

FIVE FORKS

Families Connected

Future Sustainable Growth

*Focus on Preservation of Wildlife & Natural
Resources*

*Fundamental Expectations to Improve
Infrastructure*

Provide a Framework for Our Community

the Area Plan

2021



Greenville
County



the Five Forks Area Plan
was produced by
the Greenville County Planning Department
in coordination with community members
and area stakeholders

Adopted --/--/----

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ACKNOWLEDGMENTS



Five Forks Library

Development of the Five Forks Area Plan was a citizen-driven process that involved area residents, stakeholders, the Greenville County Planning Commission and county staff. This plan could not have been created without their continued involvement

throughout the entire planning process. A special thank you goes out to all of the following individuals who participated in guiding the development of this plan.

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Rural street in the Five Forks area.

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1. IN THEIR OWN WORDS...

From the very start of this planning process, the Five Forks Area Advisory Committee has demonstrated a passion for their community and a desire to improve their neighbors' quality of life. To that end, the issues

FIVE FORKS AREA PLAN 2021

GOALS & VISION

Simply put, the vision is to protect and maintain the residential, rural character of the area, with the use of responsible and sustainable smart growth principles to promote:

- Preservation of nature (trees, vegetation, wildlife, etc.)
- Quality of life
- Preserve our history
- Improve connectivity and walkability
- Provide clearer expectations for future development
- Work to add additional options for residents to enjoy recreational activities

BACKGROUND

Five Forks has been aptly named throughout its long history as a point of confluence among five major roadways extending along all points of the compass, with the "Five Forks" as follows:

1. Woodruff Road, an East/West conduit, linking Greenville and Spartanburg...(along with SC-296), which currently bears a large burden of our hopelessly inadequate infrastructure.
2. Batesville Road...Pelham/I85 to Woodruff Road.
3. Five Forks Road, thence on to Simpsonville, Mauldin or even Columbia.
4. Scuffletown Road, connecting with Woodruff Rd., to the northwest, to Fountain Inn, Simpsonville,

and concerns outlined in this section reflect the Advisory Committee's own plan for the Five Forks Community in their own words...

Laurens County, and points beyond.

5. S. Bennetts Bridge Road, a heavily traveled commuting road from residential areas in Laurens, Spartanburg, and for local Five Forks residents to and from Anderson Ridge, Batesville, and Woodruff Roads.

AREAS OF CONCERN

1. Increasing (stifling) traffic congestion on area roads.
2. Infrastructure and community facilities are not keeping pace with development.
3. Not enough attention, emphasis, and requirements on preservation of rural land and natural landscape. We're losing it all!!
 - a. Tree preservation should be a vital component of any new development, whether residential or commercial.
 - b. Preservation and enhancement of natural landscapes throughout the area are vital to quality of life for people, wildlife and the environment, including both air and water quality.
 - c. Open space, greenways, trails and other recreational opportunities are needed.

WHY?

1. Residents are constantly commenting how there seems to be inconsistent expectations on how land can be developed and designed.

2. The rural "feel" that brought so many to Five Forks is disappearing as a result of what seems to be a disregard/lack of requirements to preserve trees, landscape, and wildlife.
3. Leaders are routinely permitting questionable rezoning of land parcels that contribute to current frustrations among residents, particularly with regard to current residential and commercial projects competing with and impacting negatively upon prior development (i.e., clearcutting up to the border of established subdivisions; throwing up strip malls in between fast food operations, beside tire stores, in front of storage facilities, beside or in front of major intersections already choked with traffic, etc.).
4. Continued lack of connectivity, safe "walkability," etc.
5. Limited preservation of nature.

SOLUTIONS & THE FUTURE

1. Focus future residential and commercial growth in areas with existing, adequate infrastructure (land use).
2. For neighborhoods/communities near retail centers and schools (within 2.5 miles):
 - a. Better connect people and places within the community by creating "walkable" neighborhoods
 - b. Link neighborhoods to commercial areas with safe walkways/bike paths, connectivity along side streets and between commercial complexes
3. In new construction, minimize environmental impacts through the preservation of open spaces, trees, and other valuable natural resources (Five Forks Environmental Preservation Overlay District - FFEPOD)
 - a. Lighting Regulations/Zones Needed

- Environmentally Friendly and Energy Efficient
 - Standard Design - All fixtures required to be listed by DLC, the Design Lighting Consortium; the accepted lighting evaluation body.
 - All fixtures must meet Illuminating Engineering Standards (IES) requirements.
 - New, commercial, lighting installations should have photometric study performed and submitted as part of the permit process.
- b. 150' Setback from Creeks and Rivers. No retention/detention pond allowed in this setback:
 - Enoree River
 - Rocky Creek
 - Vines Creek
 - Dillard Creek
 - Peters Creek
 - Horsepen Creek
 - Gilder Creek
 - c. Stricter requirements for tree preservation
 - Example: Any healthy tree > 10" diameter to be saved/protected. Study report by professional to be done if developer/builder claims tree is not healthy.
4. Infrastructure:
 - a. Include required 50' setback from road for all new development.
 - b. Traffic Study required for any new development:
 - For all properties located North/East of Woodruff Rd./Bennetts Bridge; East/North/South of Batesville/Ebenezer Rds.; and North of Bennetts Bridge/Anderson Ridge Rd.
 - With > 15 lots
 - Any C-2, C-3, Service Related Re-zonings that will yield > 30 additional traffic trips per day

