City of Camden
South Carolina

Comprehensive Plan
2007-2017

Updated 2013

UPDATE OVERVIEW

In 2007, the City of Camden completed the *2007-2017 City of Camden Comprehensive Plan*, representing a thorough and comprehensive plan rewrite undertaken and completed in compliance with the requirements of the *South Carolina Local Government Comprehensive Planning Enabling Act of 1994 (Title 6, Chapter 29, as amended*). Per the provisions of the *Planning Enabling Act*, all South Carolina jurisdictions engaged in land use planning must prepare and periodically update a comprehensive plan. These plans must be re-evaluated and updated as needed by each jurisdiction's planning commission at least every five years, and must be rewritten at least every ten years. This document serves as the required five-year update for addressing significant accomplishments and changes that have occurred in the City since the adoption of the 2007 plan.

Specifically, this Update includes:

- Review and update of the population and housing elements, focusing on the identification and incorporation of demographic updates, changes, trends and projections.
- Review, evaluation and update of the goals, objectives and implementation strategies from the seven elements included in the *2007-2017 City of Camden Comprehensive Plan*.
- Development of a new Transportation Element and a Priority Investment Element and the addition of sections to the Housing Element that analyze housing affordability in compliance with the 2007 amendments to the *SC Planning Enabling Act*.

Per the guidance provided by the *SC Planning Enabling Act*, the purpose of the five-year review of the City's Comprehensive Plan is to evaluate the Plan to determine any changes that may have occurred since its adoption in 2007, review the goals and strategies and update to reflect those that have been accomplished or may no longer be relevant, and consider any updates or changes that should be made to ensure that the Plan continues to be a relevant and viable source of information and guidance for the future growth and development of the City.

POPULATION ELEMENT

Population growth directly impacts the physical growth of a community. Increases in population are accompanied by increased demand for housing, education, health care, human services, water and sewer, recreation and other key community services. In turn, the characteristics of the population and the prevalence of special populations can shape the scope and delivery of these essential community services and infrastructure.

The Population Element provides the foundation for the other elements of the City of Camden's Comprehensive Plan through the detailed assessment of Census data combined with other key social indicators. The Element provides an overview and analysis of key demographic aspects of the City including: historic growth trends and population projections for the City of Camden and Kershaw County; the income and family status characteristics of City and County households; the educational levels of Camden residents; the race, gender, and age characteristics of the City's population; the prevalence of special populations within the City; and related factors that will impact future growth. In short, the Population Element provides the context for understanding the existing and future needs of the City with respect to housing, employment and job growth, education and community services, infrastructure, and future land development.

A number of factors will impact future population growth in the City of Camden. Key among these factors is the annexation of new areas into the municipal boundaries. As noted in the 2007 Comprehensive Plan, much of the land area within Camden at the time was nearing build out, with little room for new residential development. However, since 2007 the City has annexed 28 properties totaling nearly 944 acres. Eight of the annexed tracts were larger than 10 acres in size. This trend of expanding the land area of the City is expected to continue, due largely to annexation policies already in place. Specifically, Camden does not provide new sewer service to properties outside of the City limits. A change in ownership of a property outside of the City that has been provided water and/or sewer service prior to that policy requires that the new owner sign an annexation covenant. This document requires an owner to sign an annexation petition at any point after the property becomes contiguous to the City limits as a condition of continuing to receive water and/or sewer service. This condition is applied immediate upon change of ownership and is added to the deed so that it will apply to any future owners.

The state of the national and regional economy has had a significant impact on population growth in Camden and surrounding Kershaw County. Before the housing

downturn that began in 2008, the Camden area was attractive to buyers who were looking for less expensive land, a slower pace of life, a stronger sense of community, and an escape from the traffic and congestion of the Columbia metro area. Following several years of slow activity, the region is beginning to show signs of a limited recovery by mid-2013.

Economic factors can also have a significant impact on population growth. The recent expansion of the role of nearby Shaw Air Force in recent years as home base for the Third Army command and the Army Central Command, in addition its continuing role as home to the Ninth Air Force and Air Force Central Command, has brought many newly stationed military families to the area. Many of these families have elected to locate in Camden.

A. POPULATION TRENDS AND PROJECTIONS

Data provided by the decennial Census reveals an overall decline in population in the City of Camden since 1980. However, population growth has been on the rise in recent years, as evidenced by the 2.3% increase from 2000 to 2010. By comparison, growth in Kershaw County surpassed 58% within the last three decades, including an increase of 17.2% from 2000 to 2010. In addition, the percentage of the total County population that resides within the City has steadily decreased over time, from 19.1% in 1980 to 11.1% in 2010.

Table 1. Population Profile, 1980-2010

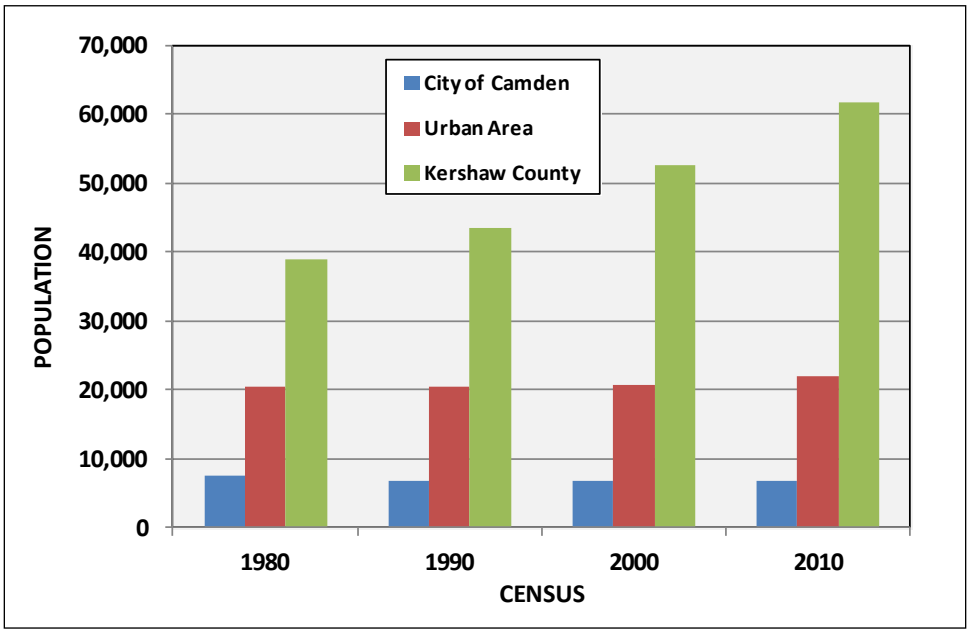
Demographic Area	1980	1990	2000	2010	% Change 1980-2010	% Change 2000-2010
City of Camden	**7,462**	**6,696**	**6,682**	**6,838**	***-8.4%***	***2.3%***
Camden % of County	*19.1%*	*15.4%*	*12.7%*	*11.1%*	--	--
Urban Area[1]	20,382	20,349	20,781	22,049	*8.2%*	*6.1%*
Urban Fringe[2]	12,919	13,653	14,099	15,211	*17.7%*	*7.9%*
Urban Area % of County	*52.2%*	*46.7%*	*39.5%*	*35.7%*	--	--
Kershaw County	**39,015**	**43,599**	**52,647**	**61,697**	***58.1%***	***17.2%***

[1] Urban Area = Camden and Camden Northeast CCDs

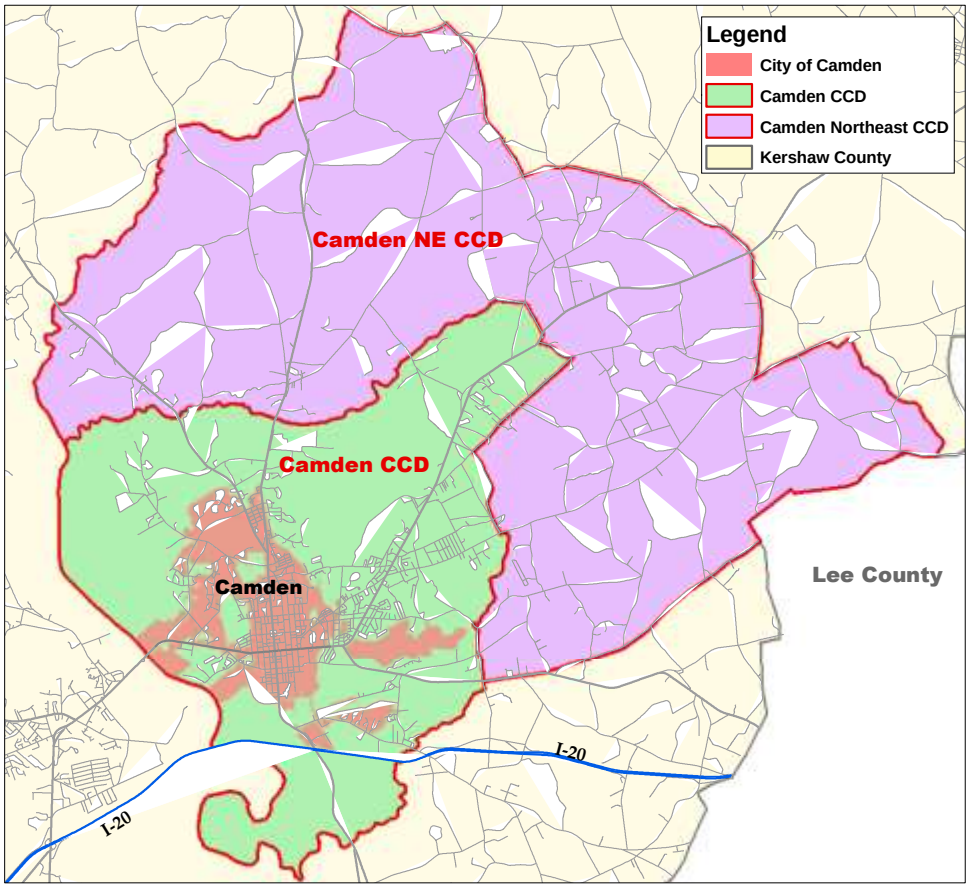
[2] Urban Fringe = Camden and Camden Northeast CCDs without City of Camden

Sources: US Census Bureau, 1980, 1990, 2000, 2010.

Figure 1. Camden Population Trends, 1980-2010



Map 1. Camden Census County Subdivisions (CCDs)



Sources: US Census Bureau, 2010 Census Tiger/Line Shapefiles.

As the region slowly recovers from the national downturn in the housing market and accompanying recession that began in 2008, it is likely that residents of the nearby greater Columbia metro region will resume migration to surrounding areas to the northeast such as Kershaw County. For many, this move is prompted by a search for lower land prices and a more community-oriented environment. While these potential residents leave behind less attractive aspects of urban life such as traffic congestion, they are accustomed to the provision of services such as water, sewer, and trash pickup, as well as the convenience of nearby restaurants and entertainment. The availability of these services and amenities, along with a strong sense of community, make Camden a very attractive alternative to more rural areas of Kershaw County.

The Nielsen Company, a global information and measurement company, provides annual estimates and five-year projections of population. Using the most recent Census figures, Nielsen estimates population based on the most recent decennial Census to the current year, and then projects population estimates forward five years. The most recent post-census data from sources such as the US Postal Service, the American Community Survey (ACS), the Nielsen master address file, and population estimates developed by the Census Bureau and state and local agencies is applied to Census 2010 data to determine current year estimates and the five-year projections. For South Carolina data, yearly estimates of population developed by the Census Bureau, in conjunction with SC Office of Research and Statistics, are incorporated into the Nielsen population estimate and projection process. These estimates are calculated from a components of change model that incorporates information on natural change (births and deaths) and net migration (in and out of the State) that has occurred since the April 1, 2010 Census reference date.

According to Nielsen estimates, the population of the City of Camden is 7,085 in 2013, an increase of 247 residents (3.6%) from the 2010 Census count. By comparison, during the same time period Nielsen estimates that the population of Kershaw County increased by 2% (1,237 residents) and the State population by 2.5%.

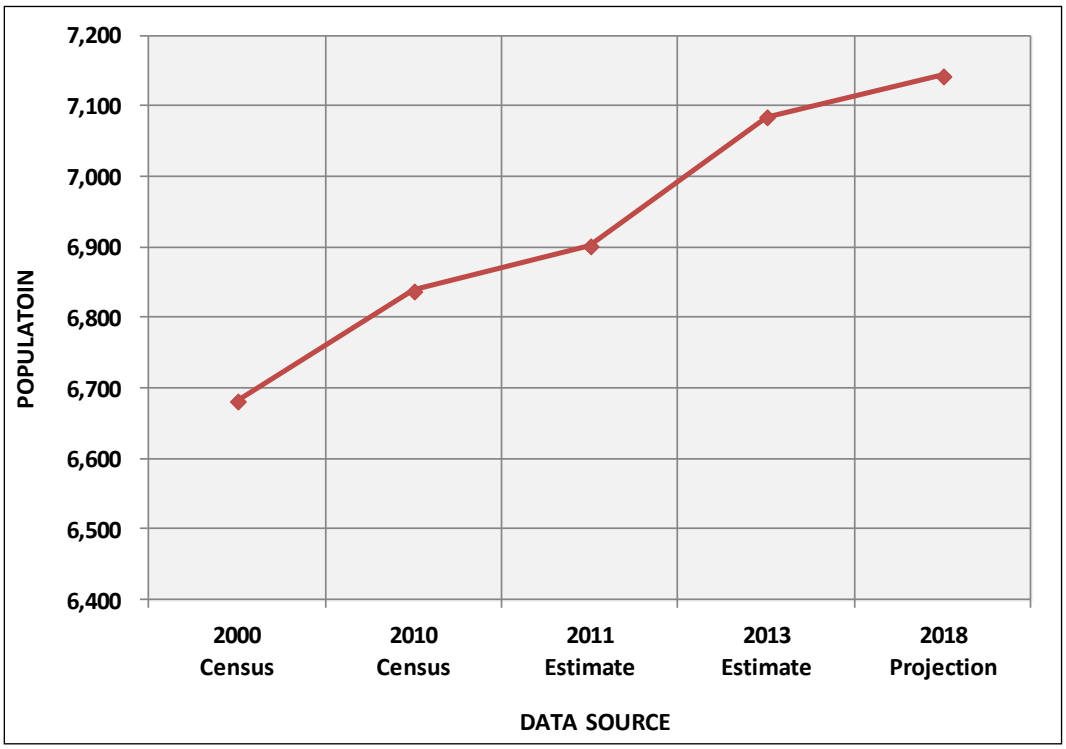
Table 2. Population Estimates and Projections

Jurisdiction	2000[1] Census	2010[1] Census	% Change 2000-2010	2011[2] Estimate	2013[3] Estimate	2018[3] Projection	% Change 2010-2018
Camden	6,682	6,838	*2.3%*	6,902	7,085	7,143	*4.5%*
Kershaw County	52,647	61,697	*17.2%*	62,273	62,934	65,252	*5.8%*
South Carolina	4,011,983	4,625,364	*15.3%*	4,679,230	4,741,669	4,942,893	*6.9%*

Sources: [1]US Census Bureau - 2000 and 2010 Census; [2]SC Office of Research and Statistics; [3]Nielsen MarketPlace, March 27, 2013.

Nielsen also projects a 4.5% increase (305 persons) in Camden's population from 2010 to 2018, nearly double the percentage increase from the previous decade. Population growth in Kershaw County is projected to be 5.8% (3,555 persons), a much lower rate of growth than the previous decade at 17.2%. As illustrated in Figure 2, the City's population has steadily increased since 2000, with growth projected to continue over the next five years.

Figure 2. Camden Projected Population Trends 2000-2018



B. RACE AND ETHNICITY

The percentage of the City's population that is African-American at 35.1% is notably higher than that of Kershaw County at 24.6% and the State of South Carolina at 27.9%. The City's Caucasian population comprises a lower percentage at 62.2% than in the County at 71.3% and the State at 66.2%. The percentage of persons of other races, including Asian and American Indian, is significantly lower within Camden at 2.7% as compared to the County at 4.1% and the State at 5.9%.

The percentage of Hispanic residents in the City at 2.4% is less than half the statewide percentage of 5.1% and much lower than the percentage nationwide of 16.3%. An individual is considered to be of Latino or Hispanic origin if the person is of Cuban, Mexican, Puerto Rican, South or Central American or other Spanish culture of origin,

regardless of race. Therefore, residents of Hispanic origin are counted within the racial categories of Caucasian, African-American and Other Races as provided in Table 3, and are also shown separately as an ethnic subcategory.

Table 3. Racial Composition, 2010

Race/Ethnicity	City of Camden		Kershaw County		South Carolina	
	#	%	#	%	#	%
Total	**6,838**	***100.0%***	**61,697**	***100.0%***	4,625,364	***100.0%***
Caucasian	4,250	*62.2%*	43,965	*71.3%*	3,060,000	*66.2%*
African-American	2,403	*35.1%*	15,188	*24.6%*	1,290,684	*27.9%*
Other Races	185	*2.7%*	2,544	*4.1%*	274,680	*5.9%*
Hispanic*	166	*2.4%*	2,298	*3.7%*	235,682	*5.1%*

* Hispanic is an ethnic category in the Census, therefore persons of Hispanic Origin may be of any race.

Source: US Census Bureau, 2010 Census.

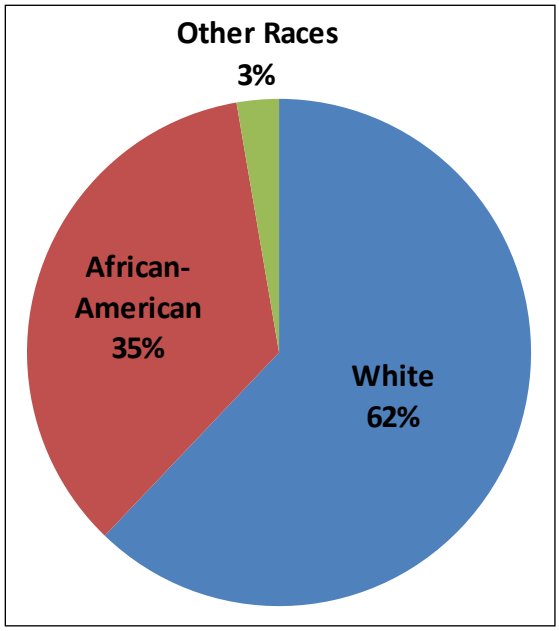
As noted in the 2007 Comprehensive Plan, the racial composition of the City of Camden has gradually changed in recent decades, with Caucasians comprising an increasingly larger percentage of the population, from a low of 56.8% in 1990 to 62.2% in 2010. This increase is in contrast to racial trends in many South Carolina cities and towns, where the percentage of African-American residents is generally on the rise. However, the City does mirror the nationwide and statewide trends of significant growth in the Hispanic population. The percentage of Camden's population that is Hispanic increased from 1.3% in 2000 to 2.4% in 2010.

Table 4. Camden Racial Trends, 1980-2010

Race	1980		1990		2000		2010		% change 1980-2010
	#	%	#	%	#	%	#	%	
Total	**7,462**	***100.0%***	**6,696**	***100.0%***	**6,682**	***100.0%***	**6,838**	***100.0%***	***-8.4%***
White	4,253	*57.0%*	3,806	*56.8%*	4,057	*60.7%*	4,250	*62.2%*	***-0.1%***
African-American and Other Races	3,209	*43.0%*	2,890	*43.2%*	2,625	*39.3%*	2,588	*37.8%*	***-19.4%***

Source: US Census Bureau, 1980, 1990, 2000, 2010 Census.

Figure 3. Camden Racial Distribution, 2010



C. AGE

The presence of a large number of post-World War II baby-boomers, combined with overall increased life expectancy, has contributed to an aging population nationwide. The City of Camden population mirrors this trend. The median age of Camden residents has increased by more than two years over the last decade, from 43.2 years in 2000 to 45.3 years by 2010.

In a change to previous trends noted in the 2007 Comprehensive Plan, the number of persons under the age of 18 has remained steady in the last 10 years, comprising 21.9% of the City's total population. As discussed in the 2007 Comprehensive Plan, a large percentage of older Americans prefer to stay in their homes, a trend known as "aging in place." Census data indicates that this trend also applies to elderly Camden residents. Both the number and percentage of persons aged 65 and older declined from 2000 to 2010, while the number and percentage of elderly residents aged 85 and older increased over the decade.

Table 5. Camden Age Group Trends, 2000 and 2010

Age Group	2000		2010	
	#	%	#	%
Total Population	**6,682**	***100.0%***	**6,838**	***100.0%***
Under 5 years	389	*5.8%*	439	*6.4%*
5 to 17 years	1,067	*16.0%*	1,186	*17.3%*
18 to 39 years	1,590	*23.8%*	1,376	*20.1%*
40 to 64 years	2,078	*31.1%*	2,362	*34.5%*
65 to 84 years	1,346	*20.1%*	1,181	*17.3%*
85+ years	212	*3.2%*	294	*4.3%*
Total under 18 years	1,456	*21.8%*	1,500	*21.9%*
Total 18+ years	5,226	*78.2%*	5,338	*78.1%*
Total 65+ years	1,558	*23.3%*	1,475	*21.6%*
Median Age	43.2 years		45.3 years	

Source: US Census Bureau, 2000 and 2010 Census.

D. GENDER

As in Kershaw County, females have outnumbered males in the City of Camden in recent decades. The percentage of female residents in the City of Camden is higher at 55% than in the County at 51.3%. While the current gender ratio mirrors that of the previous decade, the percentage of females was slightly lower in 2000 at 54.7%.

Table 6. Population by Gender, 2000 and 2010

Year	City of Camden		Kershaw County	
	Male	Female	Male	Female
2000	45.3%	54.7%	48.3%	51.7%
2010	45.0%	55.0%	48.7%	51.3%

Source: US Census Bureau, 2000 and 2010 Census.

Females outnumber males within all of the age groups in the City except for children aged 5 to 18 years old. The ratio of female-to-male Camden residents increases dramatically within the 65 and over age group – in which nearly two-thirds (65%) are female. Younger mortality rates and World War II and other major military conflict casualties among older men are the leading causes of the disparity between males and females among residents in the age 65 and older category. The gender distribution of the youngest Camden residents is nearly equal, with females slightly outnumbering males among children under age 5 and males holding a numeric edge within the 5-to-18 year age group. Among adults between 19 and 64 years, females outnumber males by

nearly 7%. Median age is also significantly higher for females at 47.5% than males at only 42.1%

Table 7. Gender by Age of Camden Residents, 2010

Age	Persons	Males		Females	
		#	%	#	%
Total Population	**6,838**	**3,075**	***45.0%***	**3,763**	***55.0%***
Under 5 yrs	439	216	*49.2%*	223	*50.8%*
5 to 18 yrs	1,061	539	*50.8%*	522	*49.2%*
19 to 64 yrs	3,863	1,804	*46.7%*	2,059	*53.3%*
65+ yrs	1,475	516	*35.0%*	959	*65.0%*
Median Age	**45.3 years**	**42.1 years**		**47.5 years**	

Source: US Census Bureau, 2010 Census.

E. EDUCATIONAL ATTAINMENT

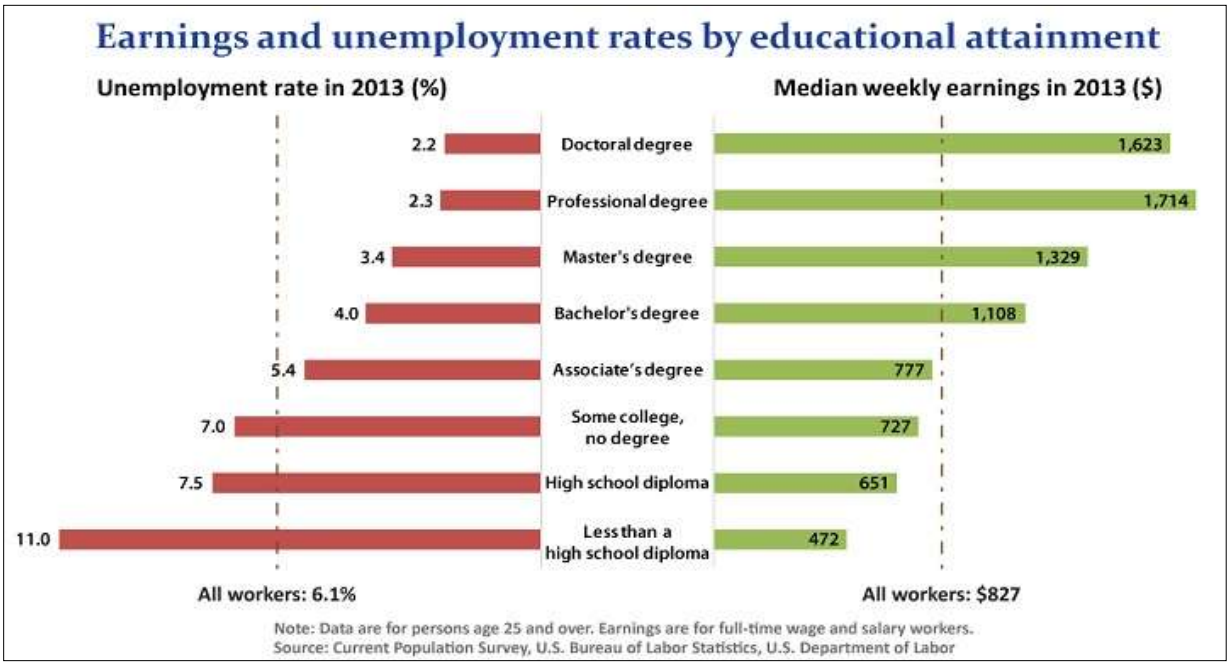
Postsecondary training is a prerequisite for success for a growing number of jobs. A larger portion of the State's incumbent workforce now needs a minimum of 14 years of education to be successful in an increasingly technology-driven economy. **This additional training beyond high school can vary from a two or four-year college degree, military training, on-the-job training, or focused apprenticeships. More than two thirds** of all jobs in South Carolina now require a minimum of an associate degree **or advanced technical training (***SC Pathways to Prosperity Report, 2001***).**

Educational attainment is also a key indicator of current and future earnings potential. US Department of Labor data shows that the lifetime earnings for a college graduate with a bachelor's degree is nearly $1 million greater than that of a high school graduate. In a typical working lifetime, a high school graduate will earn $1.1 million; a college graduate with a two or four-year degree will earn $2.1 million; a graduate degree holder will earn $2.5 million; and an individual with an advanced professional degree, such as a doctor or lawyer, can earn an average of $4.4 million. Unemployment is also generally lower for individuals with higher degrees.

The latest Bureau of Labor Statistics data in Figure 4 reveals that at the national level, individuals lacking a high school diploma experience an average unemployment rate of 12.4%, while unemployment among adults with a high school diploma averages 8.3%. Jobless rates for both groups exceed the national median. Those with a two-year associate degree have an unemployment rate of 6.2% and individuals with a bachelor's degree have an average jobless rate of only 4.5%. Unemployment is lowest for persons

with a master's degree at 3.5% and for those with a professional degree at 2.1% (*Bureau of Labor Statistics, 2013*).

Figure 4. The Link between Individual Earnings and Education



Source: Bureau of Labor Statistics, Current Population Survey, 2012.

The BLS income data also links higher educational levels with greater weekly earnings. Nationally, a person lacking a high school diploma earns a median weekly income of only $471, while a high school graduate with no other postsecondary training earns a median of $652 per week, or $181 more than a high school dropout. However, the income gap rises even more sharply when compared with a person who holds a four-year degree, yielding a weekly income of $1,066 – almost $600 more each week than a high school dropout and $414 more than an individual with only a high school diploma. Residents with a master's degree have an average weekly income of $1,300 and those with a professional degree average the highest weekly earnings at $1,735. The median income for individuals with a bachelor's degree or higher significantly exceeds the national weekly median of $815, while persons with no training beyond a two-year degree can expect earnings below the national median.

Higher educational attainment equates to increased earnings in South Carolina, as evidenced by the data provided in Table 8. Annual earnings for high school graduates are more than 40% higher than for individuals who did not graduate from high school. Obtaining a bachelor's degree increased annual earnings an additional 21%, and

receiving a graduate or professional degree results in an additional 26% increase in annual earnings on top of the prior levels.

Table 8. Median Annual Earnings by Educational Attainment in S.C., 2011

Educational Attainment	Income	% Increase by Education Level
Total All Persons 25 yrs and older	**$31,363**	--
Less than high school graduate	$18,374	--
High school graduate (includes equivalency)	$25,816	40.5%
Some college or associate's degree	$31,258	21.1%
Bachelor's degree	$42,869	37.1%
Graduate or professional degree	$53,887	25.7%

Source: US Census Bureau, American Community Survey 2007-2011.

Table 9 details current educational attainment data for the City of Camden. The majority (87%) of Camden residents aged 25 and older are high school graduates, while nearly 23% of City residents did not graduate from high school. Twenty-eight percent (28%) of Camden residents have an associate degree or have attended college, but were not awarded a degree. More than 19% of Camden residents over the age of 25 have been awarded a baccalaureate and 17.1% have obtained graduate or professional degrees.

Table 9. Camden Educational Attainment, 2000 and 2011

	2000		2011	
Educational Attainment	#	%	#	%
Population 25 years and over	**4,738**	***100.0%***	**4,725**	***100.0%***
No high school diploma	973	*20.5%*	614	*13.0%*
High school graduate (includes equivalency)	1,144	*24.1%*	1,072	*22.7%*
Some college/associate's degree	961	*20.3%*	1,323	*28.0%*
Bachelor's degree	1,068	*22.5%*	907	*19.2%*
Graduate or professional degree	592	*12.5%*	809	*17.1%*

Sources: US Census Bureau, Census 2000 and American Community Survey 2007-2011.

Educational attainment levels measurably improved in the City of Camden between 2000 and 2011. The percentage of City residents lacking a high school education dropped by 7.5%, while the percentage of residents with some college or an associate degree rose by 7.7%. The portion of Camden residents with a graduate or professional degree increased by 4.6%, or 217 residents. As educational attainment levels rose, the overall percentage of residents with only a high school diploma as their highest

educational level fell slightly, as did the percentage of Camden residents with only a bachelor's degree.

F. INCOME

Income is a measure of financial prosperity in a community. Comparisons can be made within the County and the State to determine if a community's income measures are in line with those of its neighbors. Table 10 provides median household and family incomes for the City of Camden, Kershaw County and South Carolina.

Household and family incomes in Camden are substantially higher than household incomes in the County and the State. Median household income in the City is $48,313 – approximately $4,800 higher than the County and $3,726 higher than the State. The difference is even wider among families, where median family income in the City at $62,140 is more than $10,000 higher than that of Kershaw County and $12,920 higher than the median for all South Carolina residents. Per capita income is also higher for Camden residents at $26,383, with a County average that lags more than $4,500 behind the City and a State per capita of $2,500 less.

Table 10. Income Comparisons, 2011

	Camden	Kershaw County	South Carolina
Median Household Income	$48,313	$43,509	$44,587
Median Family Income	$62,140	$52,111	$55,220
Per Capita Income	$26,385	$21,865	$23,854

Source: US Census Bureau, American Community Survey 2007-2011.

The percentage of Camden households and families in the lower middle income range ($25,000 to $49,000) remained relatively steady from 2000 to 2011. However, the percentage of households and families in the upper middle income range ($50,000 to $99,999) declined over the same period. The percentage of Camden families meeting the threshold for upper middle income decreased from 37.5% of all families in 2010 to 26.3% in 2011. This may be attributed in part to the dramatic rise in the percentage of Camden households and families in the highest income range, those making $100,000 or more a year, which nearly doubled for households and more than doubled for families from 2000 to 2011.

Table 11. Household and Family Income in Camden, 2000 and 2011

Annual Income/Benefits	Households				Families			
	2000		2011*		2000		2011*	
	#	%	#	%	#	%	#	%
Total	**2,875**	***100.0%***	**2,829**	***100.0%***	**1,844**	***100.0%***	**1,759**	***100.0%***
Less than $25,000	1,047	*36.4%*	843	*29.8%*	508	*27.5%*	367	*20.9%*
$25,000 to $49,000	659	*22.9%*	639	*22.6%*	374	*20.3%*	381	*21.7%*
$50,000 to $99,999	837	*29.1%*	699	*24.7%*	692	*37.5%*	463	*26.3%*
$100,000+	332	*11.5%*	648	*22.9%*	270	*14.6%*	548	*31.2%*

* Income and benefits in 2011 inflation-adjusted dollars

Source: US Census Bureau, 2000 Census and American Community Survey 2007-2011.

Poverty is defined as having insufficient resources to meet basic living expenses, including the costs of food, shelter, clothing, transportation and medical expenses. More than 15% of Camden residents (1,023 persons) live in poverty, compared to a County rate of 15.8% and a State rate of 17%. More than 19% of all children under age 18 (323 persons) and 13.2% of seniors over 65 years of age in the City live in poverty. While only a small percentage of Caucasian residents (3.4%) live in poverty, more than one-third (861 persons) of African-American residents and 31.7% (78 persons) of Hispanic residents live in poverty.

Table 12. Residents in Poverty, 2011

Demographic Group	Camden			Kershaw County		
	Total	Below Poverty		Total	Below Poverty	
		#	%		#	%
Total Population*	**6,642**	**1,023**	***15.4%***	**60,476**	**9,573**	***15.8%***
Age						
Under 18 years	1,674	323	*19.3%*	14,831	3,250	*21.9%*
18 to 64 years	3,617	522	*14.4%*	37,257	5,439	*14.6%*
65 years and over	1,351	178	*13.2%*	8,388	884	*10.5%*
Gender						
Male	3,041	532	*17.5%*	29,340	4,296	*14.6%*
Female	3,601	491	*13.6%*	31,136	5,277	*16.9%*
Race						
White	4,053	136	*3.4%*	43,383	5,571	*12.8%*
African-American	2,399	861	*35.9%*	15,273	3,769	*24.7%*
Hispanic**	246	78	*31.7%*	2,127	719	*33.8%*

* Population for whom poverty status is determined

** Hispanic is an ethnic category in the Census, therefore persons of Hispanic Origin may be of any race.

Source: US Census Bureau, American Community Survey 2007-2011.

G. HOUSEHOLDS AND FAMILIES

Household and family status are key indicators of social and economic conditions within the community. Households include all persons who occupy a housing unit – both related and unrelated persons. There are 2,967 households in the City of Camden, with an average household size of 2.26 persons. This is slightly smaller than the average household size countywide at 2.56 persons. While some households consist of only one person, nearly two-thirds (60.7%) of households in the City consist of a family – defined as two or more persons living in the same household who are related by birth, marriage or adoption. There are 1,800 families in Camden, with an average family size of 2.94 – slightly lower than the County average of 3.02 persons per family.

Table 13. Households and Families, 2010

	Camden		Kershaw County	
Households (HH) by Type	**Number**	**% all HH**	**Number**	**% all HH**
Total households	**2,967**	**100.0%**	**23,928**	**100.0%**
Family households (families) - Total	**1,800**	**60.7%**	**17,114**	**71.5%**
With related children under 18 yrs	706	23.8%	8,236	34.4%
Husband-wife family	1,220	41.1%	12,348	51.6%
With related children under 18 yrs	478	16.1%	5,188	21.7%
Female householder, no husband	489	16.5%	3,614	15.1%
With related children under 18 yrs	291	9.8%	2,359	9.9%
Non-family households - Total	**1,167**	**39.3%**	**6,814**	**28.5%**
Householder living alone	1,055	35.6%	5,857	24.5%
Householder 65 years and over	561	18.9%	2,328	9.7%
Households with children under 18 yrs	823	27.7%	8,339	34.9%
Households with persons 65+ yrs	1,121	37.8%	6,476	27.1%
Average household size (persons)	2.26		2.56	
Average family size (persons)	2.94		3.02	

Source: US Census Bureau, 2010 Census.

The average size of households in Camden has gradually decreased over the last four decades, from a high of 3.14 in 1970 to a low of 2.26 in 2010 (Table 14). A key factor in declining household size is the aging population. The average age of City residents increased by more than two years from 2000 to 2010. In 2010, more than one-third (35.6%) of the households in Camden were made up of persons living alone, with more than half of those persons aged 65 and older. Of the households in Camden that include a person aged 65 or older, more than half live alone.

Table 14. Household Size in Camden, 1970 to 2010

	1970	1980	1990	2000	2010
Number of households	2,675	2,830	2,728	2,874	2,967
Average household size (persons)	3.14	2.59	2.37	2.3	2.26

Source: US Census Bureau, 2010 Census.

H. SUMMARY OF CONDITIONS

- The City's population has remained relatively steady, with slight declines between 1980 and 2000, but is beginning to show signs of growth. This growth is projected to continue through the end of the decade. The City's population is projected to surpass 7,100 residents by 2018.

- Kershaw County has experienced three decades of population growth, with an overall increase of 58% countywide between 1980 and 2010. The County's population is projected to surpass 65,000 residents by 2018.

- Caucasians have increasingly comprised a larger percentage of the City's population over time, reaching 62% in 2010. This is contrary to racial trends in other communities in the State, where the percentage of African-American residents is generally on the rise.

- The median age of Camden residents is increasing, due to an aging population. The average age of City residents increased by more than two years from 2000 to 2010.

- The ratio of female-to-male residents is much higher within the 65 years and older age group, with females comprising nearly two-thirds of that population.

- Overall, educational attainment levels have measurably improved in the City and County during the last decade. This has a significant impact on the earnings potential and employment rate of residents.

- Per capita, median family, and median household income levels in Camden are notably higher than in Kershaw County and the State.

- Poverty still persists in Camden, particularly among African-Americans and Hispanics. However, poverty rates in the City are generally below that of the County and South Carolina.

- The average household size in the City continues to shrink, dropping from a high of more than three persons in 1970 to a low of 2.26 in 2010.

I. GOALS, OBJECTIVES AND STRATEGIES FOR IMPLEMENTATION

Goal P-1: Enlarge the City through annexation to include its logical urban service area.	
Strategy P-1.1. Develop plans and policies to facilitate the annexation of appropriate new areas.	
The future demographic and geographic size of the City will depend on economic development and annexation. That the City has enacted a growth policy requiring annexation in exchange for sewer service has clearly aided in the expansion of the City limits and an increase in population. Still, more than two-thirds of the total urban area population resides outside the City. Given that annexation is not an easy proposition in South Carolina, the City is nonetheless challenged to annex in order to keep pace with or ahead of the spiraling cost of governmental administration and services, as property taxes still constitute the largest single source of local revenues. Identified strategies: 1) **Amend current policy on sewer expansion outside the City to include property in need of sewer service but not yet contiguous to the City.** Enter into an agreement with such property owners to make sewer service available; provided the owner agrees to annex at such time as the property is contiguous. This is a common tool to effect annexation in South Carolina. 2) **Develop a more formal "Annexation Plan and Strategy."** The City has much to offer unincorporated residents and property owners, but the benefits of annexation are often overlooked and distorted by preconceived notions and misinformation. To confront these obstacles, these strategies should focus on "pocketbook issues" that address the costs and benefits of annexation. Positive responses to these issues are critical to a successful annexation program, as annexation is contingent on outside initiative and support for joining the City. Of equal importance to the City are answers to these questions: How will the annexed area benefit the City; What will be the cost to serve the area; and Is the annexation compliant with the City's Comprehensive Plan?	**Accountable Agencies:** City of Camden **Time Frame for Completion:** 2017

Goal P-2: Create an "age sensitive" community to meet and accommodate changes in the age and gender composition of City residents.	
Strategy P-2.1. Develop opportunities and alternatives to enable residents to "age in place."	
This goal focuses on the development of more facilities and programs and the provision of more housing alternatives and opportunities for an aging population, as well as the need to accelerate economic development activity to expand job opportunities for younger people. The vast majority of people prefer to age in place as opposed to migrating to retirement communities. This is the preferred housing type for 85 percent of older residents in the United States, according to a study on Expanding Housing Choices for Older People sponsored by the AARP. In light of this situation, the following strategies are recommended to make the City more responsive to an aging population. Implementation of such programs is designed to: 1) **Provide a diversity of housing alternatives.** This should include apartments, townhouses, small and large single-family residences, modular homes, accessory apartments and condominiums, all available at a range of costs. Ideally, diversity should be found throughout the City, and in most neighborhoods. The ready availability of affordable housing alternatives in one's own neighborhood will enable older people to make adjustments without leaving their community and foregoing all the supportive relationships they have established over time. 2) **Provide pedestrian and/or public transportation linkages.** The environment within which a person operates can be viewed as a series of links from one place to another. If this environment is only partially accessible, then it is essentially inaccessible to someone who is age impaired. In the absence of adequate sidewalks, a resident in a well-designed assisted care housing project or neighborhood may be unable to reach a nearby park or other social or commercial outlet without a car. The ability of older persons to maintain their independence is dependent on such linkages. 3) **Adapt the physical environment to meet changing needs of the elderly.** Universal design is a significant innovation within the housing sector; the same approach should be applied to the community at large in building design, site planning, and land uses. A long-term perspective should take into account the reuse and adaptability of schools to serve the needs of the elderly as senior centers or senior housing and conversion back as necessary. Also, parks should be redesigned to emphasize passive recreation opportunities that are more attuned to the needs of the elderly.	**Accountable Agencies:** City of Camden Kershaw County Kershaw County Council on Aging Kershaw County Chamber of Commerce Kershaw County SLCOG – Transportation Private Developers Central Carolina Technical College **Time Frame for Completion:** Ongoing

Goal P-3: Raise the educational attainment of all adults to a high school diploma at a minimum, with the goal of additional postsecondary education and training.	
Strategy P-3.1. Support the local school district, higher education providers, and associated agencies in their efforts to advance overall educational attainment.	
A quality environment starts with an educated populace. Dedication to improving education and subsequently improving earning power and the environment in which one resides is not the sole responsibility of the school districts and boards. It will take the combined efforts and support of the community, both financially and politically. Toward this end, the following strategies are recommended. 1) Initiate a campaign to emphasize the importance of K-12 and higher education and increased parental involvement in the process. 2) Increase the college and career readiness of the County and City students. 3) Encourage continuing adult education among the local workforce and maximize the use of the community's educational resources. Realization of this goal should be measured annually for incremental results using indicators such as graduation rates, postsecondary admissions, performance by students on national college admissions tests such as the SAT, ACT and AP exams, and other key indicators.	**Accountable Agencies:** City of Camden Kershaw County Kershaw County School District Central Carolina Technical College Kershaw County Adult Education Kershaw County Chamber of Commerce **Time Frame for Completion:** Ongoing
Goal P-4: Reduce the percentage of residents aged 25 and older who are high school dropouts.	
Strategy P-3.1. Support the school district and associated agencies in their efforts to further reduce the number of persons who drop out of school or do not receive a GED.	
Identified strategies: 1) Work with regional technical colleges to increase participation in adult education programs leading to GED diplomas. 2) Provide incentives to make technical, occupational and adult education programs more accessible to the community.	**Accountable Agencies:** City of Camden Kershaw County Kershaw County School District Kershaw County Adult Education Central Carolina Technical College **Time Frame for Completion:** Ongoing

ECONOMIC ELEMENT

This element of the Plan focuses on internal as well as external forces and conditions shaping the city's economy, and responsible for the standard of living of its inhabitants.

