with more than 5,000 square feet of impervious surface area that are owned, operated, or maintained, permittees must implement all pollution prevention measures by the expiration date of the permit.	Does DHEC consider dirt roads impervious? What types of pollution prevention measures does DHEC suggest for roads and highways? Is DHEC holding the SC Dept of Transportation to this same standard?	
Section 4.2.6.4.2(b)	Page 53	Inspection of pollution prevention measures-All pollution prevention measures implemented at municipal facilities must be visually inspected once every six months to ensure they are working properly.	A six month inspection frequency may be too soon for certain facilities (i.e. ponds); the MS4 should set inspection frequency of pollution prevention measures that are specific to the measures.	Unknown cost; this will vary by facility.

Section 4.2.6.5	Page 53	Flood Management Projects Within two years of the effective date of coverage, permittees must ensure that new flood management projects are assessed for impacts on water quality and existing projects are assessed for incorporation of additional water quality protection devices or practices. An inventory of these procedures must be included in the SWMP document and in the re-application submittal.		
Section 4.2.6.7.5	Page 55	Effective April 9, 2012, permittee operated pesticide applications must be conducted by competently trained individuals to ensure that water quality impacts are minimized, eliminated to the MEP.		
Section 5.1.2.1 and 5.1.4	Page 58	Representative monitoring. Samples and measurements taken for the purpose of monitoring shall be representative of the monitored activity. Discharge Monitoring Report. Monitoring results must be reported on a Discharge Monitoring Report (DMR)	What does DHEC consider representative monitoring? Will DHEC create a tailored DMR for the stormwater program?	

EXHIBIT B

March 11, 2011

Mr. Arturo Ovalles
SCDHEC-Bureau of Water
2600 Bull Street
Columbia, SC 29201

RE: *County of Lexington's Comments on the NPDES General Permit for Storm Water Discharges from Regulated Small Municipal Separate Storm Sewer Systems (SMS4)*

Dear Mr. Ovalles:

Enclosed with this letter are the County of Lexington's Comments on the NPDES General Permit for Storm Water Discharges from Regulated Small Municipal Separate Storm Sewer Systems (SMS4) (Permit) that went on public notice March 1, 2011.

Lexington County staff served on the focus group developed in June 2010 by SCDHEC and the South Carolina Association of Stormwater Managers (SCASM) to collaborate with the SCDHEC permit writing team to draft the second cycle permit. County staff spent a combined total of more than 80 man-hours travelling, meeting, reviewing, and commenting on permit sections, only to note that the permit that was issued for public comment does not reflect the terms that were agreed upon between SCDHEC and the group. The Permit includes areas that were to be revised that were not changed, revisions that did not reflect the group's understanding, as well as the insertion of new permit conditions that were never discussed. Lexington County requests that SCDHEC address why agreed upon sections were not reflected in the permit and the rationalization for adding new sections to the permit that were not brought before the focus group.

Lexington County has always been proactive and continues to work diligently to improve water quality. Although Lexington County understands SCDHEC feels the need to develop more prescriptive and measurable requirements than the first cycle permit, this draft permit as written will create significant challenges for Lexington County and other counties in South Carolina. The requirement to develop monitoring plans for Total Maximum Daily Loads (TMDLs) is estimated to cost the County $120,000 to develop four different monitoring plans. This does not take into consideration the considerable costs associated with monitoring for each of these TMDLs, and their nine associated water quality monitoring stations, for a period of at least two years. These requirements are on top of the additional costs associated the required minimum control measures in the permit. In this time of economic hardship, the County feels that SCHDEC should seriously consider if local governments will be able to effectively meet the requirements in the draft permit, and what are the tools and resources that will be needed to successfully meet the standard. Lexington County strongly urges that guidance and resources are made available by SCDHEC, to ensure that local governments are able to meet the challenge of

the draft permit, so that citizens and employers are not forced to assume the full cost to attain the permit requirements. Without guidance and resources from SCDHEC, the draft permit as written, will set up many local governments for non-compliance.

We thank SCHEC for the opportunity to comment on the draft permit. If you have any questions, you may contact me at 803-785-8103.

Sincerely,

James Kinard
Chair, Lexington County Council

Enclosure

cc: Ann Clark, SCDHEC-BAW
Jill Stewart, SCDHEC-BAW

COUNTY OF LEXINGTON

PUBLIC WORKS DEPARTMENT

ENGINEERING

M E M O R A N D U M

DATE: March 11, 2011

TO: Katherine Hubbard, County Administrator

FROM: John Fechtel, Director of Public Works/Assistant County Administrator

RE: Detention Pond Assessment

We have identified approximately 140 county maintained detention ponds and approximately 1200 privately maintained detention ponds, which are mostly commercial. Of these, we have completed maintenance of 54 ponds (cutting and removing trees, repairs, etc.) in about fourteen months, an average of one per week. We have one crew (6 personnel and one supervisor) dedicated to do this work. They spend about 85% of their time on these ponds. The attached before and after photos illustrate our efforts. We are utilizing herbicides to control the vegetation so that our efforts should be minimized once each pond is “rehabilitated.” It will take approximately two years to get all of the ponds completed and maintained.

This has been a major undertaking for the Department of Public Works and has delayed a lot of work, due to the utilization of this drainage crew working on these projects. The other eight crews also have their share of work to accomplish.

Even though we do not have to maintain the approximately 1200 “private” ponds, we believe under our new NPDES Permit we will be required to inspect these ponds at least once every five years. We will be required to write up a report, send it to the owner of the pond, and follow up to see if deficiencies are corrected.

23 10:46AM

23 10:46 AM

23 10:47AM

23 10:48 AM

27 2:08PM

27 2:07PM

27 2:07PM

05/07/2009 13:06

3 8:41AM

COUNTY OF LEXINGTON

PUBLIC WORKS DEPARTMENT

ENGINEERING

M E M O R A N D U M

DATE: March 11, 2011

TO: Katherine Hubbard, County Administrator

FROM: John Fechtel, Director of Public Works/Assistant County Administrator

RE: Kinley Creek Watershed Follow-Up

Attached is a memo from April 2010 outlining the results from our staff's preliminary study of the Kinley Creek Watershed. As indicated in the memo, a detailed study needs to be performed by a qualified engineering firm/consultant at an estimated cost of $250,000.00. This study would help determine four concerns or a combination of concerns: 1) various potential options to reduce flooding; 2) establish priorities; 3) potential solution costs; and 4) qualify the county for potential FEMA grants. These grants, if approved, could fund 75% of the selected concerns up to a maximum of a $4,000,000.00 qualified project. There are several ways to obtain the County's 25% match requirement.

The Public Works Committee requested we try to establish a capital project fund for the $250,000.00 study. I indicated we could fund 1/3 of the costs through "C" funds ($83,333.00); however, there would still be a need of $166,667.00 from other sources. We were in a very tight budget process in May 2010 when this was presented, which resulted in no additional funding.

Councilman Brad Matthews has asked for an update on the funding for this study. We have shared with him that we are still trying to identify funds. If funding is identified, we will need to do a request for qualifications to select a qualified engineering firm/consultant for the study. Please present this to the Public Works Committee for their consideration.

COUNTY OF LEXINGTON

PUBLIC WORKS DEPARTMENT

ENGINEERING

MEMORANDUM

DATE: April 16, 2010

TO: Katherine Hubbard, County Administrator

FROM: John Fechtel, Public Works Director

RE: Preliminary Evaluation for Kinley Creek Watershed

Staff has completed the preliminary study of Kinley Creek, K-1, and K-2 per Councilman John Carrigg's request. For purposes of this study K-2 was evaluated as a "model" for the entire watershed. The reason K-2 was selected is the fact that it had the most detailed information. The report has six (6) sections with exhibits. As expressed to the Public Works Committee in several meetings there are three (3) basic options or a combination of options. 1. Extended detention, 2. Channel improvements, 3. Selection and removal of existing structures with flooding conditions.

Section 6.0 conclusions outlines the estimated costs of these three options. Until a detailed study is performed by a firm with a very competent hydrologic component these are "preliminary" cost figures. It is estimated this type of study would cost about $250,000.00. A summary of the costs are as shown:

Branch	Drainage Area (Acre)	Length (FT)	Multiplier	Option 1 ($317/LF)	Option 2 ($507/LF)	Option 3 ($643/LF)
Kinley Creek	4,480	26,000	2.00	$16,484,000	$26,364,000	$33,436,000
K-1	297	7,260	0.75	$1,726,065	$2,760,615	$3,501,135
K-2	920	7,100	1.00	$2,250,700	$3,599,700	$4,565,300
Lowery	491	2,760	0.5	N/A	N/A	N/A
Un-named	676	2,770	0.5	N/A	N/A	N/A
Total cost =>				**$20,460,765**	**$32,724,315**	**$53,185,080**

* N/A Lowery Branch and Unnamed Tributary have no history of flooding history

Other potential costs to be determined after a detailed study is completed are wetland mitigation credits, additional easement widths, etc. Based on the above costs it reflects additional detention may be the preferred first step, but again a detailed study is essential. The County owns an 11.79 acre tract on Piney Grove Road across from Nottingham Road. This potentially could be converted into a detention pond which would reduce the flows in Kinley Creek.

As stated earlier, a detailed study by a private firm specializing in this type of hydrology is estimated to cost $250,000.00. We have discussed potential funding sources with the Department of Natural Resources and the Emergency management Division, but funds are not available for the initial study, only after the study is complete and then it depends on various criteria and by competitive application. Some areas may be eligible for up to 75% grant funds for various improvements. Other possible funding sources are special tax districts, stormwater utility, etc. or any other sources that may be appropriate that staff can investigate at the appropriate time.

We present this to the Public Works Committee to begin discussions as to the problems in this watershed that began many years ago and to possible solutions to the situation.

Attachments

COUNTY OF LEXINGTON

PUBLIC WORKS DEPARTMENT

ENGINEERING

M E M O R A N D U M

DATE: March 11, 2011

TO: Katherine Hubbard, County Administrator

FROM: John Fechtel, Director of Public Works/Assistant County Administrator

RE: Victor Road Request - SCDOT

Attached is a letter and documentation from SCDOT for a final payment on Victor Road. This $1,500.00 request is to cover legal fees for a condemnation SCDOT did to secure the right-of-way. Victor Road was programmed for paving by the County through SCDOT for the required 25% expenditure of “C” funds on the SCDOT system.

I recommend County Council to approve this additional expenditure of $1,500.00 to SCDOT. Funds are available in the “C” funds Unclassified Account (2700-121300-539900) to be transfered into the Victor Road Account (2700-121300-539716). Please present this to the Public Works Committee for their consideration.

SCDOT
South Carolina
Department of Transportation

March 4, 2011

MAR 2011
RECEIVED
LEXINGTON COUNTY
COUNCIL
LEXINGTON, S.C.

Paving Victor Rd (S-1935) "C" Pin 30494
Lexington County

Mr. James E. Kinard, Jr
Chairman - Lexington County Council
212 South Lake Drive
Lexington, South Carolina 29072

Dear Mr. Kinard:

I am writing to inform you of a final invoice received on the above referenced project. The project scope was the paving of Victor Road (S-1935) from SC 6 to S-1929 (Sharps Hill Road).

This project was awarded to Plowden Construction in March 2007 and has since been completed and removed from your monthly C-Statement. It has come to my attention that there is a final invoice for legal fees associated with tract 57 in the amount of $1,500. South Carolina Department of Transportation (SCDOT) received permission to condemn tracts 3 and 47 in April of 2005. However, this tract was recommended for condemnation in January of 2007. Please refer to the attached notes regarding to the reasons for condemnation.

I am respectfully requesting Lexington County approve the payment of $1,500 for the associated legal fees. Please submit a check payable to SCDOT in the amount of $1,500 so that this project may be closed out. Keep in mind that these funds will count towards your biannual average expenditures on the state system.

For your convenience, I have attached the plan cover and sheet referring to tract 57. If you should have any questions, please feel free to contact me at 803-737-1365.

Sincerely,

Julie P. Barker, P.E.
Midlands "C" Program Manager

JPB:pcm
Enclosures (6)
cc: John Fechtel, Director of Public Works, Lexington County
ec: Tina Feaster, C Program Coordinator
Tabitha Crawford, Rights-of-Way
File: PC/JPB

County of Lexington

County Council
212 South Lake Drive
Lexington, South Carolina 29072
TELEPHONE: (803) 785-8103 FAX: (803) 785-8101

Bruce E. Rucker
District 1
Chairman

William C. Derrick
District 2
Parliamentarian

George H. Davis
District 3

Debra B. Summers
District 4

Bobby C. Keisler
District 5

Johnny W. Jeffcoat
District 6

John W. Carrigg, Jr.
District 7

Joseph W. Owens
District 8

M. Todd Cullum
District 9
Vice Chairman

April 13, 2005

Mr. Randall D. Williamson
"C" Program Engineer
South Carolina Department of Transportation
P.O. Box 191
Columbia, South Carolina 29202-0191

Dear Mr. Williamson:

This is to advise you that during the Lexington County Council meeting held on Tuesday, April 12, 2005 Council voted unanimously that your agency be allowed to move forward with the condemnation process for (Pine Plain Road) and Victor Road through "C" funds. t PIN 26886 (30494)

I am enclosing the required authorization letter approving this transaction.

Should you have any questions, please do not hesitate to contact me at 785-8103.

Sincerely,

Diana Burnett

Diana Burnett
Clerk to Council

/dwb
Enclosure

cc: J. Fechtel (w/encl.)

South Carolina
Department of Transportation

January 21, 2005

JAN 2005
RECEIVED
LEXINGTON COUNTY
COUNCIL
LEXINGTON, S.C.

Mr. Bruce Rucker
Chairman - Lexington County Council
212 South Lake Drive
Lexington, South Carolina 29072

RE: PIN 26885 and 26886 (Two Sections of Pine Plain Road) and
PIN 30494 (Victor Road) Lexington County "C" Program

Dear Mr. Rucker:

Preliminary right-of-way contacts have been made for PIN 26885/26886 (Pine Plain Road) and PIN 30494 (Victor Road) in Lexington County. As of this date, tract 36 (Crown Atlantic Co. LLC) and tract 37, 38 and 39 (Mr. Edward W. Riser) have refused to sign the necessary right-of-way easements and slope permission along Pine Plain Road for the construction of this project. Also, along Victor Road tract 3 (Dorothy Davis) and tract 47 (Yalla Reddy) have refused to sign the necessary right-of-way documentation.

It is my understanding that the Lexington County Transportation Committee (LCTC) does not normally condemn properties using "C" funds. Since the above properties will require condemnation, these two projects have been placed on hold and right-of-way acquisition has been halted until the LCTC advises how to proceed.

Therefore, please check the appropriate statements below and return a copy of this letter to me at your earliest convenience. If you have any questions, please give me or Project Manager Fred Berry a call at 803-737-1127.

Sincerely,

Randall D. Williamson

Randall D. Williamson
"C" Program Engineer

✓ Continue with right-of-way acquisition and condemn the necessary properties using "C" funds from PIN 26885/26886 Pine Plain Road.

✓ Continue with right-of-way acquisition and condemn the necessary properties using "C" funds from PIN 30494 Victor Road.

___ Delete PIN 26885/26886 and 30494 from the "C" Construction Program

RDW: svg
cc: John Fechtel, Lexington County Public Works Director
File: PC/FLB

Victor Road ROW History for Tract 57

10/26/06 – Property owner on record is deceased. Phone number of the personal representative found. Agent spoke to the representative to make her aware of the project and proposal. Representative did not have any problems and agreed to sign necessary permissions.

Additional heirs were identified after reviewing records from probate office and letters of administration. It was recommended that the local heirs must also sign documents besides just the local representative who was a niece.

01/18/07 – Agent was unable to secure signatures, therefore, condemnation was submitted.

