



TOWN COUNCIL MEETING

Irmo Municipal Building
7300 Woodrow Street, Irmo, SC 29063

November 19, 2024 @ 6:30 PM

Live streaming will be available from our YouTube channel at:
<https://www.youtube.com/c/TownofIrmo>

AGENDA

I. PUBLIC HEARING

- A. To receive comments on ORDINANCE 24-14 Authorizing the sale of a portion of town property located at 7815 Broad River Road (TMS# R04005-04-01) to Richland County in the amount of \$85,100 for the U.S. Route 76 widening project.
- B. To receive comments on ORDINANCE 24-15 to Adopt a Comprehensive Plan for the Town of Irmo.

II. Call to Order

III. Pledge of Allegiance

IV. Invocation

V. Approval of the Agenda

VI. Reading of the Minutes

- A. October 15, 2024

VII. Report of Standing

- A. Administrative Briefing

B. New In-Town Businesses:

LMR Pool and Spa - 7620A N Woodrow Street
Wendy's - 10601 Broad River Road
Patterson Custom Woodworking - 106 Royal Tower Drive
Modjul, LLC. (comprehensive e-learning consulting services) - 7921 Broad River Road
Weedman - 7 Thames Valley Road
Caring Hands to your door - 7801 St. Andrews Road Ste. B5
Cozy Care at Home, LLC. - 7801 St. Andrews Road Ste. B1

VIII. Consideration of Communications

- A. Recognition of Metro Mortgage as the November 2024 Small Business of the Month.
- B. Presentation from Highsmith & Highsmith, LLC. on the FY23-24 Independent Financial Audit.
- C. School Showcase:
 - H. E. Corley Elementary School Leadership Magnet & Montessori Magnet, presented by Principal Melanie Harris.
- D. Presentation from Capital City/Lake Murray Country on the "Great Race".
- E. Community Connections:
 - Vista Lights
 - Magnet Fairs
 - Microchipping Event
 - Irmo Tree Lighting
 - The Living Christmas Story
 - Goodwill Brunch
 - ITC Holiday Market
 - Shop with a Cop
- F. Recognition of the Artist of the Quarter - Kathryn Morganelli

IX. Presentation by Citizens (Agenda Items Only)

X. Unfinished Business

- A. **SECOND AND FINAL READING OF ORDINANCE 24-14** Authorizing the sale of a portion of town property located at 7815 Broad River Road (TMS# R04005-04-01) to Richland County in the amount of \$85,100 for the U.S. Route 76 widening project (Staff). This will sell approximately 0.309 acres of land currently owned by the Town of Irmo for the Broad River Road widening project.
- B. **SECOND AND FINAL READING OF ORDINANCE 24-15** to Adopt a

Comprehensive Plan for the Town of Irmo (Planning Commission).

XI. New Business

- A. **FIRST READING OF ORDINANCE 24-16** to annex +/- 0.8 acres located at or near 1621 Lake Murray Boulevard, Lexington County TMS 001998-02-039 & -063, and to rezone said property from C1, Neighborhood Commercial (Lexington County) to CG, General Commercial (Town of Irmo). This will annex the two lots adjacent to the BP Station at the corner of Lake Murray and Nursery Road, including the large blue building at 1621 Lake Murray Blvd.
- B. **FIRST READING OF ORDINANCE 24-17**, an amendment to Article 2 of the Zoning Ordinance as regards the Use Table (Staff). This will allow professional services, support services, and gyms in the Neighborhood Commercial district.
- C. **FIRST READING OF ORDINANCE 24-18** to establish an express business license for single-family residential subcontractors (Staff). This will establish a separate business license which covers all residential subcontractors under one license. Electrical, plumbing, and HVAC subcontractors will still need individual business licenses.
- D. **FIRST READING OF ORDINANCE 24-19** to amend the Code of Ordinance Chapter 11, Rental Property Registration and Regulations (Staff). This ordinance changes the required dates for rental registration, clarifies offenses and violations, and creates an occupant inspection request.
- E. Approval of Resolution 24-14 in Support of Requesting the Legislature to Enact a Statute to Require Security Cameras at Senior Facilities (Mayor).
- F. Approval to purchase a Hurricane Blower under state contract in the amount of \$13,391 (Penfield). This will purchase a stand-on commercial leaf and debris blower from Hilton's Power Equipment.
- G. Approval to host "The Boardr" Skate Park Event in 2025 for the amount of \$25,000 from H-Tax Funds (Events Committee). This is a turnkey event that would host a skate board competition at the Rawls Creek Skate Park.
- H. Approval to contract with Bowman Consulting Group as the primary engineering firm to perform Traffic Impact Analysis Services as needed (Staff).
- I. Approval to contract with The Traffic Group, Inc. as the alternate engineering firm to perform Traffic Impact Analysis Services as needed (Staff).
- J. Approval to contract with "90210 Radio" to perform at the 2025 Irmo Concert Series (Staff).
- K. Approval to contract with "Shot Thru The Heart" to perform at the 2025 Irmo Concert Series (Staff).
- L. Approval to contract with "Let's Get It On" to perform at the 2025 Irmo

Concert Series (Staff).

M. Appointment to the Okra Strut Commission - three (3) vacant positions available (Staff). Applications were received from Sandra Fulmer, Michelle Carpenter, and Kimberly Snipes.

N. Appointment to the Planning Commission - One (1) vacant position available (Staff). One application has been received from Clint Scoville.

XII. Presentation by Citizens

XIII. Discussion

A. Discussion on the 2025 Town Council Meeting Schedule.

XIV. Executive Session

Town Council may act on items discussed in the executive session after returning from the executive session.

A. Contractual Matter §30-4-70(a)(2) – Discussion of negotiations incident to a proposed contractual agreement for the new Town Hall Project.

XV. Adjournment

In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 (ADA), the Town of Irmo will not discriminate against qualified individuals with disabilities based on disability in its services, programs, or activities. If you need accommodation to attend the meeting, please contact the Town Administrator or Municipal Clerk for assistance at (803)781-7050, M-F between the hours of 8:30 – 5:00 (closed most Federal and State Holidays).

STATE OF SOUTH CAROLINA)

)

ORDINANCE 24-14

TOWN OF IRMO)

**AN ORDINANCE AUTHORIZING THE SALE OF A PORTION OF TOWN
PROPERTY LOCATED AT 7815 BROAD RIVER ROAD (TMS# R04005-04-01) FOR
THE U.S. ROUTE 76 WIDENING PROJECT.**

WHEREAS, the Town of Irmo is the owner of certain real property located at 7815 Broad River Road (TMS# R04005-04-01 within the Town of Irmo, South Carolina; and

WHEREAS, the County of Richland, South Carolina, as part of its U.S. Route 76 Widening Project (Project ID: P029344), has proposed to acquire a portion of said property, identified as Tract 2, consisting of approximately 0.309 acres (13,472 square feet) of land, for public use in connection with the highway improvement project; and

WHEREAS, the County of Richland has appraised the value of the portion of the property to be acquired and has offered to pay the Town of Irmo just compensation in the amount of \$85,100.00 for the purchase of the said portion of property, based on a qualified real estate appraisal using comparable sales in the area; and

WHEREAS, the Town Council has determined that it is in the public interest to sell the described portion of the property to the County of Richland for the purposes of the U.S. Route 76 Widening Project;

NOW, THEREFORE, BE IT ORDAINED by the Irmo Town Council of the Irmo, South Carolina, in a duly assembled meeting:

1. Authorization for Sale

The Town of Irmo is hereby authorized to sell and convey to the County of Richland approximately 0.309 acres (13,472 square feet) of land from the property located at 7815 Broad River Road (TMS# R04005-04-01) for the purposes of the U.S. Route 76 Widening Project.

2. Terms of Sale

The sale price for the property shall be \$85,100.00, as offered by the County of Richland based on an approved appraisal, and the proceeds from this sale shall be deposited into the Town's general fund or otherwise allocated as deemed appropriate by the Town Council.

3. Execution of Documents

The Town Administrator and/or the Town Attorney is hereby authorized to execute any and all documents necessary to complete the sale and transfer of the property to the County of Richland.

RESOLUTION 24-14

4. **Effective Date**

This ordinance shall be effective immediately upon its final reading and approval by the Irmo Town Council.

ADOPTED IN REGULAR MEETING this 19th day of November 2024.

William O. Danielson - Mayor

ATTEST:

Lisa Hancock, Municipal Clerk

First Reading:	October 15, 2024
Second Reading:	November 19, 2024
Public Hearing:	November 19, 2024



Staff Report

Comprehensive Plan

DATE: Planning Commission Public Hearing: October 14, 2024
Town Council First Reading: October 15, 2024
Town Council Second Reading & Public Hearing, November 19, 2024

TO: Irmo Planning Commission
Irmo Town Council

FROM: Douglas Polen, Assistant Town Administrator

SUBJECT: Comprehensive Plan Adoption

Summary

Town Staff, the Planning Commission, and the Comprehensive Plan Steering Committee have been working on the 2024 Comprehensive Plan for just over a year. After numerous discussions, public presentations, and iterations, the plan is complete and ready for adoption by the Planning Commission and Town Council. This plan will serve as the guiding document for land use and other decision making for five years, at which time it will need to be updated. The original plan and update will serve for ten total years before an entirely new plan is to be composed. That having been said, the plan can be updated at any time by recommendation of Planning Commission and adoption of an ordinance by Council.

Staff Recommendation

Staff recommends that Planning Commission adopt the attached resolution, which recommends adoption of the Comprehensive Plan by Town Council.

STATE OF SOUTH CAROLINA)
)
TOWN OF IRMO)

ORDINANCE 24 - 15

AN ORDINANCE TO ADOPT A COMPREHENSIVE PLAN FOR THE TOWN OF IRMO

WHEREAS, the General Assembly of South Carolina enacted in 1994 an amendment to the Code of Laws of South Carolina by adding Chapter 29 to Title 6, "South Carolina Local Government Comprehensive Planning Enabling Act of 1994," and repealing all previously enacted planning Acts and Codes; and

WHEREAS, the 1994 Enabling Act has since been amended, most recently in September, 2020; and

WHEREAS, the Enabling Act requires that the local governing body develop and maintain a planning process which will result in the systematic preparation and continued reevaluation and updating of those elements considered critical, necessary, and desirable to guide the development and redevelopment of its area of jurisdiction; and

WHEREAS, the planning process shall include the development of a Comprehensive Plan, which is to be used as a guide to the orderly development of the Town and the application of zoning and development regulations; and

WHEREAS, the Planning Commission of Town of Irmo, at their regular meeting on the 14th day of October, 2024, passed a resolution by majority recommending the adoption of the Comprehensive Plan to the Town Council; and

WHEREAS, the Town duly advertised and the Council conducted a public hearing the 19th day of November, 2024 on said Comprehensive Plan;

NOW, THEREFORE, BE IT ORDAINED and ordered by the Mayor and Town Council of the Town of Irmo, South Carolina, in Council duly assembled on this 19th day of November, 2024, that the Town of Irmo Comprehensive Plan is hereby adopted by ordinance.

PASSED AND ADOPTED this 19th day of November, 2024.

William O. Danielson, *Mayor*

ATTEST:

Lisa Hancock, *Municipal Clerk*

Planning Commission: October 14, 2024

1st Reading: October 15, 2024

2nd Reading & Public Hearing: November 19, 2024



IRMO

— *Vision 2035* —

COMPREHENSIVE LAND USE PLAN

Draft Date: October 8, 2024
Adopted: TBD

ACKNOWLEDGMENTS

TOWN ADMINISTRATORS

Courtney Dennis, Town Administrator
Doug Polen, Assistant Town Administrator

TOWN COUNCIL

Bill Danielson, Mayor
Erik Sickinger, Mayor Pro-Tem
Dr. Barb Waldman, Town Councilor
Gabriel Penfield, Town Councilor
Phyllis Coleman, Town Councilor

PLANNING COMMISSION

Edward Wadelington, Chairman
Robert Cox, Vice Chairman
Judy DeLoach
Jeff Allen
Richard Scoggins
Ed Greco
Joseph Murphy

STEERING COMMITTEE

Ed Greco
Beach Loveland
Kerry Powers
Dr. Maxine Sumpter
Ed Wadelington
William Bowman

SPECIAL THANKS

Thanks to the citizens of Irmo who participated in this planning process through taking the survey and attending stakeholder interviews and public meetings. Also, a special thank you to the steering committee members for spending many evenings and hours guiding the development of the plan.

CONSULTANTS

Planning consulting services provided by Stewart and Boudreaux.



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 Priority Investment Element TBD







INTRODUCTION

PROJECT BACKGROUND

Overview

An up-to-date Comprehensive Plan is a requirement for communities in South Carolina. It is also an essential tool for guiding growth and development in a way that reflects the desires and realities of the community it is meant to serve.

A comprehensive plan is a long-range planning tool designed to guide policy decisions related to growth and development, infrastructure and the natural environment in the Town of Irmo. The comprehensive planning process offers an opportunity to have a community conversation about a shared vision for the future and goals and strategies for realizing that vision.

STATE REQUIREMENTS

To plan is to actively prepare and organize for the future. Land use planning is the collaborative process, typically initiated by local government, to

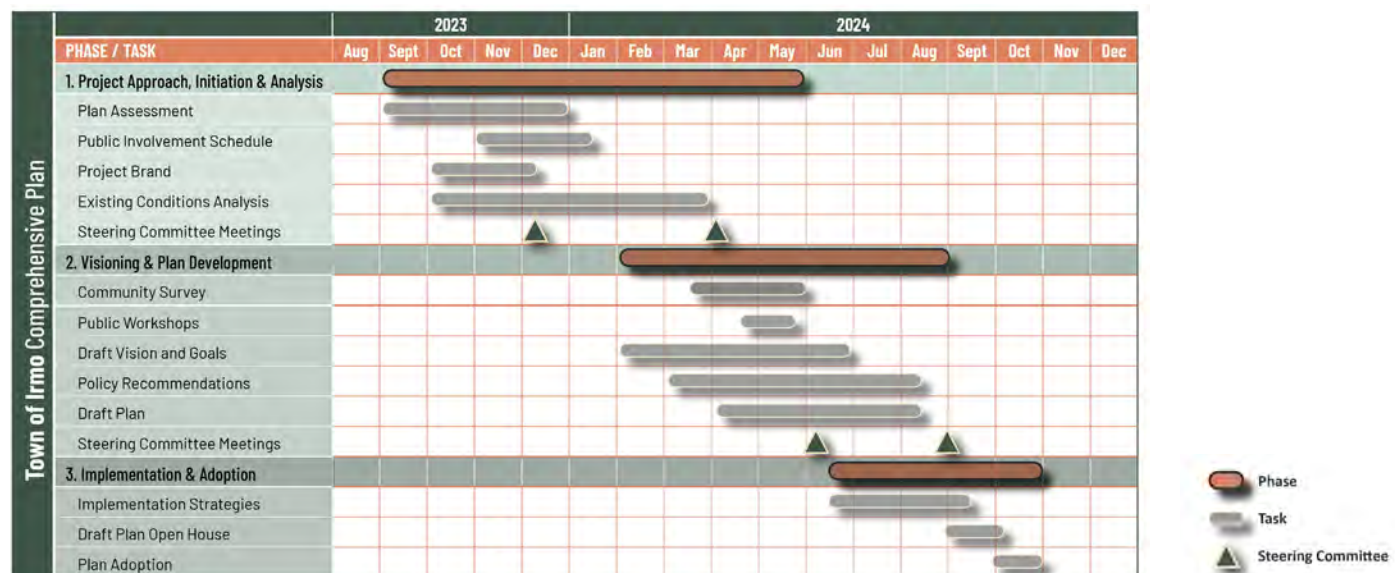
organize and prepare for future public and private land development under the local jurisdiction.

The South Carolina General Assembly enacted the Local Government Comprehensive Planning Act (*the Planning Act*) in 1994 to modernize and coordinate local government planning across the state.

The Planning Act (*SC Code Title 6, Chapter 29*) requires all governing bodies that exercise planning authority or enact zoning or land development ordinances must have a current comprehensive plan. Adopted plans must be reevaluated every five years and updated every ten years to remain current with the community's values and current trends. The State also requires ten plan elements and for all plans to adequately address each element. The ten elements must include the following three items within its discussion:

1. Inventory of existing conditions.
2. A statement of needs and goals.
3. Implementation strategies with time frames.

PLAN SCHEDULE



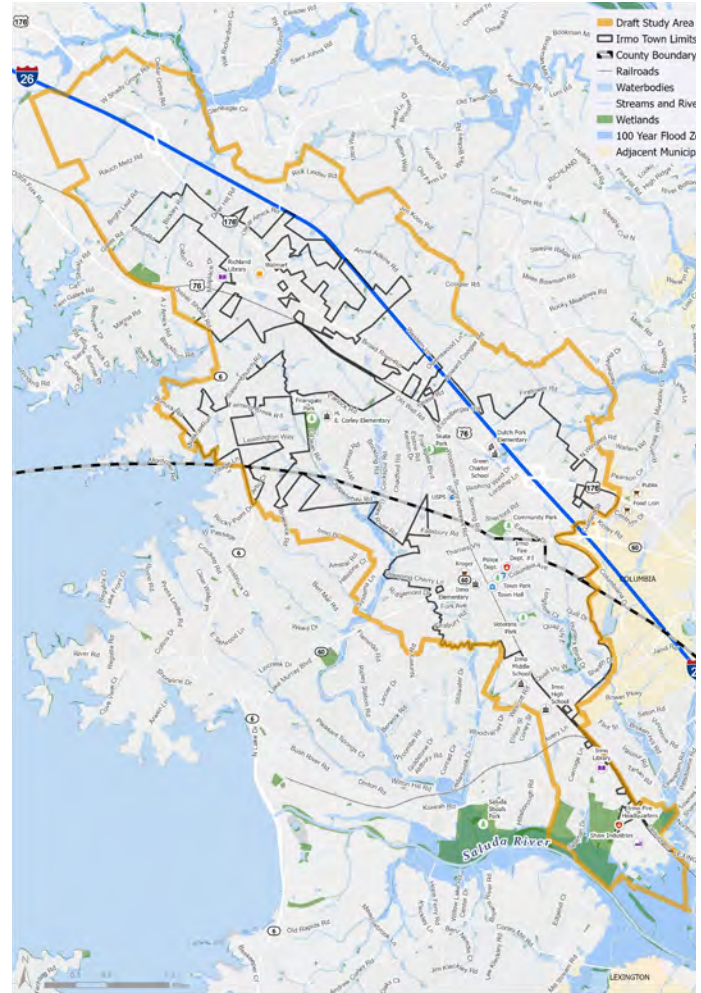
PROCESS

The process to update the Town of Irmo's Comprehensive Plan began in the Fall of 2023 and took about a year to complete. The process was split into three phases. The first phase was the project approach, initiation and analysis phase, where the Town and the project team collected and reviewed data. During this phase, a Steering Committee of local community representatives was created to help guide the planning process. The middle phase was the visioning and plan development phase. This was the longest stage and included the majority of the public events and engagement opportunities which helped to craft the guiding vision for the Town of Irmo and determine priorities that would shape the recommendations for the future. The draft plan and draft recommendations were presented and made available to the public for comment. The last phase of the project was the implementation and adoption phase. Here, the project team, along with the Town and other partners, laid out a broad plan of how, with whom, and when different recommendations should be carried out. Once that was completed and added to the document, the Vision 2035 Plan was presented to the Planning Commission for approval and Town Council for adoption.

STUDY AREA

The Town of Irmo is located in both Lexington County and Richland County, South Carolina. Irmo is also positioned Northwest of Columbia along Interstate 26.

Study Area Map



7.3 square miles
Irmo Town Limits

17 square miles
Study Area

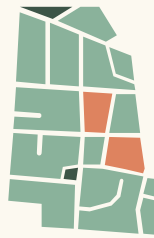
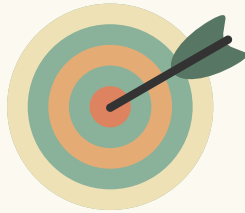
PROJECT BACKGROUND

WHAT IS A COMPREHENSIVE PLAN?

Comprehensive plans can impact the future layout and landscape of a jurisdiction for many years to come. Comprehensive planning is an important tool for planning jurisdictions to guide future development for residential, commercial, industrial, and public activities. In South Carolina, the Planning Enabling Act details the planning process in SC Code § 6-29-510 (2022).

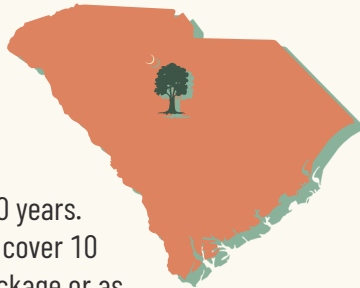


It is an expression of the community's vision for the future with a strategic map to reach that vision.



It is an advisory or guiding document that sets forth a vision and goals for the area's future and provides the overall foundation for all land use regulation. It is a policy document that shapes land use decisions, but it is not a legal ordinance.

It is required by the State of South Carolina for jurisdictions that want to enforce zoning regulations and must be reviewed every 5 years and updated every 10 years. The state also requires all plans to cover 10 plan elements in either a single package or as increments of a complete plan.



The comprehensive planning process helps communities identify issues before they arise, stay ahead of trends in land use development and redevelopment, and anticipate and navigate community trends and land use patterns.



INPUT

Adopting and amending a comprehensive plan should be a dynamic public process with an eye toward implementation. Public participation ensures broad and ongoing support, brings a variety of information and perspectives, and instills a sense of community ownership in the plan.



ADOPTION

The adoption process follows the same requirements as a legislative zoning decision: published notice, public hearing, reference to the planning board, and a motion and vote by governing board to adopt.



PLAN ELEMENTS

A comprehensive plan is required for all jurisdictions with planning programs and zoning laws. The State of South Carolina requires every Comprehensive Plan to address each for the following ten elements:



Population

Evaluates population and demographic trends, and projected growth



Economic Development

Describes the local workforce, and key aspects of the local economy



Cultural Resources

Describes cultural elements that are unique to the community such as historic properties, educational, religious, and entertainment institutions



Land Use

Looks at current and future desired land use patterns



Priority Investment

Identifies available funds for facilities and infrastructure, while also making recommendations for need-based projects

PLAN ORGANIZATION

Part Two includes information on public input gathered during the planning process. Part Three includes analysis and recommendations for each plan element. Part Four includes additional supporting information.



Housing

Evaluates housing types, location, age, affordability, and occupancy of the community



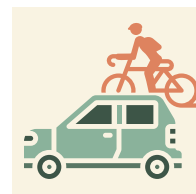
Natural Resources

Discusses natural resources such as wildlife and their habitats, floodplains, wetlands, and beaches



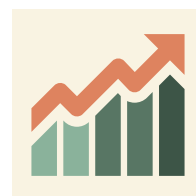
Community Facilities

Evaluates community assets regarding public safety, recreation, government, medical, education, and available public services



Transportation

Analyzes all modes of transportation, including roads, trails and pedestrian facilities



Resiliency

Identifies and analyzes impacts of flooding and other natural hazards the community faces





INPUT & VISION

PUBLIC ENGAGEMENT

The Irmo Vision 2035 Comprehensive Plan was developed in a process that prioritized community involvement and public input. The process emphasized collaboration between the project team and local planning staff, along with the steering committee and Planning Commission. Community members had an active hand in shaping the Plan's direction and priorities through the Steering Committee, stakeholder interviews, a project survey, pop-up events and public workshops.

STEERING COMMITTEE

The planning process was guided by the project Steering Committee, formed of members of the community. The Steering Committee met four times during the course of the project and provided valuable input on key components of the plan including engagement efforts, the vision and goals, priorities, and recommendations.

OKRA STRUT

To kick off the comprehensive planning outreach process, Town staff and members of the consulting team attended the Okra Strut and gathered input on things attendees love about Irmo and things they hope to see in Irmo's future.



STAKEHOLDER INTERVIEWS

As part of the early stages of the comprehensive planning community outreach process, the Town of Irmo hosted five stakeholder meetings across two days, February 12th and 13th, in the conference room at the Chamber of Commerce. These sessions were free flowing conversations that allowed those who know Irmo well to discuss with the project team current conditions, future projects, and community priorities. The first meeting consisted of Town staff, and other local and regional government and planning organizations. The second meeting included representatives from local real estate offices, developers, business owners, and economic development leaders. The third meeting consisted of individuals representing parks and recreation, tourism, and historic organizations in the area. The fourth and fifth meetings were made up of non-profits, neighborhood associations, local religious leaders, and residents who are active in the community.



PUBLIC OPEN HOUSES

As part of the early stages of the comprehensive planning community outreach process, the Town of Irmo hosted a public meeting on May 1st, 2024 in the Irmo Courthouse, and again at Loveland Coffee and Harbison Theatre at Midland Tech on May 2nd, 2024. The public meeting followed an open house format where attendees circulated around the room to different stations and provided feedback on different topic areas using poster boards and maps. Parks and Recreation preferences included greenways and trails, community events and restoration or resiliency projects. Residential development preferences included live-work units in mixed Use buildings and pocket neighborhoods. Some support was shown for traditional neighborhood design, suburban neighborhoods, conservation subdivisions, large-lot residential, small-scale multi-family and accessory dwelling units. Apartments and townhomes were the least supported development types.

Meetings were also held in September of 2024 at Young's Chapel AME Church and the Chamber of Commerce to present draft recommendations and gather feedback.



Things people LOVE and HOPE for in Irmo from the 2023 Okra Strut and Public Meetings.

Love...

- ◆ Warm friendly people
- ◆ Southern hospitality
- ◆ The Okra Man
- ◆ Irmo Schools
- ◆ Free dog park
- ◆ Small town
- ◆ Family-oriented
- ◆ Green space

Hope for...

- ◆ More grocery variety
- ◆ More playgrounds
- ◆ More park benches
- ◆ More events in the park, maybe concerts
- ◆ Live-work units
- ◆ Non-chain restaurants
- ◆ Fewer new apartment buildings
- ◆ An age friendly community
- ◆ Leadership in technology
- ◆ Become a destination
- ◆ Walkable urban center
- ◆ Locally owned, unique, artisan café and similar businesses
- ◆ Irmo town center near Town Park
- ◆ Improved traffic

COMMUNITY SURVEY

A 21-question community survey for the Irmo Vision 2035 Comprehensive Plan was developed and responses were gathered in the spring of 2024. The survey ran from April to July and received 642 responses.

The survey was advertised to the community using posted flyers and virtually using the Town website, Town Facebook page and email. Additional outreach was done at the Juneteenth Festival and through churches which resulted in a significant increase in responses from the African American community.

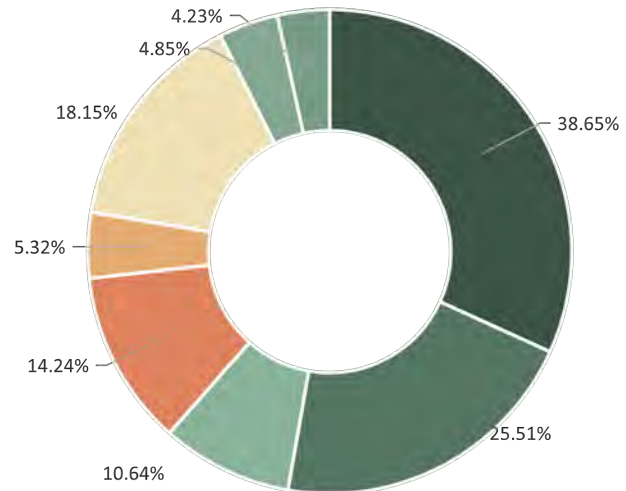
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Responses to the Community Survey



COMMUNITY SURVEY RESULTS

Connection to Irmo



- Live in Irmo town limits
- Live in Richland County near Irmo
- Live in Lexington County near Irmo
- Former resident and/or a longtime visitor to Irmo
- Work in Irmo town limits
- Go to school here or nearby
- Own property within Irmo town limits
- Own and/or operate a business in Town of Irmo

LOVE IRMO? TAKE THE VISION 2035 PROJECT SURVEY!

Lend your voice to the *Vision* —
The project survey for the
comprehensive plan is open!
Use the link or QR code to take
or share the survey.

www.surveymonkey.com/r/IrmoVision



YOUR VOICE MATTERS IN IRMO!

The results from this survey will be used to
write and refine recommendations for the
Town and help to prioritize the next steps.
Take the survey today, and share it with your
friends, neighbors, and coworkers of all ages
who live, work, or are from the Irmo area!

IRMO
Vision 2035
**COMPREHENSIVE
LAND USE PLAN**

CONCERNS

Respondents to the survey indicated that safety and crime was their #1 concern. The remainder of the top three concerns included traffic and/or road maintenance and quality of public schools and services. Other concerns included the changing character of Irmo and the quality of new residential development.

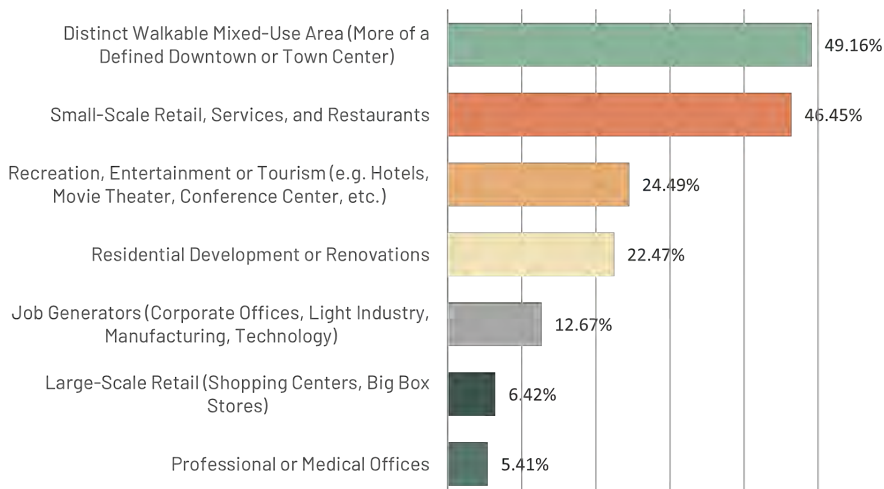
Top 3 Concerns for Irmo

#1 Safety & Crime

#2 Traffic and/or Road Maintenance

#3 Quality of Schools and/or Public Services

Development Preferences



DEVELOPMENT PREFERENCES

Responses indicated that a walkable, mixed-use area that could be a more defined Town Center is desired. The majority of respondents are interested in a home with a large yard, but a large percentage (41%) are interested in a house with smaller yard in close proximity to a park, greenspace or other amenities.

Top 3 Housing Preferences

#1 A house with a large yard, even if it's not near anything (e.g., shopping, services, parks, or schools).

#2 A house with a smaller yard within walking distance of a park or shared green space, or other community amenities.

#3 A low maintenance patio home, duplex, or townhome within walking distance or shopping, services, a park, or a school.



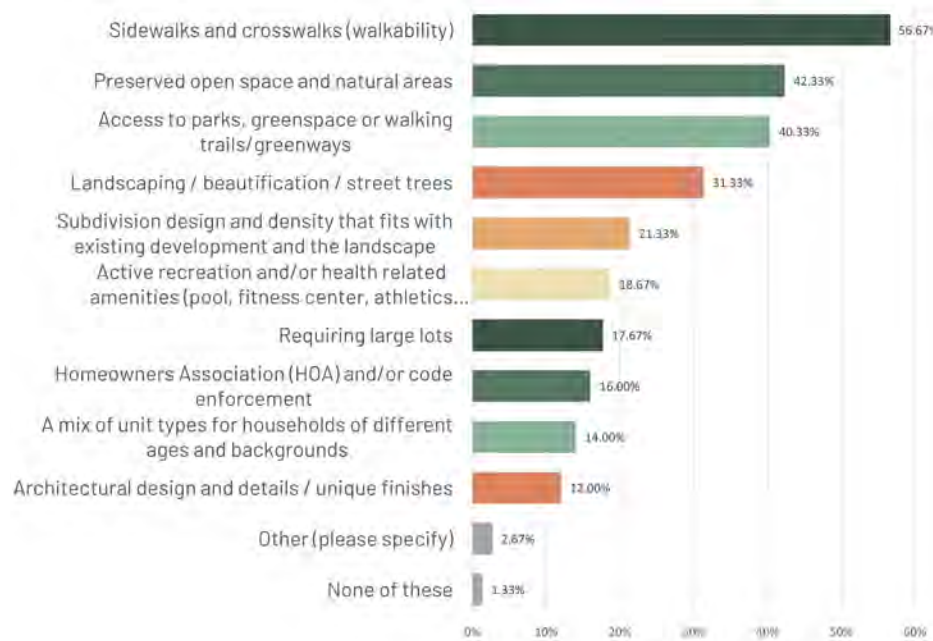
Typical home in Friarsgate

NEW NEIGHBORHOOD DESIGN

In the Vision 2035 Comprehensive Plan Survey, residents indicated that the most important qualities needed in new neighborhoods were pedestrian facilities for walkability and preserved open space and natural areas.

Access to parks, green space, or walking trails/greenways, landscaping and street trees and subdivisions design and density that fits in with existing development and the landscape were second tier priorities.

Most Important Qualities for New Neighborhoods



TRANSPORTATION PRIORITIES

Road maintenance was the number one transportation priority followed by intersection improvements, road widenings and sidewalks. Open-ended responses to questions about transportation priorities included improvements along Broad River Road, Dutch Fork Road, Highway 6, Irmo Drive, Lake Murray Boulevard, Bush River Road, and safer intersections along St. Andrews Road.

Transportation Priorities

#1 Road Maintenance

#2 Intersection Improvements or Redesign

#3 Road Widenings

#4 Sidewalks

PARKS AND RECREATION FEEDBACK

The survey included a number of questions related to park usage and priorities. The most frequently used Town parks are the Moore Park and Town Park. Priority improvements include an inclusive playground, an outdoor concert series, pollinator habitats and paved trails.



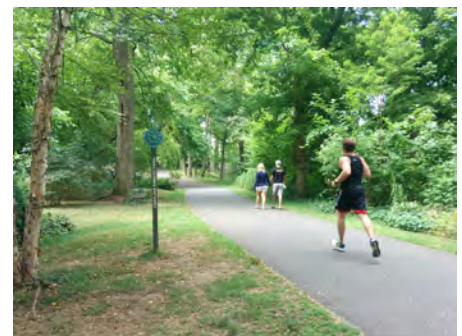
Inclusive Playground



Outdoor Concert Series



Pollinator Habitat



Paved Trails/Greenway Connections

Respondents were asked to give suggestions for improvements they would like to see in Irmo's Parks. Here are a few responses:

- ◆ "The parks should be fully connected as to be more pedestrian friendly."
- ◆ "Covering shades over Irmo Community Park playground sets. They get too hot with direct sunlight in the summer."
- ◆ "Additional cameras and lights at the parks. Would love to see more events at Irmo Park."
- ◆ "A splash pad would be amazing!"
- ◆ "I'd like to see more events like Spin Doctors last year. There was a good turnout and it was a nostalgic band people knew and were excited to see."

Top 5 Programs or Facilities that People want to see in Irmo

#1 Inclusive Playground

#4 Paved Trails

**#2 Outdoor
Concert Series**

**#5 Greenway/Bike
Connections**

#3 Pollinator Habitat

VISION & GOALS

Vision

Irmo is a safe, distinctive and attractive community that offers a blend of small-town and suburban lifestyles.

The Town is poised to grow with the Midlands by maintaining a diverse economic base and employing a balanced approach to growth. With the area's scenic beauty, access to recreational opportunities, cultural resources, and economic opportunity, Irmo is a welcoming place for people and businesses to call home.

Plan Goals

POPULATION

- ◆ Encourage growth in the Town's population and commercial base through infill, adaptive reuse and strategic annexation.
- ◆ Build a Town that allows residents from ages 8 to 80 to flourish.
- ◆ Support Irmo's diverse and dynamic population.

LAND USE

- ◆ Encourage a diversity of uses and infill development.
- ◆ Foster the development of an attractive community that reinforces town character and creates a strong sense of place.
- ◆ Continue to invest in the public realm.
- ◆ Pursue targeted annexation and financial resiliency.

ECONOMY

- ◆ Diversify and grow the economy in the Town of Irmo.
- ◆ Enhance the local economy through the capture of outside tax dollars and minimizing leakage.

HOUSING

- ◆ Promote quality residential development that maintains town character while meeting future needs by allowing a diversity of housing types in key locations.
- ◆ Continue code enforcement activities that maintain and improve the quality of neighborhoods.

HISTORY & CULTURAL RESOURCES

- ◆ Preserve and promote local history and identity.
- ◆ Continue to support local events to reinforce the identity of the Town of Irmo.

TRANSPORTATION

- ◆ Collaborate with local, regional, and state partners to provide a safe and efficient multi-modal transportation system.
- ◆ Maximize the efficiency of the existing roadway network.

COMMUNITY FACILITIES

- ◆ Maintain excellent public safety services.
- ◆ Improve park infrastructure to ensure safety and provide quality recreational opportunities for all ages.
- ◆ Ensure public utility infrastructure meets the future needs of the Town.

NATURAL RESOURCES & RESILIENCY

- ◆ Protect and maintain natural resources, including water quality, tree canopy and connected open space in the Town and surrounding areas.
- ◆ Preserve and protect water quality.
- ◆ Take steps to improve the air quality of the Town.
- ◆ Mitigate impacts of natural hazards and heat exposure.
- ◆ Improve critical facilities and response capabilities.
- ◆ Identify and assist vulnerable populations.
- ◆ Support financial resiliency.







PLAN ELEMENTS

POPULATION

Trends

Since 2000, Irmo's population has been steadily growing at an annual growth rate of 0.2%. In 2000, Irmo's population was 11,108. Since 2000, Irmo's population has increased by 461 people (+4.2%) resulting in a 2020 population of 11,569. Irmo's 2022 population is 11,942, which shows a continuation of growth.

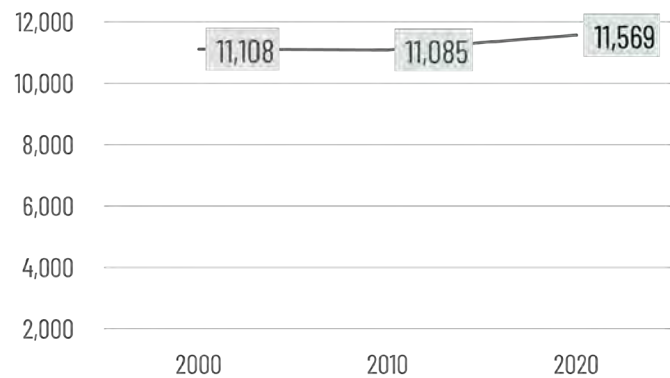
Irmo's study area, which includes town limits and the adjacent unincorporated areas has been growing faster than the Town. The study area population increased from 16,265 in 2000 to 20,239 in 2020, which is an increase of 3,974 people (24.4%). This represents a 1.1% annual growth in the study area population from 2000-2020.

AGE AND RACE

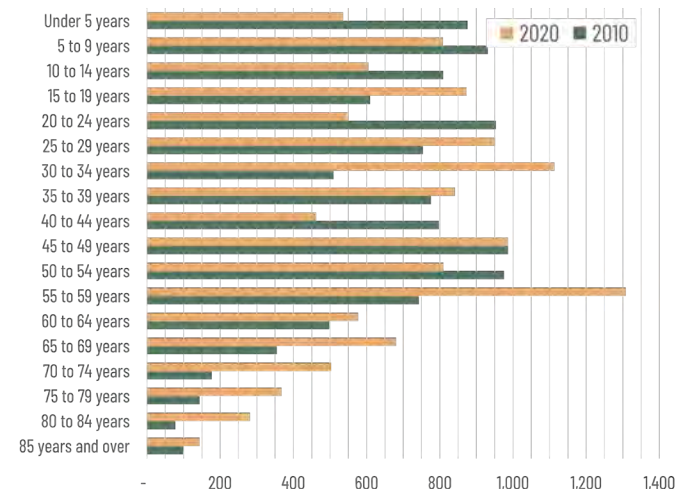
As of 2020, the Town of Irmo's median age was 39.6 years, up from the previous 2010 median age of 35.8 years. Irmo is comparable to the State in terms of median age with South Carolina's median age being 39.7 years. Irmo's largest age cohort in 2020 was individuals aged 55-59 years. The last decade has seen a significant increase in this age cohort as well as ages 30 to 34 years. This likely represents long-term residents remaining in Irmo and new families moving here.

In 2020, 87.73% of Irmo's population consisted of White (6,595) and Black or African American (3,554) identifying individuals. The Town of Irmo also has 663 Hispanic residents. Since 2010, the populations identifying as Black alone, American Indian alone, Asian alone, Native Hawaiian or Pacific Islander alone have increased, while the population identifying as White has decreased by 8.03%.

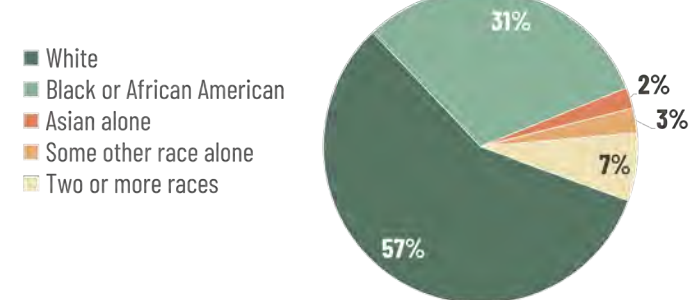
Irmo Town Limits Population, 2000-2020



Age Cohorts, 2020



Racial Makeup, 2020

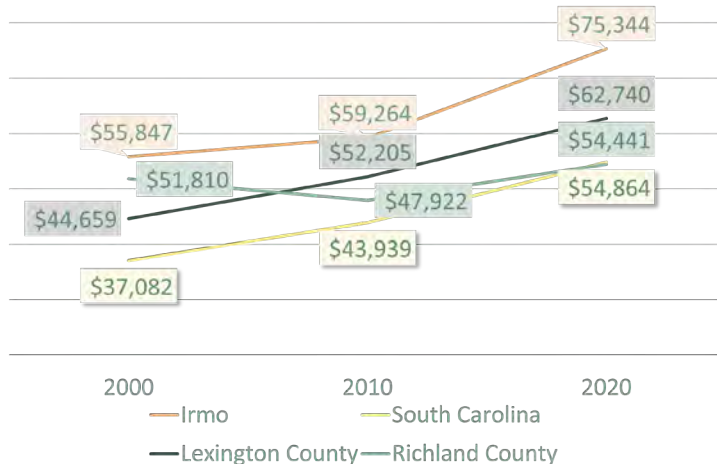




HOUSEHOLDS

As of 2020, there were 5,140 individual households within the Town of Irmo. Households in Irmo average 2.77 people in size, which is higher than both the Lexington and Richland County's averages of 2.51 and 2.45 respectively. Irmo's median household income of \$75,344 is relatively high compared to the State of South Carolina, as well as Lexington and Richland Counties (*see chart below*). The median income in Irmo is also higher than the neighboring towns of Lexington (\$71,850) and Chapin (\$59,514).

Median Household Income Comparison, 2020



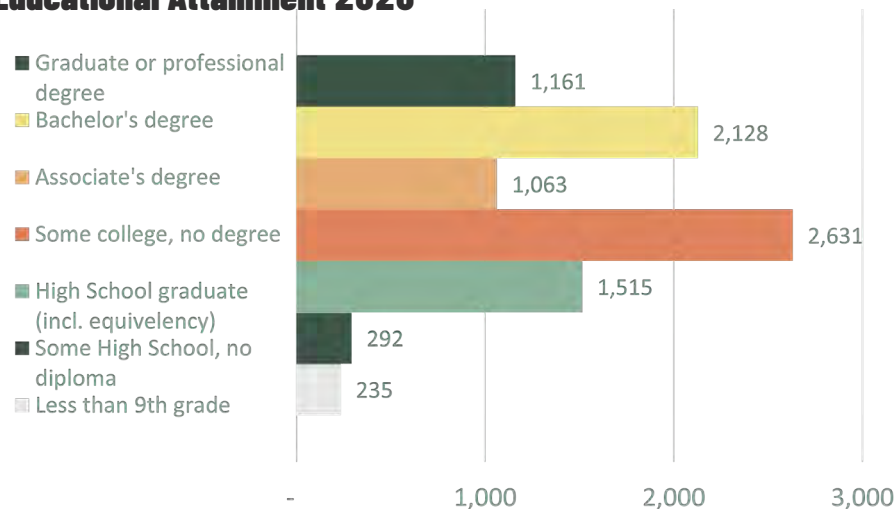
\$75,344

Median Household Income

2.77

Average Household Size*

Educational Attainment 2020



48%

**Adults over 25 with
Associates Degrees
or Higher**

Sources: Decennial Census (2020), *2022 ACS 5-Year Community Survey

POPULATION RECOMMENDATIONS

Irmo is poised to grow due to its location, quality of life and local economic and recreational opportunities. Growth can be accommodated through infill, adaptive reuse and strategic annexation. New development and Town investments in infrastructure and services should help to support residents of all ages and backgrounds.

Goal 1: Encourage growth in the Town's population and commercial base through infill, adaptive reuse and strategic annexation.

Strategy 1A: Encourage redevelopment of underutilized properties.

Strategy 1B: Pursue strategic annexations along I-26 and Broad River Road.

Strategy 1C: Consider annexation petitions from commercial and residential areas that would benefit from Town services.

- ◆ Evaluate annexation requests on a case by case basis to determine potential benefits and costs to the Town and existing residents and businesses.



Strategy 1D: Provide informational materials on potential benefits of annexation on the Town's website.

Goal 2: Build a Town that allows residents from ages 8 to 80 to flourish.

Strategy 2A: Assess and improve availability of accessible parking and pedestrian routes at Town facilities, including parks.

Strategy 2B: Identify opportunities to add benches in public spaces and parks.

Strategy 2C: Update playground equipment incrementally to appeal to a broader range of age groups and capabilities.

Strategy 2D: Improve walkability and pedestrian access across major intersections like St. Andrews Road and



"Third places" like Loveland Coffee provide spaces where community members can come together and create connections.

Lake Murray Boulevard and between neighborhoods, schools and parks.

Strategy 2E: Hold an annual Open Streets event that closes off a commercial corridor for pedestrian access to businesses.

- ◆ Evaluate potential of closing streets surrounding Town Park or at another suitable location.

Strategy 2F: Encourage businesses and events that build community connections.

Strategy 2G: Allow a mix of housing types in new communities and as infill on key sites where compatible with the character areas shown on the Future Land Use Map.

Goal 3: Support Irmo's diverse and dynamic population.

Strategy 3A: Support equity and cultural diversity through Town events, including Juneteenth, Irmo International Festival and the Cherry Blossom Festival.

Strategy 3B: Continue to encourage diverse representation on Town boards and Town staff.

Strategy 3C: Ensure Town staff are adequately equipped to refer inquiries for senior and/or translation services to appropriate agencies.

LAND USE

Trends

Existing land use is determined using a combination of parcel data and aerial imagery. As opposed to zoning, it represents an inventory of how the land in an area is used currently. It shows the quantities of individual uses and their spatial patterns.

The map on page 27 shows existing land use. Predominant land use in the study area includes single family residential, vacant/agricultural uses and commercial uses. Single family residential areas represent 40.7% of the study area and include a number of subdivisions including Friarsgate. Commercial areas are located along major roadways including Lake Murray Boulevard, Saint Andrews Road and Broad River Road.

Commercial development is important to the current and future fiscal health of the Town due to the fact that the Town of Irmo currently does not have property taxes and a significant portion of the local budget is funded through sales tax.

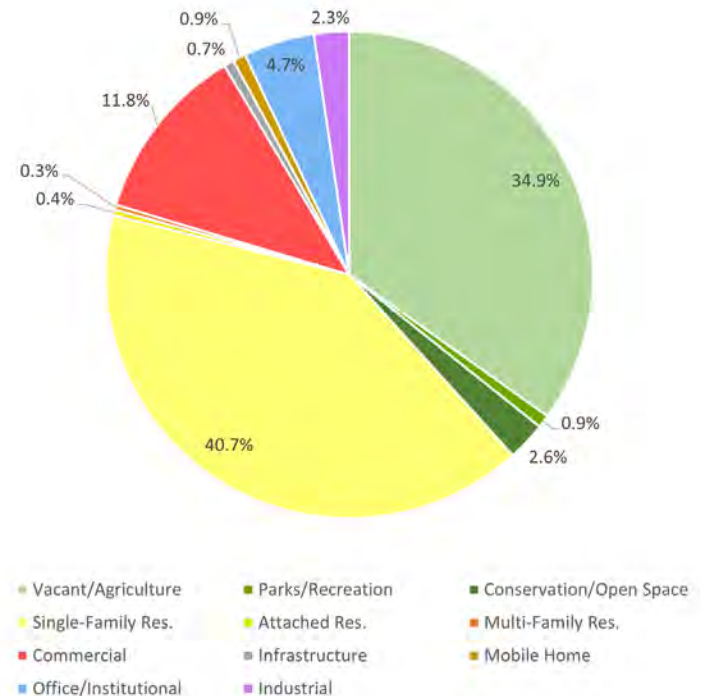
ISSUES

- ◆ Aging housing stock
- ◆ Reliant on commercial development for tax base
- ◆ No "downtown" or walkable area, but there is also controversy around the previous downtown proposal
- ◆ Development pressure across multiple jurisdictions, especially for multi-family
- ◆ Increasing number of new single-family residential homes are rental properties.