That the local economy is not confined to the city limits, but is shaped to a large extent by what is happening in the county, the region, and the state, requires us to look beyond the city when assessing economic conditions, constraints and capabilities.

EMPLOYMENT AND LABOR FORCE

The county's civilian labor force, which includes the City of Camden, grew from 21,200 in 1990 to 25,005 by 2000 and 29,440 by 2006. The unemployment rate during this period remained relatively constant at about six percent, indicating complete absorption of the increased labor force into the job market. The rate of absorption has been such that only 12 of South Carolina's 46 counties have lower unemployment rates.

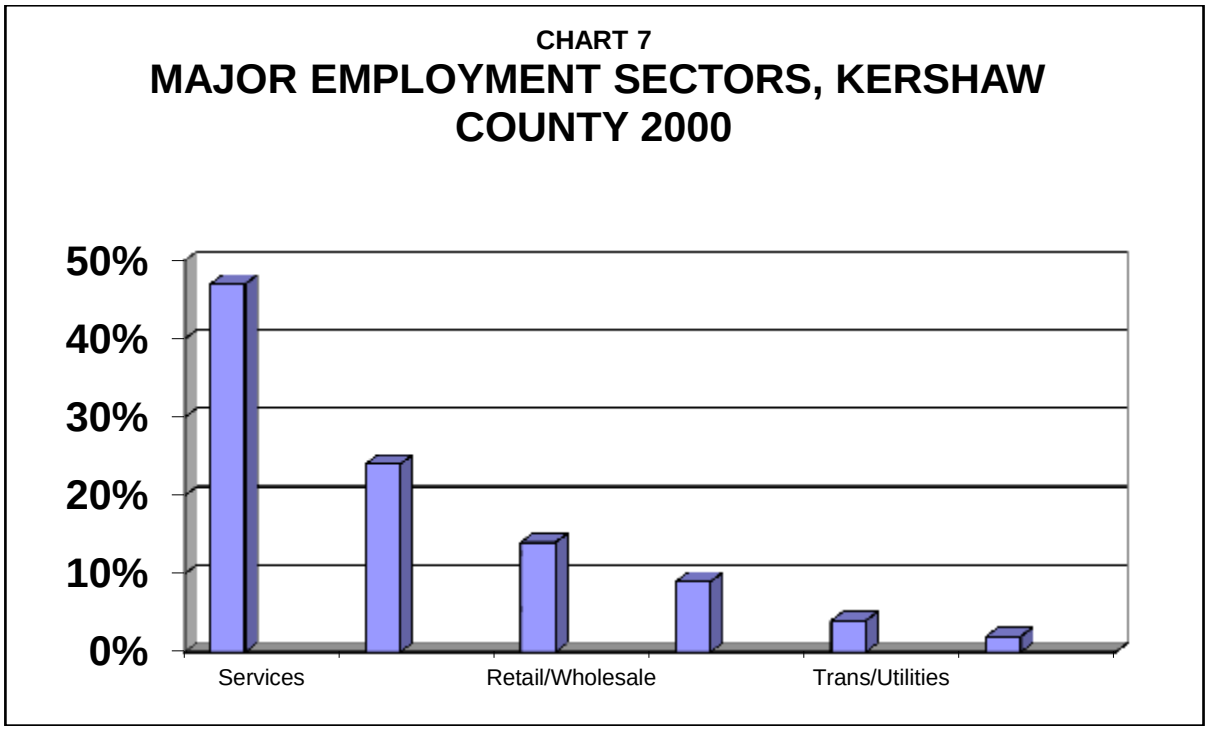
Major employment sectors include Agriculture, Construction, Manufacturing, Wholesale and Retail, Transportation and Utilities and Services. The contribution of each of these sectors to the local job market and economy is illustrated on Table 16. From the table, the impact of the Service industry is obvious. It has been dubbed the major growth industry in the State and appears to be no less significant in Kershaw County.

The Service industry is broad in scope. It includes education, health and social services, which make up the largest sub-segment at 34 percent, followed by finance and real estate (16 percent), professional, management and administrative (14 percent), entertainment, recreation and food services (12 percent), public administration (11 percent)) and other miscellaneous and lesser represented services (13 percent).

Manufacturing continues to be a major economic force in the County, ranked second among the six major sectors and accounting for nearly one in every four jobs. Retail and Wholesale trade jobs also contribute substantially to the local economy, accounting for 14 percent of all jobs. Though relatively small in

numbers, the agricultural industry still occupies a significant position in the local economy.

TABLE 16 MAJOR EMPLOYMENT SECTORS, KERSHAW COUNTY, 2000			
Industry	**# Employees**	**Percent Total**	**Rank**
Services	11,649	47	1
Manufacturing	5,908	24	2
Retail, Wholesale	3,471	14	3
Construction	2,275	9	4
Transportation, Utilities	1,113	4	5
Agriculture	589	2	6
Total	**25,005**		
Source. S.C. Budget and Control Board, Office of Research and Statistics.			



Females comprise about 46 percent of the county labor force, or approximately 13,500 of the county's 29,440 laborers in 2006. About seven percent of the county labor force resides in the City of Camden.

A closer look at the make-up of the city's labor force (16 years and older) is detailed on Table 17. Interestingly females account for a majority of the labor force in management, service, sales and office jobs. They also account for one-half

of the labor force in professional occupations, including education, computer, engineering, legal, architecture, arts, healthcare, life, physical and social science.

TABLE 17 EMPLOYMENT BY OCCUPATION, 2000 CITY OF CAMDEN				
Occupation	**Male**	**Percent**	**Female**	**Percent**
Management	527	46	612	54
Professional	285	50	281	50
Service	222	40	333	60
Sales & Office	278	45	347	55
Farming	61	85	11	15
Construction/Maintenance	274	100	0	0
Production/Transportation	175	55	143	45
Source. Census 2000 Summary File 3 (SF 3)				

Males, on the other hand, are more commonly employed in farming, production, maintenance and construction occupations.

EMPLOYMENT CHARACTERISTICS

Statistically, and for analytical purposes, economic data are divided into three sectors: agriculture, manufacturing and non-manufacturing. A discussion of each follows:

Agricultural Sector

As indicated from the small number of persons engaged in farming, fishing and forestry operations (two percent of the labor force, Table 16), the agricultural sector of the local economy would appear to be minor. However, based on value of products sold, Kershaw County ranks seventh in the State, with only slightly less in annual sales than the much larger Counties of Spartanburg and Orangeburg, comparable sales with Florence County and greater sales than Charleston County – four major agricultural counties in the State. Moreover, annual sales have increased greatly over time (Table 18).

The local agricultural industry is changing. The number of farms is on the rise as is the amount of acreage devoted to farming. But farms are getting smaller, averaging only 146 acres per farm in 2002 compared with 222 acres 10 years

previously. This is a result of occupational changes rendering farming a part-time operation, and farm income accounting for less than100 percent of total household income.

Table 18

Economic Changes In Agricultural Profile, 1997-2002

	1992	1997	2002	*Change* Number	%
Total Farm Product Sales (000)	$19,898	$60,386	$84,475	$64,577	325
Average Sales Per Farm	$83,254	$141,752	$176,356	$93,283	112
Number Farms	239	426	479	240	100
Land in Farms (acres)	52,938	80,972	69,703	16,765	32
Average Size of Farm	222	190	146	-76	-34

Source. Census of Agriculture, Selected years.

Manufacturing Sector

Since the industrialization of the south, manufacturing has driven the local economy, previously in the form of textiles. That neither textiles in particular nor manufacturing, in general, dominate the local economy as they once did in no way diminishes the importance of manufacturing to the economic well being of the community. To the contrary, the significance of manufacturing in an evolving economy is magnified.

Studies have shown that the creation of 100 new manufacturing jobs can have the following impact on the local economy.

- Create 68 new non-manufacturing jobs,
- add one (1) retail establishment,
- add to bank deposits,
- add to retail sales, and
- add to personal income.

Additionally, 100 new manufacturing jobs will produce about 67 new families, and add approximately 350 people and 80 school children.

Manufacturing jobs have declined statewide by approximately 33 percent since 1986, despite intensive recruitment efforts by the state. From 27 percent of all non-farm jobs in 1986, manufacturing jobs dropped to just 18 percent across the state in 2000.

This picture is not quite as bleak in Kershaw County, where in 2000 manufacturing provided 5,908 jobs or 24 percent of all jobs. Although down from 6,686 (32%) in 1990, this is still a relatively healthy balance when compared to the state.

TABLE 19

CAMDEN-LUGOFF AREA PLANTS

Located Between 1990 and 2006		
NAME	NAICS	EMPLOYEES
Forgitron	3449	12
Haier American Refrigerators Co.	33522	225
Hengst	336399	56
Howden Buffalo, Inc.	3564	75
Image Printing Co.	323114	5
Martins Machine Co.	332710	20
Oak Mitsui	332999	80
Prestage Farms Inc.	311615	100
Southeastern Electronics	335999	15
The Bag Lady	314911	20
Carolina Miscellaneous Metals	332323	15
Conner Industries	321999	33
Hardaway Concrete Co.	3273	7
Kawashima Textile USA	31331	172
Midlands Tooling Systems, Inc.	332710	14
S. C. Yutaka Technologies, inc.	336330	290
SPX Filtran	336399	70
Target Corporation	493	700
Whidtec Inc.	332999	18
Total		1,929

Source: Kershaw County Economic Development Office, Industrial Directory, 2006.

While there has been a loss in manufacturing jobs over time, the County has been successful in recruiting new industries, adding 19 new plants and 1,927 new jobs between 1990 and 2006, all located in the Camden-Lugoff area. Unfortunately, it has not been enough to offset layoffs, closures, and restructuring in some of the older plants.

Of the 5,908 manufacturing jobs in the County in 2000, over 90 percent are located in the Camden-Lugoff urban area, but very few are actually in Camden.

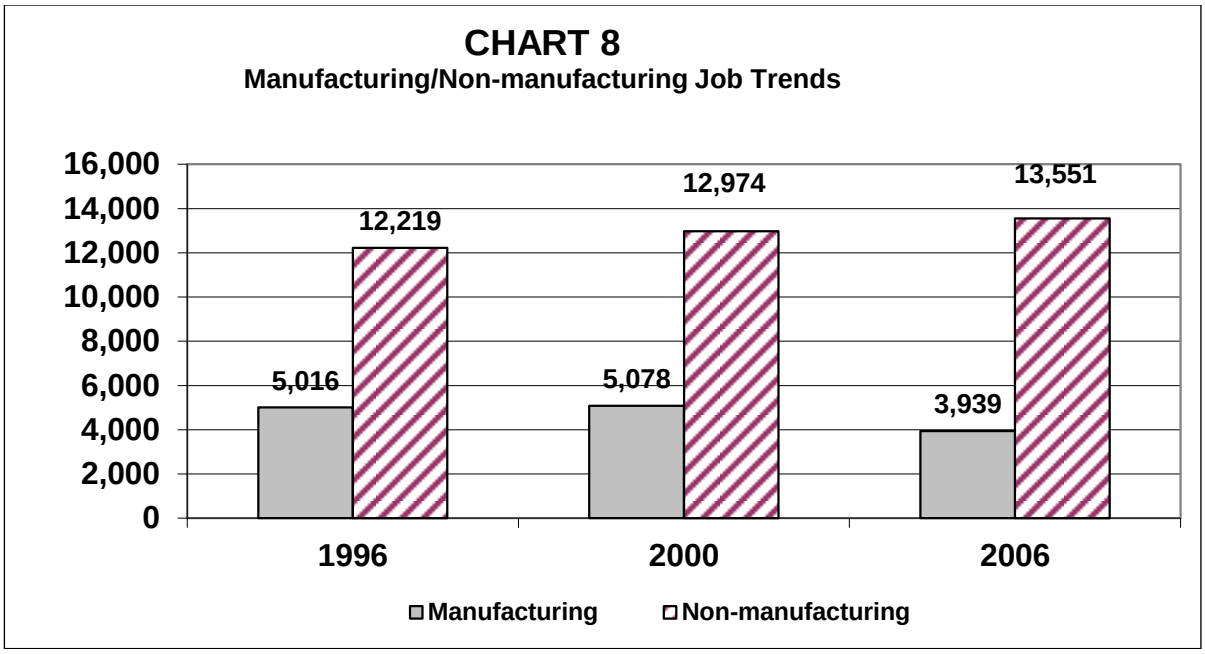
Although not located in the city, the contribution of these manufacturers and others to the City's economy is considerable. Local industries contribute directly through municipal utility revenues and indirectly with jobs and incomes. And with competition for industry such as it is, this may be the more practical scenario for accommodating and promoting industrial development, with direct utility and indirect economic benefits accruing to the City.

Non-manufacturing Sector

Evolution of the local economy has been dominated by growth in the non-manufacturing sector. Growth in this sector has accounted for most new jobs, increasing in the County by 11 percent over the last 10 years, from 1996 to 2006. The non-manufacturing sector added 1,332 jobs during this period, compared with a loss of 1,167 manufacturing jobs. But growth has not been uniform.

The largest gains have been in trade and services, now providing over 61 percent of all non-manufacturing jobs in the County. The increase in these segments is indicative of the County's position in the larger regional economy, extending beyond the County line.

That the County's job market is becoming increasingly service oriented is not surprising. The service industry has become the driving force of South Carolina's economy. Point in fact, the service industry is projected by the S.C. Employment Security Commission to provide one of every two new jobs in the state. This projection likely will apply to Kershaw County as well, because of the added impact of the equine industry, tourism and historical attributes. The service sector is involved in all aspects of business, including legal services, lodging, childcare services, education, health care and most business services in support of other industries in one way or another.



Four of the 10 largest employers in the county are non-manufacturing. They are: Kershaw County School District, Kershaw County Medical Center, Wal-Mart, and Kershaw County government.

The Equine Industry

Not listed in the above, but clearly one of the major non-manufacturing employers in the Camden Community and Kershaw County, is the Equine Industry.

The equine industry is estimated, in a locally sponsored and prepared Horse Show and Event Impact Study (1994 and updated in 1997), to provide 400 permanent full time jobs, and over three million in income from two major events---the Camden and Colonial Cups---of which $100,000 annually is donated to local charities. The bulk of the industry is centered in the Camden community.

A more recent study of the equine industry by the South Carolina Department of Agriculture and Clemson University in 2002, estimated the equine population in Kershaw County to include 3,900 animals, with a value of approximately 39 million and an annual contribution to the local economy, in expenses, sales, and events, of about 30 million.

Within the industry there are three main elements: Racing, showing and Recreational. Of the three, racing dominates within the City, which has stabling for approximately 520 horses. Stabling facilities are utilized approximately six to eight months each year. Operating the facilities and caring for horses provides

about 200 jobs. These facilities are spread over approximately 1,000 acres providing permanent green space within the City.

Direct spin-off from the equine industry impacts banking, insurance, accounting and real estate firms, as well as feed and bedding, veterinary and dentistry practices, blacksmiths, hardware, farm equipment, fencing, construction, horse transportation and others.

Retail, Wholesale and Service

U.S. Census data for 1992 to 2002 show the retail and wholesale service sectors declining in the City in both number of establishments and employees. The retail sector lost 47 establishments during this period and 363 jobs. Sales were up, but the sales data were not adjusted for inflation. The ratio of retail establishments and employees to the county remained relatively constant at 55 and about 60 percent respectively.

What this means is that the city is not losing market share to the unincorporated area of the county, but is losing to the larger region, including the Columbia and Richland County market, where retail development in the nearby Clemson Road area has greatly challenged the much smaller retail market in Camden, and Kershaw County.

The wholesale sector has not fared as well as the retail sector. It declined by 38 percent over the same 10-year period, both in establishments and jobs. Here, the City appears to be losing out to the county, where it now houses only 41 percent of all wholesale establishments in the county compared with 70 percent in 1992, and provides only 25 percent of the jobs compared to 72 percent 10 years earlier. At this point in time, the wholesale sector has been reduced to very minor status in the City.

TABLE 20
Trends in Selected Businesses, Employment and Sales
City of Camden 1992-2002

	1992		2002		Change	
	# in City	% of County	# in City	% of County	Number	Percent
Business Establishments *						
Retail Sector	161	55	114	55	-47	-29
Service Sector	152	63	250	54	98	65
Wholesale Sector	21	70	13	41	-8	-38
TOTAL	334					
Employees						
Retail Sector	1,627	61	1,294	59	-363	-22
Service Sector	1,213	75	3,340	63	2,127	175
Wholesale Sector	123	72	35	25	-47	-38
TOTAL	2,963					
Annual Sales/Receipts ($000)						
Retail Sector	$160,864	60	$183,994	47	$23,080	14
Service Sector	49,180	76	160,614	66	111,434	227
Wholesale Sector	30,790	72	17,933	47	-10,875	-35
TOTAL	240,804					

* Establishments with payrolls.

Source: U.S. Department of Commerce, Census of Service Industries, Census of Retail Trade, Census of Wholesale Trade, 1992, 2002.

The service industry has picked up the slack in the economy. The number of service establishments increased by 65 percent between 1992 and 2002. The number of employees in the service industry increased from 1,213 to 3,340, which is an 175 percent increase. And annual sales/receipts grew by 227 percent. Even so, the city lost some of its dominance to the county during this period (Table 20).

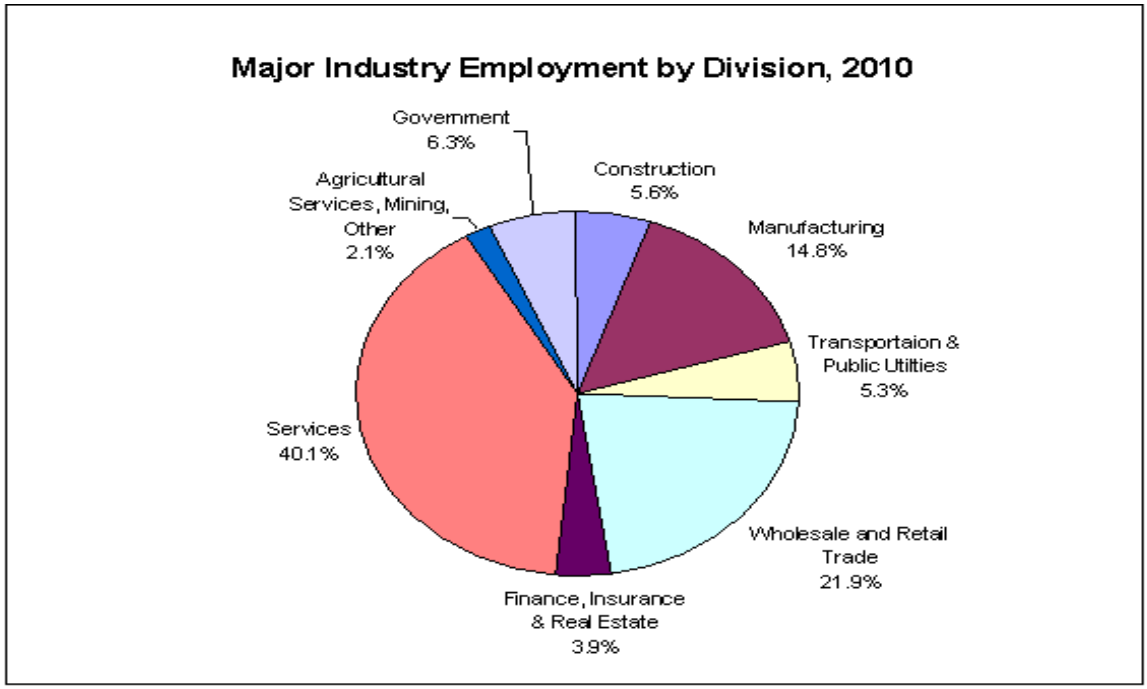
Overall, the City maintained a competitive advantage of 50 percent or greater of retail and service establishments and employees, and sales/receipts in the service industry, albeit a steadily declining position.

These trends – service establishments up and retail stores down – are reflective of changing roles in many communities, with the traditional commercial center functioning more as a service center than a retail hub.

With more and more establishments relocating from the city center to outside locations, annexation, again, remains a key issue, as this trend has and will continue to weaken the city's economic base. That the City still dominates the business sector within the county, accounting for over 50 percent of all retail and service establishments and jobs is due principally to its requirement that annexation precede the extension of sewer service. This has enabled the City to capture the emerging commercial activity in the South Dekalb-Springdale Drive area, and the Wall Street and I-20 area.

EMPLOYMENT OPPORTUNITIES/PROJECTIONS

According to the Employment Security Commission, job creation will come principally from the service sector, followed by the wholesale and retail sector, as shown on Table 22. Government jobs also are projected to add to the job market, as are construction and transportation and public utilities.



The County may also benefit from job creation in the agricultural services sector, which is projected to add nearly 5,000 jobs statewide by 2010. But no additional jobs are projected for the manufacturing sector. Instead, projections show further reductions in this sector.

TABLE 22

EMPLOYMENT PROJECTIONS BY MAJOR INDUSTRY DIVISION

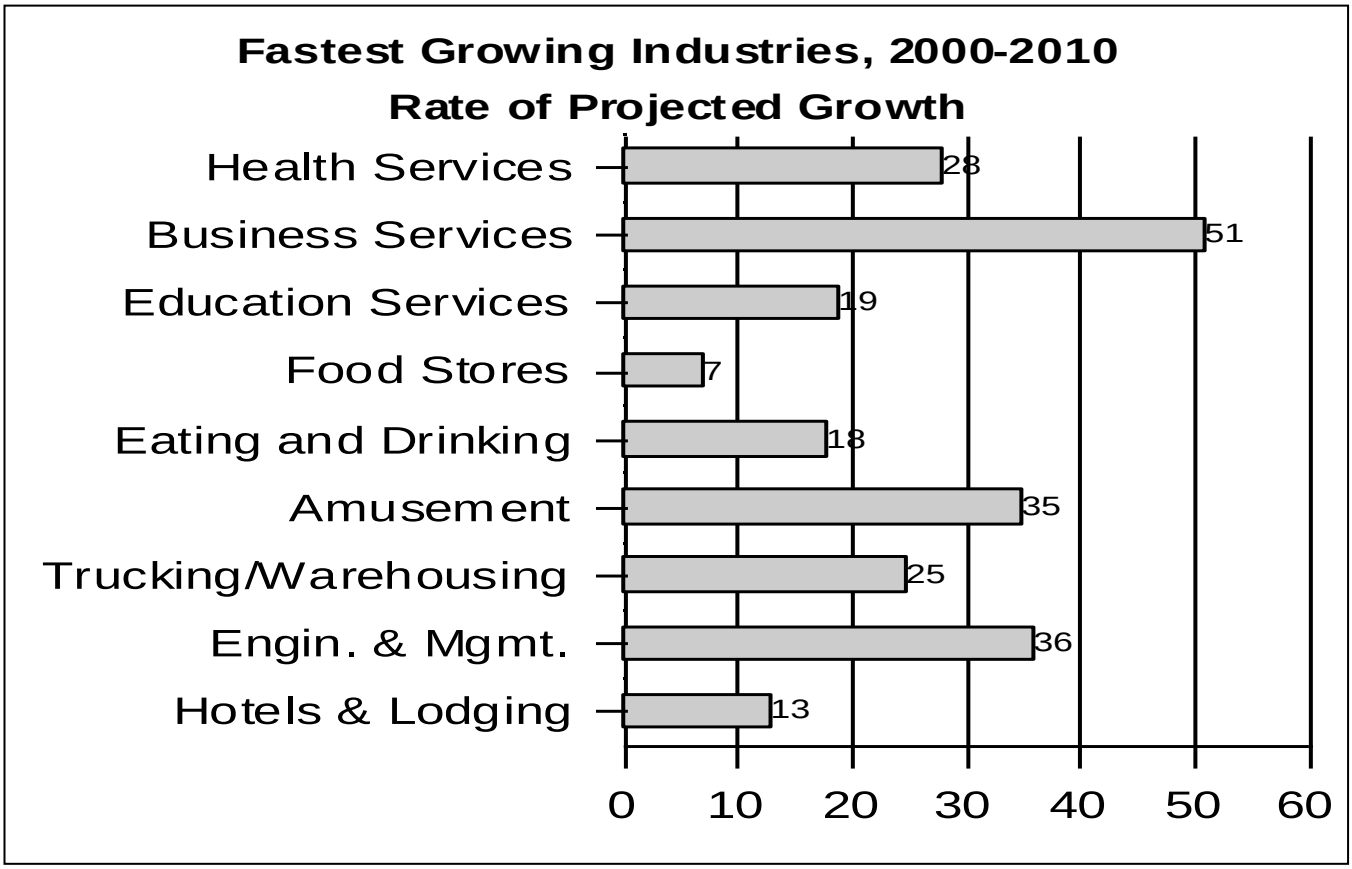
Industry Title	2000		2010			
	Base Employment	Percent Employed	Projected Employment	Percent Employed	Change	
					Employment	Percent
Total, All Industries	1,968,330	100.00	2,267,870	100.00	299,540	15.2
Agricultural Services	12,590	0.64	17,460	0.77	4,870	38.7
Mining	1,830	0.09	1,820	0.08	(10)	-0.5
Construction	113,060	5.74	126,940	5.60	13,880	12.3
Manufacturing	345,140	17.53	336,520	14.84	(8,620	(2.5)
Transportation and Public	101,870	5.18	119,840	5.28	17,970	17.6

Utilities						
Wholesale and Retail Trade	40,480	22.38	496,630	21.90	56,150	12.7
Finance, Insurance and Real Estate	79,450	4.04	87,680	3.87	8,230	10.4
Services	731,580	37.17	910,240	40.14	178,660	24.4
Government	131,130	6.66	141,790	6.25	10,660	8.1

Following is an analysis by the Employment Security Commission of selected segments of the economy and the future job market.

Transportation and Public Utilities

The main contributors to this industry's growth will be trucking and warehousing, adding 7,218 new jobs, followed by air transportation with 2,443 jobs. Access to five major interstates and eight major airports serving the state, make transporting materials from place to place convenient for businesses. Companies developing a network of suppliers throughout the state will lead to job development. The communications area is expected to add an additional 3,000 new jobs, with cable and pay TV leading the way. The utilities sector will see most of its growth in combination utility services and sanitary services as increased infrastructure needs and environmental concerns shape future development plans.



Finance, Insurance and Real Estate

Mergers and closings have been buzz words for the banking industry over the past few years, ultimately leading to job losses. Technology has also played a part with the implementation of automated teller machines (ATM) and phone access to account transactions, which lessen the need for workers to process transactions. Since 1991 depository institutions have eliminated 1,830 jobs, with the majority of losses coming from savings institutions and commercial banks. Personal credit and credit unions are expected to show the greatest gains in employment (1,010 and 470, respectively). In the area of insurance, insurance agents and brokers are expected to add the most jobs (1,410) based on projected population gains. Real estate employment is expected to rise 13 percent.

Services

The service industry has become the driving force for South Carolina's economy and will provide nearly one out of every two new jobs in the state through 2010. The service industry covers a wide range of employers including hotels, hospitals, data processing firms and child day care facilities. The commonality among these industries is that

they are primarily engaged in providing services to individuals, businesses, government establishments and other organizations. Others worth noting are social services, legal services, miscellaneous repair, and business services.

Wholesale and Retail Trade

Trade is projected to contribute 19 percent of overall job growth between 2000 and the year 2010. Both durable and non-durable wholesale trade are in line with the state in terms of percentage growth. Those expected to contribute the most wholesale jobs are in machinery; equipment and supplies; and grocery products. In the area of retail trade, eating and drinking places are projected to increase by18 percent and provide the most employment opportunities (24,058) within this sector. An anticipated upturn in tourism and resident population will be a drawing card for more restaurants and retail shops. Additional industry sectors driving retail trade also include apparel, food and furniture stores.

CONCLUSIONS AND GOALS

Conclusions

From the preceding, we know that:

(1) The County's economic base is changing, with manufacturing jobs declining, but the County still has a higher rate of manufacturing jobs than the State;

(2) The City's position as the service center of the County remains relatively strong, but it’s position in retail and wholesale trade has weakened in relation to the county as a whole;

(3) The agricultural sector of the economy has grown in farms and acreage.

(4) The future job market is heavily oriented toward service and retail occupations.

(5) The resident labor force has grown sufficiently to meet the demands of a growing job market.

(6) The service industry offers the best opportunity for jobs and economic development.

Economic Goals

EG-1: Develop and maintain a balanced economy of sufficient size and strength to ensure a sustainable quality of life.

Strategy

/ Provide technical and financial assistance to existing industry, where needed, to help adapt to a changing world economy.

/ Promote industrial diversification, with emphasis on high paying growth industries, and white collar businesses with national or business unit head-quarters of firms and/or product engineering and research operations associated with manufacturing plants and companies in Kershaw County.

/ Coordinate economic development activities with infrastructure and service providers, and county planning proposals.

/ Foster an entrepreneurial environment that encourages economic development.

/ Create new marketing tools, including CD presentations, showing the movement of better paying jobs and higher quality life conditions within the community.

√ Provide quality child care service for low-to-moderate income workers. Promote provision of on-site child care by employers.

EG-2: Maintain or increase the current ratio of manufacturing to non-manufacturing jobs.

The significance of this from a development standpoint is in the multiplier effect on non-manufacturing jobs, retail sales and establishments, bank deposits, and higher wages.

That like uses (manufacturing) attract like uses (manufacturing) is undeniable. The county's existing manufacturing base should aid in attracting additional manufacturing

companies, provided the proper emphasis is placed on recruiting and accommodating such development.

Strategy

- ✔ Continue industrial development efforts of Kershaw County Industrial Development Office, in cooperation with Central South Carolina Alliance and the S. C. Department of Commerce.

- ✔ Attend trade shows and use the internet to "sell" local amenities and life styles.

EG-3: Cash in on South Carolina's emerging Tourism-Retirement Image.

With its rich history and equine assets, Camden has the necessary ingredients to become a "major tourist destination".

To this end, economic development efforts should be expanded to target tourist and retiree markets, both nationally and internationally. The state has placed great emphasis on promoting South Carolina as a tourist destination and retirement place.

With so much free advertising by the state, it should be relatively economical for the county to cash in on these initiatives and enjoy the benefits of an even broader based economy.

A Strategic Tourism Plan for Kershaw County, prepared in 2006, by the International Tourism Research Institute of SC recommends a strategic plan of action to more fully capitalize on economic development opportunities from the community's emerging tourism product. Key strategies applicable to Camden are included in the following.

Strategy

- ✔ Capitalize on state initiatives, and development of a more aggressive tourism promotion program, together with educational programs for individuals involved in tourism, and the integration of infrastructure development in support of tourism.

- ✔ More fully develop outdoor recreation assets, including golf, polo, water-related activities and soccer.

- ✔ Maintain cultural attractions and events that complement historical and equine related assets.
- ✔ Improve shopping amenities. Shopping is a top tourist activity in the U.S. and an important of capturing tourist dollars.
- ✔ Improve the variety of dining and lodging. The City's upscale market segments require diverse dining and lodging experiences.
- ✔ Invest in historical attractions and equine entertainment.
- ✔ Improve signage, interpretation and access.

In addition to the above, The African-American Heritage Project, also completed in 2006, recommends **Heritage Tourism** as a means of both promoting the community's African-American history but as a tool to help drive the local tourism industry. To this end, the following strategies are recommended.

- ✔ Create and African-American Heritage Center. Utilize the Price House as a heritage center where the city could display exhibits and preserve resources for researchers, or renovate Kirkwood School for a heritage and community center.
- ✔ Produce brochures and create a walking tour.

EG-4: Continue to Expand, Develop and Promote the Equine Industry.

Unique to but a few areas of South Carolina, the Equine Industry represents a significant part of the community's economic base. In fact, it forms what is referred to in the industry as an "equine economic cluster", meaning an agglomeration of connected businesses collectively operating as a system to produce more than the sum of their individual parts. Such is the equine industry in Camden and Kershaw County.

The equine industry has been a mainstay and integral part of the community's economic base and social structure for nearly 200 years. To ensure its continuance,

nurture its growth and expansion, and more fully capitalize on its position in the community, the following strategy is recommended.

Strategy

- ✓ Create an organization of horsemen to represent all horse related disciplines, e.g. racing, showing, hunting and western pleasure – an association to speak with one voice for the industry.
- ✓ Protect the industry from intrusion of incompatible fringe uses.
- ✓ Develop affordable housing and low-cost transportation system to help sustain and meet the needs of equine labor pool.
- ✓ Establish and protect horse crossings and green space vistas.
- ✓ Strengthen and sustain the equine cluster through on-going analysis, monitoring, and nurturing. Viable clusters attract growth.
- ✓ Promote cluster based equine economic development. Identify gaps in the equine cluster and recruit businesses by conducting of the cluster. Target recruitment can strengthen the cluster and add to its competitive position.

EG-5: Strengthen the core commercial district of Camden.

Recommendations for improving not only the commercial core, but the larger business community as well are included in A Redevelopment Concept for the City of Camden, prepared in 1996 by the Palmetto Conservation Foundation.

Many, if not most of the recommendations for improving the downtown have been implemented, including streetscaping, placing utility lines underground, tree planting, island development, highlighted crosswalks decorative signage and more. However, the downtown is still plagued by vacant stores and buildings, resulting in lost economic activity, cumulative drawing power and negative imagery.

Strategy

- ✓ Prepare market study and strategy for attracting new businesses into the downtown. The role and market for downtown businesses has change

considerably over time. And it will take more than physical improvements to fully revitalize the commercial core. A marketing plan, including incentives for locating downtown, may be the best option for the future of downtown Camden, together with on-going improvements and maintenance recommended by the 1996 Redevelopment Concept Plan.

INDUSTRIAL RECRUITMENT AND DEVELOPMENT

The South Carolina Department of Commerce is the lead state agency for industrial recruitment, development and maintenance. The Central South Carolina Alliance is the regional conduit and the Kershaw County Industrial Development Office is the local point agency for these duties.

In their combined approach to economic development in general and the above goals in particular, the focus is on recruitment of industries that are:

(1) Environmentally sound,
(2) Non-unionized, and
(3) Pay high wages.

Industry meeting these criteria would be a welcome addition to almost any community. Higher paying industries equate to higher standards of living, while effectively precluding the need for unions. Environmentally sound industry generally is compatible with its surroundings and therefore unopposed by environmental groups. But what kinds of industries meet the three criteria?

High Paying, Non-unionized Industries

Technology industries, emphasizing research and development (R&D), generally meet this criteria. In fact, the South Carolina Department of Commerce has assembled a list of technology industries based on their growth potential and above average wage scales. Included in this list are the following:

SIC	INDUSTRIAL CLASSIFICATION
281	Industrial Inorganic Chemicals
282	Plastics materials and synthetic resins, synthetic rubber, cellulosic and other manmade fibers, except glass
283	Drugs

284	Soap, Detergents and Cleaning Preparations, Perfumes, Cosmetics, and other Toilet Preparations
285	Paints, Varnishes, Lacquers, Enamels and Allied Products
286	Industrial Organic Chemicals
287	Agricultural Chemicals
289	Miscellaneous Chemical Products
348	Ordnance and Accessories except Vehicles and Guided Missiles
351	Engines and Turbines
353	Construction, Mining and Materials Handling Machinery & Equip.
355	Special Industry Machinery, except Metalworking Machinery
356	General Industrial Machinery and Equipment
357	Computer and Office Equipment
359	Miscellaneous Industrial and Commercial Machinery & Equipment
361	Electric Transmission and Distribution Equipment
362	Electrical Industrial Apparatus
365	Household Audio and Video Equipment and Audio Recordings
366	Communication Equipment
367	Electronic Components and Accessories
369	Miscellaneous Electrical Machinery, Equipment & Supplies
371	Motor Vehicles and Motor Vehicle Equipment
372	Aircraft and Parts
376	Guided Missiles and Space Vehicles and Parts
379	Miscellaneous Transportation Equipment
381	Search, Detection, Navigation, Guidance, Aeronautical and Nautical Systems
382	Laboratory Apparatus and Analytical, Optical, Measuring and Controlling Instruments
384	Surgical, Medical and Dental Instruments and Supplies
385	Ophthalmic Goods
386	Photographic Equipment and Supplies
387	Watches, Clocks, Clockwork Operated Devices and Parts
737	Computer Programming and Related
739	Commercial research and laboratories
891	Engineering services

That these industries are relatively high paying, job security and income are rarely employment issues. As a result, union membership is low to nonexistent in most workplaces.

Environmentally Sound Industries

This is an area in which the county must be very careful. Air quality standards enacted in 1999 limit ozone, an ingredient of smog, to 0.08 parts per million compared with the current standard of 0.12 parts per million. States and counties that do not meet the standards will have to implement rules to improve air quality or face losing federal funds.

In addition to being mindful of industries impacting the state's guidelines for air emissions, industrial recruiters should closely scrutinize chemical industries-SIC 28-and primary metal industries-SIC 33. While it is unfair to categorically define industries on the basis of their environmental relationships, the inherent production process of many of these industries is such that the potential exist for environmental conflict.

However, the real gauge here should not be industrial classification, but the track record and history of a given industry, particularly small chemical mixing plants and industries impacting air quality.

INDUSTRIAL DEVELOPMENT POLICIES

Development policies in support of the stated goal herein include the following:

- Encourage the development of industrial uses in areas which will maximize the potential for safe, efficient and compatible operations while minimizing excessive infrastructure improvements and service costs to both industry and government.

- Promote the development of planned industrial parks and discourage the location of industry other than agri-industry in rural or natural resource areas.

- Encourage the development and/or expansion of environmentally sound industries that do not produce excessive noise, smoke, dust or other particulate matter, vibration, toxic or noxious waste materials, odors, fire and explosive hazards or other potentially detrimental emissions.
- Promote the location of industrial uses in areas which have compatible soils, drainage and other site characteristics which minimize the cost of site preparation.

- ✔ Coordinate the location of industrial development with the provision of appropriate road, rail, and utilities and information regarding potential impacts on the Comprehensive Plan, community facilities and services, adjacent and nearby land uses, and environmental resources.

- ✔ Identify and reserve where possible appropriate lands for future industrial development and protect these lands as well as existing industry from encroachment by interim land uses which would detract from, would be incompatible with, or would preclude their future industrial utility.

MARKETING PLANS AND STRATEGIES

Following is a four point program designed to aid in the recruitment and/or expansion of industry and business in Kershaw County.

I. **Product Development**: Direct economic development efforts toward improving the county's weaknesses and maintaining its strengths.

II. **Process Development**: Create new partnerships and processes to introduce or expand the role of groups in the public and private sectors in presenting the county's case either directly to prospects or indirectly through participation in the creation of marketing materials.

III. **Marketing Materials**: Create or modify specific marketing collateral pieces such as proposal presentations, brochures, CDs, multi-media presentations, advertising copy, etc.

IV. **Marketing Programs**: Initiate and coordinate proactive marketing activities by the City, County and Committee of 100 to include ad placement, direct mail programs, trade show attendance, etc., designed to generate economic prospects.

NATURAL RESOURCES ELEMENT

This element of the Comprehensive Plan consists of an inventory and assessment of the community's natural resources, and consideration of their role in future development.

Principal among the city's natural resources are wetlands, floodways, trees, topography, soil composition, and climatic conditions. An assessment of each follows.

GEOGRAPHIC PROFILE

The City of Camden is located in the central part of Kershaw County. It is approximately 10 square miles in area, including all land and water areas.

Kershaw County has three regional land formations, piedmont, sand hills and coastal plain. The city is located in the Sand Hills Region, which represents a fall line or transition position between the lower piedmont and coastal plain region of the state. It is this unique geographic position that is principally responsible for the establishment and subsequent development of the city.

CLIMATE

Camden has a temperate climate, characterized by ample rainfall in all seasons, short and usually mild winters and long warm summers.

In winter the average temperature is 42 degrees F. and the average daily minimum temperature is 30 degrees. In summer the average temperature is 78 degrees, and the average daily maximum temperature is 89 degrees.

The total annual precipitation is about 50 inches. Snowfall is rare. In 60 percent of the winters, there is no measurable snowfall.

The average relative humidity in mid-afternoon is about 50 percent. Humidity is higher at night and the average at dawn is about 90 percent. The sun shines 70 percent of the time possible in summer and 60 percent in winter. The prevailing wind is from the southwest. Average wind-speed is highest, 8 miles per hour, in spring.
Climatic conditions are largely responsible for the physical, chemical and biological relationships of the soils, and their present state. They are largely responsible for early settlement of the community by wealthy planters, moving from the coastal areas of the state to an area of cooler drier weather. They have also contributed to more recent

population and industrial movement from less hospitable temperatures in the northeast (Frost-belt region) to the more hospitable Sunbelt region. As a result, they have and will continue to influence the development of the area, including the City of Camden.

