

**RICHLAND COUNTY
DEVELOPMENT AND SERVICES
COMMITTEE**

AGENDA

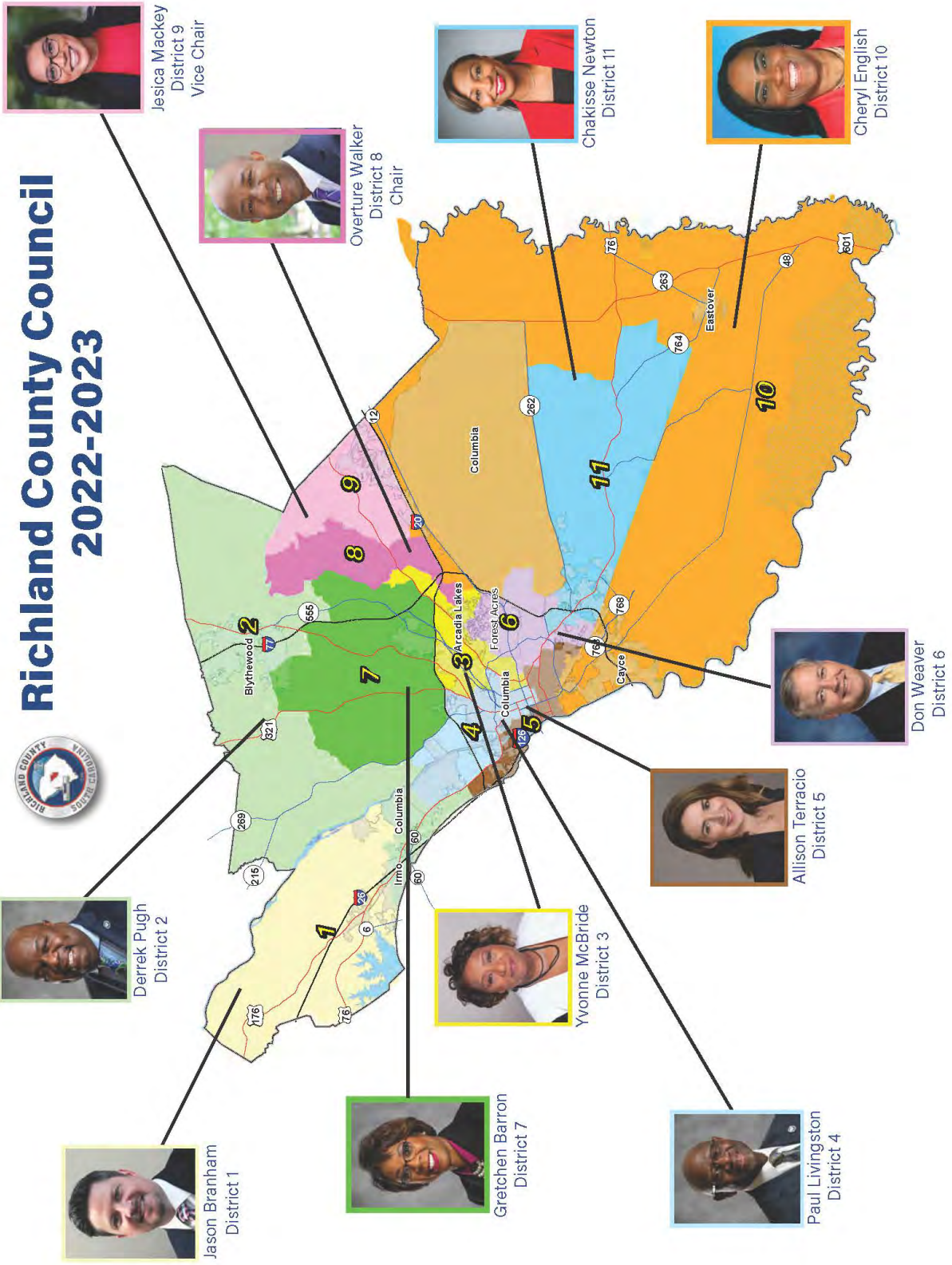


TUESDAY APRIL 25, 2023

5:00 PM

COUNCIL CHAMBERS

Richland County Council 2022-2023





**Richland County
Development and Services Committee**

AGENDA

April 25, 2023 - 5:00 PM
2020 Hampton Street, Columbia, SC 29204

The Honorable Derrek Pugh	The Honorable Allison Terracio	The Honorable Gretchen Barron	The Honorable Cheryl English	The Honorable Chakisse Newton, Chair
County Council District 2	County Council District 5	County Council District 7	County Council District 10	County Council District 11

1. **CALL TO ORDER** The Honorable Chakisse Newton

2. **APPROVAL OF MINUTES** The Honorable Chakisse Newton
 - a. March 28, 2023 [PAGES 5-9]

3. **ADOPTION OF AGENDA** The Honorable Chakisse Newton

4. **ITEMS FOR ACTION** The Honorable Chakisse Newton
 - a. Department of Public Works - Engineering Division -
Traffic Calming Policy Update [PAGES 10-28]

5. **ITEMS PENDING ANALYSIS: NO ACTION
REQUIRED** The Honorable Chakisse Newton
 - a. I move to direct the Administrator to conduct a review of the rank weeds and vegetation ordinance and recommend any updates that would improve the effectiveness of the ordinance particularly as it relates to safety, enforcement, and blight reduction. [Newton - August 30, 2022] [PAGE 29]

 - b. Direct the Administrator to create regulations for the operation of Short Term Rentals (STRs) in unincorporated Richland County. Those regulations would be listed as an amendment to the current Ordinance relating to residential rental property regulations similar to the Absentee Landlord Ordinance that is currently being considered. Consideration should be given to licensing, safety measures, number of occupants allowed, effects on infrastructure such as sewer and water, EMS and Law Enforcement potential

response and not having them create a nuisance in the neighborhood. [MALINOWSKI - December 6, 2022] [PAGES 30-31]

- c. Direct the County Administrator to work with staff to ensure the proposed Short Term Rental Ordinance requires each homeowner who wishes to provide a short-term rental to obtain a business license and pay accommodation taxes. [TERRACIO - January 3, 2023] [PAGES 30-31]
- d. Direct the Administrator to research and present to Council current laws and benefits of enacting impact fees in Richland County. The purpose is to help reduce the tax burden on residents by not having to pay the complete cost of development in Richland County. [PUGH and NEWTON - January 3, 2023] [PAGE 32]
- e. I move that County Council adopt the 2021 Land Development Code text amendments and the zoning map recommended by the Planning Commission by unanimous vote on November 7, 2022, to take effect on the effective date of the full 2021 Land Development Code text and associated maps. [BRANHAM - April 4, 2023] [PAGE 33]

6. ADJOURNMENT

The Honorable Chakisse Newton



Special Accommodations and Interpreter Services Citizens may be present during any of the County’s meetings. If requested, the agenda and backup materials will be made available in alternative formats to persons with a disability, as required by Section 202 of the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132), as amended and the federal rules and regulations adopted in implementation thereof. Any person who requires a disability-related modification or accommodation, including auxiliary aids or services, in order to participate in the public meeting may request such modification, accommodation, aid or service by contacting the Clerk of Council’s office either in person at 2020 Hampton Street, Columbia, SC, by telephone at (803) 576-2061, or TDD at 803-576-2045 no later than 24 hours prior to the scheduled meeting.