OPPORTUNITIES

- ◆ Low unemployment and increasing incomes
- ◆ Irmo is a desirable place to live
- ◆ Counties are focusing more on growth management with changes to allowable density, which could lead to more requests for annexation to towns

EXISTING LAND USE STATISTICS

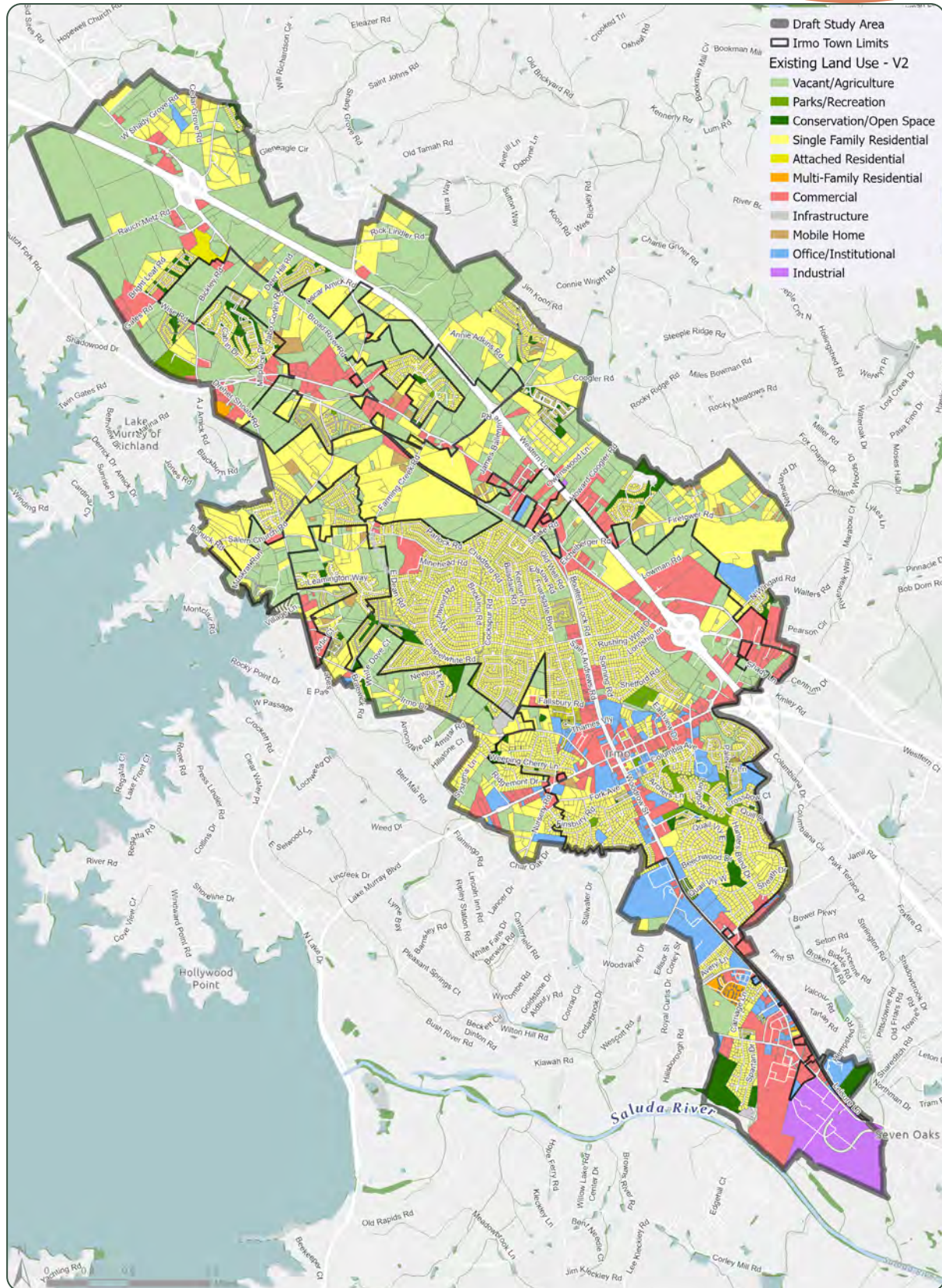


Existing Land Use	Combined Acreage	% of Total Acres
Vacant / Agriculture	3362.8	34.9%
Parks / Recreation	82.4	0.9%
Conservation / Open Space	247.6	2.6%
Single-Family Res.	3920.5	40.7%
Attached Res.	36.7	0.4%
Multi-Family Res.	31.3	0.3%
Commercial	1137.2	11.8%
Infrastructure	65.3	0.7%
Mobile Home	82.0	0.9%
Office / Institutional	453.6	4.7%
Industrial	225.0	2.3%
Total Acres	9644.4	100.0%

The statistics above show existing land use trends in the study area. These values are derived from tax parcel records.



EXISTING LAND USE MAP



Suitability

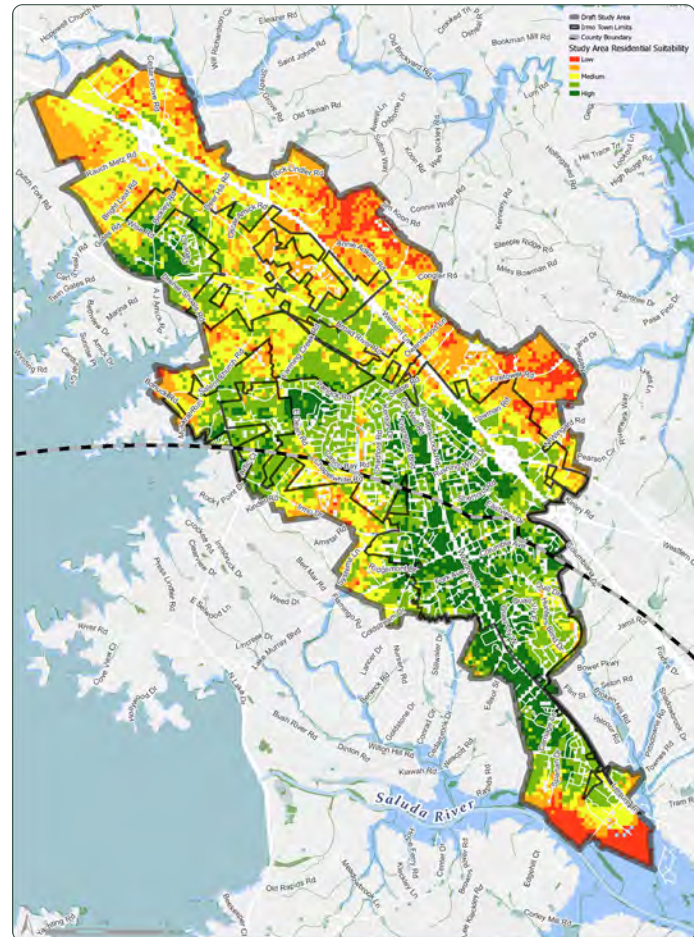
A land use suitability analysis was conducted using Geographic Information Systems (GIS) software. The analysis took into account environmental and economic factors that make land attractive for different types of development. The analysis was used to create suitability maps for residential, commercial and industrial land uses. These maps were used as an input, along with community and stakeholder input for identifying land use recommendations in the Plan.

The residential suitability map shows many areas of Irmo are suitable for residential development including the core of Town that is mostly developed as subdivisions and the main corridors where much of the existing commercial development is located. This indicates that many older shopping centers and strip commercial developments may be attractive for mixed-use development, including different types of residential in addition to commercial. The map also shows areas along Broad River Road and near the interchanges as being attractive to residential.

The commercial suitability map shows many of the major corridors suitable for commercial use, including Lake Murray Boulevard, Saint Andrews Road, Broad River Road and locations at key intersections and interchanges along I-26.

The industrial suitability analysis results are heavily influenced by property size, access to major roads and areas that are not in conflict with existing residential development. Existing light industrial areas and business parks are shown to be highly suitable, as are large tracts of land near I-26.

RESIDENTIAL SUITABILITY



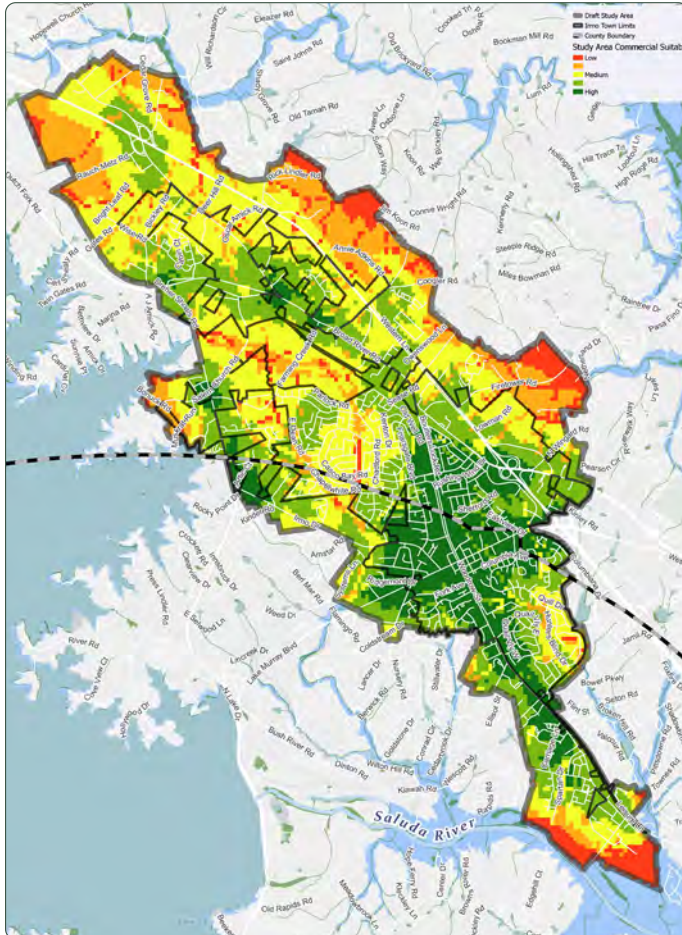
RESIDENTIAL SUITABILITY

ANALYSIS INPUTS

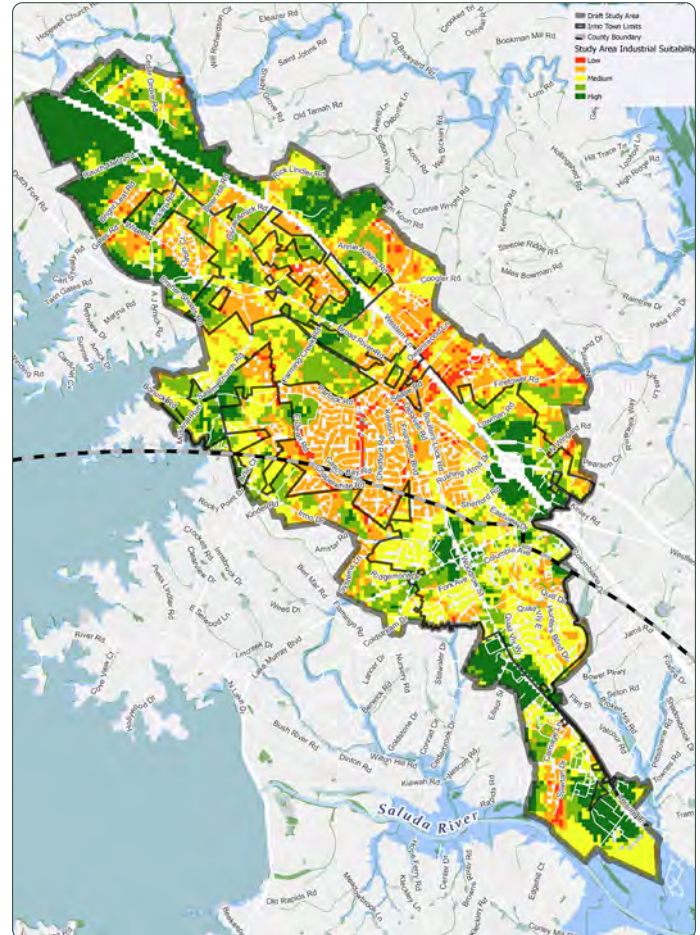
- ◆ Street density
- ◆ Density of existing residential development
- ◆ Proximity to commercial and services
- ◆ Proximity to schools and parks
- ◆ Distance from existing industrial areas
- ◆ Environmental constraints
- ◆ Steep slopes
- ◆ Proximity to major intersections
- ◆ Parcel size



COMMERCIAL SUITABILITY



INDUSTRIAL SUITABILITY



COMMERCIAL SUITABILITY

ANALYSIS INPUTS

- ◆ Density of existing residential development
- ◆ Proximity to commercial and services
- ◆ Proximity to the center of Irmo
- ◆ Proximity to high traffic roadways
- ◆ Proximity to major intersections
- ◆ Environmental constraints

INDUSTRIAL SUITABILITY

ANALYSIS INPUTS

- ◆ Distance from existing residential development
- ◆ Proximity to existing industrial development
- ◆ Proximity to interstate exits
- ◆ Proximity to major intersections
- ◆ Environmental constraints
- ◆ Parcel size

Future Land Use

The Future Land Use Map and associated character areas represent the Town's desired development pattern for the next 5-10 years. The Future Land Use Map and associated policies strike a balanced approach to growth by encouraging an attractive blend of small-town and suburban lifestyles and a diverse economic base while protecting the area's scenic beauty.

The Future Land Use Map includes nine character areas. These areas are described on the following pages and include the predominant land use or set of uses that exist or are expected in the area. These character areas do not propose a change to existing uses, but indicate shared uses and design characteristics for future development.

The Map is meant to guide land use decisions and overall development design in the Town of Irmo. As development occurs and infrastructure capacity changes, the Future Land Use Map or portions of the map are recommended to be periodically updated.

FUTURE LAND USE CHARACTER AREAS

Institutional & Parks

Low to Medium Density Residential

Mixed Residential

Neighborhood Center

Commercial Mixed Use

Town Center

Office & Employment

Live / Work

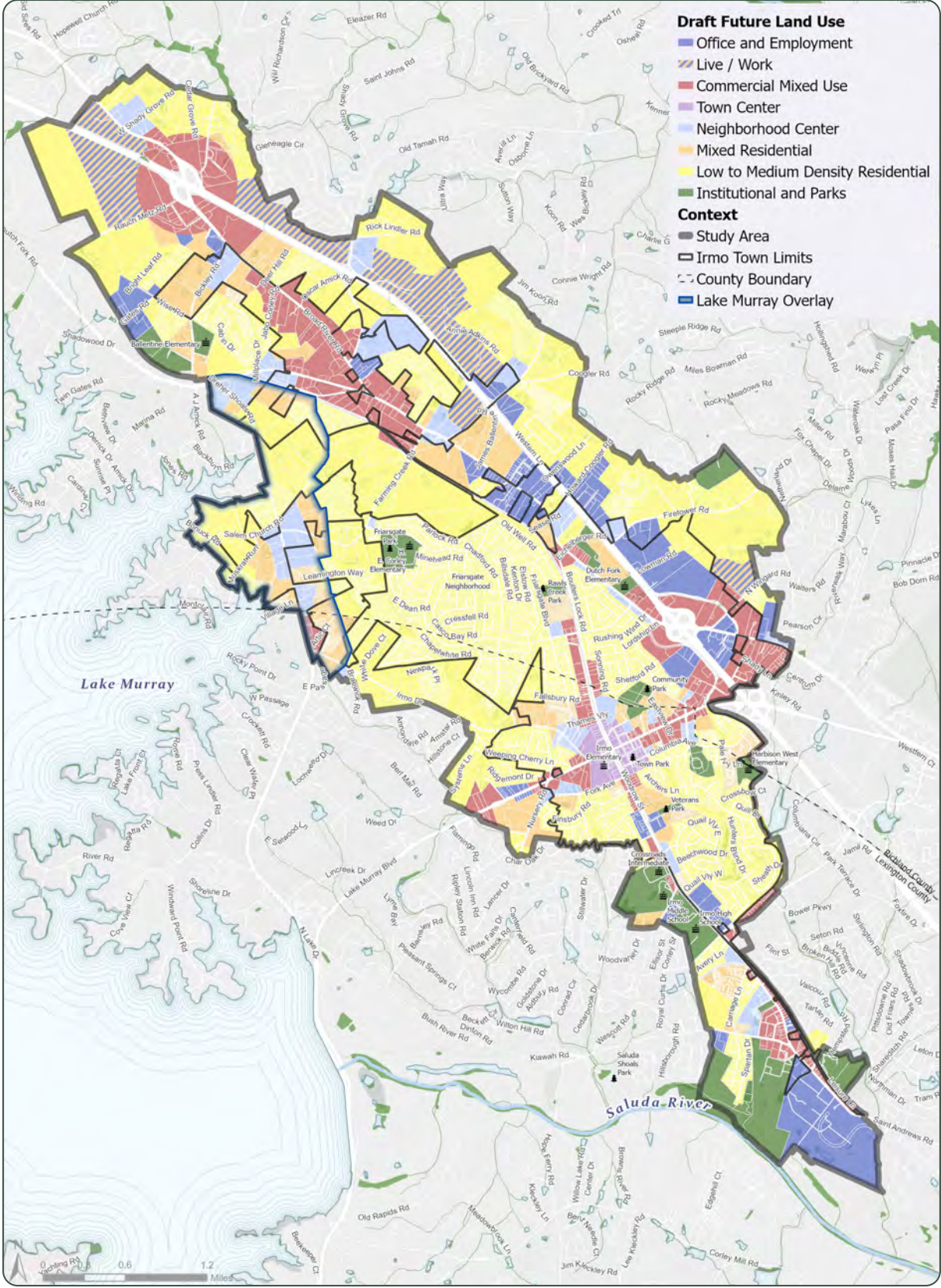
Lake Murray Overlay

FUTURE LAND USE MAP HIGHLIGHTS

- ◆ Identification of existing and future commercial corridors
- ◆ Acknowledgment of existing residential neighborhoods
- ◆ Guidance for future types of residential, including low to medium density neighborhoods, areas where a mix of residential is appropriate and mixed-use areas
- ◆ Defined Town Center that does not include areas in conflict with existing residential development
- ◆ Descriptions that allow for some flexibility on uses while emphasizing shared design characteristics of future development
- ◆ Lake Murray Overlay that identifies areas where new development should be designed to limit impacts on viewsheds and natural resources



FUTURE LAND USE MAP



Future Land Use Character Areas



Institutional and Parks

- ◆ Public buildings and uses, including government offices, schools and parks. These areas consist of land used for recreation, education and government services.



Low to Medium Density Residential

- ◆ Mostly single family with some attached housing as part of a planned development, negotiated residential district or infill.
- ◆ Density is typically 1-4 Dwelling Units per Acre (DUA), New development typically < 3 DUA. Infill areas may have isolated areas at higher densities.
- ◆ Home occupations and small-scale accessory commercial uses may be appropriate, depending on property and context.
- ◆ Typical subdivisions have curvilinear streets with medium sized blocks and integrated passive open space.



Mixed Residential

- ◆ Residential focus area which provides areas for housing near major transportation corridors and commercial areas.
- ◆ Typically smaller lots and more connected streets with short block lengths, sidewalks on both sides and street trees. Public open space is integrated into developments and includes common greens and plazas.
- ◆ In some areas a higher density mix of housing types (*including townhomes, house-scale attached structures (i.e. duplexes), cottages, etc.*) and senior living serves as a transition between commercial uses and lower-density residential areas.
- ◆ Density is typically 2-6 DUA with occasional higher density areas.
- ◆ Some small-scale professional office, service and retail uses may be appropriate depending on context.



Neighborhood Center

- ◆ Neighborhood Centers are generally located near concentrations of existing or planned neighborhoods, along key roadways or at major intersections.
- ◆ These areas have small-scale commercial, service and office uses that are typically less than 25,000 square feet and have a height of 1-2 stories.
- ◆ Building and parking design and lighting standards limit impact on existing residential development.
- ◆ May include limited areas of residential including a mix of housing types including single family homes, house-scale attached structures (*i.e. duplexes*), townhomes, live/work units and/or apartments.



Commercial Mixed Use

- ◆ Commercial and Mixed-Use areas that include a variety of uses including commercial, service, office and a mix of residential housing types.
- ◆ Commercial uses typically serve a larger area than Neighborhood Centers and include larger buildings and retail anchors.
- ◆ May include taller buildings (*max of 3-4 stories*).
- ◆ Limited areas of multi-family housing opportunities may be integrated as part of a mix of uses. As with residential uses, should be located in close proximity to shopping and services.



Town Center

- ◆ Mix of commercial, office and residential uses with integrated plazas or green space.
- ◆ Pedestrian-scale buildings and site design (*parking to side or behind buildings where possible*)
- ◆ Typical building height is 2-4 stories. Potential for taller buildings (*4-5 stories*) on key sites.
- ◆ Limited parking should be required as on-street parking and shared parking is encouraged.

Future Land Use Character Areas Continued



Office and Employment

- ◆ Mostly located along the I-26 corridor or in areas with a mix of business parks and light industrial uses.
- ◆ These areas are appropriate for offices, light manufacturing, warehousing, research and development, and flex space.
- ◆ These areas may also include a limited amount of supporting commercial uses, such as restaurants and convenience retailers to serve employees.
- ◆ Large-scale residential developments are discouraged in locations that are prime for businesses and non-residential uses.



Live / Work

- ◆ Areas where an existing mix of residential and commercial uses occur and areas of potential voluntary annexation. Annexation requests should be evaluated for their benefits to the Town.
- ◆ A mix of uses may be appropriate: new residential development, commercial and/or offices.
- ◆ A variety of residential types is expected with higher density development near interchanges and highways. Residential density should decrease and transition to single family homes near adjacent single family neighborhoods.



Lake Murray Overlay

- ◆ Areas proximal to Lake Murray where new developments should be designed in an environmentally sensitive manner to limit impacts on water quality and viewsheds.
- ◆ Environmental and open space commitments should include active and passive open space, riparian buffer standards that exceed minimums, and tree protection.
- ◆ New non-residential developments should be small in scale and incorporate architectural details including pitched roofs, quality materials, transparent facades and limited building height.
- ◆ Residential developments should be designed to fit with the land and create walkable neighborhoods with usable front porches, integrated greenspace and access to recreational amenities.



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LAND USE RECOMMENDATIONS

Irmo is positioned to grow. Land use recommendations in this element focus on how and where to encourage different types of development. The Town aims to sustain and create an attractive community that offers a blend of small-town and suburban lifestyles. Major land use recommendations focus on how to take advantage of the opportunities to provide businesses and residents a place to call home while reinforcing Town character.



Goal 1: Encourage a diversity of uses and infill development.

Strategy 1A: Encourage quality commercial development and redevelopment in opportunity areas.

- ◆ Primary commercial corridors include Lake Murray Boulevard, St Andrews Road, Woodrow Street, and Broad River Road.
- ◆ Interchange Areas at I-26 and Lake Murray Boulevard and Broad River Road also present opportunity for commercial development.

Strategy 1B: Consider rezonings to commercial in appropriate areas.

- ◆ Encourage rezonings to the General Commercial (GC) zoning district on larger commercial sites on main corridors and at key intersections.

- ◆ Encourage rezonings to the Neighborhood-Commercial (NC) zoning district or the Office-Commercial (CO) zoning district in areas where smaller-scale light commercial uses may be appropriate due to potential conflicts with existing residential uses.

Strategy 1C: Encourage redevelopment of aging shopping centers.

- ◆ Review and revise zoning ordinances where necessary to promote pedestrian-oriented commercial development and facilitate quality infill development.
 - ◆ *Pedestrian-oriented design features include limited parking in front of buildings, windows and architectural details on building facades, street trees and parking lot landscaping, and sidewalk connections along frontages, from parking areas to building entrances and to adjacent residential areas.*



Commercial land uses like the businesses along Lake Murray Boulevard are key to the Town's financial resiliency. Irmo does not have property taxes. However, its sales tax, hospitality tax, licenses and permits made up nearly 50% of town revenue in 2022.

- ◆ Allow for some residential as part of redevelopment, but ensure a minimum percentage of existing commercial is replaced (i.e. 50-75% of existing commercial space).

Strategy 1D: Encourage mixed-use development with active frontages in key areas to create a Town Center.

- ◆ Require new mixed-use development to have retail, restaurants or other active uses fronting key roadways or pedestrian ways.
- ◆ Areas that could contribute to the Town Center include the Town Hall / Town Park Area and frontages along Woodrow Street and Carlisle Street.

Strategy 1E: Consider allowance for Accessory Commercial Units on residential properties that meet defined standards.

- ◆ Standards could include minimum property size, setbacks, parking requirements and/or buffering.

Goal 2: Foster the development of an attractive community that reinforces Town character and creates a strong sense of place.

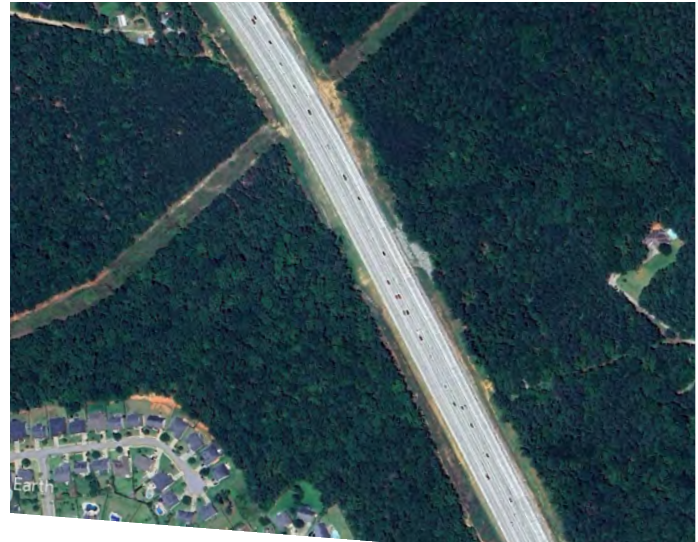
Strategy 2A: Maintain and enhance standards for commercial corridors.

- ◆ Continue to utilize commercial site and landscape standards to ensure development is compatible with the aesthetic of the Town of Irmo.

- ◆ Require connected parking lots, shared driveways and access management along major corridors.

Strategy 2B: Maintain and consider updates to development standards for particular uses or locations.

- ◆ Maintain conditional standards for self-storage units.
 - ◆ *Allow self storage units in the Light Manufacturing (LM) district only via a Special Exception.*
 - ◆ *Require landscape buffers and maintain or establish architectural or material standards.*
 - ◆ *Consider a requirement for a minimum separation or setback requirement from major corridors (i.e. Lake Murray Boulevard, Broad River Road, and St. Andrews Road).*
- ◆ Encourage tree preservation and architectural or site design standards for development adjacent to I-26.
 - ◆ *Require the preservation or planting of trees adjacent to I-26. An incentive based approach could require a planted buffer and provide credit for preservation of existing trees.*
 - ◆ *Limited exceptions could be made to account for large frontages or narrow properties. Visible buildings should meet material standards and/or include architectural details such as a minimum amount of transparency.*



Above: Large sections of the I-26 corridor are flanked by forest. Preserving trees along the highway can reduce noise.

Below: Preservation of tree buffers with a minimum width of 65-100 ft is recommended for noise reduction near residential development. (Conservation Buffers: Design Guidelines for Buffers, Corridors and Greenways, U.S. Forest Service)





Strategy 2C: Require appropriate buffering and other transitions for new development near existing subdivisions.

- ◆ Review and update buffer requirements to emphasize noise and light attenuation and use of native plants.
- ◆ Through updates to standards or the rezoning process encourage the scale and intensity of new development to transition to residential uses closer to existing subdivisions.

Strategy 2D: Maintain and enhance design standards for new residential developments especially those of medium to higher density.

- ◆ Review standards related to open space, tree protection, stream buffers, site buffers, sidewalk and street standards, lot width and access to improve design of new development.
- ◆ Encourage a mix of natural and improved open space in new developments.
- ◆ Require multiple accesses and exits in residential developments > 30 units.
- ◆ Require connected roadways and pedestrian connections within the site and to nearby sidewalks, greenways and other destinations.



Recent residential development in Irmo.

- ◆ Continue to discourage “Fanny First” development design where the rear areas of high density housing are facing major roadways. This can be avoided with site design choices that incorporates open space, berms and landscaped buffers.
- ◆ Consider requiring street trees, on-street parking, and/or alley loaded access for a percentage of townhomes and narrow lots. These requirements could come with a reduced setback.

Strategy 2E: Utilize the Negotiated Residential (NR) District and review process to allow design flexibility while encouraging quality new residential development.

- ◆ Consider updates to base standards to address ongoing aesthetic or character concerns with residential development.

Strategy 2F: Establish policies and programs focused on neighborhood preservation and enhancement.

- ◆ Coordinate with community organizations, churches and other non-profits to understand needs of existing communities.

Strategy 2G: Maintain adequate code enforcement staffing and conduct proactive enforcement activities.

- ◆ Continue to enforce rental registration program and monitor occupancy trend shifting from owner to renter.

Goal 3: Continue to invest in the public realm.

Strategy 3A: Pursue streetscape improvements in key areas.

- ◆ Streetscape improvements would depend on location but could include pedestrian improvements, aesthetic improvements (i.e. new mast arms) and/or street trees or on-street parking.
- ◆ Candidate locations include:
 - ◆ *Along streets in the Town Center to complement park and future private development - see Town Center Recommendations for more detail.*
 - ◆ *Along Lake Murray Blvd to improve aesthetics of the principal gateway.*
 - ◆ *At Lake Murray Boulevard and Woodrow Street and Saint Andrews Road.*



Mast arms could be paired with burying of utilities to reduce visual clutter in key areas of Town.

Strategy 3B: Pursue the construction of a new Town Hall near the Town Center area designated on the Future Land Use Map.

- ◆ Work toward identifying a location for a new Town Hall in the vicinity of Town Park.

Strategy 3C: Study improvements to Moore Park and Church Street.

- ◆ Improve signage for Moore Park.
- ◆ Improve pedestrian and vehicular connections to Moore Park.
 - ◆ *This could include a sidewalk / multi-use path along Church Street and/or Moseley Avenue and/or a roadway connection (to Woodrow St.).*



Goal 4: Pursue targeted annexation and financial resiliency.

Strategy 4A: Develop an annexation strategy to identify location and types of properties to target.

Strategy 4B: Support efforts of Municipal Association of South Carolina (MASC) to lobby for Zero millage cities to establish property tax options.

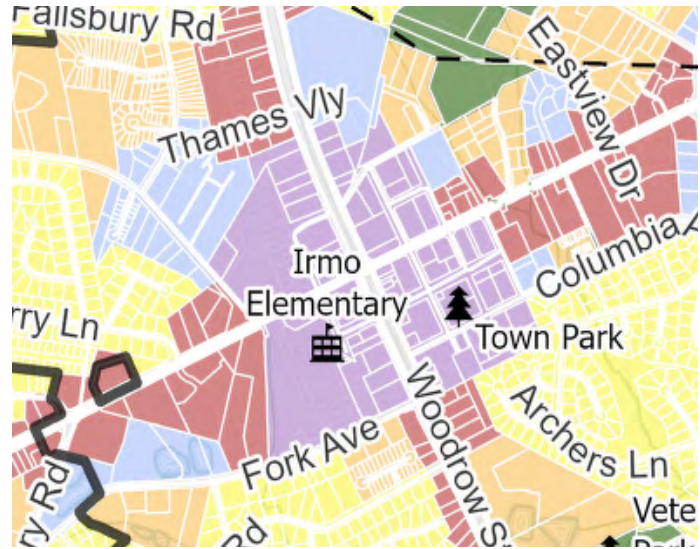
Strategy 4C: Consider long-term financial implications (potential tax revenue) during major development decisions.

Town Center Recommendations

During the public engagement there was significant support for a walkable mixed-use area. There was also concern about a previous proposal for a “downtown” area near Moore Park. The following recommendations outline steps that could be taken to create more of a center of activity while respecting nearby residential areas.

PUBLIC AND PRIVATE INVESTMENT

- ◆ Continue to maintain and update Town Park.
- ◆ Consider updating the name of Town Park.
- ◆ Plan for new Town Hall site near the Town Center area and coordinate with neighbors on customizing its design.
- ◆ Plan for streetscape upgrades in the vicinity of the Town Center to complement Town Park and new Town Hall and encourage private investment nearby.
- ◆ Streetscape upgrades could include the addition of sidewalks, on-street parking and/or street trees.
- ◆ Candidate streets in the southeast quadrant of the Town Center include
 - ◆ *Woodrow Street: Pedestrian improvements*
 - ◆ *Columbia Avenue (66 ft ROW): Lighting, potentially curb and gutter, drainage*
 - ◆ *Lexington Avenue (100 ft ROW): Streetscape improvements (sidewalks, lighting, angled on-street parking)*
 - ◆ *Childs Street: Sidewalk*
- ◆ Candidate streets in the northeast quadrant of the Town Center include
 - ◆ *Carlisle Street (75 ft ROW): Sidewalk on east side, add on-street parking, curb and gutter*
 - ◆ *Laurens Street (75 ft ROW): Sidewalk, on-street parking*
 - ◆ *Mowers Street (75 ft ROW): Study the addition of a pedestrian connection*
 - ◆ *Moseley Avenue (45 ft ROW): Pave Moseley and create a pedestrian connection to Moore Park*

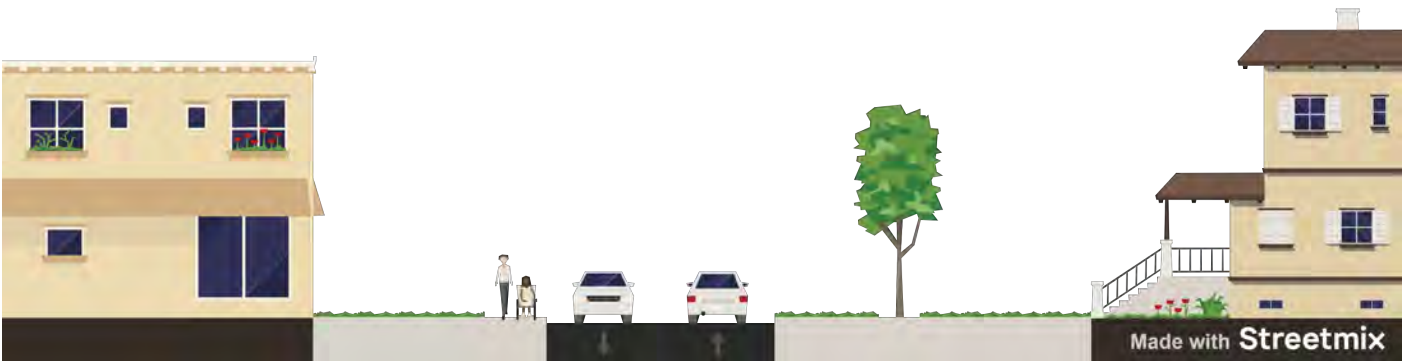


The Town Center is recommended to include incremental public improvements, infill and redevelopment a few blocks in each direction from the center of Town.

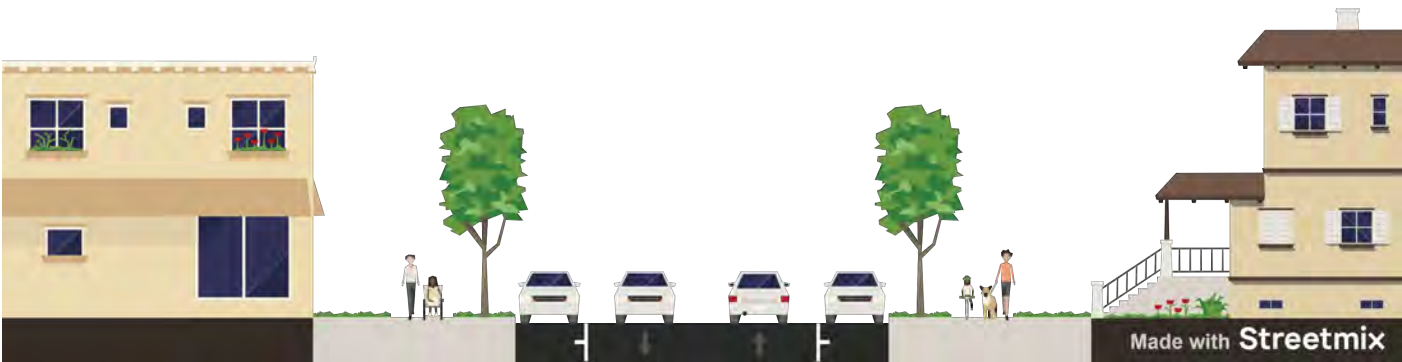


Streetscape Improvement Example

Carlisle Existing



Carlisle Future



Large rights-of-way in the center of Irmo could be utilized to add on-street parking, sidewalks or other amenities. The above example shows the existing condition of Carlisle Street and a potential streetscape improvement where a sidewalk is added on one side and on-street parking is added to provide parking for Town Park or new businesses that could be located in the vicinity.

- ◆ Encourage the use of shared parking and consider locations for centralized parking (long-term).
- ◆ Review and revise zoning ordinances where necessary to promote pedestrian-oriented commercial development and to facilitate quality infill development.
- ◆ Study and address zoning ordinance barriers to redevelopment in the Town Center.
- ◆ Encourage pedestrian-oriented design.
 - ◆ *Consider the use of build-to lines or reduced setbacks*
 - ◆ *Reduce parking requirements in lieu of on-street parking spaces as part of development*
 - ◆ *Orient private parking to the sides or rear of buildings*
 - ◆ *Require ground floor windows on street-facing facades*
- ◆ Analyze the existing Mixed-Use Development District and evaluate if this district is appropriate for new development in the Town Center. Consider a new district or an overlay with form-based standards.



New development in the Town Center could include mixed-use buildings and some residential to activate Irmo's historic center.

INCREASED ACTIVITY

- ◆ Encourage mixed-use development with active frontages in key areas to create a Town Center.
 - ◆ *Key frontages include the Town Hall / Town Park Area and the Woodrow Street Frontage.*
 - ◆ *Allow for residential as part of the mixed-use development, but require a percentage of commercial or office space.*
- ◆ Encourage new food and beverage offerings (not fast food or drive thrus) within the Town Center.
 - ◆ *Where possible encourage outdoor seating that is shaded and protected from vehicular traffic (landscape buffer).*



- ◆ Encourage new residential units in the vicinity of the Town Center area. This could include live/work units, townhomes, small-scale multifamily homes or cottage homes.
- ◆ Continue to utilize Town Park for events and festivals.
 - ◆ *Consider expanding event boundaries to include one or more streets that would be closed to vehicular traffic during the events.*
- ◆ Consider the installation of public art, beautification projects and/or historical/educational signage to complement the existing Town Park or Town Hall site.



The Irmo Town Park is a great amenity for residents, although it is difficult to walk or bike to due to lack of pedestrian crossings on major roads nearby.

IMPROVE WALKABILITY

- ◆ Improve pedestrian safety, accessibility and comfort in the Town Center area through the addition of sidewalks, widening of existing sidewalks, installing crosswalks and/or the addition of pedestrian signals.
- ◆ Key crossings that need pedestrian improvements include Lake Murray Boulevard and St. Andrews Road.
- ◆ Key roadways without adequate pedestrian facilities include
 - ◆ *Woodrow Street (especially north of Lake Murray Boulevard)*
 - ◆ *Columbia Avenue*
 - ◆ *Carlisle Street*
- ◆ Improve pedestrian lighting in the Town Center area.
- ◆ Improve connections to key destinations just outside the Town Center including between Town Park and Moore Park

BRANDING AND DEFINITION OF TOWN CENTER DISTRICT

- ◆ Create a brand identity for the Town Center and celebrate through banners, signage, streetscape and site amenities, placemaking through public art and landscaping.
- ◆ Market and promote the Town Center as the retail and cultural center of Town.

ECONOMIC DEVELOPMENT

Trends

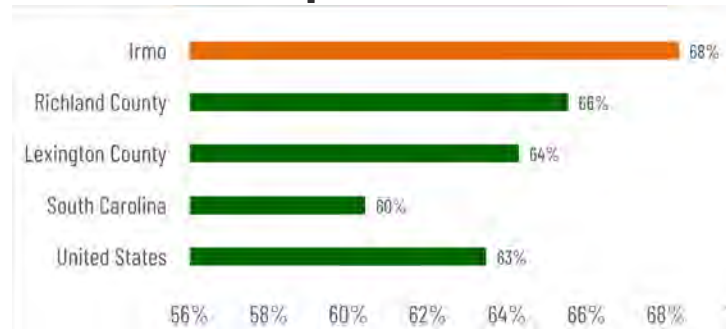
An intentional approach to economic development is vital to the future of Irmo.

Due to local tax structure, a prosperous local business ecosystem plays a critical role in maintaining a high level of community services for Town residents. The local population can be characterized by relatively high median household incomes and high workforce participation; however, very few individuals both live and work inside Town limits. This section advocates supporting local entrepreneurship and a diverse array of businesses and job opportunities alongside strategic infill, targeted annexation, and development of a town center while continuing to capture outside tax dollars to ensure a prosperous economic future.

LABOR FORCE

Labor force participation is a percentage that reflects the proportion of residents aged 16 or older who are employed or actively seeking work. The Town of Irmo's labor force participation rate stands at a robust 68% according to American Community Survey (ACS) data. Irmo's high labor force participation rate surpasses not only the national mean of 63% but also exceeds the rates for South Carolina (60%), Lexington County (64%), and Richland County (66%). This demonstrates a strong and engaged workforce within Irmo.

Labor Force Participation



Lake Murray Boulevard is a primary corridor for retail and services in Irmo's economy



Employment by Sector, 2020



EMPLOYMENT SECTORS

The table above illustrates the primary sectors of employment for Irmo residents. According to 2020 ACS data, the largest sectors by employment include education, health care, and social services with 1,269 individuals employed (21% of Irmo residents), followed closely by retail at 798 individuals employed (13%) and construction with 695 (11% of residents employed).

INDUSTRY GROWTH

Town of Irmo residents experienced an overall increase in employment in the 10 years between 2010 and 2020. The greatest job growth occurred in the construction industry with a 136% increase. Jobs in the information sector experienced 82% growth; however, the industry overall only accounts for 2% of the overall employment for Irmo residents with 144 jobs. Likewise, the wholesale trade and transportation, warehousing and utilities sectors experienced increases of 21% and 16% respectively, accounting for 8% of overall jobs.

GROWING SECTORS 2010-2020



+136%
Construction Jobs



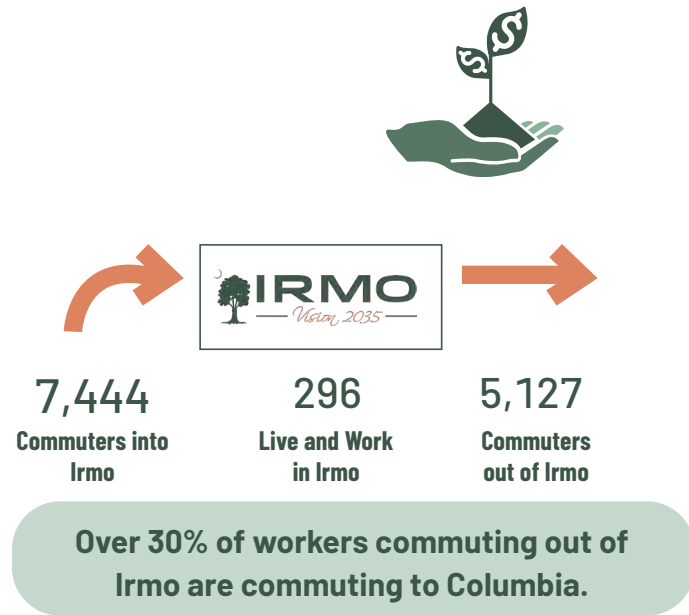
+82%
Information Jobs



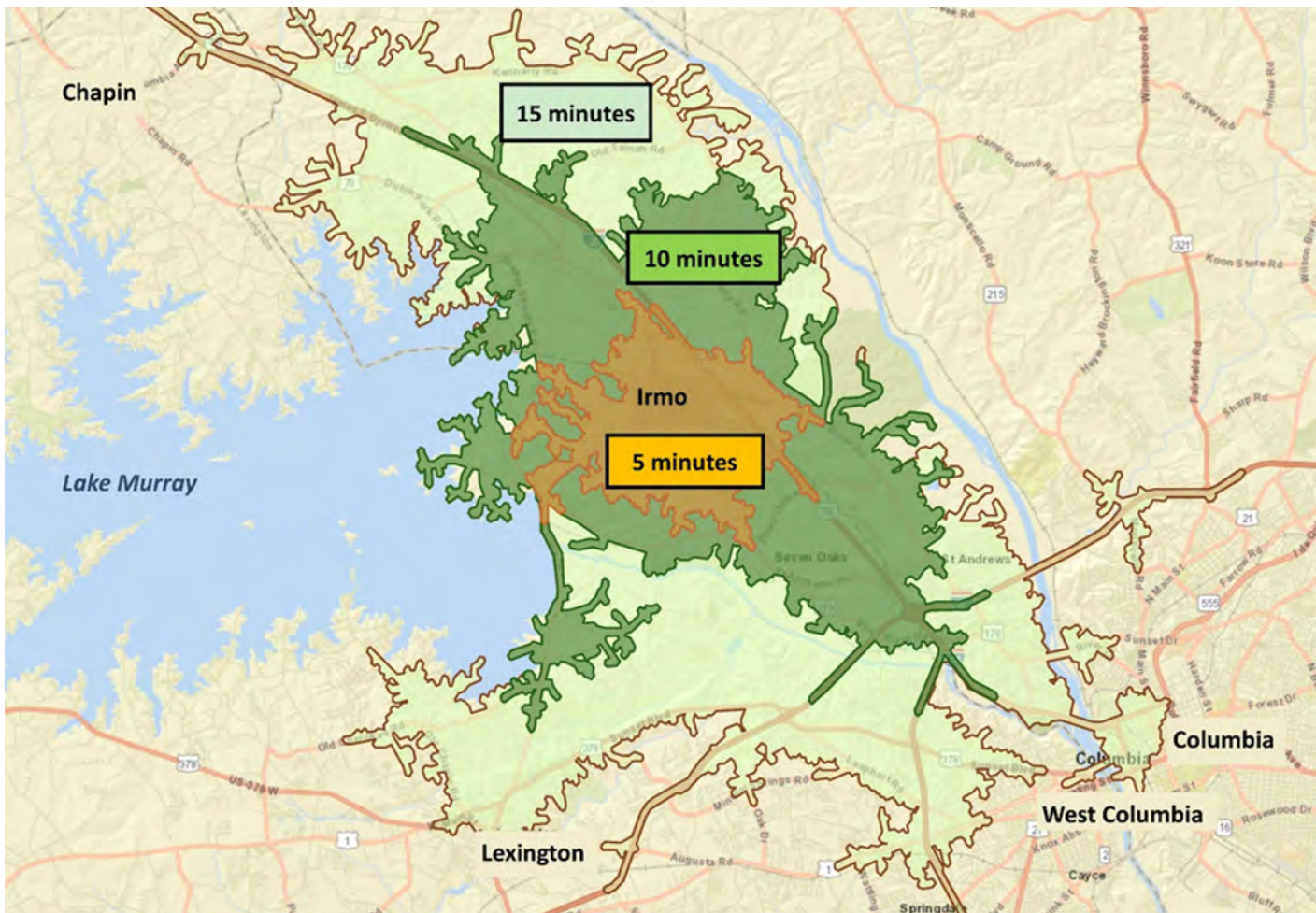
+21%
Wholesale Jobs

COMMUTING PATTERNS

Irmo experiences a significant daily workforce exchange, with 7,444 workers commuting into Town while 5,127 residents commute outside the community for work. Only 296 residents both live and work within Irmo. The mean commute time for Irmo residents is 24 minutes, which is shorter than state and national measures (25 minutes and 36 minutes, respectively), indicating good access to employers within the metropolitan area. These commuting patterns highlight Irmo's strong connectivity and contribute to its appeal as a residential and employment hub.



Drive Time Map





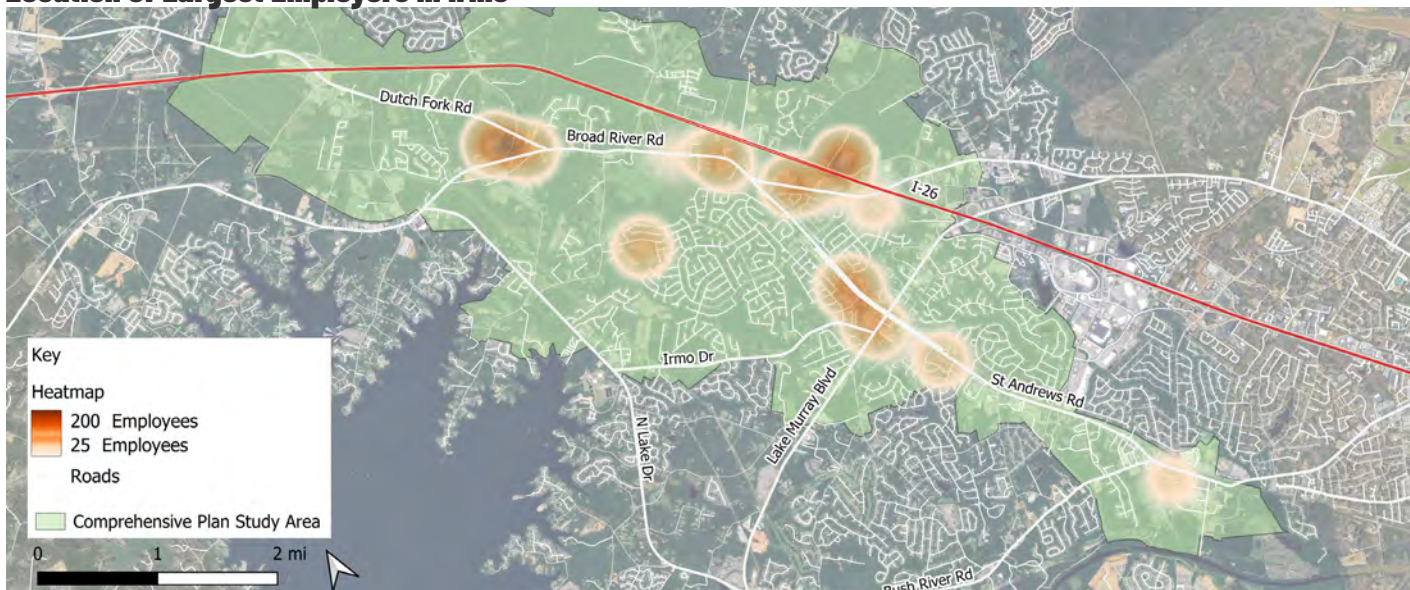
EMPLOYMENT DRIVERS

Economic Base Analysis uses “location quotient” (LQ) to compare local proportion of industry employment to broader areas. The chart shows Irmo’s LQ versus South Carolina’s LQ. An LQ above one (*highlighted in orange*) indicates a higher local employment proportion than the state level. Irmo residents have notably higher proportions of employment in the areas of public administration, services, finance, insurance and real estate, information, and construction.

