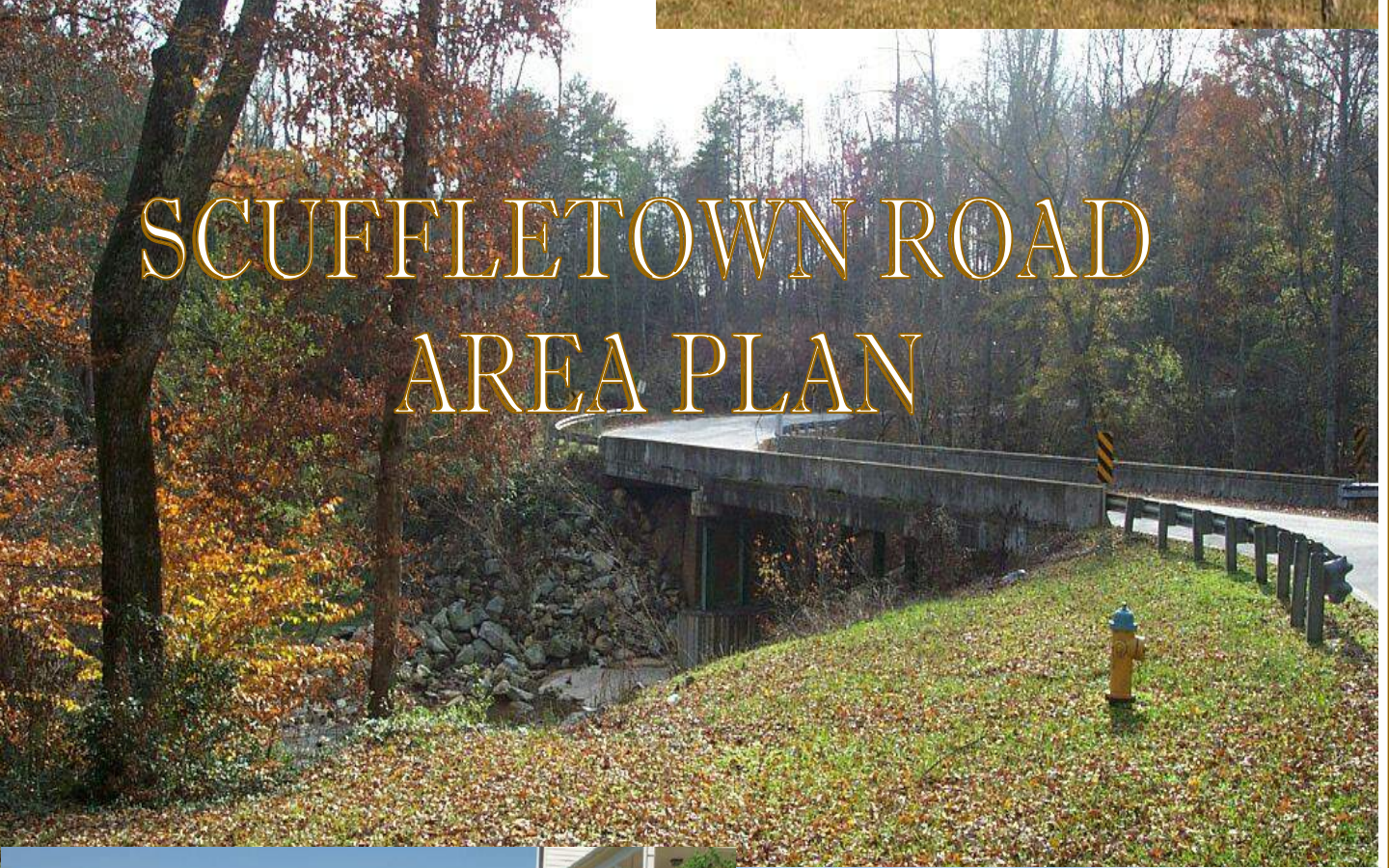




# SCUFFLETOWN ROAD AREA PLAN





# ACKNOWLEDGEMENTS

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## **Special Thanks to:**

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## 1.1 ROLE OF THE AREA PLAN

### COMMUNITY PLANNING

An area plan is a plan that covers a specific sub-area of the county herein referred to as the Scuffletown Area. This plan provides basic information on the natural features, resources, and physical constraints that affect development of the planning area. The area plan differs from the comprehensive plan in its focus, scope, and attention to greater detail. The area plan also specifies future land use to be used as the basis for recommendations of specific development proposals over the next 5 to 7 years.

Focusing on smaller geographic areas promotes greater citizen participation in the planning process, and ensures that the area plan is responsive to community needs.

### PURPOSE AND FUNCTION OF THE AREA PLAN

The purpose of the area plan are:

- To establish a clear vision for the future of the area, and
- To provide a set of goals and set a course of action so that the vision may become a reality.

The two main functions of the area plan are to serve as a guide when making future decisions and to support actions that will shape the area. Among the decisions guided by this plan are:

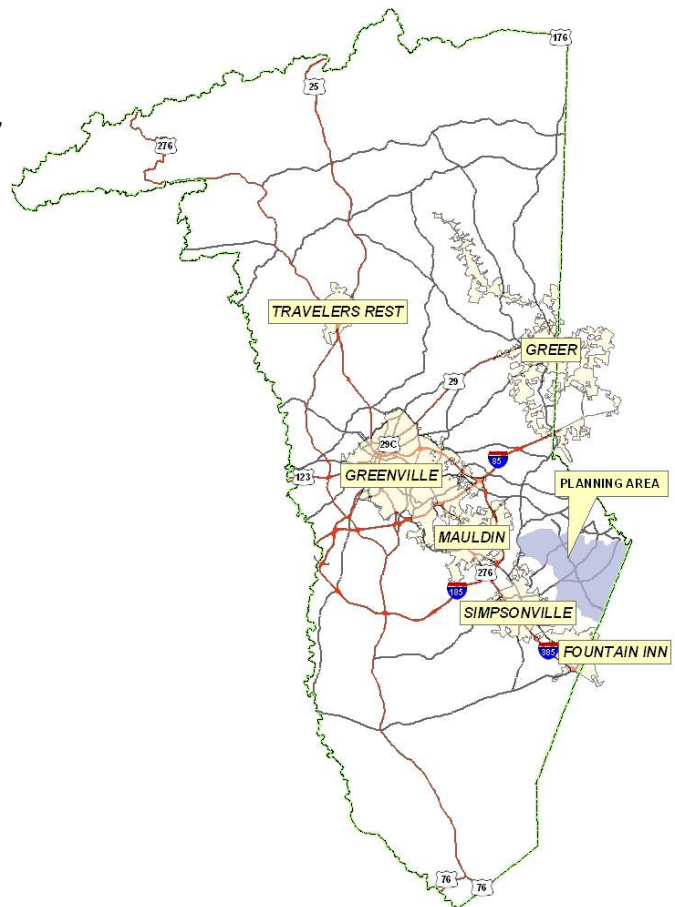
- Planning Commission recommendations and Council actions regarding rezoning requests.
- Planning Commission action regarding the subdivision of land, and
- County Council decisions about the provision, extension and replacement of public facilities.

Additionally, this area plan serves as a basis for more detailed planning, corridor improvement plans, and design plans for neighborhoods and commercial centers. This plan represents the desires of the area's constituents including; neighborhood organizations, residents, property owners and business owners. Finally, this plan serves as a reference for the various public and semi-public agencies and provides guidance for the development of public service plans.

### THE COMPREHENSIVE PLAN - "DESIGNING OUR DESTINY"

"Designing Our Destiny" the County's Comprehensive Plan establishes general goals and objectives for land use, growth and development. It specifically addresses population, economic development, community facilities, natural resources, cultural resources, housing and land use.

The Comprehensive Plan is a general long-term plan that projects growth over the next 20 years. It establishes policies that serve as the foundation for more detailed plans such as Area and Corridor Plans. The Land Use Element of the comprehensive plan is continually updated as Area Plans are completed which occurs on a more frequent basis than the overall Comprehensive update done every 10 years.



Map 1.1 Scuffletown Planning Area in County Context

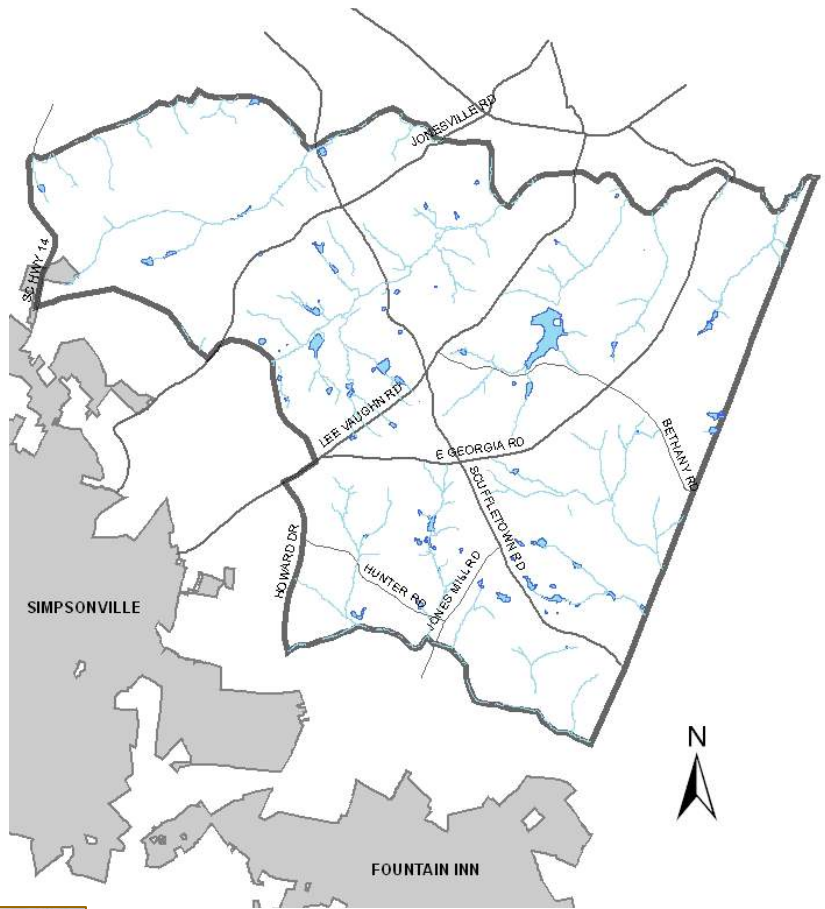
## 1.2 PLANNING AREA DEFINED

### AREA CHARACTERISTICS

The Scuffletown Planning Area is located in southeastern Greenville County bounded by the Laurens County line to the east, the cities of Simpsonville and Fountain Inn to the west and south, and Gilder Creek to the north. Scattered throughout the area are horse farms and large fields; a mixture of agricultural and residential uses. These agricultural or vacant lands account for 50% of the total land area and are by far the single most prevalent land use.

The existing residential land uses are predominantly single family residential ranging from suburban R-7.5 small lot subdivisions to large estate size lot subdivisions as well as farms and homesteads dating back to the 1800's.

The challenge of the planning process was to prepare a balanced land use plan that accommodates some development, yet preserves the rural character of the area and reflects the wishes of the land owners and residents. This was made even more challenging by the fact that a vast majority of the land in the study area is already zoned for residential suburban housing densities.



Map 1.2 Scuffletown Planning Area



*Small farms and agricultural buildings are a distinct feature of the landscape and character of the Scuffletown Planning Area.*

### AREA BOUNDARY

The planning area is comprised of three TAZ's or Transportation Analysis Zones. The TAZ contains a subset of data gathered from the US Census and is primarily used to project population growth and plan for future transportation needs. These data sets are necessary to conduct a reliable analysis since each TAZ contained the relevant data to both project future population and future transportation volumes.

Since the focus of the study centered around Scuffletown Road, those TAZ's adjacent to Scuffletown Road were chosen. In all, three TAZ's were included and combined to form the Scuffletown Planning Area comprising 11,700 acres. The boundaries of the planning area consist of area roads, geographical features (creeks) and geopolitical lines (county line).

## 1.3 PLANNING PROCESS

### ORGANIZATIONAL MEETINGS

The Scuffletown Area Plan was begun in February 2006 as an update to the County's Future Land Use Plan. The planning staff began the process by meeting with County Council Members, other county departments, and public service providers including Greenville Water System, Western Carolina Regional Sewer, and Metro Sewer, and the School District. This was part of an effort to determine the most important issues facing the area.

### KICKOFF MEETING

The planning staff began the public participation process with a kickoff public meeting at Bell's Crossing Elementary on March 23, 2006. At the meeting, the community was given information on issues facing the area. The participants also received an overview of the planning process and were informed on how they could be involved in that process. Surveys were given out at the meeting, to help staff prioritize citizen's concerns. Participants named traffic, open space preservation, poor road conditions, tree preservation, lack of recreation, sprawling development patterns, flooding, and lack of sidewalks as the most pressing issues facing the area.

### CITIZENS ADVISORY COMMITTEE

Following the Kickoff Meeting, a citizens committee was formed to guide the plan and report back to the community. The committee was made up of 12 area residents and community stake holders. The committee held twelve meetings on a bi-weekly basis throughout the spring and summer of 2006. The first order of business for the committee was to establish a vision and set goals. The committee then set their focus on identifying road network improvements and preparing a future land use plan. Finally, the committee discussed strategies to promote a more sustainable development pattern. Special attention was paid to better subdivision design practices. The committee finished its work on September 27, 2006.

### FINAL DRAFT PRESENTATION

After the final committee meeting, the planning staff invited the entire community to an open house and discussion on October 18, 2006 at Bell's Crossing Elementary. There, participants viewed the draft plans and provided additional comments.



Kickoff Public Meeting at Bell's Crossing Elementary

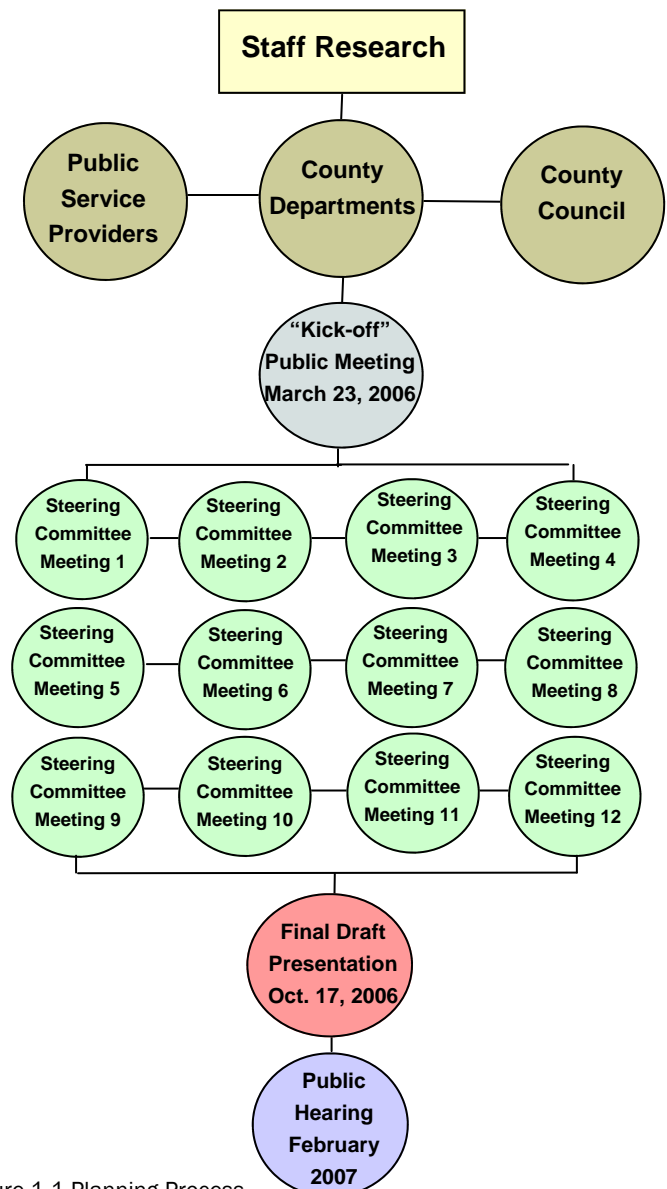


Figure 1.1 Planning Process



## 1.4 ISSUES & NEEDS

### ISSUES & NEEDS:

Community meetings and survey results indicated that the most pressing issues facing the planning area are as follows:

**Traffic on area roads:** Specifically around Bell's Crossing Elementary, and at the following intersections; Scuffletown and Woodruff Road and Lee Vaughn and Woodruff Road.

**Inadequate infrastructure to handle growth:** Many area roads are too narrow and curvy to safely handle the increasing traffic volumes. Specifically, a new bridge and road realignment is needed to fix the dangerous curve and narrow bridge on Jonesville Road.

**Lack of sidewalks on area roads:** Specifically around Bell's Crossing Elementary School.

**Loss of rural landscape:** Specifically open spaces, trees, farms, and wildlife habitat due to new development.

**Environmental degradation of natural resources:** Specifically area worsening water quality of area streams due to increased runoff and erosion.

**Poor planning:** Specifically sprawling development patterns, and subdivisions dumping traffic directly onto area roads.

**Lack of recreation opportunities:** Specifically a need for both active and passive.

**Flooding due to development:** Specifically a need for better storm water control and enforcement. Flooding especially bad along Gilder Creek and areas in the northern portions of the planning area.

The citizen's committee used these items to form a Vision and set of realistic goals for the area plan to strive to achieve.

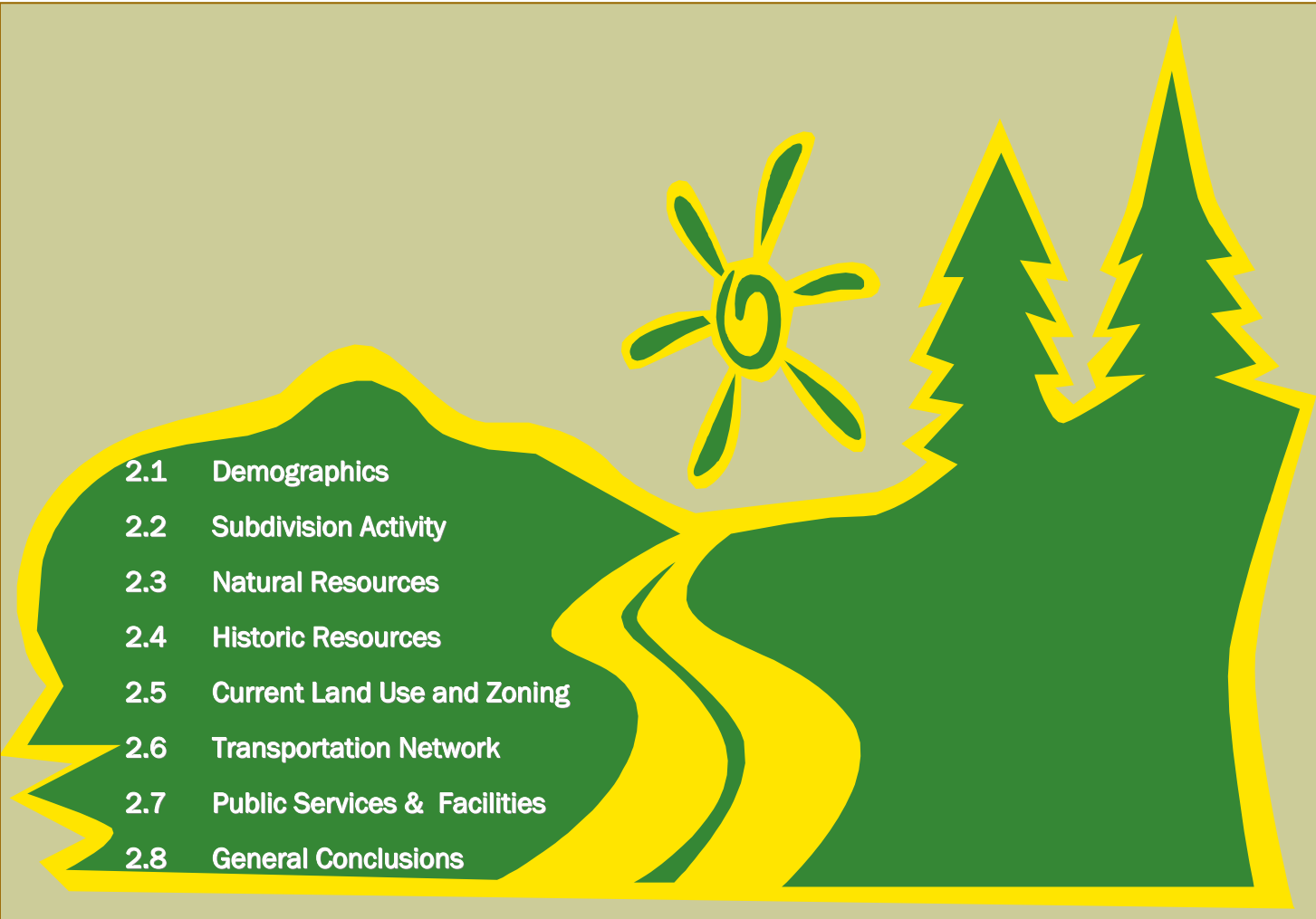


Kickoff meeting at Bell's Crossing Elementary School

*The citizen's committee used these items to form a Vision and set of realistic goals for the area plan to strive to achieve.*

# COMMUNITY PROFILE

## CHAPTER 2 – COMMUNITY PROFILE

- 
- 2.1 Demographics
  - 2.2 Subdivision Activity
  - 2.3 Natural Resources
  - 2.4 Historic Resources
  - 2.5 Current Land Use and Zoning
  - 2.6 Transportation Network
  - 2.7 Public Services & Facilities
  - 2.8 General Conclusions



