



Columbia Public Safety Committee Meeting Agenda

Tuesday, May 12, 2026 at 1:00 PM

City Hall • Mayor's Conference Room

1737 Main Street, 2nd Floor, Columbia, SC 29201

City Clerk's Office: (803)545-3045 or cityclerk@columbiasc.gov

The Honorable William Brennan, District III, Chair

The Honorable Tina N. Herbert, District I • The Honorable Peter M. Brown, District IV

Call to Order

Approval of Minutes

1. March 10, 2026 Public Safety Committee Meeting Minutes

Presentations

2. Parental Accountability Resolution — The Honorable Tyler D. Bailey
3. Update on the *Sharing the Road* Planning Process and Vision Zero Resolution Request - Ms. Leigh DeForth, Comprehensive Planner / Planning & Development Services
4. Review of Group Living Uses — Mr. Andrew Livengood, Zoning Administrator; Mr. David Hatcher, Code Enforcement Director; and Ms. Kelly Smith, Business License Administrator
5. Review of Vehicular Noise Within Hospitality Districts - Mr. William "Skip" Holbrook, Police Chief

Adjournment



Columbia Public Safety Committee Meeting Minutes Tuesday, March 10, 2026

Call to Order

The Columbia Public Safety Committee conducted a meeting on Tuesday, March 10, 2026 at City Hall (Mayor's Conference Room), 1737 Main Street, Columbia, South Carolina 29201. The Honorable Will Brennan, Chair called the meeting to order at 1:10 p.m. The Honorable Tina N. Herbert, Mayor Pro-Tempore and The Honorable Peter M. Brown were present.

Approval of Minutes

1. February 17, 2026 Public Safety Committee Meeting Minutes

Upon a motion made by Mr. Brown and seconded by Ms. Herbert, the Committee voted unanimously to approve the February 17, 2026 Public Safety Committee Meeting Minutes.

Presentations

2. Columbia Fire Department 2025 Annual Report - Mr. Aubrey Jenkins, Fire Chief

Mr. Aubrey Jenkins, Fire Chief / Columbia Fire Department provided an overview of the 2025 Annual Report, highlighting activity across administration, public information, professional services, and recruitment. He reported that the department responded to over 40,000 calls in 2025, which is a 4.1% increase from 2024. He noted an estimated \$18 million in property loss and \$6 million in contents lost. Call volumes were highest in January, March, and October, with Station 1 identified as the top responding location. He also shared that the Public Information Office issued 30 media press releases and highlighted key outreach efforts, including engagement through the NextDoor Neighbor platform.

Ms. Teresa Wilson, City Manager asked about the definition of the Station 1 boundary.

Mr. Aubrey Jenkins, Fire Chief / Columbia Fire Department explained that Station 1 is mostly downtown Columbia including Five Points, Shandon, St. Andrews, and North Main Street.

Mr. Anthony Holloway, Assistant Chief of Operations / Columbia Fire Department explained that the department's performance is measured by the Insurance Services Office (ISO), with emphasis on response and turnout times, including a goal of four-minute arrival and rapid dispatch and deployment. He noted the department has maintained a Class 1 ISO rating for several years by keeping turnout times low, though response gaps may indicate the need for additional stations and resources. He also highlighted operational challenges in high-demand areas such as the Broad River corridor, where reliance on mutual aid impacts response standards. To address this, the department is exploring phased solutions such as adding a ladder company, constructing new stations, and expanding battalion support.

Mr. Bengie Leverett, Fire Education Officer / Columbia Fire Department explained that NextDoor Neighbors is a platform similar to a neighborhood-specific version of Facebook, where residents within defined communities can share information and receive real-time notifications about local events and concerns.

Mr. Mickey Folsom, Assistant Chief of Administration and Community / Columbia Fire Department shared that the department has completed a space needs study focused on its older stations. The study reviewed structural deficiencies, dormitory space, bathroom needs, privacy concerns, and overall modernization requirements. The study also provided options for either repair / renovation or full replacement. He noted that the analysis also reflects current health and safety standards, including cancer prevention measures such as hot, warm, and cold zones, as well as the need to accommodate a more diverse workforce. He explained that the study serves as both an educational tool and a step-by-step guide for prioritizing future station improvements.

Mr. Christopher Kip, Assistant Chief of Professional Services / Columbia Fire Department shared that the department has strengthened community engagement to support recruitment and retention through outreach, virtual sessions, and updated marketing. He noted that pre-recruit open houses help introduce applicants to department expectations and culture. He also shared the Narcan administration efforts, which track increases in opioid-related responses. These efforts support both workforce development and response to public health needs.

Mr. Albert Owosu, Division Chief of Occupational Safety and Health / Columbia Fire Department reported a downward trend in firefighter injuries since 2019. In 2025, the department recorded 76 apparatus-related incidents and 65 on-duty injuries, with no serious injuries or hospitalizations. He noted that infrastructure improvements during training helped reduce preventable injuries. He also highlighted the department's focus on firefighter wellness, including participation in the City's Employee Assistance Program and the Family Life Officer Wellness Program. These efforts provide 24/7 behavioral health support for firefighters and their families.

There was discussion about the status of the building in Greenview after the fire; fire prevention marshals; a cost benefit analysis; individual station versus overall department needs according to space study; construction and renovation pricing; CA Johnson High School's program feeding into recruitment; Olympia Fire Station; full capacity staffing; cost of a new ladder truck ; land purchased for Station 6; and a 10-year plan for all stations.

Adjournment

The meeting was adjourned at 2:32 p.m.

Respectfully Submitted:

Erika D. Moore Hammond, MMC, CPM
City Clerk



Meeting Date: May 12, 2026
Department: Office of the City Clerk
From: Erika Hammond, City Clerk

Parental Accountability Resolution — The Honorable Tyler D. Bailey

Background Summary:

Attachments:

1. Parental Accountability Resolution Draft
2. Parental Accountability - One Pager
3. Parental Accountability - Power Point

WHEREAS, the City of Columbia recognizes that strong parental engagement and accountability are critical in promoting youth success, public safety, and overall public welfare; and

WHEREAS, the City of Columbia acknowledges that early intervention, education, and coordinated support for families can reduce juvenile involvement with the criminal justice system, truancy, and repeat offenses; and

WHEREAS, the Solicitor's Office plays a vital role in the fair administration of justice to our youth by and through diversion efforts and community-based solutions, while offering support and resources to families; and

WHEREAS, the collaboration between municipal departments, the Solicitor's Office, schools, service providers, and community partners strengthen these outcomes by addressing the underlying causes of juvenile misconduct and familial challenges and hardships; and

WHEREAS, the City of Columbia seeks to formalize a partnership that promotes shared responsibility among parents, legal guardians, youth, and the justice system while prioritizing education, prevention, and rehabilitation measures when appropriate; **NOW THEREFORE**,

BE IT RESOLVED by the Mayor and City Council this ____ day of [Month] 2026, that the City of Columbia and the Columbia Police Department

1. **WHEREAS** this resolution establishes the City of Columbia, the Columbia Police Department, and the Richland County Solicitor's Office mutual interest in promoting parental engagement, responsibility, and accountability in matters involving youth behavior and minor offenses.
2. **WHEREAS** this resolution establishes the City of Columbia, the Columbia Police Department, and the Richland County Solicitor's Office shall focus on connecting parents and families to available community resources, services, and educational opportunities and the support of diversion, education and intervention programs when appropriate.
3. **WHEREAS** the services may include joint workshops, informational sessions, referrals to various service providers, parental education programs, and other collaborative efforts deemed appropriate by the participating entities.
4. **WHEREAS** nothing withstanding in this Resolution shall alter or limit the authority of the Solicitor's Office, law enforcement, or the judiciary. But shall merely serve as a participatory initiative conducted to provide access and availability to resources and service providers.
5. **WHEREAS** upon approval, this Resolution shall be disseminated to the Richland County Clerk of Court, City of Columbia Municipal Court Clerk of Court, Richland County Public Defender, and other stakeholder law enforcement agencies to so as to memorialize the parties' intent and apply it when appropriate.

Requested by:

Honorable Tyler D. Bailey

City Manager

Approved as to form:

City Attorney

Approved by:

Mayor

ATTEST:

City Clerk

PARENTAL ACCOUNTABILITY & SUPPORT RESOLUTION

Sponsored by Honorable Tyler D. Bailey, At-Large Councilman • Public Safety Committee • May 12, 2026

THE NEED

Child-involved incidents in the City of Columbia are climbing. Data pulled from the Columbia Police Department records management system covering March 17, 2020 – March 17, 2025.

1,186 Child-involved incidents over 5 years	+44% Increase in annual incidents (2020-21 → 2024-25)	+115% Increase in Incorrigible cases (59 → 127)	277 Incidents in 2024-25 — highest on record
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CPD Child-Involved Cases	20-21	21-22	22-23	23-24	24-25	5-Yr Total
EPC	55	70	60	41	35	261
Incorrigible	59	124	90	96	127	496
Contributing to Delinquency of a Minor	9	3	4	10	17	43
Unlawful Conduct Towards a Child	59	71	54	58	90	332
Cruelty to Children	11	7	15	13	8	54
TOTAL	193	275	223	218	277	1,186

THE PATH — ONE YEAR OF WORK

- **Feb. 2025:** Referral made to City Council (Feb. 18), followed by joint press conference with Solicitor Byron Gipson and Sheriff Leon Lott (Feb. 19).
- **2025–2026:** Engagement with Chief Holbrook (CPD), the City Attorney’s Office, Solicitor’s Office, Judge Jeffries, Dr. Fordham (ONSE), and the Sheriff’s Department.
- **Key finding:** A standalone court is unnecessary. The goals can be met through existing diversion, probation, and supervised-release tools paired with existing City programming — faster and at lower cost.

THE RESOLUTION

- Formalizes the partnership between the City of Columbia, the Columbia Police Department, and the Fifth Circuit Solicitor’s Office.
- Connects parents and families to community resources, services, and educational opportunities through diversion, education, and intervention programs.
- Authorizes joint workshops, informational sessions, referrals to service providers, and parental education programs.
- Expressly preserves the authority of the Solicitor, law enforcement, and the judiciary — participatory, not a limitation of power.
- Disseminated to: Clerks of Court (Richland County & City Municipal), Richland County Public Defender, and stakeholder law enforcement agencies.

THE INFRASTRUCTURE ALREADY EXISTS

The City of Columbia’s Office of Neighborhood Safety and Engagement (ONSE), led by Dr. Trevon Fordham, already delivers the kind of programming this Resolution is designed to plug into.

- **Parent Café Sessions** (partnership with Be Strong Families) — peer-led conversations grounded in the Five Strengthening Families Protective Factors.
- **Choose Peace, Create Change** — youth-centered initiative for positive youth development and intergenerational engagement.
- **Power Up: Peace Mode** — multi-week social-emotional learning series for youth ages 10–17.
- **Lock It Up, Columbia! / BeSMART** — firearm safety and secure-storage education for families.
- **Conflict-resolution and violence-prevention training**, community resource fairs, and other partner programming.

Funded. Staffed. Evidence-based. ONSE has secured \$665,370 in recent funding awards. What’s missing is the formal referral pipeline this Resolution creates.

THE ASK — Support the Resolution and the companion MOU formalizing the partnership between the City of Columbia, the Columbia Police Department, and the Fifth Circuit Solicitor’s Office.

The Honorable Tyler D. Bailey, At-Large Councilman, City of Columbia • Data Source: Columbia Police Department RMS (3/17/2020 – 3/17/2025)

CITY OF COLUMBIA • PUBLIC SAFETY COMMITTEE

Parental Support & Accountability Initiative

From referral to resolution — a year of stakeholder engagement, refined into action.

Presented by

Honorable Tyler D. Bailey

At-Large Councilman, City of Columbia

May 12, 2026

Child-involved incidents are climbing.

Columbia Police Department records, March 17, 2020 – March 17, 2025.