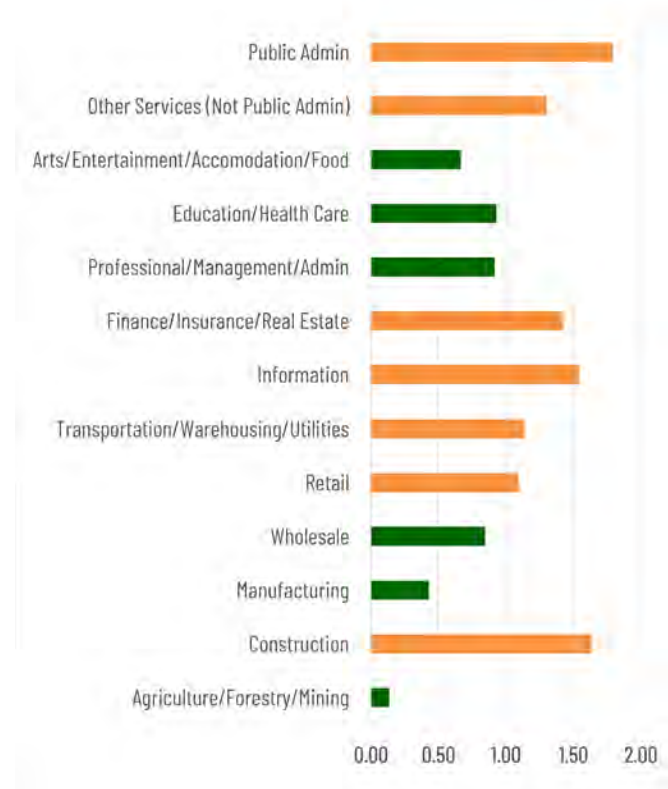
Large Irmo Employers

The map below depicts the location of larger employers (25-200 employees) in Irmo. These businesses generally represent educational institutions, or construction, large retail, and medical businesses, which cluster in three general areas: I-26 on Broad River Road, at the Lake Murray Boulevard and St. Andrews Road intersection, and west of Broad River and Dutch Fork Road. However, most Irmo businesses employ fewer than 25 people, with service and retail uses primarily located along Lake Murray Boulevard and St. Andrews Road.

Location of Largest Employers in Irmo



Economic Base Analysis (LQ), 2020



ECONOMIC DEVELOPMENT RECOMMENDATIONS

The Town of Irmo exhibits strong economic health with opportunities for improvement. The economic profile for the community is positive with comparatively high median household income and labor participation. Likewise, mean travel time to work for Irmo residents is lower than that same measure for Lexington County and state-wide, indicating convenient access to jobs. These data reinforce the relationship between the Town of Irmo and the greater Columbia area as workers throughout the Midlands chose Irmo as a place to live.

These recommendations focus on improving the growth and sustainability of businesses and commercial sites within the community. In the absence of local property taxes, town budgets rely significantly on the performance of local businesses through sales tax and business licenses. Consequently, the Town of Irmo will continue to provide low barriers to entry for businesses and employers in the community through responsive customer service and a clear and predictable regulatory environment. Likewise, this plan recommends both quality infill and targeted annexation to facilitate business growth through the built environment to broaden the base. However, data indicate that only 296 individuals both live and work in the Town of Irmo with 5,127 residents leaving the community each day and 7,444 workers commuting into Town. This workforce exchange presents the opportunity to capture tax dollars from outside the community while continuing to strive



to provide well-rounded employment opportunities within Town limits and the ability to live and work in Irmo.

Goal 1: Diversify and grow the economy in the Town of Irmo.

Strategy 1A: Maintain a positive regulatory environment for desirable commercial development through clear regulations, streamlined processes and quality customer service.

- ◆ Review zoning structure and map to ensure sufficient opportunity for a range of economic development activities.
- ◆ Review entitlement processes to promote a low barrier to entry for entrepreneurial activities.



The health care, education, and social services sector is the largest employment cluster for Irmo residents

Strategy 1B: Encourage new commercial development or reinvestment in existing commercial sites through strategic high-quality infill, targeted annexation, and the creation of a mixed-use Town Center.

- ◆ Conduct a study of barriers for pedestrian-oriented mixed-use development and the redevelopment of legacy commercial centers.
- ◆ Identify potential annexation areas along the Interstate 26 corridor and major transportation routes that are suitable for future commercial development.
- ◆ Engage with developers and property owners in potential annexation areas to promote the benefits of annexation into the Town of Irmo.
- ◆ Consider the use of incentives such as reduction in parking standards, facade grants, and landscape incentives to promote

reinvestment in underutilized commercial properties and sites.

Strategy 1C: Provide opportunities for a wide range of businesses, including businesses with higher wage jobs.

- ◆ Encourage employment uses in locations along the Interstate 26 corridor that exhibit the potential for desirable transportation access and adequate utilities or utility expansion.



Example of an accessory commercial unit as part of a single-family residence

What is an Accessory Commercial Unit (ACU)?

ACUs are secondary, smaller commercial spaces located on the same property or within the same structure as a primary commercial or residential building.

- ◆ Utilize performance and/or design standards to ensure compatibility between Neighborhood Commercial uses and accessory commercial uses within residential neighborhoods, including but not limited to maintaining a residential aesthetic, number of employees, and parking standards.
- ◆ Encourage employment uses in locations along the Interstate 26 corridor with potential for transportation access and adequate utilities.

Strategy 1D: Promote Irmo as a balanced community where residents can live, work, and recreate, resulting in reduced commute times while maintaining a high quality of life.

Goal 2: Enhance the local economy through capture of outside tax dollars and minimizing leakage.

Strategy 2A: Ensure land use regulations support a wide range of goods and services for residents and visitors.

- ◆ Continue to promote sales tax- or employment-generating uses for prime commercial sites.
- ◆ Ensure land use regulations can accommodate a variety of business types within the community, including but not limited to retail shops, restaurants and professional services.
- ◆ Ensure land use regulations permit opportunities for business growth, allowing a range in the scale of business from a business start-up to a large business enterprise.
- ◆ Limit low employment and low sales tax generating commercial uses, such as self-storage units, to secondary commercial sites through zoning, performance standards, and limitations on concentration of such activities.

Strategy 2B: Coordinate with local partners to increase recognition of local businesses.



- ◆ Work with local organizations such as the Greater Irmo Chamber of Commerce to promote a shop local campaign.
- ◆ Support joint marketing campaigns promoting local businesses to visitors, including joint marketing for businesses participating in local events.

Strategy 2C: Leverage special events to maximize positive impacts on local businesses.

- ◆ Promote a low barrier of entry for local businesses to participate in special events.
- ◆ Encourage sponsorship opportunities for local businesses to sponsor aspects of events, providing visibility and marketing opportunities.
- ◆ Support collaborative advertising campaigns for local events that promote the event and local businesses.
- ◆ Evaluate available funding sources such as Hospitality and Accommodations Taxes to promote local events and businesses.



Moore Park hosts numerous special events throughout the year, bringing visitors into Irmo

HOUSING

Trends

Many of Irmo's established neighborhoods were built over 40 years ago and much of the housing stock is made up of single-family homes. Recently, in the greater Irmo area, more neighborhoods with smaller size lots and multi-family dwellings, including apartments, have been built to accommodate changing housing demands.

HOUSING INVENTORY

Of the homes in Irmo, 67% of the housing stock was built between 1970 and 1989, with less than 500 homes built each decade since then. The housing stock is older, and with older homes come more possible responsibilities for upkeep and repair. Some neighborhoods that have aging homes have presented code enforcement issues due to delayed maintenance of homes and yards. A majority of residential properties are owned, 82%, compared to 18% of residential properties that are rented.



Irmo Fire Starting Salary:
\$35,341 - \$38,171*

** Effective January 2023*



**Richland Lexington 5
School District Starting
Teacher Salary*:**
**\$44,023 - Bachelors
Degree**
\$49,690 - Masters Degree

** Fiscal Year 2023 -2024*

HOUSING AFFORDABILITY

Limited new housing has driven up prices. In 2020, Irmo's median home value was \$145,100, which was a 12% increase from the 2010 value of \$129,400 (*U.S. Census*). Irmo's median sold home price is \$241,000 according to Realtor.com. Irmo's housing market is described as balanced, meaning that the supply and demand of homes are about the same. On average, homes stay on the market for 36 days.

Housing Affordability: An Exercise

When analyzing salary data for certain careers, we can look at what an individual or a couple may be able to afford and how it matches with Irmo's real estate market.

Let's imagine that a young couple has accepted jobs in Irmo as a firefighter and a teacher with a Masters Degree. This couple has been smart about their finances, has minimal monthly debt payments, and has saved up a fair amount for a down payment for a house. They have worked hard, and are about to work even harder to be active members of the greater Irmo community, but they still can't afford to buy a home despite doing everything "right", and can really only afford a home that is listed almost \$50,000 less than the current median sold price for the Town.

For many households the combination of high interest rates and home prices combined with a lack of for sale inventory and rentals eliminates Irmo from the list of places they can call home.

Annual income ? \$ 87,861 Calculate by payment	Home price Payment Full report
Monthly debts \$ 1,000	You can afford a house up to \$195,131 Based on your income, a house at this price should fit comfortably within your budget.
Down payment \$ 20,000	 
Advanced Calculator disclaimer	

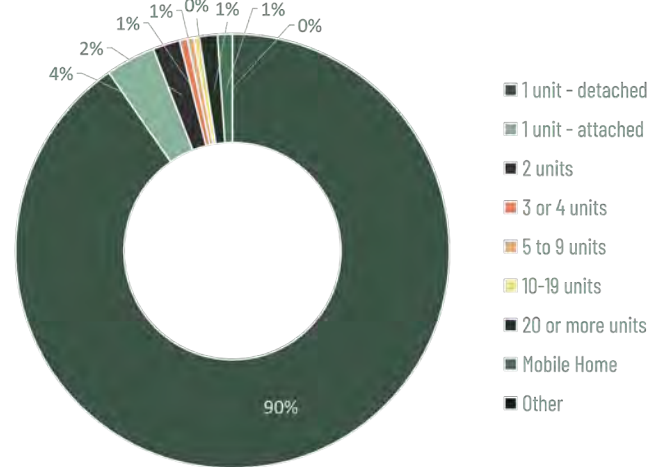
Zillow Housing Affordability Calculator



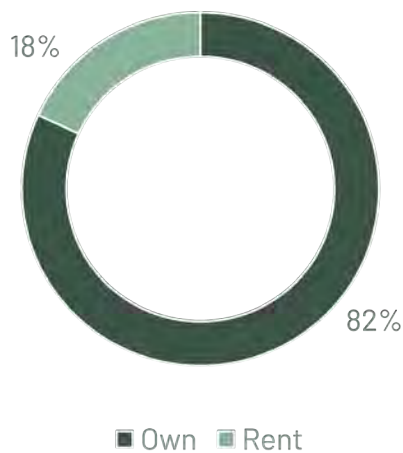
HOUSING TYPE

In 2020, single family homes made up 94% of Irmo's housing stock. Currently under construction, Bickley Station offers smaller single-family homes close to St. Andrews Road. Towards Lake Murray, a number of new multi-family residential units have been built in Lexington County. Housing demands and costs are influencing the types of homes being proposed throughout the Midlands. Demographic changes also influence demand for different housing types.

Housing Stock, 2020



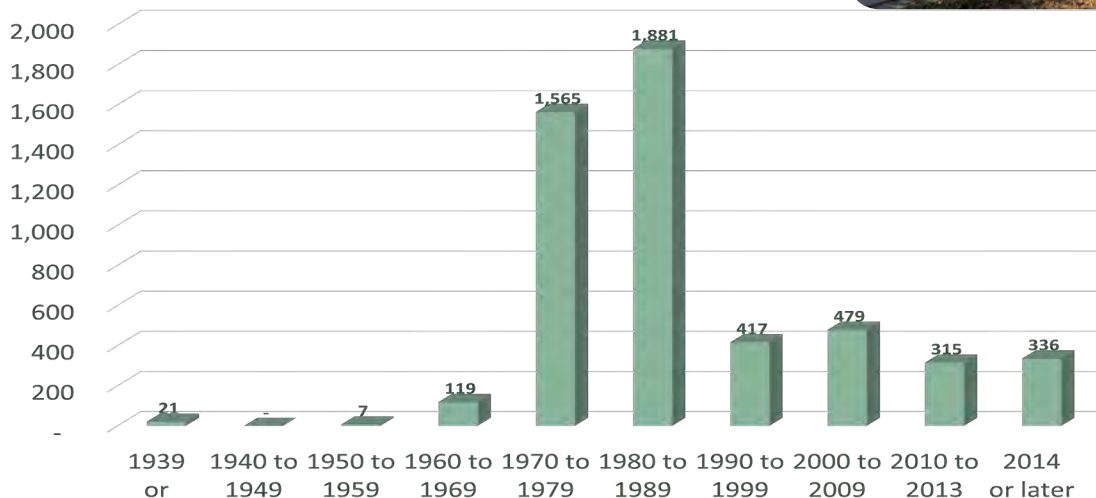
Housing Ownership, 2020



94%
of the current
housing stock are
single family homes.



Housing Year Built, 2020



HOUSING RECOMMENDATIONS

As Irmo grows in population, the demand for housing will continue to rise. Irmo's goals should focus on maintaining quality of life and Town character while accommodating an increase in housing.

Goal 1: Promote quality residential development that maintains Town character while meeting future needs by allowing a diversity of housing types in key locations.

Strategy 1A: Allow zoning that provides for a mix of housing depending on context.

- ◆ Allow for a variety of housing types to be part of new development in key areas.
- ◆ Consider the allowance of missing middle housing types as infill that match the scale and character of the surrounding neighborhood.
 - ◆ *Add missing middle housing types such as duplexes, triplexes and quadplexes as conditional uses in certain districts with defined design standards in the Zoning Ordinance.*



- ◆ Consider revising conditional requirements for accessory apartments to allow for units up to a certain square footage (i.e. 1,000 square feet) regardless of size of primary structure.
 - ◆ *Currently accessory units are capped at 50% of the size of the primary structure regardless of size or property area.*

Strategy 1B: Incentivize diverse housing design.

- ◆ Encourage new planned developments to include a mix of at least two lot sizes or product types.

Strategy 1C: Encourage Habitat for Humanity to build homes in Town where needed, while matching the character of existing neighborhoods.

What is Missing Middle Housing?

Missing middle housing refers to housing in a diverse range of house-scale buildings with multiple units that are compatible in scale and form with single family homes.



The Friarsgate neighborhood has a variety of housing types and styles. Many homes are well kept, although code enforcement issues do arise due to the age of some homes.

Goal 2: Continue code inspection activities that maintain and improve the quality of neighborhoods.

Strategy 2A: Maintain adequate staff for code enforcement activities.

Strategy 2B: Grow the daily presence of code inspectors in neighborhoods through patrolling and community interactions.

Strategy 2C: Enforce property maintenance regulations to ensure the safety of neighborhoods.

Strategy 2D: Evaluate new methods of tracking and reporting code

inspection issues.

Strategy 2E: Evaluate the need for a short-term rental ordinance.

Strategy 2F: Inventory dilapidated structures and establish funding to repair or remove them.

CULTURAL RESOURCES

Trends

The Town of Irmo's cultural resources are the foundation for sense of place, community identity, and quality of life.

The town's history, rooted in the immigrant farmers of the Dutch Fork, the railroad, Lake Murray, educational institutions, and particularly African American educational institutions, is reflected in the people and development patterns of the community and provides a link between new and long-time residents. This section also identifies historic places, local and regional cultural resources, and the annual events that add to Irmo's identity and small-town charm. This section's goals focus on leveraging local history to promote community identity and enhance local cultural resources and activities to the benefit of Irmo residents.

HISTORY OF IRMO

European settlement of the broader lands between the Saluda and Broad Rivers, known as the Dutch Fork, began around 1735, primarily by immigrants from Germany and Switzerland. Immigrants continued to settle the area, gradually increasing the population through the American Revolution and up until the Civil War, with farms and agrarian development. However, the Civil War

and Reconstruction significantly disrupted these settlement patterns and slowed area growth in the middle of the 19th century.

The construction of the Columbia, Newberry, and Laurens Railroad in 1881 fueled an era of new economic growth in the area, leading to the incorporation of the Town of Irmo in 1890. Initially, Irmo covered one square mile around the railroad depot. A secondary significant economic boon began in 1927 with the construction of the Lake Murray Dam, which brought approximately 4,000 workers to the area and provided a consistent source of power for the town.

Prior to the 20th century, primary schools in the Irmo area were scattered throughout the county, including a community-run school for black students at the Oak Grove AME Church, dating back to the early 1800s. The 1910s and 1920s marked significant growth in formal educational institutions in the Irmo area, a resource still seen as a community asset today. This era included the construction of Harbison Agricultural College (1911), Richlex School (1918), and Pine Grove Rosenwald School (1923), all serving African American students. Shortly after, Irmo High School was founded in 1928. Harbison Agricultural College operated until 1958, and subsequently the Harbison College campus was donated to Midlands Technical College, under which it is operated today.

Town of Irmo Historic Markers

The Town of Irmo marker (right) is located adjacent to the railroad tracks on Woodrow Street, just south of Columbia Avenue. The other two markers in Town limits are Richlex and Bethlehem Church markers, both located on Broad River Road.

Just outside of Town limits are historical markers recognizing the establishment of St. Paul Church and the historical significance of the World War II Bombing Ranges.





An era of transportation growth from the mid-1900s to the 1970s spurred significant suburban growth in the Town of Irmo, including the construction of Interstates 20 and 26, Highways 60 and 76, along with Woodrow Street and St. Andrews Road. These developments, combined with overall growth in the Columbia metro area, created the Irmo known today for its suburban charm, sense of community, educational and recreational facilities, and overall high quality of life.

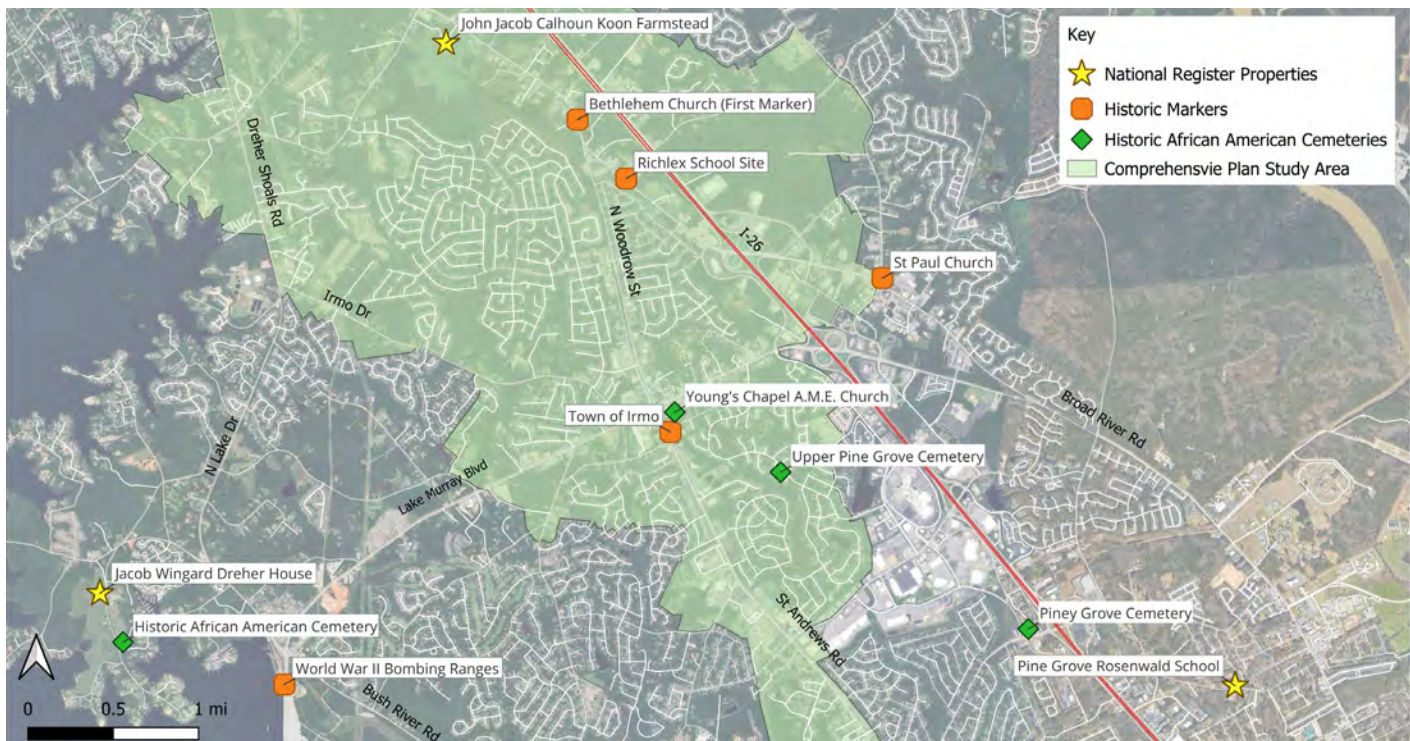
HISTORIC MARKERS AND NATIONAL REGISTER OF HISTORIC PLACES

The community's location between Lexington and Richland Counties contributes significantly to its cultural identity. Lexington County boasts over 60 historic markers and war memorials, as well as more than 50 properties listed on the National

Register. Richland County features over 360 historic markers and war memorials and over 150 National Register listings. The region is dense with historical significance. In the immediate vicinity of Irmo, notable sites listed on the National Register include the John Jacob Calhoun Koon Farmstead, Pine Grove Rosenwald School, and Jacob Wingard Dreher House. These sites serve as tangible links to the past, offering insights into the area's agricultural heritage, educational history, and architectural evolution.

Additionally, the Town possesses an array of historic markers, each highlighting significant events or locations integral to development and identity. These markers commemorate key milestones such as the founding of Irmo, the establishment of St. Paul Church and Bethlehem Church, the legacy of Richlex School, and the historical significance of the World War II Bombing Ranges. The historic markers and National Register sites highlight the history of

National Register Sites, Historic Markers, and Historic African American Cemeteries



the faith and educational facilities around Irmo, reminding residents of Irmo's unique heritage and contributions to the community's collective narrative.

Recognizing and preserving these cultural assets is imperative, as they not only enrich the quality of life for residents but also attract visitors and bolster economic development opportunities. By strategically planning and collaborating with local historical societies and preservation groups, Irmo can continue to honor its past while paving the way for a vibrant and culturally rich future.

COMMUNITY EVENTS

The Town of Irmo hosts a number of community events that attract residents of the greater Irmo area, and those from all over the state.

Okra Strut

The Okra Strut, a cherished festival hosted each fall by the Town of Irmo, embodies the community's vibrant spirit and agricultural history. The Town Council and Okra Strut Commission oversee this two-day event, which features live music, a Saturday parade, arts and crafts vendors, rides, and food vendors. With an average attendance of 25,000 annually and past peaks of 60,000 visitors, the festival has become a beloved tradition. Beyond entertainment, proceeds from the festival benefit local charities, schools, and public areas, showcasing its commitment to community welfare. Celebrating its 50th year in 2024, the Okra Strut remains a testament to Irmo's heritage and unity.

Cherry Blossom Festival

The Irmo Cherry Blossom Festival, an annual event since 2001, celebrates spring's arrival with pale pink blooms. This family-friendly festival invites attendees to enjoy nature's beauty through picnics and leisurely strolls among the



Public Engagement at the 2023 Okra Strut



Street Performers at the Okra Strut



blossoms. Local artists conduct plein air art demonstrations, showcasing their work available for purchase. Emphasizing community, nature, and artistic expression, the festival fosters a sense of connection and appreciation for Irmo's springtime beauty.

National Night Out

The Irmo Police Department Community Foundation (IPDCF) hosts the annual National Night Out event every August at Moore Park. This free event fosters police-community partnerships and neighborhood camaraderie to enhance safety and promote community care. National Night Out strengthens relationships by bringing law enforcement and residents together, offering crime prevention insights, entertainment, and engagement opportunities. Local businesses and vendors actively participate and support the event.

International Festival

The International Festival in Irmo occurs annually in April at Moore Park. This vibrant event celebrates the town's international history and features a walking parade, car show, and cultural booths that showcase the diverse heritage and traditions of the community. The festival originated from a vision to promote positive dialogue on diversity. Collaborating with various stakeholders, including schools, faith groups, artists, businesses, and residents, organizers successfully launched the inaugural festival on April 28, 2019. This collective effort underscores Irmo's commitment to celebrating multiculturalism and fostering unity within the town.

Tree Lighting

The Town of Irmo traditionally holds a holiday tree lighting ceremony in Town Park each December, with food, events, and entertainment from local schools.



Vendors Line the Moore Park Pathways at the Irmo International Festival



Children Perform at the Tree Lighting Event

LOCAL & REGIONAL RESOURCES

Irmo is situated in a region rich in history and cultural resources. Residents enjoy access to diverse cultural activities, museums, organizations, and historic sites both within the community and in the greater Columbia area. These resources include:

Harbison Theater at Midlands Technical College – Harbison Theater is a 400-seat indoor venue located on the Harbison Campus of Midlands Technical College in Irmo. With the mission of connecting the local community through the arts, the venue is programmed with live theater, music, and variety acts throughout the year.

The State Museum – The State Museum of South Carolina is located approximately 11 miles to the southeast of Irmo in Columbia. The State Museum collects, preserves, and showcases the culture, art, and history of South Carolina.

EdVenture Children's Museum – The EdVenture Children's Museum shares a site with the State Museum, offering hands-on and interactive learning experiences that engage children in science, art and history. The museum hosts special events, workshops and school programs to inspire curiosity and learning through play.

Lexington County Museum – The Lexington County Museum, located approximately 8 miles south in the Town of Lexington, is dedicated to showcasing the structures, artifacts, and stories that focus on the timeframe from the colonial period to the Civil War. In recent years the museum has hosted a "Murders and Mysteries" historical walking tour within the Town of Irmo that showcases the history of Irmo and surrounding area of northern Lexington County.

Columbia Museum of Art – Located about 12 miles from Irmo on Main Street in Columbia, the



Harbison Theater at Midlands Technical College's Harbison Campus



Columbia Museum of Art



Columbia Museum of Art (CMA) houses renowned collections and exhibitions, attracting over 150,000 visitors annually. The CMA hosts unique traveling shows and has a permanent collection of Italian Renaissance and Baroque masterpieces, modern and contemporary art, including Botticelli's "Nativity" and Monet's "The Seine at Giverny." The museum also offers interactive art experiences, while the CMA's educational programs provide classes in various artistic mediums.

South Carolina Institute of Archaeology and Anthropology – The South Carolina Institute of Archaeology and Anthropology at the University of South Carolina in Columbia was founded by the State of South Carolina in 1963. With additional facilities in Aiken and Fort Johnson in Charleston County, the institute is responsible for teaching, research and management of South Carolina's historic and prehistoric past.

South Carolina Department of Archives and History – The Department of Archives and History, located about 17 miles east of Irmo, preserves and promotes the state's cultural heritage through archival care, records management, public access, historic preservation, and education. Notably, it houses the State Historic Preservation Office (SHPO), which manages the National Register of Historic Places and related programs at the state level.

African American Historical Society of Irmo – Established in December 2023, the African American Historical Society of Irmo is an independent local organization formed to chronicle local black history in the Irmo area. The organization sponsors local events such as the Juneteenth Celebration.



South Carolina Department of Archives and History



Representatives from the African American Historical Society of Irmo at the Juneteenth event

CULTURAL RESOURCES RECOMMENDATIONS

The Town of Irmo's Comprehensive Plan aims to preserve and promote the town's unique history and identity through a variety of strategies. By communicating Irmo's story through art, murals, community activities, and signage, the Town can reinforce its sense of place and community identity.

Collaborations with local businesses, organizations and institutions will enhance these efforts to celebrate Irmo's history. Supporting local preservation efforts and recognizing historic sites will ensure Irmo's heritage is honored and remembered. Additionally, continuing to support and promote local events will help reinforce the Town's identity, bringing residents and visitors together to celebrate all that Irmo has to offer. Through these initiatives, Irmo can foster a vibrant, culturally rich community that values its past while looking forward to a bright future.

Goal 1: Preserve and promote local history and identity.

Strategy 1A: Communicate the story of Irmo through art, murals, community activities, and signage to reinforce community identity and sense of place.

- ◆ Coordinate with local organizations and businesses to promote and pursue public art, signage, murals and community activities to



celebrate Irmo's identity and history.

- ◆ Create interactive installations in Irmo parks and public spaces that commemorate local historical events and figures.
- ◆ Utilize signage, wayfinding, banners and other municipal infrastructure to promote a unified appearance and identity for the Town of Irmo.
- ◆ Pursue funding opportunities to develop and implement a wayfinding and signage plan to facilitate a comprehensive approach to wayfinding signage, banners, street signs, utility wraps, and educational signage.

Strategy 1B: Collaborate with local organizations and institutions to coordinate cultural activities and promote a sense of place.

- ◆ Continue to support local historical organizations in honoring the history of Irmo through exhibits, tours, and community events.
- ◆ Partner with the local educational institutions and faith-based organizations to promote local events and activities.



Former Administration Building at Harbison Agricultural College

Strategy 1C: Support local preservation and recognition of historic sites.

- ◆ Collaborate with local historical or preservationist organizations to recognize local historical sites, locations, and events.
- ◆ Raise awareness of local historical sites and locations through partnerships with local educational institutions and history organizations.
- ◆ Raise awareness of local African American history through educational signage at key locations such as Moore Park and African American Cemeteries.



Example of Educational Signage

Goal 2: Continue to support local events to reinforce the identity of the Town of Irmo.

Strategy 2A: Continue to pursue event programming and promotion both locally and regionally.

- ◆ Pursue partnerships to increase the number and frequency of events at Moore Park and Prisma Health Amphitheater.
- ◆ Continue to support events at community educational institutions, including but not limited to Midlands Technical College and Irmo High school.
- ◆ Require Town of Irmo branding to be utilized for special events hosted in community facilities such as Town Park or Moore Park.

TRANSPORTATION

Existing Conditions

The transportation network is the backbone of Irmo. The Town of Irmo developed along a busy railroad corridor, is sandwiched between I-26 and Lake Murray, and is located near the crossroads of three major interstates: I-26, I-20, and I-77. Major roadways in and around Irmo generally have sufficient capacity to accommodate projected future traffic volumes or will have capacity once ongoing and planned improvements are completed. However, there are opportunities for intersection improvements, access management, streetscaping, and bicycle/pedestrian facilities throughout Irmo to enhance the existing transportation system.

ROADWAYS AND FUNCTIONAL CLASSIFICATION

In accordance with the Federal Highway Administration (FHWA), functional classification is the process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. The South Carolina Department of Transportation (SCDOT) defines the functional classifications that make up the roadway network. The existing roadway network in and around Irmo is comprised primarily of minor arterials, collectors, and local roads.

I-26 is the primary east-west route across South Carolina, connecting the upstate cities of Greenville and Spartanburg with Columbia and Charleston. I-26 splits Richland and Lexington counties, with most of incorporated Irmo located south of the interstate. I-26 carries heavy volumes of through traffic, including nearly 10 percent trucks, as well as commuter trips to and from Columbia and local

traffic around Irmo. Within the limits of Irmo, there are interchanges on I-26 at Lake Murray Boulevard (Exit 102), Broad River Road (US 76/176) (Exit 101), and US 176 (Exit 97). Overpasses provide local access across the interstate at Shady Grove Road and Koon Road between Exits 101 and 97. Just east of Irmo, I-26 intersects with I-20, another major east-west route that connects Columbia with Atlanta to the west and I-95 near Florence to the east, and I-77, which connects to points north including Charlotte.

Arterials, including Broad River Road (US 76/176), Lake Murray Boulevard (SC 60), St Andrews Road, Dreher Shoals Road (SC 6), and Dutch Fork Road (US 76) cross the Town, connecting to adjacent jurisdictions and providing access to commercial areas and employment centers. There is a fair amount of through traffic on these arterials, with drivers using Broad River Road (US 176) as an alternative to I-26 and traveling between Chapin and Lexington on Dutch Fork Road (US 76) and Dreher Shoals Road/N Lake Drive (SC 6). Lake Murray Boulevard is the gateway to Irmo from I-26 to the east and from SC 6 to the west, and along with St. Andrews Road, is the primary commercial corridor for the Town.

Major collectors connect residential areas and neighborhoods with arterials. Major collectors include Kennerly Road, Royal Tower Drive, Irmo Drive, Columbiana Drive, Nursery Road, and Farming Creek Road. Kennerly Road runs along the eastern edge of Irmo and connects large residential developments in unincorporated Richland County with shopping and services along Broad River Road and Lake Murray Boulevard in Irmo. Royal Tower Drive and Chadford Road serve the Friarsgate neighborhood, while Nursery Road and Nursery Hill Road provide access to the Murraywood neighborhood. Columbiana

Drive acts as a service road south of I-26 in the Harbison neighborhood.

ANNUAL AVERAGE DAILY TRAFFIC (AADT) AND CAPACITY

With Irmo being located along the I-26 corridor just outside of Columbia, the interstate sees anywhere from 62,800 to 95,800 vehicles according to the annual average daily traffic rate, with an anticipated increase in number in the coming years. Other roads throughout the Town experience high traffic volumes including Lake Murray Boulevard, SC-60, St. Andrews Road and Broad River Road. All of which are also expecting to see an increase in annual average daily traffic in the coming future. SCDOT is anticipating these increases and has projects in the working stages.

Roadway capacity is determined by the number of lanes, type of median, number and type of intersections (*i.e., signalized or unsignalized*), and posted speed limit. The ability of the roadway to accommodate traffic is known as Level of Service (LOS). The LOS system uses the letters A through F to describe specific ranges of traffic volumes compared roadway capacities, with A being best and F being worst. LOS D or better is generally considered acceptable, while LOS E and F indicate that capacity or operational improvements are needed to improve mobility.

I-26 accommodates the greatest volume of traffic, with traffic counts ranging between 62,800 and 95,800 trips per day. Within Irmo area, I-26 currently has four general purpose lanes west of Exit 101 (*Broad River Road*) and six lanes to the east, but SCDOT is working to widen I-26 to six lanes west of Exit 101, with construction expected to be complete in 2024. In an urbanized area, a freeway

Average Annual Daily Traffic on Major Corridors

Road	Current AADT	Future AADT
I-26	62,800-95,800	80,750-123,200
Lake Murray Blvd/SC 60	15,500-31,000	19,950-39,850
SC 6	14,300	18,400
St Andrews Rd	14,100-21,700	18,150-27,900
Broad River Rd/US 76	16,100-24,100	20,700-31,000

Source: SCDOT

can accommodate 75,600 (*four lanes*) to 113,600 (*six lanes*) with LOS D or better.

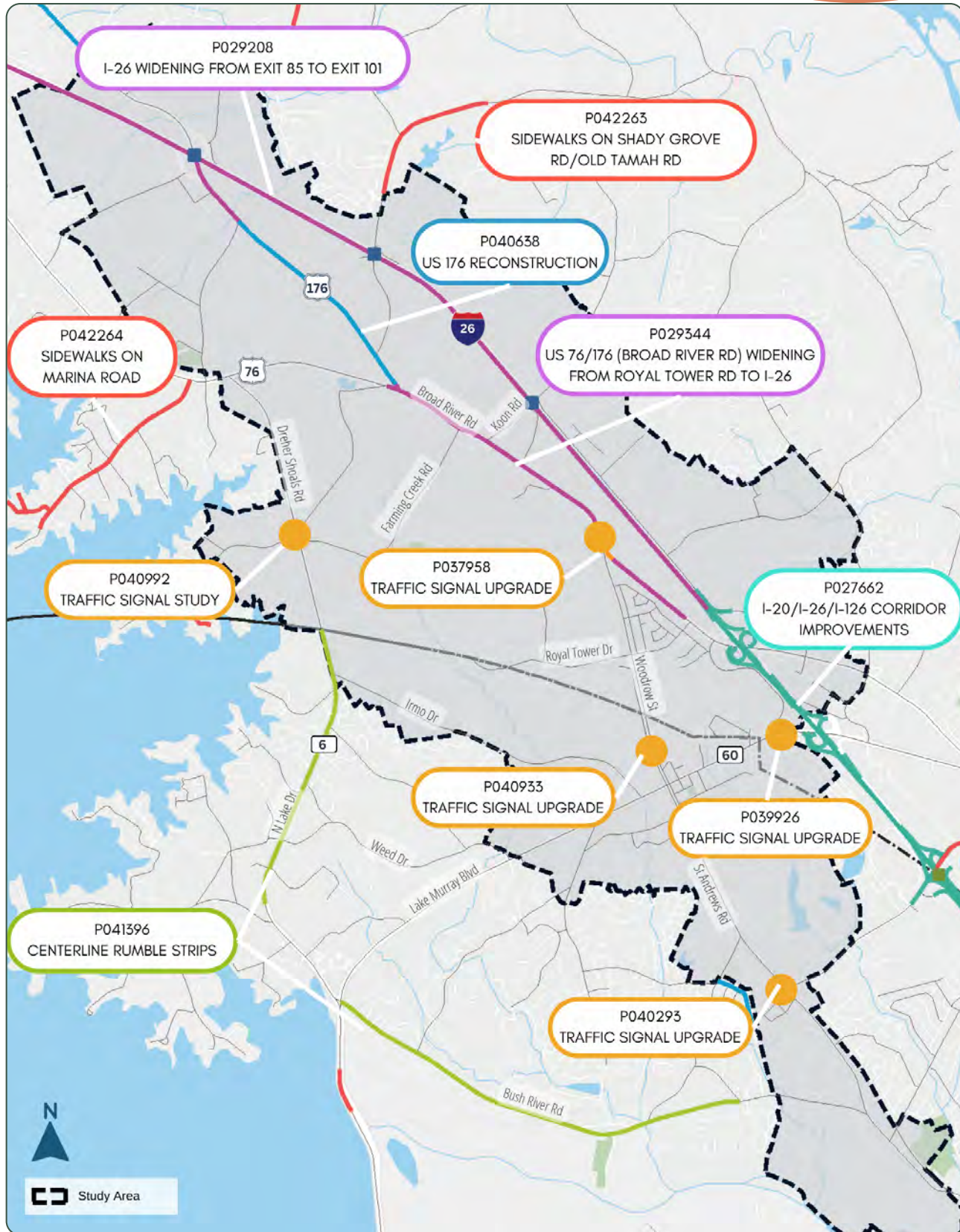
SC 6 (*Dreher Shoals Road*), Kennerly Road, and Royal Tower Road are projected to be over capacity by 2045, as is Lake Murray Boulevard (SC 60) in the vicinity of the I-26 interchange.

CRASHES

The SC Department of Public Safety Highway Safety Statistics Section maintains traffic collision data for roadways across the state. As shown on the heat map in the Appendix, the highest density of crashes are along the I-26 corridor, as well as along Broad River Road and at key intersections, including Lake Murray Boulevard/St Andrews Road/Woodrow Street, Lake Murray Boulevard/Columbiana Drive, Dutch Fork Road/Dreher Shoals Road, St Andrews Road/Bush River Road, and St Andrews Road/Harbison Boulevard. According to the COATS LRTP, the I-26 corridor between SC 60 and US 176 was the top ranked roadway corridor for crashes in the region for 2016-2020, and Broad River Road in Irmo ranked fourth. Heavy traffic, lack of access management,



PLANNED PROJECTS



roadway geometry, and poor road conditions contribute to high crash rates.

TRANSPORTATION PLANNING

SCDOT and the Central Midlands Council of Governments (CMCOG) are responsible for identifying, prioritizing, and funding roadway improvement projects within the region. CMCOG and SCDOT plans are developed with input from local governments and the public. In addition, Richland County, through its Transportation Penny Tax Program, provides funding for needed projects within the County, such as the ongoing Broad River Road widening.

SCDOT owns, operates, and maintains the state highway system, including the majority of the roads in Irmo. Planning and design of the transportation system is completed by SCDOT's central office, while operations and maintenance are managed by district offices. SCDOT's State Transportation Improvement Program (STIP) covers all federal, state, and locally funded improvements for which funding has been approved and that are expected to be undertaken during the upcoming seven-year period. Projects in the STIP generally come up from regional long range transportation plans.

FUNDED PROJECTS

Carolina Crossroads (I-26/I-20/I-126 Improvements) (P027662)

- ◆ I-26 widening from Broad River Road to Piney Grove Road and Interchange improvements at Harbison Boulevard (estimated construction start 2026-2027)
- ◆ I-20/I-26 System to System Interchange and interchange improvements at St. Andrews Road/I-26 and Bush River Road/I-20 (estimated construction start 2028-2029)

I-26 Midlands Connection Project (P029208)

- ◆ Widen to 6-lane section from Exit 85 to Exit 97 and 8-lane section from Exit 97 to Exit 101
- ◆ Interchange modification at Exit 97
- ◆ New overpasses at Mount Vernon Church Road, Shady Grove Road, and Koon Road
- ◆ Construction on-going
- ◆ Expected completion: December 2024

Broad River Road Widening (P029344)

- ◆ Widen to 5-lane section between Royal Tower Drive and Dutch Fork Road
- ◆ On-street bike lanes and sidewalks
- ◆ Design and right of way acquisition on-going
- ◆ Expected completion: June 2028

SC 6 & SC 60 CORRIDOR STUDY

- ◆ Central Midlands Council of Government (CMCOG)
- ◆ Will evaluate potential improvements on SC 6 & SC 60 and recommend priority improvement projects
- ◆ Expected completion: 2025

TRAFFIC SIGNAL UPGRADES AND STUDIES

- ◆ St Andrews Road/Thames Valley Rd
- ◆ St Andrews Rd/Harbison Blvd
- ◆ Dreher Shoals Rd/Salem Church Rd
- ◆ Lake Murray Blvd/Columbiana Dr
- ◆ Broad River Rd/Woodrow St

SIDEWALKS AND SAFETY

- ◆ Sidewalks are proposed for Marina Road (P042264) and Shady Grove Road/Old Tamah Road (P042263)
- ◆ Centerline rumble strips are proposed for N. Lake Drive and Bush River Road (P041396)

FUTURE PROJECTS

The CMCOG is the designated Metropolitan Planning Organization (MPO) responsible for carrying out the urban transportation planning process for the Columbia Area Transportation Study (COATS).



COATS includes all or portions of Lexington, Richland, Newberry, Fairfield, Kershaw, and Calhoun counties and municipalities in those counties. The MPO is responsible for developing a long range transportation plan (*a 25-year vision for the metropolitan area*), developing a transportation improvement program (*the list of specific projects for which federal funds are anticipated*), and developing a unified planning work program (*the annual transportation planning activities to be undertaken*). The MPO is made up of a Policy Committee (*CMCOG Board of Directors*), which is the official decision-making body that establishes policies for and adopts plans and programs for CMCOG, and a Technical Committee, which is comprised of technical representatives and staff from member governments.

COATS 2045 Regional Long Range Transportation Plan (LRTP)

- Moving the Midlands

The COATS 2045 LRTP was adopted in December 2021 and developed with extensive input from stakeholders and the public. The LRTP is updated every 5 years and provides a fiscally constrained listing of transportation improvements to be implemented in the next 25 years.

The 2045 Prioritized List of Road Widening Projects includes the following:

- ◆ #9: Kennerly Road from Hollingshed Road to Broad River Road
- ◆ #16: Shady Grove Road from Broad River Road (US 176) to Koon Road
- ◆ #17: Broad River Road (US 176) from I-26 to Chapin Road

- ◆ #21: Rauch Metz Road from Dutch Fork Road (US 76) to on/off ramp of I-26 near Broad River Road (US 176)

The 2045 Aspirations List of Road Widening Projects includes the following:

- ◆ Broad River Road (US 76/176) from Dutch Fork Road (US 76) to Woodrow Street
- ◆ SC 6 from Bush River Road to US 76
- ◆ Koon Road from Broad River Road (US 76/176) to Old Tamah Road
- ◆ Bush River Road from N Lake Drive (SC 6) to St Andrews Road
- ◆ Broad River Road (US 76/1796) from Woodrow Street to I-26 Interchange

The 2045 Prioritized List of Intersection Projects includes the following:

- ◆ #2: SC 60 and Columbiana Drive
- ◆ #51: Nursery Road and Nursery Hill Road

Within the list of Prioritized Bicycle and Pedestrian Projects that Received Scores of High or Medium High, the "Piney Grove/St. Andrews/Bush River Bikeway" project scored second. Bikeway and sidewalk on Columbiana Drive is also noted with a Medium-High rank. The Lower Saluda Greenway is the second highest ranked greenway priority project.

COATS 2023-2033 Transportation Improvement Program (TIP)

Approved in February 2024, the 2023-2033 TIP is the COATS' 10-year program of transportation capital projects that are expected to use federal money. The TIP is usually approved every 3 years but can be amended at any time. The TIP is incorporated directly into the SCDOT STIP.

The following projects are included in the current TIP:

- ◆ SC 60 at Columbiana Drive intersection improvements (*funded for planning*)
- ◆ SC 6 Corridor Planning Feasibility Study (P042545)
- ◆ US 76/176 Corridor Planning Feasibility Study (P042460/P028102)
- ◆ Lower Saluda Greenway Phase 3 (*funded for engineering, right of way acquisition and construction*), including contributions from Irmo Chapin Recreation Commission

WALKABILITY AND PEDESTRIAN FACILITIES

The purpose of non-motorized and active transportation facilities is to provide transportation for those who walk and bicycle out of necessity, as well as provide mobility options for those who choose to walk or bicycle instead of drive, and to provide for recreation. Irmo's non-motorized and active transportation network is made up of a combination of sidewalks, bikeways, and greenways. There are sidewalks along some arterials, including Lake Murray Boulevard and St Andrews Road and a striped bike lane on Lake Murray Boulevard between Irmo Drive and the Lake Murray dam. However, there are many roads that do not have bicycle or pedestrian accommodations, such as Broad River Road, Dutch Fork Road, Kennerly Road, and Woodrow Street. These facilities carry high volumes of traffic at relatively high speeds and are generally not conducive to non-motorized travel. In addition to the lack of a continuous sidewalk and bikeway network, there are several other barriers, including the interstate and rail corridors, frequency of curb cuts and utility poles, and large parking lots between sidewalks and commercial areas.

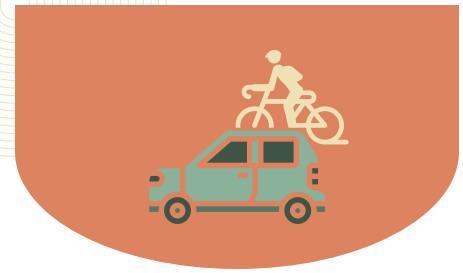
There is also a lack of connectivity between facilities in Irmo and other regional parks, trails,



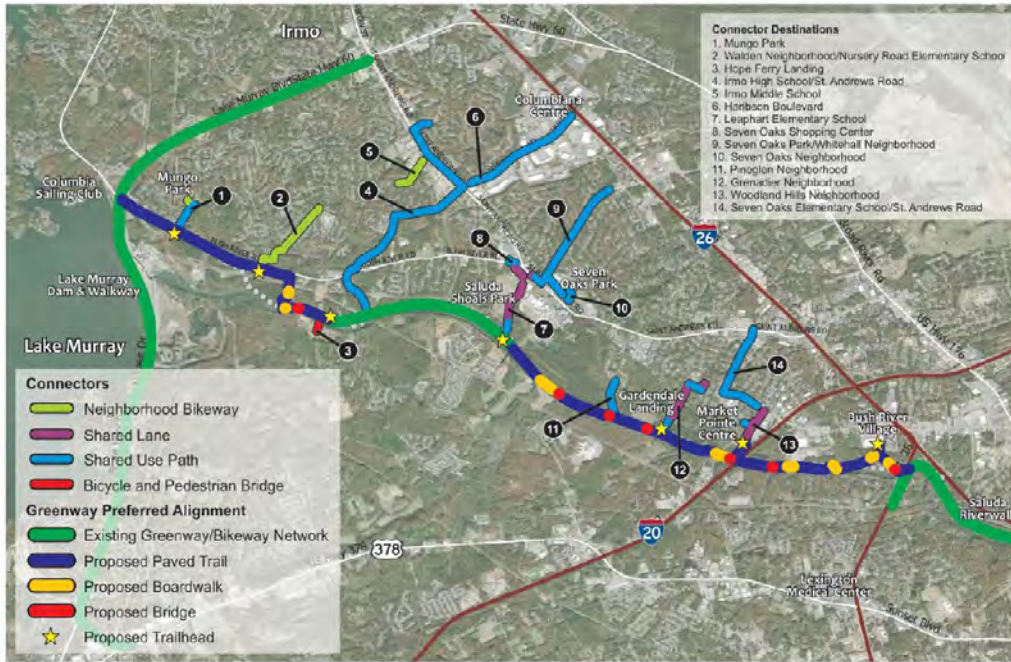
The existing greenway near Saluda Shoals Park traverses a tree-lined corridor on the banks of the Saluda River.

and greenways, including Saluda Shoals, Three Rivers Greenway, Riverbanks Zoo and Gardens, and the Riverwalk. There are approximately 12 miles of paved, multi-use trails within the Harbison neighborhood with spurs and connectors along neighborhood streets. While these trails connect within the neighborhood and access some commercial areas, they are generally used for recreation rather than transportation.