## 2.1 DEMOGRAPHICS

### DEMOGRAPHICS

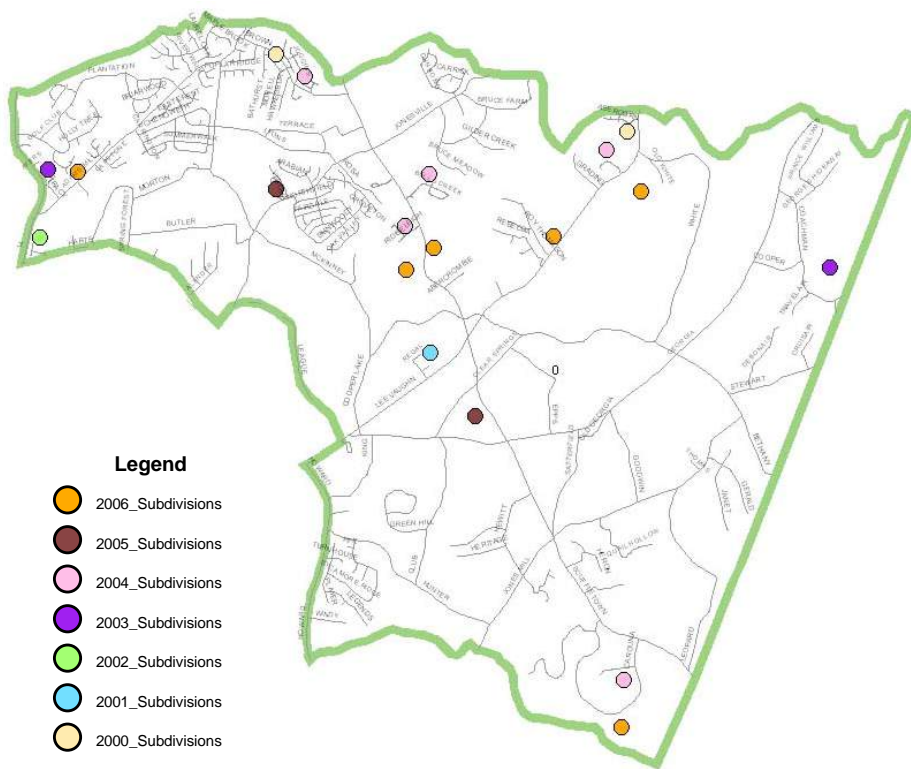
Population Characteristics	Scuffletown Area	Greenville County
Population, 2000	7,219	379,616
Population, Percent Change 1990-2000	67.87%	18.57%
Population Projection for 2030	21,437	543,822
Population Percent Change From 2000-2030	198.56%	43.25%
Population Density (persons per acre) 2000	.625	.74
Male	3,578	184,782
Female	3,641	194,834
Persons under 18 years of age	2,059	48,811
Persons 18-64 years of age	4,726	286,232
Persons 65 and over	434	44,573
White	6,649	294,324
Black or African American	403	69,455
Hispanic or Latino	87	14,283
Native American	14	726
Asian	52	5,242
Some other race	115	6,957
<b>Education</b>		
Less than 9 <sup>th</sup> Grade	73	17,336
9 <sup>th</sup> to 12 <sup>th</sup> Grade, No Diploma	257	34,076
High School Graduates	1,036	65,815
Some College, No Degree	1,098	49,277
Associates Degree	552	18,103
Bachelor's Degree	1,817	45,245
Graduate or Professional Degree	690	20,406
<b>Households</b>		
Total Housing Units	2,701	162,803
Owner Occupied Housing Units	2,426	101,977
Renter Occupied Housing	141	47,579
Vacant Housing Units	134	13,247
Average Household Size (persons per household)	2.81	2.47
Married Couple Families with Children	981	34,291
<b>Transportation to Work</b>		
Drive Alone	3,425	151,339
Carpooled	269	23,070
Walk or Work from Home	0	4,007
Mean Travel Time to Work (minutes)	22.4	21.6

Table 2.1 Area Demographics

## 2.2 SUBDIVISION ACTIVITY

### OVERVIEW

This rural agricultural landscape is rapidly being replaced by suburban subdivisions. Over a seven year period from 2000 to 2006, 46 new subdivisions were created, adding 3,973 new homes, covering a total of 1876 acres. Over the same seven year period, land is being converted to subdivisions at a average rate of 268 acres per year. From 2000 to 2006 there were 3,973 new lots created in the study area. In 2006 alone there were approximately 1192 new lots approved converting 520 acres to subdivisions, making it by far the most active year since 2000. When compared to other areas of the county, in terms of land consumed, the study area is one of the fastest growing areas in the county. This increase in development brings with it an increased demand on existing infrastructure. The following graph illustrates the number of new lots and acres converted to subdivisions in the past seven years.



Map 2.1 Scuffletown Area Subdivision Growth

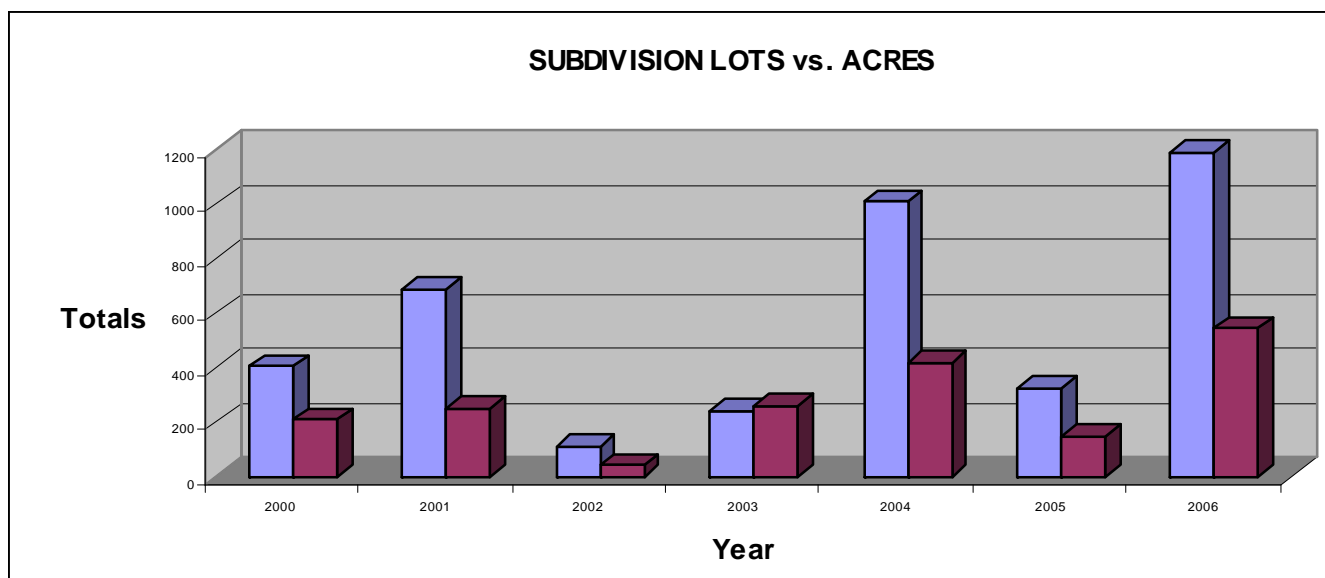


Figure 2.1 Amount of lots and acres developed per year

## 2.3 NATURAL RESOURCES

### OVERVIEW

One of the stated goals of Greenville County's Comprehensive plan, "Designing Our Destiny", is "to conserve and protect Greenville County's natural resources". The plan places an emphasis on being a good steward of the natural environment, and discusses the importance of managing growth so that our natural resources are not exploited in the course of rapid development. Specifically, the plan addresses ways to improve air quality, water quality, conserve resources, preserve agricultural land and soils, and scenic vistas. The plan also calls for special attention to be given to storm water management and flood mitigation by stabilizing stream banks, establishing riparian buffers, and improving soil erosion controls.

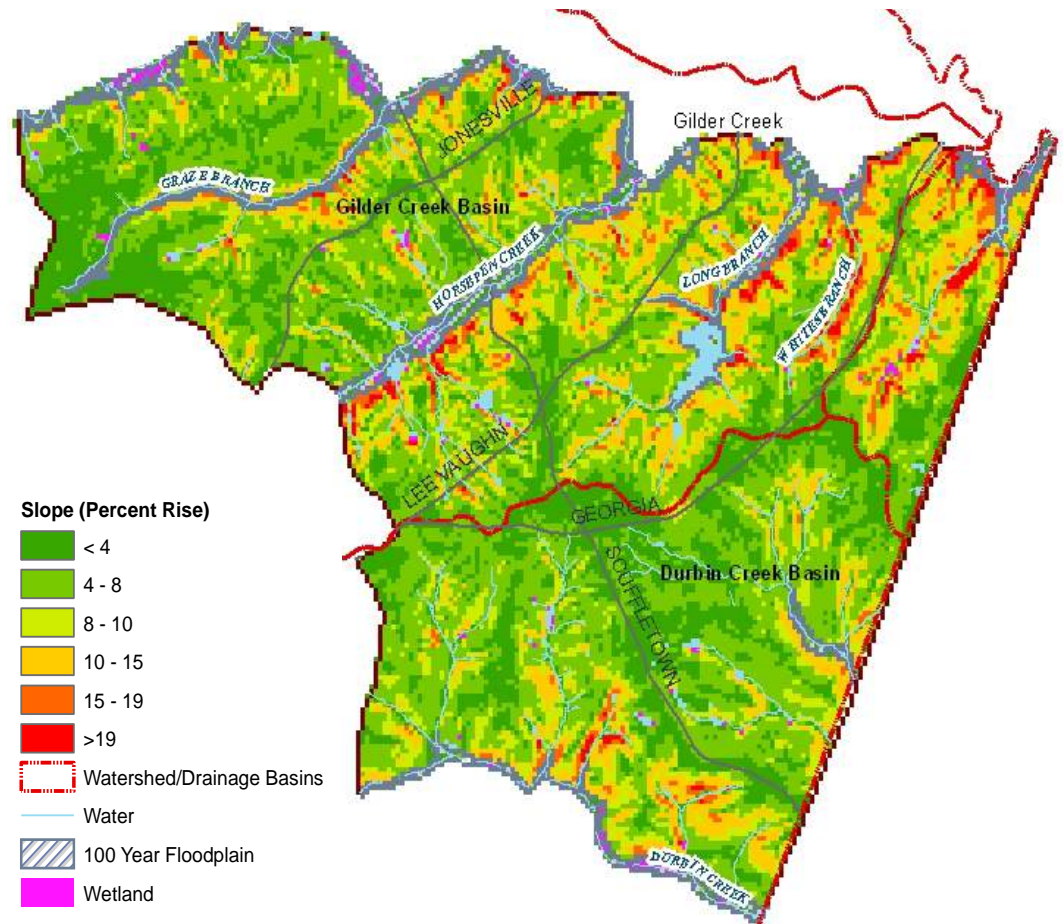
**Terrain:** Steep slopes are defined as areas of slope steeper than 20 percent (20 feet rise or fall in a horizontal distance of 100 feet). These areas are shown as red on map 2.2. While there are small areas with steep slopes scattered throughout the study area, most of the land is either gently rolling or relatively level.

The only steep slopes in the area are concentrated around Gilder Creek and its three main tributaries; Horsepen Creek, Long Branch Creek, and Whites Branch Creek and the numerous smaller streams that feed these creeks. Steeply sloping land is normally considered suitable only for very low intensity development due to unstable soils.

**Floodplains:** Floodplains are the areas along rivers and streams most prone to flooding, based on the 100-year floodplain. One hundred year floodplain is defined as the probability of 1 to 100 that flooding will occur to the extent shown on Federal Flood Insurance Maps. The one hundred year events may occur in close succession.

In the Scuffletown study area, significant floodplains are found along Gilder Creek, Graze Branch Creek, Horsepen Creek, and Long Branch Creek in the northern portion of the study area.

Floodplain development in Greenville County is governed by the Flood Control Ordinance, which is administered by the Greenville County Public Works.





## 2.4 HISTORIC RESOURCES

### OVERVIEW

Within the Scuffletown Study Area there exist numerous historic resources illustrating the history of rural Greenville County. Throughout the area there are examples of historic homesteads and churches that reflect the area's rural past. Preservation of these historic resources, with the support of private land owners, can be incorporated into strategies to preserve the rural character and scenic beauty treasured by the residents of this community.

There are a number of historically significant properties in this area, primarily homesteads associated with family farms. Some of these farms still retain acreage, barns and other outbuildings associated with farming practices of the past. The area that best exhibits the historic rural character, where a number of historic properties are found, lies in the southern portion of the study area. Properties along Bethany Rd, White Drive, Clear Springs Rd, E. Georgia Road, Lee Vaughn Rd, Hunter Rd, and Jones Mill Rd are particularly undisturbed. In other parts of the study area, the integrity of rural resources is compromised by the partial development of former farms with subdivisions.



Clear Springs Baptist Church is on Bethany Road



Historic home on Scuffletown Road

No.	Historic Property Name/ Resource	Location	Tax Map #
1	Clear Springs Baptist Church/ Cemetery and Spring	Bethany Rd	0554020102800
2	Cherokee Trail	East Georgia Rd	N/A
3	Cherokee Indian Mounds	White Drive along Whites Branch	N/A
4	Dr. M.A. Hunter Property	1830 E. Georgia Rd	0555020100200
5	Goldsmith Family Cemetery	Hunter Rd	N/A
6	Jones Family House	Highway 418	N/A
7	John J. Jones Family Cemetery	Intersection of Scuffletown Rd and Carolina Way	0555040100100
8	Jonesville School	Intersection of Jonesville Rd and League Rd	N/A
9	Huntersville Township Site	Intersection of Stewart Rd, Beth- any Rd and Jones Mill Rd	N/A
10	Family Cemetery and Slave markers	Scuffletown Rd across from Scuffletown USA	N/A

Table 2.2 Historically Significant Sites

## 2.5 CURRENT LAND USE

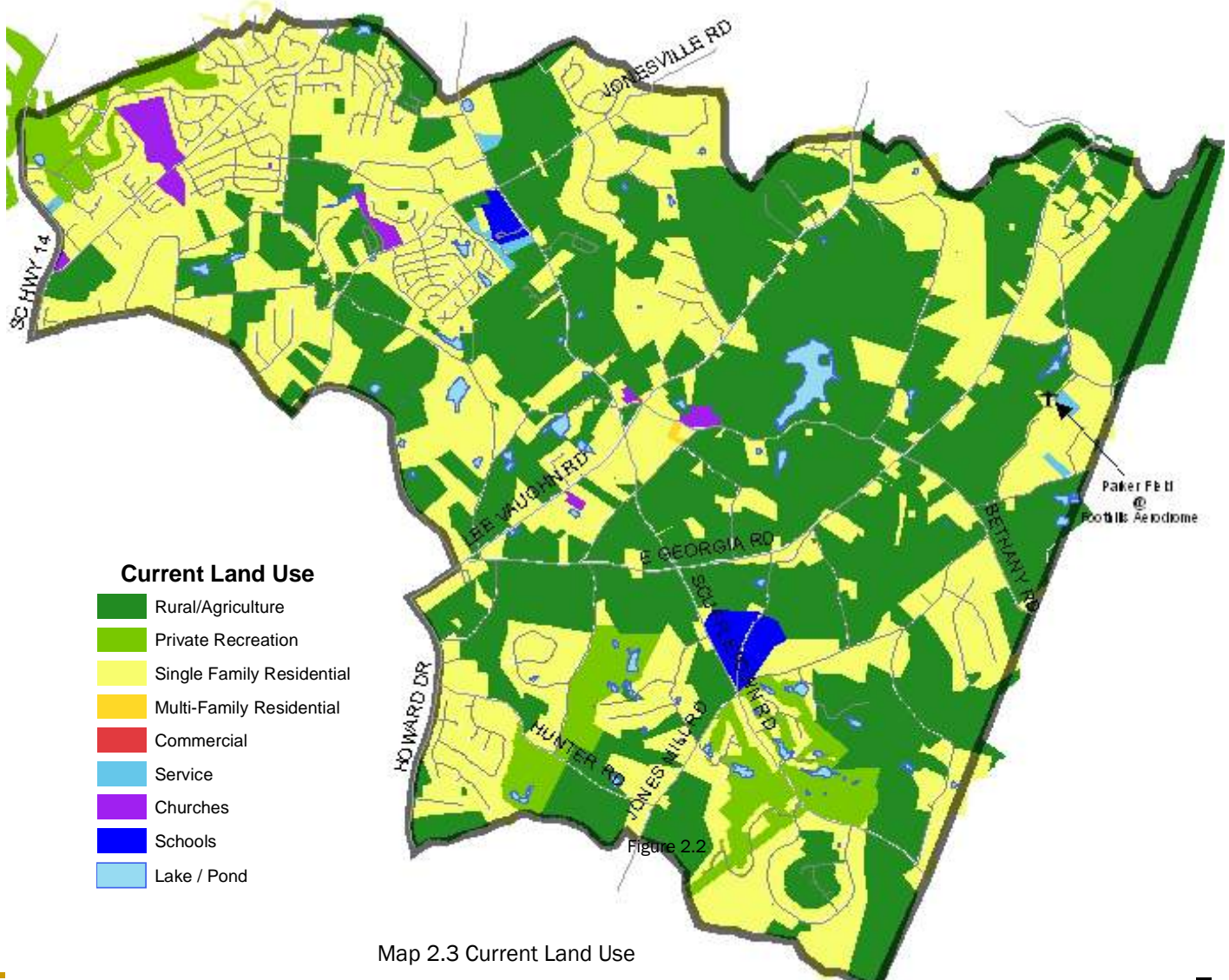
### OVERVIEW

The study area is approximately 11,470 acres in size and is predominantly still undeveloped. Scattered throughout the area are horse farms and large fields; a mixture of agricultural and residential uses. These agricultural or vacant lands account for approximately 50% of the total land area and are by far the single most prevalent land use. Single family residential uses comprise 41.6% of the area. Currently, only 10% of land is dedicated to uses other than residential, with commercial business comprising .01 % of land area.

With the current imbalance of land uses and large amount of land available for development, some commercial uses and community services are going to be needed to support future residential development.

To create a sustainable community and maintain the quality of life residents currently enjoy, it is essential that plans encourage a variety of compatible land uses in order to provide convenient commercial opportunities and services to area residents.

A healthy mixture of different land uses has many benefits including: reduced demand on area roads by: (1) bringing origins and destinations closer together, thus reducing trip distances and durations; (2) eliminating or shortening vehicle trips by capturing travelers at new, more convenient destinations and; (3) inducing people to walk or bike in lieu of driving (in part due to the shorter distances involved).



Map 2.3 Current Land Use

## 2.5 CURRENT LAND USE

RESIDENTIAL USES	ACRES	% OF TOTAL PAR- CEL ACRES	TOTAL DWELLING UNITS	% OF TOTAL UNITS	UNITS PER ACRE
<b>Single Family Detached Subtotal</b>					
Conventional Rural/Large Lot (3+ ac/du)	1,641	14.8	270	8.7	.16
Conventional Suburban (> 1 and < 3 ac/du)	800	7.2	436	14.1	.54
Conventional Suburban (< 1 ac/du)	925	8.3	2,374	76.9	2.56
<b>Townhomes and Multifamily</b>					
Conventional Duplexes, Triplexes & Zero Lot-line Units	10	.1	8	.1	1.25
Conventional 4+ Unit Structures	0	0	0	0	0
Condominiums	0	0	0	0	0
<b>Residential Total</b>	<b>3,388</b>				
NONRESIDENTIAL USES	ACRES	% OF TOTAL PAR- CEL ACRES	TOTAL FLOOR- SPACE (SQ FT)	% OF SUBTO- TAL	
<b>Office, Commercial &amp; Industrial Subtotal</b>					
Office, Non Medical	0	0	0	0	
Office, Medical	0	0	0	0	
Clinic or hospital	0	0	0	0	
Commercial: Retail	1	0	U/K		
Service/industrial	36	.3	2,318		
Public/Private Recreation	39	.3	U/K		
Golf Courses, parks, other open space	716	6.4	U/K		
Community facilities (Schools & Fire Stations)	195	1.8	U/K		
<b>NONRESIDENTIAL USES TOTAL</b>	<b>974</b>	<b>69.6</b>			
<b>VACANT &amp; FARMLAND TOTAL</b>	<b>6,753</b>	<b>60.8</b>			
<b>TOTAL PARCEL ACRES</b>	<b>11,115</b>	<b>100</b>			
<b>EXISTING RIGHT-OF-WAY</b>	<b>358</b>				
<b>TOTAL STUDY AREA</b>	<b>11,473</b>				