COUNTY OF LEXINGTON

PUBLIC WORKS DEPARTMENT

ENGINEERING

M E M O R A N D U M

DATE: February 28, 2011

TO: Katherine Hubbard, County Administrator

FROM: John Fechtel, Director of Public Works/Assistant County Administrator

RE: Waterline Easement Request – Joint Water and Sewer Commission

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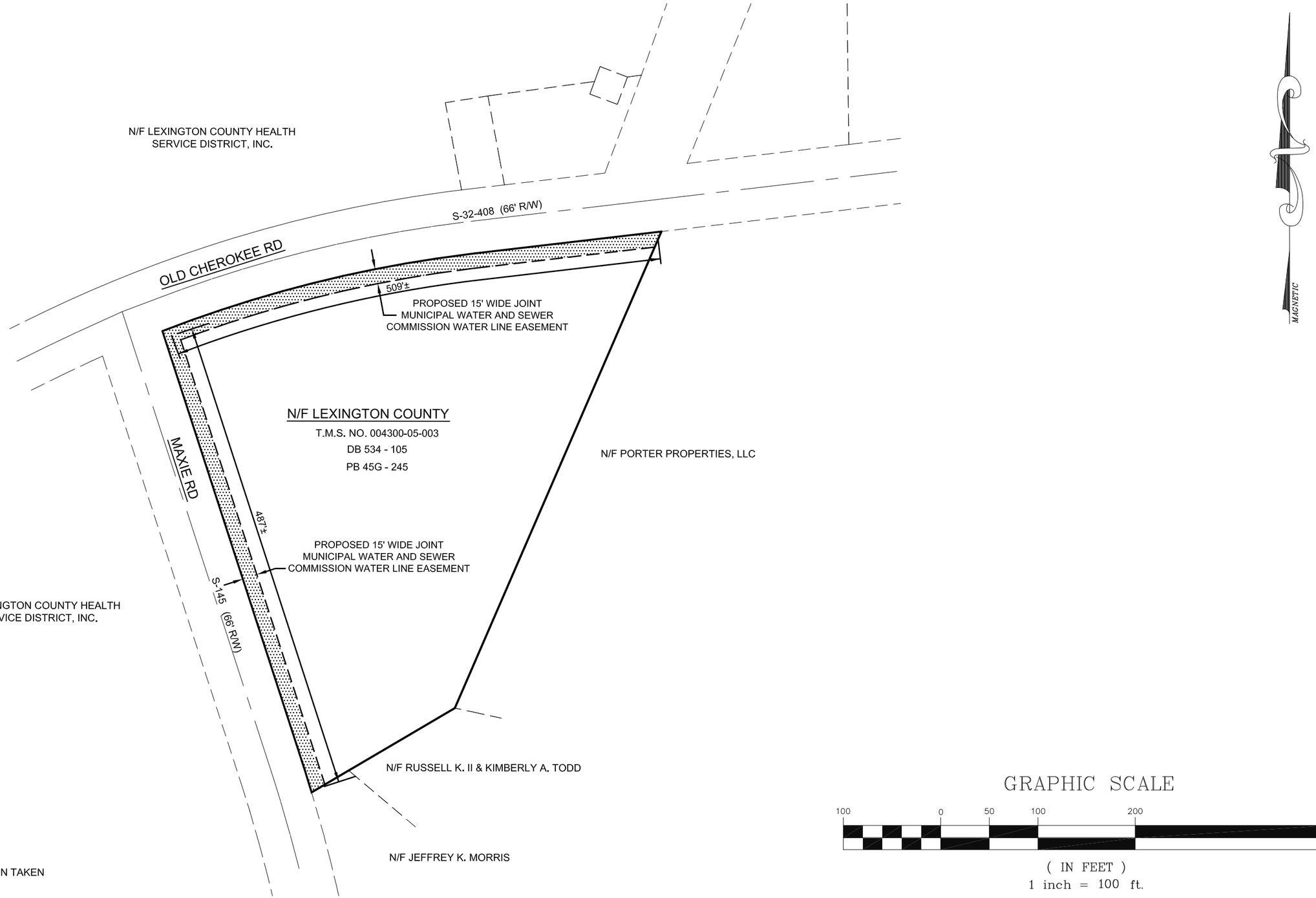
Attached is an easement drawing (Exhibit A) the Joint Water and Sewer Commission (JW&SC) is requesting on our property located at the corner of Maxie Road and Old Cherokee Road. This proposed 15' wide easement is part of the preliminary plan for the JW&SC to put a proposed 36" water main from the West Columbia water plant back towards the water tank (Exhibit B) The waterline easement (Exhibit C) is also included as well as the property location map (Exhibit D).

Staff does not see any issues with County Council granting the JW&SC this easement.

Please present this request to the Public Works Committee on March 22, 2011 for their consideration.

EXHIBIT A



NOTES:
1. NO FIELD SURVEYING DONE TO THIS DATE.
2. PROPERTY LINES SHOWN WERE INFORMATION TAKEN LEXINGTON COUNTY GIS PARCEL DATA.

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

DATE NOVEMBER, 2010	EASEMENT MAP	EASEMENT MAP FOR PROPERTY OWNED BY LEXINGTON COUNTY TMS 004300-05-003 IN LEXINGTON COUNTY, SOUTH CAROLINA	JOINT MUNICIPAL WATER & SEWER COMMISSION POST OFFICE BOX 2555 LEXINGTON, SOUTH CAROLINA 29071-2555 PHONE 803-359-8373 FAX 803-359-6553 www.lcjmwsc.com	DATE / REVISIONS
DRAWN SNN				
SHEET E-1				

EXHIBIT B

STATE OF SOUTH CAROLINA)
)
COUNTY OF LEXINGTON) EASEMENT FOR WATER LINES
)

FOR AND IN CONSIDERATION of the sum of _____ to us in hand paid by the Joint Municipal Water and Sewer Commission, a public body corporate and politic created as an agency of political subdivisions of the State of South Carolina exempt from recording fees pursuant to S.C. Code Section 12-24-40(2), hereinafter referred to as Grantee, receipt of which is hereby acknowledged, I/we **Lexington County** (hereinafter referred to as Grantor(s), do hereby grant and convey unto the Grantee, its Successors and Assigns, a Perpetual Easement fifteen feet in width to construct, operate and maintain together with the right of ingress and egress thereto at all times for the purpose of ditching or laying, constructing, maintaining, operating, repairing, altering, replacing and removing pipe lines for the transportation of water. The property will be restored to as close to its previous condition as reasonably possible upon completion of construction.

Together also with the right from time to time to remove or clear and keep clear such trees, underbrush, structures and other obstructions upon said Easement and the right of entry upon subject lands of Grantor(s) for all of aforesaid purposes.

This Easement runs along and adjacent to the northern and western boundaries of the property described as follows:

TMS # **004300-05-003**

This being the property acquired by the Grantor(s) by deed recorded in the Office of R.M.C. for Lexington County in Deed Book 534, at page 105.

The Easement herein conveyed being fifteen feet in width as a Perpetual Easement is shown on the drawing prepared by Joint Municipal Water and Sewer Commission dated November 2010 and attached hereto which is by reference incorporated herein and made a part hereof.

TO HAVE AND TO HOLD the aforesaid Easement all rights pertaining thereto unto the Grantee, its Successors and Assigns, forever.

The Grantor(s) hereby agrees to warrant and forever defend the above granted rights against themselves and their heirs and against any person lawfully claiming or to claim the same or any part thereof.

The words "Grantor(s)" and Grantee" shall include their heirs, executors, administration, successors and assigns, as the case may be.

IN WITNESS WHEREOF, _____ have hereunto set

in hand and seal this ____ day of _____,20____.

Signed, Sealed and Delivered
in the Presence of:

_____ _____
Witness Grantor

_____
Witness

_____ _____
Witness Grantor

_____
Witness

EXHIBIT B

STATE OF SOUTH CAROLINA)
) **PROBATE**
COUNTY OF LEXINGTON)

PERSONALLY appeared before me the undersigned witness, who being duly sworn, says that (s)he saw the within-named Grantors sign, seal and deliver the within **Easement**; and that (s)he with the other witness who signature appears above witnessed the execution thereof.

SWORN TO BEFORE ME this

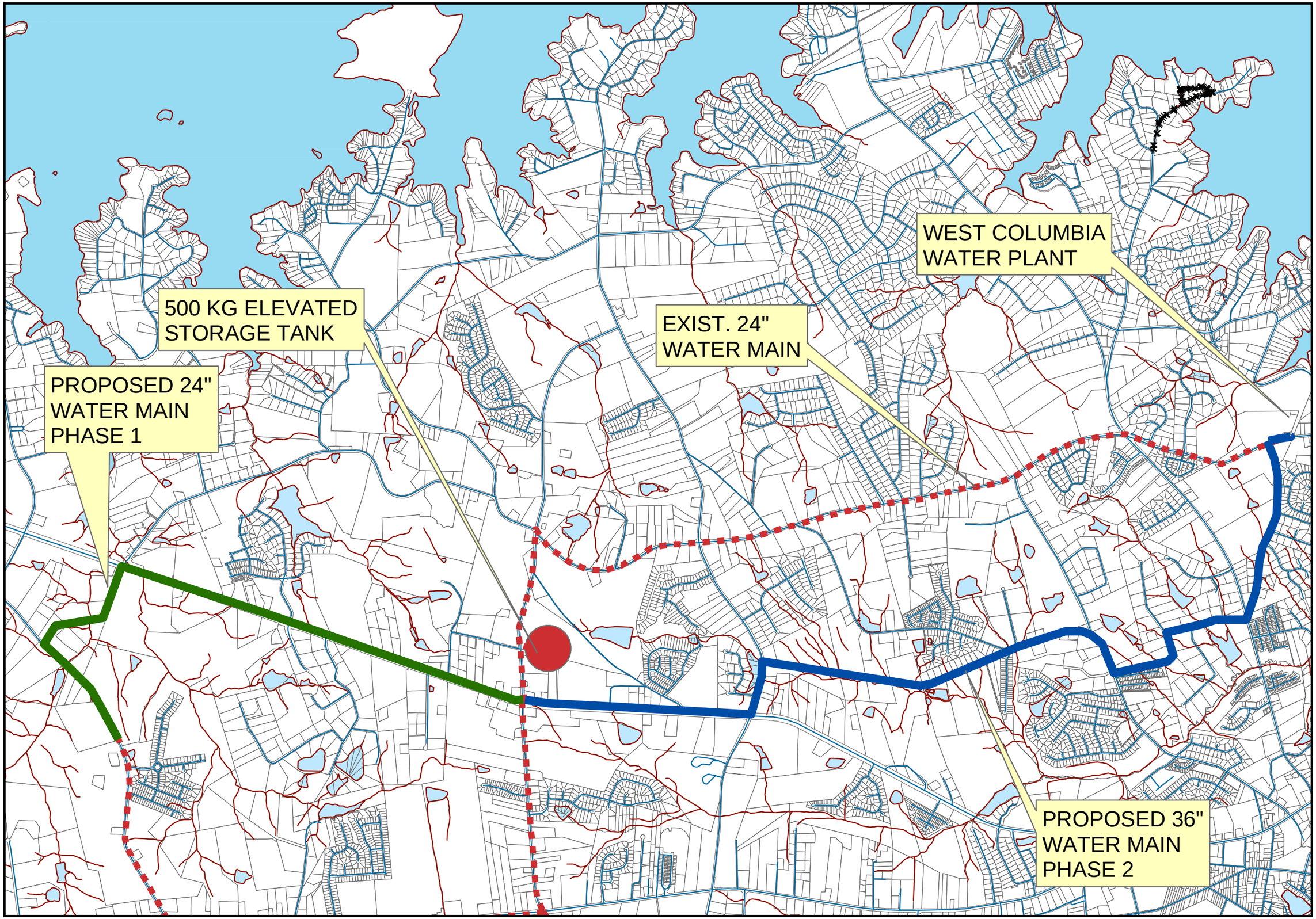
_____day of_____20____

_____
Witness

_____(L. S.)

Notary Public of South Carolina
My Commission expires: _____

EXHIBIT C

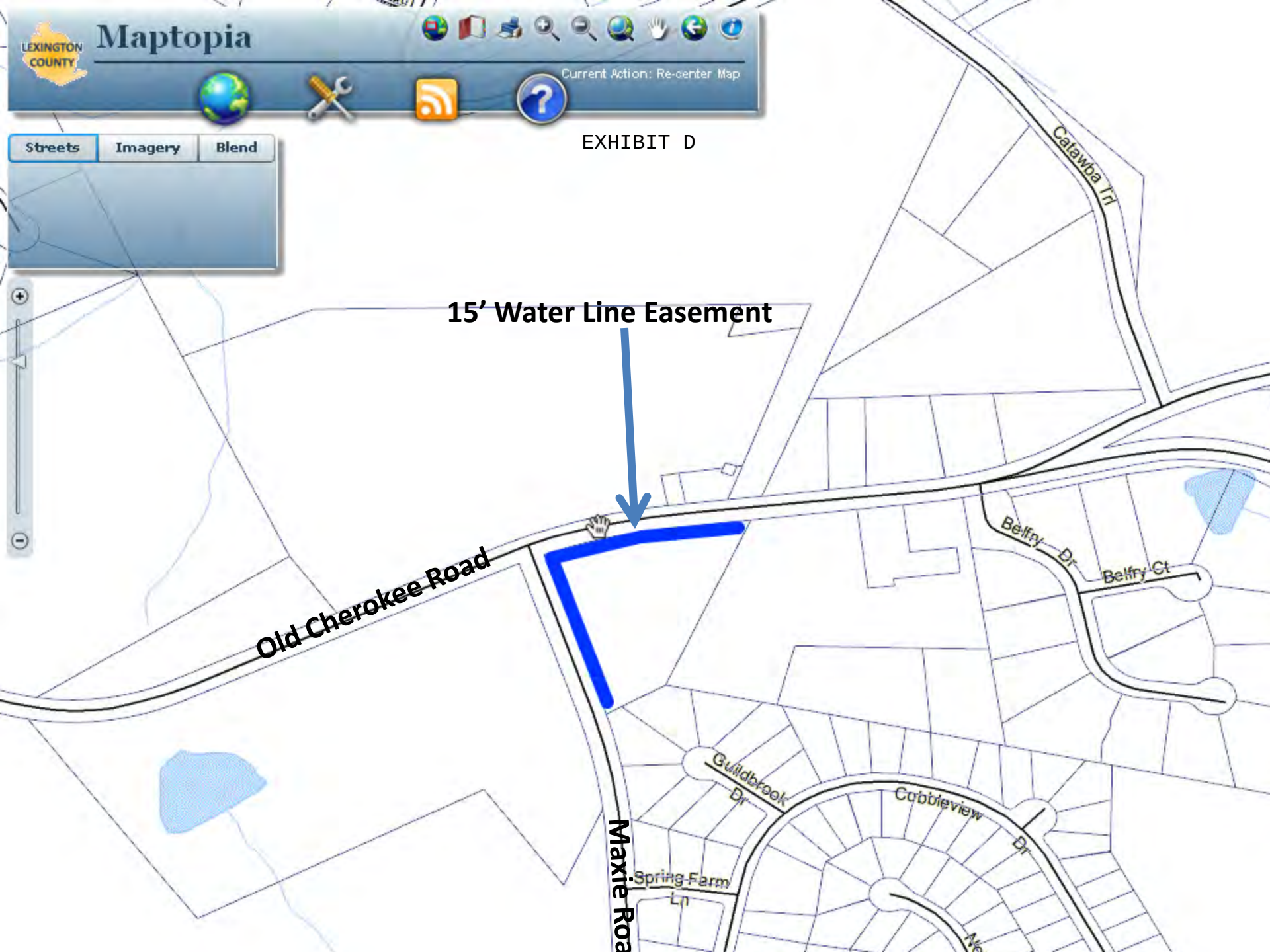


Joint Municipal Water
and Sewer Commission
P.O. Box 2555
Lexington, SC 29071
Ph: 803-359-8373
Fax:803-359-6553

N

1 inch = 2,000 feet

PLANT TRANSMISSION MAIN


Maptopia
LEXINGTON COUNTY
Current Action: Re-center Map
Streets
Imagery
Blend
EXHIBIT D
15' Water Line Easement
Old Cherokee Road
Catawba Trl
Belfry Dr
Belfry Ct
Guildbrook Dr
Cobbleview Dr
Spring Farm Ln
Maxie Road

The Committee Minutes are left out intentionally until approved by the Committee. Upon the Committee's approval, the minutes will be available on the Internet.

COUNTY OF LEXINGTON

PUBLIC WORKS DEPARTMENT

ENGINEERING

Memorandum

To: Katherine Hubbard

From: Jim Starling

Date: 3/10/2011

Re: Working Paper 1for Airport Layout Plan at LC Airport at Pelion

---

The LPA Group has delivered a draft version of the Working Paper 1 of the Airport Layout Plan for review and comment by the Airport Committee.

The LPA Group would like for the Airport Committee to review the Working Paper 1 and submit questions or comments to the LPA Group prior to the March 22nd Airport Committee meeting. The LPA Group will then answer any questions and address any comments and incorporate them into the draft copy of the Working Paper 1.

At the March 22nd Airport Committee meeting, the LPA Group will formally request permission to submit the final version of the Working Paper 1 to the FAA and to the South Carolina Aeronautics Commissions for their approval.

Please have this placed on the March 22nd, 2011 Airport Committee agenda for review and pending approval by the Committee, presented to full Council that evening.

THE LPA GROUP INCORPORATED
Transportation Consultants

4503 WOODLAND CORPORATE BOULEVARD ■ SUITE 400 ■ TAMPA, FLORIDA 33614 ■ 813-889-3892 ■ FAX 813-889-3893

March 8, 2011

Mr. James Starling
Engineer/Airport Manager
Lexington County Public Works
440 Ball Park Road
Lexington SC 29072

RE: Working Paper 1 Airport Layout Plan Update/Airport Business and Marketing Plan
Lexington County Airport at Pelion

Dear Mr. Starling:

Enclosed are five copies of the draft Working Paper 1 of the Narrative Report for distribution to the Airport Committee. We would appreciate it if you, Ms. Hubbard and the Airport Committee members would provide any comments on or before the March 22nd Airport Committee meeting. This will allow us time to make changes before we submit to the Federal Aviation Administration and South Carolina Aeronautics Commission for review and approval of the aviation activity forecasts. Since Mr. Cullum requested that we attempt to condense the project schedule, we will need your assistance in obtaining all review comments in a timely manner. This is critical since both the Airport Layout Plan Update and Airport Business and Marketing Plan process rely on the accuracy and completeness of previous data.

Once LPA and Lexington County have received the Federal Aviation Administration's approval of the aviation activity forecasts, we will contact you and Ms. Hubbard to schedule a working meeting/charrette with the Airport Committee members to discuss airport facility requirements, land use and the Airport Committee's short and long-term vision. I request that this be a closed meeting as previously discussed with Mr. Cullum.

Thank you for your assistance with this project, and please do not hesitate to contact us if you have any questions or concerns.