The Lower Saluda Greenway is a proposed 10.5-mile multi-use, paved pathway that would extend along the north side of the Saluda River from the Johnny W Jeffcoat Walkway at Lake Murray Dam to the Three Rivers Greenway at the Riverbanks Zoo and Botanical Garden. A section of this greenway exists near Saluda Shoals Park. Phase 3, which extends between I-20 and I-26 east of Irmo, is currently programmed. A feasibility study has been completed for the remainder of the Lower Saluda Greenway. This study provided recommendations for greenway connections and trailheads south of Irmo.



Lower Saluda Greenway Feasibility Study Recommendations



An express route (93X) between Comet Central and Newberry, with stops in Irmo, Ballentine, Chapin, and Little Mountain, has been provided at times in the past but was most recently discontinued in 2022 due to low ridership.

CMRTA also operates “Dial-A-Ride Transit” (DART) on-demand service for passengers with disabilities that prevent them from using The Comet fixed route system.

TRANSIT

Central Midlands Regional Transit Authority (CMRTA), also known as “The Comet,” is the regional public transit authority for the Columbia metropolitan area, including Richland County, City of Columbia, City of Forest Acres, and Lexington County. The Comet provides fixed route service on 47 routes. Routes 83L and 801 provide service to and within Irmo. Route 83L (*St. Andrews Local*) connects the Comet Superstop at Dutch Square Center with the Superstop at Harbison Walmart via Bush River Road and St Andrews Road, with stops at Parkridge Drive/Prisma Health Baptist Parkridge Hospital, Columbiana Drive/Columbiana Center, and Midlands Technical College – Harbison. Route 801 provides service between the Walmart Superstop and Comet Central via Broad River Road. Riders may transfer to a number of other routes at either the Dutch Square Center Superstop or Comet Central.

Other programs are available for seniors and people with disabilities that live outside of The Comet service area but within the Columbia Urbanized Area of Richland or Lexington County. These include the Pick Up Program, that provides a debit card for up to \$100 per month for taxi or rideshare programs, and the Volunteer Transportation Reimbursement Program, that provides reimbursement of up to 150 miles per month for those who provide rides to qualifying people.

RAIL

The Town of Irmo originally developed along the railroad, and the rail corridor still bisects the Town. CSX uses the corridor for freight service between Savannah, Charleston, and Spartanburg. The railroad tracks run between St Andrews Road and Woodrow Street with limited opportunities for crossing. Within the core of Irmo, there are many at-grade crossings of the tracks, including at Lake Murray Boulevard and Emory Lane/Harbison Boulevard.

TRANSPORTATION RECOMMENDATIONS

Because Irmo is a desirable place to live and work, its transportation challenges with traffic congestion have grown. The Plan's survey reflected residents' concerns about improving traffic conditions throughout the Town. The public noted a number of concerns with respect to the transportation system, most notably road maintenance, intersection improvements, and connectivity. This element highlights key transportation recommendations to address and accommodate future growth in Irmo, including projects and policies to keep the Town's transportation network moving.

Goal 1: Provide a safe and efficient multi-modal transportation system in collaboration with local, regional, and state partners.

Strategy 1A: Work with SCDOT and CMCOG to identify and prioritize funding and implementation of projects that will improve mobility within the Town.

- ◆ Actively participate in regional planning and financing initiatives to ensure that the needs of the Town are reflected in planned and programmed projects.



- ◆ Conduct traffic analyses for priority corridors to identify short- and long-term priority projects

- ◆ *SC 6 and SC 60 (Lake Murray Boulevard) [ongoing]*
- ◆ *Dutch Fork Road*
- ◆ *Irmo Drive*
- ◆ *Kennerly Road*
- ◆ *Royal Tower Drive*
- ◆ *Shady Grove Road*
- ◆ *Rauch Metz Road*
- ◆ *Broad River Road (north of I-26 Exit 97)*

Strategy 1B: Incorporate transportation network improvements that align with proposed future land use character areas

- ◆ Extend Western Lane from its current terminus at Koon Road west along the north side of I-26 to the vicinity of Exit 97.
- ◆ Advocate for addition of an interchange on I-26 at Koon Road or Shady Grove Road to provide access to the Dutch Fork and Ballentine areas, as well as relieve congestion at Exits 101 and 97.



Strategy 1C: Identify potential funding sources for transportation improvements and align projects with appropriate opportunities.

- ◆ Identify potential local funding streams for developing and funding locally needed road projects (impact fees, local hospitality tax, Lexington Penny tax, etc).

Goal 2: Work with SCDOT, Richland County, Lexington County, the City of Columbia, CMCOG, and other entities to maximize the efficiency of the existing roadway network.

Strategy 2A: Identify congestion mitigation strategies, intersection operations improvements, signalization improvements, and access management opportunities.

Strategy 2B: Evaluate congested and high crash intersections for operational and safety improvements.

- ◆ Candidate locations include:
 - ◆ *St Andrews Road/Bush River Road*
 - ◆ *St Andrews Road/Harbison Boulevard/Emory Lane*

- ◆ *St Andrews Road/Lake Murray Boulevard/Woodrow Street*
- ◆ *Woodrow Street/Royal Tower Drive*
- ◆ *Woodrow Street/Broad River Road*
- ◆ *Broad River Road/Farming Creek Road*
- ◆ *Broad River Road/Dutch Fork Road*
- ◆ *Dreher Shoals Road/Dutch Fork Road*
- ◆ *Dreher Shoals Road/Irmo Drive*
- ◆ *Lake Murray Boulevard/Columbiana Drive*

Strategy 2C: Coordinate with Richland County on the design and construction of the Broad River Road widening project to ensure the project aligns with the Town's future land use plans for the corridor, including considerations for active transportation and access management.

Strategy 2D: Incorporate and enforce traffic impact analysis requirements and access management standards in land use/zoning/development reviews.

Strategy 2E: Explore opportunities to coordinate with other jurisdictions to ensure roadways in the Town are well-maintained.

Strategy 2F: Improve pedestrian and bike access, connectivity and safety

- ◆ Prepare an active transportation master plan to develop a Town-wide bike/pedestrian/greenway network that provides connectivity between neighborhoods, commercial areas, and activity centers, and adjacent jurisdictions.

- ◆ Improve pedestrian safety and comfort in the Town Center area through the addition of sidewalks, widening of existing sidewalks, installing crosswalks and/or the addition of pedestrian signals.
- ◆ Coordinate with Lower Saluda Greenway District to convert existing railroad right-of-way to a new greenway and develop a new trailhead in vicinity of St. Andrews Road.
- ◆ Work with CSX to determine potential pedestrian improvements to the at-grade rail crossings at St Andrews Road/Lake Murray Boulevard/Woodrow Street, St Andrews Road/Harbison Boulevard/Emory Lane/Irmo High School, St Andrews Road/Piney Grove Road/Seven Oaks Park, and N Woodrow Street/Royal Tower Drive.
- ◆ Improve biking conditions by working with NCDOT to sweep roadways and incrementally widen shoulders to key roadways such as Wescott Road and Nursery Road.
- ◆ Work with local schools to implement a Safe Routes to School (SRTS) sidewalk network.
- ◆ Advocate for complete streets designs as SCDOT and the counties make improvements to priority corridors.
- ◆ Incentivize the provision of bicycle parking by allowing reduction in vehicular spaces if a minimum number of u-racks are provided.



Woodrow Street functions as a key vehicular and pedestrian corridor near the center of Irmo. Currently sidewalks are narrow and only along a portion of the roadway.

Strategy 2G: Create gateways that welcome travelers to Irmo.

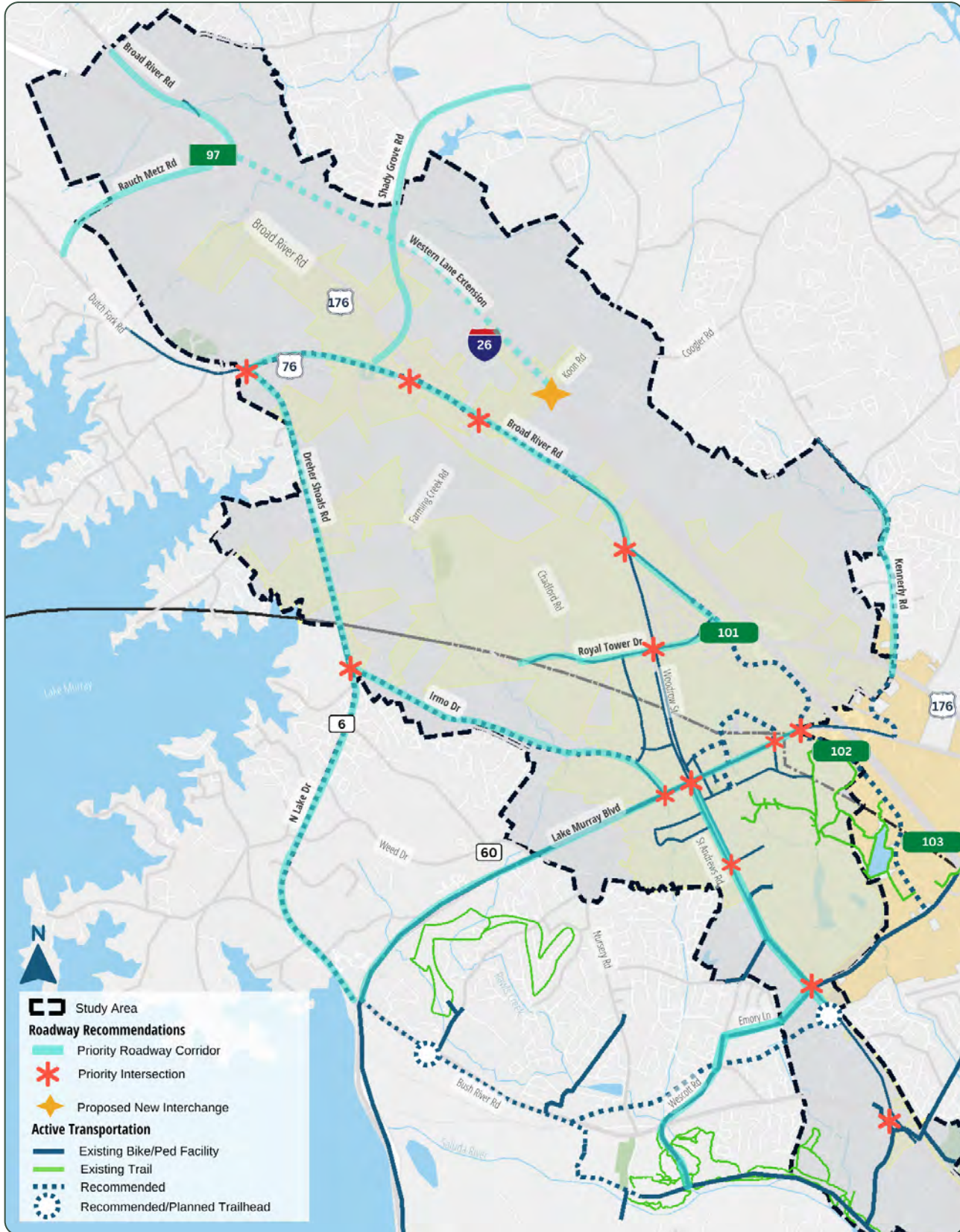
- ◆ Identify key gateways to the Town and develop plans for streetscaping and signage that consider organizational partnerships to improve, beautify, and maintain key gateways.
- ◆ Implement branded street signage to identify to travelers that they are within the Town.

Strategy 2H: Plan for the future by incorporating electric vehicle charging stations and autonomous vehicle technology into development and redevelopment plans and at key parks.

Strategy 2I: Continue working with partners to identify opportunities for park and ride facilities and/or transit enhancements.



ACTIVE TRANSPORTATION PRIORITIES



COMMUNITY FACILITIES

Existing Conditions/Trends

The Town provides its citizens with quality services, highlighted by its extensive park system and the Irmo Police Department. With the assistance of community partners, Irmo has gained a reputation as a desirable place to live with high quality community amenities.

IRMO PARKS

The Town of Irmo has a number of parks and recreation facilities that they maintain and use to host a variety of events throughout the year. The Greater Irmo Area also has access to parks that are maintained by the Irmo Chapin Recreation Commission to serve the local community members. The following parks are under the Town of Irmo's jurisdiction:

- ◆ Rawls Creek Park (*Recently opened*)
- ◆ Moore Park (*formerly Irmo Community Park*)
- ◆ Irmo Town Park
- ◆ Irmo Veteran's Park



REGIONAL PARKS AND RECREATION

The Greater Irmo Area also benefits from the hard work that the Irmo Chapin Recreation Commission has put in to create destination style parks and facilities that are catered to the local Irmo area as well as those who wish to travel to them. The following county and regional parks are located within the Greater Irmo Area:

- ◆ Mungo Park
- ◆ Saluda Shoals Park
- ◆ Seven Oaks Park
- ◆ Ballentine Park
- ◆ Friarsgate Park

PARKS LEVEL OF SERVICE

There are 8,261 total residential parcels within the boundaries of Irmo's study area. 4,520 of those parcels are served within a 0.5-mile service radius of parks. That equates to 54.7% of residential parcels within Irmo's study area served by one of Irmo's local parks or other parks. 3,741 of the residential parcels within Irmo's study area boundaries are not within a 0.5-mile radius of any of the existing parks (45.3%). 22.1 residential parcels are within a quarter-mile of an existing park.

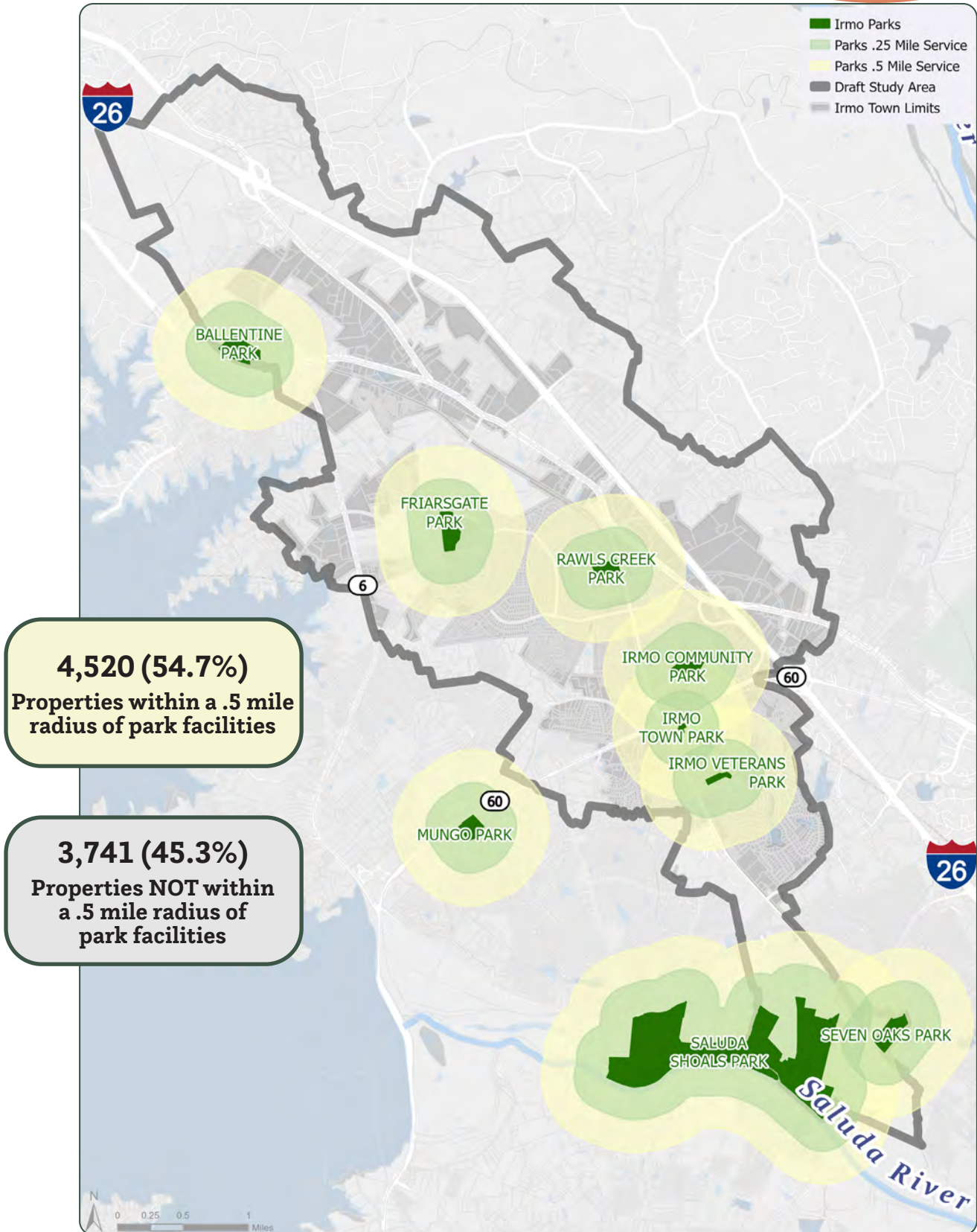
Saluda Shoals Park

Daily Park Admission
\$5/Car | \$12.50/passenger van | \$12/Bus





PARKS LEVEL OF SERVICE



WATER AND SEWER SYSTEMS:

The City of Columbia is the water provider for residents and businesses and is actively upgrading lines and improving water quality. The City is involved in the development review process for new development, requiring that new lines are built according to their specifications so that they can accept ownership and maintenance responsibility once the new lines are constructed. The source of the City of Columbia's water is Lake Murray and its 20 million gallon water filtration plant.

The City of Columbia and Richland County provide sewer service throughout the Town, but some subdivisions are served by Southwest Water Company.

Most electrical power and natural gas is provided by Dominion Energy, but Mid-Carolina Electric Cooperative provides electricity to some residents.

SOLID WASTE COLLECTION:

The Town contracts with Tyler's Sanitation to provide weekly curbside garbage, yard trash and recycling collection. The Town provides one recycling cart and one trash cart to each residential address. Tyler's Sanitation provides pickup five days a week.

PUBLIC SAFETY:

The Irmo Police Department has 32 full-time personnel, including 29 officers. Four to five patrol officers operate per shift. The department is divided up into 3 divisions: community services, patrol and criminal investigations. The public safety building, located at 1230 Columbia Avenue, is reaching its capacity and a new public safety building is planned in the next few years.



Fire protection is provided by the Irmo Fire District, which also serves a portion of Lexington County on the fringe of the Town's limits. The Fire District has a Class 1 ISO Rating throughout its service area. The Fire District fleet includes six front line apparatus, one swiftwater rescue truck/boat, one off road 6x6 brush unit, 2 reserve apparatus, and one squad unit. The District has 43 employees, and each shift has nine firefighters, three captains and one battalion chief.

EMERGENCY MEDICAL SERVICES

For emergency medical services (EMS), areas west of Broad River Road and Friarsgate subdivision are served by Lexington County. The remaining portion of the Town is served by a Richland County EMS unit.

EDUCATIONAL FACILITIES

Irmo is located in the Lexington-Richland Five school district. Eight elementary schools, two middle schools and two high schools serve Irmo residents:

H.E. Corley, Dutch Fork and Ballentine Elementary Schools (*Dutch Fork Middle and Dutch Fork High School*)

Harbison West, Leaphart, Nursery Road, Irmo and Seven Oaks Elementary Schools (*Irmo Middle and Irmo High School*)



The school district is currently building a new 3-story Irmo High School. It also plans to remodel Nursery Road, Harbison West and Dutch Fork elementary schools, but these plans are contingent on the passage of a bond referendum to be voted on in November 2024.

Irmo is also served by the Harbison branch of Midlands Technical College, centrally located in the Town limits. From 1911 to 1958, this site served as the Harbison Institute, a college for African Americans when educational resources were very limited. The Institute closed in 1958 and the land and buildings were donated to Midlands Tech to continue the legacy of providing a multicultural education.

LIBRARIES

Irmo has nearby libraries from Lexington County and Richland County Public Libraries. The Irmo Branch Library (*Lexington County*) is located at 6251 St. Andrews Road and Richland Library Ballentine is located at 1200 Dutch Fork Road. Richland Library St. Andrews offers a career coaching center, makerspace, teen area and community garden, as well as customary library services.

TOWN FACILITIES

Town Hall is located in the historic Mathias-Lown house at the corner of Woodrow Street and Columbia Avenue. Adjacent to Town Hall is the municipal building that houses municipal court, as well as town meetings and a variety of conferences and workshops. The Town staff is outgrowing Town Hall and has recognized the need for a new Town Hall building to better serve the community.



Irmo Elementary School is located just west of the center of Town.

COMMUNITY FACILITIES RECOMMENDATIONS

The Town of Irmo recognizes the value to the community of investing in its parks and infrastructure. With limited sources of revenue, its leaders have been creative in seeking other sources of funding to plan for needed projects like a new public safety building and possibly a new Town Hall.

Goal 1: Maintain excellent public safety services.

Strategy 1A: Maintain adequate personnel and equipment for Public Safety for Irmo's growing population.

Strategy 1B: Continue community outreach activities for all populations.

Strategy 1C: Regularly evaluate coverage and response times as the Town grows geographically.

Strategy 1D: Plan for new Irmo Police Department Headquarters to ensure it will adequately meet the future needs of the Department and the Town.

Strategy 1E: Work towards obtaining State Law Enforcement Accreditation.

Strategy 1F: Coordinate with adjacent jurisdictions and relevant organizations to meet public infrastructure and service needs.

- ◆ Pursue joint funding opportunities, shared use, maintenance and operations agreements and mutual aid/automatic aid agreements.

Goal 2: Improve park infrastructure to ensure safety and to provide quality recreational opportunities for all ages.

Strategy 2A: Plan for priority maintenance and improvements at existing parks.

- ◆ Improve ADA compliance with existing parks.
- ◆ Consider the addition of benches at Town parks to encourage older residents to visit.
- ◆ Study opportunities for beautification, tree planting and additional programming at existing parks.
- ◆ Enhance Moore Park by updating playground equipment, providing shade structures, improving security and lighting and making better use of the amphitheater to attract regional acts.
- ◆ Consider the creation of a site-specific master plan for Moore Park.
- ◆ Improve access to Moore Park
 - ◆ *Add signage along Church Street and*



Lake Murray Boulevard directing traffic to Moore Park.

- ◆ *Add a sidewalk or multi-use path along Church Street to improve pedestrian accessibility.*
- ◆ *Seek formalized pedestrian and/or roadway connection along Moseley Avenue from Woodrow Street to Moore Park and Church Street.*

- ◆ Continue improvements to Rawls Creek Park and promote its community amenities.

Strategy 2B: Add lighting and increase police presence along all trails in the park system.

Strategy 2C: In conjunction with Irmo/Chapin Recreation Commission, develop a Parks and Recreation Master Plan that assesses park equipment, access, safety and future needs.



Strategy 2D: Promote usage of lesser known parks through community activities and events.

Strategy 2E: Improve wayfinding and signage for parks and greenways and other key destinations in Town.

Strategy 2F: Coordinate with school systems on opportunities to co-locate schools, community centers and/or parks when designing new campuses.

Goal 3: Ensure public utility infrastructure meets the future needs of the Town.

Strategy 3A: Working closely with utility providers, regularly assess the condition of infrastructure that serves the Town's residents and businesses.

Strategy 3B: Require that water and sewer providers review development plans to ensure that capacities exist or upgrades can be readily provided.

Strategy 3C: Ensure Town staff is included in all long-range planning for utility expansion within the vicinity of Town limits.

Survey respondents requested more events at the Moore Park Amphitheater

NATURAL RESOURCES

Trends

The majority of the land cover of Irmo is considered urban because the land within the Town limits has largely been developed as residential and commercial areas. Despite development, Irmo's long-standing appreciation of trees within its borders is evident and results in many environmental benefits including reductions in cooling costs and summer temperatures, the provision of wildlife habitat, reduced erosion and enhanced stormwater management.

TREE CANOPY COVERAGE

Irmo prides itself on its long-standing status as a Tree City USA and its care for its trees, like the large white oak in Irmo Town Park. A map of the study area's tree canopy coverage shows a higher concentration of trees in the northern area compared to the more developed areas in the southern half.

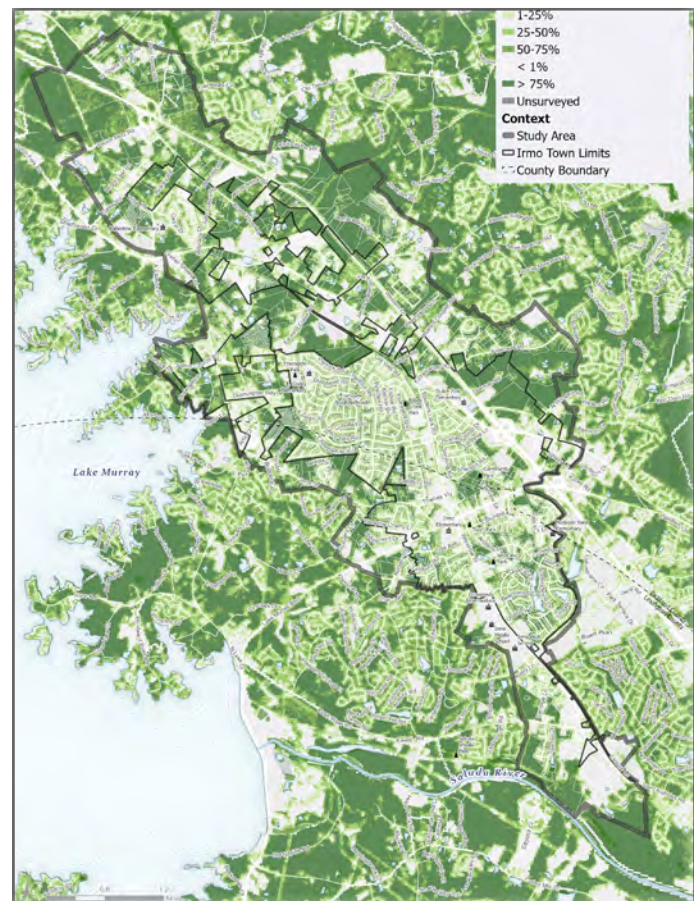
LAKE MURRAY

Often referred to as "The Jewel of South Carolina", Lake Murray sits just west of the Town of Irmo and was designed and built in the 1920's along with a dam to harness hydro-electric power. The lake has provided not only electric power, but also a location for the U.S. military for pilot trainings in the early 1940's, and is a popular recreational destination for boating, camping, and other active and passive recreation opportunities.

WATERSHEDS AND RIVER BASINS

The Town of Irmo is located in both the Broad River Basin, and the Saluda River Basin as the Saluda River runs on the southern side of Town, while the Broad

Tree Canopy Coverage

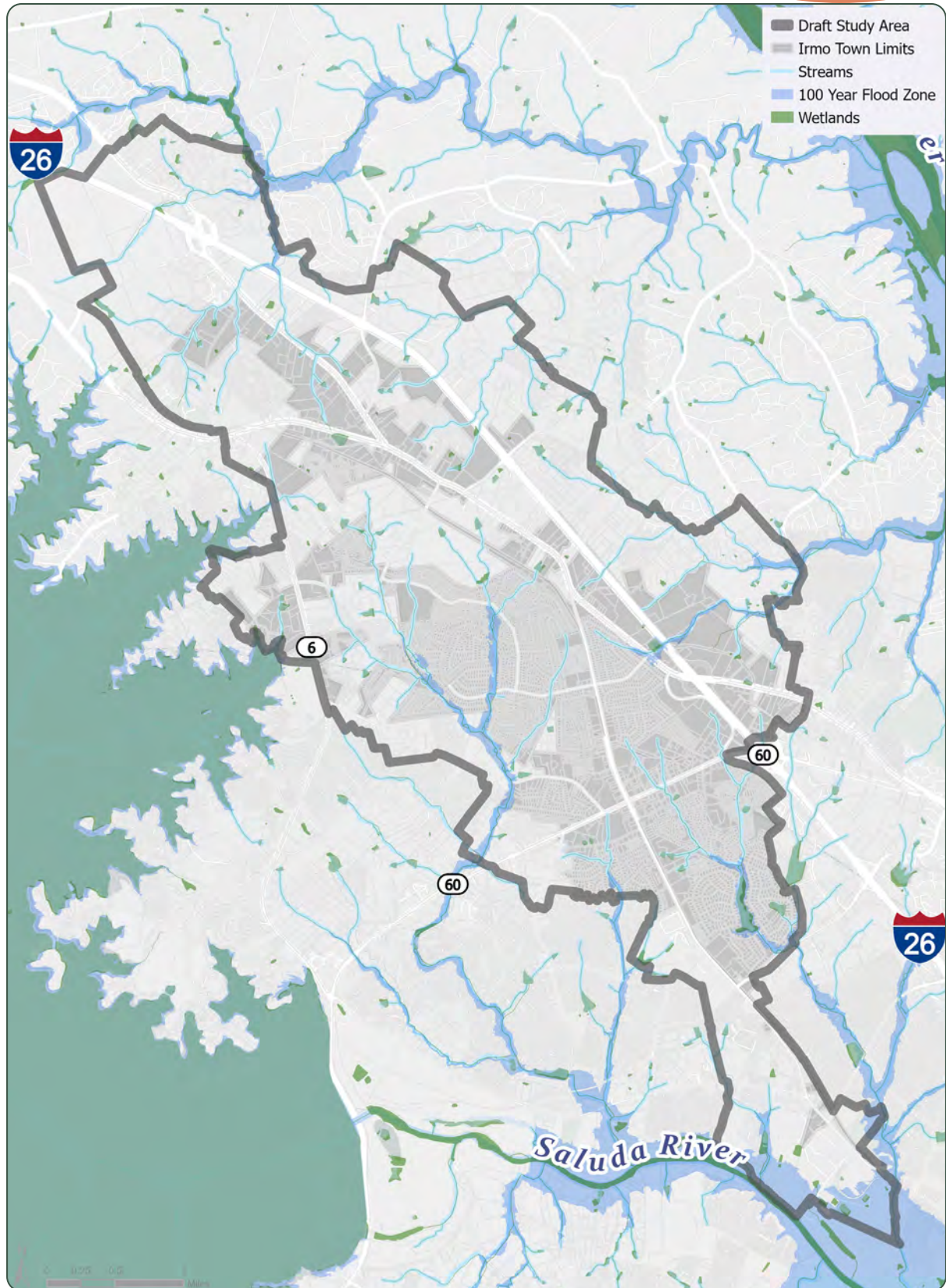


River runs along the northern section of Town before they meet in Columbia. The stormwater in Irmo runs into these respective basins before eventually draining to the Atlantic Ocean.

Four of Irmo's waterbodies are considered impaired, according to South Carolina Department of Environmental Services' 2022 list: portions of Rawls Creek (*biological-macroinvertebrates*), Saluda River (*turbidity and Mercury*), Lorick Branch (*dissolved Oxygen*), and Kinley Creek (*biological-macroinvertebrates*).



ENVIRONMENTAL FEATURES



NATURAL RESOURCES RECOMMENDATIONS

Irmo's long history of planting and requiring trees within its neighborhoods and commercial areas is an indication of the value the Town puts on its natural resources. Irmo's proximity to water and recreational opportunities further emphasizes the critical need to protect the environment as it grows.

Goal 1: Protect and maintain natural resources, including water quality, tree canopy and connected open space in the Town and surrounding areas.

Strategy 1A: Preserve open space and key natural features in new development.

- ◆ Maintain minimum open space requirements for single family subdivisions with 10 or more lots, multi-family projects and townhouse projects.
- ◆ Prioritize the preservation of mature forests, viewsheds, stream corridors (up to to 300ft), wetlands, floodplains and adjacent forests, areas with historical significance and steep slopes.



Strategy 1B: Encourage the use of Conservation Design on larger properties in rural areas and areas with significant environmental features including mature trees, wetlands, floodplains and unique habitats.

- ◆ Consider revising the minimum open space requirements for Cluster Development (Conservation Design) from 60% to 40 or 50% in order to make the options more attractive for new development.

Strategy 1C: Maintain and increase the tree canopy coverage by conducting maintenance activities and tree plantings within the Town's rights-of-way and on public land.

Strategy 1D: Strengthen tree planting and protection requirements for new development.

Goal 2: Preserve and protect water quality.

Strategy 2A: Increase the size of required stream buffers within new development beyond the Lexington County minimum of 50 feet.



Strategy 2B: Coordinate with Lexington County to implement Best Management Practices (BMPs) to reduce impact of post-development stormwater runoff.

Strategy 2C: Encourage context-sensitive development within Lake Murray Overlay area to protect the Town's water source and sensitive natural features surrounding the lake.

- ◆ New development should include environmental and open space commitments that exceed base standards.
- ◆ Standards and/or incentives should be utilized to encourage 100' riparian buffers, preservation of viewsheds, mix of active and passive open space, minimum 10% tree canopy, minimum percentage of pervious surface.

Strategy 2D: Coordinate with area residents to create and implement long-term watershed management strategies for the Rawls and Kinley Creek Watersheds and support health of the larger Lower Saluda River watershed and its impaired tributaries.

Strategy 2E: Continue to actively participate in the regional water quality initiatives, to include Lexington County Stormwater Consortium, Midlands River Coalition and Three Rivers Watershed Stakeholder Group.



Mature trees like this large white oak in Town Park provide shade and valuable ecological services.

Goal 3: Take steps to improve the air quality of the Town.

Strategy 3A: Require more trees to be planted in parking lots to help reduce the heat island effect and improve air quality.

Strategy 3B: Participate in regional clean air activities by becoming an active member of the Clean Air Midlands Air Quality Coalition.

Strategy 3C: Coordinate with the South Carolina Forestry Commission to conduct a tree canopy study of the Town and a management plan to maintain a high percentage of trees

RESILIENCY

Overview

The Disaster Relief and Resilience Act of 2020 amended Section 6-29-510(D) of the SC Local Government Comprehensive Planning Enabling Act to require the development of a separate resiliency element for the Comprehensive Plan. This element will consider the impacts of flooding, high water and natural hazards on individuals, communities, institutions, businesses, economic development, public infrastructure and facilities, as well as public health, safety and welfare.

HAZARDS

Flooding, winds and hail from storms, increased precipitation, extreme heat and drought are all natural hazards that Irmo has been exposed to historically and may be threatened by in the coming years. The 2021 Central Midlands Hazard Mitigation Plan outlines these hazards and prioritizes mitigation measures to reduce exposure and increase the speed of recovery in the future. This plan element delves deeper into resiliency for Irmo and addresses some of the key historical and evolving threats on a local level.

EXTREME HEAT

Irmo residents, like all South Carolinians, are very familiar with the long heat waves with prolonged high temperatures in the summer. Increased or extreme heat levels can be dangerous and lead to heat exhaustion, heat stroke, sunburn or other medical conditions. Frequently informing citizens on heat safety, providing public spaces with relief from the heat, like libraries, schools and/or recreation centers, and encouraging tree planting and

maintenance of mature trees are all ways to address increasing temperatures.

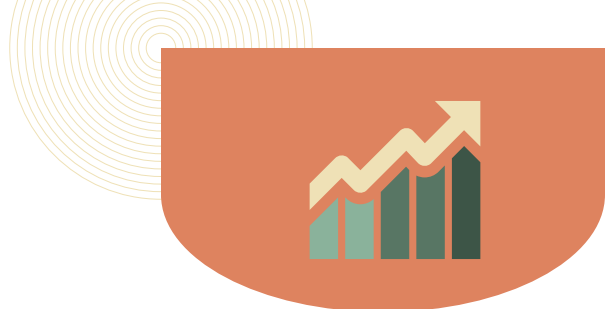
SOCIAL VULNERABILITY

The Census Tracts that include the majority of Irmo's municipal limits are identified as having a medium to high level of social vulnerability. This was based on the community's socioeconomic status, household characteristics, racial makeup and housing type and transportation access (*Source: CDC/ATDSR Social Vulnerability Index 2022*). This is important because under-resourced communities often have less physical infrastructure, social capital and financial means to deal with extreme heat and other hazards.

COMMUNITY LIFELINES

FEMA Community Lifelines are used to identify assets that provide fundamental services for the community. These integrated network of integrated assets, services, and capabilities provide lifeline services used to support day-to-day support for reoccurring needs of the community. When disrupted, rapid re-establishment or employment of contingency response solutions are required to stabilize the asset and aid in the recovery of the community as a whole. There are eight types of community lifelines:

- ◆ Safety and Security
- ◆ Food, Hydration, Shelter
- ◆ Health and Medical
- ◆ Energy
- ◆ Communications
- ◆ Transportation
- ◆ Hazardous Materials
- ◆ Water Systems



Community Lifelines



Fire Department, Police Department, Public Works, Town Hall, Highway Patrol



Kroger, Walmart, other grocery stores, churches, homes and apartments



Lexington Medical Center, Prisma Health, urgent cares



Water and sewer systems, Lake Murray



Gas stations, Dominion Energy



United States Postal Service, internet/fiber infrastructure, cell phone towers

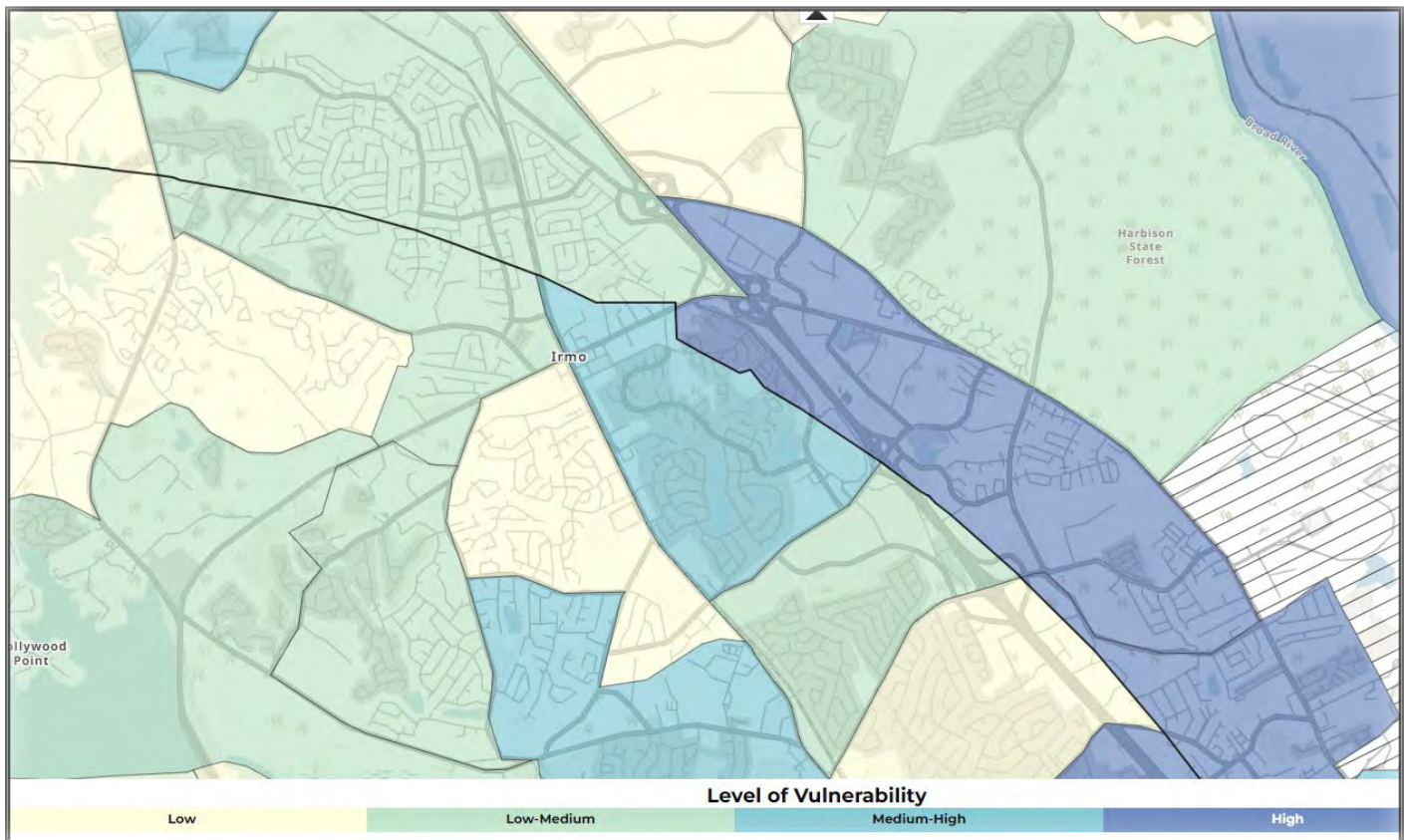


Lake Murray Boulevard, I-26, St Andrews Road, Broad River Road, Irmo Drive, Bush River Road, SC 6



Waste and recycling centers, HazMat locations

Social Vulnerability Map



RESILIENCY RECOMMENDATIONS

Recommendations in this element focus on mitigating risk and impacts and preparing for recovery from hazards. Identifying and protecting critical facilities, assisting vulnerable populations and supporting financial resiliency are also key to reducing the impacts from hazards.

Goal 1: Mitigate impacts of natural hazards and heat exposure.

Strategy 1A: Continue to participate in FEMA's National Flood Insurance Program (NFIP) and take recommended steps to reduce flood risk.

Strategy 1B: Pursue grant funding and other resources to upgrade bridges, culverts and undersized or aging drainage infrastructure.

Strategy 1C: Consider updating regulations to incentivize green stormwater infrastructure and low impact development (LID) techniques including bioswales, pervious pavement, stormwater planters, green roofs and other features.

Strategy 1D: Implement hazard mitigation strategies as referenced in the 2021 Central Midlands Hazard Mitigation Plan.



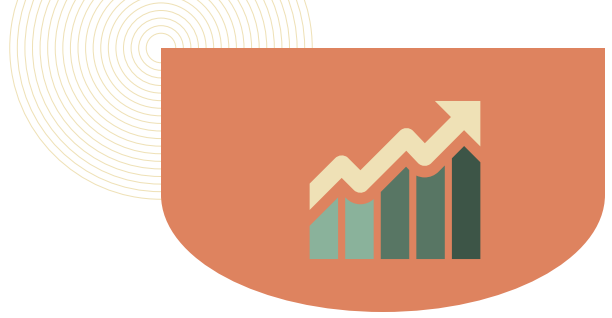
What is Low Impact Development (LID)?

LID is a land planning and engineering design approach to manage stormwater runoff. LID emphasizes conservation and use of on-site natural features to protect water quality.

- ◆ Conserve natural areas wherever possible
- ◆ Minimize the developmental impact on hydrology
- ◆ Maintain runoff rate and duration from the site
- ◆ Scatter integrated management practices throughout the site
- ◆ Implement pollution prevention, proper maintenance and public education

Strategy 1E: Increase tree canopy and diversity.

- ◆ With the assistance of the SC Forestry Commission, conduct an urban forest management plan to assess all of the Town's trees and identify future planting sites.



Goal 2: Improve critical facilities and response capabilities.

Strategy 2A: Identify and safeguard critical facilities associated with water, sewer, power and public safety within the Town.

- ◆ Consider resiliency upgrades (i.e. backup power) to existing facilities and new facilities.

Strategy 2B: Study critical infrastructure that may be at risk from High Hazard dams within the Town's jurisdiction.

Strategy 2C: Encourage alternative energy sources.

- ◆ Update the zoning ordinance to include standards for types and location of solar panels.
- ◆ Consider adding solar panels to Town-owned facilities.

Goal 3: Identify and assist vulnerable populations.

Strategy 3A: Stay in regular communication with Irmo's faith communities and other partner organizations to find ways that the Town can assist in better serving communities of color, low income residents, seniors, and youth.

Strategy 3B: Increase viable, safe transportation options through the

continued investment in sidewalks, safe crossing of busy intersections using pedestrian refuges, and expansion of greenways within and surrounding the Town.

Goal 4: Support financial resiliency.

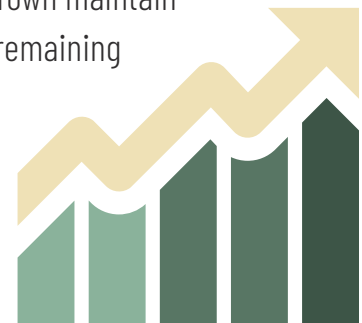
Strategy 4A: Implement land use regulations that welcome a wide range of businesses to keep business license revenue stable during economic downturns.

Strategy 4B: Participate in recruitment activities to meet local needs.

Strategy 4C: Support efforts by partner organizations like Midlands Technical College to improve training for jobs and educational opportunities for all ages.

Strategy 4D: Study ways to remain millage-free.

- ◆ The Town of Irmo is one of the few towns in South Carolina without property tax.
- ◆ Additional revenue sources, such as the adoption of a local accommodations tax could help the Town maintain services while remaining millage free.



PRIORITY INVESTMENT

Overview

To better plan for future public investments of Irmo, this plan element outlines anticipated revenues, prospective financial opportunities and priority projects, programs or positions that may assist in the implementation of this plan's recommendations.

Revenue and Expenses

The 2024-2025 Fiscal Year Budget was guided by goals from the Town's Strategic Plan:

- ◆ Create a long-term financial strategy
- ◆ Preserve and enhance Irmo's appearance
- ◆ Grow the Town in terms of people, businesses and geography
- ◆ Continuous improvement of Town services.

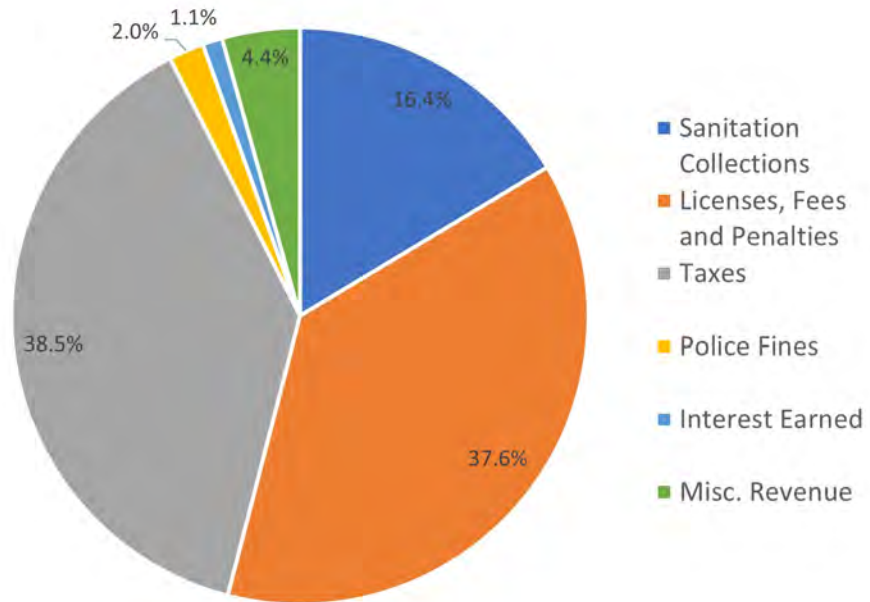
The FY2024-25 budget outlines the revenues and expenses for the year with the largest revenue contributor being taxes (*primarily Hospitality and Local Option Sales*). Licenses, fees and penalties also contribute significantly to the Town's revenue. The Town does not collect property taxes.

What is the Priority Investment Element?

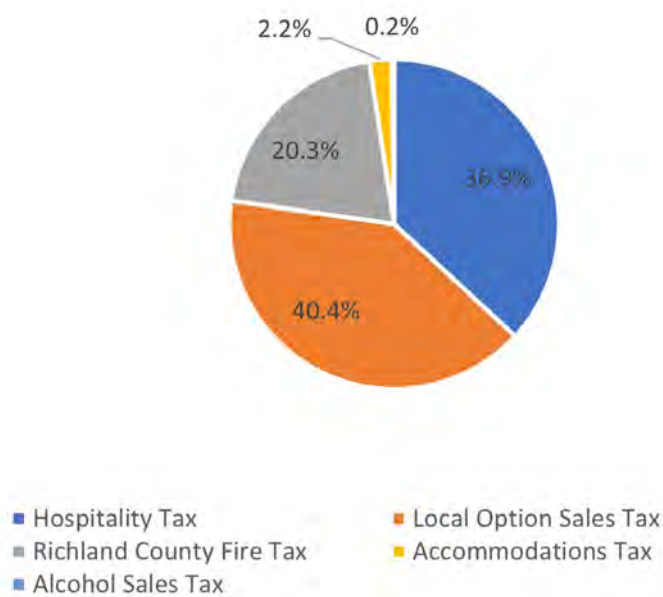
The South Carolina Planning Enabling Act defines the priority investment element. It states that the element: "analyzes the likely federal, state, and local funds available for public infrastructure and facilities during the next ten years, and recommends the projects for expenditure of those funds during the next ten years for needed public infrastructure and facilities such as water, sewer, roads, and schools. The recommendation of those projects for public expenditure must be done through coordination with adjacent and relevant jurisdictions and agencies."



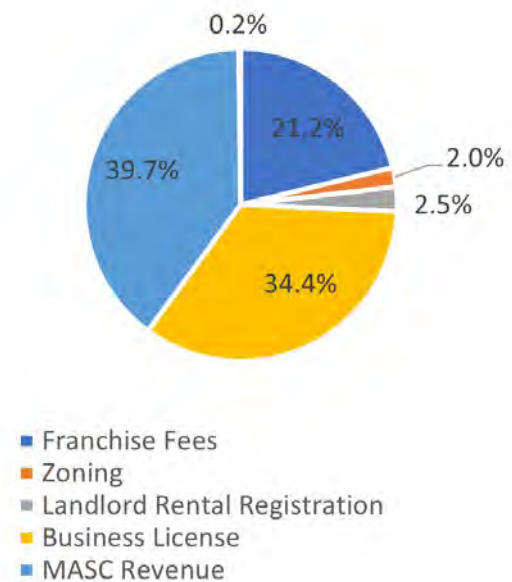
2024-25 Budget: Proposed Overall Revenues



2024-25 Budget: Tax Revenues



2024-25 Budget: License, Fee & Penalties Revenues



Existing and future needs

The 2024-2025 Budget included the purchase of four new police vehicles and the creation of a new civilian code enforcement inspector position. Also on the horizon is a new Town Hall building, which is in the early stages of planning and design.