5. Implement Five Forks Area Design Overlays, as architectural and appearance (design) of ALL new development is important:
 - a. All new constructed buildings should consist of brick, stucco, and additional earth-toned materials.
 - b. New Lighting Standards apply (Dimming/ Timed and “Environmentally Friendly” Lighting) – See 3a.
 - c. Signage:
 - To be designed to include a minimum of 60% earth-toned colors and materials
 - No signage >10’ in height
 - To include shielded, down-facing lighting that dims after 10 pm
 - No pylon or billboard signs

OBJECTIVES & SPECIFICS

1. Focus suburban residential development (R-S/ single-family, detached homes) with densities of 2-4 units per acre in areas that are served by existing sewer, have adequate infrastructure/roads, and are compatible with surrounding area:
 - Along SC-14; Roper Mt. Rd (connecting Batesville/SC-14)
 - Southwest of Woodruff Rd.(Five Forks Rd., Adams Mill, etc.)
2. Lower residential densities of 0-1.7 units per acre for areas East/North of Bennetts Bridge/ Woodruff Rd intersection and going West/North from Bennetts Bridge Rd. to SC-14. (Area East of SC-14 to Pelham Falls/Spartanburg Border and North of Woodruff Road and S. Bennett’s Bridge Road).
3. Allow and/or encourage residentially-compatible transitional land uses such as professional offices and attached single family, mixed-use; commercial, office, residential, master planned developments within and around the planned commercial centers:

- On Woodruff Rd. between Batesville and SC-14
- On Batesville Rd. between SC-14/Pelham and Guardian/SC Propco
- On SC-14 between Roper Mt. Road and Woodruff Rd.

Note: Any new development should consider that even though widening/reconstruction is planned/scheduled for areas of Batesville Rd. and Woodruff Rd., this will take at least a year to be completed. No new development that will worsen traffic prior to the completion of these projects and knowing what the true results are, should be approved.

4. Provide better access, circulation, and connectivity between compatible land uses. Quit approving variations for stub outs, smaller setbacks, no sidewalks, etc., unless there is a clear, obvious reason why they aren’t possible or compatible. A methodology needs to be designed to help make this decision; not gut reaction.

LAND USE

1. With the exception of properties already zoned O-D, Ebenezer Road and properties bordering Rocky Creek in that area to remain R-S and be included in the Five Forks Environmental Preservation Overlay District (FFEPOD).
2. Manufactured Homes:
 - a. To be allowed on 1/2 acre site minimum
 - b. No manufactured home parks
 - c. Excluding above requirement, all Greenville County requirements in LDR Article 14 apply.
3. Commercial, Retail, Neighborhood Commercial, and Multifamily Residences should remain in the following areas. Attention should be placed on compatibility regardless of where in Five Forks Area Plan boundaries new development is proposed.
 - a. West of Scuffletown Rd going towards Woodruff Rd.

“The architectural design and construction philosophy... is that buildings should be unobtrusive in form and color in order to complement their natural setting. The main concern is that the TOTAL community be homogenous in feeling in a park-like setting and free from the discordant architectural shapes and colors which vie for attention and attempt to create greater visual impact than a neighbor’s.”

- Town of Hilton Head Island. (2015, October 6). Town of Hilton Head Island Design Guide. Charles Fraser. <https://www.hiltonheadislandsc.gov/publications/guides/designguide.pdf>

- b. Northwest from Guardian/SC Propco on Batesville Rd. to SC-14
- c. Northwest from Roper Mt. Rd to Woodruff Rd.
4. Limit electric car charging station locations to the following zoning classifications:
 - a. Commercial
 - b. Industrial
 - c. Recreation areas (such as MESA)

SIDEWALKS, TRAILS, & BIKEWAYS

1. An important component of connectivity are the corridors that accommodate non-motorized transportation. These corridors provide some combination of greenways (multi-use paths), bikeways, and sidewalks in order to connect with commercial activity centers, schools, parks and other area destinations.
2. Sidewalks are needed throughout the study area in areas with density > R-S or are within 2 miles from retail centers, schools, and parks to complete the transportation system; to provide safety, mobility, and accessibility for area residents; and promote a healthy active community as well as effectively reduce demand on area roads.

CREATE FIVE FORKS OVERLAY DISTRICTS

ADD FIVE FORKS SUBDIVISION DESIGN OVERLAY DISTRICT

1. Minimum area/tract size to be 8 acres.
2. To consist of contiguous parcels, not divided by an existing public or private road or body of water (creeks, river, streams, etc.).
3. Setbacks:
 - a. Front: 50’ (feet)
 - b. Rear: 25’ (feet)
 - c. Sides: 20’ (feet)
4. Required Open Space – 10%. It must be continuous, public accessible, and usable. It cannot include fenced detention, or retention areas, used for storm water management.
5. Trees greater than 10 inches in diameter should be preserved in the buffer.
6. 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.