Best regards,

The LPA Group Incorporated,
A Unit of Michael Baker Corporation

Tricia Fantinato
Manager – Aviation Planning

Enclosures (5)

Airport Layout Plan Update Narrative Report

Lexington County Airport at Pelion and Lexington County

Prepared by

THE LPA GROUP
AVIATION CONSULTANTS
A Unit of Michael Baker Corporation

Lexington County Airport at Pelion Airport Layout Plan Narrative Report

Table of Contents

1.0 Project Overview 5

1.1 Key Issues and Goals 6

1.2 Airport Layout Plan Process 8

1.3 Airport Business Plan Process 10

1.4 Summary 12

2.0 Inventory of Existing Conditions 12

2.1 General Airport Conditions 12

Airport Role and Critical Aircraft 14

Temperature, Precipitation and Wind Data 17

2.2 Land Use and Zoning 19

2.3 Airport Inventory 21

2.5 Historical Aviation Demand 26

3.0 Forecasts of Aviation Demand 27

3.1 Historical Demand and Existing Forecasting Efforts 28

3.2 Preferred Operations and Based Aircraft Forecasts 30

3.3 Derivative Forecasts 33

Aircraft Fleet Mix 33

Existing and Future Critical Aircraft 34

Instrument Operations Forecast 35

Peak Activity Forecasts 36

3.4 Forecast Summary 37

4.0 Facility Requirements 38

5.0 Land Use Evaluation 39
6.0 Capital Improvement Program 40
7.0 Airport Business Plan 41

Appendices

Appendix A Agency Correspondence A-1

Table of Tables

Table 1 Airport Overview 14
Table 2 Aircraft Approach Category 16
Table 3 Airplane Design Groups (ADG) 16
Table 4 Airports within a 25 Nautical Mile Radius 17
Table 5 Airfield Facilities 23
Table 6 Building Inventory 25
Table 7 Support Facilities 25
Table 8 Historical Aviation Demand 2010 FAA Terminal Area Forecasts 26
Table 9 Historical Aviation Demand 2009 South Carolina Airports System Plan 27
Table 10 Historical Airport Fuel and Flight Plan Records 29
Table 11 Existing Forecasting Efforts 31
Table 12 Preferred Operations and Based Aircraft Forecasts 32
Table 13 Fleet Mix Forecasts 34
Table 14 Instrument Operations Forecast 35
Table 15 Peaking Forecasts 36
Table 16 Forecast Summary 37

Table of Figures

Figure 1 Airport Layout Plan Process 9
Figure 2 The Economic Impact of Lexington County Airport at Pelion 10
Figure 3 Airport Business and Marketing Plan Process 11
Figure 4 Airport Vicinity Map 13
Figure 5 South Carolina Airport Classifications 15
Figure 6 Average Temperatures 18
Figure 7 Average Precipitation 18
Figure 8 Wind Roses 20
Figure 9 Existing Conditions 22
Figure 10 Historical Airport Fuel Records (100LL) 29

1.0 Project Overview

The Lexington County Airport at Pelion, which is owned and operated by Lexington County, is designated within the *2011-2015 Federal Aviation Administration* (FAA) *National Plan of Integrated Airport Systems* (NPIAS) as a public use, general aviation airport. The airport was formerly known as Pelion Corporate Airport, and was purchased from the Town of Pelion in December 2004. Although the airport name changed, the FAA's three-letter identifier remained the same, 6J0.

The airport supports a variety of General Aviation (GA) and sport aeronautical operations and is home to 12 based aircraft. However, according to airport management, there is currently a waiting list for aircraft hangar storage. The airport is located just north of the Town of Pelion, consists of approximately 153 acres, and features a single runway, designated as Runway 18-36, that is 4,335 feet long by 60 feet wide and currently supports small single and twin-engine piston aircraft (less than 12,500 pounds). The airport is also equipped with a parallel taxiway, Taxiway A, 100 Low Lead (100LL) self fueling facility, aircraft tie-downs, and T-Hangars. According to the FAA's 2010 Terminal Area Forecast (TAF), annual operations totaled 6,300 in 2010, 144 of which were conducted by the military.

Ongoing and recently completed projects at the airport include:

- Terminal building improvements (new roof and air conditioning)
- Installation of 100LL aircraft self-fueling facility
- Lighting and electrical vault improvements, including upgraded taxiway edge lighting to LED and runway edge lighting to Medium Intensity Runway Lights (MIRLs).
- South apron rehabilitation
- Runway 18-36 rejuvenation (seal coat and remarking)
- Taxiway A realignment

Also, since the airport currently has a waiting list for aircraft hangar facilities, a 10-unit T-hangar facility is planned for construction in 2012.

Because the airport is part of the NPIAS, it is eligible for federal Airport Improvement Program (AIP) funding for qualified safety and capacity improvement type projects. However, in order to obtain AIP funding, the County has a legal requirement to have a current, FAA approved Airport Layout Plan (ALP) on file.[1] ALPs are typically updated every five to ten years in order to reflect actual or planned modification to the airport and significant off-airport development. The ALP for 6J0 was last updated as part of the 2003 Pelion Corporate Airport Master Plan Update (2003 AMPU).

Because no major changes in the type of airport activity have occurred since the 2003 AMPU was completed, the FAA, South Carolina Aeronautics Commission (SCAC), and Lexington County agreed that an update to the ALP Drawing Set and Narrative Report would provide an appropriate level of detail

[1] **FAA Order 5100.38C**, *Airport improvement Program Handbook*

regarding future aviation development. However, since a goal of Lexington County is to use the airport to support and encourage economic development, this project also includes an Airport Business and Marketing Plan (Airport Business Plan).

1.1 Key Issues and Goals

In addition to FAA AIP funding requirements, some key issues/goals were identified during the project scoping phase based upon discussions with airport management and the Airport Committee, which includes members of the County Council. Key goals addressed as part of this ALP Update include but are not limited to: economic development, airport self sufficiency, design requirements, and user demand.

On-Airport Land Use/Economic Development Opportunities: Current and proposed aviation development is located adjacent to Taxiway A along the southwest portion of the airfield. Existing facilities include the terminal building, T-hangars and apron parking. Planned improvements based upon the current capital improvement program include additional land acquisition, T-hangar construction, and a potential runway widening and extension to support slightly larger and more demanding aircraft (i.e., King Air B200). Lexington County's intent when purchasing the airport was to use it in conjunction with planned business park development to encourage economic development within the County. Based upon this overall goal, the ALP Update will evaluate on-airport property as well as potential acquisition of adjacent property to support long-term development. Approximately 100 acres of available property adjacent to the airport may support aviation or non-aviation related development. Thus, in an effort to identify economic opportunities and maximize on-airport land use, an Airport Business Plan was included as part of this ALP Update. It was anticipated that both the Airport Business Plan and ALP Update will assist Lexington County, the Lexington County Economic Development Office (LCEDO), local businesses, and the Airport Committee in targeting potential markets (biomedical, technology, transportation, finance, etc) as well as provide opportunities for development both on and adjacent to the airport.

Airport's Ultimate Role: The airport is currently listed as a GA, public use airport in the NPIAS and as an Airport Classification SC-IV in the South Carolina Airport System Plan (cycle date January 13, 2011) (SCASP). SC-IV airports are defined within the SCASP as Recreational/Local Service airports which demonstrate low activity and provide limited airport facilities and services. These airports typically support small and light aircraft (e.g., Cessna 182). However, as part of this ALP Update, the Airport Committee and County Council are looking to determine the direction for ultimate growth at 6J0. Lexington County bought the airport in 2004 to encourage economic development within the southern portion of the County. With this goal in mind, facilities and other

Source: *www.planepictures.net*

requirements will be identified in an effort to support countywide development as well as to make the airport economically self-sufficient.

Facility Design Requirements: Although the airport is currently designated as a SC-IV airport within the SCASP, the 2003 approved AMPU recommended widening and extending the current runway to support various aircraft operations. Thus as part of the ALP Update, a limited runway length evaluation will be developed to determine the runway length and pavement strength necessary to support existing and forecast demand. Additionally, other airport facilities will be evaluated using applicable FAA and state design criteria (e.g., navigational aids, aircraft storage, and fuel). Recommended development will not only be separated by functional areas (aircraft storage, maintenance and training, etc.) but facilities will be located to provide the correct clearances to accommodate aircraft and FAA design criteria.

Existing User Demand: According to the FAA Airport Master Record (FAA Form 5010-1), the airport is home to 12 single-engine aircraft. Of total aircraft operations (landings and takeoffs) recorded in 2009 and 2010, approximately 57 percent of aircraft operations are associated with itinerant traffic and the remaining 43 percent are associated with local activity. Local operations are those arrivals or departures performed by aircraft that remain within the airport traffic pattern, or those that occur within sight of the airport. This covers an area within a 20 nautical mile radius of the airfield. Local operations are most often associated with training activity and flight instruction (e.g., touch-and-goes). Itinerant operations are arrivals or departures that do not remain within the airport traffic pattern. However, in the case of 6J0, although flight instruction services are not currently offered at the airport, operators from other airports have historically used the airstrip for various training maneuvers including “touch and go” operations.

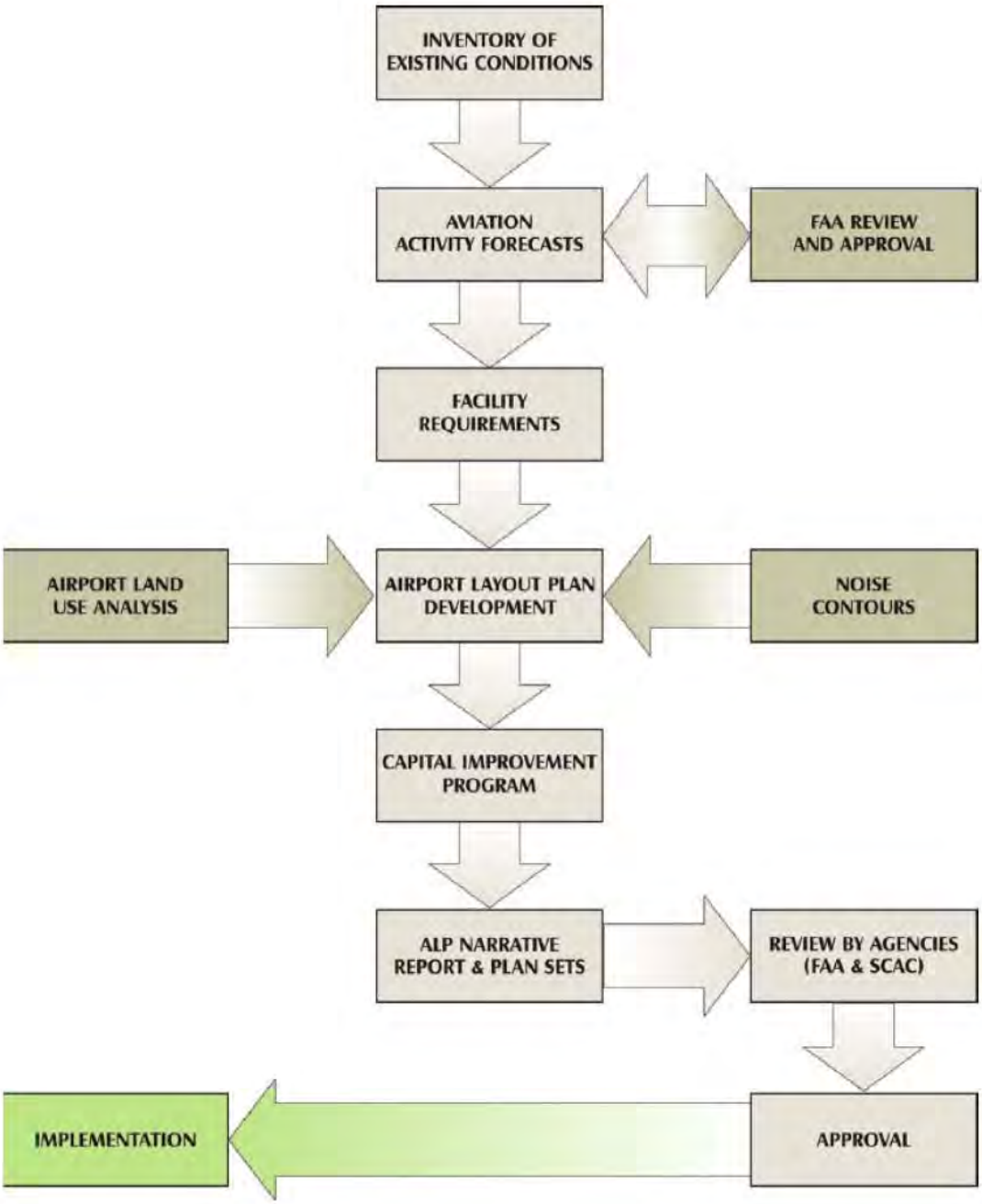
Future User Demand: In addition to supporting existing local and itinerant aircraft operations, plans are currently in place to construct additional aircraft storage facilities to support known demand. Also, according to the SCASP, with the installation of fuel facilities on the airport, the County has received approximately $94,500 in fuel sales since FY 2006/7. Rental income also increased from $8,100 in FY2004/05 to $25,600 in FY 2008/09, which supports the County’s initiative to make the airport self-sufficient. As part of this ALP Update, forecast demand will be determined using the SCASP forecast and input from the FAA and Airport Committee. This data will be used to identify critical aircraft requirements, hangar facilities, and other design requirements. In order to provide the greatest flexibility, facilities and proposed areas for development will be selected to provide 6J0 management with the opportunity to accommodate a variety aircraft and user needs.

Thus, the ultimate goal of this ALP Update is to determine the role of 6J0 within the Midlands Aviation System and to provide a guide to management related to short and long-term development.

1.2 Airport Layout Plan Process

Although abridged, the ALP Update still provides an effective written and graphical representation of ultimate airport development. The airport's ALP Update serves a variety of functions including: projecting future aviation activity, identifying the need for and financial feasibility of new infrastructure and airport facilities, providing airport management with a financial planning tool, and identifying and guiding on-airport and adjacent land use. The primary objective of the ALP Update is to provide Lexington County with a 20-year development program that will maintain a safe, efficient, economical, and environmentally acceptable airport facility which meets the needs of its existing and future users following guidelines contained in **FAA Advisory Circulars (AC) 150/5300-13**, *Airport Design*, and **AC 150/5070-6B**, *Airport Master Plans*. **Figure 1** provides a graphical representation of the ALP process.

Figure 1
Airport Layout Plan Process

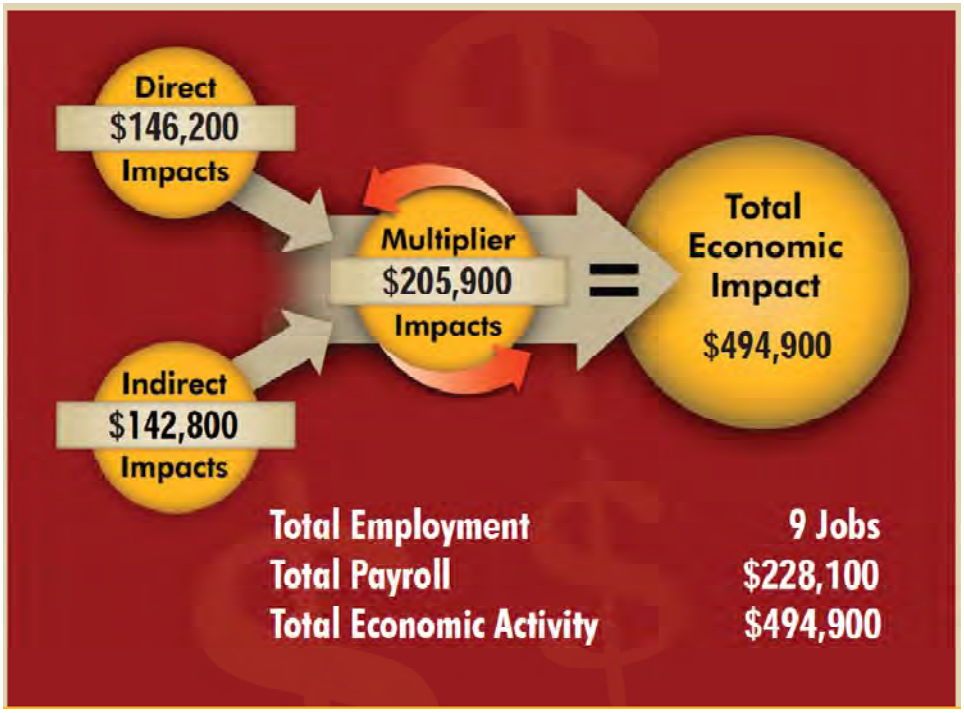


Source: FAA Advisory Circular 150/5600-6B, Airport Master Plans and The LPA Group Incorporated, 2011.

1.3 Airport Business Plan Process

As part of Lexington County Council's efforts to use the airport as a catalyst for additional business development within Lexington County, an Airport Business Plan was recommended. According to the SCASP," the airport generates $146,200 in direct output, of which $60,000 is paid to approximately two (2) direct full-time jobs." Visitors are estimated to generate another $142,800 in indirect aviation-related output annually. Thus, based upon the multiplier effect, the airport generates approximately $494,900 in total economic output'[2] as illustrated in **Figure 2**.