WETLANDS

The term wetlands means those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

The principal criteria for determining wetlands are (1) hydrology, (2) soils, and (3) vegetation.

Wetlands are considered by the state and federal governments to be important to the public interest. As such, they are protected by state and federal laws. Prerequisite to the development of such lands is a "jurisdictional determination" by the U.S. Corps of Engineers.

The Corps has developed a wetlands map for general reference, included herein. But for specific sites, a determination of wetlands by the Corps should be secured. Based on their determination, a permit from the Corps may or may not be required to develop the property.

Wetlands requiring a permit from the Corps are characterized as follows:

(1) Wetlands which serve significant natural biological functions, including food chain production, general habitat and nesting, spawning, rearing and resting sites for aquatic or land species;

(2) Wetlands set aside for study of the aquatic environment or as sanctuaries or refuges;

(3) Wetlands the destruction or alteration of which would affect detrimentally natural drainage characteristics, sedimentation patterns, salinity distribution, flushing characteristics, current patterns, or other environmental characteristics.

(4) Wetlands which are significant in shielding other areas from erosion or storm damage.

(5) Wetlands which serve as valuable storage areas for storm and flood waters;

(6) Wetlands which are ground water discharge areas that maintain minimum base flows important to aquatic resources and those which are prime natural recharge areas;

(7) Wetlands which serve significant water purification functions; and

(8) Wetlands which are unique in nature or scarce in quantity to the region or local area.

Where such conditions are found to exist, the Corps will evaluate each request for development on the basis of projected benefits to be derived from the proposed development in relation to the damage to the wetlands resource.

As most of the known wetlands currently are outside the City of Camden the concern for wetlands development is minimal. But with annexation in the direction of known wetlands to the south and southeast, the city should adopt formal policies and procedures for dealing with wetlands development.

Suffice it to say, wetlands restrictions by the federal government make development of wetlands tenuous at best. Where, in the past, development has been constrained principally by the simple presence of wetlands. Now it is further constrained by the need to plan around or mitigate the use and circumstances of development proposed for such areas. Clearly, the presence of wetlands should alert the city and the developer to the need for a "wetlands determination" before proceeding. Failure to secure a wetlands determination and permit, if required, could result in work stoppage, restoration of the project site to its original state, fines, or other compensatory action.

As a factor responsible for influencing development, wetlands, perceived as a natural resource, pose a greater deterrent to development than ever before.

FLOODWAYS

Floodways and flood hazard areas generally are avoided by developers, but encroachment over time has led to the promulgation of federal and local legislation regulating development of such areas.

A significant portion of the city and its urban fringe area are subject to flooding, according to Flood Insurance Rate Maps prepared by FEMA (Federal Emergency Management Agency). The area is roughly described as paralleling and extending outward from Little Pine Tree Creek, Big Pine Tree Creek, and the Wateree River. The area also extends roughly from Bull Street in the city south to and beyond I-20.

That the bulk of this area is beyond the city, the responsibility for regulating development within rest with the county. Still a substantial part of the area is subject to municipal regulation and control. To date, the area by-in-large is sparsely developed, but could become more intensely developed if more costly flood prevention practices are incorporated into the construction of new development. However, the more prudent course of action would be to minimize risk by retaining such areas in their natural state.

TREES

One of the more important natural resources in any community is its trees. Areas void of a canopy are generally avoided by developers, particularly residential.

Camden is a "Tree City". It has established by ordinance a Parks and Streets Commission, consisting of appointed members, working through the Department of Public Works, with oversight of all trees along the city's right-of-way and within city parks. There is also operating within the city and Kershaw County a Tree Foundation. The Foundation was established 1982
as a volunteer organization funded by contributions and donations. The mission of the Foundation is to promote the beautification of Kershaw County by planting trees along public streets and parks. Working closely with the Parks and Streets Commission, the Foundation has been instrumental in reestablishing trees at the entrances to Camden and throughout the commercial core area.

Trees in the urban environment serve to protect and enhance property values, control erosion, moderate climate extremes, provide screens and buffers, promote traffic safety and contribute to community ambience and beautification. Camden's trees serve no less a purpose.

The value of this resource is such that continuing to regulate and monitor the care and cutting of trees is recommended as a means of further protecting and enhancing this environmental resource and advancing the work of the Streets and Parks Commission, and the Tree Foundation.

SOILS

The City of Camden is built principally on Goldsboro, Norfolk, Wagram, and Blanton soils. Grady and Chewacla soils are found south of the city, flanking Big Pine Tree Creek. Lakeland soils and many of the dominant soils in the city are found in the fringe areas north, northeast and west of the city.

Most soils in the city are characteristically wet, posing severe building site limitations for septic tank usage. Blanton and Lakeland soils also present problems involving cuts in the earth, because of the potential for caving.

Wetness conditions generally are overcome by avoiding the use of septic tanks, made possible because of the city's sewage system. However, soil conditions south and southeast of the city a distance of about three-quarters of a mile pose more severe constraints due to high water table and occasional flooding. As a result, this area has been recommended for conservation and incorporation into a "greenway park" by the Palmetto Conservation Foundation.

TABLE 23

Soil Characteristics
Major Soils, City of Camden

Soils	Building Site Limitations
Goldsboro	Severe-wetness
Norfolk	Moderate-wetness
Wagram	Slight
Blanton	Severe-cutbacks cave; Moderate-wetness
Grady	Severe-wetness
Chewacla	Severe-wetness, flooding
Lakeland	Severe-cutbacks cave; Moderate-wetness

Source: USDA, Soil Conservation Service, Soil Survey, Kershaw County Area, S.C. 1989.

NEEDS AND GOALS STATEMENT

A summary review of the city's natural resources reveals that:

(1) Climatic conditions contributed to the early development of the community, providing some relief from the more temperate coastal zone climate, and more recent moves from the "Frostbelt" to the "Sunbelt".

(2) Wetlands pose both a deterrent to the movement and development south of the city, and as an asset, providing a natural linear greenway and open space.

(3) Flood hazard conditions exist along major waterways in and out of city.

(4) Trees constitute one of the city's most important resources.

(5) Soils within the city generally are unsuited to septic tank usage because of wetness, but present few constraints to development because of the city's alternative citywide sewage system.

Natural Resources Goals

NG-1: Preserve and protect the city's trees, and continue street plantings, where needed.

Strategy

- ✔ Monitor and maintain street tree program.
- ✔ Review city tree preservation and planting regulations to ensure they are producing desired results and amend if necessary, or development for adoption a free-standing Comprehensive Tree Ordinance.
- ✔ Conduct comprehensive city tree inventory at 5-year intervals.

NG-2: Encircle the city with a greenway where feasible to parallel and include wetlands and flood hazard areas along Pine Tree Creek to the Wateree River and other water sheds.

Strategy

- Investigate the possibility of creating a conservation trust into which the necessary properties to form the greenway may be placed. Enlist the cooperation of the county as the bulk of the area is outside the city.

  This concept is more fully illustrated in A Redevelopment Concept for the City of Camden, page 8,May 1995.

- Utilize wetlands to the extent practical and feasible for recreational purposes, to include such activities as walking and biking, nature observation, canoeing and kayaking.

NG-3: Protect Water Quality

- Ensure that the development of land and water resources proceeds in a manner consistent with Best Management Practices (BMPs), designed to control run-off and protect water quality.

- Support and assist where possible efforts by the County to protect the community's watershed.

NG-4: Capitalize on the city's natural resources.

Because of its position in the county, the city's natural resources extend to and include the full range of the county's resources, i.e. lakes, forested and agricultural areas, wild game, etc. In combination these resources make Camden an attractive place to live, work and visit.

Strategy

- Promote and market the community as a unique resource in the larger regional context in which it is located. Emphasize in promotional materials the natural aspects of the City as a means of capitalizing on its potential, and enhancing growth and development opportunities.

CULTURAL RESOURCES ELEMENT

This element of the Comprehensive Plan focuses on historic places, buildings, and structures and other cultural resources within the City of Camden, where cultural resources abound.

HISTORICAL RESOURCES

Camden is the oldest interior settlement in the state and, as such, has played a principal role in the history of South Carolina. The area of which it is a part was a major attraction to the aboriginal Indian population as well as the early settlers. Between 1750 and 1770, permanent estates appeared in the county, greatly spurring growth and development, which accelerated following the American Revolution.

Joseph Kershaw, for whom the county is named, arrived in 1758 from England via Charleston and built a store within the present city limits.

Camden grew and prospered during the latter part of the Eighteenth Century and emerged into the 1800's as a bustling commercial town. The period from 1800 to 1850 became a "golden age" of development and expansion of both fine homes and small cottages, many of which are still standing today. They serve as examples of the various types of people and styles of architecture which typified the times.

There are within the community three historical districts on the National Register of Historic Places and three locally designated Historic “Overlay” Districts. Also, there are a large number of historically designated properties located outside the designated Overlay zones, but subject to “overlay” review and approval. The only National Register Landmark in the City is the Bethesda Presbyterian Church. Located just outside the city are two National Landmarks: Mulberry Plantation and the Battle of Camden site, which is currently undergoing extensive restoration work.

National register historical sites are (1) the Camden Revolutionary War Site – located within the larger Camden Historic District, (2) the Wateree Architectural Site, and (3) Kendall Mill Village (see map). Historic overlay zones include Logtown, Kirkwood and Sarsfield (shaded on the accompanying map). Within the overlay zones all proposed development or redevelopment must first be reviewed and approved by the Camden Historic Landmarks Commission prior to the issuance of a building permit.

Included within the Camden Historic District are many historical properties, including the Hobkirk Hill Revolutionary Battle Site, the Polo field, Price House, Robert Mills Courthouse, the Bonds Conway House (former residence of one of the first freed slaves in Camden) and the Historic Camden Revolutionary War Site, located at the south entrance to the city. The Revolutionary Ware site is the original 18th century town site of Camden. This 107-acre museum site includes several furnished period houses, reconstructions of some of the 18th century military fortifications and the Joseph Kershaw mansion, used as headquarters by the British army. The museum is open daily except for major holidays. Guided tours are available Tuesday through Sunday. Historic Camden is an affiliate of the National Park Service.

The Wateree Archeological Site, also south of Camden, parallels the Wateree River from Cane Creek south to Town Creek and encompasses an area approximately four miles wide. The Wateree Archeological Site, listed on the National Register of Historic Places, is comprised of some 19 known archeological sites dating to 7,000 B.C. Beginning around A.D. 1400, large populations of Native Americans occupied the area leaving the present Adamson, McDowell, Belmont Neck, Boykin, Blanding and other significant, recorded archaeological sites. There is evidence that Cofitachequi, the "lost empire" described by Hernando De Soto, A.D. 1540 was located in the Wateree Valley of Kershaw County. Additionally, the area encompasses the Mulberry Plantation (also listed as a National Landmark), as well as numerous small sites, prehistoric villages, Indian ceremonial centers, and colonial and Nineteenth Century farmsteads.

The Kendall Mill Historic District is an excellent example of a traditional design subdivision.

The three locally designated historic overlay districts contain primarily late 19th and early 20th century buildings. From cottages to mansions, these buildings are a direct reflection of Camden's 250-year old history, extending from the Revolutionary War era to the antebellum South, to the winter residences established in the early 1900s. That it maintain these resources for future generations to appreciate, and promote their utilization in the development of a balanced economy, with tourism playing a stronger role are important to the future well-being of the community. Future loss of these structures would eventually compromise the historic architectural legacy of the community. The Kershaw County Historical Society is dedicated to maintaining and promoting the legacy by publishing Camden-Kershaw County historical resource data.

EQUESTRIAN RESOURCES

The Camden community is home to the Carolina Cup, the Colonial Cup and an equine industry that produces significant social, cultural and economic dividends.

Although not the site of the first racing events in South Carolina, Camden has become synonymous with the sport, where racing began in 1802.

The Hawthorn Track, since relocated, was home to early Camden racing. But the Springdale Course is the more famous home of the Carolina Cup, built in 1928. The inaugural Carolina Cup was held in March of 1930 and continues as one of the best steeplechasing events in America, averaging about 70,000 per event. America's first international race – the Colonial Cup – was initiated in 1970.

Springdale race course is owned by the State of South Carolina, thanks to the generosity of Marion duPont Scott, who upon her death willed it to the State of south Carolina with an endowment and a provision that it be maintained forever for equine use. It is operated locally by the Carolina Cup Racing Association.

Prominent at the site is the National Steeplechase Museum. Built in 1998, the museum serves as a repository for documents, photographs, trophies, memorabilia, enter-active exhibits and film. The mission of the Museum is to foster public interest in the sport of American Steeplechasing and reaching the broadest audience through public events, publications and exhibitions.

The Carolina and Colonial Cups stand today as South Carolina fixtures. Media coverage, attendance and the economic impact of these events have increased over time, adding to the significance of the equine industry and its unique imprint on the Camden Community.

ARTS AND ARCHIVES

The Fine Arts Center of Kershaw County is housed in three buildings, forming a cultural campus in the middle of Camden. It hosts live theater, concerts, plays, musicals, exhibits, classes, affiliate clubs and more. The facility also hosts art exhibits and features a library of steeplechase memorabilia.

The mission of the Center is to provide life-long learning experiences in the arts, by providing opportunities for use of its stage, gallery and studios, thus enabling individuals to realize and develop their talents, and gain an appreciation for the arts.

The Camden Archives and Museum also is located in the City of Camden, funded by the City and is a Department of the City. The Department is responsible for collecting, preserving and making accessible items of importance to the history of the area. Artifacts in the museum represent a diverse collection of items relating to cultural heritage. It contains exhibits of local and regional history, and is equipped with a large and diverse collection of genealogical and historical research materials. City efforts to maintain the facility and the work of the Archives and Museum are augmented by "Friends of the Archive and Museum", a volunteer organization contributing both time and financial support. The facility is also home to the South Carolina Daughters of the American Revolution and houses the South Carolina Society Colonial Dames XVII Library.

The Archives and Museum is housed in the Carnegie Library, built in 1915. It stands as a fine example of Greek Revival architecture. Currently, the facility is in Phase 2 of a three phase improvement project.

NEEDS AND GOALS STATEMENT

That the Camden community is well endowed with historical and cultural resources is obvious from the preceding. What is not so obvious is how to optimize the use of these resources without compromising their value to the community and future generations. Toward a course of optimal use and development of its cultural resources, the following goals are established.

CR-1: Fully integrate the community's heritage into the overall economic development process.

Strategy

- ✔ Promote the history of the state's oldest inland community and the attributes that contributed to this settlement. Make it part of the economic development process, especially as it relates to building a cultural tourism industry.

- ✔ Create a new city-staff position – Historic Preservation and Downtown Development Officer -- to take the lead in marketing

the downtown, coordinating preservation projects, and developing historic-based economic projects.

CR-2: Enhance and protect the community's historical and equine resources.

It is not enough to research, identify and restore historical artifacts, buildings, places and structures, or even protect them in place through acquisition, trust, ownership commitment or regulation (zoning) although recommended as a means of goal attainment. Surrounding areas also should be enhanced and regulated to the extent necessary to ensure compatibility and a proper setting for such uses. Protection of equine resources from potentially incompatible development is also essential to their longevity and contribution to the community.

Strategy

- ✔ Monitor rezoning and development proposals to ensure compatibility with existing historical and equine resources, utilizing plan review and public hearing process.

CR-3: Continue to survey, list and record the community's archaeological and historical assets.

CR-4: Become a "Certified Local Government".

Becoming a certified local government (CLG) or participating in the CLG program will qualify the community for additional funding for local preservation. This federally funded program is administered by the S.C. State Historic Preservation Office (SHPO). It is designed to integrate federal, state and local preservation efforts in partnership.

Participating local governments are eligible for federal grant funds amounting to 10 percent of the state's federal allocation for preservation. Certified local governments also receive technical help and training for their design review committees, participate in statewide preservation planning programs, and can comment on National Register nominations from their community before the nominations are considered by the state.

CR-5: Maintain a user friendly climate for the equine industry, protect the resources contributing to the viability of the industry, and integrate the equine resources and their historical prominence into an overall economic development strategy.

CR-6: Promote the activities of the many cultural resources in the community, and expand such activities in keeping with the growth and development of the community.

CR-7: Work to make the Battle of Camden site a National Park.

CR-8: Support efforts to become a National Heritage Area.

COMMUNITY FACILITIES ELEMENT

The purpose of this element of the Comprehensive Plan is to inventory and evaluate the presence of community facilities and the level of public services rendered in relation to current and projected needs of the City.

COMMUNITY FACILITIES DEFINED

Community facilities relate generally to infrastructure, which is defined as facilities that are necessary to support development and redevelopment, are publicly owned and/or serve the public health, safety and welfare. Infrastructure systems include transportation, energy, telecommunications, water supply, wastewater disposal, storm water management, open space and recreation, solid waste management, public health care, public education, higher education, arts, historic resources, public safety, justice, public administration, and public housing.

For purposes of this study, community facilities are divided into the following categories and sub-categories:

- Utilities
- Public Safety
- Recreation
- Health
- Education

From the above list it is obvious that not all community facilities are provided by or under direct control of the City governing authority (City Council). As a result, inter-agency cooperation and coordination are essential to the orderly extension and development of such facilities. Information on transportation facilities can be found in the Transportation Element of the plan.

The status and plans for each of the above follows.

UTILITIES

The City of Camden is a full service utility provider. It owns and operates water, sewer, and electrical systems, both in and beyond the city limits to varying degrees. These systems and services are operated by the City Public Works Department, which also is

responsible for solid waste collection, storm water drainage, and public space maintenance, including city parks, streets, and certain street rights-of-way.

Water System

The City's water system extends throughout the City and into much of the unincorporated urban area. Currently (2007), the city has over 5,900 water customers and serves a population of about 15,000.

With completion of a new water plant in 1998, the system is capable of producing 6.0 MGD (million gallons per day). It is presently producing about 3.1 MGD, with sufficient reserve to meet projected needs of new growth and development. The city draws water from Lake Wateree.

Sanitary Sewer System

The City of Camden operates one of two public sewerage treatment systems in the county. It serves all areas of the city and extends into three unincorporated fringe areas outside the City. Currently, (2007) it has 3,960 customers. Any additional extensions into the unincorporated area are unlikely however, as annexation since 1995 is prerequisite to receiving city sewer service.

The city treatment plant is operating at about 40 percent capacity on dry days, with sufficient reserve to accommodate growth and development. But the age of the collection system is such that during periods of inclement weather, infiltration consumes some of this reserve capacity. To address this situation, the City recently completed two phases of sewer line rehabilitation. Additional line rehabilitation is needed and planned to further reduce infiltration.

Also, there is the issue of technology. The City's system includes treatment lagoons. The Department of Health and Environmental Control (DHEC) is pushing to phase out lagoon systems and replace them with mechanical treatment plants. Any substantial increase of ammonia or phosphorus into the system could trigger a mandate from DHEC to upgrade the City's system accordingly.

Extension of the system is planned east of Camden along U.S. 1 between the City and the airport. If this occurs, it may be a joint project with the County. Also the system will need to be extended to serve an 850 acre tract recently annexed into the City in the same general vicinity, east of Camden.

TABLE 24

Wastewater Treatment Facilities

	MGD
Plant Capacity	3.0
Volume Treated (average)	1.2
Reserve Capacity	**1.8**

Source: City of Camden, 2006.

That urban development generally is contingent on the presence of sanitary sewerage facilities, and annexation is prerequisite to receiving sewer service from the City, most of the projected growth of the urban area may be expected to occur in the City of Camden.

Electricity

The City of Camden provides electricity throughout the corporate area and most of the fringe urban area. The electrical system is owned by the City. Electrical rates are uniform throughout its service area. Annexation is not a requirement for electrical service outside the City.

PUBLIC SAFETY

Ensuring public safety is the role and responsibility of the Fire and Police Departments.

Fire Protection

The availability and level of fire protection has a direct bearing on the security of life and property. As such, it is a matter of considerable importance to existing as well as anticipated development.

In addition to saving lives and property, fire protection, or the level (class) of protection has a direct bearing on insurance premiums. Both fire and homeowners insurance premiums are predicated on the fire defenses and subsequent classification of a community by the South Carolina Insurance Service Office (ISO). To understand what this means in dollars and cents, we need first to explain the somewhat complicated and ever changing relationship between fire defenses and insurance premiums.

The Insurance Service Office (ISO) inspects, grades, and ranks fire departments and defense areas from 1 to 10 on the basis of protection offered. One represents the best possible, with 10 signaling the absence of any protection. Insurance rates are then established to reflect the prevailing classification: the lower the classification, the lower the rates, theoretically. But there is a vast difference between theory and practice in today's insurance market. Premium differences once observed between classes no longer exist. The differences now generally are between groups of classes, grouped along the following lines:

Major Class	Groupings Characteristics
Class 10	No recognized fire department or defense
Class 9	Recognized fire department, but no recognized community water system
Classes 4-8	Recognized fire department and community water system
Classes 1-3	More complete and sophisticated systems, based entirely on individual grading of suppression

The City of Camden was last inspected and rated by the ISO in 2002. It received a Class 4 rating (unchanged from the previous rating) for the City, and a split class rating of 4/9 for the outside protected area (referred to as the Suburban Fire District). The outside rating represents an improvement over the previous Class 5/9 rating. Class 4 rated properties are located within 500 feet of a fire hydrant. Areas located beyond the water system and 500 feet of a hydrant, but within the service area carry a Class 9 rating.
The outside service area is under contract with the County, but it is up to the City to collect for the service. Those businesses and residents receiving city electricity are billed monthly through their electric bill, based on the assessed value of their property. Those not on city electricity are billed individually at the same rate, but payment is not always forthcoming. Fortunately, about 95 percent of outside customers are also electrical customers, ensuring prompt and timely payment for fire service.

The Department has a full-time staff. Headquarters is located in the City Hall building, centrally located. A substation is located north of the main station, on Liberty Hill Road. The two stations are strategically located to serve the City and the delineated suburban service area.

The Department is continually striving to improve it's Class rating and subsequently lower insurance premiums and improve fire protection.

Police Protection

The Camden Police Department was relocated in 2000 from the City Hall building to the renovated and expanded old Library building at the corner of West Dekalb and Gordon Streets. The Department has 25 commissioned officers, and two auxiliary personnel. It is responsible for patrolling 11.5 square miles and protecting about 7,000 people. This equates to 3.5 police officers for each 1,000 population, compared to an average of 2.3 per 1,000 for municipalities of comparable size (Table 25).

Table 25
Law Enforcement Profile, City of Camden

Law Enforcement Officers	25
Population residing within area of jurisdiction	7,000
Area of jurisdiction (square miles)	11.5
Number law enforcement officers per 1,000 pop.	3.6
Average number law enforcement officers for cities of comparable size	2.3
Law enforcement officers per sq. mile	2.2

Sources: City of Camden Police Department,2006;U.S. Department of Commerce, Bureau of Census, 2005 and S.C. Land Resources Commission, County and Municipal Public Land Ownership; S. C. Municipal Association, Uptown.

From Table 25 it appears the police department is adequately staffed to cover and protect the community. However, any substantial increase in area and/or population due to additional annexations likely will create a need for additional personnel and capital expenditures to maintain the current ratio. Also, incidences of gang and drug violations have given rise to the need for an additional investigative officer at this time.

Administrative office space at the current location is sufficient to meet the 10-year time frame of this plan; provided paper data storage, which has become a problem, is replaced with computer storage.

RECREATION

Participation and Performance Trends

There have been significant changes in recreation patterns and trends over the last several years due principally to societal changes, i.e. increased average income, more women in the work force, increased commuting time, increased average age, early retirement, greater health consciousness, more indoor recreation opportunities, higher education levels, delayed marriages and child bearing, change from industrial to high technology service and communications society, etc.

Table 28

Top 20 Preferred Outdoor Activities
Age 12 and older, South Carolina, 2005

	% Participating
1. Walking for pleasure or exercise	83.2
2. Attending outdoor sporting events	63.4
3. Beach swimming/sunbathing	62.5
4. Driving for pleasure	58.2
5. Weights or exercise machines	57.1
6. Picnicking	53.4
7. Pool swimming	53.2
8. Visiting historical sites	52.1
9. Bicycling	42.8
10. Visiting a museum	38.4
11. Fresh water fishing	37.2
12. Visiting unusual natural feature	34.7
13. Playing basketball	34.5
14. Visiting a Zoo	34.1
15. Motor boating	34.1
16. Jogging/running	33.9
17. Watching wildlife	33.4
18. Lake/river swimming	28.0

19. Playing football/soccer	26.1
20. Playing baseball or softball	23.4

Source: S.C. Department of Parks, Recreation and Tourism, State Comprehensive Recreation Plan, 2005.

Active recreation is more popular than passive recreation. Among the national trends of local interest are preferences for walking, swimming, visiting historic sites, and jogging. By 2040 the most popular activities nationally are expected to be sightseeing, walking, pleasure driving, picnicking, hiking, family gatherings, bicycling, photography, wildlife observation, visiting historic sites, and camping.

A survey conducted in 1990 and updated through 2005 by the South Carolina Department of Parks, Recreation and Tourism establishes the following trends in preferred outdoor activities.

South Carolinians' participation in recreational activities has been relatively stable over the past 15 years. During this period, there have been only minor variations in the percentage of population 12 and older who participate in various recreational activities.

Walking for pleasure or exercise remains the activity in which the largest percentage of people participate. Following walking, the recreational activities participated in by the largest number include attending outdoor sporting events, swimming or sunbathing, driving for pleasure, working out with weights, picnicking and visiting historical sites. Camden's historical resources are obviously a target for much of the historical visitations by South Carolinians' as well as out-of-state visitors. Not included in the top 20 recreation activities, but important to the Camden community, are golf, hunting and horseback riding, ranked 23rd, 30th, and 37th, respectively.

While the general pattern of recreational participation has been relatively stable, several activities have either increased or decreased in popularity. Respondents working out with weights increased from 43.2 percent in 1990 to 57.1 percent in 2005.Historical visitors climbed from 46.8 percent in 1990 to 52.1 in 2005. The largest decline was in volleyball, followed by baseball and softball, tennis, waterskiing, and picnicking.

Programs and Participants

The City of Camden works in concert with the Kershaw County Recreation Department to offer a wide variety of programs for all ages, including everything from aerobics to swimming. Many of the preferred recreational facilities and programs identified on

Table 29, including swimming pools, ball fields and walking trails are provided by the City of Camden and the Kershaw County Recreation Department.

Existing Facilities

Parks and recreation facilities are found throughout the City of Camden. Most are owned and maintained by the City. Some are operated by the County Recreation Department. A complete inventory follows.

Table 29
Park and Recreation Facility Inventory, 2007
Camden Community

Name	Size (Acreage)	Major Facilities
Boykin	5	basketball court, tot lot, play field
Aquatic Center	4	swimming pool
Burndale	1	tot lot, play area
City Arena	5	play field, multi-purpose arena
City Hall	8	tot lot, passive area
Edgewood	1	tot lot, passive area
Fairgrounds	4	open
Hampton	6	playground, historic monument and fountain
Kendall	67	passive, walking trail
King Haigler	16	baseball complex
Kirkover Hills	4	passive, open
Kirkwood	7	ballfield, tot lot, (2) basketball courts, concession stand
Kirkwood Commons	28	passive, open
Monument Square	5	passive, open, monuments & Archives building
Rectory Square	6	passive, open, hist. monument, (2) tennis cts.
Seaboard Park	12	office, softball park, (2) tennis courts, tot lot, rec. center
Scott	28	(4) tennis courts, track, walking trail, picnic sh., observatory, tot lot, (4) volleyball courts
Villepique	4	(unimproved)
Woodward	75	(2) tennis courts, soccer field, (5) ball fields, picnic shelter, concession
Washington Park	6	tennis cts. Walking trail, community center
Riverview	16	(4) softball fields, support tower,

		concession stand
Zemp Stadium Park	2	basketball ct., tot lot
Total	***316***	

Source: Camden Public Works Department, 2007; Parks and Streets Commission.

Additionally, the state has a 700-acre multi-purpose park northeast of the city, just off U.S. Highway 1. The N.R. Goodale State Park caters both to passive and active interests, with a spring-fed lake for swimming, boating and fishing, a nine-hole golf course (closed), picnic shelters, tables, and playground equipment.

The inventory of public recreational facilities and opportunities is complemented by numerous private and commercial recreation resources, including the Camden Country Club, public and private schools, churches, and the 107 acre Historic Camden Revolutionary site, used for walks and passive recreation.

Assessment

The adequacy of parks and recreation facilities generally is determined by how abundant and accessible they are, and how much they are used.

As part of this Plan update, the adequacy of the current inventory of parks and recreation will be revisited using one of the most effective and accepted methods of assessment: that of relating park space to population, and comparing the results to "universal standards of adequacy". Unfortunately however, universal standards do not always reflect local situations alike, and must be modified accordingly. They may however be used as a general gauge for evaluating a system.

The South Carolina Comprehensive Outdoor Recreation Plan (SCORP) includes "universal" space requirements for all types of parks. Of the four basic types generally provided at the local level, the aggregate area per 1,000 population is 13 acres (13:1).

Application of this standard ratio to the greater Camden community will produce a need for 273 park acres. This includes not only the City of Camden (population 7,000), but the larger urban area of the Census County Division in which it is located (population 21,000).

Based on the current inventory of parks and facilities (Table 29), the Camden community has a total of 316 acres, or 43 acres more than the amount recommended by the National Recreation and Park Association. When factored by the city's population

the abundance of parks and recreation facilities is even more impressive, as most are located in the city. Complementing local facilities is the 700-acre Goodale State Park a short distance away, and many private , school and church facilities.

Clearly these resources combine to make Camden an attractive place in which to live, work and play. It is one of the few communities in the state to meet or exceed the standards of the National Recreation and Park Association.

Table 30

Application of National Park Standards To
Camden Community Park Inventory

NATIONAL PARK STANDARDS: 13 acres* per 1,000 population

Application of National Standards to Camden Area: 21.0 (pop. 000)
X 13.0 (acres)

Acreage Recommended for Camden Area =273.0
EXISTING PARK ACREAGE CAMDEN AREA 316.0
COMMUNITY PARK ACREAGE SURPLUS 43

* Note: Includes acreage for all community parks, i.e. Neighborhood 3 to 1, Playfields 3 to 1, Community 2 to 1, and Major Community 5 to 1.

Source: National Recreation and Park Association, Recreation Park and Open Space Standards; Camden Public Works Department, 2007.

The City should not rest on its laurels however. The South Carolina Comprehensive Outdoor Recreation Plan recommends that local governments do the following:

1. Seek legislation to encourage and promote local government land conservation, with emphasis on local decision-making and removing constraints that make it difficult to set aside conservation lands for the future,

2. Continue to be sensitive to urban needs to include both nature-based and active recreation facilities, and

3. Pursue funding to construct additional multi-use community parks for youth sports to keep up with the growing demand for such facilities.

Additionally, there is the matter of "condition". Not all parks are up to standard. Tennis facilities in general are inadequate to meet local demands, and opportunities for golf are limited.

The county has developed a Master Recreation Plan which is currently being implemented, but to date few improvements have been made implemented in the Camden community.

EDUCATION

Schools

There are six public and five private schools in the Camden area. The combined 135-day enrollment in school year 2004-2005 was 4,983, of whom 90 percent were enrolled in public schools. Enrollment in private schools accounted for another 520 students, including a spike in enrollment at Camden Military Academy. Additionally the community is home to Central Carolina Community College, with an enrollment of 2,817 students. The College offers two-year Associate Degrees in a variety of disciplines.

Table 31, Inventory of School Facilities, Camden Area, 2004-05

	Built	Enrollment		Capacity
		1995	2005	
Camden Middle	1958	950	867	1,424
Pine Tree Hill Elem.	2000			609
Camden High	1992	1,183	1,035	1,300
ATEC	1981	985		
Jackson Elem.	1981	483	449	356
Camden Elem.			518	
Total				4,463
		Private		
Camden Adventist School		9	21	
Camden Military Academy		194	300	
Montessori School of Camden			64	
Emmanuel Christian School			95	
Mt. Olivet Christian School			40	
Total			520	

Source: South Carolina Department of Education, based on 135-day enrollment.

Notably, enrollment at Camden Middle, Jackson Elementary and Camden High schools is down over the last 10 years. Two of these schools are now operating below building design capacity, and appear to be capable of meeting future enrollment expectations, at least short-term. But crowding is evident at Jackson Elementary even though student enrollment has fallen over the last 10 years.
Accelerated population growth could create a need for additional classrooms in the future, but declining trends in the school age population discussed earlier belie the need for additional facilities during the life of this plan.

Library

Built in 1973, the Kershaw County Library, with 17,678 square feet of floor area, is centrally located in the City of Camden. The library is directed by a 7-member board appointed by County Council. The library is funded by the County, but also receives financial support and volunteer time from "Friends of the Library", a local non-profit organization.

The importance of library services and facilities to local residents may be found in the following facts, extracted from the Annual Statistical Summary of S.C. Public Libraries, produced by the State Library, 2004.

(1) Kershaw County ranks 23rd of 42 libraries in South Carolina in population served, but
(2) 25th in circulation per capita,
(3) 20th in number full-time staff,
(4) 28th in percent population registered for library cards,
(5) 21st in number of visitors,
(6) 28TH in size of library, and
(7) 24th in operating income per capita.

Based on population and per capita data, it appears the Kershaw County Library is ranked in most statistical areas about "average" among the 42 libraries in the State.

MEDICAL/EMERGENCY MEDICAL

The Kershaw County Medical Center, located in Camden, is the principal health care provider in Kershaw County and the Camden community. Built in 1958, it has undergone numerous changes over time. A long–term care facility with 88 skilled nursing care beds was added in 1971. A four bed intensive/Coronary Care Unit was added in 1974. A new emergency room and laboratory, library and conference room was added in 1981. Improvements in 1987 brought the number of acute care beds up to 100. Services were expanded in 1991 to include home health services A health resource center opened in1995, along with a new outpatient surgery center and emergency department. Health care services were then extended to Elgin, Bethune and West Wateree. Currently the Medical Center is a 121 acute care facility, an 88-bed long-term Health Resource Center and Home Health/Hospice Agency.

Services provided by the Medical Center include cardiovascular and pulmonary, diabetes management, diagnostics, emergency, adult/pediatric medicine, gastroenterology, home care, oncology, pharmacy, rehabilitation, sleep diagnostics, surgical and women's services.

The stated mission of the Center is to provide a team approach to improving health and well-being of the residents of Kershaw County and surrounding communities. To this end the Medical Center has teamed with the Kershaw School District in a program to build strong bodies and strong minds. The program promotes nutrition and exercise while fighting childhood health issues. The vision of the Medical Center is to be the preferred provider of quality, cost-effective personalized health care.

Also available to the "uninsured" is the Community Medical Clinic of Kershaw County. This facility has a full-time staff of four, and a part-time volunteer staff of over 100 doctors and auxiliary personnel, whose mission is to provide "free" primary health care for persons who do not have medical insurance.

Emergency medical services are directed in Kershaw County by the Kershaw County Medical Center in Camden. The hospital provides staff training and assistance, and transport services. The City of Camden also has a rescue squad and a substation on Highway 97 to facilitate principally water related emergency calls.

NEEDS AND GOALS STATEMENT

Cooperation, coordination, consolidation and concurrency headline the needs and goals of the Community Facilities Element.

That many community facilities are provided and maintained by other than the City of Camden or any one agency, group or entity, places a premium on project cooperation and coordination. That a given facility provider cooperate with and coordinate the provision and timing of its activities with those of other providers is critical to the efficient and orderly development of the community.

To ensure facilities cooperation and coordination, agency consolidation and concurrency are recommended, followed by specific goals for the various community facilities.

Community Facility Goals

/ Coordinate the provision of community facilities to coincide with the projected needs of development.

Toward this end a policy of concurrency is recommended. Also, impact statements should be required for large scale projects.

Utility Goals

/ *Maintain Quality Utility Services at Lowest Possible Rates.*

/ *Expand Utilities to Meet the Growing Needs of the Community.*

/ *Encourage annexation into the City.*

Public Safety Goals

Provide Optimum Response to Public Safety Calls.

/ Insure individual readiness to respond to all critical incidents.

/ Establish a citywide information delivery network that will inform victims of their constitutional rights.

/ Improve the City's ISO rating to Class 3, if economically feasible.

/ Increase storage capacity in Police and Fire Departments.

/ Maintain capability to respond effectively to critical incidents.

Make Camden a Safer Community---in the Minds of the People, in the Streets, in the Neighborhoods, During the Day and During the Night.

/ Reduce the crime rate and fear of crime.

/ Maintain a highly visible law enforcement figure on school grounds to secure a safe environment conducive to an educational atmosphere and serve as a means of preventing criminal activity.

/ Develop and coordinate prevention and problem solving programs in areas identified as high-risk areas within the City.

/ Demonstrate a commitment to the Community by striving for the utmost professionalism.

/ Enhance professional standards (recruitment, FTO and basic training).

Parks and Recreation Goals

Maintain and Further Develop Quality Recreational Facilities and Programs, and Promote the Community's Parks and Recreational Assets as an Economic Development Tool.

/ Continue to pursue governmental grants for recreational programs and facilities.

/ Retain and nurture partnerships with non-profit organizations and other governmental entities.

/ Continually monitor and improve existing facilities as needed. Upgrade or replace the City Arena.

/ Seek legislation to encourage and promote local government land conservation, with emphasis on local decision-making and removing constraints that make it difficult to set aside conservation lands for the future.

/ Expand recreational programs to target after school students. Provide recreational alternatives to "roaming the streets and hanging out after school". Offer and promote such programs as Boys and Girls Clubs and other teen directed programs.

/ Continue to be sensitive to urban needs to include both nature-based and active recreation facilities, and

/ Pursue funding to construct additional multi-use community parks for youth sports to keep up with the growing demand for such facilities and pursue the development of a YMCA in the community.

/ Investigate the feasibility of establishing a fully functional Parks and Recreation Department– one capable of managing and maintaining the city's parks and recreation facilities

/ Add to the community's park inventory by encouraging or requiring land development practices that reserve park space within or close to newly developed sites.

This will ensure that park development keeps pace with residential and economic development. The basis for requiring park and recreation space set asides is found in the following provision of Section 6-29-1120 of the South Carolina Code: "development regulations may provide...for the dedication or reservation of land for...recreation areas...and other public services and facilities".

Health Services and Educational Goals

/ Provide Comprehensive Quality Healthcare Services which meet Community and Individual Needs and Expectations.

/ Empower all students to be problem solvers, users of technology, effective communicators, and lifelong learners in a rapidly changing global community, by providing challenging experiences in a safe, caring, supportive and cooperative environment.

/ Prepare students to enroll and contribute as productive and responsible citizens in a global society by ensuring innovative and challenging learning experiences.

/ Provide affordable, quality development child care to ensure that every child is ready to enter the first grade.

/ Provide a state-of-the-art safe and well maintained public school system, and ensure quality and equity in instructional programs.

/ Increase the graduation rate to 90 percent of all students entering the 9th grade.

/ Provide alternative training programs and opportunities for under-skilled persons outside the school system---to provide them with skills to participate in the work force.

HOUSING ELEMENT

Adequate, safe housing is a basic human need. The American Public Health Association ranks housing as one of the top three significant issues affecting personal and community health. A varied and affordable housing stock of good quality can attract people to a community, while population growth can provide the impetus for a supply of good, affordable housing. It is also clear that the quality, availability, and affordability of the existing housing stock in a community weighs heavily in the decision making process of potential businesses and employers that are considering new locations. Newcomers to Kershaw County and the City of Camden consider a variety of factors when choosing their new homes such as quality of schools, public safety, convenience to jobs and services, as well as other community amenities. However, the deciding factor in housing choice is almost always the quality and affordability of the available homes in an area.

The purpose of the Housing Element of the Comprehensive Plan is to assess the condition, availability and affordability of the City of Camden's housing stock and to project future housing needs. The prediction of future housing needs poses a distinct challenge – houses are essentially expensive consumer products with a demand that is greatly influenced by economic conditions. Interest rates and the overall economy have dramatic effects on the housing market. When such factors make home ownership unattainable for lower income persons, many residents find themselves dependent on the rental market.

A. HOUSING TRENDS

Data from the decennial Census indicates that housing growth in Camden has decreased by 7% in recent decades. The growth rate fell from 11.5% for the period of 1990 to 2000 to only 4.5% between 2000 and 2010. Similarly, housing growth in Kershaw County decreased by nearly 9%, from 29.8% between 1990 and 2000 to 21.1% from 2000 to 2010. Over time, the City's housing stock has accounted for a lower percentage of housing countywide, from 17.4% in 1990 to less than 13% in 2010.

Table 15. Housing Unit Growth 1990 to 2010

Jurisdiction	1990 Census	% Change 1990-2000	2000 Census	% Change 2000-2010	2010 Census
City of Camden	3,041	*11.5%*	3,390	*4.5%*	3,544
Kershaw County	17,479	*29.8%*	22,683	*21.1%*	27,478
% Camden of County	*17.4%*		*14.9%*		*12.9%*

Sources: US Census Bureau, 2000 and 2010 Census and "Population and Housing Unit Counts, US," 1993.

Building permit data confirms the slowdown in housing growth in Camden in recent years. The 2007 Comprehensive Plan noted that the City issued 272 permits for new residential dwellings between 2001 and 2006, an average of 42 permits per year. Permitting slowed by more than 26% in recent years, with only 154 permits issued from 2008 through 2012, resulting in an annual average of 31 permits. This decrease in permitting is largely attributed to the nationwide housing downturn that began in 2008 and is beginning to show slow signs of recovery in early 2013.

As noted in the five-year Population Element update, the nationwide housing slump and accompanying recession has significantly impacted housing development in Camden and surrounding Kershaw County. While residential real estate development and sales have slowed in recent years, several residential projects have been developed in the City since 2007.

