

Council Members

District 1: Terry Graham
District 2: Charlene McGriff
District 3: Billy Mosteller, Secretary
District 4: Larry Honeycutt
District 5: Steve Harper, Chair
District 6: Allen Blackmon
District 7: Brian Carnes, Vice-Chair



County Attorney
John K. DuBose III

Clerk to Council
Sherrie Simpson

March 9, 2021

4:00 PM

**101 North Main Street
Lancaster, SC 29720**

**LANCASTER COUNTY COUNCIL
COMMITTEE OF THE WHOLE
County Council Chambers, County Administration
Building, 101 North Main Street, Lancaster, SC 29720**

AGENDA

1. **Call to Order - Chairman Steve Harper**
2. **Welcome and Recognition - Chairman Steve Harper**
3. **Pledge of Allegiance and Invocation - Council Member Brian Carnes**
4. **Approval of Agenda**
[deletion and additions of non-substantive matter]
5. **Special Presentations**
6. **Citizens Comments**

[While in-person Citizens Comments are not currently suspended, due to public health and safety considerations and the need for continued social distancing, the County is strongly encouraging citizen input and comments be submitted in writing prior to the meeting. Comments may be submitted via mail to ATTN: Sherrie Simpson, Post Office Box 1809, Lancaster, SC, 29721, by email to Sherrie Simpson at ssimpson@lancastersc.net or by online submission by selecting the "Citizens Comments" quick link located on the County website homepage at <https://www.mylancastersc.org/> Comments must be no longer than approximately 3 minutes when read aloud. Comments received will be acknowledged during the Citizens Comments portion of the meeting. Comments will need to be received prior to 4:00 p.m. on the day before the meeting. Please use the same link above in order to submit input/comments for Public Hearings.]

7. **Discussion and Action Items**
 - a. Middleburg Communities - Rox Burhans
 - b. Patterson Lane Multifamily Development Agreement - Rox Burhans
 - c. Traffic Calming Manual - Pilot Program - Steve Willis/Jeff Catoe/Darren Player
 - d. Request for Quit Claim Deed - Steve Willis/John DuBose
 - e. Discussion on How to Proceed on DSS Building - Steve Willis

f. Hazard Pay Bonus - Steve Willis/Kim Belk

8. **Citizen Comments**

[If Council delays until end of meeting]

9. **Adjournment**

Anyone requiring special services to attend this meeting should contact 285-1565 at least 24 hours in advance of this meeting. Lancaster County Council agendas are posted at the Lancaster County Administration Building and are available on the Website: www.mylancastersc.org

*Meetings are live streamed and can be found by using the following link:
<https://www.youtube.com/channel/UCgSIMrcYjcYcu1m-e6TV54w>*

Agenda Item Summary

Ordinance # / Resolution #: N/A

Contact Person / Sponsor: Rox Burhans, Development Services Director

Department: Planning

Date Requested to be on Agenda: 3/9/2021

Issue for Consideration:

Should the County enter into a development agreement in association with the potential rezoning.

Points to Consider:

Proposed 196-unit multifamily community located on Possum Hollow Road across from the Fox Ridge neighborhood. Please see attached concept plan.

The proposal will require multiple UDO text amendments, a rezoning to the Residential Mixed Use District, and a Development Agreement.

This is intended as an early introduction by staff of the project concept. The applicant may also participate.

Funding and Liability Factors:

N/A

Council Options:

Informational only

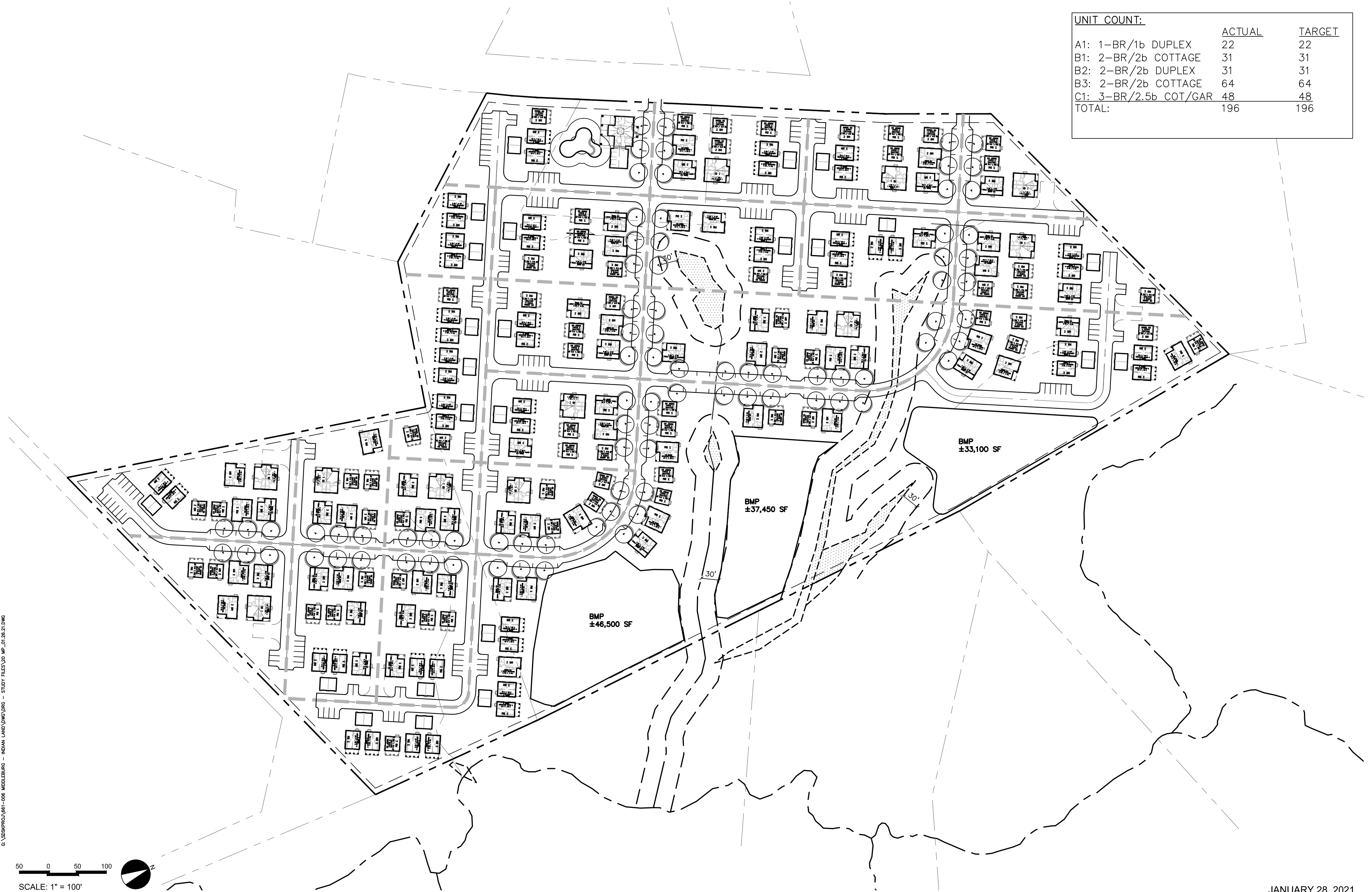
Recommendation:

Informational only

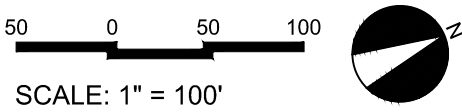
ATTACHMENTS:

Description	Upload Date	Type
Middleburg Concept Plan	3/2/2021	Ordinance

UNIT COUNT:		
	ACTUAL	TARGET
A1: 1-BR/1b DUPLEX	22	22
B1: 2-BR/2b COTTAGE	31	31
B2: 2-BR/2b DUPLEX	31	31
B3: 2-BR/2b COTTAGE	64	64
C1: 3-BR/2.5b COT/GAR	48	48
TOTAL:	196	196



G:\SOS\PROJ\061-006 MIDDLEBURG - INDIAN LAND\DWG\ORG - STUDY FILES\00 MP_01.26.21.DWG



JANUARY 28, 2021

Agenda Item Summary

Ordinance # / Resolution #: N/A

Contact Person / Sponsor: Rox Burhans, Development Services Director

Department: Planning

Date Requested to be on Agenda: 3/9/2021

Issue for Consideration:

Proposed development agreement in association with a proposed 350-unit multifamily development located on Harrisburg Road approx. 900-ft north of intersection with SC-160. This is intended to be an early, staff introduction of the agreement and project only.

The site is zoned a combination of Mixed-Use (MX) and Neighborhood Business (NB) and the applicant will also be requesting to rezone the NB parcel to MX.

Points to Consider:

Should Lancaster County enter into a development agreement in association with a proposed 350-unit multifamily development. Proposed concept plan is attached.

Funding and Liability Factors:

N/A

Council Options:

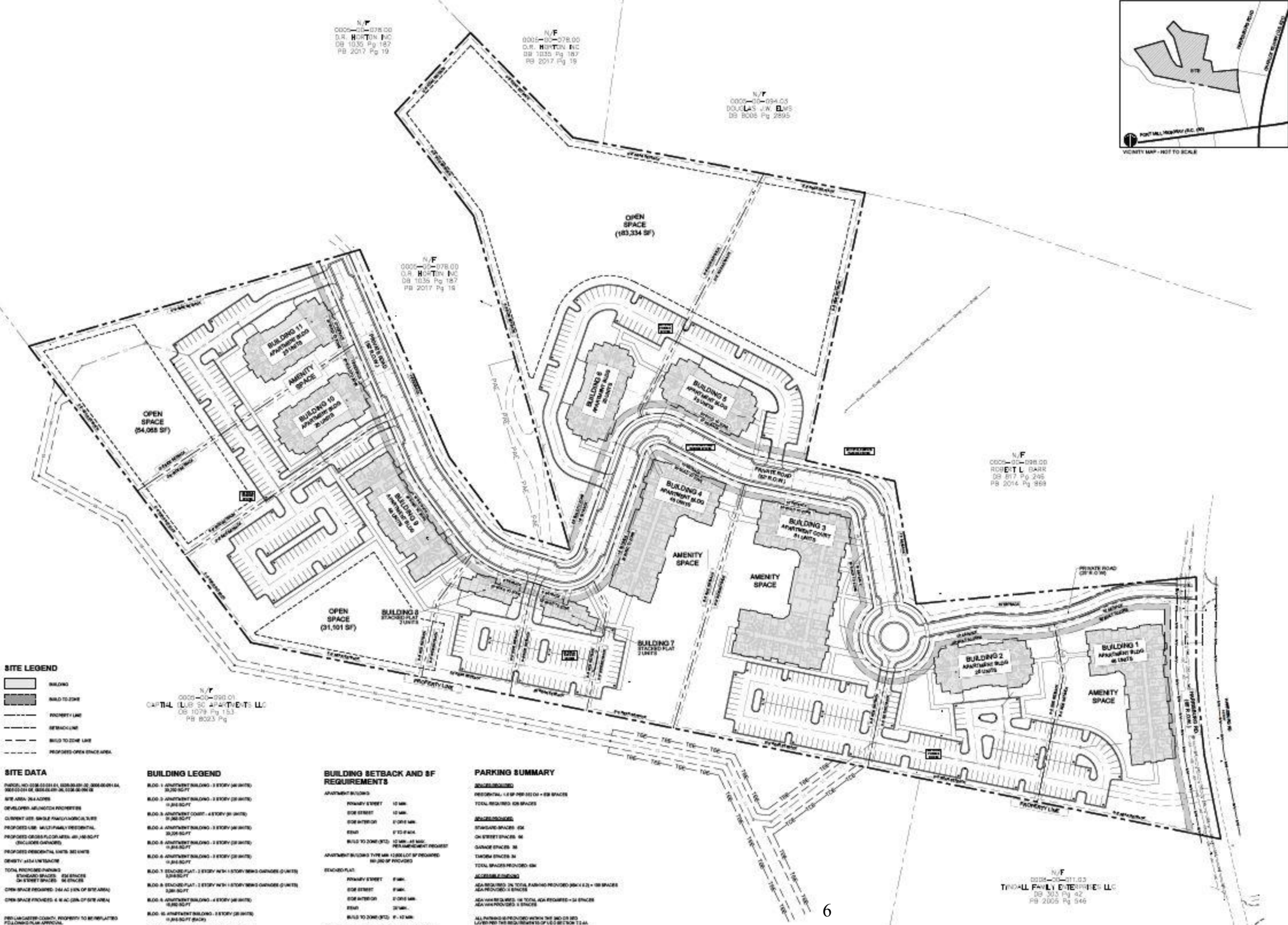
Informational only

Recommendation:

Informational only

ATTACHMENTS:

Description	Upload Date	Type
Draft Concept Plan	3/2/2021	Backup Material



	BUILDING
	BUILD TO ZONE
	PROPERTY LINE
	SETBACK LINE
	BUILD TO ZONE LINE
	PROPOSED OPEN SPACE AREA

SITE AREA: 12.08 ACRES
 DEVELOPER: AKAZACH PROPERTIES
 CURRENT USE: SINGLE FAMILY RESIDENTIAL
 PROPOSED USE: MULTIFAMILY RESIDENTIAL
 PROPOSED GROSS FLOOR AREA: 81,400 S.F.
 (EXCLUDING GARAGES)
 PROPOSED RESIDENTIAL UNITS: 362 UNITS
 DENSITY: 3.04 U/LA
 TOTAL PROPOSED PARKING:
 STANDARD SPACES: 81 SPACES
 OR STREET SPACES: 81 SPACES
 OPEN SPACE REQUIRED: 164 AC (1.3% OF SITE AREA)
 OPEN SPACE PROVIDED: 6.16 AC (51% OF SITE AREA)
 FOLLOW-UP: CDD/CURV. PROPERTY TO BE REPLACED
 FOLLOWING LAND APPROVAL.

