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Introduction

The South Carolina Local Government Comprehensive Planning Enabling Act of 1994 requires all units of local government utilizing zoning or land use controls to complete and adopt a comprehensive plan. The law requires that an independent board of local citizens called a Planning Commission act as an advisory committee to the governing body on constructing and adopting the plan. The objectives of the planning process are to develop an inventory of the community's historical and existing conditions and trends and to develop goals and objectives regarding community growth and development. These goals and objectives communicate the suggested policy directions for the local government.

The comprehensive planning process consists of three separate, but equally important steps. The first step is designed to provide an inventory of facts and to undertake a fundamental analysis of community issues. This account of existing conditions will be used in subsequent decisions in the planning process. During the inventory process, basic information and statistics from the community are analyzed to identify historical trends and current conditions as well as to uncover potential problems or opportunities in the city.

In the second step of the planning process, the needs and goals of the community are generated from the analysis of the community's historical and existing conditions. In this step the Planning Commission decides which trends or issues encountered in step one are important enough to warrant further attention or action from the local government. Once these issues are identified, it is necessary to decide the overall goals of the community.

The final step in the planning process involves developing a plan of action for achieving the city's goals. This implementation strategy identifies specific activities, programs, or policies to be carried out by the local government in order to address the identified objectives.

Nine different elements have been inventoried and analyzed in the plan to determine the City of New Ellenton, South Carolina's needs and future development strategies. These elements include population, economic conditions, natural resources, historic and cultural resources, housing, transportation, community facilities, priority investment area and land use.

Ultimately, the Comprehensive Plan should be utilized as a guide for policymakers to develop consistent and reasonable solutions that promote the goals of the plan. Community growth and development and the policies subsequently established should be developed in accordance with the implementation strategies of the Comprehensive Plan.

Chapter One: Population Element

The Population Element of the Comprehensive Plan provides an overview of population and household trends in the City of New Ellenton, South Carolina. This chapter includes information and analysis on the overall population, household information, age, income, race, educational attainment, and more. The data provided in this report is based on the US Census Bureau’s decennial Census data and American Community Survey (ACS) estimates. Projections were included, where available, using U.S. Census figures and ESRI Business Analyst Online (BAO). This information is provided to give decision-makers an understanding of how the population affects the existing situation and the future potential of an area.

A. INVENTORY

Key components of population change over time include births, deaths, and migration. Births and deaths usually change gradually over time, but migration trends can lead to dramatic changes from one decade to the next due to economic circumstances. Between 2000 and 2018, the City of New Ellenton’s total population fluctuated slightly. In the year 2000, the total population was 2,250 people, but by 2010 it had decreased by almost 9 percent. This decrease may be attributed to the collapse of the housing market in 2008, and the lingering effects of the economic crisis. During this time New Ellenton, along with the rest of the nation, experienced higher unemployment levels.

Table 1.1: Population of all County Incorporated Places, 2000- 2018

Municipality	2000	2010	2018 (Estimate)
Aiken County	142,552	160,099	169,401
Aiken	25,337	29,524	30,778
Burnettown	2,720	2,673	2,736
Jackson	1,625	1,700	1,783
Monetta	220	236	235
New Ellenton	2,250	2,052	2,133
North Augusta	17,574	21,348	23,584
Perry	237	233	247
Salley	410	398	414
Wagener	863	797	834
Windsor	127	121	147

Source: U.S. Census Bureau, 2013-2017 ACS 5-Year Estimates

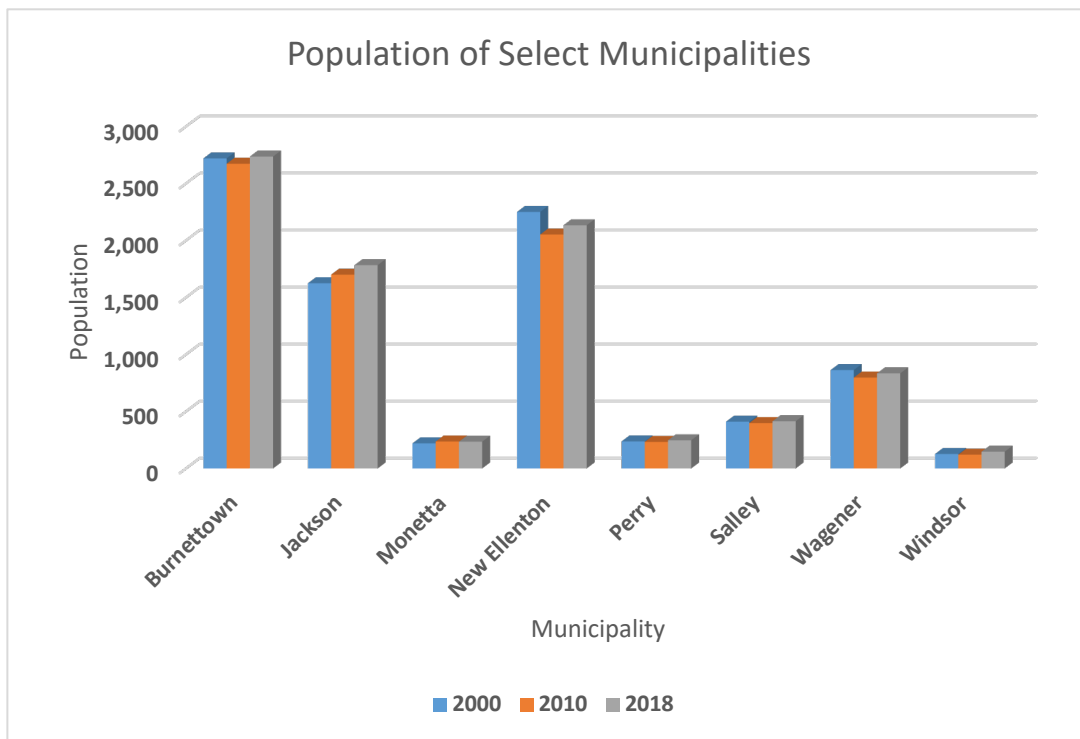
The population trends of New Ellenton and the other incorporated municipalities of Aiken County are shown above in Table 1.1. Overall, Aiken County’s population is experiencing steady growth. Between 2000 and 2010, half of the municipalities within Aiken County had at least a slight increase in population. From 2010 to 2018, nearly all of the 10 municipalities of Aiken County have seen increases in population, with the cities of Aiken and North Augusta experiencing the highest increases.

According to the American Community Survey estimate, the population of New Ellenton was 2,133 in 2018. This represents an approximate four percent increase over the 2010 population. This increase did not bring the city’s population back to its 2000 level, however, it does indicate a slight growth trend.

ESRI forecasts project that New Ellenton’s population will continue to grow and will total 2,329 people by 2024. This represents an approximate 9 percent increase over the 2018 population estimate.

Figure 1.1 below depicts the fluctuation in the population of selected smaller municipalities within the County from 2000 to 2018.

Figure 1.1: Population of Select County Incorporated Places, 2000- 2018



Population Composition

New Ellenton’s population, while showing some shifts and new trend lines, has generally experienced little change in racial composition since 2000. Over the ten years, the number of Black or African American residents decreased by about 6.6% and the white population showed a decrease of about 12.5%.

Table 1.2 shows the racial population trends in the city by total number and percentage of the total for 2000 and 2010.

Table 1.2: New Ellenton Population Characteristics, 2000- 2010

Race	2000	% of Total	2010	% of Total
Black or African American	806	35.8%	753	36.7%
White	1,364	60.6%	1,194	58.2%
American Indian and Alaska Native	13	0.6%	3	0.1%
Asian	8	0.4%	9	0.4%
Native Hawaiian and Other Pacific Islander	0	0.0%	0	0.0%
Other	20	0.9%	33	1.6%
Two or more races	39	1.7%	60	2.9%
Total	2,250	100.00%	2,052	100.00%

Source: U.S. Census Bureau

There were 49 people of Hispanic descent in the City of New Ellenton in 2000, and 67 in 2010. For Census purposes, Hispanic is considered an ethnic group rather than a race. Hispanic persons are counted in one of the racial groups in the chart above. The Census Bureau’s ACS estimates identify the city’s Hispanic population as 82 in 2017, representing approximately 3.4% of the total population.

Age Distribution

The age distribution of the population for New Ellenton from 2000 to 2017 is shown in Table 1.3 on the following page. The data shown in the table indicate that the largest percentage of persons in New Ellenton in 2017 were between the ages of 25 and 34, followed by the age group 35 to 44.

A promising sign in terms of population growth in New Ellenton is the slight increase in the population of children. Between 2010 and 2018, all of the younger age groups from 0 - 19 years old increased in population. The city should strive to retain and increase the population of these age groups. Educational and employment opportunities are crucial in retaining and attracting younger people to New Ellenton.

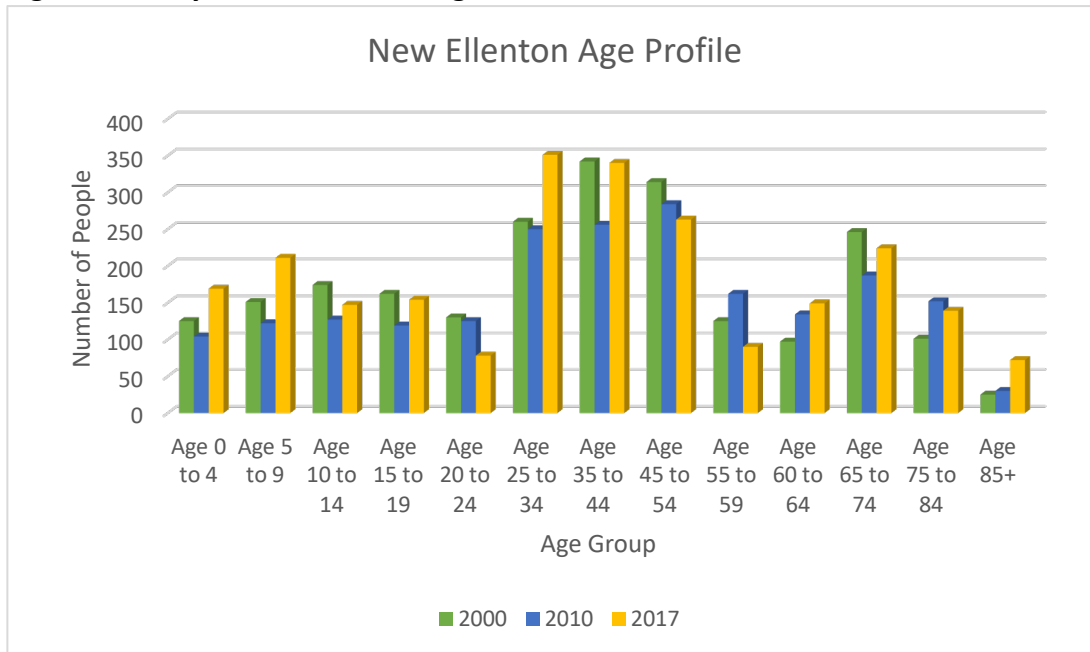
Table 1.3: New Ellenton Age Distribution, 2000- 2017

Age Group	2000	% of Total	2010	% of Total	2017 (est.)	% of Total
Under 5	125	5.6%	104	5.1%	169	7.1%
5 to 9	151	6.7%	122	5.9%	211	8.8%
10 to 14	174	7.7%	127	6.2%	147	6.2%
15 to 19	162	7.2%	119	5.8%	154	6.5%
20 to 24	130	5.8%	125	6.1%	78	3.3%
25 to 34	260	11.6%	250	12.2%	351	14.7%
35 to 44	342	15.2%	256	12.4%	340	14.2%
45 to 54	314	14.0%	284	13.9%	263	11.0%
55 to 59	125	5.6%	162	7.9%	90	3.8%
60 to 64	97	4.3%	134	6.5%	149	6.2%
65 to 74	246	10.9%	187	9.2%	224	9.4%
75 to 84	101	4.5%	152	7.4%	139	5.8%
85 and over	25	1.0%	30	1.5%	72	3.0%
Total	2,250	100%	2,052	100%	2,387	100%

Source: U.S. Census Bureau, 2013-2017 ACS 5-Year Estimates

Figure 1.2 below depicts the city’s age profile from 2000 to 2017. This chart shows that there is a high number of older citizens living in New Ellenton. This reflects not only increasingly better healthcare, lifestyle, and health education for citizens in general, but also that New Ellenton is an appealing place for retirement.

Figure 1.2: City of New Ellenton Age Profile, 2000- 2017



Source: U.S. Census Bureau, 2013-2017 ACS 5-Year Estimates

Gender

The gender ratio in New Ellenton remained relatively unchanged between 2000 and 2017. In 2017, females comprised approximately 55.4 percent of the population while males comprised 44.6%.

Table 1.4: New Ellenton Gender Composition, 2000- 2017

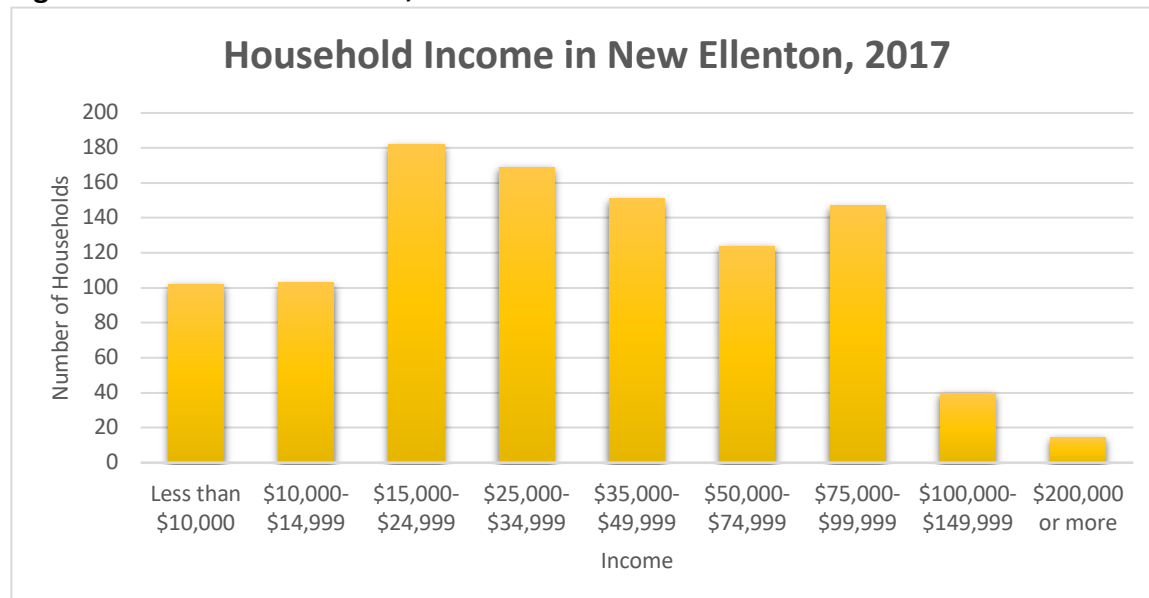
	2000	Percent	2010	Percent	2017 (Est.)	Percent
Male	1,077	47.9%	1,002	48.8%	1,065	44.6%
Female	1,173	52.1%	1,050	51.2%	1,322	55.4%
County Total	2,250	100%	2,052	100%	2,387	100%

Source: 2013-2017 American Community Survey 5-Year Estimates

Income Levels

Figure 1.1 shows the breakdown of household income in New Ellenton for the year 2017. The city's median household income in 2017 was \$29,980. Approximately 20 percent of households had an income of less than \$15,000. According to the American Community Survey, it is estimated that 26.9 percent of families had incomes that were below the poverty level in 2017. Income and employment will be discussed further in the next chapter of this plan, *Economic Element*.

Figure 1.3: Household Income, 2017

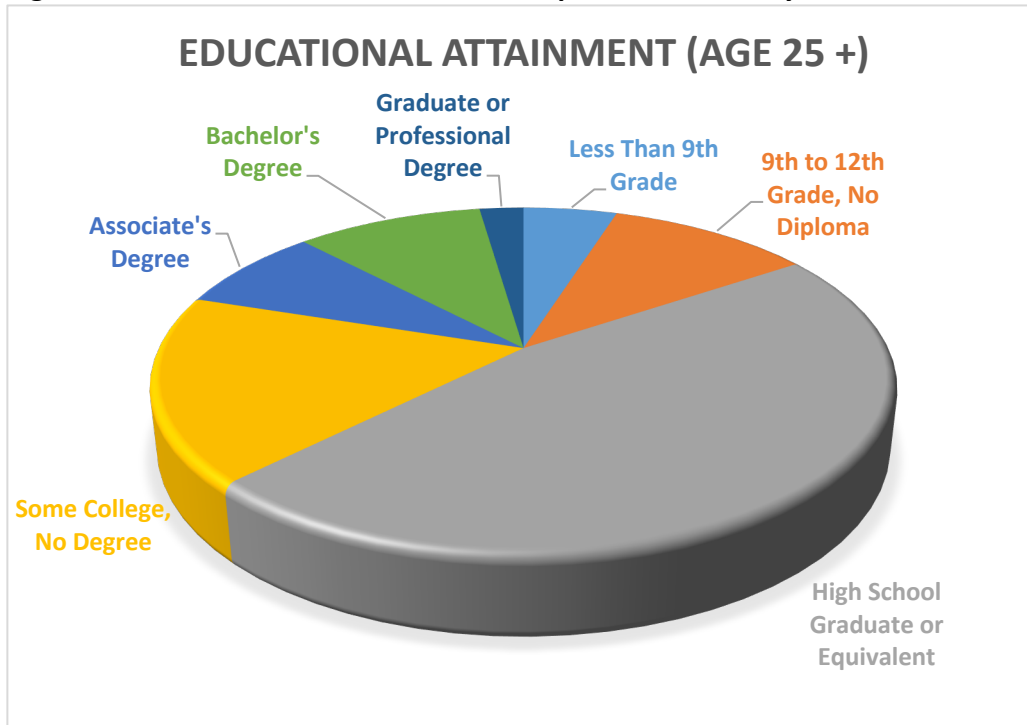


Source: 2013-2017 American Community Survey 5-Year Estimates

Education

The illustration below, as reported by the 2013-2017 American Community Survey (ACS), shows that approximately 50 percent of the population aged 25 years and older have received a high school diploma or equivalent. Additionally, 17.5 percent of the same population age group have some college education and approximately 8 percent have an Associate's Degree. An estimated 12 percent of the population has a Bachelor's degree or higher. Education will be discussed in further detail in other elements of this plan including the Economic and Community Facilities elements.

Figure 1.4: Educational Attainment for Population over 25 years, 2017



Source: 2013-2017 American Community Survey 5-Year Estimates

Household Size and Composition

For Census purposes, a household is defined as a person or people living together in the same residence. A family, on the other hand, takes into account the family or legal relationship of the residents in a household. While these terms are similar, they should not be used interchangeably.