- ***Rutledge Place*** includes a mix of patio homes and low density single-family homes, with a planned 84 homes at build out. Sales have been slower than anticipated due to the recession.
- ***Black River Place*** is a low density single-family home development that will have 200 houses at build out. Construction has been steady, with Phase 1 currently under development, which includes 64 homes.
- ***Bridlewood*** is a low density single-family development that will include 42 homes at build out. Six homes have been built since the original plan, which would have provided 17 larger lots geared to horse owners, was revised and approved.
- ***Southern Oaks*** is a low density single-family development that will include 111 homes at build-out. Construction has been steady in this development, with more than half of the homes already completed.

In addition, several more residential developments have been approved or proposed, but have not yet been developed.

- ***Gardens of Springdale*** was designed to be a gated community, with 45 homes at build out.
- ***Beechwood*** was designed to include a mix of low and medium density single-family homes, with 106 homes at build out.
- ***Hermitage Mill Pond*** is a project still in the conceptual phase that includes 748 acres, of which 391 acres is a pond.

With three residential projects under development that will eventually provide housing for 190 families and three additional projects planned that could house more than 150 families, it appears that housing growth is beginning to regain momentum in the City.

B. Housing Composition

Single-family, detached homes continue to be the primary housing choice in Camden, comprising 79.4% of all housing units. More than 17% of housing units in the City are multi-family, and less than 1% are manufactured homes. This is in contrast to the County, where less than 5% of all housing units are multi-family and more than one of every four housing units is a manufactured home.

Table 16. Housing Unit Type, 2007-2011

	City of Camden		Kershaw County	
Unit Type	#	%	#	%
Total Units	**3,471**	***100.0%***	**27,169**	***100.0%***
1 unit, detached	2,757	*79.4%*	18,226	*67.1%*
1 unit, attached	15	*0.4%*	214	*0.8%*
Duplex	65	*1.9%*	81	*0.3%*
Multi-family	603	*17.4%*	*1,287*	*4.7%*
Mobile Home	31	*0.9%*	7,361	*27.1%*
Boat, RV, etc.	0	*0.0%*	0	*0.0%*

Sources: US Census Bureau, 2000 Census and 2007-2011 American Community Survey.

C. HOUSING AGE AND CONDITION

It is not surprising that the age of housing stock in South Carolina's oldest inland City is much older than that of Kershaw County and the State. The median year of construction of housing units in Camden is 1959, twenty-eight (28) years older than the median age countywide and 25 years older than housing statewide. More than half (51.4%) of Camden's housing stock (1,783 units) was built before 1960 and 19% (658 units) was built before 1950.

Table 17. Housing Unit Age in Camden

Year Unit Built	Camden		Kershaw County		South Carolina	
	#	%	#	%	#	%
Total housing units	**3,471**	***100.0%***	27,169	***100.0%***	2,117,357	***100.0%***
Built 2005 or later	57	*1.6%*	1,738	*6.4%*	159,132	*7.5%*
Built 2000 to 2004	266	*7.7%*	3,753	*13.8%*	250,732	*11.8%*
Built 1990 to 1999	325	*9.4%*	6,732	*24.8%*	436,761	*20.6%*
Built 1980 to 1989	247	*7.1%*	4,460	*16.4%*	360,684	*17.0%*
Built 1970 to 1979	432	*12.4%*	3,814	*14.0%*	346,701	*16.4%*
Built 1960 to 1969	361	*10.4%*	2,268	*8.3%*	208,738	*9.9%*
Built 1950 to 1959	829	*23.9%*	2,322	*8.5%*	165,043	*7.8%*
Built 1940 to 1949	296	*8.5%*	828	*3.0%*	77,906	*3.7%*
Built 1939 or earlier	658	*19.0%*	1,254	*4.6%*	111,660	*5.3%*
Median year built						
All Housing Units	**1959**		**1987**		**1984**	
Owner-occupied units	1957		1988		1986	
Rental units	1967		1985		1982	

Source: US Census Bureau, 2007-2011 American Community Survey.

Several factors are used to evaluate the condition of housing stock in the City of Camden. Housing units that lack complete plumbing or kitchen facilities or that do not have a vehicle available for occupant use can, in most cases, be considered substandard. Based on these criteria, the quality of occupied housing in the City is comparable to the County and the State, with only 11 units lacking plumbing facilities, no units lacking complete kitchen facilities, and only 180 units with no available vehicle. According to Census data, housing condition in Camden has improved substantially since 2000, when 16 housing units were without plumbing and 60 homes had incomplete kitchen facilities.

Table 18. Selected Housing Characteristics, 2011

Jurisdiction	Total Occupied Units	Units with No Vehicle Available		Units Lacking Plumbing Facilities		Units Lacking Complete Kitchen Facilities	
		#	%	#	%	#	%
Camden	**2,829**	180	6.4%	11	0.4%	0	0.0%
Kershaw County	**23,992**	1,566	6.5%	74	0.3%	16	0.1%
South Carolina	**1,758,732**	125,576	7.1%	8,144	0.5%	11,261	0.6%

Source: US Census Bureau, 2007-2011 American Community Survey.

As noted in the 2007 Comprehensive Plan, it would be a mistake to conclude that those homes that lack plumbing, complete kitchens or are without a vehicle are the only structures in the City that may be unsound or in critical need of repair or rehabilitation. In many jurisdictions, housing age is a key indicator of housing condition, since older homes are more likely to pose fire hazards, have dangerous code violations, have lead paint, or be structurally deficient. However, it should be noted that many older homes in Camden are historically significant, and as such have been maintained and updated over time to alleviate such problems. Even so, a substantial portion of the housing stock in the City was built in the 1960s and 1970s and has the potential to become substandard in the coming years if not maintained.

D. Housing Occupancy and Size

The housing vacancy rate in Camden at 18.5% is higher than the County at 11.7% and slightly above the State rate at 16.9%. Housing vacancy in the City rose by 6% from 2000 to 2011. It is likely that the higher vacancy rate for housing units can be primarily attributed to the City's comparatively older housing stock, with homes that sometimes become less desirable or even uninhabitable as they age. The economic downturn with an accompanying rise in foreclosure rates may also have been a contributing factor.

The majority of housing in the City of Camden continues to be owner-occupied. Nearly 72% of the occupied housing units in Camden are occupied by owners, while 28% are occupied by renters. Occupancy of housing by homeowners increased slightly from 2000 to 2011, from 71.3% to 71.7%.

Table 19. Housing Occupancy and Tenure in Camden

	2000		2007-2011	
Housing and Ownership	#	%	#	%
Total Housing Units (HU)	**3,283**	**100.0%**	**3,471**	**100.0%**
Occupied HU	2,874	87.5%	2,829	81.5%
Owner-occupied HU	*2,049*	*71.3%*	*2,027*	*71.7%*
Renter-occupied HU	*825*	*28.7%*	*802*	*28.3%*
Vacant HU	409	12.5%	642	18.5%

Sources: US Census Bureau, 2000 Census and 2007-2011 American Community Survey.

The average number of persons per housing unit in Camden is 2.35 persons – lower than the County average of 2.52 persons. The average for owner-occupied units in the City is 2.43 persons – lower than Kershaw County at 2.51. The average number of

persons residing in renter-occupied housing units was also lower, at only 2.15 in the City of Camden compared to the 2.56 persons per unit countywide.

Table 20. Average Household Size of Occupied Units, 2011

Jurisdiction	Total Persons per Unit	Owner occupied	Renter occupied
Camden	**2.35**	2.43	2.15
Kershaw County	**2.52**	2.51	2.56

Source: US Census Bureau, 2007-2011 American Community Survey.

E. Housing Costs and Value

The cost of housing in a community is an influential factor when people relocate. While it is attractive to have affordable housing available, it is equally important to have a variety of housing types from which to choose. The "trickle-down" effect – or the process of residents buying or moving into more expensive housing when their financial situations allow and freeing less expensive housing for persons with lower incomes – only works when there is an adequate range of homes available. Conversely, older residents are often looking to "downsize" by moving into housing that is smaller, requires less maintenance, and is generally less expensive than their previous home. Quality housing that meets these diverse economic and social needs is essential to achieving a balanced and sustainable housing mix within a community.

The median value for owner-occupied housing units in the City of Camden is $149,200 – substantially higher than the median value for owner-occupied units in Kershaw County at $112,000 and South Carolina at $137,000. Median gross rent in Camden is much higher at $764 per month than for the County at $654, and is also higher than the median gross rent statewide at $728. Gross rent includes the contract rent plus the estimated average monthly cost of utilities (electricity, gas, water and sewer) and fuels (oil, coal, kerosene, wood, etc.) if these are paid by the renter, or paid for the renter by another party.

Table 21. Median Value and Gross Rent, 2011

Jurisdiction	Owner-Occupied HU		Renter-Occupied HU	
	Median Year Built	Median Value	Median Year Built	Median Monthly Gross Rent
Camden	1957	$ 149,200	1967	$ 764
Kershaw County	1988	$ 112,000	1985	$ 654
South Carolina	1986	$ 137,000	1982	$ 728

Source: US Census Bureau, 2007-2011 American Community Survey.

F. HOUSING AFFORDABILITY

Affordability is a key factor in the housing market. The cost of housing must be in sync with household incomes if a community is to meet future housing needs. Lending institutions generally base affordability on housing costs not exceeding 2.5 times the gross household income. This translates into about 30% of household income available for gross housing expenses. HUD defines gross housing expenses to include mortgage payments, utilities, taxes, and insurance for homeowners and rent and utilities for renters. Under HUD criteria, a housing unit is considered *affordable* if its gross cost does not exceed 30% of the occupant's income. Conversely, a household is considered *cost-burdened* if its occupants are paying more than 30% of their income for housing costs.

Census data is useful in developing a picture of housing affordability in the City of Camden. Median homeowner costs (for homeowners with a mortgage) comprise only 23% of household income in the City of Camden and 22.3% in Kershaw County – well within the definition of affordable housing and comparable to the statewide percentage of 23.2%. This is also the case for renters in the City, though the percentage of household income needed for rent is higher at 28.8%. Median gross rent comprises a higher percentage of household income in the County at 29.9% and the State at 30.3%.

Table 22. Owner and Renter Costs as a Percentage of Household Income, 2011

	Median Selected Owner Costs and as a Percentage of Household Income				Median Gross Rent and as Percentage of Household Income	
	With a Mortgage		Without a Mortgage			
Jurisdiction	**$**	**%**	**$**	**%**	**$**	**%**
Camden	$ 1,521	23.0%	$ 397	11.0%	$ 764	28.8%
Kershaw County	$ 1,065	22.3%	$ 316	10.5%	$ 654	29.9%
South Carolina	$ 1,199	23.2%	$ 334	11.4%	$ 728	30.3%

Source: US Census Bureau, 2007-2011 American Community Survey.

Additional data on housing costs as a percentage of household income provide further insight into housing affordability conditions in the City of Camden. Nearly one-fourth of City householders (489) live in homes that cost more than they can comfortably afford. More than one-fourth of City residents (288 households) who own their home pay mortgages and associated housing costs totaling 30% or more of their income. Nearly 38% of renters (304 households) are cost-burdened, spending more than 30% of their income on rent and utilities. Of even greater concern are the 164 homeowners (8.1% of all homeowners) and 122 renters (15.2% of all renters) in Camden who spend more than half of their household income on housing costs. Households with such

significant cost burdens must sometimes delay purchase of essentials such as food, health care and medications in order to remain in their homes – a problem that has been exacerbated by rising prices on necessary purchases such as fuel and food.

Table 23. Selected Monthly Owner Costs and Gross Rent as a Percentage of Household Income in Camden, 2011

Percentage of Household Income	Selected Monthly Costs - Owners						Gross Rent - Renters	
	All Owner Housing Units		With a Mortgage		Without a Mortgage			
	#	%	#	%	#	%	#	%
Total Units	**2,027**	***100.0%***	**1,128**	***100.0%***	**899**	***100.0%***	**802**	***100.0%***
Less than 10%	495	*24.4%*	61	*5.4%*	434	*48.3%*	18	*2.2%*
10 to 14.9%	138	*6.8%*	58	*5.1%*	80	*8.9%*	27	*3.4%*
15 to 19.9%	459	*22.6%*	334	*29.6%*	125	*13.9%*	50	*6.2%*
20 to 24.9%	243	*12.0%*	184	*16.3%*	59	*6.6%*	132	*16.5%*
25 to 29.9%	203	*10.0%*	203	*18.0%*	0	*0.0%*	147	*18.3%*
30 to 34.9%	134	*6.6%*	89	*7.9%*	45	*5.0%*	41	*5.1%*
35 to 39.9%	62	*3.1%*	36	*3.2%*	26	*2.9%*	47	*5.9%*
40 to 49.9%	129	*6.4%*	56	*5.0%*	73	*8.1%*	94	*11.7%*
50% or more	164	*8.1%*	107	*9.5%*	57	*6.3%*	122	*15.2%*
Not computed	0	*0.0%*	0	*0.0%*	0	*0.0%*	124	*15.5%*
Paying 30% or more	**489**	***24.1%***	**288**	***25.5%***	**201**	***22.4%***	**304**	***37.9%***

Source: US Census Bureau, 2007-2011 American Community Survey.

A more detailed analysis of housing affordability on the county level is provided by the *National Low Income Housing Coalition* (NLIHC), an organization dedicated to ending the affordable housing crisis in America. The Coalition works toward this end by providing up-to-date information to the public, formulating policy, and educating the public on housing need and strategies. One of the obstacles that the NLIHC has targeted is the lack of knowledge among the general public on the extent of the affordability problem in their own communities.

The NLIHC produces an annual publication entitled *Out of Reach* in an effort to disseminate this information to policy makers and advocates. *Out of Reach* contains income and rental housing cost data by state, metropolitan area, and county. This data is developed using a number of sources, but is primarily based on the most recent information from the Census Bureau, including the decennial Census and the American Community Survey. The Housing Wage calculated for each governmental entity in *Out of Reach* captures the gap between wages and rents in a community. It is the estimate of the full-time hourly wage that a household must earn to afford a decent apartment at

the HUD estimated Fair Market Rent (FMR), while spending no more than 30% of income on housing costs.

2013 NLIHC data reveals that it is difficult for persons with very low incomes to afford housing in the Kershaw County area without some form of housing assistance. An extremely low-income Kershaw County householder earning $16,920 (30% of the area median income of $56,400) can afford a monthly rent of no more than $423, while the FMR for a two-bedroom housing unit is $625 in Kershaw County. From 2005 to 2013, the FMR for a two-bedroom housing unit in Kershaw County increased by 25%. Comprehensive Housing Affordability Strategy (CHAS) data provided by the US Department of Housing and Urban Development reveals that 4,189 households in the County (19%) are considered to have *extremely low incomes* (0-30% of area median income). Of those extremely low-income households, nearly one-third (1,375 households) are renters.

Table 24. Extremely Low-Income Households in Camden, 2007

Jurisdiction	Households	Percentage
All Households	**22,080**	***100.0%***
ELI Households	4,189	*19.0%*
ELI Renter Households	1,375	*32.8%*

Source: US Dept. of Housing and Urban Development, Community Planning & Development, 2005-2007 CHAS Data, January 2012.

Table 26 is based on the latest national *Out of Reach* **report that determines** a Kershaw County resident earning the 2013 Federal Minimum Wage of $7.25 per hour must work 66 hours per week, 52 weeks per year, to afford a two-bedroom unit at the County's FMR. Alternatively, a household must include 1.7 minimum wage earners working 40 hours a week, year-round in order to make a two-bedroom FMR affordable. For a household with two workers in the labor force this may be attainable, but for single parents living alone these required work hours are all but impossible to meet. A Kershaw County resident would have to earn nearly $5 more per hour than the minimum wage, or $12.02 per hour, for 40 hours a week, 52 weeks a year, to afford a two-bedroom unit at the area FMR. This represents 166% of the 2013 Federal Minimum Wage.

Monthly Supplemental Security Income (SSI) payments are estimated to be $710 for individual residents of Kershaw County. If SSI represents an individual's sole source of income, a County resident on SSI can only afford a monthly rent of $213. FMR for a one-bedroom apartment is more than twice that amount ($527) in Kershaw County.

Table 25. Maximum Affordable Housing Cost for Kershaw County and SC, 2013

	Housing Wage				Work Hours/Week Necessary at Federal Min. Wage to Afford	
	Hourly Wage Needed to Afford *(@ 40 hours/week)*		As % of Federal Minimum Wage *(or $7.25/hour)*			
	One Bedroom	Two Bedroom	One Bedroom	Two Bedroom	One Bedroom	Two Bedroom
Location	**FMR**	**FMR**	**FMR**	**FMR**	**FMR**	**FMR**
Kershaw County	$10.13	$12.02	140%	166%	56	66
South Carolina	$11.86	$14.34	164%	198%	65	79

Source: National Low Income Housing Coalition, "Out of Reach," 2013.

G. PUBLIC, AFFORDABLE, AND ASSISTED HOUSING PROGRAMS

The US Department of Housing and Urban Development (HUD) defines low and moderate income (LMI) households as those households with incomes below 80% of median family income (MFI). More than half (52.7%) of the residents of the City of Camden are considered by HUD to be LMI. Not all Camden residents have the means to afford market housing prices or rents. Several programs are in place to assist these individuals in obtaining adequate, safe and affordable housing.

1. Housing Choice Voucher Program

The South Carolina State Housing Finance and Development Authority (SC SHFDA) administers the *Housing Choice Voucher Program* (formerly known as the *Section 8 Rental Assistance Program*) for Kershaw County. The Housing Choice Voucher Program provides subsidies for privately-owned housing for eligible applicants. Eligibility is based primarily on income as established by HUD and adjusted annually. Housing Choice Vouchers can be used to obtain housing in an assisted housing development (*project-based*) or to subsidize rent for a home or apartment on the private rental market (*tenant-based*). HUD has been shifting its funding emphasis to tenant-based assistance in recent years and consequently no new HUD assisted housing projects have been constructed in a number of years.

As of April 2013, the SC SHFDA has allocated 181 vouchers for housing assistance to Kershaw County families, of which 169 are in use. An estimated 502 County families are on the waiting list for Housing Choice Vouchers. SC SHFDA is unable to provide information on how many of the County families using vouchers are living within the City of Camden.

2. Assisted Housing

There are currently nine assisted housing developments in the City of Camden. A total of 317 assisted housing units are available within these developments to qualified residents of the Camden area. More than three-fourths of these units (246 units) are for use by families, with 71 units specifically designated for use by elderly or disabled residents.

Table 26. Inventory of Assisted Rental Housing, City of Camden, 2013*

Project	Assistance Type	Total Units	Assisted Units	Family Units #	Family Units % of Assist	Elderly Units #	Elderly Units % of Assist
Camden Cove	USDA Rural Development 515 Program	30	30	30	*100.0%*	0	*0.0%*
Canterbury Apts.	USDA Rural Development 515 Program	36	36	0	*0.0%*	36	*100.0%*
Chestnut Ferry Court	Section 8	20	20	0	*0.0%*	20	*100.0%*
Douglas Manor	LIHTC	30	30	30	*100%*	0	*0.0%*
Kershaw Special Housing	Section 8	16	15	0	*0.0%*	15	*100.0%*
Riverwinds Apts.	USDA Rural Development 515 Program	48	48	48	*100.0%*	0	*0.0%*
Steeplechase Apts.	USDA Rural Development 515 Program	94	8	8	*100.0%*	0	*0.0%*
Trinity Methodist Church Apts.	Section 8	50	50	50	*100.0%*	0	*0.0%*
Wateree Villas	Section 8	80	80	80	*100.0%*	0	*0.0%*
Total		**404**	**317**	**246**	***77.6%***	**71**	***22.4%***

*Table may not include a complete listing of existing facilities

Source: *US HUD LIHTC Database, April 2013; USDA Rural Development, April 2013.*

The US Department of Agriculture (USDA) administers several housing programs in the City of Camden through the Rural Development program, which includes community development programs as a major focus of its mission. USDA Rural Development invested more than $665.6 million in rural South Carolina in 2012 to improve the quality of life for thousands of individuals and businesses through housing, upgrades to rural electric services, water and wastewater services, community facilities programs, renewable energy and energy efficiency, business and cooperative development, and job creation. **Rural housing is a major component of the Rural Development mission with a commitment to assisting families and individuals in South Carolina with their need for decent, safe, sanitary, and affordable housing.** Multi-Family Housing (MFH) programs include Rural Rental Housing (RRH), Direct and Guaranteed Rural Rental Housing (GRRH) Loans, Rental Assistance, Farm Labor

Housing (LH) Loans and Grants, and Housing Preservation Grants (HPG). In addition, Single-family Housing (SFH) programs administered by USDA offer homeownership and home improvement loans and grants for individuals and families in rural areas.

In addition to administering programs that directly provide affordable housing to the residents of the State, the State Housing Authority (SC SFHDA) also partners with non-profit and for-profit housing providers to assist them in meeting the State's affordable housing needs. Summaries of housing ownership and housing development programs provided by the Authority are provided in the following sections.

- Housing Ownership Loan Programs – The Authority has a number of programs that assist persons in purchasing homes and offers several interest rates based upon income and the specific county in which the applicant wishes to purchase their home. The programs are offered to "*First-Time Homebuyers*" – individuals who do not own a home at the time of the closing of their new loan with the SC SFHDA. Applicants must have an acceptable credit history to qualify. Eligible properties include new and existing single-family homes, townhomes, condominiums, and new off-frame modular and manufactured housing. All homes must meet Federal Housing Administration (FHA) requirements. The sales price of the home must be less than the maximum sales price limits for the county in which the home is located. The SC SFHDA also offers several options for down payment and closing cost assistance for borrowers.

- South Carolina Housing Trust Fund – Similar to the HOME program, the *South Carolina Housing Trust Fund* provides financial assistance for the development, rehabilitation, and acquisition of affordable housing for low-income and very low-income households. Proceeds from the documentary stamp tax – an increase of twenty cents per $500 on real estate sold – are earmarked for the Fund. The Fund serves all 46 counties in South Carolina. Rather than making funding awards directly to individuals, the Housing Trust Fund provides funding to a network of partners, including governmental and non-profit entities for the provision of affordable housing to eligible citizens in specified funding categories that include: emergency repair; acquisition, rehabilitation and/or construction of group homes and supportive housing for the homeless; homeownership down payment and closing cost assistance for LMI residents; housing rehabilitation for very low-income homeowners; and acquisition, rehabilitation and/or construction of affordable rental housing for low or very low-income persons.

- Multi-family Tax Exempt Bond Financing Program – This *Financing Program* is designed to promote multi-family rental housing development and has provided permanent financing for thousands of rental-housing complexes throughout South

Carolina. Administered by the Authority, the Program provides permanent real estate financing for properties being developed for multi-family rental use that target low-and-moderate income tenants. Eligible recipients include both non-profit and for-profit developers that demonstrate sufficient experience in multi-family rental housing designed for use by low-to-moderate income tenants.

- Low Income Housing Tax Credit Program (*LIHTC*) – The LIHTC is designed to provide an incentive for owners to develop multi-family rental housing. Developments that may qualify for credits include new construction, acquisition with rehabilitation, and rehabilitation and adaptive reuse. Owners of and investors in qualifying developments can use the credit as a dollar-for-dollar reduction of federal income tax liability. Allocations of credits are used to leverage public, private, and other funds in order to keep rents to tenants affordable.

  To be eligible for tax credits, a development must have at least 20% of its units occupied by households earning at or below 50% of the area median income, or 40% of its units occupied by households earning at or below 60% of the area median income. Income limits are adjusted based on household size. Maximum rents are set for each unit size based on 30% of the maximum allowable income for specified household size in the area. Utilities paid by the tenant are counted as part of the maximum rent.

The US Department of Veterans Affairs (VA) guarantees home loans to veterans for site built and manufactured housing through the South Carolina VA office. The *Home Loans* are made by private lenders and can be used for the purchase or construction of a home, home repair or improvement, or home refinancing. The *Manufactured Home Loans* are also made by private lenders and can be used for the purchase of a manufactured home and associated lot, to make repairs to a home or lot already owned, or to refinance a manufactured home. Modular homes cannot be purchased through this program. For both loan programs, the home must be the primary place of residence for the veteran. To apply for loans using these programs, the veteran must obtain a *Certificate of Eligibility* from the VA, must have enough income to pay the mortgage payments and other associated costs of owning a home, and must have a good credit record. In some cases, the spouse of a veteran may also be able to obtain a loan under these programs.

3. Habitat for Humanity of Kershaw County

Habitat for Humanity of Kershaw County is a locally run affiliate of *Habitat for Humanity International* – a nonprofit, ecumenical Christian housing organization that seeks to eliminate substandard housing and homelessness and to make adequate,

affordable shelter a matter of conscience and action. Habitat is founded on the conviction that every man, woman and child should have a simple, decent, affordable place to live in dignity and safety. Through volunteer labor and donations of money and materials, Habitat builds and rehabilitates simple, decent houses with the help of the homeowner families who are viewed as partners in the process. Prospective homeowners must demonstrate a need for simple, decent, affordable housing. Habitat houses are sold to partner families at no profit and no interest. The homeowners' monthly mortgage payments are used to build additional Habitat homes. In addition to a $500 down-payment and monthly mortgage payments, adult household members are required **to invest 200 to 300 hours of "sweat equity"** into building their Habitat house or providing other hands-on physical assistance needed for Habitat endeavors.

Habitat for Humanity of Kershaw County has completed 34 homes since its inception in 1992, of which 20 are in the City of Camden. The organization partners with churches, businesses and government agencies to provide housing to qualified homeowners. Kershaw County Habitat for Humanity also operates a resale store that accepts donations of "new-to-slightly" used furniture, appliances, household items, fixtures, electronics, and construction materials that are resold to the public, with the revenues used to support the Habitat for Humanity mission.

H. AFFORDABLE HOUSING OBSTACLES AND OPPORTUNITIES

The City of Camden's regulatory requirements and procedures are conducive to the development of affordable housing, as evidenced by a number of factors. There are a number of areas throughout the City that are zoned R-6 and allow higher density and multi-family residential development. The City's nine apartment complexes, providing 317 assisted housing units, were built under Federal programs that require the provision of housing units that are affordable to persons of low and moderate incomes. In addition, water and sewer service provided by the Camden Public Works Department is available throughout the City and also extends to fringe areas, reducing the need for installation of costly well and septic systems for new homes both within the City and in areas that may be annexed in the future.

As in many communities, the greatest impediments to affordable housing are the availability and cost of land. According to the 2007 Comprehensive Plan, much of the land within the corporate limits of Camden has already been developed, making any available properties more valuable simply because of the limited supply of vacant properties. However, past annexations have brought in large tracts of undeveloped land that have enabled the City to grow and develop. Several such residential projects

are under construction, with others in the planning stages. Additional annexations will be needed to add developable acreage for residential developments within Camden.

Overall, data reveals median homeowner costs for homeowners with a mortgage are only 23% of household income in Camden – well within the definition of affordable housing and compatible with countywide and statewide median costs. For those who rent housing in the City of Camden, the median gross rent comprises nearly 29% of household income, slightly below the County median of 29.9% and the State median of 30.3%. However, the disparity between housing cost and income for a significant segment of Camden residents, particularly renters, poses a potential barrier to affordable housing in the City. One-quarter (25.5%) of the City's homeowners with mortgages (representing 14.2% of all homeowners in the City) and more than one-third (37.9%) of renters are cost-burdened, spending more than 30% of their incomes on housing and associated costs.

The City has made great strides in addressing issues related to the provision of affordable housing in recent years. The adoption of affordable housing incentives by Camden City Council as an amendment to the Zoning Ordinance in September of 2012 includes a density bonus of an additional fair market value dwelling unit for every affordable dwelling unit included in a new multi-family housing development. Such affordable units must be fully integrated into the development, be developed concurrently with market-rate units, and be similar in appearance to market-rate units. The developer must agree to lease the affordable units only to eligible LMI households at rent levels affordable to those households. Affordable units developed under this incentive must be rented to LMI families for 30 years from the initial date of occupancy.

On June 29, 2011, the South Carolina Legislature established the Kershaw County Housing Authority. Previously, Kershaw County was one of only six counties in the state that did not have a housing authority. Per the establishing legislation, the South Carolina Housing Finance and Development Authority (SCHFDA) will continue to administer the Housing Choice Voucher Program (formerly known as the Section 8 Rental Assistance Program) for Kershaw County. With the creation of the Housing Authority, the County became eligible to apply for low income housing funding provided by the US Department of Commerce and the Department of Housing and Urban Development. The Housing Authority also has the ability to obtain and distribute housing vouchers for veterans through the US Veterans Administration. The seven members of the Housing Authority governing board include two appointments by County Council; one appointment each by the city councils of Camden, Bethune and Elgin; and two appointments by the County's legislative delegation. Top priorities for

the new Housing Authority include addressing the housing needs of the homeless and veterans and expanding the availability of safe and affordable housing.

I. HOUSING OUTLOOK

Housing growth projections are a tool used by local governments to plan for infrastructure and services that will be needed to accommodate future growth. Predicting future housing unit growth for jurisdictions is influenced by multiple factors such as the economy, interest rates, in and out migration, and job growth. These variables can significantly impact housing development in smaller jurisdictions, while the impacts on larger jurisdictions with larger populations and land area may be less severe. Although the Census Bureau provides yearly population estimates and projections at both the county and municipal levels, it does not provide yearly estimates or projections for housing at either level. However, the availability of Census American Community Survey data, along with projections and rates of growth for occupied housing units provided by ESRI's Business Analyst application, make it possible to both estimate current housing and project future housing growth for the City of Camden.

According to 2007-2011 five-year American Community Survey data published by the Census Bureau, there were 2,829 occupied housing units in Camden in 2011 (Table 27). Applying an annual rate of change for housing growth provided by ESRI's Business Analyst application, occupied housing increased to 2,892 units in 2013, with a projected increase to 3,055 housing units by 2018. The City's housing supply is projected to grow by 226 units from 2011 to 2018, for an 8% rate of growth during the seven-year time period. This projection is supported by new residential subdivisions that are either under development or planned, which could yield from 190 to more than 300 additional housing units in the coming years.

Table 27. Projected Increase in Occupied Housing Units in Camden, 2011-2018*

City of Camden	2011[1] Census	2013[2] Estimate	2018[2] Projection	Projected Change 2011-2018	
				#	%
Occupied Housing Units	2,829	2,892	3,055	226	*8.0%*

* 2013 estimate and 2018 projection calculated based on 2007-2011 ACS housing count and calculated using yearly rate of change provided by ESRI Business Analyst data.

Sources: [1]US Census Bureau, 2011 American Community Survey; [2]ESRI Business Analyst, April 25, 2013.

However, it must be noted that housing growth in municipalities is dependent on a number of factors including annexation, the economy, land availability, interest rates,

condition and affordability of existing housing stock, infrastructure, as well as intangible factors such as buyer/renter preference. These factors are highly variable and unpredictable, as evidenced by the housing downturn and accompanying recession that continues to impact residential growth in the Camden area.

J. SUMMARY OF CONDITIONS

- As the housing market changes in response to economic and social conditions, the City is challenged to adjust to these changes while protecting both its built and natural environment.

- With housing growth in the unincorporated areas of the County, the City's housing units comprise 13% of the County's total housing stock.

- Housing growth in the City slowed significantly in the last decade. However, recent subdivision development indicates that the local housing market is beginning to regain momentum. The housing stock in Camden is projected to increase by 8% from 2011 to 2018.

- New residential subdivisions that are either under development or planned, could yield from 190 to more than 300 additional housing units in the coming years.

- With a median construction year of 1959, the age of housing is much older in Camden than in Kershaw County and statewide, particularly for owner-occupied housing. More than half of the City's housing stock was built before 1960.

- Housing values and gross rent in the City are significantly higher than County and State averages.

- Median homeowner costs comprise only 23% of household income in the City of Camden – well within the definition of affordable housing and comparable to the County and statewide percentages of 22% and 23%, respectively.

- One-fourth of City homeowners and one-third of renters are cost-burdened, paying more than 30% of their income for housing costs.

- Housing assistance programs through the Veterans Administration, USDA Rural Development, the State Housing Authority, and the newly created Kershaw County Housing Authority are available to help low and moderate income Camden residents secure affordable housing.

- A substantial number of vacant lots and substandard properties in the City offer opportunities for the development of infill housing that can expand the housing stock and boost the tax base.

K. GOALS, OBJECTIVES AND STRATEGIES FOR IMPLEMENTATION

Goal H-1: Increase the supply of structurally sound, low-to-moderate income housing for City residents.	
Strategy H-1.1. Increase the supply of assisted housing.	
Household poverty and physical conditions in certain parts of the community indicate that financial assistance will be needed to meet the goal of the *National Affordable Housing Act of 1990*, that "every American family be able to afford a decent home in a suitable environment." To this end, there are a number of agencies and programs designed to assist low-to-moderate income families in obtaining decent housing, including rental assistance programs. The State Housing Authority and the Veterans Administration offer funding to assist eligible borrowers with down payments and closing costs. Habitat for Humanity builds new homes for low-to-moderate income persons with an investment of "sweat equity." Research should also be conducted on additional resources to assist low to moderate income families in Camden. But assisted housing can create problems of community acceptance when built in project settings. Therefore to make such housing more acceptable to the community and compatible with its surroundings, the following location criteria are recommended: (1) Such housing should be located on "scattered sites," as opposed to concentrations or "project settings." (2) Such housing should be designed for compatibility to blend with its proposed surroundings. (3) Such housing should be geographically dispersed to provide for "location preference."	**Accountable Agencies:** City of Camden SCHFDA USDA Rural Development Habitat for Humanity of Kershaw County Kershaw County Housing Authority Nonprofit/Private Developers **Time Frame for Completion:** Ongoing
Strategy H-1.2. Add to the supply of structurally sound housing by rehabilitating existing substandard housing stock.	
The City has been actively involved over several years in the renovation and rehabilitation of structurally deficient homes, with assistance from the Community Development Block Grant Program as well as the HOME program. Continued participation in these programs is strongly recommended as a means of salvaging existing housing stock and improving housing conditions. Also, CLG (Certified Local Government) grants and Historic Rehabilitation grants could prove helpful since many areas of substandard housing are located in historically significant areas or have individual historical significance.	**Accountable Agencies:** City of Camden Santee Lynches COG SC Dept. of Commerce CDBG Kershaw County Housing Authority **Time Frame for Completion:** Ongoing

Goal H-2: Protect and maintain the existing supply of quality housing.	
Strategy H-2.1. Ensure the long-term maintenance of City housing that is structurally sound and secured in stable residential environs.	
Identify through the planning process all stable neighborhoods and apply and maintain appropriate protective residential zoning. Condition any change to such zoning on compliance with or amendment of the Comprehensive Plan. This strategy establishes a definitive link between the plan and applicable zoning regulations.	**Accountable Agencies:** City of Camden **Time Frame for Completion:** Ongoing
Goal H-3: Preserve historic homes and structures in the City.	
Strategy H-3.1. Ensure that historic homes and structures are protected for future generations to appreciate preservation and restoration incentives by making available to homeowners and businesses for such purposes.	
Maintain Historical Overlay Zoning in historic areas to ensure that such housing is protected for future generations to appreciate.	**Accountable Agencies:** City of Camden Historic Landmarks Commission **Time Frame for Completion:** Ongoing
Goal H-4: Encourage a broad range of housing opportunities to meet the current and future needs of City residents.	
Strategy H-4.1. Provide opportunities for an appropriate mix of dwelling types, sites and prices in keeping with financial capabilities and market preferences.	**Accountable Agencies:** City of Camden **Time Frame for Completion:** Ongoing
Strategy H-4.2. Encourage new housing development to strive toward the best principles of site planning and residential design.	**Accountable Agencies:** City of Camden **Time Frame for Completion:** Ongoing
Strategy H-4.3. Ensure that the level and type of proposed residential development will be compatible with the physical limitations of land and established land uses in an areas. Also, ensure that the transitions in size, site standards and other characteristics from residential to residential area are compatible.	**Accountable Agencies:** City of Camden **Time Frame for Completion:** Ongoing
Strategy H-4.4. Coordinate the expansion of residential development with information regarding potential impacts on schools, water and sewer systems, drainage, transportation systems, historical and natural resources, the equine industry and other elements of the Comprehensive Plan.	**Accountable Agencies:** City of Camden School District SLRCOG **Time Frame for Completion:** Ongoing
Strategy H-4.5. Encourage the maintenance and/or improvement of the individual character and identity of established neighborhoods.	**Accountable Agencies:** City of Camden **Time Frame for Completion:** Ongoing

Goal H-5: Encourage infill housing and make more infill sites available by razing dilapidated structures.	
Strategy H-5.1. Provide incentives and opportunities for the development of infill housing near the downtown and to replace substandard dwellings.	
Most vacant lots are located in proximity to and within walking distance of downtown Camden, appealing to a diversified market. Use of these properties for housing can also mitigate some of the transportation barriers for low-to-moderate income households. They also have appeal to upper income households in search of "downtown living" with all of its amenities, e.g. sidewalks, parks, street lighting, proximity to cultural resources, etc. These sites are also in receipt of all City services and infrastructure, and are primed for development. Additionally, most of Camden's seriously deteriorated and dilapidated dwellings are located in the same general area, providing redevelopment and infill opportunities once they are removed. In recent years the City has been razing eight structures a year on average. This translates to eight additional infill sites per annum, which could be increased with stepped-up or more intensified inspections. Identified strategies: (1) Waive or pro-rate water and sewer tap fees. (2) Accelerate inspection and removal of dilapidated dwellings and structures to rid the City of unwanted blight and create more infill sites for new housing.	**Accountable Agencies:** City of Camden Private Developers Property Owners **Time Frame for Completion:** Ongoing

LAND USE ELEMENT

The next element of the Comprehensive Plan is the Land Use Element. It is based in part on information developed in the previous six elements, and consists of five major components:

An Existing Land Use Component,
An Issues Component,
A Goals Component,
A Policies Component,
A Plan Map Component, and
A Compliance Index Component.

The **Existing Land Use Component** provides the background and physical base upon which the Plan is predicated. The **Issues Component** identifies problems and issues which should be addressed by the Plan, based in part on the Existing Land Use Component. The **Goals Component** provides direction and articulates a guide to future development. The **Policies Component** articulates the manner in which development proposals are to be considered. The **Plan Map Component** establishes geographic goals and objectives in a planned physical order. And the **Compliance Index Component** provides instructions on the use of the Plan as it relates to zoning and zoning amendments.

EXISTING LAND USE COMPONENT

In order to plan for the future, we need to understand the past and the existing use of land produced by it. This will help determine future expectations and dimension the degree of departure, if any, from established patterns of growth and intensity which may be applied in planning future development.

An existing land use study was conducted in 1988. The study was based on a lot-by-lot survey. Existing land uses were recorded for each parcel in the city by general classification, i.e. Residential; including single-family, multi-family, and mobile homes; Commercial, Industrial and Warehousing; Social, Cultural and Governmental; Parks and Recreation; and Equestrian. The survey also identified housing conditions from exterior appearance, as standard, deteriorating or dilapidated. Certain large scale uses were identified by specific name as well as general category reference.

The Existing Land Use Map prepared in 1988 serves as building block for this study component. A visual survey of the community in 2006 noted for study changes in the use of land, and provided an up-to-date building block for this planning exercise.

From the survey, it is apparent that much of the city is essentially built-out, especially areas north of Dekalb Street, with few vacant tracts and lots remaining for development. The situation is compounded by the historic nature of some of these tracts, making new development a tenuous proposition.

However, the city has been successful in recent years in annexing large undeveloped tracts primed for development, because of its policy requiring annexation as a condition for sewer service. This has enabled the city to grow and be involved in the development process encircling the old city, which is where most new development is taking place, particularly north, east and south of the city.

Housing conditions generally have improved since 1988 due to the city's involvement in federally assisted rehabilitation programs, and local demolition and clearance initiatives. The city has razed an average of over five dilapidated dwellings a year. These two programs have been augmented by private initiatives including Habitat for Humanity. These programs have been particularly successful in improving residential conditions in the South Broad Street and Kirkwood communities.

Land use patterns have remained essentially unchanged since 1988. Commercial development still occupies most of Dekalb Street, through the city (including the city's extended boundaries to the Wateree River), an eight block area in the center of the city, and a strip along Broad Street from Dicey Ford Road to Fire Tower Road. But there has been a considerable shift in the intensity of development, with major commercial activity taking root in the vicinity of west Dekalb and Springdale Drive. Also commercial development of a different variety has cropped up to the south, on Sumter Highway and Wall Street, in the vicinity of I-20. This area is catering principally to the traveling public, while the development on Dekalb and Springdale is more community oriented sales and services. Also new commercial activity is emerging on Gordon Street. Elsewhere commercial and business uses generally are isolated, except for Mill Street, south of Dekalb, which is characteristically mixed. Since 2000, the city has issued 48 new commercial building permits, the majority of which have been in the above referenced areas.

Those residential areas, particularly along North Broad Street have not been compromised by commercial or other higher intensity development, is a tribute to the quality of housing in the community and the resolve of the city to preserve and protect

its residential environs. The trend in many communities is to give in to pressure for commercial use on high volume streets such as Broad and subsequently reduce the suitability of frontage properties for continued residential use.

Mixed use development, i.e. commercial and residential, is evident in a few areas of the community, but is not widespread. And most mixed use areas were developed prior to zoning.

The community is unique in its inventory of parks, open space, historical monuments, equine tracks and training facilities.

Multi-family projects generally are located on the periphery of established single-family areas, with a few smaller projects located closer to the central business center. The most recent apartment complex (Fox Run: 120 units with 80 additional planned units) is located on Wall Street, a peripheral location.

Mobile homes are restricted to mobile home parks in the city. The deteriorated condition of these parks is likely to result in their reuse for something other than mobile homes, effectively eliminating mobile homes from the existing housing inventory. However, future annexations northeast of the City toward the airport, may add to the inventory, as most subdivisions in this area have mobile homes on individual lots and parcels.