Table 2.3 Land Use By Type

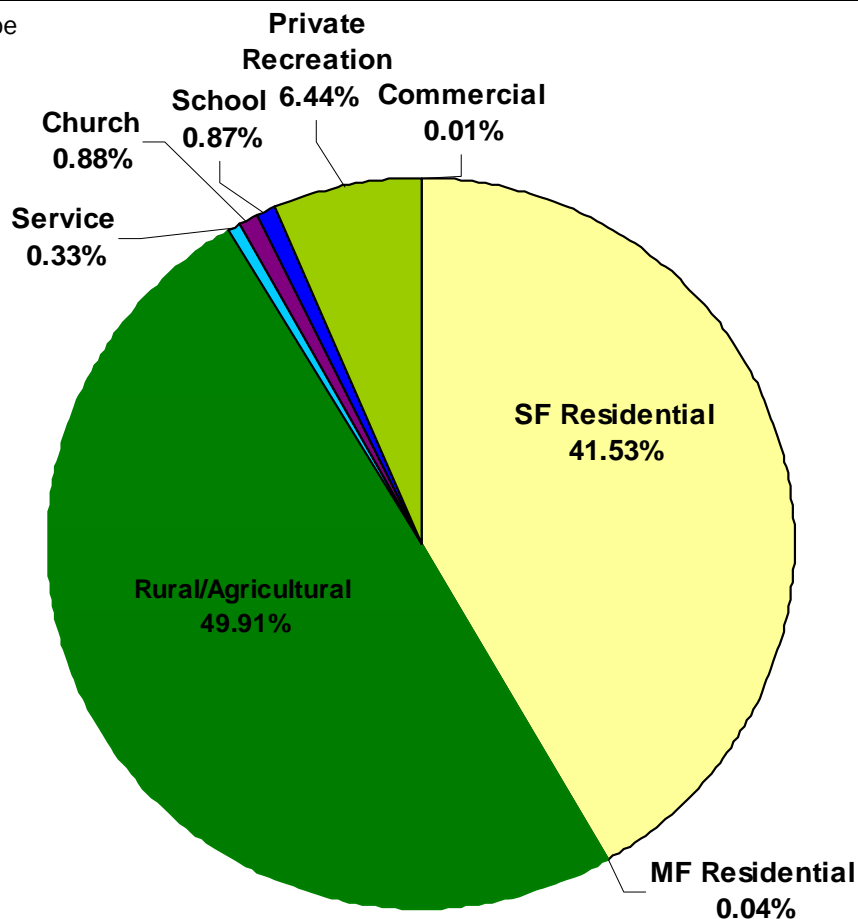


Figure 2.3 Land Use Breakdown

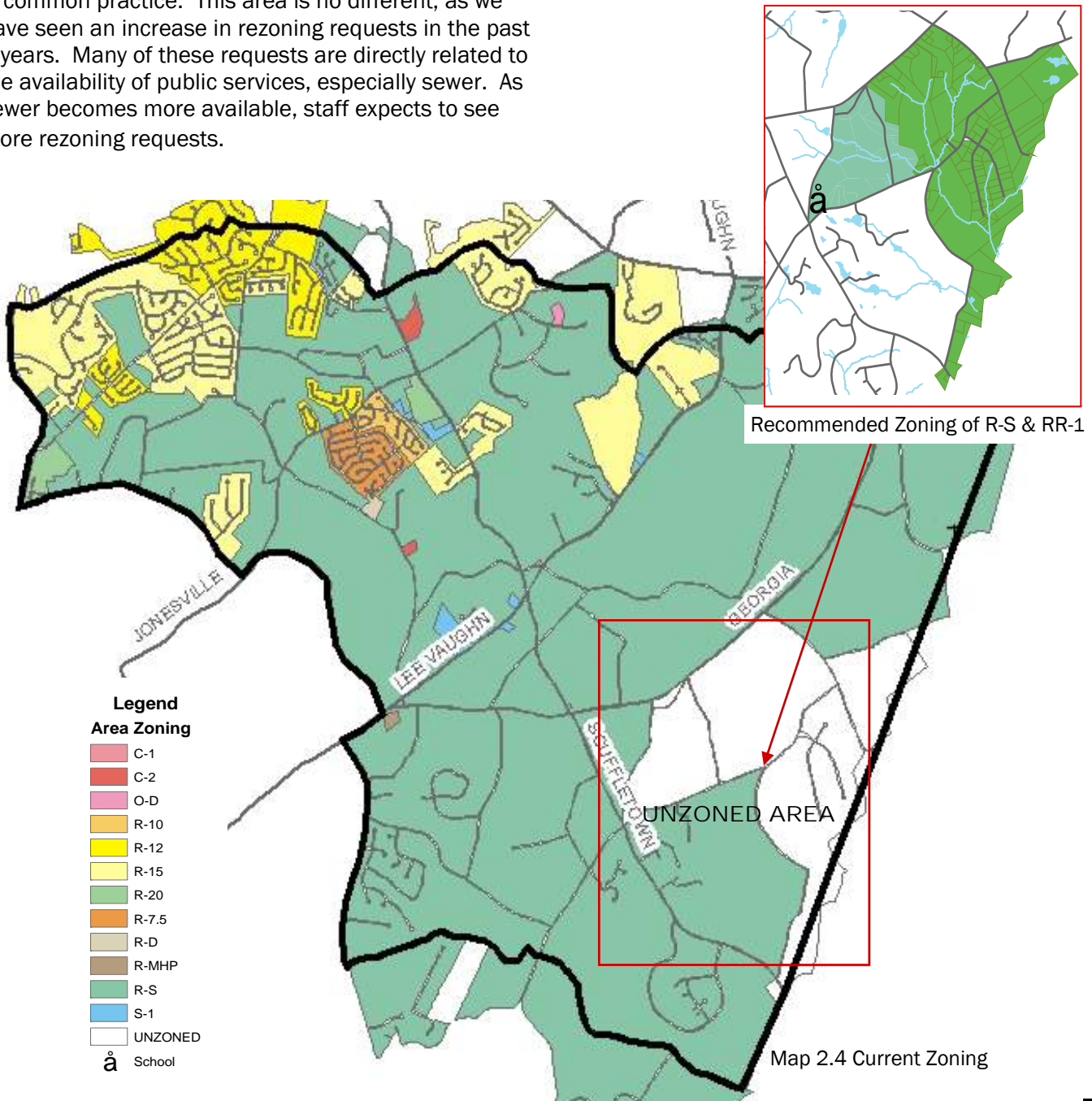


## 2.5 CURRENT ZONING

### OVERVIEW

The current zoning is predominantly R-S. This is a residential suburban zoning classification that permits lot sizes of 25,000 sq ft. or larger. Historically, this zoning classification was applied to large expanses of the county and used as a holding zone until more firm plans were in place. As a result, we are seeing the R-S zoning have less significance as rezoning to other residential classifications to achieve a higher housing yield is common practice. This area is no different, as we have seen an increase in rezoning requests in the past 2 years. Many of these requests are directly related to the availability of public services, especially sewer. As sewer becomes more available, staff expects to see more rezoning requests.

Nine hundred eighty-five acres, or 8.5 % of the planning area, is currently unzoned. This area is not served by water or sewer, and does not have ready access to major transportation routes. With the projected increase in development pressures, it is recommended that County Council adopt zoning for this area, consistent with the Future Land Use Plan.



## 2.6 TRANSPORTATION NETWORK

### FUNCTIONAL CLASSIFICATION

The functional classification of a road describes the character of service the road is intended to provide. They vary in width and design depending on the intended function. Map 2.5 shows the classification of each road within and around the planning area.

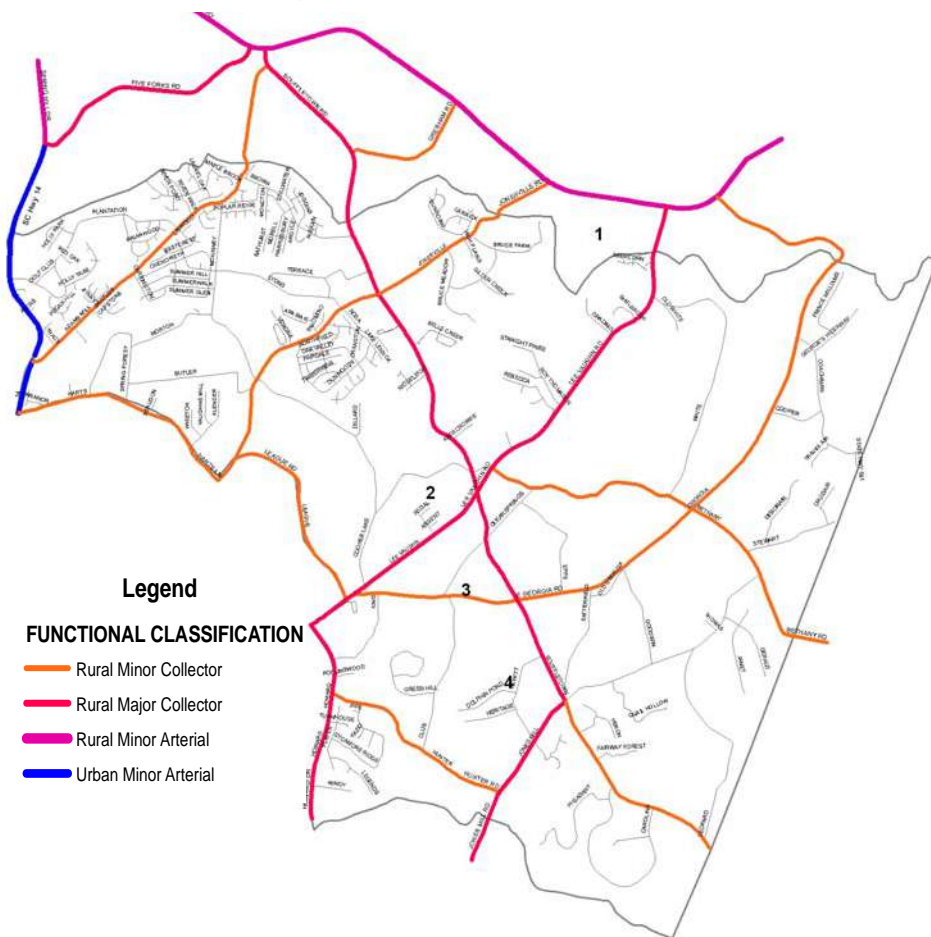
### AREA ROAD NETWORK

The area's road network consists of rural major and minor collector roads and local residential streets. The two major collectors, intersecting in the middle of the study area, are Scuffletown Rd and SC Hwy 417 (Lee Vaughn Rd). The minor collectors are Adams Mill Rd, Jonesville Rd, E. Georgia Rd, Bethany Rd, Hunter Rd, League Rd, and Harts Lane.

Map 2.5 shows that the collector road network serves to connect the planning area with the surrounding arterial roads located outside the planning area. These arterials include Woodruff Rd to the north, SC Hwy 418 to the southeast, SC Hwy 14, to the west, and E. Georgia Rd, US 276, and Fairview Rd, to the southwest. These arterials then feed into I-385 to the west and I-85 to the north.

Map 2.5 also shows that the majority of these roads feed directly into Woodruff Rd and are oriented in a southwesterly to northeasterly direction and there are very few sub-collectors that provide connections between these collector roads. This is primarily due to topographic constraints, and undeveloped land.

As this area develops it is vital that sub-collector and local collectors are built to supplement the network and provide more route options for residents.



Map 2.5 Functional Classification

Road	Functional Class	Design Capacity	Maximum Capacity
<b>SC Hwy 14</b>	<b>Urban Minor Arterial</b>	<b>12,000</b>	<b>17,008</b>
Scuffletown Rd	Rural Major Collector	8,600	14,620
Lee Vaughn Rd	Rural Major Collector	8,600	14,620
Howard Rd	Rural Major Collector	8,600	14,620
Jones Mill Rd	Rural Major/Minor Collector	8,600	13,158
Adams Mill Rd	Rural Minor Collector	7,740	13,158
Jonesville Rd	Rural Minor Collector	7,740	13,158
E. Georgia Rd	Rural Minor Collector	7,740	13,158
Bethany Rd	Rural Minor Collector	7,740	13,158
League Rd	Rural Minor Collector	7,740	13,158
Harts Lane	Rural Minor Collector	7,740	13,158
Hunter Rd	Rural Minor Collector	7,740	13,158

Table 2.5 Area Road Class and Capacity

## 2.6 TRANSPORTATION NETWORK

### LEVEL OF SERVICE

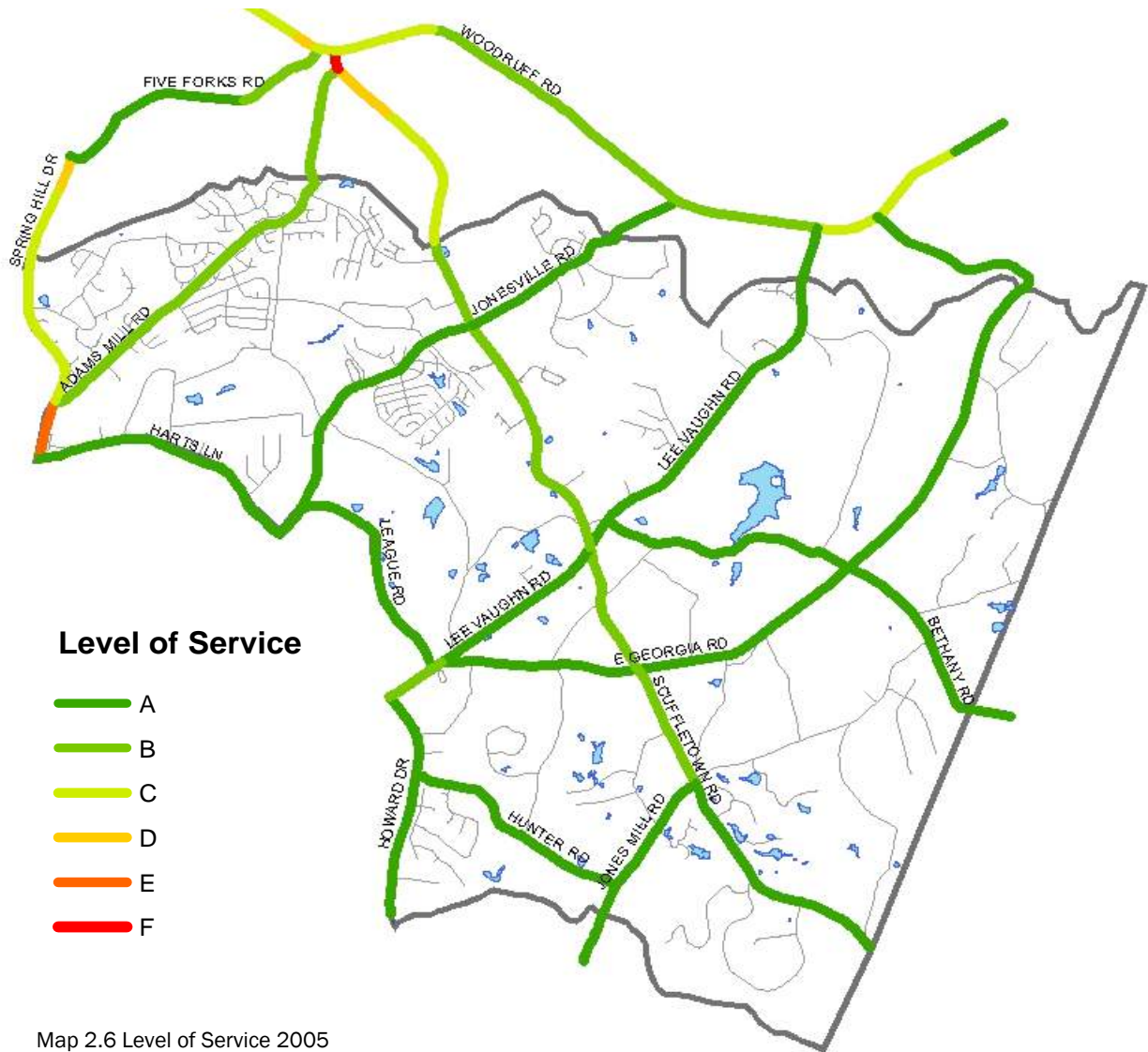
Level of Service or LOS is one way to measure the effectiveness of a particular roadway relative to its functional classification and usually gives the best picture of how well a road is functioning. LOS gives the best picture of how congested a road is by measuring the time to travel a particular road. The road is then given a grade that ranges from A to F with A being the best (free flowing conditions at the posted speed limit) and F being the worst, meaning frequent stops and delays (essentially gridlock).

Map 2.6 2005 LOS shows that all the major roads in the planning area are currently operating under their designed capacity and at an adequate level of service. The areas experiencing congestion are apparent by looking at this graphic as they appear in orange and red. As expected, the

most congestion is occurring on Scuffletown Rd near its intersection with Adams Mill Rd and Woodruff Rd. Also there is congestion on SC Hwy 14 near its intersection with Adams Mill Rd.

Map 2.6 does not adequately reflect the peak traffic conditions currently experienced at the intersection of Scuffletown Rd and Jonesville Rd associated with Bell's Crossing Elementary, as LOS measurements are not geared to measure such peak congestion at specific locations.

Transportation models show that the LOS of area roads will worsen considerably as population density increases in the area over the next 24 years. This projection is based on 2030 population projections and the assumption that current development patterns repeat themselves.



Map 2.6 Level of Service 2005



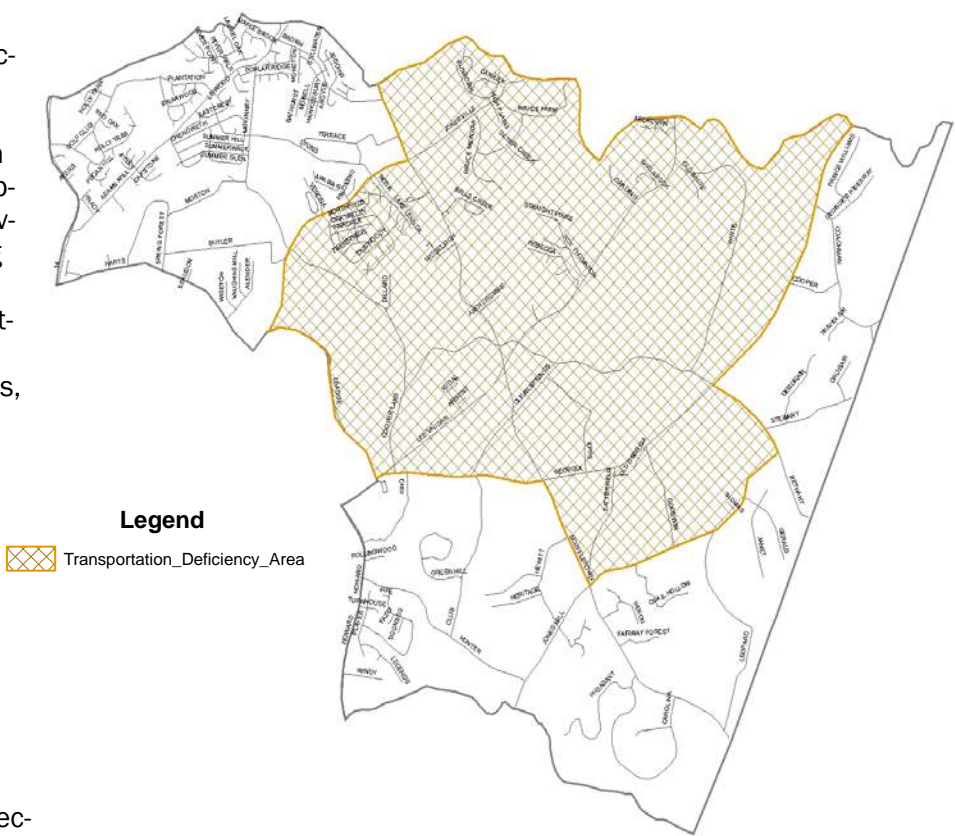
# 2.6 TRANSPORTATION NETWORK

## TRANSPORTATION DEFICIENCY AREAS

The area identified in the map 2.7 are deficient in terms of collector road spacing.

Collector roads are a key element of an effective street network. Collectors support the arterial highway system by serving short-distance traffic, and providing the connectivity that allows neighborhood trips to avoid using – and congesting – regional highways. Generally, in low- to medium-density suburban areas, collector streets should be spaced at about one-half mile to one mile apart. Subdivisions, schools, churches, and other community facilities are then accessed primarily from these collector roads rather than from arterial highways.

Many suburban areas built up in the 1990s and early 2000s lack a rational network of collector streets. “Superblocks” are created when large areas are developed without interconnections, and eventually several square miles are developed with no internal street connections. As a result, what would normally be short trips turn into three or four mile drives, and the intersections at the corners of the superblock become congested because all local trips are forced through these few intersections. Spacing standards for collector roads based on residential intensity or density of residential development are shown in Table 2.5.



Map 2.7 Transportation Deficiency Areas

Land Use/Type of Collector Street		Intensity	Access Function	Appropriate Street Spacing
Low Intensity Residential		Less than 2 dwelling units per acre	High	3,000 to 6,000 ft apart
Medium Intensity Residential		2 to 4 dwelling units per acre	High	1,500 to 3000 ft apart
High Intensity Residential	Residential	More than 4 dwelling units per acre	High	750 to 1,500 ft apart
Activity Center		Mixed-use residential/commercial	Medium	750 to 1,500 ft apart

Table 2.5 Recommended Collector Rd Spacing

## 2.6 TRANSPORTATION NETWORK

### PLANNED IMPROVEMENTS

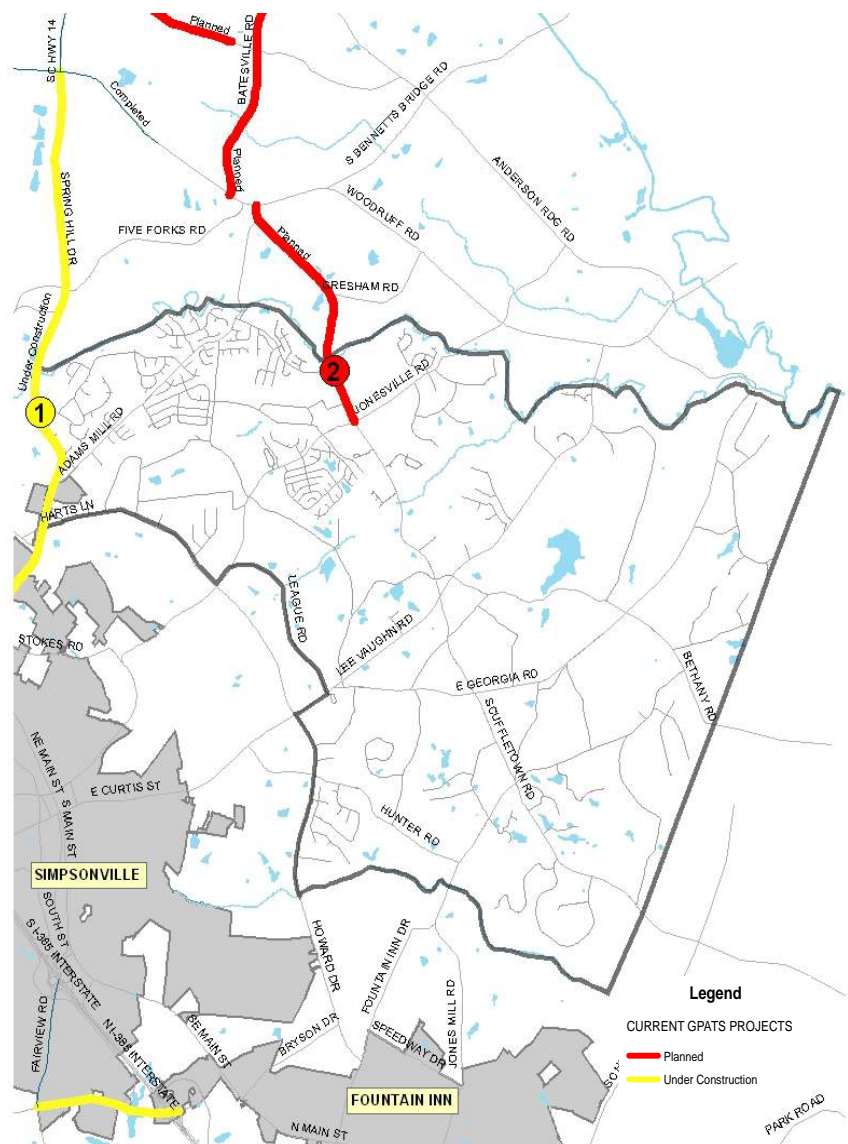
The following Transportation Projects have been identified as part of the current Greenville Pickens Area Transportation Study (GPATS) Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP).

TIP projects are those that are to be funded with FHWA, FTA or State Infrastructure Bank SIB funds within the next 3 years.

The LRTP is 25-year plan that establishes transportation priorities that are not currently funded, but can be funded based on estimates of available state and federal funds. A project must first be listed in the LRTP before it can be added to the TIP.

Within the Scuffletown Planning Area there are two projects currently in the GPATS TIP and LRTP as shown in Map 2.8. and described in Table 2.6

As part of the planning process the Citizens Advisory Committee reviewed the existing LRTP and developed a list of recommended transportation improvement projects within the planning area. This list can be found in Chapter 3 of this report. The community's input concerning these and future needs will provide planners and decision makers with the necessary feedback to prioritize projects during the update of the County LRTP.