According to Table 1.5, there were a total of 876 households in the city in 2000. In 2010 the total number of households was 873, which corresponds to the decrease in the total population between 2000 and 2010. In 2017, however, there was an increase in total households by approximately 20 percent.

In 2017, family households made up 62.1 percent of the total number of households, while nonfamily households made up the remainder at 37.9 percent. Of the family households, 32.6 percent had children under 18 years old.

Table 1.5: Households, 2000- 2017

	2000	2010	2017
Total Households	876	873	1,043
Average Household Size	2.54	2.34	2.61

Source: U.S. Census Bureau, 2013-2017 ACS 5-Year Estimates

B. NEEDS AND GOALS

The inventory section of the Population Element focused attention on the current and historical demographics of New Ellenton. This evaluation of the city’s population characteristics is an important part of the planning process because of the impact that population trends can play on demand for infrastructure, public services and the apparent health of the community.

One issue of concern revealed through the inventory process is the lack of significant growth in the total population of the city when compared with county percentages between 2000 and 2018. The increasing age of the population and the indication that the loss experienced between 2000 and 2018 consisted of younger age groups (i.e. the 20 to 24 age group) bears watching. This age group represents a rising productive (employable) population segment and is viewed as one of the key indicators of a community’s health.

The growth of older age groups can also be contributed to the growing retirement community in Aiken County. The needs of aging residents and relocating retirees should be a consideration in planning for the City of New Ellenton. The city should also strive to draw a younger family-oriented population to the area to ensure further growth in a segment of the population that will have a greater impact on future economic growth.

- The primary Population Element goal of the City of New Ellenton is to focus on issues that will foster sustainable growth by promoting opportunities, community services and the quality of life. Efforts to increase growth in the city should offer opportunities that will increase diversity in the age, sex, race, and educational background and income level of citizens.

C. IMPLEMENTATION STRATEGIES

This section of the Population Element offers suggested policies for the implementation of the desired goals and objectives. New Ellenton should strive to improve its image as a pleasant

community for raising families, or as an ideal retirement community to attract new growth.

Work to improve the population characteristics of New Ellenton should begin immediately and may proceed in a variety of different ways. The following policies are offered for consideration by New Ellenton Planning Commission to implement the goals and objectives:

- 1.1. Monitor population growth trends and demographic shifts as indicators of population change and use this information to guide future updates to the Comprehensive Plan.
- 1.2. Seek opportunities with state officials to focus on economic and infrastructure improvements in New Ellenton, specifically to increase industrial recruitment efforts and to promote advanced technologies.
- 1.3. Place a high priority on projects and programs that generate and attract employment, improvements, or investments that are consistent with the policies of the New Ellenton Comprehensive Plan.
- 1.4. Expand upon beautification projects such as litter pick-up and Adopt-A-Highway and explore the possibility of reviving New Ellenton's Garden Club. These projects will improve the aesthetics of the city, increase community pride, and attract more visitors and development to New Ellenton.
- 1.5. Strive to retain the best and the brightest of the community by focusing on technology education, adult education, emphasis of work ethics in the educational system, and partnering with local businesses in a school-to-work program.
- 1.6. Review and support existing and new social service programs for seniors, especially in the lower economic levels. Services may include increased transit, activities and medical services through the Council on Aging or other organizations.
- 1.7. Provide incentives to developers to build a wider variety of housing types such as retirement and assisted living housing.
- 1.8. Identify new mechanisms, such as social media outlets and community workshops, to engage the city's younger population in the community planning process.

Chapter Two: Economic Element

This chapter identifies existing and recent trends for the City of New Ellenton in education, labor, industry, and income level. Where possible, comparisons with Aiken County and South Carolina are provided to give some perspective on how the city compares to the whole county and state.

A. INVENTORY

The City of New Ellenton is situated in south central Aiken County. The area around New Ellenton is a mixture of farmland, both crop and home farm, with timberland interspersed. New Ellenton is located in the Midlands region of South Carolina.

The economic conditions of the City of New Ellenton cannot be discussed without considering the impact that the US Department of Energy's Savannah River Site (SRS, the Site) has had on the area. Not only has SRS been a key economic driver in New Ellenton since its founding but it also has been vital to the economy of the Central Savannah River Area (CSRA) region as a whole since its construction in the early years of the Cold War. The downsizing that began in 1991 because of the end of the Cold War has had a tremendous impact on the employment structure of the city. After maintaining a relatively stable workforce of 8,000 to 10,000 employees throughout the operating history of the site, SRS employment peaked at 25,180 in 1991. By 1998, the employee count had decreased by 43.9% to 14,134 employees. Currently the employee count at SRS is around 12,800 with almost 11,000 contractors. By 2008 during the Great Recession, the SRS headcount had decreased to 9,903 employees, an approximately 59.7% percent decline since the highpoint of the early 1990s. By the end of 2017, workforce levels had rebounded to 11,626 permanent and temporary employees including those at both federal organizations and SRS contractors.

The following agencies are vital elements in New Ellenton's economic development role:

- **Economic Development Partnership (EDP)** is a non-profit public-private development corporation focused solely on serving the needs of new and existing businesses in Aiken, Edgefield, McCormick, and Saluda Counties. EDP is responsible for recruiting new

industry to the region, marketing of the region to potential investors, and assisting local businesses to grow and succeed in the region.

- **South Carolina Department of Commerce** serves the state of South Carolina and provides support at the county level throughout the corporate recruitment process. It offers initiatives designed to retain and expand manufacturing, corporate headquarters, research and development, and other significant business operations. The state offers financial incentives, which can include offsets to the state corporate income tax, grants, and cash rebates to underwrite some business project costs, and workforce-training programs designed to deliver a “turn-key” workforce at little to no cost to the employer.
- **Lower Savannah Council of Governments (LSCOG)** is one of ten councils of governments in South Carolina, and it works with and on behalf of local governments to improve the quality of life for residents in the Lower Savannah Region, which includes the six counties of Allendale, Aiken, Bamberg, Barnwell, Calhoun, and Orangeburg. Created in 1967, it features a 40 member Board of Directors derived of leaders in local government and business. Concerning economic development, it focuses on improving the Lower Savannah Region’s overall economic competitiveness and job growth, administering federal and state economic development grants, and planning a Comprehensive Economic Development Strategy for the region.
- **United States Department of Agriculture Rural Development (USDA - RD)** is an agency that runs programs intended to improve the economy and quality of life in rural America. Rural Development has a loan portfolio over \$224.5 billion, and it administers nearly \$16 billion in program loans, loan guarantees, and grants through their programs.
- **Savannah River Site Community Reuse Organization (SRSCRO)** was created in 1993 as the Savannah River Regional Diversification Initiative with the following goals: to diversify the region’s economic development base, to create and retain high-value and long-term private sector jobs, and to transfer SRS technologies to new and existing firms for commercial application. SRSCRO’s area of focus includes Aiken, Allendale, and Barnwell Counties in South Carolina and Richmond and Columbia Counties in Georgia. Its Board of Directors contains 11 members from South Carolina and 11 members from Georgia.

Education

The data presented in this section relies on the Census Bureau’s American Community Survey 5-Year Estimates and South Carolina Department of Education data provided by the Children’s Trust of South Carolina. The purpose of this section is to determine the status of New Ellenton’s educational system in order to provide some broad guidance on where

improvements may be needed and how these improvements will impact the city’s economic situation. Tables 2.1 and 2.2 show the available data on the level of educational attainment for the citizens of New Ellenton and compares it to data collected from Aiken County and the state.

Table 2.1: Educational Attainment of Persons 25 Years of Age and Older

	New Ellenton		Aiken County		South Carolina	
	2013	2017	2013	2017	2013	2017
Total People 25 Years or Older	1,511	1,628	110,498	115,170	3,118,029	3,325,601
High School Graduate or Higher*	86.5%	84.4%	84.8%	86.2%	84.5%	86.5%
Bachelor's Degree or Higher	8.5%	12.1%	24.0%	25.9%	25.1%	27.0%

Source: 2009-2013 and 2013-2017 American Community Survey 5-Year Estimates

*Includes High School Equivalency (e.g. GED)

Table 2.2: Highest Level of Educational Attainment of Persons 25 Years of Age and Older

	New Ellenton		Aiken County		South Carolina	
	2013	2017	2013	2017	2013	2017
Less than 9th Grade	1.8%	4.9%	5.4%	4.8%	5.4%	4.5%
9th to 12th Grade But No Diploma	11.7%	10.7%	9.7%	9.0%	10.0%	9.0%
High School Graduate*	42.7%	46.9%	31.6%	31.7%	29.9%	29.4%
Some College But No Degree	27.8%	17.5%	21.9%	20.7%	20.9%	20.8%
Associates Degree	7.5%	7.9%	7.4%	7.9%	8.7%	9.3%
Bachelor's Degree	6.7%	9.8%	14.9%	16.4%	16.1%	17.2%
Postgraduate Degree	1.9%	2.3%	9.1%	9.5%	9.0%	9.8%

Source: 2009-2013 and 2013-2017 American Community Survey 5-Year Estimates

*Includes High School Equivalency (e.g. GED)

As shown in the above tables, New Ellenton’s rate of those 25 years and older having at least graduated high school declined slightly between 2013 and 2017 but is only around two percent less than the same rates for Aiken County and South Carolina as a whole. The percentage of

those 25 years and older with a Bachelor’s Degree or higher in New Ellenton has improved significantly, increasing from 8.5% in 2013 to 12.1% in 2017. However, the rate of those 25 years and older in New Ellenton with at least a high school diploma or equivalent has fallen slightly from 86.5% to 84.4% over this same timeframe.

The South Carolina College-and Career-Ready Assessments (SC READY) are statewide assessments in English language arts (ELA) and mathematics that were first administered in the 2015-2016 school year. All students in grades 3–8 are required to take the SC READY except those students with significant cognitive disabilities. Math assesses skills in numbers, numerical and algebraic concepts, patterns and functions, geometry, measurement, probability and statistics. English language arts assesses reading, listening, speaking, writing, research, and communication with technology. Given the recent implementation of the SC READY standardized assessment, it is impossible to compare with past forms of standardized testing and difficult to measure recent progress or decline by local students in the testing. For Aiken County, 58.9% of eighth grade students tested below ELA state standards in 2016 and 67.2% of eighth grade students tested below ELA state standards in 2017. On the contrary, 79.0% of eighth grade students tested below state standards in mathematics in 2016, but only 74.0% of eighth grade students tested below state mathematics standards in 2017.

According to the Children’s Trust of South Carolina, Aiken County ranks 24th out of 46 in the state for education performance in recent years. These educational statistics indicate the need for Aiken County, including schools within the City of New Ellenton, to make substantial progress toward improving education for all of its residents. Education can be a primary contributor to long-term economic prosperity in the county and City of New Ellenton. The percentage of eighth grade students who miss the minimum state standards in math and reading is a discouraging indicator that educational improvement needs to be one of the top priorities for Aiken County.

Conversely, encouraging improvement indicators are seen through the South Carolina School Report Card, as published by the South Carolina Department of Education Office of Accountability and Assessment in 2019 for New Ellenton schools as seen in the table 2.3 below. Under the Every Student Succeeds Acts (ESSA), State Education Agencies are required to prepare an annual report and Local Education Agency (LEA) report card that meets the minimum requirements under the federal law. The school report card is a compilation of various factors, such as test performance, teacher qualifications, student safety, and much more.

Table 2.3: New Ellenton School Report Card 2018 and 2019 Under ESSA

School	2018	2019
Greendale Elem.	Below Average	Average

New Ellenton Middle	Excellent	Excellent
Silver Bluff High School	Good	Good

Source: SC Department of Education Office of Accountability and Assessment

Labor and Industry

The data displayed in Table 2.4 shows that the labor market in Aiken County has had some positive improvements since 2010. Between 2010 and 2018, the number of labor force participants in the county increased by approximately 2.6%. During that same period, the unemployment rate decreased from 9.3% in the aftermath of the Great Recession in 2010 to 3.3% in 2018. These trends are promising indicators of the overall health of the Aiken County and City of New Ellenton labor force.

Table 2.4: Aiken County Labor Force Estimates

	2010	2012	2014	2016	2018
Total Labor Force	72,368	72,956	72,952	74,052	74,214
Total Employment	65,639	66,682	68,195	70,333	71,740
Total Unemployment	6,729	6,274	4,757	3,719	2,474
Unemployment Rate	9.3%	8.6%	6.5%	5.0%	3.3%

Source: SC Department of Employment and Workforce

Knowledge of the types of industry employing citizens in an area is as important to understanding the character of a community and planning for future changes as are projections of population growth. The growth or decline of certain industries can impact how much land should be dedicated to commercial or industrial uses, the type of educational resources needed in the area, provide insight on where to focus future economic development efforts and what government services will be needed in the future.

New Ellenton has continued to be a bedroom community for the Savannah River Site and has seen sprawl from south Aiken. A significant number of residents either work at the Savannah River Site or are part of the supporting businesses and industries that support SRS. Thus, the economy of the City is connected intrinsically to the economy of the Site.

As of summer 2019, the City offered service amenities such as the following:

- Grocery store
- Used car dealership,

- Laundromat,
- Car wash,
- Furniture store,
- Pharmacy,
- Boat dealer,
- Many restaurants,
- Liquor store,
- Storage units,
- Barber and beauty shops,
- Two daycares,
- Several convenience stores,
- Florist,
- Automotive paint and body shop,
- Tire shop,
- Sign shop,
- Gym,
- Construction company,
- Tax office
- Two gas stations among other retail establishments.



However, a great number of the service employees reside outside of New Ellenton. Following are images of some local retail amenities.





Table 2.5 below compares the size of certain industries in Aiken County to that of the City of New Ellenton. The changes in the number of citizens that were employed by these industries between 2010 and 2017 are reflected. Management, business, science, and arts occupations include managerial occupations; business and financial occupations; computer, engineering, and science occupations; education, legal, community service and media occupations; and healthcare practitioner and technical occupations. Service occupations include healthcare support occupations; protective service occupations; food preparation and serving related occupations; building and grounds cleaning occupations; and personal care and service occupations. Sales and office occupations include sales-related, office, and administrative support occupations. Natural resources, construction, and maintenance occupations include farming, fishing, and forestry occupations; construction and extraction occupations; and installation, maintenance, and repair occupations. Production, transportation, and material moving occupations include manufacturing occupations, transportation occupations, and cargo delivery occupations.

Table 2.5: Trends in Employment by Industry

Employing Industry	City of New Ellenton			Aiken County		
	2010	2017	Percent Change	2010	2017	Percent Change
Management, business, science, and arts occupations	224	239	6.7%	22,600	24,057	6.4%
Service occupations	186	250	34.4%	11,309	11,964	5.8%
Sales and office occupations	237	164	-30.8%	15,399	16,200	5.2%
Natural resources, construction, and maintenance occupations	154	100	-35.1%	7,945	7,570	-4.7%
Production, transportation, and material moving occupations	155	220	41.9%	10,727	10,962	2.2%
Total	956	973	1.8%	67,980	70,753	4.1%

Source: 2006-2010 and 2013-2017 American Community Survey 5-Year Estimates

Aiken County had the biggest change in employment between 2010 and 2017 in the management, business, science, and arts occupations (6.4%) followed by a 5.8% increase in employment in the service occupations industry and sales and office industry (5.2%). The only above industry that declined on the whole for Aiken County in this period were natural resources, construction, and maintenance occupations (-4.7%). The City of New Ellenton experienced tremendous growth within production, transportation, and material moving occupations (41.9%) and service occupations (34.4%), but it suffered large decreases within natural resources, construction, and maintenance occupations (-35.1%) and sales and office occupations (-30.8%). The City of New Ellenton saw modest growth within management, business, science, and arts occupations (6.7%).

In terms of the total number of employees involved in a certain industry, the trade with the greatest number of employees for the City of New Ellenton in 2017 was service occupations (250), followed by management, business, science, and arts occupations (239) and production, transportation, and material moving occupations (220). Aiken County's three largest employing industries were management, business, science, and arts occupations (24,057), sales and office occupations (16,200), and service occupations (11,964).

Income Levels

Tables 2.6 and 2.7 break down household and family income levels for the City of New Ellenton and Aiken County. The percentage of the population in each income bracket has also been

calculated and compared to similar data collected and averaged from the county. In the table below, a household is defined as any arrangement of cohabitation while a family is defined as cohabitation by those with shared ancestries or those who are married.

Table 2.6: New Ellenton and Aiken County Household and Family Income in 2010 (in 2017 Inflation-Adjusted Dollars)

	City of New Ellenton				Aiken County			
	Households	%	Families	%	Households	%	Families	%
Total households	911		582		62,072		43,274	
Less than \$10,000	95	10.40%	40	6.90%	6,269	10.10%	2,856	6.60%
\$10,000-\$14,999	51	5.60%	0	0%	3,973	6.40%	1,991	4.60%
\$15,000-\$24,999	94	10.30%	27	4.60%	7,821	12.60%	4,111	9.50%
\$25,000-\$34,999	179	19.60%	90	15.50%	7,387	11.90%	4,241	9.80%
\$35,000-\$49,999	159	17.50%	113	19.40%	8,007	12.90%	5,453	12.60%
\$50,000-\$74,999	226	24.80%	205	35.20%	11,173	18.00%	9,088	21.00%
\$75,000-\$99,999	49	5.40%	49	8.40%	7,324	11.80%	6,318	14.60%
\$100,000-\$149,999	58	6.40%	58	10.00%	6,704	10.80%	6,102	14.10%
\$150,000-\$199,999	0	0%	0	0%	1,986	3.20%	1,861	4.30%
\$200,000 or more	0	0%	0	0%	1,366	2.20%	1,212	2.80%
Median income (dollars)	\$36,521		\$50,833		\$44,468		\$57,064	

Source: 2006-2010 American Community Survey 5-Year Estimates

Table 2.7: New Ellenton and Aiken County Household and Family Income in 2017 (in 2017 Inflation-Adjusted Dollars)

	City of New Ellenton				Aiken County			
	Households	%	Families	%	Households	%	Families	%
Total households	1,043		648		65,703		44,740	
Less than \$10,000	102	9.80%	49	7.60%	5,336	8.10%	2,682	6.00%
\$10,000-\$14,999	103	9.90%	74	11.40%	3,637	5.50%	1,452	3.20%
\$15,000-\$24,999	182	17.40%	69	10.60%	8,045	12.20%	3,884	8.70%
\$25,000-\$34,999	169	16.20%	65	10.00%	7,310	11.10%	4,674	10.40%
\$35,000-\$49,999	151	14.50%	112	17.30%	9,506	14.50%	6,399	14.30%
\$50,000-\$74,999	124	11.90%	88	13.60%	12,142	18.50%	8,754	19.60%
\$75,000-\$99,999	147	14.10%	135	20.80%	7,481	11.40%	6,189	13.80%
\$100,000-\$149,999	40	3.80%	40	6.20%	8,081	12.30%	6,963	15.60%
\$150,000-\$199,999	10	1.00%	10	1.50%	2,503	3.80%	2,178	4.90%
\$200,000 or more	15	1.40%	6	0.90%	1,662	2.50%	1,565	3.50%
Median income (dollars)	\$29,980		\$44,306		\$47,713		\$59,356	

Source: 2013-2017 American Community Survey 5-Year Estimates

The data displayed in Table 2.6 and Table 2.7 show that the City of New Ellenton had similar percentages of households and families falling into the lowest income brackets as Aiken County did in 2010, but as of 2017, New Ellenton had a significantly higher percentage of households and families falling into the lowest income brackets than the county did on average. In both 2010 and 2017, the county median household and family incomes were higher than the New Ellenton estimates although the income gap between New Ellenton and the county appears to be growing. Accounting for inflation, income levels for households and families in New Ellenton appear to have declined significantly over the past decade while income levels for household and families in Aiken County have risen slightly. The data indicates that further consideration needs to be given as to how to boost income levels for households within New Ellenton and to ensure that the community finds way to grow along with the county as a whole.