In summary, existing land use patterns and densities have changed relatively little since the last comprehensive lot-by-lot land use survey was conducted in 1988, but the community has greatly expanded in size and peripheral development, and structural conditions and residential environments generally have improved.

ISSUES COMPONENT

Many of the land use issues identified in earlier plans are still with us in 2007. Reassessed for continued applicability and expanded to reflect prevailing conditions and concerns, land use issues confronting the community include the following:

- √ Land Use Compatibility
- √ Visual (physical) Image
- √ Future size and shape of the city
- √ Future housing composition
- √ Orderly arrangement (plan) of development

√ Sub-standard housing conditions
- Economic future of the downtown/Vacant Stores
- Redevelopment of Historic Sites

Issue: Land Use Compatibility

Most new development within the City will be in the form of redevelopment or recycling of buildings, except for vacant annexed tracts which offer new development opportunities on the periphery of the built environment.

Expansion of existing development in the city, particularly commercial, and high-density residential likely will raise the issue of land use compatibility. There is no place to go that is not already developed, except outward. Thus, there is potential for conflict whenever a property is redeveloped or recycled to a more economically advantageous use, or expanded in the direction of a different established use, and a zone change is required.

The strength and support for planning and zoning are based generally on the concept of land use compatibility. Home owners, land owners, environmentalists and the general public alike are concerned when development creates an incompatible situation, i.e. lowers property values, heightens traffic congestion, emits pollutants, alters accepted environmental conditions, scars the landscape, or lacks visual appeal.

How this Plan responds to the juxtaposition of potentially incompatible land uses will determine the future "livability" of the community. Not all land use is complementary to or compatible with its surroundings, existing or proposed. And any infringement by uses adversely impacting the prevailing environment generally is met by resistance from affected property owners.

Land use incompatibility is a universal issue. It is no less an issue in the City of Camden, surfacing every time a new use or project impacts an existing residential area or environmental resource.

Where quality subdivisions and historic and equine properties, and other notable community resources are threatened by "incompatible development" a policy to ensure stability should be adopted by the city. It is not enough that property be zoned residential. The zoning can break down over time and often does. But an adopted policy to guide the rezoning process in such matters will go a long way toward ensuring stability, particularly if it is part of the city's Comprehensive Plan. It would have the added clout of the state planning enabling act, which mandates that "regulations shall

be in accordance with the (comprehensive) land use plan". Any action to the contrary would require a reevaluation of the Plan itself, and its call for land use stability.

While such a policy may seem rigid, and it is, it should nonetheless be applied to those neighborhoods and subdivisions where stability is of principal concern.

Issue: Visual (Physical) Image

There is a saying, "you don't get a second chance to make a first impression". This is true for cities as well. How the City is perceived to prospective residents, industries, businesses, and visitors is critical to its future well-being. The 'built environment" projects a visual image of the community and plays a major role in future development by attracting "like uses". Quality development generally attracts quality development and blight begets blight. This is not always true of course, but rarely does quality development take place in a blighted environment, unless major resources have been committed to renewal.

The visual image of the community is tempered by a number of elements, both negative and positive. Based on survey observations they include in Camden, to varying degrees, the following:

Positive Elements	**Negative Elements**
Equine presence	A few severely deteriorated mobile home parks
Historical resources	Vacant downtown stores
Abundance of parks and green space	Some outdoor signage
Wide tree lined streets	Substandard housing conditions
Quality neighborhoods	Through truck traffic
Attractive downtown	

The City of Camden is in the enviable position of having far more positive elements shaping its image than negative.

Issue: Future Size and Shape of the City

It is important for the City to size and shape its boundaries to fully include the urban area of which it is the center. Failure to do so may result in population stagnation or worse, a loss of population, a weakened tax base, loss of state shared funds, and higher service cost and taxes to city residents. The city is also prevented from controlling development on its borders and ensuring land use compatibility of border properties and environs.

The state's restrictive annexation laws notwithstanding, the city is challenged to selectively expand its corporate limits in order to keep pace with or ahead of the spiraling cost of governmental administration and services, as property taxes still constitute the largest single source of local revenues.

Issue: Future Housing Composition

That local housing conditions and preferences are changing is documented by this study. But such changes are not always viewed in a positive light, as the community strives to protect its existing inventory of single-family homes, many of which are historically significant, and project a community of "nice homes" (single-family).

Annexation to the east would broaden the City's housing base, as mobile and manufactured homes are common place in this area.

I annexed into the City, mobile or manufactured homes would become non-conforming uses---a situation not likely to gain support from the residents of such housing. And outside support is essential to annexation. Alternatives are (1) to annex around such housing, which could present service problems or (2) draft a new residential district in which mobile homes would be a permitted use, and apply such zoning to these mixed use (residential) areas.

The significance of mobile or manufactured homes in the housing market cannot be ignored. As the city expands its corporate limits, this issue will continue to surface, as such housing comprises about two-thirds of all new housing starts in the county.

Multi-family housing does not pose the same problem, but as the market tightens, undeveloped tracts of any size may be targeted for such housing, raising the compatibility issue.

Clearly, changes in the housing preferences, most of which have been precipitated by the need for lower cost housing and household downsizing, emphasize the need to reconcile differences in housing types in order to preserve the "single-family way of life" in the community while accommodating market changes.

Issue: Orderly Arrangement (Plan) of Development

This is the essence of land use planning---defining a framework for future development. As Camden is not a new city and the planning process is not starting anew, the framework already exists. Future concerns have to do with expanding, refining and massaging existing development patterns in a manner that will perpetuate an orderly land use arrangement and promote land use compatibility.

Also, as Camden picks up the pace of annexation, complements of its sewer extension requirement (contingent of annexation), more planning will have to be devoted to these newly annexed areas. Some annexations will be presented with firm plans and requested zoning designations. Others, including large acreage annexations, may be longer-range projects and proposals, without definitive build-out plans. They will require a more flexible approach – one that will permit alteration of development proposals to meet changing market preferences, but ensure land use compatibility.

Issue: Substandard Housing Conditions

Housing conditions have improved appreciably over time, but there is still ample evidence of poor and substandard housing in certain parts of the city. Most notable is the area south of Rutledge. Several homes on Gordon and Campbell Streets area also are in need of repair, as well as some homes in the Kirkwood community.

The impact of these conditions is two-fold. They provide less than adequate housing, and they project negatively on the community.

Continued participation in low income housing rehab programs and demolition of dilapidated houses and buildings are necessary to address this issue. Also continued help from private organizations such as Habitat for Humanity and local churches contribute greatly to the improvement of housing. Camden First United Methodist has completed renovation and restoration of 41 homes in the community.

Issue: Economic Future of the Downtown/Vacant Stores

Vacant stores and an economically weakened downtown can have a devastating effect on land use and community image, to say nothing of property values and property tax revenues. At issue is how to maintain a strong downtown in the face of growing competition from outside the area, and the demise of the historical role of most downtowns.

This issue and what to do about it was addressed in a Redevelopment Plan for the city, and many improvements were forthcoming as a result, including extensive tree planting and island development, placement of utility lines underground, streetscaping and decorative destination signs, highlighted crosswalks, and additional street furniture. But these physical improvements, while impressive, have not had the desired effect of stimulating economic development sufficient to fill all vacant stores and buildings. More is needed.

Issue: Redevelopment of Historical Sites

The redevelopment of historical sites is a sensitive issue In Camden, with its legacy of historical buildings and sites. Care should be taken to ensure that any redevelopment activity affecting these places will not compromise nor in any way district from their presence in the community.

GOALS COMPONENT

This component establishes general goals directed by the Plan. Specific goals for various areas of the community are established in the Plan Map Component. General goals consist of the following:

- Make Camden the preferred place to live and visit in the Midlands.
- Promote the development, rehabilitation and maintenance of residential areas to meet the needs of a diversified population.
- Sustain "livable" environment.
- Foster Quality Development/Enhance the Physical Image.

- Optimize development opportunities and use of the City's natural, cultural, equine and historical resources.

- Strengthen the economic vitality and enhance the position of the City's commercial center to compete successfully in a regional economy.

- Provide a framework for land utilization and development, to ensure an orderly, efficient, equitable and compatible arrangement and distribution of the City's physical resources.

Recommended strategies and policies in support of the above goals are listed under each, restated as follows:

LU Goal-1: Make Camden the Preferred Place to live and visit in the Midlands.

As the Central midlands region of South Carolina continues to grow, Camden is becoming increasingly a major part of the region. It has in place historical, cultural, equine and geographic amenities that uniquely position it to more fully capitalize on the region's growth potential. To this end, the following goals and strategies are designed to further strengthen the City's position in the region and establish it as the "preferred place to live and visit in the midlands"

LU Goal 2: Promote the Development, Rehabilitation and Maintenance of Residential Areas to Meet the Needs of a Diversified Population.

Strategies/Policies

- √ Protect quality residential neighborhoods from incompatible development, and restrict rezoning activity that could disrupt the stability of such areas.

- √ Buffer existing residential areas from dissimilar uses.

- √ Permit through zoning and development regulations flexibility in the design and density of housing to better meet evolving market demands.

- √ Require all housing in the City to meet minimum health, safety and sanitary standards.

- √ Continue to participate in housing assistance programs to improve housing conditions.

- √ Continue to have razed and removed from the community housing, including mobile homes, that is dilapidated and unfit for habitation and posing blight on surrounding development.

- √ Ensure that the level and type of proposed residential development will be compatible with the physical limitations of the land and established land uses in an area. Also, ensure that the transition in housing size, site standards and other characteristics from one residential area to another is compatible, or sufficiently buffered.

LU Goal 3: Sustain "livable" Environment

As the City is pressed to accommodate change and keep pace with or ahead of the development or redevelopment process, care should be taken not to lose sight of what sets Camden apart. It is a nice place to live, recreate and visit. And development or redevelopment should not be allowed to compromise or destroy the environmental conditions contributing to this situation.

In planning for the future, an eye on the past and what is unique about Camden should weigh heavily. Policies and strategies designed to meet this goal include the following.

Strategies/Policies

√ Protect through zoning and land development regulations properties of special value, including historical, equine, architectural, natural resource, and existing residential areas.

This includes extending adequate buffers around such properties so as to ameliorate the juxtaposition of potentially incompatible uses.

√ Protect existing single-family environs.

√ Make necessary improvements to reestablish the downtown as the social and economic hub of the community.

The ultimate destination or focal point of the Community is the

Central Business District. As such, it should project a special sense of ambience.

√ Disallow projects and activities which would negatively impact prevailing environmental conditions.

√ Upgrade and enforce signage regulations.

√ Require redesign of existing nonconforming parking lots to include planter islands and landscaped areas in accord with Section 157.088 of the Zoning Ordinance within a reasonable time frame (5-years).

Currently, landscaping of existing building sites is required where renovation or remodeling exceeding 50 percent of the building's value is involved. Change of occupancy is not a requirement for landscaping.

LU Goal 4: Foster Quality Development/ Enhance the Physical Image

In this context, quality development is defined as having a positive impact on the community by way of design, amenities, siting and/or geographic positioning. It is the opposite of development which would: (1) infringe upon the property rights of others, (2) devalue neighboring property, (3) damage or compromise natural environmental assets, (4) create traffic or health hazards, and/or (5) impair the visual ambience of the community.

The city has acted to ameliorate the negative aspects of growth, foster quality development, and enhance the physical image of the community in the past through zoning and development regulations.

<u>Strategies/Policies</u>

√ Continually monitor and amend, as necessary, zoning and other development regulations to ensure that development will have a positive impact and enhance the physical image of the community.

LU Goal 5: Optimize development opportunities and use of the City's natural, cultural, equine, and historical resources.

Strategies/Policies

√ Further identify, protect and promote visitation of the Community's historical homes, buildings, sites and cultural resources.

√ Encourage land development practices that reserve open space within or close to developed sites. Such open space should preserve the land's natural features and provide opportunities for the development of active recreation facilities.

√ Maintain "equine friendly" land use and development regulations.

√ Protect wetlands and flood hazard areas, and maintain flood insurance eligibility for city residents and homeowners.

√ Incorporate and integrate natural and historic resources into development projects to uniquely signature such projects and conserve resources in the process.

√ Identify precisely the location, nature, and extent of all existing and potential resources to be conserved, so that developers and property owners can mitigate or adjust development plans to avoid or incorporate such resources into the planning and development process, providing for responsible utilization as a means of conserving them for present and future generations to enjoy.

√ Promote cluster subdivisions with design features such as open space, greenways, wildlife corridors, wetland preserves, farmlands, etc. as a means of enhancing development, conserving resources, and maintaining a balanced environment.

√ Amend subdivision (development) regulations to require open space and resource conservation as a requisite to site development.

√ Enacting development regulations to require the use of Best Management Practices (BMP's) in dealing with the development of resource areas.

LU Goal 6: Revitalize Buildings and Areas Vacated by Commerce

The free market and the rush by commerce to find the most competitive location often results in the abandonment of buildings and sites, leaving in the wake "dead spots" with negative connotations. To address this situation, the following strategies are recommended:

√ Encourage retrofitting vacant commercial buildings for other uses.
√ Limit commercial rezoning of new areas to enhance the market potential of vacant commercial buildings and land, and curb the abandonment of existing locations.

√ Provide owners of vacant properties with economic incentives.

√ Encourage mixed use development in the downtown to consist of converting upper floor space for residential use.

√ Prepare a downtown development plan to address such things as marketing, signage, zoning regulations, etc..

LU Goal 7: Provide a Framework for Land Utilization and Development to Ensure an Orderly, Efficient, Equitable and Compatible Arrangement and Distribution of the City's Physical Resources.

This goal is directed at the heart of planning -- deciding what land will be developed and the intensity of that development. It is a matter of directing growth and development in such a manner as to sustain the built environment and community resources, and create a land use pattern characterized by:

√ Stable, attractive, and diverse neighborhoods,
√ Quality employment venues, properly integrated and disbursed within the urban area,
√ Convenient, accessible, diverse, and attractive retail areas, accentuated by historical, dining and visitation attractions,
√ Quality public services and facilities which provide an infrastructure support system for new development, and
√ An arrangement of land uses which optimizes investments in existing infrastructure, and minimizes investments in new and expanded infrastructure.

<u>Strategies/Policies</u>

Strategies and policies for implementation call for:

- √ Develop a definitive land use plan map, which clearly identifies future land use and density expectations. Such a move will remove much of the unknown regarding future development options, based on the Plan, and disarm those in opposition to development or change. The downside to a more definitive plan is the loss of flexibility in responding to development proposals. However, planned developments which meet the objectives of this strategy should be allowed if they are compatible with surrounding development.

- √ Amend the zoning ordinance to require impact statements for projects of a certain size to address the potential effect on nearby properties, particularly residential, equine and historic.

- √ Enlist plan input and support by property owners, developers, and the general public.

- √ Adopt the Plan and the Plan Map by ordinance.

- √ Enact and/or amend land use and development regulations and policies as necessary to accomplish Plan Map compliance.

- √ Coordinate land use planning with the provision of adequate transportation and infrastructure systems to support desired patterns of development.

- √ Provide for effective zoning that is consistent with the goals and policies contained in the Comprehensive Plan.

- √ Provide for appropriate transitioning or buffering between land uses of differing scales or intensity.

- √ Work with the County to coordinate land use planning and development decisions in areas surrounding and impacting the City. Also, consider the creation of a Joint City-County Planning Commission to help carry-out this strategy.

POLICY COMPONENT

This component forms the basis for the planning process by providing a means to evaluate land use proposals for compliance with the land use and development goals, previously stated.

General Policies

√ Encourage and influence planned and orderly growth consistent with the various elements of the Comprehensive Plan.

Residential Policies

√ Provide opportunities for an appropriate mix of dwelling types, sites and prices in keeping with financial capabilities and market preferences.

√ Encourage new housing development to strive toward the best principles of site planning and residential design.

√ Ensure that the level and type of proposed residential development will be compatible with the physical limitations of the land and established land uses in an area. Also, ensure that the transitions in size, site standards and other characteristics from residential area to residential area are compatible.

√ Coordinate the expansion of residential development with information regarding potential impacts on schools, water and sewer systems, drainage, transportation systems, historical and natural resources, the equine industry and other elements of the Comprehensive Plan.

√ Encourage the maintenance and/or improvement of the individual character and identity of established neighborhoods.

Commercial Policies

√ Ensure that commercial establishments are designed to minimize negative impact on traffic circulation and adjacent land use.

√ Prohibit the encroachment of commercial development into established residential areas.

√ Coordinate the growth of commercial development with information regarding the potential impact on the Comprehensive Plan, community facilities, utilities, transportation system, adjacent and nearby land uses and the environment.

Industrial Policies

√ Encourage the development of industrial uses in areas which will maximize the potential for safe, efficient and compatible operations while minimizing excessive infrastructure improvements and service costs to both industry and government.

√ Promote the use of existing Industrial Parks as a means of ensuring land use compatibility and creating jobs within the community.

√ Encourage the development and/or expansion of industrial uses which do not produce excessive noise, smoke, dust or other particulate matter, vibration, toxic or noxious waste materials, odors, fire and explosive hazards or other detrimental impacts to the environment.

Transportation Policies

√ Ensure adequate rights-of-way for future road improvements and expansions in new subdivisions through dedication and building setback requirements.
√ Protect the safety and traffic-carrying capacity of interchange areas and major thoroughfares from adjacent land development by minimizing curb cuts and requiring traffic impact studies for large, high traffic generating projects.

√ Ensure the provision of safe and adequate parking facilities suitable to each type of development, and establish requirements that vehicular circulation within new subdivisions function efficiently and safely.

√ Promote the development and use of a By-pass from US 521-601 north of the city to I-20 (Exit 101) to remove pass-through traffic and reduce congestion on local streets.

√ Advocate the development of a comprehensive transportation system to include light rail and mass transportation to meet long range needs and goals of community.

Open Space and Recreation Policies

√ Integrate the Wateree River, Pine Tree Creek and other tributaries into a system of greenways and urban open space.

√ Secure future sites for recreation activities by identifying land and water areas having the best combination of natural features, size and location suited for the type of experiences to be provided.

√ Preserve positive qualities of areas which have important recreational, scenic, historic, archeological, educational and aesthetic values.

√ Encourage land development practices that reserve open space within or close to developed sites. Such open space should preserve the land's natural features and provide opportunities for the development of active recreation facilities.

√ Support efforts to reforest city streets with comprehensive tree planting program.

Natural Resource Utilization and Conservation Policies

√ Protect, maintain and enhance the community's natural resources for future generations to share and enjoy.

√ Ensure that the development of land and water resources proceeds in a manner consistent with resource capabilities.
√ Support the preservation of historic, architectural, archaeological, equine, and cultural resources in the community and establish appropriate rules, regulations, and ordinances to enhance and protect these resources.

PLAN MAP COMPONENT

The Plan Map Component is an expression of geographic objectives. It illustrates the development objectives for various areas within the community.

Inherent in Plan Map objectives are policies dealing more specifically with the treatment of development. These policies represent legislative intent on the part of city officials to meet development objectives for the various geographic areas comprising the city.

Land use and development objectives for the various areas are color-coded and identified by the use of symbols on the accompanying Plan Map. They are based in part on factors influencing development, i.e. growth projections, existing land use, land use issues and goals.

Land Use Map Symbol	**Generalized Land Use Classification**
RCA	Residential Conservation and Infill Areas
RDA	Residential "Density-Flex" Areas
MU	Mixed Use Areas
CSC	Community-Scale Commercial Areas
RSC	Regional-Scale Commercial Areas
RC	Resource Conservation Areas

RCA, Residential Conservation and In-fill Areas

Objective

The objective of this designation is to conserve and protect the character and present use of existing single-family neighborhoods and subdivisions and to prohibit any use or development which would compromise or infringe on the prevailing character of such areas. Also, residential in-fill and redevelopment activity of like-kind are encouraged within said areas.

Policy

Where the symbol RCA and corresponding color code is applied on the Plan Map, it shall be the policy of the Planning Commission and City Council to deny zoning changes or ordinance amendments which would in any way compromise or alter the present use of property. In neighborhoods so designated, any ordinance change which would permit dissimilar uses would be denied as a matter of policy, pending further study by the Commission and Council and subsequent amendment to the Plan Map.

This policy effectively "locks out" development and zoning changes at variance with prevailing single-family uses. It is a policy of "no change" until such time as the plan objectives are reevaluated and restated by plan amendment.

This designation is applied principally to existing stable, single-family residential areas.

RDA, Residential "Density-Flex" Areas

Objective

That housing is taking on a variety of forms in the City of Camden is clear from the land use survey. Single-family site built homes, while still the majority, comprise a smaller share of the total market than ever before. In response to a changing housing market, developers need flexibility to meet future housing demands and preferences.

The objective of the RDA designation therefore, is to identify areas suitable to and with short and long-range market potential for a wide range of residential options: to permit density flexibility in the form of multi-family, townhouse, patio, cluster, duplex and other housing types. The designation is applied principally to undeveloped areas with residential potential and existing residential areas of "mixed" housing styles and densities. Various types of units at higher densities are encouraged in these areas, thus allowing design flexibility and market response to housing demands.

Policy

The policy regarding areas designated RDA on the Plan Map is to accommodate where appropriate, adjustments and amendments to the zoning map so long as such amendments are for residential, institutional and/or office use -- uses generally compatible with residential development. Specific rezoning proposals are to be considered on their merits.

MU, Mixed Use Areas

Objective

This designation is applied to areas in transition and/or suitable to a variety of uses, where development is mixed and the real estate market is changing. Here, the objective is to monitor and guide development in an orderly manner by channeling change in such a way as to enhance and strengthen the outcome---to make mixed use possible and change a positive response to the future.

Policy

The Plan Map policies for "MU" areas are:

(1) To monitor and regulate the transitional process so as to enhance environmental conditions and improve property values.

(2) To further evaluate such areas to determine the cause of change. Some areas so designated may be deteriorating and changing for the worse, while others may be under economic pressure for higher use and intensity development.

(3) To carefully evaluate all proposed zoning changes in such areas to determine the impact of the transitional process, and to grant change only where substantial improvement or strengthening of the area would result---to guide the transitional process in the best interest of the community.

(4) To apply transitional zoning (O-I) where appropriate to control the transitional process and ameliorate differences between residential and non-residential uses.

(5) Create a second mixed use district to include tourism-type uses in combination with residential and office-institutional uses for application in areas of concentrated historical and cultural uses. Such a district could greatly enhance the appeal of such uses and contribute to the local economy.

CSC, Community Scale Commercial Areas

Scale is all about form and fit. How will a proposed new commercial project or building fit within Camden's built environment? Camden is a very distinct community. It is characterized by low-rise buildings, small commercial stores and businesses (except for recently established commercial uses on Highway 521 and Wall Street), abundant open space, parks and equine areas, historical resources and small town ambience.

Big-box stores are out of scale in this environment, as are high-rise buildings, billboards, strip malls, and building forms at variance with what has been historically accepted.

Objective

The objective of this designation is to sustain community-scale commercial and business uses, and to disallow out-of-scale development. Sustainability is achieved when development meets the needs of the present generation without compromising the ability of future generations to meet their own needs. Maintaining "scale" is anticipated to be equally important to future generations.

Policy

Zoning regulations to date have concentrated on use restrictions without regard to scale. While zoning restrictions in their present form are still helpful in promoting land use compatibility, scale and form are perhaps even more important, especially when it comes to sustainability of the commercial environment.

Therefore, Plan Map policies for sustaining community-scale commercial development in the areas so designated on the Plan Map are to refocus development regulations and review criteria on the scale and form of proposed business activity. This may be accomplished with "scale based" regulations, requiring a "planned" physical outcome acceptable to the community.

RSC, Regional-Scale Commercial Areas

Areas so designated contain principally business, commercial, industrial, employment, and service uses and are projected to accommodate the bulk of such development in the future. They are located principally on the periphery of the community and, for the most part, are serving regional and transient markets.

Objective

This is an inclusive business designation. The objective is to accommodate general and area-wide economic activity in areas best suited for such purposes, and to minimize the impact on neighboring properties, the local transportation network, and environmental resources. Further, the objective is to encourage and promote the economic vitality of the city by concentrating business activity in easily accessible, strategically located peripheral areas and strengthening its pull through "cumulative attraction".

Policy

The policy is to promote and accommodate a market driven economy. Most areas so designated on the Plan Map contain business and commercial establishments at this time and are zoned accordingly. Outside of these areas such development is discouraged, as it would dilute the cumulative effect of concentrated commerce, and intrude into residential or resource areas.

RC, Resource Conservation Areas

Objective

The City of Camden is rich in natural, historical and cultural resources, among them:

Historic Camden Revolutionary War Site
The Art Center
Historical Buildings and Structures
Equine Racing and Training Facilities
Public Parks
Water Resources and wetlands

The contribution of these resources to the "quality of life" is such that care should be taken to ensure their presence for future generations, enhanced rather than compromised by the development process. Such is the objective of this designation.

Policy

Where this symbol is applied to the Plan Map it shall be the policy of the city to ensure the life of its resources by enacting appropriate safeguards and taking appropriate action to prevent their misuse, as well as the misuse of adjacent areas which may negatively impact their use.

COMPLIANCE INDEX COMPONENT

Nowhere is a Plan more essential than in decisions involving zoning or rezoning. In fact, 6-29-720 of the South Carolina Code of Laws, 1976 (Comprehensive Planning Enabling Act of 1994) states that "regulations (zoning) must be made in accordance with the comprehensive plan..." But unless the Plan is clear regarding what constitutes conformance, it may not succeed as a guide to the development and regulatory process.

To clarify the intent of this Plan and what constitutes "accordance" therewith, the use of a Compliance Index is recommended. The Index, presented on Table 32 establishes criteria and parameters for determining compliance. It lists the symbols shown by the Plan Map, summarizes goals and objectives, and identifies principal uses intended for each mapped area. It also shows compatible zoning districts as well as acceptable alternatives to Plan Map goals, as all are critical to the compliance issue.

The map symbols and accompanying description on the Index establish the intent of an area and the type of development which fulfills the intent. The compatible use and compatible zoning columns establish criteria for determining plan compliance. And the alternative district column provides for plan flexibility.

The compatible zoning district column provides a range of acceptable districts, from few to many, depending on the land use and development objectives of an area. Areas designated RCA, for example, show very few alternatives. This means that any rezoning request not listed by the Index should be denied on the basis of non-compliance with the Plan Map. This limited rezoning response makes a strong statement for stability and conservation of existing residential neighborhoods classified RCA on the Plan Map. It must be understood, however, that compliance with the Plan does not entitle an applicant to a rezoning request. It merely states compliance with the Plan. A host of other factors such as the potential impact on traffic, natural resources, historical places, equine facilities, etc., could come into play and should be considered by the Commission and Council in their deliberations on the matter.

The list of "zoning district alternatives" is designed to give developers needed flexibility to meet changing market conditions within the general framework of the Plan. However, the changes permitted by alternative districting or rezoning are inherently limited by the Plan goals and objectives for the various areas.

Where the Plan's goals are brought into question, the matter shall be reassessed by the Planning Commission to determine if they are still representative of the area in question. If they are, any rezoning change at variance should be denied on the grounds of "non-compliance". If, however, there is a deficiency in the Plan or conditions or objectives have changed, the Plan itself should be amended. In this way, the Commission together with the Council will continually evaluate the Plan for applicability.

The entire process---evaluating development and rezoning proposals on the basis of the Compliance Index---is designed to better infuse the Plan and the planning process into the development and zoning decision-making process.

TABLE 32

CITY OF CAMDEN
PLAN COMPLIANCE INDEX

Plan Map Symbol	Classification	Summary Goals	Principal Compatible Uses	Compatible Zoning Districts	Alternative Zoning Districts
RCA	Residential Conservation and Infill Areas	To protect existing single-Family residential areas	Single-family, site built Detached dwellings	RE, R-15, R-10	PDD (residential)
RDA	Residential "Density-flex" Areas	To accommodate variety of housing to meet market demands	Single-family, townhouses, Patio homes, multi-family, Cluster housing, etc.	RE, R-15, R-10, R-6	OI, PDD
CSC	Community-scale Commercial Areas	To promote community scale commercial activity	Commercial, office and Community businesses	OI, B-1, B-2, GD	B-3, PDD R-6
RSC	Regional-scale Commercial Areas	To accommodate local, highway, and regional business activity	Commercial, office and business uses, and procession plants	B-2, B-3, GD, EQ OI, PDD, I-1	RE, R-15, R-10, R-6
MU	Mixed-use Areas	To accommodate mixed Use development in Compatible setting	To be determined by economics and compatibility	RE, R-15, R-10, R-6, OI, B-3, PDD	B-2, I-1, GD EQ
RC	Resource Conservation Areas	To preserve and protect natural, cultural, and historical resources	Limited to existing use or variations thereof	EQ	Existing Zone, PDD, District compatible with surrounding development

TRANSPORTATION ELEMENT

The transportation-land use connection is an important concept in both land use and transportation planning. The most significant role that transportation plays in land development is in providing access, with transportation facilities serving as a significant element of the built environment, creating both connections and barriers. For instance, while a high-volume, four-lane highway may connect key areas of a community for vehicular travel, safety concerns may cause it to be a deterrent for pedestrians who need to cross the highway to get to resources on the other side. Traffic congestion on a thoroughfare can also be a barrier, causing motorists to seek alternative routes. An understanding of these relationships is critical to solving and even preventing transportation related problems such as congestion, higher energy consumption, reduced air quality, threats to public health and safety, and decreased access to services and employment.

The Transportation Element provides an analysis of transportation systems serving the City including existing roads, planned or proposed major road improvements and new road construction, existing and proposed transit projects, and proposed and existing pedestrian and bicycle facilities and projects.

Debate on the relationship between transportation and land use typically hinges on whether the transportation network should be planned to accommodate anticipated land uses and growth, or should the transportation network evolve organically to accommodate traffic generated by the location of land uses and subsequent growth patterns. Ideally, transportation networks should be planned to anticipate and accommodate future needs. However, funding for costly transportation infrastructure is limited, particularly at the local level, with resources directed to alleviate immediate problems such as congestion and safety issues caused by increased traffic volume. Even the best planned transportation system cannot address every possible future development scenario or advances in technology. It is important that both transportation and land use plans evolve over time, adjusting to new challenges and opportunities in concert with one another.

The automobile has been the dominant mode of travel in the United States since the Second World War. As such, accommodation of the automobile has been a significant factor in land use development. This has taken many forms, including the evolution of residential areas from walkable neighborhoods to subdivisions focused on optimum vehicular access. In recent years, public concern about issues such as traffic congestion, energy conservation and air quality have resulted in a broadening of transportation

planning to focus on the full range of transportation options. While roads comprise the majority of most transportation systems, they are not the only viable component. Effective transportation systems are built upon a broad, multi-modal network of options that include rail, air travel, shipping, reliable and responsive public transit systems, and safe and interconnected pedestrian and bicycle pathways. In general, a transportation system can be defined as any means used to move people and/or products.

A. ROAD NETWORK

According to the *South Carolina Comprehensive Multimodal Long Range Transportation Plan*, demand for travel in the State is growing at a pace that is approximately twice as fast as population growth. This growth in travel has far outpaced the rate of expansion of the South Carolina highway system. While travel is generally greatest on Interstates, Federal and State highways and many local roads have also experienced the traffic congestion and road wear associated with increased motor vehicle travel. An examination of the local road network will enable the City of Camden to work with Kershaw County and regional partners to plan for transportation needs for the coming decade, particularly as they relate to future land use.

1. Local Road Funding

a. City of Camden

The Camden City Council allocates 10.2 mills of property tax revenues to the City's Paving Fund each year. The Paving Fund is used for transportation projects, including road maintenance, paving, sidewalks and crosswalks. For FY 2013-2014, funding allocated for these purposes is $467,000.

b. C-Funds

The State of South Carolina launched its "C Program" in 1946 for the purpose of paving dirt farm-to-market roads in the State system. Program funds, known as C-Funds, are derived from a 2.66 cent per gallon user tax on gasoline sales that are deposited in the County Transportation Fund and allocated to the counties. As part of the program, each county has a *County Transportation Committee (CTC)* with its members appointed by the County legislative delegation. The Committee has the authority to decide which transportation projects will be constructed or improved. The CTC is empowered with the authority to select and approve projects to be funded utilizing C-Funds.

C-Funds may be used for construction, improvements, or maintenance on the State highway system; local paving or improvements to county roads; street and traffic signs; and other road and bridge projects. Resurfacing, sidewalk construction, and drainage improvements may also be accomplished with C-Funds. By law, counties must spend at least 25 percent of their apportionment of C-Funds on construction, improvements and maintenance related to the state highway system, with the remaining 75 percent available for projects related to the local transportation system. In FY 2012-2013 Kershaw County received $1,414,500 in C-Funds.

2. Road Naming and Addressing

Road naming or renaming requests from developers or interested parties in the City of Camden must be submitted to the Planning Commission for approval. Proposed road names must not duplicate or be similar to existing street names in the City.

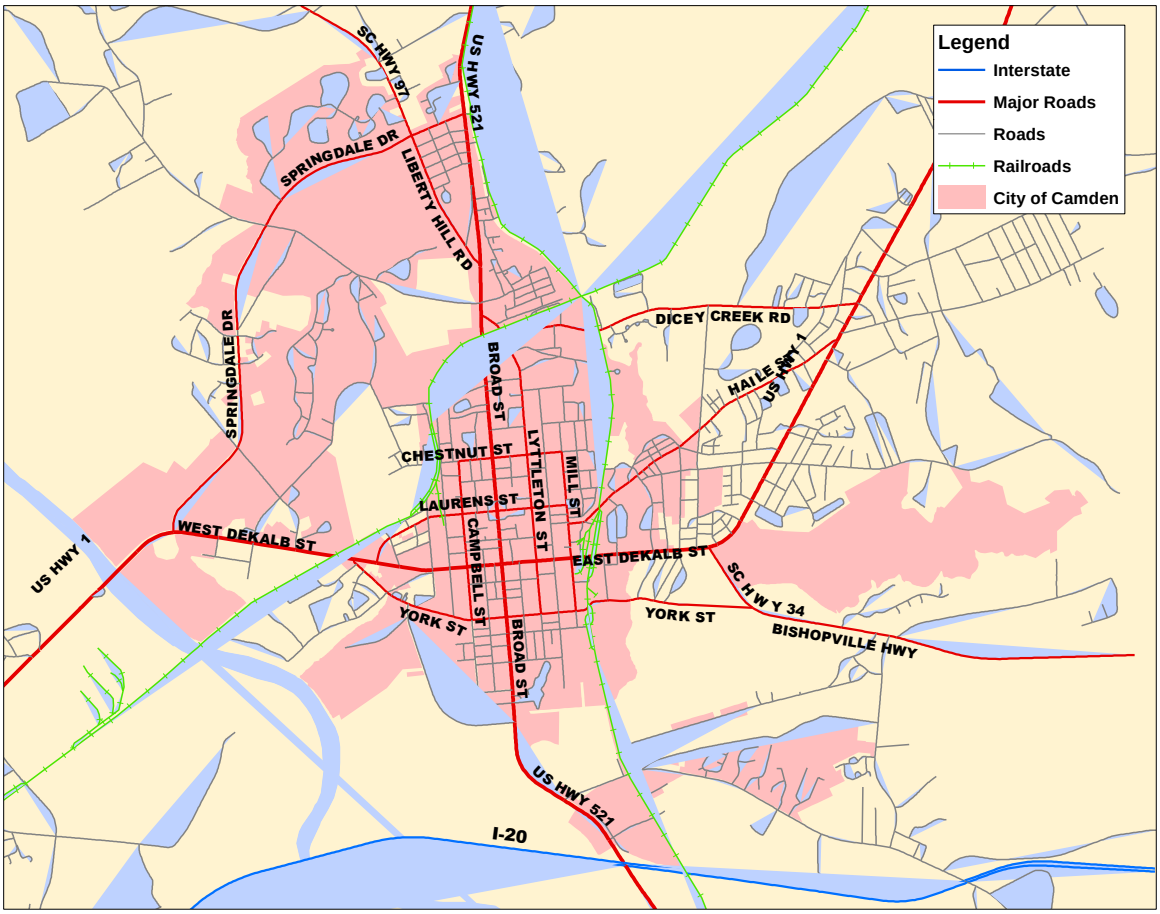
Addresses within the City of Camden are assigned by the Kershaw County E-911 Addressing Center. Addresses must be assigned and approved by the Center before final plat approval can be granted for new developments. Address assignments are coordinated with the County's 911 database to maintain the best possible dispatching of emergency services to the community.

3. Road Network

There are more than 264.5 miles of roads within the City of Camden. The City owns and maintains 72 miles of road, of which 2.96 miles are unpaved. The State of South Carolina maintains 192 miles of road in Camden. Kershaw County owns and maintains approximately one-half mile of road within the City.

The residents of Camden enjoy ease of access to the Interstate highway system. Interstate 20 runs along the southernmost boundary of the City and is accessed through the SC Highway 521 (Sumter Highway) exchange. Access from Camden to I-77, I-26 and I-95 is less than 22, 34 and 43 miles away, respectively. Map 2 illustrates the road system and railways in the City of Camden.

Map 2. Camden Road Network



Sources: City of Camden, 2013; USC Data Server, 2013.

Two Federal highways bisect the City. US Highway 521 (Broad Street) provides access to areas north of Camden and to Interstate 20 to the south. US Highway 1 (Dekalb Street) provides east/west access to neighboring towns and counties. The City is also served by two State highways - SC Highway 97 (Liberty Hill Road) to the north off of US Highway 521 and SC Highway 34 (Bishopville Highway) to the south off of US Highway 1.

B. FUNCTIONAL ROAD CLASSIFICATION

Streets and roads serve two primary functions – to provide mobility and facilitate access to land. Optimally, the transportation network balances these two functions. On higher capacity roads such as interstates, mobility is the primary function, while the primary function of local roads is access to residences. Between these two extremes, the level of mobility and access to land vary depending on the function of the network. The Federal Highway Administration (FHWA) defines functional classification as the process by

which streets and highways are grouped into classes according to the character of service they are intended to provide. Because most travel involves movement through a network of roads, it is necessary to determine how travel can be channelized within the road network in a logical and efficient manner. Functional classification defines the nature of the channelization process by defining the part that any particular road should play in serving the flow of trips through a highway network.

Transportation planners and engineers classify roads based on FHWA and State criteria that include the type of road and traffic volume. The functional classification of a road or road segment may change over time because of factors such as changes in land use, land development, and road widening. Streets and highways are grouped by the following categories:

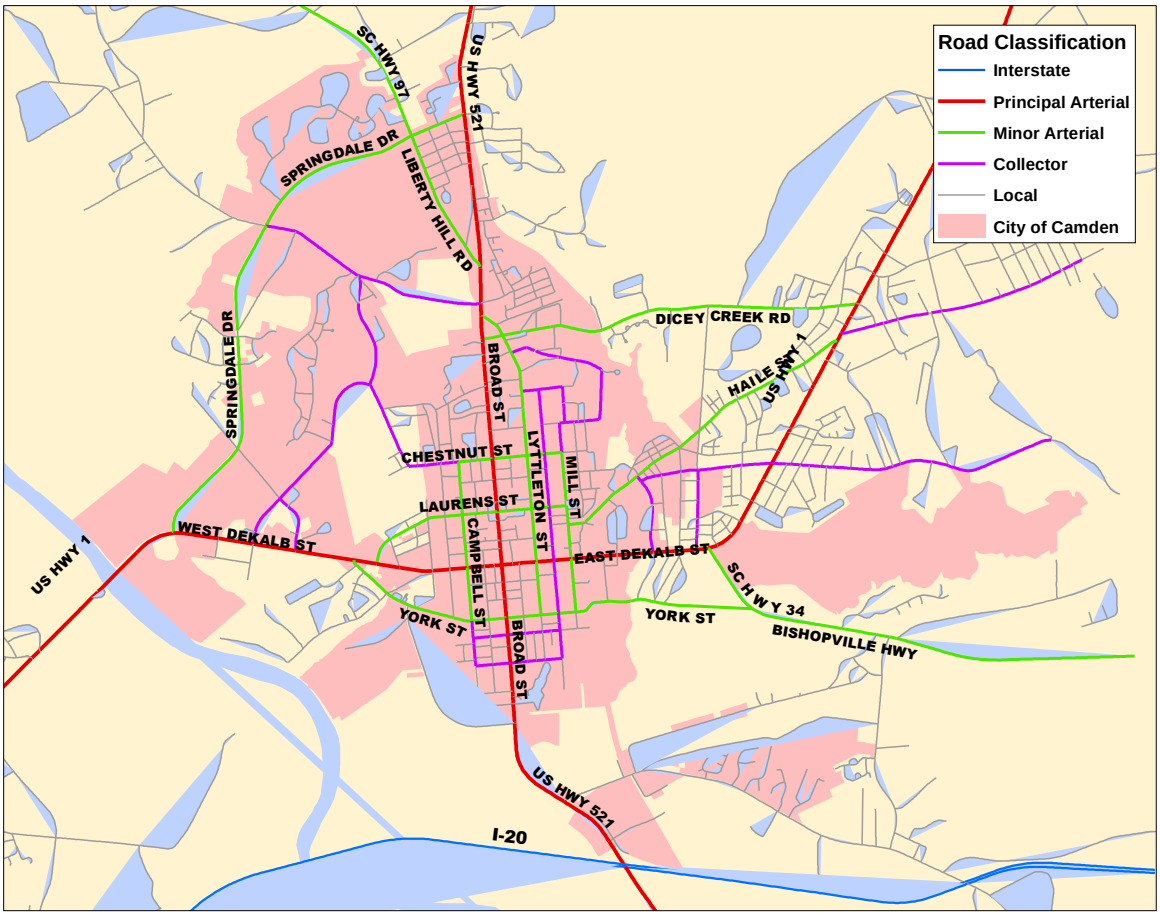
- ***Freeways (Interstates)*** – multi-lane divided roadways with full control of vehicular access. Freeways operate under the purest form of uninterrupted flow, with no fixed elements such as traffic signals to interrupt the traffic flow.
- ***Arterials*** – provide the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control.
  - ***Principal Arterials*** – consist of a connected network of continuous routes that serve corridor movements having trip length and travel density characteristics indicative of substantial statewide or interstate travel. Principal arterials serve a high percentage of the area population and provide an integrated network without stub connections except where unusual geographic or traffic flow conditions dictate otherwise, such as an existing road that has been divided by a manmade lake or interstate highway.
  - ***Minor Arterials*** – in conjunction with principal arterials, form a network linking cities and larger towns and form an integrated network providing interstate and intercounty service. Minor arterials include all arterials not classified as principal and constitute routes whose design should be expected to provide for relatively high overall travel speeds, with minimum interference to through movement. In more urban areas, this classification places more emphasis on land access and offers a lower level of traffic mobility.
- ***Collectors*** – provide a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials. Collectors generally serve travel primarily between counties rather than being of statewide importance and constitute those routes on which, regardless of traffic volume, predominant travel distances are shorter than on arterial routes. Consequently, more moderate speeds may be typical, on average. In rural areas

collectors provide service to larger towns not directly served by the higher systems and to other traffic generators of importance within the county such as schools, parks, and major industries – linking these places with nearby towns or cities, or with routes of higher classification. Principal collectors serve the more important travel corridors within the county. In urban areas, the collector street system provides both land access and traffic circulation within residential neighborhoods, commercial and industrial areas and may penetrate residential neighborhoods, distributing trips from arterial roads and collecting traffic from local streets.