Figure 2
The Economic Impact of Lexington County Airport at Pelion



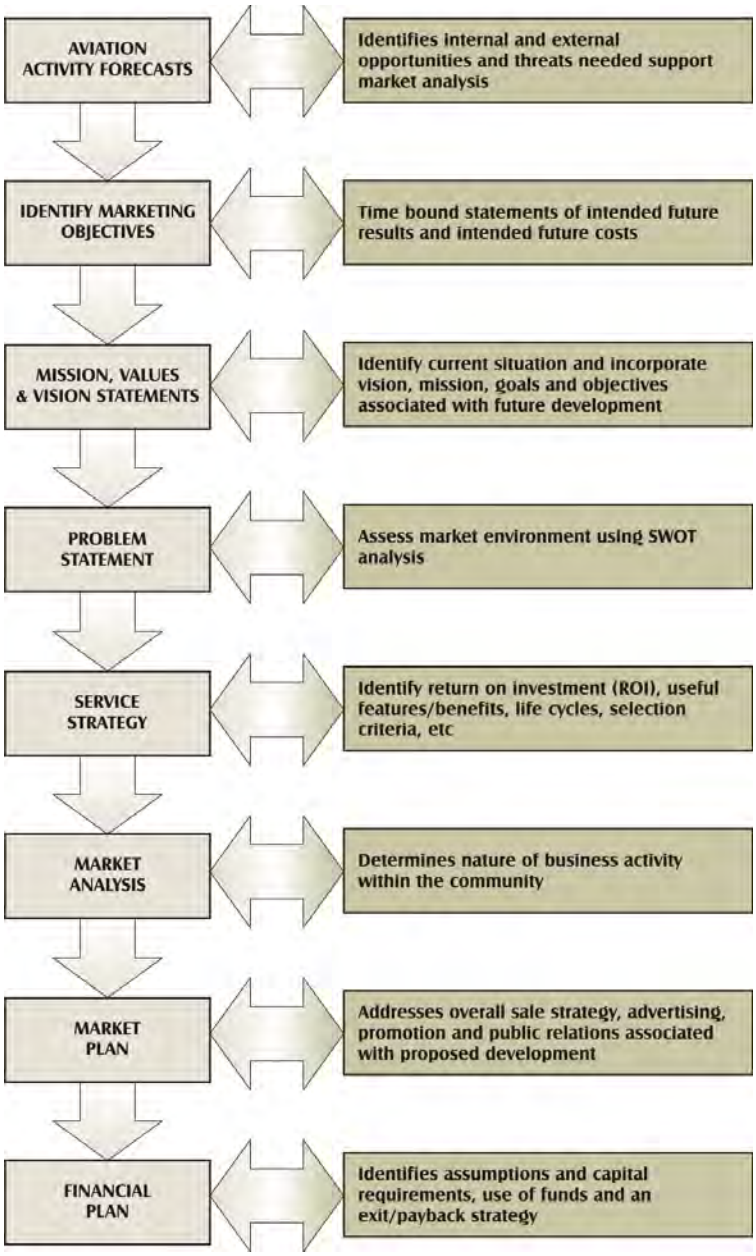
Source: "The Economic Impact of Lexington County Airport at Pelion," South Carolina Department of Commerce Division of Aeronautics, Wilbur Smith Associates, 2009

In addition to identifying direct opportunities, the Airport Business Plan can be used to support other compatible land uses contiguous to the airport. However, effective market planning involves selecting appropriate target groups and formulating a market mix to achieve marketing objectives and financial targets. Market planning starts with identifying the mission, value, and vision statements for the airport in an effort to establish existing and future airport market requirements. The market analysis also

[2] The Economic Impact of Lexington County Airport at Pelion, South Carolina Department of Commerce, Division of Aeronautics, Wilbur Smith Associates, 2009, page 3.

evaluates Strengths, Weaknesses, Opportunities, and Threats (SWOT) to assess where the airport is now in an effort to identify marketing strategies. **Figure 3** illustrates the typical Airport Business and Marketing Plan process.

Figure 3
Airport Business and Marketing Plan Process



Source: The LPA Group Incorporated, 2011.

1.4 Summary

While the outlook for aviation during the next 20 years and what impact it will have on Lexington County Airport at Pelion remains to be seen, it is anticipated that aviation will continue to grow as a major component of the transportation industry both nationally and within the region. A key factor in 6J0's future success depends upon determining the viability of the present airfield and landside facilities to meet demand well into the future. This ALP Update process provides a forum for discussion and the establishment of links between the community, County, and regional planning efforts. As a result, both the ALP Update and Airport Business Plan will serve as a guide to decision makers, users, and the general public relative to realistic and achievable development that is in line with both airport and community objectives.

2.0 Inventory of Existing Conditions

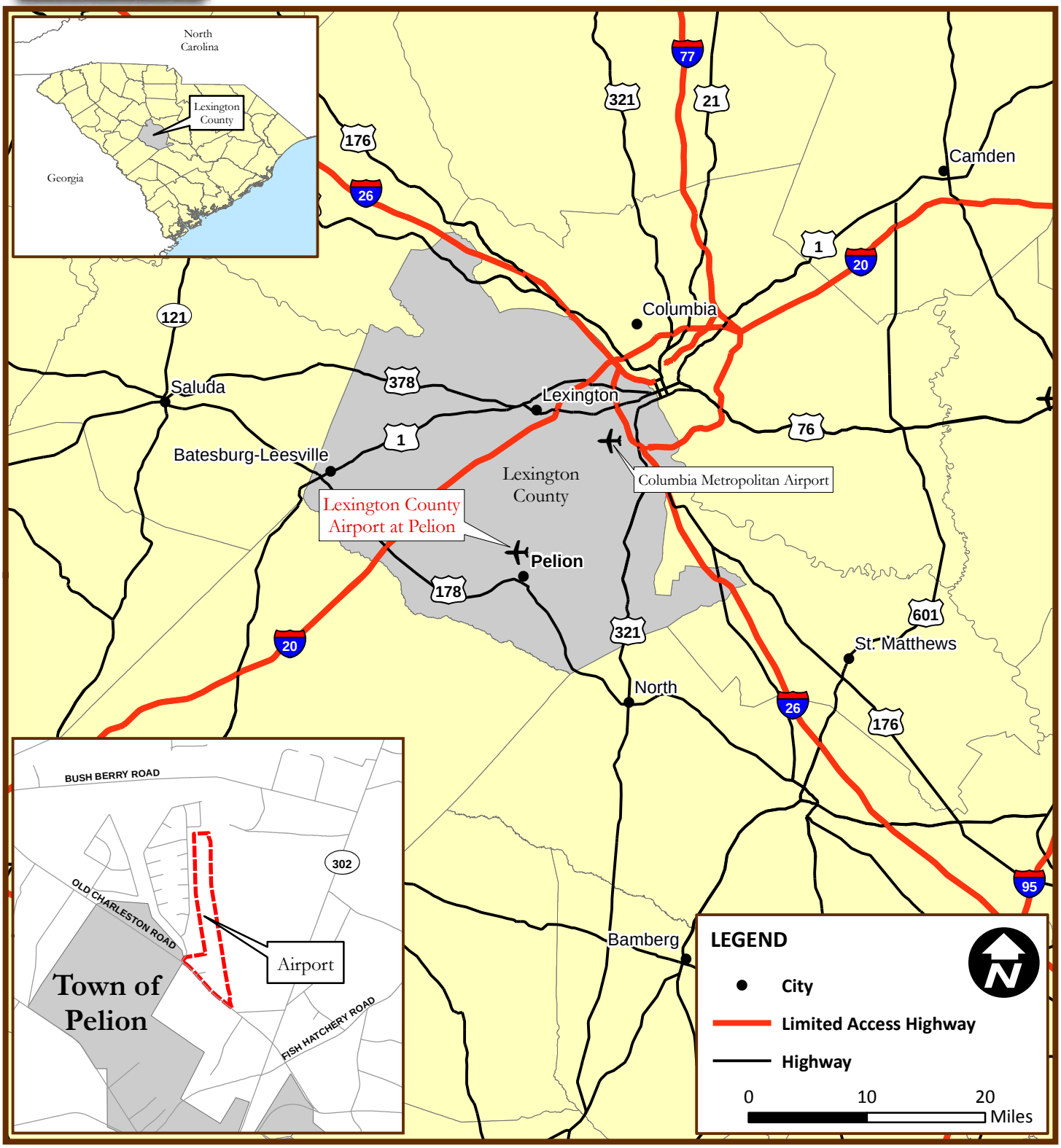
Prior to Lexington County's acquisition of the airport, a FAA conditionally approved Master Plan Update was completed in 2003. The 2003 AMPU recommended hangar and parking improvements, a fuel farm, and extension of Runway 18-36 (formerly designated as Runway 17-35). Runway end markings were changed as part of a runway seal coat project to adjust for changes in magnetic declination.

Since Lexington County acquired the airport in late 2004, a number of projects were implemented. These projects, combined with changes to the airport's minimum operating standards and lease agreements, helped to provide a continual source of revenue for the airport.

A key step in the ALP Update process is the gathering of information related to existing conditions at the airport. This provides the basis for all future steps within the planning process. As part of the ALP Update, a snapshot of existing conditions for calendar year 2010 was provided. Data collected include type, number and condition of existing hangars, terminal facilities, runway, taxiways, navigational aids, aircraft parking aprons, fuel facilities, etc., all of which was used to identify future facility requirements as well as opportunities for development.

2.1 General Airport Conditions

In statute miles, the airport is located approximately 2 miles from the Town of Pelion (town center), 12.3 miles southwest of the Columbia Metropolitan Airport (CAE), 16 miles southwest of the City of Columbia, and approximately 16 miles south of the City of Lexington. Primary access to the airport is via South Carolina 302/Edmund Road to Old Charleston Road/State Road 32-1583 to Airport Road as illustrated in **Figure 4**, *Airport Vicinity Map*.



Airport Location

Figure 4

A general airport overview is provided in **Table 1**. The critical aircraft is defined as either a single aircraft or family of aircraft that perform 500 or more annual operations at the airport. The critical aircraft is used to establish the airport facility requirements. An evaluation of the current and forecast aircraft fleet mix and critical aircraft requirements is discussed in **Sections 3.0**, *Forecasts of Aviation Activity*, and **4.0**, *Airport Facility Requirements*.

Table 1
Airport Overview

Facility	Published Dimensions/Description
Federal Aviation Administration Three Letter Identifier	6J0
Airport Reference Point (ARP)	Latitude: N 33° 47' 40.6720" Longitude: W 081° 14' 45.1050"
Field Elevation	451.8 Mean Sea Level (MSL)
Acreage	153
Airport Reference Code (ARC)	A-I
Critical Aircraft[1]	Cessna 172
Local Zoning	Airport District[2]

Notes:

[1]Based upon FAA approved 2003 Airport Layout Plan Update

[2]The Lexington County Airport District including Overlay Zones was established in August 2009 as provided in Article 4 of The County's Zoning Ordinance to bring it into "compliance with the 2003 Master Plan and to address needed restrictions concerning surrounding property". (Zoning Text Amendment # T09-04)

Sources: FAA Airport Detail (Form 5010), AVN database, Lexington County Zoning data, and approved 2003 Pelion Corporate Airport Master Plan Update (Wilbur Smith)

Airport Role and Critical Aircraft

As noted previously, 6J0 is designated as a general aviation, public use airport. General aviation is defined as one of two categories within civil aviation, and refers to all aircraft operations other than military and scheduled airline and regular cargo flights. General aviation operations include recreational flying, flight training, air ambulance, police and aerial firefighting, air charter, gliding, skydiving, etc. Recent trends in GA include the growth in experimental aircraft, light-sport aircraft and very light jets.

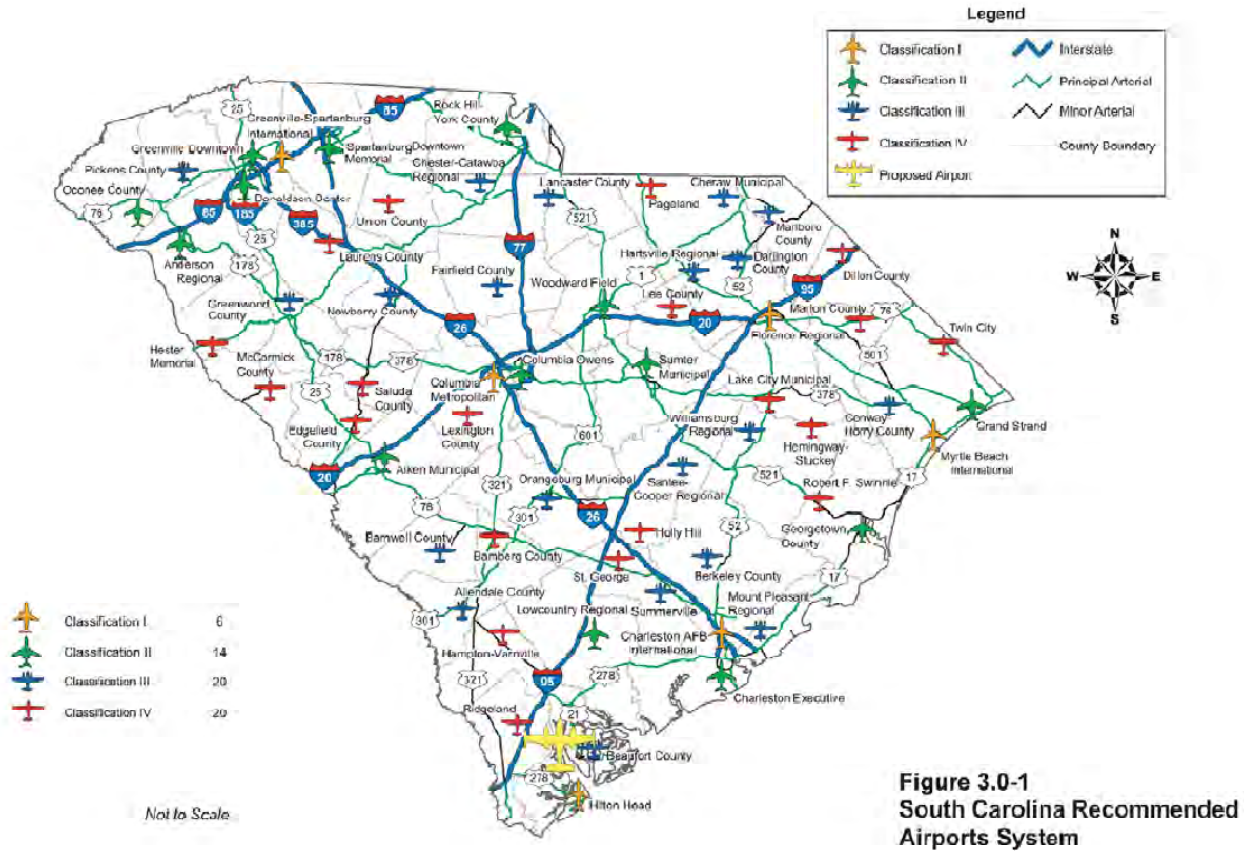
As one of 3,380 public use airports designated as "significant to National Air Transportation," the airport is eligible for federal funding. According to the 2011-2015 NPIAS, 6J0 is eligible to receive approximately $4.8 million in federal funding primarily related to updating or replacing existing facilities.

Within the SCASP, 6J0 is classified as a SC-IV airport as illustrated in **Figure 6**, South Carolina Airport Classification System. The SCASP classifies general aviation airports in one of three categories:

- State Classification II – Corporate/Business (SC-II)
- State Classification III – Business/Recreation (SC-III)
- State Classification IV – Recreational/Local Service (SC-IV)

Classifications were based upon anticipated airport growth, runway dimensions, surrounding conditions, economic impact, services provided, and expansion capability. SC-IV airports primarily cater to small (less than 12,500 pounds) aircraft with ARC designations of A-I or B-I (refer to **Tables 2** and **3**), demonstrate low aviation activity, and operations are anticipated to remain fairly stable during the next 10 years. SC-IV airports typically provide limited airport facilities and services and have runway lengths typically less than 3,600 feet by 60 feet in width.

Figure 5
South Carolina Airport Classifications



Source: South Carolina Airports System Plan, Talbert and Bright, 2008

The ARC is based upon a combination of the Aircraft Approach Category and Airplane Design Group (ADG). The Aircraft Approach Category is based upon an aircraft's approach speed on landing as illustrated in **Table 2**.

Table 2
Aircraft Approach Category

Category	Approach Speed
A	< 91 knots
B	≥91 knots but <121 knots
C	≥ 121 knots but <141 knots
D	≥ 141 knots but < 166 knots
E	≥166 knots
	Currently Operating at 6J0

Source: FAA Advisory Circular 150/5300-13, Airport Design

The ADG is based upon the aircraft's wingspan or tail height. If an aircraft spans two categories, then the most demanding category should be used. Tail height and wingspan criterion for each aircraft group is illustrated in **Table 3**.

Table 3
Airplane Design Group (ADG)

Group Number	Tail Height (ft)	Wingspan (ft)
I	<20	<49
II	20-<30	49-<79
III	30-<45	79-<118
IV	45-<60	118-<171
V	60-<66	171-<214
VI	66-<80	214-<262
	Currently operating at 6J0	

Source: FAA Advisory Circular 150/5300-13, Airport Design

Although 6J0 is equipped with a longer runway (4,335 feet) than typically provided at an SC-IV airport, it caters to small recreational type aircraft. Based upon historical operational data, small (less than 12,500 pounds), single and multi-engine piston aircraft are the dominant operators at 6J0.

Expansion and development of SC-IV airports, according to the SCASP may also be constrained as a result of topography, airspace conflicts, environmental concerns, or competition by corporate or

business airports within the vicinity that provide competing facilities and aeronautical services. **Table 4** identifies airports and military facilities within a 25 nautical mile radius of 6J0.

Table 4
Airports within a 25 Nautical Mile Radius

Name	Identifier	Role	Distance from 6J0 (NM)
Columbia Metropolitan Airport	CAE	Commercial Service	11 NM Northeast
North Air Force Auxiliary Field	XNO	Private/Military	14 NM Southeast
Jim Hamilton LB Owens Airport	CUB	General Aviation/Public Use	16 NM Northeast
McEntire Joint National Guard Base	MMT	Military	23 NM East
Aiken Municipal Airport	AIK	General Aviation/Public Use	24 NM West

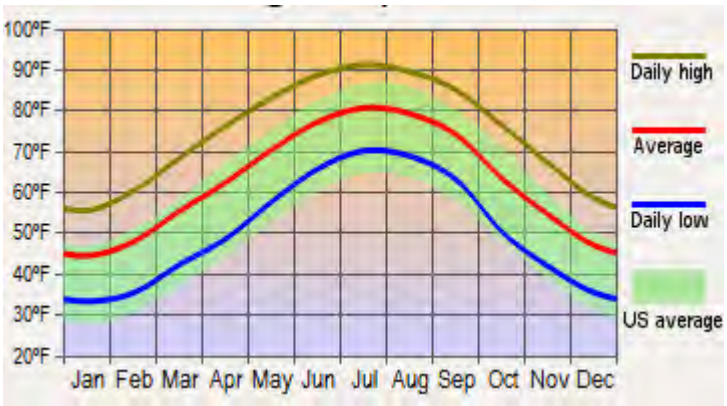
Source: www.AirNav.com.