B.L.O. 1 - ANTIPLATE BUILDING - 3 STORY (26 UNITS)
0.00% SCPT

B.L.O. 3 - ANTIPLATE BUILDING - 3 STORY (26 UNITS)
0.00% SCPT

B.L.O. 3 - ANTIPLATE COURT - 4 STORY (36 UNITS)
0.00% SCPT

B.L.O. 4 - ANTIPLATE BUILDING - 3 STORY (46 UNITS)
0.00% SCPT

B.L.O. 6 - ANTIPLATE BUILDING - 3 STORY (26 UNITS)
0.00% SCPT

B.L.O. 6 - ANTIPLATE BUILDING - 3 STORY (26 UNITS)
0.00% SCPT

B.L.O. 7 - TEACHES PLAT. - 2 STORY WITH 1 STORY NEWS CARRIAGE (UNITS)
0.00% SCPT

B.L.O. 8 - TEACHES PLAT. - 2 STORY WITH 1 STORY NEWS CARRIAGE (UNITS)
0.00% SCPT

B.L.O. 8 - ANTIPLATE BUILDING - 4 STORY (46 UNITS)
0.00% SCPT

B.L.O. 10 - ANTIPLATE BUILDING - 3 STORY (26 UNITS)
0.00% SCPT (B/L)

B.L.O. 11 - ANTIPLATE BUILDING - 3 STORY (26 UNITS)
0.00% SCPT

ADJACENT BLOCKS

PRIMARY STREET	10 MIN.
SIDE STREET	10 MIN.
SIDE INTERIOR	0 TO 0.01 MIN.
ENDS	0 TO 0.04 MIN.
BUILD TO ZONE (EUT)	10 MIN. - 15 MIN. PERMANENT REQUEST

ADJACENT BLOCKS TO THE MAX 13.00 LOT OF REQUIRED
NO JOG IS PROVIDED

DEVELOPMENT

PRIMARY STREET	8 MIN.
SIDE STREET	8 MIN.
SIDE INTERIOR	0 TO 0.01 MIN.
ENDS	0 TO 0.04 MIN.
BUILD TO ZONE (EUT)	8 - 10 MIN.

ADJACENT COURT TO THE MAX 13.00 LOT OF REQUIRED
NO JOG IS PROVIDED

SPACES PROVIDED:
RESIDENTIAL: 1.0 MP PER BED OR 0.5 MP SPACES
TOTAL REQUIRED FOR SPACES

SPACES PROVIDED:
STANDARD SPACES: 0.5M
ON STREET SPACES: 0.5M
GARAGE SPACES: 0.5M
TAXIWAY SPACES: 0.5M
TOTAL SPACES PROVIDED: 0.5M

SPACES PROVIDED:
AREA REQUIRED FOR TOTAL PARKING PROVIDED PER 1.0 B.D. = 0.5 SPACES
AREA PROVIDED = 0.5 SPACES
AREA NOW REQUIRED: 0.5M TOTAL AREA REQUIRED = 0.5M SPACES
AREA NOW PROVIDED = 0.5 SPACES

**ALL PARKING IS PROVIDED WITHIN THE 300-00 BED
COURTAIN PER THE 300-00 BED COURTAIN PER THE 300-00 BED**

ALL PARKING IS PROVIDED

6

Agenda Item Summary

Ordinance # / Resolution #: N/A

Contact Person / Sponsor: Steve Willis/Administration and Jeff Catoe/Public Services and Darren Player/Fire-Emergency Services

Department: Administration

Date Requested to be on Agenda: 3/9/2021

Issue for Consideration:

Discussion of pilot program to allow for Traffic Calming in Lancaster County.

Points to Consider:

This would be a pilot program for FY 21-22 to see how it works. It will be evaluated later for permanent adoption by Council.

The use of any traffic calming device is subject to approval by the Fire Authority Having Jurisdiction per the International Fire Code. This pilot program has the approval of the Fire Commission.

Funding and Liability Factors:

Pilot program cost would be \$13,500 which would be included in Jeff Catoe's budget request. This would allow for an analysis of three locations in the FY 21-22. This allows Public Services staff to have control over the analysis component of the program.

All further costs would be borne by the Home Owner's Association or similar group seeking traffic calming. This would include ongoing maintenance.

Council Options:

For discussion only at Committee of the Whole.

Recommendation:

N/A

ATTACHMENTS:

Description	Upload Date	Type
Traffic Calming Manual	2/14/2021	Exhibit

LANCASTER COUNTY *South Carolina*

Pilot Traffic Calming Program Guidebook

December 2020

INTRODUCTION

Lancaster County's vision is 'to be a great place to live, work, worship, play, and raise a family'. The County's pilot Traffic Calming Program works towards this vision by supporting safe, livable streets through the implementation of engineering measures.