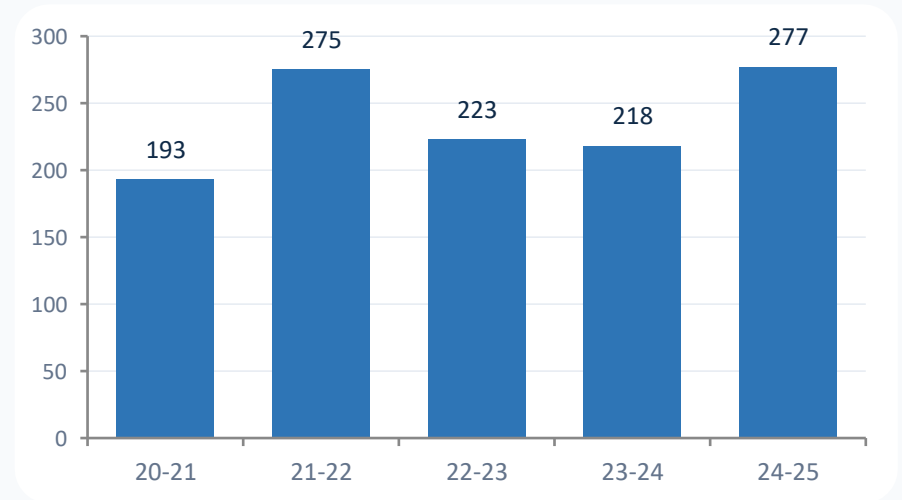


The trend that matters most: Incorrigible behavior cases more than doubled — these are the youth-behavior cases where structured parental engagement produces the highest return on intervention.

Five years of incident data — the case for action.

Category	20-21	21-22	22-23	23-24	24-25	Total
EPC	55	70	60	41	35	261
Incorrigible	59	124	90	96	127	496
Contributing to Delinquency	9	3	4	10	17	43
Unlawful Conduct Toward Child	59	71	54	58	90	332
Cruelty to Children	11	7	15	13	8	54
TOTAL	193	275	223	218	277	1,186

Total child-involved incidents per year




Source: Columbia Police Department RMS data.

KEY FINDING

Behind every one of these 1,186 incidents is a family that could have benefited from earlier intervention, education, and support.

Where this started — February 2025.

Timeline

- 
- Feb. 18, 2025**
Referral made at City Council for a Parental Support & Accountability Court.
 - Feb. 19, 2025**
Joint press conference at Richland County Judicial Center with Fifth Circuit Solicitor Byron Gipson and Sheriff Leon Lott.
 - 2025–2026**
Year-long engagement with practitioners across the City and Fifth Circuit.
 - May 12, 2026**
Resolution and companion MOU presented to the Public Safety Committee.

THE CONTEXT

What the community was telling us:

- Rapidly rising youth violence in Richland County.
- A string of parents being criminally charged for their roles or neglect tied to their children’s crimes.
- Sheriff Lott’s January 2025 parental accountability initiative — 6 mothers arrested in the first weeks; calls inquiring about youth services quadrupled.
- A clear community message: residents want accountability for parents AND recognize that parents today need help being parents.

A year of stakeholder engagement.

After the referral, I committed to doing the work — engaging the practitioners who would actually have to operationalize this concept.

Chief Skip Holbrook

Columbia Police Department

Solicitor Byron Gipson

Fifth Circuit Solicitor's Office

Sheriff Leon Lott

Richland County Sheriff's Dept.

Dr. Trevon Fordham

Office of Neighborhood Safety & Engagement

Judge Jeffries

Judicial Stakeholder

City Attorney's Office

City of Columbia

Plus additional justice-system, community, and service-provider stakeholders — the practitioners who know what will actually work.

From a new court to a smarter use of what we already have.

FROM

A new, standalone court

- New infrastructure to build
- Jurisdictional clarification required
- Judicial assignments to negotiate
- Months — likely longer — before services reach families



TO

Parental support embedded in existing systems

- Diversionary programming — tools already in place
- Probation conditions and supervised-release terms
- Existing ONSE programming as the service backbone
- Resolution + MOU institutionalize the partnership

Faster. Lower cost. Preserves prosecutorial and judicial authority. Broader reach.

The Resolution before the Committee.

Operative Provisions

Formalizes the partnership between the City of Columbia, the Columbia Police Department, and the Fifth Circuit Solicitor’s Office.

Connects parents and families to community resources, services, and educational opportunities through diversion, education, and intervention programs.

Authorizes joint workshops, informational sessions, referrals to service providers, and parental education programs.

Preserves the authority of the Solicitor, law enforcement, and the judiciary — participatory, not a limitation of power.

Disseminated to Clerks of Court (Richland County & City Municipal), the Richland County Public Defender, and stakeholder law enforcement.

COMPANION ACTION

Memorandum of Understanding

Executed between the City of Columbia and the Fifth Circuit Solicitor’s Office.

- Formalizes the City–Solicitor working relationship.
- Operational framework for referrals and service coordination.
- Translates Resolution principles into day-to-day practice.

The infrastructure already exists.

Columbia is not starting from zero. Dr. Trevon Fordham and the Office of Neighborhood Safety & Engagement (ONSE) have already built the programming this Resolution is designed to plug into.

Parent Café Sessions

in partnership with Be Strong Families

Peer-led conversations grounded in the Five Strengthening Families Protective Factors.

Choose Peace, Create Change

youth-centered initiative

Positive youth development and intergenerational engagement, bringing parents into the conversation.

Power Up: Peace Mode

5–6 week interactive series

Social-emotional learning, conflict resolution, and self-awareness for youth ages 10–17.

Lock It Up, Columbia! / BeSMART

firearm safety & secure storage

Addresses household conditions that contribute to youth gun violence.

Funded. Staffed. Evidence-based. What's missing is the formal referral pipeline this Resolution creates.

Implementation, dissemination, and accountability.

01

Approve & Disseminate

Resolution distributed to Clerks of Court, the Public Defender, and stakeholder law enforcement.

02

Execute the MOU

Formalize the City–Solicitor working relationship and referral framework.

03

Build Referral Pathways

Stand up the routing between CPD, the Solicitor’s Office, ONSE, and service providers.

04

Map the Service Menu

Catalog every parental education, workshop, and intervention offering available — starting with ONSE.

05

Track & Report

Monitor referrals, participation, and outcomes. Report back to this Committee at regular intervals.

What gets tracked gets improved — consistent with our commitment to data-driven governance.

THE ASK

Support the Resolution formalizing the partnership.

The data shows the need.

1,186 child-involved incidents in 5 years. 2024-25 was the highest year on record.

The stakeholders are aligned.

A year of engagement with CPD, the Solicitor, the Sheriff, the Judiciary, and ONSE.

The infrastructure already exists.

ONSE programming is funded, staffed, and evidence-based — ready to receive referrals.



Meeting Date: May 12, 2026
Department: Planning and Development Services
From: Justin Steinmann, Director

Update on the *Sharing the Road* Planning Process and Vision Zero Resolution Request - Ms. Leigh DeForth, Comprehensive Planner / Planning & Development Services

Background Summary:

Attachments:

1. Sharing the Road Update (presentation)
2. Vision Zero Memo
3. R-2026-025 - Vision Zero Resolution for Council
4. What is Vision Zero

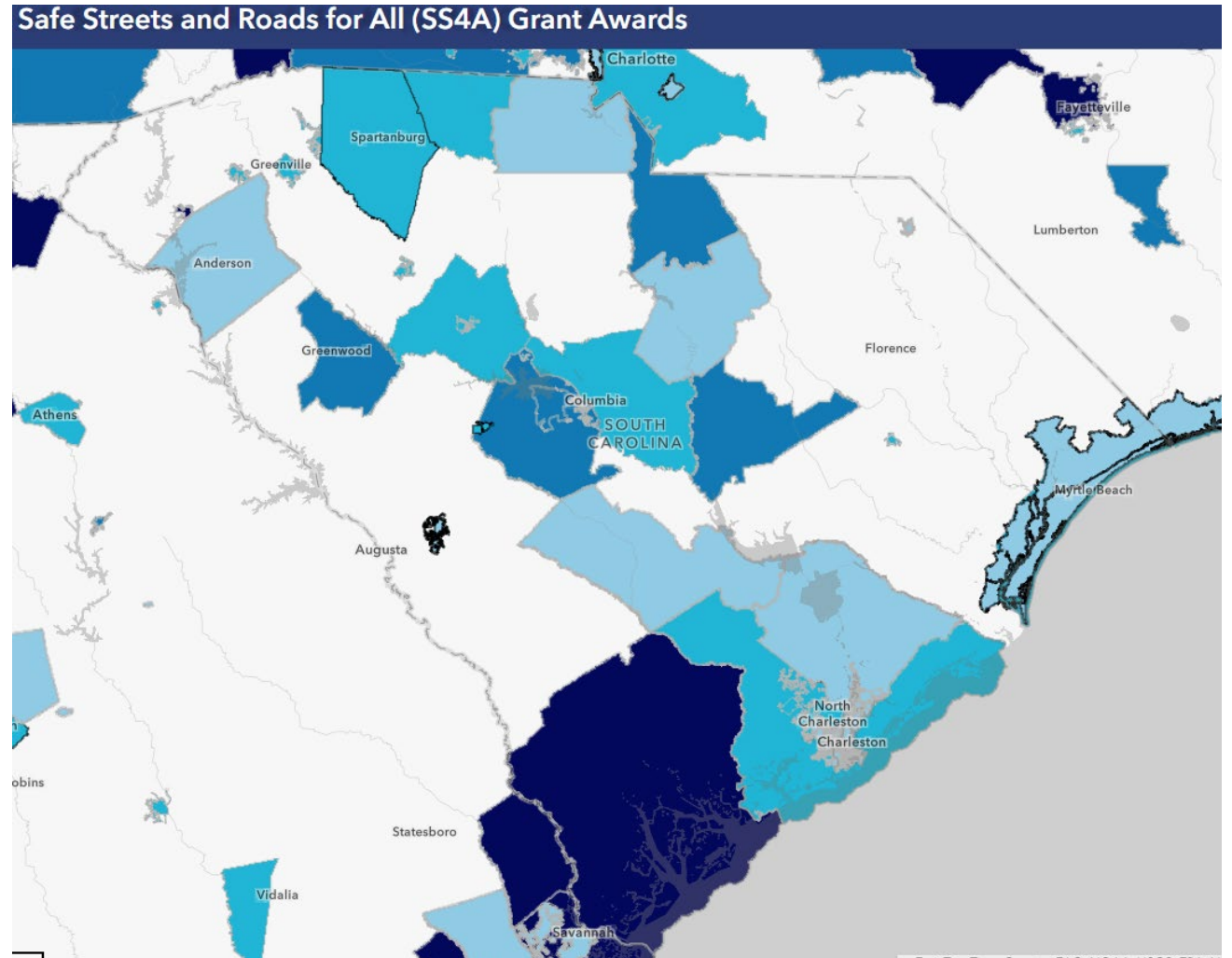
A young girl with braided hair adorned with colorful beads, wearing a pink shirt, blue shorts, and blue sneakers, stands on a crosswalk. She is carrying a large red backpack. The background is a blurred street scene with a car and buildings.

Sharing the Road

A COMPREHENSIVE SAFETY ACTION PLAN

Safe Streets & Roads for All Funding

- Planning & Implementation grants
- Crash analysis + public input
- Development of High Injury Network (HIN)
- Official public commitment to reduce serious injuries and fatalities
- Conceptual design of segments + intersections
- Countermeasure toolkit

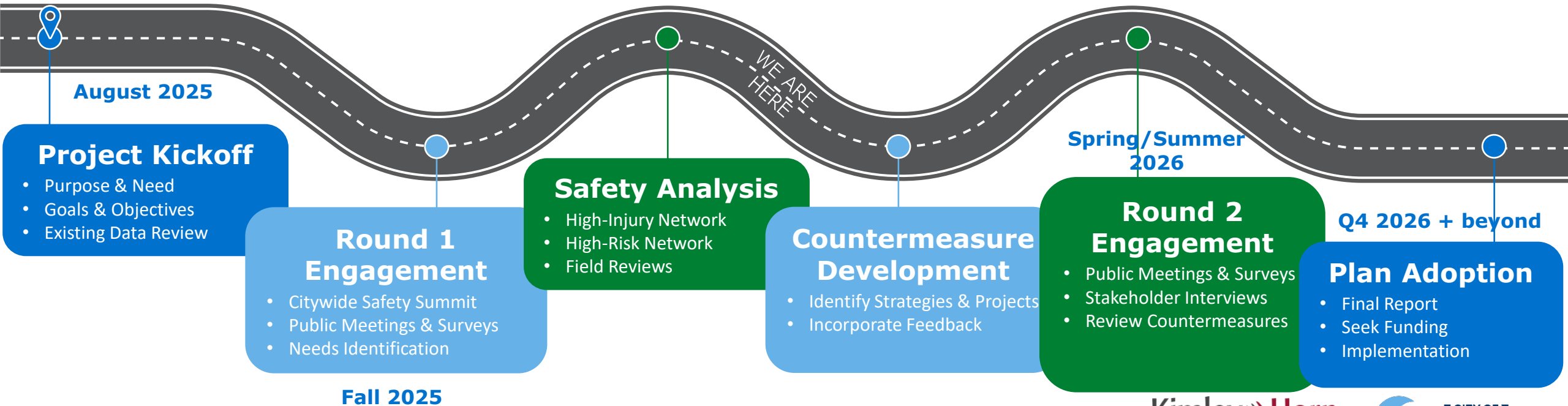


Why are we taking this on?