ADD FIVE FORKS ENVIRONMENTAL PRESERVATION OVERLAY DISTRICT (FFEPOD)

(cf. Scuffletown Conservation District)

1. Intent

- To preserve open space and help protect the environment.
- To preserve the rural atmosphere.
- To minimize impact on quality of life and allow for growth in locations that are compatible and have sufficient infrastructure.
- To support and protect wildlife corridors with an interconnected network of open space.

2. Requirements and Standards

- Minimum buffer of 50 feet from creeks and rivers, as measured from the river/creek bank for the following waterways:
 - Enoree River
 - Rocky Creek
 - Vines Creek
 - Dillard Creek
 - Peters Creek
 - Horsepen Creek
 - Gilder Creek
- Tree Preservation: Significant trees* to be identified prior to development and protected during development.
 - ***Significant Trees:** Any healthy tree of at least 12" DBH (excluding those listed on the USDA Natural Resources Conservation Service SC State Noxious Weeds and SC Exotic Pest Plant Council lists)
- **Road Buffer Requirements:**
 - Minimum buffer of one hundred fifty (150) feet width shall be provided between

any lot of a Major Subdivision and the road right-of-way

- Minimal disturbance of existing trees & established visual vegetative screening min. 6 feet in height
- No screening plant material within 25 feet of the road right-of-way
- **Permitted Development & Uses Within Road Frontage Buffer**
 - Walkways, paths, trails and other elements associated with passive recreation or the provision for continuous pedestrian and bicycle connections between adjoining properties.
 - Entrance features and signage to the extent permitted
 - Clearing for sight distances as required for reasonable traffic safety.
- **Lighting**
 - All outdoor lighting to meet requirements of the most recent IES (Illuminating Engineering Society) & Dark Sky Model Lighting Ordinance standards
 - Full cut off fixtures

COMMERCIAL DESIGN OVERLAY DISTRICT

1. Residents are unhappy with the functional design characteristics of commercial development in the Five Forks area.
2. Stores/Restaurants are not accessible by foot for those who live close due to a lack of sidewalks and crosswalks.
3. General displeasure in the overall appearance of commercial development in the Five Forks area, specifically mentioning signage clutter, and large treeless parking lots. No unifying style.

KEY OBJECTIVES

1. Improve the overall pedestrian accessibility at Five Forks and Pelham Batesville Commercial Activity Centers.
2. Incorporate neighborhood friendly design principles into future commercial development
3. Establish restrictions that would preclude large scale "big box" development from locating in the Five Forks area
4. Better control excessive commercial signage (timed lighting, height restrictions, positioning, qty., etc.)
5. Work with new and existing businesses to increase vehicle interconnectivity between centers.

USES WE DON'T WANT

(too many already* or not desired due to inadequacy or infrastructure)

- Strip commercial centers and big box retail
- Auction houses/lots - car equipment
- Fraternity/Sorority House
- Industrial-None
- Landfills*

- Mini Warehouse/Storage Units/Large Warehouses*
- Auto, Boat, Cycle, RV Sales, Service and/or Rental*
- Motorsport Racetrack
- Nightclub/Tavern*
- Pawn Shops
- Quarries
- Tire Plants
- Truck Terminals
- Amusement-Theme Parks/Commercial
- Adult Entertainment
- Auto Storage-Wrecked/Damaged
- Car Wash*
- Banks*
- Fairgrounds
- Junkyards
- Zero Lot Line Dwellings Only Allowed in Multi-Family/Mixed Purpose Developments

RECOMMENDED ACTIONS

Strategy	Action	Responsible Agency	On-going	0-1 years
1	Maintain existing R-S density in those areas identified in the Greenville County Future Land Use Map	Planning Commission & County Council	√	√
2	Amend Greenville County Future Land Use Map to be consistent with land uses shown in the FF Area Future Land Use Map.	Planning Commission & County Council		√
3	Adopt recommended commercial and residential design guidelines.	Planning Commission & County Council		√
4	Adopt recommended Protection Overlay District Ordinances	Planning Commission & County Council		√
5	Adopt Lighting Ordinance	Planning Commission & County Council		√
6	Establish FF Advisory Committee to Review New Proposed Development	County Council	√	√
7	Review Area Plan Goals/Objectives and Revise As Needed	FF Area Plan Committee/ Advisory Group, Planning Commission, County Council	√	

2. INTRODUCTION & OVERVIEW

INTRODUCTION

BACKGROUND

The Five Forks area is located in southeastern Greenville County, SC south of Interstate 85 and east of Interstate 385. The major thoroughfare is Woodruff Road from SC 14 to the Spartanburg County line through the town of Five Forks. Other major roads include Roper Mountain Road and Batesville Road.

A few short years ago, much of the area was comprised of large residential tracts and farm land. Woodruff Road was no more than a two-lane country road, connecting Spartanburg County and Woodruff to the City of Greenville. With the explosive residential growth over the last 20 years, Woodruff Road now functions as a primary thoroughfare serving thousands of residents that call this area home.