Since a goal of the Airport Committee is to use the airport to support countywide economic development by providing additional facilities and services at the airport, the role of the airport may change over time. This will be evaluated throughout the ALP and Airport Business Plan process.

Temperature, Precipitation and Wind Data

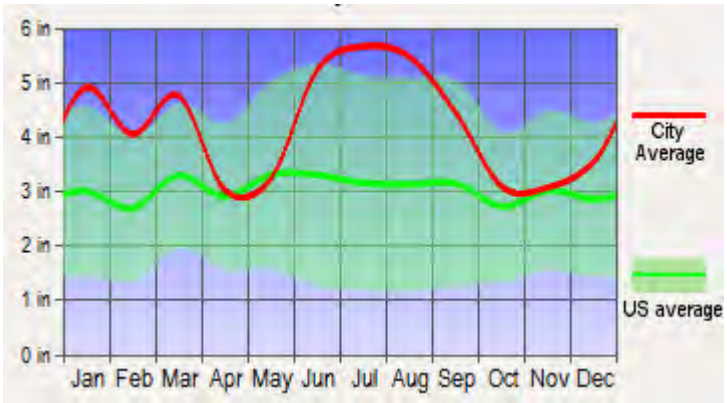
Climate data including wind coverage, temperature, and precipitation impact runway orientation and runway length requirements. Aircraft runway length requirements for both takeoff and landing increase exponentially in relation to increases in temperature, airport elevation, and pavement condition (wet). Thus, during hot, wet summer months aircraft typically require more runway length for takeoff and landing. According to data obtained for the Town of Pelion, which the town center is located approximately 2 statute miles from the airport, the average temperature in July is approximately 80 degrees Fahrenheit with a potential daily high of over 90 degrees Fahrenheit as illustrated in **Figure 6**, *Average Temperatures*. Precipitation, another factor which impacts aircraft operations, is also highest during the summer months as illustrated in **Figure 7**, *Precipitation*. As a result, an evaluation of runway length requirements based upon aircraft demand is addressed as part of **Section 4.0**, *Facility Requirements*.

Figure 6
Average Temperatures



Note: Based upon data reported by over 4,000 weather stations
Source: http://www.city-data.com/city/Pelion-South-Carolina.html, 2009

Figure 7
Average Precipitation



Note: Based upon data reported by over 4,000 weather stations
Source: http://www.city-data.com/city/Pelion-South-Carolina.html, 2009

Wind coverage is evaluated to determine the operational impact on existing runways and to determine if an additional runway is required. A runway is constructed to be aligned with the prevailing wind since wind conditions impact aircraft operations. However, the smaller and lighter the aircraft, the more it is affected by a crosswind. A crosswind component acts at a right angle to the runway. According to **FAA AC 150/5300-13**, "when a runway orientation provides less than 95 percent wind coverage for any aircraft forecasted to use the airport on a regular basis (defined as minimum of 500 annual operations),

a crosswind runway is recommended."[3] Wind coverage is that percent of time crosswind components are below an acceptable velocity, typically 95 percent, based upon the total number of weather observations.

The 95 percent wind coverage is computed on the basis of the crosswind not exceeding:

- 10.5 knots for ARCs A-I and B-I
- 13 knots for ARCs A-II and B-II
- 16 knots for ARCs A-III, B-III, and C-I through D-III
- 20 knots for ARCs A-IV through D-VI

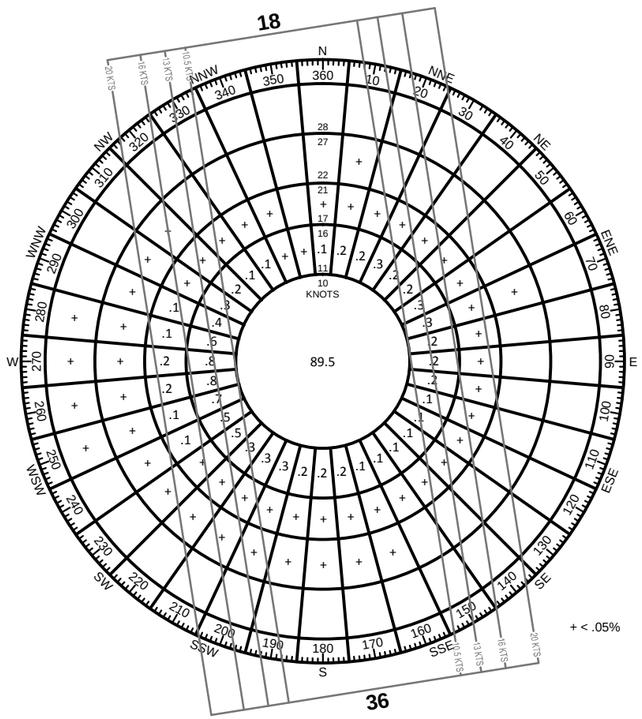
Since the airport is not currently equipped with an on-site weather recording station, National Climatic Data Center (NCDC) wind data recorded from Columbia Metropolitan Airport (CAE) for the period 1999 through 2008 was utilized to determine if 95 percent wind coverage was available for the size and type of aircraft (ARCs A-I and B-I) currently operating at 6J0. As illustrated in **Figure 8**, *Wind Roses*, under All Weather and Visual Flight Rules (VFR) conditions associated with small, light aircraft with 10.5 knot crosswind component, only 93.2 percent and 92.89 percent wind coverage, respectively, is obtained. However, the current runway configuration does meet the 95 percent wind coverage requirement for Instrument Flight Rules (IFR) and VFR and All Weather wind coverage for 13 knot or greater crosswind components. The impact of climatic data on airport facilities and operations is revisited in **Section 4.0**, *Facility Requirements*.

2.2 Land Use and Zoning

According to previous documentation, the airport was initially owned by the N/F Palmetto Raceway Incorporated and was used as a drag strip. Approximately 110 acres were donated to the Town of Pelion from private owners for use as an airport in the early 1970s (January 1974). During the 30 years when the Town of Pelion owned and operated the airport, they acquired seven additional parcels totaling approximately 45 acres. According the 2003 AMPU, total airport property included 155.48 acres. The Town of Pelion sold the airport to Lexington County in late 2004. In 2006 with the relocation of the Lexington County Sheriff Department's Regional Office to 6J0, Lexington County requested the release of 2.38 acres of airport property for non-aviation use resulting in 153.10 acres currently designated for aviation use.

[3] Paragraph 203b, Wind Conditions, **FAA Advisory Circular 150/5300-13**, Airport Design

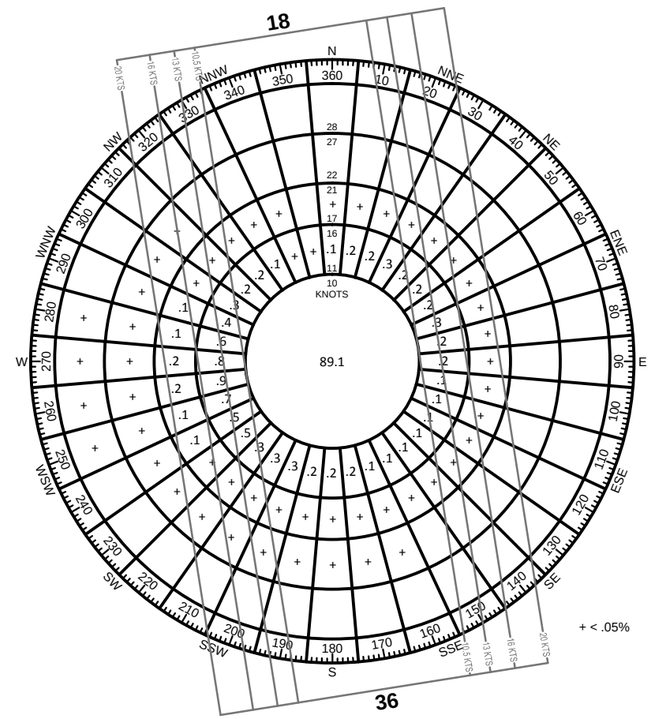
ALL WEATHER WIND ROSE



WIND COVERAGE	10.5 KNOTS	13 KNOTS	16 KNOTS	20 KNOTS
RUNWAY 18 *	83.24%	85.43%	87.79%	88.47%
RUNWAY 36 *	83.17%	85.39%	87.82%	88.54%
RUNWAY 18/36	93.20%	96.03%	98.85%	99.68%

* BASED ON A 5 KNOT TAILWIND COMPONENT

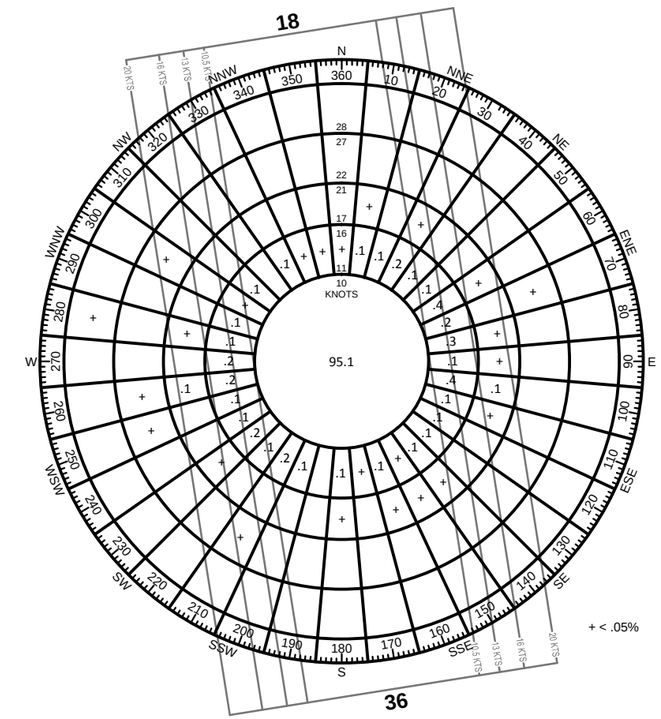
VFR WIND ROSE



WIND COVERAGE	10.5 KNOTS	13 KNOTS	16 KNOTS	20 KNOTS
RUNWAY 18 *	83.08%	85.37%	87.84%	88.54%
RUNWAY 36 *	82.52%	84.84%	87.38%	88.14%
RUNWAY 18/36	92.89%	95.85%	98.80%	99.66%

* BASED ON A 5 KNOT TAILWIND COMPONENT

IFR WIND ROSE



WIND COVERAGE	10.5 KNOTS	13 KNOTS	16 KNOTS	20 KNOTS
RUNWAY 18 *	83.48%	84.54%	85.67%	85.93%
RUNWAY 36 *	90.97%	91.97%	93.07%	93.31%
RUNWAY 18/36	96.89%	98.20%	99.53%	99.84%

* BASED ON A 5 KNOT TAILWIND COMPONENT

80,244 OBSERVATIONS MADE
OVER THE PERIOD 1999-2008
STATION 72310 COLUMBIA (CAE), SC, US

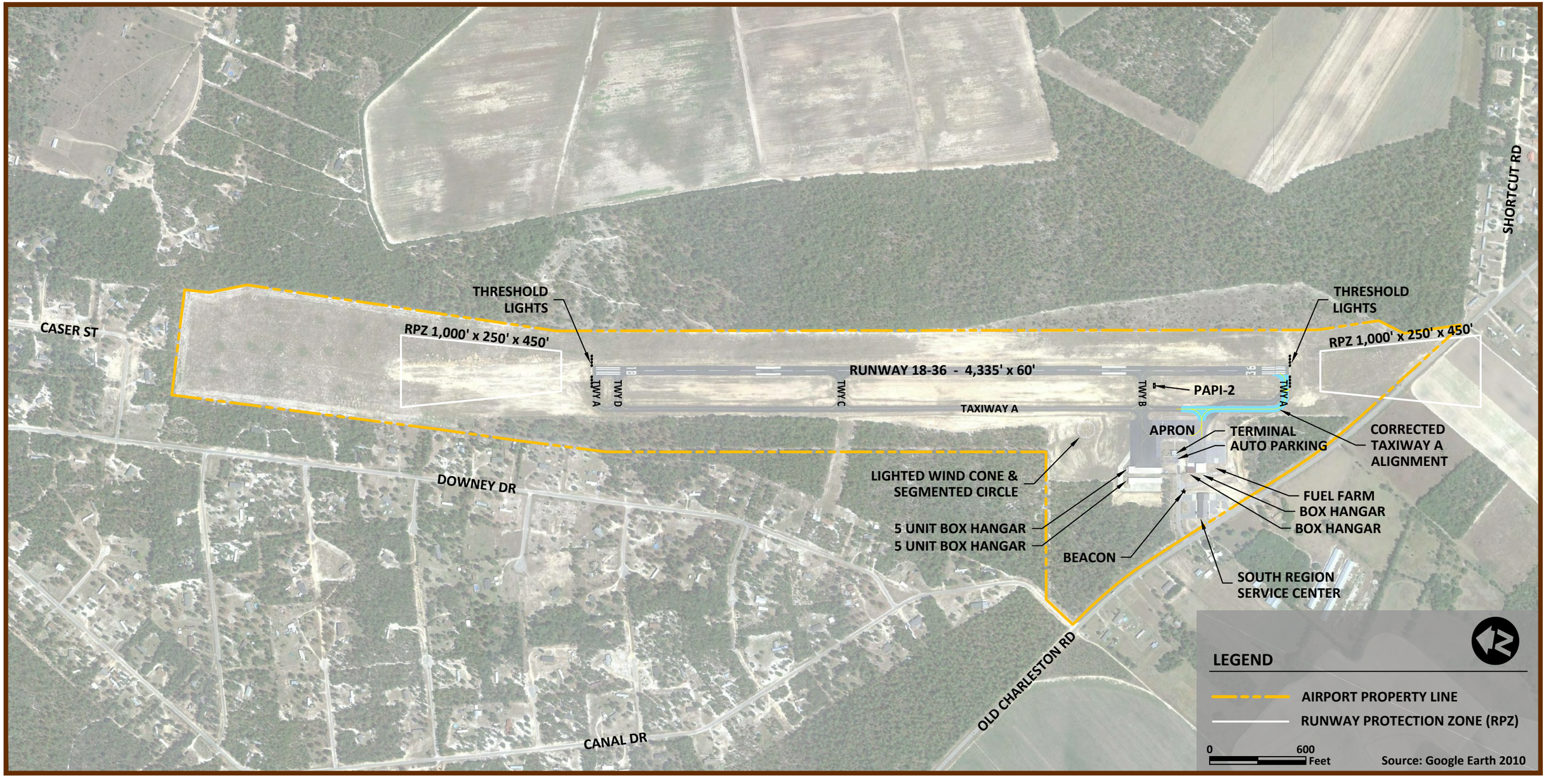
SOURCE: NATIONAL CLIMATIC DATA CENTER
ASHEVILLE, NC, 2009

Airport overlay zones were established for the Pelion Corporate Airport in 1987 as part of the 1985 Master Plan Update. Airport overlay zones were created to protect people and property in the vicinity of the airport in addition to preserving the safety and efficiency of air navigation by restricting adjacent land uses incompatible with the use, growth, and expansion of airport facilities. In 2009, Airport District Zoning Ordinance was updated to reflect Lexington County's acquisition of the airport from the Town of Pelion as well as establish Land Use Overlay Zones, which include the Existing Runway Protection Zone (Existing RPZ), the Ultimate Runway Protection Zone (Ultimate RPZ), and the Building Restriction Line (BRL).

The Land Use Overlay Zones were established to avoid incompatible land use and potential impacts to navigation while protecting people and property. This included limiting the concentration of people and sound-sensitive activities on lands on and adjacent to the airport. Thus, land use adjacent to the airport with the exception of the Town of Pelion is designated as Restrictive Use according to Lexington County Zoning information. However, several established subdivisions are located near or adjacent to existing airport property including Lexington Farms and Palmetto Ranchette subdivisions to the north and west and Home Place Farms and Airport Baby Farms subdivisions northeast of the airport. The Town of Pelion is located directly west of the airport, and Megill Estates subdivision is located to the south. However, as of 2010, property located due east between the existing airport property and Edmund Highway is primarily designated for restrictive development according to the County Zoning database. According current aerial imagery, property to the east is undeveloped or used for agriculture.

2.3 Airport Inventory

As part of the ALP Update process, a snapshot of existing conditions serves as the basis for future steps in the planning process. Data collected as part of the inventory process includes all existing physical facilities including hangars, runway, taxiways, aircraft parking aprons, navigational aids, terminal, office, storage and other facilities that currently exist at 6J0. An overview of existing airfield and landside facilities is provided in the following sections. Existing conditions at 6J0 are graphically depicted in **Figure 9**.



Existing Conditions

Figure 9

6J0 is supported by a single runway strip designated as Runway 18-36, and is supported by a parallel taxiway, designated Taxiway A. The runway is equipped with pilot controlled runway lighting (MIRLs), and, as part of a lighting and electrical vault project, taxiways are equipped with LED edge lights. In addition to the recent lighting projects, other airfield projects either on-going or recently completed include: runway rejuvenation and remarking in 2009, realignment of a portion of Taxiway A in 2011, and aircraft apron expansion.

