

THE TOWN OF Batesburg-Leesville

Comprehensive Plan

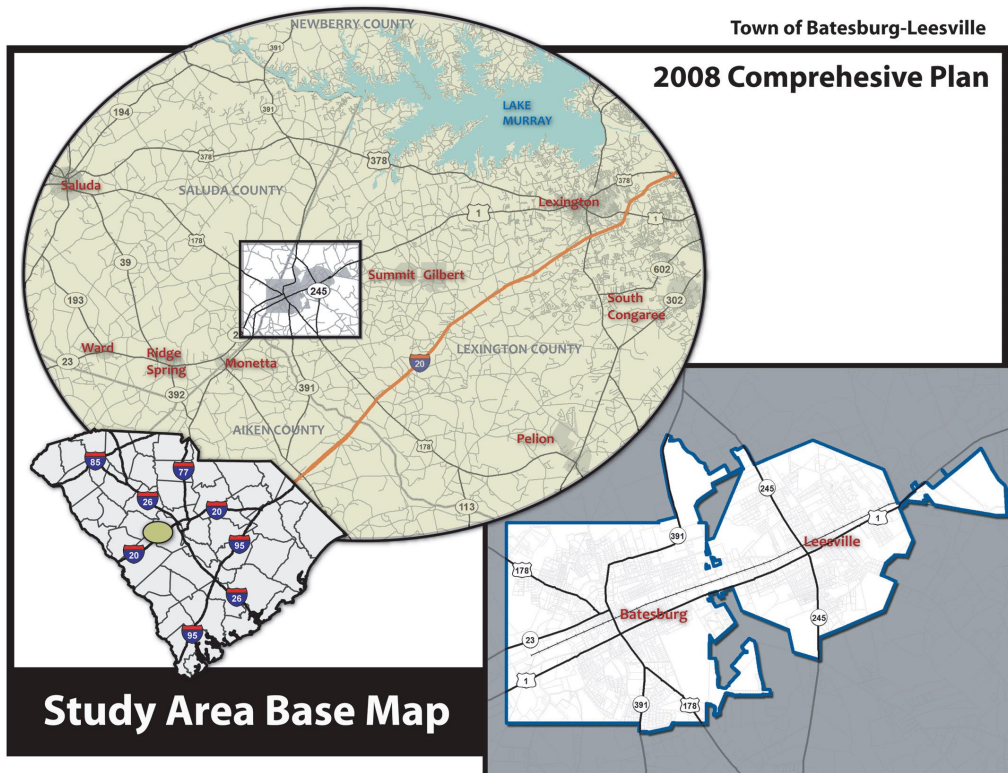


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CHAPTER 1 – INTRODUCTION

1.1 Purpose

The following information has been developed to serve as a basis on which meaningful land use planning can be carried out in Batesburg-Leesville. The Land Use Plan was last updated in 1996. The focus of the 1996 study was to set regulations for development. This study however is more concerned with setting guidelines for other regulations. This plan describes the framework for the arrangement of land use, public services, and transportation and how that will contribute towards making the town a distinct and desirable community in the region. Through knowledge of basic policy formation, existing services and prospective needs as well as fundamental location standards for various land uses, the Planning Commission and Town Council will work toward creating a better ordered and a better arranged community.

One proposed model toward which they can work is shown on Maps 8.3 and 8.4. This conceptual plan for future land use is more a guide to policy making than it is a fixed and never changing goal. It is a consolidation of existing knowledge of the community, an assessment of the evolution of social and economic conditions in the urbanized area, in the county, and above all, one interpretation of acceptable land use development which can be encouraged and promoted by the activities of the Planning Commission and the Town Council.

The goal of this plan is to establish a set of guidelines and procedures for implementing the development objectives of the Town of Batesburg-Leesville, and to provide direction for the conservation, identity and growth of the town. The plan is intended for use by government agencies, citizens, and both the public and private organizations concerned with planning within the Town.

Due to the nature and scope of this plan, some items are approached on a broad basis, while others are more specific. Broadness allows individual departments to meet the needs of the population as situations arise, and within their allotted budgets. An example of this would be the Town Police Department. Specification is necessary to guide Town officials in making decisions in regard to land development.

1.2 Organization and Content

The 2008 update to the Batesburg-Leesville Comprehensive Plan is intended to meet the state comprehensive planning process requirements set forth in the Local Government Comprehensive Planning Enabling Act of 1994. To meet these requirements the following chapters will consist of an existing conditions inventory and a discussion of goals, objectives, and strategies for the following comprehensive planning elements:

- Population
- Economic Development
- Natural Resources
- Historic and Cultural Resources
- Community Facilities
- Housing
- Land Use
- Transportation
- Priority Investment Areas

The goal is to present descriptive information on existing conditions, issues and concerns; and to provide feasible long and short term strategies for addressing the community's needs.

The goals, objectives and strategies presented in each chapter are based upon information gathered from data and analysis conducted for the corresponding existing conditions inventory and on information contained in the *Batesburg-Leesville Community Master Plan* produced for the town in 2003. A dominant theme throughout this document is the desire and need for accommodating and absorbing future growth by capitalizing on the municipality's small town character and historical integrity. All future development decisions should reflect this theme and incorporate it into the various implementation strategies suggested in this document.

CHAPTER 2 – POPULATION

2.1 Introduction

The population element of the Comprehensive Plan describes how the town's population and demographics have changed over the past several decades. Information presented is based on Decennial Census data and includes current interim census estimates for the year 2007 and limited projections for the year 2012 at the municipal level and 2035 for the larger geographic area.¹ Statistics will be presented on a variety of household characteristics including:

- Population Change
- Age Distributions
- Demographic Trends
- Income Characteristics
- Poverty Levels
- Educational Attainment

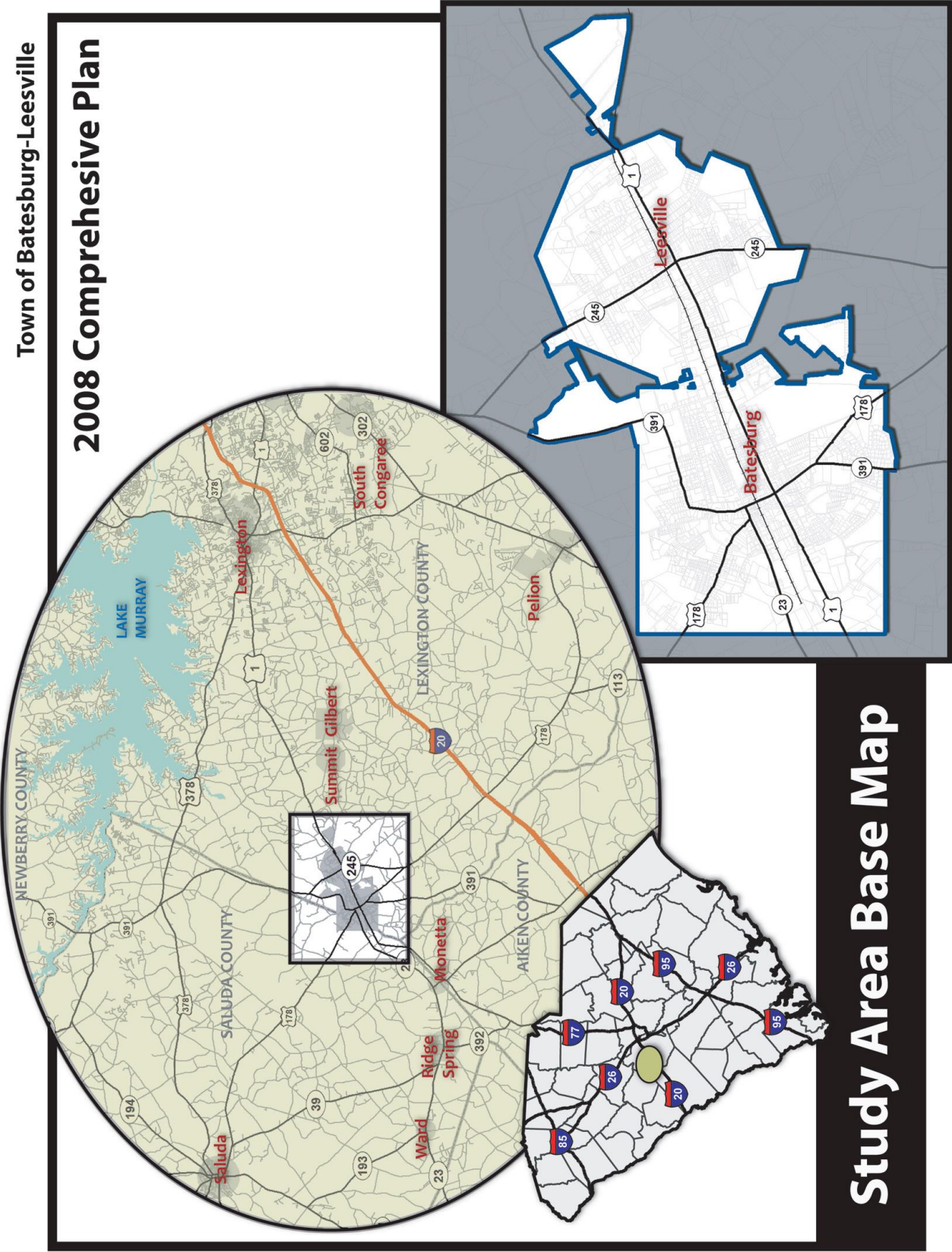
Batesburg-Leesville is located on the fringes of one of the State's fastest growing metropolitan regions. The town is part of the Columbia-Newberry Combined Metropolitan Statistical Area (CMSA) which saw a 17.5% increase in population between 1990 and 2007 for a total population of 683,266. The town is located in the extreme western portion of Lexington County, which represents 31.6% of the total CMSA 2000 population. Lexington County is one of the fastest growing counties in the state and experienced a 28.9% increase in population between 1990 and 2000. While Batesburg-Leesville has historically grown at a slower rate than those areas closer to the Columbia Metropolitan area, long term projections reveal a reversal in this trend as development continues to expand outwards into the unincorporated portions of the county.

Map 2.1: Study Area Base Map (Following Page)

¹ The 2007 estimates and 2012 projections were taken from Applied Geographic Solutions, a commercial market analysis database provider. These estimates are based on a proven methodology based on data provided from a variety of sources including: US Census Bureau, Bureau of Labor Statistics, and the United States Postal Service. A detailed discussion of the methodology and source datasets can be found online: <http://www.appliedgeographic.com>.

Town of Batesburg-Leesville

2008 Comprehensive Plan



Study Area Base Map

2.2 INVENTORY

2.2.1 POPULATION CHANGE

According to current estimates, the 2007 population of Batesburg-Leesville is 6,323, approximately 2.6% of the total population of the county. Between 1980 and 2007 the population for the town grew by 315 people. This growth comes after the 2000 Census reported an 8.1% decrease in population from the 1990 Census high of 6,007 residents. 2012 projections show an additional 399 people over the next five years, a 21.84% increase from 2000. Lexington County is projected to grow at roughly the same rate, growing from the 2007 estimate of 242,760 to 260,172, a 20.44% increase. Figure 2.1 and Table 2.1 illustrate and summarize these growth trends over the 32 year period.

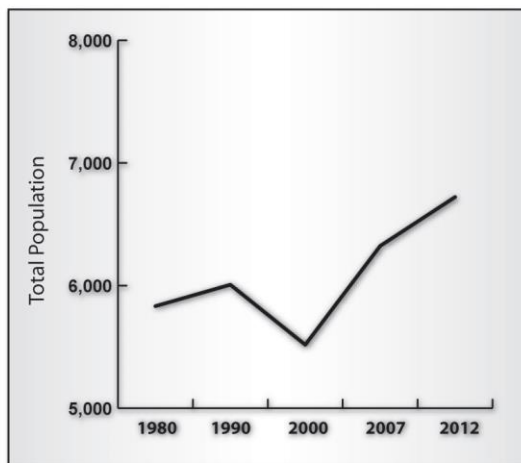


Figure 2.1: Population Change 1980-2012

Table 2.1: Population Change 1980-2012

	1980	1990	2000	% Change 1980-2000
Batesburg-Leesville	5,832	6,007	5,517	-5.40%
Lexington County	140,346	167,501	216,014	53.92%
Town as % of County	4.16%	3.59%	2.55%	----

	2007 Estimate	2012 Estimate	% Change 2000-2012
Batesburg-Leesville	6,323	6,722	21.84%
Lexington County	242,760	260,172	20.44%
Town as % of County	2.6%	2.58%	----

While no long range population projections currently exist for the municipal limits of Batesburg-Leesville, Central Midlands Council of Governments maintains 30 year population projections for Lexington County at the Traffic Analysis Zone (TAZ) level of Geography. TAZ's are an intermediate geographic zone of analysis that are based on Census Block boundaries and can be aggregated to form Census

Tracts. These population projections are useful for getting a general idea of what the population is expected to be in a particular area of the county. Between 2000 and 2035 the county is expected to add 231,134 people, a 119% increase in population from the 2000 population of 193,946. The western most portion of Lexington County around Batesburg-Leesville is projected to see a 2035 population of 19,319, a 113% increase from the 2000 population of 9,036.

In 2000, the municipal Limits of Batesburg-Leesville made up approximately 61% of the total population of this area. However, over the next 30 years it is expected that most of the projected population will most likely occur outside of the town limits as previously undeveloped or agricultural land will be absorbed by low density residential development. This growth is expected to follow historical trends as the population of Lexington County expands west and south from the Town of Lexington and the existing built up areas in the Columbia Metropolitan Area. Future expansion of infrastructure and services in the unincorporated portions of the county and within the municipal limits of surrounding jurisdictions will all have an impact on the type and rates of growth and development that will occur.

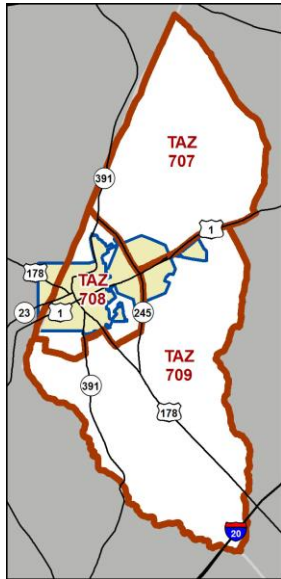


Table 2.2: 2035 Population Projections

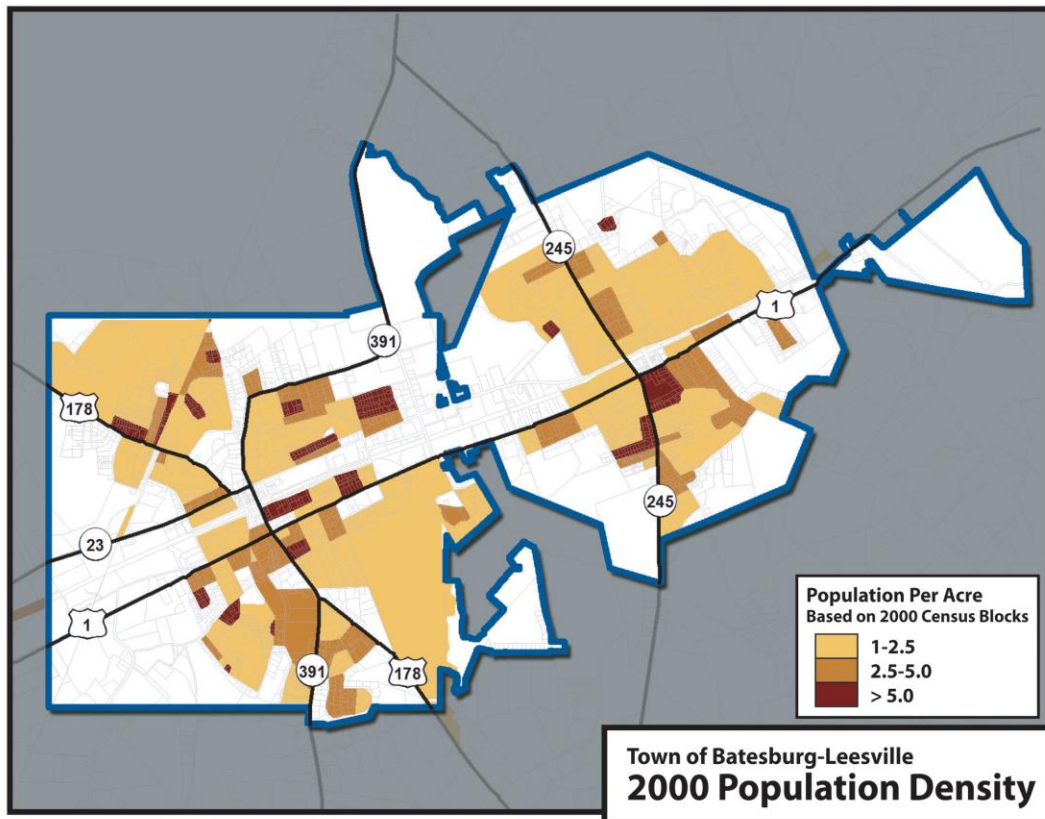
	2000	2005 Estimate	2035 Projection
Lexington County	216,014	247,069	425,080
TAZ 707	1,574	1,648	5,788
TAZ 708	3,990	4,120	5,217
TAZ 709	3,472	3,786	8,314

Map 2.2: Map of TAZ Boundaries

By encouraging various planning and development strategies such as infill and higher density residential development, municipalities have the potential to absorb a larger share of this growth within their existing boundaries as opposed to depending solely on annexations of unincorporated land as it develops.