With the rapid growth have come issues, particularly as the infrastructure has not kept pace with the growth.

PURPOSE

The **East Woodruff Road Area Plan (EWRAP)** was issued in 2007. The goal of the EWRAP was to serve as a policy guide to assist in decision making, and support future actions that would promote orderly development of land in an effort to maintain and improve the quality of life for current and future residents of this community. The plan addressed future land uses, transportation system improvements, and land development and design related issues. The EWRAP articulated a vision for this community as expressed through numerous meetings with area residents, property owners, and stakeholders, and makes recommendations on how best to realize this vision. The EWRAP was an excellent plan and there are many sections from the EWRAP that are incorporated into this plan.

It has been over 10 years since the EWRAP was issued and the infrastructure in the Five Forks area has

not kept pace with the development. In early 2018, residents of the Five Forks community requested that Greenville County Council direct Greenville County Planning Staff to assist in creating a new area plan. Concerned residents, County Council, and Planning Staff held frequent meetings throughout 2018 and 2019 to develop a vision for the future of Five Forks. This plan represents the fruit of that effort, and serves to establish goals and recommendations for the community over the next ten years.

Like the earlier EWRAP, this plan shall serve as a policy guide for future development in the Five Forks study area. It addresses issues related to transportation infrastructure, recreation, land use, and the standards by which the community will develop for future development.

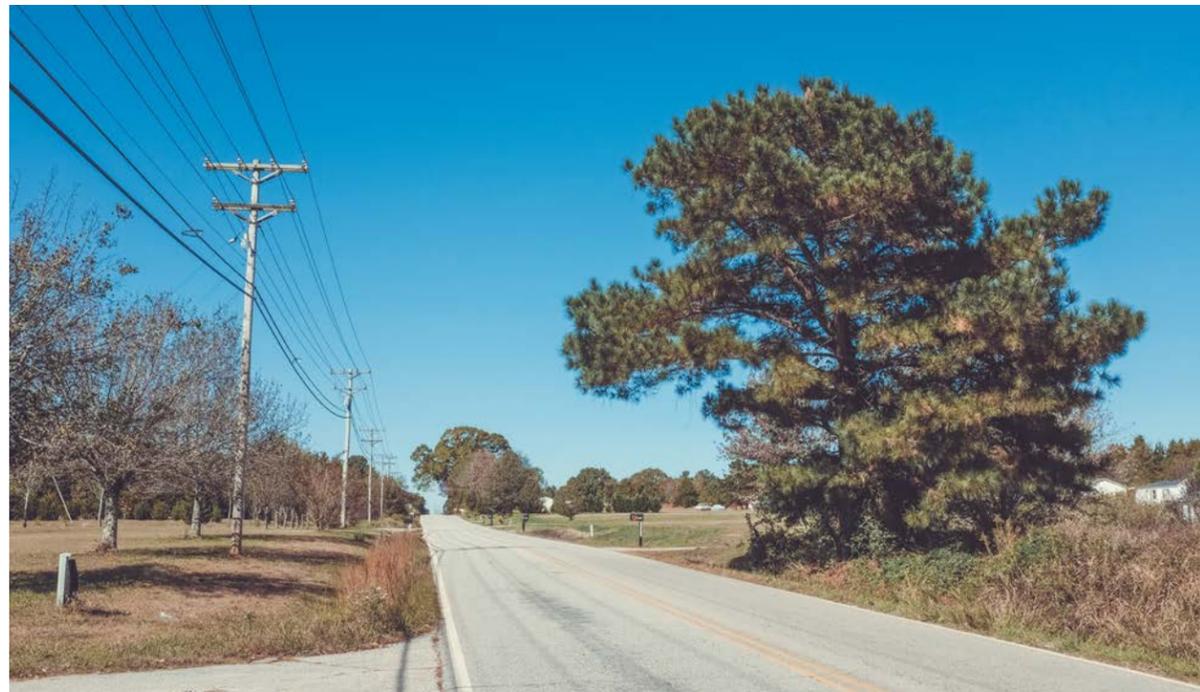
AREA PLAN PROCESS

KICK-OFF MEETING

Participation from the community has been strong throughout the three-year-long planning process, with residents remaining engaged throughout many meetings.

An introductory pre-planning meeting was held on May 24, 2018 with 15 residents in attendance. Traffic and road condition concerns were the primary issues brought up, along with land use decisions, for also topics of discussion. The planning process was outlined for the group in attendance. A preliminary boundary for the planning area was discussed, to be reviewed at the next meeting.