Map 2.8 Planned Transportation Improvements

#### UNDER CONSTRUCTION OR PROGRAMED IN TIP

- 1 SC 14 (PHASE 3) - WIDEN TO 3 LANES FROM WOODRUFF RD TO SC 417

#### LONG RANGE PLAN PROJECTS

- 2 SCUFFLEOWN RD—WIDEN TO 3 LANES FROM WOODRUFF RD TO JONESVILLE RD

Table 2.6 Planned Transportation Improvements

## 2.7 PUBLIC SERVICES

### SEWER

Metropolitan Sewer Sub-district is the sewer provider for the area with Western Carolina Regional Sewer Authority providing sewer treatment.

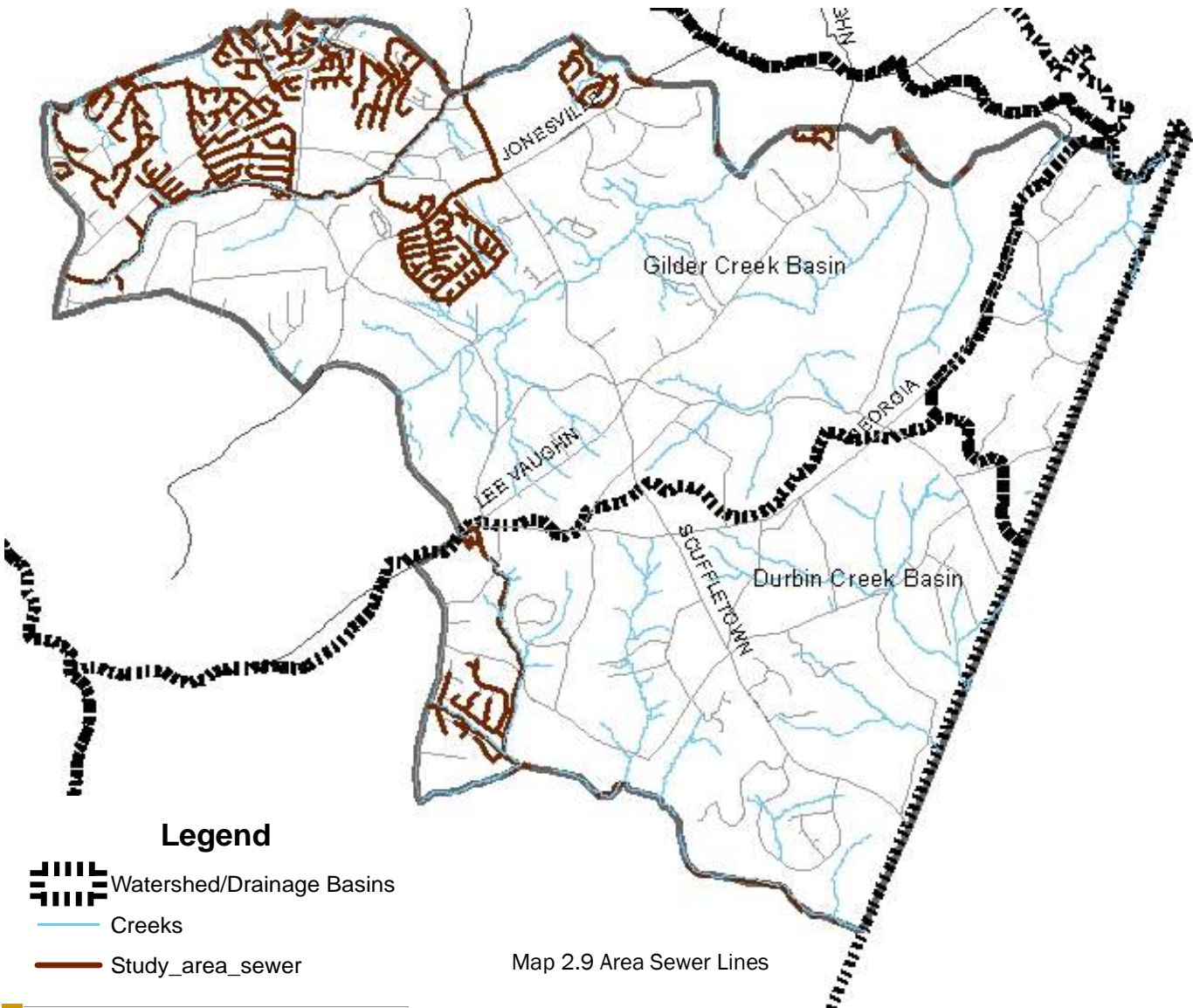
Currently, sewer is only available to small portion of the study area. This, however, is rapidly changing. As development pressures increase, sewer lines will be extended and capacities will be increased to handle the load. As shown in Map 2.9 the area is divided by a ridgeline creating two drainage basins, Gilder Creek to the north and Durbin Creek to the south. Western Carolina Regional Sewer Authority maintains a sewer treatment facility in each area.

### GILDER CREEK TREATMENT PLANT

The Gilder Creek Treatment Plant was recently upgraded to increase the plant capacity to 8 MGD (million gallons per day) and incorporate tertiary treatment. Plans are to increase capacity at the Gilder Creek Plant from 8 MGD to 12 MGD in the near future.

### DURBIN CREEK TREATMENT PLANT

The Durbin Creek basin has not experienced the development currently occurring in the Gilder Creek basin to the north. This is largely due to lack of public services in this portion of the study area. However, in anticipation of future residential growth, the treatment capacity of this plant was recently increased to 5.2 MGD with plans to increase capacity to 8 MGD.

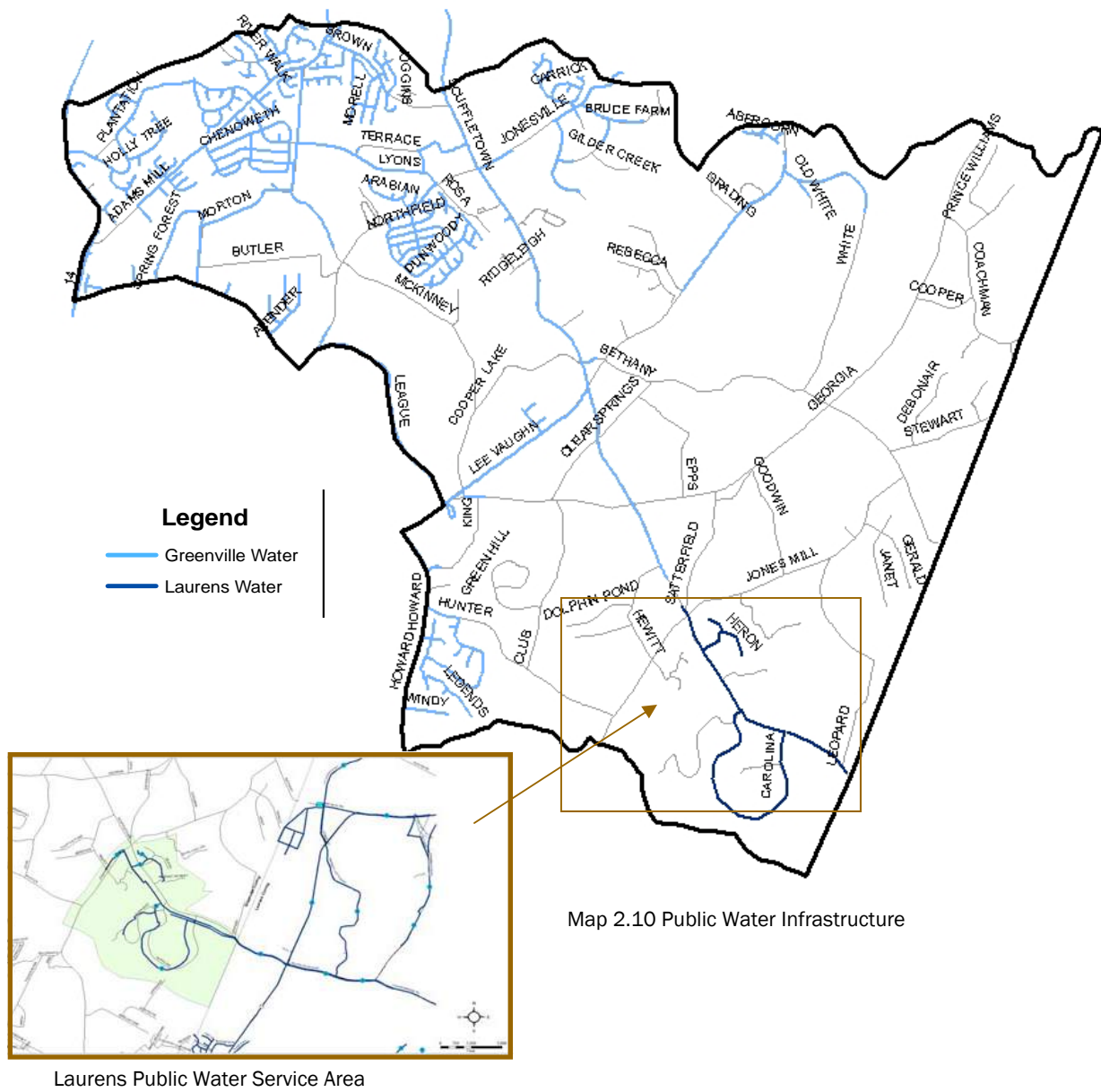




## 2.7 PUBLIC SERVICES

### WATER

The Greenville Water System is responsible for service to most of the study area. Water is becoming increasingly available to most of the study area. A new main line was just extended down Scuffletown Road and stops just north of the intersection with Jones Mill Road. Laurens County currently maintains some water lines just south of Jones Mill Road in the Carolina Springs Community. Like the sewer lines, the water will become available to most of the planning area as development increases.



## 2.7 PUBLIC FACILITIES

### PUBLIC FACILITIES

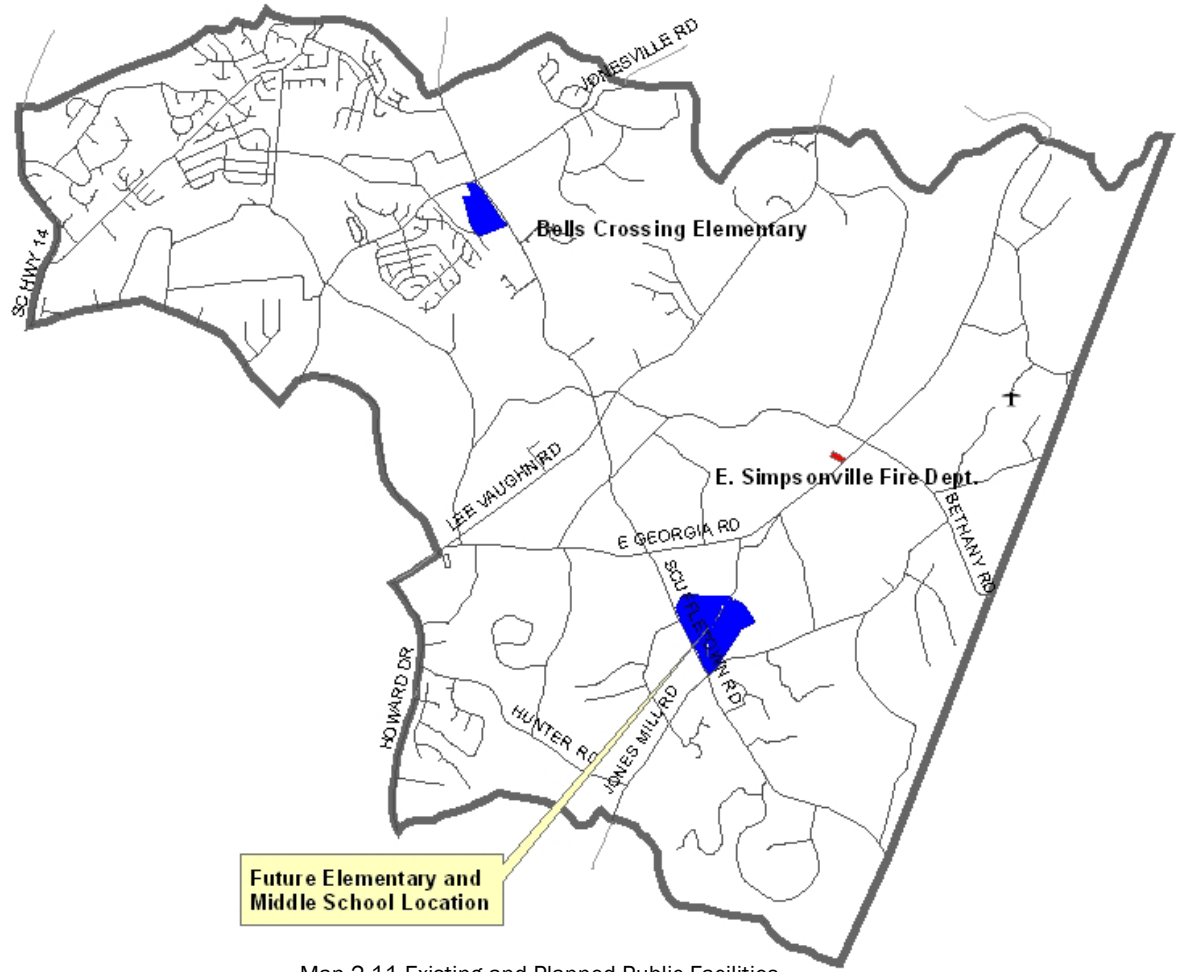
As a result of the residential growth throughout the 1990's, there are new public facilities in the area. These include Bell's Crossing Elementary School on Scuffletown Road and Clear Springs Fire Station on East Georgia Road, both completed in the last 6 years.

The School District has plans to build two more schools, a middle and elementary, within the planning area. These schools will be located in the southern portion of the planning area near the intersection with Scuffletown Road and Jones Mill Road as shown in Map 2.11.

The new Rudolph Gordon Elementary is scheduled to begin construction in 2007 and be in operation in late 2008. Plans for the a future middle school are still in the formative stages, but it is anticipated that construction on this school will begin shortly after the elementary school is complete. Attendance zones for these new schools have yet to be determined.



Bell's Crossing Elementary School



Map 2.11 Existing and Planned Public Facilities

## 2.8 GENERAL CONCLUSIONS

### DEVELOPMENT CONSTRAINTS

Currently, there are several constraining factors to unimpeded development of the planning area. These include public services such as water and sewer, with sewer service being the most constraining factor. This is especially true within the Durbin Creek Basin in the eastern and southern portions of the planning area. Sewer service within the Durbin Creek drainage basin is currently lacking mainly due to topography and geographic location.

In anticipation of future residential growth, Western Carolina Regional Sewer Authority already plans to expand sewage treatment capacities for both treatment facilities within the planning area.

Since expansion of all Metropolitan Sewer Sub-district lines are driven by development pressures, it is vital to adopt a future land use policy to steer growth to those areas currently served by sewer. Such a policy will slow down and discourage the continued expansion of sewer to access more rural lands for development.

### PUBLIC FACILITIES

There are several forces driving development in this area, most notably two new schools, an elementary and middle school, that are planned within the planning area. These schools will be the driving force behind new residential development to the area. It is anticipated that market forces will speed up the expansion of public sewer into the southern portions surrounding the new public facilities. It is vital that appropriate future land uses and residential densities be established now. This plan will set expectations on how and at what intensity the area around these new schools will develop over the next 5 to 7 years and set the stage for orderly growth in this area so that these schools may one day be neighborhood schools with pedestrian infrastructure.

### TRANSPORTATION

With increased population density in the planning area, traffic volumes can be expected to increase dramatically on roadways within the planning area. This increase in volume will put a strain on area roads resulting in longer commute times and less convenient access to local goods and services.

One of the main transportation challenges that will become more of an issue as this area grows is the lack of convenient access to the major employment areas along the I-385 and I-85 corridors. Surveys indicate that a majority of area residents commute to work outside the planning area. As a result, Scuffletown Road and Woodruff Road currently experience heavy congestion at peak commute times in the morning and afternoon. Any options to improve alternative routes in order to reduce dependence on Woodruff Road is encouraged.

Most of the traffic congestion occurring within the planning area is centered around a few high volume intersections at peak travel times. This is especially true around Bell's Crossing Elementary School. This is directly related to the fact that Bell's Crossing is exclusively a "driving school" with limited bus ridership and very few if any walking students.

As the area develops, additional collector roads are needed and local roads need to be better connected. The lack of connectivity between local roads within new subdivisions is placing an undue burden on the areas collector roads. Requiring more street connections and requiring multiple entrances to subdivisions will help to disperse traffic, thus decreasing volumes and congestion.

Sidewalks and bicycle lanes are non-existent in the planning area. As a result it is virtually impossible to bike or walk safely to local schools, churches, other subdivisions, and commercial destinations within the planning area. This lack of infrastructure is common in a sprawling development pattern as it is impossible to keep pace with residential growth. It is unrealistic to expect existing roads to be widened at a pace equal to the rate of growth. It is also unrealistic to restrict all new development in the planning area.

A much more realistic and achievable approach to handling traffic is to establish a new, more sustainable, development pattern with a healthy mix of land uses that allow trips to be captured internally. This approach, in coordination with strategic infrastructure improvements, is more sustainable in the long run and supports a more diversified transportation system that can relieve some of the demand on the local roads.



# THE PLAN

## CHAPTER 3 — THE PLAN

- 
- 3.1 The Vision
  - 3.2 Goals, Objectives & Strategies
  - 3.3 Future Land Use
  - 3.4 Transportation Plan
  - 3.5 Pedestrian & Bike Plan
  - 3.6 Greenways

## 3.1 THE VISION

### THE VISION

The Scuffletown Area is one of the few remaining rural areas in this rapidly suburbanizing portion of Greenville County. This part of Greenville County is rich in history, as it was home to some of the county's earliest settlers. Historically, people have chosen to live in this area because of the fertile soils, proximity to regional trading routes, and the overall natural beauty.

Today, people are still drawn to this area for many of the same reasons. Both new and old residents alike cite the area's distinctive rural charm and beauty of the landscape as the number one reason they choose to call this part of Greenville home.

The vision for the Scuffletown Area is to protect and enhance these rural qualities as development occurs. This area can accommodate growth without sacrificing the qualities that makes this corner of Greenville County such a desirable place to live. However, this growth must occur in a planned sustainable manner, rather than by chance.

The vision is divided into specific individual elements as follows:

- rural preservation;
- design and appearance;
- adequate transportation infrastructure;
- natural resource protection; and
- recreation and community facilities.

The following goals were distilled from the vision with each having it's own set of specific objectives.



Area hay barn

### GOALS

- **Preserve the rural character of the area.**
- **Enhance the livability of all neighborhoods by upgrading the quality of development.**
- **Improve safety and function of road network to facilitate the free flow of traffic and provide safe alternatives for non-motorist.**
- **Achieve a community with a balance of compatible land uses in which residents can live, work and play.**
- **Provide more active and passive recreation opportunities for area residents.**
- **Minimize the impacts of development on flooding and water quality.**

## 3.2 GOALS, OBJECTIVES & STRATEGIES

### VISION ELEMENT

#### RURAL PRESERVATION

Rural character is defined by the historic resources, wooded areas, agricultural uses, horse farms, pastures, lakes, farms, estates and natural settings along creeks and roadsides. The following objectives are geared toward preserving and enhancing these areas while accommodating future development.

#### RELEVANT GOALS:

- Preserve the rural character of the area.
- Enhance the livability of all neighborhoods by upgrading the quality of development.

#### OBJECTIVES:

- Maintain rural character along area roads.
- Create a future land use map that designates areas for low density residential uses with limited commercial uses located in specific planned areas.
- Preserve open spaces by developing a set of policies, ordinances, standards, and guidelines that will ensure compatibility with this existing character.
- Protect those natural resources, open spaces, vistas, farmlands and scenic areas that define the character of the planning area.
- Encourage existing rural uses to remain through the use of incentives.
- Protect and preserve historical, cultural, and archeological resources during future development.



Horse Farm on Jonesville Road

#### STRATEGIES:

1. **Planned Residential Growth Areas**  
Direct residential development into areas where public services are currently available.
2. **Design Guidelines**  
Adopt policies and guidelines as a tool to encourage preservation of significant open spaces during subdivision development.
3. **Stream Protection Overlay District**  
Adopt stream buffer standards and implement through a Stream Protection Overlay District.
4. **Rural Scenic Road Buffers**  
Adopt a design overlay standard that will apply to specific identified rural scenic roads and implemented through a design overlay district.



## 3.2 GOALS, OBJECTIVES & STRATEGIES

### STRATEGIES - CONTINUED

#### 5. Develop Conservation Easement Program

Establish a consistent funding mechanism for the acquisition of a conservation easement program and actively seek supplementary public and private funding sources.

#### 6. Revise Existing Codes

Revise open space subdivision development standards to achieve more substantial and meaningful open spaces and provide incentives for the improvement of open spaces, specifically potential greenway and trail areas identified in the greenways Map 3.4.



Jonesville Road Bridge



Area Pasture

## 3.2 GOALS, OBJECTIVES & STRATEGIES

### VISION ELEMENT

### DESIGN & APPEARANCE

#### RELEVANT GOALS:

- Enhance the livability of all neighborhoods by upgrading the quality of development.
- Achieve a community with a balance of compatible land uses in which residents can live, work and play.

#### OBJECTIVES:

- Identify strategic locations for neighborhood and community scale commercial centers
- Set limits on the overall size and scale of commercial centers to prevent expansion of commercial uses into residential areas.
- Promote pedestrian friendly, commercial centers by focusing residential densities in close proximity to commercial areas with good accessibility.
- Prepare and adopt commercial design guidelines
- Limit commercial uses and higher density residential developments to areas designated on the Future Land Use Map.
- Install necessary infrastructure as development occurs to maintain the existing quality of life.



Good example of landscaping in commercial shopping center

#### STRATEGIES:

1. **Commercial Design Guidelines**  
Commercial design guidelines were developed through the planning process. These guidelines should be adopted along with this plan and be applied to special policy areas through zoning and site plan review process.
2. **Rural Scenic Road Buffers**
3. **Rural Collector Road Standards** should be adopted and applied them as road construction occurs.
4. **Bridge standards** should be developed and adopted and applied as area bridges are replaced.

## 3.2 GOALS, OBJECTIVES & STRATEGIES

### VISION ELEMENT

### ADEQUATE INFRASTRUCTURE

#### RELEVANT GOALS:

- Improve the safety and function of road network to facilitate the free flow of traffic and provide safe alternatives for the non-motorist.
- Enhance the livability of all neighborhoods by upgrading the quality of development.