B. NEEDS AND GOALS

The level of economic activity and new development in an area is a primary contributing factor to the level of growth and the amount of revenue available to a unit of government. With increased revenue, the government entity has the opportunity to improve services, which improve quality of life and in turn can facilitate additional growth. The City of New Ellenton

should strive to achieve and maintain economic sustainability.

- A primary goal of the Economic Element should be to promote the image of New Ellenton as an attractive, safe community, and attempt to attract commercial growth in the urbanized areas. Other goals include:
 - Facilitate the development of housing opportunities attractive to a moderate and higher income population that is educated and skilled.
 - Support programs that will help improve per capita and family incomes in the area.
 - Work collaboratively with the Commission of Public Works.

C. IMPLEMENTATION STRATEGIES

Suggested policies for the implementation of these goals include:

- 2.1. Place a high priority on projects that will generate and attract private sector employment, improvements, or investments that are consistent with the policies of the Comprehensive Plan.
- 2.2. Strive to attract and retain clean, safe and high paying industries to the City.
- 2.3. Work with the Economic Development Partnership and other economic development agencies/organizations to continue creating high-quality jobs, downtown development, and investment in the City.
- 2.4. Work with local schools such as Aiken Technical College and University of South Carolina Aiken to build a reliable workforce by increasing the educational level of its citizens and support efforts of vocational and technical college in the City.
- 2.5. Establish and support a close working relationship between the City, county, regional and state economic developers and area education providers.
- 2.6. Continue to support and encourage infrastructure improvements (such as road improvements) that will improve the quality of life and attract new businesses and industries.

- 2.7. Nurture existing businesses as well as providing incentives for new businesses.
- 2.8. Continue to promote and support the improvement of local schools that will encourage a well-trained and diversified workforce, particularly in the higher technology fields.
- 2.9. Encourage the development of service-based businesses to entice the City of New Ellenton's existing workforce to reside in the City instead of commuting.
- 2.10. Continue to promote and support public transit programs and explore possibilities of expanding the transit network.
- 2.11. Encourage the operation of small, independent businesses.
- 2.12. Encourage renovation and re-use of vacant commercial properties.
- 2.13. Foster public/private sector partnerships to provide community services.
- 2.14. Develop land development regulations to ensure quality development and subdivision of property.
- 2.15. Continue efforts to upgrade the sewer system and explore funding mechanisms to bring sewerage to underserved residential and commercial areas.

Chapter Three:

Natural Resources Element

Natural resources play a significant role in the character and quality of life in the City of New Ellenton. As a requirement under the South Carolina State Planning Law, this element focuses on the many natural assets that are a part of the rural character of the city, including the benefits they bring, but also the challenges, risks and vulnerabilities the city faces. As a steward of natural resources, New Ellenton has a responsibility to coordinate with other jurisdictions and agencies to minimize the impacts of growth on the natural environment.

The purpose and intent of the Natural Resources Element is to: promote protection and enhancement of natural resources in the City of New Ellenton; sustain natural environments, habitats, and wildlife for the general health, safety and welfare of current and future generations; promote sustainable development practices in conjunction with the other elements of this Plan; protect and enhance the unique natural characteristics of the city that contribute to its identity and quality of life of its residents.

A. INVENTORY

The following is an inventory of the current state of natural resources in New Ellenton.

Climate

New Ellenton's climate is characterized as a humid subtropical climate, typical of southeastern areas, and includes ample rainfall, mild winters and very hot summers. The city sees an average of 48 inches of rain per year, which is ten more inches than the US average. The summer high temperature is averaged at around 93 degrees, while the winter low is 34 degrees. October, April and May are the most pleasant months, while July and August are the least comfortable months.

Topography

New Ellenton is situated in South Central Aiken County. The city is a rough square, with the former New Ellenton Golf Course to the northwest, The Pines subdivision to the northeast and Greendale Elementary School to the southeast. The area around New Ellenton is an interesting mixture of farmland, both crop and home farm, with timberland interspersed. New Ellenton is located in the Midlands region of South Carolina.

Soil Characteristics

During the ice age, the Midlands were at the seacoast and the current sandy hills were dunes along the shore. The Midlands extend in a band across the state from the North Carolina border

to the Georgia border as a hilly swath of sandy soil. Most soil in South Carolina is one of three types: sand, sticky red clay, or a combination of the two with equal parts of silt known as loam. The soil in New Ellenton has been exploited for years and is generally depleted, being low in organic material and in microbiologic activity. The soil is also low in major nutrients. Continuous farming, timbering, and pasturing have reduced the soil to this state. The soil in New Ellenton is generally gritty sand with some seams of clay.

Air Quality

Air quality is monitored and regulated by several agencies including the U.S. Environmental Protection Agency (EPA) and the SCDHEC Bureau of Air Quality (BAQ). The Clean Air Act, which was last amended in 1990, requires EPA to set National Ambient Air Quality Standards (NAAQS) for wide-spread pollutants from numerous and diverse sources considered harmful to public health and the environment.

The Clean Air Act established two types of national air quality standards. Primary standards set limits to protect public health, including the health of “sensitive” populations such as asthmatics, children, and the elderly. Secondary standards set limits to protect public welfare, including protection against visibility impairment and damage to animals, crops, vegetation, and buildings. EPA has set NAAQS for six principal pollutants, which are called “criteria” pollutants. The Clean Air Act requires EPA to review scientific information and standards for each pollutant every five years. In 2008, EPA set new standards for ozone pollution, called primary 8-hour ozone standards that reflect new scientific evidence regarding ozone and its effects on public health and the environment. The new standards set the ozone limit at a maximum of 0.075 parts per million.

The BAQ is responsible for the conservation and enhancement of air resources in South Carolina in accordance with regulations pursuant to the Pollution Control Act, the Asbestos Licensing Act, and the Clean Air Act. The EPA and the BAQ have implemented an air quality monitoring program throughout South Carolina that measures concentrations of major pollutants in the ambient air. The EPA requires States to have a yearly monitoring plan in place and conduct periodic assessments (every five years beginning in 2010). The effectiveness of the State’s air quality program is measured in part by the rate of compliance with applicable statutes and regulations, and in part by the State’s attainment status for the NAAQS. In 2016 SCDHEC submitted recommendation to the EPA of “attainment” for every area in the state. SCDHEC is now awaiting EPA’s response to the recommendation.

The NAAQS designation process, through the EPA, states; “If the air quality in a geographic area meets or is cleaner than the national standard, it is called an attainment area (designated “unclassifiable/attainment”); areas that don't meet the national standard are called nonattainment areas.”

Nonattainment of NAAQS has serious implications including:

- Public health impacts such as asthma and lung issues;
- New stringent air pollution control regulatory standards such as requirements to develop traffic restrictions to reduce nitrogen oxides and volatile organic compounds from automobiles, mandated use of low sulfur fuels, carpooling or busing requirements, and reduced driving days (failure to comply with such regulations can result in withholding of federal highway construction funds); and
- Impacts to industry and economic development due to required air pollution controls resulting in increased costs for goods and/or reduced employment opportunities.

New Ellenton and Aiken County are incorporated through the Augusta Richmond County GA-SC Metropolitan Statistical Area (MSA) in the South Carolina’s Ambient Air Network Monitoring Plan. More information about air monitoring and the ambient air network monitoring plan can be found on SCDHEC’s website: www.scdhec.gov/HomeAndEnvironment/Air/AmbientAir/.

Floodplains

Floodplains are another important natural resource in New Ellenton. They perform vital natural functions such as temporary storage of floodwaters, moderation of peak flood flows, maintenance of water quality, groundwater recharge, the prevention of erosion, a habitat for diverse natural wildlife populations, and aesthetic quality. Any flooding within the city is primarily due to intense thunderstorms and tropical storm events from the coastal area. The Federal Emergency Management Agency (FEMA) has determined areas subject to flooding in the county. The primary risks classifications used were the 1-percent-annual-chance flood event, the 2-percent-annual-chance of flood, and areas of minimal flood risk. Depicted on the following page is a floodplain map for New Ellenton.

Map 3.1: New Ellenton FEMA Flood Hazard Map

There are several sites in New Ellenton that are important in the field of education and the preservation of natural resources, or are of recreational value. Recreational areas include the lands surrounding the city hall and the civic center. This includes a playground area as well as a walking track and an area for ball fields. This area is also the site for New Ellenton’s annual Atomic City Festival which brings the community together for live music, food vendors, a car show, fireworks, and more.

A recent study published in *Scientific Reports* found that people who spend time in nature had fewer health issues and greater life satisfaction. The results specifically found that people who spent at least 120 minutes per week in nature areas had significantly greater satisfaction in life and fewer health issues than those who spent little to no time in greenspace. There are ample opportunities in the area for residents to spend some time in nature. For example, Boyd Pond Park, The Savannah River, Strom Thurmond Lake, and Lake Murray are all within close driving distance and offer opportunities for fishing, boating, and more. Residents also avail themselves of the opportunity to use coastal areas to crab, shrimp, and fish. The Savannah River Site (SRS) holds regular hunts, with deer or turkey being the major hunting targets, doves are also hunted. Bass, striper, bream, and crappie are the major fresh water fish.

Animal Habitats

There are a number of threatened or endangered species in Aiken County. The majority of these species are listed as either threatened or endangered due to the loss of natural habitat due to human impacts on their environment. The following page is a list of some of the endangered animal and plant species in the county.

Table 3.1: Aiken County’s List of At-Risk, Candidate, Endangered, and Threatened Species

CATEGORY	COMMON NAME/STATUS	SCIENTIFIC NAME	SURVEY WINDOW/TIME	COMMENTS
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			PERIOD	
Amphibian	Chamberlain's dwarf salamander (ARS)	<i>Eurycea chamberlaini</i>	Spring/Fall surveys	Breeding survey: November to February
Amphibian	Gopher frog (ARS)	<i>Lithobates capito</i>	Breeding: October-March	Call survey: February -April
Bird	American wood stork (T)	<i>Mycteria americana</i>	February 15-September 1	Nesting season
Bird	Bald eagle (BGEPA)	<i>Haliaeetus leucocephalus</i>	October 1-May 15	Nesting season
Bird	Red-cockaded woodpecker (E)	<i>picoides borealis</i>	March 1-July 31	Nesting season
Crustacean	None Found			
Fish	Atlantic Sturgeon* (E)	<i>Acipenser oxyrinchus*</i>	February 1-April 30	Spawning migration
Fish	Blueback herring* (ARS)	<i>Alosa aestivalis*</i>	Mid-January-mid May	Peak: March-April
Fish	Robust redhorse (ARS)	<i>Moxostoma robustum</i>	Late April-early May	Temperature dependent: 16-24°C
Fish	Shortnose sturgeon* (E)	<i>Acipenser brevirostrum*</i>	February 1-April 30	Spawning migration
Insect	Frosted elfin (ARS)	<i>Callophrys irus</i>	March-June	
Insect	Monarch Butterfly (ARS)	<i>Danaus plexippus</i>	August-December	Overwinter population departs: March-April
Mammal	Little brown bat (ARS)	<i>Myotis lucifugus</i>	Year round	Found in trees, rock creaves, and under bridges
Mammal	Tri-colored bat (ARS)	<i>Perimyotis subflavus</i>	Year round	Found in mines and caves in the winter
Mollusk	None Found			
Plant	Bog spicebush (ARS)	<i>Lindera subcoriacea</i>	March-August	
Plant	Carolina-birds-in-a-nest (ARS)	<i>Macbridea caroliniana</i>	July-November	
Plant	Harperella (E)	<i>Ptilimnium nodosum</i>	July-October	Survey in periods of low water
Plant	Ocmulgee skullcap (ARS)	<i>Scutellaria ocmulgee</i>	Late June-early October	
Plant	Relict trillium (E)	<i>Trillium reliquum</i>	Mid-March-April	
Plant	Smooth coneflower (E)	<i>Echinacea laevigata</i>	Late May-October	
Reptile	Florida pine snake (ARS)	<i>Pituophis melanoleucus mugitus</i>	Most of year	
Reptile	Gopher tortoise (C)	<i>Gopherus polyphemus</i>	April 1-October 31	Active period
Reptile	Southern hognose snake (ARS)	<i>heterodon simus</i>	Survey most of year	
Reptile	Spotted turtle (ARS)	<i>Clemmys guttata</i>	February-mid April	

* Contact National Marine Fisheries Service (NMFS) for more information on this species

** The U.S. Fish and Wildlife Service (FWS) and NMFS share jurisdiction of this species
Species that the FWS has been petitioned to list and for which a positive 90-day finding has been issued (listing may be warranted); information is provided only for conservation actions as no Federal protections currently exist.

ARS

ARS* Species that are either former Candidate Species or are emerging conservation priority species

BGEPA Federally protected under the Bald and Golden Eagle Protection Act
FWS or NMFS has on file sufficient information on biological vulnerability and threat(s) to support proposals

C to list these species

CH Critical Habitat

E Federally Endangered

P or P - CH Proposed for listing or critical habitat in the Federal Register

S/A Federally protected due to similarity of appearance to a listed species

T Federally threatened

These lists should be used only as a guideline, not as the final authority. The lists include known occurrences and areas where the species has a high possibility of occurring. Records are updated as deemed necessary and may differ from earlier lists.

B. NEEDS AND GOALS

The primary goal of New Ellenton should be to protect and preserve the productive agricultural and forested areas and a significant amount of natural areas to support the agribusiness segment of the economy and to promote the health and well-being of the citizens and to increase the quality of life and enjoyment for the citizens of New Ellenton.

- Respect and manage natural resources through conservation of intact natural environment and restoration of disturbed natural environment. Natural resources include water resources such as rivers, lakes, creeks, and aquifers; wetlands; Carolina Bays; riparian corridors; native plants and wildlife; and significant scenic areas.
- Strive for cleaner air and water and support policies and programs that will foster energy and water conservation, stormwater management, reduced solid waste generation, and cleanup of contaminated sites.
- Protect sensitive plant species on the Heritage Trust list from the impacts of development.
- Enact/enforce property maintenance ordinance.
- Improve all entrances to the city.
- Improve recreational facilities/opportunities for youth as well as the general population.

C. IMPLEMENTATION STRATEGIES

- 3.1. Develop and implement the City of New Ellenton Comprehensive Plan and Zoning Ordinance to insure that land use compatibility is maintained, preserved, and enforced.
- 3.2. Develop and adopt land development regulations that will insure that natural resource preservation is included in all future development within the city.
- 3.3. Promote and support the beautification of public areas within the city.
- 3.4. Collect and maintain GIS maps and data for soil and slope conditions, natural water bodies, wetlands, hydric areas, flood plains, prime agriculture and timberland, aquifers, endangered and threatened wildlife habitat, and significant scenic areas. Utilize this

information to assist local government, property owners, and developers in identifying resources and limitations.

- 3.5. Strive to attract and retain environmentally clean industries to the area.
- 3.6. Examine possible environmental education opportunities that contribute to the preservation of natural resources while simultaneously empowering youth and communities.
- 3.7. Encourage and promote the use of New Ellenton and Aiken County's sources of greenspace in order to increase community health and life satisfaction.

Chapter Four:

Historic and Cultural Resources Element

The Historic and Cultural Resource Element of the Comprehensive Plan relates to historically significant sites and cultural resources in New Ellenton. This element of the plan is designed to inventory these resources in order to determine ways to preserve and protect them. New Ellenton is younger than the majority of South Carolina communities; therefore, there are no historic buildings currently listed on the National Register.

A. HISTORY

The historical and cultural roots of present-day New Ellenton begin with the colonial period. European exploration by the English, French, and Spanish of the Atlantic coastline including the Savannah River had begun in earnest by the 1600s, and Native American tribes such as the Westo inhabited the Central Savannah River Area at that time. By the early 1700s, the area around what now constitutes New Ellenton began to be settled by colonists from the British Isles seeking opportunities in the backcountry as available land in coastal regions became more scarce and expensive. Early communities such as Savannah Town and Silver Bluff formed as trading outposts along the Savannah River below the geographical fall line. By 1736, British soldiers sent by the first Governor of Georgia James Oglethorpe had established nearby Augusta on the fall line of the Savannah River to help facilitate trade with native tribes as well as to prevent any potential French or Spanish incursions into Georgia and the Carolinas. In addition to the British settlers, a significant contingent of German and Swiss settlers had begun to arrive in the area by the mid-1700s. By 1769, the area that now incorporates New Ellenton was a part of the Orangeburg District of South Carolina, and by 1800, the area of present-day New Ellenton was part of the Barnwell District.

During the Antebellum period, the agricultural economy in the region grew to large-scale proportions. Cotton production was by the far the most important agricultural activity until the Civil War, and its production relied heavily on slavery. A plat dating from 1832 – three years before the city of Aiken was incorporated – indicates the presence of an important north-south route known as Old Whiskey Road in the area that would later become New Ellenton. The exact origins of the road’s name are unknown, but to this day, New Ellenton contains a stretch of Old Whiskey Road as the original path of the road veers off Highway 19 and goes the length of the city before again joining the modern highway outside the city limits. By 1871, the area of present-day New Ellenton was included in the southernmost section of the newly formed Aiken County, created from sections of Barnwell, Edgefield, Lexington, and Orangeburg Counties.

One important part of the community in the early part of the twentieth century was the Talatha Hawthorne School. At one time, it was the community high school and had as few as five graduates a year. Later when the students began to go to Aiken High School, it became an

elementary school. The school was affectionately known as the “Alamo” due to its distinctive Spanish architecture.

There was also a Baptist church in the area, and Corinth Baptist Church dates its founding to 1928. Records indicate no more than nine individual farmsteads populated the area that would become New Ellenton prior to the 1950s.