The June 14, 2018 meeting was the official kick-off for the planning process. That evening, the planning process was again reviewed for new attendees, and a demographic report was presented. A group exercise finalized the plan boundary, and a SWOT (Strengths, Weaknesses, Opportunities, and Threats) exercise was held to help to determine the area's strengths, weaknesses, opportunities, and threats. The results of



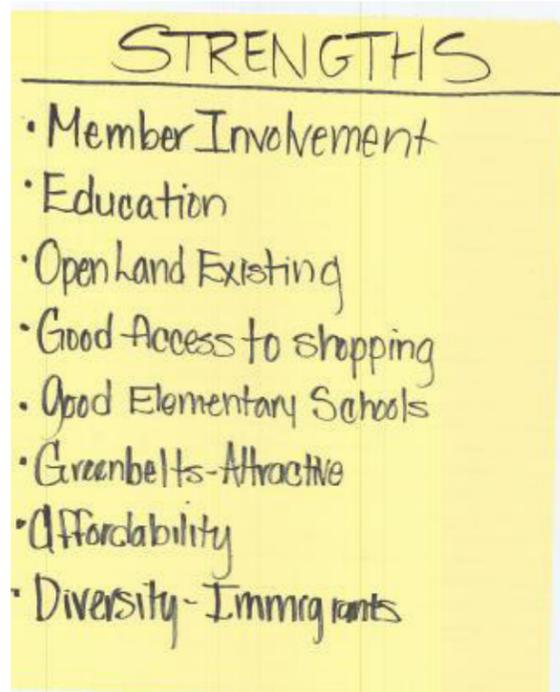
Rural road in the Five Forks area.

the SWOT analysis may be found in the image below. Finally, staff introduced a survey to be taken online so that as many area residents could weigh-in as possible, even if unable to attend meetings.

ADVISORY COMMITTEE MEETINGS

Beginning in August 2018, an Advisory Committee

of approximately 25 volunteer residents was formed to study issues more intensively. The Advisory Committee met six times throughout 2018 with planning staff to discuss topics ranging from transportation and traffic, recreation, and land use. During these meetings, strategies for each theme or topic were developed. Goals for each theme were incorporated into each of the following chapters specific to each subject area.



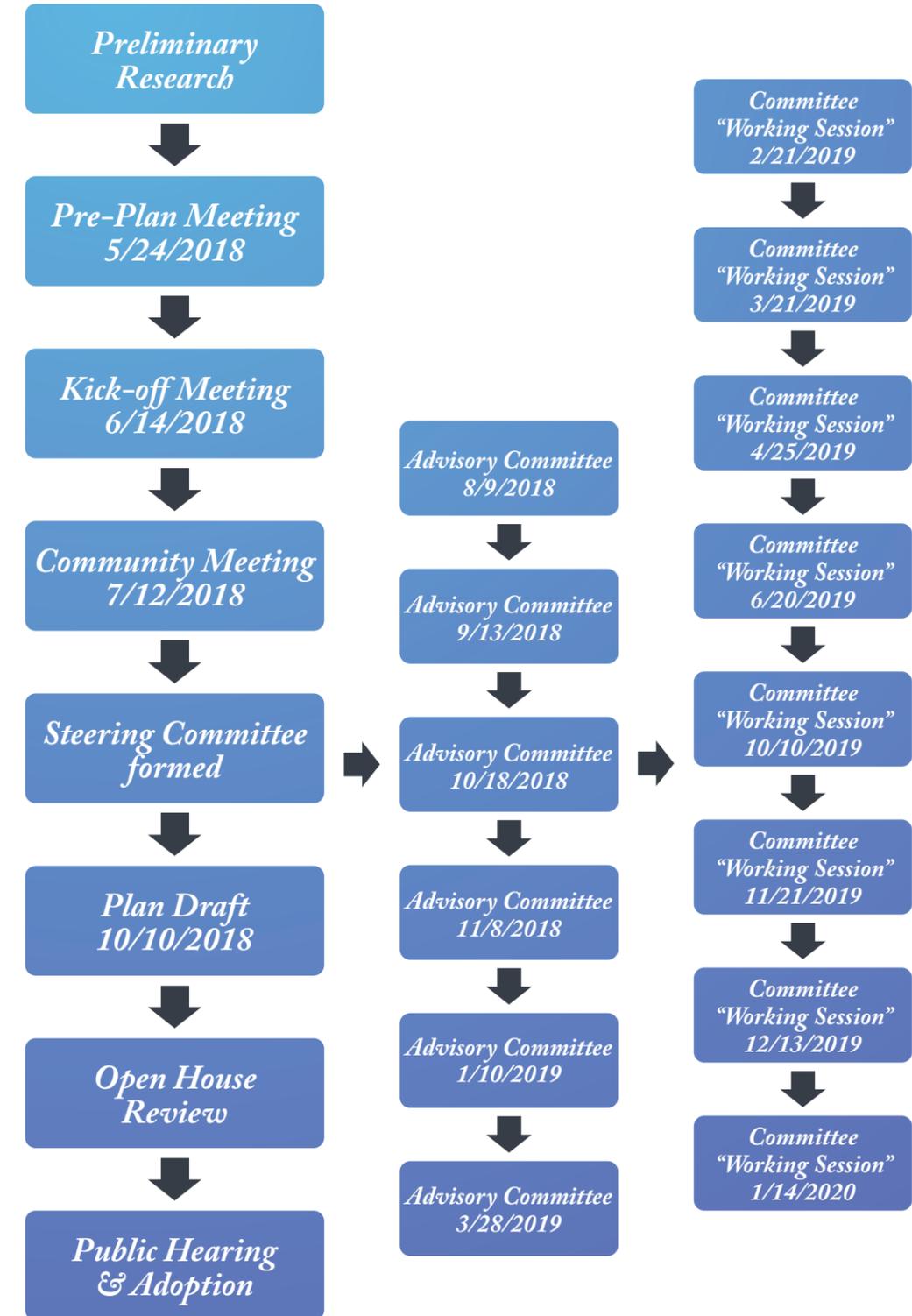
Five Forks – Strengths & Weaknesses (documented at the 6/14/2018 meeting)



Five Forks Advisory Committee Meeting.