As illustrated in Map 2.3 the highest population densities within the town are concentrated in traditional, pedestrian oriented neighborhoods ringing the historic central business districts.

Map 2.3: 2000 Population Density



2.2.2 Demographic Characteristics

Batesburg-Leesville’s racial make-up has remained relatively constant between 1990 and 2007, with White residents on average making up roughly 57% of the total population, Black residents making up 40%, and the Other Race category making up the remaining 3%. The overall population loss between 1990 and 2000 was equally split between white and black residents, while the “Other Race” category increased slightly between the two census years. Since 2000, estimates show each category increasing to account for the overall population growth in the town.

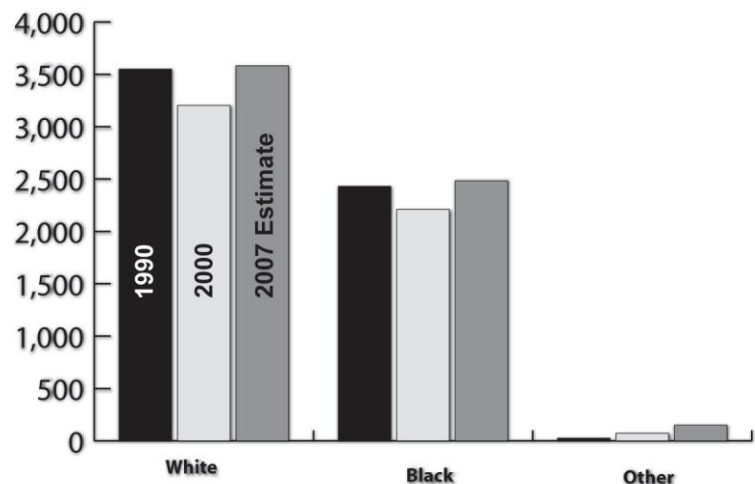


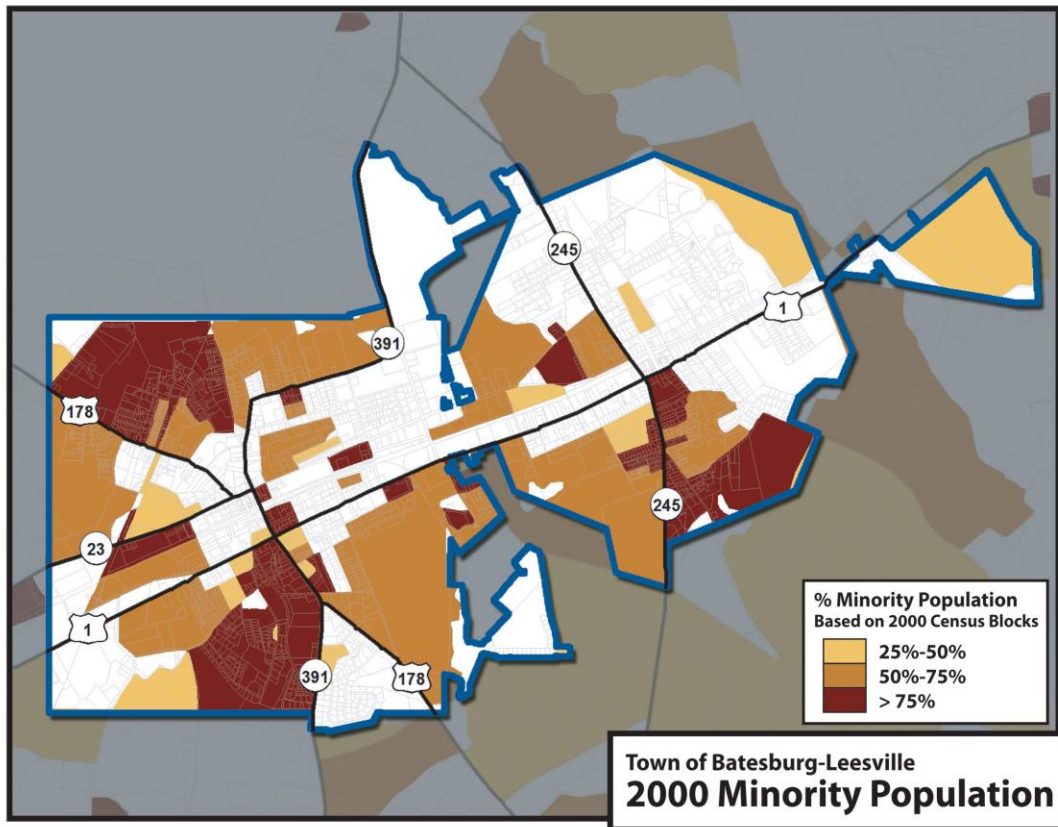
Figure 2.2: Racial Characteristics 1990-2007

The Hispanic population in the town has steadily increased since the 1990 census from 0.5% of the total population to 3.9% in 2007. It is also important to note that the S.C. State Budget and Control Board recognize the possibility of a significant Hispanic population undercount in the 2000 Census. On a statewide level, 145,000 Hispanic residents were counted, but other sources have reported numbers as high as 500,000.²

Table 2.3: Racial Characteristics 1990-2007

	1990	2000	2007 Estimate
White	3,549	3,202	3,580
Black	2,431	2,210	2,483
Other	26	71	150
Hispanic Ethnicity	30	107	227

Map 2.4: Percent Minority Population



² State Newspaper, December 28, 2007. “Census Estimates: State Ranks 10th in Growth.”

Population and Demographics

The age distribution of the population in Batesburg-Leesville has remained relatively constant between 1990 and 2007. Table 2.4 and Figure 2.4 on the previous page show the population by 11 different age groups and aggregations of this data for three key age cohorts. The biggest changes over the 27 year period were the 6.3% decrease in the number of people under the age of 20 and the 20% increase in the number of people over the age of 65. While not a significant demographic shift, it is important to note that the largest percentage of the population is in the 20-64 range (54.8%), and the median age has continued to increase from 34 in 1990 to 41 in 2007. This trend will likely continue over the next 10-15 years as those currently in the 45 to 64 range (26.3% of the population) will move into the over 65 age cohort.

Table 2.4: Population by Age 1990-2007

	1990 Census		2000 Census		2007 Estimate	
0 to 4	453	7.6%	361	6.5%	391	6.2%
5 to 14	913	15.2%	817	14.8%	842	13.3%
15 to 19	443	7.4%	419	7.6%	461	7.3%
Under 20	1,809	30.2%	1,597	28.9%	1,694	26.8%
20 to 24	387	6.5%	308	5.6%	375	5.9%
25 to 34	879	14.6%	637	11.5%	668	10.6%
35 to 44	809	13.5%	775	14.0%	761	12.0%
45 to 54	593	9.9%	752	13.6%	887	14.0%
55 to 64	563	9.4%	527	9.5%	775	12.3%
20-64	3,232	53.9%	2,999	54.2%	3,466	54.8%
65 to 74	569	9.5%	462	8.4%	600	9.5%
75 to 84	307	5.1%	335	6.1%	397	6.3%
85+	90	1.5%	124	2.3%	167	2.6%
65 and Over	967	16.1%	921	16.8%	1,164	18.4%
Median Age:	34.2		38.1		41.1	

Lexington County reflects the same trends in age distribution as Batesburg-Leesville, but current estimates show a smaller percentage of people 65 and older (11.9%), a larger percentage of people 20-64(61.4%), and a lower median age of 37.9.

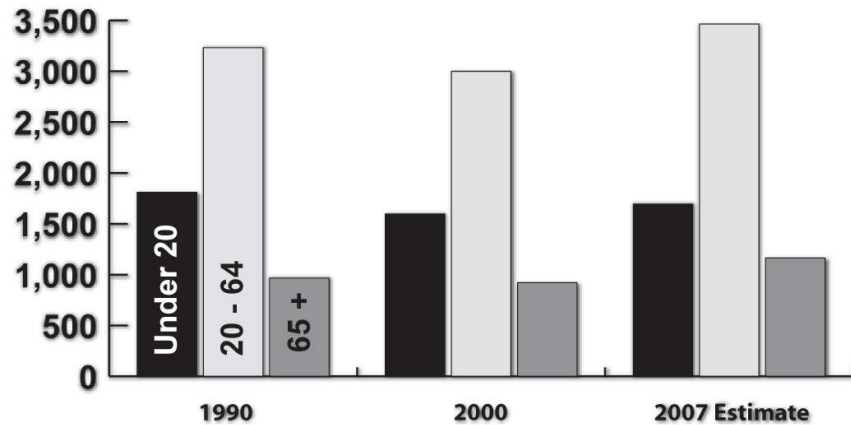


Figure 2.3: Population by Age 1990-2007

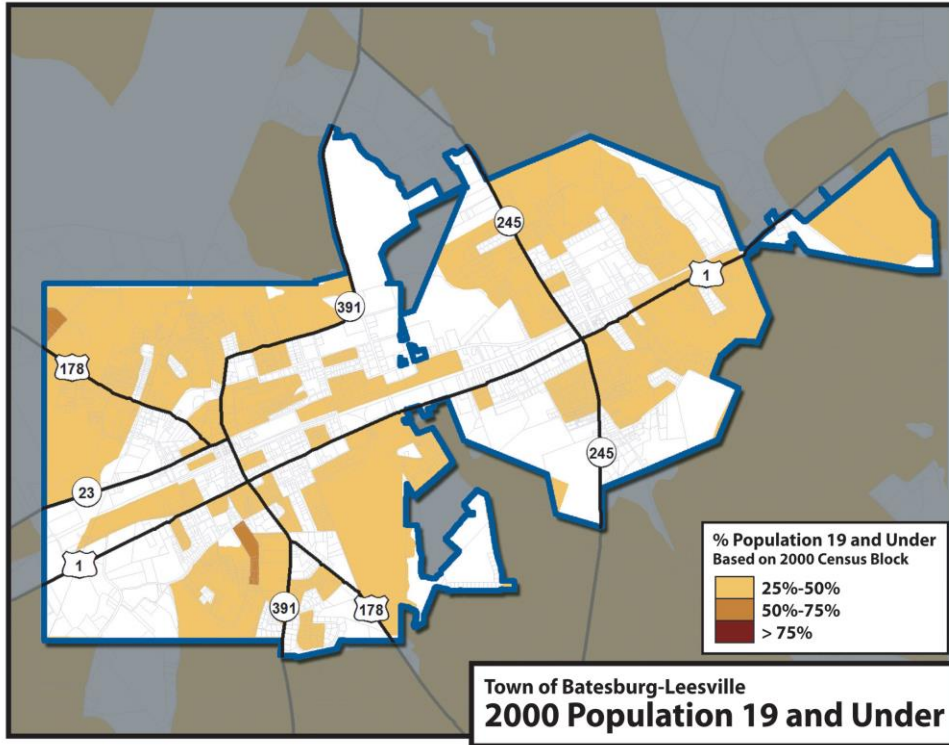
As illustrated in Table 2.5, Batesburg-Leesville has a slightly higher percentage of female to male residents. This ratio has remained constant since the 1990 Census and is consistent with Lexington County which has 52% of the population as female and 47.1% as male in the 2007 estimates.

Table 2.5: Population by Gender 1990-2007

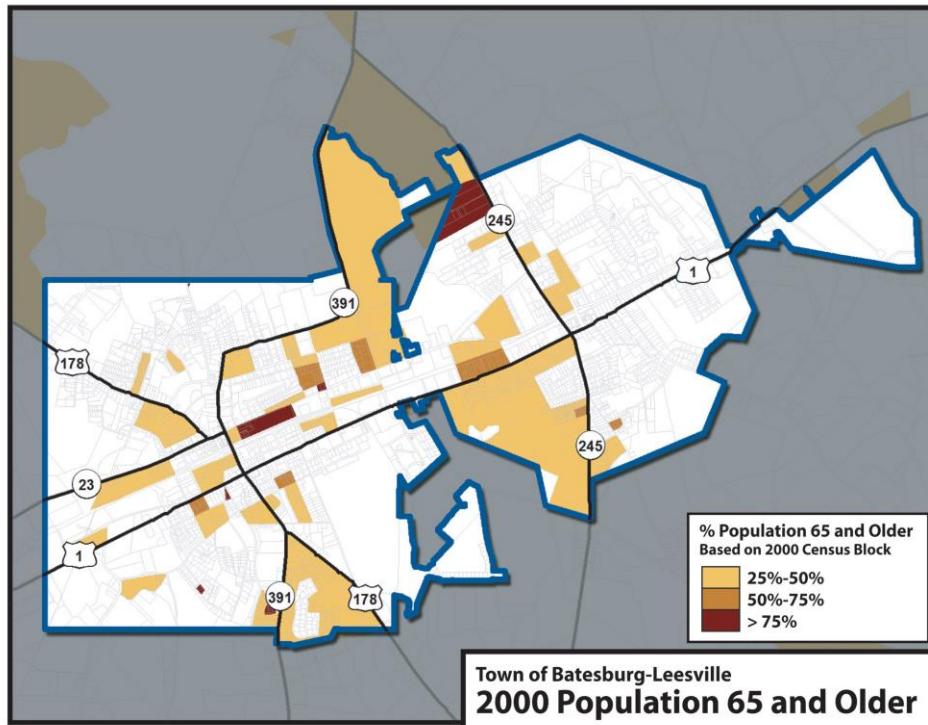
	1990 Census		2000 Census		2007 Estimate	
	Count	Percentage	Count	Percentage	Count	Percentage
Male	2,769	46.1%	2,570	46.6%	2,979	47.1%
Female	3,238	53.9%	2,947	53.4 %	3,345	52.9%

Maps 2.5 and 2.6 show the 2000 spatial distribution of people 19 and under and 65 and older. As would be expected the 28.9% of the population under 20 is distributed evenly throughout the town without showing large concentrations in any one area. The 16.8% of the population 65 and over, however, shows some concentrations in various parts of the town, with the highest concentrations (>75%) likely indicating locations of retirement communities or assisted living facilities.

Map 2.5: 2000 Population 19 and Under



Map 2.6: 2000 Population 65 and Older



2.2.3 Income and Educational Characteristics

Median household income increased 75.4% between the 1980 and 1990 Census and increased by 47.7% between the 1990 and 2000 Census. According to 2007 estimates the current median household income is \$44,199 a 10.7% increase from 2000. Lexington County saw a similar increase between 1980 and 2000, but increased twice as fast as the town between 2000 and 2007 with a 20.6% increase. Overall, the median household income for the county has been on average 38% higher than the median household income in Batesburg-Leesville.

Figure 2.5 and Table 2.5 illustrate the income characteristics for the town between 1990 and 2007. It is important to note that the percentage of the total population in the lower income brackets (under \$35,000 a year) has decreased over the 27 year period from 67.8% in 1990 to 45.2% in 2007. The data likewise illustrates a significant increase in those households making over \$75,000 a year from 3.5% in 1990 to 21.3% in 2007.