Old and New Corinth Baptist Church above on the left and right respectively

Present-day New Ellenton was formed largely from the displaced citizens of Ellenton, a farming town chartered in 1880 and situated on the Charleston and Western Carolina Railroad on the Aiken and Barnwell County line. On November 28, 1950, the community of Ellenton would change forever when President Harry S. Truman’s administration proposed the development of the Savannah River Plant shortly after the Soviet Union detonated their first atomic weapon. The U.S. Atomic Energy Commission (AEC) announced that its new production plant, to be designed, built, and operated by the E.I. du Pont de Nemours Company, would be located on 310 square miles of land in Aiken, Barnwell, and Allendale Counties. A representative of the AEC held a meeting with the community of approximately 6,000 residents and gave them a deadline of March 1, 1952 to relocate. The Savannah River Plant (SRP) would be a crucial source of refining the nuclear material necessary to produce the nation’s nuclear arsenal during the Cold War. It undoubtedly provided a stimulus to the industrial development of New Ellenton; however, it led to the forced relocation of thousands of residents living within its proposed boundaries, including the entire towns of Ellenton and Dunbarton as well as the smaller communities of Hawthorne, Leigh, Meyers Mill, and Robbins.



Ellenton town limit sign after the announcement of the forced relocation of residents

Most residents of the displaced community saw it as their patriotic duty to relocate, and property owners received compensation from the federal government for their land. As the community in the 250,000-acre site evacuated and relocated, many moved to the nearby cities of Aiken, Augusta, and Barnwell as well as the smaller towns of Jackson and Williston, but some chose to form a new community altogether. Approximately 120 black and 30 white families from the affected region moved to an area along Highway 19 that was fourteen miles north of Ellenton and two miles north of the Savannah River Plant's perimeter. On this site, which had been referred to before then as Talatha, the Town of New Ellenton was incorporated on April 26, 1952. Early supporters of the new settlement, including many of Ellenton's business leaders as well as federal officials, promoted New Ellenton as a place where Ellenton residents and others who had lost their homes could resettle and as a place where incoming workers could park their trailers. By 1953, a survey counted at least 4,011 individuals living in the Town, half of whom were temporary residents associated with construction of the Plant.

By all accounts, New Ellenton was constructed hurriedly after the announcement of the construction of the Plant. Unlike other "government towns" such as Los Alamos, New Mexico or Oak Ridge, Tennessee, New Ellenton relied heavily on the private sector and free enterprise instead of a comprehensive public planning process. Due to increased traffic associated with the construction of the Savannah River Plant, general stores, gas stations, trailer parks, trailer sales lots, and other service-related properties developed along Highway 19. There were 25 businesses in December 1951, 52 in June 1952, and 79 in February 1953. Initially, the Town

struggled to provide public works such as water and sewer infrastructure to the new residents, and issues with water drainage were common. However, by 1953, federal funds were appropriated to construct much-needed community infrastructure. Additionally, in the early years, quality housing was in short supply for those wanting to relocate to the burgeoning community, but more housing stock would soon be built or provided in the form of prefabricated mobile homes. While Ellenton had not contained demarcated white and black neighborhoods, New Ellenton was originally racially segregated with blacks and whites generally living on opposite sides of Highway 19. Black residents of the town particularly suffered from scarce and substandard housing options after the creation of the Town.

During the exodus from the affected region, it was common for property owners to raise whole houses, barns, and businesses onto the beds of tractor-trailers to move them to a new location such as New Ellenton. The first relocation of a business in New Ellenton was Sanders Merchandise Mart located on Main Street. It opened in May 1951 and provided much needed supplies typical of a general store, from groceries to farm equipment. Additionally, the Four Mile Missionary Baptist Church was moved from its original site near Ellenton to New Ellenton in 1952. Records indicate that around 200 residences in all were relocated to New Ellenton from other areas.

The boundaries of New Ellenton originally called for a circle with a radius of one mile that measured from the intersection of Sabra Avenue and Highway 19; however, sometime later, the City's boundary was amended to form a four square mile layout with Main Street on Highway 19 being the central division going north and south. Around 1954, the City Hall was built. The block of land between Oak Ridge Avenue and Pine Hill Avenue was known as the New Ellenton City Park. Over the years, the Civic Center, a water tower, a pump house, the jail, and garages were all constructed in this block. The City Hall housed the offices of Mayor, City Council, the Water Commission, City Clerk and Treasurer, Sanitation Department, Tax Office, Police Department, and Fire Department. The Civic Center served as a place to hold meetings, elections, and recreational activities. Additionally, the City maintained a thriving business sector catering to the needs of its new residents as well as the workers at the Savannah River Plant and the traffic along Highway 19.

By 1960, New Ellenton counted 2,309 residents, and its population peaked at 2,628 in 1980. Following the collapse of the Soviet Union and the end of the Cold War in the early 1990s, the Savannah River Site, the Plant's new name as of the late 1980s, began downsizing its workforce. Its mission was restructured principally to the environmental remediation of the area, as the Savannah River Site's nuclear reactors were all decommissioned by 1992. Since its founding during the early days of the Cold War, the history and culture of New Ellenton have been tied to the mission at the Savannah River Site, and the City of New Ellenton's future will continue to reflect this bond for years to come.



Present-day City Hall

B. INVENTORY

Historic

Given that New Ellenton was founded in 1952, it has a much shorter history than the majority of South Carolina communities. Due to this, there are no historic buildings currently listed on the National Register.

Other Significant Locations and Individuals

New Ellenton has a wealth of culturally significant buildings, places, and people that are not currently on the National Register but should be identified as having an impact on the community. Below is a list that has been compiled to illustrate these important locations or individuals.

(1) **Talatha Hawthorne School.** The highlight of the community at one time, Talatha Hawthorne School, was a high school with as few as five graduates. When the students began to go to Aiken High School, it became an elementary school.

(2) **Corinth Baptist Church.** The earliest records for Corinth Baptist Church date from 1929. The original church was located next to the Talatha Hawthorne School. Several

members of a Baptist church in the Treadway community along Three Runs Creek dedicated money to build Corinth Baptist Church.

- (3) **Sanders Merchandise Mart.** The first relocation of a business onto Main Street was the Sanders Merchandise Mart. It was opened in May 1951. This general store was very much needed in the early days of the community. It carried various items from groceries to farm equipment.
- (4) **City Hall.** In 1954, the City Hall was completed on a block of land between Oak Ridge Avenue and Pine Hill Avenue, known as the New Ellenton City Park. It contained the Civic Center, the new water tower and pump house, the city jail, and garages. The City Hall housed the offices of Mayor and Council, the Water Commission, City Clerk and Treasurer, Sanitation Department, Tax Office, Police Department, and the Fire Department.
- (5) **Arthur and Fielding Foreman.** Two brave natives of Aiken County who had a major part in establishing the city. They moved the Chevrolet dealership to Main Street in the new city.
- (6) **Mike Cassels.** Mr. Cassels was instrumental in using his banking experience to bring a bank to the new city. Mr. Cassels also owned a gasoline and heating oil business that was run by F.L. Eaves, who later purchased the business.
- (7) **E.R. Sanders.** Owned and operated the general store, Sanders Merchandise Mart.
- (8) **Carlisle Brinkley.** Opened the first grocery store, located next to the building supply company of David Sims.
- (9) **C.H. Shaw.** Mr. Shaw set up a real estate office and an insurance agency in the city.

Cultural and Recreational

The residents of New Ellenton enjoy many of the pleasures traditionally associated with rural and small city life while maintaining convenient access to the amenities offered by some of the state's larger metropolitan areas.

Progress has been made in recent years with a revitalized community facility and upgrades to city parks. Year-round sporting events are a big part of the community life, and citizens donate many hours a week to various sporting events. A highlight of the sports season is when a tournament is held on the local ballfield.

Many cultural activities for New Ellenton are offered in the nearby City of Aiken. New Ellenton has access to the Etherredge Center, Hopelands Gardens, Ruth Patrick Science Center, Aiken

Playhouse, and H. Odell Weeks Center. The residents of New Ellenton would like to see similar facilities developed within the city to provide the same type opportunities.

Festivals

In 1972, New Ellenton created the "Atomic City" Festival in remembrance of the 6,000 people who were displaced in order to provide land for the Savannah River Plant during the Cold War. The Aiken County Historical Museum has a permanent exhibit commemorating the event. The Atomic City Festival is a great time to get out and enjoy the neighbors as well as the visitors who bring their crafts to sell and their talents for entertainment. The City also has an annual Christmas tree lighting and parade the first week of December.

C. NEEDS AND GOALS

The inventory section of the Historic and Cultural Resources Element focused on the existing historic resources and cultural amenities in New Ellenton. This section will suggest methods of sustaining existing resources as well as possible improvements based on the results of the previous section.

- The primary goal of this element is to maintain and enhance the economic viability of historic structures and sites in the city in order to increase the quality of life and enjoyment for the citizens of New Ellenton. Additional goals include:
- Improve the aesthetic appeal and commercial viability of historic resources through historic preservation and adaptive reuse.
- Promote cultural activities in the city through the development of a recognizable character for New Ellenton.

D. IMPLEMENTATION STRATEGIES

- 4.1. Adopt and enforce the Comprehensive Plan and the Zoning Ordinance to ensure that land use compatibility is maintained and preserved.
- 4.2. Develop and adopt land development regulations that will ensure that cultural and historic preservation is considered in all future development and that in-fill development is compatible with existing development.
- 4.3. Promote the rehabilitation of historic houses and commercial buildings and consider incentives to purchase and rehabilitate deteriorating or substandard historic buildings for adaptive reuse.

- 4.4. Work with the State Historic Preservation Office (South Carolina Department of Archives and History) to submit applications for eligible properties and districts to the National Register of Historic Places.
- 4.5. Support the efforts of external organizations to provide cultural and historic services and bring cultural and historic events to the City.
- 4.6. Develop and adopt a sign ordinance to maintain consistent, nonintrusive, and aesthetically pleasing signage in the City.
- 4.7. Support the efforts of the cultural, historic, and artistic organizations to rehabilitate and create facilities for cultural, historic, and artistic events, including performances, displays, and preserving relevant materials.

Chapter Five: Community Facilities Element

The Community Facilities element focuses on growth, development, and redevelopment of the community. The goals of this section are outlined in the State Planning Enabling Act of 1994 (S.C. Code § 6-29-510). Key features of this element include current community facilities and plans for addressing future facility needs. In this section, the following areas will be evaluated:

- Transportation
- Water services
- Sewage facilities and services
- Solid waste
- Telephone, internet, and communications
- Fire, police, and EMS
- Government facilities
- Education and library facilities
- Recreation

A. INVENTORY

City infrastructure and community programs are critical to the growth and wellbeing of New Ellenton. This element is an essential component for developing priorities for future investments.

Transportation

Building and maintaining safe and efficient transportation systems is important to any community. The primary mode of transportation for the City of New Ellenton is roadways. New Ellenton's transportation network is discussed in detail in the Transportation Element.

Water Services

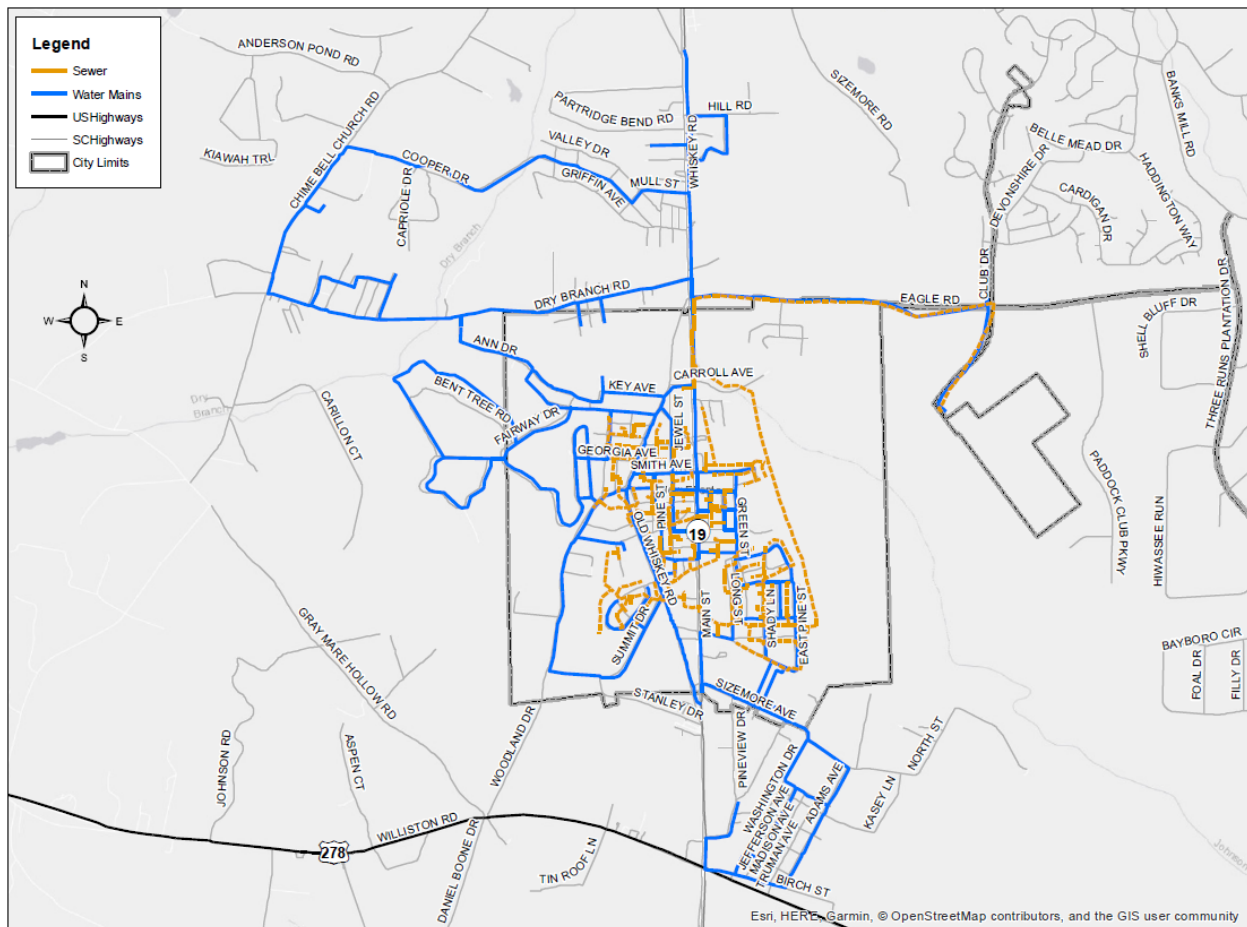
The City of New Ellenton's water system is controlled by the Commission of Public Works and serves over 6,000 individuals with 2,428 residential connections and 131 non-residential connections. Water is distributed from four deep municipal wells which draw water from the Middendorf Aquifer. Well 1 is located on Boatner Street, Well 2 is located on Oak ridge Avenue, Well 3 is located on Dry Branch Road, and Well 4 is located on Darlington Road.

Well 1 has a 150-kilowatt generator capable of running a well and well 3 serves as a back-up well under “Emergency Status.” Currently, the CPW is capable of storing approximately 600,000 gallons of water. The New Ellenton water system has a current rated capacity of 1,676,200 gallons per day, but averages approximately 1 million gallons per day. The 2018 annual drinking water quality report determined the City of New Ellenton meets or exceeds all Federal and State requirements.

Sewage Facilities and Services

The City of New Ellenton has 367 residences on its sewer system. Between 2015 and 2016, sewer system upgrades were completed using funding from a Rural Infrastructure Authority (RIA) grant. In 2018, Capital Project Sales Tax IV was approved, which allocated \$350,000 for projects involving sewer plant renovations and sewer line installations for New Ellenton. The city also has a 165 acre designated spray site where treated wastewater is discharged. This spray site is located off of Eagle Road and is within City limits due to annexation.

Map 5.1: City of New Ellenton Water and Sewer System



Solid Waste

The City of New Ellenton has contracted with Waste Management to provide commercial and residential solid waste removal. Currently, there is no active recycling program in the city. However, New Ellenton residents also have access to the New Ellenton Convenience Center, located just outside of city limits. This is a residential landfill operated by Aiken County and is located at 2120 Williston Road. This Center offers residential solid waste disposal and recycling. This center also has recycling for electronic waste, such as computers, printers, and televisions.

Electricity and Fuel

The City of New Ellenton is served by two electric power companies, which include Dominion Energy (Formerly South Carolina Electric and Gas or SCE&G) and Aiken Electric Cooperative. SCE&G was formerly a division of SCANA. However, in January 2019, Dominion Energy, a company based in Richmond, Virginia, acquired SCE&G. Recently, Amerigas replaced Eave’s Oil Company and provides propane gas for residents and businesses in New Ellenton and the surrounding area.

Telephone and Internet Services

Home telephone service in New Ellenton is provided by Atlantic Broadband and AT&T. Cell phone service is offered through Verizon, AT&T, Sprint, and T-Mobile among others. Atlantic Broadband offers high-speed cable broadband internet, while AT&T offers DSL broadband internet to New Ellenton (FCC). Currently, not every household in New Ellenton is connected. Estimates from the American Community Survey (ACS 2013-2017) showed that only 66% of New Ellenton households had any type of broadband service, while 73% of Aiken County households had any type of broadband service. This could be due to broadband access or financial constraints.

In the City of New Ellenton, 49% of households’ broadband internet comes from cable, fiber optic, or DSL and approximately 48% of households receive access to the internet through cellular data plans. The number of households in New Ellenton without an internet subscription is higher than the number of households without an internet subscription in Aiken County as a whole. Only 26% of Aiken County households are without an internet subscription, while 34% of households in New Ellenton are without a subscription.

Table 5.1: Number of Households by Type of Internet Subscription

	Broadband: Cable, Fiber Optic, DSL	Cell Phone Data Plan	Broadband of Any Type	No Internet Subscription
New Ellenton	513 (49%)	504 (48%)	685 (66%)	350 (34%)
Aiken County	38,491 (59%)	32,597 (50%)	47,782 (73%)	17,282 (27%)

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Fire and Police Stations



The New Ellenton Fire Department consists of 3 fire stations with a part-time fire chief, 2 full-time firefighters and 25 volunteer firefighters. The responsibilities of the NEFD include extinguishing fires (structure, car, and brush), assisting with automobile wrecks, running a first responder program, assisting with setting up landing zones for medical helicopters, and assisting police with missing person searches among other things. This department serves over 8,800 citizens in a 52.3 square mile area. NEFD headquarters is located on 201 Oak Ridge Avenue, which is located near City Hall, and the two substations are located on Williston Road and Range Road. A new substation is being built, which will put almost every citizen within 5 miles of a fire station. The NEFD also has a training center located at 20 Chime Bell Church Road.

Table 5.2 shows the percentages of calls that the NEFD has received between January 1st and October 31st (2019). The majority of all calls are for first responders (68%). First responders are dispatched to assist with medical emergencies until an ambulance arrives. The second most common call type was for vehicle wrecks (13%). Cars that crash may be at risk for catching on fire and having firefighters present at the scene can help mitigate this risk. Firefighters also have hydraulic rescue tools, which can be used to help extricate people from vehicles.