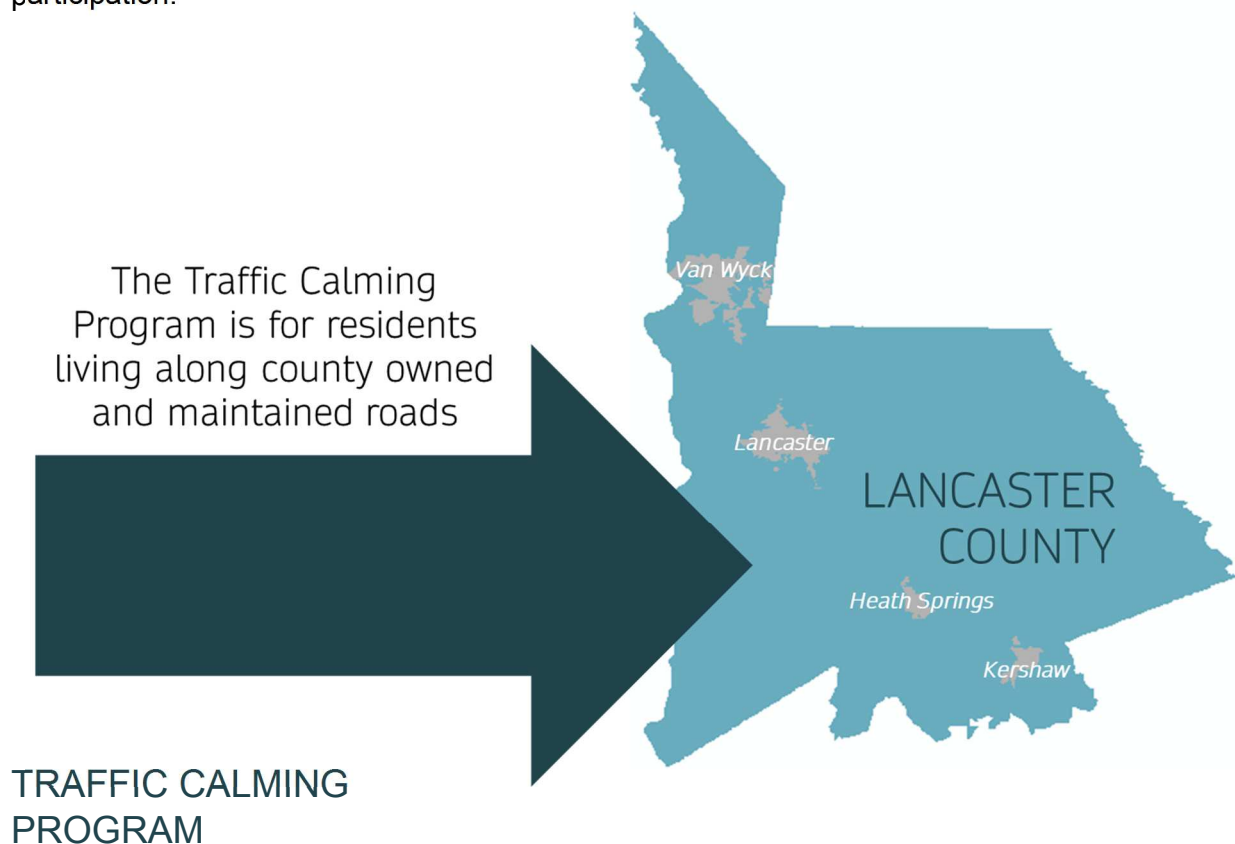
The Traffic Calming Program is designed to assist residents in identifying, prioritizing, and mitigating the negative impacts of vehicular traffic on residential streets. While the County's public streets meet engineering standards for safe operation in general, increased traffic volumes, the lack of pedestrian and/or bicycle accommodations, and irresponsible driver behaviors deteriorate the safety and comfortability of residential streets. For this reason, Lancaster County offers this program for residents living on County owned and maintained streets to actively participate in creating safer and more livable streets through collaborative decision-making regarding the use of engineering measures.

This guidebook is intended to be the primary resource for residents interested in participating in the program. It describes roadway eligibility, the step-by-step application and qualification process, traffic calming devices available for construction, as well as requirements for participation.

Traffic Calming:

"The combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users".

- *Institute of Transportation Engineers (ITE)*



Achieving safe and livable residential streets is challenging and is often approached using a holistic '3 E' approach – engineering, enforcement, and education. This program uses engineering measures to directly support this goal. Indirectly, traffic calming devices provide a degree of education for vehicular drivers in terms of reminding motorists of the importance of slow speeds on residential streets. In addition, devices support a roadway's self-enforcement of the speed limit.

A few of the most common goals for traffic calming projects, include:

- reducing traffic speeds;
- minimizing the negative impacts of 'cut-through' traffic; and
- increasing the safety and comfort of residential streets, regardless if walking or bicycling infrastructure exists.

Traffic calming at its core is about trade-off decision-making. Striking a balance between an efficient transportation system and livable, safe, and comfortable environments is the true challenge. Therefore, a collaborative process that includes resident input and buy-in is as much a critical component to success as the engineering analysis and design. A flow chart providing a general overview of the Lancaster County Traffic Program can be found in Appendix I.



TRAFFIC CALMING REQUEST PROCESS

Step 1: Determine eligibility.

Roadways eligible for study under the program include County-owned streets that are functionally classified as local streets.

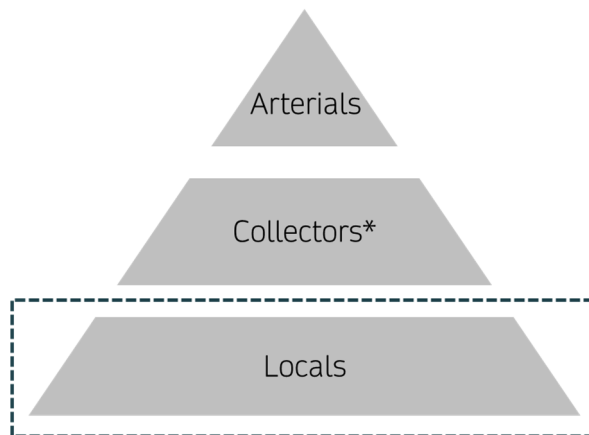
Residential collector roadways may be eligible on a case-by-case as determined by engineers depending upon the land use context and role the roadway plays in the overall network.

Collectors are intended to act as through routes connecting higher volumes of traffic to higher order roadways (arterials and interstates), so they, therefore, require additional consideration when evaluating the potential application of devices. These road

types must carry less than 3,000 vehicles per day to qualify for this case-by-case consideration.

It should be noted that in some instances, 'local' roadways may not qualify for traffic calming measures based upon geometric characteristics and/or the roadways role in the greater network.

Up to three roadways may be submitted for evaluation per applicant group, neighborhood association, subdivision, or homeowners' association.



**Eligibility determined on a case-by-case basis*

ELIGIBILITY

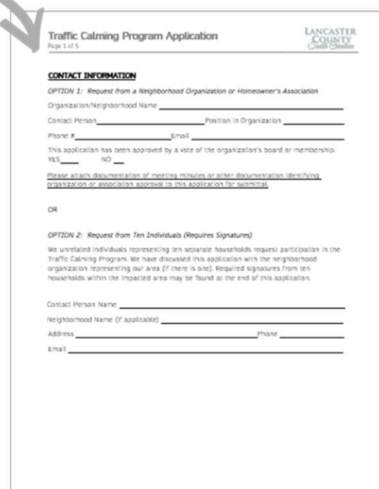
To qualify, roads (or a segment) must:

- be a two-lane residential street that is County-owned;
- be functionally classified as a 'local' or 'collector'
- have a posted speed limit of 30 mph or below;
- not be a designated truck or transit bus route, barring any unusual circumstances or needs;
- have a grade less than 8%;
- be over 600' long (between intersections); and
- be 80% built out if within a subdivision (if applicable).