- ***Local Roads*** – primarily provide access to adjacent land and road systems of higher classification and travel over relatively short distances as compared to collectors. The local street system comprises all facilities not assigned a higher classification and offers the lowest level of mobility.

The Functional Classification Plan for Kershaw County roads was updated by the South Carolina Department of Transportation (SCDOT) in 2006 and is shown in Map 3. Interstate 20 provides regional access from US Hwy 521 at the southern border of the City. Two principal arterial roads bisect the City – US Highway 1 (Dekalb Street) running east to west and US Hwy 521 (Broad Street) traveling north to south. Minor arterial roads include Campbell Street, Chestnut Street, Dicey Creek Road, Haile Street, Laurens Street, Liberty Hill Road, Lyttleton Street, Mill Street, Springdale Drive and York Street.

Map 3. Functional Road Classifications in Camden



Source: SC Dept. of Transportation, June 2006.

A key factor in the functional classification of roads and road segments is level of service. Level of service (LOS) uses qualitative measures that characterize operational conditions within a traffic stream and their perception by motorists and passengers. Level of service has traditionally been used in transportation planning to describe an actual or expected operating condition for a road or road segment. Level of service can be described by one or more factors including travel times, levels of congestion, volume of use compared to system capacity, frequency of service, comfort and convenience, and safety. In addition to roadways, LOS measurements can also address other transportation modes such as transit or bicycles. For roadways, LOS is typically described primarily in terms of traffic congestion, which may be measured by travel speed or vehicular density. Six levels of service are defined, with letter designations ranging from A to F, with LOS "A" representing the best operating conditions and LOS "F" the worst operating conditions. Intermediate grades of B, C, D and E reflect incremental increases in congestion. An LOS of "D" is considered acceptable for future conditions. Descriptions of the six levels of service are provided in Table 28.

Table 28. Transportation Levels of Service

Level of Service	Description
A	Generally describes free-flow operations. Average operating speeds at the free-flow level generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream. The effects of incidents are easily absorbed.
B	Also represents reasonably free flow, and speeds at the free-flow level are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high. The effects of minor incidents are still easily absorbed, although local deterioration in service may be more severe than for LOS A.
C	Provides for flow with speeds still at or near the free-flow speed of the freeway. Freedom to maneuver within the traffic stream is noticeably restricted at LOS C. Minor incidents may still be absorbed, but the local deterioration in service will be substantial. The driver experiences a noticeable increase in tension.
D	The level at which speeds begin to decline slightly with increasing flows. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels. Even minor incidents can be expected to create queuing.
E	Describes operation at or near capacity. Operations are volatile, because there are virtually no usable gaps in the traffic stream. Any disruption can cause the following vehicles to give way, which can establish a disruption wave that propagates throughout the upstream traffic flow. The traffic stream has no ability to dissipate even the most minor disruptions, and any incident can be expected to produce a serious breakdown with extensive queuing. The level of physical and psychological comfort afforded the driver is extremely poor.
F	Describes breakdowns in vehicular flow. Such conditions generally exist with queues forming breakdown points. Such breakdowns occur because of traffic incidents, recurring points of congestion, or peak-hour flow demand exceeding the capacity of the location.

Source: USDOT, FWHA, 1999 Status of the Nation's Highways, Bridges and Transit: Conditions and Preferences, Report to Congress, 2000.

Through application of LOS standards and monitoring of the actual LOS, a system can be implemented to establish traffic flow objectives, prioritize transportation projects and funding, and direct the growth of the transportation network. For most design or planning purposes, service flow rate standards of "D" or "C" are generally established because they ensure a more acceptable quality of service to road users. SCDOT uses an optimum goal of LOS "C" in setting standards for levels of service.

LOS "C" capacity values are typically used by transportation planners to develop long-range assessments of the highway investment needs for the region and to assist in the development of the prioritized highway widening project list for inclusion in the area's Long Range Multi-modal Transportation Plan. The LOS "C" thresholds for daily capacity are defined by functional classification in Table 29.

Table 29. Level of Service Planning Capacity Thresholds

Functional Classification	Daily Capacity
Freeway	14,650 vehicles
Principal Arterial	7,300 vehicles
Minor Arterial	5,400 vehicles
Collector	4,300 vehicles

Source: 5-Year Review of the Kershaw County Comprehensive Plan, 2006-2011.

According to 2010 LOS analyses conducted for the recent *5-Year Review of the Kershaw County Comprehensive Plan*, 100% of roads in the network are operating at an acceptable LOS of "D" or better, and roads within the City of Camden are operating at LOS "C" or better. However, projections indicate that growth and development trends will likely result in deterioration of the level of service on key routes in coming decades. By 2030, LOS on US Highway 1 between Camden and Lugoff is projected to range from "D" to "E."

C. TRAFFIC COUNTS

SC Department of Transportation (SCDOT) 2011 traffic counts for the most traveled roads in the Camden area are listed in Table 30. The counts represent estimated 24-hour, two-way annual average daily traffic (AADT) and reflect seasonal and daily adjustments.

US Highway 1 (Dekalb Street) is the most traveled route in the Camden area, averaging from 28,000 vehicles per day north at the Wateree River to 13,500 vehicles in a 24-hour period just north of McRae Road. The average daily traffic count on I-20 at the southernmost area of the City is also high at 27,000 vehicles per day. US Highway 521 (Broad Street) is very busy, with AADTs ranging from 14,700 vehicles per day just north of I-20 to 7,400 vehicles per day just south of US Highway 1. Also of note is the section of Springdale Drive from US Highway 1 to Knights Hill Road, with an annual average of 9,400 vehicles per day.

Table 30. Traffic Counts on Camden's Major Roads, 2011

Route Number	Station Number	Road Name	Station Location	Traffic Count
I-20	2058	Interstate 20	US 521 to S-329	27,000
US-1	113	Dekalb Street	S-5 to Springdale Dr	28,000
	115		Springdale Rd to Chestnut Ferry Rd	23,500
	117		Chestnut Ferry Rd to Wylie St	19,300
	119		Wylie St to US 521	20,400
	120		Bishopville Hwy to McRae Rd	14,600
	121		US 521 to Mill St	18,600
	122		McRae St to Haile St	13,500
US-521	139	Sumter Hwy	I-20 to Black River Rd	13,300
	141	Broad Street	Black River Rd to Bull St	14,700
	143		Bull St to York St	10,100
	145		York St to US-1	7,400
	147		US-1 to Dicey Ford Rd	7,900
	149		Dicey Ford Rd to Liberty Hill Rd	10,500
	151	Kershaw Hwy	Liberty Hill Rd to Clay Rd	8,100
SC-34	172	Bishopville Hwy	US-1 to York St	5,500
	174		York St to Hermitage Pond Rd	7,200
SC-97	191	Liberty Hill Road	Friendship Rd to Springdale Dr	3,100
	193		Springdale Dr to US-521	3,700
S-76	401	Campbell Street	Chestnut St to Meeting St	1,050
S-76	401	Chestnut Street	US-521 to Carter St	1,250
L-76	457		Mill St to US-521	800
S-132	319	Dicey Creek Road	Red Fox Rd to Jumelle Springs Rd	3,100
	321		US-1 to Red Fox Rd	2,100
	317	Dicey Ford Road	Jumelle Springs Rd to US-521	3,300
S-15	290	Haile Street	Fairlawn Dr to Mill St	5,500
	292		Hasty Rd to Fairlawn Dr	4,800
	294		US-1 to Hasty Rd	2,200
S-81	331	Laurens Street	US-1 to Wylie St	2,200
	333		Wylie St to Campbell St	3,300
	335		Campbell St to US-521	2,800
	337		US-521 to Lyttleton St	2,100
	339		Lyttleton St to Mill St	2,000
S-80	341	Lyttleton Street	York St to US-1	1,550
L-80	343		US-1 to Laurens St	3,400
	345		Laurens St to Chestnut St	2,300
	347		Chestnut St to Dicey Ford Rd	2,800
S-1061	349		Railroad Ave to US-521	5,900
S-79	363	Mill Street	Court Inn to US-1	5,000
	365		US-1 to York St	2,600

Table 30. Traffic Counts on Camden's Major Roads, 2011

Route Number	Station Number	Road Name	Station Location	Traffic Count
S-130	357	Springdale Drive	US-1 to Knights Hill Rd	9,400
	359		Knights Hill Rd to Liberty Hill Rd	6,500
S-45	323	York Street	Bishopville Hwy to Mill St	2,000
	325		Mill St to US-521	6,000
	327		US-521 to Old River Rd	4,400
	329		Old River Rd to US-1	7,100

Source: SCDOT 2011 Average Daily Traffic, July 2012.

D. ROADWAY SAFETY

Traffic collisions are responsible for billions of dollars in economic losses in South Carolina each year in the form of property damage, medical costs and lost productivity. Data compiled by the Office of Highway Safety at the SC Department of Public Safety (SCDPS) indicates a traffic crash occurs in the State every 4.9 minutes, with an injury due to a traffic crash occurring every 16.9 minutes. Every 9.8 hours one or more persons die in South Carolina due to injuries sustained in a traffic crash *(2009 SC Traffic Collision Fact Book, SCDPS)*.

There are 58,921 registered vehicles and 48,927 licensed drivers in Kershaw County *(SC Department of Motor Vehicles, December 2012)*. Among South Carolina's 46 counties, Kershaw County ranked 23rd in largest number of traffic collisions, 23rd in collisions resulting in injury and 20th in fatalities caused by traffic accidents in 2009. While only 1.5% of crashes resulted in fatalities, injuries were reported in nearly half (49%) of collisions in the County.

Collisions on secondary routes accounted for more than one-third of all reported collisions, 34% of collisions resulting in injuries and nearly 40% of fatal crashes statewide (Table 31). This trend is mirrored and exceeded in Kershaw County, where 38.3% of all crashes, 43.5% of collisions resulting in injuries and more than half of the County's fatal crashes occurred on secondary routes. Only 18 persons were killed as a result of traffic collisions in the County in 2009 – 10 on secondary roads, three each on I-20 and SC primary roads, and two on US primary roads.

Table 31. Collisions by Route Type, Kershaw County and South Carolina, 2009

	Collision Type						Persons	
	Fatal		Injury		Total Collisions			
Kershaw County	#	%	#	#	%	#	Killed	Injured
Interstate	3	*16.7%*	34	*8.9%*	143	*11.7%*	3	61
US Primary	2	*11.1%*	140	*36.5%*	459	*37.6%*	2	218
SC Primary	3	*16.7%*	28	*7.3%*	100	*8.2%*	3	43
Secondary	10	*55.6%*	167	*43.5%*	468	*38.3%*	10	250
County	0	*0.0%*	15	*3.9%*	52	*4.3%*	0	27
Totals	**18**	***100.0%***	**384**	***100.0%***	**1,222**	***100.0%***	**18**	**599**
South Carolina								
Interstate	89	*10.9%*	2,322	*7.5%*	10,758	*10.1%*	95	3,538
US Primary	198	*24.2%*	8,835	*28.4%*	28,911	*27.1%*	223	14,371
SC Primary	168	*20.6%*	7,265	*23.4%*	23,377	*21.9%*	186	11,507
Secondary	318	*38.9%*	10,574	*34.0%*	35,037	*32.8%*	345	15,951
County	44	*5.4%*	2,090	*6.7%*	8,781	*8.2%*	45	2,936
Totals	**817**	***100.0%***	**31,086**	***100.0%***	**106,864**	***100.0%***	**894**	**48,303**

Source: SC Department of Public Safety, Office of Highway Safety, South Carolina Traffic Collision Fact Book, 2009.

E. COMMUTING PATTERNS

Approximately half (49.4%) of Kershaw County resident workers aged 16 and older are employed in Kershaw County, while the other half (49.5%) travel outside of the County to work. By comparison, 23.6% of workers statewide travel outside of their county of residence to work. More than 40% of workers living in the City of Camden, or 1,146 residents, work within the City, and only 846 workers who live in the City (29.8%) travel outside of the County for employment.

Table 32. Place of Work, 2011
Kershaw County, South Carolina and the United States

Place of Work	Camden		Kershaw County		South Carolina	
Total Workers 16 and older	**2,840**	***100.0%***	**26,184**	***100.0%***	**1,988,734**	***100.0%***
Worked in County of Residence	1,961	*69.0%*	12,939	*49.4%*	1,416,773	*71.2%*
Worked in City/Town of Residence*	1,146	*40.4%*	2,004	*27.7%*	315,993	*34.0%*
Worked Outside County of Residence	846	*29.8%*	12,963	*49.5%*	469,650	*23.6%*
Worked Outside State of Residence	33	*1.2%*	282	*1.1%*	102,311	*5.1%*

* Of those persons living in a city or town – also included in those working in County of Residence

Source: US Census Bureau, 2007-2011 American Community Survey.

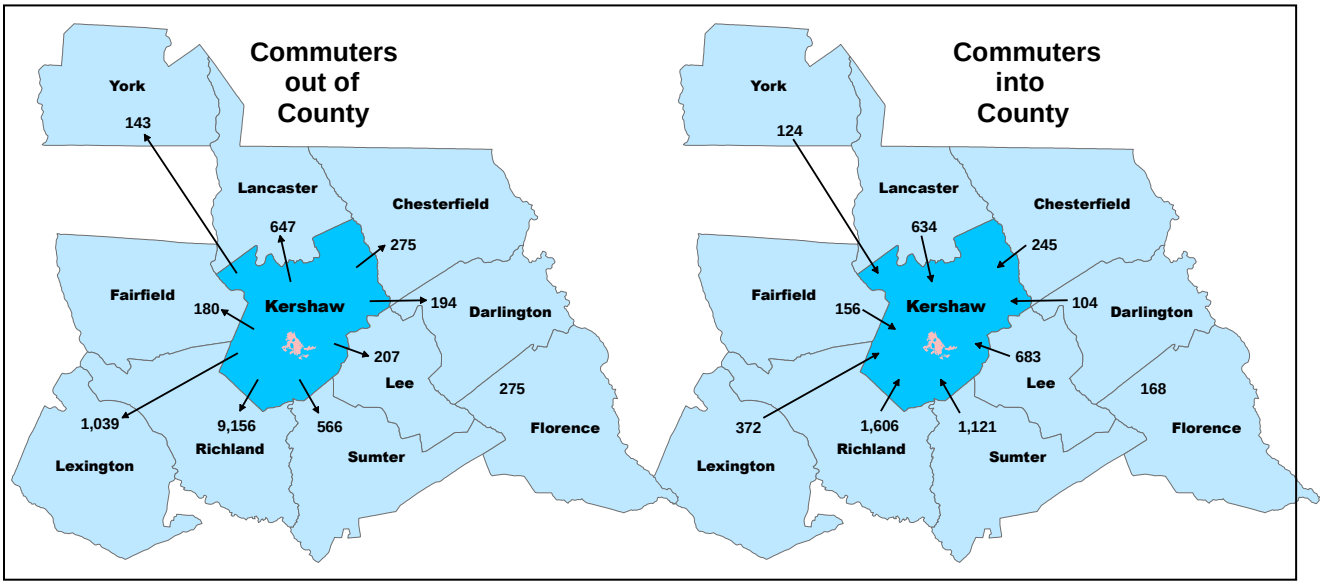
Table 33 lists the ten counties with the most residents traveling to employment in Kershaw County, as well as those counties with the largest numbers of Kershaw County commuters. Map 4 illustrates the county of origin for workers commuting into Kershaw County and the destination for Kershaw County workers.

Table 33. Workers Commuting into and from Kershaw County, 2010
Top 10 Counties

County of Residence	Commuters into County	Commuters out of County
Kershaw County	12,730	12,730
Richland County	1,606	9,156
Sumter County	1,121	566
Lee County	683	207
Lancaster County	634	647
Lexington County	372	1,039
Chesterfield County	245	275
Florence County	168	275
Fairfield County	156	180
York County	124	143
Darlington County	104	194
Total	**18,162**	**25,766**

Source: US Census Bureau, 2006-2010 American Community Survey.

Map 4. Workers Commuting into and from Kershaw County, 2010



Source: US Census Bureau, 2006-2010 American Community Survey.

More than 18,160 workers from surrounding counties travel to Kershaw County employers. An estimated 30% of jobs in the County are held by non-residents. Richland County leads with the most residents who travel to Kershaw County employers, followed by Sumter, Lee, Lancaster, and Lexington Counties (Table 33).

Nearly 13,000 workers from Kershaw County commute to jobs outside the County. The majority of the Kershaw County residents who travel outside the County for employment commute to Richland County, followed by Lexington, Lancaster, Sumter, Chesterfield and Florence Counties (Table 33).

Estimates provided by the US Census Bureau reveal that the population of Kershaw County decreases by 12.8% during the daytime due to workers traveling to neighboring counties. Statewide, county populations collectively decrease by 0.7% during the daytime. These trends are in sharp contrast to the City of Camden, where the population more than doubles, increasing by almost 53% due to an influx of workers from neighboring communities (Table 34).

Table 34. Daytime Population and Employment Residence Ratios, 2011
Kershaw County, City of Camden and South Carolina

Employment-Residence Ratio Factor	City of Camden	Kershaw County	South Carolina
Total resident population	**6,843**	**61,010**	**4,575,864**
Total workers working in the area	6,451	18,404	1,955,514
Total workers living in the area	2,840	26,184	1,988,734
Estimated daytime population	10,454	53,230	4,542,644
Daytime population change due to commuting	3,611	-7,780	-33,220
Daytime population change due to commuting	*52.8%*	*-12.8%*	*-0.7%*
Workers who lived and worked in same county	1,961	12,939	1,416,773
Workers who lived and worked in same county	*69.0%*	*49.4%*	*71.2%*
Employment Residence (E-R) Ratio	2.3	0.7	1.0

Source: US Census Bureau, 2007-2011 American Community Survey.

The employment-residence (E-R) ratio is a measure of the total number of workers working in an area relative to the total number of workers living in a place. An E-R ratio of greater than 1.00 occurs when there are more persons (workers) working in an area than living there. The employment-residence ratio for Kershaw County is 0.7, indicating that the County is considered to be a net exporter of labor to other counties (Table 34). Conversely, the City of Camden's overall E-R ratio of 2.3 indicates that the City is an importer of labor from other areas, with 127% more persons in the workforce working in the City than living in the City.

A significantly higher percentage of City residents have relatively short commutes of less than 15 minutes at 44.2% than the percentages statewide or nationally. Only 28.8% of Camden workers travel 30 minutes or longer to work – lower than the percentage of workers in Kershaw County (46.6%) and South Carolina (31%). Mean travel time to work for Camden workers is only 20.1 minutes – shorter than for workers countywide at 28.7 minutes and statewide at 23.3 minutes.

Table 35. Means of Transport and Travel Time to Work, 2011
Kershaw County, South Carolina and the United States

Workers 16 and Older	City of Camden	Kershaw County	South Carolina
Means of Transport to Work			
Car, Truck or Van – Drove Alone	78.6%	78.8%	81.6%
Car, Truck or Van – Carpooled	15.5%	13.7%	10.4%
Public Transportation	0.3%	0.5%	0.6%
Bicycle	0.7%	0.3%	0.3%
Walked	1.2%	1.0%	2.1%
Taxi, Motorcycle or other means	1.4%	0.7%	1.3%
Worked at Home	2.4%	5.0%	3.8%
Travel Time to Work			
14 minutes or less	44.2%	23.5%	28.8%
15 - 29 minutes	27.0%	29.9%	40.1%
30 to 59 minutes	23.6%	37.8%	25.9%
60 or more minutes	5.2%	8.8%	5.1%
Mean Travel Time to Work (minutes)	***20.1***	***28.7***	***23.3***

Source: US Census Bureau, 2007-2011 American Community Survey.

Personal vehicles are the primary travel mode for most Camden residents. Less than 1% of City workers travel to work by bicycle or motorcycle and only 1.2% walk to work. More than three-fourths of City workers drive solo to work, while 15.5% participate in carpools. Only 2.4% of workers in the City work at home, as compared to the 5% of County workers and 3.8% of workers statewide who work at home. Limited local access to public transportation contributes to the low overall usage by Camden workers as well as workers countywide. However, ridership has increased since the 2004 inception of the SmartRide service to the Columbia area from stops in the City of Camden.

F. TRANSPORTATION PLANNING

1. Statewide Planning

In June 2007, the *Department of Transportation Reform Bill* (*Act 114*) was signed into State law. *Act 114* gives direct control over the top three levels of the South Carolina Department of Transportation (SCDOT) to the Governor, enables the Governor to appoint a Secretary of Transportation, and provides stringent criteria for the ranking of State road projects within the context of a state transportation plan. In addition to creating an at-will Director appointed by the Governor, the legislation is intended to encourage sound infrastructure investments by requiring that these decisions be made within the context of the statewide transportation planning process. Specifically, *Act 114* requires SCDOT to establish a priority list of projects to be undertaken through the *Statewide Transportation Improvement Program* (STIP) and consultation with metropolitan planning organizations using the following criteria:

1. Financial viability including a life cycle analysis of estimated maintenance and repair costs over the expected life of the project;
2. Public safety;
3. Potential for economic development;
4. Traffic volume and congestion;
5. Truck traffic;
6. Pavement quality index;
7. Environmental impact;
8. Alternative transportation solutions; and
9. Consistency with local land use plans.

Planning for sound infrastructure is also a primary goal of the *South Carolina Priority Investment Act of 2007*. The *Priority Investment Act* amends *Section 6-29-1130* of the *South Carolina Code of Laws* and requires that local government comprehensive plans include a Transportation Element. Previously, transportation issues were addressed in the Community Facilities Element. The Act requires that the Transportation Element be developed in coordination with the Land Use element to ensure transportation efficiency for existing and planned development. The Act also requires comprehensive plans to include a Priority Investment Element, which must include an analysis of likely Federal, State and local funds available for public infrastructure and facilities, including

transportation systems. The Priority Investment Element must also recommend projects for expenditure of these funds over the next ten years, with recommendations coordinated with adjacent and relevant jurisdictions and agencies.

2. <u>Regional Planning</u>

The Santee Lynches Regional Council of Governments (SLRCOG) is responsible for transportation planning in the rural portion of the Santee-Lynches Region, including Clarendon and Lee Counties and the rural portions of Kershaw and Sumter Counties. As such, transportation planning for Kershaw County, except for the Elgin and Lugoff areas, is **currently** conducted by the **SLRCOG**. However, proximity to the expanding Columbia metropolitan region is impacting **additional areas of western Kershaw County, particularly** the City of **Camden. The** Elgin and Lugoff areas in Kershaw County are **already** considered to be part of the urbanized study area **of** the Columbia Area Transportation Study (COATS) region for transportation planning **purposes. Transportation planning for the COATS area** is provided by the Central Midlands Council of Governments as the designated Metropolitan Planning Organization for that region. 2010 Census data revealed that the urbanized area around the City of Columbia now extends to **Camden.** While the City of Camden opted to remain with SLRCOG for transportation planning after the 2010 Census, **it is likely that** future urban area growth and increased population density **over the next decade will necessitate the transfer of transportation planning responsibilities for the Camden area to the CMCOG as part of the COATS region. This move is anticipated after** the 2020 Census.

The transportation planning efforts of the SLRCOG are now carried out under the guidance of the Federal *Moving Ahead for Progress for the 21st Century* or MAP-21, which was signed into law on July 6, 2012. MAP-21 is designed to provide a streamlined, performance-based and multi-modal program to address the challenges facing the nation's transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving transportation system efficiency and freight movement, protecting the environment, and reducing delays in project delivery. Like its predecessors, MAP-21 calls for participatory, comprehensive long-range transportation planning and development of financially feasible local intermodal plans. The legislation incorporates seven national goals, listed in Figure 5.

Figure 5. MAP-21 National Goals

1. ***Safety*** – To achieve reduction in fatalities and serious injuries on all public roads.
2. ***Infrastructure Condition*** – To maintain highway infrastructure assets in state of good repair.
3. ***Congestion Reduction*** – To achieve reduction in congestion on the National Highway System.
4. ***System Reliability*** – To improve the efficiency of the surface transportation System.
5. ***Freight Movement and Economic Vitality*** – To improve freight networks, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
6. ***Environmental Sustainability*** – To enhance the performance of the transportation system while protecting and enhancing the environment.
7. ***Reduced Project Delivery Delays*** – To reduce project costs, promote jobs and economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Source: Map-21 Analysis, AASHTO, July 2012.

The eight planning factors that were stipulated under the previous SAFETEA-LU transportation legislation were incorporated unchanged in the MAP-21 legislation and are provided in Figure 6.

Figure 6. MAP-21 Planning Factors

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation, and;
8. Emphasize the preservation of the existing transportation system.

Source: SLRCOG, June 2013.

a. Rural Long Range Transportation Plan

As the designated planning body for transportation in the region, the SLRCOG is responsible for the development of a multi-modal *long range rural transportation plan* (LRRTP). The LRRTP serves as a guide for the investment of local, state and federal resources and as such becomes a component of the South Carolina Statewide Transportation Improvement Program (STIP). The LRRTP is updated every five years. An update to the current LRRTP plan is under development which will extend to the year 2040, with adoption anticipated in 2014.

Development, rating and ranking of transportation projects in the region is untaken through a process that involves several groups. The Regional Transportation Advisory Committee (RTAC) is advisory in nature and provides locally based input and recommendations to the Santee-Lynches Regional Council of Governments Transportation Committee. The duties of the RTAC include:

- Serve as a forum to research, discuss, and study transportation and related issues and concerns affecting the Santee-Lynches Region.
- Review, study, coordinate, and make recommendations relating to proposed amendments to the Santee-Lynches Long Range Rural Transportation Plan (LRRTP) and to assist SCDOT as an informed adviser in their implementation of statewide programs and activities as required under the Federal Act.
- Recommend regional policies and projects for inclusion into the Santee-Lynches LRRTP in order to improve transportation in the Santee-Lynches Region.
- Serve as a forum accessible to the general public on regional and local transportation projects and related issues.

The RTAC includes representatives from the following organizations:

1. County and City Planning Staffs
2. County Interagency Council/Advocacy Groups
3. County Chamber of Commerce and/or from Business/Industry
4. County Economic Development Directors
5. School District Transportation
6. County/City Law Enforcement
7. SWRTA – Public Transportation

8. Columbia Area Transportation Study (COATS) MPO
9. Sumter Area Transportation Study (SUATS) MPO
10. Military Liaison – Shaw Air Force Base

In addition, SLRCOG obtains assistance for the RTAC from technical advisors including the SLRCOG Executive Director and planning staff, SCDOT planning staff, and SCDOT District 1 and 7 representatives. Temporary subcommittees may also be appointed by the RTAC to research specific issues.

Project recommendations developed through the RTAC review process are rated and ranked in accordance with Act 114 and forwarded to the SLRCOG Transportation Committee for consideration and recommendation to the full COG Board. The SLRCOG Board is the regional policymaking body for the four-county region, and includes representatives from the member counties and major municipalities. The Transportation Committee is comprised of 12 members appointed from the full 29-member SLRCOG Board.

b. Transportation Improvement Program

The *Transportation Improvement Program* (TIP) is the agreed-upon multi-year list of specific projects for which federal funds are anticipated. Required by federal and state law, the TIP represents the transportation improvement priorities of the Santee Lynches region. The list of projects is multi-modal and includes maintenance and resurfacing projects, intersection and signalization improvements, corridor improvements to minimize incidents, system and widening upgrades, and transit alternatives, as well as bicycle, pedestrian and freight-related projects. The projects proposed by the TIP for each COG or Metropolitan Planning Organization (MPO) are evaluated and incorporated into the state TIP by the SCDOT Commission.

The TIP represents the translation of recommendations of the SLRCOG Long Range Rural Transportation Plan (LRRTP) into a short-term program of tangible transportation improvements. All TIP projects are evaluated to assure consistency with the community goals and objectives established in the LRRTP. The majority of projects in the TIP are aimed at increasing the efficiency and safety of the existing transportation system, rather than construction of new facilities. In addition, all TIP projects must be in conformance with air quality requirements. Representing the culmination of the transportation process, the TIP signifies a consensus among local, state and regional officials as to what improvements to pursue, thereby establishing eligibility for federal funding.

Figure 7. Santee-Lynches Regional Transportation Planning Goals

1. Ensure transportation systems support livable communities.
2. Maintain transportation systems plus enhance as appropriate with improved safety measures.
3. Develop transportation systems that support planned community development.
4. Ensure transportation corridors support educational, business, industrial, and recreational development.
5. Ensure regional freight access, connectivity and safe travel routes and maneuvering within congested areas.
6. Ensure access to accessible transportation options – trails, bicycling, walking, and public transit.

The *2010-2015 Transportation Improvement Program* (TIP) for the Santee-Lynches region was most recently amended in June 2013 and outlines a six-year program of federally funded transportation capital projects along with a concurrent six-year estimate of transit capital and maintenance requirements. An update to the SLRCOG TIP is currently under development, with public meetings scheduled in each of the member counties.

The TIP may be amended throughout the year, making it a fluid document. It is therefore important that the most recently adopted TIP, including amendments, be referenced for the most up-to-date information related to the rural transportation planning program and projects in the Santee-Lynches Region. Amendments must follow SLRCOG Public Involvement Process policies, be consistent with the LRRTP, remain within the fiscal resources of the TIP, be consistent with federal Title VI requirements, must not adversely affect the timely implementation of Transportation Systems Management (TSM) projects, and be consistent with the rules of the particular funding program involved.

Table 36 lists the 2010-2015 TIP projects located in or related to the City of Camden. *Guideshare* projects are federally funded through allocations to the SLRCOG for system upgrades and approved by the SCDOT Commission. Only roads that contribute significantly to interstate commerce (classified at a minimum as a collector road) are eligible for Guideshare funding. Guideshare project funding is distributed among the ten councils of government based on their rural proportion of the State's population.

Table 36. 2010-2015 Camden TIP Projects

Project	Location	Project Description	Status
SLRCOG Guideshare Projects			
Camden Truck Segment 1	Southwest of Camden - Ehrenclou Rd to Chestnut Ferry Rd	Increase lane width, add turn lane, improve intersections, provide sidewalks and paved shoulder for bicycles and emergency use - 1.7 miles	Construction planned for FY 2014
Camden Truck Segment 2	North of Camden – Boykin Rd	Increase lane width, add turn lane, improve intersections, provide sidewalks and paved shoulder for bicycles and emergency use - 1.6 miles	Construction planned for FY 2014
Camden Truck Segment 3	Southeast of Camden – York St to Mill St	Increase lane width, add turn lane, improve intersections, provide sidewalks and paved shoulder for bicycles and emergency use - 0.8 miles	Purchasing R-O-W, construction planned for FY 2015
SmartRide - Camden	Camden area	Capital expenses for continuation of public commuter service from Camden area to locations in Columbia area	Expenditures planned for FY 2013
Tiger Grant II Project			
Broad St Road Diet – Segment 4	Broad St from York St to Dekalb St	Reduce to two wider travel lanes, improve intersections, convert parking to angled, expand sidewalks, add medians and streetscaping - 0.36 miles	Planning phase completed
Transit Projects			
Camden/Lugoff SmartRide	Camden/Lugoff area	Operations, administration and capital expenses for public commuter service from Camden/Lugoff area to locations in Columbia area	Continuing service - since 2008
Kershaw Council on Aging	Kershaw County	Purchase of transportation services for seniors	Continuing service
Kershaw Board of Disabilities and Special Needs (BDSN)	Kershaw County	Purchase of transportation services for persons with disabilities and special needs	Continuing service
SWRTA Rural Transit – demand response service	Santee-Lynches Region	On-demand paratransit service for qualified persons with disabilities requiring 48-hour advance request	Continuing service

Table 36. 2010-2015 Camden TIP Projects, *Continued*

Project	Location	Project Description	Status
Other Projects			
Kershaw BDSN – Job Access Reverse Commute	Kershaw County	Transportation for persons with disabilities and special needs to and from work	Continuing service
Kershaw BDSN – New Freedom	Kershaw County	Improve availability of community-based services for qualified individuals with disabilities through expanded transportation options that go beyond ADA requirements	Expenditures planned for FY 2013

Source: "2010-2015 Rural Transportation Improvement Program," SLRCOG, June 2013.

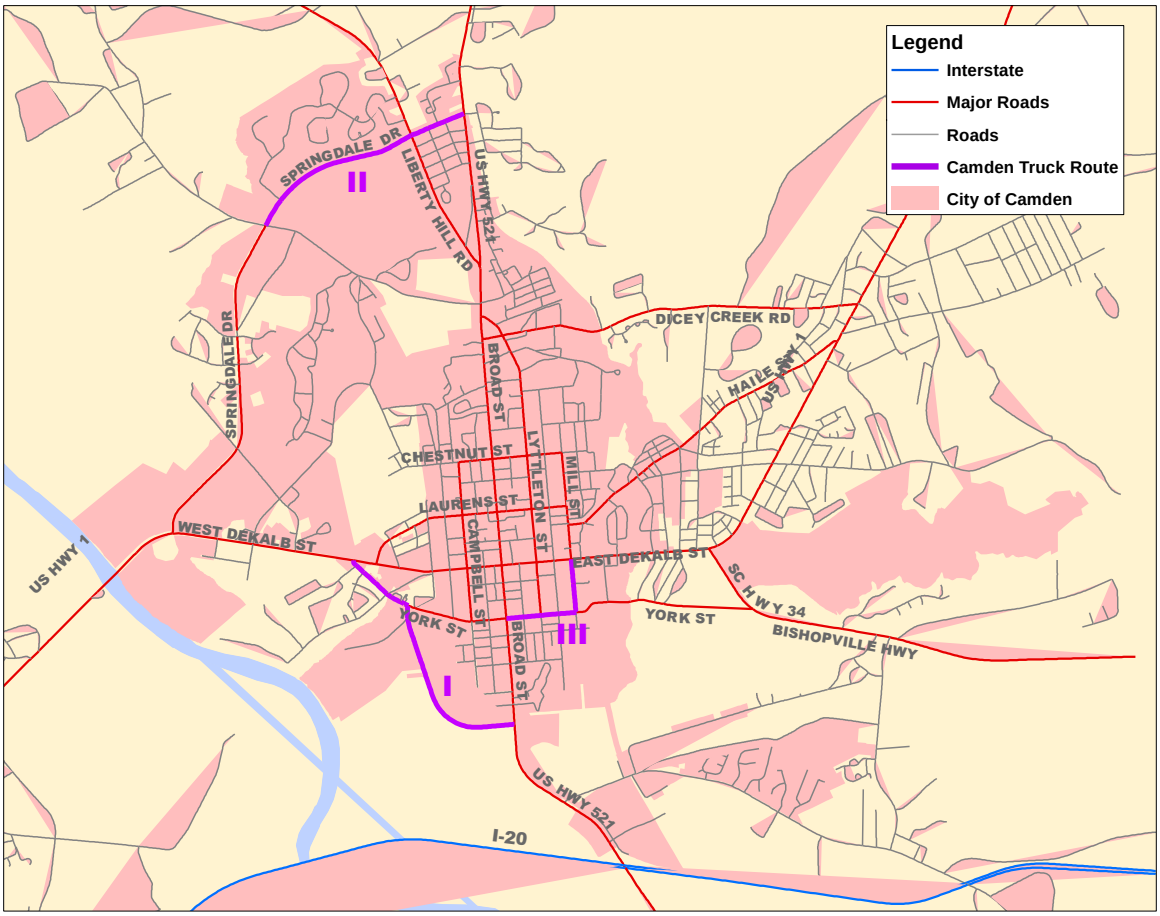
The ***Camden Truck Route*** project is being conducted in conjunction with the Broad Street Road Diet and is intended to provide improvements that will reduce delays, improve safety and encourage trucks to use the routes instead of traveling through downtown Camden via Broad Street. The truck routes will be designed as urban major arterial roads, and will generally be improved by adding a 15-foot center two-way turn lane, sidewalks, bike lanes, and curb and gutter. The project will increase lane widths to 12 feet and add a paved shoulder for bicyclists and emergency use through the undeveloped/wetland areas where there are no significant turning movements to justify a center turn lane. Turn bays will be added for isolated side streets or driveways where warranted, while intersections and road alignments will be improved to meet SCDOT standards. The total estimated cost for the Camden Truck Route project is $20.9 million. Three sections of existing truck routes have been identified for improvements as described below and depicted in Map 6.

- ***Section I*** is approximately 1.7 miles in length and begins at US 521 (Broad Street), follows Ehrenclou Drive, turns west on Chestnut Ferry Road, and ends at US 1/US 601 (Dekalb Street).

- ***Section II*** is approximately 1.6 miles in length and begins at Knights Hill Road, following Boykin Road and ending at US 521/601.

- ***Section III*** is approximately 0.8 miles in length and begins as US 521 (Broad Street), follows York Street, turns north on Mill Street, and ends at US 601/US 1 (Dekalb Street).

Map 6. Camden Truck Route Project



The ***Broad Street Road Diet*** project was created in response to recommendations from the *Vision Camden* plan adopted in 2009. The project is intended to increase the attractiveness and safety of Broad Street for all modes of travel and spur economic development in the downtown. In 2010, the City applied for and received a $456,000 Transportation Investment Generating Economic Recovery (TIGER) planning grant from the US Department of Transportation for the Broad Street Road Diet project. The grant was one of just 33 grants awarded nationally and one of only two awarded in South Carolina. From 2011 to 2012, consultants and City staff conducted a charette to obtain public input on the project, developed alternatives, and conducted public meetings to select the preferred alternative. The selected project will reduce the travel lanes on a 0.36 mile section of Broad Street from four 11-foot lanes to two 12-foot lanes with parking on both sides of the street between York and Dekalb Streets. Some parking will be converted from parallel parking to angled parking, and left turn lanes in both the east and west directions will be added at intersections. Sidewalk widths will be expanded and medians will be provided in some locations. Streetscape and landscape design will be incorporated to encourage pedestrian and street level retail

activity. The estimated total cost for the project is $4.2 million. Identification of funding sources needed to construct the project is underway. Because the completion of the Camden Truck Route project and subsequent rerouting of truck traffic away from the section of Broad Street in Downtown is key to the success of the Road Diet project, construction on the Road Diet project will begin after the Camden Truck Route is completed. Map 5 illustrates the section of Broad Street that is included in the project.

Map 5. Broad Street Road Diet (BSRD) Location

Source: Federal Highway Administration, SC Division Office, "Finding of No Significant Impact, Proposed Improvements to Designated Truck Routes and Broad Street," August, 2012.

c. Rural Planning Work Program

The 2012-2013 *Rural Planning Work Program* (RPWP) for transportation planning in the Santee-Lynches Region was adopted in June 2012. The draft of the 2013-2014 RPWP was completed by SLRCOG and submitted to SCDOT in June 2013 and was approved. The RPWP incorporates all direct transportation planning and supporting comprehensive planning activities for the non-urbanized areas of the Santee-Lynches region into one document. The Program is intended to provide a mechanism for the coordination of planning efforts by local, state and regional agencies. The RPWP identifies the transportation planning activities to be undertaken in the SLRCOG region

in support of the goals, objectives and actions established in the Long Range Transportation Plan (LRTP). The Work Program is updated annually and includes estimates of project costs as well as potential funding sources. While the RPWP outlines a program for the fiscal year, some task elements may span multiple fiscal years and are carried into subsequent Work Programs until they are completed. Tasks within the proposed 2013-2014 Work Program are organized within the following major categories:

- *General Administration* – Administrative and management tasks associated with the function and process of coordination of the rural multi-modal transportation planning process.
- *Geographic Information System (GIS)* – Provide GIS support for transportation related projects for COG staff, municipalities, and regional organizations within the COG jurisdiction.
- *Freight and Rail Planning* – Identify potential corridors, roadways, intersections, and rail lines that are predominantly used for the movement of freight in order to minimize congestion and maximize the flow of traffic and commodities.
- *Transportation Related Reports* – Keep abreast of state and federal planning factors and performance measures; maintain and keep updated technical reports such as the Long Range Rural Transportation Plan; and maintain and implement state and federal planning requirements through the work programs of the Rural Planning Work Program.
- *Public Transit* – Keep abreast of state and federal requirements that impact public transit agencies, and provide guidance, planning and technical assistance as required to enhance public transit services in the Santee-Lynches region.
- *Livability Initiatives and Accessible Transportation Alternatives* – Continue to develop and coordinate accessible transportation alternatives that will directly enhance the public's ability to access bicycle, pedestrian, trails, and greenway facilities that enhance and support the US Department of Transportation's livability initiatives.
- *Mobility Management* – Promote efforts to ensure the facets of Mobility Management, trip planning, travel training, and coordinated accessible transportation services, which "provide the freedom of mobility to the general public that is safe, affordable, dependable and accessible," are at the forefront of all planning, guidance, and technical assistance to human services, community, and faith-based agencies, as well as public and private transportation providers. Encourage coordination and collaboration in order to efficiently use available

resources. Keep up-to-date on the development of state and federal policies regarding coordination and mobility management.