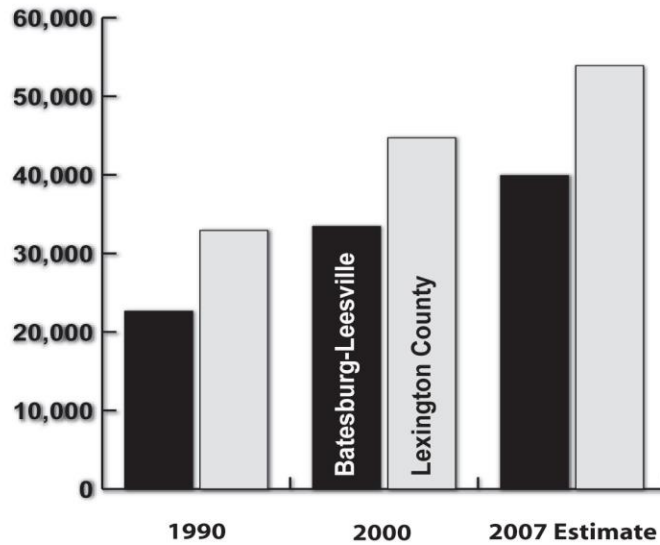


Figure 2.4: Median Household Income 1990-2007

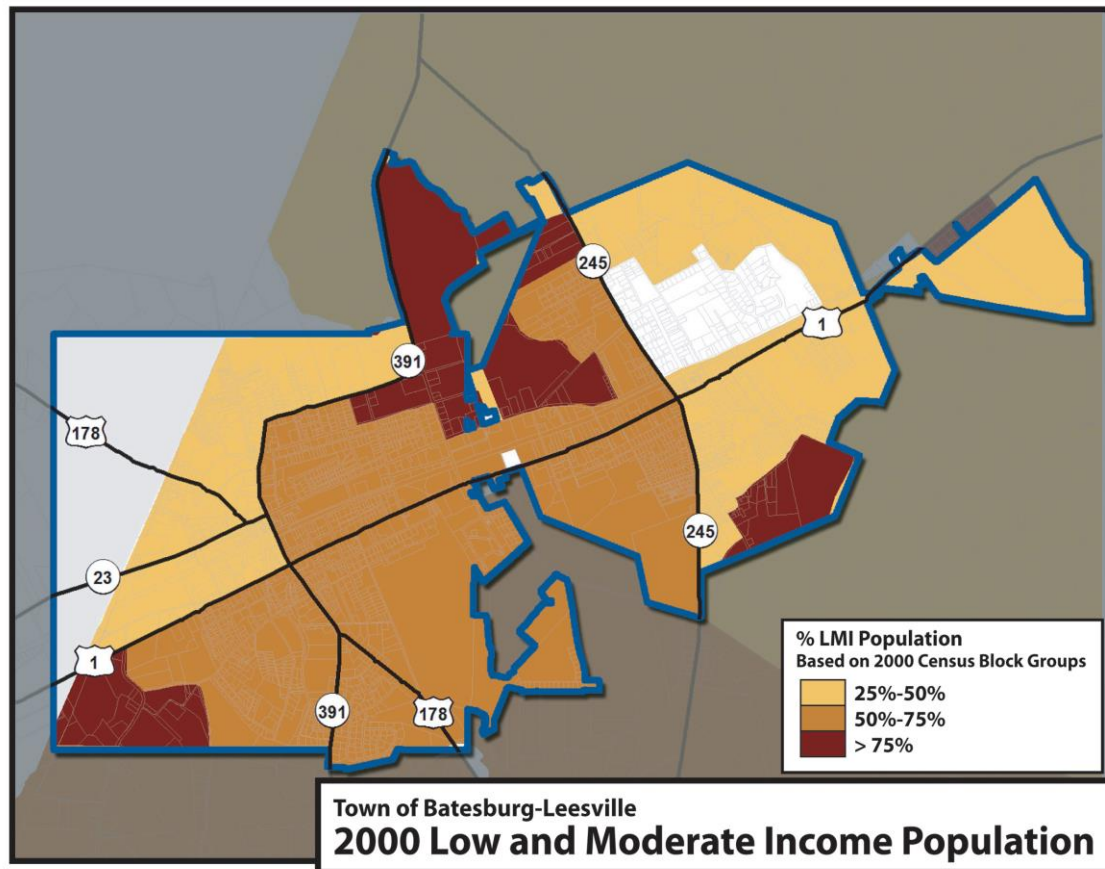
Table 2.6: Income Characteristics 1990-2007

	1990 Census		2000 Census		2007 Estimate		2012 Projection	
\$0 - \$15,000	761	34.4%	501	23.1%	451	18.3%	431	16.4%
\$15,000 - \$24,999	447	20.2%	342	15.8%	349	14.1%	353	13.4%
\$25,000 - \$34,999	292	13.2%	282	13.0%	315	12.8%	297	11.3%
\$35,000 - \$49,999	420	19.0%	399	18.4%	383	15.5%	383	14.5%
\$50,000 - \$74,999	217	9.8%	359	16.6%	448	18.1%	508	19.3%
\$75,000 - \$99,999	27	1.2%	148	6.8%	268	10.9%	297	11.3%
\$100,000 - \$149,999	36	1.6%	107	5.0%	175	7.1%	240	9.1%
\$150,000 +	15	0.7%	29	1.3%	81	3.3%	123	4.7%
Median Household Income	\$22,633		\$33,433		\$39,903		\$44,199	
Lexington County	\$32,918		\$44,705		\$53,897		\$59,883	

The 2000 Census reports that in 1999, 16.5% of the population of the town was below the poverty level. This number is higher than all of Lexington County which had a total of 8.9% of the population below the poverty level. Batesburg-Leesville accounted for 4.7% of persons below the poverty level within the County. This statistic is determined by assessing whether or not each family’s total income is less than the poverty threshold appropriate for that family, which is based on a number of variables including the size of the family, the age of family members, combined family income, and various measures of need.³

Another important measure of assessing the population in need is by looking at the distribution of Low and Moderate Income (LMI) persons in a community. LMI is a measure of income limits used by HUD and the SC Department of Commerce to determine eligible beneficiaries of Community Development Block Grant assisted activities. An area is eligible for benefit activity if at least 51% of the residents are considered to be of Low and Moderate Income. Map 2.5 shows the distribution of people with Low and Moderate income populations using the 51% or greater threshold.

³ U.S. Census Bureau, “How the Census Bureau Measures Poverty.” Available online at: <http://www.census.gov/hhes/www/poverty/povdef.html>.

Map 2.7: 2000 Low and Moderate Income Population

Map 2.7 illustrates that large areas within the town are eligible for CDBG assistance based on the LMI thresholds described above. Extreme concentrations of LMI populations (>75%) exist in the north central portion of the town, the southeast areas of Leesville, and the southwest portion of Batesburg below US1. Since 1997 approximately \$1,329,364 of CDBG money has been spent on various housing rehabilitation and street drainage projects, most of which have occurred in these high LMI areas.

Since 1990, educational levels of the population in Batesburg-Leesville have improved, most notably with an increase in the number of people 25 and older with an associate's degree or higher and a decrease in the number of people without a high school degree. As illustrated in table 2.7, between 1990 and 2007 the number of people 25 and older receiving an associates degree or higher has increased by 612 people representing 26.4% of the population, while the number of people having less than a high school degree has decreased by 629 people.

Population and Demographics

The number of people with a high school degree has remained relatively constant, while the number of people with some college, but no degree has increased significantly between 1990 and 2000 and has remained constant between 2000 and 2007. It is anticipated that the college educated population in the town will increase in the near future as a result of the 2007 opening of a Batesburg-Leesville campus of Midlands Technical Community College.

When compared to county and state education levels, Batesburg-Leesville has a higher 2007 percentage of people with no college education (22.4% as compared to 12.2% for Lexington County and 16.5% for the state); and a lower percentage of people with a college degree (26.5% as compared to 38.9% for Lexington County and 32.6% for the state).

Table 2.7: Educational Attainment 1990-2007

	1990		2000		2007	
Age 25+ Population	3,812		3,612		4,254	
Grade K - 8	738	19.4%	385	10.7%	298	7.0%
Grade 9 - 12	843	22.1%	665	18.4%	654	15.4%
High School Graduate	1,351	35.4%	1,089	30.2%	1,394	32.8%
Some College, No Degree	366	9.6%	682	18.9%	784	18.4%
Associates Degree	191	5.0%	185	5.1%	340	8.0%
Bachelor's Degree	205	5.4%	358	9.9%	514	12.1%
Graduate Degree	116	3.0%	167	4.6%	270	6.4%
No Schooling Completed			80	2.2%		

2.3. Goals, Objectives and Strategies

Goal:

Preserve and enhance the small town charm of Batesburg-Leesville amidst the strong growth of the midlands region while continuing to provide quality services and a high quality of life for all of the town's residents.

Objectives:

1. Continue to improve upon the quality of life for current and future residents by encouraging sound development policies that allow for denser development, promote neo-traditional design, offer a wide range of housing options, and provide pedestrian accessibility to commercial and employment opportunities.
2. Absorb regional population growth by marketing the small town character as an alternative to the sprawl type development occurring in the unincorporated and previously undeveloped portions of the county.
3. Pursue sound annexation policies.

Strategies:

1. Update land development codes to reflect the principles as outlined in the goals, objectives, and strategies for all of the other elements of the comprehensive plan.
2. Develop strategies in partnership with the local chambers of commerce to brand and market the town based upon its inherent small town qualities and heritage.
3. Develop a fringe area study for Batesburg Leesville to identify potential areas or future annexation.

CHAPTER 3 – ECONOMIC DEVELOPMENT

3.1 Introduction

The economic development element of the comprehensive plan inventories labor force characteristics and provides an analysis of the town’s economic base by inventorying employment trends by place of residence, place of work and by industry type.

3.2 Inventory

According to the 2000 Census, 2,616 or 61.5% of people in Batesburg-Leesville aged 16 and over were a part of the labor force. Of these people 93% were employed, 6.5% were unemployed, and 0.4% were in the Armed Services. Table 3.1 places the 2000 Census information in the context of 1990 Census figures and 2007 estimates. While the number of people in the labor forces decreased between 1990 and 2000, the ratio of employed to unemployed remained relatively constant while the 2007 estimates show a slight increase in unemployment from 6.5% in 2000 to 9.2% in 2007. The unemployment numbers are slightly higher for Batesburg-Leesville as compared to Lexington County as a whole which had only 3.7% of the population in the labor force unemployed in 1990 and 2000 and 5.9% in 2007.

Table 3.1: Population 16 and Older in the Workforce

	1990 Census		2000 Census		2007 Estimate	
Age 16 + Population	4,545	----	4,250	----	5,008	----
In Labor Force	3,027	66.6%	2,616	61.5%	3,160	63.1%
Employed	2,807	92.8%	2,435	93.1%	2,862	90.6%
Unemployed	213	7.0%	170	6.5%	290	9.2%
In Armed Forces	5	0.1%	11	0.4%	9	0.2%
Not In Labor Force	1,518	33.4%	1,635	38.5%	1,838	36.7%

Employers within the municipal limits of Batesburg-Leesville represent a wide variety of industries. As illustrated in table 3.2 industrial employment is the largest industry type with 1,240 employees or 36% of total employment. These industries consist of various types of manufacturing, large scale contracting, freight transportation services, and timber and poultry processing. Retail and highway retail employment make up approximately 28% of total employment. These employers range from smaller business district retail establishments to larger supermarket chains and stores with high auto accessibility located along major thoroughfares. Service employers typically consist of public sector employment such as schools and local governments, as well as child care, health services, and civic and social organizations. This category accounts for 26% of total employment. Office employment, such as banking and finance, has the smallest share of total employment with approximately 8.5%.

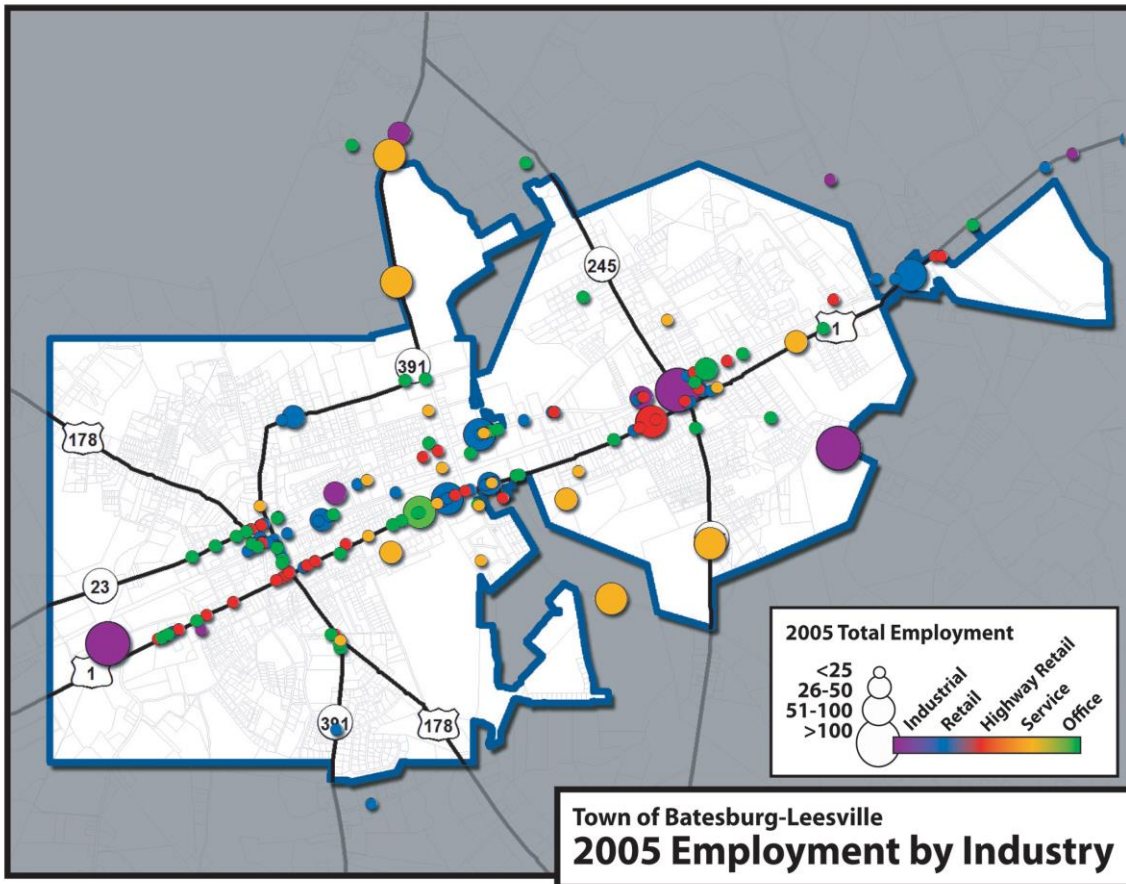
As of 2005, the top 5 employers within the town limits (in descending order) are as follows: Union Switch and Signal, Inc., Columbia Farms, JB Martin and Company, Shealy's Bar-B-Q House Inc., and Lexington County School District 3.

Table 3.2: 2005 Employment by Industry

	Batesburg-Leesville	Lexington County	Percent of County
Total Employment	3,401	102,867	3.31%
Industrial	1,240	30,071	4.12%
Retail	602	17,405	3.46%
Highway Retail	357	10,228	3.49%
Office	292	9,971	2.93%
Service	910	35,192	2.59%

Map 3.1 illustrates the spatial distribution of employment in the town by both size of employers and industry type. As would be expected, most of the smaller office, highway retail, and retail employers are located along the main thoroughfares leading into and out of town. The larger employers, consisting mainly of industrial and service industries are scattered throughout town, but still located in areas with good highway accessibility.

Map 3.1: Employment by Industry



The total average household expenditure for the town in 2007 is estimated to be \$42,366. The total average retail expenditure for 2007 is estimated to be \$18,143. Of these totals, the average resident is spending the largest percentage on the following five categories of expenditure (in descending order): transportation(20.1%), shelter (19.2%), food and beverage(15.2%), mortgage interest(7.3%), and healthcare(6.4%). These percentages are consistent with the estimates for all of Lexington County. Other top expenditures (in descending order) include entertainment, rental costs, new vehicle purchase, apparel, and gasoline and oil (4.6% of total expenditure).

3.3 Goals, Objectives and Strategies

Goals:

Create opportunities for economic growth in the community by reinforcing existing businesses and encouraging new businesses to locate in the community.

Objectives:

1. Encourage local enterprise by identifying specific gaps and niches in local and regional economy to build a diversified range of specialized industry clusters drawing on local advantages.
2. Promote Batesburg-Leesville as a regional tourist destination to foster development of specialized commercial and retail markets.
3. Encourage light industrial and office employment opportunities for town and area residents.

Strategies:

1. Build on the existing market analysis conducted as a part of the Town Master Plan to further identify commercial opportunities and regional retail leakages.
2. Work with the educational infrastructure, the state employment security commission, the small business association, and other entities to explore opportunities to meet the business demands identified above. *Example: Creating a small business incubation area for fostering arts related retail and other specialty shops.*
3. Conduct pier town reviews of economic development activities in neighboring communities with similar socio-economic and growth and development characteristics. *Example: Newberry, Edgefield, and Mooresville, NC.*
4. Conduct a commercial building stock survey to assess status of condition and building tenure and ownership.
5. Explore other opportunities for competing with commercial activity being generated near the Wal-Mart.
6. Provide incentives for redevelopment of downtown commercial districts before letting new properties turn commercial.
7. Promote a branding and marketing campaign that promotes the town for its small town charm and historic heritage.
8. Work with chamber of commerce and local school board to identify areas of emphasis that will improve town's attractiveness to potential businesses and potential residents,

- e.g. beautification, improved website that encompasses all 3 entities, etc.
9. Work with Lexington County to find an alternative site for the Batesburg-Leesville Industrial/Business Park and to find an appropriate use for the former site owned by the county.
 10. Improve freight movement and accessibility for light industrial and warehouse employment by participating in the CMCOG rural transportation planning process and coordinating with Lexington County officials and SCDOT to find a dedicated funding stream for the capacity improvement project of US 1 leading into town.
 11. Strengthen public awareness and support in the community for the creation of the industrial/business park concept.