Richland County Council
DEVELOPMENT AND SERVICES COMMITTEE
MINUTES

March 28, 2023 – 5:00 PM

Council Chambers

2020 Hampton Street, Columbia, SC 29204

COUNCIL MEMBERS PRESENT: Chakisse Newton, Chair; Allison Terracio, Gretchen Barron, and Cheryl English
Not Present: Derrek Pugh.

OTHERS PRESENT: Michelle Onley, Ashiya Myers, Angela Weathersby, Patrick Wright, Stacey Hamm, Michael Maloney, Leonardo Brown, Aric Jensen, Angela Weathersby, Anette Kirylo, Lori Thomas, Kyle Holsclaw, Jeff Ruble, Bill Davis, Quinton Epps, Sandra Haynes, and Shirani Fuller.

1. **CALL TO ORDER** – Chairwoman Chakisse Newton called the meeting to order at approximately 5:20 PM.
2. **APPROVAL OF MINUTES**
 - a. February 28, 2023 – Ms. Terracio moved to approve the minutes as distributed, seconded by Ms. Barron.
In Favor: Terracio, Barron, English, and Newton
Not Present: Pugh
The vote in favor was unanimous.
3. **ADOPTION OF AGENDA** – Ms. Barron moved to adopt the agenda as published, seconded by Ms. Terracio.
In Favor: Terracio, Barron, English, and Newton
Not Present: Pugh
The vote in favor was unanimous.
4. **ITEMS FOR ACTION**
 - a. Economic Development – Partial Closure of Locklier Road – Mr. Brown stated Public Works requests to close a portion of Locklier Road for the following reasons:
 1. The narrow width of the existing road makes it almost impossible for two-way traffic to pass.
 2. The washed-out culvert makes it impossible to travel along the entire length of the road.
 3. The existing dirt portion does not currently serve any residences or businesses.
 4. The existing road splits the property in half, which is undesirable for interested industries.
 5. For any industry that chooses to build on the property, their access points would be on Blythewood Road and/or Community Road, canceling the need for the dirt portion of Locklier Road to remain.

Ms. Newton stated, for clarification, that a vote in the affirmative would begin the legal process to close a portion of Locklier Road.

Mr. Wright indicated there is a process required by State law.

Ms. Barron moved to forward to Council with a recommendation to honor Public Work’s request to begin the process of closing a portion of Locklier Road for the reasons outlined above, seconded by Ms. Terracio.

In Favor: Terracio, Barron, English, and Newton

Not Present: Pugh

The vote in favor was unanimous.

- b. Utilities – Southeast Sewer Master Plan – Mr. Brown stated this is a continuation of a process. The County went through a process with a previous vendor to look at a master plan. Phase I came out of that, and it has been completed. Utilities is now requesting a concept plan that will communicate what the County intends to do to create access to sewer infrastructure and then engaging the consultant, AECOM, to complete the master plan. The funding is already in the department’s budget.

Ms. Newton inquired if this is based on the three initial phases approved by Council in 2018, will address the development of the two previously approved phases, and provide a long-range vision for what the infrastructure could look like in the area.

Mr. Brown responded in the affirmative. He noted one of the reasons they did this is because Council approved a large version, which they could move forward with, but he wanted to ensure the current body is aware of what is going on and wants to proceed.

Mr. Bill Davis, Utilities Director, stated they want to refrain from spending funds on something Council does not desire to do. They are trying to align themselves with the County’s Comprehensive Plan, the Lower Richland Tourism Plan, and to provide for future industries. He indicated that developers have driven the development of the sewer system in the Northwest in such a way that it is limited, and those limitations are causing long-term problems. The timeline for doing a wastewater treatment will take approximately three years. It will include a plan, a preliminary engineering report, a design plan, purchasing property, obtaining easements, lining up assets, and bidding it out for construction.

Phase I provided for the transfer area customers to be connected to the County’s wastewater treatment plant, closed three (3) failing school wastewater systems, and the McEntire wastewater system. The long-term goal is to align ourselves with the Department of Health and Environmental Control (DHEC), protect the waterways, and close the smaller wastewater treatment facilities. As you see throughout this plan, we are looking at how we can grow when we have a limited amount of capacity.

Mr. Davis noted the concept plan will cost approximately \$77,000.

- Utilities is currently 90% staffed
- Southeast Water & Sewer Phase I is complete

CURRENT EASTOVER WASTEWATER NEEDS

- An interim biosolids plan for the Eastover WWTP was awarded to Bionomics; a belt press will be in operation in the next few months
- New well system – the existing irrigation well is inadequate for future process water needs
- An upsized return-activated sludge pumping system
- A lime feed system
- Increased capacity of our disinfection system
- Certified lab at the plant
- A storage facility and maintenance office space

REMAINING PHASE I SEWER CAPACITY

- Quick response from developers interested in utilizing the Phase I sewer infrastructure through the southeast
- Issued willingness to serve letters for several thousand residential homes in the southeast
- Franklin Park Pump Station has 9% capacity remaining
- Gadsden Pump Station receives flows from Garners Ferry Road, Franklin Park, and McEntire Pump Stations
- Only a few areas remain to accept minimal additional growth

Mr. Davis stated the plan approved in October 2018 utilizes a lot of pressure pipe, which is not what we should be aiming for, but gravity sewer. Gravity sewer will make us more resilient and sustainable and reduce our carbon footprint.

SOUTHEAST SEWER PHASE II AND III

- Utilities and Planning staff have been working with Councilwoman English to develop a Concept Plan
- We have retained an Engineer, AECOM, to work on the Southeast Sewer Master Plan
- We are seeking Council approval of the Concept Plan so that AECOM can complete the Southeast Sewer Master Plan
- The Master Plan will define the Phase II projects

RECOMMENDED SOUTHEAST SEWER PHASE II & III PROJECTS

- 24" force main for additional capacity
- Expansion of the Eastover WWTP to achieve additional capacity for Phase I-III Design Flows
 - We have applied for a \$10M grant; we anticipate receiving \$4M-\$6M
- Other major short-term projects to add capacity along the three (3) growth corridors in Concept Plan
- The Southeast Sewer Master Plan will define projects
- Without these projects, we will:
 - Limit growth in the Southeast
 - Face long-term moratoriums in certain areas
 - Be exposed to potential regulatory penalties

Ms. Newton stated the committee is being asked to approve creating a master plan, which will allow staff to proactively determine how we can achieve the plans the Council previously approved.

Mr. Davis responded in the affirmative and noted the plan would come back before the body.

Ms. Barron noted that just because there is a master plan does not mean everything included will be implemented. The master plan is a guide to help us move forward.

Mr. Davis indicated a master plan is a vision for the future, which you aspire to do, but that vision may change.

Ms. English thanked Mr. Davis for working with her over the last few years. She inquired if the new pipes would have notifications to assist with locating problem areas.

Mr. Davis indicated the County could explore the option. He noted the more electronics you have, the more dependence you have. He pointed out with the most recent breach, the remote sensors alerted staff there was an issue.

Ms. Terracio inquired if there was a reason we did not plan for gravity sewer.

Mr. Davis stated that people want to do the pressure vs. gravity because they can get a quick easement and install a force main and a pressure pipe, resulting in a hodgepodge of pressure pipes connecting. Then when one fails, it affects the environment.

Ms. English moved to forward to Council with a recommendation to approve the concept plan so AECOM can complete the Southeast Sewer Master Plan, seconded by Ms. Terracio.

In Favor: Terracio, Barron, English, and Newton.

Not Present: Pugh.

The vote in favor was unanimous.