As the population of the Town grows, there will be increasing demands for personnel and capital projects. Personnel and projects should be evaluated on an annual basis based on need. Existing funding sources and additional funding sources including local, regional, federal, and state funding or grants should be pursued.

The following table highlights local priorities that will assist in the implementation of key recommendations and make progress on identified community goals. These items are numbered for reference purposes only and are not listed in order of priority.

PRIORITIES TABLE

Plan Element/Topic		Goal/Task	Detailed Tasks	Timeframe
1	Population	Goal 1	Encourage redevelopment of underutilized properties.	Long-term
2	Population	Goal 1	Consider annexation petitions from commercial and residential areas that would benefit from Town services.	Ongoing
3	Population	Goal 1	Pursue strategic annexations along I-26 and Broad River Road	Short-term
4	Land Use	Goal 3	Pursue streetscape improvements in key areas.	Long-term
5	Land Use	Goal 3	Pursue the construction of a new Town Hall near the Town Center area designated on the Future Land Use Map and include community in design of site and facility	Short-term
6	Housing	Goal 2	Enforce property maintenance regulations to ensure the safety of neighborhoods.	Ongoing
7	Housing	Goal 2	Grow the daily presence of code enforcement officers in neighborhoods through patrolling and community interactions.	Ongoing

Timeframe Key: Short-term - 1-2 Years, Mid-term - 2-3 Years, Long-term - 3-5 Years



Plan Element/Topic		Goal/Task	Detailed Tasks	Timeframe
8	Cultural Resources	Goal 1	Town History room in the new Town Hall or existing Town Hall.	Medium-term
9	Cultural Resources	Goal 2	Require Town of Irmo branding to be utilized for special events hosted in community facilities such as Town Park or Moore Park.	Short-term
10	Transportation	Goal 2	Create gateways that welcome travelers to Irmo.	Long-term
11	Transportation	Goal 2	Plan for the future by incorporating electric vehicle charging stations and autonomous vehicle technology into development and redevelopment plans and at key parks.	Medium-term
12	Community Facilities	Goal 1	Work towards obtaining State Law Enforcement Accreditation.	Short-term
13	Community Facilities	Goal 2	Improve wayfinding and signage for parks and greenways and other key destinations in Town.	Medium-term
14	Natural Resources	Goal 1	Preserve open space and key natural features in new development.	Short-term
15	Natural Resources	Goal 2	Increase the size of required stream buffers within new development beyond the Lexington County minimum of 50 feet.	Medium-term
16	Resiliency	Goal 3	Stay in regular communication with Irmo's faith communities and other partner organizations to find ways to that the Town can assist in better serving communities of color, low income residents, seniors and youth.	Ongoing

Timeframe Key: Short-term - 1-2 Years, Mid-term - 2-3 Years, Long-term - 3-5 Years

STATE OF SOUTH CAROLINA)
)
TOWN OF IRMO)

ORDINANCE 24-16

AN ORDINANCE TO ANNEX 0.80 ACRES OF REAL PROPERTY LOCATED AT OR NEAR 1621 LAKE MURRAY BOULEVARD, TMS 001998-02-039 & -063, INTO TO THE LIMITS OF THE TOWN OF IRMO; TO ZONE SAID PROPERTY CG, GENERAL COMMERCIAL; AND TO AMEND THE OFFICIAL ZONING MAP OF THE TOWN OF IRMO TO SO REFLECT

WHEREAS, a request has been presented to the Irmo Town Council by the current record titleholder of property located at or near 1621 Lake Murray Boulevard, TMS #001998-02-039 & -063, to annex 0.80 acres of real property into Town and to classify the property as CG, General Commercial; and

WHEREAS, the Town and its Planning Commission, per SC Code § 6-29-760 *Procedure for enactment or amendment of zoning regulation or map; notice and rights of landowners; time limit on challenges* met the State's zoning procedural standards. Simply, notice was advertised in The New Irmo News at least fifteen days prior to the public hearing, notice was conspicuously posted on or adjacent to the property, and a public hearing was held; and

WHEREAS, the Irmo Planning Commission, during a meeting held on November 4, 2024, recommended to the Irmo Town Council to annex said property and to classify said property to the appropriate zoning classification of CG, General Commercial.

NOW, THEREFORE, BE IT ORDAINED and ordered by the Mayor and Town Council of the Town of Irmo, South Carolina, in Council duly assembled, that the subject parcel be annexed into the Town of Irmo; and

BE IT FURTHER ORDAINED that the Zoning Classification pertaining to the subject parcel be hereby classified as CG, General Commercial; and

BE IT FURTHER ORDAINED that the official zoning map of the Town of Irmo be, and the same hereby is, amended to so reflect.

PASSED AND ADOPTED this 17th day of December, 2024

William O. Danielson, *Mayor*

ATTEST:

Lisa Hancock, *Municipal Clerk*

1st Reading: November 19, 2024

2nd Reading: December 17, 2024

Public Hearing: December 17, 2024

Staff Report

Amendment to the Official Zoning Map

DATES: Planning Commission: November 4, 2024
Town Council First Reading: November 19, 2024
Town Council Second Reading: December 17, 2024

TO: Irmo Planning Commission
Irmo Town Council

FROM: Douglas Polen, Assistant Town Administrator

SUBJECT: Annexation Request

SUBJECT Two tracts totaling ~0.80 acres located at or near 1621 Lake Murray Blvd.,
PROPERTY: Lexington County TMS 001998-02-039 & -063

ACTION Consider an ordinance to annex real property into the corporate limits of
REQUESTED: the Town of Irmo, to zone said property CG, and to amend the official
zoning map of the Town to so reflect.

Background

Vijay Thakkar is the principal of Shambhu, LLC, the firm which owns 1621 Lake Murray Boulevard and the lot directly behind it. Mr. Thakkar has applied to annex these properties into the Town of Irmo.

Mr. Thakkar is also the owner of the adjacent BP Station, located at the corner of Lake Murray and Nursery Road. He has owned the BP Station since 2008 and purchased the subject properties in 2022. He would like to open businesses in the building located on the Lake Murray-fronting lot, 1621 Lake Murray Boulevard. He would also like to construct a strip shopping center on the rear lot.

The applicant has stated that he would like to open two businesses in the existing building on the front lot and would like three units in the proposed rear shopping center. In his talks with Lexington County, they informed the applicant that he would only be permitted one business per lot in the current zoning. This is his reason for desiring to come into the Town of Irmo.

Current Zoning

The subject property is zoned C1, Neighborhood Commercial, which allows a number of typical commercial uses, including office, retail, and restaurant. Speculative shopping centers are not permitted in the C1.

Proposed Zoning

The proposed zoning district, CG, General Commercial, is defined as follows: The CG district is intended to provide for the development and maintenance of commercial and business uses strategically located to serve the community and the larger region of which it is a part. Toward this end, a wide range of business and commercial uses are permitted herein.

Summary of Adjacent Zoning & Uses

Zone		Present Use
North	C2, General Commercial (County)	Commercial (Columbia Dermatology, Columbia Aesthetic & Restorative Dentistry)
East	CG, General Commercial (Irmo)	Commercial (BP Station)
South	C1, Neighborhood Commercial (County)	Commercial (Dan S. Judd, Consultant)
West	C1, Neighborhood Commercial (County)	Commercial (Office Building)

Irmo Comprehensive Plan

The new 2024 Comprehensive Plan has a future land use of Commercial Mixed Use for these lots. As such, the Irmo Comprehensive Plan supports this annexation and rezoning. The Commercial Mixed-Use area is defined as follows:

- Commercial and Mixed-Use areas that include a variety of uses including commercial, service, office and a mix of residential housing types.
- Commercial uses typically serve a larger area than Neighborhood Centers and include larger buildings and retail anchors.

- May include taller buildings (max of 3-4 stories).
- Limited areas of multi-family housing opportunities may be integrated as part of a mix of uses. As with residential uses, should be located in close proximity to shopping and services.

Staff Findings

Staff recommends **APPROVAL** of the annexation and rezoning.

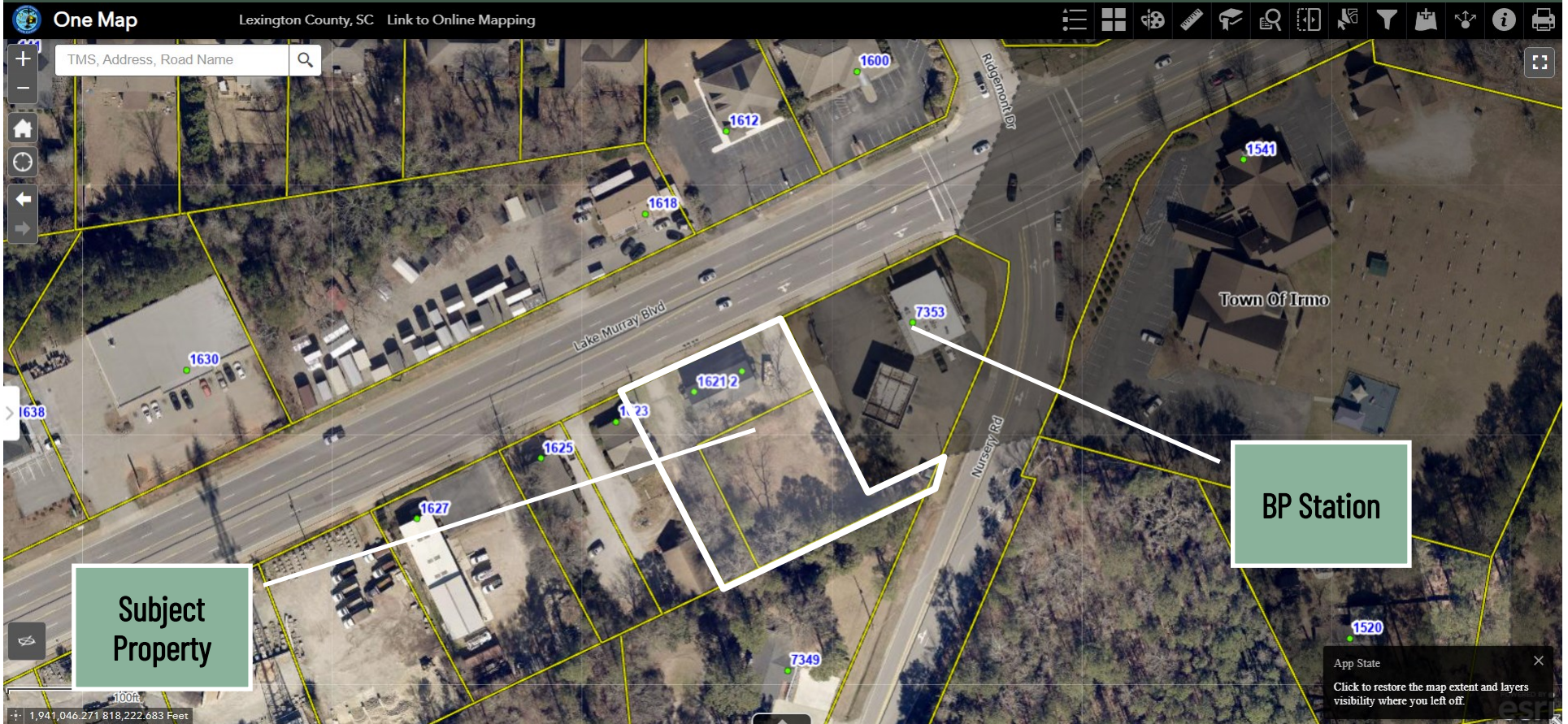
Planning Commission Recommendation

At their November 4, 2024 meeting, the Planning Commission voted 6-0 to recommend **APPROVAL** of the annexation and rezoning.

1621 Lake Murray Boulevard Annexation, Ordinance 24 - 16

Planning Commission | November 4, 2024

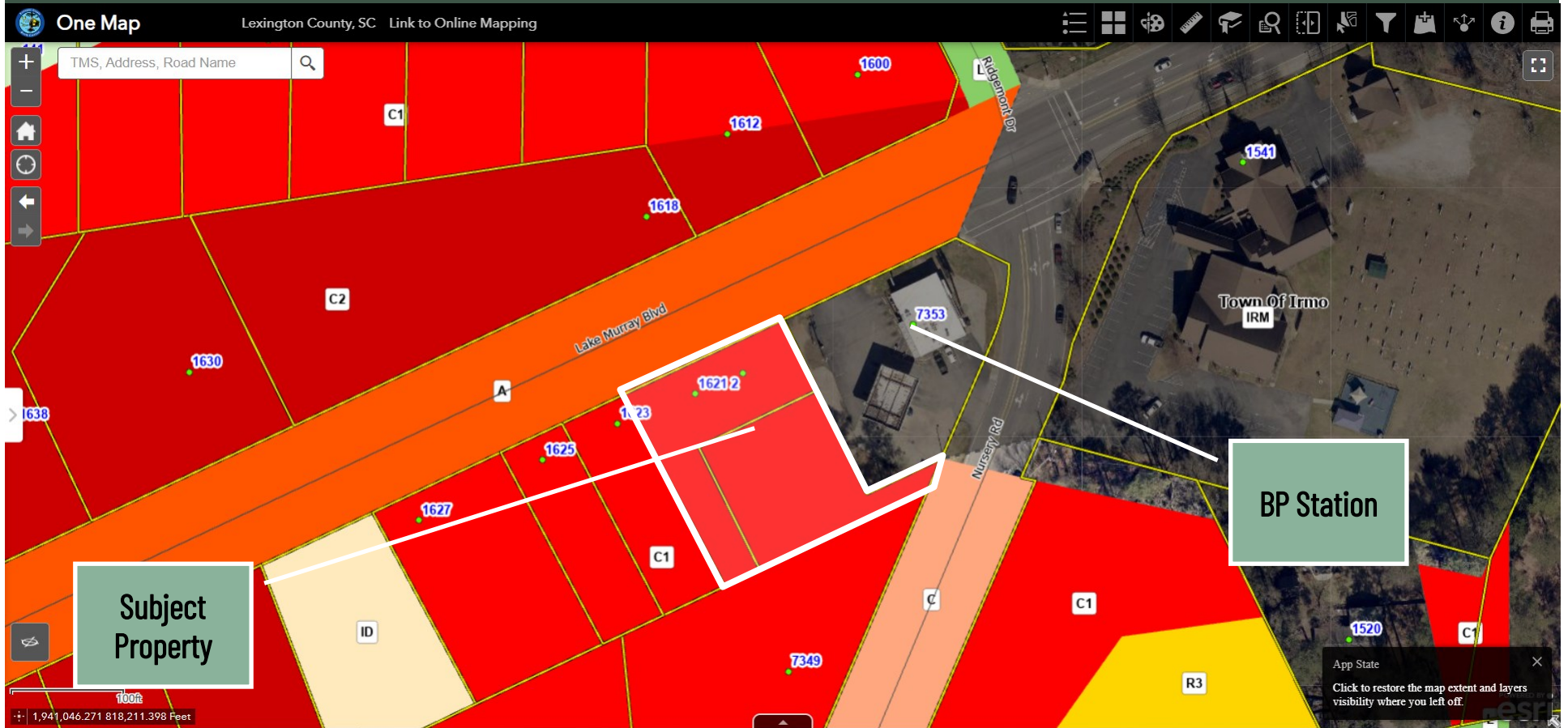
Town Council | November 19, 2024 & December 17, 2024



1621 Lake Murray Boulevard Annexation, Ordinance 24 - 16

Planning Commission | November 4, 2024

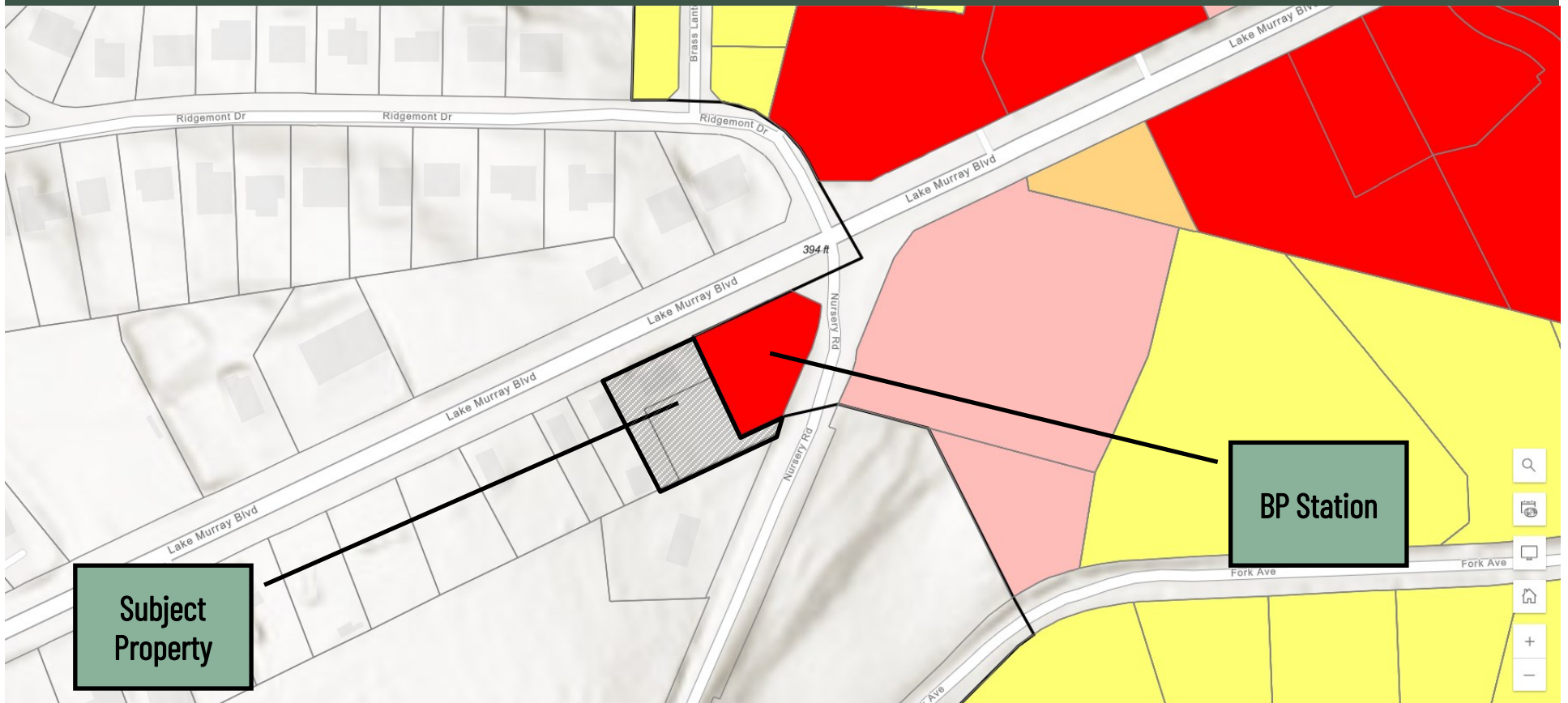
Town Council | November 19, 2024 & December 17, 2024



1621 Lake Murray Boulevard Annexation, Ordinance 24 - 16

Planning Commission | November 4, 2024

Town Council | November 19, 2024 & December 17, 2024



1621 Lake Murray Boulevard Annexation, Ordinance 24 - 16

Planning Commission | November 4, 2024

Town Council | November 19, 2024 & December 17, 2024



1621 Lake Murray Boulevard Annexation, Ordinance 24 - 16

Planning Commission | November 4, 2024

Town Council | November 19, 2024 & December 17, 2024



STATE OF SOUTH CAROLINA)
COUNTY OF LEXINGTON) PETITION TO ANNEX PROPERTY INTO THE
TOWN OF IRMO) TOWN OF IRMO

TO THE HONORABLE MAYOR AND COUNCIL OF THE TOWN OF IRMO, SOUTH CAROLINA:

I, Shambhu LLC, Owner(s) of property located at
7351, Nursery Rd, as described by Lexington County
tax map, 001998-02-063, our mailing address (if different)

_____, do hereby petition said property to be annexed into the
corporate limits of the Town of Irmo. Additional homes located on the parcel are (if applicable, list addresses):

Designation of Agent: I/we hereby authorize the person named below to complete the annexation petition on my behalf.

[Signature]
Designed Agent

X-G Contracting
Business/Organization

10/2/2024
Date

Bhoomi Thakker
Owner (print)

Bhoomi Thakker
Owner Signature

10/3/24
Date

Witness (print)

Witness Signature

Date

Phone: (803) 381-3452

Email: Vijay/208@gmail.com

Current property use (Check Applicable): ☐ Residential (*Circle Use:* Single-family/Multi-family)

☒ Commercial ☐ Industrial/Manufacturing ☐ Vacant ☐ Agricultural

Area (sq ft/acre) of propose project: _____

Proposed land use (Check Applicable): ☐ Residential (*Circle Use:* Single-family/Multi-family) ☒ Commercial

☐ Industrial/Manufacturing

Done this _____ day of _____ 20____.

PROPERTY OWNER

Bhoomi Thakker
Print Name

Bhoomi Thakker
Signature

10/3/24
Date

Print Name

Signature

Date

Witness

Nam Kim
Witness

10/3/2024
Date

REQUIRED WITH PETITION: ☐ PLAT ☐ DEED

STATE OF SOUTH CAROLINA)
COUNTY OF LEXINGTON) PETITION TO ANNEX PROPERTY INTO THE
TOWN OF IRMO) TOWN OF IRMO

TO THE HONORABLE MAYOR AND COUNCIL OF THE TOWN OF IRMO, SOUTH CAROLINA:

I, Shambhu LLC, Owner(s) of property located at
1621, Lake Murray Blvd., as described by Lexington County
tax map, 001998-02-039, our mailing address (if different)

_____, do hereby petition said property to be annexed into the
corporate limits of the Town of Irmo. Additional homes located on the parcel are (if applicable, list addresses):

Designation of Agent: I/we hereby authorize the person named below to complete the annexation petition on my
behalf.

[Signature]
Designated Agent

K.G. Conklin
Business/Organization

10/12/2024
Date

Bhoomi Thakkar
Owner (print)

Bhoomi Thakkar
Owner Signature

10/13/24
Date

Witness (print)

Witness Signature

Date

Phone (803) 381-3452

Email: Vijay/208@gmail.com

Current property use (Check Applicable): ☐ Residential (*Circle Use:* Single-family/Multi-family)

☒ Commercial ☐ Industrial/Manufacturing ☐ Vacant ☐ Agricultural

Area (sq ft/acre) of propose project: _____

Proposed land use (Check Applicable): ☐ Residential (*Circle Use:* Single-family/Multi-family) ☒ Commercial

☐ Industrial/Manufacturing

Done this _____ day of _____ 20_____.

PROPERTY OWNER

Bhoomi Thakkar
Print Name

Bhoomi Thakkar
Signature

10/13/24
Date

Print Name

[Signature]
Witness

Signature

Date

Nam Kim
Witness

10/13/24
Date

REQUIRED WITH PETITION: ☐ PLAT ☐ DEED

STATE OF SOUTH CAROLINA)
)
TOWN OF IRMO)

ORDINANCE 24 – 17

**AN ORDINANCE TO AMEND APPENDIX A OF THE IRMO MUNICIPAL ORDINANCE;
ZONING AND LAND DEVELOPMENT REGULATIONS;
ARTICLE TWO, TABLE ONE, SCHEDULE OF PERMITTED, CONDITIONAL, AND
SPECIAL EXCEPTION USES**

WHEREAS, the Town of Irmo desires to strengthen its Code of Zoning and Land Development Regulations, amending said Code to address noted errors, omissions, vague language, and add appropriate standards; and

WHEREAS, the following text amendment to the Town of Irmo Code of Zoning and Land Development Regulations has been proposed through collaboration with the Planning Commission; and

WHEREAS, the Planning Commission, at their November 4, 2024, meeting, voted to recommend approval of this amendment, as attached; and

WHEREAS, Council wishes to amend the Code of Municipal Ordinance as attached;

NOW, THEREFORE, BE IT ORDAINED and ordered by the Mayor and Town Council of the Town of Irmo, South Carolina, in Council duly assembled on this 17th day of December, 2024, that the Town of Irmo Code of Municipal Ordinance is hereby amended.

PASSED AND ADOPTED this 17th day of December, 2024.

William O. Danielson, *Mayor*

ATTEST:

Lisa Hancock, *Municipal Clerk*

1st Reading: November 19, 2024

2nd Reading: December 17, 2024

ORDINANCE 24 – 17

Article 2 Primary Zone District Regulations

*Table 1
Schedule of Permitted, Conditional, and Special Exception Uses and Off-Street Parking
Requirements by Zoning District*

Use	NAICS	RS	RG	CO	CN	CG	LM	FA	Parking Standards ¹
Leasers of mini warehouses and self-storage units (refer to special exceptions uses for mini warehouses)	53113						SE		Refer to special exceptions
Rental and leasing services	532			C		P	P		1.0 per 350 s.f. GFA
Leasers of nonfinancial intangible assets (except copyrighted works)	533			P	P	P	P		1.0 per 350 s.f. GFA
Professional, scientific, and technical services	541			P	C	P	P		1.0 per 350 s.f. GFA
Tax return preparation services	541213			P	C	P	P	C	1.0 per 350 s.f. GFA
Photography studies, portrait	541921			P	C	P	P		1.0 per 350 s.f. GFA
Management of companies and enterprises	55								
Management of companies and enterprises	551			P		P	P		1.0 per 750 s.f. GFA
Administrative and support and waste management and remediation services	56								
Administrative and support services	561			P	C	P	P		1.0 per 500 s.f. GFA
Waste management and remediation services	562								
Solid waste collection	562111					P	P		1.0 per 500 s.f. GFA
Septic tank and related services	562991					P	P		1.0 per 500 s.f. GFA

ORDINANCE 24 – 17

Use	NAICS	RS	RG	CO	CN	CG	LM	FA	Parking Standards ¹
Amusement, gambling, and recreational industries	713					P	P		1.0 per 350 s.f. GFA
Gambling industries	7132								
Golf course and country clubs	713910				P		P	P	5.0 per hole
Gyms, physical fitness	713940				P	P	P		1.0 per 250 s.f. GFA
Bowling alley	713950					P	P		5.0 per lane

Staff Report

Amendment to the Zoning Ordinance

DATES: Planning Commission: November 4, 2024
Town Council First Reading: November 19, 2024
Town Council Second Reading: December 17, 2024

TO: Irmo Planning Commission
Irmo Town Council

FROM: Douglas Polen, Assistant Town Administrator

SUBJECT: Zoning Ordinance Amendment

ACTION REQUESTED: Consideration of a text amendment to Article 2 of the Zoning Ordinance as regards the Use Table

Background

In the last two months a number of applications have come in to place businesses in the CN, Neighborhood Commercial, Zone. These businesses have included a lab, a gym, a lawn care service, and office supporting educational institutions.

The CN Zone is interesting in Irmo as it designed to serve as a low-intensity, walkable commercial location in close proximity to residential property. The reality is quite different, as in many locations the CN is simply an alternative to the CG, General Commercial, zone, which allows most kinds of business. For example, the south side Broad River Road near the interstate, featuring Burger King, a Shell Station, Lucky's Burget Shack, Waffle House, and the new Brooklyn Pizza location, is zoned CN. While the businesses do separate a major roadway from Friarsgate, they are in no way walkable and Lucky's is open to midnight most nights and Waffle House is open 24 hours a day.

In the applications that came in in September, Staff saw the desire for a water quality lab and lawn care service on Thames Valley, right next door to Access Analytical, an existing laboratory, and across the street from Lizard's Thicket and Craft & Draft. The restrictions on businesses in this location do not make as much sense as in other locations in Town. Likewise, the restriction

on a gym at 7592 Woodrow, the past location of an auto parts store, makes little sense, as a gym is a common community commercial facility, and is again located in a way that makes walkability difficult.

Long term, Staff would like to rework the CN and the CO, Office Commercial, zones to define and locate them more effectively. At present, however, Staff simply wants to ensure that certain uses are allowable in the CN Zone.

The current definition of the CN Zone is as follows:

CN, Neighborhood-Commercial district. The CN district is intended to meet the commercial and service needs generated by nearby residential areas. Goods and services normally available in these districts are of the "convenience variety." CN establishments can provide community members convenient access to frequently used neighborhood-oriented services and give residents the option of walking rather than depending on an automobile. The size of these districts should relate to surrounding residential markets and the locations should be at or near major intersections, in proximity to residential areas, and/or on the periphery of residential areas, moderating transition between residential and potentially incompatible commercial uses. These intentions shall be considered in decisions of requests for CN zoning.

Text Amendment

See Attachment

Staff Findings

Staff recommends **APPROVAL** of this zoning ordinance change.

Planning Commission Recommendation

At their November 4, 2024 meeting, the Planning Commission recommended **APPROVAL** of these changes 6-0.

ORDINANCE 24 – 18

STATE OF SOUTH CAROLINA)
)
TOWN OF IRMO)

ORDINANCE 24 – 18

**AN ORDINANCE TO AMEND CHAPTER 10, APPENDIX A OF THE IRMO MUNICIPAL
ORDINANCE; BUSINESS LICENSE RATE SCHEDULE**

WHEREAS, the Town of Irmo is authorized by S.C. Code Section 5-7-30 and Title 6, Chapter 1, Article 3 to impose a business license tax on gross income; and

WHEREAS, by Act No. 176 of 2020, known as the South Carolina Business License Tax Standardization Act and codified at S.C. Code Sections 6-1-400 to -420, the South Carolina General Assembly imposed additional requirements and conditions on the administration of business license taxes; and

WHEREAS, the Town Council of the Town of Irmo now wishes to amend the Current Business License Ordinance to adopt an Express Business License for various residential subcontractors and to set the fee for said license.

NOW, THEREFORE, BE IT ORDAINED and ordered by the Mayor and Town Council of the Town of Irmo, South Carolina, in Council duly assembled on this 17th day of December, 2024, that the Town of Irmo Code of Municipal Ordinance is hereby amended as follows:

Chapter 10 – Businesses, Appendix A

To be added:

8.15 Express Business License. When building a new residential home, herein defined as a single-family detached house, a duplex, or townhome, the builder must obtain an express business license. The express business license will cover all contractors except electrical, plumbing, and heating and air conditioning contractors. These trades will be required to obtain individual licenses. This requirement will apply to the homeowner if they are acting as the builder/general contractor.

The fee for the express business license will be set by Town Council and will be published in the Town's Master Fee Schedule.

LET IS FURTHER BE ORDAINED that the Master Fee Schedule of the Town of Irmo be updated to reflect a fee of \$500 for the Express Business License.

ORDINANCE 24 – 18

PASSED AND ADOPTED this 17th day of December, 2024.

William O. Danielson, *Mayor*

ATTEST:

Lisa Hancock, *Municipal Clerk*

1st Reading: November 19, 2024

2nd Reading: December 17, 2024

Staff Report

Amendment to the Code of Ordinance

DATES: Town Council First Reading: November 19, 2024
Town Council Second Reading: December 17, 2024

TO: Irmo Town Council

FROM: Douglas Polen, Assistant Town Administrator

SUBJECT: Zoning Ordinance Amendment

ACTION REQUESTED: Consideration of a text amendment to Appendix A of Chapter 10 of the Irmo Code of Ordinance

Background

Per the Town of Irmo Business License Ordinance, Chapter 10 of the Code of Ordinance,

Every person engaged or intending to engage in any business, calling, occupation, profession, or activity engaged in with the object of gain, benefit, or advantage, in whole or in part within the limits of the town is required to pay an annual license tax for the privilege of doing business and obtain a business license as herein provided.

One area that has historically proved difficult to charge business licenses for are the subcontractors of single-family residential units (i.e. single family detached homes, duplexes, and townhomes). In an effort to ensure that these subcontractors obtain a proper business license, Staff proposes the use of an express business license, paid by the General Contractor at the time their own business license is obtained and home construction permit is obtained.

This fee has been used since 2017 in Goose Creek and totals \$500. This business license does not cover electrical, HVAC, or plumbing contractors – they will need to obtain separate business licenses. Rather, this license covers all other subs that often work without a business license, such as painters; drywall, cabinet & flooring installers; and cleaners.

Text Amendment

Chapter 10 – Businesses, Appendix A

8.15 Express Business License. When building a new residential home, herein defined as a single-family detached house, a duplex, or townhome, the builder must obtain an express business license. The express business license will cover all contractors except electrical, plumbing, and heating and air conditioning contractors. These trades will be required to obtain individual licenses. This requirement will apply to the homeowner if they are acting as the builder/general contractor.

The fee for the express business license will be set by Town Council and will be published in the Town's Master Fee Schedule.

Staff Findings

Staff recommends **APPROVAL** of this zoning ordinance change.

STATE OF SOUTH CAROLINA)
)
TOWN OF IRMO)

ORDINANCE 24 – 19

AN ORDINANCE TO AMEND CHAPTER 11 OF THE TOWN OF IRMO CODE OF ORDINANCE, RENTAL PROPERTY REGISTRATION AND REGULATIONS

WHEREAS, the Town of Irmo desires to strengthen its Code of Ordinance, amending said Code to address noted errors, omissions, vague language, and add appropriate standards; and

WHEREAS, the following text amendment to the Town of Irmo Code of Ordinance has been proposed by Staff; and

WHEREAS, Council wishes to amend the Code of Municipal Ordinance as attached;

NOW, THEREFORE, BE IT ORDAINED and ordered by the Mayor and Town Council of the Town of Irmo, South Carolina, in Council duly assembled on this 17th day of December, 2024, that the Town of Irmo Code of Municipal Ordinance is hereby amended.

PASSED AND ADOPTED this 17th day of December, 2024.

William O. Danielson, *Mayor*

ATTEST:

Lisa Hancock, *Municipal Clerk*

1st Reading: November 19, 2024

2nd Reading: December 17, 2024

Chapter 11 RENTAL PROPERTY REGISTRATION AND REGULATIONS

Sec. 11-1. Definitions.

The following terms shall have the meanings shown in this section. Where terms are not defined such terms shall have ordinarily accepted meaning such as the context implies.

Occupant means a family as defined by the Town of Irmo Zoning Ordinance or one or more individuals. A family of related persons shall be counted as one occupant. one or more individuals who reside within a residential rental unit.

Offense means any violation of local, state, or federal statutes or ordinances, including the International Property Maintenance Code and the Town's Nuisance Ordinance, which result in a forfeiture of bond; plea of guilty; plea of no contest; acceptance into pre-trial intervention, alcohol education program, a determination of guilt by a court or a jury, or an abatement order or action by the Town or the Property Owner or Occupant. For purposes of this chapter, all violations for which charges are made during one response by law enforcement officers which result in a forfeiture of bond; acceptance into a pre-trial intervention program; alcohol education program; conviction; plea of guilty or no contest; or abatement order or action collectively shall be deemed one offense.

Owner means any person, firm or corporation having a legal or equitable title in the property; or any record title holder.

Residential rental unit means any dwelling or portion of that portion of a dwelling for which consideration is being given to an owner, agent, or manager for residential use or occupancy. Whenever the words "rental unit" are stated in this Code, they shall be construed as though they were followed by the words "or any part thereof." For the purposes of this Rental Property Registration Ordinance, only the following types of residential construction are considered residential units:

1. Single-family detached houses
2. Mobile Homes
3. Duplexes, triplexes, and other similar construction
4. Townhomes
5. Apartment units located on the same lot as a single-family home, such as a garage apartment, basement apartment, mother-in-law suite, or other detached accessory dwelling unit.

Note: Vertically attached apartment complexes with five or more units will **not** be subject to this ordinance.

Total occupancy means the total number of people allowed to be living under one roof (not to exceed ten people).

Violation means breach of law. *Violation* and *offense* may be used interchangeably.

(Ord. No. 12-12, 6-19-2012; Ord. No. 18-04, 6-19-2018)

Sec. 11-2. License required.

No owner shall operate any residential rental unit unless that owner holds a current rental license issued by the town for the residential rental unit named therein. Licenses are not transferable from any owner to another. The license year shall begin on ~~January 1 and end on December 31~~ April 1 and end on March 31. The required license fee may be paid beginning January April 1 and must be renewed by April 15 June 30 each year. Renewals of licenses after April 15 June 30 will be assessed a late penalty fee as set by council and reflected in the master fee schedule. Each residential unit must have a separate license.

(Ord. No. 12-12, 6-19-2012; Ord. No. 23-14, 7-18-2023)

Sec. 11-3. Application.

Applications to operate a residential rental unit and for renewal shall be on a form provided by the Town of Irmo. Such form shall set forth the owner's name, address, and telephone number; the residential rental unit address; and the name of the person, firm or corporation responsible for the care and maintenance of the building.

(Ord. No. 12-12, 6-19-2012)

Sec. 11-4. Issuance or refusal of rental permit.

The Town of Irmo shall issue a rental permit for rental housing to an applicant upon proof of the following:

- (1) The owner and occupant and premises are in good standing with the town;
- (2) All fees have been paid as required by the chapter; and
- (3) The residential rental unit is in compliance with the chapter.

(Ord. No. 12-12, 6-19-2012)

Sec. 11-5. Property owner and occupant.

- (a) The zoning and codes administrator shall be notified in writing if there is a change of owner.
- (b) The property owner and the occupants shall maintain their residential rental units in compliance with the town codes and in compliance with this chapter.
- (c) The property owner and the occupants shall be liable for occupancy violations within their rental residences.

(Ord. No. 12-12, 6-19-2012)

Sec. 11-6. Offenses.

An "offense" shall include a violation of any federal, state, or local ordinance, ~~It shall also include a failure to meet the standard for residential rental units set forth in this chapter, including the International Property Maintenance Code and the Town's Nuisance Ordinance.~~

Failure by the property owner to obtain a rental registration license for a renter-occupied property shall be considered an offense.

Any person violating any provision of this chapter shall be deemed guilty of a misdemeanor and shall be subject to a fine of up to \$500.00 or imprisoned up to 30 days or both. Each day of violation may be deemed a separate offense.

Prior to issuing a citation for violation of this section, the person to be charged must first be given notice of the violation and an abatement period of at least fifteen (15) days in which to cure the violation.

Notice shall be sufficient when placed in the United States mail addressed to the owner of the property or to the occupant of the property at the property address.

Notice shall also be sufficient if made by personal service or delivery.

The abatement period shall begin on the date of mailing or personal delivery.

(Ord. No. 12-12, 6-19-2012)

Sec. 11-7. South Carolina Residential Landlord and Tenant Act

No part of this ordinance shall replace, override or contradict the South Carolina Residential Landlord and Tenant Act, nor shall it alter in any way the rights and responsibilities of owners and occupants of residential rental properties.

Sec. 11-8. Revocation.

If any property has three violations within any year, the ~~zoning and~~ town administrator shall notify the owner of this fact.

Upon ~~conviction finding~~ of ~~the a~~ third violation in any calendar year, the ~~zoning and~~ town administrator shall revoke the license of the owner.

Upon revocation of the license, the owner may no longer rent the premises for residential purposes.

Upon receipt of notice of revocation, the owner may within ten days apply to town council for an appellate review of the decision to revoke the license.

Upon receipt of any appeal of a revocation, town council shall hear the matter and render such decision as it deems proper under the circumstances. The property may continue to be rented during any appeal period.

The decision of council on any appeal shall be final.

When a license is revoked pursuant to this chapter, it shall not be renewed or reissued to the owner except upon petition of the owner to town council and upon approval of town council.

(Ord. No. 12-12, 6-19-2012)

Sec. 11-9. Change of ownership.

Any person, firm or corporation who has purchased or has a legally binding contract to purchase a property with a revoked rental housing permit may apply for a new permit.

(Ord. No. 12-12, 6-19-2012)

Sec. 11-10. Inspections.

Any occupant of a residential rental unit may request an inspection of the unit by the Town or its designee. Likewise, the Town reserves the right to inspect a registered rental property. The inspection will be conducted by the town code compliance inspector and/or a licensed residential building inspector at the expense of the Town. If the inspector determines that repairs are necessary to meet the requirements of the International Property Maintenance Code or the International Existing Building Code, the inspector will work with the Property Owner to ensure that any necessary permits are obtained and that all work is performed in a proper manner in accordance with the Code. If such repairs are not made in a proper and timely manner, the Town's code compliance inspector may pursue action against the property owner as with any other code violation, including abatement and the issuance of a citation. If the residential rental unit is found to be uninhabitable, the property will be declared as such by the Building Official and the occupant must vacate the property while repairs are made by the property owner. If in any case the property owner fails to comply with the repair order of the building inspector or abatement notice of the code compliance inspector, the Town Administrator may cite the property owner as outlined in the offenses section of this ordinance and pursue revocation of the rental permit.

Sec. 11-9. Offenses.

Any person violating any provision of this chapter shall be deemed guilty of a misdemeanor and shall be subject to a fine of up to \$1,000.00 or imprisoned up to 30 days or both. Each day of violation shall be deemed a separate offense.

Prior to issuing a citation for violation of this section, the person to be charged must first be given notice of the violation and a 15-day abatement period in which to cure the violation.

Notice shall be sufficient when placed in the United States mail addressed to the owner of the property or to the occupant of the property at the property address.

Notice shall also be sufficient if made by personal service or delivery.

The 15-day abatement period shall begin on the date of mailing or personal delivery.

(Ord. No. 12-12, 6-19-2012; Ord. No. 18-04, 6-19-2018)

Sec. 11-11. License fee.

- (a) Effective January 1, 2021 the annual license fee shall be \$150.00 per dwelling. The fee will increase to \$250.00 per dwelling, effective January 1, 2022. As of July 18, 2023 the The license fee shall be is set by council and listed in the town's master fee schedule. All registration fees are due before

April 15 June 30 of each calendar year and failure to register by the deadline will result in a penalty as set by council.

(b) The annual license fee shall be waived for one year, for one dwelling if the owner lived in the dwelling as their primary residence prior to home being vacated and permitted as a rental home.

(c) If the property owner has more than five rental units then he/she is required to obtain a business license from the town.

(Ord. No. 12-12, 6-19-2012; Ord. No. 18-04, 6-19-2018; Ord. No. 20-21, 10-6-2020; Ord. No. 23-14, 7-18-2023)

Sec. 11-12. Severability.

The provisions of this chapter are severable, and if any section, sentence, clause, part or provision thereof shall be held illegal, invalid, or unconstitutional by any court of competent jurisdiction, such decision of the court shall not affect or impair the remaining sections, sentences, clauses, parts, or provisions of this chapter. It is hereby declared that the intent of the council is that this chapter would have been adopted as if such illegal, invalid, or unconstitutional section, sentence, clause, part, or provision has not been included herein.

(Ord. No. 12-12, 6-19-2012)

Sec. 11-12. Standards for residential rental unit.

For the purposes of this chapter, the following standards apply to residential rental units and must be met prior [to] a permit being issued and at all times thereafter. Town sponsored inspectors will have the authority to certify that rental properties meet the IPMC standards for both the interior and exterior of the dwelling. Any and all violations will be abated and corrected in the timeframe allotted. Failure to correct the deficiencies will result in the loss of the rental permit until corrected. The standards that will apply to all rental properties will be in accordance with the 2018 Edition of the International Property Maintenance Code (IPMC). Violations will be handled as outlined in section 11-9 of this chapter.

The landlord, owner, property management personnel are responsible for informing and providing these standards to their tenants.

(1) *Trash cans and storage of solid waste.* Rollcarts will only be placed at the street on pickup days and are removed from the street each evening in accordance with town code.

(2) *Environmental.* Weeds, undergrowth, trash, garbage, stagnant water, abandoned vehicles or other household items, and other matter deleterious to good health and public sanitation shall be removed.

(3) *Doors and windows.* Individual dwelling units must have access directly to the outside or to a common corridor. Sleeping rooms must have at least one five-square foot operational window, or an exterior door that is operable from the inside. Exterior windows must be free of defects, capable of opening and closing, and have working locks.

(4) *Roofs and gutters.* Roofs must cover the entire floor plan of the house. Any damage to the roof must be repaired within 90 days of incident; damaged roofs may be covered with tarp or

other temporary device and such device may be maintained for not more than 90 days. Standard roofing materials are to be used for repair. Any gutters are to be firmly attached to the roof and appropriate sections are to be connected.

(5) *Stairs, rails, porches, decks.* A handrail is required for four or more stairs. Guardrails are required on decks over 30 inches above grade. Porches and decks shall not have apparent structural damage or broken or missing rails or steps.

(6) *Fences/walls.* Fences and walls must be maintained to builder standards and cannot lean, have parts missing, they also may not have parts that are loose or unstable, need paint or have cracks that need patching.

(7) *Swimming pools/spas.* Swimming pools and spas shall be enclosed and include a self-closing and self-latching gate of 48 inches minimum height. Pools must be maintained with clean water (stagnation and/or fungus must be removed) or the pool must be drained.

(8) *Evidence of infestation.* Premises shall appear free of rats, mice, roaches or other vermin.

(9) *Parking spaces.* There shall be at least one all weathered surfaced parking space per vehicle. The parking surface material shall be concrete, asphalt or contained gravel surface, and no more than four vehicles will be permitted in the front area of the residence.

(10) *Grass height.* Grass and weed height will not exceed eight inches when measured with the ruler on the ground. All lawns must be properly landscaped and maintained. Inspections for compliance will begin with normal rental renewals after January 1, 2019; inspections will include properties registering for the first time. Inspections will be performed by the zoning administrator or his/her designated representative.

(11) *Vehicles.* Unlicensed and/or unregistered vehicles are not permitted to be parked in the front or side of any dwelling (includes parking areas, driveways and yards).

(12) *Tree debris.* Fallen and/or broken limbs must be removed from the yard and placed at the curb, in the yard, not in the road or on public sidewalk for pickup by the trash collector (trash collector requirements regarding width and length must be adhered to).

(13) *Leaves.* Must be bagged, placed at the curb, in the yard, not in the road or on public sidewalk, for pickup by trash collector.

(14) *Garages.* Garage doors shall be maintained in a fully functional condition. They shall be maintained free of rot or other decay. Garage door glass shall be replaced if cracked or broken.

Garages shall be used only for the storage of vehicles or yard maintenance equipment. Provided, however, garages may be used for the storage of other items so long as the content of the garage is not visible from the street or from public view.

(15) *Storm doors and windows.* Storm doors and windows shall be maintained in a fully functional condition. Broken or cracked glass shall be replaced and such items shall not be allowed to rust or to be inadequately affixed to the property.

(16) *Siding.* Exterior siding shall be maintained so as to remain properly affixed to the structure in accord with accepted building standards. External siding shall not be allowed to rot, or decay and must be properly painted with no peeling paint.

(17) *Boats and recreational vehicles.* Boats, recreational vehicles, motor homes, campers and travel trailers shall not be stored at any residential rental dwelling (exception is back yard).

However, these vehicles can be parked on concrete driveway for not more than two days for cleaning, washing, loading, unloading or repairing. Recreational vehicles may not be parked in street for more than 24 hours (subject to safety conditions).

(18) *Stumps.* Stumps from trees which have fallen or which have been cut shall be removed within 30 days from the time the tree falls or is cut.

(19) *Parking.* Cars may not be parked in front or side yards except on paved areas designed for the parking of vehicles.

(20) *Occupancy.* No more than one family (defined as an individual; or persons related by blood or marriage living together; or group of individuals, not more than three unless related by blood or marriage in single housekeeping unit) may live in a rental home zoned for single-family residential. No more than ten people may live in any residential rental dwelling (exceptions may be granted by the Town Administrator).

(21) *Utilities.* Any occupied residential rental dwelling must at all times have water, sewer and electrical services connected to proper provider or shall be deemed unrentable. It shall be the responsibility of the property owner to ensure that each dwelling has sewer service, and the failure to do so will result in a fine no less than \$500.00 along with the requirement to clean up all illicit discharges and hold harmless the Town of Irmo in any health or pollution issues.

(Ord. No. 12-12, 6-19-2012; Ord. No. 14-13, 11-18-2014; Ord. No. 18-04, 6-19-2018; Ord. No. 20-14, 7-7-2020; Ord. No. 20-17, 9-15-2020)

Staff Report

Amendment to the Code of Ordinance

DATES: Town Council First Reading: November 19, 2024
Town Council Second Reading: December 17, 2024

TO: Irmo Town Council

FROM: Douglas Polen, Assistant Town Administrator

SUBJECT: Zoning Ordinance Amendment

ACTION REQUESTED: Consideration of a text amendment to the Code of Ordinance, Chapter 11: Rental Property Registration and Regulations

Background

The Town's Rental Registration program has existed for over a decade and Staff feels that it is time to revisit this ordinance and make changes that can aid in achievement of the goals of the program, user compliance and staff time management.

The edits to the ordinance are attached but are summarized here:

1. Redefining *occupant*, *offense*, and *residential rental unit*
2. Changing the timing of the license period. Currently the license period runs from January 1 through April 15, coinciding with the State's business license cycle. Staff proposed moving rental registration to April 1 – June 30, so that the front desk (the staff member tasked with rental registration) has more time to help with business licensing from January through April, and the business license clerk has more time to aid the front desk during the rental registration period.
3. Offenses now clearly includes violations of the International Property Maintenance Code and the Town's Nuisance Ordinance.
4. A section stating that the ordinance does not override, replace, or contradict the S.C. Residential Landlord and Tenant Act has been added.
5. A section on inspections has been added. Occupants of rental units may now request an inspection by the Town, and the Town may initiate an inspection of a registered rental

unit. Violations of the International Property Maintenance Code and the International Existing Building Code may result in a requirement that the property owner bring the property up to Code. The Code Compliance Inspector may issue a citation if the work is not completed in a timely manner, and the Town Administrator may pursue revocation of the rental permit if the owner fails to comply. Likewise the Code Compliance Inspector may pursue legal abatement action, including fines of up to \$500 per day and 30 days in jail.

6. The section on Standards for Residential Rental Units have been removed. Offenses at rental properties are the same as with any other residence, except that the right to operate as a rental may be revoked and the Code Compliance Inspector may pursue legal abatement action, including fines of up to \$500 per day and 30 days in jail.