PLANNING PROCESS FLOWCHART

The following diagram charts the flow of activities:



SURVEY RESULTS

Two surveys were created for the plan using the online “Survey Monkey” website. Over two hundred responses were submitted from unique people (web addresses), ensuring only one submission per respondent. In addition, nearly fifty paper surveys were submitted.

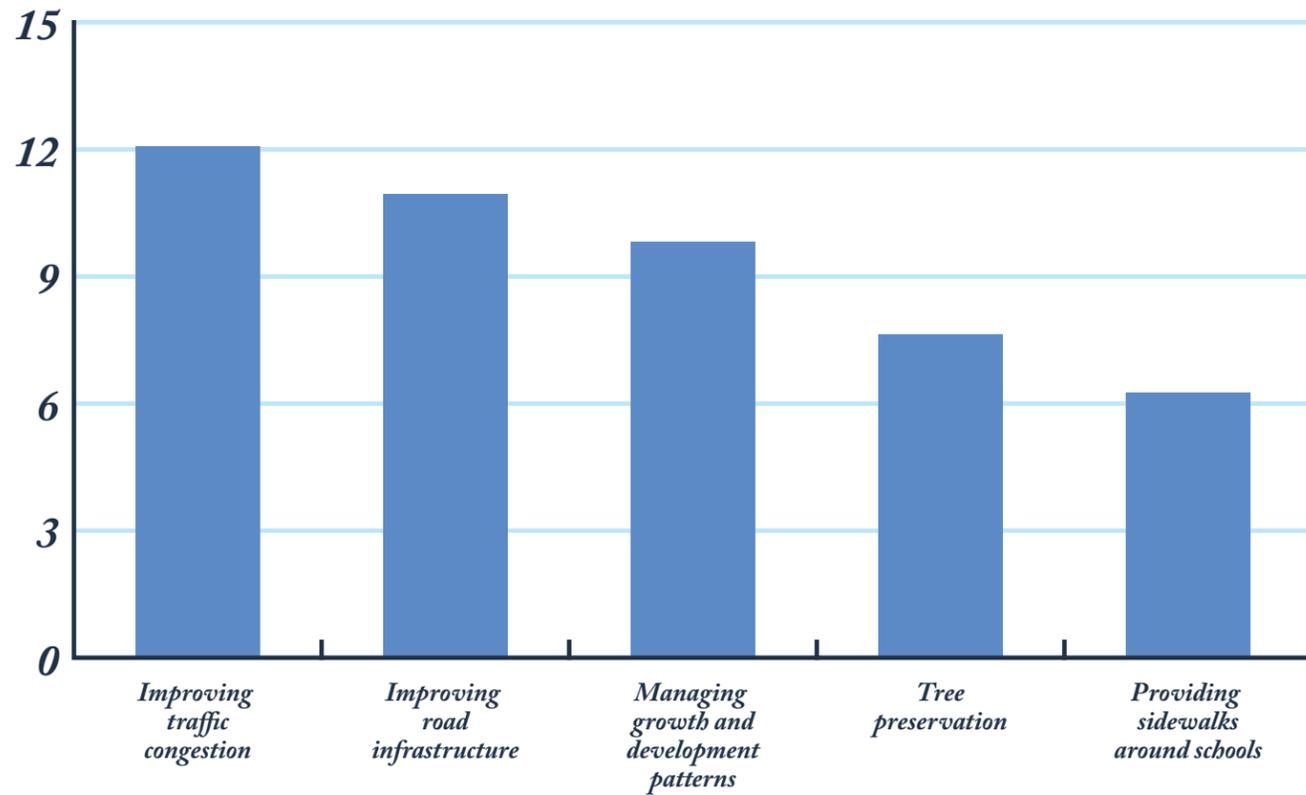
Key results showed areas of concern including:

- Public services needing improvement.
- Need for additional public parks and recreation.

The surveys documented the following key issues and concerns:

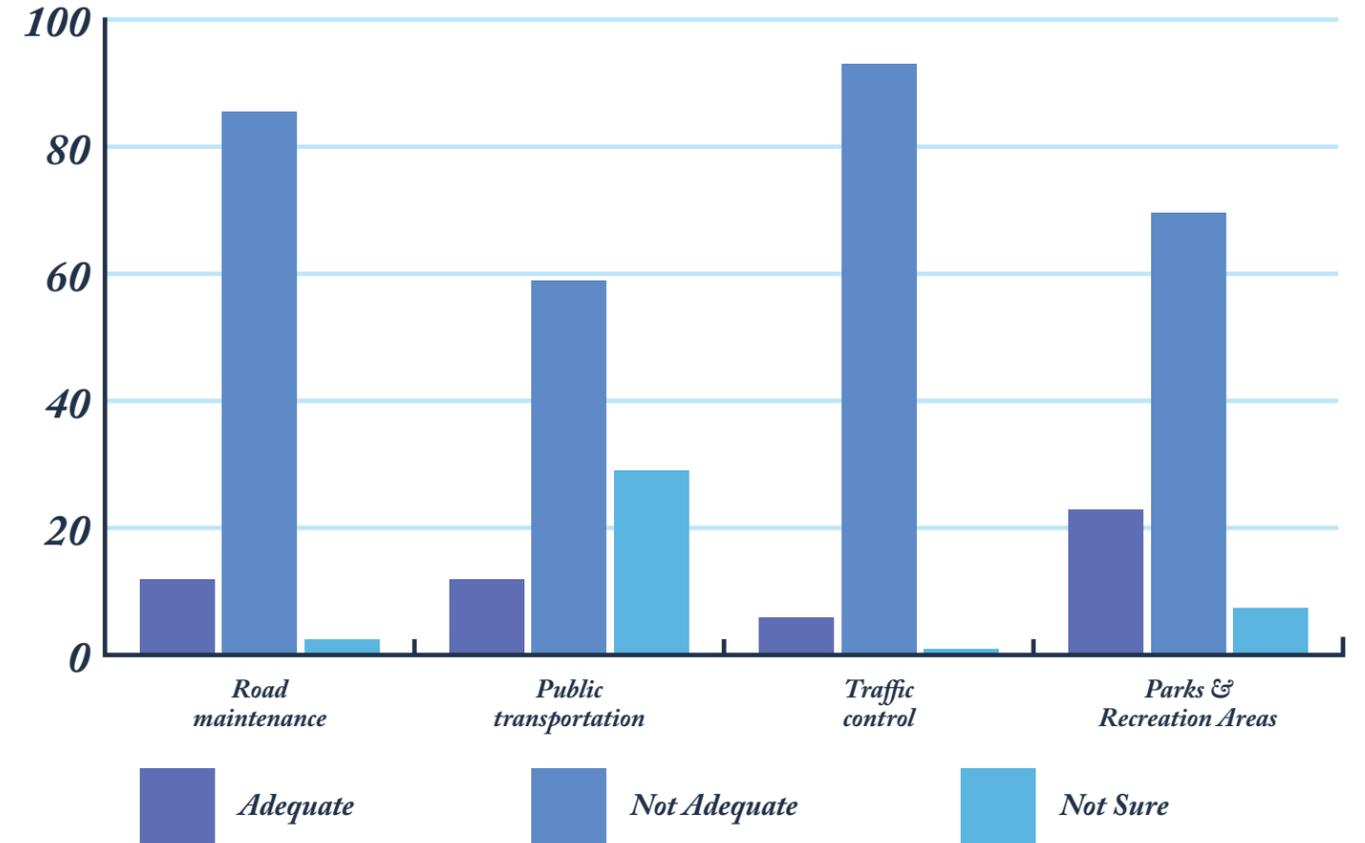
- 1. Better Planning for Growth:** There needs to be better coordination between all agencies, departments, and districts to plan for growth more effectively.
- 2. Infrastructure:**
 - Infrastructure and community facilities should keep pace with development
 - Traffic congestion on area roads should be better managed.
 - Residents should not bear the cost of new development. Development should pay its own way by making the necessary infrastructure improvements to roads and sidewalks as it goes.

TOP FIVE AREAS OF CONCERN



Source: Five Forks Area Plan Survey 2018

PUBLIC SERVICES NEEDING IMPROVEMENT



Source: Five Forks Area Plan Survey 2018

3. Schools: Quality of area schools is a very important consideration in deciding to live in this area. The quality of area schools should not be compromised to accommodate more growth.

4. Land/Nature Preservation:

- Preservation of rural and natural land is critical.
- Tree preservation is a vital component of any new development.
- Open space, greenways, trails and other passive recreation opportunities are needed.

5. Commercial Development:

- Appearance of commercial development is important.
- Commercial design standards should promote walk-ability and foster a strong sense of place.
- Commercial development should be located in commercial activity centers or limited to small scale neighborhood centers.

6. Future Land Use: Outside of planned commercial activity centers, land uses on Woodruff Road should be primarily residential.

PLAN GOALS

FIVE FORKS AREA PLAN GOALS

The following goals were established from the key issues and vision statement.

1. **Manage Growth:** Establish a Future Land Use Plan, which will focus growth in areas with existing infrastructure and establish guidelines for future development
2. **Transportation Infrastructure:** Improve the safety and integrity of the area road network through proper land use, sustainable design, and access management strategies.
3. **Design Standards:** Establish specific design standards to ensure new buildings and signage

are aesthetically pleasing and the lighting is “environmentally friendly.”

4. **Environmental Preservation:** Establish stricter guidelines for preservation of environment, including open spaces, trees, creeks/streams and other valuable natural resources.
5. **Recreation:** Provide more active and passive recreational opportunities.
6. **Greenville County Ordinances/LDR:** Establish and implement requirements which will positively influence Greenville County ordinances and the Land Development Regulation (LDR) to better manage growth and protect the environment.