- c. Department of Public Works – Engineering Division – Traffic Calming Policy Update – Mr. Brown stated staff is requesting Council adopt the March 1, 2023, revised Traffic Calming Policy. He noted, “Based on the overwhelming number of requests received and the small percentage of requests that meet all criteria for installation, staff recommends adjusting the policy to reflect the need for neighborhood support prior to a traffic study being performed. The policy change reorganizes the process so that after staff provides an initial review, the neighborhood must sign on to the traffic calming, then staff conducts the traffic study to make the final determination of feasibility.” It was further noted, “Staff has recommended a clear process for vetting projects including establishing facility priorities and determining financial resources aligning with the improvement plan. The reorganization of the process will achieve the desired result in this alignment of the needs to the funds.”

Ms. Newton inquired if this was a time-sensitive item.

Mr. Brown responded, from our standpoint, it is not time-sensitive. Because of what staff is being requested, the sooner it is addressed, the better.

Ms. Shirani Fuller, County Engineer, stated there is a relatively long backlog. They want to rearrange the sequence to help alleviate the 9-10 month backlog.

Ms. Newton noted there is not a week that goes by that someone does not talk to her about traffic calming.

Ms. Terracio indicated that if this is not time-sensitive, she would like to take her time with this item.

Ms. Newton stated speeding is the number one complaint the Sheriff’s Department deals with. We want to address this issue and see what we can do to make things safer for our residents and not have such a long backlog. She requested a red-lined version of the policy before this item comes back.

Ms. Fuller indicated staff could not find where Council adopted a traffic calming policy. The policy has been an internal department policy.

Ms. Barron moved to defer this item until the April committee meeting, seconded by Ms. Terracio.

In Favor: Terracio, Barron, English, and Newton

Not Present: Pugh

The vote in favor was unanimous.

5. ITEMS PENDING ANALYSIS: NO ACTION REQUIRED

Ms. Newton stated she appreciated the presentation of these items and providing the updates in the agenda packet.

- a. I move to direct the Administrator to conduct a review of the rank weeds and vegetation ordinance and recommend any updates that would improve the effectiveness of the ordinance particularly as it relates to safety, enforcement, and blight reduction. [Newton - August 30, 2022] – Staff has reviewed national and local ordinances for comparison, consulted with the County Attorney’s Office and the Richland County Sheriff’s Department, and drafted an initial redline update to the ordinance. However, the more significant issue of enforcement and blight reduction effectiveness requires a more nuanced effort.
- b. Direct the Administrator to create regulations for the operation of Short Term Rentals (STRs) in unincorporated Richland County. Those regulations would be listed as an amendment to the current Ordinance relating to residential rental property regulations similar to the Absentee Landlord Ordinance that is currently being considered. Consideration should be given to licensing, safety measures, number of occupants allowed, effects on infrastructure such as sewer and water, EMS and Law Enforcement potential response and not having them create a nuisance in the neighborhood. [MALINOWSKI - December 6, 2022] – The Business Service Center has been assigned this project and coordinating with the City of Columbia on its short-term rental ordinance, which is near adoption. However, the ordinance, as drafted, includes caps on the number of licenses, which may be contrary to the pending South Carolina Bill H3253, which would prevent jurisdictions from prohibiting short-term rentals (STRs).

- c. Direct the County Administrator to work with staff to ensure the proposed Short Term Rental Ordinance requires each homeowner who wishes to provide a short-term rental to obtain a business license and pay accommodation taxes. [TERRACIO - January 3, 2023] - The Business Service Center has been assigned this project and coordinating with the City of Columbia on its short-term rental ordinance, which is near adoption. However, the ordinance, as drafted, includes caps on the number of licenses, which may be contrary to the pending South Carolina Bill H3253, which would prevent jurisdictions from prohibiting short-term rentals (STRs).
- d. Direct the Administrator to research and present to Council current laws and benefits of enacting impact fees in Richland County. The purpose is to help reduce the tax burden on residents by not having to pay the complete cost of development in Richland County. [PUGH, BARRON, and NEWTON - January 3, 2023] - Research has begun and is ongoing. The initial analysis suggest that there are limited opportunities for impact fee collections given that impact fees in South Carolina typically must fund new facilities for school districts, recreation districts, and utilities, and cannot be used for ongoing operations. As such, any impact fee structure would most likely not benefit Richland County.

6. **ADJOURNMENT** – Ms. Terracio moved to adjourn the meeting, seconded by Ms. Barron.

In Favor: Terracio, Barron, English, and Newton

Not Present: Pugh

The vote in favor was unanimous.

The meeting adjourned at approximately 5:58 PM.

**RICHLAND COUNTY
ADMINISTRATION**

2020 Hampton Street, Suite 4069
Columbia, SC 29204
803-576-2050



Agenda Briefing

Prepared by:	Shirani Fuller	Title:	County Engineer
Department:	Public Works	Division:	Engineering
Date Prepared:	March 6, 2023	Meeting Date:	March 28, 2023
Legal Review	Patrick Wright via email	Date:	March 9, 2023
Budget Review	Abhijit Deshpande via email	Date:	March 9, 2023
Finance Review	Stacey Hamm via email	Date:	March 17, 2023
Approved for consideration:	Assistant County Administrator	John M. Thompson, Ph.D., MBA, CPM, SCEM	
Meeting/Committee	Development & Services		
Subject	Traffic Calming Policy		

RECOMMENDED/REQUESTED ACTION:

The Department of Public Works requests County Council adopt the Traffic Calming Policy as revised March 1, 2023.

Request for Council Reconsideration: Yes

FIDUCIARY:

Are funds allocated in the department’s current fiscal year budget?	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No
If not, is a budget amendment necessary?	<input type="checkbox"/>	Yes	<input type="checkbox"/>	No

ADDITIONAL FISCAL/BUDGETARY MATTERS TO CONSIDER:

There are no budgetary implications.

Applicable department/grant key and object codes:

OFFICE OF PROCUREMENT & CONTRACTING FEEDBACK:

Not applicable.

COUNTY ATTORNEY’S OFFICE FEEDBACK/POSSIBLE AREA(S) OF LEGAL EXPOSURE:

There are no legal concerns regarding this matter.

REGULATORY COMPLIANCE:

There is not an external regulation to this policy. Regulation is set by the Traffic Calming Policy.

MOTION OF ORIGIN:

There is no associated Council motion of origin.

Council Member	
Meeting	
Date	

STRATEGIC & GENERATIVE DISCUSSION:

The Department of Public Works (DPW) has the ability to evaluate a limited number of County and state-maintained roads annually to determine if traffic-calming devices should be installed. The intent of traffic-calming is to reduce the negative impacts of speeding within residential areas. This service is provided by staff members in the Engineering Division who evaluate geometry of roads, program and install sensors to capture traffic data, download and interpret reports.

The County Traffic Calming Policy sets standards to ensure all roads are evaluated in the same manner. Studies are performed almost year-round; however, common industry practice is to not perform studies when school is out of session. Therefore, studies are not performed during summer or school holidays.

Based on the overwhelming number of requests received and the small percentage of requests that meet all criteria for an installation, staff recommends adjusting the policy to reflect the need for neighborhood support prior to a traffic study being performed. The policy change reorganizes the process so that after staff provides an initial review, the neighborhood must sign on to the traffic calming, then staff conducts the traffic study to make the final determination of feasibility.

DPW recognized there has been a change in motorist behavior towards static traffic control devices over the last several years. Physical devices help regulate speed within residential areas. Staff would like to see the installation shift to the planning stage of a new development as opposed to becoming the County’s burden after neighborhoods are complete.