Step 2: Fill out a traffic calming program application.

Once the roadways of interest have been determined to be eligible for study, the resident(s) is to complete the Traffic Calming Program application. This application, provided in Appendix II, must be completed in its entirety, including the necessary supportive information and required signatures.

The purpose of this task is to document the identified issue as well demonstrate support for traffic calming measures from those potentially impacted. The signatures of support must be gathered from 10 individuals occupying separate residences along the study roadway. If a request is submitted by a neighborhood association or homeowner's association, then documented Board approval may be included in lieu of the 10 signatures.



The image shows a sample of the 'Traffic Calming Program Application' form. It is titled 'Traffic Calming Program Application' and 'Page 1 of 5'. The Lancaster County logo is in the top right corner. The form is divided into two main sections: 'OPTION 1: Request from a Neighborhood Organization or Homeowner's Association' and 'OPTION 2: Request from Ten Individuals (Requires Signatures)'. Both sections require contact information (Name, Title, Address, Phone, Email) and a statement of support. The form also includes a section for 'Please attach documentation of meeting minutes or other documentation identifying neighborhood or association approval in this application or otherwise'.

Step 3: Submit the completed traffic calming program application, electronically or by mail, to Lancaster County during one of the application windows.

Completed applications may be submitted the following ways:

- By Email: JCatoe@lancastersc.net
- By Fax: (877) 636-5287
- By Mail to:

Lancaster County Government
Attn: Traffic Calming Program
PO Box 1809
1980 Pageland Hwy
Lancaster, SC 29720

There are two open time periods in 2021 for submitting completed applications. These dates include:

- Monday, February 1st – Monday, March 1st
- Monday, August 2nd – Wednesday, September 1st

Step 4: County staff will review request and collect initial speed and volume data.

County staff will review submitted forms following the closure of the two application windows. Applicant roadways will be determined to be either eligible or ineligible for further study based upon their functional classification, as described in Step 1.

Roadways that do qualify will be scheduled for data collection and evaluation in the field, which will include:

- Speed and volume traffic data collected over the course a week¹
- Roadway characteristics, such as pavement width, presence of on-street parking, and potential existing deficiencies (such as line of sight limitations or missing signage)
- Roadway user behaviors, including non-motorized users
- Geometric and/or stormwater concerns associated with the construction of traffic calming devices

Scheduling of this field visit will be dependent upon the number of requests received as well as unforeseen conditions warranting a delay in the collection, such as inclement weather.

To be eligible for the next step, the roadway must carry more than 250 vehicles per day and experience an 85th percentile speed² that is 10 mph or greater above the posted speed limit, as determined by the speed and volume data collection.

Step 5: For roadways meeting the basic thresholds (stated above), County staff will score study roadways using local characteristics and nearby destinations for purposes of creating a prioritized list of qualifying roadways for each application window.

Roadways meeting the basic speed and volume thresholds for consideration in the program will be scored using the methodology shown in the table below. A quarter-mile buffer of the study roadway will be used to identify

Left blank intentionally

Categories	Maximum Points	Scoring Breakdown
Roadway Safety		
- Crash Rate over Past 5 Years (of those reported to the Police)	40 points	Data is normalized by the highest collected data point in each category, which allows for
Traffic Speed	30 points	

¹ Data is collected to reflect the most common traffic conditions for the corridor. This includes collection during a week when schools are in session and no major events are expected to occur (special events, major construction, weather, etc.) that might alter typical travel behaviors.

² 85th percentile speeds are used by traffic engineers to evaluate speed conditions of a roadway. Ideally, the 85th percentile speed should match the posted speed limit, meaning that 85% of the vehicles are going the speed limit or below.

- Highest Directional 85 th Percentile Speed based upon 72-Hour Average		a scaled distribution of points based on local conditions.
Active Transportation - Percent of Study Roadway with No Sidewalk - Existing or Planned Bikeways - Existing or Planned Greenways	15 points	
Neighborhood Destinations - # of Schools and Colleges - # of Community Centers - # of Libraries - # of Public Housing Complex	15 points	

Each individual roadway will be scored using this methodology and ranked against other requested roadways. For the purposes of this one-year Pilot Program, the top four (4) roadways will be selected for inclusion in the program following each application window.

Step 6: County staff will work with applicants to develop a draft and final traffic calming plan.

Based on information provided in the application and discussions with the applicants, engineering staff will identify a draft proposed set of countermeasures for the roadway. The applicants will convene an informal neighborhood meeting (within two months after notice of selection) including all potentially impacted residents for purposes of discussing the draft concept. County staff or their representative will be available to attend this meeting if needed. Feedback should be gathered and appropriately addressed by the applicants.

Staff will develop a final design concept, accordingly. This concept is subject to approval by impacted departments, including, but not limited to, the Lancaster County Public Works Department, Fire Department, and Sheriff's Office

Step 7: Applicants to conduct petition for impacted approval.

area/neighborhood



Upon receiving the final design concept from staff and petition materials, applicants will have three (3) months to acquire the required signatures of impacted residents. This timeline may be extended for larger impact zones/neighborhoods. Each impacted residence³ must provide a signature indicating their support or lack thereof for the proposed traffic calming measures. An approval rating of at least 75% must be obtained from those impacted for the measures to be constructed, as shown below. Households directly adjacent to the devices must provide 100% approval as they are theoretically the most impacted.

LANCASTER COUNTY
South Carolina

Lancaster County Traffic Calming Program
Petition in Favor of Recommended Traffic Calming Measures