Text Amendment

See Attachment

Staff Findings

Staff recommends **APPROVAL** of this zoning ordinance change.



Staff Report

Approval of Resolution 24-14 in Support of Requesting the Legislature to Enact a Statute to Require Security Cameras at Senior Facilities (Mayor).

DATES: November 19, 2024
TO: Town Council
FROM: Courtney Dennis, Town Administrator
SUBJECT: **A RESOLUTION IN SUPPORT OF REQUESTING THE SOUTH CAROLINA LEGISLATURE TO ENACT A STATUTE TO REQUIRE SECURITY CAMERAS AT THE ENTRANCES AND EXITS OF NURSING HOMES, RESIDENTIAL CARE FACILITIES AND ASSISTED LIVING CENTERS**
ACTION REQUESTED: Requests Approval of Resolution 24-14

Background

The Central Midlands Council of Governments (CMCOG) operates the Long-Term Care Ombudsman program through their Area Agency on Aging. This program inspects and investigates complaints in DHEC-licensed long-term care facilities across Fairfield, Richland, Lexington, and Newberry counties, encompassing 89 facilities in total. Their efforts aim to ensure the safety and proper treatment of our most valuable yet vulnerable residents.

In support of this, the CMCOG Board of Directors has adopted the attached resolution requesting the SC Legislature to consider enacting a law requiring security cameras in these facilities. We invite your jurisdiction to consider passing a similar resolution,

Analysis

In support of this, the CMCOG Board of Directors has adopted a resolution requesting the SC Legislature to consider enacting a law requiring security cameras in these facilities. CMCOG invites the Town of Irmo in joining them and consider passing a similar resolution.

Staff Findings

Attachments

1. Resolution 24-14 - Security Cameras at Senior Facilities

STATE OF SOUTH CAROLINA)

)

RESOLUTION 24-14

TOWN OF IRMO)

**A RESOLUTION IN SUPPORT OF REQUESTING THE SOUTH CAROLINA
LEGISLATURE TO ENACT A STATUTE TO REQUIRE SECURITY CAMERAS AT
THE ENTRANCES AND EXITS OF NURSING HOMES, RESIDENTIAL CARE
FACILITIES AND ASSISTED LIVING CENTERS**

WHEREAS, the safety and security of the state's senior population is the focal point of nursing homes, residential care facilities and assisted living centers in communities statewide; and

WHEREAS, the well-being of the senior residents at the aforementioned facilities should be monitored and regulated with the latest technology available; and

WHEREAS, the usage of security cameras around such facilities can provide crucial information regarding the safety and security of senior citizens and the type of care they receive by a facility's staff, other residents and visitors; and

WHEREAS, monitored security footage could assist in locating a senior citizen who has ventured outside of the eyesight of the facility's staff and other residents, especially during a time of emergency; and

WHEREAS, other states in our nation have implemented strategies to utilize security cameras to protect the integrity of senior-living facilities and have created policies for the monitoring of such security systems; and

NOW THEREFORE, BE IT RESOLVED that we, the members of the Irmo Town Council, by this Resolution, do hereby request that the South Carolina Legislature enact a statute and/or a regulation requiring security cameras to be placed and monitored at the entrances and exits of all nursing homes, residential care facilities and assisted living centers.

William O. Danielson - Mayor

ATTEST:

Lisa Hancock, Municipal Clerk



Staff Report

Approval to purchase a Hurricane Blower under state contract in the amount of \$13,391 (Penfield). This will purchase a stand-on commercial leaf and debris blower from Hilton's Power Equipment.

DATES: November 19, 2024
TO: Town Council
FROM: Courtney Dennis, Town Administrator
SUBJECT: Approval to purchase a Hurricane Blower under state contract in the amount of \$13,391
ACTION REQUESTED: Approval to purchase a Hurricane Blower under state contract in the amount of \$13,391.

Background

This request comes from Councilman Penfield.

Analysis

The item requested for purchase is a 35hp Hurricane Z3001 stand-on commercial leaf and debris blower.

Staff Findings

The item would be purchased under state contract pricing through an authorized dealer (Hilton's Power Equipment).

Attachments

1. Hurricane Blower Quote

HILTON'S POWER EQUIP.
5933 TWO NOTCH ROAD
COLUMBIA, S.C. 29223
(803) 786-5472

SOLD TO:

TOWN OF IRMO
P.O. BOX 406
7300 WOODROW ST
IRMO, SC 29063

SHIP TO:

TOWN OF IRMO
P.O. BOX 406
7300 WOODROW ST
IRMO, SC 29063

7817050

TERMINAL: 13

SHOP WITH US 24 HOURS A DAY 7 DAYS A WEEK ON OUR

WEBSITE AT WWW.HILTONSPOWEREQUIPMENT.COM

SHIPPED VIA: NO DELIVERY

12:31:18

PAGE: 1 OF 1

ACCT. NO.		DATE		INVOICE NO.		SALESMAN		STORE		P/O NUMBER		SPECIAL INFORMATION	
7817050		10/14/24		424143		001/001		1					
ORD.	SHIP	B/O	LINE	PART NUMBER		DESCRIPTION		LIST	NET	AMOUNT			
1	1			BGWZ3001		35 HP HURRICANE BLOWE		12399.00	12399.00				
QUOTE ONLY								SUB TOTAL ---->		12399.00			
								MISC. ----->		0.00			
								LABOR ----->		0.00			
								TAX 8.000 ---->		991.92			
REC'D BY _____								INVOICE TOTAL-->		13390.92			

IMPORTANT NOTICE

It is agreed as part of the consideration for this sale that the price shown hereon for the goods shall be paid on or before the 10th day of the month following the month of purchase. Any portion of the sale price not paid within said time period shall thereafter bear interest at the **HIGHEST PREVAILING RATE**. All claims and returned goods MUST be accompanied by this invoice. There will be no refund or exchange on electrical parts. The factory warranty constitutes all of the warranties with respect to the sale of this item/items. The seller hereby expressly disclaims all warranties, either expressed or implied, including any implied warranty of merchantability or fitness for a particular purpose and the seller neither assumes nor authorizes any other person to assume for it any liability in connection with the sale of this item/items.

HURRICANETM BLOWERS



P2000 Blower

P2000 Hurricane Blower

(Vanguard®)

Billy Goat has completed the Hurricane portfolio with the feature-rich Hurricane P2000. This compact version boasts fast, low-fatigue, and high productivity for virtually any application. Our patented dual deflector air flow system and undercut is manually adjustable on both the left and right for directing the twin air columns at the best angle for the most efficient cleaning. A convenient foot pedal allows the operator to quickly transition air output from the left to the right side when turning. The unit easily fits through a 36" gate and makes quick work of any mid-sized clean up challenge on turf or hard surface.



X3001 Blower

X3001 & Z3001

(Vanguard®)

The X3001 and Z3001 Hurricane blowers boast unprecedented commercial leaf and debris cleanup. From seamless operating controls to directional blowing options, robust blowing power and zero-turn maneuverability, the Billy Goat X3001 and Z3001 Stand-On Blowers take productivity to a whole new level! See the video at Billygoat.com.



Z3001 Blower

**Double down on
productivity!**
HURRICANE

MODEL	ENGINE	TRANSMISSION	VELOCITY	CFM	WEIGHT	HEIGHT	WIDTH	LENGTH	TRAVEL SPEED	FUEL CAPACITY
P2000	570cc Vanguard®	Twin HYDRO-GEAR® 3100 IZTs	150+ MPH	3500	664 lbs	47"	35.5"	59"	8 MPH	5 gal.
X3001	627cc Vanguard®	Twin HYDRO-GEAR® 3100 IZTs	165+ MPH	4500	749 lbs.	54"	42"	60"	8 MPH	10 gal.
Z3001	993cc Vanguard®	Twin HYDRO-GEAR® 3100 IZTs	165+ MPH	7500	895 lbs.	56"	45"	65"	9 MPH	10 gal.



Staff Report

Approval to contract with Bowman Consulting Group as the primary engineering firm to perform Traffic Impact Analysis Services as needed (Staff).

DATES: November 19, 2024
TO: Town Council
FROM:
SUBJECT:
ACTION
REQUESTED:

Background

Analysis

Staff Findings

Attachments

1. Bowman

Town of Irmo

Traffic Impact Analysis Engineering Services | RFQ No. 2024-02



Submitted by:

Matt Hines, PE, Principal / Branch Manager
Bowman

1800 Huger Street
Columbia, South Carolina 29201

803.252.0991 | mhines@bowman.com | bowman.com

Submitted to:

Courtney Dennis, Town Administrator

Town of Irmo
7300 Woodrow Street
Irmo, South Carolina 29063

September 6, 2024

RFQ # 2024-02 SUBMITTAL FORM

Please complete this form and include it as the first page inside your proposal.

In compliance with this RFQ, and with all the conditions imposed therein and hereby incorporated by reference, the undersigned offers and agrees to furnish Traffic Impact Analysis Engineering Services to the Town of Irmo as mutually agreed upon by subsequent negotiations.

NAME OF FIRM: Bowman Consulting Group Ltd.

ADDRESS OF FIRM: 1800 Huger Street

Columbia, SC 29201

TELEPHONE: 803.252.0991

EMAIL ADDRESS: mhines@bowman.com

FEI/EIN NUMBER: 54-1762351

SIGNATURE: 

NAME: Matt Hines, PE

TITLE: Principal in Charge / Branch Manager

Table of Contents

1	Cover Letter - Offeror Information - Statement of Assurance
2	Compliance - Understanding of Scope of Work - Project Approach and Key Milestones
3	Proposed Staff Qualifications - Organization Chart - Resumes of Key Personnel - Management of Team - Price Per Hour for Key Personnel
4	Similar Project Experience and References - Similar Project Experience - On-Call Contracts with Public Sector Entities - References
5	Ability to Respond to Town's Needs in a Timely Manner



Cover Letter

September 6, 2024

Courtney Dennis
Town Administrator
Town of Irmo
7300 Woodrow Street
Irmo, SC 29063

RE: RFQ No. 2024-02 for Traffic Impact Analysis (TIA) Engineering Services

Dear Mr. Dennis:

Bowman Consulting Group Ltd. (Bowman) is pleased to submit its qualifications to the Town of Irmo to provide TIA Engineering Services on an as needed basis. Bowman is a corporation incorporated in the State of Delaware and licensed to practice civil engineering in the State of South Carolina.

The following Bowman branch office, located only 10 minutes from the Town of Irmo, will be responsible for performing the traffic engineering services for this Indefinite Delivery Quantity (IDC) contract:

1800 Huger Street, Columbia, SC 29201
p: 803.252.0991

Bowman will utilize the services of **Short Counts**, a data collection company with over 20 years of experience that is also located in Columbia, SC.

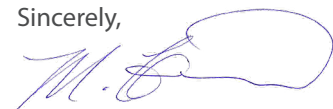
With over 100 professionals serving the State of South Carolina, Bowman has the depth and breadth of traffic engineering and municipal expertise to meet your needs. **Our team has successfully performed multiple individual projects for the Town of Irmo on an as-needed basis for assignments involving parks, drainage improvements and conceptual studies.** We are knowledgeable regarding the area and have reviewed Ordinance 24-11 which requires that a TIA shall be performed for all applicable developments.

As indicated in our submittal, our team has performed TIAs throughout South Carolina for schools, healthcare facilities, residential developments and retail establishments. These TIAs have not only been reviewed by SCDOT District Traffic offices, but also by local municipalities who have adopted their own TIA requirements. In addition, we have extensive experience working under similar on-call contracts with local municipalities and are able to efficiently deliver all required services.

Statement of Assurance: Bowman will comply with all required federal and state regulations.

Thank you for the opportunity to submit our qualifications. We are looking forward to continuing our working relationship with the Town of Irmo. Should you have any questions or wish to discuss our submittal further, please contact me at 803.252.0991 or mhines@bowman.com.

Sincerely,



Matt Hines, PE
Principal / Branch Manager

1800 Huger Street, Columbia, SC 29201
803.252.0991
bowman.com



Compliance

Compliance

UNDERSTANDING OF SCOPE OF WORK

Bowman understands the Town of Irmo's Town Council recently adopted **Section 3-11 Traffic Analysis** in as part of its Ordinance 24-11 regarding Zoning and Land Development Regulations and Zoning Regulations for Use of Lots.

Previously, developers typically worked directly with the SCDOT since a Traffic Impact Analysis (TIA) was required whenever a new residential development would create 100 new trips per hour at peak times. This new change to the zoning ordinance enables greater Town involvement and reduces the threshold needed for a TIA:

A TIA is now "required for any development that would generate more than 50 trips during the peak hour on the adjacent street in accordance with the Institute of Transportation Engineers (ITE) Trip General Manual, latest edition."

As a result of this solicitation, the Town of Irmo will retain one or more consultants as a Traffic Engineer to provide professional services for the preparation and/or review of TIA for proposed development projects. The developer will pay the price for the TIA to the Town, and the Town and Traffic Engineer will work together to determine the required mitigation. These services will be performed on an "as needed" basis under an Indefinite Delivery Contract (IDC).

Bowman will begin by assisting the Town in determining if a TIA is needed for a specific development and what level TIA is appropriate. We will work to quickly provide a scope and fee proposal to either prepare or review the required TIA. Bowman will expeditiously prepare a TIA addressing all requirements and standards of both the Town and SCDOT.

When TIA review is needed, Bowman will diligently review the developer-provided TIA and prepare an easy-to-follow report reviewing if the TIA conforms with the applicable requirements and if revisions or additional analysis is needed. Bowman will be the middle-man between the Town, County, SCDOT, and developer during initial scoping, TIA preparation, and review / concurrence. Bowman will disclose any actual or potential conflicts of interests on specific projects. We will provide additional traffic engineering services to the Town as needed in a timely manner.

PROJECT APPROACH AND KEY MILESTONES

Because this is a task-based contract with no defined scope of work at this time, our approach to this contract will follow a few basic tenets for each assignment that have made us successful transportation consultants. We will do the following for each task assigned by the Town:

- Provide proactive project management
- Develop a comprehensive scope of each assignment
- Develop and meet realistic project schedules
- Assign experienced staff
- Implement our Quality Assurance/Quality Control policy
- Assist the City with agency/public involvement
- Conduct a client satisfaction evaluation

We have a strong working relationship with SCDOT and have coordinated on projects. As a result, we have full knowledge of their standards and experience coordinating projects with the respective agencies, if needed, for this contract.

Success for every project begins at project inception, during the scoping process. We review available data, including existing plans, reports and permits; conduct extensive field reviews to gain a thorough understanding of existing conditions; and speaks with critical stakeholders including permit agencies, and other local interests. Our efforts focus on identifying potential project constraints as early as possible to avoid budget and schedule impacts by mitigating potential risks. We understand that studies and analysis usually require design consideration, at least on the conceptual level to ensure recommendations are constructible. Constructability issues such as right-of-way constraints, utility conflicts, impact to structures and drainage issues must be identified at the study phase to ensure that the Town is poised for success.



Compliance

Our approach to peer review tasks will be to utilize our technical expertise to decipher the information submitted to the Town, evaluate the thoroughness and accuracy of the information, identify missing data/evaluations, and to assess the proposed mitigation to ensure that it compensates for the impact and is in scale with the project size and consequential impacts. Our project manager will consider what information is relevant, present it in layman's terms, and offer additional explanations and comparisons to allow the Town to make informed decisions.

Our experience offers value as a peer review consultant as described below:

- Our municipal experience for peer reviews includes services such as review of traffic studies, on-site vehicular circulation, loading/delivery/dumpster areas, parking utilization calculations, valet queueing analysis, residential gate and bank queueing operations, bicycle and pedestrian connectivity to surrounding roadways, signage and pavement markings, attendance at public hearings and other components. This experience allows us to understand the Town's issues, constraints, and objectives, in terms of both "big picture" thinking and as specific to a singular site or area.
- Based on our private sector experience, we can also offer insight to the development world, both in terms of best practices for site development and circulation and in terms of project feasibility as related to potential mitigation.
- Our experience on state transportation projects provides us with a clear understanding of which responsibilities the county or state hold versus the Town. Many of our projects have incorporated transit planning and complete streets design. We pride ourselves on our innovative solutions and as engineers, think outside the realm of simply processing vehicles, and instead look for holistic solutions.

Quality Assurance / Quality Control (QA/QC)

Carlos Garcia, PE and Matt Hines, PE will review the products prepared by the key personnel for QA/QC. They will ensure compliance with our Company Quality Assurance Plan. We recognize that quality control is one of the key components to meeting project schedules and budgets. We have developed a standard peer review process for all our projects. For transportation planning and traffic studies, this review includes a thorough review of the assumptions,

methodologies, calculations and results. We find that incorporating this process directly into every project saves our clients time and money. For design projects, errors and omissions checks are conducted internally prior to the 30, 60, and 90 percent plan submittals, not simply with the final submittal. A copy of our company's Quality Assurance Plan is available upon request.

QUALITY CONTROL RECORD DOCUMENT	
DESCRIPTION:	_____
PREPARED BY:	DATE: _____
CHECKED BY:	DATE: _____
CORRECTED BY:	DATE: _____
FINAL/VERIFIED BY:	DATE: _____
	JOB #: _____

Tools and Techniques

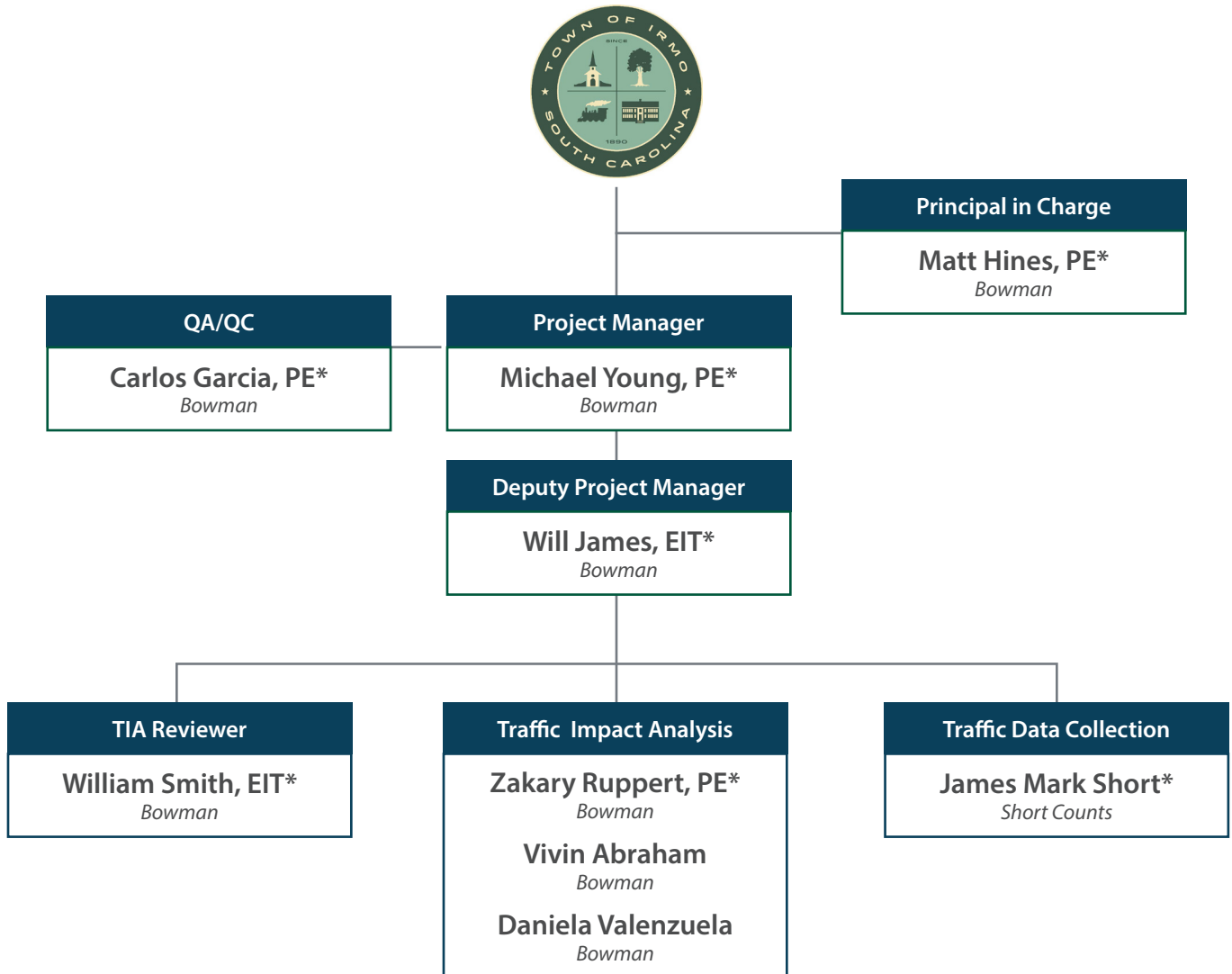
Our team uses all of the current methods, hardware, and software tools to provide transportation planning and engineering services. We have current versions of ITE manuals including licensed copies of the ITE trip generation software. In accordance with acceptable practices with most agencies in South Carolina, we conduct capacity analyses using the latest version of the Highway Capacity Software and Synchro/SimTraffic by Trafficware. For design, Bowman is current with both MicroStation and AutoCad, using OpenRoads and Civil3D, respectively as roadway design tools. Mathcad and Atlas are used for mast arm and strain pole structural analysis. AGi32 is used for lighting studies. We have professional GIS operators and programmers who use the current version of ArcGIS as well.





Proposed Staff Qualifications

Organizational Chart



***Key Personnel (Resume Included)**



Matt Hines, PE

Principal in Charge

Matt Hines leverages his extensive expertise in project and personnel management to spearhead the design, rehabilitation, and execution of civil engineering projects. With a proven track record of delivering exceptional program and project management for federal, state and local initiatives, Matt is dedicated to exceeding client expectations. He has successfully contributed to more than 700 civil projects, some of which are highlighted below.

Experience

Childs Street Fire Substation | Irmo, SC

Chief Engineer construction of a new Fire Substation for the Irmo Fire District. Provided site selection and due diligence services, survey, civil site design, wetlands permitting, roadway improvements design, traffic studies and traffic signal design, stormwater design and construction management.

HCA Healthcare Free-Standing Emergency Room | Johns Island, SC

Chief Engineer for a Traffic Impact Analysis (TIA) for a proposed development of an 11,000 sq. ft. free standing emergency room (FSER) on at the corner of Maybank Highway and Zelasko Drive in a heavily congested corridor.

Traffic Impact Analysis for Kershaw County Elementary School | Elgin, SC

Chief Engineer for TIA a proposed 600-700 student elementary school on Highway Church Road with one proposed access point. Coordination with the client and SCDOT, both the Traffic Engineering and School Operations departments, was imperative to determine the required scope of the study.

Founders Estates Traffic Study | Lexington County, SC

Chief Engineer for traffic impact study to support 272-home single-family residential development. Services included oversight of data collection, traffic analyses and report preparation, and coordination with SCDOT and Lexington County. This development distributed traffic through four strategically placed access drives along Founders Road (Local) to mitigate impacts to existing traffic patterns in the area.

7 Brew Coffee | West Columbia, SC

Lead Traffic Engineer for the traffic analysis for a proposed coffee shop, including an assessment of existing traffic conditions, projection of future volumes, and analysis of build conditions. Helped with the project site design and permitting after the TIA received concurrence.

Hardscrabble Road Development | Blythewood, SC

Lead Traffic Engineer for the signal warrant study and TIA for the proposed development including a self-storage facility and two fast food outparcels. Coordinated with SCDOT to conduct the warrant study during an ongoing widening of Hardscrabble Road.

Killian Road Traffic Impact Study | SC

Education

B.S. Civil Engineering, University of South Carolina

B.S. Chemistry, Presbyterian College

Registrations

Professional Engineer:
South Carolina (#032702)

Associations

Member, American Society of Civil Engineers (ASCE), South Carolina Section, Midlands Chapter

Member, ASCE, Transportation Development Institute

Member, American Concrete Institute

Member, American Institute of Steel Construction, LPA Certified

Certifications

ACI - Field Technician Grade I

ITRE - Workzone Traffic Control Supervisor

SCDOT - PCC Technician Grades I & II

Design & Calculation Software

- Autodesk AutoCAD Civil 3D, LDC, and LDD
- Bentley Microstation V8i (with GeoPak)
- Bentley WaterCAD V8i

Matt Hines, PE

Principal in Charge

- FHWA Hydraulic Toolbox v2.1
- FHWA HY-8 v7.2
- HydroCAD v8.5
- MathCAD 14
- Matlab 7.4
- Microsoft Office Suite
- Microsoft Project

Springdale Traffic Study | SC

Town of Lexington Adaptive Traffic Signals | Lexington, SC

Windmill Harbour Gatehouse Traffic Flow Plan | Hilton Head, SC

Kershaw County School District Technology Center | Kershaw County, SC

Chief Engineer for construction of a new CATE center for the school district, including offsite roadway improvements. Provided survey, civil site design, wetlands permitting, roadway improvements design, new roadway alignment, traffic studies and traffic signal design, stormwater design and construction administration services.

Greenville County, Aiken Chapel Road Realignment | Taylors, SC

Project Manager for design and permitting of intersection improvements of Aiken Chapel Road at Beeks Road in Greenville County. The improvements are intended to improve traffic flow and stormwater drainage while still providing necessary access to facilities in the area. The current three-way intersection will be replaced with a superelevated curve with an access drive for the sewer pump station. This new design allows traffic to free flow and raises the road to eliminate stormwater ponding.

Whipple Road Widening & Intersection Improvements | Town of Mount Pleasant, SC

Project Engineer for widening of Whipple Road from two to four lanes, with turning lanes. The road widening project included a storm drainage system, curb and gutter, grading and asphalt paving. The scope of services provided included utility coordination, intersection improvements and coordination between the Town of Mount Pleasant and SCDOT.

SCDOT Statewide Intersection Improvements | Various Locations, SC

Project Engineer. Our team provided sub-contractor oversight for pavement marking and/or installation of traffic signs on behalf of 3M. Maintained and reconciled daily production reports of sub-contractor activity. Performed quality inspection, measurements and reporting of product installation. Recorded and maintained inventory and material consumption records of 3M materials located at remote sites supporting product installation.

City of Chester Downtown Streetscape Rehabilitation | Chester, SC

Project Manager to provide a master plan for rehabilitation work along Main Street and Gadsen Street including replacing trees, resetting pavers, replacing concrete sidewalk and repairing asphalt pavement. We provided a unit price cost estimate to help the city determine the project scope, created a master plan for the rehabilitation work and assisted with bidding and award.

Hill Street Roadway, Drainage & Pedestrian Improvements | Fort Jackson, SC

Project Manager for design and permitting for repaving and improvements of Hill Street from Sumter Ave to Marion Ave. to make the road safer for pedestrians and offer better parking for buildings in the area.



Michael Young, PE

Project Manager

Michael Young has over 10 years of transportation engineering experience and is responsible for project engineering tasks. These tasks include traffic impact studies, traffic signal design, parking studies, ITS and Tolling design, pedestrian and bicycle facilities planning, circulation studies, and multi-modal transportation planning. He has extensive experience with both commercial development and institutional facilities, including analysis, project coordination, and public involvement.

Education

B.S. Civil Engineering,
Pennsylvania State University, 2014

Registrations

Professional Engineer:
Virginia (#0402060103)
Florida (#88244)

Associations

Associations: American Society of
Highway Engineers (ASHE)
Institute of Transportation Engineers
(ITE)

Experience

Traffic Impact Studies for Circle K | *Spartanburg, Richland County, Greenville County and Lexington County, SC*

Traffic Engineer for five traffic impact studies for proposed Circle K convenience stores ranging from 5,200 to 5,471 sq. ft. and 12-14 vehicular fueling positions. For each project, capacity analyses were completed for three intersections nearby in accordance with SCDOT guidance. Responsibilities included site investigation; data collection and reduction; trip generation; trip assignment and distribution; growth rate estimation; capacity analyses of existing, no build and build conditions; queue analyses; traffic impact study; mitigation alternatives and cost estimates.

LIDL Transportation Impact Study | *Millcreek Township, Erie County, PA*

Conducted a transportation impact study for a proposed 36,170 square foot supermarket located along Edinboro Road (SR 0699) and Interchange Road (SR 0699) in Millcreek Township. The study included traffic impact analysis, traffic modeling, and development of transportation mitigation measures to accommodate the proposed development while adhering to PennDOT policy.

University of Pittsburgh Center for Innovative Science Transportation Impact Study | *Pittsburgh, PA*

Performed a traffic impact study for proposed Center for Innovative Science. Services included traffic data collection, parking analysis, and traffic and loading analysis.

Highpointe Communities Trace Development | *San Marcos, TX*

Project Engineer for the traffic impact analysis supplement of the proposed Highpointe Communities Trace Development. Performed a roundabout evaluation for two design alternatives using SimTraffic software and SIDRA INTERSECTION software.

Riverfront 47 Development Transportation Impact Study | *Allegheny County, PA*

Project Engineer for the proposed Riverfront 47 development, spanning 47 acres in the Boroughs of Aspinwall and Sharpsburg. Presented results of this evaluation to focus groups and local city government officials to inform them of the traffic impacts of the proposed development. Coordinated with client and municipal engineers in order to develop multiple alternative analysis scenarios, including the implementation of a flyover into the development from the existing Highland Park Bridge interchange.

Michael Young, PE

Project Manager

Dahlem Place Garage and Bakery Office Three Transportation Impact Study |

Pittsburgh, PA

Project Engineer for the Bakery Office Three Development - 240,000 sq. ft. of proposed office space with a proposed 1,100 space parking garage in the congested Bakery Square area. Performed a complete signal retiming of the study area, including the implementation of new five-section signal heads in order to assist side street traffic without sacrificing the traffic flow of the mainline. Assisted in the coordination with the client and the City of Pittsburgh's Department of Public Works to realign Dahlem Place in order to increase vehicular accessibility to the proposed garage, and enhance pedestrian safety at the proposed garage access.

Transportation Impact Study for the Proposed TLBT, LLC Retail Development |

Allegheny County, PA

Conducted a transportation impact study for a proposed 36,170 sq. ft. supermarket located along William Penn Highway (SR 2048) in Wilkins Township. The study included traffic impact analysis, traffic modeling, and development of transportation mitigation measures to accommodate the proposed development while adhering to PennDOT policy.

Chick-fil-A | Various Locations, FL

Project Manager responsible for managing the traffic data collection program to support the due diligence and site evaluation for various Chick-fil-A stores in Florida.

WAWA Convenience Stores | Various Locations, VA

Project Manager responsible for managing traffic data collection program to support the due diligence and site evaluation for potential development of WAWA sites.

Speedway Fueling Station | Clairton, Allegheny County, PA

Conducted a transportation impact assessment for a new Speedway fueling station that included 17 fueling positions and a convenience store.

Carnegie Mellon University Tata Consultancy Services Hall (TCS) Transportation Impact Study | Pittsburgh, PA

Performed an assessment of traffic and parking for the proposed TCS Hall building on the CMU campus. Services included parking data collection and analysis in order to develop a campus-wide parking management plan to serve both the new building, and the remainder of facilities on the CMU campus.

Carlow University 2016 Institutional Master Plan Transportation Study |

Pittsburgh, PA

Performed traffic and parking analysis including projection of future traffic & parking.

Allegheny General Hospital (AGH) Master Plan | Pittsburgh, Allegheny County, PA

Performed data collection, assisted with traffic and parking analysis, pedestrian vehicular circulation review, and site-access review for the campus.



Carlos Garcia, PE

QA/QC

Carlos Garcia has over 27 years of progressive transportation engineering experience through the U.S. His experience includes the preparation of traffic impact studies, and roadway and traffic signal plans to support commercial and residential land development. Carlos's experience in the public and private sectors has allowed him to navigate the permitting approval process from local and state reviewing agencies.

Experience

Traffic Impact Studies for Circle K | *Spartanburg, Richland County, Greenville County and Lexington County, SC*

Traffic Engineer for five traffic impact studies for proposed Circle K convenience stores ranging from 5,200 to 5,471 sq. ft. and 12-14 vehicular fueling positions. For each project, capacity analyses were completed for three intersections nearby in accordance with SCDOT guidance. Responsibilities included site investigation; data collection and reduction; trip generation; trip assignment and distribution; growth rate estimation; capacity analyses of existing, no build and build conditions; queue analyses; traffic impact study; mitigation alternatives and cost estimates.

Clay Pond Rd and George J. Bishop Parkway | *Myrtle Beach, SC*

Prepared construction plans for road widening of eastbound approach (Clay Pond Rd) from one to two lanes of traffic. The improvements also included updating traffic signal plans and signal timings to accommodate new lane configuration.

Traffic Township Engineer | *Various Municipalities, PA*

Township Traffic Engineer for the following municipalities: Silver Spring Township, West Manchester Township and Washington Township. Provided a full range of traffic engineering services that included traffic studies, signing and pavement marking installation, preparation of highway occupancy permits, traffic calming and traffic signal design. Also performed peer reviews related to land development applications, traffic impact studies, and highway occupancy permits.

Traffic and Safety - Open End Agreement | *PennDOT District 11, PA*

Project Manager for traffic engineering services including the review of traffic impact studies, access studies, traffic signal design, and maintenance of traffic plans.

Highway Occupancy Permits - Open End Agreement | *PennDOT Central Office, PA*

Project Manager who assisted several districts with the review of traffic impact studies, pavement designs and highway occupancy permit plans.

La Cima - Traffic Impact Study | *City of San Marcos, TX*

Traffic Engineer for a traffic impact study in support of a four-phase development with 2,000 residential units, 200,000 sq. ft. of office space, 200,000 sq. ft. of shopping center and a school. Responsibilities included site investigation; data collection and reduction; trip generation; trip assignment and distribution; growth rate estimation; capacity analyses of existing, no build and build conditions; queue analyses; traffic impact study; and traffic signal warrants, mitigation alternatives and costs estimates.

Education

Transportation Engineering Certificate,
University of Pittsburgh

B.S. Civil and Environmental
Engineering, University of Pittsburgh

B.S. Civil Engineering, University of
Quindio, Columbia, South America

Registrations

Professional Engineer:
South Carolina (#34013)
Arizona (#69910)

Virginia (#0402049766)

Washington, DC (#PE908812)

New Jersey (#24GE04728200),

Maryland (#35550)

Pennsylvania (#077442),

Texas (#124260)

Georgia (#PE041606)

Delaware (#17757)

North Carolina (#044615)

Illinois (#062069062)

Ohio (#88504)

Carlos Garcia, PE

QA/QC

Speedway LLC Traffic Impact Studies | *Multiple Locations, PA*

Project Manager for traffic impact analysis of Speedway gas station developments. Performed included trip generation/trip distribution calculations, capacity and queuing analyses, and turn lane warrant evaluation. Evaluated sight distance at each proposed site driveway to verify compliance with PennDOT criteria. Developed traffic mitigation measures including traffic signal retiming and auxiliary turn lanes.

7-Eleven Traffic Operational Study | *City of Melbourne, FL*

Project Manager responsible for a traffic impact study for a 3,500 sq. ft. store with 16 vehicle positions. Responsibilities included site investigation; data collection and reduction; trip generation; trip assignment and distribution; growth rate estimation; capacity analyses of existing, no build, and build conditions; queue analyses; traffic impact study; mitigation alternatives and cost estimates.

Chick-Fil-A Traffic Impact Studies | *Multiple Locations, FL*

Project Manager responsible for traffic impact studies to support the development of Chick-Fil-A stores. Responsibilities include oversight of data collection, traffic analyses and report preparation, and coordination with local and state reviewing agencies.

Resort Lifestyle Communities - Traffic Impact Studies | *Multiple Locations, USA*

Project Manager for preparation of traffic impact studies to support development of senior luxury living facilities throughout the U.S. Responsibilities include the oversight of data collection, traffic analyses and report preparation as well as coordination with local and state reviewing agencies.

Punxsutawney Traffic Study | *Jefferson County, PA*

Project Manager responsible for traffic data collection for 16 intersections, as well as the preparation of an origin/destination study, which determined the existing commuter routes and area truck traffic traveling through the downtown area.

Graterford Prison Expansion | *Skippack, PA*

Project manager for a traffic impact study; design of a traffic signal; and development of highway occupancy permits plans including, typical sections, construction profiles, cross-sections, signing and pavement markings, maintenance of traffic, drainage, and pavement; and permit coordination.

Seven Gables Apartments, Carlisle Borough | *Cumberland County, PA*

Determined the traffic impact the proposed Seven Gables Apartments would have on traffic operations within the study area and adjacent roadway intersections.

The Villages of Liberty Forge | *Mechanicsburg Borough, Cumberland County, PA*

Determined traffic impact the proposed Villages of Liberty Forge Development, a golf course, 200-bed hotel, 582 age-restricted dwelling units, and 100-bed nursing home, would have on traffic operations within the study area and adjacent roadways.



Will James, EIT

Deputy Project Manager

Will James has seven years of civil engineering and construction experience. He has extensive knowledge of all stages of design, permitting, and construction in a variety of multi-disciplined projects throughout the southeast. Will has substantial experience managing the design, schedule and budget of complex design projects. He also regularly coordinates subcontractors and utility providers, as well as internal survey and inspections departments to meet the needs of his clients.

As a project manager, Will oversees multiple projects in both the private and public sector. Recently he has quarterbacked the pursuit and execution of traffic studies for private clients and coordinated with various state and local government agencies for concurrence. Will is proficient in Civil 3D, HydroCAD, HY8, Synchro, Tripgen, Excel and HEC-RAS.

Education

B.S. Civil and Environmental Engineering, The Citadel, Charleston, SC, 2019

Registrations

EIT

Associations

Member, ASCE

Member, Tau Beta Pi

Experience

HCA Healthcare Free-Standing Emergency Room | Johns Island, SC

Traffic Engineer for a Traffic Impact Analysis (TIA) for a proposed development located in a heavily congested corridor. HCA Healthcare is proposing to build an 11,000 sq. ft. free standing emergency room at the corner of Maybank Highway and Zelasko Drive.

Traffic Impact Analysis for Kershaw County Elementary School | Elgin, SC

Traffic Engineer for TIA a proposed 600-700 student elementary school on Highway Church Road with one proposed access point. Coordination with the client and SCDOT, both the Traffic Engineering and School Operations departments, was imperative to determine the required scope of the study.

Founders Estates Traffic Study | Lexington County, SC

Traffic Engineer for traffic impact study to support 272-home single-family residential development. Services included oversight of data collection, traffic analyses and report preparation, and coordination with SCDOT and Lexington County. This development distributed traffic through four strategically placed access drives along Founders Road (Local) to mitigate impacts to existing traffic patterns in the area.

7 Brew Coffee | West Columbia, SC

Traffic Engineer for the traffic analysis for a proposed coffee shop, including an assessment of existing traffic conditions, projection of future volumes, and analysis of build conditions. Helped with the project site design and permitting after the TIA received concurrence.

Hardscrabble Road Development | Blythewood, SC

Traffic Engineer for the signal warrant study and TIA for the proposed development including a self-storage facility and two fast food outparcels. Coordinated with SCDOT to conduct the warrant study during an ongoing widening of Hardscrabble Road.

Hitchcock Parkway Traffic Impact Study | Aiken, SC

Williamsburg Subdivision Traffic Study and Left Turn Lane | Sumter, SC

Will James, EIT

Deputy Project Manager

Hill Street Rehabilitation - USACE | Fort Jackson, SC

Team performed survey, design and construction inspections and testing services for the rehabilitation of a major street within Fort Jackson as part of a design-build contract. This includes paving operations, construction of new sidewalk and curb and gutter, and other repairs and improvements within the project area.

Ovation Apartments Access and Parking | Lexington, SC

Created a conceptual layout for the parking and access modifications due to SCDOT condemning some of the client's land for the Carolina Crossroads project. Bowman then conducted preliminary permitting coordination including a development review meeting with Lexington County to determine the best path forward and overall feasibility of the project. Full design and permitting of the project followed.

Scooter's Coffees | Various Locations, SC

Designed and permitted seven new Scooter's Coffee locations around the state of South Carolina. Survey includes topographic for design as well as an ALTA for property acquisition purposes. The design team coordinated with the owner, architect, and applicable permitting agencies to make sure these projects were delivered within budget and on schedule.

Confidential Mixed Use Development | Chester, SC

Part of team performing survey and design services for the new development of several hundred acres of previously undeveloped land for residential and commercial use. This work includes ALTA and topographic survey, preliminary design and phased master planning, design of infrastructure including roads and utilities, storm drainage design, permitting and construction phase services.

Willow Creek Circle Paving - Barnwell County | Barnwell, SC

Design and permitting for paving of Willow Creek Circle. Design included realigning roadway to fit county's available right of way and resolving existing drainage issues.

Pond Design for Private Client | Fairfield County, SC

Site development project.

Clutch Coffee | Lexington, SC

Site design.

SC-202 Lot Grading and Drainage Improvements | Little Mountain, SC

Site development project.

Chester Market Pavilion | Chester, SC

Chester Streetscape—Phase 1 and 2 | Chester, SC

Chester School District Career Center | Chester, SC

Survey and design services for the construction of a new Career Center for the Chester County School District. Included storm drainage design and permitting.

William Smith, EIT

Project Engineer (TIA Reviewer)

Education

B.S. Industrial Engineering, University of Florida

Registrations

Engineering Intern: Florida
(#1100027426)

William Smith joined the firm in 2013 and has had progressively increased responsibilities for our Florida region. Will manages the data collection efforts for Bowman ECT Florida offices, assists with traffic operations and safety task work orders on FDOT continuing service contracts, and has become a specialist in a variety of analyses including Synchro, and traffic signal/sign support analysis using Mathcad and Atlas software. Will also prepares all components of traffic impact analyses including data collection, trip generation, capacity analyses, and preparing reports.

Experience

Traffic Engineering Consultant | Village of Tequesta, FL

Project Engineer who assisted with the review of several traffic studies submitted for development applications, including The Reserve at Tequesta, BB&T Bank, and the Austrade office building. Efforts included checking the accuracy of trip generation and capacity analysis. Will assisted with the data collection and study preparation for various studies for the Village, including The Village Boulevard Evaluation (included a speed study and track traffic evaluation) and the Golf Cart Evaluation (included recommendations regarding use of Golf Carts on public roadways).

Transportation Engineering & Planning Consultant Services | West Palm Beach, FL

Project Engineer who serves the City of West Palm Beach with traffic engineering projects involving data collection and analysis. Also provided in-house support as an extension of City staff, in which he responded to citizen complaints, coordinated with FDOT, assisted with standards and specifications, prepared grant packages, coordinated with utilities, prepared cost estimates and provided analysis support.

Strata Traffic Analysis | Plantation, FL

Project Engineer whose responsibilities included onsite observations, data collection, preparing traffic analysis and preparing the report. Analysis included preparing trip generation, volume calculations, capacity analysis, and Synchro analysis.

The Oakwood Plaza Traffic Analysis | Hollywood, FL

Project Engineer whose responsibilities included onsite observations, data collection, preparing traffic analysis and preparing the report. Analysis included preparing trip generation, volume calculations, capacity analysis, and Synchro analysis.

University of Miami On-Call Transportation Consultant | Coral Gables, FL

Project Engineer for transportation and parking studies required by City of Coral Gables, on behalf of the University of Miami. Services include traffic and parking data collection, analysis of existing conditions, analysis of the University's future traffic, mitigation measures, and coordination on behalf of the University with the City of Coral Gables. Will assisted with the 2021 Regional Traffic Study data collection, including posted speed limits, jurisdiction, roadway classifications, bus routes, bus headway, and traffic volumes, in addition to coordination with local municipalities.

William Smith, EIT

Project Engineer (TIA Reviewer)

FDOT District Four Traffic Operations Continuing Services |

Broward, Palm Beach, Martin, Indian River & St. Lucie Counties

Engineering Technician who assists with analysis for many of the service types required for this contract including: data collection, pedestrian studies, signal warrant analyses, gap studies, intersection analyses, arterial analyses, left-turn phase warrant analyses, and supplemental tasks. Performs structural analysis for traffic signal supports using Mathcad and ATLAS, and collects speed data and pedestrian counts.

Key Corridors Evaluation | Bonita Springs, FL

Project Engineer: Will assisted in this study that evaluated implementing Complete Streets on each of the City's key roadways. The study also evaluated the addition of roadway linkage that would enhance the City's transportation network. One of the study goals was the relief of congestion at the intersection of two important corridors through the provision alternative facilities. The study outcome included identification and prioritization of improvement projects.

FDOT District Six Districtwide Traffic Operations Studies Consultant |

Miami-Dade and Monroe Counties, FL

Engineering Technician: Will assisted with conducting qualitative assessments, signal warrant studies, technical memo, left turn phase warrant analysis, and other specialized studies. Studies required detailed field reviews, review of crash data, and report preparation. Drafted and formatted the initial engineering recommendation report for review. Conducted signal support structural analyses for mast arm signals using Mathcad software where additional loading was proposed. Systemic projects have included wrong way signage plans for all I-95 interchange ramps, and pavement shield marking concept plans at interchange ramp diverges.

SR-817 (NW 44 Street to Springtree Drive) Corridor Evaluation | Sunrise, FL

Engineering Technician who conducted a corridor evaluation for SR-817/University Drive, between NW 44 Street and Springtree Drive. Performed the data collection and field work for the intersection inventory and for the sight distance evaluation, at the north and south driveway connections to Springcrest Condominium. Also collected and reviewed speed data to evaluate the posted speed limits, and reviewed the relevant crash data from the FDOT Crash Analysis Reporting System (CARS) and Signal Four Analytics. As a result of the study, our firm recommended additional and/or replacement signage and pavement markings, and recommended a lighting study.

FDOT District Four Strain Pole Analyses | Broward & Palm Beach Counties, FL

- SR-5/N. Federal Highway at NE 2nd Street
- SR-820/Hollywood Boulevard at 13th Avenue
- SR-820/Hollywood Boulevard at NW 52nd Avenue
- SR-25/US-27 at Griffin Road
- SR-708/Blue Heron Boulevard at (A) Phil Foster Park and (B) Lake Drive
- SR-808/Glades Road at SR-7

Zakary Ruppert, PE

Senior Project Engineer (Traffic Impact Analysis)

Education

B.S. Civil Engineering, Pennsylvania State University, 2019

Registrations

Professional Engineer:
Delaware (#28461)

Associations

Mid Atlantic Section of ITE (MASITE)
(2022-2023)

American Society of Civil Engineers
(ASCE) (2023-2024)

Greater Reading Chamber Alliance
(2024-Present)

Center for Excellence in Local
Government (CELG) (2023-Present)

Zakary T. Ruppert has traffic engineering and transportation planning experience since 2019. His public sector experience focuses on municipal and/or area-wide Transportation Impact Studies (TIS), signal analyses, parking studies, corridor studies, and land development reviews. Mr. Ruppert's traffic engineering experience for private sector clients focuses on the transportation aspects (Transportation Impact Studies & Highway Occupancy Permits) of land development of residential, communities, retail, office, health care, industrial, and mixed-use developments.

Experience

J.G. Petrucci, Inc. Detrick-Lower Nazareth | *Lower Nazareth Township, PA*

Staff Engineer for transportation engineering services for the proposed 227,500 sq. ft. warehouse. The transportation engineering services included the completion of a due diligence report, Transportation Impact Study (TIS), and meeting representation at public meetings.

Posh Properties Susquehanna Boulevard | *Hazle Township, PA*

Staff Engineer for transportation engineering services for the proposed 2,283 sq. ft. fast-food restaurant with drive-through window. The transportation engineering services included the completion of a Transportation Impact Study (TIS) Scoping Meeting Application and TIS.

St Lukes SLUHN Monroe Campus (Tower Two) | *Stroud Township, PA*

Project Engineer for transportation engineering services for the proposed 120,000 sq. ft. hospital expansion. The transportation engineering services included the completion of a Transportation Impact Study (TIS) Scoping Meeting Application, TIS, Crash Summary, and Signal Timing Modifications.

Sheetz Hellertown Sheetz | *Hellertown Borough, PA*

Project Engineer for transportation engineering services for the proposed 6,132 sq. ft. convenience store with 12 fueling positions. The transportation engineering services included completion of a Transportation Impact Study (TIS) Scoping Meeting Application, TIS, Crash Summary, and Signal Timing Modification.

JAMES MARK SHORT

735 Maryland St
Columbia, SC 29201
(803) 414-8437

mshort@shortcounts.com

EDUCATION

University of South Carolina - School of Arts and Humanities. August 2001-May 2004.

-Candidate for a Masters of Arts. Specialization in Theater/Film History & Journalism.

Coastal Carolina University. August 1997-May 2001.

-Bachelor of Arts in Dramatic Arts with an emphasis in English.

EXPERIENCE

Short Counts, Owner. Columbia, SC. May 2004-Current

-Manage new business development, estimate preparation for RFQs and contract negotiation for SC, GA and NC region. 100% retention of current client roster of public and private corporations.

-Manage logistics and oversee field team operations for data collection.

-Logistical strategy development for executing traffic counts at various locations.

-Develop civil engineering traffic reports and field drawings for traffic analysis warrant studies.

-High volume of road travel associated with responsibilities. 90% of time spent out of office.

Pilot, Commercial rated. September 2011

-Piloting for 10 years (hobby and professional)

-425 current hours

-IFR current

-Night time current

-Complex and high performance endorsements

It Magazine, Editor-in-Chief. Columbia, SC. February 2004-January 2005

-Managed layout, editorial assignments, design and overall production of a statewide publication.

-Managed publicity arrangements and PR strategy development at local venues in Columbia, SC.

-Negotiated ad sales equaling \$32,000 of revenue for the five initial issues.

-Served as mediator between advertisers and publisher to insure ad quality.

University of South Carolina, Teaching Assistant. Columbia, SC. August 2001-May 2004.

-Helped college students develop and execute oral presentations.

-Prepared class lectures and instructed film introduction course.

-Assistant Coach for the University of South Carolina Debate Team.