ASSOCIATED STRATEGIC GOAL, OBJECTIVE, AND INTIATIVE:

Goal 3: Commit to Fiscal Responsibility; Objective 3.2: Establish process to prioritize initiatives to align with available resources.

Staff has recommended a clear process for vetting projects including establishing facility priorities and determining financial resources aligning with the improvement plan. The reorganization of the process will achieve the desired result in this alignment of the needs to the funds.

ATTACHMENTS:

1. Traffic Calming Policy
2. Traffic Calming Devices
3. Petition Form

RICHLAND COUNTY
DEPARTMENT OF PUBLIC WORKS

400 Powell Road
 Columbia, SC 29203



Traffic Calming Policy

Updated: March 1, 2023

References:

Manual on Uniform Traffic Control Devices (MUTCD)
 Institute of Transportation Engineers - Traffic Calming
 SCDOT Traffic-Calming Guidelines 2019

Enclosures:

Traffic Calming Options
 Petition Form

Section 1- Purpose:

To establish criteria and considerations that will allow Richland County to install traffic calming devices on County- and state-maintained streets, in order to mitigate or reduce the negative impact of speeding through residential areas.

Section 2- Definitions:

Arterial Highways - Roads that carry longer distance traffic between important activity and population centers.

Functional Classification - Refers to the different types or classes of highways that comprise a complete road system.

Impacted Area - Area that is generally a neighborhood area, but can be the same as a petition area, as determined by the Richland County Department of Public Works (DPW) for County-maintained streets and in cooperation with the South Carolina Department of Transportation (SCDOT) for state-maintained streets.

Local Residential - A street in a residential area used primarily for access to abutting properties and for feeding traffic to collector streets.

Mean Speed - The average individual vehicle's speed passing a point on a roadway or lane in miles per hour (mph).

Minor Collector - Road that links the local system with arterial highways.



Petition Area - Area bounded by surrounding collector or arterial roads, as determined by DPW for County-maintained streets and in cooperation with the SCDOT for state-maintained streets.

Section 3- Background:

A. General

Effective traffic calming measures can safely reduce vehicle speeds on streets when installed in accordance with standard provisions. For traffic calming devices to be effective, they must be located specifically in accordance with well defined traffic engineering criteria for the sole purpose of mitigating documented speeding situations.

The traffic calming standards in this document identify criteria used to determine the viability of traffic calming installations. Also outlined in Section 4- Procedures, is the mandatory level of neighborhood support needed to approve installations and cost responsibilities associated with the installation of the traffic calming devices.

The Department of Public Works (DPW) will be responsible for implementing the traffic calming policy on all public streets within Richland County, to include County- and state-maintained streets, and excluding areas within the City of Columbia.

In addition, any municipalities within Richland County that currently have an intergovernmental agreement with Richland County Public Works will be responsible for the equal sharing of legal liability for the installation of traffic calming devices on all streets.

B. Criteria for Traffic Calming Installation

Traffic calming devices shall be considered for installation only when a location meets all of the following criteria:

1. The traffic calming devices shall be located on a paved street with a functional classification designation of “local residential” or “minor collector”;
2. The street shall not have more than one moving lane in each direction and shall be at least 1,000 feet in length;
3. Annual average daily traffic volume on the street shall be more than 500 vehicles but less than 4,000 vehicles;
4. The street must have a speed limit of 30 miles per hour (mph) or less on a County road and 25 mph or less on a state road;



5. In both directions, the mean speed on the street shall be at least 5 mph over the posted speed limit; and/or the 85th percentile speed must be 10 mph over the posted speed limit;
6. The street shall not be a route that is heavily used because of close proximity to emergency vehicle facilities;
7. Primary accesses to commercial or industrial sites are not eligible;
8. Any street selected for the installation of a speed humps as a traffic calming device shall not be resurfaced within five years of speed hump installation.

Section 4- Procedures:

A. Request for Traffic Calming Devices

The procedure to request installation of traffic calming devices in Richland County shall be as follows:

1. The installation of traffic calming devices shall be considered only upon written request of a resident living on the subject street of the request. If an organized homeowner's association (HOA) or neighborhood association exists, they must concur with the request. Requests can be submitted to the Ombudsman's Office through the One-Call Response Center or sent to the following address:

Richland County Department of Public Works (DPW)
Engineering Division
400 Powell Road
Columbia, SC 29203

2. The written formal request shall assign a point of contact (POC) to represent the HOA or subject street. The POC must be willing to serve as a contact person with whom DPW can work with throughout the traffic calming request process. Other duties for the POC are described within this document.
3. Upon receiving the request, DPW will perform a review of the subject street to determine if meets the readily available criteria for consideration of a traffic calming device.

B. Neighborhood Support Documentation

Once a request has been determined to be eligible for consideration of a traffic calming device, the support of the neighborhood and the impacted areas must be documented as described below:



1. A petition area will be defined by DPW for County-maintained streets and will be defined by the County in conjunction with SCDOT for state-maintained streets.
2. After a petition area is determined, DPW will discuss the area with the POC. In addition, DPW will supply the POC a map of the petition area and petition forms for use.
3. The POC will be responsible for obtaining at least 75 percent of the total occupied households or businesses within the designated petition area.
4. If the minimum 75 percent concurrence within the petition area is not met, a request for an exception can be made to the County Engineer. Community support is viewed as essential to this process. Only in special circumstances will an exception be granted on a County-owned road. SCDOT will allow exceptions on state roads only as approved by County Council.
5. If the minimum 75 percent concurrence within the petition area is met and submitted within the time frame above, the request will be placed on a list to receive a traffic study analysis.

C. Traffic Study

1. DPW will perform all necessary vehicle counts and speed evaluations. If a traffic study meets criteria to have a traffic calming device installed (see section B(3) Criteria) then DPW will contact County Maintenance, the Sheriff's Department, and Emergency Management for input on the request.
2. Based on a review of all data and consideration of input from other departments, final determination will be made by the responsible agency:
 - a. DPW will determine the eligibility of County-maintained roads. A written, formal response will be sent to the POC. The response will report the findings of the review and whether the subject street meets all criteria for traffic calming device installation.
 - b. If the street is maintained by the state, DPW will forward all data collected to the District Traffic Engineer for the S.C. Department of Transportation (SCDOT) for their concurrence and an encroachment permit.
3. Subject streets found to be ineligible for traffic-calming device installation may request a new traffic study after a two-year waiting period.

Meeting eligibility requirements does not guarantee approval of a traffic-calming project or measure.

- Traffic-calming measures are not eligible if they compromise roadway safety, based on limited sight distance, severe grades, or other engineering judgment.
- Traffic-calming measures are not eligible if the petition requiring 75 percent support or County Council approval cannot be obtained. Residential support of the project is necessary for a successful program.
- Some solutions might be acceptable for one portion of the impacted area but not acceptable for another portion.

D. Location of Traffic Calming Devices

DPW staff, under the direct supervision of the County Engineer, will determine the final location of all traffic-calming devices in accordance with these standards, and in accordance with safe engineering principles based on, but not limited to, the following guidelines:

1. The traffic-calming device shall not be located within 200 feet of a stop sign or an intersection on the selected street;
2. The traffic-calming device shall not be located within a horizontal curve with a radius of 300 feet or less;
3. The traffic-calming device shall not be installed in a vertical curve with inadequate stopping sight distance and/or with a grade of 8 percent or more;
4. Drainage on the street shall not be compromised by installation of the traffic calming device;
5. Safety on the roadway shall not be compromised by installation of the traffic calming device.