Table 5.2: Estimated Percentages of NEFD Calls

Auto	Fire	Special	False	Automatic Mutual	First
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Accidents		Response	Alarms	Aid	Responder
13%	8%	3%	4%	4%	68%

Source: New Ellenton Fire Department

In 2015, the NEFD replaced its self-contained breathing apparatus (SCBA) equipment and purchased a new quick response vehicle. In 2016, a new medium-duty rescue vehicle was purchased. Most recently, two new custom cab pumpers were purchased and funds have been approved to purchase a utility vehicle with a rescue skid.

The current ISO rating for New Ellenton is 4/4Y, which was done in 2014. ISO ratings are given to assess the risk of fire damage for insurance purposes in a community. Scores range on a scale from 1-9, with 1 being the highest rating. The “4Y” in New Ellenton’s ISO rating refers to the distance of properties from a fire hydrant or other usable water sources. Once the new substation is built, the NEFD plans to contact ISO to request a new inspection. This new inspection should lower the current rating and reduce the cost of homeowners insurance for residents.

The New Ellenton Police Department is responsible for enforcing state laws and city ordinances, including criminal and traffic offenses. They investigate criminal activity, deter crime through routine patrol, and engage in community service activities. Currently the department consists of a full-time chief, a full-time sergeant, two full-time officers, and one part-time officer.

Since 2010, the NEPD has purchased 5 new patrol vehicles. These vehicles were purchased in 2010, 2013, 2014, 2018, and 2019. The department also purchased new hand radios and Tasers. The NEPD has plans to increase their staff from 5 to 8 members. They also have plans to improve their facilities and amenities, as well as purchase new vehicles and equipment, so officers are better prepared to do their job. Currently, the NEPD has a Reserve Program, and may possibly bring back their Ride-Along Program. Another future goal of the department is to bridge the gap between the community and law enforcement officers.



Table 5.3 displays 2018 SLED data on reported crime frequencies for various violent crimes, breaking and entering, motor vehicle theft, larceny, and arson.

Table 5.3: 2018 New Ellenton Reported Crime Frequencies

Violent Crime	Murder	Sexual Battery	Robberies	Aggravated Assault	B&E	Motor Vehicle Theft	Larceny	Arson
9	0	1	3	5	3	2	24	0

Source: South Carolina Department of Public Safety, SLED

Crime data can be better understood when standardized into a crime rate. This rate is the number of occurrences per 10,000 citizens. This method takes population size into account, which allows for the comparison of crime data between cities and counties. The table below compares annual crime rates for the City of New Ellenton.

Table 5.4: 2010-2018 New Ellenton Reported Crime Rates

Year	Violent Crime	Murder	Rape	Robberies	Aggravated Assault	B&E	Motor Vehicle Theft	Larceny
2010	82.8	0.0	0.0	0.0	82.8	115.0	9.2	243.9
2011	13.0	0.0	0.0	0.0	13.0	78.3	13.0	156.5
2012	70.3	0.0	0.0	14.1	56.2	84.3	9.4	182.7
2013	35.8	0.0	4.5	13.4	17.9	165.4	13.4	196.7
2014	44.2	0.0	3.7	11.1	29.5	195.4	11.1	147.5
2015	49.4	4.1	8.2	12.3	24.7	69.9	12.3	201.6
2016	93.6	0.0	8.5	34.0	51.1	42.6	29.8	93.6
2017	50.3	0.0	4.2	12.6	33.5	41.9	4.2	62.8
2018	37.7	0.0	4.2	12.6	20.9	12.6	8.4	100.5

Source: South Carolina Department of Public Safety, SLED

The table below shows crime rates for New Ellenton, Aiken County, and South Carolina. Crime rates for New Ellenton are primarily lower when compared to Aiken County and South Carolina.

Table 5.5: 2018 Reported Crime Rates

	Violent Crime	Murder	Sexual Battery	Robberies	Aggravated Assault	Burglary	Motor Vehicle Theft	Larceny	Arson
New Ellenton	37.7	0.0	4.2	12.6	20.9	12.6	8.4	100.5	0.0
Aiken County	40.3	0.8	7.9	6.0	25.6	71.3	32.8	215.8	1.1
South Carolina	49.4	0.8	5.2	7.0	36.4	58.7	30.2	220.9	1.3

Source: South Carolina Department of Public Safety, SLED

Emergency Medical Services

The City of New Ellenton does not have ambulances or EMS staff stationed within city limits. Currently, emergency medical services for New Ellenton are served by Aiken County. Aiken County EMS operates with approximately 80 staff members. The majority of New Ellenton is in Aiken County EMS Station 9’s coverage area. This station is located on Citadel Drive and is approximately 6 miles from City limits.

General Government



New Ellenton City Hall is located in the center of the city off of North Main Street. This building contains the police department and City Council Chambers, which also serves as the New Ellenton Magistrate’s Courtroom. Renovations took place for this facility between 2013 and 2014 and were implemented by J.E. Stewart Builders, Inc. This project consisted of a roof conversion, complete interior renovation, new HVAC, plumbing, electrical systems, windows, and stucco and brick exterior.

The New Ellenton branch of the United States Postal Service is located at 518 N Main Street. This location’s retail hours are Monday – Friday from 8:30am to 5:00pm and Saturday from 8:30am to 12:00pm.

Education

Education in New Ellenton is served by the Aiken County Public School District. Their mission is to “cultivate future-ready students to serve our evolving community and world through an innovative, literacy-focused school system.”



Greendale Elementary School is considered a STEAM (Science, Technology, Engineering, Arts, and Math) school with approximately 405 students enrolled in pre-kindergarten through fifth grade. This school was built in 1955 to accommodate families that were working at the Savannah River Site in the 1950’s. The school received an addition in 1991 and in 2001, which expanded the facility. The current mission of the school is to prepare students to be “well-rounded, rigorous problem solvers of the technologically-oriented world.”



New Ellenton Middle School, formerly Talatha-Hawthorne School, is a STEAM magnet school with approximately 270 students in grades 6 – 8. This school’s mission is to foster academic achievement through innovative teaching practices with a strong emphasis on science, technology, engineering, arts, and mathematics, build strong community relations with its stakeholders, and to produce well-rounded, productive citizens.



Silver Bluff High School opened to students in the fall of 1981. Today, the school enrolls approximately 650 students and serves as the Area 5 high school with students in grades 9 – 12. Silver Bluff recently completed a project, which improved the restroom facilities at their football stadium. This project was part of the Aiken County Public School District’s Eight Percent Projects. Every year, the District issues obligation bonds to fund projects from its Five Year Facilities Plan. This project was contracted to Tyler Construction/MPS and cost \$796,000. Continual building and renovation began in May of 2019 and was completed in August of 2019.

A demographic study was done in 2017 for the Aiken County Public School District by Cropper GIS and McKibben. Demographic information in the study shows various trends in student enrollment projections for Greendale Elementary, New Ellenton Middle School, and Silver Bluff High School over the next 6 years. Enrollment for 2026-27 estimates for Greendale project a 15% increase by 2026, New Ellenton Middle School enrollment is projected to have an 11% decrease by 2026, and enrollment estimates for Silver Bluff High School show a 5% increase in enrollment by 2026. Table 5.6 shows student enrollment figures for 2019 along with estimates of enrollment for 2026.

Table 5.6: Current and Projected Student Enrollment

School	2019*	2026	% Change
Greendale Elementary School	365	419	14.8%
New Ellenton Middle School	273	242	-11.4%
Silver Bluff High School	653	683	4.6%

*Source: Aiken County Public Schools, SC Demographic Study (2017); *South Carolina Department of Education.*

Although a 15% increase or decrease in enrollment may seem significant, it should be noted that fluctuations in enrollment have been common for these schools in recent years. For example, Greendale Elementary experienced an 18% increase in enrollment between 2012-2016, but was followed by an 11% decrease in enrollment between 2016-19. New Ellenton Middle experienced a 24% decrease in enrollment between 2012-2016, but has increased in enrollment since then. These year-to-year differences are likely due to natural changes in population characteristics. Table 5.7 shows student enrollment for each school from 2012 to 2019.

Table 5.7: 2012-2019 Enrollment

	Greendale	NEMS	Silver Bluff
2012	387	219	658
2013	418	190	640
2014	417	183	677
2015	411	189	649
2016	457	166	644
2017	429	184	622
2018	407	199	646
2019	405	273	653

Source: South Carolina Department of Education.

Library

The New Ellenton Branch Library is part of the Aiken, Bamberg, Barnwell, and Edgefield (ABBE) Regional Library System. This branch used to be located at 407 N Main Street, but was moved

to a new building next to City Hall. The new building is approximately 3 times larger than the old building with access to 10 public computers. This branch is open Monday through Thursday.



Communications

Public radio and television stations out of Augusta, Georgia provide various communication coverage for New Ellenton residents. Daily newspapers such as the Aiken Standard, North Augusta Star, and Augusta Chronicle are also available. News channels and papers also have online stories posted on their websites and Facebook pages. This provides citizens with easier and faster access to news coverage and updates.

Recreation

The City of New Ellenton is home to Evan's Park. This is a 7.5 acre park with a playground and basketball court. It also has the Annie Mae Ford stage and available seating for entertainment events. The park is surrounded by a walking track that citizens can use to exercise. The park also has a shaded picnic area, which is a hot spot for free Wi-Fi, and a restroom facility that was renovated in 2014. The New Ellenton Community Center is located across the street, and can be rented by citizens for social events. This facility was completely rebuilt in 2014.



B. NEEDS AND GOALS

The Community Facilities Element of the Comprehensive Plan focuses on the facilities that contribute to the success and quality of life of a community. Improving a community’s facilities can be one of the most important methods of promoting growth and development in an area. However, improving community facilities can be difficult at times due to the high costs typically involved. Throughout the planning process a variety of new improvement projects have been suggested, all of which are important to the development of the City of New Ellenton

- The primary goal of the Community Facilities Element for New Ellenton is to continue improvements to the viability and the livability of the city by supporting efforts to strengthen the infrastructure and services available to the citizens and by offering new ideas to continue these improvements.

Other goals include:

- Provide and maintain a safe and efficient transportation network that serves the needs of the residents and businesses of the community.
- Maintain the quality of existing development and assure the quality and compatibility of future development.
- Provide and maintain convenient access to the sanitary disposal and recycling of solid waste.
- Provide and maintain fast and reliable emergency, medical, fire, and police protection.
- Promote improvement and expansion of education facilities and opportunities in the city.

- Promote improvement and expansion of recreation programs and facilities in the city.
- Provide adequate water service to developing areas.

C. IMPLEMENTATION STRATEGIES

The implementation strategies for the proposed goals should begin immediately and continue until the suggested projects have been completed.

- 5.1** Continue to improve and maintain efficient emergency medical services in the city.
- 5.2** Partner with local colleges to create innovative learning opportunities such as a remote learning center or online degree programs.
- 5.3** Increase efforts to expand broadband internet service to citizens without access.
- 5.4** Continue to maintain and improve solid waste programs for citizens.
- 5.5** Improve and maintain wastewater discharge facilities
- 5.6** Expand the sewer system to unserved residential areas and along SC 19 (Whiskey Road).
- 5.7** Increase efforts to bring a healthcare facility to the city.
- 5.8** Work with local law enforcement to create initiatives to reduce crime rates in the City of New Ellenton to improve the overall quality and safety of neighborhoods.
- 5.9** Continue to work with community partners to create more recreation opportunities.

Chapter Six:

Housing Element

The Housing Element of the Comprehensive Plan provides an overview of housing needs to accommodate the current and future population of New Ellenton. This element analyzes supply, owner/renter occupancy, affordability, condition, and characteristics of housing in the city. Housing characteristics are closely related to the economy of the area as housing values reflect some income characteristics of the population.

A. INVENTORY

Housing Supply and Conditions

Data from the U.S. Census show that the total number of housing units has decreased by approximately 5.5% between 2000 and 2010.

Table 6.1: Number of Housing Units

	Units	% Change
1990	1,054	
2000	1,079	2.37%
2010	1,020	-5.47%

Source: U.S. Census Bureau

Table 6.2 shows changes in vacant, owner-occupied, and renter-occupied housing from 2000 to 2010. There was a 6.5% decrease in owner-occupied homes, but this is likely due to the decrease in population. There was a large decrease (27.6%) in the number of vacant homes in New Ellenton as well as a large increase (22.8%) in the number of renter-occupied homes.

Table 6.2: City of New Ellenton Housing Characteristics

	2000	2010	Change 2000-2010
Total Housing Units	1,079	1,020	-5.47%
Vacant Housing Units	203	147	-27.59%
Owner-Occupied Housing	692	647	-6.50%
Renter-Occupied Housing	184	226	22.83%

Source: U.S. Census Bureau

Table 6.3 shows the percentages of vacant, owner-occupied, and renter-occupied housing for 2000 and 2010 and an estimate for each category for 2017. There was little change in owner-occupied homes between 2000 and 2017, but if renter-occupied housing continues to increase, this may change. In 2000, only 17.1% of housing was renter occupied, and estimates for 2017 show an increase to approximately 24%.

Table 6.3: City of New Ellenton Housing Characteristic Rates

	2000 (%)	2010 (%)	2017* (%)
Vacant Housing Unit Rate	18.8%	14.4%	10.4%
Owner-Occupied Housing Rate	64.1%	63.4%	65.6%
Renter-Occupied Housing Rate	17.1%	22.2%	24.0%
	100.0%	100.0%	100.0%

Source: U.S. Census Bureau/2013-2017 American Community Survey 5-Year Estimates*

Table 6.4 shows Census estimates of the distribution of values of owner-occupied housing in the City of New Ellenton. The median value for housing is \$80,200, with approximately 53% of households valued below \$100,000.

Table 6.4: 2017 CoNE Owner-Occupied Housing Value (Estimates)

	Units	% of Total
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Less than \$50,000	157	21%
\$50,000 to \$99,999	320	42%
\$100,000 to \$149,999	106	14%
\$150,000 to \$199,999	91	12%
\$200,000 to \$299,999	33	4%
\$300,000 to \$499,999	47	6%
\$500,000 to \$999,999	10	1%
\$1,000,000 or more	0	0%
Median Value	\$80,200	100%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Table 6.5 compares the estimated median values of the City of New Ellenton, Town of Jackson, Town of Burnetown, City of Aiken, Aiken County, and South Carolina. Housing values in New Ellenton are the lowest out of each town and city and fall below the County and State median. Housing values significantly affect the revenue of local government and school districts attained from property taxes. Property taxes are *ad valorem* and are based on the fair market value of each property. Lower property values equate to lower revenue for the municipalities they reside in.

Table 6.5: Comparative Housing Values (2017 Estimates)

	Population	Median House Value	Median Rental Cost
New Ellenton	2,387	\$ 80,200.00	\$ 689.00
Jackson	1,810	\$ 92,800.00	\$ 730.00
Burnetown	2,771	\$ 122,300.00	\$ 833.00
City of Aiken	30,277	\$ 175,200.00	\$ 874.00
Aiken County	165,707	\$ 135,900.00	\$ 767.00
South Carolina	4,893,444	\$ 148,600.00	\$ 836.00

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Table 6.6 includes information about plumbing and kitchen facilities, vehicle availability, telephone status, and heating fuel type. Housing condition estimates for 2017 show significant improvement when compared to conditions in 2010. In 2010, 2.5% of owner-occupied homes

lacked complete plumbing and kitchen facilities. However, estimates for 2017 show a decrease to 0% and 0.6% for lacking complete plumbing and kitchen facilities, respectively. The percentage of households with no vehicle available decreased from 4.8% to 1.2% and households with no telephone decreased from 6.1% to 0.5%.

According to Census estimates, heating fuel use in the City of New Ellenton has changed slightly from 2010 to 2017. These estimates show a decrease in use of utility gas and an increase in use of electricity. The use of propane has decreased as well. In 2010, 1% of households had no heating fuel, and this dropped to 0% in 2017 estimates.

Table 6.6: City of New Ellenton Housing Conditions (Estimates)

	2010		2017	
	# of Units	% of Units	# of Units	% of Units
Lacking Complete Plumbing Facilities	23	2.5%	0	0.0%
Lacking Complete Kitchen Facilities	23	2.5%	6	0.6%
With No Vehicle Available	45	4.8%	11	1.2%
No Telephone in Unit	56	6.1%	5	0.5%
Heating Fuel: Utility Gas	400	43.9%	330	31.6%
Heating Fuel: Bottled/Tank/LP Gas	33	3.6%	9	0.9%
Heating Fuel: Electricity	460	50.5%	695	66.6%
Heating Fuel: Other	9	1.0%	9	0.9%
No Heating Fuel	9	1.0%	0	0.0%

*Source: U.S. Census Bureau, 2006-2010 American Community Survey/2013-2017 American Community Survey 5-Year Estimates**

Household Characteristics

Estimates for the City of New Ellenton show that 62.1% of households are family households, while 37.9% are non-family households. These estimates show a small decrease in the percentage of family households and a small increase in non-family households between 2010 and 2017. However, this difference is not statistically significant and may be due to random chance that occurs when sampling populations. However, estimates show a significant decrease in married-couple families. The 2017 estimate for average household size is 2.29. This suggests that most households consist of 2-3 individuals.

Table 6.7: City of New Ellenton Households by Occupancy Type

	2010		2017*	
	# of Units	% of Units	# of Units	% of Units
Total households	873		1,043	
Family households (families)	568	65.1%	648	62.1%
Non-family households	305	34.9%	395	37.9%
Married-couple families	374	42.8%	340	32.6%
Female householder, no husband (family)	149	17.1%	230	22.1%
Householder living alone	279	32.0%	386	37.0%

Average household size	2.34	2.29
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Source: U.S. Census Bureau/2013-2017 American Community Survey 5-Year Estimates*

Manufactured homes are often purchased as an affordable alternative to stick-built homes. Manufactured homes make up approximately 24% of households in the City of New Ellenton. The majority of these homes are owned by non-family occupants (41%), while families that consisted of unmarried males was least likely to own a manufactured home (7%). Table 6.8 breaks down the 2017 estimates of manufactured home ownership by occupancy type.

Column 1 contains the number of households with manufactured homes for each occupancy type. Column 2 displays the percentage of manufactured home ownership within each occupancy type and column 3 displays the percentage of manufactured home ownership between each occupancy type. For example, column 2 shows that 11.2% of married families own a manufactured home, while column 3 shows that married families own 15% of all manufactured homes. These data suggest that families, which consist of females with no husband, are more likely to live in a manufactured home than any other group in New Ellenton.

Table 6.8: 2017 Estimates of Mobile Home Ownership by Occupancy Type

	# with MH	% within Occupancy Type	% of total
Family (married)	38	11.2%	15%
Family (Male no wife)	17	5.5%	7%
Family (Female no husband)	92	40.0%	37%
Non-family	102	25.8%	41%
Mobile Home Total	249		100%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Modular homes have also been used as an affordable alternative to stick-built homes. Modular homes are mostly constructed off site and are then shipped to their intended location. Unlike manufactured homes, modular homes typically use the same materials as stick-built homes and are affixed to a foundation. The South Carolina Modular Housing Institute (SCMHI) represents the modular industry in the State and is a resource for modular homebuyers.