#### OBJECTIVES:

- Reduced traffic congestion.
- Provide better circulation and connectivity between compatible land uses, subdivisions and facilities such as schools.
- Provide a more balanced transportation system including bike lanes, sidewalks and trails.
- Improve the safety of area roads.
- Identify and prioritize road and intersection improvements to update the GPATS Long Range Transportation Plan.
- Increase street connectivity between and within subdivisions and other similar uses by establishing street connectivity standards.
- Improve mobility and accessibility of the transportation network.
- Create a pedestrian and bicycle plan that identifies and prioritizes sidewalks, bike lanes, and multi-use paths linking destinations.



Scuffleton Road in front of Bell's Crossing Elementary School

#### STRATEGIES:

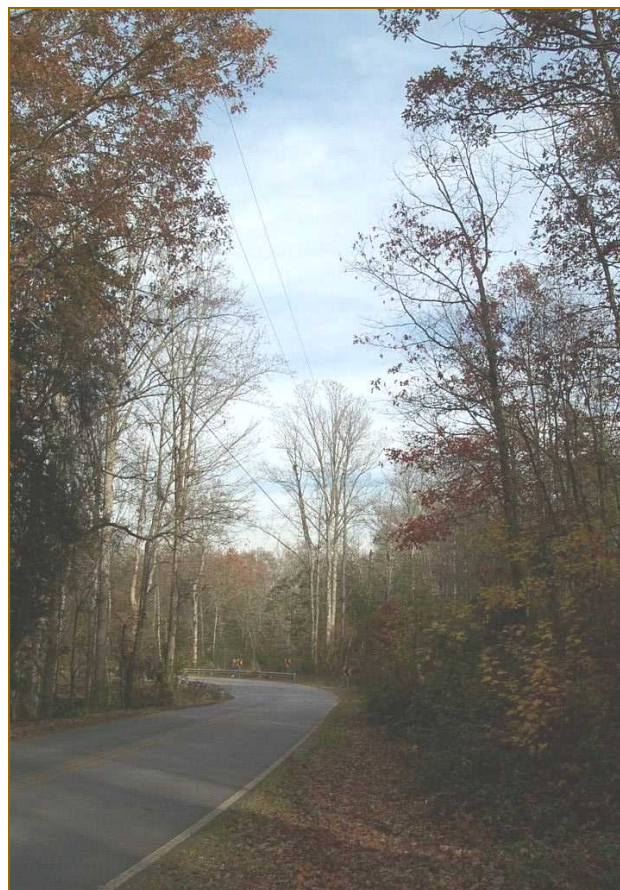
1. Adopt a transportation plan that identifies network improvements and where new collector roads are needed.
2. Adopt collector road design standards.
3. Amend regulatory tools to require improved street connectivity in new development.
4. Amend land development policies to improve pedestrian safety and access around schools and commercial centers by requiring sidewalks or paths along existing road frontages as subdivisions are developed.
5. Install sidewalks around Bell's Crossing Elementary using enhancement funds.
6. Continue working with the school district to achieve neighborhood designed schools that allow for safe pedestrian access.
7. Locate residential growth areas around compact walkable commercial centers.
8. Adopt policies and standards to require traffic impact studies for certain development proposals that are larger than an established threshold.



## 3.2 GOALS, OBJECTIVES & STRATEGIES

### STRATEGIES—CONTINUED

9. Improve accessibility of the future Rudolph Gordon Elementary School.
10. Require Satterfield Rd. to be rerouted to Scuffletown Road as part of the school building plan.
11. Work with School District officials to require internal street or drive connections between future Elementary and Middle Schools.
12. Maintain and extend Rosa Lane to serve as a future collector road from Scuffletown Rd. to Jonesville Rd.
13. Install sidewalks on Jonesville Rd. from Dunwoody Dr. to Bells Crossing Elementary and on Scuffletown Rd. from Bell's Crossing to Bell's Creek Subdivision.
14. Explore alternative transportation funding options, including development impact fees, gas tax, transportation bonds etc.
15. Preserve right-of-ways in areas identified for road and intersection improvements before development of these areas occurs.



Dangerous Curve on Jonesville Road



Inadequate Pedestrian Infrastructure in Residential Areas

15. Require improvements including turn lanes, widened shoulders and sidewalks to Scuffletown Rd, Jonesville Rd, East Georgia Rd, and Lee Vaughn Rd as part of the development review process.
16. Secure funding by including recommended transportation improvements in the GPATS Long Range Transportation Plan.
17. Develop designs for walking paths

## 3.2 GOALS, OBJECTIVES & STRATEGIES

### VISION ELEMENT

#### NATURAL RESOURCE PROTECTION

##### RELEVANT GOALS:

- Minimize the impacts of development on flooding and water quality.
- Preserve the rural character of the area.
- Enhance the livability of all neighborhoods by upgrading the quality of development.

##### OBJECTIVES:

- Preserve open spaces and the overall rural character of the planning area by developing a set of policies, ordinances, standards, and guidelines that will ensure compatibility with its existing character.
- Protect those natural resources, open spaces, vistas, farmlands and scenic areas that define the character of the planning area.
- Protect the natural landscape and natural drainage pattern of land through minimal grading and tree preservation during future development.
- Set aside open spaces that are significant and contiguous, so that these open spaces may be used as wildlife corridors, greenways that will provide opportunities for river and creek access, and a multi-use (bike and pedestrian) trail system.
- Obtain open spaces along creek and river corridors that can be used to create a network of greenway corridors which interconnect public lands, and other area destinations.
- Encourage the planting of indigenous trees during future development.



View of Gilder Creek from Jonesville Road Bridge

##### STRATEGIES:

###### Stream Buffers

Stream buffers consistent with best management practices as prescribed in the Greenville County Storm Water Design Manual and included in this report as Appendix A should be adopted and implemented through the proposed Rural Overlay District.

###### Open Space Subdivision Design

Open Space Subdivision Design should be encouraged for new subdivisions throughout the planning area.

###### Conservation Subdivision Design

Conservation subdivision design standards should be developed or existing open space subdivision standards should be amended to preserve more substantial amounts of open space.

###### Tree Preservation Ordinance

A tree preservation ordinance should be adopted and applied to new residential and commercial development county-wide.

###### Storm Water Management Study

A comprehensive storm water management study or flood study should be conducted and action/mitigation plan developed for the Gilder Creek



## 3.2 GOALS, OBJECTIVES & STRATEGIES

### VISION ELEMENT

#### RECREATION & COMMUNITY FACILITIES

##### RELEVANT GOALS:

- Provide more active and passive recreation opportunities for area residents.

##### OBJECTIVES:

- Develop a trail/greenway and walking path plan for the planning area.
- Create a pedestrian & bike plan that identifies and prioritizes sidewalks, bike lanes, and multi-use paths linking destinations.
- Obtain open spaces along creek and river corridors that can be used to create a network of greenway corridors which link parks, commercial centers, schools, churches, golf courses, neighborhoods and subdivisions.
- Build a greenway network, with trails and paths, which allows people to move about the area by means other than motorized vehicles.
- Develop an implementation and management plan for public greenways, open spaces and trail systems.
- Develop a master greenway plan for the planning area and Greenville County.
- Work with developers to dedicate open spaces along proposed greenway corridors to the County Recreation District to be used for future trail development.
- Amend regulatory tools to create incentives for developers to improve preserved open spaces with trails.
- Continue to explore opportunities to share recreational facilities through the Intergovernmental Task Force, including the School District, Greenville County Recreation District, and local churches.



Example of greenway and unpaved trail



Good example of paved multi-use trail along greenway

##### STRATEGIES:



# 3.3 FUTURE LAND USE

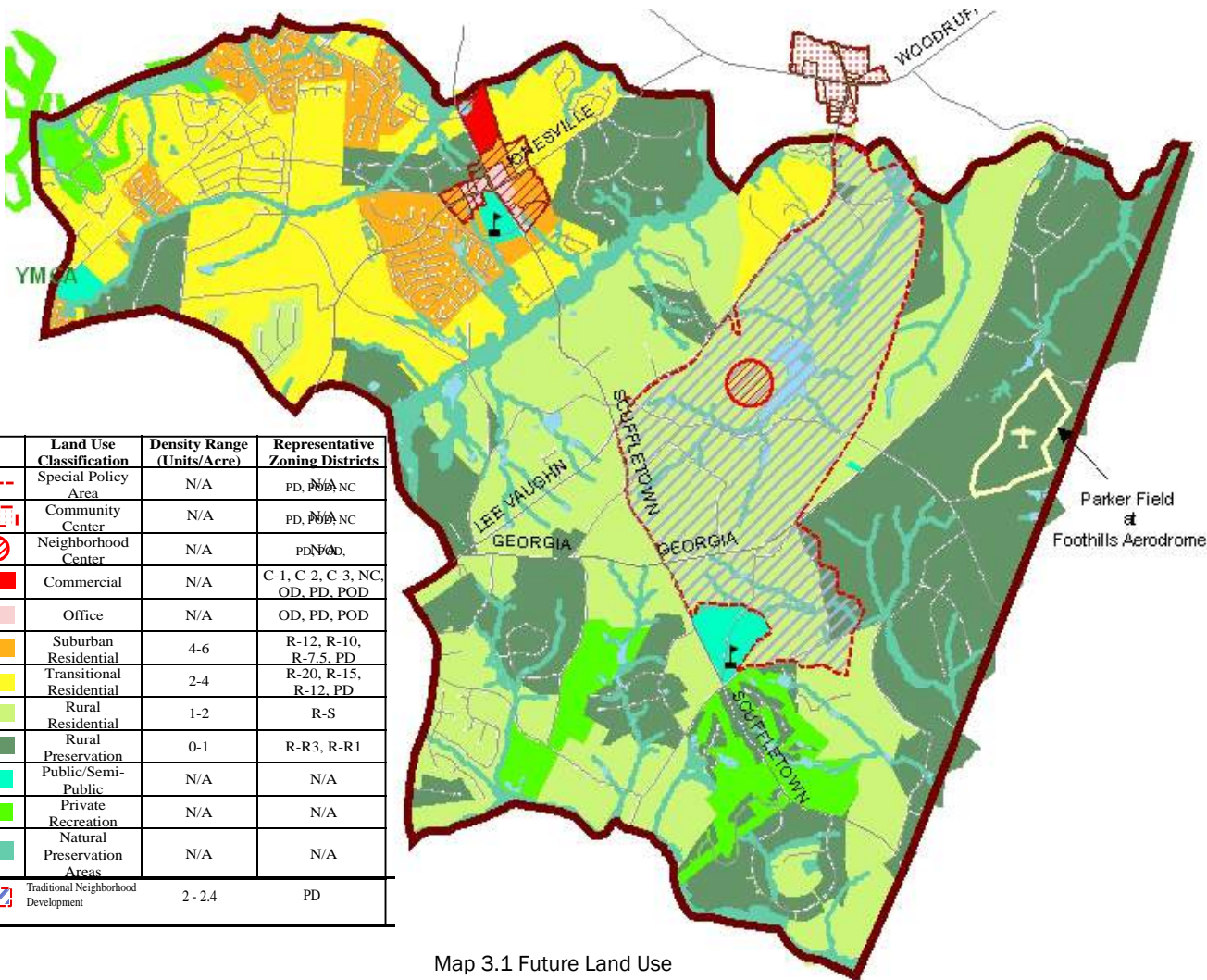
## OVERVIEW

The Future Land Use Plan is not a plan to force change in the area; rather, it serves as a policy guide for future land use decisions, including the zoning and rezoning of property when private property owners come forward with development proposals.

The Future Land Use Plan is based on the vision established for the planning area and proposes land uses for areas that may develop in the future. The Future Land Use Plan also creates some level of predictability in what type and intensity can be expected for one's own property as well as neighboring properties.

This plan should be used together with the guidelines contained in Appendix C and D of this plan to prepare and review development proposals for the planning area. The design guidelines apply in special policy areas and address how to design new commercial development to be compatible with the goals and objectives of the plan.

The future land use plan consists of the Future Land Use Map 3.1 on this page, special policy area maps, and overlay district maps. A description of future land use categories can be found on page 35 of this report. Chapter 4 Implementation addresses the special policy areas in greater detail.



Map 3.1 Future Land Use

## 3.3 FUTURE LAND USE

### LAND USE CATEGORIES

#### Suburban Residential

This land use classification represents typical single family residential suburban growth areas allowing a housing density of 4-6 units/acre.

#### Transitional Residential

This land use classification represents suburban/ rural fringe areas that are transitioning or recently developed transitioned from rural land uses to single family residential subdivisions. The intent of this category is to allow a medium density residential development of 2-4 units/acre.

#### Rural Residential

The intent of this classification is to provide for low-density, (large lot) single-family residential development, as well as agricultural and forestry related land uses. These areas are generally rural agricultural in character.

#### Rural Preservation

This land use classification represents areas intended for agricultural, open space, and large-lot (1-acre minimum) residential uses.

#### Public & Semi-Public

The intent of this classification is to allow prominent facilities that benefit the public. These facilities contribute to the general welfare of the community.

#### Private Recreation

This land use classification represents areas used as private golf courses.

#### Natural Preservation

Areas of steeply sloping terrain, unstable soils, flood-plains, wetlands, or other environmental features that are unfit for development.

#### Office

The intent of this category is to allow for professional office uses.














	Land Use Classification	Density Range (Units/Acre)	Representative Zoning Districts
	Special Policy Area	N/A	PD, POD, NC
	Community Center	N/A	PD, POD, NC
	Neighborhood Center	N/A	PD, POD, NC
	Commercial	N/A	C-1, C-2, C-3, NC, OD, PD, POD
	Office	N/A	OD, PD, POD
	Suburban Residential	4-6	R-12, R-10, R-7.5, PD
	Transitional Residential	2-4	R-20, R-15, R-12, PD
	Rural Residential	1-2	R-S
	Rural Preservation	0-1	R-R3, R-R1
	Public/Semi-Public	N/A	N/A
	Private Recreation	N/A	N/A
	Natural Preservation Areas	N/A	N/A
	Traditional Neighborhood Development	2 –2.5	PD

Table 3.1 Future Land Use Legend

#### Neighborhood Center

Mix of limited office and residential uses that serves the surrounding neighborhood providing 25,000 – 40,000 sq. ft. of office space and medium residential density of 4-6 dwellings per acre.

#### Community Commercial Center

Mix of limited retail, office and residential uses that serves the surrounding community providing up to 200,000 sq. ft of non-residential uses and medium residential densities of 4-6 dwellings per acre.

Special Policy Areas are described in greater detail in Chapter 4 Implementation.

## 3.4 TRANSPORTATION PLAN



**Road Improvement Priorities**

Rank	Category	Location	Project Description	Project Extent	Cost
1	Road Widening	Scuffletown Rd	Improved 2-lane, widen shoulder with bike lane.	Woodruff Rd to Highway 418	\$12 mil.
2	Road Widening	Jonesville Rd	Straighten curve, new bridge, 2-lane improvement with shoulders	High Plains Rd to Woodruff Rd	\$2 mil.
3	New Collector Roads	See Map 3.2	New Collector Roads.	See Map 3.2	\$3 mil./mile

Table 3.2 Recommended Road Improvements

**Intersection Improvement Priorities**

Rank	Category	Location	Project Descrip-	Project Extent	Cost
1	Intersection Improvement	Lee Vaughn & Woodruff Rd	Signal, left turn lane	Lee Vaughn & Woodruff Rd	\$0.75 mil.
2	Intersection Improvement	Scuffletown & Lee Vaughn Rd	Signal, left turn lane	Scuffletown & Lee Vaughn Rd	\$0.75 mil.
3	Intersection Improvement	Scuffletown & East Georgia Rd	Signal, left turn lane	Scuffletown & East Georgia Rd	\$0.75 mil.
4	Intersection Improvement	Scuffletown & Jones Mill Rd	Signal, left turn lane	Scuffletown & Jones Mill Rd	\$0.75 mil.

Table 3.3 Intersections Improvements



# 3.4 TRANSPORTATION PLAN



Map 3.2

Legend	
Existing Roads	
	Rural Minor Collector
	Rural Major Collector
	Rural Minor Arterial
	Urban Collector
	Urban Minor Arterial
Road Improvement Type	
	Proposed Local Collector Road
	Proposed Road Improvement
	Proposed Collector Road
	Intersection Improvements
	Priority Projects

## 3.4 TRANSPORTATION PLAN

### RURAL ROAD STANDARDS

An important part of the transportation plan is application of new road design standards. It will be necessary to adopt policies and standards to ensure that transportation projects are designed in context with their setting and balance the needs of all users.

Specifically, proper rural collector road design is an important aspect of preserving and enhancing the rural character of the area as new collector roads are built and existing roads are modified.

Figures 3.1 and 3.2 represent a typical rural road design. These designs expand on the current design standard to include sidewalks and or multi-use paths separated from the road with a landscaped buffer.

The consultant for the Long Range Transportation Plan has recommending the following rural collector road design standard to a GPATS study committee for consideration. The study committee supports these new design standards and will make recommendations to GPATS and local jurisdictions for adoption in the spring of 2007.



In this rural area a multi-use path has been used instead of the standard sidewalk.

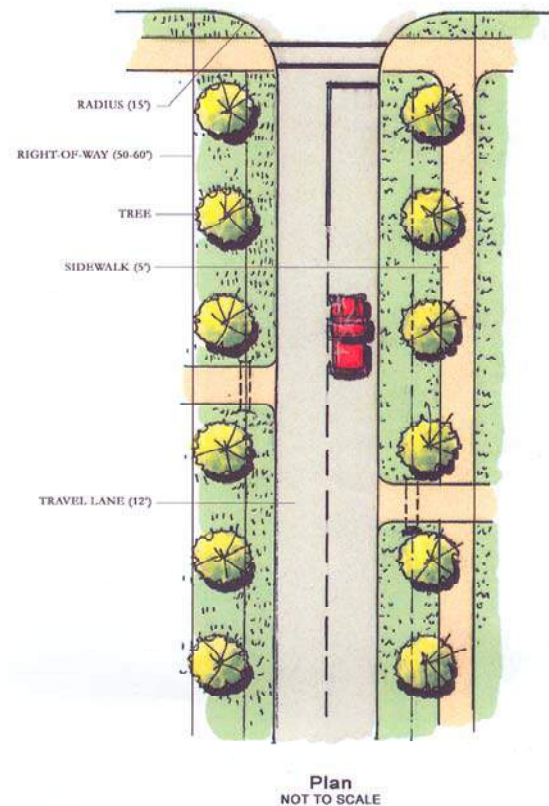


Figure 3.1 Proposed Rural Collector Road Standard

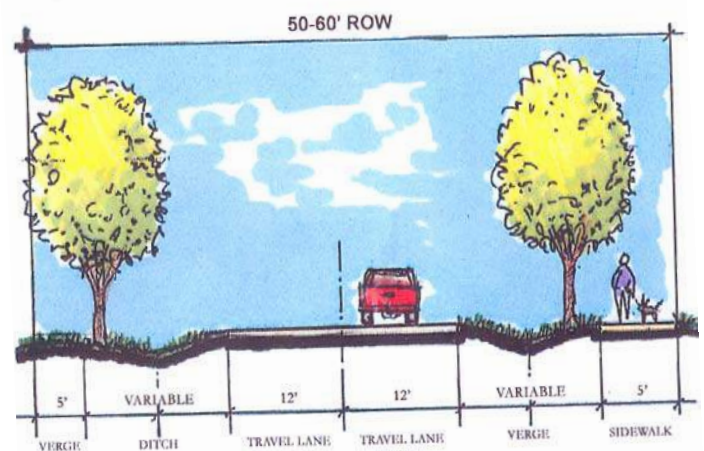


Figure 3.2 Proposed Rural Collector Road Cross Section



# 3.5 PEDESTRIAN & BIKE PLAN

## OVERVIEW

The following pedestrian and bike plan is a result of a transportation priority exercise completed by the Citizens Advisory Committee. It prioritizes recommended infrastructure improvements to improve safety and function of the transportation network, specifically relating to non-motorist.

The plan identifies the areas of greatest need as it relates to accomplishing the plans goals of providing safe transportation alternatives.

As expected much of the focus was centered around Bell’s Crossing Elementary School and the planned Rudolph Gordon Elementary School in an effort to create a safe pedestrian friendly environment around these schools that encourages children to walk.

Another focus is providing safe travel lanes and routes for the numerous cyclists that currently use this area on a regular basis. These improvements were based on the input of area residents and through information on preferred routes provided by area cycling organizations.



The third component of this plan, which is also addressed separately as a recreation outlet, is the development of an area-wide greenway. The greenway will support a trail system for foot and bike traffic connecting schools, parks, neighborhoods and commercial centers throughout the study area and beyond.

It is important to acknowledge that infrastructure improvements alone will not create a walk-able community. This must be done in concert with a land use plan that identifies areas for mixed-use centers and traditional neighborhood development. Only then can a more pedestrian friendly environment be realized.

Bike Lanes			
Location	Project Description	Project Extent	Cost
Scuffletown Rd	Add bike lanes	Jonesville Rd to Highway 418	\$2.5 mil.
East Georgia Rd	Add bike lanes	SC-14 to Scuffletown Rd	\$1.8 mil.
Bike Route			
Various	Add bike route signage	Scuffletown, E. Georgia, Lee Vaughn, and Jonesville Roads.	N/A
Sidewalks			
Scuffletown Rd	Add Sidewalk	1/2 mile North from Jones Mill Rd	\$0.25 mil.
Scuffletown Rd	Add Sidewalk	From Jones Mill Rd to Carolina Way	\$0.25 mil.
Scuffletown Rd	Add Sidewalk	North from Jonesville Rd to Brown Lane	\$0.25 mil.
Scuffletown Rd	Add Sidewalk	South from Jonesville Rd to Greenway	\$0.25 mil.
Jonesville Rd	Add Sidewalk	West from Scuffletown Rd to Dunwoody Dr	\$0.13 mil.
Jonesville Rd	Add Sidewalk	East from Scuffletown Rd to Bruce Meadow Rd	\$0.25 mil.
Jones Mill Rd	Add Sidewalk	West from Scuffletown Rd to Hewitt Rd	\$0.25 mil.
Jones Mill Rd	Add Sidewalk	1/2 mile East from Scuffletown Rd	\$0.25 mil.
Lee Vaughn Rd	Add Sidewalk	North from Gilder Creek Greenway to Woodruff Rd	\$0.25 mil.