The airport is also currently equipped with two types of approaches: VOR or GPS A, which guide an aircraft to the airport but not to a specific runway end. The VHF Omnidirectional Range (VOR) is a ground based system which uses radio navigation to direct an aircraft to an airport. The Global Positioning System (GPS) is a space-based global navigation satellite system which provides reliable location and time information where there is an unobstructed line of sight to four or more GPS satellites. This approach information is accessible using a GPS receiver. Both approaches lead an aircraft operator over the airport, but require the aircraft to circle to land.

Further as of December 15, 2011, according to FAA Instrument Flight Procedures Branch, RNAV (Area Navigation)/GPS Nonprecision Instrument approaches (NPI) are planned to be implemented for both Runways 18 and 36. These will be straight-in approach procedures to the runway ends.

Airfield facilities are summarized in **Table 5**.

Table 5
Airfield Facilities

Description	Size	Notes	Condition
Runway 18-36	4,335' x 60' Gradient: 0.0%	• Runway 17-35 renumbered to 18-36 per NFDD #203 DTD 10/22/2009 • Runway was rejuvenated in 2009 using the statewide pavement mix program through SCAC.	• Asphalt –Fair condition • Single-Wheel Pavement Strength: 12,500 lbs
Runway 18 Threshold	Elevation: 450.5'	• Latitude: N 33° 48' 01.8300" • Longitude: W 081° 14' 49.2600"	Fair
Runway 36 Threshold	Elevation:451.1'	• Latitude: N 33° 47' 19.5100" • Longitude: W 081° 14' 42.100"	Fair
Taxiway A	4,755' x 35'	• Full Parallel • Standard RW Separation	• Asphalt –Good condition • Single-Wheel Pavement Strength: 12,500 lbs
Apron Areas			
Terminal Apron	~11,897 SY	Asphalt	Good (Expanded in 2009)
T-Hangar Apron	~1,050 SY	Concrete	Fair
South Apron Area	~1,908 SY	Concrete	Fair
Total Apron	**~14,855 SY**	Asphalt/Concrete	Fair-Good

Table 5 Airfield Facilities			
Description	**Size**	**Notes**	**Condition**
Aircraft Tie-Downs	14 tie-downs	Asphalt	Good (Constructed in 2009)
Airfield Markings			
Runway Markings	N/A	Non-Precision Instrument	Good
Taxiway Markings	N/A	Standard	Good
Lighting/NAVAIDS			
Airport Beacon	Standard	White-Green (lighted land airport)	Good
Runway Edge Lights	Standard	• MIRLs • Pilot Controlled after 2200 until dawn	Good
PAPI-2	Runway 36 only	3.0 degrees glide path	Good
Runway Threshold Lighting	Runway 18 and 36	• 8 lights running perpendicular to the runway end • Emit green light outward from the runway; Emit red light toward the runway	Good
Taxiway Lighting	Standard	Medium Intensity LED Taxiway Lights (MITL)	Good
Airport/Runway Approaches			
Runways 18-36	VOR or GPS-A	• Circling Approach • 1-Mile Visibility	Visual approach/Existing
Runway 18	RNAV/GPS	• Straight-in • 1-Mile Visibility	NPI/Operational 12/15/2011
Runway 36	RNAV/GSP	• Straight-in • 1-Mile Visibility	NPI/Operational 12/15/2011
Sources: FAA Form 5010 (Airport Master Record), FAA AVN Database, Lexington County/Lexington County Airport at Pelion, and the LPA Group Incorporated, 2011			

Airport facilities including terminal, aircraft storage, maintenance and automobile parking are located on the west side of the airport property. Plans are currently in place to construct additional aircraft storage facilities to support current demand. Existing buildings and support facilities at the time of this writing are denoted in **Tables 6** and **7**, respectively.

Table 6 Building Inventory		
Building ID/Description	**Square Feet (SF)**	**Use**
Terminal Building	~1,050	Terminal
Aircraft Storage		
Box Hangar 1	~1,620	Aircraft Storage
Box Hangar 2	~3,600	Vacant/Aircraft Storage
5-Unit T-Hangar	~6,698	Aircraft Storage
5-Unit T-Hangar	~6,698	Aircraft Storage
Total Hangar Storage	**~18,616**	
Other Storage/Utility		
Electrical Vault	~185	Lighting and Navigational Aid equipment
Sources: September 2010 Site Visit, Airport Management, and The LPA Group Inc. 2011		

Table 7 Support Facilities		
Description	**Size/Capacity**	**Notes**
Fuel Facilities		
Self Service 100LL	10,000 gallons	Double walled containment and electrically pumped
Terminal Auto Parking		
Paved Parking	~211 SY/5 spaces (4 regular and 1 handicapped)	• Asphalt/Fair Condition • There is also some unmarked grass parking areas adjacent to the paved lot.
Other Support Facilities		
Security Fencing	Standard –entire airfield; Standard chain link Fence with combination of electronic and manual gates	Installed when the County took over the airport to comply with FAA security requirements
Wind Cone	Standard	• Lighted • Located within segmented circle west of Taxiway A and north of the T-Hangar apron. • Good Condition
Segmented Circle	Standard	• Located west of Taxiway A and north of the T-Hangar Apron. • Good Condition
Sources: September 2010 Site Visit, Airport Management, and The LPA Group Inc. 2011		

2.5 Historical Aviation Demand

6J0 currently supports light aircraft operations associated with recreational and limited flight training. The airport is not equipped with an Air Traffic Control Tower (ATCT), so operations are manually recorded based upon fuel sales and key card access to facilities. Although the FAA Terminal Area Forecast (FAA TAF) denotes a decrease in aircraft operations from 2002 through 2009, airport management noted an increase in traffic as a direct result of Lexington County providing additional aircraft storage facilities and the installation of a 100LL self-fueling facility. Because of these discrepancies in historical data, as part of the forecasting analyses, a combination of sources in conjunction with data provided by airport management was used to determine aviation demand throughout the 20-year planning period.

In discussions with the FAA and SCAC, it was determined that growth provided within the South Carolina Airports System Plan would be used to develop the aviation activity forecasts for the ALP Update. Historical data used to determine aviation activity demand is provided in **Tables 8** and **9**.

Table 8
Historical Aviation Demand
2010 FAA Terminal Area Forecasts

Year	Based Aircraft	Operations		
		Itinerant	Local	Total
2002	15	16,300	26,500	42,800
2003	15	16,300	26,500	42,800
2004	15	16,300	26,500	42,800
2005	15	5,000	8,000	13,000
2006	9	5,000	8,000	13,000
2007	9	5,000	8,000	13,000
2008	13	3,600	2,700	6,300
2009	11	3,600	2,700	6,300
2010[1]	12	3,600	2,700	6,300
Split Percentage (2010)		57%	43%	100%

Notes:
[1] Based aircraft data obtained from 2011 aircraft lease information
Sources: FAA Terminal Area Forecast, December 2010

Table 9 Historical Aviation Demand 2009 South Carolina Airports System Plan		
Demand Type	**2009 Operations**	**Percentage of Total**
Itinerant Operations		
General Aviation	4,800	36.92%
Military	200	1.54%
Total Itinerant Operations	**5,000**	38.46%
Local Operations		
General Aviation	8,000	61.54%
Military	0	0.00%
Total Local Operations	**8,000**	61.54%
TOTAL OPERATIONS	13,000	100%
Total Instrument Operations	245	1.88%
Local Operations to Based Aircraft	300	
Total Based Aircraft	8	
Source: South Carolina Airports System Plan, Talbert and Bright		

As a result of existing demand and Lexington County's interest in using the airport to spur potential countywide economic development, an expanded aviation activity forecast is provided as part of the Airport Business Plan. The Airport Business Plan activity forecasts will be based upon the approved forecasts provided in **Section 3.0** of this report but expanded to identify potential opportunities related to business and economic prospects. Thus, the Airport Committee will confer with current users, local businesses and Lexington County Economic Development to identify opportunities and determine the airport's position within the regional market which may allow the airport to act as a catalyst for business development within the region.

3.0 Forecasts of Aviation Demand

Previous sections of this ALP Update described Lexington County's long-term vision for the Lexington County Airport at Pelion that includes encouraging future development and accommodating a wider range of aircraft types. Although there is a possibility the airport will ultimately be able to achieve this vision, the forecasts of aviation demand should illustrate realistic growth in accordance with current activity, recent trends, and FAA/SCAC projections. This being said, the forecasting effort herein may not fully anticipate the growth in aircraft activity and development that might ultimately be desired at 6J0. A separate Airport Business Plan was developed in conjunction with this ALP Update to identify a preferred course of action. The Airport Business Plan, as presented in **Section 7.0**, analyzes local economic statistics and trends such as population and employment growth, nearby airport facilities and based aircraft demand, as well as other aviation-related development possibilities.

The most recent activity forecasts for 6J0 were developed as part of the South Carolina Airports System Plan which is periodically updated by the South Carolina Aeronautics Commission. The SCASP forecasts utilized a base year of 2009 and extended to an ultimate year of 2029. The preferred operations and based aircraft forecasts for this ALP Update applied growth rates from the SCASP to the baseline 2010 activity numbers.

The following information is presented as a part of this forecasting effort:

- Historical Demand and Existing Forecasting Efforts
- Preferred Operations and Based Aircraft Forecasts
- Derivative Forecasts
- Forecast Summary

It should be noted that forecasting aviation activity is generally a complex assessment that considers a multitude of factors, both controllable and beyond an airport's control. Forecasts are not to be construed with predictions of the future but rather an educated guess of future activity based on a variety of predictors, mathematical formulae, assumptions, and subjective judgment. The accuracy of the estimates decline as the planning term is extended, potentially as a result of unforeseen local or geo-political events, natural disasters, or longer-term weather or climatological events. Additionally, due to current funding limitations and to ensure that funding is directed towards critical airport projects throughout the U.S., the FAA requires sufficient evidence that a proposed project (e.g., runway extension) is justified by existing activity. This does not mean that a project cannot be recommended as part of an ALP Update even if existing activity does not currently justify its implementation. Rather, at the time of implementation, the FAA will require additional proof that a proposed project is justified before issuing a grant. **Section 4.0**, *Facility Requirements*, describes the justification analysis for various airport components.

3.1 Historical Demand and Existing Forecasting Efforts

The Inventory of Existing Conditions presented the airport's historical aviation demand from 2002 to 2010 (refer to **Tables 8 and 9**), as derived from the FAA's 2010 TAF and the SCASP (cycle date January 13, 2011). For many non-towered airports, annual activity levels are estimated by airport management and subsequently reported each year on FAA Form 5010-1 (Airport Master Record). Trends in annual activity growth or decline may be identified from fuel sales data and/or FAA flight plan data for aircraft flying under IFR conditions. As shown in **Table 10** and **Figure 10**, fuel sales data for 6J0 has been recorded since July 2007, following the installation of the self-service 100LL station. Assuming that fuel sales correlate to airport activity, 6J0 experienced an activity decline from 2008 to 2009, followed by an activity increase from 2009 to 2010. The activity decline was most likely associated with the U.S. economic recession that began in December 2007, which negatively affected nearly every sector of the aviation industry throughout the country, particularly local general aviation activity. Upcoming projects, such as the construction of new T-hangars to fulfill based aircraft demands, combined with Lexington

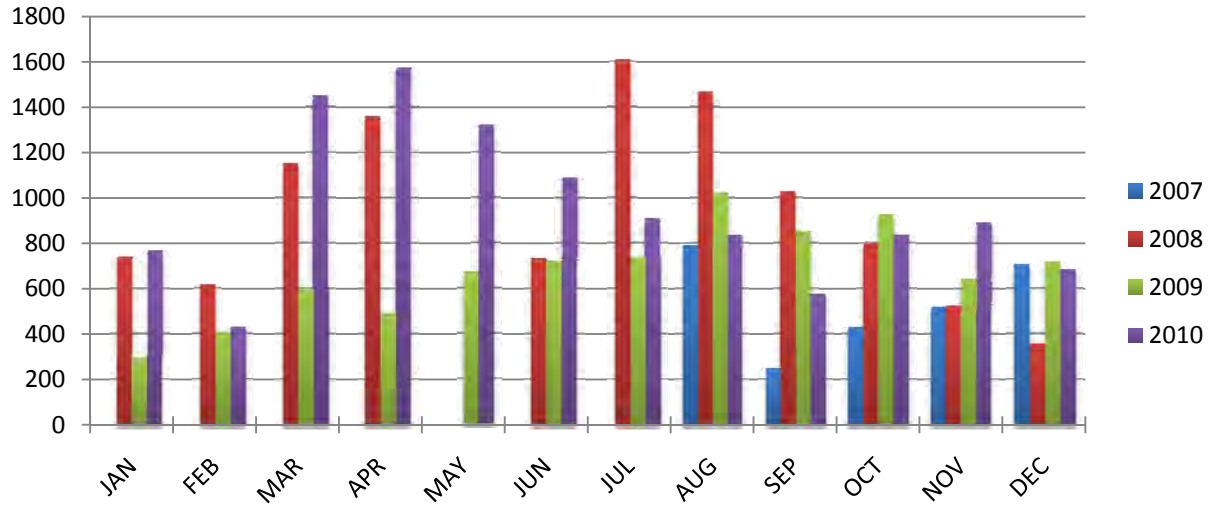
County's long-term initiatives for 6J0, should continue to encourage activity growth during the 20-year planning period of this ALP Update.

Table 10
Historical Airport Fuel and Flight Plan Records

Year	Gallons	Transactions	Average Price Per Gallon*	Peak Month (% Annual)	Flight Plan Operations (Full Year Shown)
2007 (July-December)	3,205	150	$4.04	August (Incomplete Year)	78
2008 (Except May)	10,400	527	$4.74	July (Incomplete Year)	176
2009 (All Months)	8,093	376	$3.90	August (12.68%)	232
2010 (All Months)	11,381	551	$4.07	April (13.87%)	174

Sources: Airport records, flightwise.com, and The LPA Group Incorporated, 2011.
**The average price per gallon was calculated as an average of all months throughout the year.*

Figure 10
Historical Airport Fuel Records (100LL)



Source: Airport records.

Forecasts from the FAA's 2010 TAF and the SCASP are presented in **Table 11**. As shown, the TAF utilizes a base year of 2010 and forecasts activity through 2030, whereas the SCASP forecasts activity from 2009 to 2029. The TAF does not illustrate any growth in operations during the illustrated timeframe, which is typical for most non-towered general aviation airports. However, the SCASP projects strong growth in itinerant operations from 2014 to 2029 with an average annual growth rate of 5.81 percent. During the same 15-year timeframe, the SCASP does not illustrate growth in local operations at 6JO, thus resulting in an average annual growth rate of 4.24 percent for total operations. Similar to the TAF, the SCASP does not forecast growth in based aircraft.

3.2 Preferred Operations and Based Aircraft Forecasts

As mentioned, the SCASP forecast was utilized as the preferred forecast for this planning effort based upon previous coordination with FAA and SCAC. However, some modification to the SCASP forecast was necessary in order to make it applicable to the baseline 2010 activity numbers from the TAF, actual based aircraft counts and demand, and recent assumptions about activity at 6J0. For example, the airport currently has 12 based aircraft and is expected to construct a 10-bay T-hangar building in 2012 to accommodate existing waiting list demands. Assuming those T-hangar bays will be leased by non-based aircraft shortly after construction, total based aircraft could increase from 12 to 22 in 2012. Often times, even if such a spike in based aircraft was going to occur in the short-term, forecasting efforts stretch that growth over the long-term to present a uniform growth rate and realistic end number. With regards to operations at 6J0, the airport currently experiences very infrequent flight plan activity by aircraft flying under IFR conditions which are considered itinerant operations (refer to **Table 10**), but does serve as a desirable strip for aircraft to practice touch-and-goes which are considered local operations. This is partially due to the rural setting of the airport, where there currently is not a significant business presence nearby that might attract itinerant traffic and visitors, but rather caters more to pilots who want to practice flying. For that reason, the preferred forecast does not hold local operations steady during the planning period. Rather, the SCASP's 4.24 percent average annual growth rate (for 2014 to 2029 total activity) was applied to all activity categories to determine the preferred operations forecast shown in **Table 12**, and was also applied to based aircraft. In the overall scheme of growth, this may be considered an aggressive operations forecast, growing from 6,300 to 14,444 annual operations between 2010 and 2030. Although such growth may or may not actually occur, it allows for several possibilities to be evaluated as a part of this ALP Update and Airport Business Plan. As new projects are constructed that bring additional based aircraft to 6J0, Lexington County should monitor fuel sales data and flight plan records to see if the preferred forecasts herein accurately reflect actual trends, and if that information should be used to develop subsequent forecasting efforts.

Table 11 Existing Forecasting Efforts										
Year	Operations									Based Aircraft
	Itinerant (IT) Operations					Local (LOC) Operations			Total	Total
	Air Carrier	Air Taxi	GA	Military	Total	Civil	Military	Total		
2010 Terminal Area Forecast (TAF)										
2010	0	0	3,456	144	3,600	2,700	0	2,700	6,300	11
2015	0	0	3,456	144	3,600	2,700	0	2,700	6,300	11
2020	0	0	3,456	144	3,600	2,700	0	2,700	6,300	11
2025	0	0	3,456	144	3,600	2,700	0	2,700	6,300	11
2030	0	0	3,456	144	3,600	2,700	0	2,700	6,300	11
AAGR 2010-2030	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
South Carolina Airports System Plan (SCASP) (Cycle Date 1/13/2011)										
2009	0	0	4,800	200	5,000	8,000	0	8,000	13,000	8
2014	0	0	4,232	176	4,408	2,400	0	2,400	6,808	8
2019	0	0	5,642	235	5,877	2,400	0	2,400	8,277	8
2029	0	0	9,874	411	10,285	2,400	0	2,400	12,685	8
AAGR 2009-2029	0.00%	0.00%	3.67%	3.67%	3.67%	-5.84%	0.00%	-5.84%	-0.12%	0.00%
AAGR 2014-2029	0.00%	0.00%	5.81%	5.82%	5.81%	0.00%	0.00%	0.00%	4.24%	0.00%

Sources: 2010 Terminal Area Forecast and South Carolina Airports System Plan (cycle date 1/13/2011).

