CITY OF CONWAY
PLANNING COMMISSION MEETING
THURSDAY, SEPTEMBER 1, 2016
CITY HALL CONFERENCE ROOM – 229 MAIN STREET – 5:30 P.M.

Present: Kendall Brown, Brian O'Neal, Chris Sansbury, Chris Guidera, Gloria Robinson-Cooper, David Jordan, Jim Young

Absent: Wren McMeekin, Brantley Green

Staff: Adam Emrick, Planning Director; Barbara Tessier, Secretary

Other: Sean Hoelscher, Mark Burlinson, Claude White, Jeffrey Solan, Harry Dill, Robert and Kathy Scarpa

I. CALL TO ORDER
Vice Chairman Young called the meeting to order at 5:35 p.m.

II. APPROVAL OF MINUTES
Sansbury made a motion, seconded by Guidera, to approve the July 7, 2016 minutes as written. The vote in favor was unanimous. The motion carried.

III. REZONING/ANNEXATIONS

a. Request by Claude A. White of White Co. LLC annex into the City limits and to rezone approximately 1.2 acres, located at the corner of University Forest Circle and Highway 501 Business, (TMS# 151-00-04-044, PIN 38301010008) from Horry County Highway Commercial (HC) to City of Conway Highway Commercial (HC)

Emrick said the applicant had requested this annexation and rezoning to facilitate the development of a retail establishment.

Emrick said the Comprehensive Plan identified this parcel as Highway Commercial in the Future Use Map. He said the city supported the request to annex and rezone as Highway Commercial. He said although there were no specific plans at present, the idea was to build a small strip center.
White said he wanted to have the property annexed and rezoned before he put forward any specific plans. He said he planned to put in an "L"-shaped building and then add to it later. He said these would be storefronts.

Burlinson, a member of the public, asked if there would be access of University Forest. Emrick said there would be access from University Forest.

Emrick said this parcel would be combined with an adjacent parcel that was already in the city once the annexation had been approved by City Council.

Sansbury made a motion, seconded by Guidera, to approve the request for annexation and rezoning. The vote in favor was unanimous. The motion carried.

b. Request by Don Quattlebaum on behalf of DAQ Investments, LLC and to rezone approximately 4.7 acres, located at 3001 Highway 701 S, (TMS# 136-12-06-002, PIN 36809020040) from Low Density Residential (R1) to Highway Commercial (HC)

Emrick said the rezoning request was to accommodate future use. Although there were no specific plans at this time, the property owner wanted to zone the property to be consistent with the surrounding parcels. Emrick said the city would like to see more commercial establishments on this corridor.

Robinson-Cooper said it was difficult to get onto 701 now. She said Creel Street was like a hidden drive there. Emrick said a traffic study would most likely need to be done.

Jordan asked what type of buffer would be required. Emrick said it would be a 15' buffer.

Jordan made a motion seconded by Sansbury, to approve the rezoning request as presented. The vote in favor was unanimous. The motion carried

IV. TEXT AMENDMENTS TO THE UNIFIED DEVELOPMENT ORDINANCE

a. Consideration of an amendment to the Unified Development Ordinance Article 9 to amend the buffer standards between commercially zoned developments
Emrick said in 2015 the Landscape Buffer Section of the UDO, specifically Table 9.1 established the landscape buffer types for perimeter buffers of all development. He said at that time, the buffers were determined by looking at adjoining uses, but was changed to look at adjoining zoning.

Emrick said that by in large, the standards have gone without any issues, however, one standard that was established has proved to be problematic in that it could be considered overly burdensome.

Emrick said a Type B buffer was currently required between Highway Commercial and another Highway Commercial parcel or Highway Commercial and an Institutional parcel. He said that consisted of a 15’ wide buffer for each property that consisted of 2 canopy trees, 3 understory trees, and 20 shrubs per 100 linear feet of frontage. He said this was 30’ of buffer between two adjoining businesses with 10 trees and 40 bushes every 100 feet. He said this was a very large buffer and had met with strong objection.

Emrick said the suggested amendment was to reduce the buffers required between Highway Commercial parcels and Professional, Neighborhood Commercial, Core Commercial, Center Business District, Waccamaw Riverfront District, and Institutional parcels to a Type A buffer. A Type A buffer requires 5’ of buffer containing 2 understory trees and 18 shrubs for every 100 linear feet. The larger Type B buffer would remain between Highway Commercial properties and residential properties.

Jordan made a motion, seconded by O’Neal, to approve the requested landscaping buffer amendment. The vote in favor was unanimous.

b. Consideration of an amendment to the Unified Development Ordinance Article 5 to remove the prohibition on the storage of vehicles at mini-storage facilities and establish standards for such storage.

Emrick said the UDO permits mini storage units are permitted only within the Highway Commercial, Light Industrial and Heavy Industrial zoning districts. He said that the storage of any vehicles, including boats, RVs, commercial vehicles or trailers was prohibited anywhere in the city in conjunction with mini storage units.

Emrick said at the August 1, 2016 City Council meeting, Council approved a revision to the UDO prohibiting the parking of
commercial vehicles on public streets. However, Council expressed their concern that there were no alternative parking areas for the storage of commercial vehicles.

Emrick said Council had also recently reviewed amendments to the UDO regarding parking and storage of recreational vehicles. He said Council was also concerned about where these vehicles could be parked when lot sizes did not offer adequate space.