-Taught public speaking course.



Management of Team

Our proposed principal in charge for the Town's contract is **Matt Hines, PE**, the branch manager of Bowman's Columbia office. Matt has previously led the team's performance of civil engineering services for the Town, and is dedicated to ensuring the Town is 100% satisfied with the services.

Michael Young, PE and **Will James, EIT** will serve as project manager and deputy project manager, respectively.

Our service to the Town will begin with the initial contact from the Town's project manager. When we receive a telephone call or an email requesting information or services, our goal is to answer immediately. Responses are always within one business day or as the Town's staff is available.

As task authorizations are assigned by the Town, we will provide input regarding the work scope, schedule and fee for the task. Historically for our government contracts, our response time to provide a scope, schedule and fee estimate for a task for review is within one week. The timely completion of this initial procedure provides the momentum for timely completion of the project. The accurate estimation of the project schedule must consider appropriate client and agency review time. This scoping process will include the assignment of the task to a key personnel who will be chosen based on individual expertise and workload availability to ensure the best quality of product and timely completion.

Key personnel for this contract are as follows:

- Matt Hines, PE
- Michael Young, PE
- Carlos Garcia, PE
- Will James, EIT
- William Smith, EIT
- Zakary Ruppert, PE

Internal progress meetings will be scheduled, in accordance with the task work order scope, to ensure adherence to schedule and product. Progress meetings will also be held with the Town upon request. Matt has ensured reasonable budgets for all tasks requested with a proven track record of meeting task schedules for other government agencies and will continue to do so for projects under this contract.

Client Satisfaction

Matt will provide timely updates to the Town for each assignment. As part of each assignment, and for the duration of the contract, Matt will collect client satisfaction feedback through meetings with appropriate Town staff.

We have the utmost respect for our clients' concerns. Shall a client provide us with written notification regarding a complaint, Matt will take immediate action to address the complaint. In the event a complaint is related to an unsatisfactory worker, Matt will take immediate action to replace that worker. We consistently monitor our employees' performance records. Performance reviews are conducted annually; however, staff and their supervisors are in constant communication on expectations.

Price Per Hour for Personnel

Name	Position	Price Per Hour
Matt Hines, PE (<i>Bowman</i>)	Principal in Charge	\$225.00
Michael Young, PE (<i>Bowman</i>)	Project Manager	\$200.00
Carlos Garcia, PE (<i>Bowman</i>)	QA/QC	\$225.00
Will James, EIT (<i>Bowman</i>)	Deputy Project Manager	\$180.00
William Smith, EIT (<i>Bowman</i>)	Project Engineer (TIA Reviewer)	\$170.00
Zakary Ruppert, PE (<i>Bowman</i>)	Senior Project Engineer (Traffic Impact Analysis)	\$185.00
Vivin Abraham (<i>Bowman</i>)	Project Engineer (Traffic Impact Analysis)	\$155.00
Daniela Valenzuela (<i>Bowman</i>)	Staff Engineer (Traffic Impact Analysis)	\$145.00
James Mark Short (<i>Short Counts</i>)	Traffic Data Collection	\$245 (4 Hr Peak Counts) per intersection \$310 (24 Hr Tube Counts) per intersection

Additional staff with the following classifications will be utilized as required in the execution of individual projects and studies:

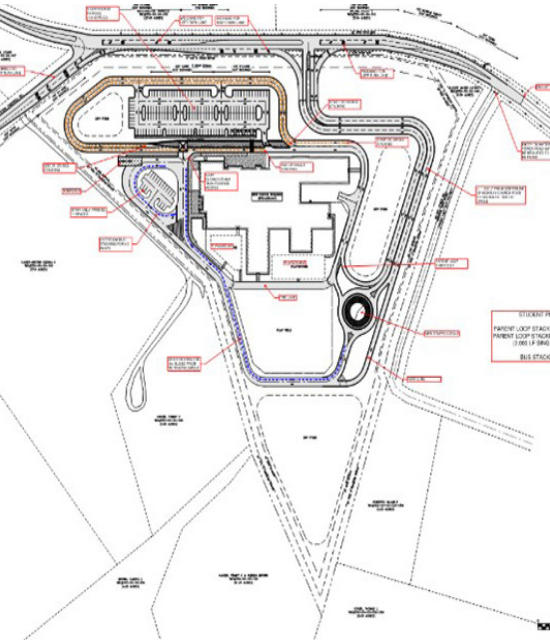
Engineer I, II, III \$145.00 / \$155.00 / \$170.00

Administrative Professional \$90.00

Similar Project Experience and References

Kershaw County Elementary School TIA

Elgin, SC



Client

Kershaw County School District

Schedule

09/2023 - 11/2023

Services Provided

Civil Engineering

Reference

Billy Smith
Chief Operations Officer
2029 West DeKalb Street
Camden, SC 29020
p: 803.432.8416
e: billy.smith@kcsdschools.net

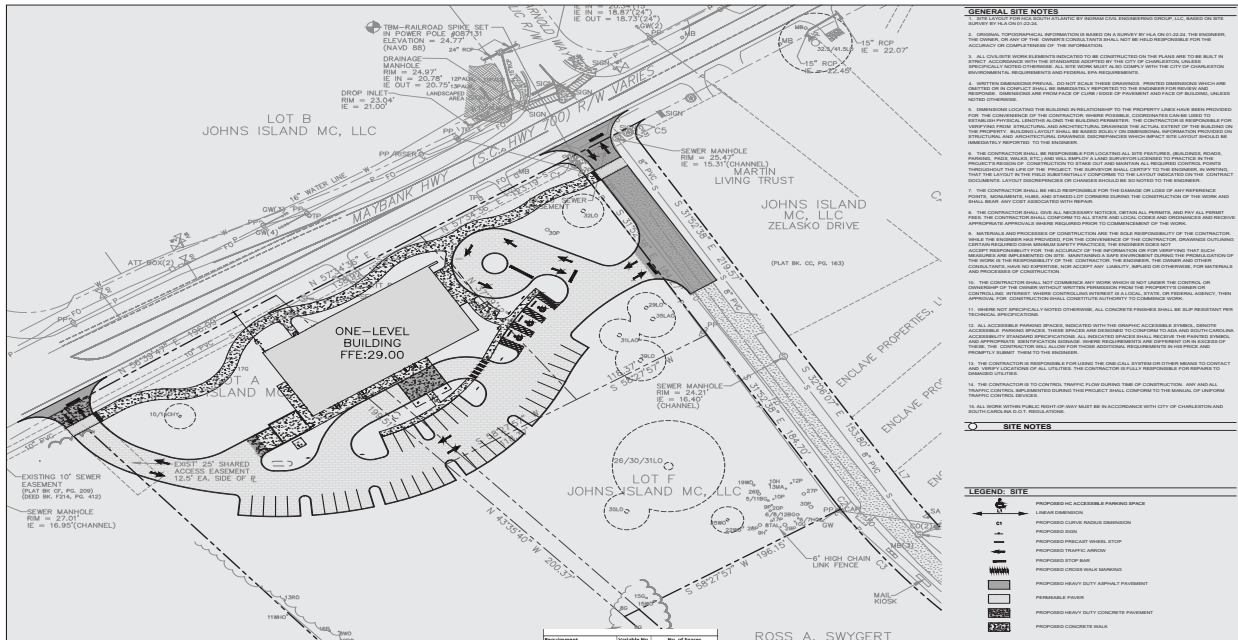
Description

Kershaw County School District is proposing to build a new elementary school with a population of 600-700 students on Highway Church Road in Kershaw County, SC. This school is needed to support the growing population of Kershaw County. The site is unique because it only has one proposed access point while most schools have at least two.

Bowman was tasked with creating a Traffic Impact Analysis (TIA) for this proposed development located in a rural corridor. Coordination with the client and SCDOT, both the Traffic Engineering and School Operations departments, was imperative to determine the required scope of the study. Bowman addressed SCDOT comments to have the TIA approved so the school district could move forward with planning and design.

Traffic Impact Analysis for Free-Standing Emergency Room

Johns Island, SC



Client

HCA Healthcare

Schedule

02/2024 - 08/2024

Services Provided

Civil Engineering

Reference

Warveen Ismail
Project Assistant
2545 Park Plaza Building 3-2
Nashville, TN 37203
p: 615.344.2393
e: Warveen.Ismail@hcahealthcare.com

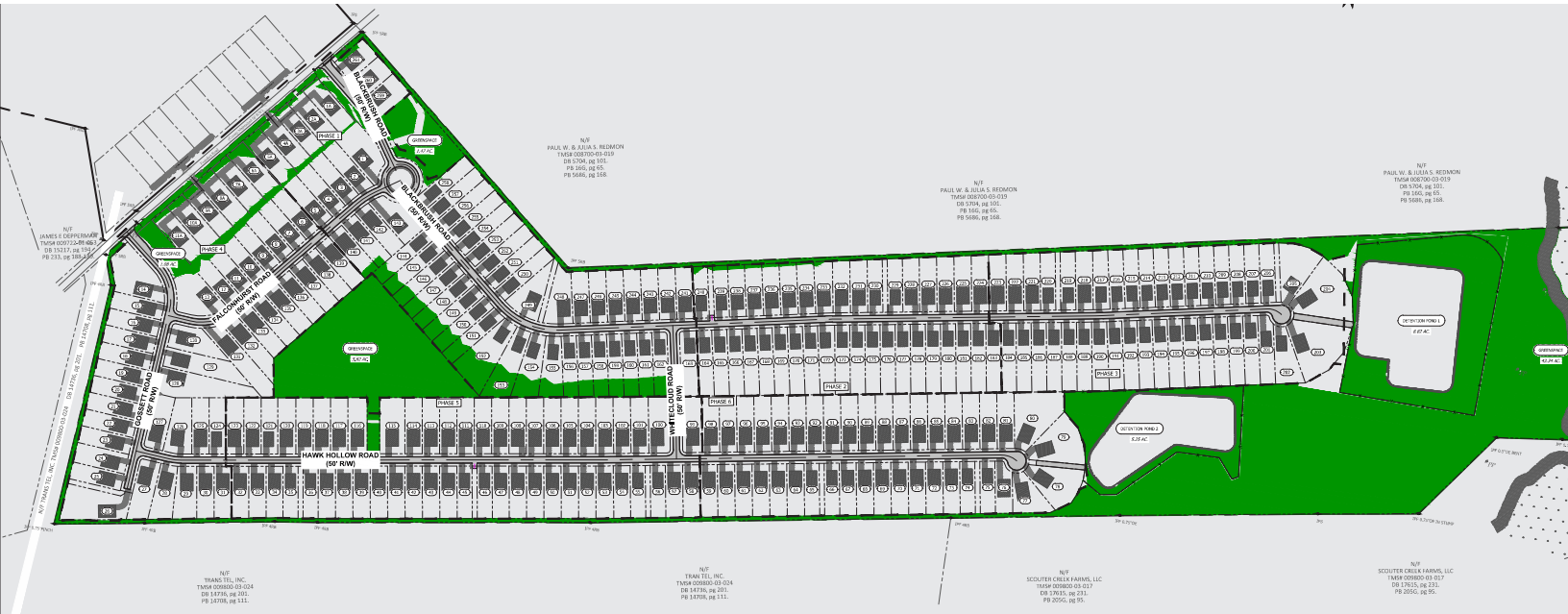
Description

HCA Healthcare is proposing to build an 11,000 sq. ft. free-standing emergency room (FSER) on at the corner of Maybank Highway and Zelasko Drive in Johns Island, SC. The emergency room will serve the residents of Johns Island and surrounding areas. This project is important because it will offer emergency medical services to the suburban and rural areas southeast of Charleston that are not currently near any hospitals or emergency rooms.

Bowman was tasked with creating a Traffic Impact Analysis (TIA) for this proposed development located in a heavily congested corridor. Coordination with the City of Charleston (AHJ) and the client was imperative to determine required traffic mitigations while also meeting the access needs of the emergency room. Bowman worked through site plan changes and city comments to have the TIA approved in order to move forward with the encroachment permitting process.

Founder Estates Traffic Study

Lexington County, SC



Client

Executive Construction Homes

Schedule

11/2023 - 01/2024

Services Provided

Civil Engineering

Reference

Christian Neal
Development Manager
161 Pontiac Business Center Dr.
Elgin, SC 29045
p: 985.249.4136
e: christian@echouses.com

Description

Bowman performed a traffic impact study to support the development of a 272-home single-family residential development in Lexington County, SC. Services included oversight of data collection, traffic analyses and report preparation, and coordination with SCDOT and Lexington County. This development distributed traffic through four strategically placed access drives along Founders Road (Local) to mitigate impacts to existing traffic patterns in the area.

Traffic Impact Studies for Circle K

Various Locations, SC



Client

Circle K

Schedule

2019 - 2023

Services Provided

Civil Engineering

Reference

Lance Cooper
Vice President, Operations &
Development
Schaffer Construction
p: 407.278.7079
e: lcooper@schafferconst.com

Description

Bowman prepared traffic impact studies for the following proposed Circle K convenience stores and fueling stations:

Dutch Fork Road (US 76) and Three Dog Road (S-1403) | Richland County, SC
5,200 sq. ft. convenience store with 12 vehicular fueling positions.

East Main Street and Webber Road | Spartanburg, SC
5,200 sq. ft. convenience store with 14 vehicular fueling positions.

Andrew Corley Road and N. Lake Drive | Lexington County, SC
5,200 sq. ft. convenience store with 12 vehicular fueling positions.

Springfield Road (SR771) and Asheville Highway (US 176) | Spartanburg, SC
5,471 sq. ft. convenience store with 14 vehicular fueling positions

Wade Hampton Blvd (US 29) and Chick Springs Road | Greenville County, SC
5,200 sq. ft. convenience store with 12 vehicular fueling positions.

For each project, capacity analyses were completed for three intersections nearby in accordance with SCDOT guidance. Bowman's responsibilities included site investigation; data collection and reduction; trip generation; trip assignment and distribution; growth rate estimation; capacity analyses of existing, no build and build conditions; queue analyses; traffic impact study; mitigation alternatives and cost estimates.

Town of Mount Pleasant On-Call Engineering Services

Mount Pleasant, SC



Client

Town of Mount Pleasant

Cost

\$95,000

Schedule

2009 - 2016

Services Provided

Civil Engineering
Surveying
Environmental
Water/Wastewater
Construction Management

Reference

Brad Morrison
Transportation Director
100 Ann Edwards Lane
Mt. Pleasant, SC 29465
p: 864.856.3080
e: bmorrison@tomp.com

Description

Bowman was an on-call consultant for the Town of Mount Pleasant providing professional engineering services, roadway design, urban transportation planning, and other related services for transportation improvement projects.

The contract included roadway design services and other services necessary to design and permit such projects as well as construction engineering and inspection services and other construction support services. The projects include urban transportation planning services, feasibility studies, traffic data collection, traffic studies, operation analysis, travel demand modeling and other related services.

Chester County Transportation Committee (CTC) On-Call
Chester County, SC



Client

Chester County

Cost

\$15M

Schedule

2008 - 2021

Services Provided

Civil Engineering
Surveying
Water/Wastewater
Construction Management and
Coordination

Reference

Ellis Faulkner
Public Works Director, Retired
1476 J.A. Cochran Bypass
Chester, SC 29706
p: 803.377.7847

Description

The firm was retained by Chester County as their CTC consultant for engineering services for a variety of projects throughout the County. The team implemented an innovative process for the paving of existing dirt roads throughout the County and specified a soil stabilization process in which the existing dirt/gravel roads are tilled and mixed by a high-speed reclaimer that adds cement and water. The result is a superior base course, typically six inches in depth, which is then surfaced with a bituminous double treatment. The team implemented Road Improvement Programs in Chester County every year from 2008 to present. Since the first program in 2008 over 85 roadways have been paved benefiting over 500 residences and businesses.

Charring Crossing Watershed Study

Irmo, SC



Client

Town of Irmo

Schedule

2013: Original Investigation

2015 - 2016: Full Study

Services Provided

Civil Engineering

Surveying

Description

The firm provided a Storm Drainage Investigation Report for the Town of Irmo to address ongoing surface flooding in a residential development. This comprehensive report included topographical mapping, evaluation of alternative solutions and LIDAR projections. We provided multiple recommendations to reduce flooding and eliminate sewer system surcharges in and around Charring Crossing. Our team provided a cost estimate for each recommendation in mitigation plan, allowing the town to properly designate funds for this project.

Additional Project Experience



Transportation Services

Village of Tequesta, FL

Our team has been a consultant to the Village of Tequesta since 2011. We provide traffic engineering, transportation planning and related services to the Department of Community Development. We routinely review traffic impact studies for conformance to Village standards and site plans for traffic circulation, pedestrian connectivity, and parking. Study and site plan reviews have been provided for retail, residential and assisted living facilities. Our team also assisted with research and review of the parking section of the Village's Code of Ordinances. Additional projects have included a parking analysis for Gallery Square North and a study to collect speed data, observe existing traffic operations, and review crash data to evaluate the need to restrict trucks along Village Boulevard.



Traffic Engineering and Transportation Planning Services

City of West Palm Beach, FL

Since 2006, our firm has been a transportation consultant to the City of West Palm Beach on multiple consecutive contracts. In this capacity, we have reviewed traffic studies for development applications and performed various traffic engineering, planning and design projects. We have also provided in-house staff to the City and assisted the City with grant writing. Traffic study reviews have been completed for residential towers, hotels, mixed-use developments and several Transit Oriented Developments, including the City's intermodal center, and Brightline station. Planning elements include preparing traffic concurrency impact studies for various sites, updating the City's Transportation Element of the Comprehensive Plan, and preparing the City's Bicycle Master Plan.



Roadway, Traffic and Transportation Continuing Services

City of Lauderhill, FL

Our firm has been serving the City of Lauderhill since 2000 on multiple consecutive contracts. Transportation engineering services have included preparing traffic studies for City facilities, reviewing traffic impact studies for land development applications, and review of access permit requests. An interchange analysis was performed to evaluate a proposed interchange at Oakland Park Boulevard with Florida's Turnpike.

Additional Project Experience



Transportation Planning and Traffic Engineering

City of Miramar, FL

Our firm has provided traffic engineering, transportation engineering and planning services to the City of Miramar since 2019. Our team has served the City as the reviewer of traffic studies for several applications which included the evaluation of existing and future traffic operations at nearby intersections, driveway analysis, and drive-through queueing analysis. Our team performed short-term and long-term transportation evaluations for the Historic Miramar Innovation and Technology Village. We evaluated the current traffic operations and provided short-term solutions to mitigate cut-through traffic and speeding within the an adjacent neighborhood. We also evaluated the impacts of the City's plan to redevelop several parcels located near Miramar Parkway.



Transportation Consulting Continuing Services

City of Tamarac, FL

Our team has performed transportation consulting services for Tamarac on consecutive contracts since 2011. Traffic studies have included:

Sabal Palm Park Traffic Study: A traffic impact study for a proposed park on an 8-acre, city-owned property. The proposed park will house a 10,000 sq. ft. community center and sports facilities. The study considered traffic impacts on the surrounding neighborhood and potential queuing of vehicles onto the adjacent state road.

Woodlands Boulevard & Mainlands Drive Bike Lane Feasibility Studies
A feasibility analysis supporting bicycle lane implementation which evaluated traffic impacts of reducing the four-lane roadway configuration to a two-lane roadway configuration to accommodate bicycle lanes.



Transportation Planning and Traffic Engineering Services

City of Fort Myers, FL

Since 2003, our firm has been the Transportation Consultant to the City of Fort Myers on five consecutive contracts. We have provided roadway and signal design services, prepared traffic impact statements, developed comprehensive Citywide transportation plans, coordinated capital improvement projects, and coordinated with various government agencies on behalf of the City. We performed a citywide traffic calming study that included field visits, data collection and public involvement meetings resulting in a comprehensive analysis report and several traffic calming plans. Our team performed a study to determine parking needs for the downtown business district of the City that evaluated traffic performance, transit availability and pedestrian/bicycle connectivity.

Additional Project Experience



Wellington Circle Study

Medford, MA

Our team conducted a study of Wellington Circle to provide better bike and pedestrian connectivity, mitigate traffic congestion and improve bus transit. The team developed a range of alternatives in collaboration with local stakeholders, including two at-grade dual-quadrant roadway alternative concepts, an at-grade transit-enhanced alternative incorporating dedicated bus lanes, and a grade-separated alternative. All alternatives included bike and pedestrian accommodations. The alternatives were evaluated relative to criteria that related to the study goals and objectives. The evaluation included consideration of vehicular, bicycle, pedestrian and transit use, environmental impacts, and cost, as well as resulting economic, social and cultural impacts.



On-Call State Traffic Commission (STC) Traffic Studies

Statewide, RI

Our team performs traffic engineering studies on behalf of the STC ranging from requests for signal installation and crosswalks to safety reviews and roadway evaluations. Assignments are conducted in an efficient and expedited manner, allowing RIDOT to report findings and recommendations to the STC. We have managed 71 assignments under the 2013 contract and are currently managing 61 assignments under the 2018 contract. We have performed safety analyses, developed conceptual improvements, safety improvements, and prepared implementation plans for improvements, including signal installations and modifications, conceptual roundabout design, crosswalk evaluations, 3-way stop analysis, intersection designs, speed studies, and passing zone studies.

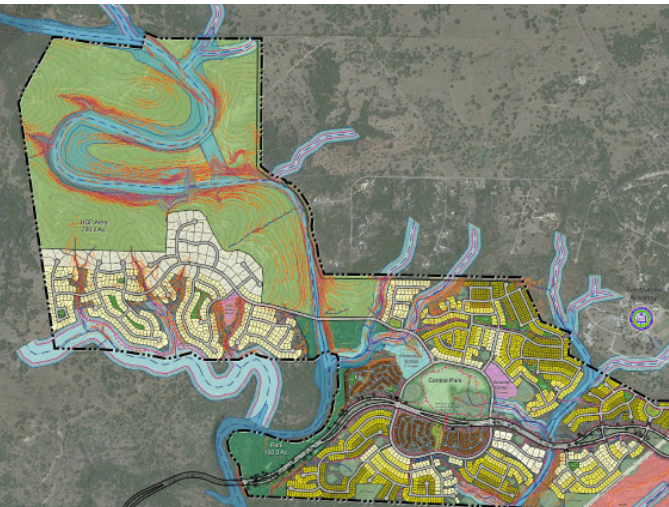


Malvern Traffic Control and Traffic Calming Evaluation

Malvern, Chester County, PA

Our firm was retained by the Borough to evaluate three roadways in order to identify speeding issues, safety issues, and traffic control and to provide appropriate traffic control and traffic calming recommendations. We collected traffic volumes, speeds, and based on our findings, the study provided traffic control changes, traffic calming measures that varied based on the characteristics of each roadway, and sight distance improvements. These recommendations were prioritized so that the Borough could implement the improvements over time. Subsequently, our firm designed a plan for speed hump improvements along Monument Avenue.

Additional Project Experience



Traffic Impact Studies / Analyses

Statewide, TX

In recent years, Bowman's traffic engineers have conducted over 10 traffic impact studies (TIS) or traffic impact analyses (TIA) in support of various new developments, including residential, mixed-use, and commercial. These efforts assessed the potential effects of the proposed development on the surrounding roadway network and involved coordination with TxDOT and the local municipalities.



Chick-Fil-A Traffic Impact Studies

Multiple Locations, FL

Bowman performed traffic impact studies to support the development of Chick-Fil-A stores. Services included oversight of data collection, traffic analyses and report preparation, and coordination with local and state reviewing agencies. Bowman has also provided site planning, utility design, drainage and grading design, as well as ALTA surveys and topographic and boundary surveys.



Resort Lifestyle Communities - Traffic Impact Studies

Various Locations, U.S.

Bowman has performed traffic impact studies to support the development of senior luxury living facilities throughout the U.S. Services include data collection, traffic analyses and report preparation as well as coordination with local and state reviewing agencies.



Bowman has a long history of successfully providing on-call services to municipal clients in South Carolina and throughout the country. We are familiar with the needs of local, county and state governments and possess the flexibility, scalability and efficiency to meet those needs.

PAST AND CURRENT AS-NEEDED / ON-CALL CONTRACTS

- Abbeville County Surveying, Civil Engineering, & CEI On-Call
- Aiken County Surveying, Civil Engineering IDC
- Berkeley County CTC On-Call Engineering
- Charleston County General Engineering Services IDC
- Chester County Surveying, Civil Engineering, & CEI On-Call
- Chester County School District On-Call Engineering
- City of Charleston General Engineering Services IDC
- City of Chester Surveying, Civil Engineering, & CEI On-Call
- City of Columbia Capital Improvement Projects IDC
- Clemson University Small Purchase IDC
- Dorchester County CTC On-Call Engineering
- Edgefield County Surveying, Civil Engineering, & CEI IDC
- Fairfield County CTC On-Call Engineering
- Georgetown County IDIQ Civil Engineering
- Greenville County Civil Engineering & Surveying On-Call
- Horry County School District Surveying & Civil Engineering IDC
- Kershaw County School District Surveying & Civil Engineering IDC
- Lexington County School District 3 Surveying & Engineering On-Call
- Lexington County Surveying, Civil Engineering, & CEI IDC
- Lexington/Richland School District 5 Surveying & Engineering On-Call
- Orangeburg County Surveying, Civil Engineering, & CEI IDC
- Richland County General Engineering Services IDC
- SCAC On-Call Survey Services
- SCDHEC Beach Assessment Damage Inspection On-Call
- SCDMH Civil & Survey On-Call
- SCDNR On-Call
- SCDOT Environmental Compliance Inspections On-Call
- SCDOT Environmental Permitting On-Call
- SCDOT Intelligent Transportation Systems Inspections On-Call
- SCDOT Value Engineering On-Call
- SCPRT On-Call
- Town of Lexington Surveying, Civil Engineering, & CEI On-Call
- Town of Mount Pleasant Surveying, Civil Engineering, & CEI On-Call
- US Forestry Commission Engineering On-Call

References

COMMITMENT TO EXCELLENCE

Bowman has provided a full range of comprehensive engineering, surveying, planning and construction management and related services to clients across South Carolina for nearly 20 years. We pride ourselves on delivering an exceptional work product that exceeds our clients' expectations. The following references can attest to our responsiveness, quality performance and adherence to budget and schedule requirements.

REFERENCE #1

Kershaw County School District

Billy Smith
Chief Operations Officer
2029 West DeKalb Street
Camden, SC 29020
p: 803.432.8416
e: billy.smith@kcsd.schools.net

REFERENCE #3

City of Chester

Malik Whitaker
City Administrator
100 West End Street
Chester, SC 29706
p: 803.581.2123
e: mwhitaker@chester.sc.gov

REFERENCE #2

Greenville County

Hunter Crumley
County Engineer
301 University Ridge Ste 3800
Greenville, SC 29601
p: 864.467.7129
e: hcrumley@greenvillecounty.org

REFERENCE #4

Town of Mount Pleasant

Brad Morrison
Director of Engineering and Development Services
100 Ann Edwards Lane
Mount Pleasant, SC 29464
p: 843.856.3080
e: bmorrison@tompsec.com

“

I have been working with Bowman for more than 16 years and have been very pleased with all of the projects and professionalism.

”



Ability to Respond to Town's Needs in a Timely Manner

Ability to Respond to Town's Needs in a Timely Manner

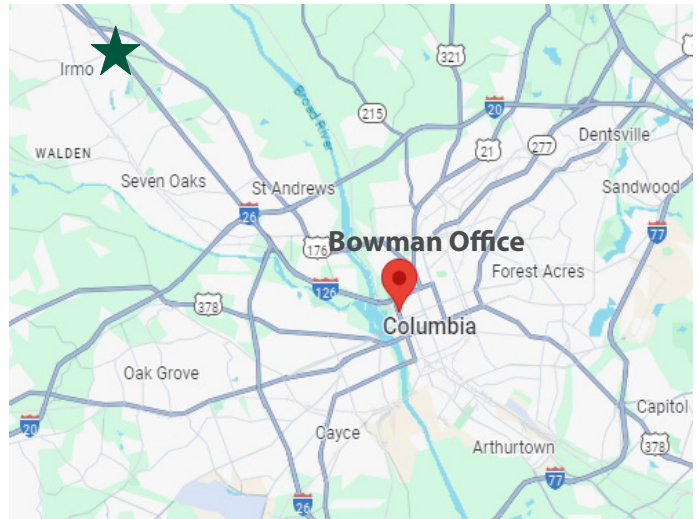
Bowman's office is located 10 minutes from the Town of Irmo, and our staff possesses extensive local knowledge of the area and the ability to be on-site at a moment's notice.

Bowman has an organized and multi-disciplined staff that allows us to reallocate time as needed to meet the needs of our client. Because of this, **Bowman will be able to provide expedited review and expedited preparation of TIAs as needed by the Town when schedules are tight.**

Bowman is very familiar with the needs of local, county and state government agencies. Our engineers possess extensive experience working to deliver projects on time and on budget. **We value our clients' needs and expectations, and we understand the importance of delivering work that maximizes our clients' resources.**

Bowman has qualified, experienced and available staff that can address multiple assignments and give the Town of Irmo our top priority and attention.

As illustrated in our qualifications, Bowman has performed similar on-call traffic and civil engineering services to municipal clients in South Carolina and across the country. **Bowman has a proven history of consistently meeting clients' schedules. Timely execution of work is one of the most influential factors for obtaining repeat work from both government and commercial clients.**



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At Bowman, we treat our clients and their projects as our top priority. We understand that success is built on our ability to respond correctly and quickly to their needs.

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Bowman



Staff Report

Approval to contract with The Traffic Group, Inc. as the alternate engineering firm to perform Traffic Impact Analysis Services as needed (Staff).

DATES: November 19, 2024
TO: Town Council
FROM:
SUBJECT:
ACTION
REQUESTED:

Background

Analysis

Staff Findings

Attachments

1. The Traffic Group



TOWN OF IRMO - TRAFFIC IMPACT ANALYSIS ENGINEERING SERVICES

Proposal

September 6th, 2024

Ms. Courtney Dennis
Town Administrator
Town of Irmo
7300 Woodrow Street
Irmo, SC 29063



RFQ # 2024-02 SUBMITTAL FORM

Please complete this form and include it as the first page inside your proposal.

In compliance with this RFQ, and with all the conditions imposed therein and hereby incorporated by reference, the undersigned offers and agrees to furnish Traffic Impact Analysis Engineering Services to the Town of Irmo as mutually agreed upon by subsequent negotiations.

NAME OF FIRM: The Traffic Group, Inc.

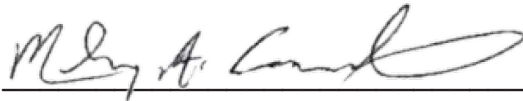
ADDRESS OF FIRM: 9900 Franklin Square Drive, Suite H

Baltimore, MD, 21236

TELEPHONE: 410-931-6600

EMAIL ADDRESS: mcornelius@trafficgroup.com

FEI/EIN NUMBER: 52-1391057

SIGNATURE: 

NAME: Mickey Cornelius, P.E., PTOE, RSP

TITLE: Senior Vice President



MBE Certified
Charles County
Howard County
Prince George's County

MFD Certified
Montgomery County

CORPORATE OFFICE
Baltimore, MD
Suite H
9900 Franklin Square Drive
Baltimore, Maryland 21236
410.931.6600
fax: 410.931.6601
1.800.583.8411

DELMARVA OFFICE
443.290.4060

SOUTH CAROLINA OFFICES
Columbia: 803.422.9965
Rock Hill: 803.693.4216

FIELD OFFICE LOCATIONS
Arizona
Arkansas
Florida
Maine
Mississippi
New York
North Carolina
Ohio
Pennsylvania
South Carolina
Texas
Utah
Virginia
West Virginia

September 6, 2024

Ms. Courtney Dennis
Town Administrator
Town of Irmo
7300 Woodrow Street
Irmo, South Carolina, 29063

RE: RFQ #2024-02
Partnership for Irmo: Enhancing Mobility and Safety
Proposal for Traffic Impact Analysis Engineering Services
Town of Irmo
TTG No: 2024-0815

Dear Ms. Dennis:

The Traffic Group, Inc. (TTG) is excited about the possibility of partnering with the Town of Irmo to provide professional Traffic Engineering services related to the preparation and/or review of Traffic Impact Analyses. Recognizing the importance of traffic impact analyses (TIA) in guiding development projects toward positive outcomes for community infrastructure and safety, we believe our experience aligns perfectly with your objectives. As leaders in traffic engineering and transportation planning, we are committed to delivering solutions that ensure the successful integration of new developments into the Town's existing and future transportation networks.

Mr. Todd Anderson, P.E., PTOE, Senior Project Manager at TTG, will take on the role of Project Manager, ensuring that our team's expertise effectively meets Irmo's quality and scheduling requirements. He is a former long-standing employee and traffic engineer of the South Carolina Department of Transportation (SCDOT), whose deep knowledge of South Carolina's transportation landscape and regulations adds invaluable depth to our collective expertise.

Mickey Cornelius, P.E., PTOE, RSP, Senior Vice President at TTG, exemplifies our commitment to outstanding quality. With a distinguished 37-year history at our firm, he will take on the role of Assistant Project Manager. While Todd will be the day-to-day contact for the Town, Mickey is always available and is a phone call away. Mickey has managed the preparation of more than 500 TIAs, initially from our corporate headquarters and now from one of our two office locations in South Carolina.

Ms. Courtney Dennis
September 6, 2024
Page 2 of 2

Our proposal highlights TTG's rich history since 1985 and showcases a team of more than 90 dedicated professionals, including five key members selected specifically to work with Irmo. Each member is highly qualified and committed to meeting the Town's quality standards and schedule expectations.

Our mission is simple: to help the Town of Irmo solve its traffic challenges in a way that enhances the quality of life for your residents while promoting economic development and mobility. We look forward to the opportunity to partner with you in achieving these goals and are confident that our expertise and dedication will be valuable assets to the Town.

Sincerely,

THE TRAFFIC GROUP, INC.

A handwritten signature in black ink, appearing to read "Todd Anderson", with a stylized flourish at the end.

Todd Anderson, P.E., PTOE
Project Manager



Firm Description





Firm Description

Founded in 1985, *The Traffic Group, Inc.* (TTG) proudly stands as a distinguished leader in traffic engineering and transportation planning. As a U.S. Small Business Administration-certified, Service-Disabled Veteran-Owned Small Business (SDVOSB), we bring unparalleled expertise and dedication to our projects. Our dynamic team, comprised of over 90 seasoned professionals, includes eight Professional Engineers/Professional Traffic Operations Engineers (P.E./PTOE), two Professional Transportation Planners (PTP), three Road Safety Professionals (RSP), a Green Garage Assessor, and a certified LEED Green Associate, ensuring a comprehensive and expert approach to every project we undertake.

TTG is headquartered at 9900 Franklin Square Drive, Suite H, Baltimore, MD 21236, and their phone number is 410-931-6600. The company is incorporated in Maryland as a corporation and is licensed to practice civil engineering in South Carolina. Our project manager resides and operates from an office in Irmo, SC, ensuring a local presence and oversight for projects in the region.

Spanning three key disciplines—Traffic Engineering and Transportation Planning, Traffic Engineering Graphics and Design, and Traffic Data Collection—allow us to deliver innovative solutions to federal, state, and local government agencies and private sector partners. With nearly four decades of experience, TTG has successfully completed thousands of traffic engineering studies, including over 1,000 Traffic Impact Analysis (TIA) Studies for dozens of government agencies. Our extensive experience spans a variety of development projects, from large subdivisions to convenience stores, strip malls, and shopping centers. Collaborating with government agencies across multiple states, we are committed to enhancing transportation infrastructure to support growth and ensure public safety.

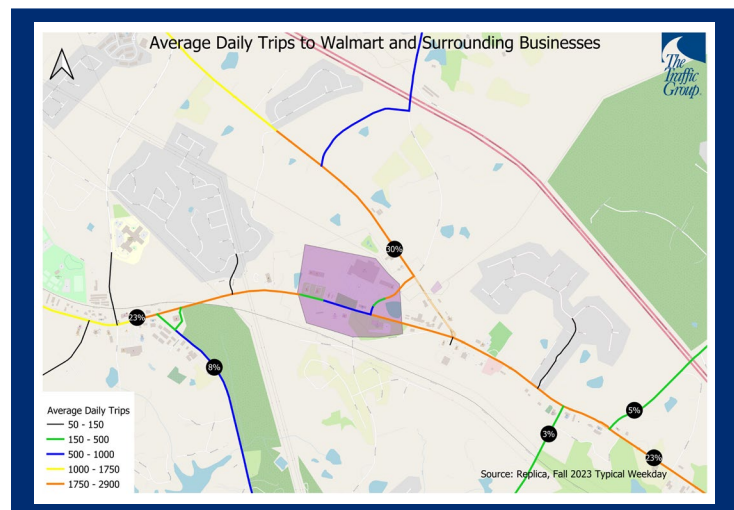




While TIA Studies is our mainstay, TTG is proficient at tackling a wide array of transportation issues by leveraging cutting-edge technology and our team's rich in-house expertise. From devising road improvements and determining optimal locations for traffic signals and signage to planning for land use, public facility capacities, security measures, and enhancing pedestrian and bicycle safety, our services are designed to optimize operational efficiency and promote safety across all transportation planning and engineering aspects. Above all, safety for all is paramount, regardless of the mobility mode.

To help visualize proposed improvements and their impacts, we can prepare conceptual plans using our in-house design staff. These plans, superimposed on aerial photographs, are designed to illustrate potential challenges and solutions to the Town of Irmo (the "Town") officials and the public, considering the unique characteristics of the surrounding environment.

As a preferred partner of Replica, a leading Big Data company, we are familiar with the insights available through such services. Big Data is a location-based service sourced from various sources, including GPS-enabled phone applications boasting a monthly user base of 30 million unique devices. Additionally, it incorporates cellular network data from major providers like Verizon and AT&T, in-vehicle GPS data derived from 3 billion monthly traffic trips, and point-of-interest data sourced from 4 million locations each month.



Big Data offers many querying capabilities to address the requirements of a TIA. For instance, when developing a TIA for a proposed neighborhood, TTG has used Replica data to analyze traffic patterns of nearby neighborhoods, which were used to develop appropriate traffic distribution for the subject property. Furthermore, Big Data can furnish estimated AADT and speed data in scenarios where such information is unavailable from alternative sources.

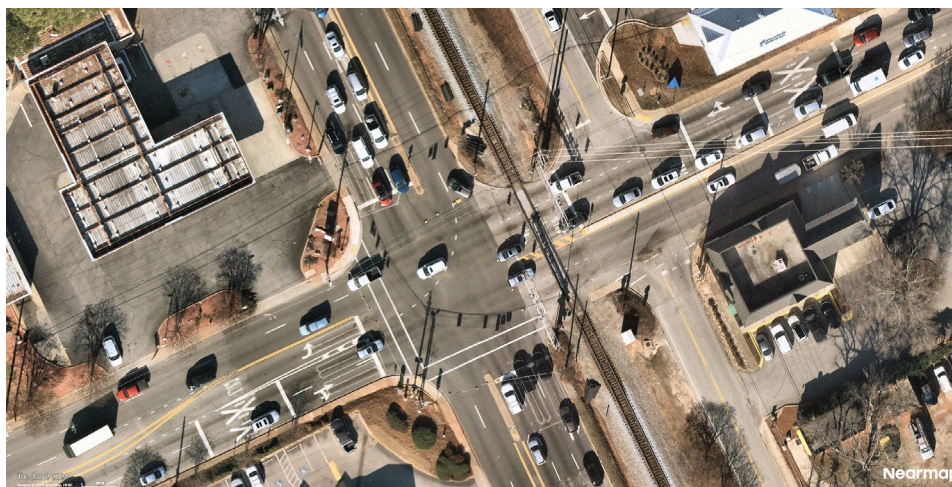


When appropriate, innovative technologies such as drones and time-lapse photography are employed across our analyses, proving especially valuable in parking studies and assessing traffic operations at complex sites like school zones. Drones offer the advantage of capturing consistent aerial photographs for vehicle counts at set intervals and providing video footage that gives a comprehensive overview of traffic dynamics from an advantageous perspective. This aerial vantage point allows for a more efficient and thorough analysis than traditional ground-level observations. By integrating advanced technologies and a rounded approach to traffic impact analysis, we aim to provide insights that lead to safer, more efficient transportation solutions.



Nearmap: Elevating Our Aerial Imaging Capabilities

TTG actively maintains a subscription to Nearmap, an aerial technology provider renowned for delivering high-resolution aerial imagery and advanced location intelligence. Nearmap specializes in capturing aerial images frequently—up to six times annually in urban areas—with a superior resolution of 5.8–7.5 cm per pixel. This high frequency and resolution are achieved using airplanes rather than satellites, which allows Nearmap to effectively navigate potential atmospheric and weather-related obstructions.





Once captured, the images are swiftly processed and uploaded to the cloud within days, ensuring timely access. These images are readily available for comprehensive viewing and analysis across various platforms, including desktop, tablet, and mobile devices. This capability significantly enhances our project planning and execution by providing detailed, up-to-date visual data, thereby supporting our commitment to precision and efficiency in all traffic engineering projects.

TTG's in-house Data Division is crucial to our analysis work. It supports our traffic data collection and analysis and allows us to handle the complexities of traffic engineering studies accurately and reliably.

The Data Division is staffed by over 60 full-time professionals specializing in traffic data collection and analysis. This team is supported by an extensive inventory of more than 5,500 state-of-the-art traffic counting devices, which form the basis of our comprehensive data collection capabilities. For 39 years, TTG's Data Division has reached significant achievements, completing more than 3 million traffic counts. Each year, we conduct over 100,000 traffic counts across the nation. This broad experience highlights our dedication to excellence and ability to execute large-scale projects accurately.



Showcased Projects

To demonstrate TTG's ability to meet the expectations of the Town, we will present several representative projects. These examples will highlight our comprehensive capabilities, innovative solutions, and successful collaborations that align with the Town's needs for Traffic Impact Analysis (TIA) and related services. Our experience showcases our ability to deliver high-quality, timely, and cost-effective solutions that enhance transportation infrastructure and support community growth.



DUTCH FORK RD COMMERCIAL DEVELOPMENT – RICHLAND COUNTY, SC

TTG conducted this TIA to determine the impact of the proposed development for a daycare facility occupying approximately 12,500 square feet in Richland County near Ballentine. The subject property is located along a busy two-lane section of US 76 near several existing commercial developments, including a Walmart Supercenter, Taco Bell, and a Dollar Tree. Additionally, the analysis considered the impacts of a new commercial development starting construction across from the subject property. TTG developed a detailed TIA strategy, which both SCDOT and Richland County approved. This scope included analyzing three off-site intersections, a queuing analysis prompted by the site's proximity to a traffic signal, determining regional traffic growth along the study area roadways, and evaluating the proposed property's driveway configurations for both right-in/right-out and full access options. The modeling results concluded that a full access driveway could be accommodated with mitigations, including the widening of US 76 to accommodate adding a Two-Way Left-Turn Lane (TWLTL) in front of the proposed development.

SCDOT STATEWIDE TRAFFIC DATA COLLECTION – SOUTH CAROLINA

TTG successfully executed a comprehensive traffic data collection contract for the South Carolina Department of Transportation (SCDOT) from 2018 to 2023. Over this five-year period, TTG conducted more than 7,000 scheduled traffic counts annually across the state. In addition to these scheduled counts, TTG provided on-call services to meet urgent and specialized data collection requests, demonstrating our flexibility and responsiveness to SCDOT's evolving needs. Our dedicated team, strategically positioned throughout South Carolina, played a pivotal role in supporting Road Data Services to meet federal reporting obligations and fulfill specialized data requests from Traffic Engineering and district offices. Utilizing over 325 MetroCount Roadside Units (RSUs) and Miovision cameras, TTG performed detailed traffic data collection services—including volume, classification, and speed counts—with a high degree of accuracy and reliability. Adhering strictly to SCDOT's Traffic Data QA/QC procedures, TTG's data analysts rigorously reviewed all data for quality and accuracy before submission. Furthermore, a web-based tracking system was employed, allowing SCDOT to monitor live counts and request recounts when necessary, ensuring the data collection process remained both transparent and responsive.



STANTON MIXED-USE DEVELOPMENT – CHESTER COUNTY, SC

A TIA for the area east of I-77 in Chester County, specifically focusing on the Lancaster Highway (SC 9) as part of the designated Gateway Planning Area, was conducted by TTG. This analysis comes in the wake of approvals for new developments projected to introduce over 1,000 residential units, transforming the predominantly rural landscape. The scope of this study was to assess the traffic implications of the Stanton Development, a substantial mixed-use project encompassing more than 40 acres for commercial use and 195 acres for residential purposes. In collaboration with SCDOT and Chester County, our examination extended over a 2-mile stretch of SC 9, incorporating current traffic data and forecasting for four developmental stages. Using Synchro/SimTraffic models, we evaluated traffic flow, identifying levels of service and queue lengths to outline necessary operational and safety enhancements. These enhancements include the addition of turn lanes and the installation of traffic signals at key intersections, phased in accordance with development progress. The findings and recommendations of the TIA were officially endorsed by both SCDOT and Chester County. The team, led by Mickey Cornelius with support from Todd Anderson and Richard Huang, remains engaged in refining access strategies in close coordination with SCDOT and the county authorities.

BLYTHEWOOD FARMS – RICHLAND COUNTY, SC

TTG conducted a TIA in the fast-growing town of Blythewood in Richland County. Although a relatively small town, motorists in Blythewood experience a lot of congestion during the peak hours, especially along Main Street in the Langford Road area, where the convergence of three major roads at two traffic signals exacerbates the situation. The scope of this study was to assess the traffic impacts associated with the development of Pecan Grove Townhomes at Blythewood Town Center. This was proposed as a new phase of an existing subdivision project comprising 601 single-family homes. TTG worked in partnership with SCDOT, Richland County, and the Town of Blythewood to develop a scope of work which included HCM analysis of four off-site intersections as well as the site access locations, an infield review of existing queuing along Langford Road during peak hours, and a traffic signal warrant analysis. We evaluated traffic flow, identifying levels of service and queue lengths to outline necessary operational and safety enhancements. Essential recommendations included



limiting one of the site access locations to right-in/right-out, installing a traffic signal at one of the study intersections, and installing a turn lane at another. These recommendations were presented to the Blythewood Town Planning Commission. Following a thorough review, the Commission voted in favor of recommending the proposed development, endorsing TTG's findings and suggested traffic management strategies

ANNE ARUNDEL COUNTY PUBLIC SCHOOLS – HILLSMERE ELEMENTARY SCHOOL REPLACEMENT – ANNE ARUNDEL COUNTY, MD

Schools present unique challenges regarding traffic engineering. TTG initiated a traffic engineering analysis for Hillsmere Elementary School in Anne Arundel County, focusing on the challenges posed by high levels of pedestrian, vehicular, bicycle, and bus activity during peak times. TTG conducted a Site Access Evaluation and Traffic Impact Analysis as part of the school's renovation and expansion plans, which will increase student capacity from 390 to 506. The study assessed the impact on surrounding intersections and access points during peak hours. To gather data, drones operated by licensed pilots were used to capture high-definition video of traffic patterns during arrival and dismissal times. This allowed for an assessment of queueing issues and bus and pedestrian traffic flows. The study also noted the behavior of parents parking off-site to avoid delays. The design team raised safety concerns about road curvature near the school, however, an analysis of crash data from the State of Maryland database indicated no significant safety issues, negating the need for additional geometric safety measures. The project also included coordination with the design team to optimize new access points. This was to ensure they would support efficient vehicle storage and not adversely affect nearby traffic operations at adjacent driveways.

PENTAGON, SOUTH PARKING RECONFIGURATION – ARLINGTON, VA

TTG served as a sub-consultant for the Black & Veatch/Gensler Joint Venture, tasked with conducting a Traffic Analysis and Conceptual Design Plan for the Pentagon's South Parking Area redevelopment. The team was tasked to develop potential transportation alternatives to enhance pedestrian safety and optimize traffic flow within the constrained site. This involved collecting extensive data during peak weekday periods and making on-site observations to identify traffic issues. Using Vissim modeling, the team provided stakeholders with insights into current traffic problems. In collaboration with Washington



Headquarters Services (WHS) Staff, a Preferred Alternative was developed to meet design goals. The strategy included separating bus and passenger car traffic, improving pedestrian access to the Pentagon, realigning roadways to achieve perpendicular intersections, minimizing parking space loss associated with reconstruction, incorporating security measures, and enhancing wayfinding and sustainability. Vissim models of the proposed conditions were also prepared and presented to WHS Staff and Leadership as part of the concept approval process. The models showed traffic flowing through the improved site and allowed stakeholders to easily visualize the benefits of the construction.

ERICKSON LIVING AT LIMESTONE VALLEY – HOWARD COUNTY, MD

TTG was selected to conduct a comprehensive traffic study for the MD 108 corridor, focusing on both current and future conditions around a proposed large retirement community. The project faced challenges due to existing congestion and a mix of signalized and unsignalized intersections. MD 108 is crucial for both through traffic and local access to residential/commercial areas and a large high school, adding to the complexity. Throughout the project, TTG engaged in numerous meetings with stakeholders, including county and state officials, to address these challenges. The team, led by Mickey Cornelius and Carl Wilson, focused on management and coordination with agencies and the public. Richard Huang contributed with traffic evaluations. Their recommendations aimed to alleviate congestion and improve safety, including lengthening turn lanes, adding travel lanes, enhancing signalization, and improving pedestrian and bicycle infrastructure. Concept plans were developed for all proposed improvements, ensuring a comprehensive approach to enhancing the MD 108 corridor's traffic flow and safety.



Resumes





Resumes

Resumes for each team member, detailing their specific experience and qualifications, are provided on the following pages.