Table 12 Preferred Operations and Based Aircraft Forecasts												
Year	Operations											Based Aircraft
	Itinerant (IT) Operations					Local (LOC) Operations			Total	IT %	LOC %	
	Air Carrier	Air Taxi	GA	Military	Total	Civil	Military	Total				
2010	0	0	3,456	144	3,600	2,700	0	2,700	6,300	57.14%	42.86%	12
2015	0	0	4,253	177	4,430	3,322	0	3,322	7,752	57.14%	42.86%	15
2020	0	0	5,233	218	5,451	4,088	0	4,088	9,539	57.14%	42.86%	18
2025	0	0	6,439	268	6,708	5,031	0	5,031	11,738	57.14%	42.86%	22
2030	0	0	7,924	330	8,254	6,190	0	6,190	14,444	57.14%	42.86%	28
AAGR 2010-2030	0.00%	0.00%	4.24%	4.24%	4.24%	4.24%	0.00%	4.24%	4.24%	0.00%	0.00%	4.24%

Source: The LPA Group Incorporated, March 2011.
Note: Some numbers may not add correctly due to rounding.

3.3 Derivative Forecasts

The derivative forecasts are typically determined after the preferred operations and based aircraft forecasts have been selected. They provide additional information concerning airport activity that is used to determine facility requirements and project justification. It should be stated that nearly every airport operation is currently conducted by single or multi-engine piston aircraft with Maximum Takeoff Weights (MTOWs) less than 12,500 pounds. Historical flight plan records show very infrequent turboprop operations each year (perhaps three annual takeoffs and three annual landings), and a maximum of two jet operations in 2006 (one takeoff and one landing). Consequently, it is difficult to forecast growth for non-piston aircraft activity or based aircraft without making some logical assumptions. The following discussions about the derivative forecasts for aircraft fleet mix, existing and future critical aircraft, instrument operations, and peaking try to establish realistic assumptions that would allow the airport to adequately plan for the next higher category of aircraft activity.

Aircraft Fleet Mix

As mentioned, all based aircraft are piston and nearly every operation is conducted by pistons. Therefore, it is difficult to forecast growth in anything but piston aircraft at 6J0. However, with the airport's proximity to Columbia and possible business development around Pelion, there is always the potential for a larger corporate type aircraft to be based at the airport at any given time. One turboprop or jet is capable of conducting several hundred operations in a year. Because 6J0 does not currently have many amenities that cater to these types of aircraft (Jet A fuel, large hangars, runway strength/length, instrument approaches, etc.), it is perhaps unlikely that a typical corporate jet (e.g. Cessna Citationjet) would be based there due to the high costs associated with purchasing, insuring, maintaining, and operating a jet. On the other hand, turboprops are less expensive to purchase and maintain, have good operating capabilities in terms of speed, range, and fuel economy, but may require less runway length and airport amenities. The aircraft fleet mix forecast in **Table 13** was derived using these assumptions about potential turboprop activity growth during the planning period. For the sake of the critical aircraft discussion below, turboprop operations are forecast to increase to 500 by 2030 while jet operations increase to 24 (one takeoff and one landing per month), with the remainder of activity assigned to pistons. Note since the very light jet market (jet aircraft with MTOW of less than 12,500 lbs.) is still in its infancy, forecasts associated specifically with these types of operations were not included in this forecast. However the potential impact of such aircraft will be evaluated as part of the Airport Business Plan.

Table 13 Fleet Mix Forecasts				
Year	**Piston**	**Turboprop**	**Jet**	**Total**
Operations by Aircraft Type				
2010	6,292	6	2	6,300
2015	7,730	18	4	7,752
2020	9,478	55	7	9,539
2025	11,560	165	13	11,738
2030	13,920	500	24	14,444
Based Aircraft by Type				
2010	12	0	0	12
2015	15	0	0	15
2020	18	0	0	18
2025	22	0	0	22
2030	28	1	0	28

Source: The LPA Group Incorporated, March 2011.
Note: Some numbers may not add correctly due to rounding.

Existing and Future Critical Aircraft

According to **FAA Order 5100.38C**, *Airport Improvement Program Handbook*, "a critical design aircraft is that airplane using (or is highly likely to use) the airport on a regular basis. A regular basis is at least 500 annual itinerant operations." At 6J0, the existing critical aircraft is a small piston with an MTOW less than 12,500 pounds, identified on the previous ALP as a single-engine Cessna 172 with an ARC of A-I (small airplanes exclusively). However, the previous ALP identified the Hawker 800XP (ARC B-II) corporate jet as the future critical aircraft. Again, while a jet owner could theoretically decide to base their jet at 6J0 at any time, it might be more logical for them to pick an airport with existing facilities and "jet amenities." This ALP Update is cognizant of such a potential for a based jet, as discussed in the Airport Business Plan, but leans on the "next higher category of aircraft activity" approach by selecting a turboprop as the future critical aircraft. A common turboprop aircraft is the King Air B200 which has an MTOW of 12,500 pounds, wingspan of approximately 55 feet, and an ARC of B-II. Future airport use by ARC B-II category aircraft appears realistic since several airport design requirements (i.e. runway centerline to taxiway centerline separation) are already in place.

Instrument Operations Forecast

According to the FAA report, *Forecasting Aviation Activity by Airport, July 2001*, instrument operations consist of "arrivals, departures, and overflights conducted by an FAA approach control facility for aircraft with an Instrument Flight Rule (IFR) flight plan or special Visual Flight Rule (VFR) procedures." At 6J0, instrument operations generally consist of approaches and departures by aircraft filing flight plans with the FAA as previously shown in **Table 10**. In 2010, there were 174 flight plan operations recorded at 6J0 and 6,300 total operations, meaning that flight plans represented slightly less than three percent of all activity. With the new GPS instrument approach procedures scheduled for implementation on both ends of Runway 18-36, the airport will be better equipped to accommodate additional instrument operations. For example, there is currently no straight-in, instrument approach procedures published to either runway end at 6J0; once the new GPS approaches are published, two straight-in instrument approach procedures will be provided. Rather than apply a growth rate to the baseline 2010 instrument operations number, the previous 4.24 percent annual growth rate was applied to the ratio of instrument activity to total activity. This resulted in a more aggressive instrument operations forecast, as shown in **Table 14**, which is consistent with the scheduled approach upgrades.

Table 14
Instrument Operations Forecast

Year	Instrument Operations	Percent of Total Activity
2010	174	2.76%
2015	263	3.40%
2020	399	4.18%
2025	604	5.15%
2030	915	6.33%

Source: The LPA Group Incorporated, March 2011.

Peak Activity Forecasts

Peak activity was calculated for the Average Peak Month (APM), Average Day Peak Month (ADPM), Average Day Peak Hour (ADPH), itinerant peak hour, and local peak hour. **Table 15** presents the results of this analysis for 6J0.

- **Average Peak Month (APM) –** As previously shown in **Table 10**, peak month flight plan activity represented 13.87 percent annual flight plan activity in 2010. This ratio was applied to total activity to calculate APM activity throughout the planning period.
- **Average Day Peak Month (ADPM) –** An average month contains 30.42 days (365 ÷ 12). The ADPM was calculated by dividing the APM by 30.42.
- **Average Day Peak Hour (ADPH) –** When both itinerant and local operations occur simultaneously at 6J0, ADPH activity can represent a large portion of the ADPM. Although the exact ADPH value is difficult to quantify at a non-towered airport, it is estimated that peak hour activity may equate to 20 percent of ADPM activity.
- **Itinerant Peak Hour –** Itinerant peak hour operations were calculated according to the year-to-year share of itinerant activity to total activity illustrated in **Table 12**.
- **Local Peak Hour –** Local peak hour operations were calculated according to the year-to-year share of local activity to total activity illustrated in **Table 12.**

Table 15
Peaking Forecasts

Year	Total	APM	ADPM	ADPH	IT	LOC
2010	6,300	874	29	6	3	2
2015	7,752	1,075	35	7	4	3
2020	9,539	1,323	43	9	5	4
2025	11,738	1,628	54	11	6	5
2030	14,444	2,003	66	13	8	6

Source: The LPA Group Incorporated, 2010.

3.4 Forecast Summary

In summary, the data and methods used to forecast aviation demand for the Lexington County Airport at Pelion are consistent with those used by the FAA and other airports in South Carolina. At the time of this writing, the forecasts presented herein were believed to accurately reflect anticipated growth through 2030 at 6J0, provided that facilities necessary to accommodate demand are made available. **Table 16** includes a consolidated summary of forecasts.

Table 16
Forecast Summary

Category	2010 Baseline	2030 Forecast	AAGR 2010-2030
Total Operations (OPS)	6,300	14,444	4.24%
Itinerant (IT) OPS	3,456	7,924	4.24%
Local (LOC) OPS	2,700	6,190	4.24%
Based Aircraft (BA)	12	28	4.24%
Piston OPS	6,292	13,920	4.05%
Turboprop OPS	6	500	24.75%
Jet OPS	2	24	13.23%
Piston BA	12	27	4.14%
Turboprop BA	0	1	100.00%
Instrument OPS	174	915	8.65%
APM OPS	874	2,003	4.24%
ADPM OPS	29	66	4.24%
ADPH OPS	6	13	4.24%
IT Peak Hour OPS	3	8	4.24%
LOC Peak Hour OPS	2	6	4.24%

Source: The LPA Group Incorporated, March 2011.

Working Paper 1

R E S O L U T I O N
No. R11-03

WHEREAS, the portion of TMS#004300-08-005 shown on the attached map is owned by Lexington County; and

WHEREAS, the property is located adjacent to the town of Lexington's boundaries; and

WHEREAS, S.C. Code of Laws Section 5-30-100 allows a municipality to annex property owned by a county that is contiguous to the municipality after the governing bodies of both the municipality and the county pass resolutions in support of the annexation; and

WHEREAS, the annexation of the property by the Town of Lexington would allow the Town to expand its boundaries; and

WHEREAS, the annexation of the property comports with the Town of Lexington's annexation policies; and

NOW, THEREFORE, BE IT RESOLVED that we, the members of Lexington County Council, hereby support the annexation of the property by the Town of Lexington.

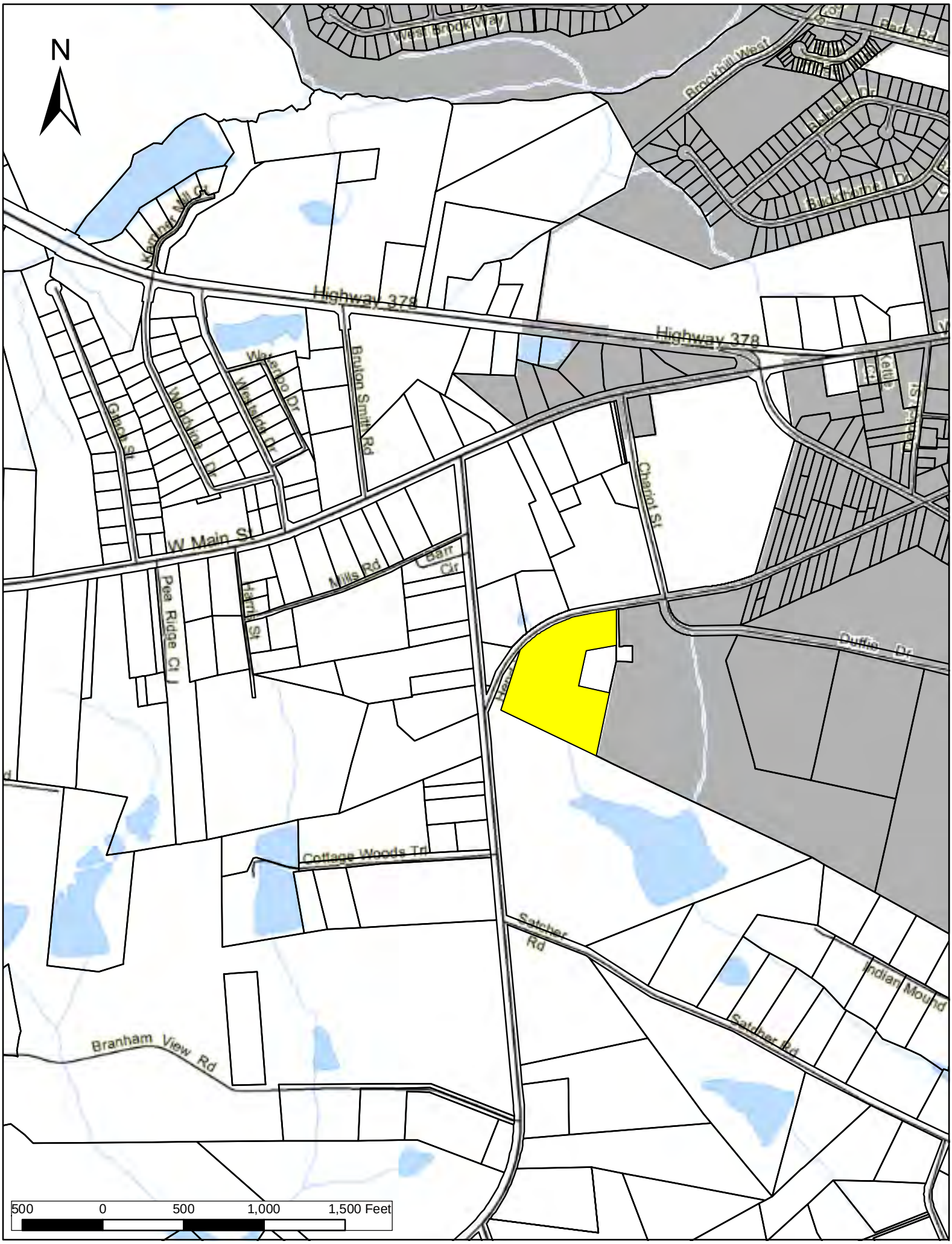
APPROVED AND ADOPTED IN A MEETING DULY ASSEMBLED THIS _____ DAY OF _____, 2011.

LEXINGTON COUNTY, SOUTH CAROLINA

_____
James E. Kinard, Jr.
Chair of Lexington County Council

ATTEST:

By: _____
Diana W. Burnett
Clerk to Lexington County Council


N
West Brook Way
Brookhill West
Back Rd
Highway 378
Highway 378
Klondike Mill Dr
Gleck St
Woodland Dr
Wetlands Dr
Wetlands Dr
Bruton Smith Rd
Chariot St
W Main St
Mills Rd
Barr Cir
Pea Ridge Ct
Harris St
Duffie Dr
Cottage Woods Trl
Satcher Rd
Indian Mound
Satcher Rd
Branham View Rd
500
0
500
1,000
1,500 Feet

The Committee Minutes are left out intentionally until approved by the Committee. Upon the Committee's approval, the minutes will be available on the Internet.

R E S O L U T I O N

THE COUNCIL FOR THE COUNTY OF LEXINGTON, SOUTH CAROLINA, MEETING IN GENERAL SESSION THE 22ND DAY OF MARCH, TWO THOUSAND AND ELEVEN ADOPTED THE FOLLOWING:

WHEREAS, the County Council for the County of Lexington wishes to appoint M. Todd Cullum as an alternate member to the Joint Municipal Water and Sewer Commission, until further notice.

NOW, THEREFORE, BE IT RESOLVED that at the duly assembled council meeting on March 22, 2011, Lexington County Council officially appointed M. Todd Cullum as an alternate member to the Joint Municipal Water and Sewer Commission to represent the County of Lexington, until further notice.

James E. Kinard, Jr., Chairman	William B. Banning, Sr., Vice Chairman
Frank J. Townsend, III	George H. “Smokey” Davis
Debra B. Summers	Bobby C. Keisler
Johnny W. Jeffcoat	Kenneth Brad Matthews
M. Todd Cullum	

ATTEST:

Diana W. Burnett, Clerk

R E S O L U T I O N

THE COUNCIL FOR THE COUNTY OF LEXINGTON, SOUTH CAROLINA, MEETING IN GENERAL SESSION THE 22ND DAY OF MARCH, TWO THOUSAND AND ELEVEN ADOPTED THE FOLLOWING:

WHEREAS, Columbia Opportunity Resource (COR) was formed in 2005 to create positive change by connecting young people into the social, civic, and professional fabric of Columbia and surrounding areas; and

WHEREAS, through cooperation with COR and the Midlands Region, there is a positive concerted effort to collaborate on many various levels and initiatives to strengthen the networking of all upcoming young professionals; and

WHEREAS, the Lexington Young Professionals (LYP) was founded in 2009 as a social and civic-minded organization designed for professionals in the Lexington area between the ages of 21 and 45 to meet new people, while cultivating professional relationships; and

WHEREAS, the LYP's mission is to establish a community of young professionals dedicated to building and fostering relationships through professional development, philanthropic involvement and cultural and social opportunities, while providing a forum in which they can interact socially and professionally among their colleagues.

NOW, THEREFORE, BE IT RESOLVED that we, the members of Lexington County Council, recognize all these young professionals. Through the efforts of COR and the Lexington Young Professionals, our county and state will see great benefits for generations from our future young professionals who will become future leaders in our community.