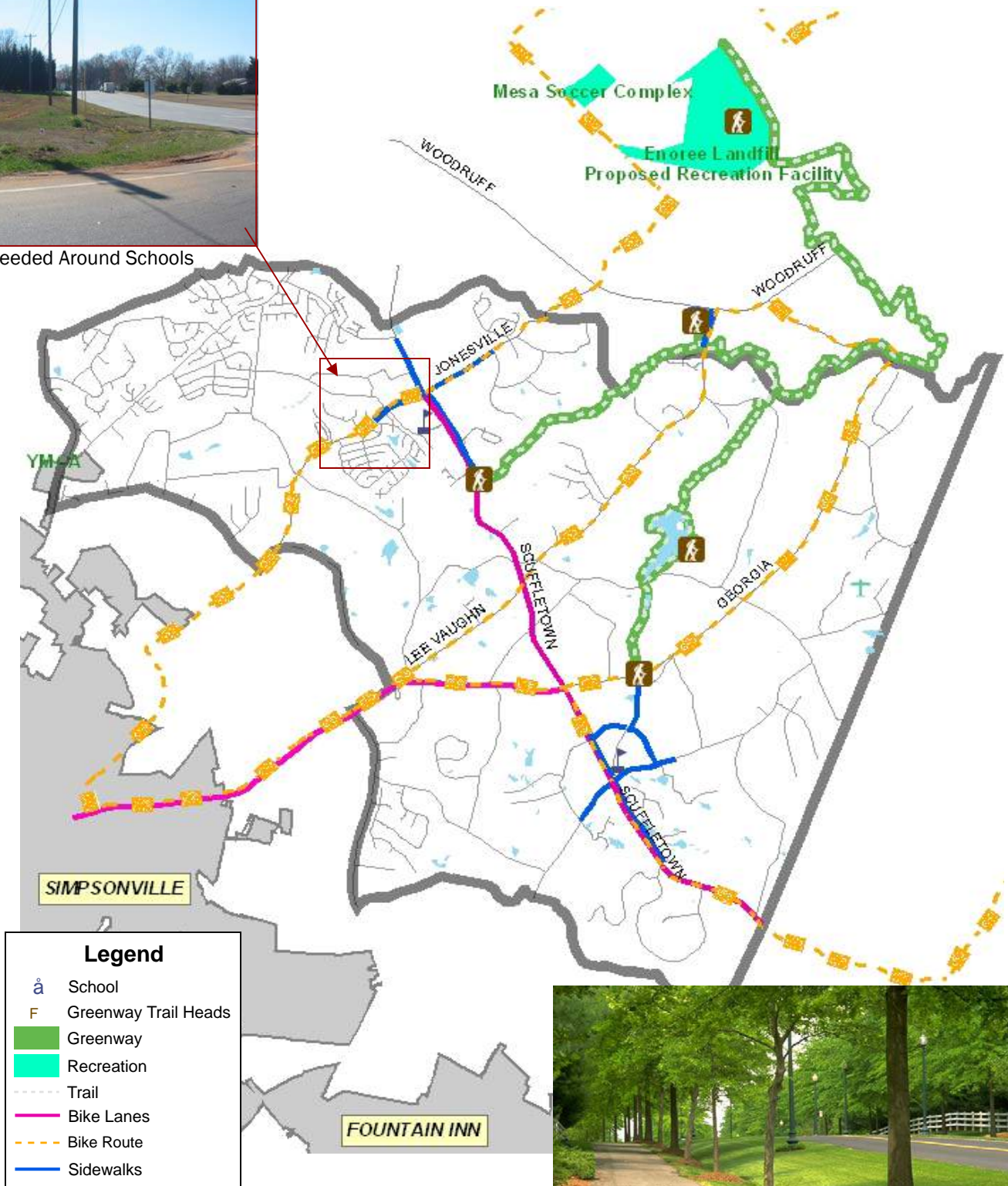
Table 3.3 Recommended Pedestrian & Bike Improvements



## 3.5 PEDESTRIAN & BIKE PLAN



Sidewalks Needed Around Schools



Map 3.3 Pedestrian & Bike Plan



Good example of a multi-use path along a rural road

## 3.6 GREENWAYS

### GREENWAYS

An important part of this plan is the planned area-wide greenway. The proposed greenways will serve several objectives; creating recreation opportunities, preserving natural resources, and providing potential transportation alternatives.

Transportation benefits can be realized by the addition of a multi-use trail system for foot and bike traffic connecting schools, parks, neighborhoods and commercial centers throughout the study area and beyond.

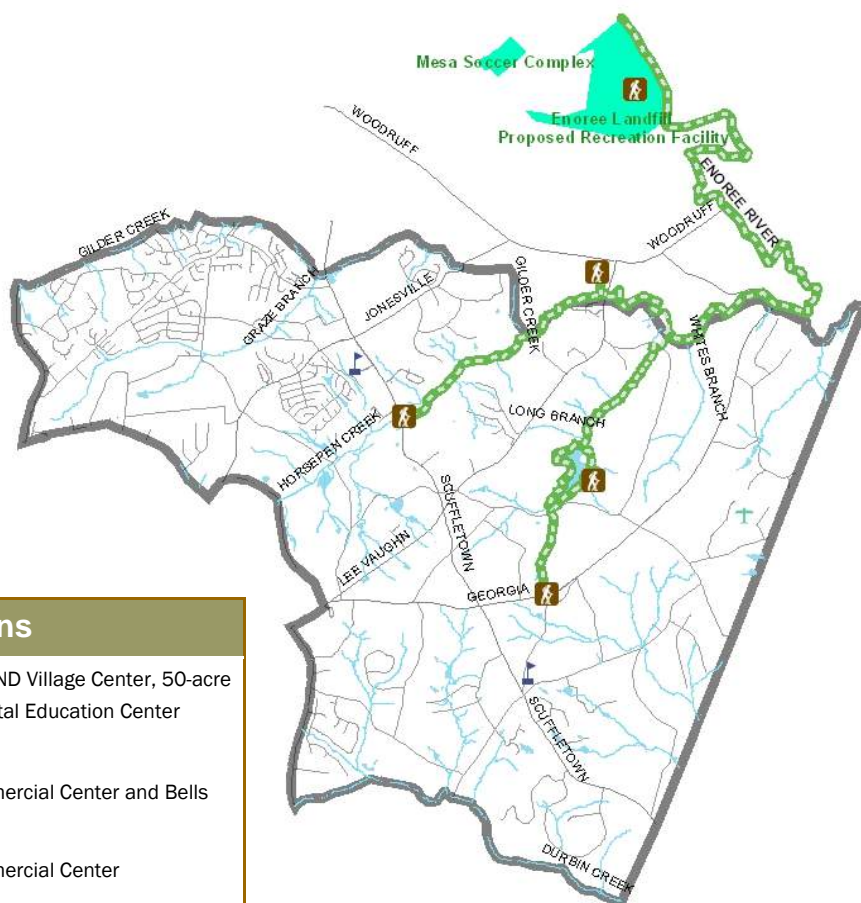
Proposed greenway corridors have been identified and are shown in Map 3.4. These areas show the greatest promise in terms of available land and providing links to area destinations.

In the short-term, strategies should be developed to obtain easements for this future greenway along the stream corridors identified in this plan. The most obvious way is to obtain open spaces and easements as new subdivisions are proposed and reviewed. The planning staff is currently working with the County Recreation District to set up a system that will allow developers to dedicate open spaces to the county for this future public use.

Long-term plans are to develop a complete implementation strategy, addressing: possible funding sources, trail design and development, education, and land acquisition.



Good example of Greenway with wide paved multi-use trail



Map 3. 4 Greenways

Stream Corridor	Destinations
Long Branch Creek	Future schools, TND Village Center, 50-acre lake, Environmental Education Center
Horsepen Creek	Community Commercial Center and Bells Crossing
Gilder Creek	Community Commercial Center
Enoree River	Mesa Soccer Complex and Future Regional Park


Table 3.4 Stream Corridors & Destinations

Greenway Opportunities			
Harper / Long Branch Creek	Greenway Trail	Long Branch Creek to Lee Vaughn Rd	\$1.0 mil.
Gilder Creek / Enoree River	Greenway Trail	Lee Vaughn Rd to Future Enoree Recreation Area	\$1.42 mil.
Horse Pen / Gilder Creek	Greenway Trail	Scuffletown Rd to Lee Vaughn Rd	\$0.55 mil.

Table 3.5 Greenway Opportunities

# IMPLEMENTATION

## CHAPTER 4 — IMPLEMENTATION

- 
- 4.1 Overview
  - 4.2 Overlay Districts
  - 4.3 Design Principles & Guidelines
  - 4.4 Special Policy Areas
  - 4.5 Recommended Actions



## 4.1 OVERVIEW

### OVERVIEW

This chapter outlines specific actions the county should take to implement the goals of this area plan. This list includes regulatory tools, public infrastructure improvements, design guidelines, policy direction, and possible new funding mechanisms. The lead agency, or group responsible for each action is listed for each recommended strategy.

To ensure the successful implementation of this plan, as with most plans, it is important to have continued communication between the county staff and officials and the area residents. Area residents will be expected to take ownership of this plan and exhibit continued observance of plan policy as they relate to local government decisions.

#### Regulatory Tools

Zoning and land development regulations are the main tools currently available to implement this plan, however, the tools will need to be expanded and amended in some areas in order to implement the land use plan. Zoning tools include base districts, special review districts, and design overlay districts that provide specific development standards. It is this last tool, the design overlay district, that has the most application in implementing the design guidelines found in this plan. Design overlay districts provide specific design and development standards in addition to base zoning standards without changing the underlying use in the base zone district.

#### Design Guidelines

Design guidelines are another tool that can be used to implement the Scuffletown Area Plan. The design guidelines will serve as an official policy that relates to the vision, goals, and objectives established in the Scuffletown Area Plan. While this document provides specific recommendations, it cannot, and is not intended to, cover all circumstances. Rather, the guidelines are meant to give developers and reviewers guidance while providing flexibility to address the unique conditions of each project.

The Planning Commission and planning staff will implement the guidelines through the site plan review and subdivision review process, with this document serving to provide policy direction in making decisions concerning development proposals within the planning area.

## 4.2 OVERLAY DISTRICTS

### OVERVIEW

In addition to recommending low residential densities for those areas south of Horsepen Creek, the committee focused its attention on improving the design and appearance of new development as they relate to the plan's goals. Since design and appearance of area roads and new subdivisions define the character of the area, it was suggested that some sort of design controls would be the most appropriate and effective way of preserving the existing rural character.

With this in mind, special design and development standards have been created to supplement and enhance the existing zoning and land development regulations. It is recommended that these standards be applied through the following two proposed overlay districts:

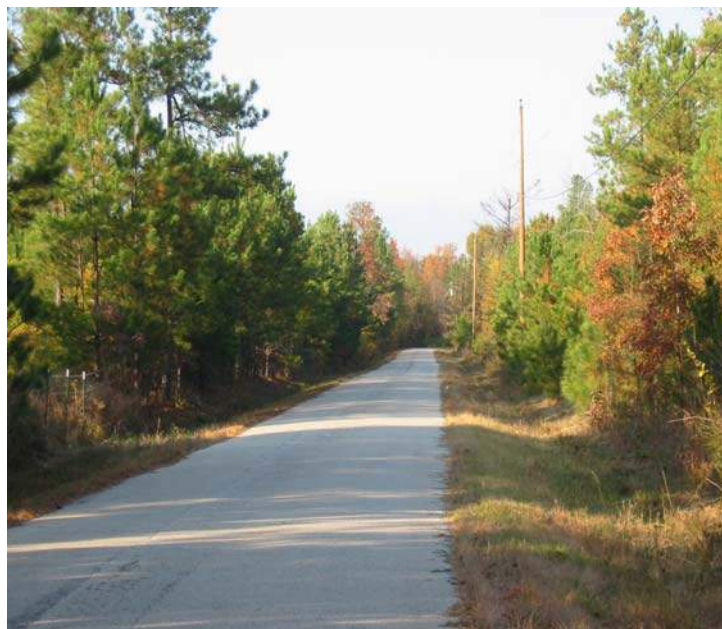
#### 1. Stream Protection Overlay District

The stream buffer overlay district will apply to all streams within the study area as shown in Map 4.1.

#### 2. Rural Scenic Road Overlay District

The rural road design overlay standards will apply to specific roads identified and shown in Map 4.2.

Each overlay district is covered in greater detail in the following sections.



*Preserving and enhancing the natural landscape along area roads is a recommended strategy for maintaining rural character.*

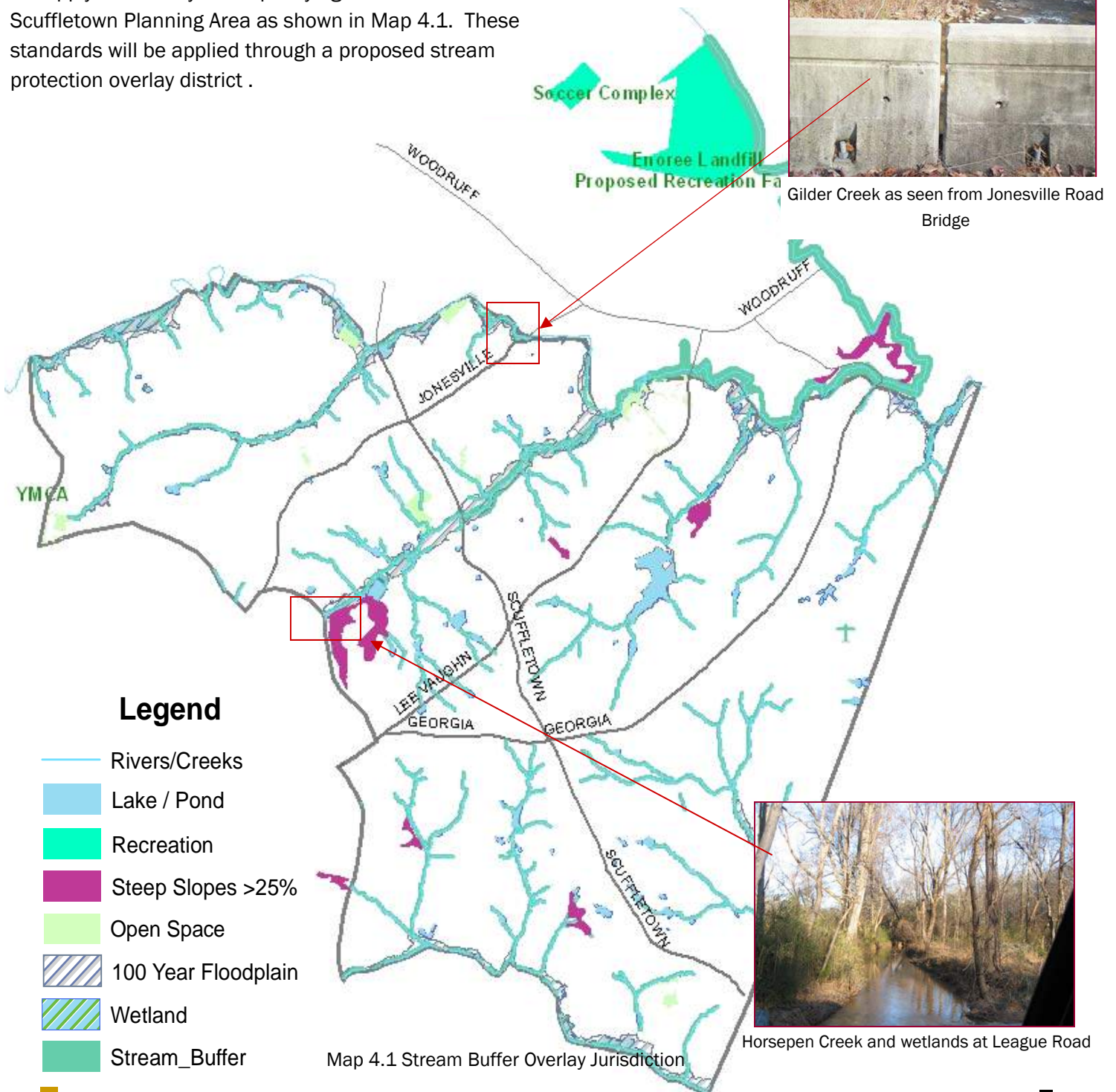


*Incentives can be provided to encourage multi-use paths and landscaping within the required road buffers as illustrated in this photo.*

## 4.2 OVERLAY DISTRICTS

### STREAM PROTECTION OVERLAY DISTRICT

In an effort to preserve the area's natural resources, area streams have been identified as environmentally sensitive areas and worthy of protection. Standards consistent with adopted best management practices will apply universally to all qualifying streams within the Scuffletown Planning Area as shown in Map 4.1. These standards will be applied through a proposed stream protection overlay district.





## 4.2 OVERLAY DISTRICT

### RURAL SCENIC ROAD DESIGN OVERLAY DISTRICT

The proposed design overlay standards will complement existing zoning and land development regulations and be applied along specific identified roads as new subdivision development occurs. The specific roads and parcels included in this proposed design overlay district are shown in Map 4.2 on this page, and a complete listing of roads within the jurisdiction of this overlay district can be found in Appendix B. The specific requirements of this design overlay can be found in Appendix B of this plan, but generally will include the following:

#### Scenic Rural Road Buffer:

To preserve the rural character along existing roads exterior to subdivisions there should be additional building setbacks and a vegetative buffer. The vegetative buffer should be minimally disturbed.

#### Landscaping:

Landscaping in the vegetative setback and along the existing right-of-ways should be informal and picturesque. Indigenous vegetation should be used to the greatest extent possible.



Jonesville Road at Gilder Creek



This stretch of Bethany Road is especially wooded and scenic



Map 4.2 Scenic Rural Roads

## 4.3 GENERAL DESIGN PRINCIPLES & GUIDELINES

### DESIGN PRINCIPLES

The Scuffletown Area Plan establishes a vision for future growth and development with the goal of achieving a more attractive, functional, and people-friendly design. In order to realize this vision it will be necessary to focus future planning efforts on encouraging quality site design. During the Scuffletown Area planning process, six design principles were identified as most important to establishing a better planned community. They are explained in this section and form the basis for the recommended design guidelines.

These design principles and supporting guidelines were developed to guide future commercial and residential development within the plan area.

1. Human Scale Development
2. Create Sense of Place
3. Improve Street Connectivity
4. Minimize Impacts of Parking
5. Plan for Pedestrians & Bicyclist
6. Preserve Open Space

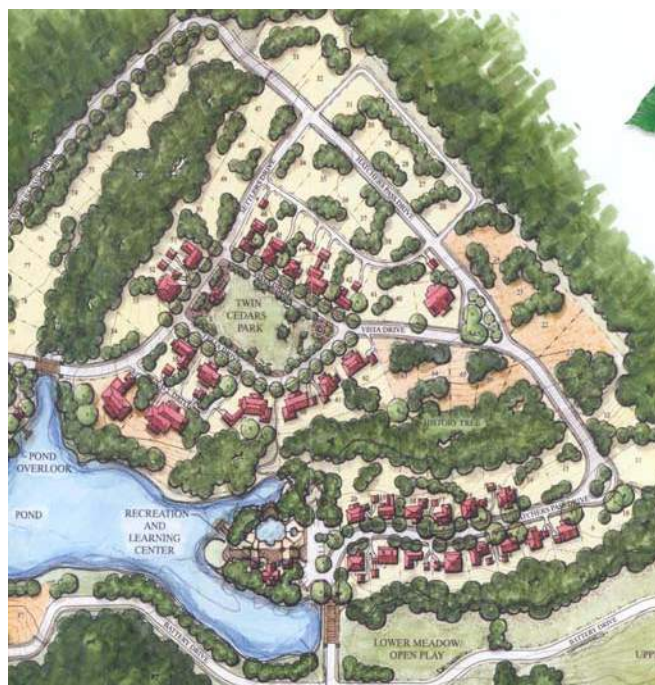
### DESIGN GUIDELINES APPLICATION

The recommended design guidelines are divided into two sections; commercial design guidelines and residential design guidelines.

The commercial design guidelines found in Appendix C. apply specifically to the special policy areas identified in this plan. Zoning in these special policy areas should be limited to PD, POD, or NC to allow for site plan review of individual projects.

The residential design guidelines found in Appendix D. are more general in their application. These residential guidelines should be applied area-wide for all new residential development.

Before designing a development within the Scuffletown Area, please refer to the recommended commercial and residential design guidelines in Appendix C and Appendix D of this document.



Example of traditional neighborhood with significant preserved open space.



## 4.4 SPECIAL POLICY AREAS

### COMMERCIAL CENTERS

In an effort to create a viable community in which residents can live, work, shop and play, it is necessary to plan for a variety of compatible land uses. To achieve this goal, the plan designates specific areas or well defined “centers” for future commercial development. These centers will bring a much needed balance of land uses to the planning area. This balance is needed to provide the necessary goods and services to the growing population and create more convenient opportunities for area residents. These centers will also serve to reduce congestion of area roads by capturing many of the auto trips locally.

Three different types of centers have been identified in the plan; the “Village Center” located within the planned Traditional Neighborhood Development, the “Neighborhood Planned Office Center” at the intersection of Jonesville and Scuffletown Road, and the “Community Commercial Center” just outside the planning area at the intersection of Lee Vaughn and Woodruff Road. The committee has endorsed these three commercial centers and feel that they will provide sufficient commercial opportunities for area residents over the next 5 to 7 years.

To meet the goals of the plan, the Citizen Advisory Committee thought it was very important the plan do more than just identify appropriate land use, but more specifically it should ensure that:

- commercial areas be well-defined to limit continued commercial expansion;



Example of pedestrian-oriented design

- commercial areas designate specific appropriate size and uses; and
- commercial areas be designed in a quality manner in keeping with the plans vision.

The land use plan addresses the recommendations of the Citizen Advisory Committee by classifying these commercial centers as “Special Policy Areas” and defining the extent, size, scope, and appropriate use for each commercial center. Further, to ensure that the design of these centers is consistent with the goals and objectives of this plan, commercial design guidelines for these special policy areas have been developed and are included in this plan’s Appendix.

Future zoning in the “Special Policy Areas” should be limited to one of the zoning review districts; PD, POD, or NC to provide a mechanism to implement the recommended design guidelines.



## 4.4 SPECIAL POLICY AREA #1

### WOODRUFF ROAD & LEE VAUGHN COMMUNITY CENTER

This commercial center is to be limited to the areas identified in Figure 3.5.

The following describes the general size, scale, and appropriate uses for this commercial center.