CHAPTER 4 – NATURAL RESOURCES

4.1 Introduction

The natural resources element of the comprehensive plan is intended to provide an inventory of significant physical and biological features of the landscape including consideration of:

- Physical setting (soil and slope characteristics)
- Water Resources (wetlands, streams, flood plains)
- Threatened/Endangered Species
- Outdoor Recreational Resources

The purpose is to provide a base from which to guide policy decisions that are related to the use and management of these natural and agricultural resources especially as they pertain to the need for protection and/or affect the intensity and type of land use activities required by the town.

4.2 Inventory

4.2.1 Physical Setting

The town of Batesburg-Leesville sits on the dividing line between two eco-regions, the Southern Outer Piedmont and the Sandhills of the Southeastern Coastal Plain. The EPA defines an eco-region as an area denoting general similarity in ecosystems and in the type, quality, and quantity of environmental resources. Both the Outer Piedmont and Sandhills regions represent the non-mountainous transition zone between the hillier areas closer to the Appalachian Mountains and the flatter areas closer to the coast.

Because of this transitional location, the terrain surrounding the town is generally level to rolling hills. Elevation ranges from 667 feet at the intersection of SC 23 and Crosson Street to 510 feet above mean sea level at a point on Lick Creek. These two points are only a little over one mile apart as measured by a straight line. Slopes greater than 15% in grade are considered to be unfit for development. Several areas with 15% or greater slopes are found within the town limits, but are primarily located on areas sloping down to stream banks, existing ponds, and 100 year flood plains.

The Lakeland-Blaney Soil Association is the major soil type in Batesburg-Leesville. These soils are nearly level to strongly sloping,

excessively drained to well-drained soils. Some are sandy throughout and some have a loamy subsoil and frangipani. These soil characteristics are typical of the Coastal Plain. Pine (mostly loblolly and shortleaf) is the dominant forest type on old field sites and pine plantations. On drier sites in the Sandhills, turkey oak and blackjack oak grow with longleaf pine. Shortleaf-loblolly pine forests and other oak-pine forests are now more widespread due to fire suppression and logging. The Carolina Sandhills are especially known for their biological diversity. The dry sandy soils lend themselves well to fruit cultivation (mainly peaches) and are conducive to golf course development and horse farming.

The temperate climate provides hot and usually humid summers due to warm, moist air from the Atlantic Ocean. The winters are moderately cold but short, and are moderated by the Appalachian Mountains to the northwest which impede cold air movement from the north. The total annual precipitation of 47 inches is fairly evenly distributed among the seasons. Prevailing winds are from the southwest with an average wind speed of nine miles per hour.

4.2.2 Water Resources

In addition to being situated on the dividing line between two eco-regions, the town is also bisected by the divide between two major SC River Basins, the Santee-Catawba Basin and Ace Basin. The northern half of the town drains into the Saluda River via Lake Murray, while the southern half of the town drains into the Edisto River and the Ace Basin via Duncan Creek on the west and Hell Hole Creek on the east.

The sandy soil generally has good infiltration capacity and ground water storage capability, so stream flow is generally consistent and streams seldom flood or dry up. Despite these characteristics the presence of several streams within the town limits present some flood hazards as indicated on Map 4.1. The most serious hazards are located on the streams feeding the Batesburg Reservoir and on Hell Hole Creek in Leesville. The Batesburg Reservoir area is a minimal threat because of the lack of built up areas surrounding it.

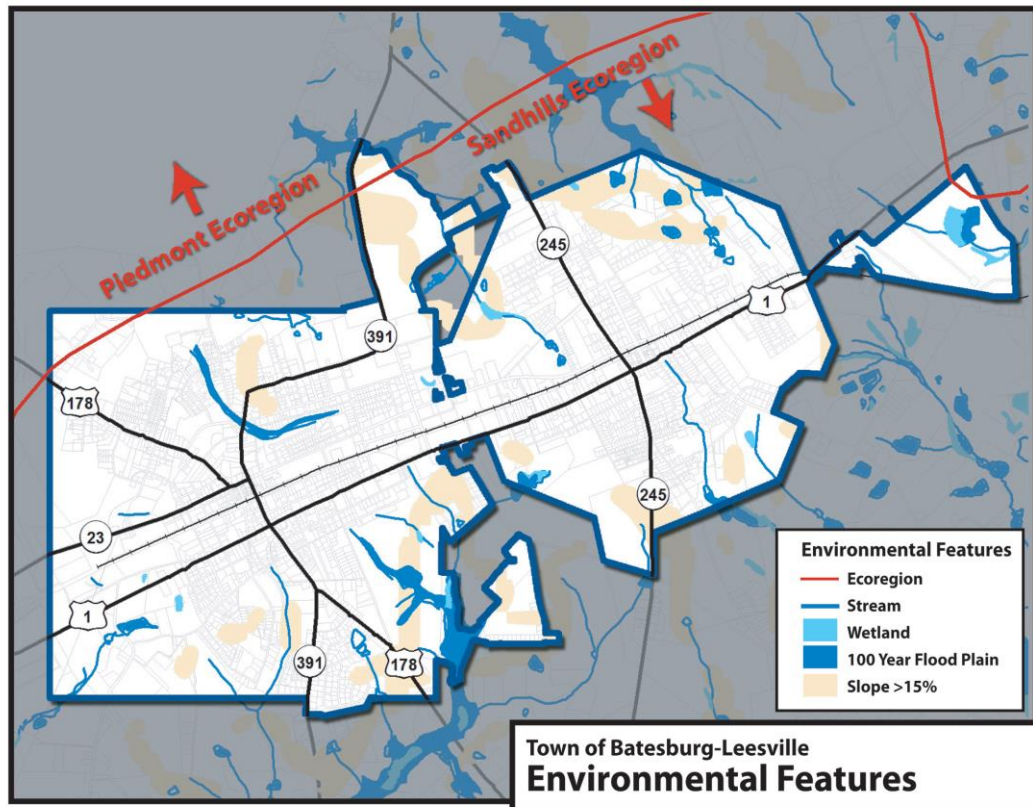
4.2.3 Threatened and Endangered Species

According to the Department of Natural Resources data on Endangered Species occurrences, no areas of concern exist within the town limits. One area of importance lies southeast of town where several occurrences of Leesville Sandstone Outcrops have been identified. These areas should be taken into consideration when discussing future land use plans for the town and the unincorporated portions

of the county. They should be protected from development and consideration should be given the development of a protective habitat buffer.

The longleaf pine ecosystem (characteristic of the Sandhills), once covering vast expanses of land from Virginia to Texas, is currently in a state of decline and is considered to be endangered. Opportunities for longleaf pine restoration should be considered in all discussions related to natural resource management and open space, park and greenway development. Both the longleaf pine ecosystem and Leesville Sandstone Outcrops present opportunities for environmental education and outdoor recreational resource development. Peach Tree Rock, a Nature Conservancy Preserve of Sandstone Outcrops, is within close proximity to Batesburg-Leesville and is one of the few protected open space facilities in all of Lexington County.

Map 4.1: Environmental Features



4.3. Goals, Objectives and Strategies

Goals:

Provide for the protection and restoration of natural resources, improve public health and enhance the quality of life.

Objectives:

1. Encourage green building, improving air quality and increasing energy efficiency for government, businesses, and citizen interests.
2. Preserve and restore riparian areas to protect stream ecosystems and to improve water quality.
3. Establish a network of open space and greenways that connect with town parks, protected riparian areas, and commercial activity centers within the town.

Strategies:

1. Consider enacting an open burning ordinance modeled after Lexington County.
2. Encourage participation in City and County sponsored air quality programs such as the electric lawnmower exchange and car care days.
3. Conduct an energy audit of municipal buildings and consider implementing a capital improvement program for procuring an energy efficient fleet of municipal vehicles.
4. Encourage carpooling, walking, and biking for municipal employees and encourage car pooling for residents commuting to the Columbia Metropolitan area.
5. Increase public awareness of energy efficiency and green building opportunities by providing educational materials.
6. Provide market based opportunities, such as density bonuses, for developers building LEED certified buildings.
7. Encourage riparian/wetland stream buffers for all development activities within the town based upon Best Management Practices.
8. Work with utility providers to inventory negative impacts of water, sewer, and storm water infrastructure on stream and water quality.
9. Increase public stewardship of streams by sponsoring and/or partnering with non-profit groups to provide educational materials and volunteer opportunities.
10. Develop and adopt a comprehensive greenways and open space plan which identifies critical preservation areas and

implementation strategies, while tying in with the development needs of the community by encouraging environmentally responsible development activities.

11. Increase public land and resource stewardship by sponsoring and/or partnering with non-profit groups to provide educational materials and volunteer opportunities.

CHAPTER 5 – HISTORIC AND CULTURAL RESOURCES

5.1 Introduction

The Historic and Cultural Resources Element of the Comprehensive Plan inventories existing sites of historic and cultural significance for the purpose of providing policy guidance in ensuring the short and long term protection and preservation of all relevant resources. The inventory considers sites and districts already on the National Register of Historic Places as well as those sites and districts that have been determined eligible for the register, but have not yet gone through the rigorous application process. Additionally, several sites are mentioned that have not even been designated eligibility status.

5.2 Inventory

5.2.1 Historic Background

Prior to completion of the Columbia, Charlotte, and Augusta Railroad in 1869, Batesburg and Leesville were only clusters of a few homes and shops serving a geographically restricted agricultural hinterland. Completion of the railroad expanded the commercial service area of each settlement (Batesburg looking North and West, and Leesville, South and East), and prompted development. Leesville was subsequently incorporated in 1875 and Batesburg in 1877. Prosperity in both towns and their evolution into enduring communities occurred largely during 1880-1914. After the end of World War I, the national recession coupled with the arrival of the boll weevil stifled agriculturally dependent economic growth. The 1930's Depression and World War II also restricted local development until the late 1940's. It was not until 1993 that the towns were merged and incorporated as one jurisdiction.

5.2.2 Historic Sites and Districts

Batesburg Commercial Historic District

The Batesburg Commercial Historic District is bounded by Pine Street on the east, W. Church on the north, Railroad on the south, and extends just beyond Fulmer Street to the west.. Encompassing thirty-one properties within a three-block area, the district is a collection of commercial buildings constructed between 1895 and 1925. Original cast-iron pilasters or columns, decorative brick trim,

and concrete block molded to imitate stone are examples of some of the visual elements in the district which articulate the period setting. The commercial district evolved as a banking and trade center for parts of several counties, and is significant in its development patterns of an early twentieth century railroad town.

Leesville College Historic District

The Leesville College Historic District is bounded by portions of College Street, King Street, Lee Street, Main Street and Peachtree Street. Identified with 28 contributing properties which span a time period from ca. 1880 to ca. 1930, this district exhibits a wide range of Victorian vernacular forms, from modest cottage to elaborate residence, but scale is consistent. Some elements include elaborate scroll and bracket ornamentation, fluted wooden columns, and turned balusters. This district reflects its evolution as a residential enclave around the Busbee Brothers' School and the Leesville English & Classic Institute, the latter of which became Leesville College in 1890.

In addition to the districts discussed above, the following are also listed on the National Register of Historic Places:

- Old Batesburg-Leesville High School (Number 92003893)
- Old Batesburg Grade School (Number 83002201)
- D.D.D. Barr House (Number 83303866)
- Simon Bouknight House (Number 82003876)
- Cartledge House (Number 8203879)
- Church Street Historic District (Number 82003884)
- Broadus Edwards House (Number 82003877)
- Hampton Hendrix Office (Number 82003885)
- Hartley House (Number 82003878)
- Henry Franklin Hendrix House (Number 82003886)
- Thomas Galbraith Herbert House (Number 82003887)
- J. B. Holman House (Number 82003888)
- C. Jones House (Number 82003880)
- Mitchell-Shealy House (Number 82003891)
- Crowell Mitchell House (Number 82003890)
- McKendree Mitchell House (Number 82003881)
- Rawl-Crouch House (Number 82003883)
- John Jacob Rawl House (Number 82003882)
- Southern Railway Depot (Number 83002202)
- Rev. Frank Yarborough House (Number 82003892)

The Central Midlands Historic Preservation Survey (1974) identified 4 sites not on the National Register which have historic significance:

- Summerland College Site – 1912
- Joel Ridgell House - 1870's
- Bonds-Bates-Hartley House - c. 1793
- John Bates House - antebellum.

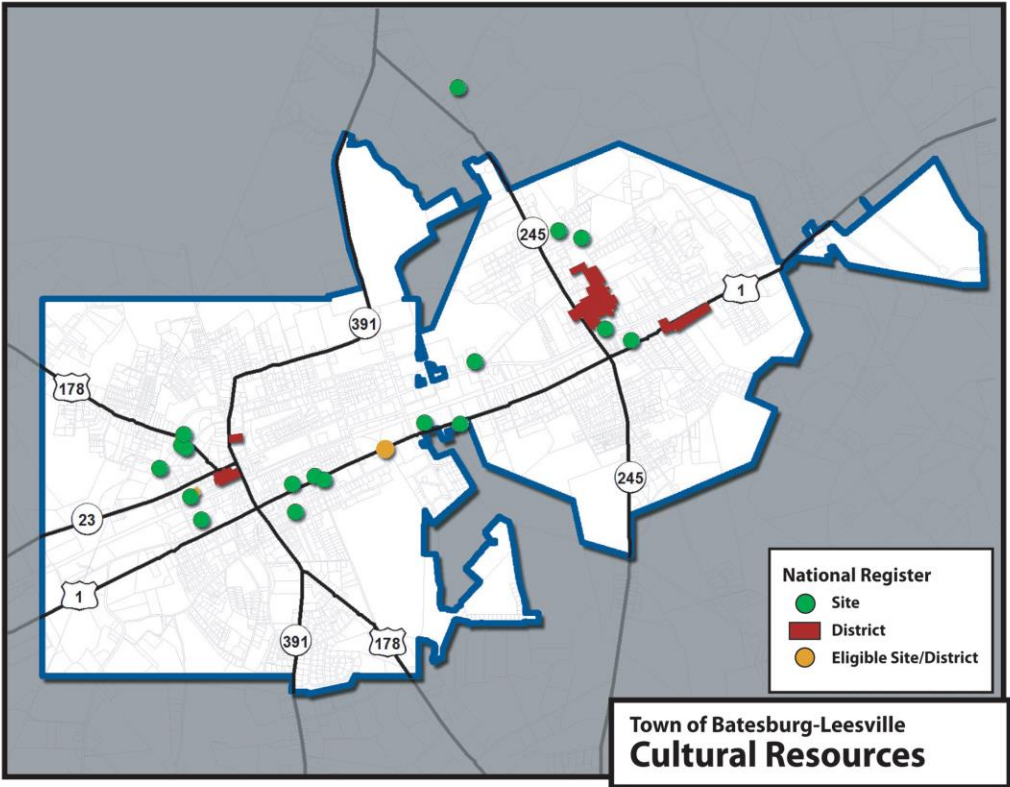
In addition to the structures listed above, the "Historical Sketches of Batesburg-Leesville, South Carolina", published by the Batesburg-Leesville Chamber of Commerce, identifies the following:

- William's Cemetary Site
- Lee's Tavern
- Capt. Andrew David Bates House
- Norris-Murrah House ("Sylvan Grove")
- Bodie-Able-Gunter House
- Leesville Institute and College
- Gray Rock Bottling Company Site
- J.A.J. Mitchell-Berley Shealy House
- John Fox Grave
- Timmerman House
- Fairchild-Bonds-Bates Cemetery
- Col. John W. Lee Family Cemetery
- A.D. Bates-McKendree Mitchell Cemetery
- Dave Shealy-Walter Rose House Site
- McKendree Mitchell-Ray Dodd House
- William C. Mitchell Family Cemetery
- Summerland Railroad Station Site
- Dr. T. Shelton Fox House Site
- Batesburg Institute

One additional structure for consideration as an important part of the town's historic and cultural resource preservation plan is the old post office located at the intersection of N. Pine Street and Railroad Avenue. This structure is located just outside of the Batesburg Commercial Historic District and is important because it is part of the New Deal Architectural Heritage of the state and contains one of only small number SC post office murals which were commissioned by the Works Progress Administration in the 1930s. This building would be an ideal place to locate a town visitor center or chamber of commerce. Grant money may be available to assist in the purchase

and restoration of the building because of the increasing popularity of New Deal Era architecture, landscapes and heritage tourism.

Map 5.1: Historic and Cultural Resources



5.3. Goals, Objectives and Strategies

Goals:

To Protect and restore the unique historic and cultural resources of the town and to utilize this heritage infrastructure to market the town as a tourist destination.

