

**City of Camden
Planning Commission
August 20, 2013**

Minutes

The City of Camden Planning Commission met for a regular meeting on Tuesday, August 20, 2013 at 6:00 PM in the City Council Chambers, Second Floor, City Hall. Commission members present were Mr. Bill Ligon, Chairman (late); Mr. Brandon Moore, Mr. Johnny Deal, Mr. Byron Johnson, Mr. Charles Wood, Ms. Joanna Craig and Mr. Shawn Putnam, Secretary. Commission member Mr. Jim Burns was absent. Also present were Mr. Henry Walker and Mr. Mac Willetts.

In the absence of the Chairman and Vice-Chairman, Mr. Putnam stated that per Section 4 of the Rules of Procedure, the commission members present had to elect a member to preside over the meeting. Mr. Deal made a motion to elect Ms. Craig to serve as interim chair for the meeting. Mr. Moore seconded the motion, which was approved unanimously.

Ms. Craig called the meeting to order and entertained a motion to accept the minutes from the July 16, 2013 meeting. Mr. Deal moved to accept the minutes, and Mr. Johnson seconded the motion, which was approved unanimously.

Recommendation for final zoning classification – 2175 West Dekalb Street

Mr. Putnam stated that the Commission needed to recommend a final zoning classification for the property at 2175 West Dekalb Street. The annexation and interim zoning classification of General Development (GD) was approved by City Council. Mr. Putnam said that staff recommended General Development (GD) as the final zoning classification. Mr. Willetts indicated that he was present to answer any questions the Commission may have.

Ms. Craig entertained a motion to open the public hearing. Mr. Wood moved to open the public hearing, and Mr. Moore seconded the motion. The motion passed unanimously. No one spoke during the hearing. Ms. Craig entertained a motion to close the public hearing. Mr. Wood moved to close the public hearing and Mr. Deal seconded the motion. The motion was approved unanimously.

Mr. Deal made a motion to recommend the final zoning classification for 2175 West Dekalb Street be General Development (GD). Mr. Wood seconded the motion, which was approved unanimously.

Presentation on Zoning Ordinance Update

Mr. Putnam referenced Article 5 which involves area, density, dimensional and height requirements. He reviewed the changes being proposed and explained background behind the

changes.

A section was added on airport height requirements in order to comply with the airspace plan completed for the county airport. The approach zones for the airport cross the city, and the plan identifies heights that should not be exceeded in those areas.

The requirement for awnings was changed to allow an awning to extend up to eight feet as long as it is two feet from the curb. The current requirement is for an awning to extend four feet. This change would allow restaurants to provide sufficient cover for outdoor seating.

In the current ordinance Table 3 defines requirements for minimum lot sizes, densities, and setbacks. This table has been revised into multiple tables, and all of the footnotes have been removed and put into text form to be easier to read. The front setback for the OI district is proposed to be changed from 35 feet to 25 feet to better match existing development. The minimum lot size for a duplex is proposed to be changed from 16,000 square feet to 12,000 square feet. The minimum lot size was also reduced for multi-family residential developments. The new requirement requires 4,000 square feet per dwelling unit for developments containing 3 or more dwelling units.

Language was added to define how setbacks should be measured for cul-de-sacs so they are measured consistently. There is a new section that defines how building and roof heights should be measured for the same reason. The section also has a new height requirement regarding communications towers. Towers are limited to 300 feet in the CMU district and 200 feet in any other district where a communication tower is allowed.

Comprehensive Plan Update

Mr. Putnam stated that the element up for review was the transportation element. This element is new to the plan as one of the elements required by the amendment to the state planning enabling act. This element will contain all the transportation content from the existing community facilities element. Mr. Putnam indicated that a lot of the element is providing base information on the transportation system and various components of the system such as interstates and railroads.

Mr. Putnam said that rather than go through the document page by page, he would review the summary and goals and objectives, and answer any questions. Mr. Putnam did point out that it was interesting that according to SCDOT traffic counts, the section of Dekalb Street in front of Walmart had a slightly higher traffic count than the section of I-20 south of the city.

Reviewing the summary, Mr. Putnam pointed out that of the 264.5 miles of roads in the city, the city owns 72 miles of road. Less than 3 miles of road in the city are unpaved. According to statistics from the Census Bureau, the population of Camden increases by 53% during the workday due to an influx of workers from neighboring communities. In contrast, the county population decreases by 12.8% due to people leaving the county to go to work. More than 40%

of workers residing in the city work in the city. Commuting time for people working in the city is shorter than those working in the county and the statewide average.

Less than 1% of workers in the city travel to work by bicycle or motorcycle, and only 1.2% walk to work. Mr. Moore asked how those rates compared to the statewide average. Mr. Putnam indicated that the rates of bicycling to work were higher than the statewide average, but rates of walking to work in the city were lower than the statewide average.

Ms. Craig asked about the Smartride system. Mr. Putnam said that it is still operating and that the city recently provided funds for its operation. According to the Santee-Wateree Regional Transit Authority, the average monthly ridership from July 2011 – May 2013 was 1,051 persons.

Mr. Putnam then reviewed the goals and objectives for the element. As with the other elements, this section was modified by identifying accountable agencies and timeframes for each objective. Goal 1 is about strengthening coordination between government entities on transportation issues. Goal 2 is to provide a safe and efficient multimodal transportation system. This includes objectives on complete streets and incorporating that concept into policies and procedures. Some of the objectives include securing funding for the Broad Street Road Diet project, encourage schools in the city to participate in the Safe Routes to Schools program, support maintenance and expansion of public transportation systems, seek funding to enhance the transportation network, and enhance facilities for cyclists and pedestrians, as well as develop a network of trails and greenways.

There being no further business, Mr. Ligon made a motion to adjourn, and Mr. Johnson seconded the motion. The motion was approved unanimously and the meeting was adjourned.

Shawn Putnam
Secretary

Bill Ligon
Chairman