3. SCDOT Transportation Alternatives Program

The City of Camden is also eligible for transportation enhancement funding under the Transportation Alternatives Program, formerly known as the Transportation Enhancement Project program, administered by SCDOT. Transportation Alternatives Program (TAP) projects are federally-funded, community-based projects that provide opportunities for local governments to pursue non-traditional transportation related activities such as pedestrian and bicycle facilities and pedestrian streetscaping projects that might not otherwise be possible.

The Transportation Alternatives Program is a part of the Federal-aid Highway Program, and is funded through the MAP-21 program. TAP is a federal grant program that provides funding on a reimbursement basis. Costs may only become eligible for reimbursement after a project has been approved by the State Department of Transportation or Metropolitan Planning Organization and the FHWA division office. Eligible costs include preliminary and final engineering work such as project development, environmental work, cost estimates, construction plans, utility relocations, construction engineering, construction costs, and right-of-way acquisition. Costs are eligible for reimbursement only after prior FHWA division office project approval. Transportation Alternatives funds generally account for 80% of the total project cost, with local governments required to provide a 20% match. However, SCDOT encourages matching funds in excess of the minimum 20% required under federal guidelines. While a cash match is encouraged, SCDOT may allow the use of in-kind matching resources such as the donation of services, labor, materials, and equipment.

Eligible activities under the Transportation Alternatives Program include:

- *Pedestrian Facilities* and *Bicycle Facilities*, including non-motorized paths, that connect and develop regional or statewide non-motorized transportation networks, benefit state tourism or economic development initiatives, and address documented safety deficiencies.
- *Streetscaping Improvements* that are located in established traditional downtowns or historic districts and use a creative design approach to accomplish multiple goals, including pedestrian safety.

- *Safe Routes to School Program* activities that meet the requirements set under SAFETEA-LU.
- Available funding from SCDOT for the Program is provided in three population-based divisions, of which Camden (with a population greater than 6,800) would currently be eligible in the second category:
  - $2.897 million designated for urbanized areas of the State with an urbanized area population of more than 200,000, also known as a Transportation Management Area;
  - $1.772 million designated for areas of the State other than urban areas with a population greater than 5,000; and
  - $2.512 million designated for areas of the state with a population less than 5,000.

Projects proposed by governmental bodies located in areas outside of Transportation Management Areas (TMAs) such as Camden are considered under the statewide program, with distribution of funds determined by the SCDOT Commission. Such projects are limited to a maximum of $400,000 for each project.

Five projects have been awarded funding under the predecessors to the Transportation Alternatives Program since the program inception in 1992. Of the five, three projects involved renovation or preservation of historic sites and would no longer be considered eligible under the newly updated Transportation Alternatives Program. Table 37 provides a listing of projects that received funding under the earlier iterations of this Program.

Table 37. City of Camden Transportation Alternatives (Enhancement) Projects

Project Description	Year	Funds		
		Federal	Local	Total
US 521 - Streetscape	1996	$350,000	$636,500	**$986,500**
Camden Southern Gateway - Landscape	2002	$ 40,051	$ 10,013	**$ 50,064**
Robert Mills Courthouse Restoration	2004	$ 45,200	$ 11,300	**$ 56,500**
Rectory Square and Monument Square Renovations	2005	$161,683	$ 40,400	**$202,083**
Battle of Camden National Historic Landmark Preservation and Interpretation	2005	$200,000	$ 50,000	**$250,000**

Source: SCDOT, Local Public Agencies Administration, April 2009.

G. PUBLIC TRANSPORTATION

Affordable and reliable transportation is a necessity for all residents. However, the lower incomes and limited mobility common among special needs populations can magnify the importance of affordable and reliable transit options to maintain employment, receive support services, and access health care and other needed programs.

Currently there is no fixed-route bus system serving the City of Camden or Kershaw County. However, there are a number of alternative transportation options available to residents.

1. SmartRide

In 2003, the SCDOT conducted a research project to determine commuter interest in parking their autos in a common designated area and riding a transit bus to work. The project included the nearby Lugoff area. The response was positive during a temporary, four-month *SmartRide* pilot project that provided commuter-focused transit service and gathered valuable information about commuter preferences and opinions regarding an alternate form of transportation to get to work.

The *SmartRide* pilot served an average of 68 riders daily and provided a total of 2,730 passenger trips to and from work, demonstrating that workers would be willing to park their cars in order to use a commuter-focused transit service. The results of the *General Interest Survey* indicated that 41.4% of survey participants were "very interested" in the *SmartRide* services, citing cost savings and convenience as primary reasons for interest. Among the comments from those surveyed were requests to add a Camden pick-up site.

The initial pilot project resulted in the development of a *SmartRide* Commuter-Focused Transit Program. Now entering its tenth year of service (including the two years of the pilot project), the *SmartRide* Commuter-Focused Transit Program is a partnership between SCDOT, the Santee Wateree Regional Transit Authority (SWRTA), local communities, businesses, and commuters seeking a viable alternative to the traditional single-occupant vehicle commute.

The Santee-Wateree RTA Camden/Lugoff *SmartRide* service was initiated in 2008. Camden *SmartRide* routes originate in two locations – the United Way/One Stop offices on Dekalb Street and the Springdale Plaza on Springdale Drive. The eleven destinations (stops) are in key locations throughout the downtown Columbia area,

including the Statehouse, Palmetto Richland Memorial Hospital, the Central Midlands RTA Transfer Station, and SCDOT and SCDNR headquarters. Riders leave the Camden area around 7:00 a.m and begin the return trip from the Capitol stops just after 5:00 p.m. The fare for the Camden/Lugoff *SmartRide* is $1.50 per one-way trip or $15 for a weekly pass.

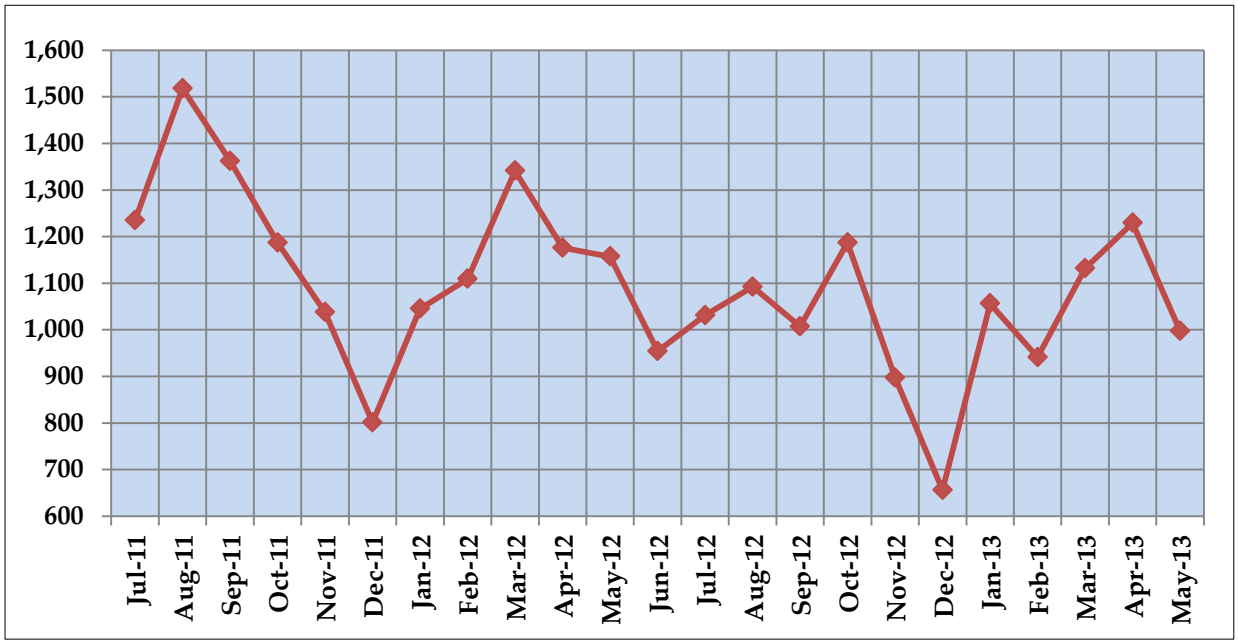
SmartRide ridership averages approximately 1,051 persons per month, or 52 persons per day (Table 38). During the 22-month period, ridership peaked at 1,518 in August 2011 and fell to a low of 656 in December of 2012. Figure 8 illustrates ridership trends since July 2011.

Table 38. Camden/Kershaw *SmartRide* Ridership July 2011 to May 2013

Month	Total Trips	Days Route in Operation	Month	Total Trips	Days Route in Operation
July 2011	1,235	20	July 2012	1,031	21
Aug 2011	1,518	23	Aug 2012	1,092	23
Sept 2011	1,362	21	Sept 2012	1,007	19
Oct 2011	1,187	21	Oct 2012	1,187	23
Nov 2011	1,038	20	Nov 2012	897	21
Dec 2011	801	19	Dec 2012	656	19
Jan 2012	1,045	20	Jan 2013	1,056	21
Feb 2012	1,109	21	Feb 2013	941	20
Mar 2012	1,341	22	Mar 2013	1,132	21
Apr 2012	1,176	21	Apr 2013	1,229	22
May 2012	1,157	22	May 2013	997	22
June 2012	954	21	**Total**	**24,194**	**462**

Sources: Kershaw County, Five Year Review of Kershaw County Comprehensive Plan 2006-2011, Sept. 2012; SWRTA, June 2013.

Figure 8. Camden/Kershaw *SmartRide* Ridership July 2011 to May 2013



Camden commuters also have access to *Midlands Rideshare* – a web-based program designed to provide a suite of transportation alternatives for residents of the Midlands region, including:

- Matching prospective riders for car pools.
- Potential expansion of the option to travel by vanpool based on the number of interested participants.
- Provide an option to bike from SWRTA bus stops to individual destinations (buses are equipped with bicycle racks).

Midlands Rideshare is available for use by Camden and Kershaw County residents who regularly travel to destinations in the Midlands, and also by organizations to match co-workers traveling from similar destinations. Users create an online commuting profile to find carpool matches and smart commute options. The program provides matches along a corridor, between origin and destination, or within a set distance from each end of the trip. The service produces maps, directions, and customizable email correspondence templates that enable users to make travel arrangements.

Transportation options for persons with specialized needs are also provided for Camden residents. All of these services are curb-to-curb and require advance reservation with the appropriate agency. SWRTA provides ***Demand Response***

transportation to and from medical appointments for persons with disabilities and special needs. Trip fares for Demand Response transportation are free for qualified participants and range from $3 to $7 each way depending on the length of the trip for persons accompanying the participants. The ***Kershaw County Board of Disabilities and Special Needs*** (BDSN) also contracts with SWRTA to provide transportation to the Kershaw County Activity Center for qualified persons with disabilities and special needs. Clients are picked up at their homes at approximately 8:30 a.m. and returned around 2:30 p.m., Monday through Friday. Any resident of Kershaw County may also ride along on this route to other destinations as space allows, for a one-way fee that ranges from $3 to $7 depending on the length of the trip. The ***Kershaw County Council on Aging*** provides transportation for participants to and from its Senior Center in Camden.

Future SWRTA plans include the implementation of two new programs that will provide transportation for targeted populations in Kershaw County. SWRTA is currently seeking partners to provide the matching funds required to implement these programs. The ***Job Access Reverse Commute*** program is intended to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment. Such challenges include long commutes for entry-level jobs in suburban areas, late-night or weekend work hours, and complex employment related trips that involve multiple destinations such as childcare facilities or other services. The ***New Freedom*** program aims to provide additional tools to overcome existing barriers facing persons with disabilities seeking integration into the workforce and full participation in society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. The New Freedom program seeks to reduce barriers to transportation services and expand the transportation mobility options available to persons with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.

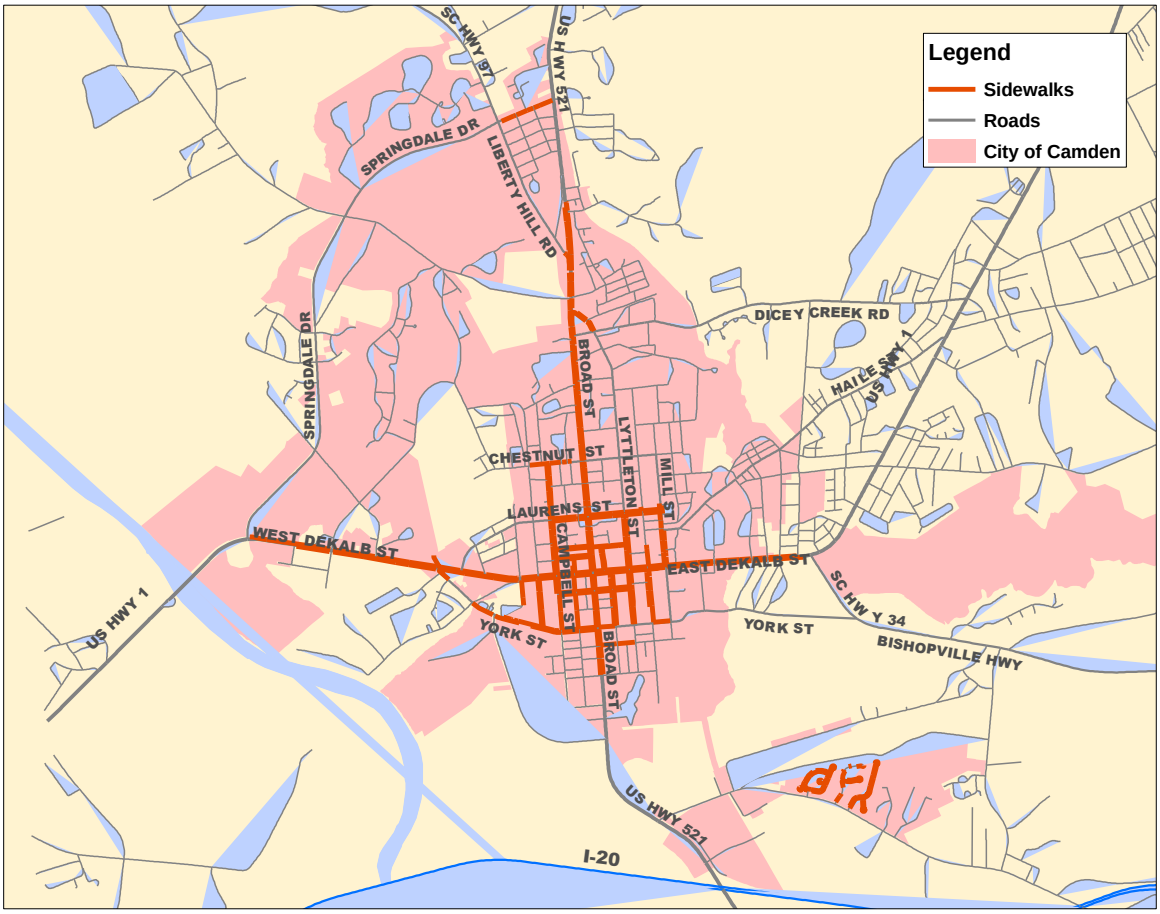
H. BICYCLE AND PEDESTRIAN

Well-designed systems of walkways and trails can provide residents with safe, inexpensive transportation alternatives to access jobs, education and services. Alternative modes of travel can also help to improve air quality and reduce energy use. According to the 2010 Census, 78 Camden residents, or 1.2% of commuters, reported walking to work and only 42 persons reported riding a bicycle to work. Persons biking to work in the City comprise nearly all (42 out of 47 persons) of the residents countywide who commute by bicycle.

1. Sidewalks

Because sidewalks are generally found in more urbanized settings, most of the sidewalks in the City are in the downtown or commercial areas. Sidewalks are not required outright in new subdivisions or other developments in Camden. However, the City's Land Development Regulations give the Planning Commission the authority to require them for "safety or access to recreational, educational or other facilities."

Map 7. Sidewalk Locations in the City of Camden



As in other municipalities established well before the advent of the automobile, the City of Camden's sidewalk network is primarily located in the downtown area, as illustrated by Map 7. Sidewalks flank several major thoroughfares including US Highway 1 (Dekalb Street) from Springdale Drive to Bishopville Highway and US Highway 521 (Broad Street) from Stewart Street to Bull Street. A portion of Springdale Drive from Liberty Hill Road to US Highway 521 (Broad Street) and roads in the Chestnut Hill, Eve's Garden and Belmont subdivisions in the southeastern area of the City also include

sidewalks. While the City's Land Development Regulations enable the Planning Commission to require sidewalks in new developments, the Commission has not exercised that authority to date.

2. <u>Complete Streets</u>

In keeping with recommendations provided by the 2009 *Vision Camden* plan, the City of Camden adopted a ***Complete Streets*** policy in July 2011. The Complete Streets concept is based on the principal that roadways should be consistently designed with the needs and safety of users in mind. In addition to motor vehicles, roadways should also accommodate pedestrians, bicyclists, wheelchairs, and transit vehicles. The Camden policy cites the following benefits of the Complete Streets concept:

- Public health experts encourage walking and bicycling to mitigate the obesity epidemic in South Carolina.
- Creating walkable streets and lowering automobile speeds on roads improves economic conditions for residents and business owners.
- Integrating sidewalks, bike facilities, transit amenities, and safe crossings into the initial design of street projects avoids the expense of retrofitting streets in the future.

Specific actions included in the Camden Complete Streets policy include:

1. City staff shall revise established regulations, policies and operating practices, as deemed appropriate and feasible, so that transportation systems are planned, designed, constructed and operated to make bicycling and pedestrian movements an integral part of the City's transportation planning and programming while promoting safe operations for all users.
2. City staff shall plan for, design, construct and operate all City transportation improvement projects, unless a construction contract has been executed prior to the date of the resolution, to provide appropriate accommodation for pedestrians, bicyclists, transit riders, and persons of all abilities, while promoting safe operation for all users, as deemed appropriate and feasible.
3. The City will implement Complete Streets in a context-sensitive way to ensure that the character of the project area, values of the community, and needs of all users are fully considered.
4. City staff will work with the SCDOT to incorporate a Complete Streets philosophy with projects that are completed within the City of Camden.

5. The Planning Commission shall complete an evaluation of the Land Development Regulations as it relates to Complete Streets and propose revisions as soon as possible after the date of this resolution.

A number of initiatives have been undertaken that implement the actions outlined in the City's Complete Streets policy, including:

- The *Broad Street Road Diet* project, currently under development, is designed to slow traffic and provide for safe pedestrian travel along a very busy road in the heart of the downtown area. Also under concurrent development, the associated *Camden Truck Route* project is intended to encourage trucks to use the alternative route, instead of traveling through the downtown via Broad Street, by providing improvements that will reduce delays and improve safety.
- *Eat Smart Move More Kershaw County* (ESMMKC) purchased bicycle racks that were installed in 14 locations throughout the City and worked with SCDOT to install 46 *Share the Road* signs along identified bicycle routes throughout the City and the County. The *Share the Road* signs include Quick Response (QR) bar codes that link to a mobile website (explorekershawcounty.com) that provides mapped bicycle routes.
- In 2012, ESMMKC received a grant from the Healthy South Carolina Initiative to develop a *Bicycle, Pedestrian, and Greenways Master Plan* for Kershaw County. A draft of the Plan has been completed and presented to Kershaw County and the City of Camden.
- The City Planner has been included in plan review for transportation projects to ensure that Complete Streets techniques are incorporated where appropriate.

3. <u>Bicycle Routes and Facilities</u>

Although there is currently only one dedicated bicycle lane in the City located along a 1.69 mile section of US Highway 1, cyclists have long been attracted to the area due to the extensive network of largely rural roads, including US Highways 1 and 521. Kershaw County and the City of Camden have been involved in several efforts in recent years to encourage bicycling as a transportation alternative and improve conditions in terms of safety and access for cyclists.

Since 2009, the City has worked with Kershaw County and the Kershaw County Chapter of the SC Eat Smart Move More Kershaw County (ESMMKC) to promote a healthy lifestyle for local residents. The Chapter's vision for Kershaw County is "to have a community in which there are mixed use neighborhoods focused on health,

wellness, and sustainable living." The mission of the nonprofit group is "to coordinate collaborative and sustainable efforts to support healthy eating and active living where Kershaw County residents live, learn, work, and play." In 2012, ESMMKC received a grant from the Healthy South Carolina Initiative (HSCI) to develop a ***Bicycle, Pedestrian, and Greenways Plan*** for Kershaw County. The purpose of the HSCI grant program is to support community implementation efforts that work to eliminate health disparities and achieve health equity for all South Carolinians. A key goal of the Plan is to reduce pedestrian and cyclist fatality rates.

The *Kershaw County Bicycle, Pedestrian, and Greenways Plan* combines past planning efforts with new research and analysis and a full public input process. The Plan envisions a connected network of routes that provide safe and family-friendly access between neighborhoods and community destinations for all ages and abilities. A proposed on- and off-street bikeway, walkway, and trail network is included in the Plan, as well as recommended policies and programs to encourage usage of the bikeway, walkway, and trail network and to promote safe bicycling, walking, and driving practices. Specific Bicycle, Pedestrian, and Greenways Plan goals include:

- Create a community network of on- and off-street walkways, bikeways, and trails designed for all ages, abilities, and user groups;
- Capitalize on existing scenic natural resources, including the Wateree River, recreation and historical amenities, and the attractiveness of downtown Camden;
- Improve the safety and comfort of bicycling and walking routes to destinations such as schools, parks, and libraries;
- Ensure that bikeways, walkways, and trails are clean, inviting, and family-friendly;
- Establish a connected network of primary bicycling and walking routes and spur trails that link to community destinations;
- Promote bicycling, walking, and trail usage for both recreation and transportation;
- Improve bicycle and pedestrian access between neighborhoods and outlets for healthy food.

In 2011, Kershaw County was one of five communities in South Carolina to receive a Balancing Intake and Expenditure (BITE) grant from Eat Smart Move More South Carolina to plan and implement community based physical activity and nutrition efforts. The Kershaw County BITE project identified bike routes throughout the county

and identified areas where *Share the Road* signs and bike racks were needed. The Kershaw County Chapter worked with the SC Department of Transportation and participating local governments to install 46 *Share the Road* signs along key bicycle routes throughout the County, with a number of signs installed in the City of Camden. The City also worked with the Chapter to install 30 bicycle racks in 14 identified strategic locations throughout the City.

4. <u>Safe Routes to School</u>

Camden Elementary School and Camden Middle School became partners in the ***Safe Routes to School*** program in FY 2012-2013. Safe Routes to School (SRTS) is a growing nationwide movement that brings together parents, schools, and community leaders to encourage students, including those with disabilities, to walk and bike to school. SRTS activities and resources focus on improving walking and biking conditions around schools while building healthy habits and safety skills. The SC Department of Transportation created the Safe Routes to School Resource Center in the fall of 2010 to help schools, school districts, and communities throughout South Carolina to build and sustain SRTS programs. SRTS Resource Center partners receive technical assistance and program support at no cost. Camden Middle School is in the initial stages of the SRTC program and has not yet conducted any related events or activities. Camden Elementary School activities to date include participation in the SC Walk to School day and completion of a safety assessment in the spring of 2013. The safety assessment is an interactive assessment of the physical environment with regard to school transportation and is a partnership between SC DHEC's Office of Healthy Schools and Division of Injury and Violence Prevention, the SC Safe Routes to School Resource Center, and the SC Department of Transportation. The assessment is conducted on a single day during a 1.5 hour time period and is designed to:

- Assess the current infrastructure for walkers, bikers and car riders.
- Identify potential recommendations for safety improvements.
- Observe school dismissal and discuss the safety of pick-up procedures.

Recommendations from the Safety Assessment for Camden Elementary include measures such as enforcement of school speed zones and no left turn areas, restriping of crosswalks, updating signage, repaving of sidewalks to meet ADA standards, updating the bicycle rack, recruiting volunteers to serve as "corner captains," removal of brush and tree limbs along Lyttleton Street, and development of safety programs to raise awareness of child passenger safety, child pedestrian safety and bicycle safety.

I. PARKING

Adequate parking is often a challenge in communities, particularly in more urbanized areas. If too little parking is provided, it can contribute to traffic congestion as motorists circle destinations looking for a space. If too much parking is required, the landscape can become dominated by vacant parking lots and unused spaces.

Map 8. Public Parking Areas

Most of the parking in the City of Camden is directly associated with specific uses such as residences, businesses, government facilities, or industries. However, the City has more than 440 public parking spaces in the Downtown area, including two public parking lots – one located on Rutledge Street (58 spaces) and the other in the new Town Green (99 spaces) on Rutledge and Market Streets (Map 8). Public parking is also provided along Broad Street (77 spaces), Dekalb Street (46 spaces), Rutledge Street (114 spaces), and Little Street (46 spaces). A new parking area is planned for an alley that connects Rutledge Street and Arthur Lane that will provide 35 parking spaces.

The City Zoning Ordinance prescribes minimum parking requirements based on the type of use. For instance, most retail trade establishments must have a minimum of one

parking space per 350 square feet of gross floor area, while doctor and dentist offices must have one parking space per 150 square feet of gross floor area.

J. AIRPORTS

General aviation services are provided at ***Woodward Field***, located three miles northwest of the City. Originally dedicated in 1929, the Airport includes 396 acres and is owned and operated by Kershaw County. Woodward Field has two paved runways – a lighted 5,000′ by 100′ runway and a 2,998′ by 100′ crosswind runway. Available services at the Field include charter service, jet and 100 LL fuel, Unicom, aircraft repair, and tiedowns. While there are no scheduled airline operations at the Woodward Field, it is a very active facility. Located in the terminal building, the Camden Jet Center is a Fixed Base Operator (FBO) providing fuel services, flight planning, weather services, and a courtesy car. Aircraft Maintenance Services is also located on the property and is a full-service aviation maintenance facility providing inspection and repair work for aircraft ranging from small planes to executive business jets and turboprop aircraft, as well as restoration and repairs for vintage planes. The field is also home to LifeNet, the County's medevac helicopter operation.

The ***Columbia Metropolitan Airport*** (CAE) is located less than an hour from Camden – approximately 50 miles southwest in Lexington County. CAE serves more than 1.2 million passengers and processes 168,000 tons of cargo each year through seven passenger carriers and seven cargo carriers. Air operations are conducted on an 8,600' x 150' runway and an 8,000' x 150' runway. CAE is the State's top airport for cargo transport. In 1996, United Parcel Service (UPS) opened an $80 million Southeastern Regional Hub at the airport, offering next-day, second-day and third-day air service. Other major air cargo companies serving the airport include Federal Express, Air Cargo Carriers and Mountain Air Cargo. A 108-acre Foreign-Trade Zone (FTZ 127) is also located at the airport. A foreign-trade zone is a duty-free, quota-free, secure area in a *Customs Port of Entry* considered to be outside the US Customs territory. Both domestic and foreign goods can be brought to an FTZ for assembly, manufacture, display, storage or processing without formal Customs entry, with duty payments not required until the merchandise leaves the zone for domestic consumption.

The ***Charlotte Douglas International Airport*** is just over a 1.5 hour drive to the north of Camden. Charlotte Douglas opened in 1936 and ranks as the world's sixth busiest airport in operations, serving more than 41 million travelers and processing nearly 138,000 tons of cargo a year through ten passenger carriers and 15 cargo carriers. The facility is US Airways' largest hub. Air operations are conducted on four runways all 150 feet in width and 7,501 feet, 8,676 feet, 9,000 feet and 10,000 in length. The Airport

announced plans in 2012 to build a new 12,000-foot runway that will enable nonstop departures to Europe and the Pacific Rim. The project is scheduled to begin in 2014.

Access to large cargo and commercial facilities is also available approximately two hours northwest at the ***Greenville-Spartanburg International Airport*** (GSP). GSP began operation in 1962 and serves more than 1.85 million passengers and handles more than 28,700 tons of cargo annually through six passenger carriers and nine freight carriers. Air operations are conducted on an 11,000′ x 150′ runway – the longest runway available in South Carolina. The north end of the airport is home to a 120,000 square foot FedEx facility completed in 2001.

K. RAIL AND SHIPPING

In today's global economy, commercial transportation is critical to a region's potential for business and industrial development. Time sensitive transportation services are increasingly important to gaining a competitive advantage in manufacturing and service-based industries. Transportation options for the mass transport of passengers are also growing in importance, as travelers seek alternatives to travel by individual automobile, whether for short commutes or long trips. Convenient and efficient connectivity to areas nationwide and overseas is attractive to businesses and industries and is therefore an incentive for economic development and also contributes to the quality of life for area residents.

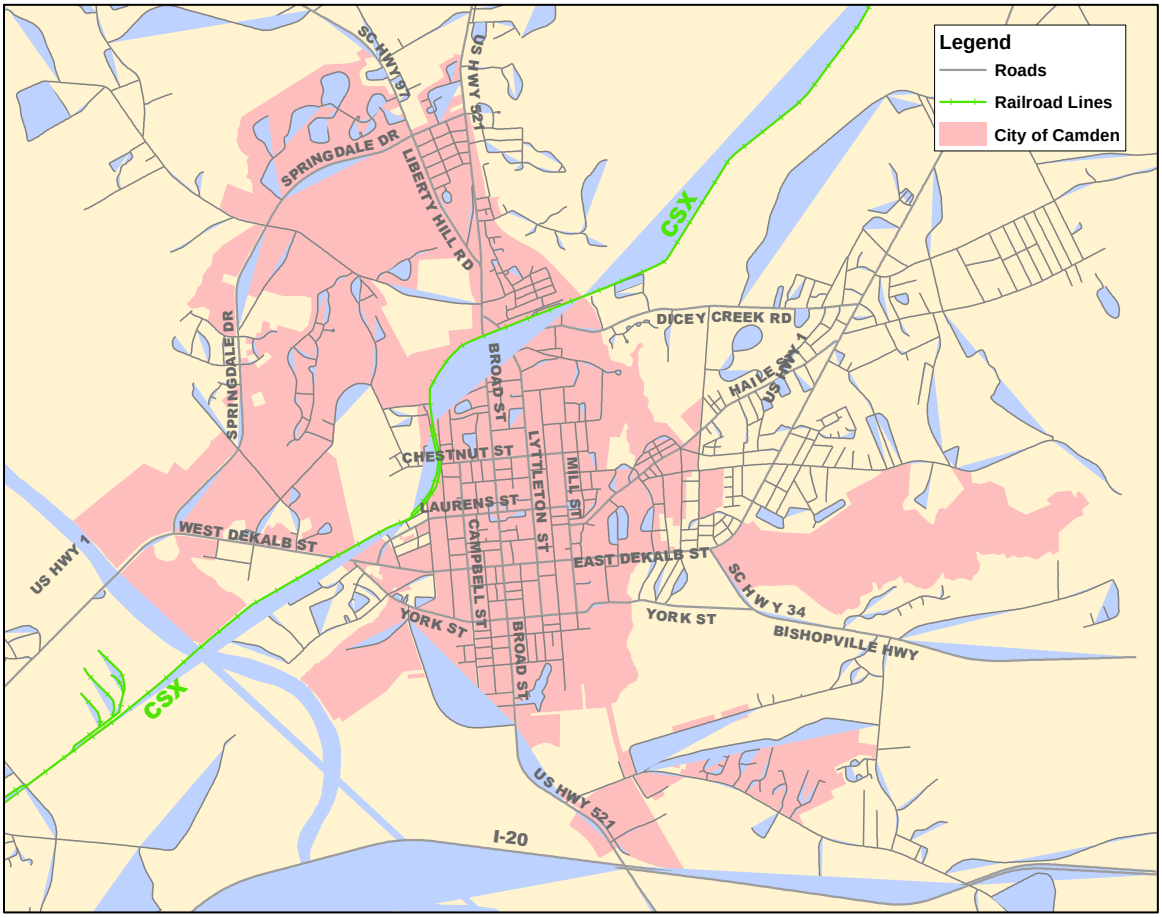
1. Railroads

When the South Carolina Railroad was completed in 1833 it stretched 136 miles from the port of Charleston to Augusta, Georgia. The Camden branch of the railroad was completed in 1848 and by 1889 the railway extended to Marion, North Carolina. The railroad was a key factor in the early expansion of tourism in the area and led to the development of the area as a popular winter destination for wealthy northerners. Today, rail service in the Camden area is provided by the CSX Railroad. As shown in Map 9, the CSX rail line generally bisects the City from east to west. A Norfolk Southern Railroad line that ran north to south in the eastern area of the City was abandoned on August 3, 1935.

The CSX rail line that runs through Camden is part the "Hamlet Subdivision" of the larger Florence service lane, which is a strategic corridor for the company's entire southern freight market area *(5-year Review of the Kershaw county Comprehensive Plan, 2006-2011)*. The route provides connections to Columbia and Florence in South Carolina; Raleigh, North Carolina; and major port facilities in Wilmington, Charleston

and Savannah. The Camden area is also served by daily Amtrak passenger service on its Silver Service/Palmetto line. Northbound trains arrive and depart at approximately 4:50 a.m. and southbound trains at 12:50 a.m. The historic Camden Depot built in 1937 and located on West Dekalb Street provides limited services to passengers.

Map 9. Rail Lines in the Camden Area



Source: USC Data Server, 2013.

There are 11 roadway railroad crossings in the City of Camden, of which seven cross publicly owned roads and four are private rail crossings (Table 39). Private highway-rail grade crossings are on roadways not open to use by the public or maintained by a public authority. Examples of private crossings include farm or industrial crossings that provide access between tracts of land or facilities lying on both sides of the railroad and residential access crossings from another road to a private residence. Nine of the railroad crossings in the City are at grade, meaning vehicles must go directly over the railway at crossings, with two constructed for under grade crossing.

Table 39. CSX Railroad Crossings in Camden

Railroad	Public Crossings	Private Crossings	Total Crossings

At Grade	5	4	**9**
Under Grade	2	0	**2**
Total all Crossings	**7**	**4**	**11**

Source: Federal Railroad Administration, Office of Safety Analysis, June 2013.

The type of safety crossing warning device used at rail crossings is based on a Federal Railroad Administration formula that includes highway and rail volume. In more urbanized areas with higher traffic volumes, most crossings are public and include some type of safety warning system such as flashers and/or gates. Private crossings in urban areas typically serve manufacturing or large businesses and generally incorporate passive warning systems such as railroad crossbucks or stop signs. In more rural areas where crossings serve lower traffic volumes generated by farms and residential properties, warning equipment is often limited to signs or flashers.

Railroad safety is an important issue in transportation planning. There have been three railway accidents reported in Kershaw County in the past 20 years. All **of these** accidents involved a public CSX Railroad crossing, **with two of these incidents resulting in fatalities *(FRA, Office of Safety Analysis)*.**

2. <u>Trucking</u>

Kershaw County's strategic location in central South Carolina provides an excellent intermodal freight network that has been attractive to a number of industries over the years. The County is located along Interstate 20 and is within close proximity (40 miles) to Interstates 77, 26 and 95. Kershaw and Camden also have access to a regional rail line that places Camden at the center of much of the freight movement in the area. Primary roads used for freight movement include I-20 at the southern end of the City and US Highways 1 and 521, which intersect in the heart of the City. US Highways 1 and 521 are important corridors for logging trucks that travel between extensive forested lands in nearby rural areas to processing facilities in lower Richland County and York County.

The extensive freight movement through the City of Camden is the impetus for the *Camden Truck Route Project* currently underway, which will encourage trucks to bypass the City instead of driving through on Highways 1 or 521. This project will provide a faster, safer travel route for trucks.

3. <u>Commuter Rail</u>

The passage of the *Federal Intermodal Surface Transportation Efficiency Act of 1991* (ISTEA), as well as the subsequent TEA-21 in 1996, SAFETEA-LU in 2004, and MAP-21 in 2012 shifted emphasis in transportation planning to a multi-modal perspective, in which roads are just one component of a regional transportation system that need to be closely coordinated with other transportation modes including transit, walking, biking, and air and water transportation. Emphasis was placed on improving the connections between different modes of transportation as a means to improve the efficiency of the entire transportation system. In working to comply with Federal regulations and create a multi-modal transportation system in the Midlands, the Central Midlands COG began to examine transportation options that would connect the urban center of the region (Columbia) with surrounding suburban and rural areas to reduce traffic congestion, improve air quality, and improve the mobility of transit dependent residents.

In July 2006, the CMCOG completed a planning process to assess the feasibility of commuter rail and other high capacity transit modes in the Region. The resulting *Commuter Rail Feasibility Study for the Central Midlands Region of South Carolina* was a follow up to a preliminary study completed in 2000 that identified three corridors exhibiting characteristics suitable for some type of commuter rail investment. The corridors are Camden to Columbia, Newberry to Columbia, and Batesburg-Leesville to Columbia. The 2006 study was commissioned to take a closer look at each corridor and establish investment priorities for some type of high capacity transit. The study revealed that the Camden corridor ranked highest in terms of project feasibility based on a number of factors – including ridership, implementation costs, and access – that compare travelers' likelihood of using commuter rail as compared to the highway mode.

In addition, the Study examined potential rail connections between Columbia and the proposed Southeast High Speed Rail Corridor that is slated to run through the Upstate en-route from Atlanta to Washington, DC. The analysis revealed that the Columbia to Charlotte corridor offers a more effective opportunity for connecting to the potential Southeast High Speed Rail line.

In February 2007, the Rail Transit Committee approved a resolution encouraging member governments to adopt the Commuter Rail Feasibility Study in order to establish priorities for investment in high capacity transit in the region. The model resolution encourages local governments to support the Commuter Rail Plan and promote transit-supportive principles in land use design around potential station sites. The Rail Transit Committee also approved a *Model Policy Guide for Transit Supportive Development*. The Model Guide includes principles and policy objectives that local governments in the three rail corridors identified in the *Commuter Rail Feasibility Study*

can utilize in preparing for high capacity transit in the future should they support the effort.

In 2011, the CMCOG conducted a follow-up to the 2006 Feasibility Study – the *Camden to Columbia Alternatives Analysis*. The Analysis examined the feasibility of using federal funds to establish the most viable high capacity transit option between the two communities. The Analysis concluded that the most feasible option would be to focus on the management of the existing transportation system rather than investing in new cost-prohibitive mass transit infrastructure. The conclusion was based on the following conditions in the corridor:

- Travel patterns are not dominantly commuter oriented all the way to Camden.
- The highest level of transit demands are closer in to Columbia.
- Parking availability in downtown Columbia provides a disincentive for transit use.
- Planned capacity improvements on I-20 will alleviate congestion issues.
- Population density along the corridor is not high enough to support the level of service that is typically associated with high capacity transit modes.

Although both the 2006 and 2011 studies concluded that commuter rail and bus rapid transit are not currently feasible, they made a number of planning recommendations and action strategies for creating a more transit-supportive environment in the future. Such recommendations include adopting Transit Oriented Development (TOD) policies, establishing permanent park and ride facilities that could become future commuter rail stations, and encouraging higher density development patterns to increase potential ridership. A transit oriented development is residential or commercial development designed to maximize access to public transportation and often incorporates features to encourage transit ridership. TODs are generally located within a one-half mile radius of a transit stop and often include a transit station at the center of the development, surrounded by relatively high density development with progressively lower-density development radiating outwards. Transit oriented neighborhoods also include linkages via walkable and bikeable streets and trails.

Although commuter rail may not be feasible in the near term, factors including population and employment growth and escalating problems with traffic congestion could warrant a more detailed examination of transit options and formulation of an action plan to prepare for service once deemed feasible. Conversely, shifts in employment and commuting patterns away from the Columbia area as employment

opportunities in the Camden area grow could reduce the need for out-of-county transit by area residents.

4. Ports

Port service for Kershaw County is available less than three hours southeast (125 miles) through the Port of Charleston – one of the busiest container ports on the East coast and the fourth busiest container port in the United States. Charleston is recognized as one of the most efficient and productive ports in the nation. The Charleston Customs district ranks as the nation's 8th largest in cargo value, with $63 billion in imports and exports traded across the docks. The Port hosts shipping service by more than 30 of the world's top carriers.

The South Carolina State Ports Authority (SPA) was founded in 1942 and annually serves more than 2,000 ships and barges, representing 40 different shipping lines, at its seaport terminals in Charleston and Georgetown. The SPA plans to invest $1.3 billion in new and existing facilities in the coming decade. The plan includes a new container terminal in North Charleston on the former Navy Base, as well as major improvements to existing facilities, technology upgrades, and construction of a new cruise terminal *(SC Ports Authority, July 2013)*. While the Port currently has the deepest channels in the region, plans are underway by the US Army Corps of Engineers to deepen the Charleston Harbor channel from 45 feet to 50 feet by 2024, a move that will make the Port even more attractive to freight carriers. For an ocean carrier, each additional foot of water equals the ability to place 100 additional loaded containers on board the vessel, enabling the carrier to maximize the ship's carrying capacity. This expansion will accommodate the new larger cargo vessels that will utilize the newly expanded Panama Canal after work is completed in 2014 *(SC Ports Authority, July 2013)*.

In October 2013 the South Carolina Inland Port opened in Greer, SC enhancing the Port of Charleston by providing an inland area connected by rail from which goods could be distributed to the Southeast. Norfolk Southern serves the inland port through its main rail line, and the facility is positioned along the Interstate 85 corridor between Charlotte and Atlanta, where Norfolk Southern operates additional rail yards. Rail service maximizes tonnage moved per gallon of fuel for importers and exporters, helping them save costs and lower their carbon footprint. The inland port adds an additional benefit – access to empty containers – for regional shippers, who can send trucks to Greer for the containers they need to move their goods (*SC Ports Authority, October 2013*).