Size: 80 acres

Commercial Area: 30 acres

Office uses: 20 acres

Residential: 30 acres

Max residential intensity 6 dwelling units/acre

Public Space (park or plaza) 8 acres

Service Radius: 1 - 2.5 miles

Population Served: 10,000 -20,000

Max building size—40,000

Total Retail/office Sq. Footage: 150,000 - 200,000

**Recommended Zoning:** PD, POD, NC

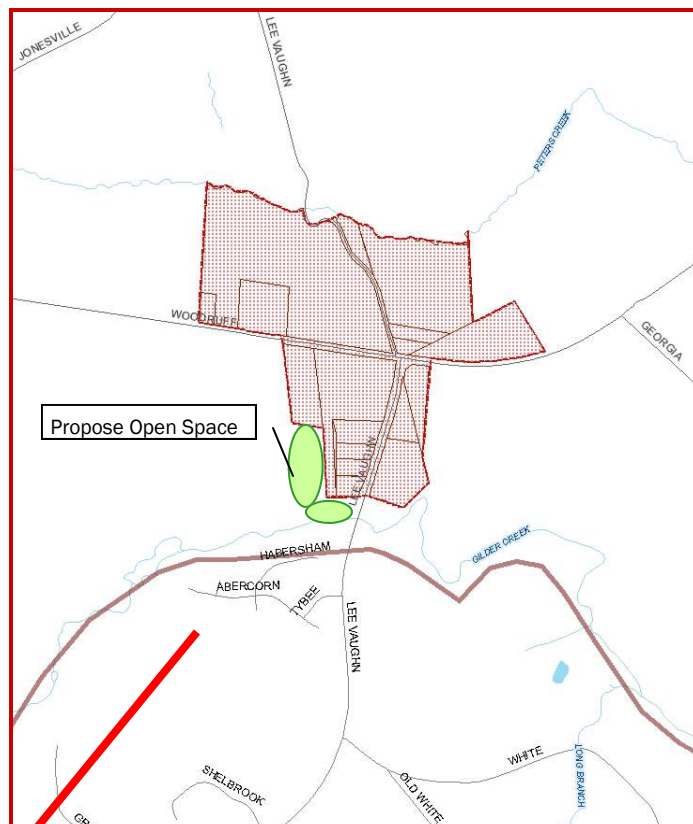
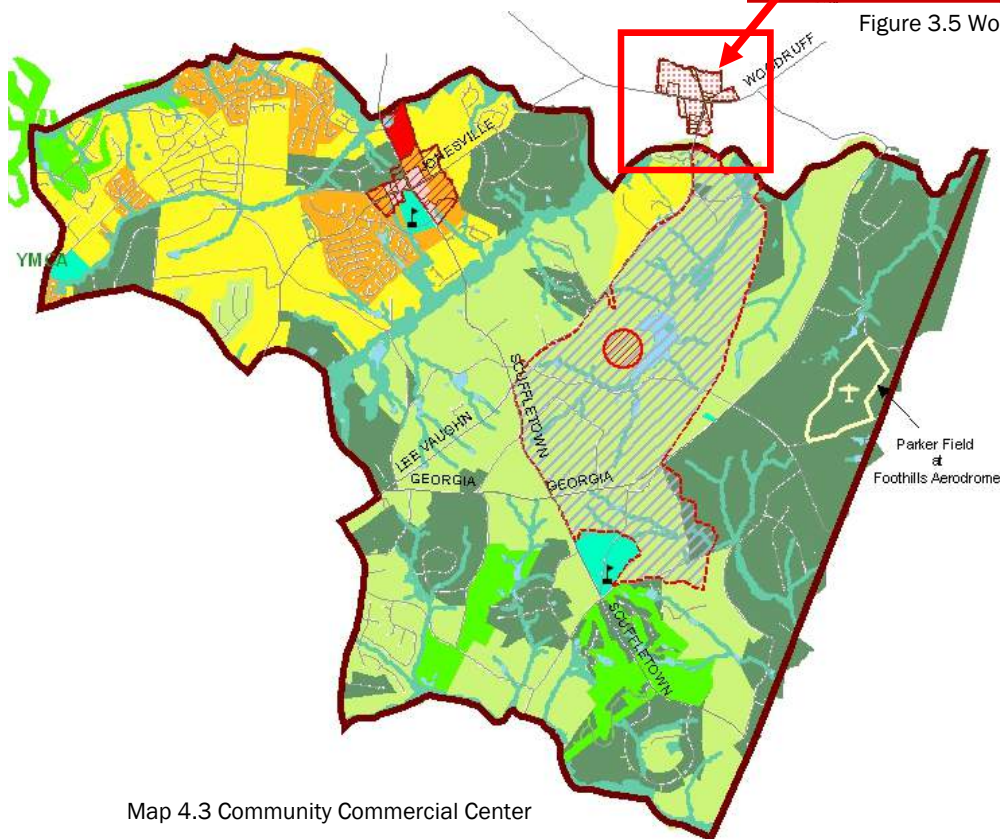


Figure 3.5 Woodruff & Lee Vaughn Community Center

### Recommended Land Uses:

Grocery store, pharmacy, discount retailer, specialty shops, restaurants, service station, movie theater, medical/dental, professional offices, day care, retirement center, library, church, recreation center, residential - high density attached single family and multi-family dwellings, retirement housing



Map 4.3 Community Commercial Center

## 4.4 SPECIAL POLICY AREA #2

### JONESVILLE ROAD NEIGHBORHOOD CENTER

This corner should be thought of as a Neighborhood Center that provides significant presence to a defined area. Within this center reuse of existing homes is encouraged to maintain a residential character. The use of brick as a main building material will also help maintain the residential character (See Design Guidelines, Appendix C). Landscaping and sidewalks will be required throughout this Neighborhood Center to improve pedestrian safety at the intersection and encourage pedestrian access to Bell's Crossing Elementary School.

The following describes the general size, scale, and appropriate uses for this center.

Size: 100 acres

Office Professional uses: 10 – 15 acres

Residential uses: 75–85 acres

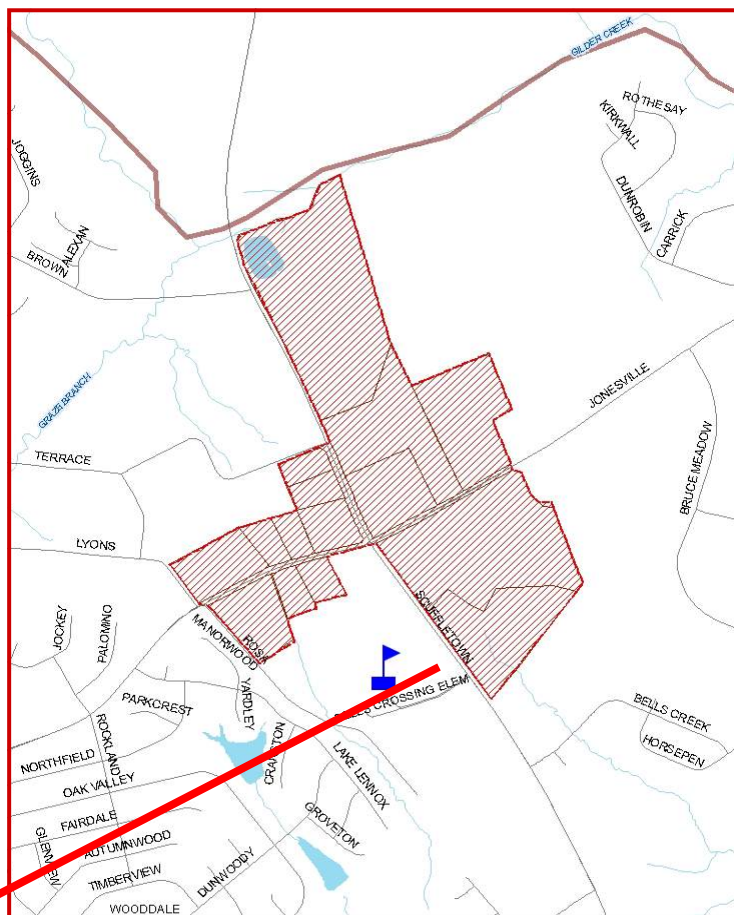
Max residential intensity 6 dwelling units/acre

Public Space (park or plaza) 1 – 2 acres

Population Served: 1,500 – 5,000

Max office building size 5,000sq ft

Total Office Square Footage: 40,000

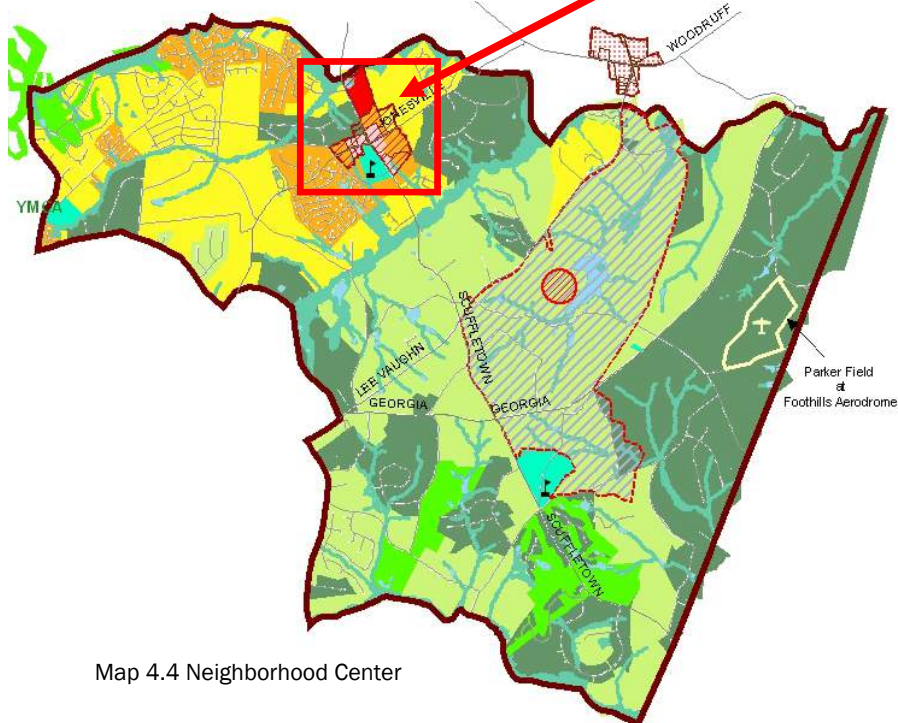


Appropriate Land Uses: **\*Office and Residential Uses Only\***

Medical/dental, professional offices, Elementary school (existing), day care, church, neighborhood park, plaza, assisted living facility  
Residential - high density attached single family dwellings



Example of appropriate office building



Map 4.4 Neighborhood Center



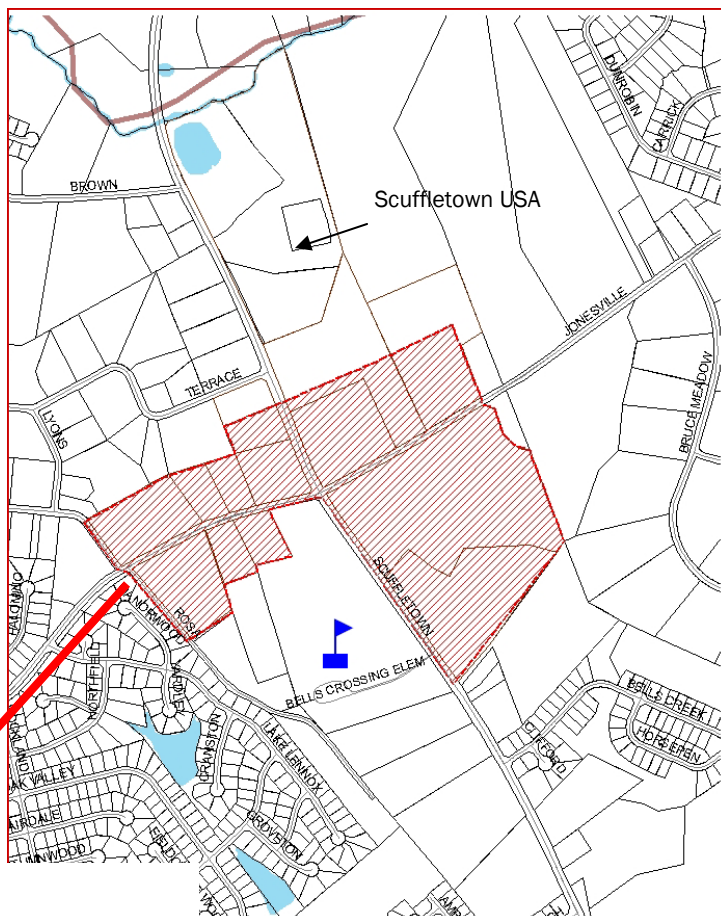
## 4.4 SPECIAL POLICY AREA #2

### JONESVILLE ROAD NEIGHBORHOOD CENTER (ALTERNATIVE #2)

This corner should be thought of as a Neighborhood Center that provides significant presence to a defined area. Within this center reuse of existing homes is encouraged to maintain a residential character. The use of brick as a main building material will also help maintain the residential character (See Design Guidelines, Appendix C). Landscaping and sidewalks will be required throughout this Neighborhood Center to improve pedestrian safety at the intersection and encourage pedestrian access to Bell's Crossing Elementary School.

The following describes the general size, scale, and appropriate uses for this center.

Size: 80 acres  
 Office Professional uses: 5 – 10 acres  
 Residential uses: 60–70 acres  
 Max residential intensity 6 dwelling units/acre  
 Public Space (park or plaza) 1 – 2 acres  
 Population Served: 1,500 – 5,000  
 Max office building size 5,000sq ft  
 Total Office Square Footage: 25,000

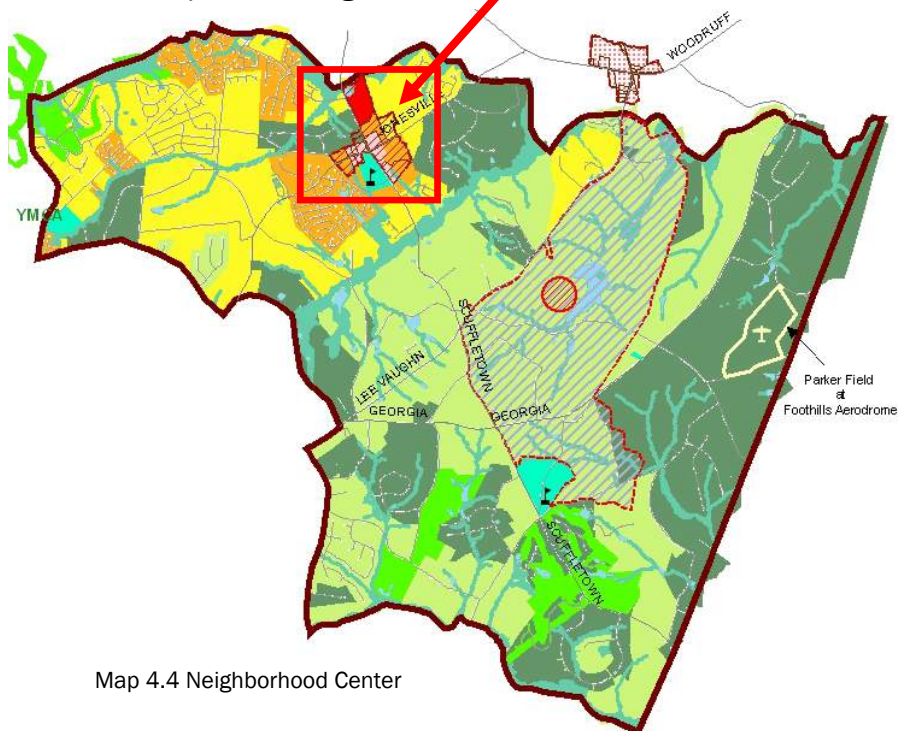


Appropriate Land Uses: **\*Office and Residential Uses Only\***

Medical/dental, professional offices, Elementary school (existing), day care, church, neighborhood park, plaza, assisted living facility  
 Residential - high density attached single family dwellings



Example of appropriate office building



Map 4.4 Neighborhood Center



## 4.4 SPECIAL POLICY AREA #3

### TRADITIONAL NEIGHBORHOOD DEVELOPMENT

A major emphasis of the Scuffletown Area Plan is the intent to encourage traditional neighborhood development within a defined area in the community. Recent decades have produced a sprawling development pattern that has resulted in increased traffic congestion, loss of open space, and limited choices for the county's thousands of new residents. This plan sets forth new ways to accommodate the expected growth in the area.

The traditional neighborhood development is a large-scale master planned mixed-use development that features a highly interconnected street network and setbacks appropriate to stimulate public interaction. Traditional neighborhoods, protect the areas valuable natural resources by recognizing the natural topography, and locating streets and houses with minimal grading and disturbance to natural features.

Traditional neighborhoods feature definable centers, mixed-uses, different residential types, and defined edges. This in stark contrast to the segregated and disconnected land use pattern that characterizes much of the area. Traditional neighborhoods are commonly

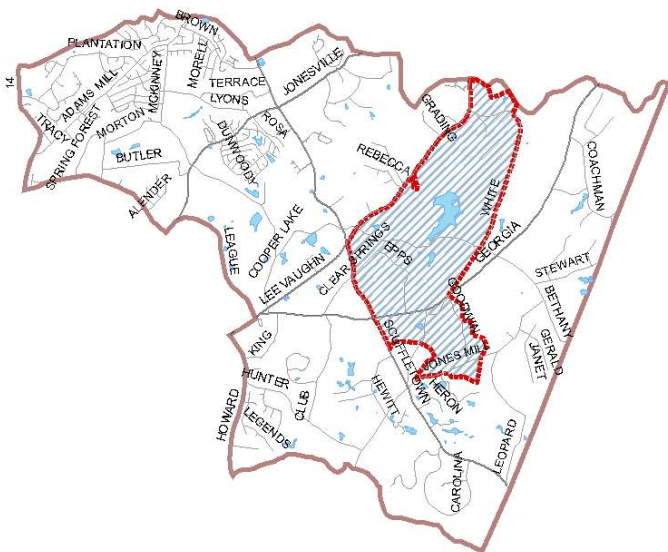


Open green within Baxter Village in Fort Mill, SC

organized around a small mixed-use center or “village center” framed by higher density supporting residential uses. Single-family homes often fronting on open greens are also reserved for areas near the center with the larger lots situated around the outer edges. The streets create a highly connected network enabling people to walk to destinations in the center or the numerous pocket parks located throughout the neighborhood.

The area shown on Map 4.5 on this page has been identified for a Traditional Neighborhood Development. This location is ideal for this development type for several reasons: the majority of property is under one ownership who has shown public interest in this development type, public facilities (future schools) are within walking distance, and unique natural features worthy of preservation (streams, 50-acre lake, ponds) are within the area and could be utilized as a public amenity and a source of community pride. Also, opportunities exist for a greenway system that would provide recreation opportunities and connect the neighborhood to destinations within the community.

This development type can be accomplished without significant increase in residential densities. A recommended average density 2 –2.4 dwelling units per acre are recommend for this special policy area.



Map 4.5 Traditional Neighborhood Special Policy Area

## 4.4 SPECIAL POLICY AREA #3

### TRADITIONAL NEIGHBORHOOD SPECIAL POLICY AREA

Commercial development within the Traditional Neighborhood Special Policy Area should be thought of as a Neighborhood or “Village” Center, permitting only those uses that are compatible with and compliment the surrounding neighborhood. All future commercial development within this Neighborhood Center will be designed to meet the day-to-day needs of the neighborhood residents.

#### VILLAGE CENTER

Size: 8 to 30 acres

Office uses: 2 – 10 acres

Residential 2-10 acres

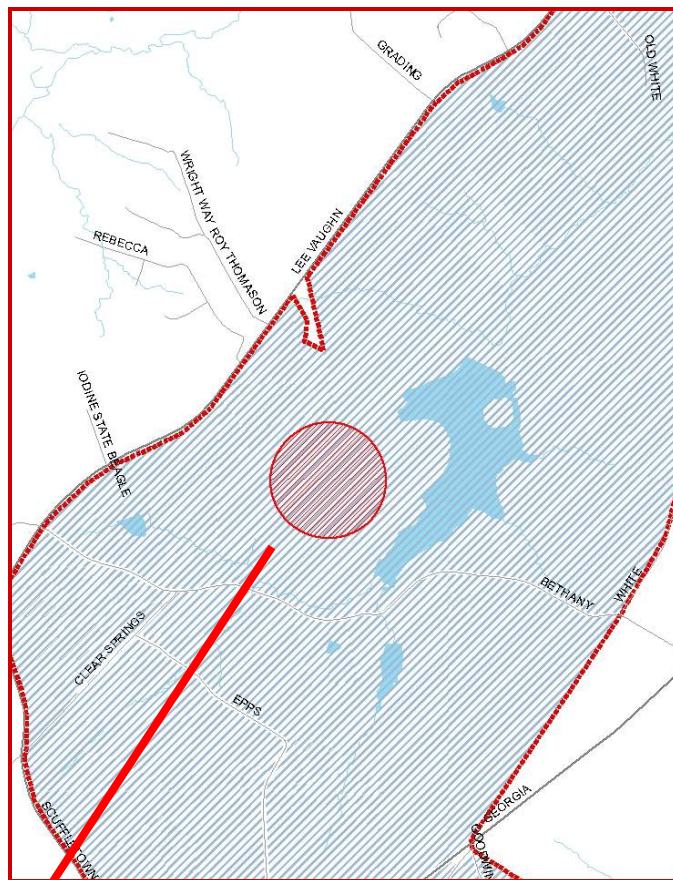
Public Space (park or plaza) 2 acres

Max grocery (anchor): 15,000 – 30,000 sf.

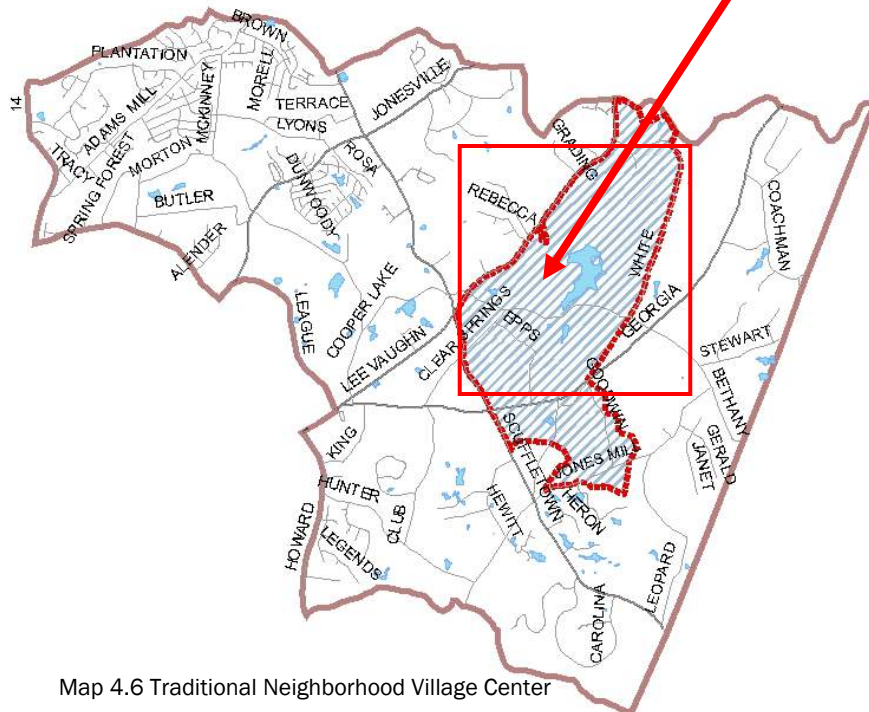
Support Retail size: 10,000 – 45,000 sf.