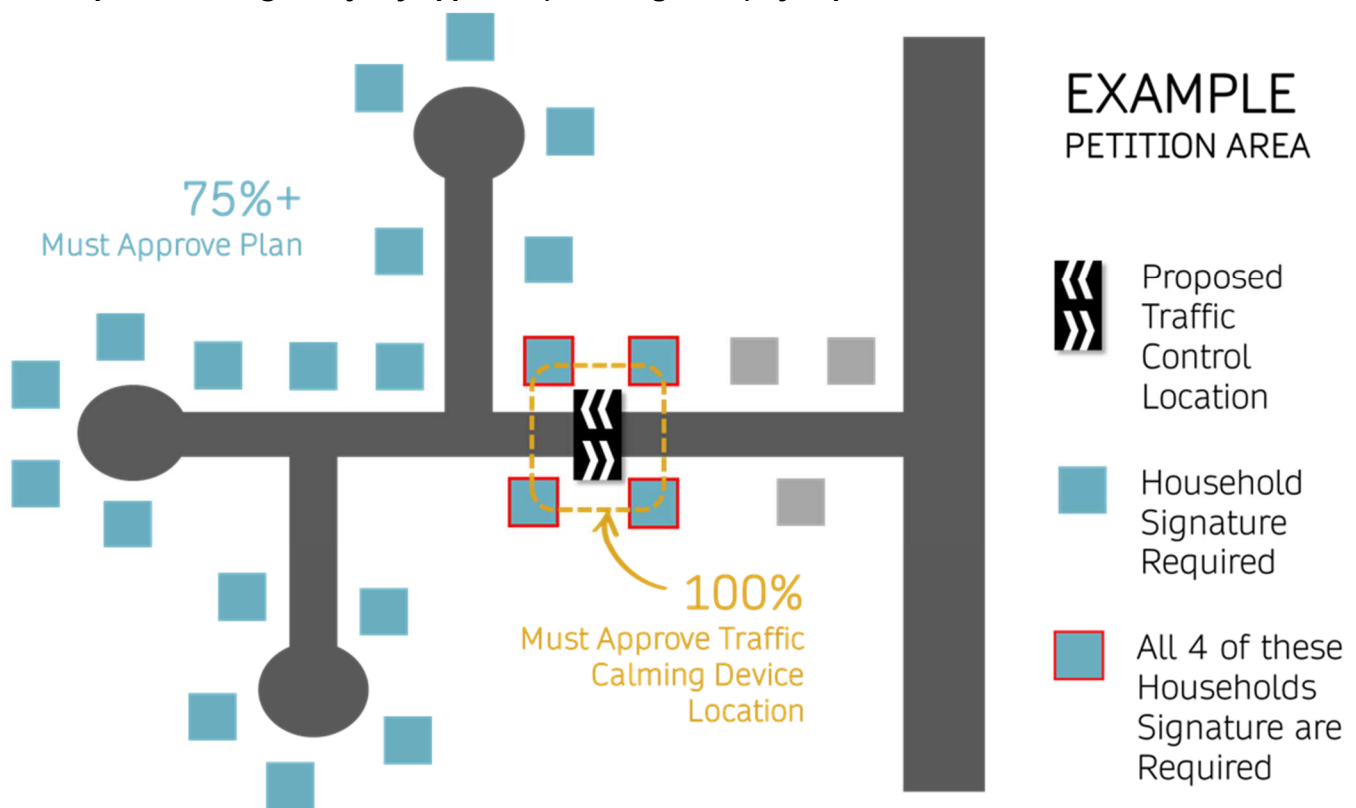
1 signature per household (address) impacted. Households with multiple units must provide one signature per unit.

Date	Support Statement: By signing this petition, I support traffic calming measures to be installed on my street and in my neighborhood. Specifically, I support the installation of _____.			
Neighborhood	I understand that the specific design of the traffic calming devices may vary slightly from the concept presented due to: ☐ local budget and existing conditions. I attest that I live at the address noted below, and I represent my household.			
Signature	Print Name	Street Address	Phone Number (optional)	Email (optional)

(Please Print Name in Block Letters & No All Caps)

For single-family households (rental or owned), one signature is required from an occupant of the residence. For multiplexes, a signature is required from an occupant in each unit. For apartment complexes and condominiums, an additional signature from the property manager is required.

Step 8: Following a majority approval (75% or greater) by impacted residences, the construction



phase begins.

Upon receiving the completed petition packet from the applicants, engineering staff will develop final design plans as well as a construction schedule for the implementation of the traffic

³ Impacted households are considered to be those that have no other (reasonable) route choice, other than the route with the calming devices.

calming measures. This schedule is dependent upon, but not limited to, contractor schedules, weather, and other planned right-of-way improvements.

Applicant neighborhoods are required to cover 100% of the material costs. Costs associated with the engineering and construction of the devices will be covered by the County.

Once all paperwork and design have been completed, the County and neighborhood will coordinate the payment for the Traffic Calming work. Payment must be made prior to the County issuing bids to construct the calming devices. Construction bids require public advertisement and acceptance prior to award to the selected contractor. Once the project is awarded, the County will be subject to the contractor's availability and scheduling of the construction

Step 9: Evaluation.

After three months of the traffic calming device(s) being in place, a follow-up evaluation will be conducted by the County to evaluate 'after' conditions. This will include a speed and volume collection like the one described in Step 4. Results will be reported to the impacted area/neighborhood as well as to County officials.

Maintenance

Materials used for traffic calming devices deteriorate over time. For example: The drill-down speed cushions are made of a hard rubber; however, wear and tear eventually impact their structural integrity. If bolts become exposed and pose a risk to vehicles and other roadway users, the device(s) will be removed at the discretion of the County unless the impacted area/neighborhood agrees to address maintenance concerns and/or reinstall new cushion devices at the same location.

Removal

Barring extreme circumstances, traffic calming devices are to remain in place for a period of at least one year. Should the impacted area/neighborhood desire for the device(s) to be removed following this time period, 100% of the costs associated with their removal will be covered by the impacted area/neighborhood. The same procedures for installing the measures apply for their removal (i.e., 75% approval or greater through a petition process).

TRAFFIC CALMING TOOLBOX

Traffic calming devices available as part of this program, include:

- Speed cushions;
- Speed humps;
- Speed tables and raised crosswalks; and
- Raised intersections.

These devices are described in this section, including a general description, the trade-offs (pro's and con's) regarding their usage, as well as general cost estimations. Actual project costs will vary based on regional market prices for materials. While engineers will assist residents in the identification of appropriate traffic calming devices and their locations, the following general guidelines apply:

- Appropriate spacing between devices is based on several factors; however, in general, devices should be spaced approximately 500' apart to maximize benefits. A distance of 250' between devices is considered to be the minimum, while 700' is considered to be the maximum distance.
- Devices should be placed 30' (15' minimum) from the nearest private driveway and not within 5' of a mailbox.
- Devices should be placed 300' (minimum) from controlled intersections (stop sign, traffic signal, roundabout, etc.), and 100' (minimum) from uncontrolled cross-streets (i.e., alleys).
- Placement of devices must include required advance warning signage.
- Devices may not be placed on manholes, stormwater grates, or other irregularities in the roadway.
- Devices must be placed in locations that have adequate visibility (i.e., drivers have time to adequately brake).