Objectives:

1. Preserve historic structures and small town integrity by implementing a historic preservation program.

Strategies:

1. Establish a relationship with the State Historic Preservation Office (SHPO) to take advantage of programs, services, and grant opportunities.
2. Work with SHPO and other non-profit entities such as the Palmetto Trust for Historic Preservation to create and maintain a comprehensive town wide historic building survey.
3. Work with SHPO and other non-profit entities to create a priority endangered properties list in order to seek funding opportunities for preservation and rehabilitation. Example: New Deal Post Office and Mural.
4. Establish a relationship with local history organizations and the School District to pursue collaborative research projects that will produce interpretive information for local interests and marketing opportunities.
5. Promote beautification efforts in historically significant commercial and residential areas. These efforts can be coordinated with neighborhood groups, non-profits, and the local chamber of commerce.
6. Revise land development code and zoning ordinances to establish Historic Overlay Districts in appropriate neighborhoods for the purpose of ensuring context sensitivity of infill development projects and house renovations.

CHAPTER 6 – COMMUNITY FACILITIES

6.1 Introduction

The community facilities element of the comprehensive plan inventories the infrastructure necessary for the adequate provision of services to the public. This infrastructure includes:

- Water and Sewer Lines
- Solid Waste Services
- Public Safety
- Recreations
- Education and Libraries

6.2 Inventory

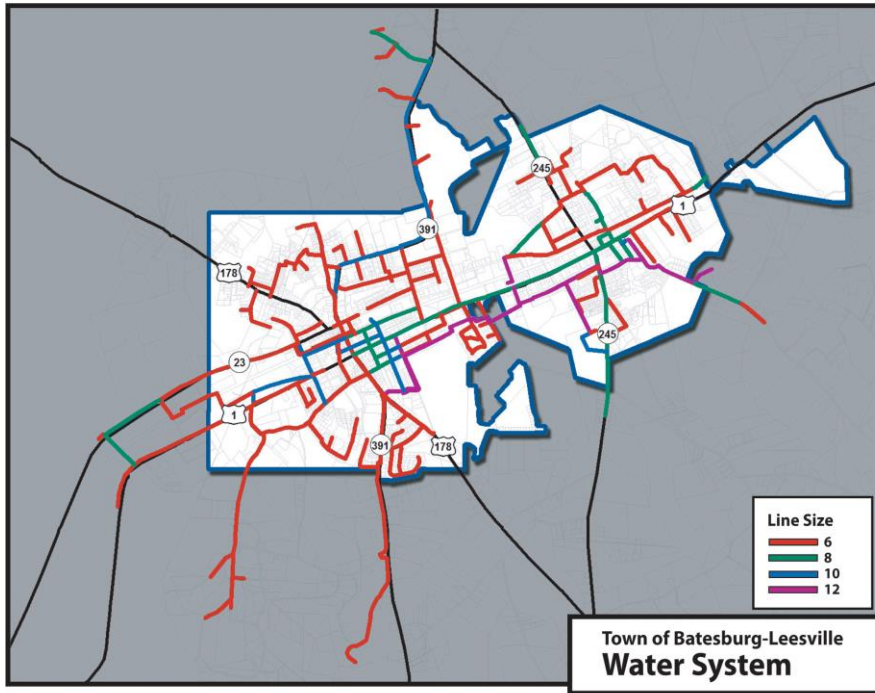
6.2.1 Water and Sewer

Water: Batesburg-Leesville gets its supply of raw water from Lightwood Knot and Duncan Creeks. The average pumpage of the plant is 1.1 MGD. The approximate population served is 2,561. The total plant capacity is 2.1 MGD. The total storage capacity, including elevated, ground and pressure tanks, is 1.45 million gallons. About 125,000 GPD are sold to Ridge Spring.

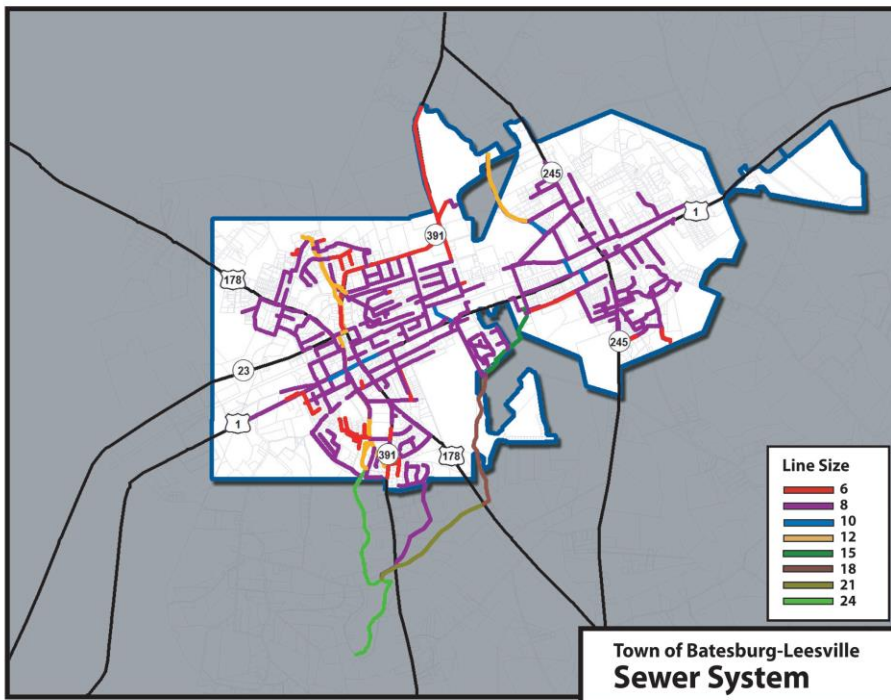
As a part of ongoing efforts to increase and improve upon the town's water system, Batesburg-Leesville is considering a proposal to form a partnership with the Gilbert-Summit Rural Water District and the Saluda County Water and Sewer Authority. The goal is to create a consolidated effort to access and utilize Lake Murray as a primary water supply for the three jurisdictions. If successful, the effort will provide the necessary infrastructure for facilitating growth and economic development within the town and surrounding areas

Sewer: The town's current sewer treatment capacity is 2.5 MGD. The town treats 1 million gallons per day for all areas within the town as well as for a small number of outlying communities.

Map 6.1: Water System Map



Map 6.2: Sewer System Map



6.2.2 Solid Waste

Residential collection is done by Southland Sanitation. The collection is done once a week on curb side with carts. The charge for this service appears on the residents' water bill. Yard trash is collected by the town and taken to their own landfill.

Commercial collection is available from several providers. The collection is done once a week from dumpsters. There is an extra charge for more than one pick up.

6.2.3 Public Safety

Fire Protection and EMS: The Town operates two volunteer fire stations. One is located on West Church Street between Hwy #178 (Saluda Ave.) and North Ridgell Street going out of town on the Batesburg side. The other is located on East Church between Bernard and Main near the Main Street district on the Leesville side. EMS service is provided by Lexington County and is stationed on Church Street. The Batesburg-Leesville Rescue Squad is at the same location.

Police and Detention Facilities: The Police Department has a total of 19 uniformed officers and 5 dispatch/jailers. There are no satellite offices and no immediate plans to establish any. The Town is divided into 4 districts, with a team of four working two, twelve hour shifts. The town would like to hire more officers.

6.2.4 Recreation

The Town of Batesburg-Leesville, local business owners, and citizen volunteers are actively working towards improving the town's two primary park and recreation facilities: the Leesville College Park in the Leesville district and the Wilson Street Park in the Batesburg district. The Leesville College Park was officially dedicated on April 20, 2008 with the addition of new playground equipment, a covered stage, a flagpole and new signage. The park also includes a walking trail and shares the property with Haynes Auditorium and the new Midlands Technical College campus. The park is centrally located and is within walking distance of residential neighborhoods and the old Leesville commercial district.

The Wilson Street Park has also been improved with the volunteer led effort to restore the old passenger train depot in order to provide a space for community groups to meet and engage in recreational activities. This park also includes picnic shelters and a playground. The park is well located and is within proximity to residential areas

and the old Batesburg commercial district. In addition to the town operated facilities, the Lexington County Recreation Commission maintains the Batesburg Leesville Leisure Center, a 17 acre facility which includes a gymnasium, racquetball courts, ceramics room, weight room and meeting rooms.

A new Senior Center operated by the Lexington County Recreation and Aging Commission is now open on Highland Ave. Facilities include a media center, a kitchen, a lounge and a multi-purpose room.

6.2.5 Education and Libraries

Schools: The Town lies within Lexington School District 3, which serves the Batesburg-Leesville and surrounding areas, including a small portion of Saluda County. The district has a total enrollment of 2,200 which includes one comprehensive high school (grades 9-12), one middle school (grades 6-8), one elementary school (grades 3-5) and one primary school (K-2). Table 6.1 shows the average 2005-2006 enrollment figures for these schools.

In the fall of 2007, Midlands Technical College opened a satellite campus on College Street, bringing the opportunity for higher education back to the town.

Table 6.1: 2006-2008 Average School Enrollments

School	2005-2006 Average Enrollment
B-L Primary School	587
B-L Elementary School	459
B-L Middle School	508
B-L High School	607

Library: The Batesburg-Leesville branch of the Lexington County Public Library is a 7,900 sq. ft facility which has a circulation of 65,000 volumes. The proposed square footage of this facility is 9,000 sq. ft.

6.3. Goals, Objectives and Strategies

Goals:

Provide the highest quality of services, meet and maintain high quality of life standards, ensure fiscal responsibility, and encourage sound growth and development practices.

Objectives:

1. Encourage a high level of communication and cooperation between all levels of municipal government, service providers, neighboring jurisdictions, state and regional entities, and the general public.
2. Upgrade and maintain existing park, recreation and natural area infrastructure and introduce new facilities as appropriate, especially in the north and south parts of town where no parks are currently located.
3. Coordinate with the local school district and Midlands Tech to provide high quality elementary, secondary, post-secondary and continuing education/career development opportunities for town residents.
4. Continue to provide and improve police and fire protection and emergency medical services to town residents.
5. Continue to maintain and improve water and sewer infrastructure in order to provide adequate services to meet resident demand.
6. Ensure that the town meets the needs of the public and is able to provide the highest quality of services.

Strategies:

1. Invite and encourage attendance at public meetings by representatives of all affected entities and jurisdictions.
2. Develop and adopt a public participation plan to encourage citizen input on all community facilities projects.
3. Develop and enforce system wide design and landscaping guidelines to reflect native natural conditions, appropriate safety standards, and riparian/wetland regulations.
4. Improve aesthetics of park sites by introducing interpretive signage, native landscaping, lighting and waste disposal infrastructure, and bike and pedestrian accessibility.
5. Establish a maintenance and improvement plan for park and recreation facilities.
6. Work with the school district and technical college to identify an alternative to the Town Commons Site for the purpose of

- providing adult continuing education opportunities and career counseling services.
7. Coordinate with the school district to plan for future expansions and renovations of existing facilities, and locating future facilities to accommodate growth and development within the school district.
 8. Encourage coordination between the town, the school district, and Midlands Tech for the addition of curricular and extra-curricular activities that promote community involvement and leadership training for students.
 9. Minimize response time to emergencies by planning for additional staffing as needed to accommodate growth and improving coordination with state and county emergency preparedness programs.
 10. Encourage the development of fire response facilities on the opposite side of the railroad tracks from the two existing facilities.
 11. Improve safety in existing neighborhoods by developing and implementing a public safety needs assessment plan that will assess deficiencies and duplications of services and identify the need for additional safety elements in residential neighborhoods, such as hydrants and emergency vehicle accessibility.
 12. Maintain, repair, and replace water lines where necessary.
 13. Continue to identify alternative, drought resistant sources for the town's water supply.
 14. Consider future demand and changes in land use policy, such as increased density, in all infrastructure capacity improvement projects.
 15. Ensure the organization and efficiency of town government by performing an organizational audit and needs assessment that takes into account both existing and future public demands.
 16. Improve responses to citizen requests and complaints and by analyzing existing query and complaint data and assessing public involvement needs not met by current programs and policies.

CHAPTER 7 – HOUSING

7.1 Introduction

The housing element of the comprehensive plan examines the quantity, extent, and age of the town’s housing stock. Housing affordability and urban design issues are also addressed as the town aims to increase the livability and overall quality of life for all residents regardless of age and socio-economic status.

7.2 Inventory

Between 1990 and 2000 censuses the total number of housing units and the ratio of renters to owners remained relatively constant and the number of vacant units increased slightly from 9 to 11%. The 1990 census reports that there were a total of 2,433 housing units. Of those, 224 were vacant, 629 were rental units, and 1,580 were owner occupied. The 2000 census reports the total number of housing units in the town had increased slightly to 2,441, with 1,520 owner occupied, 647 renter occupied and 274 vacant.

Table 7.1: Housing Units 1990-2007

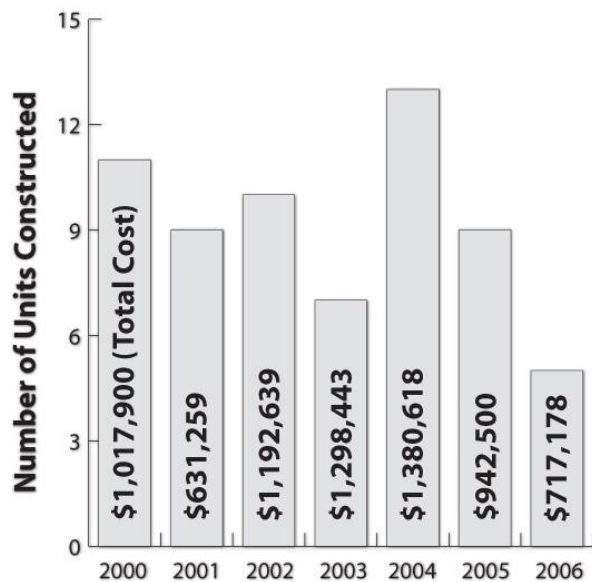
	1990 Census		2000 Census		2007 Estimate	
	Units	Percentage	Units	Percentage	Units	Percentage
Total Housing Units	2,433	----	2,441	----	2,810	----
Owner-Occupied	1,580	64.9%	1,520	62.3%	1,657	59.0%
Renter-Occupied	629	25.9%	647	26.5%	814	29.0%
Vacant	224	9.2%	274	11.2%	339	12.1%

While census figures give an overall representation of housing numbers and the ratios between renters and owners, this data can often be complemented by other, more detailed data sources that give a better indication of housing growth and development trends. Building permit data reveals that in the 1990’s there was a steady growth in the town’s housing stock with two years standing out for growth in home construction. They were 1992, with approximately 55 single- family housing units being constructed and 1996, with the construction of a multi-family housing development containing 39

separate units. This growth may have been speculative on the part of the developers; however, it is more likely that it was a result of a need for newer and larger homes as the income levels and size of middle class families increased.

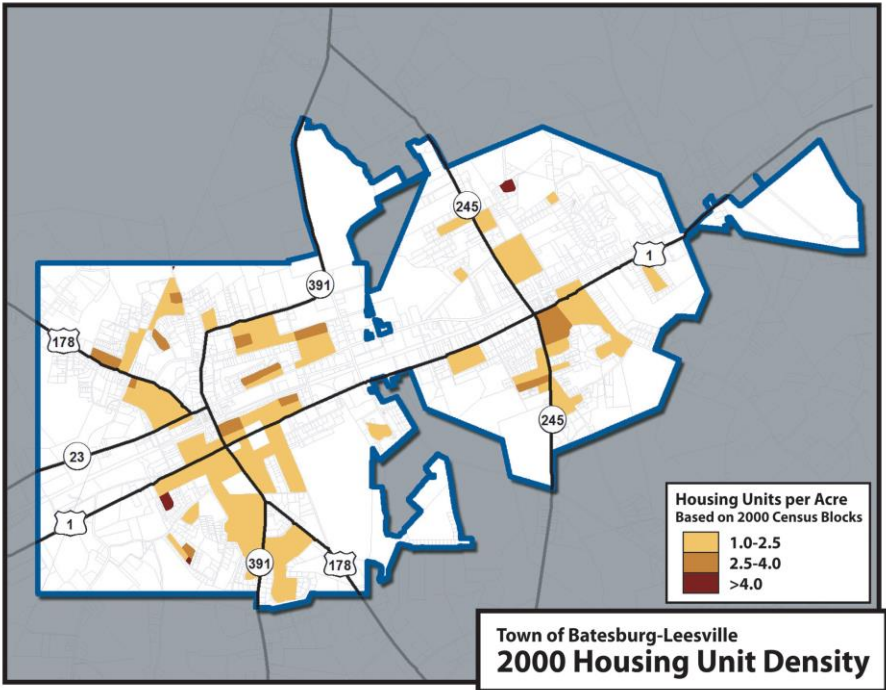
Since 2000, no new multi-family housing units have been constructed within the town, and construction of new single family units, though relatively constant, has been considerably less than the housing growth experienced in the early 1990s. Between 2000 and 2006, only 66 single family units have been constructed for a total value of \$7,180,537.