James E. Kinard, Jr., Chairman	William B. Banning, Sr., Vice Chairman
Frank J. Townsend, III	George H. "Smokey" Davis
Debra B. Summers	Bobby C. Keisler
Johnny W. Jeffcoat	Kenneth Brad Matthews
M. Todd Cullum	

ATTEST:

Diana W. Burnett, Clerk

R E S O L U T I O N

THE COUNCIL FOR THE COUNTY OF LEXINGTON, SOUTH CAROLINA, MEETING IN GENERAL SESSION THE 22ND DAY OF MARCH, TWO THOUSAND AND ELEVEN, ADOPTED THE FOLLOWING:

WHEREAS, 2011 marks the celebration of the 53rd Lexington County Peach Festival; and

WHEREAS, the Lexington County Peach Festival has continued to serve as a unifying event in the Gilbert community since it was established in 1958; and

WHEREAS, the Lexington County Peach Festival provides a means of honoring our veterans and servicemen along with celebrating the freedom of this great country; and

WHEREAS, the Lexington County Peach Festival aims to celebrate the peach, honor the local peach grower, and promote the Lexington County peach industry; and

WHEREAS, funds raised have been used to provide scholarships, the construction and maintenance of the Gilbert Community Park, and donations to worthy community projects including over the years the schools, the library, the fire department, the Gilbert scouting programs, and Senior Citizens' programs; and

WHEREAS, the Lexington County Peach Festival is a source of pride to the residents of Gilbert and the County of Lexington; and

WHEREAS, the Lexington County Peach Festival continues to operate with dedicated community volunteers who spend countless hours planning events for the festival and preparing concession food; and

WHEREAS, the Lexington County Peach Festival provides a family-oriented festival celebrating our country's birthday and has become a much respected cultural experience and anticipated mid-summer affair for the citizens of our county.

NOW, THEREFORE, BE IT RESOLVED that we, the members of Lexington County Council, do hereby proclaim **Monday, July 4, 2011** as **LEXINGTON COUNTY PEACH FESTIVAL DAY**.

James E. Kinard, Jr., Chairman	William B. Banning, Sr., Vice Chairman
Frank J. Townsend, III	George H. "Smokey" Davis
Debra B. Summers	Bobby C. Keisler
Johnny W. Jeffcoat	Kenneth Brad Matthews

M. Todd Cullum

ATTEST:

APPOINTMENTS
BOARDS & COMMISSIONS

March 22, 2011

SMOKEY DAVIS

Lexington County Health Services District Board - Vasa W. Cate, MD; term expired 03/10/11; eligible for reappointment

BOBBY KEISLER

Lexington County Health Services District Board - James Irby Shealy; term expired 03/10/11; not eligible for reappointment

Lexington County Health Services District Board - William E. Stillwell, Jr.; term expired 03/10/11; not eligible for reappointment

TODD CULLUM

Board of Zoning Appeals - Vacant; term expires 12/31/13

AT LARGE:

Midlands Authority for Conventions, Sports & Tourism:

Lodging Industry Representative - Vacant; term expired 6/30/10

COUNTY OF LEXINGTON
Procurement Services

MEMORANDUM
(O) 785-8319
(F) 785-2240

DATE: March 14, 2011

TO: Katherine L. Hubbard
County Administrator

THROUGH: Jeffrey A. Hyde
Procurement Manager

FROM: Angela M. Seymour
Procurement Officer

SUBJECT: **Aggregate Hauling – Term Contract**
C11014-02/23/11S
Solid Waste Management

Competitive bids were solicited and advertised for a term contract for Aggregate Hauling for Solid Waste Management. We received four (4) responsive bids on February 23, 2011.

The bids were evaluated by Dave Eger, Director of Solid Waste Management; and Angela M. Seymour, Procurement Officer. It is our recommendation to award the contract to JC Wilkie Construction, LLC and Coogler Construction, Inc, as the lowest responsive bidders meeting specifications for an estimated yearly cost, including applicable sales tax, of approximately $46,000.00.

We recommend that this term contract be awarded for the initial period of one (1) year with the option to extend the contract for four (4) additional one (1) year periods, if deemed to be in the best interest of the County.

I concur with the above recommendation and further recommend that this bid be placed on County Council's agenda for their next scheduled meeting on March 22, 2011.

copy: Larry Porth, Director of Finance/Assistant County Administrator
Dave Eger, Director of Solid Waste Management

County of Lexington

Bid Tabulation

BID # : C11014-02/23/11S
Aggregate Hauling

				Coogler Construction		JC Wilkie Construction		R & T Grading		LA Barrier & Son	
Item	**Qty**	**U/M**	**Description**	**Unit Total**	**Total Cost**	**Unit Total**	**Total Cost**	**Unit Total**	**Total Cost**	**Unit Total**	**Total Cost**
1A	250	Ton	Stone # 5 - Martin Marietta Cayce	$ 3.75	$ 937.50	$ 3.33	$ 832.50	$ 5.50	$ 1,375.00	$ 4.00	$ 1,000.00
1B	250	Ton	Stone # 5 - Martin Marietta - North Columbia	$ 5.75	$ 1,437.50	$ 4.86	$ 1,215.00	$ 9.50	$ 2,375.00	$ 5.35	$ 1,337.50
1C	250	Ton	Stone # 5 - Vulcan Columbia	$ 3.90	$ 975.00	$ 3.88	$ 970.00	$ 6.00	$ 1,500.00	$ 4.50	$ 1,125.00
1D	250	Ton	Stone # 5 - Vulcan Dreyfuss	$ 6.00	$ 1,500.00	$ 4.86	$ 1,215.00	$ 10.00	$ 2,500.00	$ 5.35	$ 1,337.50
2A	1250	Ton	Stone #CR-14 - Martin Marietta Cayce	$ 3.75	$ 4,687.50	$ 3.33	$ 4,162.50	$ 5.50	$ 6,875.00	$ 4.00	$ 5,000.00
2B	1250	Ton	Stone #CR-14 - Martin Marietta - North Columbia	$ 5.75	$ 7,187.50	$ 4.86	$ 6,075.00	$ 9.50	$ 11,875.00	$ 5.35	$ 6,687.50
2C	1250	Ton	Stone #CR-14 - Vulcan Columbia	$ 3.90	$ 4,875.00	$ 3.88	$ 4,850.00	$ 6.00	$ 7,500.00	$ 4.50	$ 5,625.00
2D	1250	Ton	Stone #CR-14 - Vulcan Dreyfuss	$ 6.00	$ 7,500.00	$ 4.86	$ 6,075.00	$ 10.00	$ 12,500.00	$ 5.35	$ 6,687.50
3A	375	Ton	Stone Rip Rap Class A - Martin Marietta Cayce	$ 4.00	$ 1,500.00	$ 5.70	$ 2,137.50	$ 5.75	$ 2,156.25	$ 5.35	$ 2,006.25
3B	375	Ton	Stone Rip Rap Class A - Martin Marietta - North Columbia	$ 6.25	$ 2,343.75	$ 7.55	$ 2,831.25	$ 9.75	$ 3,656.25	$ 7.25	$ 2,718.75
3C	375	Ton	Stone Rip Rap Class A - Vulcan Columbia	$ 4.50	$ 1,687.50	$ 6.32	$ 2,370.00	$ 6.25	$ 2,343.75	$ 6.00	$ 2,250.00
3D	375	Ton	Stone Rip Rap Class A - Vulcan Dreyfuss	$ 6.50	$ 2,437.50	$ 7.55	$ 2,831.25	$ 10.25	$ 3,843.75	$ 7.25	$ 2,718.75
4	1000	Ton	Stone #57 - Martin Marietta Cayce	$ 3.75	$ 3,750.00	$ 3.33	$ 3,330.00	$ 5.50	$ 5,500.00	$ 4.00	$ 4,000.00
4B	375	Ton	Stone #57 - Martin Marietta - North Columbia	$ 5.75	$ 2,156.25	$ 4.86	$ 1,822.50	$ 9.50	$ 3,562.50	$ 5.35	$ 2,006.25
4C	375	Ton	Stone #57 - Vulcan Columbia	$ 3.90	$ 1,462.50	$ 3.88	$ 1,455.00	$ 6.00	$ 2,250.00	$ 4.50	$ 1,687.50
4D	375	Ton	Stone #57 - Vulcan Dreyfuss	$ 6.00	$ 2,250.00	$ 4.86	$ 1,822.50	$ 10.00	$ 3,750.00	$ 5.35	$ 2,006.25
5A	500	Ton	Crushed Concrete	$ 6.00	$ 3,000.00	$ 3.38	$ 1,690.00	$ 5.50	$ 2,750.00		No Bid
5B	500	Ton	Crushed Concrete	$ 3.90	$ 1,950.00	$ 3.33	$ 1,665.00	$ 9.50	$ 4,750.00		No Bid
5C	1	Ton	Crushed Concrete		No Award		No Award		No Award		No Award
5D	1	Ton	Crushed Concrete		No Award		No Award		No Award		No Award
6	1	HR	Standby	$ 65.00	$ 65.00	$ 55.00	$ 55.00	$ 62.50	$ 62.50		$ 75.00
7	1	Lot	Miscellaneous	Does Not Meet Bid Requirements			No Bid		No Bid		1.5% Fuel Surcharge
Options											
1	1	Mile	Wood Mulch (20 CY)	$ 1.65	$ 1.65	$ 3.00	$ 3.00		No Bid		No Bid
2	1	Mile	Wood Mulch (100 CY)	$ 2.15	$ 2.15		No Bid		No Bid		No Bid

Bids Received: February 23, 2011 @ 3:00 PM

Angela M. Seymour
Procurement Officer

County of Lexington

County Council
212 South Lake Drive, Suite 601
Lexington, South Carolina 29072
TELEPHONE: (803) 785-8103 FAX: (803) 785-8101

TO: **County Council**

FROM: **Diana Burnett**

DATE: **March 14, 2011**

RE: **May 10, 2011 – Confederate Memorial Day**

The County Administrative offices will be closed on Tuesday, May 10, which is a regular County Council meeting, in observance of Confederate Memorial Day.

In order for staff to plan for upcoming meetings and make preparations for budget workshops, Council may wish to consider an alternate meeting date.

Thank you.

May 2011

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
1	2	3	4	5	6	7
8	9	10 (HOLIDAY) Confederate Memorial Day Observed – County offices closed	11	12	13	14
15	16	17	18	19	20	21
22	23	24 Council Meeting	25	26	27	28
29	30 (HOLIDAY) Memorial Day Observed – County offices closed	31				

Minutes are left out intentionally until approved by Lexington County Council. Upon Council's approval, the minutes will be available on the Internet.

COUNTY OF LEXINGTON, SOUTH CAROLINA

ORDINANCE NO. 11-02

AN ORDINANCE APPROVING THE CONVEYANCE OF REAL ESTATE FROM THE COUNTY OF LEXINGTON TO THE LEXINGTON COUNTY HEALTH SERVICES DISTRICT.

WHEREAS, the **County of Lexington** (hereinafter "the **County**") is the owner of certain property located in the County of Lexington; and

WHEREAS, the **Lexington County Health Services District (Health Service District)** desires to purchase a parcel of real property containing 3.73 acres and a parcel of real property containing 1.66 acres, more or less, as described on the Contracts of Sale;

WHEREAS, the **County** has no existing need for the subject property; and

WHEREAS, signs offering the subject property for sale have been posted on the property and the offer by the **Health Service District** was the highest offer for the subject properties; and

WHEREAS, the **County** deems it to be in the public's best interest to sell the subject property as set forth in the Contracts attached hereto and incorporated herein;

NOW, THEREFORE, be it ordained and enacted by the Lexington County Council as follows:

Section 1. The Lexington County Council hereby approves the Contract of Sale attached hereto and incorporated herein as Exhibit A and the conveyance of the property described therein to the Lexington County Health Services District.

Section 2. The Chairman of the Lexington County Council and County Administrator are authorized and directed to execute and deliver Deeds and any other closing documents necessary to

complete the sale of the property described in the Contracts of Sale attached hereto as Exhibit A to the Lexington County Health Services District.

Enacted this _____ day of _____, 2011.

_____
James E. Kinard, Jr., Chairman

ATTEST:

_____
Diana W. Burnett, Clerk

First Reading:_____

Second Reading:_____

Public Hearing:_____

Third & Final Reading:_____

Filed w/Clerk of Court:_____

COMMITTEE REPORT

RE: FY11 Bulletproof Vest Partnership Grant Application

DATE: March 9, 2011

COMMITTEE: Justice

MAJORITY REPORT: Yes

The Justice Committee met on Tuesday, March 8, 2011, to review the request from the Sheriff's Department for the FY11 Bulletproof Vest Partnership Grant application.

Col. Allan Paavel presented a request to apply for the FY11 Bulletproof Vest Partnership Grant in the amount of $8,000 with a 50 percent County match required for a total of $16,000. The funds will be used to offset the cost of buying vests that will expire next year and for new hires.

The Justice Committee voted unanimously to recommend that Council approve staff's request to apply for the FY11 Bulletproof Vest Partnership Grant.

COMMITTEE REPORT

RE: 2011 Local Emergency Management Performance Grant (LEMPG) Application

DATE: March 9, 2011

COMMITTEE: Health and Human Services

MAJORITY REPORT: Yes

The Health and Human Services Committee met on Tuesday, March 8, 2011, to review the request from the Public Safety Emergency Preparedness Division for the 2011 Local Emergency Management Performance Grant (LEMPG) application.

Mr. Tom Collins, Emergency Response Coordinator, presented a request to apply for the 2011 Local Emergency Management Performance Grant (LEMPG) in the amount of $28,947 which requires a 50 percent County in-kind match for a total of $57,894. The funds will be used to offset a percentage of the salaries for Emergency Preparedness staff and includes training for the Emergency Response Coordinator.

The Health and Human Services Committee voted unanimously to recommend that Council approve staff's request to apply for the 2011 Local Emergency Management Performance Grant (LEMPG).

COMMITTEE REPORT

RE: DHEC Solid Waste Management Grant Application

DATE: March 9, 2011

COMMITTEE: Solid Waste

MAJORITY REPORT: Yes

The Solid Waste Committee met on Tuesday, March 8, 2011, to review the request from the Solid Waste Management Department for the South Carolina Department of Environmental Control (DHEC) Solid Waste Management Grant application.

Mr. Dave Eger, Solid Waste Management Director, presented a request to apply for the DHEC Solid Waste Management Grant in the amount of $7,000. There is no County match required. The funds will be used toward the purchase of a metal storage building at the Edmund Landfill to store e-scrap collected at the main landfill and the collection and recycling centers.

The Solid Waste Committee voted unanimously to recommend to full Council to approve staff's request to apply for the DHEC Solid Waste Management Grant.

COMMITTEE REPORT

RE: DHEC Used Oil Grant Application

DATE: March 9, 2011

COMMITTEE: Solid Waste

MAJORITY REPORT: Yes

The Solid Waste Committee met on Tuesday, March 8, 2011, to review the request from the Solid Waste Management Department for the South Carolina Department of Environmental Control (DHEC) Used Oil Grant application.

Mr. Dave Eger, Solid Waste Management Director, presented a request to apply for the DHEC Used Oil Grant in the amount of $34,470. There is no County match required. The funds will be used to purchase items to maintain and upgrade used oil recycling sites, educate residents about the used oil program, and provide staff training.

The Solid Waste Committee voted unanimously to recommend to full Council to approve staff's request to apply for the DHEC Used Oil Grant.

COMMITTEE REPORT

RE: DHEC Solid Waste Tire Grant Application

DATE: March 9, 2011

COMMITTEE: Solid Waste

MAJORITY REPORT: Yes

The Solid Waste Committee met on Tuesday, March 8, 2011, to review the request from the Solid Waste Management Department for the South Carolina Department of Environmental Control (DHEC) Solid Waste Tire Grant application.

Mr. Dave Eger, Solid Waste Management Director, presented a request to apply for the DHEC Solid Waste Tire Grant in the amount of $6,000. There is no County match required. The funds will be used to promote proper tire disposal/recycling and training for staff.

The Solid Waste Committee voted unanimously to recommend to full Council to approve staff's request to apply for the DHEC Solid Waste Tire Grant.

COUNTY OF LEXINGTON, SOUTH CAROLINA

ORDINANCE 11-01

AN ORDINANCE TO AMEND SECTION 2-132, TERM LIMITS, UNDER ARTICLE IV ENTITLED BOARDS, COMMISSIONS AND COMMITTEES, OF THE LEXINGTON COUNTY CODE OF ORDINANCES.

Pursuant to the authority granted by the Constitution of the State of South Carolina and General Assembly of the State of South Carolina, be it ordained and enacted by the Lexington County Council as follows:

1. Section 2-132, Term Limits, under Article IV entitled Boards, Commissions, and Committees, should be amended to provide that upon the service of three (3) consecutive terms a member may be eligible for reappointment after one (1) term of nonservice, rather than one (1) year of nonservice, as it now reads.

SECTION 2-132. TERM LIMITS.

Members appointed to any boards, committees and commissions shall serve no more than three (3) consecutive terms; provided, however, that upon the service of three consecutive terms a member may be eligible for reappointment after one (1) term of nonservice. An appointment to replace an existing board, committee or commission member before expiration of the term, would not be considered a term, so that such board, committee or commission member may be appointed for three (3) consecutive terms after an appointment during a prior term.

This Ordinance was adopted in meeting duly assembled this _____ day of _____, 2011.

_____
James Kinard, Jr.
Chairman, Lexington County Council

ATTEST:

_____
Diana Burnett, Clerk

First Reading: _____
Second Reading: _____
Third & Final Reading: _____
Filed w/Clerk of Court: _____