L. SUMMARY OF CONDITIONS

- Camden City Council allocates 10.2 mills of property tax revenues to the City's Paving Fund each year, to be used for transportation projects including road maintenance, paving, sidewalks and crosswalks. In FY 2013-2014, $467,000 was allocated to the fund.

- The Kershaw County Transportation Committee selects and approves projects transportation projects within the County to be funded utilizing annual State apportioned C-Funds. In FY 2012-2013 Kershaw County received $1,414,500 in C-Funds.

- There are 264.5 miles of roads within Camden, of which the City owns and maintains 72 miles and the State 192 miles. Less than three miles (2.96 miles) of City roads are unpaved.

- Camden residents and businesses enjoy ease of access to I-20, which runs along the southernmost boundary of the City. Access to I-77, I-26 and I-95 is less than 22, 34 and 43 miles away, respectively.

- Two Federal highways, US Highways 1 (Dekalb Street) and 521 (Broad Street) intersect in the heart of Camden.

- US Highway 1 (Dekalb Street) is the most traveled route in the Camden area at 28,000 vehicles per day, followed by the section of I-20 within the city at 27,000 vehicles per day, and US Highway 521 (Broad Street) at 14,700 vehicles per day.

- More than 40% of Camden workers are employed within the City. Seven of every ten (69%) employed Kershaw County residents work within the County.

- Leading counties with residents traveling to work in Kershaw County are Richland County (1,606) and Sumter County (1,121). Counties receiving the largest number of Kershaw County commuters are Richland County (9,156) and Lexington County (1,039).

- The City of Camden's overall employment-residence ratio of 2.3 indicates that the City is an importer of labor from other areas.

- Mean travel time to work for Camden workers is only 20.1 minutes – shorter than the commute for workers countywide at 28.7 minutes and statewide at 23.3 minutes.

- More than three-fourths of City workers drive solo to work, while 15.5% participate in carpools. Less than 1% of City workers travel to work by bicycle or motorcycle and only 1.2% walk to work. Only 2.4% of employed residents in the City work at home.

- Transportation planning for most of Kershaw County is conducted by the Santee Lynches Regional Council of Governments. Future growth may warrant consideration of moving the City of Camden to the Central Midlands Council of Governments for transportation planning after the 2020 Census.

- Major transportation projects in the Camden area include the *Broad Street Road Diet* and the *Camden Truck Route.* These projects are intended to increase the attractiveness and safety of Broad Street for all modes of travel through design changes and enhancements, while encouraging trucks to use an alternative route instead of traveling through downtown.

- Camden residents have access to two commuter bus routes into the Capital via the Santee-Wateree RTA *Camden/Lugoff SmartRide* system. The route links commuters to eleven destinations in the downtown Columbia area, including the statehouse, Palmetto Richland Memorial Hospital, the Central Midlands RTA Transfer Station, and SCDOT and SCDNR headquarters.

- The City adopted a *Complete Streets* policy in 2011 that integrates its transportation-related policies, procedures, and operating practices to promote the integration of bicycling and pedestrian movement and safe operations.

- *Eat Smart Move More Kershaw County* completed a *Bicycle, Pedestrian, and Greenways Plan* for Kershaw County that will offer a connected network of on- and off-street bikeways, walkways, and trails that provide safe and family-friendly access between neighborhoods and community destinations for all ages and abilities.

- The City has more than 440 public parking spaces in the Downtown area, including two public parking lots on Rutledge Street and in the new Town Green, and parking along Broad, Dekalb, Rutledge, and Little Streets.

M. GOALS, OBJECTIVES AND STRATEGIES FOR IMPLEMENTATION

Goals/Objectives/Strategies	Accountable Agencies	Time Frame for Completion
Goal T.1. Plan the location and development of transportation infrastructure to accommodate present and future needs.		
Objective T.1.1. Strengthen coordination with municipalities, neighboring counties, and State agencies on transportation issues.		
Strategy T.1.1.1. Continue regional coordination through SLRCOG and SWRTA, with the County, with neighboring municipalities and counties, and with other public and private agencies in matters related to transportation and transit planning and prioritization.	City of Camden Kershaw County SLRCOG/SWRTA Kershaw County DSN and COA	On-going
Strategy T.1.1.2. Continue to seek funding and allocate resources to maintain and enhance the City road network and supporting infrastructure.	City of Camden	On-going
Strategy T.1.1.3. Continue to explore opportunities to provide or support the provision of public and private parking where needed.	City of Camden	On-going
Strategy T.1.1.4. Explore the possibility of applying for and utilizing C-Funds for eligible transportation projects in the City.	City of Camden Kershaw County CTC	2017
Objective T.1.2. Maintain an efficient and effective transportation system.		
Strategy T.1.2.1. Monitor increases in traffic and traffic conditions for signs of change warranting response.	City of Camden SCDOT	On-going
Strategy T.1.2.2. Require a traffic impact analysis for large-scale projects.	City of Camden	On-going
Strategy T.1.2.3. Expand the community's multi-modal transportation system in response to future demands placed on it by a growing population and an expanding economy.	City of Camden	On-going
Strategy T.1.2.4. Ensure adequate rights-of-way for future road improvements and expansions in new subdivisions through dedication and building setback requirements.	City of Camden	On-going
Strategy T.1.2.5. Protect the safety and traffic-carrying capacity of interchange areas and major thoroughfares from adjacent land development by minimizing curb cuts and requiring traffic impact studies for large, high traffic generating projects.	City of Camden	On-going
Strategy T.1.2.6. Ensure the provision of safe and adequate parking facilities suitable to each type of development, and establish requirements that vehicular circulation within new subdivisions function efficiently and safely.	City of Camden	On-going
Goal T.2. Provide a safe, efficient and accessible multi-modal transportation system.		
Objective T.2.1. Provide a safe and efficient roadway network that supports land use goals.		
Strategy T.2.1.1. Encourage connected street systems within new developments and between new and existing developments.	City of Camden Private Developers	On-going
Strategy T.2.1.2. Continue participation in the SLRCOG Rural Transportation Planning process.	City of Camden SLRCOG	On-going
Strategy T.2.1.3. Continue to actively seek funding and partnerships to improve and enhance roadways and corridors within the City.	City of Camden SLRCOG SCDOT	On-going
Strategy T.2.1.4. Maximize the connectivity of local, connector and arterial components of the City's roadway network.	City of Camden SLRCOG SCDOT	On-going
Strategy T.2.1.5. Per the City's *Complete Streets* Policy, review and update all policies, regulations, procedures, and operating practices to ensure that transportation systems are designed and constructed to integrate bicycling and pedestrian movement and promote safe operations for all uses and users.	City of Camden	2015
Strategy T.2.1.6. Support efforts and programs to increase transportation safety, such as the "Safe Routes to School" program.	City of Camden SLRCOG SCDOT School District	On-going
Strategy T.2.1.7. Work with SLRCOG, SCDOT and other partners to secure funding for the completion of the City's *Broad Street Road Diet* project.	City of Camden SLRCOG SCDOT	2017
Strategy T.2.1.8. Support Eat Smart Move More Kershaw County in the completion, adoption and implementation of the *Bicycle, Pedestrian, and Greenways Plan* for Kershaw County.	City of Camden Kershaw County ESMMKC	On-going

		Time Frame

Goals/Objectives/Strategies	Accountable Agencies	for Completion
Objective T.2.2. Support local and regional transit options to increase mobility and accessibility for persons traveling into and out of the City.		
Strategy T.2.2.1. Support the continued provision and expansion of public transportation options for special needs populations such as those provided by the Kershaw County Council on Aging and Disabilities and Kershaw County Board of Disabilities and Special Needs.	City of Camden KCCOA KCBDSN Human Services Providers	On-going
Strategy T.2.2.2. Work with public and private partners to continue review of the feasibility and viability of commuter rail service in the Central Midlands Region to serve Camden area residents and connections to high speed rail in the southeast.	City of Camden Kershaw County SLRCOG CMCOG	On-going
Strategy T.2.2.3. Support the continuation and development of programs that provide options for commuters traveling outside of the County, such as SmartRide and Midlands Ride Share.	City of Camden SLRCOG CMCOG	On-going
Strategy T.2.2.4. Explore the feasibility of establishing fixed public transit routes to provide transportation between key residential, commercial and employment destinations in the Camden area.	City of Camden Kershaw County Santee-Wateree RTA	On-going
Strategy T.2.2.5. Advocate the development of a comprehensive transportation system to include light rail and mass transportation to meet long range needs and goals of community.	City of Camden SLRCOG CMCOG	On-going
Objective T.2.3. Provide and maintain adequate and accessible walkways and bicycle paths in appropriate areas to encourage alternative travel by residents and visitors.		
Strategy T.2.3.1. Explore additional opportunities to provide pedestrian and bicycle connectivity between existing and planned parks, recreation areas, subdivisions, trails, and greenways, including bicycle lanes on new and existing road facilities, as appropriate.	City of Camden Kershaw County SLRCOG SCDOT SCPRT	On-going
Strategy T.2.3.2. Explore the addition of incentives or requirements to the City Land Development Regulations for the provision of sidewalks in new subdivisions and commercial developments.	City of Camden	2015
Strategy T.2.3.3. Continue to support and promote the provision of bicycle parking amenities at public and private buildings and facilities, as appropriate.	City of Camden	On-going

PRIORITY INVESTMENT ELEMENT

The *South Carolina Priority Investment Act* (PIA) was signed into law in May 2007. The PIA amends *Title 6, Chapter 29* of the *South Carolina Code of Laws – the South Carolina Local Government Comprehensive Planning Enabling Act of 1994*. The legislation introduced two new elements to the comprehensive planning process for South Carolina local governments – a *Transportation Element* and a *Priority Investment Element*. The Priority Investment Element facilitates the coordination of major capital improvements and provides direction for implementing recommended strategies of the other elements of the Comprehensive Plan that call for capital improvements. The Priority Investment Element encourages local governments to examine future capital improvement needs, as well as identify possible funding for these improvements in the coming decade.

In addition to encouraging local governments to plan for long-term capital improvement needs and financing, the Priority Investment Element encourages stronger intergovernmental planning and coordination. Specifically, the legislation calls for comprehensive plans to include: "*a priority investment element that 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*."

A. INTERGOVERNMENTAL COORDINATION

While many of the public facilities in the City of Camden are owned and maintained by the City, others are owned and maintained by entities such as Kershaw County, the State of South Carolina, Central Carolina Technical College, and the Kershaw County School District. Many improvements to capital facilities throughout the City have been and will continue to be accomplished through coordination and cooperation with a number of public and private entities.

The *South Carolina Priority Investment Act* requires that the recommendation of capital improvement projects that require public expenditure be done through "*coordination with adjacent and relevant jurisdictions and agencies*." The Act defines adjacent and relevant jurisdictions and agencies as "*those counties, municipalities, public service districts, school districts, public and private utilities, transportation agencies, and other public entities that are affected by or have planning authority over the public project*." Such coordination in

the City of Camden entails written notification by the City Planning Commission or staff to adjacent jurisdictions and relevant agencies of proposed projects and the opportunity to provide comment. Adjacent and relevant jurisdictions and agencies identified as providing public facilities or related services within the City of Camden are listed in Table 40.

Table 40. Adjacent and Relevant Jurisdictions and Agencies – City of Camden

Jurisdiction/Agency	Capital Improvement/Public Facilities/Services
Central Carolina Technical College	▪ Downtown Camden campus of the 2-year institution of higher education that is part of the SC Technical College System
Central Midlands Council of Governments	▪ Conducted commuter rail feasibility studies for the region ▪ Facilitates the Midlands Rideshare program that links commuters to carpooling opportunities
Central SC Alliance	▪ Recruitment of capital investment and job creation in 9-county region that includes Kershaw County
Eat Smart Move More Kershaw County (ESMMKC)	▪ Promotes a healthy lifestyle for County residents ▪ Developed a *Bicycle, Pedestrian, and Greenways Master Plan* for Kershaw County ▪ Worked with City and County to place bicycle racks and "Share the Road" signs in locations along key bike routes
Kershaw County Community Medical Clinic	▪ Non-profit, family practice medical clinic that provides healthcare to uninsured residents of Kershaw County
Kershaw County	▪ Street addressing ▪ Coordination with City fire and police services ▪ E911 and all other dispatching for emergency services ▪ Coordination in areas of public facilities planning and implementation on county-wide basis to reduce redundancy and maximize resources ▪ C-fund allocation - County Transportation Committee
Kershaw County Library	▪ Main Library Branch located in Camden
Kershaw County School District	▪ 4K-12 schools ▪ Adult education ▪ Career and vocational education ▪ Camden Elementary and Middle Schools are partners in the "Safe Routes to School" program
Kershaw County Council on Aging	▪ Provides programs and services for older adults at the Camden center including on-site group meals, home-delivered meals, health and wellness programs, and recreational, educational, and leisure activities ▪ Provides transportation for seniors to/from the Camden center

Table 40. Adjacent and Relevant Jurisdictions and Agencies – City of Camden

Jurisdiction/Agency	Capital Improvement/Public Facilities/Services
Kershaw County Board of Disabilities and Special Needs (BDSN)	▪ Provides transportation and services to persons with disabilities and special needs ▪ Operates an activity center for persons with disabilities and special needs
Kershaw Health Medical Center	▪ Originally Camden Hospital, Kershaw County's only hospital ▪ Acute health care provider, 121 acute care beds ▪ Provides Emergency Medical Services (EMS) for City and County
Santee-Lynches Council of Governments	▪ Regional transportation and land use planning ▪ Local government assistance – planning, administration, information systems and technology ▪ Santee-Lynches Workforce Investment Board - regional workforce development ▪ Area Agency on Aging – regional coordination and planning of elderly services ▪ Grants assistance – including CDBG, SC PRT
Santee-Wateree Regional Transit Authority	▪ Operator of the SmartRide commuter-focused transit program, which provides public transportation between the City and key locations in the Columbia area ▪ Provider of demand response transportation for persons with disabilities and special needs through the Kershaw County BDSN
State of South Carolina	▪ SC Department of Transportation (SCDOT) - road maintenance and improvements for state roads and US highways; statewide transportation planning ▪ SC Department of Parks, Recreation and Tourism (SCPRT) – funding for recreation facilities ▪ SC Department of Commerce – competitive Community Development Block Grants (CDBG) for non-entitlements
United Way of Kershaw County (UWKC)	▪ Organization and its partners meet the human and social needs of the community by identifying and meeting human service challenges in Kershaw County
Neighboring Municipalities and Counties	
Town of Bethune	▪ Coordination in areas of public facilities planning and implementation on area-wide basis to reduce redundancy and maximize resources
Town of Elgin	▪ Coordination in areas of public facilities planning and implementation on area-wide basis to reduce redundancy and maximize resources

Table 40. Adjacent and Relevant Jurisdictions and Agencies – City of Camden

Jurisdiction/Agency	Capital Improvement/Public Facilities/Services
Richland County	▪ Coordination in areas of public facilities planning and implementation on area-wide basis to reduce redundancy and maximize resources
City of Columbia	▪ Mutual aid agreement – law enforcement ▪ Coordination in areas of public facilities planning and implementation on area-wide basis to reduce redundancy and maximize resources
Private Organizations and Agencies	
SCE&G	▪ Provider of natural gas in the City

B. FUTURE CAPITAL IMPROVEMENT NEEDS AND FUNDING SOURCES

A number of public infrastructure and facilities needs have been identified for the City of Camden for the coming decade through both the required elements of the Comprehensive Plan and through additional planning processes and studies conducted by service and infrastructure providers. These capital improvements include those that will be funded and accomplished by the City, as well as projects that will be funded and accomplished by other entities such as the Santee-Lynches Regional Council of Governments, Kershaw County, and the Kershaw County School District. In the current challenging economic climate, the City of Camden must continue to explore new partnerships and funding sources to meet capital needs, while ensuring that the most critical needs are met. Anticipated funding from federal, state and local sources for public infrastructure and facilities during the next five years is outlined in Table 41. The top public infrastructure and facilities investment priorities for the City of Camden for the coming five years include:

1. Provision and maintenance of and improvements to public facilities to accommodate the needs of residents and businesses and meet applicable local, federal and state requirements.
2. Provision of quality water, sewer and electric services to existing and future customers.
3. Improvement and maintenance of police and fire service and facilities to increase public safety, protect properties, and lower ISO ratings.
4. Support for the expansion, improvement and maintenance of transportation facilities and service to meet the needs of City residents and promote economic growth and development.

5. Promotion of economic growth and development to create jobs, increase sustainability and strengthen the local tax base.
6. Support for education including Pre-K through 12 and Central Carolina Technical College.

Table 41. Anticipated Annual Funding Sources

Funding Source	Description	Priority Addressed	Anticipated Annual Funding*
City of Camden General Fund	Annually appropriated funds primarily for day-to-day expenses, such as administration and operation, provided by valorem taxes levied on real and personal property	1, 3	$8,548,400
City of Camden Project Improvement Fund	Annually appropriated restricted funds for special projects, grant fund matching and capital improvements, provided by ad valorem taxes levied on real and personal property	1, 5	$462,817
City of Camden Paving Fund	Annually appropriated restricted funds for road paving and associated projects, provided by ad valorem taxes levied on real and personal property	4	$467,817
City of Camden Utility Fund	Enterprise fund segregated for purpose of providing resources for electric, water and wastewater activities	2, 5	$4,676,970
C- Funds	Funds derived from a user tax on gasoline sales and allocated by the State to each County; local funds allocated by County Transportation Committee for improvements to state and local roads and bridges, resurfacing, and other eligible transportation projects	4	$1,414,500
SLRCOG Transportation Improvement Program	Rural transportation improvement program that includes capital transportation projects for federally funded transportation facilities and transit projects	4, 5	$4.791 million in *Guideshare* funding per year for region
Grants from federal, state and private sources	Funding granted for specific purposes such as economic development, community development, recreation	2, 4, 5	$167,000

Table 41. Anticipated Annual Funding Sources

Funding Source	Description	Priority Addressed	Anticipated Annual Funding*
SCDOT Transportation Alternatives Program	State transportation funds allocated for non-traditional transportation related activities such as bicycle and pedestrian facilities and pedestrian streetscaping	4, 5	$1.772 million for areas with population over 5,000 in FY 2013; up to $400,000 per project, 20% local match required

** Anticipated funding based on recent funding levels*

A number of capital projects are underway or in the planning stages that will address the City's identified priority needs. Additional area-wide public infrastructure and facilities needs are being addressed by entities including the Santee-Lynches Regional Council of Governments, Kershaw County School District, Central Carolina Technical College, and Kershaw County.

1. City of Camden

Key public infrastructure and facilities needs have been identified by the City of Camden for the coming five years. Projects intended to meet these needs are provided in Table 42, and are listed by City Department. The listing for each project includes the year for which the project is planned, a description of the project, estimated cost, and anticipated funding sources.

Table 42. Camden Planned Capital Facilities Projects, 2013-2017

Year*	Project	Estimated Cost*	Anticipated Funding Sources*
City Hall			
2015	City Hall - upgrades for ADA including elevator installation, hallway and restroom renovations	$250,000	City General Fund/Project Improvement Fund
Fire Department			
2014	Station 2 - replace concrete ramp	$90,000	City General Fund
2016	Station 1 - renovation and addition that will include a fire bay, office and storage space	$1,500,000	City General Fund
Police Department			
2015	Police Dept. – roof replacement	$45,000	City General Fund
2016	Police Dept. – window replacement	$30,000	City General Fund
2017	Police Dept. – paving, drainage improvement (rear of building), area lighting, rear lot parking addition, security system	$40,000	City General Fund

Table 42. Camden Planned Capital Facilities Projects, 2013-2017

Year*	Project	Estimated Cost*	Anticipated Funding Sources*
Public Works and Utilities – Water			
2015	Water Plant - new carbon feed water system and contact tank	$325,000	City Utility Fund
2014	Precipice Rd – new water line loop, 17,500′ of 12″ line and 850′ of 14 ″ line	$1,000,000	$500,000 City Utility Fund, exploring matching sources
2015	Mill St – replace water line from York to DeKalb, 1,800 feet of 6″ line	$160,000	City Utility Fund
2016	Kendall St – replace water line, 1,650′ of 6″ line	$130,000	City Utility Fund
2016	DeKalb St – replace water line from Mill to Rippondon, 1,200′ of 8″ line	$180,000	City Utility Fund
2017	Fairfax Dr – replace water line, 1,200′ of 6″ line	$150,000	City Utility Fund
2017	Brevard Pl – replace water line from Mill to Union, 1,600′ of 6″ line	$200,000	City Utility Fund
2017	Windsor and Norden Dr – replace water line, 1,200′ of 6″ line	$150,000	City Utility Fund
Public Works and Utilities - Wastewater			
2014	Rehabilitate sewer lines on East Hampton, Lakeview and Sarsfield	$400,000	City Utility Fund
2015	Springdale Lift Station- new pumps	$125,000	City Utility Fund
2015	Haier Lift Station – new generator	$46,000	City Utility Fund
2015	Clean sewer mains in Kendall Mill and evaluate using a robotic video camera	$75,000	City Utility Fund
2016	Rehabilitate Kendall Mill sewer lines	$400,000	City Utility Fund
2016	Ancrum Rd Lift Station - new pumps and controls	$60,000	City Utility Fund
2016	Kirkwood Lift Station - new pumps	$40,000	City Utility Fund
2017	K-Mart Lift Station - new controls	$20,000	City Utility Fund
2017	Beaufort Rd Lift Station - new pumps	$55,000	City Utility Fund
2017	Purchase new sewer camera system	$150,000	City Utility Fund
Public Works and Utilities - Electric			
2013	Dusty Bend - relocate line underground	$700,000	City Utility Fund
2014	Truck Route line re-locations - Phase 1, Boykin Rd	$329,000	City Utility Fund
2014	Rutledge/Church - relocate line underground.	$531,000	City Utility Fund
2014	Truck Route line re-locations - Phase 2, Chestnut Ferry Rd	$500,000	City Utility Fund
2015	Smart Grid management system - Phase 1, will enable remote switch control to isolate lines for maintenance and during power outages	$400,000	City Utility Fund
2015	Truck Route line re-locations - Phase 3, York St	$500,000	City Utility Fund
2016	Smart Grid management system - Phase 2	$400,000	City Utility Fund

Table 42. Camden Planned Capital Facilities Projects, 2013-2017

Year*	Project	Estimated Cost*	Anticipated Funding Sources*
Public Works and Utilities – Electric, *Continued*			
2016	West Camden Substation - property purchase for construction of substation	$250,000	City Utility Fund
2016	West Camden Substation - Phase 1, construction of structure, purchase and installation of 1st transformer	$750,000	City Utility Fund
2016	West Camden Substation - installation of transmission line to and from new substation	$350,000	City Utility Fund
2017	West Camden Substation - Phase 2, completion of structure, purchase and installation of 2nd transformer	$750,000	City Utility Fund
2017	West Camden Substation - installation of distribution lines for substation	$250,000	City Utility Fund

** Estimated project year and cost and anticipated funding sources are subject to change*

2. Kershaw County

Phase I of the *Kershaw County Facilities Study* was completed in May 2013. The Study provides an inventory and assessment of County facilities, identifies issues related to these facilities to be addressed within one to three years, provides an analysis of financial needs to rectify issues, and provides strategies for addressing these issues. The Study incorporates on-site inspections, staff interviews, and evaluations of twenty County-owned facilities. The condition of each facility was assessed with regard to age, physical condition, and functional suitability including factors such as size, space configuration, and safety. The study includes a listing of major concerns, immediate needs, recommendations to meet these needs and the estimated cost for each recommended action. Table 43 lists the short term needs (one to three years) for County facilities located within the City of Camden, along with the estimated cost for each project. The funding sources for the County's short term facilities needs have not yet been identified.

Table 43. Kershaw County Facilities Study Short Term Needs (1-3 Years)

Facility	Project	Estimated Cost	Anticipated Funding Source
Government Center	HVAC upgrade	$402,100	To be determined
Courthouse	New addition, renovation	$11,491,600	To be determined
Detention Center	New addition, renovation	$8,000,000	To be determined
DJJ/PPP	Roof replaced, ADA upgrade	$149,000	To be determined
Health Dept.	ADA upgrade, renovation	$196,300	To be determined
Terminal Building	ADA upgrade, general repairs	$177,600	To be determined
Library - Camden	HVAC replacement, ADA upgrade, general repairs	$479,600	To be determined
Armory	Major renovation, ADA upgrade	$1,094,600	To be determined
Agricultural Building	Major renovation, ADA upgrade	$1,742,900	To be determined
Recreation Offices	Major renovation, ADA upgrade	$823,000	To be determined
AA Building	ADA upgrade, general repairs	$72,400	To be determined
Home Economics	ADA upgrade, general repairs	$45,000	To be determined

Source: Kershaw County Facilities Study, Phase I, May 2013.

In April 2012, the Kershaw County Recreation Department completed a new *Recreational Master Plan for Kershaw County* that provides recommendations for capital improvements that are proposed to be implemented in the coming decade. The Plan was prepared as a guide to assist Kershaw County in developing parks and recreation programs through 2022, and builds upon the previous *Recreational Master Plan* completed in 2002. The Plan includes an inventory of existing recreational facilities, including facilities owned by municipalities, as well as privately-owned and school district facilities; interviews with stakeholders including County staff, County and municipal officials, and representatives from Kershaw Health, the Kershaw County School District, the USC School of Public Health, the SC Department of Parks, and Recreation and Tourism; and input from seven public forums, including questionnaires that were completed by participants during the forums. Using this information, an agency action plan, program and capital improvement recommendations, and a cost analysis were developed. Five and ten-year recommended capital improvement goals for the Recreation Department were also developed. Table 44 lists the recommended five-year capital improvements (to be implemented by 2017) for County facilities that are within the City of Camden.

Table 44. Recreational Master Plan Five-Year Capital Improvements

Facility	Project	Cost	Anticipated Funding Source
Larry Doby Park	Improvements - walking trail, electrical and lighting, parking and drives, landscaping, irrigation	$1,570,000	To be determined
New Regional Special Events/ Recreation Complex/ Recreation Dept. Offices	New complex with indoor track, offices, tennis courts, multi-purpose fields, infrastructure, drives and parking (would replace Rhame Arena)	$11,215,000	To be determined
Seaboard Park	Improvements - softball fields, center pavilion, volleyball, infrastructure improvements, drives and parking, demolition of existing Recreation Dept. office	$2,090,000	To be determined
Woodward Park	Improvements - refurbish existing fields, new drives and parking, new playground, infrastructure improvements.	$2,716,000	To be determined
Aquatic Center	Install dome enclosure for existing pool and splash pad	$633,000	To be determined

Source: Recreational Master Plan for Kershaw County, April 2012.

3. Kershaw County School District

In 2005, the Kershaw County School District began development and implementation of its *Facility Equalization Program*. Phase I of the program was recently completed at a cost of $102 million and included the construction of three new schools (Camden Middle, Jackson Elementary and Lugoff-Elgin Middle); purchase of a new District office facility; new athletic facilities and auditoriums at Camden High, Lugoff-Elgin High and North Central High; renovations and additions at seven other schools; and numerous smaller projects.

The Kershaw County School Board has developed a list of 20 proposed projects for Phase II of the Facility Equalization Program, three of which are located within the City of Camden and one, the Applied Technology Education Campus, is located nearby and enrolls students from the City (Table 45). Of the 20 projects, the list includes several facilities options for either renovation of existing schools or replacement with new construction. The plans include the option to renovate Camden Elementary School to

bring it up to current code requirements or build a new school. Depending on the options selected for these facilities, the total cost for the 20 projects proposed under Phase II could range from $142 million to more than $166 million.

According to District Superintendent Dr. Frank Morgan, completion of Phase II of the Facility Equalization Program would "take care of the district's facility needs, aside from those related to future enrollment growth, for the next 40 years" *(www.kershaw.k12.sc.us)*. With that goal in mind, the District is working to place the issue as a referendum on the ballot in the November 2014 general election. If passed in full, the referendum is expected to provide the funding needed to complete the proposed projects by 2017. Table 45 lists the facilities proposed for the implementation of Phase II of the School District's Facility Equalization Program.

Table 45. Kershaw County School District, Proposed Phase II Facilities Projects in the City of Camden

Facility	Project	Est. Cost	Anticipated Funding Source
Facility Equalization Program, Phase II			
Applied Technology Education Campus (ATEC)	Full renovation	$13,770,647	Bond referendum
Camden Elementary School	1) Renovation to bring facility up to current code requirements (ADA, electrical, etc.) <u>OR</u> 2) School Replacement	$13,027,459 $18,153,063	Bond referendum Bond referendum
Camden High School	Renovation - floor, ceiling work, new hardware for doors and windows, etc.	$6,381,891	Bond referendum
Continuous Learning Center/Old Jackson School	HVAC replacement	$550,000	Bond referendum

Source: Kershaw County School District, September 9, 2013.

4. <u>Central Carolina Technical College – Camden Campuses</u>

Founded in 1962, Central Carolina Technical College is one of 16 public, two-year colleges that comprise the South Carolina Technical Education System. The College serves a four-county service area from its main campus in Sumter and through a network of satellite campuses in Sumter and the three surrounding counties. CCTC

established its Kershaw County campus in 2001. The Kershaw County Downtown Campus is located in the lower level of the Kershaw County Government Center and provides student services for all Kershaw County CCTC students and houses convenience credit and continuing education courses. The College's second Kershaw County Campus opened in 2010 and is co-located with the Kershaw County Economic Development Office on Campus Drive near the intersection of Interstate 20 and US Highway 521 in Camden. The 15,500 square foot facility is state-of-the-art and offers general education, science, welding, and computer technology courses to County residents.

The *Central Carolina Technical College Facility Master Plan* was completed in April 2009 and calls for three phases of development for the Kershaw County Campus. The first phase included construction of the current campus and was completed in 2010. The Phase II expansion includes construction of a 16,670 square foot building at an estimated cost of $5 million, plus related infrastructure and landscaping totaling an additional $1.76 million. Recommended development of an adjacent lake, a new amphitheater and trail is also included in Phase II and is estimated at $1.85 million. Phase III of the Facility Master Plan recommends the construction of three additional buildings, two at approximately 16,670 square feet and one at 20,916 square feet in size. Estimated costs are $4.5 million each for the smaller buildings and $5.5 million for the larger building. Total estimated cost for Phase III, including associated infrastructure and landscaping is $16.53 million.

CCTC enrollment at the Kershaw campuses grew from 484 students in the fall of 2008 to 885 students by the fall of 2012 – an 83% increase during that time period. At an enrollment of nearly 900 students, the present facilities at both campuses have reached capacity. In addition, there is a need to offer complete programs, especially industrial programs such as Mechatronics, in the Kershaw location to assist in industrial recruitment and provide training for employees of existing industries. Administration has also identified a need to consolidate student services and classes on one Kershaw County campus. CCTC has submitted a request to the South Carolina State Technical College System for funds to expand the Kershaw County Campus to accommodate growth in enrollment and identified needs per the recommendations provided in its Facility Master Plan. The request includes the construction of the facility and associated infrastructure outlined in Phase II and also one of the structures and associated infrastructure included in Phase III, if funding is available. Understanding that funding through the State Technical College system is limited for capital projects and must be distributed to accommodate the needs of all of South Carolina's 16 technical colleges, CCTC also plans to explore other public and private options for the funding of these much needed facilities.

5. Transportation and Roads

Planning to meet current and future transportation needs is accomplished through programs at the state, regional and local levels in South Carolina. For the City of Camden, transportation planning and funding allocations are primarily provided by the South Carolina Department of Transportation (SCDOT) and the Santee-Lynches Regional Council of Governments. Funding for transportation projects is also provided through the City's Paving Fund and is available through State allocated C-funds.

a. City of Camden

The Camden City Council allocates 10.2 mills of property tax revenues to the City's Paving Fund each year. The Paving Fund is used for transportation projects, including road maintenance, paving, sidewalks and crosswalks. For FY 2013-2014, funding allocated for these purposes is $467,000.

c. C-Funds

The State of South Carolina launched its "C Program" in 1946 for the purpose of paving dirt farm-to-market roads in the State system. Program funds, known as C-Funds, are derived from a 2.66 cent per gallon user tax on gasoline sales that are deposited in the County Transportation Fund and allocated to the counties. As part of the program, each county has a *County Transportation Committee (CTC)* with its members appointed by the County legislative delegation. The Committee has the authority to decide which transportation projects will be constructed or improved. The CTC is empowered with the authority to select and approve projects to be funded utilizing C-Funds.

C-Funds may be used for construction, improvements, or maintenance on the State highway system; local paving or improvements to county roads; street and traffic signs; and other road and bridge projects. Resurfacing, sidewalk construction, and drainage improvements may also be accomplished with C-Funds. By law, counties must spend at least 25 percent of their apportionment of C-Funds on construction, improvements and maintenance related to the state highway system, with the remaining 75 percent available for projects related to the local transportation system. In FY 2012-2013 Kershaw County received $1,414,500 in C-Funds.

c. Regional Rural Transportation Program

Roads and transportation-related facilities are a critical resource for local governments. As the designated transportation planning organization for the Santee-Lynches Region,

the SLRCOG is responsible for carrying out the rural transportation planning process for Clarendon, Lee, Kershaw and Sumter Counties. The primary responsibilities of the SLRCOG in this role are to:

- Develop a *Long Range Rural Transportation Plan* (LRRTP) to provide the 25-year transportation vision for the rural area;
- Develop a *Rural Transportation Improvement Program* (RTIP), which is the agreed-upon list of specific projects for which federal funds are anticipated; and
- Develop a *Rural Planning Work Program* (RPWP), which identifies in a single document the annual transportation planning activities that are to be undertaken in support of the goals, objectives and actions established in the *Rural Long-Range Transportation Plan*.

The *2010-2015 Transportation Improvement Program* (TIP) for the Santee-Lynches region was most recently amended in June 2013. The TIP includes all projects in the region approved by the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), and the SCDOT Commission. The TIP outlines a six-year program of transportation capital projects along with a concurrent six-year estimate of transit capital and maintenance requirements. The TIP contains all FHWA and FTA transportation projects slated within the Santee-Lynches region that will use federal, state, and local funds within the next six years. The proposed projects represent priority regional needs identified through the comprehensive transportation planning process. The most current version of the TIP is available on the Santee-Lynches Regional Council of Governments web site at www.santeelynchescog.org. An update to the SLRCOG TIP was completed in late 2013.

The current TIP calls for an estimated $18.44 million in funding for transportation projects in the Camden area from 2013 through 2015, including $18.4 million for the completion of the Camden Truck Route and $40,000 in capital expenses for the Camden *SmartRide* program. Funding for these projects is expected to be provided through federal *Guideshare* funds and do not require a local match. The City of Camden is also in the process of identifying funding sources for completion of the Broad Street Road Diet project. The estimated total cost for the project is $4.2 million.

Based on current funding levels, it is anticipated that Santee-Lynches region will receive approximately $4.791 million in *Guideshare* funding annually for the region (Clarendon, Kershaw, Lee and Sumter Counties) in the coming years. However, that allocation is subject to change. Of the $4.791 million, $670,000 must go to annual bond payments

through 2016, with 20% of the remaining $4.121 million used for road resurfacing and intersection projects.

The proposed five-year update to the TIP currently under development includes a number of proposed projects within the Camden area. These projects will be presented at public meetings in August 2013 for review and prioritization and include road widening, system improvements (turn lanes, shoulder improvements, etc.), safety projects (installation and repair of sidewalks to local schools and intersection improvement), signalization (light timing) to mitigate congestion, bicycle and pedestrian projects, and signage. The need for a fixed route bus service in the Camden area will also be discussed as a transit alternative. However, funding is very limited for transportation projects and there are many pressing needs in the Santee-Lynches Region, so it is likely that only those projects that receive the highest priority rankings by SCDOT in accordance with *South Carolina Act 114* will be included in the new TIP.

d. Transportation Alternatives Program

The City of Camden is eligible for transportation enhancement funding under the *Transportation Alternatives Program* (TAP) administered by SCDOT. The State's Transportation Alternatives Program is funded by the federal MAP-21 program. To be eligible for Transportation Enhancement funding, projects must fall under one or more of the following activities: pedestrian facilities and bicycle facilities, streetscaping improvements, and *Safe Routes to School* activities.

Because the intent is to allocate Transportation Alternatives Program Funds to as many communities as possible, funding is limited to $400,000 for each project located in areas such as Camden that are outside of Transportation Management Areas. Applications for TAP funding are accepted by SCDOT year round. However, it is recommended that potential applicants contact a TAP coordinator to discuss proposed projects before completing an application. TAP funds may account for up to 80% of the total project cost, with local governments required to provide at least a 20% match. Several projects in the Camden area have received funding through this program, including a nearly $1 million streetscape project on US Highway 521 in 1996, landscaping of the Camden Southern Gateway at a cost of $50,000 in 2002, and the $250,000 preservation and interpretation of the Battle of Camden National Historic Landmark in 2005.

D. NOTIFICATION AND COORDINATION

As required by the provisions of the *South Carolina Priority Investment Act*, the City of Camden will notify and coordinate with adjacent jurisdictions and relevant agencies when recommending projects for the expenditure of funds for public infrastructure and facilities. The City consulted Kershaw County, adjacent jurisdictions, and relevant agencies throughout the development of the *Priority Investment Element* for The City of Camden (Table 40). These consultations addressed public capital facilities in the City and current and future capital facilities projects that currently serve or are planned to serve the residents, businesses, and industries of Camden. A draft of the *Priority Investment Element* was also sent to each identified jurisdiction and agency for review and comment prior to adoption. In addition, applicable existing plans from other jurisdictions or agencies that impact the provision of capital facilities and related services for Camden residents were consulted.

Representatives from applicable City departments and from adjacent and relevant jurisdictions and agencies as identified in Table 40 were involved in the development and review of the Priority Investment Element. In addition to providing capital improvement programming and project details, they also conducted the initial review and revision of the *Priority Investment Element*.

E. GOALS, OBJECTIVES AND STRATEGIES FOR IMPLEMENTATION

Goals/Objectives/Strategies	Accountable Agencies	Time Frame for Completion
Goal PI.1. Identify and prioritize public infrastructure and facilities needs.		
Objective PI.1.1. Review and update public infrastructure and facilities needs and priorities.		
Strategy PI.1.1.1. Conduct a periodic review of public infrastructure and facilities needs.	City of Camden	On-going
Strategy PI.1.1.2. Prioritize identified public infrastructure and facilities needs within the City.	City of Camden	On-going
Strategy PI.1.1.3. Coordinate with adjacent jurisdictions and relevant agencies regarding public infrastructure and facilities needs, the prioritization of these needs, and funding partnership opportunities.	City of Camden Adjacent Jurisdictions Relevant Agencies	On-going
Objective PI.1.2. Support adjacent and relevant jurisdictions and agencies in planning for future public infrastructure and facilities needs.		
Strategy PI.1.2.1. Support and participate in the efforts of Kershaw County in planning for future public infrastructure and facilities needs.	City of Camden Kershaw County	On-going
Strategy PI.1.2.2. Support and participate in the efforts of adjacent and relevant jurisdictions in planning for future public infrastructure and facilities needs.	City of Camden Neighboring Jurisdictions SLCOG	On-going
Strategy PI.1.2.3. Support and participate in the efforts of relevant agencies in planning for future public infrastructure and facilities needs.	K-12 Schools and Higher Ed Transportation Agencies State and Federal Agencies Non-profit Organizations Economic Development Aging and Social Services Healthcare Providers	On-going
Goal PI.2. Pursue funding and partnerships to support identified public infrastructure and facilities needs.		
Objective PI.2.1. Continue to maximize existing resources to fund needed public infrastructure and facilities.		
Strategy PI.2.1.1. Continue to allocate funding for appropriate capital facilities needs through the City budgeting process, as appropriate and feasible.	City of Camden	On-going
Objective PI.2.2. Continue to explore and evaluate alternative methods of securing revenue and leveraging existing funds to meet public infrastructure and facilities needs.		
Strategy PI.2.2.1. Seek additional funding opportunities from federal, state, and local granting agencies and private sources for needed public infrastructure and facilities needs.	City of Camden	On-going
Strategy PI.2.2.2. Leverage existing resources to provide matching funds for grant opportunities.	City of Camden	On-going
Strategy PI.2.2.3. Seek opportunities to partner with appropriate agencies and jurisdictions on grant and other funding opportunities to strengthen proposals and reduce overhead costs and duplication of effort.	City of Camden Relevant Agencies/Jurisdictions	On-going
Strategy PI.2.2.4. Explore the possibility of applying for and utilizing C-Funds for eligible transportation projects in the City.	City of Camden Kershaw County CTC	2017
Objective PI.2.3. Collaborate and partner with other local governments and relevant agencies to meet public infrastructure and facilities needs.		
Strategy PI.2.3.1. Seek partnership opportunities with the County and adjacent jurisdictions and relevant agencies to meet public infrastructure and facilities needs.	City of Camden Kershaw County Adjacent/Relevant Jurisdictions Relevant Agencies	On-going
Strategy PI.2.3.2. Encourage public/private partnerships to facilitate the provision of needed public infrastructure and facilities.	City of Camden Kershaw County Relevant Agencies Private Partners	On-going
Goal PI.3. Coordinate with adjacent jurisdictions and relevant agencies in planning for capital improvements.		
Objective PI.3.1. Notify and coordinate with adjacent and relevant jurisdictions and agencies when recommending projects for the expenditure of funds for public infrastructure and facilities.		
Strategy PI.3.1.1. Coordinate with adjacent jurisdictions and relevant agencies on updates to City of Camden *Priority Investment Element*.	City of Camden Planning Commission Adjacent/Relevant Jurisdictions Relevant Agencies	On-going
Strategy PI.3.1.2. Consider relevant existing plans from adjacent jurisdictions and relevant agencies when considering and recommending public infrastructure and facilities projects that require the expenditure of public funds.	City of Camden	On-going