E. Traffic Calming Device Removal

In order for traffic calming devices to be removed, the following criteria must be applied:

1. The traffic calming devices considered for removal must be in place for at least two years.
2. If one traffic calming device is requested for removal on a street with multiple traffic calming devices, the DPW will review all locations to determine whether additional

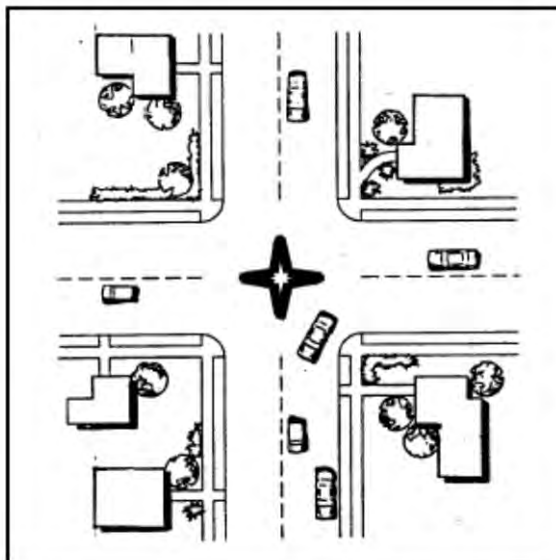


traffic calming devices must be included in the removal process. Removing one traffic calming device in a series could have an adverse impact on traffic speeds on that street.

3. In order for removal to occur, a formal written request must be sent to the Director of Public Works. A POC must be assigned in this request. If a neighborhood association or HOA exists, they must concur with the removal request.
4. A petition must be obtained from the original designated petition area. DPW will give this information to the POC.
5. The POC will be responsible for obtaining support of at least 75 percent of the total occupied households or businesses within the designated petition area.
6. If a request fails to meet the 75 percent minimum, the request to remove the traffic-calming devices will be denied.
7. If a request meets the 75 percent minimum, DPW will remove the requested and/or designated traffic calming devices at the expense of the requesting neighborhood/community, HOA or by the residents along the subject street. Costs associated with the removal of traffic-calming devices will not be incurred by Richland County.
8. DPW will determine a cost for an internal crew to remove the device based on current labor and equipment rates, as well as fuel cost. If necessary, a contractor currently under contract or three quotes can be solicited to remove the traffic calming devices. This cost will be submitted to the POC. Once Richland County receives a check from the POC, work to remove the speed humps will start.



STAR DIVERTER

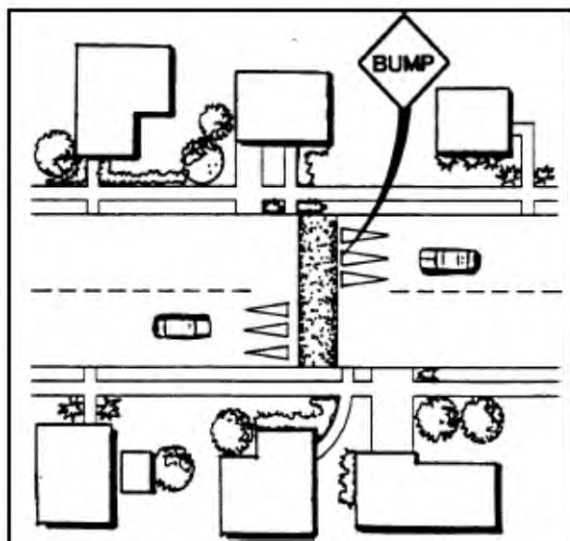


The **star diverter** is a raised island permitting only right turns at an intersection, similar to a forced turn island. They are often compared to the traffic circle (see *Speed Control Measures*), but are more restrictive. Star diverters are the least common installations among volume control measures.

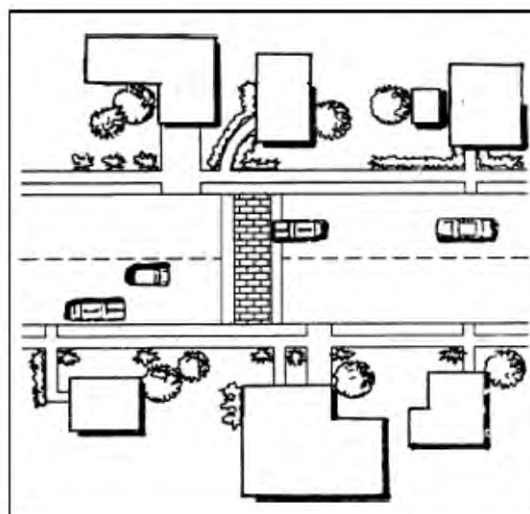
Phase II - Speed Control Measures are primarily used to address speeding problems by changing vertical alignment, changing horizontal alignment, or narrowing the roadway. Their intent is to slow traffic in an area.

Speed humps are rounded raised areas placed across the road. ITE recommends that a speed hump be 12 feet long (in the direction of travel), 3 to 4 inches high, parabolic in shape, and have a design speed of 15 to 20

SPEED HUMPS (road humps, undulations)

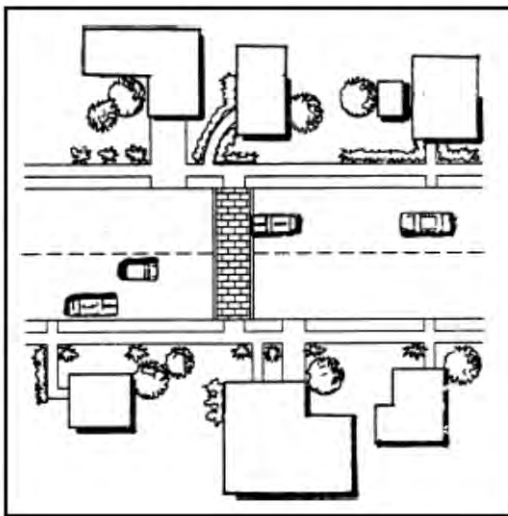


SPEED TABLES (trapezoidal humps, speed platform)

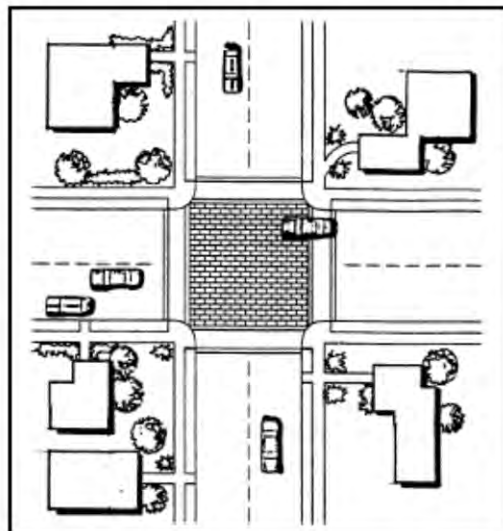


mph. Other humps have also been used successfully, including 22-foot long humps and humps with rounded, sinusoidal, and circular profiles. They have been rated well for low cost and effectiveness in reducing vehicle speed and negatively for appearance and legal liability. To alleviate controversy from emergency services, the "split" or "offset" speed humps were created. Split humps extend from curb to centerline on one side of the street and then, separated by a gap, continue on the other side allowing fire trucks to weave around them. **Speed tables** are essentially flat-topped speed humps often constructed with brick or other textured materials on the flat section. The textured surface provides a visual cue to the driver that the road is changing who must adapt by slowing. The most common speed table (designed by Seminole County, FL) is 3 to 4 inches high and 22 feet long (in the direction of travel), with 6-foot ramps at the ends and a 10-foot field on top. Speed tables have an 85th percentile speed of 25 to 30 mph, are less jarring than the standard speed hump, and

RAISED CROSSWALKS
(raised crossings, sidewalk extension)



RAISED INTERSECTIONS
(raised junctions, intersection humps, plateaus)



have better aesthetic appeal. The speed table can be used on higher classification roads and is more expensive than the speed hump.