**Cost
Estimation:**

\$3,000-\$4,000
for a Set of
Two Speed
Cushions

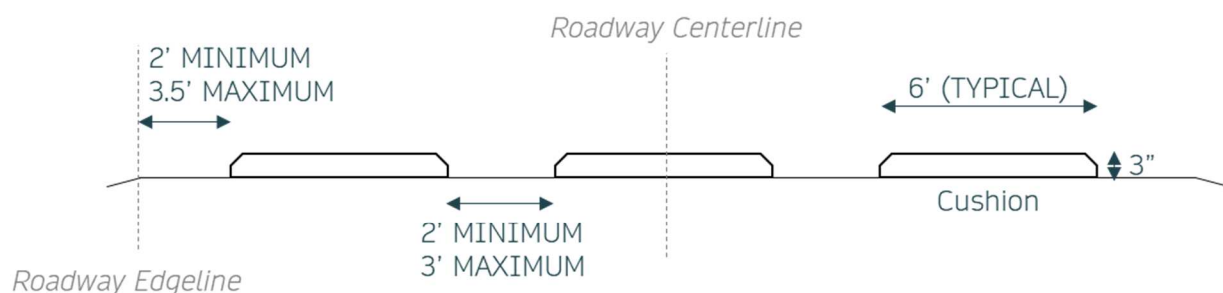
(Depending on
road width,
additional
cushions may
be required)

Deviations from these guidelines may be warranted by a roadway's unique site conditions, which must be approved by staff engineers.

Speed Cushions

Speed cushions consist of an elevation on the roadway often created by the installation of a prefabricated rubberized mound with cutouts to allow emergency and other wide-axle vehicles to drive through unimpeded. Speed cushions, which are usually 3 inches high, aim at reducing the speeds of motorized vehicles. The 3-inch height can be modified to achieve different desired vehicular operating speeds.

Pros:



Speed Cushion Cross-Section
Street Width 26' – 33'

- Drill-down devices are easy to install and remove
- Decreases average speeds
- May reduce volume
- Gaps between devices allow for emergency vehicles to straddle the cushions without being impeded by them
- Can be temporarily installed, which allows for easy removal or placement adjustments
- Can be constructed out of asphalt at a lower cost

Cons:

- May impact stormwater drainage
- Speeds may increase between speed cushions
- High speeders may still exist
- Drivers may avoid them by driving in yards if physical barriers, such as a ditch, vegetation, or road sign, are not present
- Must consider traffic diversions to adjacent streets
- Can be jarring to some drivers
- Requires long-term maintenance



Speed Humps

Speed humps consist of an elongated elevation on the roadway created by the installation of a mound typically constructed out of asphalt. Similar to speed cushions, speed humps are usually 3 inches high and their heights can be modified to achieve different desired vehicular driving speeds. Different from speed cushions, speed humps do not have cutouts along their elevated surface.

Pros:

- May reduce volume
- Smoother on large vehicles (such as fire trucks) than speed cushions

Cons:

- More permanent installation as compared to speed cushions
- May impact stormwater drainage
- Must be reinstalled/raised when roadway is repaved
- Can be jarring to some drivers
- Can be more difficult to see at night if pavement markings fade and/or not placed under a streetlight

Cost Estimation:

\$2,000-\$4,000
per Speed
Hump

\$25,000-\$40,000
(Asphalt);
\$40,000-\$60,000
(Concrete)



Speed Tables and Raised Crosswalks

Speed tables are essentially flat-topped speed humps that are typically long enough for the entire wheelbase of a passenger vehicle to sit on the flat section. These typically have a higher design speed as opposed to speed humps. Crosswalks added to the flat-topped section are known as 'raised crosswalks'.

Pros:

- Smoother on large vehicles (such as fire trucks) than speed cushions
- Reduce speeds, although not to the extent of speed humps (depending upon table height)
- May reduce volume
- Provides slowing at pedestrian crossing location

Cons:

- Raised crosswalk must connect two ADA-compliant sidewalk ramps
- Slightly impacts emergency response times
- More expensive than speed humps, especially if brick or other material is used for flat top section
- May impact stormwater drainage

**Cost
Estimation:**

\$15,000-
\$60,000 per
Raised
Intersection



Raised Intersections

Raised intersections are essentially speed tables covering an entire intersection making them a more pedestrian friendly zone. Ramps lead up to the raised area on all approaches, which

typically has a maximum height of either 3" or 6" above the roadway surface. Existing traffic control at the intersection is typically maintained.

If crosswalks exist, these may or may not be included on the raised area. If incorporated, the intersection is typically raised to the level of the sidewalk to provide a seamless transition from crosswalk to street.

Pros:

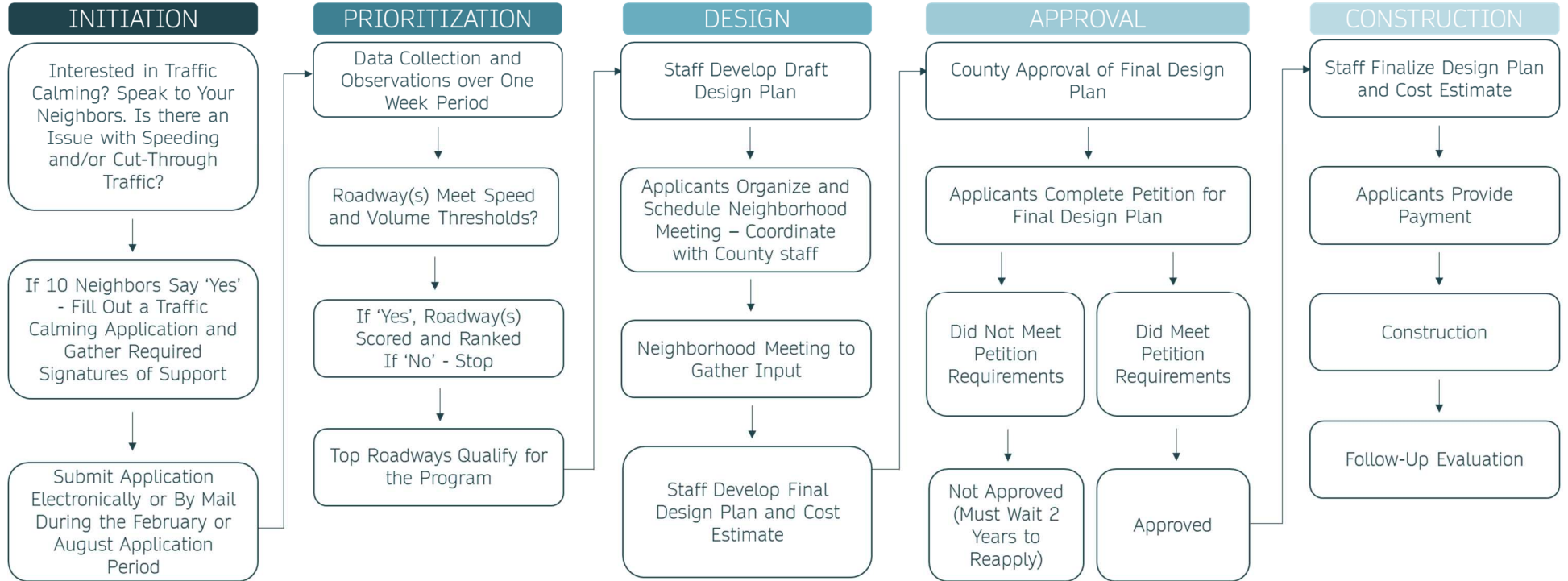
- Smoother on large vehicles (such as fire trucks) than speed cushions
- Reduction in speeds
- May reduce volume
- Provides slowing at pedestrian crossing locations
- Encourages slower speeds at high volume intersections