- Building on prior planning efforts
- The numbers are telling:
 - **12th most dangerous metropolitan area in the nation** by design (2024)
 - **43% of fatal crashes in the City resulted in the death of a pedestrian or cyclist** – but they were only involved in 1.5% of the crashes city-wide (2019-2023)
 - **Crashes have an economic cost too - \$714 million in 2024 alone** when calculated using SCDOT's average cost per crash severity.
- The end result will help the City and our partner agencies better prioritize road safety in all projects, policies, and programs.

What does the process look like?

Safety Action Plan Process



What is Vision Zero?

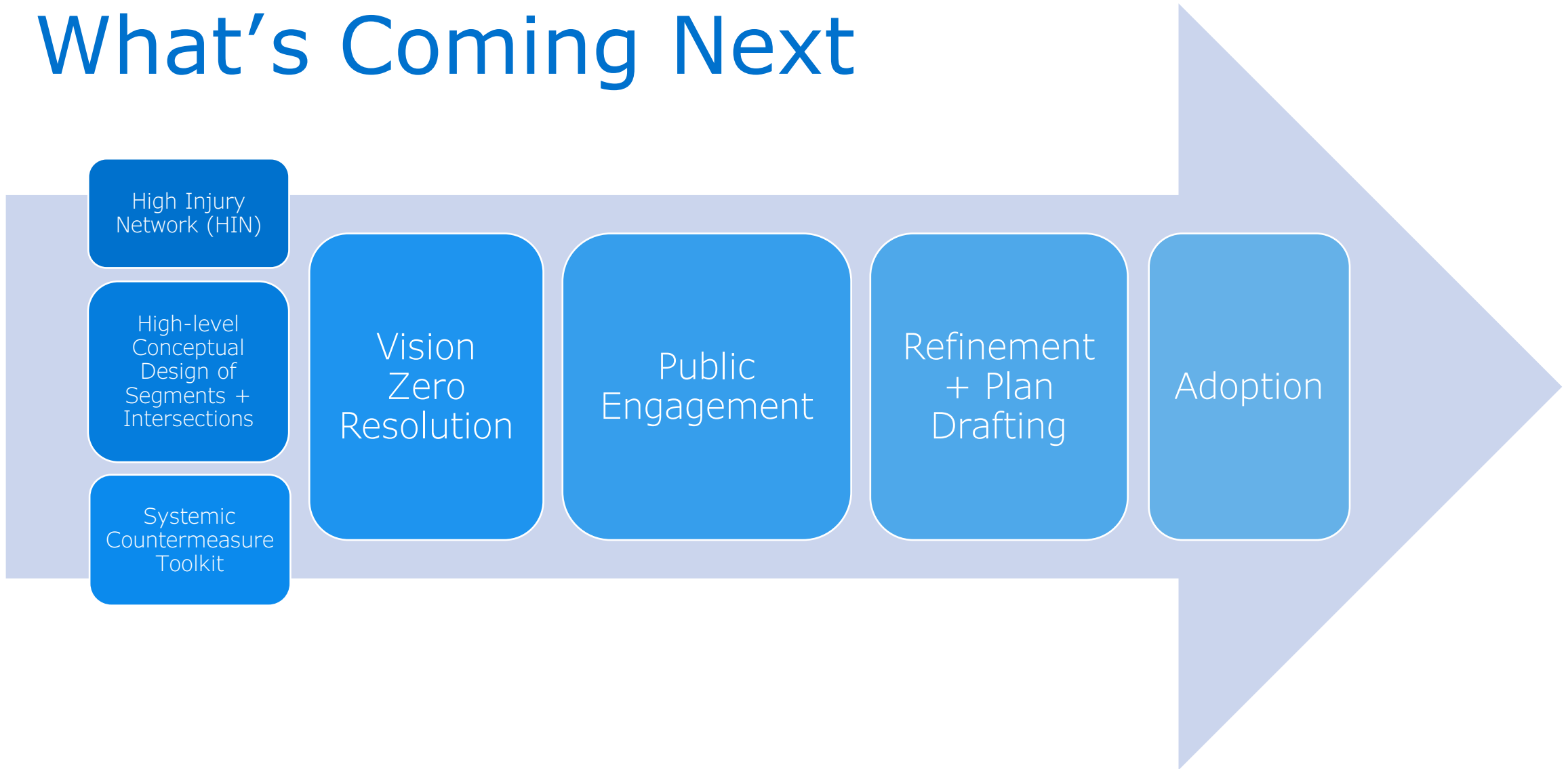
- No loss of life or serious injury is acceptable
- Safe Systems Approach
- Setting a date to get to zero
- Use the plan to target Programs, Policies, and Projects where they can make the greatest impact



Creating a Resolution for Columbia

- Meaningful public commitment required by grant
- Non-interstate roadways
- Minimum 5% reduction of fatal and serious injury crashes per year
- Data used tied to a 5-year rolling average
- Goal to achieve by 2036
- Vision Zero to be the City-wide guiding principle for planning, design, and maintenance efforts

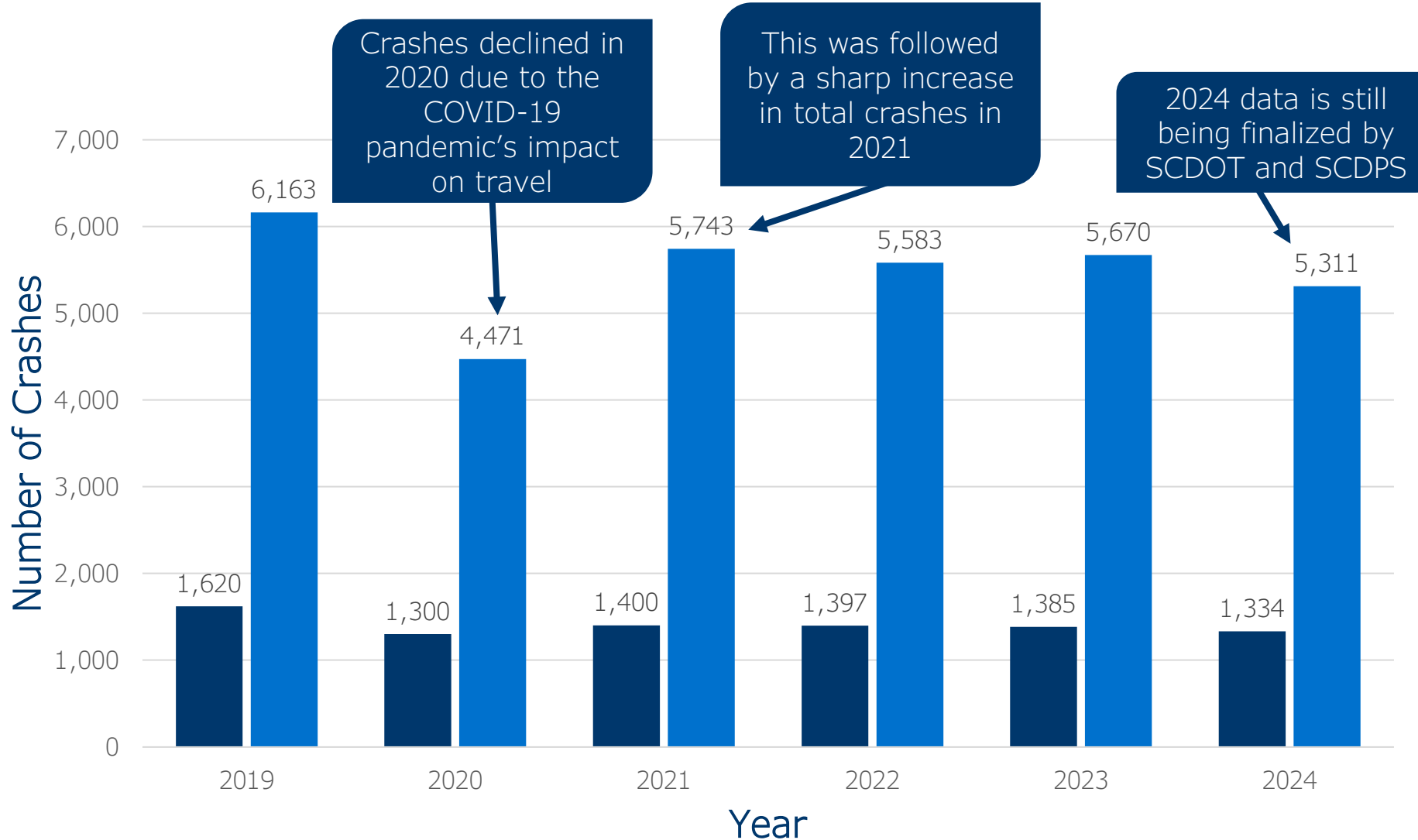
What's Coming Next



Questions?



Summary Data: Crashes by Year



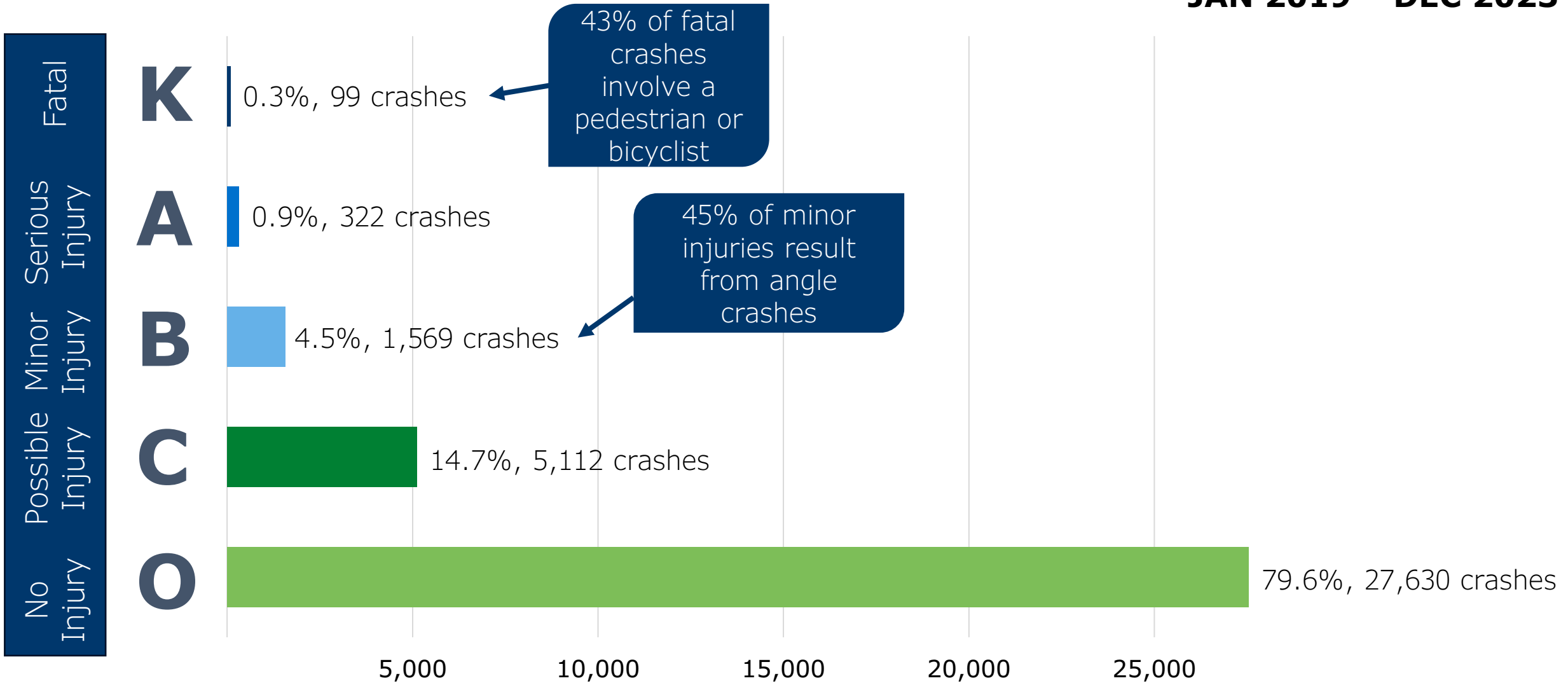
From 2019-2023, there were:

- 34,732 total crashes
- 7,003 injury crashes
- 99 fatal crashes within the City of Columbia.