Emrick said the most common off-site location to park vehicles would typically be at a mini storage facility. He said he had prepared an amendment to the UDO that would allow for the parking and storage of all vehicles at mini storage facilities provided the storage facility met the landscaping requirements that would be added to the ordinance.

Emrick said to have vehicles parked at a mini storage facility, the owner of the facility must install a 6’ high opaque fence with a 15’ landscape buffer outside of the fence to adequately screen the storage facility. Emrick said chain link fencing and barbed wire would be prohibited.

Jordan said he would be fine with a 6’ fence on Highway 544, but not on Sixteenth Avenue. Jordan asked if there would be setbacks required. Guidera asked if there was a list of preferred trees that could be planted. Emrick said there was a list of preferred trees.

Young asked the Board if they would like to think about this until the next meeting. Emrick said that was fine, but that they did want to have this decided by the end of the year.

Sansbury said he was not sure if 6’ for a fence was high enough.

Jordan made a motion, seconded by Guidera, to table this discussion until the next meeting of the Planning Commission. The vote in favor was unanimous. The motion carried.

V. LETTERS OF CREDIT

a. Letter of Credit renewal request – Elmhurst Phase IV-A

Emrick said in 2007, the Planning Commission approved Phase 4 of the Elmhurst subdivision. He said the phase had since been divided
into two sub-phases. He said Phase 4-A included 38 R-1 zoned lots on 16.76 acres.

Emrick said the current Letter of Credit, in the amount of $121,887.50, was for street trees and sidewalks and was due to expire on September 23, 2016. He said at this time only three houses had been built and so there would be no reduction in the amount.

Emrick said staff recommending extending the Letter of Credit for Elmhurst Phase IV-A for another year at the same amount.

Robinson-Cooper made a motion, seconded by Sansbury, to approve the extension of the Letter of Credit for an additional year in the same amount. The vote in favor was unanimous. The motion carried.

b. Letter of Credit renewal request – Midtown Village

Emrick said the engineer for this project had asked that this be deferred until another meeting because they were going to ask for a reduction in the amount of the Letter of Credit and needed time to calculate what they felt it could be reduced by.

VI. INFORMATIONAL REVIEW OF PLANNED DISTRICT AMENDMENT (NO VOTE)

a. Review of potential amendment to the existing Carsens Ferry Planned District

Emrick said in 2007 the Rivertown Landing Planned District was approved by City Council. It was to be a mixed-use development containing 28.55 acres of land and included multi-family condominium units, single-family attached residential units, office and retail space along with civic use space. Emrick said that Rivertown Landing has been known as Carsens Ferry for some time including amendments made in 2010 and other subsequent years.

Emrick said that since its approval, no development had occurred except for the building of the amenity center and the pool.

Emrick said in July, 2016, staff had received amended plans to remove all the commercial and multi-family uses from the most rear parcels to be replaced with 50 small single-family homes on common property under a
horizontal property regime. The existing road infrastructure would be used, with only Community Drive and a portion of Riverport Drive being public streets.

Emrick said staff had not received a formal rezoning amendment with a revised PD narrative.

Emrick said the amendment would provide for small lots of less than 4,000 square feet, which would be the smallest lot sizes in the city.

Emrick noted that the city had called in the Letter of Credit in 2015, but he was not sure the money in hand was enough to finish the roads, sidewalks and street trees.

Emrick said there would be a commercial tract at the front of the property at Church Street.

Jordan asked how much of the infrastructure was in. Solan said most all of it was already in.

Solan said the homes would be similar to those in Market Commons, pastel in color and built in the craftsman style. He said there would be 71 houses and they would sell between $170,000-$180,000.

Guidera asked if the property would still be zoned as a PD. Emrick said that it would be.

Robinson-Cooper asked about walking trails or parks. Solan said that was a possibility.

VII. PUBLIC INPUT

Robert and Kathy Scarpa, who live in Wild Wing, came to speak to the Board about the traffic issues they felt were going to impact Wild Wing Boulevard with the building of the Aldi’s at the corner of Wild Wing Boulevard and Hwy. 501.

They said the traffic study that was done in 2007 was outdated and that it was done in the winter time. They said they felt the trucks delivering merchandise to the store and the addition of traffic to the store would affect the residents. Emrick said when the study was done, it took into account the full build out of Wild Wing. He said the traffic light and additional lanes were not needed when they were installed, but it was done for the future, which was now.
Planning Commission
September 1, 2016

Jordan asked Emrick if this issue would be coming back to the Planning Commission. Emrick said it would not.

The Scarpa's said they had not been notified of the annexation of the property. Emrick explained that the city was only required to notify those property owners who were within 200' of the property being annexed or rezoned.

The Scarpa's said they did not have a concern about Aldi's, but only about the traffic it would generate. They said they wanted to see a entrance to Aldi's from Hwy. 501. Guidera said SCDOT was not going to permit another curb cut onto Hwy. 501.

There was discussion about the possibility of changing the timing of the signal. There was some discussion about other egress from Wild Wing.

Young said he was sorry, but there was nothing they could do for them.

VIII. ADJOURN

There being no further business to come before the Board, Jordan made a motion, seconded by Sansbury, to adjourn the meeting. The vote in favor was unanimous. The motion carried.

Approved and signed this 3rd day of November, 2016.

Jim Young, Vice Chairman