Household Size

The Census Bureau measures housing size by the number of rooms a household has. Since 2000, there was a slight increase in the percentage of households that are 4 rooms or less. The percentage of households with 5 to 7 rooms decreased from 69.9% to 60.6%, and households with 8 or more rooms increased from 10% to 14.2%.

Table 6.9 City of New Ellenton Size of Housing

# of Rooms	2000	2000 (%)	2017*	2017* (%)
4 or less	221	20.1%	294	25.3%
5 to 7	770	69.9%	705	60.6%

8 or more	110	10.0%	165	14.2%
Median	5.3		5.5	

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates*

New and Potential Growth



New Ellenton has the potential for housing growth and development. The Pines is a growing subdivision located off Eagle Road within city limits. The first houses in this neighborhood were built and sold in 2011. By the end of 2011, the subdivision had 9 houses, and since then has grown to over 90 houses. Approximately 50% of houses in The Pines were built within the last 3 years. Recently, new roads have been built within the neighborhood as well as a new retention pond in order to continue expansion within this neighborhood.

B. NEEDS AND GOALS

The primary goal of the Housing Element is for the City of New Ellenton to improve housing opportunities in a manner that will raise standards for new development and provide safer housing for those areas in which substandard housing currently exists.

- Promote neighborhood enhancement programs such as volunteer days, park cleanups, and plantings.
- Promote fair housing activities, especially during the month of April, which is National Fair Housing Month.

- Promote the construction of quality infill housing in vacant residential lots.

C. IMPLEMENTATION STRATEGIES

The following policies are offered to help the City of New Ellenton encourage the objectives of the primary goal.

- 6.1. Enforce building standards, and update and enforce zoning.
- 6.2. Update zoning ordinance and develop strategies to allow the replacement of old and derelict mobile homes with newer mobile homes.
- 6.3. Support agencies and businesses that seek to eliminate housing discrimination.
- 6.4. Pursue funding and tax incentives for housing construction, rehabilitation, and home ownership programs for low-to-moderate income households.
- 6.5. Support innovative housing opportunities, such as multi-family and modular, and encourage development of a variety of quality housing unit types and sizes to meet the varying needs of all families and their associated income levels.
- 6.6. Encourage programs and projects designed to preserve and enhance the character and integrity of existing residential neighborhoods and to preserve the City of New Ellenton's significant structures.
- 6.7. Enforce ordinances and building code standards to upgrade substandard housing units and to remove through due process non-repairable structures. The City shall use condemnation proceedings only when rehabilitation is not feasible or if public safety is jeopardized.
- 6.8. Enforce ordinances and work toward eliminating the factors that degrade the neighborhood such as incompatible land uses, code violations, abandoned houses, derelict cars, and other nuisance items.
- 6.9. Continue to support and implement policy to dispose of abandoned and dilapidated manufactured homes and other nuisance property.
- 6.10. Provide incentives for homeownership in the City of New Ellenton.
- 6.11. Create marketing strategies that highlight the positive aspects of New Ellenton to promote housing growth in the city.

Chapter Seven: Land Use Element

The Land Use Element addresses existing development patterns, problems, and conflicts as well as future land use needs and controls. The Current Land Use map reflects the existing land use coverage of the City of New Ellenton. This element identifies current land uses, presents needs and goals, as well as implementation strategies.

The Land Use Element is not intended to be a regulatory device, but rather to act as a policy tool to assist the city in the endeavor of growth management, taking into consideration the needs of property owners. An existing land use survey forms a basis for determining development problems and desirable and undesirable trends. It also serves as a guide for

projecting desirable future land uses, based on community goals and objectives. This element identifies current and future land uses and presents needs and goals as well as implementation strategies.

A. INVENTORY

Existing land use in the City of New Ellenton includes the full range of urban uses including residential, commercial, public, agricultural, and vacant. Residential use accounts for the greatest portion of current development. It should be noted that planned development districts are allowed within city limits.

Residential Land Use

Existing residential land use in the City is characterized by predominantly low- to medium-density, single-family development in both the outlying sections as well as near the center of the city. There are a few duplexes and multi-family residential developments found primarily along the central core of the city. There are also a few areas where there is a concentration of mobile homes. Most of these areas are located throughout the innermost section of the City.

Commercial Land Use

Existing commercial land use in the City consists of concentrated development in the central business district along SC Highway 19 (Main Street). There is also scattered commercial land use branching off of Main Street towards the south eastern portion of the city.

Industrial Land Use

This category of land use includes warehouses, distribution facilities, petroleum products storage, junk yards and similar uses in addition to manufacturing plants. There is currently no industrial land uses identified within the city limits. However, Quality Metal Products, which is located in the southern portion of the city just outside the city limits, is identified as an industrial use.

Public and Semi-public Land Use

Existing public and semi-public land use in the City includes the City Hall, Court House, County Offices, Library, Schools, Parks and Recreation facilities, and churches. These public facilities are scattered throughout the city, with the highest concentration close to the City's center.

Agricultural

Cropland and pasture accounts for a large portion of the outlying areas of the city. There are three mid-sized agricultural parcels located within the city limits, with two parcels in the northern portion and another parcel located towards the south western section of the City.

Also, two agricultural parcels are located in the southern outlying area of the city, and a large agricultural use parcel is located east of the city limits.

Vacant Land

There is a large amount of vacant land in the City. Some are small vacant lots scattered throughout the city. Also, some wooded, multi-acre lots are located in the mid- to outlying areas of the City which could be used for medium- to high-density planned development housing when a market evolves in the future.

Future Land Use

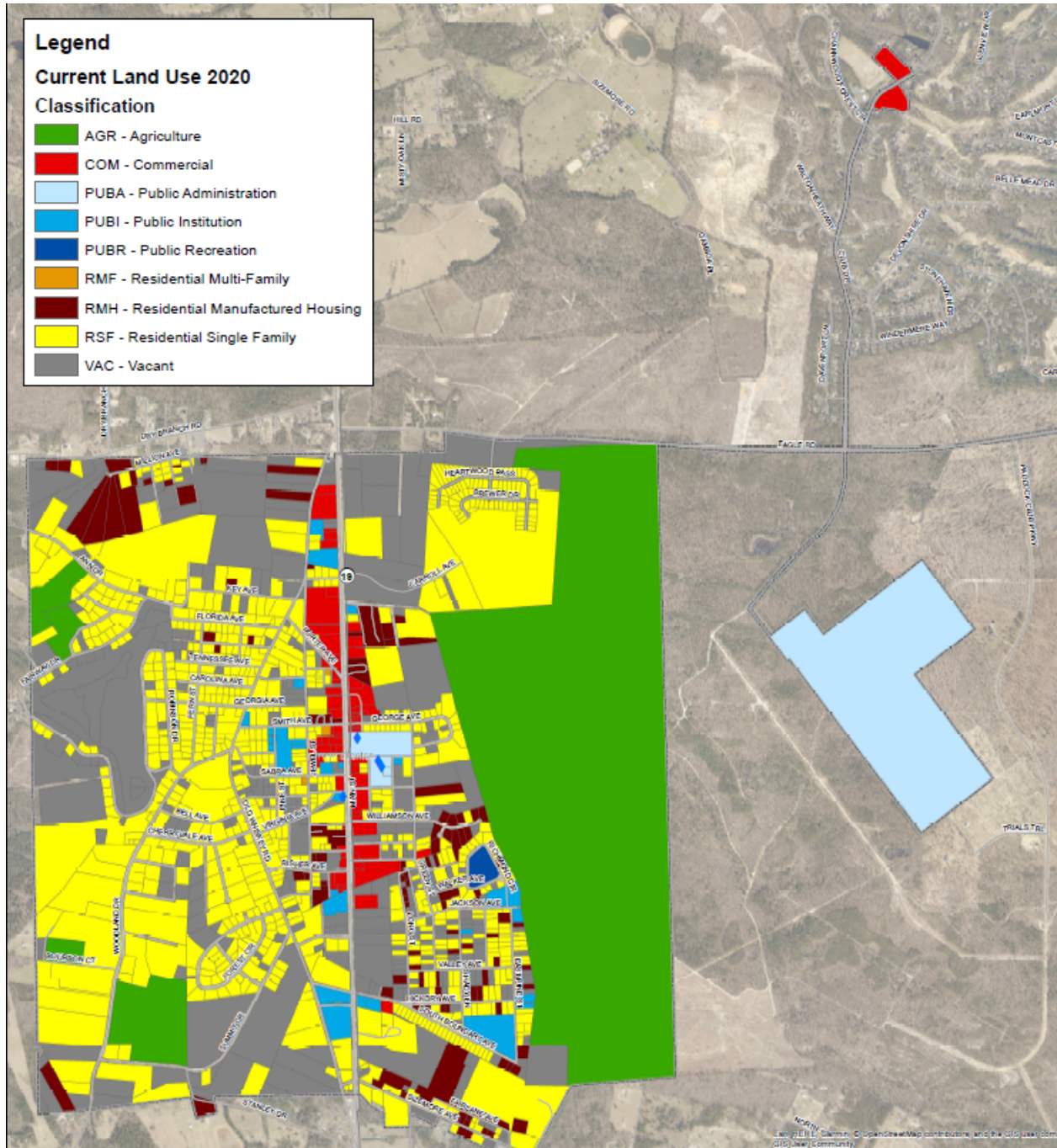
There is potential for the city to have planned development districts within the city limits in the near future. These type districts allow for a mixture of different types of housing with compatible commercial uses, shopping centers, office parks and other mixed use developments.

Land Development Constraints

Assuming that vacant property can be purchased at a reasonable price when a market for additional land development occurs, the topography of the land in these areas will be a consideration.

It may be worthwhile for the City to consider adopting land development regulations to set forth standards for street design and construction, as well as drainage and site design to guide new land developments for all types of land uses.

Map 7.1: City of New Ellenton Current Land Use 2020



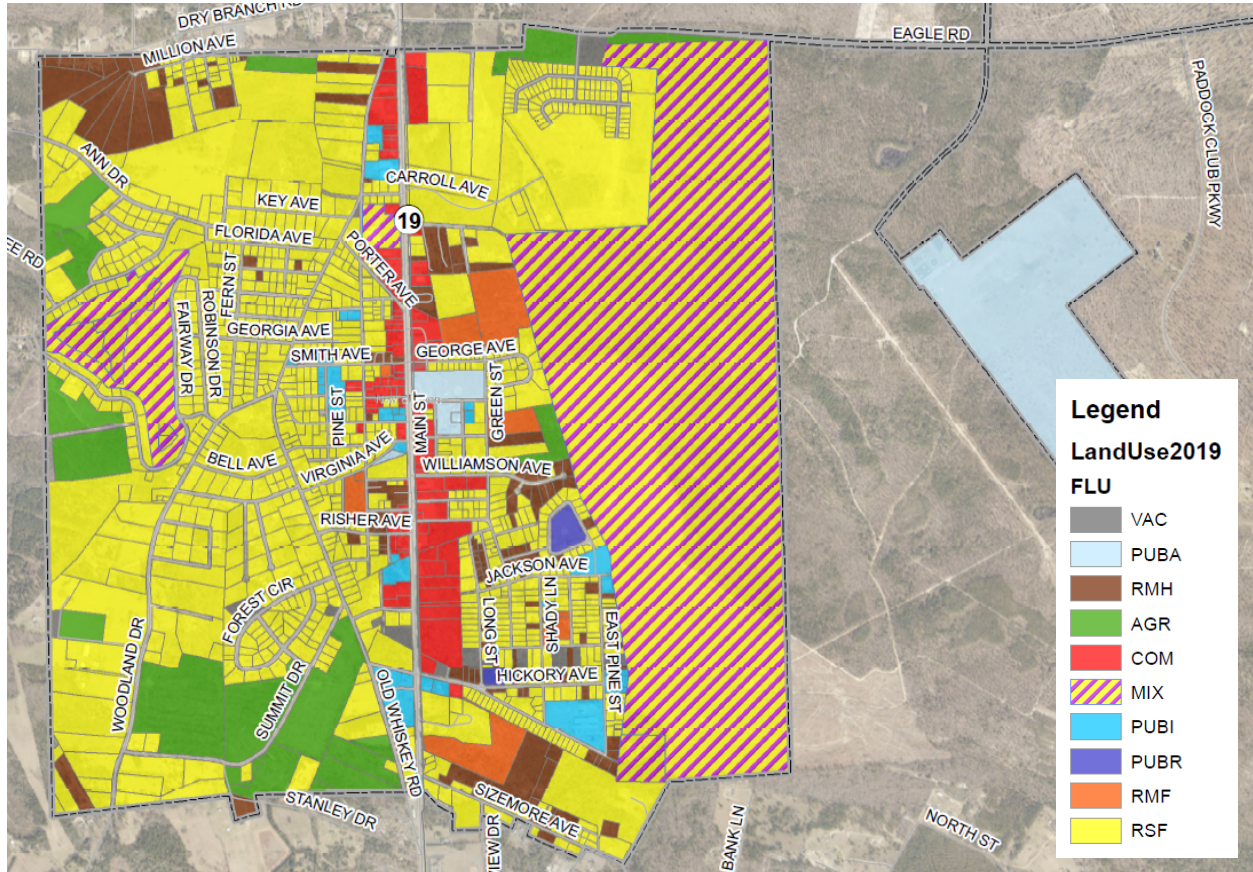
Future Land Use

The City of New Ellenton’s future land use patterns are reflected on the Future Land Use Map, which provides the foundation for this Comprehensive Plan. The Future Land Use Map indicates the intended distribution and intensity of land uses over the next 10 years to provide

greater land use predictability and transparency, and to create a logical framework for future zoning and development.

The Future Land Use Map, like the Current Land Use Map, uses color-coded categories to express public policy on future land uses across the City. Its land use designations have been drawn based on existing and desired development patterns, streets, parcel lines, environmental features and other logical boundaries.

Map 7.2: City of New Ellenton Future Land Use



B. NEEDS AND GOALS

The inventory section of the Land Use Element focused on existing land use in the City of New Ellenton. This section will project the achievements the city wishes to obtain based on the inventory of land uses presented and the other elements of the comprehensive plan.

- The primary goal of the Land Use Element is to develop, implement and enforce land use and development regulations in compliance with the city’s Zoning Ordinance. This will assure the quality and compatibility of future development, maintain the quality of existing development, and further develop the character of the city. Other goals developed from the objectives in this plan are listed below:

- Promote efficient land development that is compatible with adjacent land uses, is well integrated with the transportation system, and is sensitive to the natural environment.
- Promote the balance of conservation and development.
- Support innovative operations and facilities to encourage an appropriate balance of automobile use and to encourage energy efficiency and the use of renewable resources.
- Support innovative and varied approaches to development and provide for the coexistence of urban and rural land uses.
- Support economic development efforts and encourage the entry of new industry while assuring the quality and compatibility with neighboring areas.
- Support local and regional efforts in the comprehensive planning process.
- Improve the aesthetic appeal of the developed areas.
- The compact character of the downtown central business district should be preserved.
- Development of high quality single- and multi-family, low-density and medium-density, residential uses within the City should be encouraged, especially in the larger, multi-acre vacant land areas.
- The City should focus on redevelopment of empty commercial buildings and shopping centers, known as “grayfields.”
- Redevelopment is needed for some of the low density areas—these could be used for recreational land use.
- Higher density areas should be assessed to ensure quality of life is maintained.
- Manufactured home parks should continue to be made available, directing them away from the core commercial district.

C. IMPLEMENTATION STRATEGIES

This section of the Land Use Element offers suggested policies for implementation of desired goals and objectives.

7.1. Maintain and continue to develop the downtown area.

7.2. Continue to enforce and update the City’s Zoning Ordinance.

7.3. Adopt land development regulations that guide the harmonious growth of the City.

- 7.4. Utilize vacant lots located in various zones throughout the city to ensure best use of land and allow easy access for citizens to make use of any such facilities.
- 7.5. Promote compatibility and gradual transitions between areas of different land uses and enhance desirable characteristics in mixed use areas by utilizing the planning and zoning process to create opportunities for new mixed use development.
- 7.6. Encourage industrial development to occur in existing industrial areas.
- 7.7. Periodically evaluate changes in land use in the context of regional needs and overall welfare of the community impacted by new development.
- 7.8. Continue to have responsibility for maintaining proper updates of the City of New Ellenton's Comprehensive Plan and Zoning Ordinance. Establish schedule and procedural methods for review of the Comprehensive Plan and Zoning Ordinance.
- 7.9. Encourage and support techniques for the acquisition and maintenance of open space in the city.
- 7.10. Encourage residential development that provides opportunities for a variety of income levels.
- 7.11. Encourage appropriate buffers to mitigate conflicting land uses.
- 7.12. Encourage high-quality residential, commercial, and industrial land developments.
- 7.13. Encourage new development to preserve significant natural resources, historic resources, and scenic areas.
- 7.14. Discourage development within 100-year floodplains, areas with hydric soils, and other areas not suitable for development.

Chapter Eight: Transportation Element

The Transportation Element was originally included in the Community Facilities chapter. However, transportation planning no longer focuses exclusively on the transportation infrastructure itself. This element focuses on the transportation system and how it facilitates the diverse needs and goals of a community. This includes major road improvements, new road construction, and pedestrian and bicycle projects among other things.

The Transportation Element lays out the current transportation system used in the City of New Ellenton and works as a strategic plan to improve and maintain a multi-modal transportation network that functions as a primary component of the Comprehensive Plan. The transportation system must take into consideration land use and growth patterns, commercial activity, economic development, quality of life imperatives, and the needs of special populations. Creative handling of the transportation/land use connection can provide a balanced transportation system that makes it both convenient and efficient for people traveling throughout the community. This element describes the existing condition of the transportation network, and sets forth policies and objectives, which integrate the network functionally with the Land Use Map of the Comprehensive Plan.

A. BACKGROUND AND INVENTORY

The Transportation Element provides the City of New Ellenton with the planning tools and resources to help guide development of multi-modal transportation infrastructure that best serves the needs of the community. In Aiken County, transportation planning is a combined effort of the County, adjacent counties and municipalities, the South Carolina Department of Transportation (SCDOT), and the Lower Savannah Council of Governments (LSCOG), which is the rural transportation planning organization for the region as designated by the SCDOT. Together, these agencies analyze the short and long-range transportation needs of the region and offer a public forum for transportation decision making. The LSCOG prepares a five year plan which is included in the SCDOT Statewide Transportation Improvement Program (STIP).

The SCDOT is responsible for transportation planning for federal and state highways. Its focus is on providing statewide regional networks of transportation. Plans from SCDOT allocate federal and state funds toward projects. The SCDOT Commission determines the funding priorities for the federal-aid program following each new federal highway bill and annual appropriations act which includes the funding level allocated to the LSCOG for rural transportation planning functions. Since the mid-1990s, the allocation between urban and rural federal-aid funds for MPOs and COGs, called Guidesshare, has been based on study area population.