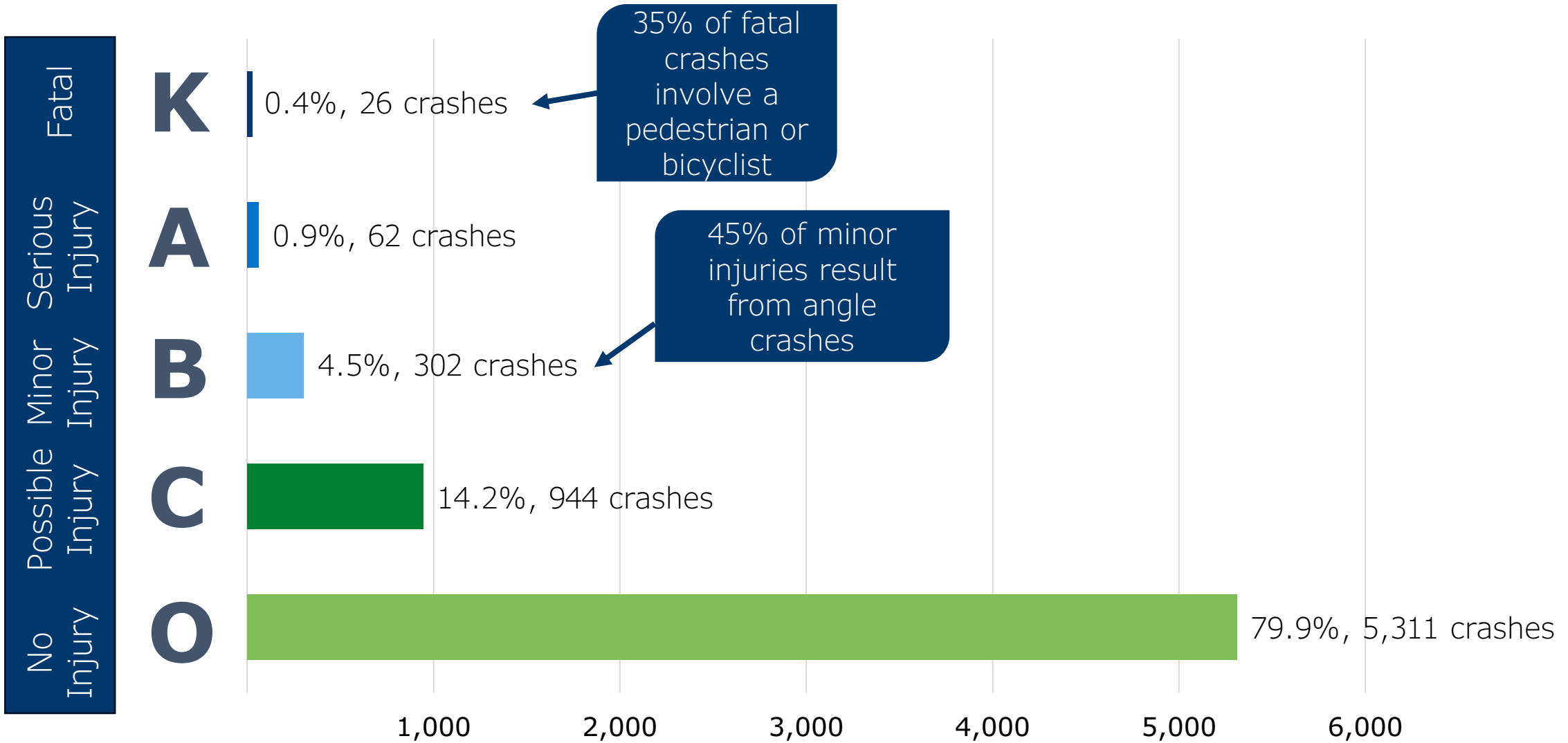
■ Total Crashes ■ Total Crashes Resulting in Injury or Fatality

Summary Data: Crash Severity

JAN 2019 – DEC 2023



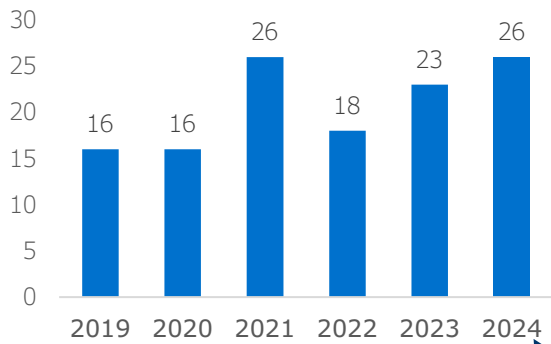
2024 Crash Severity



Summary Data: Fatal Crashes

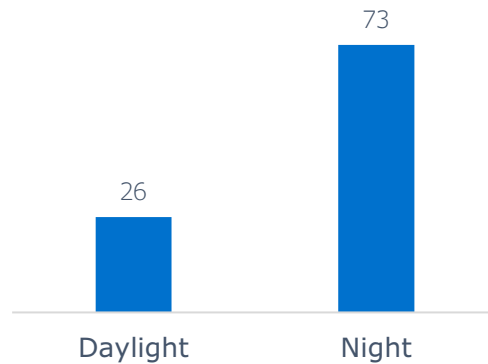
JAN 2019 – DEC 2023

By Year

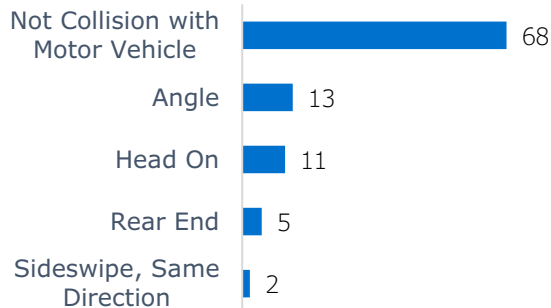


2024 data is still being finalized by SCDOT and SCDPS

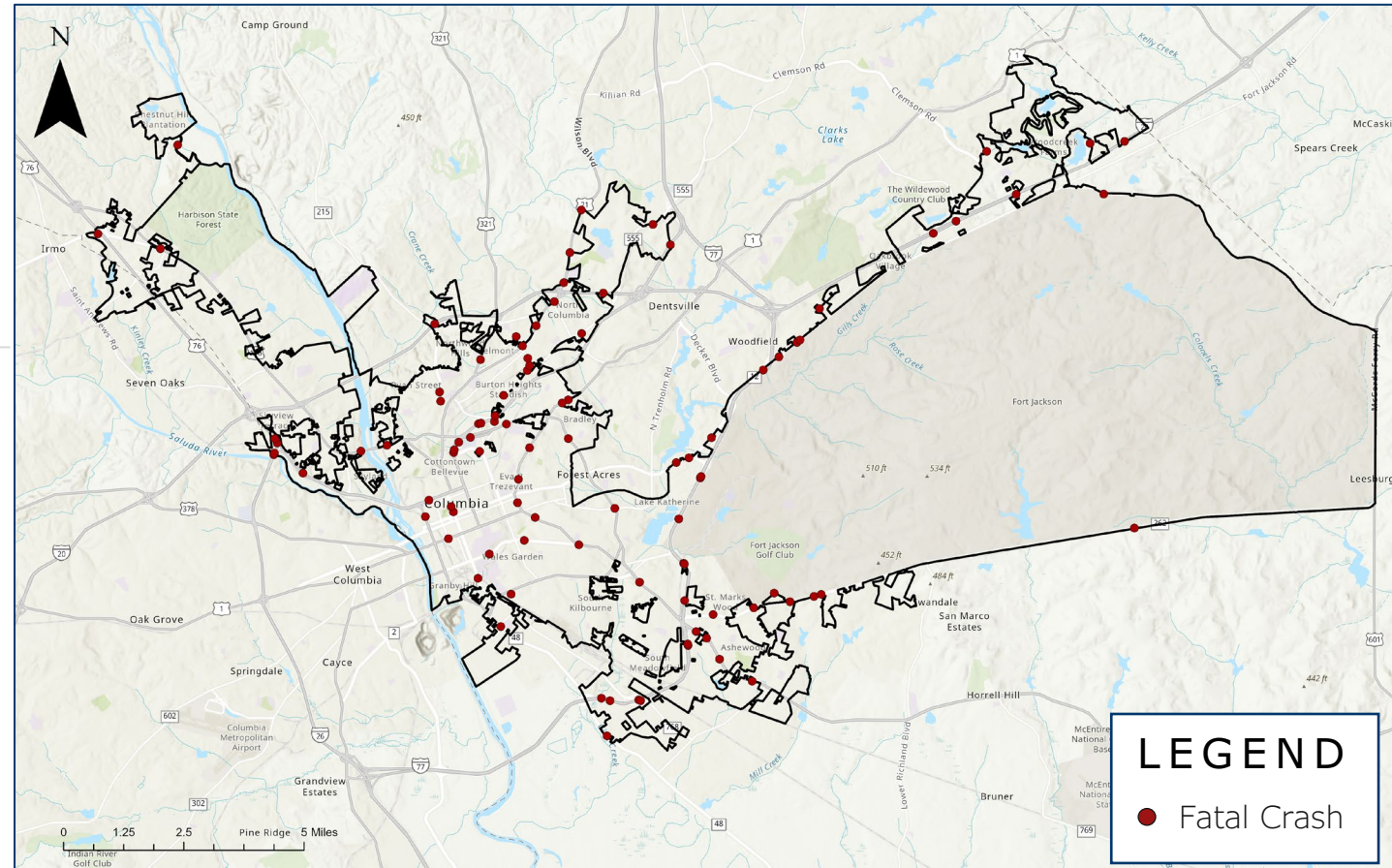
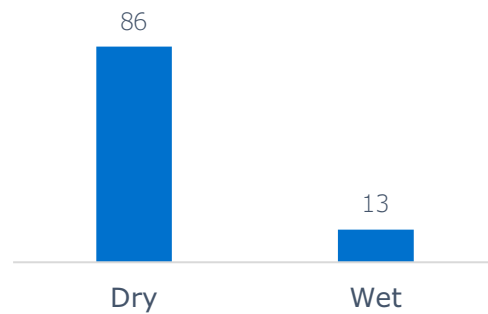
Light Condition



Manner of Collision



Road Surface Conditions





MEMORANDUM:

TO: Teresa Wilson, City Manager
Jeff Palen, Assistant City Manager for Development & Finance

FROM: Justin Steinmann, Director of Planning & Development Services

DATE: February 23, 2026

SUBJECT: Vision Zero Adoption

Purpose

Request Council adoption of a Vision Zero Resolution as the formal public commitment required by the U.S. Department of Transportation’s Safe Streets & Roads for All (SS4A) program and as the policy foundation for Columbia’s Sharing the Road Safety Action Plan. This action is necessary to maintain grant compliance and to position the City competitively for SS4A implementation funding.