Cons:

- More costly as compared to speed cushions and humps, especially if brick or other material is used for flat top section
- Slightly impacts emergency response times
- Likely impacts stormwater drainage and, sometimes, requires
- May cause damage to vehicles that do not slow down

APPENDIX I – Flow Chart





Agenda Item Summary

Ordinance # / Resolution #: N/A

Contact Person / Sponsor: Steve Willis/Administration and John Dubose/County Attorney

Department: Administration

Date Requested to be on Agenda: 3/9/2021

Issue for Consideration:

A request for a Quit Claim Deed regarding a portion of unopened roadway between Lynwood Drive and Norfolk Road.

Points to Consider:

John DuBose has received a request for a Quit Claim Deed related to an unopened roadway section between Lynwood Drive and Norfolk Road. This is just north of McDonald Green Elementary School.

This appears to be a driveway that was platted as a roadway. It is not an extension of Lynwood Drive to the west. To the east Norfolk Road curves up towards Kirkover Road so this segment is obviously not an extension of Norfolk Road.

This request relates to a planned subdivision of land on the northern side of the driveway.

We have no record of this being a county roadway or even a named private roadway.

This Quit Claim would make clear that we do not claim the roadway to transfer it but that we simply have never claimed ownership and any person proceeds with use at their own risk.

Funding and Liability Factors:

N/A

Council Options:

This is for discussion only at Committee of the Whole but we plan to bring this to Council for adoption at the next Council meeting.

Recommendation:

N/A at this time.

Agenda Item Summary

Ordinance # / Resolution #: N/A

Contact Person / Sponsor: Steve Willis/ Administration

Department: Administration

Date Requested to be on Agenda: 3/9/2021

Issue for Consideration:

The low bid for the DSS Building came in higher than the estimated cost.

Points to Consider:

This is a Community Development Block Grant project so our ability to negotiate with the lowest responsive bidder is significantly restricted. We are at a decision point with basically two options:

- (1) Rebid the project with a reduced scope of work; OR
- (2) Add county funding to make up the difference.

The Department of Social Services has changed the methodology for reimbursements.

The attached report shows both the funding sources, project budget, information on the DSS reimbursement methodology, and the scope of work that we would propose to eliminate should the decision be to rebid.

Funding and Liability Factors:

Should Council decide to add funding the amount would be \$177,550.

Council Options:

Council may decide to add funding to this project or leave the funding as currently approved. If the decision is to leave the funding as is we will proceed with rebidding the project with a reduced scope of work.

Recommendation:

I reluctantly recommend adding the funding to proceed with the project. This building does not house county staff that performs a county function but is a requirement placed on County Council by the State Legislature. That said, there is no doubt the improvements are desperately needed and DSS does serve our most needy and vulnerable residents.

I do need to note that upon completion of this project I would hope that Council would consider a second CDBG to make improvements to the interior office spaces. By the time this becomes a possibility I will be using my three minutes in Citizen Comments to cheer you on.

ATTACHMENTS:

Description	Upload Date	Type
DSS Budget Information	2/27/2021	Exhibit

LANCASTER COUNTY 2019 DSS BUILDING RENOVATION PROJECT

PROJECT BUDGET SEPTEMBER 2019

<u>ACTIVITY</u>	<u>CDBG</u>	<u>LANCASTER COUNTY</u>	<u>TOTAL COST</u>
Construction	455,000	483,000	938,000
Architectural	0	68,000	68,000
Environmental Assessment	0	5,000	5,000
Administration	45,000.00	0	45,000
TOTAL	500,000	556,000	1,056,000

Please note the data above includes the two funding sources.

In the past DSS has reimbursed a percentage of costs associated with work done on buildings that benefit their staff. This is now done on a lower percentage and is done by way of annual payments for depreciation. Ms. Susan Roben, the DSS CFO advises that percentage is now 35.32%.

As shown above the construction budget was set at \$938,000. The low bid was \$1,115,550 which leaves an overage of \$177,550. Because this is a Community Development Block Grant we are limited on negotiations with the low bidder and would be required to re-bid the project with a reduced scope of work. Following consultations with the design team the following would be proposed:

Retain within the scope of the project:

1. Reroofing the existing building.
2. Replacing the rooftop mechanical units & modifying distribution system as required.
3. Renovating the restrooms to meet minimum plumbing fixture counts and make the restrooms accessible.
4. Keeping a shower in the scope to allow DSS to give children a chance to be clean if they come in the middle of the night.
5. Electrical modifications related to mechanical and restrooms/shower.

Remove from the scope of the project:

1. Remove scope to create new Staff Breakroom and Accessible Toilet and Conference room on DSS side and keep existing file storage room existing to remain.
2. Remove all scope related to finishes (flooring, paint) outside of renovated toilets.
3. Remove scope related to DSS Lobby Area new door and finishes, existing corridor configuration to remain.
4. All existing offices to remain with existing configuration and finishes.

5. Remove new finishes in existing Large Gathering Room and Meeting room.

This would keep all building envelope components but remove some interior components. The thought is to take care of the building basics and hopefully acquire future funding for the listed interior components as well as other interior upgrades.

The other option to retain the five listed areas is to approve the \$177,550 from Fund Balance and proceed with the low bid.

Agenda Item Summary

Ordinance # / Resolution #: N/A

Contact Person / Sponsor: Kimberly Belk/Administration and Steve Willis/Administration

Department: Administration

Date Requested to be on Agenda: 3/9/2021

Issue for Consideration:

Discussion of bonus for employees in public safety and public works who worked consistently throughout COVID-19.

Points to Consider:

N/A

Funding and Liability Factors:

Potential sources of funding would be fund balance or possible federal funding.

Council Options:

Item for discussion only at this point.

Recommendation:

N/A