There are many ongoing planning efforts associated with the LSCOG that focuses on rural regional transportation improvements. Three primary documents encompasses the regional transportation efforts:

1. The *Rural Planning Work Program* (RPWP) lists the transportation tasks to be performed by the LSCOG planning staff on an annual basis
2. The *Long-Range Transportation Plan* (LRTP) is used as a guide for region plans to invest in the transportation system over a 25 year period. The plan includes environmental, social, and intermodal considerations. The vision of the LRTP is guided by estimated available financial resources. The LRTP was adopted in 2005 and must be updated every five years to reflect changing conditions. The plan was most recently updated in 2015 and is currently going through an update, expected to be completed in 2020.
3. The *Transportation Improvement Program* (TIP) is a short-range five year capital improvement program prioritizing projects for federal funding. The current program spans from fiscal years 2017-2022. A project must have available funding and be included in the LRTP to be included in the TIP.

Functional Class Definitions

Interstates: Roadways that serve high-speed and high volume regional traffic. Access to a freeway is limited to grade separated interchanges with mainline traffic signals (e.g., I-20).

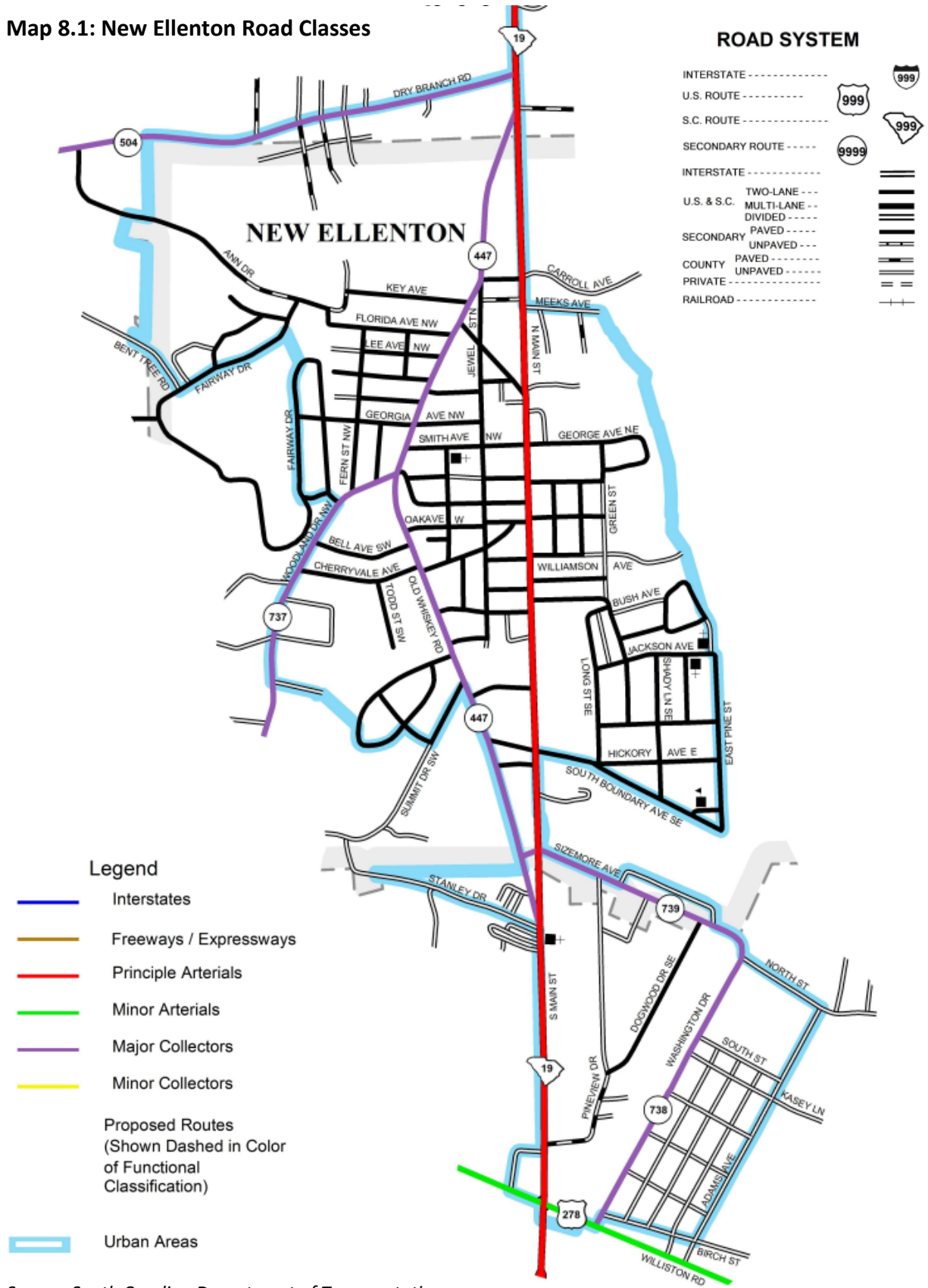
Principal Arterials: Roadways that serve high-volume traffic over long distances. Access is highly controlled with a limited number of intersections, medians with infrequent openings, and no direct parcel access. Adjacent land uses are served by other network roadways, service roads and inter-parcel connections (e.g., SC-19).

Minor Arterials: Roadways that serve high-volume traffic over medium distances. Access is restricted through prescribed distances between intersections, use of medians, and no or limited direct parcel access (e.g., US-278).

Collectors: Roadways that serve as links between local access facilities and arterial facilities over medium to long distances, outside of or adjacent to subdivision developments. Collectors are managed to maximize the safe operation of through-movements and to distribute traffic to local access.

Locals: Roadways that provide direct parcel access and deliver parcel generated trips to the collector network; neighborhood streets.

Map 8.1: New Ellenton Road Classes



Source: South Carolina Department of Transportation

Transportation and Land Use

In the City of New Ellenton, approximately 97% of workers age 16 and over in the labor force drive to work. Approximately 90% of workers drive alone, while 7% car pool. Public transportation to work is used by approximately 2% of workers. Overall, driving is the most common way individuals get to work, and most individuals who drive to work drive alone.

Table 8.1: Transportation to Work (2017 Estimates)

	Frequency	Percentage
Drove Alone	820	90%
Car Pooled	61	7%
Public Trans.	20	2%
Bicycle	0	0%
Walked	0	0%
Other	6	1%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Table 8.2 shows the 2017 estimates of travel times for individuals going to work. Approximately 29% of workers travel less than 15 minutes to work. This would suggest that the majority of New Ellenton residents are travelling outside of city limits to go to work. Approximately 25% of workers left their house between 7:00am and 8:00am.

Table 8.2: Travel Time to Work (2017 Estimates)

	Frequency	Percentage
Less than 15 minutes	260	29%
15 to 29 minutes	328	36%
30 to 44 minutes	213	23%
45 to 59 minutes	19	2%
60 minutes or more	87	10%

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

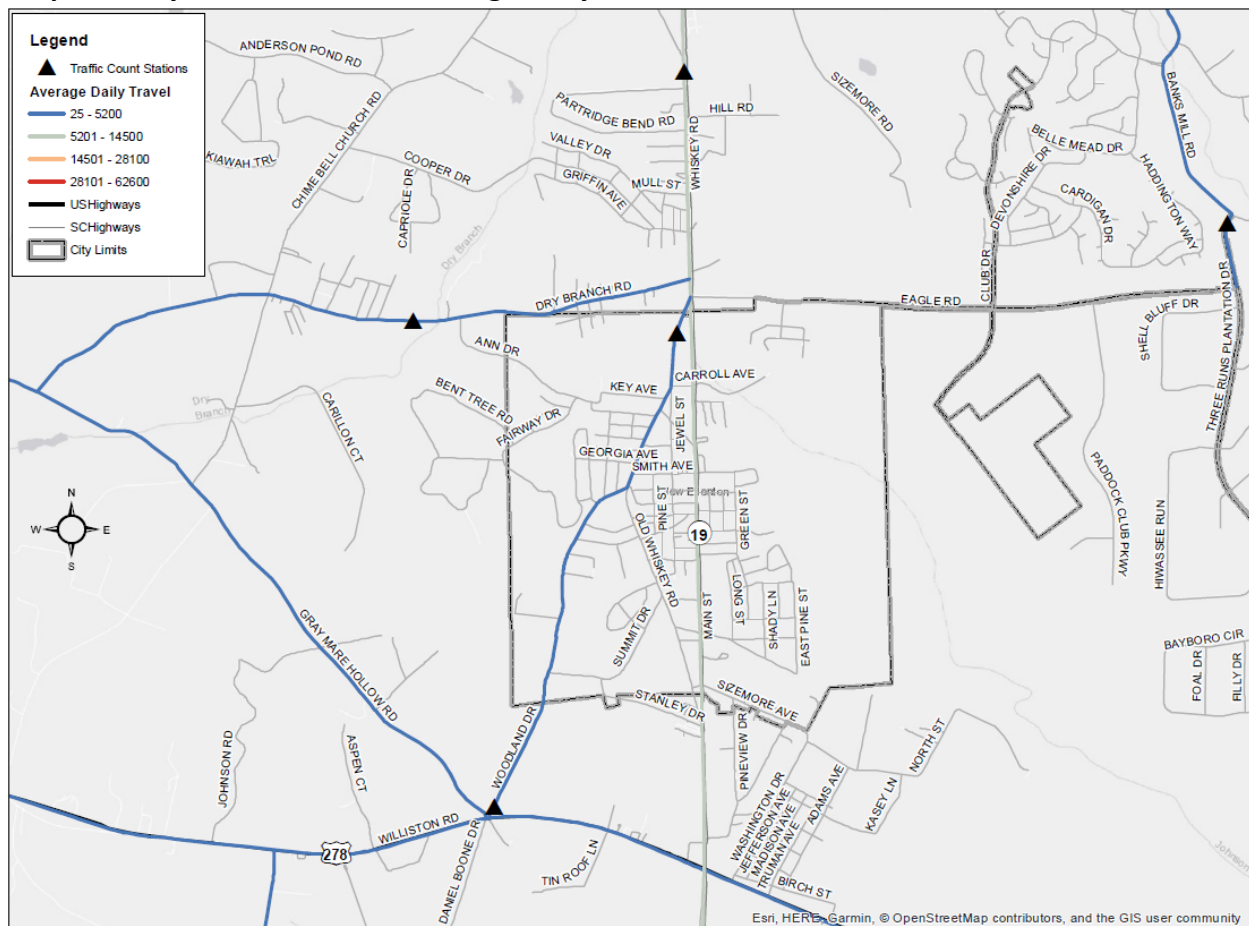
Land use patterns affect transportation infrastructure requirements and increase transportation costs. Suburban sprawl and inefficient land use increases environmental degradation by reducing air quality and increasing habitat destruction. It also increases resources consumed including fuel wasted from traffic congestion and time spent in traffic instead of more productive activities. As residential developments and commercial businesses expand out beyond the urban periphery, transit dependent populations become more limited in their employment choices.

Current and Future Transportation Considerations

The relationship between transportation and land use is significantly influenced by local population. Population growth in areas where current transportation infrastructure is inadequate adds significantly to travel times. Alleviating potential traffic woes requires identifying existing traffic problem areas, while looking at future population projections and identifying potential long range road improvement projects.

One way to monitor traffic volume is with traffic counts. Traffic counts measure the average daily traffic (ADT) on a roadway. Knowing the traffic volume is important for transportation planning because of the impact that traffic and road networks have on the community. The map below shows traffic counts provided by South Carolina Department of Transportation for the City of New Ellenton.

Map 8.2: City of New Ellenton Average Daily Traffic



Traffic volumes are especially important when planning for future growth and development. Businesses may be attracted to areas with high rates of traffic. However, high volumes of traffic can cause problems when roadways become congested. Traffic congestion can deter

businesses, reduce air quality when cars are on roads longer, decrease productivity, and inconvenience residents living in the area among other things. Determining which roads have issues with traffic congestion is an important element of transportation planning.

Table 8.3 shows the average daily traffic counts for 3 road sections that run through or impact New Ellenton residents. The road section with the most traffic in New Ellenton runs from Whiskey Road, just outside of city limits, through Main Street to the entrance of the Savannah River Site. This Road section has an annual average daily traffic (AADT) count of 13,000 vehicles. Other prominent roadways in New Ellenton have an AADT of less than 5,000 vehicles.

Table 8.3: 2018 Average Daily Traffic Counts for New Ellenton

Station	Route	Route Location	Est. AADT
161	SC 19	Federal Boundary - BEG AT SAVANNAH RIVER SITE TO S- 440 (POWDERHOUSE RD), L- 4454	13,000
245	S-737	S- 447 (OLD WHISKEY RD N) TO US 278 (WILLISTON RD)	2,300
527	S-447	SC 19 (N MAIN ST), L- 848 TO S- 737 (WOODLAND DR), S- 747	1,600

Source: South Carolina Department of Transportation

One way to determine if roads need improvement is by measuring their Level of Service (LOS). LOS ranges from A to F depending on the particular road and traffic counts. An LOS of A signifies that desired speed and movements are virtually unaffected by the presence of other vehicles and constrained only by the geometric features of the roadway and driver preferences. An LOS of E signifies the road is operating near maximum capacity and that traffic flows at about 30 mph. An LOS of F means that traffic flows in a stop and go fashion because of capacity inadequacies. This measure is typical within densely developed urban areas along freeways. When this condition occurs there are a number of alternatives:

- Widen the road to carry more traffic.
- Build other new roads to better distribute traffic in the area.
- Discourage increasing per capita automobile travel while encouraging the use of transit or carpooling (historically not feasible or successful in rural areas).
- Promoting and facilitating bicycling and walking as a viable means of transportation.
- A combination of the above.

LEVEL OF SERVICE

Highway traffic congestion is expressed in terms of Level of Service (LOS) as defined by the Highway Capacity Manual (HCM). LOS is a letter code ranging from "A" for excellent conditions to "F" for failure conditions. The conditions defining the LOS for roadways are summarized as follows:



LOS A

Represents the best operating conditions and is considered free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.



LOS D

Represents traffic operations approaching unstable flow with high passing demand and passing capacity near zero, characterized by drivers being severely restricted in maneuverability.



LOS B

Represents reasonably free-flowing conditions but with some influence by others.



LOS E

Represents unstable flow near capacity. LOS E often changes to LOS F very quickly because of disturbances (road conditions, accidents, etc.) in traffic flow.



LOS C

Represents a constrained constant flow below speed limits, with additional attention required by the drivers to maintain safe operations. Comfort and convenience levels of the driver decline noticeably.



LOS F

Represents the worst conditions with heavily congested flow and traffic demand exceeding capacity, characterized by stop-and-go waves, poor travel time, low comfort and convenience, and increased accident exposure.

Currently congestion does not present a significant problem for the transportation network in the City of New Ellenton. However, that does not mean that in the future this issue could arise. Traffic counts indicate that all the primary routes through New Ellenton have a Level of Service A, which indicates that the roads are capable of accommodating capacity and do not experience major congestion issues.

Roads

As in all predominantly rural areas of the state, the City of New Ellenton's system of roads and highways provides the main mode of transportation. The present system of public roads and highways within the city consist of both paved and unpaved primary and secondary routes. New Ellenton does not provide street and road maintenance. The South Carolina Department of Transportation and the Aiken County Transportation Committee has the responsibility for the streets and roads in the city.

The primary north-south corridor through the city is SC 19 (Main Street). East-West movement is primarily by US 278 (Williston Road), which is located just outside of city limits. The existing road and highway network appears adequate and seems to effectively assist in the direct access through the City of New Ellenton. However, there are several areas for potential transportation improvements. The need for a traffic light at the corner of South Boundary and Main Street has

been identified, due to the Savannah River Site traffic and the Greendale School traffic. A flashing light also needs to be installed on Main Street at Oak Ridge Avenue that would stop traffic in the event the fire engines were called out to an emergency during peak traffic hours.

Interstate

The nearest major interstates to the City of New Ellenton are I-20 and I-520, which are located approximately 30 minutes away from the city center.

Air

The City of New Ellenton does not have an airport located within the city limits, but does have access to several airports nearby. With an emphasis on business and private travel, the Aiken Regional Airport is a city-owned, public-use airport, which serves the areas general aviation and corporate flight needs with a 3,800'x75' runway and a 5,500'x100' runway. The Augusta Regional Airport, only 30 minutes away, offers daily flights through Delta to Atlanta and daily flights through American Airlines to Charlotte and Dallas. Columbia Metropolitan Airport, approximately 1 hour and 15 minutes away from the city center, provides flights to many locations on the eastern half of the United States through Delta, American Airlines, and United Airlines.

Public Transportation/Transit

The Best Friend Express provides public transportation throughout various parts of Aiken and North Augusta and connects with the Augusta transit system. The North Augusta Route starts in Downtown Aiken on Morgan Street NW and continues through Clearwater, Belvedere, North Augusta, and ends in Augusta where it connects with the Augusta transit. The Aiken Green Route travels from Downtown Aiken through Graniteville and Gloverville where it connects to the North Augusta Route at Langley Plaza and travels back through Downtown Aiken and to Jehossee Drive/South Boundary Avenue, next to Citizen's Park. The Aiken Red Route starts from Morgan Street NW where it continues through North Aiken at Crosland Park and continues back down to the Southside making its way to the Aiken Mall. The Aiken Mall stop is located approximately 6 miles outside of New Ellenton city limits and is the closest stop for New Ellenton Residents on the Best Friend Express' bus route.