Figure 7.1: Single Family Units Constructed 2000-2006

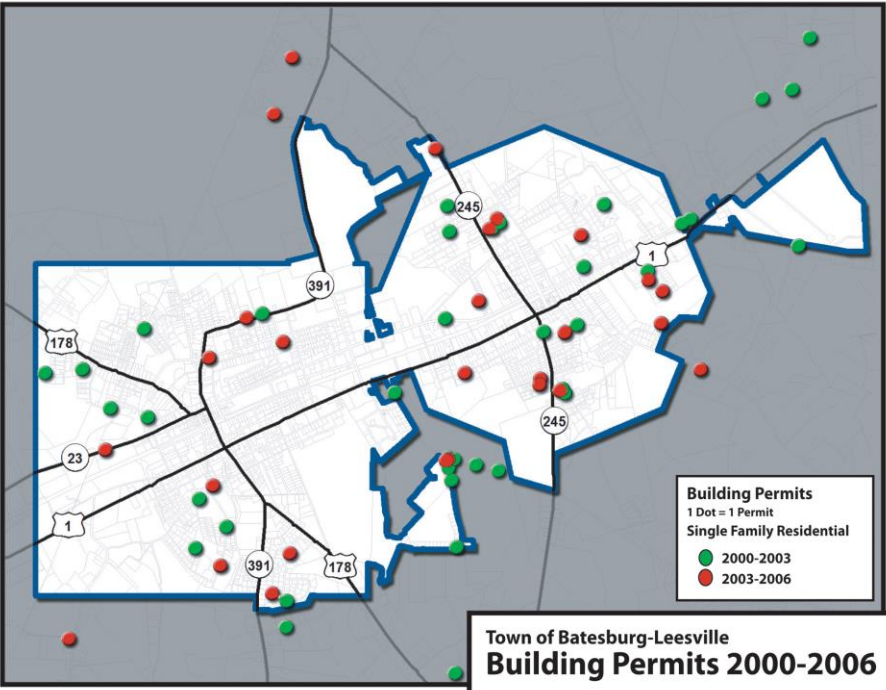


Trends in housing density within the town follow predictable patterns where more densely populated areas are found in the older, traditional neighborhoods surrounding the historic commercial districts and less densely populated areas are located on the periphery of the town municipal limits. Map 7.1 illustrates this pattern, while Map 7.2 illustrates that residential construction since 2000 does not seem to follow any discernable pattern which indicates a healthy mix of both infill development in older neighborhoods and construction of single family residences on what is most likely previously unimproved land in the peripheral areas of the town.

Map 7.1: 2000 Housing Densities

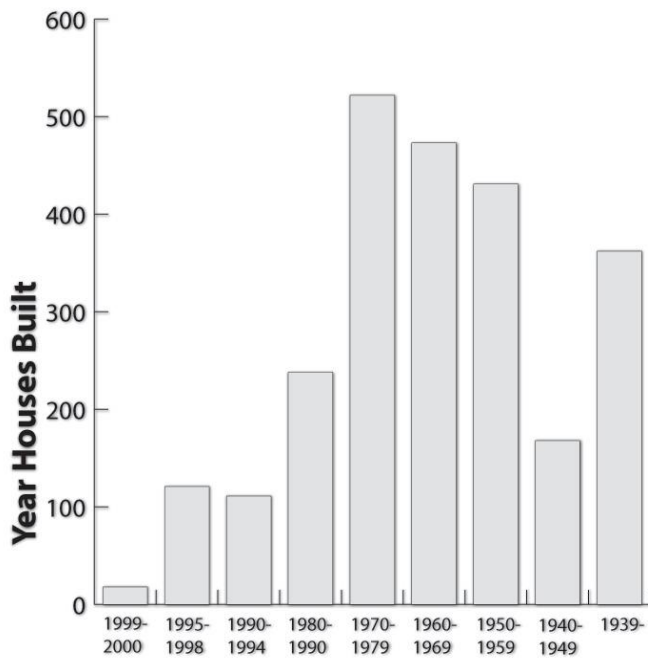


Map 7.2: Building Permits 2000-2006



Despite the growth in housing in the 1990s, analysis of housing stock age reveals that the largest percentage of houses in the town were built in the three decades between 1950 and 1980 accounting for close to 58% of the total housing stock. The next highest percentage of houses (approximately 14%) was built before 1939 which may account for a large number of the houses located in the traditional neighborhoods adjacent to the historic commercial centers. The remaining houses, built in the 1940s and between 1980 and 2000 combined account for almost 27% of the towns housing stock. The mix in age, reflects a diversity of architectural styles, neighborhood designs, and location in reference to the town centers.

Figure 7.2: Year Houses Built 1939-2000



With the unprecedented rise in house values across the nation that followed the real estate and building boom of the late 1990s early 2000s, the issue of affordable housing has become increasingly important for small towns and large cities alike. For the purpose of this document “affordable housing” is defined as:

Residential housing that, so long as is occupied by lower or very low income households, requires payment of monthly housing costs of no more than 30% of one-twelfth adjusted annual income.

General affordable housing thresholds for the Town of Batesburg-Leesville can be determined by analyzing median household income data from the 2000 Census and from 2007 estimates. Table 7.2 illustrates these thresholds by stating the annual and monthly median income figures, the 30% available for housing, and the estimated mortgage amount for moderate, low, and very low income groups (assuming a 30 year fixed rate mortgage at 7% interest that does not include taxes or insurance). These income groups are delineated based on incomes that are 80 percent, 50 percent, and 30 percent of the town’s median income as defined by the Department of Housing and Urban Development for Low and Moderate Income families.

Table 7.2: Median Home Value and Rent 1990-2000

2000 Census				
	Median Income	Monthly Income	30% Housing Cost	Mortgage Amount
Median Income	\$33,433	\$2,786	\$836	\$125,600
Moderate 80%	\$26,746	\$2,229	\$669	\$100,500
Low 50%	\$16,716	\$1,393	\$418	\$62,700
Very Low 30%	\$10,029	\$836	\$251	\$37,700
2007 Estimate				
	Median Income	Monthly Income	30% Housing Cost	Mortgage Amount
Median Income	\$39,903	\$3,325	\$998	\$150,000
Moderate 80%	\$31,922	\$2,660	\$798	\$120,000
Low 50%	\$19,951	\$1,663	\$499	\$75,000
Very Low 30%	\$11,970	\$998	\$299	\$45,000

According to the 2000 census and based on these thresholds, 261 of 860 owner occupied units with mortgages were paying 30% or more of their income on housing. Based on the mortgage amounts reported for “specified owner occupied units,” approximately 25% were over the mortgage amount specified for low and moderate income families. For renters, 266 of 647 or 41% were paying 30% or more of their income on housing.

In relation to the 2000 median house value of \$76,578, the low and very low income populations would be spending well over 30% of their income on housing at or near this value. Comparisons with 2000 median rent, however, are more encouraging as the reported \$312 a month is within an affordable range for the low income population and just barely out of reach for the very low income population representing approximately 37% of their \$836 monthly income.

Table 7.3: Median Home Value and Rent 1990-2000

	1990		2000	
	Batesburg-Leesville	Lexington County	Batesburg-Leesville	Lexington County
Median Home Value	\$50,527	\$74,888	\$76,578	\$104,565
Median Rent	\$165	\$332	\$312	\$451

While no 2007 median house values are available to compare with the 2007 median income estimates, Central Midlands Council of Governments produces an annual Multi-family Housing Survey which reports a \$387 average monthly rent for the Batesburg-Leesville/Gilbert submarket area. When compared to the 2007 monthly income estimates, the pattern is consistent with the 2000 threshold comparisons with all but the very low income population within the 30% threshold.

While these statistics are encouraging because a large percentage of the population has housing options within their means, it is important to note that there is a lack of affordable housing for those with an income of 30% of the town's median (i.e., making \$11,970 a year or less in 2007). An increase in multi-family housing options within the town might have a positive impact on this population as well as for other residents by adding more rental properties and more affordable housing options for buyers not able to afford larger single family dwelling units.

7.3. Goals, Objectives and Strategies

Goals:

Develop a proactive approach for providing opportunities for residential development in the core of the community offering a diversity of housing types for citizens from a wide range of socio-economic backgrounds.

Objectives:

1. Promote the idea of the “Residential Village” to encourage higher density, neo-traditional residential development in infill areas adjacent to the historic commercial districts.

2. Promote the maintenance, renovation, and rehabilitation of the town's existing housing stock.
3. Promote affordable housing initiatives to help meet the needs of residents from varying levels of income.

Strategies:

1. Promote infill development in the Town Commons Priority Investment Area by offering market based incentives to developers.
2. Adopt building and subdivision design guidelines for the Priority Investment Area and other infill Residential Development neighborhoods that promote density, pedestrian accessibility, and connectivity to the larger community.
3. Establish a Residential National Register Historic District where eligible, to allow for state tax credits for residential renovations.
4. Establish other historic overlay districts adjacent to commercial districts to preserve the historic integrity of the neighborhood by promoting context sensitive design for new residential development.
5. Conduct a town wide housing stock survey to identify target areas for rehabilitation programs.
6. Continue to pursue Community Development Block Grant funding for implementing rehabilitation programs.
7. Actively promote the enforcement of Building, Safety, and Nuisance codes.
8. Encourage mixed use and mixed income housing developments by offering various market based incentives to developers.
9. Work with the SC State Housing Authority to offer support for the use of tax credits for developers interested in creating affordable housing opportunities.
10. Pursue Community Development Block Grant funding and other public funding for adaptive reuse projects aimed at creating affordable senior housing opportunities. *Example: Adaptive reuse of Historic Hospital building for development of senior assisted living facility in the City of Newberry.*

CHAPTER 8 – LAND USE

8.1 Introduction

The Land Use element of the comprehensive plan presents an inventory of existing land use, a description of current zoning practices, a future land use concept plan, and a goals and objectives section. Both the inventory and the goals and objectives sections largely reflect concepts presented in other chapters of this document, as many existing conditions and future policy considerations related to population, housing, natural and cultural resources, community facilities, and transportation, are related to how land has been and will be used in the town of Batesburg-Leesville.

8.2 Inventory

8.2.1 Existing Land Use

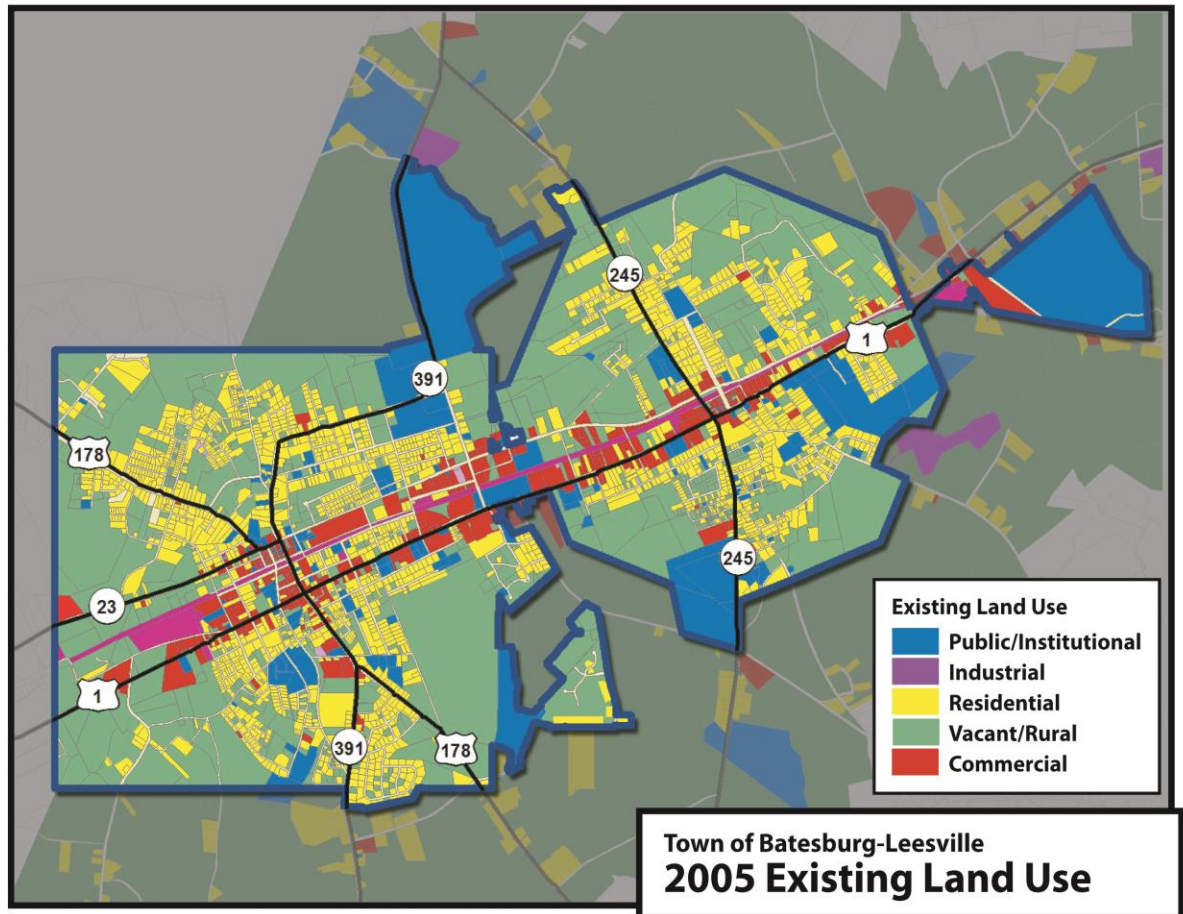
The Town of Batesburg-Leesville contains approximately 5,000 acres of land within its municipal limits. As with many towns of its size in terms of both land and population, a large percentage of the land (approximately 38%) is unimproved for municipal purposes and is often categorized as rural or forested. These areas are predominantly located on the periphery of the town and are characteristic of the landscape and uses found in the adjacent unincorporated parts of Lexington County. Approximately 25% of the improved land is devoted to residential uses, 15% is categorized by vacant land within the improved areas, 13% is public and/or institutional, 4.4% is commercial, and 3.4% is categorized as industrial.

Table 8.1: Summary of Generalized Land Use

	Area in Acres	Percent of Total
Single Family Residential	1178.61	23.77%
Multi-Family Residential	62.02	1.25%
Mobile Home	7.46	0.15%
Public/Institutional	674.92	13.61%
Limited Commercial	16.76	0.34%
General Commercial	202.35	4.08%
Industrial	168.26	3.39%
Rural/Forested	1888.38	38.08%
Vacant	759.73	15.32%
Total	4958.50	100%

Each of these categories are described in more detail based upon the existing land use patterns illustrated in Map 8.1.

Map 8.1: Generalized Land Use



Residential: Residential land uses are found throughout the town and in no particular order. There are only two or three small traditional subdivisions located in and near the town. Most residences are located along established streets and neighborhoods. There are several multi-family developments in the town, including patio homes and apartments, but the predominant residential style is that of the single-family residence. Most new residential development is occurring within vacant and rural lands close to major collector streets and arteries. This is the predominant use of land in town, next to rural lands.

Commercial: Commercial land use is scattered throughout town, with little order or defined commercial district. Due to the town having been two separate towns, there are essentially two “downtowns”. However, commercial growth is expanding between the two former commercial centers. Most growth in commercial land use is located along E. Columbia Avenue and to some lesser degree, Church Street. Commercial land uses can also be found along the arterial roads leading into town from the interstate and Gilbert, but little or none from Aiken and Saluda. Industrial land uses and the railroad which runs through the center of town have been the primary reason for the lack of a developing commercial center. Major commercial development has yet to occur also due to the town’s proximity to I-20 and the commercial centers of Columbia and Augusta where large shopping malls are found just 30 to 40 minutes away.

Industrial: Industrial land uses have been concentrated primarily along the Norfolk Southern Railway line that runs through the center of town, but are also scattered about just outside the town limits. The railroad, proximity to the interstate, and the availability of labor and utilities are the primary reasons for the location of industries in the town. These industries are much diversified, and include clothing manufacturers, a chicken processor, electronics manufacturer, and numerous other manufacturing and warehousing operations.

Public/Institutional: Public and institutional lands consist of lots owned by the town, county, state, or federal government as well as lands owned by large utility operators and other public/private entities that may dictate that the land be used to provide public goods or services. Examples on the map include the large properties owned by the school district, Midlands Tech Community College, and Lexington County.