R. Todd Anderson, P.E., PTOE

Senior Project Manager

Irmo, SC Office

EXPERIENCE

32 Years

PROFESSIONAL ORGANIZATIONS/ AFFILIATIONS/AWARDS

Institute of Transportation
Engineers (ITE)

SCDOT District 1
Employee of the Year

SCDOT Traffic Engineering
Employee of the Year

CERTIFICATIONS

South Carolina Registered
Professional Engineer
2012 - #29955

Certified Professional Traffic
Operations Engineer (PTOE)
2022 - #5293

EDUCATION

B.S., Civil Engineering
University of South Carolina,
Columbia

Bio

Mr. Anderson is a seasoned Senior Project Manager at TTG's Irmo, South Carolina office, bringing over 32 years of expertise in traffic engineering. He leads a wide array of services, including traffic impact analyses (TIA), traffic impact studies, capacity and safety evaluations, Traffic Engineering Design Plans development, and traffic data collection. Todd has spent nearly three decades of his career with the South Carolina Department of Transportation (SCDOT), where he excelled in managing traffic signal systems, conducting traffic engineering analyses, performing traffic safety evaluations, and overseeing road data services. His deep understanding of SCDOT's Access and Roadside Management Standards (ARMS) manual has been instrumental in TTG's successful completion of numerous TIA studies across South Carolina. Todd's extensive experience and comprehensive knowledge in traffic engineering and management make him highly adept at overseeing complex projects and delivering innovative, data-driven solutions for traffic management and safety.

Experience

Todd has led numerous TIA projects that involve comprehensive evaluations of proposed developments to assess their effects on existing and future traffic conditions. His role typically includes overseeing the collection and analysis of traffic data, forecasting traffic volumes, evaluating intersection and roadway capacity, and recommending mitigation measures to ensure safe and efficient traffic operations. Todd's expertise in coordinating with stakeholders such as developers, local governments, and state transportation agencies ensures that all TIA studies meet regulatory requirements and provide actionable insights for traffic management and infrastructure planning.

Sample TIA Projects

- Stanton Mixed-Use Development - Chester County, SC
- Balton Village - Lexington County, SC
- Dutch Fork Rd Commercial Development – Richland County, SC
- Fish Hatchery Tract – Lexington County, SC
- Indian Land Commercial – Lancaster County, SC
- Hermitage Mill Residential – Kershaw County, SC
- Pecan Grove Townhomes – Richland County, SC





Mickey A. Cornelius, P.E., PTOE, RSP

Senior Vice President

Rock Hill, SC Office

Bio

Mr. Cornelius serves as Senior Vice President at TTG and has been a key member of the company for 37 years. With nearly four decades of experience in traffic engineering and transportation planning, Mickey is one of the first nationally certified Professional Traffic Operations Engineers (PTOE) and Road Safety Professionals (RSP1). His leadership has been instrumental in elevating TTG's capabilities in traffic engineering, transportation planning, and data collection to industry-leading standards.

Mickey's wealth of experience spans a wide range of traffic engineering disciplines, including traffic engineering studies, modeling, geometric design, and evaluating and designing traffic signals and systems. He is highly skilled in signage and marking, Maintenance of Traffic (MOT), detour planning, parking solutions, traffic safety evaluations, and traffic calming implementations. His comprehensive and innovative approach has solidified his reputation as a leader in the field, significantly influencing industry standards and contributing to TTG's ongoing success.

Experience

Mickey has led and overseen hundreds of Traffic Impact Analysis (TIA) projects that involve detailed assessments of proposed developments and their impacts on current and future traffic conditions. His role includes guiding the collection and analysis of traffic data, forecasting traffic volumes, evaluating intersection and roadway capacities, and recommending mitigation measures to ensure safe and efficient traffic operations. With his vast experience, Mickey expertly coordinates with stakeholders such as developers, local governments, and state transportation agencies to ensure that all TIA studies comply with regulatory requirements and offer practical solutions for traffic management and infrastructure planning.

Sample TIA Projects

- Stanton Mixed-Use Development - Chester County, SC
- Indian Land Commercial - Lancaster County, SC
- Hermitage Mill Residential - Kershaw County, SC
- Pecan Grove Townhomes - Richland County, SC
- Northrop Grumman Oceanic Facility - Anne Arundel County, MD
- Maryland International School - Howard County, MD
- Eastpoint Mall Redevelopment - Baltimore County, MD

EXPERIENCE

42 Years

PROFESSIONAL ORGANIZATIONS/AFFILIATIONS

Institute of Transportation Engineers (I.T.E.)

National Society of Professional Engineers (N.S.P.E.)

County Engineers Association of Maryland (CEAM)

CERTIFICATIONS

Registered Professional Engineer
MD, Civil, 1989 - #17243
DE, Civil, 1990 - #8491
PA, Civil, 1990 - #PE-040338-R
VA, Civil, 1994 - #0402025483
UT, Civil, 2018 - #110360562202
SC, Civil, 2019 - #36679
NC, Civil, 2019 - #047794

Certified Professional Traffic Operations Engineer (PTOE),
1999 - #006

Certified Road Safety Professional
- 2018

EDUCATION

B.S., Civil Engineering
Pennsylvania State University





Joseph Caloggero, P.E., PTOE, PTP

Vice President

Bio

Mr. Caloggero, a seasoned Traffic Engineer, brings 31 years of experience in Traffic Engineering and Transportation Planning. His expertise encompasses traffic impact analysis, traffic safety studies, and transportation planning. He is actively involved in conceptualizing road improvements following traffic studies and supervises the preparation of critical plans, including Traffic Signal Design, Signing and Marking, Sight Distance Analyses, and Maintenance of Traffic (MOT) Plans. Mr. Caloggero also provides expert witness testimony for projects across various jurisdictions. During his 24 years at TTG, he has managed over 600 Traffic Engineering and Transportation Planning studies, demonstrating his substantial influence and leadership within the industry.

Experience

Joe Caloggero has led numerous Traffic Impact Analysis (TIA) projects where he is responsible for managing comprehensive traffic studies that assess the impact of new developments on existing and future traffic conditions. His duties typically include overseeing traffic data collection and analysis, conducting intersection and roadway capacity evaluations, developing traffic signal and signage plans, and coordinating roadway improvements to optimize traffic flow and safety. Joe's work often involves close collaboration with developers, local governments, and transportation agencies to ensure that all proposed plans meet regulatory standards and are designed to accommodate both current and projected traffic needs. His ability to provide clear, expert testimony in public meetings and hearings further supports the successful implementation of traffic solutions in complex development environments.

Sample TIA Projects

- Oakdale Planned Unit Development - Eaglehead-on-the-Lakes - Frederick, MD
- Monrovia Town Center - Frederick, MD
- AIG Baker Site - Berkeley County, WV
- Parsons Ford Dealership - Martinsburg/Berkeley County, WV
- Northeast Area Elementary School - Baltimore County, MD
- Christopher's Crossing at Timber Grove - City of Frederick, MD
- Schifferstadt Blvd at E. 16th Street - City of Frederick, MD
- Motter Avenue at 13th Street-Fairview Avenue - City of Frederick, MD

EXPERIENCE

31 Years

PROFESSIONAL ORGANIZATIONS/AFFILIATIONS

Institute of Transportation Engineers

CERTIFICATIONS

Registered Professional Engineer

MD, Civil, 2000 - #25547

NJ, Civil, 1998 - #41402

SC, Civil, 2008 - #24954

VA, Civil, 2001 - #035588

WV, Civil, 1997 - #13458

Certified Professional Traffic Operations Engineer (PTOE), 2000 - #570

Certified Professional Transportation Planner (PTP), 2008 - #136

EDUCATION

B.S., Civil Engineering
West Virginia University





Shulin Li, P.E., PTOE, RSP

Senior Traffic Engineer

Bio

Shulin Li is a distinguished traffic operations engineer with over 42 years of experience. As one of the first certified Professional Traffic Operations Engineers (PTOE) in the United States, Mr. Li has a profound understanding of engineering principles and their practical applications in traffic operations and transportation planning. Throughout his nearly four decades at TTG, he has specialized in optimizing traffic flow and enhancing road safety. Holding the Road Safety Professional (RSP) Level One Certification, Mr. Li is highly skilled in AASHTO, MUTCD, and HCM standards and excels in traffic flow and signal system analysis using leading simulation models such as VISSIM and Synchro-SimTraffic, as well as tools like SIDRA and HCS. His portfolio of over 800 projects, which spans traffic impact analyses, traffic design, and safety studies across various states and countries, underscores his extensive impact in the field and makes him an invaluable asset to any Traffic Impact Analysis (TIA) project.

Experience

Shulin Li has led numerous TIA projects where he is responsible for conducting detailed traffic analyses to evaluate the impact of new developments and infrastructure changes on existing traffic conditions. He plays a critical role in leading various traffic engineering projects by developing and analyzing transportation alternatives, forecasting traffic volumes, and designing traffic improvements. His work involves using advanced simulation models to assess and optimize traffic flow and ensure safety. Shulin's ability to balance traffic efficiency with safety and security requirements is essential for creating effective solutions in complex environments. He works closely with stakeholders to ensure that proposed plans comply with regulatory standards while also addressing practical needs for traffic management and infrastructure development.

Sample TIA Projects

- UMD Discovery District - Prince George's County, MD
- Ft. Washington Hospital/Adventist - Prince George's County, MD
- Glenwood Hills - Prince George's County, MD
- Brightseat Tech Park - Prince George's County, MD
- Lakeforest Mall - Montgomery County, MD
- Binder Lane-O'Donnell Properties - Howard County, MD
- Baltimore Inner Harbor - Baltimore City, MD

EXPERIENCE

42 Years

PROFESSIONAL ORGANIZATIONS/ AFFILIATIONS

Certified Professional Traffic Operations Engineer (PTOE)

Institute of Transportation Engineers (I.T.E.)

CERTIFICATIONS

Registered Professional Engineer:

GA, Civil, 2004 – #PE029514
MD, Civil, 1996 – #21803
KY, Civil, 2005 – #24436
NC, Civil, 2006 – #031613
NE, Civil, 2002 – #E10623
OK, Civil, 2002 – #PE20825
TX, Civil, 2004 – #PE94427
WI, Civil, 2005 – #37894-006
AR, Civil, 2012 - #15346
NY, Civil, 2019 – #101295

Certified Professional Traffic Operations Engineer (PTOE), 1999 – #003

Certified Road Safety Professional 2018

EDUCATION

B.S., Civil Engineering, 1982
Shandong Civil Engineering Institute - Jinan, China

M.S., Civil Engineering, 1994
University of North Carolina at Charlotte





Qiang Tian, P.E., PTOE

Senior Traffic Engineer

Bio

Qiang Tian, P.E., PTOE is a seasoned Senior Traffic Engineer at TTG, where he has spent 22 years developing his expertise in traffic engineering. He specializes in conducting critical traffic engineering studies, with a portfolio that includes Traffic Impact Analysis (TIA) studies for a wide range of developments, from residential subdivisions to large retail complexes. His skills also extend to Traffic Signal Warrant Analyses and Highway and Intersection Capacity Analyses. In addition to his expertise in traffic engineering, Qiang has made significant contributions to Regional Transportation Planning, providing insights that help shape urban mobility strategies. Known for his meticulous and comprehensive approach, he serves both public and private sector clients with a strong commitment to advancing sustainable urban development. Qiang is proficient in using advanced analytical tools such as Highway Capacity Software (HCS), Synchro, SimTraffic, and CORSIM to assess and optimize at-grade intersections and interchanges. His deep understanding of traffic dynamics and dedication to improving transportation systems make him an invaluable asset to any project team.

Experience

Qiang Tian has played a leading role in numerous TIA projects, where he is responsible for evaluating the potential impacts of new developments on existing traffic conditions and infrastructure. His duties typically involve conducting detailed traffic studies, performing capacity analyses for intersections and roadways, and developing traffic signal warrant analyses. Qiang also prepares comprehensive plans for traffic improvements, such as new signal installations, road widening, and intersection modifications, to mitigate potential traffic impacts. His expertise in using sophisticated traffic modeling tools allows him to deliver precise assessments and recommendations that enhance traffic flow and safety. Qiang's work involves close coordination with local governments, developers, and transportation agencies to ensure that all studies meet regulatory requirements and provide practical solutions for urban development and mobility.

Sample TIA Projects

- Boland Tract - Newberry County, SC
- Perry Point VA Medical Center - Cecil County, MD
- Sheetz-Marley Station Mall - Anne Arundel County, MD
- Eastpoint Mall Redevelopment - Baltimore County, MD
- Shaw Property - Frederick County, MD

EXPERIENCE

22 Years

PROFESSIONAL ORGANIZATIONS/AFFILIATIONS

Institute of Transportation Engineers (I.T.E.)

CERTIFICATIONS

Registered Professional Engineer

MD, Civil, 2006 - #27516

IN, Civil, 2007 - PE10707949

Certified Professional Traffic Operations Engineer (PTOE)

EDUCATION

B.S., Civil Engineering
Tsinghua University, P.R. China

M.S., Civil Engineering
University of Maryland, College Park

PUBLICATIONS

Haghani, A., Qiang T., and Huijun H., "Simulation Model for Real- Time Emergency Vehicle Dispatching and Routing", Transportation Research Record, Journal of Transportation Board 1882, 2004, pp. 176-183





Richard Huang, P.E., PTOE

Traffic Engineer

Bio

Richard Huang is a Senior Traffic Engineer with over 22 years of experience in traffic analysis and design. His expertise is founded on a deep understanding of engineering standards and criteria, combined with his proficiency in using advanced traffic simulation tools such as CORSIM, Synchro, SimTraffic, HCS, SIDRA, and VISSIM. This combination of knowledge and technical skills allows him to provide precise, data-driven insights that are essential for optimizing transportation infrastructure. Richard's extensive experience includes preparing Traffic Impact Analysis (TIA) studies, Traffic Signal Warrant Analyses, and Highway and Intersection Capacity Analyses. His strategic involvement in Regional Transportation Planning further underscores his critical role in shaping effective and sustainable transportation strategies. With a strong background in South Carolina, Richard is well-versed in the standards of SCDOT's Access and Roadside Management Standards (ARMS) manual and has contributed to numerous TIA projects across the state. His work consistently enhances the efficiency and safety of transportation systems, reflecting his commitment to improving community life through innovative engineering solutions.

Experience

Richard has supported numerous TIA projects, focusing on evaluating the impact of proposed developments and infrastructure changes on traffic conditions. His duties involve conducting comprehensive traffic studies, analyzing traffic volume, speed, and crash data, and using sophisticated traffic modeling tools to assess current and future traffic scenarios. Richard also develops conceptual plans for geometric improvements, new traffic signals, and other enhancements that optimize traffic flow and safety. He works closely with local governments, developers, and other stakeholders to ensure that all recommendations comply with regulatory standards and are tailored to meet the community's specific needs. His extensive experience in South Carolina and familiarity with SCDOT standards have been crucial in delivering successful outcomes for various projects.

Sample TIA Projects

- Stanton Development - Chester County, SC
- Hermitage Mill - Camden County, SC
- Balton Village - Lexington County, SC
- Blythewood Acres - Richland County, SC
- Cesame St. Multi-Family Development - Greenville County, SC
- Gum Springs - Fairfield County, SC
- Dutch Fork Rd. Commercial Development - Richland County, SC

EXPERIENCE

22 Years

PROFESSIONAL ORGANIZATIONS/AFFILIATIONS

Institute of Transportation Engineers (I.T.E.)

The National Society of Professional Engineers (NSPE)

REGISTRATION

Registered Professional Engineer:
MD, Civil, 2011 - #31757

Certified Professional Traffic Operations Engineer (PTOE)

EDUCATION

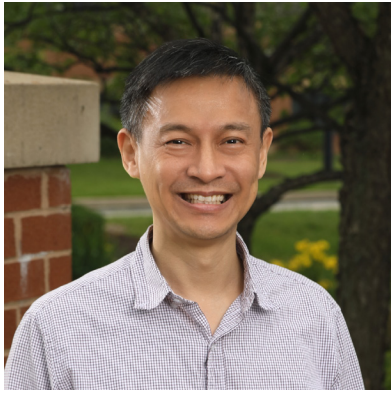
B.S. Civil Engineering, 1993 Cheng Kung University, Taiwan

M.S. Civil Engineering, 1995 Cheng Kung University, Taiwan

Ph.D. Candidate, 2004

Transportation Program, Civil Engineering University of Maryland, College Park





Ming-Yu Chien, P.E.

Traffic Engineer

Bio

Ming-Yu Chien, P.E., PTOE is a Senior Traffic Engineer at TTG with 22 years of experience in traffic engineering. He plays a key role in advancing solutions across various projects, with a strong foundation in comprehensive traffic engineering studies, including Traffic Impact Analysis (TIA) Studies, Traffic Signal Warrant Analyses, and Highway and Intersection Capacity Analyses. Ming-Yu is essential in enhancing transportation system efficiency and safety through detailed analysis and strategic planning. His expertise also includes sophisticated regional transportation planning, contributing to effective and sustainable urban mobility strategies.

Ming-Yu is skilled in advanced traffic modeling tools like Synchro/SimTraffic, SIDRA, and HCS. His technical expertise allows him to deliver accurate traffic flow predictions and develop solutions for complex transportation challenges. With a commitment to innovation and excellence, he is a vital asset in creating optimized, future-ready transportation networks that meet the evolving needs of communities.

Experience

Ming-Yu Chien is responsible for conducting detailed traffic studies and analyses to evaluate the impacts of proposed developments on existing and future traffic conditions. His duties involve using advanced traffic modeling tools like Synchro/SimTraffic, SIDRA, and HCS to simulate traffic scenarios and predict flow patterns. He develops data-driven solutions for complex transportation challenges, including designing traffic signal plans, optimizing road geometry, and implementing traffic management strategies. His work involves close collaboration with stakeholders to ensure that all traffic impact studies meet regulatory standards and provide effective, sustainable urban mobility and safety solutions.

Sample TIA Projects

- Gum Springs – Fairfield County, SC
- 7-Eleven – York County, SC
- Coastal Square Onley Virginia – Accomack County, VA
- Coastal Square – Worcester County, MD
- Snow Hill Road – Wicomico, MD
- Aspire – Talbot County, MD
- Lighthouse-Swann Property – Sussex County, DE
- Granary at Draper Farm – Sussex County, DE
- Academy Green (R-Acres West) – New Castle County, DE

EXPERIENCE

22 Years

PROFESSIONAL ORGANIZATIONS/ AFFILIATIONS

Institute of Transportation Engineers (I.T.E.)

National Society of Professional Engineers (NSPE)

REGISTRATION

Registered Professional Engineer:
MD, Civil, 2006 - #33316

LA, Civil, 2007 - #33008

Certified Professional Traffic Operations Engineer (PTOE)

EDUCATION

M.S., Civil and Environmental Engineering, 2005

University of Maryland, College Park

B.S., Civil Engineering, 1996
National Chiao Tung University, Hsinchu, Taiwan





Don Ruth

Project Manager

EXPERIENCE

23 Years

EDUCATION

TESST College of Technology,
Baltimore, MD
Diploma; General Engineering
Drafting and C.A.D.D.

Essex Community College,
Baltimore, MD
General Studies

Carver Center for the Arts and
Technology, Towson, MD
Diploma; Graduated with Honors

AutoCAD

Microstation

ALPR

VDOT Intermediate Workzone
Certification

General Experience

Don Ruth serves as an esteemed Project Manager within TTG's Data Division. With 23 years of experience at TTG, Don has demonstrated exceptional leadership in managing projects for the transportation departments of South Carolina, New York, Pennsylvania, and Arizona, showcasing his ability to effectively meet the diverse needs of our clients. His deep understanding of data collection and extensive experience in traffic engineering and program management make his contributions to our data division and client projects invaluable. Notably, a six-year engagement with the South Carolina Department of Transportation (SCDOT) has given Mr. Ruth and our data division team an understanding of the Town of Irmo. This knowledge enhances our ability to deliver precise and efficient traffic data services tailored to the region's specific needs.

Sample Project Experience

South Carolina Department of Transportation

Project Manager for a statewide data collection contract, overseeing 7,000 counts annually for volume, classification (FHWA 13-Bin), and speed in both metropolitan and rural areas. The project involved conducting 24-hour and 48-hour studies with data captured in 15-minute intervals. Responsibilities included overseeing data processing and analysis to ensure accurate and reliable traffic data.

Pennsylvania Department of Transportation

Project Manager for Districts 2 and 9 data collection contracts, managing 2,200 counts annually. Coordinated volume and classification (FHWA 13-Bin) counts and was responsible for data processing and analysis to support statewide traffic management initiatives.

New York State Department of Transportation

Project Manager for data collection contracts across multiple zones statewide, overseeing 3,000 counts annually. Managed machine counts for volume, speed, and classification (FHWA 13-Bin), as well as manual and video-based intersection turning movement counts and radar volume counts. Responsibilities included conducting 50-hour video-based classification counts and managing 72-hour and 7-day studies with data captured in 15-minute intervals, ensuring comprehensive data processing and analysis.



9900 Franklin Square Drive, Suite H | Baltimore, MD 21236 | 1.800.583.8411 | www.trafficgroup.com



Statement of Assurance





Statement of Assurance

TTG assures the Town that we will fully comply with all applicable federal and state regulations throughout the duration of this contract. As a firm with a longstanding commitment to regulatory compliance and professional integrity, we understand the importance of adhering to all legal and ethical standards in our work. Mickey Cornelius, P.E., PTOE, RSP, and Senior Vice President of TTG, has signed the statement of assurance on behalf of the firm, affirming our commitment to these requirements. As required by the RFQ, the completed Submittal Form is also included with our proposal to further demonstrate our adherence to the submission guidelines and regulatory obligations.



Scope of Work Understanding





Scope of Work Understanding

As a Traffic Engineering and Transportation Planning company, we recognize the crucial importance of conducting a TIA in planning and developing infrastructure projects. TIAs play a pivotal role in assessing the potential impacts of new developments or land use changes on the existing transportation network. Understanding the need for a TIA involves recognizing the intricate relationship between land use and transportation systems, ensuring the sustainable and efficient movement of people and goods.

TTG fully understands that the town is seeking the assistance of professional engineering firms to take a more proactive approach to the TIA process. The Town has, therefore, developed specific requirements, as detailed in the proposed zoning ordinance and the Request for Qualifications, and we both understand and appreciate this undertaking.

The Scope of Work involves first determining if a Traffic Impact Analysis (TIA) is needed and the appropriate level of analysis. While SCDOT's Access and Roadside Management Standards (ARMS) manual is the basis of the TIA requirements, we understand that the proposed threshold for requiring a TIA in the Town is 50 peak-hour trips, compared to the ARMS manual's 100 peak-hour trip threshold.

If the Town determines that a TIA is needed, the next step involves working with the Town and SCDOT to create a detailed scope of work and fee proposal for conducting a TIA. After receiving a notice to proceed, we will prepare a comprehensive TIA that meets the Town's Zoning Ordinance and SCDOT standards. During the data collection and analysis phase, we commit to consulting with the Town and other stakeholders on data requirements, projections, and findings. This ensures key information isn't missed, which could result in an incomplete or unclear TIA.



Additionally, the Scope of Work includes reviewing developer-provided TIAs for compliance and providing additional traffic engineering services as needed by the Town. As a “Traffic Engineering Only” company, we are uniquely positioned to provide the Town with any such service you may need. For this project, TTG would offer services such as traffic signal warrant analyses, intersection capacity analyses, traffic calming studies, parking studies, and pedestrian and bicycle safety assessments. We can also provide detailed traffic engineering design plans, including signal designs, signing

and pavement marking plans, and Maintenance of Traffic (MOT) plans. TTG’s expertise extends to using advanced traffic modeling software to simulate traffic operations and evaluate potential improvements, ensuring that all recommendations are data-driven and tailored to the specific needs of the Town.

In summary, the selected consultant's role will be to perform all necessary TIA services on behalf of the Town, including developing TIAs and reviewing developer-provided TIAs. While our Project Manager has an address in Irmo, he is not located within the Town’s limits. Therefore, we do not foresee any conflicts of interest. However, TTG commits to disclosing any potential such conflicts should they arise.



TIA Development Approach





TIA Development Approach

With nearly four decades of expertise and after completing over 1000 TIA Studies, TTG has developed a systematic approach to TIA development. In short, the process of conducting a TIA involves a systematic approach to gathering, analyzing, and interpreting data to assess the impact of a proposed development on the surrounding road network. It begins with a comprehensive review of the existing traffic conditions, including traffic volume, flow patterns, and any existing congestion points. Subsequently, projections for future traffic volumes are made based on the anticipated growth and changes in land use associated with the development project. Examining potential safety issues, pedestrian, and cyclist considerations, and assessing intersections and roadway capacities complements this analysis.

The following is a summary of the key milestones in our proposed TIA development approach for the Town.

Scope Development and Fee Proposal

The TTG Project Manager will meet with Town staff as needed to determine the requirements for a TIA. This may include developing initial trip generation tables to determine if the 50-peak-hour trip threshold is expected to be met or exceeded. If the Town determines that a TIA is required, TTG will develop a scope of work and fee proposal. Scope development includes identifying the purpose of the analysis (e.g., new development or change of land use) and clearly outlining the study area, the project site, including the proposed buildout year(s), nearby roadways, and proposed study intersections. Based on the proposed scope, TTG will develop a lump sum fee proposal that includes all aspects of TIA development.

We will then present the proposed TIA scope and fee to the Town for review and approval. After approval by the Town, and notice to proceed, TTG will contact representatives from SCDOT and Lexington/Richland County to receive their concurrence (or this step can occur prior to presentation of the scope if the Town prefers). Lexington County typically defers to SCDOT unless the development is on county-maintained roads. Richland County also typically defers to SCDOT but has occasionally requested scope changes in the past.



Data Collection

The TTG Project Manager will conduct a field investigation to collect physical information concerning the nearby road system. Field observations play a critical role in understanding existing traffic operations and geometric conditions along the surrounding road system. A field visit should be conducted to identify specific issues that may need to be addressed in the TIA. This includes peak-hour traffic observations to identify the area's congestion and/or queuing issues. Those observations may also provide insight into the potential need for operational improvement considerations, such as the need for a traffic signal warrant evaluation.

The field visit is also helpful in understanding any constraints to future road improvements. An essential part of the field visit is to undertake sight distance measurements to identify any safety deficiencies of proposed access locations and/or to suggest alternative access locations that may provide safer conditions. Sight distance evaluations will be prepared following the requirements of the ARMS Manual. If there are potential sight distance problems, we will notify the Town and the developer immediately so the developer can work to resolve this early during the site development process.

During this Data Collection phase, the TTG Data Manager will oversee data collection by one of our field staff. TIA data collection typically involves conducting intersection Turning Movement Counts (TMCs) between 7–9 AM and 4–6 PM on a weekday when schools are in session. However, these hours are often extended if a school or other facility is nearby, which may change the morning and evening peak traffic hours. Depending on the proposed land use, weekend peak hours may also be appropriate to include in the TIA. Our TMC collection always includes passenger vehicles, medium and heavy trucks, pedestrians, and cyclists.

We recognize the pivotal role of accurate and timely data, and our training methodologies for all field data collection staff are proven and effective. Our approach includes thorough annual equipment testing and the application of proprietary field techniques, emphasizing safety and efficiency. To further ensure accuracy, our four highly skilled Data Analysts support our field staff and review the data prior to releasing it to our Engineering staff for analysis. Our stringent quality assurance checks ensure the reliability and accuracy of our outputs, and our data processing protocols have earned the trust of clients nationwide.



During the data collection phase, TTG will also contact SCDOT, the Town, and the County to identify any approved developments that need to be considered as part of the background traffic analysis. Researching all available sources is important to ensure nearby developments outside the Town limits are identified, and we will inform the Town of any SCDOT or county-identified developments.

Finally, we will research regional traffic growth along the study area roadways based on historic traffic volume information to be used for background traffic growth. This information is typically available on SCDOT's Traffic Analysis & Data Application.

Analysis

The next step in developing a complete and accurate TIA is to analyze the traffic under "existing," "no-build," and "build" conditions.

- Existing, as it sounds, is the current conditions as of the date of the data collection.
- No-build refers to scenarios where future traffic conditions are evaluated without the construction of the proposed development, focusing on existing conditions, other approved developments, and road projects and projecting future traffic growth.
- Build adds the proposed development to the no-build conditions to analyze its effects on the surrounding road system and recommend mitigations, including the feasibility and effectiveness of different mitigation measures. If the proposed development will be built in phases, TTG can propose phased strategies to address identified impacts (e.g., signal upgrades, turn lanes, pedestrian crossings).

Highway Capacity Manual (HCM) methodologies will be utilized to conduct intersection capacity analyses and Level of Service (LOS) evaluations. LOS is a qualitative measure used to evaluate the operational conditions of a roadway or intersection and below is a summary of the average delay experienced for each LOS.



Level of Service	Average Control Delay (seconds/vehicle)		Description
	Unsignalized Intersection	Signalized Intersection	
A	0 - 10	0 - 10	Free Flow
B	>10 - 15	>10 - 20	Stable Flow (slight delay)
C	>15 - 25	>20 - 35	Stable Flow (acceptable delays)
D	>25 - 35	>35 - 55	Approaching Unstable Flow (tolerable delays)
E	>35 - 50	>55 - 80	Unstable Flow (intolerable delay)
F	>50	>80	Forced Flow (congested and queues fail to clear)

Our team is well-versed in utilizing advanced traffic modeling software such as Synchro/SimTraffic and HCM procedures to efficiently conduct TIAs. These tools aid in simulating various scenarios, enabling a thorough evaluation of the proposed project's impact on traffic flow, and identifying potential mitigation measures. In addition, microsimulation modeling tools such as VISSIM can be used for if a more in-depth analysis is needed. The need for turn lanes at the site access locations and appropriate study intersections is also evaluated using guidelines in chapter 9 of SCDOT's 2021 Roadway Design Manual.

QC and Reporting

After the analysis is completed, another engineer will conduct a peer review to validate the modeling inputs, assumptions, and methodologies. The project Manager also completes cross-checks.

We will then prepare a draft TIA report addressing all requirements of the Zoning Ordinance and SCDOT standards. The report will detail the study methodology, findings, and conclusions and be submitted to the Town for review and comment. As needed, the Project Manager can meet in person with Town staff to discuss the draft report and document any comments.

After addressing the Town's comments on the draft report, TTG will prepare a report for submission to SCDOT and the County for their review and comments. After receiving SCDOT and County comments, we will prepare a final report for submission to the town.



TIA Review Approach





TIA Review Approach

When tasked to review a developer-provided TIA, TTG will ensure the TIA conforms with the requirements of both the Town Zoning Ordinance as well as SCDOT. Below is a summary of our TIA review process:

1. **Understand the Scope and Purpose** - Review the TIA's Scope and Purpose to ensure they align with project goals and Town and SCDOT requirements.
2. **Check Methodology** - Evaluate the traffic study methodology, including data collection methods, analysis techniques, and modeling software used.
3. **Data Verification** - Review the traffic volume counts, peak hour analysis, and any assumptions made regarding traffic growth and distribution. Verify the accuracy and relevance of the data, including existing traffic conditions, consideration of other approved developments in the area, and future projections.
4. **Examine Traffic Flow Analysis** - Review the analysis of intersections and roadway segments, including Level of Service (LOS) calculations. Check for proper consideration of factors like signal timing, lane configurations, and pedestrian/bicycle interactions.
5. **Review Recommended Mitigation Measures** - Evaluate proposed mitigation measures for the identified impacts, ensuring they are feasible and appropriate. Review consideration of alternative solutions and their potential effectiveness.
6. **Prepare Report** – Prepare a report to the Town containing a list of comments and stating whether the TIA conforms with the Town's zoning ordinance. If needed, the report will also contain questions and recommendations for improvement or clarification.



Team Organization and Roles





Team Organization and Roles

TTG is committed to providing top-tier traffic engineering services with a carefully selected team to meet the Town's requirements. A team of six professional engineers is available for this contract to ensure high-quality, on-call services for TIA preparation and related tasks. Our team includes professionals based in South Carolina who will serve in various key roles, providing local expertise and oversight. The team members bring extensive experience conducting hundreds of TIAs across various regions and possess comprehensive skills in all aspects of TIA development. Our Data Division will also play a critical role, with a dedicated Data Project Manager overseeing the data collection efforts and ensuring accuracy and reliability.

The team will be managed by Todd Anderson, who will also be the primary contact for all interactions with the Town. All communication with the Town will be conducted through Todd via email, phone, virtual meetings, and, if necessary, in-person meetings in the Town. This approach ensures a streamlined and consistent line of communication, providing the Town with direct access to the Project Manager for any inquiries, updates, or discussions related to the project.

TTG manages approximately 30-40 projects concurrently, with initial TIA phases typically completed within four to six weeks. Additional phases may involve report revisions, participation in public hearings, and addressing specific mitigation measures. Our engineers operate below capacity, allowing flexibility and responsiveness across projects, ensuring a quick project turnaround without compromising quality.

Meet Our Team!

Todd Anderson, P.E., PTOE



Senior Project Manager in Irmo, SC, with over 32 years of experience, including nearly three decades with SCDOT. Mr. Anderson's duties include managing the team, overseeing all project aspects, ensuring efficient project management, quality control, and budget adherence, and serving as the primary liaison with the Town. The fee proposal will include all work required to complete a TIA. However, should the Town require hourly work, such as to attend a public hearing, Todd's hourly rate as a Senior Project Manager is \$225.



Mickey Cornelius, P.E., PTOE, RSP



Senior Vice President at TTG's Rock Hill, SC office, with over 42 years of experience in traffic engineering, transportation planning, and data collection. As Assistant Project Manager, Mr. Cornelius's duties include supporting project planning, coordinating tasks among team members, and assisting with quality assurance processes. He brings a wealth of knowledge in traffic modeling, signal design, and traffic safety evaluations. Mickey's hourly rate is \$250.

Joe Caloggero, P.E., PTOE, PTP



A seasoned Traffic Engineer with 31 years of experience in traffic engineering, including 24 years at TTG. Mr. Caloggero's duties involve serving as a Traffic Engineer, focusing on preparing and reviewing TIA studies, quality control and providing specialized expertise for complex land development projects. His experience includes presenting findings as an expert witness before planning commissions, zoning boards, and councils. Joe's hourly rate is \$250.

Shulin Li, P.E., PTOE, RSP



Traffic Engineer and Data Analyst with over 40 years of experience in traffic operations engineering. Mr. Li's duties include conducting traffic flow optimization and safety analysis and utilizing advanced simulation models to support the project's traffic engineering needs. His vast experience includes contributing to over 800 projects. Shulin's hourly rate is \$225.

Qiang Tian, P.E., PTOE



Traffic Engineer and Data Analyst with 22 years of experience. Mr. Tian's duties focus on conducting TIA studies, traffic signal warrant analyses, and regional transportation planning, using analytical tools to assess and optimize traffic systems. Qiang's hourly rate is \$225.



Richard Huang, P.E., PTOE



Traffic Engineer and Data Analyst with over 23 years of experience. Mr. Huang's duties involve performing traffic analysis and design using sophisticated traffic simulation tools. His expertise includes TIA studies, traffic signal warrant analyses, and regional transportation planning. Richard's hourly rate is \$200.

Ming-Yu Chien, P.E., PTOE



Traffic Engineer and Data Analyst specializing in traffic engineering studies, traffic flow predictions, and regional transportation planning. Mr. Chien's duties include using advanced modeling tools to develop optimized transportation solutions for the project. Ming-Yu's hourly rate is \$200.

Don Ruth



Data Project Manager in TTG's Data Division with over 23 years at TTG. Mr. Ruth's duties include managing all aspects of data collection for the project and ensuring high-quality traffic data collection and analysis. His extensive experience with SCDOT and familiarity with the town's specific needs will be invaluable. Don's hourly rate is \$175.



References





References

Our clients' feedback is a testament to the quality and reliability of our traffic engineering services. We take pride in the successful partnerships we have built over the years, which reflect our commitment to delivering innovative solutions, exceptional customer service, and results that meet and exceed expectations. Below, we provide a selection of references from previous projects, showcasing our ability to manage complex traffic engineering challenges with professionalism and expertise.

South Carolina Department of Transportation

Ms. Stacy Wise
Traffic Data Manager
955 Park Street
Columbia, South Carolina 29201
(803) 737-1673
wises@scdot.org

Services: A five-year Traffic Data Collection Services contract featuring an annual count of 7,000 volume and classification counts.

City of Frederick, Maryland

Mr. Cherian Eapen
Supervisor, Traffic Engineering
140 West Patrick Street
Frederick, MD 21701
(301) 600-1443
ceapen@cityoffrederickmd.gov

Services: Traffic Impact Analysis, All-Way Stop Control Study; Multi-Way Stop Warrant Analysis, All-Way Stop Control Analysis

City of Bowie, Maryland

c/o ADTEK Engineers, Inc.
Shawn Benjaminson
150 South East Street
Suite 201
Frederick, MD 21701
(301) 662-4408

Services: Traffic Impact Analysis



Staff Report

Approval to contract with "90210 Radio" to perform at the 2025 Irmo Concert Series (Staff).

DATES: November 19, 2024
TO: Town Council
FROM: Courtney Dennis, Town Administrator
SUBJECT: Approval to contract with bands for the 2025 Irmo Concert Series
ACTION REQUESTED: Approval

Background

On July 16, 2024, the Irmo Town Council gave approval to host a 2025 Irmo Concert Series not to exceed \$45,000 from the Hospitality Fund.

Since then, a working group has been meeting regularly to set this in motion.

The working group consists of:

- Mayor Bill Danielson (Town of Irmo)
- Courtney Dennis (Town of Irmo)
- Doug Polen (Town of Irmo)
- Kerry Powers (Chamber of Commerce)
- Beach Loveland (local business owner)
- Kellan Monroe (local business owner)
- Andy Horne (Township Theater Talent Buyer)

Analysis

The concert series is scheduled for three consecutive Friday evenings in 2025:

- April 25, 2025 (6:00 PM - 9:00 PM)
- May 2, 2025 (6:00 PM - 9:00 PM)
- May 9, 2025 (6:00 PM - 9:00 PM)

Staff Findings

We have prepared offers for the following bands:

Shot Thru The Heart - The Bon Jovi Experience - Friday, April 25, 2025 - \$4,000
Let's Get It On - Marvin Gaye/Motown Tribute - Friday, May 2, 2025 - \$4,000

90210 Radio - Friday, May 9, 2025 - \$4,000

Projected Budget Per Event

EXPENSES

Artist Talent \$5,500.00

Support \$500.00

Production \$4,000.00

Hotels \$ 300.00

Marketing / Advertising \$3,000.00

Stage/Venue Security \$500.00

Catering/Hospitality \$ 500.00

Police \$ 600.00

PRO Fees \$ 100.00

Total \$ 15,000.00

Attachments

1. 90210 Radio x Irmo 5.9.25 Offer



Staff Report

Appointment to the Okra Strut Commission - three (3) vacant positions available (Staff). Applications were received from Sandra Fulmer, Michelle Carpenter, and Kimberly Snipes.

DATES: November 19, 2024
TO: Town Council
FROM: Courtney Dennis, Town Administrator
SUBJECT: Appointments to the Okra Strut Commission
ACTION REQUESTED: Nominate and Approve applicants to the Okra Strut Commission

Background

The Okra Strut Commission has three vacancies that need to be filled before the end of December. These terms will take effect Jan 1, 2025. By code, voting members shall be residents of the Town of Irmo, own property in the Town of Irmo, own/operate a business within the town limits, or be a resident of the Lexington/Richland School District 5 and/or operate licensed businesses within the town.

Analysis

Current Members of the Okra Strut Commission

Dawn Cilley - Term expires
12/2026

Anna Unversaw - Resigned

Sandra Fulmer - Term Expires
12/2024

Phyllis Hawkins - Term Expires
12/2025

Mike Ward - Term Expires
12/2025

Lauren Sherr - Term Expires
12/2026

Kimberly Snipes - Term Expires
12/2024

Staff Findings

The Town has received completed and eligible applications from Sandra Fulmer, Michelle Carpenter, and Kimberly Snipes.

Attachments

1. Sandra Fulmer Okra Strut Application 2024
2. Michelle Carpenter Okra Strut Application 2024
3. Kimberly Snipes Okra Strut Application 2024



Irmo

DATE

Board, Commission & Committee Application

Submit Application

Name

Email

Address

Are you a resident of the Town of Irmo?

If you are an Irmo resident, how long have you lived in Town?

OPTIONAL

Do you own, operate, or work in a business located in the Town of Irmo?

If so, please list the business and its address

OPTIONAL

No Value

Do you live with Lexington Richland School District 5?

Yes

Do you own property within the Town of Irmo?

Yes

Are you a registered voter?

Yes

Which Board, Commission, or Committee are you applying for?

Okra Strut Commission

Which additional Board, Commission or Committee are you applying for?

Select 1 or more.

- × A-Tax Committee
- × Board of Zoning Appeals
- × Events Committee
- × Okra Strut Commission
- × Planning Commission

From time to time the Town has other Board Opportunities. If you are interested in one of these opportunities, please list the Board, etc. below.

OPTIONAL

No Value

Why are you qualified to serve on a Town Board, Commission, or Committee?

I have been on the Okra Strut Commission and would like to continue.

How many Board, Commission, or Committee meetings have you attended in the last six months?

Describe your education

Bachelor's Degree-Advertising and PR

Describe your work experience

Worked for 41 years at USC

Please list any other community activities in which you take part

Attend other festivals

Any additional comments

OPTIONAL

No Value

Conflict of interest agreement

Conflict of Interest Agreement

I understand that sometimes a Board, Commission, or Committee may discuss a matter in which members or families might benefit financially from a Board, Commission, or Committee's decision. This would constitute a "conflict of interest". If either my employment or my family's investments put me in this category, I understand that I should not take part in the discussion of such a matter, and should not vote on the issue.

Yes



DATE

Irmo

Board, Commission & Committee Application

Submit Application

Name

Emails

Address

Phone

Are you a resident of the Town of Irmo?

If you are an Irmo resident, how long have you lived in Town?

OPTIONAL

Do you own, operate, or work in a business located in the Town of Irmo?

If so, please list the business and its address

OPTIONAL

Do you live with Lexington Richland School District 5?

Yes

Do you own property within the Town of Irmo?

Yes

Are you a registered voter?

Yes

Which Board, Commission, or Committee are you applying for?

A-Tax Committee

Which additional Board, Commission or Committee are you applying for?

Select 1 or more.

- × A-Tax Committee
- × Board of Zoning Appeals
- × Events Committee
- ✓ Okra Strut Commission
- × Planning Commission

From time to time the Town has other Board Opportunities. If you are interested in one of these opportunities, please list the Board, etc. below.

OPTIONAL

Penny Tax Commission

Why are you qualified to serve on a Town Board, Commission, or Committee?

Yes , I believe I am qualified to serve on the Penny Tax Commission

How many Board, Commission, or Committee meetings have you attended in the last six months?

Attended all of the planning commission meetings

Describe your education

Associates in Criminal Justice

Describe your work experience

21 years in the US Coast Guard in Admin, Human Resources. Work in security at Parkridge and Richland Hospital. Currently working for Department of Corrections as an ADMIN Assistant at Facilities Management in the Architectural/Eng department ital . Currently working for SC Depar

Please list any other community activities in which you take part

Okra Strut non voting parade commissioner, Poll Worker, American Legion, Irmo Outreach

Any additional comments

OPTIONAL

I feel like I will bring attention to Irmo's needs and will speak up when I feel Irmo is not getting treated fairly,

Conflict of interest agreement

Conflict of Interest Agreement

I understand that sometimes a Board, Commission, or Committee may discuss a matter in which members or families might benefit financially from a Board, Commission, or Committee's decision. This would constitute a "conflict of interest". If either my employment or my family's investments put me in this category, I understand that I should not take part in the discussion of such a matter, and should not vote on the issue.

Yes



Irmo

DATE

Board, Commission & Committee Application

Submit Application

Name

Kimberly Snipes

Email

kimberlypfulton@yahoo.com

Address

445 North Cobia Court, Irmo, SC 29063

Are you a resident of the Town of Irmo?

Yes

If you are an Irmo resident, how long have you lived in Town?

OPTIONAL

12 years

Do you own, operate, or work in a business located in the Town of Irmo?

No

If so, please list the business and its address

OPTIONAL

No Value

Do you live with Lexington Richland School District 5?

Yes

Do you own property within the Town of Irmo?

Yes

Are you a registered voter?

Yes

Which Board, Commission, or Committee are you applying for?

Okra Strut Commission

Which additional Board, Commission or Committee are you applying for?

Select 1 or more.

- ☐ A-Tax Committee
- ☐ Board of Zoning Appeals
- ☐ Events Committee
- ☒ Okra Strut Commission
- ☐ Planning Commission

From time to time the Town has other Board Opportunities. If you are interested in one of these opportunities, please list the Board, etc. below.

OPTIONAL

No Value

Why are you qualified to serve on a Town Board, Commission, or Committee?

I have served on the Okra Strut Commission for a few years and have truly enjoyed the experience. I understand how this commission works and want to help grow the event for years to come.

How many Board, Commission, or Committee meetings have you attended in the last six months?

4

Describe your education

Bachelors in Communications; Masters in Organizational Mgmt & Leadership

Describe your work experience

I work fulltime for the SC Bar.

Please list any other community activities in which you take part

Lexington Richland 5 School Board member; Alpha Kappa Alpha Sorority;
Junior League; Homeless No More Board

Any additional comments

OPTIONAL

No Value

Conflict of interest agreement

Conflict of Interest Agreement

I understand that sometimes a Board, Commission, or Committee may discuss a matter in which members or families might benefit financially from a Board, Commission, or Committee's decision. This would constitute a "conflict of interest". If either my employment or my family's investments put me in this category, I understand that I should not take part in the discussion of such a matter, and should not vote on the issue.

Yes



Staff Report

Appointment to the Planning Commission - One (1) vacant position available (Staff). One application has been received from Clint Scoville.

DATES: November 19, 2024
TO: Town Council
FROM:
SUBJECT:
ACTION
REQUESTED:

Background

Analysis

Staff Findings

Attachments

1. Clint Scoville Application

Board, Commission, Committee Application

Print

Submitted by: H Clinton Scoville

Submitted On: 2024-02-12 12:28:02

Submission IP: (167.7.17.3)
proxy-IP (raw-IP)

Status: Open

Priority: Normal

Assigned To: Doug Polen

Due Date: Open



FORMS & APPLICATIONS

7300 Woodrow Street, Irmo, SC 29063

p: [\(803\) 781-7050](tel:(803)781-7050) | info@townofirmosc.com | Follow Us [@TownofIrmoSC](#)

Board, Commission, Committee Application

Members of boards, commissions, or committees provide a positive service that is invaluable to the continued progress of our town. They may advise the Town Council and Administrator on a wide variety of issues by making recommendations on important policy matters.

Serving on a board, commission or committee can be a rewarding experience for community service-minded residents. It is an excellent way to participate in the functioning of local government and to make a personal contribution to the improvement of our community. If we are to have, a "Government of the people, by the people, for the people", we must have the continued participation of the many dedicated boards, commissions, and committee members. Making local government effective and responsive is everybody's responsibility.

Irmo citizens have an opportunity to actively participate in running the Town through their services on Town Boards, Committees, and Commissions. These groups help shape and carry out policy. An Irmo staff member works with each board to help it conduct business.

Note: Appointees must be residents of the Town of Irmo at the time of their appointment and at all times during their term in office. Additionally, Board or Commission members shall not hold public office as an elected official at the time of their appointment or at any other time during their term. Each Board and Commission member shall serve at the discretion of the Town Council. In addition, Board and Commission members shall serve without compensation throughout the duration of their appointment, but may be reimbursed for applicable expenses incurred on official duty, with authorization from the Town Council.

We consider applications for all positions without regard to race, color, religion, creed, gender, national origin, age, disability, sexual orientation, citizenship status, genetic information, or any other legally protected status.

For a list of active Boards or Commissions, [click here](#).

Questions can be emailed to the [Town Administrator](#).

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APPLICANT INFORMATION

* First Name:

* Last Name:

H Clinton

Scoville

* Address:

213 Amber Ridge Trail

* Phone:

* Email:

803-920-2665

clintscoville@gmail.com

* Are you a resident of the Town of Irmo?

☒ Yes ☐ No

* What is the length of residency in Irmo?

12 years

* Neighborhood?

Rose Oaks

* Do you live within Lexington Richland District 5?

☒ Yes ☐ No

* Do you own property in the Town of Irmo?

☒ Yes ☐ No

* Are you a registered voter?

☒ Yes ☐ No

* What Board, Commission or Committee are you applying for?

- ☐ A-Tax Committee
- ☐ Zoning Board of Appeals (ZBA)
- ☐ Okra Strut Commission
- ☒ Planning Commission
- ☐ Events Committee
- ☐ Dog Park Committee
- ☐ Construction Board of Adjustments and Appeals (CBAA)

EXPERIENCE

* Why are you qualified to serve on the board or commission?

I have served the past 4 years on the Irmo Planning Commission. prior to that I served on the A- Tac Committee. I am also a Project Manager (engineer) with the SCDOT. I am basically responsible for managing preconstruction activities and projects in the upstate of SC. This involves planning of projects, management of the financial expenditures and project budgets. Conducting meetings and public hearings and meetings with elected officials and property owners.

* How many board or commission meetings you have attended?

I have missed one commission meetings since I have been appointed to the PC. One was in January while I was in the hospital.

Within the last six (6) months.

* Describe your education:

I have a BS Degree in Civil Engineering and have additional Certificate course work from Duke University Governors Center of the Terr Sanford Institute of Public Policy

High school, college, graduate school, or other certifications/trainings.

* Work Experience:

34 years of Experience with SCDOT of which 31 years have been spent in Project/Program management

Most recent job first.

* Community Activities:

Irmo planning commission member, Trustee Board Member Bethel AME Church, Member Alpha Phi Alpha Fraternity , Inc., School of Engineering SCSU Industrial Advisory council.

Clubs, boards, church or volunteer work.

Any Additional Comments:

. . .

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By typing my name below, I understand and agree that this electronic signature has the same legal force and effect as a manual signature.

. . .

* First & Last Name

H. Clinton Scoville

Type your first & last name

* Today's Date

02/12/2024

Format: MM/DD/YYYY