Why Adoption Is Essential

- **Grant compliance:** SS4A requires a meaningful public commitment by the jurisdiction’s governing body to the eventual goal of zero fatalities and serious injuries with a target date; adopting a Vision Zero resolution is the standard practice to satisfy this requirement.
- **Funding readiness:** The plan and commitment, once adopted by Council, position the City to apply for future competitive SS4A implementation funding.
- **National alignment:** SS4A provides \$5 billion (FY2022–FY2026) to support local Vision Zero and Safe System initiatives; Council’s resolution formally aligns Columbia with USDOT/FHWA policy and funding priorities.
- **Clear operating paradigm:** The Safety Action Plan process and Vision Zero commitment are grounded in the Safe System Approach—designing roads to anticipate human error and prevent death or serious injury—which benefits all roadway users, particularly vulnerable users.
- **Peer-city precedent:** Many peer cities have adopted Vision Zero, including:
 - Greenville, SC (2024)
 - Charleston, SC (2025)
 - Charlotte, NC (2018/2019)
 - Raleigh, NC (2022)

- Durham, NC
- Greensboro, NC (2019)
- Macon-Bibb County, GA (2020)
- Orlando, FL (2017)

Council & Grant History

Council has already engaged with the SS4A grant process. On June 10, 2025, Council approved the contract with the project consultant. All Council members and administration leadership were invited to participate in a half-day safety summit held on September 17, 2025. Among Council members, only the Mayor attended briefly for the introduction. Several Assistant City Managers were present, including Pam Benjamin, Henry Simons, and Clint Shealy.

Grant expenditures are underway. The first consultant payment has been processed, and a significant amount of staff time has been invested in the project to date. Updated salary and benefits figures are being compiled to document in-kind contributions toward meeting the grant's local match requirement.

Timeline & Deadline

The consultant has indicated that it is standard practice for the Vision Zero resolution to be adopted before draft plan development begins. Resolution approval was initially targeted for November 2025, with plan completion and adoption originally set for June 30, 2026. A grant extension request is currently pending; at most, the extension would provide up to six additional months beyond the consultant's contract end date of June 24, 2026. Prompt Council action on the resolution is essential to keep the project on schedule and maintain compliance with the grant timeline.

Columbia's Safety Challenge (Data Snapshot)

- **Scale of harm:** 34,732 crashes (2019–2023); 7,003 injuries; 99 lives lost; 26 additional fatalities in 2024.
- **Disproportionate impact:** Pedestrian/bicyclist crashes were ~1.5% of total, yet ~43% of fatalities and 21% of serious injuries (2019–2023).
- **Economic cost:** Estimated crash costs exceed \$3.2B (2019–2023) and \$714M (2024), strengthening the case for proactive, systemic safety investments.

Bottom Line: Council adoption of a Vision Zero resolution is the critical near-term step that ensures SS4A compliance and sets a clear, accountable mandate to save lives on Columbia's streets.

RESOLUTION NO.: R-2026-025

Resolving to establish a Vision Zero Policy to work towards zero traffic deaths and severe injuries within the City of Columbia.

WHEREAS, the life and health of all persons living and traveling within the City of Columbia are our utmost priority, and no one should die or be seriously injured while traveling on our city streets; and

WHEREAS, between January 2019 and December 2023, 30,706 crashes were reported on non-interstate roadways in the City of Columbia, including 79 fatal crashes, with pedestrians and bicyclists representing less than 2% of all crashes but approximately 44% of fatalities and 22% of serious injuries, and furthermore, children, older adults, people of color, people with disabilities, people who are unhoused, and people with low income face a significantly disproportionate risk of traffic injuries and fatalities; and

WHEREAS, one traffic-related death in the City is one too many, and Vision Zero is a public health-based traffic safety strategy to reduce and eventually eliminate traffic deaths and serious injuries using a data driven multi-disciplinary and Safe Systems approach that that accounts for human error by designing safer roads, policies, and systems for all users; and

WHEREAS, the City of Columbia has adopted a comprehensive pedestrian and bicycle master plan, area plans, and a comprehensive plan that recognize the importance of safe multimodal transportation options to improved livability, economic vibrancy, and public health outcomes; and

WHEREAS, the City of Columbia is developing a Comprehensive Safety Action Plan through a collaborative public planning process funded by a Safe Streets and Roads for All grant, which will identify specific changes to policies, infrastructure, enforcement, and education to move the City towards zero roadway fatalities and serious injuries; NOW THEREFORE,

BE IT RESOLVED by the Mayor and City Council this __ day of _____, 2026 that:

1. The City of Columbia declares that no loss of life or serious injury is acceptable on our streets, and therefore Vision Zero is to be the City-wide guiding principle for transportation planning, the design of streets and sidewalks, and the maintenance of the public rights of way; and
2. Once completed, the City will utilize the *Sharing the Road Comprehensive Safety Action Plan* to guide programs, policies, and projects in service of increasing roadway safety for all users; and
3. The City adopts the goal of eliminating traffic deaths and serious injuries on non-interstate roadways among all system users by 2036, benchmarking a minimum 5% reduction of fatal and serious injury crashes per year based on a five-year rolling average; and
4. In order to meet this critical goal, City Council directs City departments, in collaboration with other agencies, to consider safety as the highest priority when balancing competing demands for space within the public right-of-way; and

LEGAL DEPARTMENT DRAFT

5. Policies and programs developed to increase roadway safety for all users will be implemented in an equitable manner accounting for historic inequities in transportation and safety investments and increasing real and perceived safety for people walking and bicycling to encourage use of these clean air modes of transportation.

Requested by:

City Manager _____

Mayor _____

Approved by:

City Manager

Approved as to form:

ATTEST:


Deputy City Attorney

City Clerk

Introduced:

Final Reading:

“*At the core of Vision Zero efforts is the conviction that no one should be killed or seriously injured on streets. It recognizes that humans make mistakes, but that those mistakes should not cost them their lives.*”

-Achieving Vision Zero in Practice, E. Guseman, M. Manzella, & L. Scofield¹

What is Vision Zero?

Simply put, it is the vision of zero traffic deaths and serious injuries. The movement has its roots in Sweden, but has been helped re-frame transportation planning and infrastructure investment worldwide since its development in the 1990s.

The development of a Vision Zero plan has long been a recommendation of the City’s adopted plans, included in *Walk Bike Columbia* (2015), the *Walkable 29203 Pedestrian Master Plan* (2017), and the City’s comprehensive plan, *Columbia Compass* (2020). The South Carolina Department of Public Safety (SCDPS) also has a [strategic highway safety plan](#) that is updated regularly that also dovetails with the goal of reducing crashes across our state’s transportation network.

History of Traffic Safety

Even before the advent of motor vehicles, street users have been seriously injured or killed while transiting the right-of-way. In his 2015 paper², historian Peter Norton proposed four paradigm shifts in how residents and policy makers have approached traffic safety in the United States. Public outcry tied to the increased danger to vulnerable users from motor vehicles led to the initial **Safety First** approach (1900-1920), where public opinion and resulting policies expected drivers to take responsibility and practice “a higher standard of care.” From the 1920s - 1960s, the paradigm shifted to **Control**,

Tackling Terms

Vulnerable users are those who utilize the right-of-way while not protected by a vehicular exoskeleton. Pedestrians, bicyclists, and transit users must interface within a system generally designed to move vehicular traffic swiftly.

Increasing vehicular speeds may save seconds for drivers, it also vastly heightens the risk of fatality for vulnerable road users when they are hit by a vehicle.

PEDESTRIAN FATALITIES³
A pedestrian struck by a vehicle traveling:

<p>19 MPH</p> <p>has a 5% RISK OF DEATH</p>	<p>37 MPH</p> <p>has a 50% RISK OF DEATH</p>	<p>43 MPH</p> <p>has a 75% RISK OF DEATH</p>
--	---	---

and the concept of the “Three Es” was introduced - engineering, education, and enforcement. The desired outcome of each E was to control behaviors - and particular emphasis was given to controlling pedestrian behaviors, such as jaywalking.

As the car culture and access to personal vehicles expanded along with suburbia, the 1960s - 1980s saw a paradigm shift to **Crashworthiness**, which sought technological solutions to the safety issues at hand. The focus honed in on making vehicles safer for those who drive them - but paid little attention to other, more vulnerable users, mainly pedestrians.

Norton identified a fourth and final paradigm of **Responsibility**, which began in the 1980s and continued as the predominant paradigm through the publication of his work in 2015. Here, individual responsibility was coupled with an expanded focus on education and enforcement.

This document is a summary of the data and analysis presented in the American Planning Association’s Planning Advisory Service Memo No. 18, “Achieving Vision Zero in Practice”, written by Elias Guseman, AICP, Michael Manzella, AICP, and Lyndsey Scofield, AICP, PMP.

Vision Zero + The Safe System Approach: A New Paradigm

Roadway fatality numbers can be numbing in their scale, but behind each of the lives lost, there are people - individuals with stories, families, friends, and communities - and that is why, to quote Lorraine Martin, President + CEO of the National Safety Council:

*“Zero is the only acceptable number of traffic deaths. It’s that simple.”*³

To that end, the USDOT has adopted the Safe System Approach, which shifts the conventional safety approach to both acknowledge human mistakes and vulnerability, and call for the design of a redundant system which protects everyone. The principles of the safe systems approach, which can be seen circling the diagram to the right, are defined as follows⁴:

Death and Serious Injuries are Unacceptable

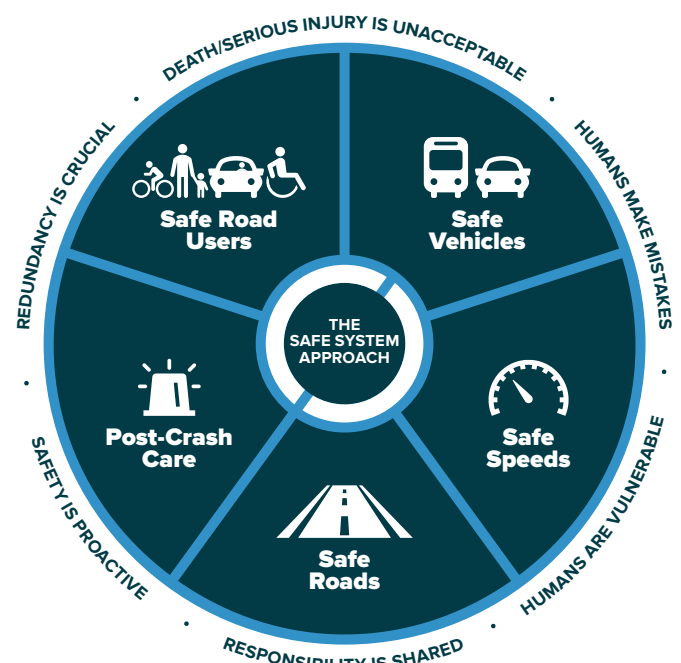
A Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries.

Humans Make Mistakes

People will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate certain types and levels of human mistakes, and avoid death and serious injuries when a crash occurs.

Humans Are Vulnerable

Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities.



The principles and objectives of the Safe System Approach are summarized in the above USDOT graphic.

Responsibility is Shared

All stakeholders—including government at all levels, industry, non-profit/advocacy, researchers, and the general public—are vital to preventing fatalities and serious injuries on our roadways.

Safety is Proactive

Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards.

Redundancy is Crucial

Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people.



Did you know?

Speed limits have been traditionally calculated *after* a roadway is constructed - based on the “85th percentile rule” - the speed that 85% of the people are driving at or under. As described [in this video from the Wall Street Journal](#), this rule can cause speed to drive design - triggering the removal of physical infrastructure in streetscapes that can actually encourage slower speeds, such as narrow lanes and tree-lined boulevards. This perpetuates a cycle - where streetscapes are revised in a way that actually triggers drivers to increase speed further, thereby continuing to decrease safety for all users.

The objectives of the Safe System Approach also represent a paradigm shift, bringing together a wider range of stakeholders when addressing roadway safety. While our local efforts may not be able to address the **safer vehicles** component in the same way that federal regulators can, we can certainly address the bulk of these objectives.