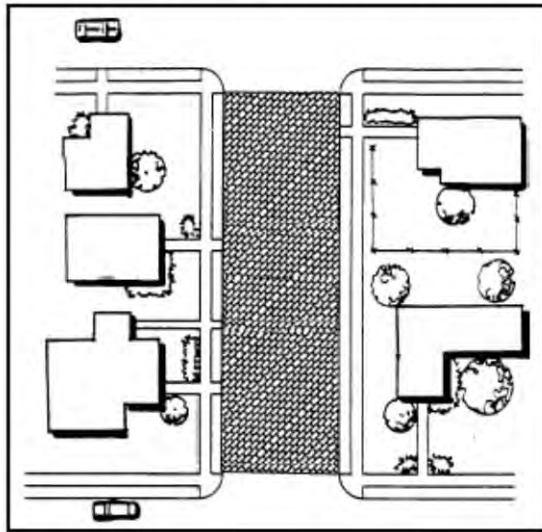
Speed humps and speed tables can be installed for costs vary depending on the type and design.

Raised crosswalks are mid-block speed tables using with crosswalk markings and signage to indicate the pedestrian crossing to drivers and direct pedestrians to the crossing. A raised crossing brings the street up to sidewalk level, or slightly below to provide a "lip" for the visually impaired. Slowed traffic and enhanced pedestrian visibility improve safety at the crossing.

Raised intersections are speed tables covering entire intersections, with ramps on all approaches using brick or other textured materials on the flat section. The textured surface provides a visual cue to the driver to slow down. These intersections rise to sidewalk level, or slightly below to provide a "lip" for the visually impaired. They make entire intersections into pedestrian territory.

The cost for installation of raised crosswalks and raised sidewalks will range per square foot.

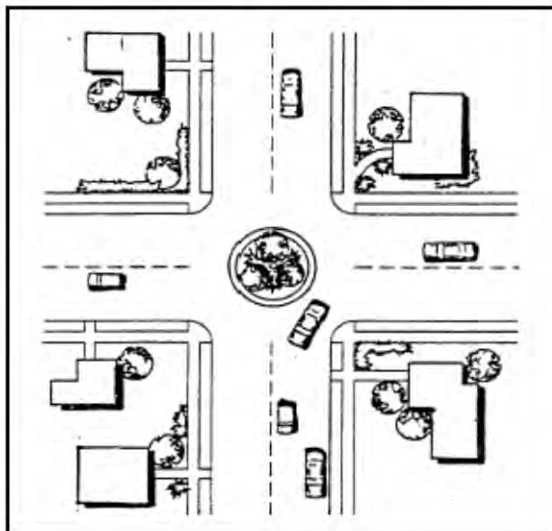
TEXTURED PAVEMENTS



Textured pavements are roadway surfaces paved with brick, concrete pavers, stamped asphalt, or other surface materials that produce constant small changes in vertical alignment. These surfaces also provide a visual cue that the road is changing and the driver must adapt by slowing. Textured pavements aim to mimic the effect of old cobblestone and brick streets on travel speeds. However, they can present difficulties to pedestrians and bicycles, particularly in wet conditions.

Textured pavement can be installed for a cost ranging per city block (500 feet), depending upon the texture type selected.

NEIGHBORHOOD TRAFFIC CIRCLES (intersection islands)

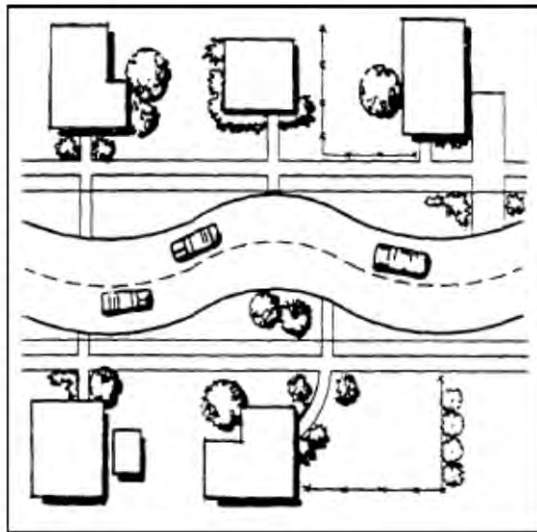


Traffic circles are raised islands, placed in intersections, around which traffic circulates. They are typically controlled by YIELD signs on all approaches. Traffic circles impede the through movement and force drivers

to slow down to yield. Traffic circles are not as controversial as speed humps, but also raise concerns such as the inability of large vehicles to turn at small-radius curves. This impact to truck movements has led some jurisdictions allow the left movement through the circle.

Traffic circles can be designed and installed for costs vary depending upon the type and dimensions of the circle. This cost could also increase significantly if street reconstruction is required to expand the traffic circle geometrics to roundabout proportions – for higher volume applications.

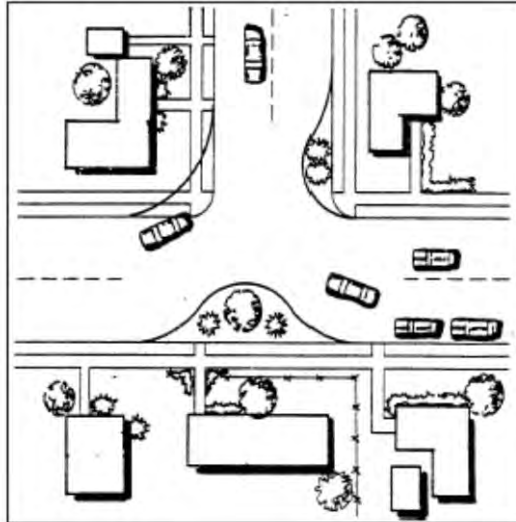
CHICANES (deviations, serpentine, reversing curves, twists)



Chicanes utilize a series of curb extensions alternating from one side of the street to the other and form S-shaped curves. They are less common than traffic circles, partly because of the high costs of curb realignments and potential relocation of drainage structures. Improperly designed chicanes may still permit speeding by drivers cutting straight paths across the centerline.

Typically, Chicanes may require total street reconstruction over several blocks to realize the desired effects. The cost of this reconstruction can vary depending on the desired aesthetic treatment.

REALIGNED INTERSECTIONS (modified intersections)

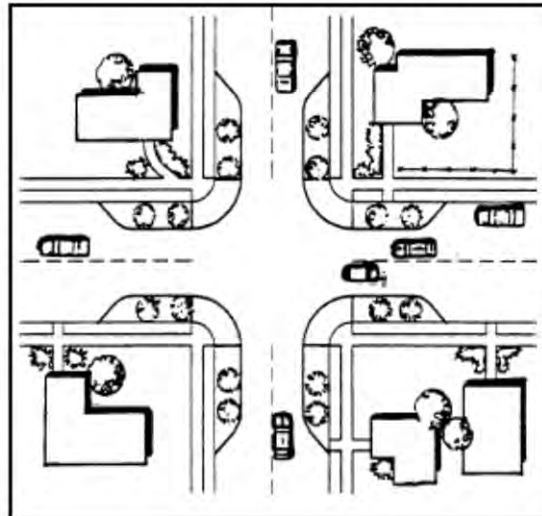


Realigned intersections involve changes to the road alignment that convert T-intersections with straight approaches into curving streets that meet at right angles. A former through movement along the top of the T becomes a turning movement.