Total Retail Square Footage: 25,000 – 75,000

Typical Uses: Grocery store, convenience market, pharmacy, video rental, dry cleaners, bakery/specialty foods, neighborhood restaurant, medical/dental, professional offices, day care, church, neighborhood park, plaza, post office, residential - high density attached single family dwellings, assisted living.



#### Recommended Zoning: PD











Map 4.6 Traditional Neighborhood Village Center



Village Center with wide sidewalks and reduced building setbacks create a pedestrian friendly atmosphere and create a “Sense of Place”

## 4.5 RECOMMENDED ACTIONS





### RECOMMENDED ACTIONS

			Start Time				
Strategy	Action	Responsible Agency	On-going	0-1 yrs	1-3yrs	Cost	Possible Funding Sources
	<b>RURAL PRESERVATION</b>						
1	Maintain existing R-S density in those areas identified in the Future Land Use Map.	Planning Commission & County Council				N/A	
2	Amend County Land Use Plan to be consistent with land uses shown in the Scuffletown Area Future Land Use Map.	Planning Commission & County Council				N/A	
3	Amend County Zoning Map, as requested by property owners to be consistent with the land uses shown in the Scuffletown Area Future Land Use Map.	Planning Commission & County Council				N/A	
4	Adopt the recommended zoning of R-S and RR-1 to the unzoned portion of the planning area.	Planning Commission & County Council				N/A	
5	Work with developers to provide open spaces along area creeks for the use trails and greenways.	Planning Commission & County Council				N/A	
7	Provide incentives to encourage improved open space. This could be in the form of multi-use paths within the required roadside buffer.	Planning Commission & County Council					
8	Adopt conservation subdivision design guidelines.	Planning Commission & County Council					
9	Amend open space subdivision development standards to achieve more substantial and meaningful open spaces.	Planning Commission & County Council					











## 4.5 RECOMMENDED ACTIONS

### RECOMMENDED ACTIONS

Strategy	Action	Responsible Agency	Start Time			Cost	Possible Funding Sources
			On-going	0-1 yrs	1-3yrs		
	<b>DESIGN &amp; APPEARANCE</b>						
1	Adopt recommended Rural Scenic Design Overlay Ordinance.	Planning Commission & County Council					
2	Adopt the Future Land Use Plan and Special Policy Area Maps that identify areas subject to plan review and commercial design guidelines.	Planning Commission & County Council					
3	Adopt recommended commercial and residential design guidelines.	Planning Commission & County Council					
4	Adopt recommended Stream Protection Overlay District Ordinance	Planning Commission & County Council					
5	Plant a Tree Garden at Bell's Crossing Elem. and the future Rudolph Gordon Elementary.	Scuffletown Citizens Committee, Finer Carolina, Bell's Crossing PTA, and Trees Greenville					Grant through local and national organizations. (Trees Greenville, SC Forestry Commission, Arbor Day Foundation)





## 4.5 RECOMMENDED ACTIONS

### RECOMMENDED ACTIONS

Strategy	Action	Responsible Agency	Start Time			Cost	Possible Funding Sources
			On-going	0-1 yrs	1-3 yrs		
	<b>TRANSPORTATION IMPROVEMENTS</b>						
1	Develop and adopt street connectivity standards for new subdivisions.	Planning Commission & County Council					
2	Adopt Transportation and Collector Street Plan for Study Area and include in GPATS Long Range Plan.	Planning Commission, County Council & GPATS					
3	Adopt Bike and Pedestrian Plan	Planning Commission & County Council					
4	Install sidewalks on Jonesville Rd from Dunwoody Dr to Bells Crossing Elementary and on both sides of Scuffletown Rd from Bell's Crossing to Bell's Creek Subdivision.	Planning & Public Works				\$220K	Enhancement Funds with local match
5	Work with School District officials to obtain right-of-way for Rosa Lane extension to Scuffletown Road.	Planning & Public Works				\$225K	CTC Funds
7	Require Transportation Impact Studies to be completed for new development proposals.	Planning Commission & County Council					
8	Adopt new road standards as recommended in the GPATS LRTP.	GPATS & County Council					
9	Identify sponsors for designated bike routes.	County & cycling clubs/ organizations					
10	Require Satterfield Road to be re-routed to Scuffletown Rd as part of the Rudolph Gordon Elementary building plan.	County Council					
11	Work with developers to secure right of way for future bridge replacement on Jonesville Road.	Planning and Public Works					
12	Explore alternatives transportation funding options, including development impact fees, gas tax, transportation bonds etc.	Planning Commission, County Council & GPATS					
13	Address unsafe deteriorating conditions of curve and bridge on White Drive.	Public Works					

## 4.5 RECOMMENDED ACTIONS

### RECOMMENDED ACTIONS

Strategy	Action	Responsible Agency	Start Time			Cost	Possible Funding Sources
			On-going	0-1 yrs	1-3yrs		
	<b>RECREATION &amp; COMMUNITY FACILITIES</b>						
1	Adopt Area Greenway Plan that identifies priority lands for future greenways.	Planning Commission & County Council					
2	Coordinate with the Greenville Co. Recreation District to develop a Master Greenway Plan and Management Plan for the County.	Planning Commission, County Council & Greenville Co. Recreation District					
3	Coordinate with the Recreation District to set up a program for accepting, tracking, and holding dedicated conservation easements on identified priority lands for future greenways.	Planning Commission & Greenville Co. Recreation District					
4	Continued coordination with School District to identify opportunities for shared land and facilities for public recreational purposes.	Intergovernmental Task Force					



# APPENDIX



APPENDIX A Stream Protection Standards  
APPENDIX B Rural Scenic Road Standards  
APPENDIX C Commercial Design Guidelines  
APPENDIX D Residential Design Guidelines

## STREAM PROTECTION OVERLAY DISTRICT

### Purpose

The purpose of this proposed Stream Protection Overlay District is to protect the overall stream quality by providing shade for the stream and providing wildlife habitat; to remove pollutants, sediments, bacteria, and excess nutrients from storm water runoff through infiltration and filtering; to help detain flow rates from developed areas; and to provide a setback from the stream to prevent damage to structures or improved property due to flooding or changes in stream channel; stream buffers shall be required along all streams within the planning area. Stream buffers will be consistent with standards as outlined in the Greenville County Storm Water Management Design Manual

### Application

The proposed Stream Protection Buffer Overlay District should be considered for application to those streams identified and mapped on page 44 of this document.

### Open Space Credit

A maximum of 50% of the required stream buffer area may be credited toward meeting minimum open space requirements if a multi-use trail is included within the Managed Use Zone.

**The following is an excerpt from the Greenville County Storm Water Design Manual.**

### Buffer Classification

Major streams, drainage ways, and water bodies shall have buffer protection. Buffer requirements shall be based on the following stream classifications:

Class 1: Streams that have a drainage area greater than or equal to 100 acres.

Class 2: Streams that have a drainage area greater than or equal to 300 acres.

Class 3: Streams that have a drainage area greater than or equal to 640 acres.

Table 9-7 Stream Buffer Requirements

Stream Class	Stream Side Zone (ft)	Managed Use Zone (ft)	Upland Zone (ft)	Total Buffer Width on Each Side of Stream (ft)
1	30	None	15	45
2	30	20	15	65
3	30	45	25	100

*\*\* All buffer widths shall be measured from the top of the stream bank.*

## Stream Side Zone

This zone is the closest to the stream and this area must remain undisturbed. The stabilization and protection of this zone is critical to water quality. Clearing and cutting of vegetation is prohibited in this zone with the desirable vegetation being mature forest. Permitted uses of this zone include flood control structures, stream bank stabilization and restoration, footpaths, utilities (sewer), and road crossings.

## Managed Use Zone

This area provides space for the storage of floodwaters and the filtering of pollutants. A limited number of trees may be removed from this zone provided that the remaining tree density is a minimum of eight healthy trees of a minimum of 6-inch caliper per 1,000 square feet. The vegetative target for this zone is managed forest but turf grass can also be a vegetative target. No fill materials may be placed in this area, and grading and other land disturbing activities are prohibited. Some Storm Water BMPS, greenway trails and bike paths may be designed in this area.

## Upland Zone

This zone is located furthest from the stream bank. Grading is permitted in this zone, however it must be performed in a manner that does not damage the roots of the trees located in the adjacent Managed Use Zone. Grass or other suitable ground covers may be planted in this zone. No fill material may be placed in the upland zone unless the replacement of deficient soil is required. The volume of fill material shall not exceed the volume of deficient soil removed. Personal gardens, gazebos, decks and storage buildings less than 150 square feet in size are permitted in the Upland Zone.

## Buffer Design Recommendations

For optimal storm water treatment, the following buffer designs are recommended:

- The buffer should consist of three lateral zones: the Stream Side, Managed Use, and Upland Zones.
- The buffer should have a storm water depression area that leads to a grass filter strip before entering the Managed Use Zone. The storm water depression should be designed to capture the first flush runoff from the site and bypass larger storm flows directly to the receiving water body.
- The captured runoff should be spread across a grass or wooded filter in a sheet flow condition. The forest buffer of the Stream Side Management Use Zones should then infiltrate the sheet flow and not discharge any surface runoff to the receiving water body.

## Buffer Maintenance

An effective buffer management plan should include establishment, management, and distinctions of allowable and unallowable uses in each Zone. Buffer boundaries should be well defined and clearly



## RURAL SCENIC ROAD DESIGN OVERLAY DISTRICT

### Purpose

The purpose of the proposed Rural Scenic Road Design Overlay District is to establish development standards for roads identified as Rural Scenic Roads. The intent of these recommended standards is to preserve and enhance the rural character of Rural Scenic Roads within the Scuffletown Planning Area.

### Rural Scenic Roads

The following Roads, or portions of these roads, as mapped on page 45 of this document should be considered for the Rural Scenic Roads designation.

1. Jonesville Road
2. Scuffletown Road
3. Lee Vaughn Road
4. East Georgia Road
5. Bethany Road
6. Jones Mill Road
7. Hunter Road
8. League Road

### Roadside Vegetative Buffer

- A minimum vegetative buffer of seventy-five (75) feet shall be provided between the road right-of-way and any lot within a new subdivision development. Within this buffer area, there should be minimal disturbance of existing trees.
- Trees over 6 inches in diameter measured 4' 6" above grade should be preserved.

### Landscaping

These landscaping standards are intended to result in development that provides a visual buffer between development and the road, and preserves existing natural vegetation.

- Existing significant trees and understory vegetation should be preserved and incorporated into the landscape design. Landscaping in the vegetative buffer area should be informal and picturesque.
- Native evergreen and deciduous trees, and native shrubs and groundcovers may be planted within the roadside buffer area to as needed to visual development from the road.
- Modification of existing topography within the roadside buffer area is discouraged.

## RURAL ROAD DESIGN OVERLAY DISTRICT

### Screening

In those areas where no vegetation exists, a landscape screen at least 6 feet in height will be provided within the buffer yard. Screening should utilize existing vegetation and any supplemental landscaping materials shall be indigenous evergreen trees and shrubs at least 6 feet in height.

### Berms

The use of berms should be discouraged to meet the screening requirement and are not permitted within the required scenic buffer area.

### Exceptions

1. The clearing of underbrush and vines will be permitted to make way for additional landscaping, and improvements such as multi-use paths.
2. Where single parcels of land or parcels of land under one ownership have frontage on both sides of the road, the required buffer may be reduced to no less than 50 feet on one side of the road as long as the total buffer width along both sides of the road are a minimum of 150 feet.
3. For subdivisions of land where the original parcel of land is less than five acres in size, the width of the buffer may be reduced to no less than thirty (30) feet in width.

### Open Space Credit

A maximum of 50% of the required road buffer may be credited toward meeting open space requirements if a multi-use trail or sidewalks are located within the required buffer area.



Example of multi-use path in roadside buffer.

## COMMERCIAL DESIGN GUIDELINES

These Design guidelines provide guidance to developers about preferred designs, so as to establish clear expectations as to what is envisioned for the commercial centers identified in the land use plan.

### HOW TO USE THESE DESIGN GUIDELINES

These guidelines are organized by design criteria including: building setback and orientation; parking; architectural features; accessibility and connectivity; landscaping; lighting and signage; and open spaces are covered in this section.





## BUILDING SETBACKS & ORIENTATION

Building setback and arrangement are critical elements for creating the kind of pedestrian friendly built environment envisioned for the commercial areas within the Scuffletown Community. Proper building setbacks can create inviting spaces for pedestrians to move and congregate and minimize negative impacts of parking.

### Setbacks

- Limit front setbacks so that the building architecture can define the area.
- Use compact building arrangements to encourage pedestrian activity .
- Provide breaks in large building masses to allow pedestrian connections between developments.

### Building Orientation

Entrance orientation refers to the direction of prominent entrances and “front” facades of a building.

- Buildings should have more than one orientation. For instance, the prominent front elevation should face a major road while elevations facing interior streets, drives, and parking lots should have secondary facades and entrances.
- Orient a portion of shopping centers to face adjoining neighborhoods and to collector roads leading into the adjoining residential areas.
- Orient entrance elevations for convenient access from sidewalks.
- Avoid orienting service areas toward primary elevations of adjoining developments.

## PARKING

One of the key design principles of these guidelines is *to reduce parking impacts*. This section addresses how parking can be adequate, convenient but unobtrusive. Guidelines applying to parking areas include:

- Use landscaped sidewalks, paths, and planting islands break up large parking lots into multiple smaller lots.
- Utilize shared parking opportunities to reduce the amount of parking spaces.
- Limit the amount of parking between the street and buildings oriented to streets, (such as outparcels in shopping centers) to no more than one single row of nose-in parking between buildings and the street.
- Screen parking lots from the street using landscaping or low walls.
- Provide sidewalks and pedestrian crossings to connect parking areas to main building entrances and to the street.
- Locate parking areas to minimize conflicts with appropriate pedestrian access and connections to adjoining developments.
- Provide bicycle parking spaces at a rate of 2 per 20 auto spaces.

## ARCHITECTURAL FEATURES

This section addresses the design elements that impact the exterior appearance of a building including roofs, building facades, architectural details, and building materials.

- Establish a design theme at the commercial centers to give a distinctive character.
- Provide attractive facade treatments on any elevation that is visible from roads or from any primary elevation of adjoining developments. Use the same materials for all building elevations. Avoid blank walls on elevations facing roads and interior parking areas.
- When making transitions between developments, avoid extreme contrasts in materials or building styles.
- Use designs and materials that reflect the architectural traditions of the region such as gable roofs, brick, and siding.
- Use roof forms that complement the building design, match surrounding residential character.
- Avoid a large uninterrupted roof lines. Break the roof lines with elements such as gables, dormers, or parapets
- Building materials should be limited to wood, brick, stone, or new synthetic materials that mimic the look and dimension of these materials. Use these quality materials on all visible sides of commercial, office and residential buildings. Avoid prefabricated building types.
- Use consistent materials on all sides of a building.



## ACCESSIBILITY AND CONNECTIVITY

### Vehicular Connectivity

- Avoid having individual developments connect to arterial or collector roads only.
- Whenever possible, provide interparcel connectivity between all contiguous non-residential tracts. Vehicle access points can be in the form of drives, service alleys, or public streets.

### Pedestrian Accessibility

- The pedestrian network includes sidewalks, cross-walks, off-road paths, and shared bicycle paths.
- Place sidewalks on both sides of streets within commercial centers.
- Sidewalks In commercial areas should be a minimum of 5 ft.
- Link buildings to the public sidewalk and to each other as appropriate.
- Use sidewalks to connect parking lots to building entrances.
- Provide crosswalks in front of building entrances.
- Provide breaks in large building masses to allow pedestrians to pass-thru, particularly through shopping centers.

## LANDSCAPING

Landscaping in a suburban environment has many roles. It provides shade, minimizes “heat island effect”, and slows down storm water runoff. It can reinforce connections between neighborhoods, as well as buffer to unsightly views. There is a strong commitment in the Scuffletown Community to preserving the indigenous landscape of the community. Leaving the landscape as unchanged as possible when development occurs helps retain the rural feel and sense of place of the community. The following guidelines should be applied to meet the landscaping standards found in the Greenville County Zoning Ordinance.

### Street Trees

- Use indigenous species appropriate for site conditions.
- Provide street trees between the sidewalk and the road at rates consistent with the requirements of the County Landscape Ordinance.

### Parking Lots

- Provide trees, shrubs, and other landscaping to provide beauty as well as shade and to screen parking areas, pedestrian walkways, utilities and other service areas.
- Separate parking aisles with medians planted with shade trees along the length of the islands. Include pedestrian walkways within medians to reinforce connectivity and separate pedestrians from vehicular traffic.
- Use shade trees of sufficient number and size at maturity to shade a substantial portion of the lot. Consider orientations that would provide the greatest shade during summer months. Smaller, more decorative trees should be used closest to buildings.

### Existing Trees

- Attempt to maintain existing topography and preserve existing trees to meet the minimum landscape requirements.

## OTHER SITE FEATURES

Other common site elements including: fences and walls; service areas; utility-related appurtenances such as overhead wires, fuel tanks, utility poles and mechanical units; trash containers; outdoor lighting; and signs.

### Utilities and Service Areas

- Locate utilities so that they have the least negative visual impact from the street and on adjoining development.
- Screen service areas and loading docks that are visible from streets or adjoining development by using landscaping, structures, fences, etc.
- Locate noise-generating features away from adjacent residential areas or use noise barriers or other means of reducing the impact.

### Lighting

- Provide appropriate lighting for the particular use and area. (See lighting standards for Review Districts in the Greenville Co. Zoning Ordinance)
- Light pedestrian areas with 10-12' pedestrian scaled/designed poles.
- Provide lighting under arcades.
- Parking area lighting can be provided from taller poles up to 16'.
- Coordinate the lighting plan with the landscaping plan to ensure pedestrian areas are well lit and to avoid conflicts between trees and lighting.
- Use low-level accent lighting to accentuate architectural character.

### Signs

- Coordinate the colors and styles of signs within a development
- Keep signs to the minimum number and size necessary for the use.
- Scale and place signs for both pedestrians and automobile traffic.



## OPEN SPACE

Open spaces include preserved natural areas, parks, plazas, playgrounds, greens, and yards. Attractive and convenient outdoor spaces should be provided in commercial centers for landscaping, gatherings, employee break areas, and outdoor dining.

- Provide open space and natural areas in development plans.
- Incorporate large specimen trees into site design to the greatest extent possible.
- Including setbacks, buffers, detention ponds, and other landscaped areas, approximately 25% of the site area should be preserved as open space.
- Storm water control detention ponds should be landscaped and screened from roadways and adjacent development with appropriate indigenous species. If site condition and topography permit, detention ponds should be located in areas out of view of roadways and adjacent developments.
- Use trees and other landscaping features to enclose open spaces, playgrounds, and gathering places.

## RESIDENTIAL DESIGN GUIDELINES

These design guidelines present general design priorities that should be used when designing new subdivisions within the area. Not every case and circumstance can be anticipated, therefore these guidelines allow for the necessary design flexibility that helps create unique environments. It is encouraged that developers utilize these design guidelines to create distinctive neighborhoods within this portion of Greenville County.



*(Randall Arendt graphics)*

## CONSERVATION SUBDIVISION DESIGN

Throughout the Scuffletown Road area conservation subdivision design is the preferred subdivision type and should be used to help maintain the existing rural character in this area. For this reason the open space development option along with the following guidelines should be used to preserve significant amounts of open space in all new residential subdivisions.

- Open space should, to the greatest extent possible, protect site features having particular value in the context of preserving rural character.
- At least 75 percent of open space areas should be contiguous to another open space area. Open space is considered contiguous if it is within 100 feet of each other and there are no impediments to access between the areas.
- Open space should maximize common boundaries with existing or future open space on adjacent lands.
- Emphasis should be placed on preserving existing woodlands by including existing woodlands within open space areas.
- Open space should be substantial and meaningful in size and should not be less than 30 feet in its smallest dimension.
- Open space should not be isolated in one area of the development. Open space should be distributed evenly throughout the development to properly serve and enhance all dwelling units, and other common facilities.
- Open space should be easily accessible to all residents within the subdivision by providing pedestrian connections (pathways).
- Open spaces in adjacent subdivisions should connect to form a community-wide network of open spaces.

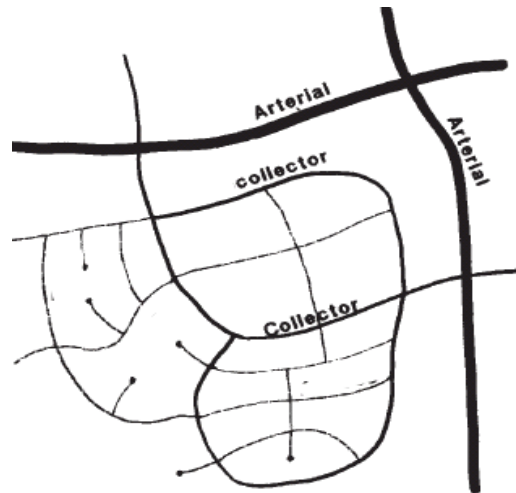
## STREET CONNECTIVITY AND CIRCULATION

### Vehicular Connectivity

1. Avoid having individual developments connect to arterial roads only.
2. Whenever possible, provide interparcel access points between all contiguous undeveloped residential tracts.

### Sidewalks and Paths

1. Sidewalks should be provided on one side of all internal subdivision streets.
2. Sidewalks and/or paths should be provided along the existing public road frontage at the perimeter of the subdivision if the subdivision is within 1/2 mile of an existing or proposed elementary school or 1/4 mile away from an existing or proposed neighborhood or community commercial center.
3. Sidewalks and/or paths should be placed strategically to provide connections between two dead end streets or streets and public open spaces.



**PREFERRED**

*A highly connected development with multiple collectors and local streets*



**DISCOURAGED**

*A development with limited connectivity using mostly cul-de-sacs.*



Paved paths connect cul-de-sacs in this community.