By encouraging **safer people**, we aren't just focusing on education and outreach, but also creating the physical conditions that prioritize safety for all users.

Designing for **safer roads** includes creating an environment that helps mitigate for human mistakes, encourages safer behaviors, and protects the most vulnerable users. This goes hand in hand with promoting **safer speeds** through appropriate road design and speed limit setting. The promotion of safer speeds also includes targeted education, outreach campaigns, and enforcement.

By bringing **post crash care** into the safety conversation, there is a commitment to work with emergency services personnel not just on ensuring emergency vehicle access, but also creating a safe working environment for first responders, and preventing secondary crashes through traffic incident management practices.

// *Zero is the only acceptable number of traffic deaths. It's that simple. The only way to achieve this goal is by working together, as part of the holistic Safe System Approach. Our voice becomes so much stronger when we gather to strategize and implement ways to make our roads safe... we can - and must - continue working together to eliminate roadway deaths. Lives depend on it. //*

*-Lorraine Martin,
President and CEO of the National Safety Council,
Chair of the Road to Zero Coalition¹⁰*

The Challenge of Traffic Violence

Traffic fatalities are on the rise, after years of slow but steady decline. In 2021, 42,939 lives were lost on our roadways nationwide - the largest number of fatalities since 2005⁶.

Nationally and locally, these losses are born by black and brown people. While nationwide this segment of our population is more likely to rely on walking or public transportation and less likely to have access to a public vehicle, they still suffer disproportionately when the data is aggregated for distance traveled.

- » Black and Hispanic men are 2X more likely to be killed while walking (or wheeling) than white men, and 4X more likely to be killed than the general population.⁷
- » Black pedestrians were > 2X more likely, for each mile walked, to be struck and killed by a vehicle as white pedestrians.⁸
- » Black cyclists were 4.5X more likely per mile to be struck and killed by a vehicle.⁹

What is happening in Columbia to make our streets safer?

City staff, including planners, engineers, CPD, parks and recreation, and public works, continue to work collaboratively together, and with partner agencies and community stakeholders, towards safer streets in Columbia. We are excited to be a recipient of a [USDOT Safe Streets and Roads for All Planning Grant](#)!

We've laid some important groundwork in recent years:

- » The [Walk Bike Columbia Pedestrian + Bicycle Master Plan](#) was adopted in 2015 after a robust public planning process, and makes comprehensive recommendations for programs, policies, and projects.
- » The [Walkable 29203 Pedestrian Master Plan](#) (adopted by the City in 2017), led by SCDHEC in collaboration with the City and Richland County, works to address inequities in healthy food access and pedestrian accommodations in the 29203 zip code.

- » We've been conducting [annual Pedestrian + Bicyclist Counts](#) at targeted locations throughout Columbia with the help of volunteers since 2014. We analyze the data, provide the feedback we receive to relevant departments and agencies, and utilize/share the data and analysis to inform infrastructure planning.
- » Transformative + collaborative projects continue to change our streetscape! These include Foundation Square and the Greene Street bridge, extensions of the Vista Greenway (past and planned), improvements to Calhoun Street inclusive of bike facilities and a road diet, the installation of buffered bike lanes along River Drive with SCDOT resurfacing, a whole-scale rebuild of Main Street (Pendleton - Blossom), plans for Assembly Street, extension of the Millwood striping plan with resurfacing, and SCDOT road safety assessments + coming projects along Millwood, Gervais, and Assembly. The [Planning & Development Services Fiscal Year Reports](#) are a great way to stay up-to-date on recent projects!
- » [SCDOT adopted DD28, a complete streets policy directive, in 2021](#) - supporting the recommendations of adopted local plans (Walk Bike Columbia is included) and the inclusion of multimodal improvements in planned projects.

Safe Streets and Roads For All (SS4A) Grant Program

The SS4A grant awarded to the City of Columbia will help the City develop an action plan. This public planning process will build upon prior efforts, and, when complete, will make infrastructure recommendations included in the plan eligible to apply for SS4A implementation grant funding.

Action planning efforts must contain [specific components to meet SS4A standards](#), including setting an ambitious target for the reduction of roadway fatalities and serious injuries by a certain date, with a goal of getting to Vision Zero.

We're excited to move forward with this public planning process! Make sure to stay in the loop by signing up for our e-newsletters:

- » [Columbia Compass](#), which includes updates on planning and implementation efforts related to the City's comprehensive plan
- » [Walk Bike Columbia](#), which is a bonus newsletter tied to the Columbia Compass list, includes occasional additional updates specific to multimodal transportation planning and infrastructure in the Midlands

References & Resources

- 1 Manzella, M., Guseman, E., & Scofield, L. (2023). [Achieving Vision Zero in Practice](#). *Planning Advisory Service Memo*. American Planning Association.
- 2 Norton, P. (2015). [Four Paradigms: Traffic Safety in the Twentieth-Century United States](#). *Technology and Culture*, 56(2), 319-34.
- 3 U.S. Department of Transportation. (2023, November 29). [Safe Streets and Roads for All \(SS4A\) Community of Practice Kick-off Meeting Recording](#).
- 4 U.S. Department of Transportation. (2025, August 25). [Safe System Approach Flyer](#). Retrieved from U.S. Department of Transportation: <https://highways.dot.gov/safety/zero-deaths>
- 5 Hussain, Q., Feng, H., Grzebieta, R., Brijs, T., & Oliver, J. (2019, August). [The Relationship Between Impact Speed and the Probability of Pedestrian Fatality During a Vehicle-Pedestrian Crash: A Systematic Review and Meta-Analysis](#). *Accident Analysis & Prevention*(129), 241-49.
- 6 As referenced in #3, above.
- 7 Schmitt, A. (2020). [Right of Way, Race, Class, and the Silent Epidemic of Pedestrian Deaths in America](#). Island Press.
- 8 Susaneck, A. (2023, April 26). [American Road Deaths Show An Alarming Racial Gap](#). *New York Times*.
- 9 Ibid.
- 10 As referenced in #3, above.
- 11 Ibid.

“ Safe Streets is about providing the highest and best use of a public asset. Much like parks provide a variety of activities, streets should provide a variety of safe transportation options. ”

-Leslie Meehan,
Deputy Commissioner for Population Health,
Tennessee Department of Health¹¹



Use this QR code to access a digital copy of this document, complete with hyperlinks, or visit bit.ly/ColaSafeStreets



MEMORANDUM:

TO: Members of City Council Public Safety Committee

**FROM: Andrew Livengood, Zoning Administrator
David Hatcher, Director of Code Enforcement
Kelly Smith, Business License Administrator**

**CC: Teresa Wilson, City Manager
Jeff Palen, Assistant City Manager
W. H. "Skip" Holbrook, Chief of Police**

DATE: 5/6/2026

SUBJECT: Group Living Uses

The Code Enforcement and Zoning Divisions often receive complaints regarding properties that are used – or appear to be used - as housing for groups of individuals. These may be rooming houses, boarding houses, residential care facilities, or recovery housing, etc. – uses referred to in the Unified Development Ordinance (UDO) as "Group Living Uses"

Several departments within the City are responsible for approval of these uses and some of these approvals can go back decades as long as the use has been continuous. In a review of Code Enforcement, Zoning, and Business License processes and trying to figure out where these types of uses are located throughout the City, it was determined that group homes have not been historically tracked uniformly across departments.

Code Enforcement, Zoning, and Business License have been working together in a coordinated effort with the Legal Department to review our respective ordinances in order to identify gaps and determine a path forward. It is our intent to brief Council on current definitions and approval standards, and seek further guidance.

Group Living Uses

Public Safety Committee Meeting
May 12, 2026



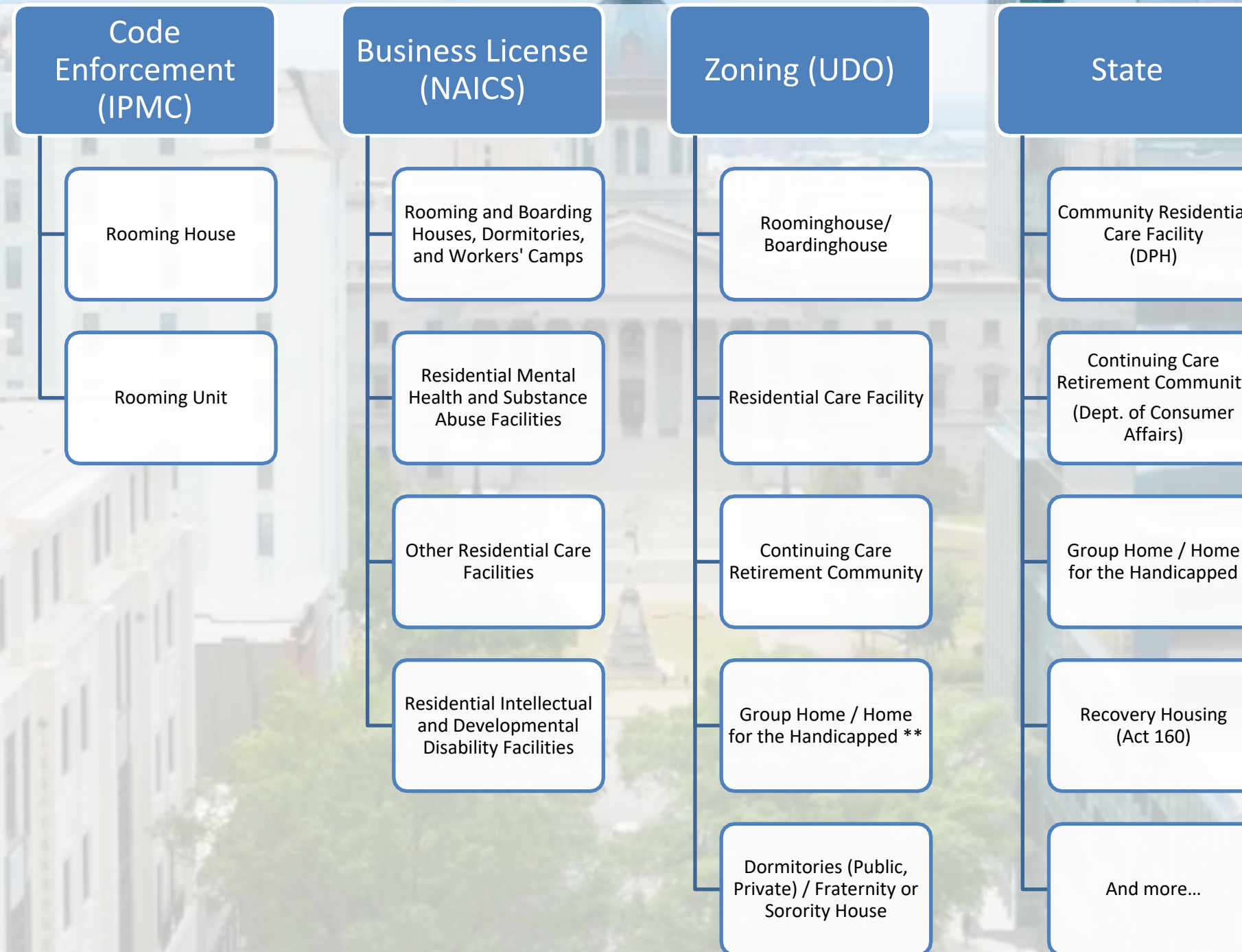
Group Living Uses – in review:

- The City receives frequent complaints about properties used as group living uses (rooming houses, boarding houses, residential care facilities, “group homes” etc.)
- After reviewing complaints, we have found that most of these group living uses fall into one of four categories:
 - Homes with 3 or fewer unrelated adults (treated as single-family)
 - Rooming/Boarding houses
 - Residential care facilities
 - Homes that have, or claim to have, a protected status under state or federal law