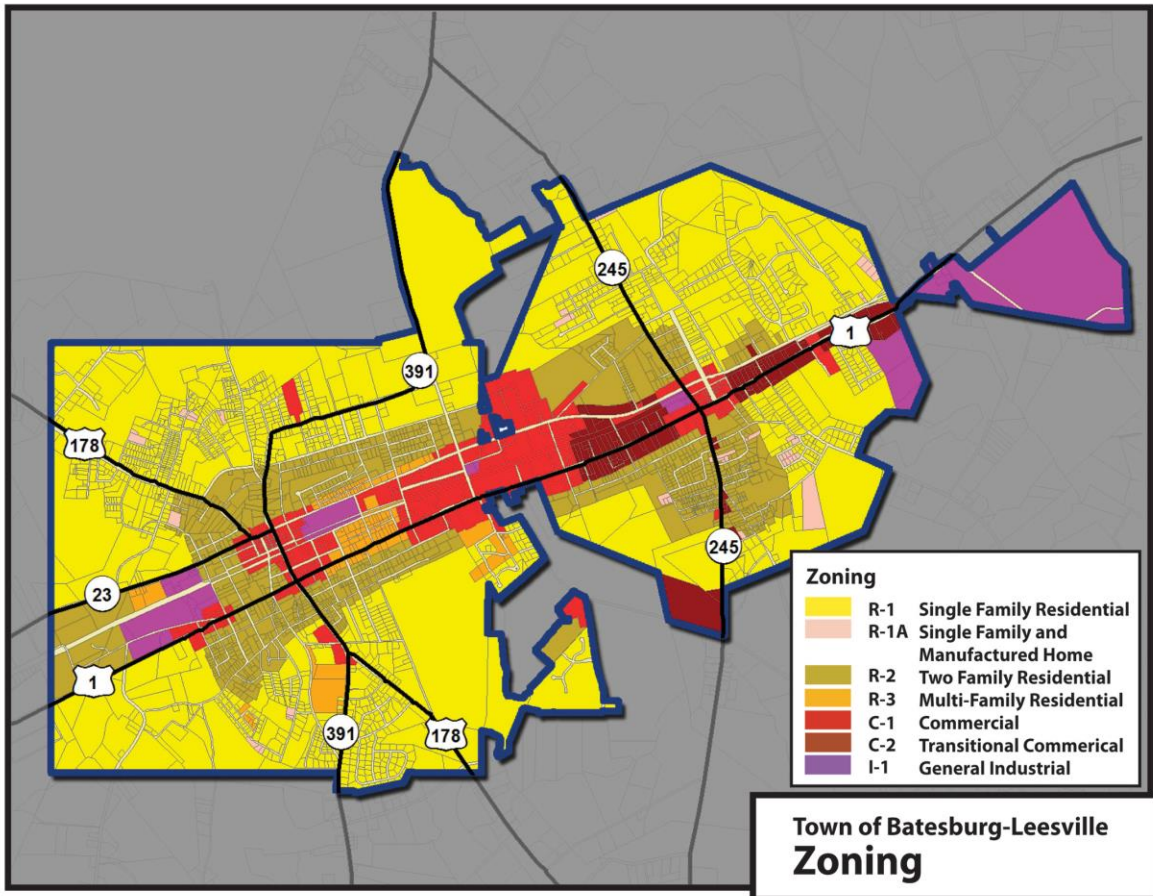
Rural: The remaining land uses in town are classified as rural, agricultural, or forested. These areas form a natural boundary around the town, and have resulted in the existing location and arrangement of the other land uses.

8.2.2 Zoning

The Town of Batesburg-Leesville uses Traditional Zoning, which identifies allowed property uses as residential, commercial or industrial. These are further broken down by density and intensity: R-1, R-1A, R-2, R-3, C-1, C-2, and I-1. The most prevalent zoning in town is that of R-1 (single family residential). The second most common is R-2. C-1 is a distant third as a zoning classification. As

illustrated in Map 8.2, the arrangement of zoning districts is nearly textbook in style, with commercial dominating the center of town and the major arteries, and those areas are surrounded by dense residential and then a less dense residential classification further out.

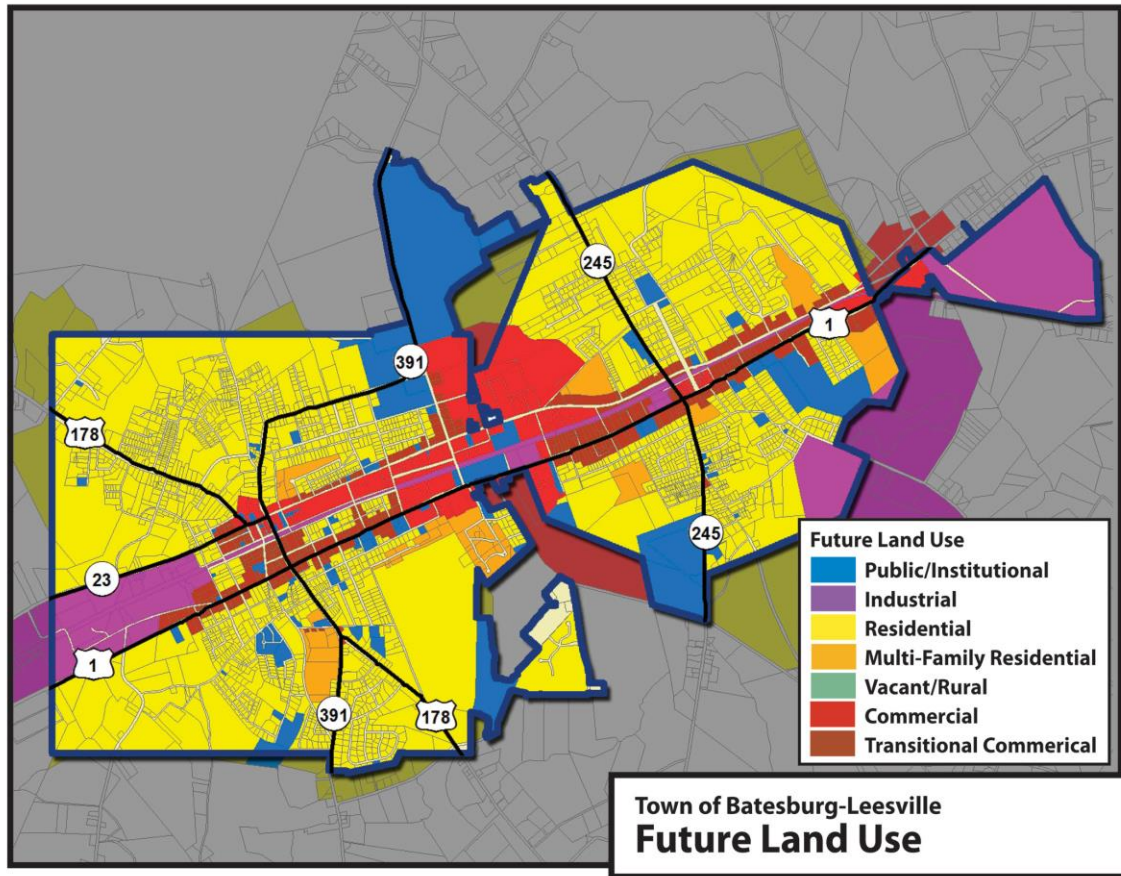
Map 8.2: Zoning



8.2.3 Future Land Use

The future land use map tends to illustrate a more generalized, built-out scenario of growth that will likely occur if existing land use and growth patterns continue under the guidance of the adopted zoning ordinance. As illustrated in Map 8.3, the future land use map for Batesburg-Leesville continues to illustrate a commercial corridor spine that extends along the main transportation arteries and is ringed by residential development with scattered industrial, public, and institutional facilities.

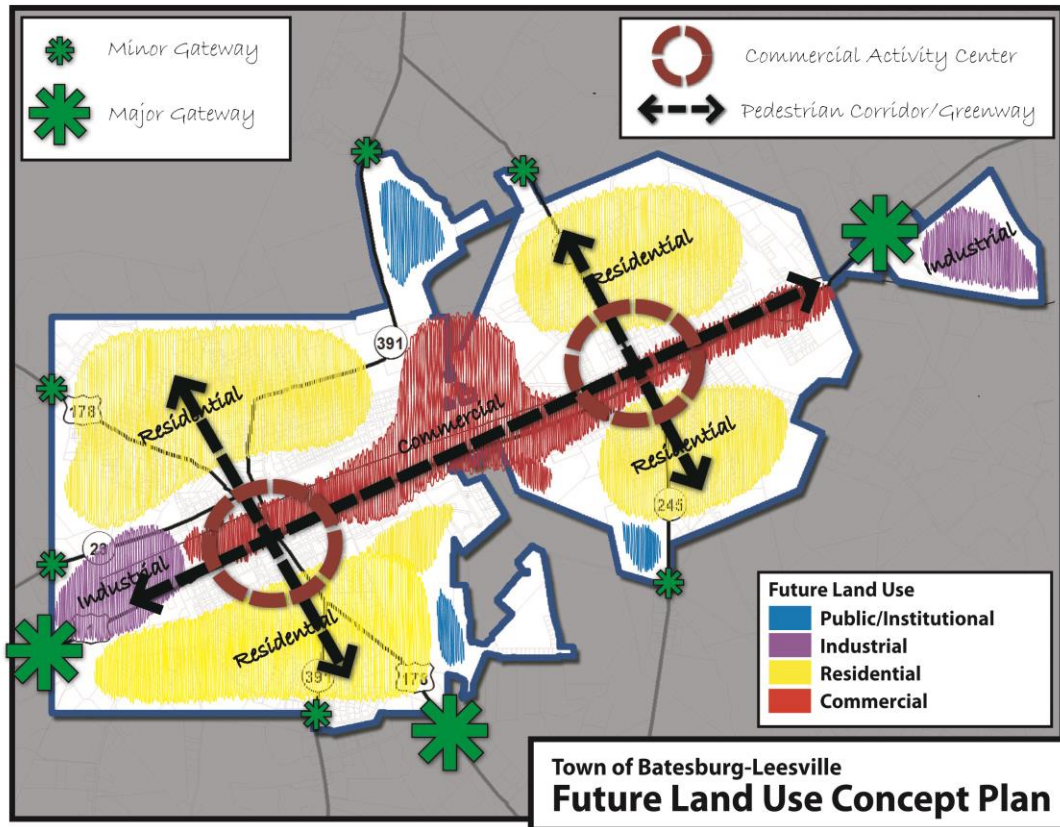
Map 8.3: Future Land Use



Based on input from citizens, business groups, and local government officials, the 2003 Batesburg-Leesville Master Plan also presented a future land use concept of enhancing the commercial spine of the town with a pedestrian oriented greenway corridor that would connect the two traditional business districts and provide a bike and pedestrian link between residential neighborhoods and commercial areas.

This concept is illustrated in Map 8.4 and clearly delineates the desired future land uses, but also provides overall pedestrian connectivity and marks the locations for potential town “gateway” districts. The concept also presupposes that by connecting residential areas to the commercial districts via greenways and pedestrian facilities, any new housing developments will be built based upon neo-traditional design standards and traditional commercial areas will in the future allow for mixed use.

Map 8.4: Future Land Use Concept Plan



8.3 Goals, Objectives and Strategies

Goals:

Use proactive land use strategies to maintain the small town character and historic integrity of the community to benefit existing residents and to attract new ones in response to regional growth pressures.

Objectives:

1. Promote residential development that reflects a variety of housing types, densities, affordability, and pedestrian access to commercial centers and employment opportunities.
2. Review and revise the zoning ordinance and map to provide an up-to-date code for the town that is consistent with the goals and objectives set forth in the comprehensive plan.
3. Ensure that all development within the town and in surrounding areas is compatible with adjacent uses and

guidelines set forth in the zoning and future land use components of the comprehensive plan.

Strategies:

1. Work towards the development of the Town Commons Site, a centrally located mixed use development that provides a variety of community services, adult continuing education opportunities, senior housing opportunities, private office development, mixed income residential development, and pedestrian access.
2. Promote the development of neo-traditional neighborhoods on infill sites and existing residential areas in close proximity to the commercial business districts by offering market based incentives.
3. Develop market based incentives within development codes to encourage neo-traditional neighborhood development, affordable housing options, and the provision of desirable public amenities such as sidewalks and landscaping.
4. Incorporate a design, development, and review process into existing land development regulations that ensures the compatibility of infill development with the existing character of the neighborhood. This might be accomplished by the creation of historic overlay districts in selected commercial and residential areas.
5. Incorporate streetscape and sidewalk design guidelines into the zoning ordinance to ensure the compatibility of new constructions, renovations, and highway improvement projects with existing streetscape and sidewalk design.
6. Create development standards that encourage transit oriented development and walkability as a method of encouraging pedestrian activity and the use of public transit and/or carpooling for commuters.
7. Encourage preservation of open space and protection of riparian/wetland areas by amending zoning ordinance and land use regulations and offering market based incentives such as Transfer of Development Rights to implement town wide open space plan.
8. Strengthen and take necessary action to increase enforcement of all town codes.
9. Coordinate with Lexington County planning officials to ensure development on adjacent areas of the unincorporated county is consistent with the town's future land use plan

CHAPTER 9 – TRANSPORTATION

9.1 Introduction

The transportation element of the comprehensive plan inventories existing transportation infrastructure and travel conditions and offers a range of goals and objectives that build upon the existing conditions analysis. These goals and objectives recommend short term and long term strategies for maintaining, improving upon, and ensuring the long term viability of a multi-modal transportation system that meets local needs while continuing to be a functional part of a larger regional transportation network.

9.2 Inventory

Vehicular circulation in the Town of Batesburg-Leesville is served by a small network of US highways, State highways, and local roads. The primary arteries linking the town to the rest of the local, regional and statewide transportation network include: US 1, US 178, SC 245, SC391, and SC 23.

According to the SC Department of Transportations functional classification system, US 1, SC 32, and US 178 are considered Minor Arterials because they move a relatively significant amount of traffic and connect the town to other communities in the surrounding region. They are generally 2 lane roads and in the case of US 1 have two lanes in both directions as well as a center turn lane in various sections. The optimum operational capacities of these roads range from 10,000-12,000 cars per day. According to the SC DOT traffic counts on these roads as presented in Table 9.1, they are within their daily capacities for adequate vehicular movement.⁴

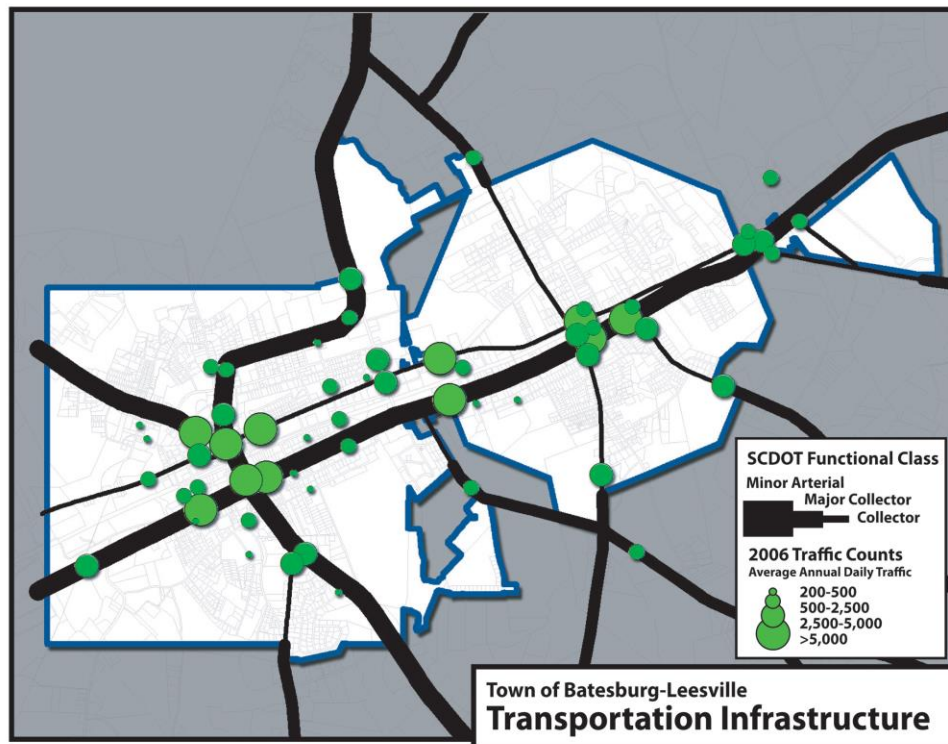
⁴ The SCDOT Traffic Counts are based on Average Annual Daily Traffic (AADT). This number is an average of the daily traffic volumes passing over the count over the course of the year.

Table 9.1: Traffic Counts Over 5,000 AADT

Route #	Station Name	Route Location	AADT 2002	AADT 2003	AADT 2004	AADT 2005	AADT 2006
US 1	E COLUMBIA AVE	S-17 TO SC 245	9800	6100	9600	9400	8800
US 1	E COLUMBIA AVE	SC 245 TO S-39	8700	6700	8000	9000	8500
US 178	W CHURCH ST	SC 23/S-137 TO SC 23/391	8500	9600	8400	8800	8300
US 1	W COLUMBIA AVE	US 178/SC 391 TO S-17	8400	7500	7200	7700	8200
US 1	E COLUMBIA AVE	S-39 TO S-34	8300	6400	7500	8100	7500
US 178	PINE ST	SC 23/391 TO SC 391	7300	7900	6900	7400	6800
SC 23	E CHURCH ST	S-17 TO SC 245	6700	8500	6200	6400	6100
SC 23	W CHURCH ST	US 178/SC 391 TO S-17	5700	5900	6000	6000	6000
US 1	W COLUMBIA AVE	S-50 TO US 178/SC 391	5300	4900	5200	5200	5500

SC 245, and SC 391 are classified as Minor Collectors as they approach the town, but become regular Collectors as they pass inside of the town's municipal limits. These Collectors generally consist of 2 lane roads that serve local residential and rural areas, thus “collecting” the traffic that passes onto the larger arterial system. These roads have a much smaller optimum operational design capacity of approximately 8,600 cars per day. According to SCDOT traffic counts for 2007 these roads are also within their daily capacities for adequate vehicular movement.