The cost for this alternative can be extremely high. In most cases, significant roadway reconstruction and drainage adjustments are required. In addition, this alternative can also require additional right-of-way acquisition, and can create substantial impacts to adjacent properties

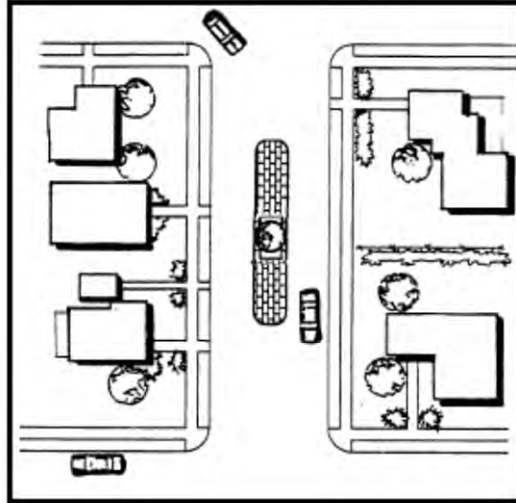
NECKDOWNS

(nubs, bulbouts, knuckles, intersection narrowings, corner bulges, safe crosses)



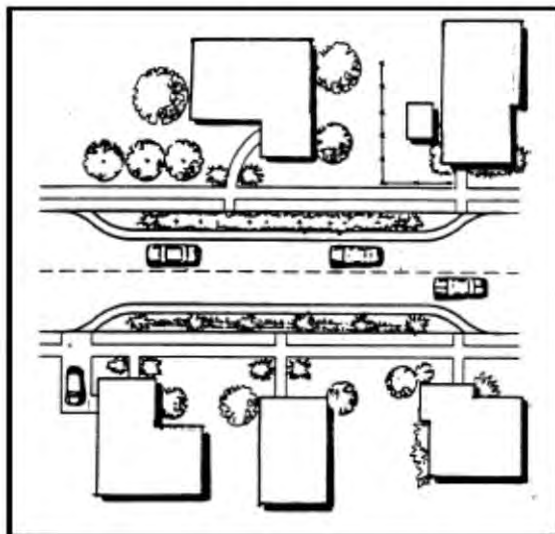
Neckdowns utilize curb extensions at intersections to reduce roadway width thereby shortening pedestrian crossing distance and enhancing pedestrian visibility. Neckdowns are the most common type of street narrowing. Issues to consider with neckdowns include drainage structure relocation, parking or truck movements, landscaping, and location of bus stops.

CENTER ISLAND NARROWINGS
(midblock medians, median slowpoints, median chokers)



Center island narrowings are raised islands installed along the centerline of a street to narrow the travel lanes at that location. They are often landscaped to provide a visual amenity and neighborhood identity. When used as short interruptions to an otherwise open street cross-section, they can result in slowed average traffic speeds.

CHOKERS
(pinch points, midblock narrowings, midblock yield points, constrictions)



Center island narrowing can be installed for costs similar to median barriers, as discussed in the preceding section.

Chokers utilize curb extensions at midblock to narrow a street by widening the sidewalk or planting strip. Chokers can leave the street cross-section with two narrow lanes or just one lane. If the roadway is narrowed

down to one lane, the lane may be parallel to the alignment (*parallel choker*) or angled to the alignment (*angled choker*). Chokers will typically result in a net reduction of on-street parking space. Construction of Chokers is very similar in scope as installation of traffic diverters and neckdowns. In these cases, the redesign must include provisions for curb and gutter, adjustment/installation of catch basins, and landscaping appurtenances.

Speed Reduction Note:

It is generally agreed that changes in horizontal alignment (e.g., Chicanes) or vertical alignment (e.g., Speed Humps) will typically result in the most effective means to physically control speed. Alternatively, neckdowns, island narrowing, and chokers are installed to reduce speed by reducing the available lane widths to drivers. Research indicates that speed reduction through narrowing of lanes may result in only minor impacts on average travel speeds, and will usually have little or no effect on maximum speeds. Combining lane narrowing (10' or less) with other treatments which psychologically impact driver perception (e.g., foliated trees near the roadway, minimum building setbacks, etc.) will usually (but not always) result in a net slowing effect.

**RICHLAND COUNTY
DEPARTMENT OF PUBLIC WORKS**

400 Powell Road
Columbia, SC 29203



Petition for Traffic Calming

We, the undersigned property owners and neighbors of RICHLAND COUNTY do hereby request that RICHLAND COUNTY, under the Traffic Calming Program, implement a traffic calming study in the area bounded by **Intersection of Intersecting Road Name** (north boundary) and the **Intersection of Intersecting Road Name** (south boundary). We support the implementation of a Residential Traffic Calming Program and feel it will improve the safety of our neighborhood by installation of such devices the County deems appropriate on **Road Name.**

Name (Print)	Address	Signature	Date
1.			
2.			
3.			
4.			
5.			
6.			
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10.			
11.			
12.			





Agenda Briefing Addendum

Prepared by:	Shirani W Fuller	Title:	County Engineer
Department:	Public Works	Division:	Engineering
Contributor:	Michael Maloney	Title:	Director
Date Prepared:	April 14, 2023	Meeting Date:	March 28, 2023
Approved for Consideration:	Assistant County Administrator	John M. Thompson, Ph.D., MBA, CPM, SCCEM	
Committee/Meeting:	Development & Services		
Agenda Item:	4. Department of Public Works - Engineering Division -Traffic Calming Policy Update		

COUNCIL INQUIRY #1:

“...the proposed policy referenced...that sometimes developers shift the responsibility for traffic calming to the county instead of planning for it in their developments.

... [please provide] more information about that concept and what, if anything, [the County] plans to do to address it.”

Reply:

Where the County knows that certain road geometry lends itself to higher speeds, we will start to evaluate these areas during the plan review process. Many traffic calming devices can be planned for and easily installed during development but become difficult and, in some cases expensive, to retrofit.

Additional language will be added to the Land Development Manual to advise designers on traffic calming options that should be considered. Prioritizing safety above all else gives us the ability to take a different approach to road design.

COUNCIL INQUIRY#2:

“...do we have any data or anecdotal information about meeting the 75% threshold for approval of traffic calming?”

In general, does this prevent just a few neighbors from imposing their will upon the neighborhood, or alternatively does it allow just a few neighbors from supporting the will of the neighborhood?”

Reply:

Neighborhood support is considered essential to the process.

75% support is chosen to prevent a few people from imposing their will upon the entire neighborhood. Petition areas are designated by the Engineering division, and then, 75% of those “affected” residents must sign on in agreement for the device. All residents who front the device have to sign on at 100% as they may experience the majority of any negative effects (heavy braking, heavy accelerating).

COUNCIL INQUIRY#3:

“...we were taught that public art (murals, etc.) were helpful in slowing people down..this approach is probably more suited to business and commercial thoroughfares, but it may also be helpful where we have public schools in residential districts. Have staff considered this option, and is it prudent to include it here for future needs?”

Reply:

The focus of our efforts thus far has been on approved methods and devices for traffic calming based on the Institute of Transportation Engineers. We are aware other methods may be available but are not supported through Public Works' funding at this time. Off-road distractions are a cause of concern by those who study accident rates.