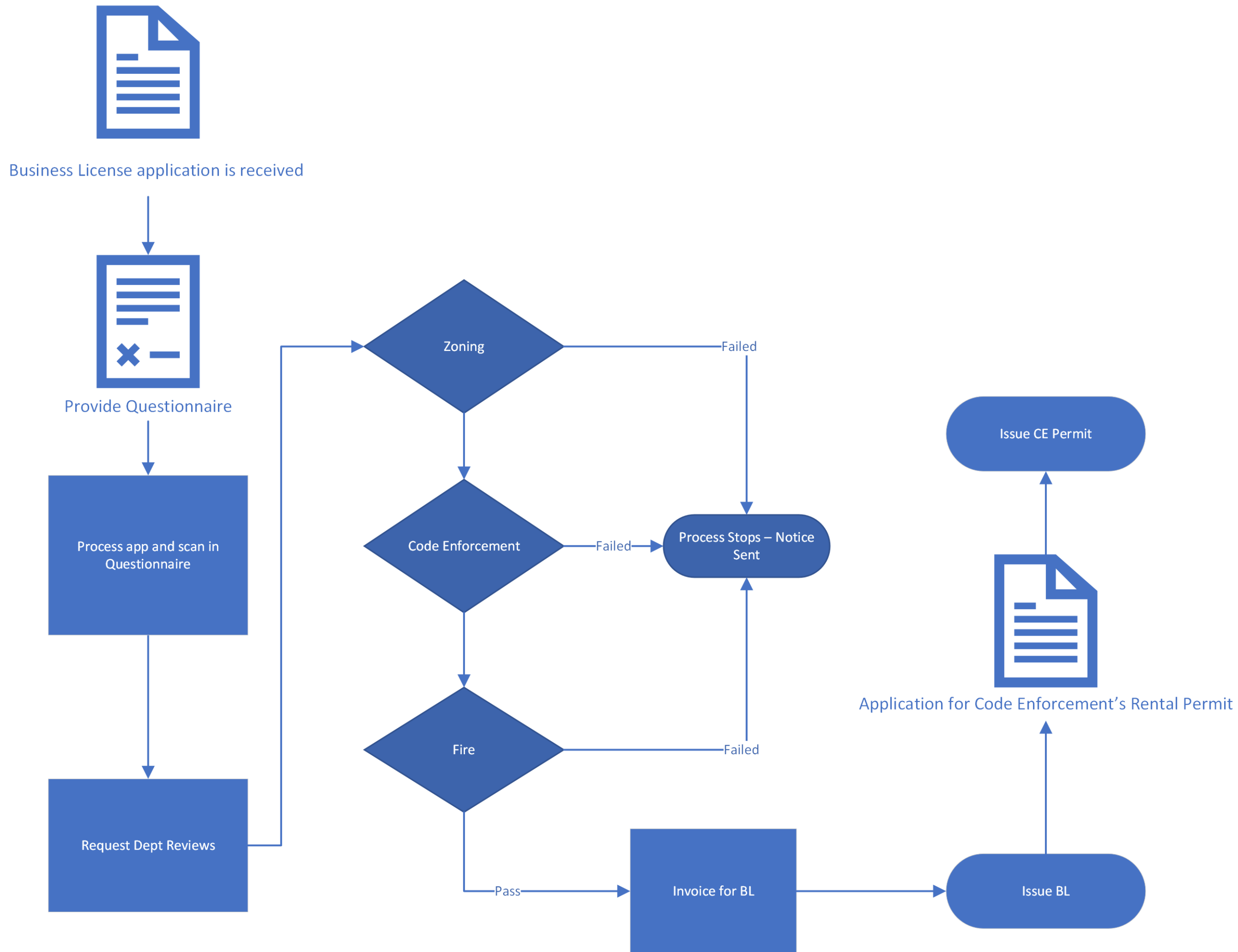
Inventory

- Staff has collaborated to create a working – but incomplete – inventory of these types of uses
- An unclear regulatory environment has added to the challenge of identifying these uses
- Visited 111 sites, confirmed 33, 18 possible (unconfirmed)

Current Group Housing Definitions



Approval Workflow



Looking Forward:

- Continued field verification
- Revise ordinances / clarify definitions of Group Living Uses to close gaps
- Coordinate review & approval across departments
- Coordinate enforcement

Questions?

Report a concern:

Code Enforcement

803-545-3430

CodeEnforcement@columbiasc.gov

Zoning

803-545-3333

Zoning@columbiasc.gov

Business License

803-545-3333

BusinessLicenseMail@columbiasc.gov



ATTACHMENT 2

SC Code of Laws from <https://www.scstatehouse.gov/code/t06c029.php>

SECTION 6-29-770.Governmental entities subject to zoning ordinances; exceptions.

(A) Agencies, departments, and subdivisions of this State that use real property, as owner or tenant, in any county or municipality in this State are subject to the zoning ordinances.

(B) A county or agency, department or subdivision of it that uses any real property, as owner or tenant, within the limits of any municipality in this State is subject to the zoning ordinances of the municipality.

(C) A municipality or agency, department or subdivision of it, that uses any real property, as owner or tenant, within the limits of any county in this State but not within the limits of the municipality is subject to the zoning ordinances of the county.

(D) The provisions of this section do not require a state agency, department, or subdivision to move from facilities occupied on June 18, 1976, regardless of whether or not their location is in violation of municipal or county zoning ordinances.

(E) The provisions of this section do not apply to a home serving nine or fewer mentally or physically handicapped persons provided the home provides care on a twenty-four hour basis and is approved or licensed by a state agency or department or under contract with the agency or department for that purpose. A home is construed to be a natural family or such similar term as may be utilized by any county or municipal zoning ordinance to refer to persons related by blood or marriage. Prior to locating the home for the handicapped persons, the appropriate state agency or department or the private entity operating the home under contract must first give prior notice to the local governing body administering the pertinent zoning laws, advising of the exact site of any proposed home. The notice must also identify the individual representing the agency, department, or private entity for site selection purposes. If the local governing body objects to the selected site, the governing body must notify the site selection representative of the entity seeking to establish the home within fifteen days of receiving notice and must appoint a representative to assist the entity in selection of a comparable alternate site or structure, or both. The site selection representative of the entity seeking to establish the home and the representative of the local governing body shall select a third mutually agreeable person. The three persons have forty-five days to make a final selection of the site by majority vote. This final selection is binding on the entity and the governing body. In the event no selection has been made by the end of the forty-five day period, the entity establishing the home shall select the site without further proceedings. An application for variance or special exception is not required. No person may intervene to prevent the establishment of a community residence without reasonable justification.

(F) Prospective residents of these homes must be screened by the licensing agency to ensure that the placement is appropriate.

(G) The licensing agency shall conduct reviews of these homes no less frequently than every six months for the purpose of promoting the rehabilitative purposes of the homes and their continued compatibility with their neighborhoods.

(H) The governing body of a county or municipality whose zoning ordinances are violated by the provisions of this section may apply to a court of competent jurisdiction for injunctive and such other relief as the court may consider proper.

HISTORY: 1994 Act No. 355, Section 1.

ATTACHMENT 3

SC Code of Laws from <https://www.scstatehouse.gov/code/t44c049.php>

ARTICLE 2

Certification of Recovery Housing

SECTION 44-49-310.Legislative findings.

The General Assembly finds that a person suffering from an alcohol or substance use disorder has a higher success rate of achieving long-term recovery when given the opportunity to build a stronger foundation by living in recovery housing that meets nationally recognized quality standards. The General Assembly finds further that this State and its subdivisions have a legitimate state interest in protecting these persons, who represent a vulnerable consumer population in need of adequate housing. It is the intent of the General Assembly to protect persons who reside in recovery housing by creating a voluntary certification program for such recovery housing.

HISTORY: 2024 Act No. 160 (S.445), Section 1, eff May 20, 2024.

SECTION 44-49-320.Definitions.

For purposes of this article:

(1) "Credentialing entity" means an organization approved pursuant to this article to certify recovery housing.

(2) "Department" means the Department of Alcohol and Other Drug Abuse Services.

(3) "Recovery housing" means recovery residences, recovery homes, sober-living homes, work-rehab homes, three-quarter houses, and other similar dwellings that provide individuals recovering from alcohol and substance use disorders with a living environment free from alcohol and illicit substance use and centered on peer support and connection to services that promote sustained recovery, including continued sobriety, improved individual health, residential stability, and positive community involvement. Recovery housing does not include treatment facilities as defined in Section 44-52-10.

HISTORY: 2024 Act No. 160 (S.445), Section 1, eff May 20, 2024.

SECTION 44-49-330.Approval of credentialing entity; protocols and guidance; standards for recovery housing.

(A) The department shall approve one credentialing entity within six months of the effective date of this article,

for the purpose of developing and administering a voluntary certification program for organizations operating recovery housing and administrators of recovery housing. The department is authorized to suspend or revoke the approval of a credentialing entity if the department determines, in its sole discretion, that the credentialing entity has not followed the requirements of this article or protocols and guidance established by the department. In such circumstances, the department shall approve a successor credentialing entity on either an interim or permanent basis.

(B) The department shall establish protocols and guidance requiring that the credentialing entity establish recovery housing certification requirements consistent with nationally recognized quality standards, such as the standards established by the National Alliance for Recovery Residences (NARR) or Oxford House. The department is authorized to amend such protocols and guidance from time to time as the department deems necessary.

(C) The credentialing entity shall determine standards for recovery housing in consultation with the department. Different standards for different classifications or categories of recovery housing are permissible; however, at a minimum, standards for all classifications or categories must require recovery housing to:

- (1) have a clear mission and vision, with forthright legal and ethical codes, including the requirement to be financially honest with prospective residents;
- (2) be recovery-oriented and prohibit the use of alcohol or illicit drugs;
- (3) have a role for peers to staff and govern the housing;
- (4) permit and provide for access to all evidence-based recovery treatments including, but not limited to, medication assisted treatment;
- (5) have safeguards in place to uphold residents' rights;
- (6) assist residents in finding suitable employment; and
- (7) assist residents who desire to relocate upon completion of the recovery program with relocation assistance services.

(D) The department shall publish a registry of the names of all certified recovery housing on its website. The registry must be updated at least every sixty days.

HISTORY: 2024 Act No. 160 (S.445), Section 1, eff May 20, 2024.

SECTION 44-49-340.Referral to certified recovery housing.

Section effective November 20, 2025.

A state agency, an employee or agent of a state agency, or a vendor with a state contract that provides services

for prevention and treatment of alcohol and substance use disorders, may not refer a person to recovery housing unless the recovery housing is certified pursuant to this article.

HISTORY: 2024 Act No. 160 (S.445), Section 1, eff November 20, 2025.

Editor's Note

2024 Act No. 160, Section 3, provides as follows:

"SECTION 3. This act takes effect upon approval by the Governor, except Sections 44-49-340 and 44-49-350, which take effect eighteen months after approval by the Governor."

SECTION 44-49-350.Certification of recovery housing as prerequisite.

Section effective November 20, 2025.

Unless the recovery housing is certified pursuant to this article, residency in such recovery housing may not:

(1) be made part of any criminal sentence or made a condition of probation by a court having criminal jurisdiction in this State;

(2) be made a condition of any bond set by a court having criminal jurisdiction in this State; or

(3) be made a condition of reentry, supervision, probation, or parole by the Department of Probation, Parole and Pardon Services.

HISTORY: 2024 Act No. 160 (S.445), Section 1, eff November 20, 2025.

Editor's Note

2024 Act No. 160, Section 3, provides as follows:

"SECTION 3. This act takes effect upon approval by the Governor, except Sections 44-49-340 and 44-49-350, which take effect eighteen months after approval by the Governor."

SECTION 44-49-360.Operating or advertising as recovery housing without certification.

Nothing in this article prohibits recovery housing that has not received certification from operating or advertising as recovery housing or from offering residence to persons recovering from substance use disorders.

HISTORY: 2024 Act No. 160 (S.445), Section 1, eff May 20, 2024.

SECTION 44-49-370.Misrepresenting recovery housing as certified; penalties.

It is unlawful for an owner or operator of recovery housing that is not certified pursuant to this article to advertise or otherwise represent that such recovery housing is certified pursuant to this article. An owner or operator of recovery housing who violates this section is subject to a civil penalty of not less than one hundred dollars nor more than five hundred dollars per occurrence.

HISTORY: 2024 Act No. 160 (S.445), Section 1, eff May 20, 2024.