Map 9.1: Road Inventory and Traffic Counts



While congestion on existing facilities is not an immediate issue for the town, the biggest transportation problem is related to the lack of adequate transportation connections to the regional network. Currently, no multi-lane facilities connect the town to the interstate or neighboring communities thus limiting the potential for efficient freight movement and resident access to nearby employment, health, and commercial opportunities.

To address these needs Central Midlands Council of Governments, the rural transportation planning body for the Central Midlands Region, approved the inclusion of a US 1 widening project in the 2000 Statewide Transportation Improvement Plan. This project is intended to widen a 5.75 mile roadway section between S-24 west to SC 23 on the eastern edge of Leesville, where US 1 widens to 4 lanes through town. As of early 2008, the preliminary design phase of the project was almost complete, but the project itself is still not fully funded for Right of Way acquisition and construction. The estimated costs of the project for the three proposed alignments range from \$24,000,000 - \$50,000,000. Considering the current fiscal constraints on the Federal Highway Administration and the South Carolina Department of Transportation, it is uncertain when and if the project will get built.

The Central Midlands Council of Governments 2003 Rural Long Range Transportation Plan also included a series of unfunded and un-prioritized recommendations for potential road safety improvement projects (e.g., shoulder widening); intersection improvement projects; and bike facility improvements within the town. The locations of these projects are illustrated on Map 9.2.

Map 9.2 also identifies the locations of a potential commuter rail line and commuter rail station connecting Batesburg-Leesville and the city of Columbia via Gilbert-Summit, Town of Lexington, and the City of West Columbia. This potential project was identified as a part of the Central Midlands Council of Governments Commuter Rail Feasibility Study completed in 2005. While the Batesburg-Leesville to Columbia route was not chosen as the highest priority route for the region, the report did encourage local governments to start planning for mass transit commuter projects that might include express bus service and carpooling/park and ride infrastructure. Batesburg-Leesville is well positioned to seriously consider championing these solutions for the region because of the large number of residents who commute to the Columbia/Lexington areas for employment as illustrated in Table 9.2

Map 9.2: Road Inventory and Traffic Counts

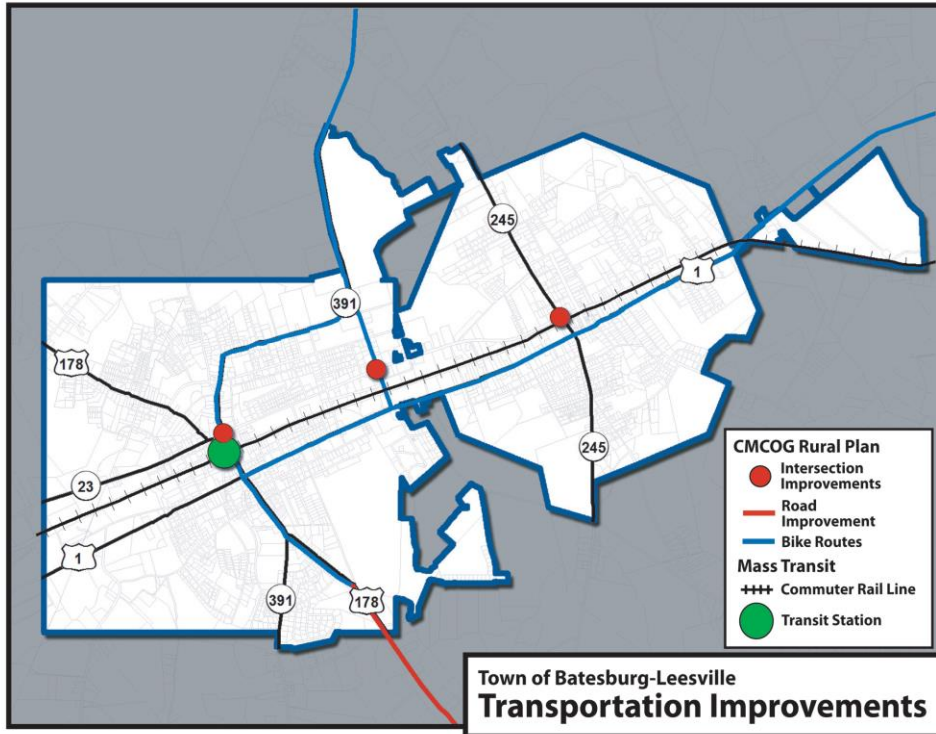


Table 9.2: Average Travel Times

From Batesburg-Leesville to:	# of People Commuting	Mean Travel Time (In Minutes)
Aiken	15	40
Batesburg-Leesville	940	9
Cayce/West Columbia	140	39.9
Columbia	270	42.7
Dentsville/Woodfield*	20	46.8
Lexington	155	34
Newberry	10	45
Oak Grove*	10	30
Red Bank*	10	30
St. Andrews*	30	43.1
Saluda	35	19.5
Seven Oaks*	55	35
Springdale	20	43.1
Woodfield*	10	50
Total Sample	1720	
Total in Workforce (2000)	2400	

* Unincorporated areas of Richland and Lexington Counties that are recognized by the Census Bureau as having similar characteristics as incorporated places but do not have their own municipal governments.
 Source: Journey to Work Data, 2000 Census Transportation Planning Package

Because of Batesburg-Leesville's long history as a railroad and trading town, many of the historic neighborhoods that developed around the two commercial centers are built to pedestrian scale and have some existing pedestrian facilities. While there are no existing bicycle facilities in town, the low volumes of traffic and the existing network of intersecting collector streets allow for safe and efficient bicycle travel. Because of the existing character and historical integrity of the town, the potential for improving both bike and pedestrian facilities is strong and should be seriously considered when considering investing in future transportation improvement projects. Projects such as the recent streetscaping along E. Columbia Avenue which added approximately 1,300 linear feet of new sidewalks along with landscaping and other beautification measures enhance the overall walkability and neo-traditional character of the town.

Such projects are consistent with the Future Land Use concept map presented in Chapter 8 and are consistent with the Transit Oriented Development strategies recommended by the Central Midlands Council of Governments Commuter Rail Feasibility Study. Some of these principles are reflected below.

9.3 Goals, Objectives and Strategies

Goals:

To provide a safe and efficient multi-modal transportation system that allows for adequate vehicular circulation, provides bike and pedestrian accessibility, and has sufficient connectivity to a larger regional transportation network.

Objectives:

1. Improve local vehicular circulation on the arterial transportation network to improve safety, and alleviate peak hour congestion.
2. Develop a comprehensive, interconnected system of bike and pedestrian facilities that are functional, safe, and encourage use by a wide range of commuter and recreational users and that connects neighborhoods to commercial and activity centers.
3. Encourage regional connectivity by supporting the continued funding of the US 1 widening project that will provide improved highway access into Batesburg-Leesville.
4. Encourage the development of alternatives to single occupancy vehicle travel for residents commuting to employment nodes in the Columbia Metropolitan area.

Transportation

5. To provide long range planning for a local transit system that could potentially serve as a circulator bus to move people between the two commercial centers and adjacent residential areas.

Strategies:

1. Develop access management standards for new developments and redevelopment projects.
2. Identify intersection improvement projects for consideration in CMCOG rural transportation planning process.
3. Develop a detailed plan for the design and implementation of a town-wide greenway/pedestrian network.
4. Sidewalk Survey for identifying gaps and assessing needs, to include intersection crosswalk additions and improvements.
5. Continue applying for Transportation Enhancement Funds for streetscaping and implementation of priority bike and pedestrian projects.
6. Incorporate town-wide design guidelines to ensure a seamless, compatible design and context sensitivity.
7. Work with SCDOT to ensure proper placement of additional signage with the intention of implementing a pedestrian and vehicular way finding system.
8. Work within the regional framework by communicating with the local representative on the CMCOG Rural Transportation Committee.
9. Work with Lexington and Richland Counties to examine options for increasing local funding for transportation improvements.
10. Identify park and ride opportunities by locating sites, developing them, and marketing them for use by carpoolers and future commuter transit riders.
11. Encourage carpooling by commuters by partnering with state agencies to provide education and/or online ride share/ride board program.
12. Work within the regional framework by communicating with the local representative on the CMCOG Rail Transit Committee.
13. Work with Lexington County representatives to discuss funding options for supporting Central Midlands Regional Transit Authority (CMRTA) and future expansions of CMRTA services.
14. Encourage the development of a Transit Oriented Development (TOD) district around a future, centrally located, park and ride/commuter rail station. The TOD district would be a mixed use area that provides housing, retail and office opportunities in a specified radius around the

proposed station. *Example: TOD overlay district in Davidson, NC on future Charlotte commuter rail/MBRT route.*

15. Conduct a feasibility study to assess existing and future demand for such services.

CHAPTER 10 – PRIORITY INVESTMENT

10.1 Introduction

The Priority Investment Act was signed into law by Governor Sanford on May 23, 2007. The law amends the Local Government Comprehensive Planning Enabling Act of 1994 with the intention of improving the planning and multi-jurisdictional coordination of public infrastructure decisions and to encourage the development of affordable housing and traditional neighborhood design. To accomplish these goals, the act amends the housing element and adds two new elements to the comprehensive plan. These include a separate multi-modal transportation element that focuses on facility improvements, and a priority investment element, which requires local governments to assess the availability of public funds for infrastructure improvements and to prioritize these improvements for expenditure over the course of the next ten years. The act also gives local governments the flexibility of designating specific “priority investment” areas within their jurisdiction that will promote and direct growth where existing or planned infrastructure can support higher intensities of development. Local governments are also encouraged to use a wide range of market based incentives to foster public and private investment in projects within these priority investment areas that meet the affordable housing, design and density requirements, and financial planning goals of the Priority Investment Act.

10.2 Inventory

The Priority Investment Element (PIE) is intended to help prioritize and allocate funding for infrastructure improvement projects identified in the other elements of the Comprehensive Plan based on projected revenues for the next 10 years. One approach being utilized by other jurisdictions is to tie the PIE with a 5 year Capital Improvement Program (CIP). The traditional CIP utilized by many jurisdictions is a way to schedule public physical improvements based on available fiscal resources. Linking the CIP process to the priority Investment process essentially extends the scope of the CIP to 10 years in the future, helps guide the CIP process based on the direction set forth in the Comprehensive Plan, and allows for the programming and prioritization of longer term projects based on projected fiscal resources.

It is recommended that the town of Batesburg-Leesville consider implementing a Capital Improvement Program that incorporates the various public infrastructure improvement projects discussed in the comprehensive plan and informs future revisions to the PIE by providing a detailed list of existing and projected revenue sources as well as additional projects for both short term and longer term prioritization.

Housing, transportation, and community facilities projects discussed in this document that should be refined and considered for inclusion in future CIP and PIE prioritization lists include:

- Infrastructure improvements for a future Batesburg-Leesville business/industrial park site
- Infrastructure improvements for a future Town Commons Mixed Use Site that includes opportunities for affordable housing, neo-traditional design, adult continuing education, and commercial retail development
- Expenditures for the development of an alternative drought resistant water source for the town
- Development of a new fire station/sub-station on the opposite side of the railroad tracks
- Development of new park and recreation facilities in the underserved areas of the town
- Maintenance and improvements for existing park and recreation facilities
- Local/Municipal support infrastructure for the US 1 road widening project
- Development of park and ride/commuter facilities and infrastructure improvements for a Transit Oriented Development district

All of these projects relate to non-specific physical improvements to sites that have yet to be determined or are currently uncertain as to the status and availability of existing sites.

The following Goals, Objectives, and Strategies are intended to help the town work towards identifying, prioritizing and budgeting for the long term implementation of the types of infrastructure improvement projects listed above and discussed in the previous chapters of this document. They include strategies that will assist the town in local and regional coordination efforts, developing and maintaining a CIP and PIE, and designating official priority investment areas that will provide focus areas for future public and private investment.

10.3 Goals, Objectives and Strategies

Goals:

Participate in an ongoing dialogue with all relevant public and private entities and neighboring jurisdictions in order to facilitate better communication and coordination in the planning and implementation of public infrastructure projects.

Identify and prioritize public infrastructure projects and analyze available public funding for recommending requisite expenditures for implementation.

Encourage and accommodate public and private investment in key areas of the town in order to achieve the goals, objectives, and strategies outlined in the other elements of the comprehensive plan.

Objectives:

1. Provide written notification to all relevant parties of major development proposals and infrastructure improvement projects that might impact their service areas or jurisdictions.
2. Provide an opportunity for comment by relevant parties for major development proposals and infrastructure improvement projects.
3. Develop and maintain a Capital Improvement Plan (CIP) for budgeting the provision of services and infrastructure improvements in relationship to projected revenues and funding streams.
4. Ensure the Priority Investment Element of the Comprehensive Plan is revised so that it is coordinated with the Capital Improvement Plan to effectively make recommendations for infrastructure improvements based on available resources.
5. Encourage public and private investment that benefits the historic town centers and enhances their ability to foster and maintain economic vitality.
6. Encourage public and private investment in infrastructure improvement projects that work towards the creation of an industrial/business park development district.
7. Encourage public and private investment that facilitates the creation of a Town Commons Mixed Use Site as outlined in the Town Master Plan.

Strategies:

1. Identify and meet with primary points of contact in relevant agencies and jurisdictions to discuss adopting procedures for opening and maintaining lines of communication.
2. Maintain an official contact database for dissemination of written notifications. Example: Notifying School district and water and sewer provider of major proposed subdivision.
3. Include in written notifications information on scheduled public meetings and/or other public comment opportunities such as Council Meetings or internet surveys.
4. Solicit comments from governing bodies of neighboring jurisdictions by regularly attending their public meetings.
5. Conduct a pier town review in order to assess appropriate procedures for developing and maintaining a CIP.
6. Develop and adopt a CIP, CIP maintenance and administrative program, and review/update schedule for ensuring concurrence with new and relevant information, legislation, projects and policies.
7. Develop an administrative process and policy for effectively coordinating the development and maintenance of the CIP and Priority Investment Element of the Comprehensive Plan between appropriate staff, departments, and agencies.
8. Revise the Priority Investment Element of the Comprehensive Plan to reflect the CIP so that it can be incorporated into the next review/update of the Comprehensive Plan.
9. Consider officially designating a Historic Town Center Priority Investment Area and revise the Priority Investment Element of the Comprehensive Plan to reflect this designation so that appropriate resources can be allocated.
10. Use market based incentives to encourage investment and rehabilitation of historic structures in the traditional town centers for purpose of increasing commercial, office, and service employment opportunities.
11. Implement strategies pertaining to increasing commercial/retail opportunities, and promoting historic preservation as outlined in the economic development and historical and cultural resources elements of the comprehensive plan.
12. Consider officially designating a Batesburg-Leesville Industrial/Business Park Priority Invest Area and revise the Priority Investment Element of the Comprehensive Plan to reflect this designation so that appropriate resources can be allocated.

13. Implement strategies pertaining to increasing opportunities for light industrial employment outlined in the economic development element of the comprehensive plan.
14. Consider officially designating a Town Commons Mixed Use Priority Invest Area and revise the Priority Investment Element of the Comprehensive Plan to reflect this designation so that appropriate resources can be allocated.
15. Utilize market based incentives to encourage residential, office, and commercial development in the designated Town Commons Mixed Use Priority Investment Area.
16. Implement a streamlined development review process for mixed use and environmentally sustainable low impact development proposals for the site.

APPENDIX: POLICIES AND IMPLEMENTATION TIMEFRAMES

The following policy matrix summarizes the goals, objectives, and strategies presented for each element of the comprehensive plan. In addition, a general timeframe for implementation accompanies each strategy. These timeframes are broken into the following four categories:

- Short term strategies generally consist of local and regional coordination efforts and planning projects or inventories that do not require considerable staff time or financial resources to implement. Such strategies should be considered for implementation within a 1-2 year timeframe.
- Mid term strategies consist of planning projects or policy changes that have an immediate need but may require a significant amount of staff time, coordination and public participation efforts, and the allocation of financial resources to implement. Such strategies should be considered for implementation within a 2-5 year timeframe.
- Long term strategies consist of major planning projects or changes in policies or administrative operations and may require considerable staff time, the procurement of professional services, and/or the allocation of significant financial resources. Such strategies should be considered for implementation within a 5-10 year timeframe.
- Continuous strategies consist of local and regional coordination efforts, inventories, database maintenance, and planning projects that should be considered for immediate and ongoing implementation.