Item Pending Analysis

Prepared by:	Aric Jensen, AICP	Title:	Assistant County Administrator
Department:	Administration	Division:	
Date Prepared:	April 6, 2023	Meeting Date:	April 25, 2023
Approved for Consideration:	County Administrator	Leonardo Brown, MBA, CPM	
Committee:	Development & Services		
Agenda Item/Council Motion:	I move to direct the Administrator to conduct a review of the rank weeds and vegetation ordinance and recommend any updates that would improve the effectiveness of the ordinance particularly as it relates to safety, enforcement, and blight reduction. [Newton – 30 August 2022]		

EXECUTIVE SUMMARY (NARRATIVE STATUS):

County staff has completed a study and review of ordinances from comparable jurisdictions within the state and nation, and prepared a draft amendment which is currently being internally circulated and reviewed. The staff involved with this effort are the same persons performing the Land Development Code update, which currently has priority over this endeavor and therefore impacts the process schedule.

Regardless, there are definite limitations to what any code update will accomplish, meaning that the existing County code already contains the basic provisions found in a typical weed and refuse abatement ordinance, and so any proposed amendments will not result in transformative changes. For example, best practices dictate that a code have simple, easily to enforce metrics, such as vegetation height, vegetation type, and vegetation location. Richland County’s ordinance already has these types of standards. The larger issue is the process by which codes are enforced; referring to the current criminal/magistrate enforcement system, versus a civil penalty/administrative enforcement system.

It can be argued that charging someone criminally for not cutting their lawn or a similar violation is unreasonable and places an undo burden on the court systems that are dealing with more serious offenders. In addition, for reasons better explained by the County Attorney’s Office, criminal and civil processes have different thresholds of evidence/proof and different enforcement mechanisms. Civil enforcement is almost exclusively a financial penalty and typically does not involve the threat of incarceration. If the Committee is not content with the current enforcement outcomes, it may behoove it to explore if a civil enforcement process.

KEY ACCOMPLISHMENTS/MILESTONES:

- Existing code analyzed
- Local and national examples reviewed and analyzed
- Text amendment draft circulated internally.

PENDING ACTIONS/DELIVERABLES AND ANTICIPATED COMPLETION DATES:

September 2023 Text amendments to the Committee for first review
November 2023 Discussion on process with Committee



Item Pending Analysis

Prepared by:	Aric Jensen, AICP	Title:	Assistant County Administrator
Department:	Administration	Division:	
Date Prepared:	April 6, 2023	Meeting Date:	April 25, 2023
Approved for Consideration:	County Administrator	Leonardo Brown, MBA, CPM	
Committee:	Development & Services		
Agenda Item/Council Motion:	<ol style="list-style-type: none"> 1. Direct the Administrator to create regulations for the operation of Short-Term Rentals (STRs) in unincorporated Richland County. Those regulations would be listed as an amendment to the current Ordinance relating to residential rental property regulations similar to the Absentee Landlord Ordinance that is currently being considered. Consideration should be given to licensing, safety measures, number of occupants allowed, effects on infrastructure such as sewer and water, EMS and Law Enforcement potential response and not having them create a nuisance in the neighborhood. [Malinowski, 06 December 2022] 2. Direct the County Administrator to work with staff to ensure the proposed Short-Term Rental Ordinance requires each homeowner who wishes to provide a short-term rental to obtain a business license and pay accommodation taxes. [Malinowski (Terracio), 03 January 2023] 		

EXECUTIVE SUMMARY (NARRATIVE STATUS):

This is a two-track process:

1. Land Use regulations, and
2. Business licensing and fee collection ordinances.

The Business Service Center has been assigned this project and has been coordinating with the City of Columbia on its short-term rental (STR) ordinance, which was adopted on April 04, 2023.

The City’s ordinance anticipates passage of South Carolina Bill H3253 and should not conflict with the language of the bill as currently drafted. Staff is in the process of preparing a presentation to the Committee of the new City of Columbia ordinance as a basis for drafting the County’s ordinance.

KEY ACCOMPLISHMENTS/MILESTONES:

- City of Columbia short-term rental ordinance adopted

CRITICAL ISSUES:

The current 2005 Land Development Code substantially prohibits short term rentals and would have to be amended if the H3253 is passed. The adopted, but not enacted, 2021 LDC generally allows STR's, but a full analysis will be necessary if H3253 passes.

TOP RISKS/CONCERNS:

- Pending South Carolina Bill H3253 which would prevent jurisdictions from prohibiting short-term rentals (STRs).

PENDING ACTIONS/DELIVERABLES AND ANTICIPATED COMPLETION DATES:

23 May 2023 Presentation and discussion on the adopted City of Columbia Ordinance



Item Pending Analysis

Prepared by:	Aric Jensen, AICP	Title:	Assistant County Administrator
Department:	Administration	Division:	
Date Prepared:	April 6, 2023	Meeting Date:	April 25, 2023
Approved for Consideration:	County Administrator	Leonardo Brown, MBA, CPM	
Committee:	Development & Services		
Agenda Item/Council Motion:	Direct the Administrator to research and present to Council current laws and benefits of enacting impact fees in Richland County. The purpose is to help reduce the tax burden on residents by not having to pay the complete cost of development in Richland County. [Malinowski (Pugh; Newton), 03 January 2023]		

EXECUTIVE SUMMARY (NARRATIVE STATUS):

Research has begun and is ongoing. The initial analysis suggests that there are limited opportunities for impact fee collections given that impact fees in South Carolina typically must fund new facilities for school districts, recreation districts, and utilities, and cannot be used for ongoing operations. As such, an impact fee program may not significantly benefit Richland County. County staff will provide copies of previous studies on the topic and updated analysis at the September committee meeting.

KEY ACCOMPLISHMENTS/MILESTONES:

- A review of previous research and reports conducted by the County is in process.

PENDING ACTIONS/DELIVERABLES AND ANTICIPATED COMPLETION DATES:

September 2023 – Report to committee on possible options and opportunities.

**RICHLAND COUNTY
ADMINISTRATION**

2020 Hampton Street, Suite 4069
Columbia, SC 29204
803-576-2050



Item Pending Analysis

Prepared by:	Aric Jensen, AICP	Title:	Assistant County Administrator
Department:	Administration	Division:	
Date Prepared:	April 6, 2023	Meeting Date:	April 25, 2023
Approved for Consideration:	County Administrator	Leonardo Brown, MBA, CPM	
Committee:	Development & Services		
Agenda Item/Council Motion:	I move that County Council adopt the 2021 Land Development Code text amendments and the zoning map recommended by the planning commission by unanimous vote on November 7, 2022, to take effect on the effective date of the full 2021 Land Development Code text and associated maps. [Branham, 04 April 2023]		

EXECUTIVE SUMMARY (NARRATIVE STATUS):

On April 04, 2023, the Council heard a presentation from the current Planning Commission Chair stating that the Commission had completed its assignment to recommend an updated zoning map and related text amendments to the adopted 2021 Land Development Code. The Council Chair assigned Councilmember Branham’s related motion to the Development & Services committee for review.

KEY ACCOMPLISHMENTS/MILESTONES:

- November 2021 Land Development Code (LDC) text adopted
- November 2022 Planning Commission recommends an updated zoning map and a ledger of related text amendments
- March 2023 Council assigns the recommended zoning map and related text amendments to the D&S committee for recommendation to the full Council

PENDING ACTIONS/DELIVERABLES AND ANTICIPATED COMPLETION DATES:

- May 23, 2023 Review of recommended map and text; Procedural discussion and direction from Committee