ATTACHMENT 4 - WORKING GROUP HOME LIST

1/27/2026

STREET#	DIR	STREET NAME	STREET TYPE	STATUS
1106		Bellevue	Street	Confirmed
12		Brayton	Alley	Confirmed
2111		Bull	Street	Confirmed
1112		Butler	Street	Confirmed
2412		Chappelle	St	Confirmed
5507		Colonial	Drive	Confirmed
3119		Dalloz	Road	Confirmed
1801		Gadsden	Street	Confirmed
1611		Hampton	Street	Confirmed
2214		Harper	Street	Confirmed
731		Heidt	street	Confirmed
3618		High	Circle	Confirmed
3037		Hope	Ave	Confirmed
2113		Lady	Street	Confirmed
2501		Laurel	Street	Confirmed
2508		Laurel	Street	Confirmed
2025		Main	Street	Confirmed
3421	N	Main	Street	Confirmed
3423	N	Main	Street	Confirmed
3423.5	N	Main	Street	Confirmed
3700	N	Main	Street	Confirmed
3519		Medical	Drive	Confirmed
2715		Millwood	Ave	Confirmed
2900		Millwood	Avenue	Confirmed
1203	E	Muller	Ave	Confirmed
1410		Muller	Avenue	Confirmed
451		Pelham	Drive	Confirmed
1301		Pine	Street	Confirmed
818		Tree	Street	Confirmed
2411		Two Notch	Road	Confirmed
1813		Washington	Street	Confirmed
1201		Woodrow	Street	Confirmed
919		TRUE	Street	Confirmed
1309		Blanding	Street	Unconfirmed
3218		Blossom	Street	Unconfirmed
1710		Calhoun	Street	Unconfirmed

ATTACHMENT 4 - WORKING GROUP HOME LIST

1/27/2026

STREET#	DIR	STREET NAME	STREET TYPE	STATUS
101		Churchill	Cir	Unconfirmed
717		Cindy	Drive	Unconfirmed
5025		Colonial	Drive	Unconfirmed
5705		Colonial	Avenue	Unconfirmed
2443		Gervais	Street	Unconfirmed
		Glenthorne	Road	Unconfirmed
1319		Heidt	Street	Unconfirmed
3727		Kaiser	Avenue	Unconfirmed
1217	S	Kilbourne	Road	Unconfirmed
401		Lawand	Drive	Unconfirmed
2009		Lincoln	Street	Unconfirmed
	N	Main	St	Unconfirmed
5400		Mauldin	Avenue	Unconfirmed
1303		Pine	Street	Unconfirmed
1112		Price	Avenue	Unconfirmed



ATTACHMENT 1

The Fair Housing Act

[The Fair Housing Act](#), 42 U.S.C. 3601 et seq., prohibits discrimination by direct providers of housing, such as landlords and real estate companies as well as other entities, such as municipalities, banks or other lending institutions and homeowners insurance companies whose discriminatory practices make housing unavailable to persons because of:

- [race or color](#)
- [religion](#)
- [sex](#)
- [national origin](#)
- [familial status](#), or
- [disability](#).

In cases involving discrimination in mortgage loans or home improvement loans, the Department may file suit under both the Fair Housing Act and the Equal Credit Opportunity Act. The Department brings cases where there is evidence of a [pattern or practice](#) of discrimination or where a denial of rights to a group of persons raises an issue of general public importance. Where force or threat of force is used to deny or interfere with fair housing rights, the Department of Justice may institute [criminal proceedings](#). The Fair Housing Act also provides procedures for handling individual complaints of discrimination. Individuals who believe that they have been victims of an illegal housing practice, may file a complaint with the [Department of Housing and Urban Development \[HUD\]](#) or file their own lawsuit in federal or state court. The Department of Justice brings suits on behalf of individuals based on referrals from HUD.

Discrimination in Housing Based Upon Race or Color

One of the central objectives of the Fair Housing Act, when Congress enacted it in 1968, was to prohibit race discrimination in sales and rentals of housing. Nevertheless, more than 30 years later, race discrimination in housing continues to be a problem. The majority of the Justice Department's [pattern or practice](#) cases involve claims of race discrimination. Sometimes,

housing providers try to disguise their discrimination by giving false information about availability of housing, either saying that nothing was available or steering homeseekers to certain areas based on race. Individuals who receive such false information or misdirection may have no knowledge that they have been victims of discrimination. The Department of Justice has brought many cases alleging this kind of discrimination based on race or color. In addition, the Department's [Fair Housing Testing Program](#) seeks to uncover this kind of hidden discrimination and hold those responsible accountable. Most of the mortgage lending cases brought by the Department under the Fair Housing Act and [Equal Credit Opportunity Act](#) have alleged discrimination based on race or color. Some of the Department's cases have also alleged that municipalities and other local government entities violated the Fair Housing Act when they denied permits or zoning changes for housing developments, or relegated them to predominantly minority neighborhoods, because the prospective residents were expected to be predominantly African-Americans.

Discrimination in Housing Based Upon Religion

The Fair Housing Act prohibits discrimination in housing based upon religion. This prohibition covers instances of overt discrimination against members of a particular religion as well less direct actions, such as zoning ordinances designed to limit the use of private homes as a places of worship. The number of cases filed since 1968 alleging religious discrimination is small in comparison to some of the other prohibited bases, such as [race](#) or [national origin](#). The Act does contain a limited exception that allows non-commercial housing operated by a religious organization to reserve such housing to persons of the same religion.

Discrimination in Housing Based Upon Sex, Including Sexual Harassment

The Fair Housing Act makes it unlawful to discriminate in housing on the basis of sex. In recent years, the Department's focus in this area has been to challenge sexual harassment in housing. Women, particularly those who are poor, and with limited housing options, often have little recourse but to tolerate the humiliation and degradation of sexual harassment or risk having their families and themselves removed from their homes. The Department's enforcement program is aimed at landlords who create an untenable living environment by demanding sexual favors from tenants or by creating a sexually hostile environment for them. In this manner we seek both to obtain relief for tenants who have been treated unfairly by a landlord because of sex and also deter other potential abusers by making it clear that they cannot continue their conduct without facing repercussions. In addition, pricing discrimination in mortgage lending may also adversely affect women, particularly minority women. This type of discrimination is unlawful under both the Fair Housing Act and [Equal Credit Opportunity Act](#).

Discrimination in Housing Based Upon National Origin

The Fair Housing Act prohibits discrimination based upon national origin. Such discrimination can be based either upon the country of an individual's birth or where his or her ancestors originated. Census data indicate that the Hispanic population is the fastest growing segment of our nation's population. The Justice Department has taken enforcement action against municipal governments that have tried to reduce or limit the number of Hispanic families that may live in their communities. We have sued lenders under both the [Fair Housing Act](#) and the [Equal Credit Opportunity Act](#) when they have imposed more stringent underwriting standards on home loans or made loans on less favorable terms for Hispanic borrowers. The Department has also sued lenders for discrimination against Native Americans. Other areas of the country have experienced an increasing diversity of national origin groups within their populations. This includes new immigrants from Southeastern Asia, such as the Hmong, the former Soviet Union, and other portions of Eastern Europe. We have taken action against private landlords who have discriminated against such individuals.

Discrimination in Housing Based Upon Familial Status

The Fair Housing Act, with some exceptions, prohibits discrimination in housing against families with children under 18. In addition to prohibiting an outright denial of housing to families with children, the Act also prevents housing providers from imposing any special requirements or conditions on tenants with custody of children. For example, landlords may not locate families with children in any single portion of a complex, place an unreasonable restriction on the total number of persons who may reside in a dwelling, or limit their access to recreational services provided to other tenants. In most instances, the amended Fair Housing Act prohibits a housing provider from refusing to rent or sell to families with children. However, some facilities may be designated as Housing for Older Persons (55 years of age). This type of housing, which meets the standards set forth in the Housing for Older Persons Act of 1995, may operate as "senior" housing. The [Department of Housing and Urban Development \(HUD\)](#) has published regulations and additional guidance detailing these statutory requirements.

Discrimination in Housing Based Upon Disability

The Fair Housing Act prohibits discrimination on the basis of disability in all types of housing transactions. The Act defines persons with a disability to mean those individuals with mental or physical impairments that substantially limit one or more major life activities. The term mental or physical impairment may include conditions such as blindness, hearing impairment, mobility impairment, HIV infection, mental retardation, alcoholism, drug addiction, chronic fatigue, learning disability, head injury, and mental illness. The term major life activity may include seeing, hearing, walking, breathing, performing manual tasks, caring for one's self, learning, speaking, or working. The Fair Housing Act also protects persons who have a record of such an impairment, or are regarded as having such an impairment. Current users of illegal controlled substances, persons convicted for illegal manufacture or distribution of a controlled substance,

sex offenders, and juvenile offenders are not considered disabled under the Fair Housing Act, by virtue of that status. The Fair Housing Act affords no protections to individuals with or without disabilities who present a direct threat to the persons or property of others. Determining whether someone poses such a direct threat must be made on an individualized basis, however, and cannot be based on general assumptions or speculation about the nature of a disability. The Division's enforcement of the Fair Housing Act's protections for persons with disabilities has concentrated on two major areas. One is insuring that [zoning and other regulations concerning land use](#) are not employed to hinder the residential choices of these individuals, including unnecessarily restricting communal, or congregate, residential arrangements, such as group homes. The second area is insuring that newly constructed multifamily housing is built in accordance with the Fair Housing Act's [accessibility requirements](#) so that it is accessible to and usable by people with disabilities, and, in particular, those who use wheelchairs. There are other federal statutes that prohibit discrimination against individuals with disabilities, including the Americans with Disabilities Act, which is enforced by the [Disability Rights Section](#) of the Civil Rights Division.

Discrimination in Housing Based Upon Disability Group Homes

Some individuals with disabilities may live together in congregate living arrangements, often referred to as "group homes." The Fair Housing Act prohibits municipalities and other local government entities from making zoning or land use decisions or implementing land use policies that exclude or otherwise discriminate against individuals with disabilities. The Fair Housing Act makes it unlawful --

- To utilize land use policies or actions that treat groups of persons with disabilities less favorably than groups of non-disabled persons. An example would be an ordinance prohibiting housing for persons with disabilities or a specific type of disability, such as mental illness, from locating in a particular area, while allowing other groups of unrelated individuals to live together in that area.
- To take action against, or deny a permit, for a home because of the disability of individuals who live or would live there. An example would be denying a building permit for a home because it was intended to provide housing for persons with mental retardation.
- To refuse to make reasonable accommodations in land use and zoning policies and procedures where such accommodations may be necessary to afford persons or groups of persons with disabilities an equal opportunity to use and enjoy housing. What constitutes a reasonable accommodation is a case-by-case determination. Not all requested modifications of rules or policies are reasonable. If a requested modification imposes an undue financial or administrative burden on a local government, or if a modification creates a fundamental alteration in a local government's land use and zoning scheme, it is not a "reasonable" accommodation.

Discrimination in Housing Based Upon Disability -- Accessibility Features for New Construction

The Fair Housing Act defines discrimination in housing against persons with disabilities to include a failure "to design and construct" certain new multi-family dwellings so that they are accessible to and usable by persons with disabilities, and particularly people who use wheelchairs. The Act requires all newly constructed multi-family dwellings of four or more units intended for first occupancy after March 13, 1991, to have certain features: an accessible entrance on an accessible route, accessible common and public use areas, doors sufficiently wide to accommodate wheelchairs, accessible routes into and through each dwelling, light switches, electrical outlets, and thermostats in accessible location, reinforcements in bathroom walls to accommodate grab bar installations, and usable kitchens and bathrooms configured so that a wheelchair can maneuver about the space.

Developers, builders, owners, and architects responsible for the design or construction of new multi-family housing may be held liable under the Fair Housing Act if their buildings fail to meet these design requirements. The Department of Justice has brought many enforcement actions against those who failed to do so. Most of the cases have been resolved by consent decrees providing a variety of types of relief, including: retrofitting to bring inaccessible features into compliance where feasible and where it is not -- alternatives (monetary funds or other construction requirements) that will provide for making other housing units accessible; training on the accessibility requirements for those involved in the construction process; a mandate that all new housing projects comply with the accessibility requirements, and monetary relief for those injured by the violations. In addition, the Department has sought to [promote accessibility through building codes](#).

Updated June 22, 2023



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