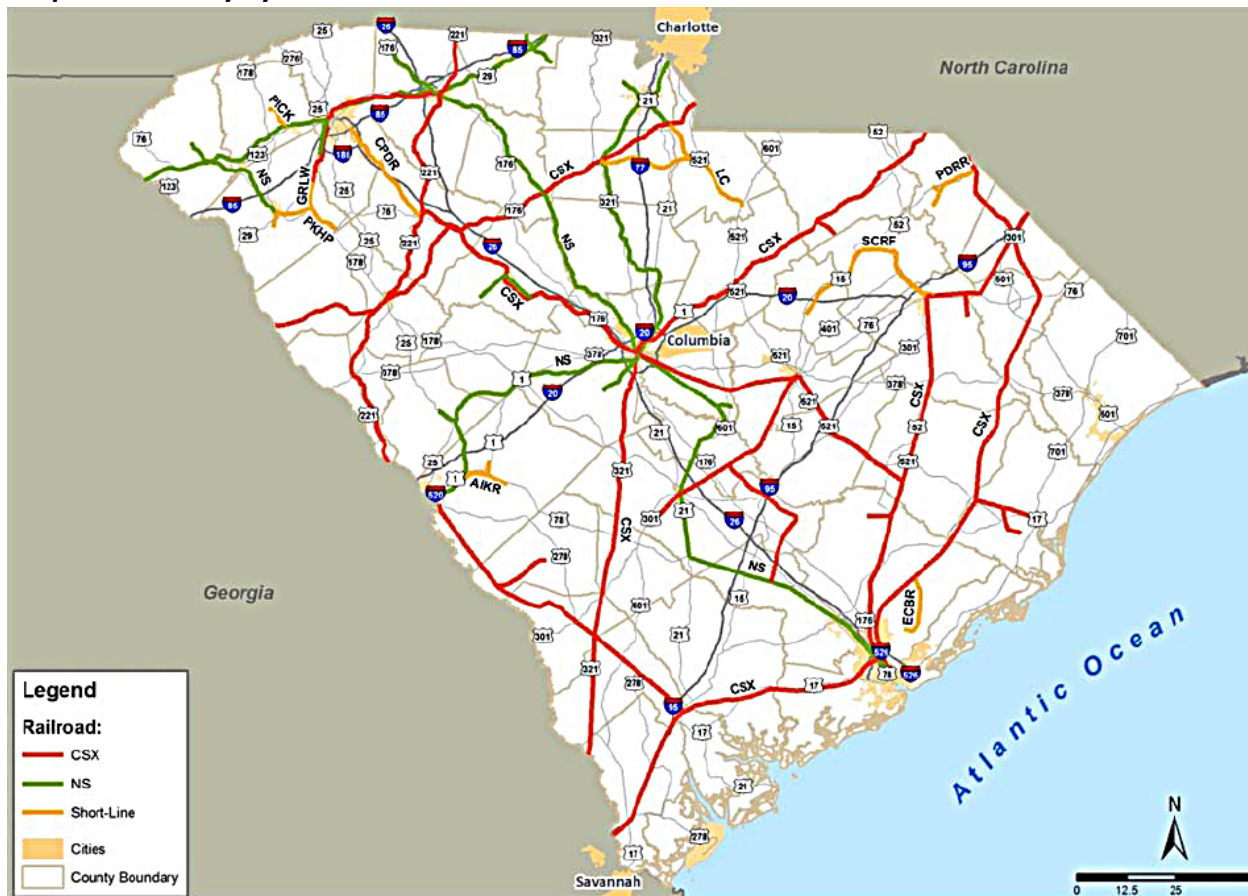
Dial-A-Ride is a service offered for individuals with disabilities that prevent them from using the regular Best Friend Express (BFE) bus routes. This service offers transportation options for anyone traveling within $\frac{3}{4}$ of a mile of the regular BFE routes. In order to use this service, an application must be filled out and signed by a physician to determine eligibility. Although there is no public transportation route through New Ellenton, The Pony Express and Urban 5310 transit services will pick up residents in certain parts of the City. Citizens wanting to use these services must notify service providers 3 days in advance.

Biking/Walking

Provisions should be considered for biking and walking, which are alternative modes of transportation. Infrastructure to accommodate both modes could include additional sidewalks, bike lanes, wider shoulders, trails, pedestrian crosswalks with ADA compliant ramps and tactile pads, signage, etc. A multimodal approach to transportation planning is important when it comes to reaching the needs of all citizens. Biking and walking may be the only option for some citizens of the community, and it is imperative that the City of New Ellenton be mindful of this transportation option.

Rail Access

Map 8.3: Railway Systems in South Carolina



Source: South Carolina Department of Transportation

Although no railways run through the City of New Ellenton, Aiken County has access to rail lines from two rail carriers. A CSX railway runs through the south western part of the county to the Southern tip, parallel to the Savannah River, and continues into Barnwell County. Norfolk Southern's railway runs through the southwest corner of the county. 19 miles of railroad tracks

owned by Norfolk Southern are leased to Aiken Railway, a short-line railroad, which merges from the Norfolk Southern railway close to the intersection of SC-191 and SC-421 in Aiken, and continues through Downtown Aiken, and ends adjacent to US-78 close to Montmorenci. Map 8.3 shows the CSX, Norfolk Southern, and short-line railroads in South Carolina. Residents of New Ellenton also have rail access in Denmark, South Carolina through Amtrak, located approximately 36 miles from the City.

Sea Ports

The Port of Savannah and the Port of Charleston are the two closest sea ports to New Ellenton. These ports are two of the largest ports in the United States in terms of import and export value. Currently, the Port of Charleston has 5 public terminals, which handle containers, vehicles, rolling stock, and non-containerized goods among other things. It also serves as a port for cruise ships. The Port of Savannah is operated by the Georgia Ports Authority and is the largest single container terminal in North America.

Current and Future Projects

Currently, there are plans to make improvements to the intersection at SC 19 (Whiskey Road), Eagle Road, and Old Whiskey Road. These improvements consist of a new traffic signal, a new designated left turn lane from SC 19 onto Eagle Road, newly designated right and left turn lanes from Eagle Road onto SC 19, and a cul-de-sac along Old Whiskey Road. New sidewalks are being installed along both sides of Main Street. This project will also feature a crosswalk at the intersection of North Main Street and George Avenue.

Other Transportation Initiatives

The SCDOT “C” Program is a partnership between SCDOT and the 46 counties of South Carolina to fund improvements on state roads, county roads, city streets, and other local transportation projects. The “C” funds are derived from 2.66 cents per gallon of the state gasoline tax. These funds are distributed to each of the 46 counties based on a three part formula. The formula allocates one-third of the “C” funds based on the ratio of the land area of the county to the land area of the state, one-third based on the ratio of the county population to the state population, and one-third based on the rural road mileage in the county to the rural road mileage in the state. By law, each county is responsible for establishing a County Transportation Committee (CTC) appointed by the County’s Legislative Delegation. The number of members on the committee can vary from county to county. The CTC is entrusted with the authority to select and approve projects to be funded utilizing “C” funds.

The Aiken County “C” Program apportionment of funds for fiscal year 2019-2020 was \$3,421,100. This amount is based on the following:

County	Area		Population		Rural Roads		Apportionment	
	Sq. Miles	Percent	Number	Percent	Miles	Percent	Percent	Amount
Aiken	1,073	3.56%	160,099	3.46%	2,362	3.61%	3.55%	\$3,421,100

The total amount of “C” funds for the State of South Carolina was \$96,480,700.

Complete Streets

In the past, transportation planning has been largely focused on the transportation needs of automobiles. However, planning that solely focuses on automobile transportation excludes other modes of transportation including walking and cycling. The Complete Street initiative takes all modes of transportation into consideration in the planning process. This includes items such as sidewalks, bike lanes or shoulders, bus lanes, transit stops, crosswalks, median refuges, curb extensions, appropriate landscaping, and other features that add to the accessibility and utilization of multiple forms of transportation.

Transportation planning that only focuses on automobile needs, may lead to areas that are unsafe for cyclists and pedestrians who may be unable to travel by vehicle, or who choose to walk or cycle for exercise. Utilizing multiple methods of transportation can also reduce traffic congestion in certain areas. Overall, Complete Streets create a transportation system that offers more opportunities to meet the current and future needs of communities.

The South Carolina Department of Transportation (SCDOT) supports the Complete Streets concept. In February 2003, the SCDOT Commission approved a resolution affirming that bicycling and walking accommodations should be a routine part of the Department’s planning, design, construction, and operating activities and will be included in the everyday operations of its transportation system.

Safe Routes to School

South Carolina is the only state in which the State Department of Education owns, operates, and maintains the fleet of school buses that service all South Carolina public schools. This bus service is not required to provide pick up or drop off to students living within a 1.5 mile radius of their school. For students living within this 1.5 mile radius who walk and bike to school with non-existent or inadequate facilities, such as sidewalks or bike lanes, getting to school can be unsafe.

Safe Routes to School (SRTS) is a growing movement across the United States that brings together parents, schools, and community leaders to encourage students, including those with disabilities, to walk and bike to school. SRTS activities and resources focus on improving walking and biking conditions around schools while building healthy habits and safety skills.

B. NEEDS AND GOALS

The transportation Element of the Comprehensive Plan highlights the transportation network and services that provide mobility to residents. Improving the road network can be one of the most difficult undertakings because of the major expenses that can be associated with these types of projects.

- The primary goal for the City of New Ellenton is to support a transportation system that is coordinated with land use patterns, community character, and promotes alternative modes of transportation with an acceptable level of service that supports economic development and maintains a high quality of life.
 - Assure a safe, functional, and efficient transportation network that serves the needs of the residents, businesses, agriculture, and industry.
 - Support and promote the opportunity for transit services in the city and county.

C. IMPLEMENTATION STRATEGIES

The implementation strategies for the proposed goals should begin immediately and continue until the suggested projects have been completed. The following policy suggestions are offered to City Council to implement these goals:

- 8.1. Seek Federal and State funding assistance to expand and improve transportation services in the City of New Ellenton.
- 8.2. Improve communication efforts between the SCDOT District Maintenance Office and City Administration. Request notification from the District Office when improvements are planned.
- 8.3. Support a multimodal approach when planning for improvements to the transportation system.
- 8.4. Take an integrated land use/transportation planning approach when new developments locate in New Ellenton and design in a way that does not create pressure on the roadway system.
- 8.5. Work with the Aiken County Transportation Committee (CTC) and apply for C-funds in an effort to pave County maintained dirt roads within the city limits.
- 8.6. Contact the SCDOT Safe Routes to School State Coordinator for more information to determine how to best utilize Safe Routes to Schools in New Ellenton.

8.7. Develop and implement a road design and construction standard to improve the aesthetic and functional quality of SC 19 (Whiskey Road/Main Street).

Chapter Nine: Priority Investment Element

A. OVERVIEW

In 2007, the South Carolina Priority Investment Act (PIA) was signed into law by Governor Sanford. This Act is an amendment to the South Carolina Local Government Comprehensive Planning Enabling Act of 1994 and adds two new elements to the comprehensive planning process. The two new elements added in this act include the Transportation Element and the Priority Investment Element. The Act seeks to improve the planning and coordination of public infrastructure decisions in a community.

The Priority Investment Element gets local governments to analyze available public funding for public infrastructure and facilities, such as water, sewer, roads, and schools, over the next ten years and to recommend projects for expenditures of those funds for needed public infrastructure. The PIA Act also requires coordination with relevant jurisdictions and agencies, such as counties, municipalities, public service districts, school districts, public and private utilities, transportation agencies, and other public entities that are affected by or have planning authority over the public project. According to the Act, coordination means “written notification by the local planning commission or its staff to adjacent and relevant jurisdictions and agencies of the proposed projects and the opportunity for adjacent and relevant jurisdictions and agencies to provide comment to the planning commission or its staff concerning the proposed projects.”

Process

To prepare the list of public infrastructure projects, city administration developed a prioritized list of capital improvements based on needs identified in the separate elements, as well as those including facilities needed to maintain existing service levels or repair/replace obsolete or worn out facilities. Projects on the capital improvements list should include facilities identified in other plans such as the Central Business Master Plan and other infrastructure needs assessments.

Capital Improvements Plan

The result of this process is a Capital Improvements Plan (CIP) with an outlook of ten years. Projects are listed by department, projected construction date, facility cost estimates, and where appropriate, annual operating expenses. Projected revenues are also shown. The projects in the 10-year CIP reflect the best efforts of the City to identify and prioritize future needs. The project listing in the CIP is intended for use as a tool to guide growth and does not necessarily mean the projects are approved or funded at the policymaking level. Further

analysis, prioritization, and review of the projects may be necessary prior to the actual implementation of the capital projects.

Future analysis, prioritization and review should be completed with comments and/or participation from relevant agencies and jurisdictions, to include at a minimum Aiken County, neighboring municipalities within Aiken County, public service districts, school districts, public and private utilities, transportation agencies, Lower Savannah COG, and other public and private entities that may be affected by or are adjacent to proposed projects. In process – for example, the Fire Department may facilitate coordination with county and municipal fire departments, emergency management agencies, and other applicable entities prior to the upgrade of firefighting vehicles or equipment. It is important that regional coordination efforts be documented and any comments received be considered in the planning process. It is important to identify the appropriate coordinator for each project listed in the CIP.

Likely federal, state, and local funds available for public infrastructure and facilities during the next ten years include, but are not limited to:

- General Obligation Bonds
- The County Transportation “C” funds Program
- The Capital Sales Penny Tax
- Community Development Block Grants, PARD, SCDOT, USDA, etc.
- The HOME Program
- The Rural Guidesshare Program
- EDA/Workforce Investment Funds

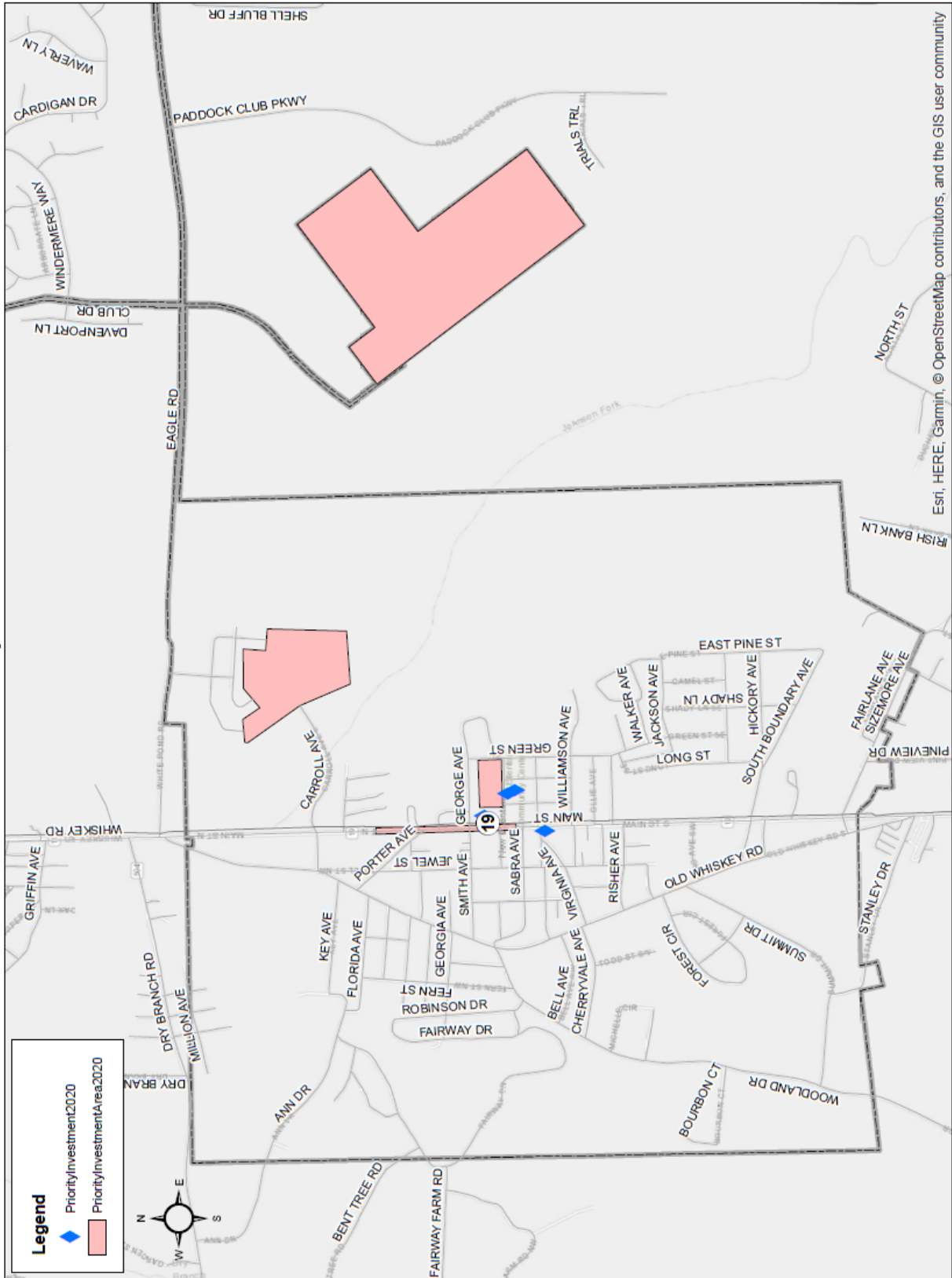
Because of the need for frequent review and updates, the Capital Improvements Plan is a separate attachment to the Comprehensive Plan and will be used as an administrative tool, to be updated on an as-needed basis. However, there are several identified projects as part of the 2018 Capital Project Sales Tax IV Ordinance (2018 Penny Sales Tax). Those projects are listed in the following table.

Table 9.1: 2018 Capital Project Sales Tax IV

Projects	Allotted Funding
Public works vehicles and equipment and facility improvements	\$258,584
Sewer plant rehabilitations, installation of new sewer lines, long-term right-of-way maintenance and upkeep, development of as-built drawings and grant match	\$350,000
Community Center Upgrades	\$30,000
Police equipment, vehicles and call stations	\$300,000
Announcer's booth, concession stand, playground equipment, and tennis court for recreation	\$160,000
Stormwater infrastructure improvements, street resurfacing, sidewalk construction, and vehicles for street department	\$420,000
Fire department vehicle	\$30,000

Source: Aiken County Ordinance 18-07-23

New Ellenton Priority Investment Area



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B. NEEDS AND GOALS

The primary goal for this element should be to sustain an infrastructure system that enhances economic development, promotes regionalism, and improves quality of life. Improvement of system delivery and performance should be a high priority while preparing a Capital Improvements Plan.

Throughout the process of identifying projects and funding sources, city administration should consider the benefits of regional planning and seek to attain these three important goals: clearly defined and established authority, meaningful participation, and ongoing funding sources. Without these elements, efficient delivery of local and regional services will be difficult to obtain.

C. IMPLEMENTATION STRATEGIES

The City of New Ellenton should establish a methodology to prioritize capital improvements required to achieve and maintain desired levels of service and to repair and replace public facilities. Any methodology used should take into account both capital costs and the cost to operate and maintain the proposed improvements in order to achieve the best use of funds and potential overall cost savings. Other implementation strategies are as follows:

- 9.1. Notify adjacent and relevant jurisdiction and agencies on proposed projects for the water system, sewer system, roads, schools, and other infrastructure improvements or expansions.
- 9.2. Request written comments from adjacent and relevant jurisdictions and/or agencies prior to expending funds on projects that may directly or indirectly affect these jurisdictions and/or agencies.
- 9.3. Actively participate and provide comments on Capital Improvement Plans and projects of adjacent and relevant jurisdictions.
- 9.4. Develop a funding strategy and explore financing mechanism to pay the cost of capital improvements necessitated by new development.
- 9.5. Repair or replace obsolete or worn out facilities that are necessary to maintain existing levels of service.
- 9.6. Continue to plan and implement vital human services programs with adjacent and relevant jurisdictions and regulatory agencies. Examples of these programs include homeland security, emergency management and response, natural and manmade hazard mitigation, and law enforcement.

- 9.7. Establish a CIP coordination process with city administration, council, and planning commission to provide a cohesive effort in the planning of projects.
- 9.8. Consider user fees or impact fees for city services when appropriate and/or feasible. Survey similar sized municipalities to maintain comparable rates.
- 9.9. Utilize future capital funds or seek grant money for additional park amenities including, but not limited to a splash pad.

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