3. FIVE FORKS TODAY

FIVE FORKS STUDY AREA

The Five Forks area is 16+ square miles in size with 10,718 acres of land. It is located south of Interstate 85 and east of Interstate 385. Maps 3.1 and 3.2 show the location of the study area within Greenville County.

Area Boundaries: The area boundaries include the Enoree River on the north/eastern edge, SC Highway 14 on the western edge and Gilder Creek on the southern edge.

Roads: The only road in Five Forks with more than two lanes is Woodruff Road and that is only between SC14 and S. Bennett’s Bridge Road. Other roads that take traffic to and through Five Forks include Anderson Ridge Road, Batesville Road, Five Forks Road, Roper Mountain Road, S. Bennett’s Bridge Road (SC 296), and Scuffletown Road.

Key Waterways: Include the Enoree River, Gilder Creek and Rocky Creek.

POPULATION & DEMOGRAPHICS

POPULATION

The population of the Five Forks Community has grown from just over 19,000 in 2007 to 28,342 today; an increase of 48 percent in just over twelve years, or 3.9 percent annually.

This is over twice as fast as Greenville County as a whole, which grew just 1.9 percent per year during the same time period, and considerably faster than predicted by the East Woodruff Road Area Plan. Furthermore, the population of Five Forks is slightly younger and household sizes slightly larger than the county as a whole, reflecting the area’s family friendly atmosphere.

KEY FACTS

28,342
Population

3.1
Average
Household Size

36.8
Median Age

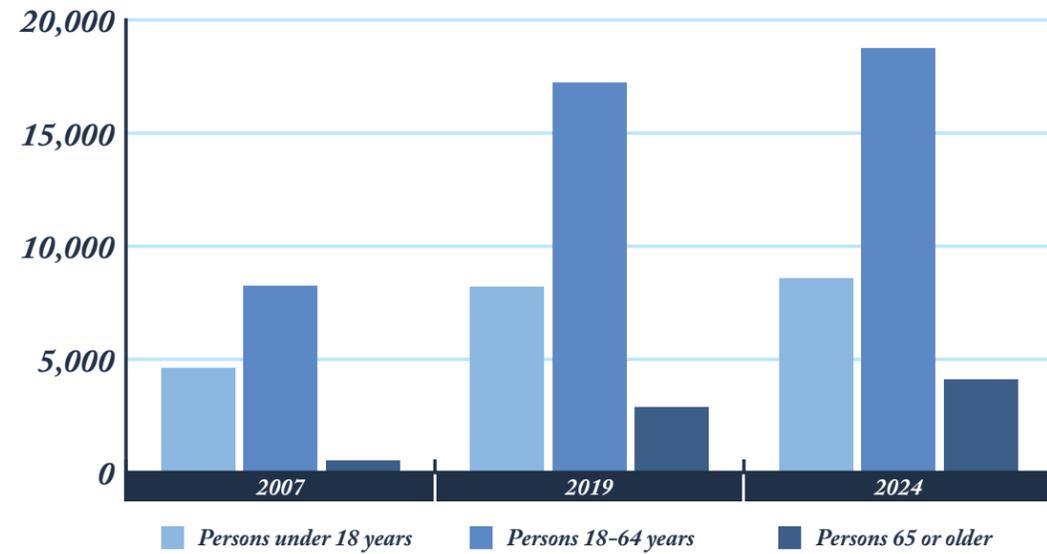
\$111,726
Median Household
Income

Source: Esri Business Analyst, April 5, 2019



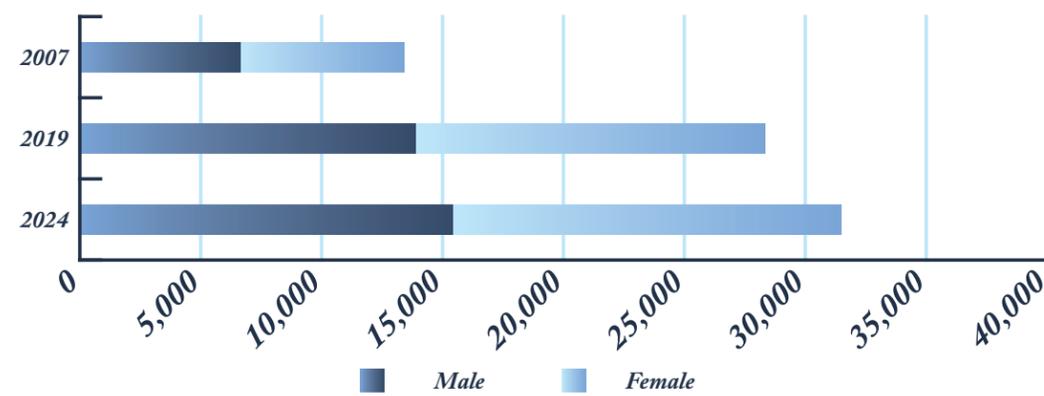
Lowes Food Store in the Five Forks area.

CHART 3.1: POPULATION BY AGE



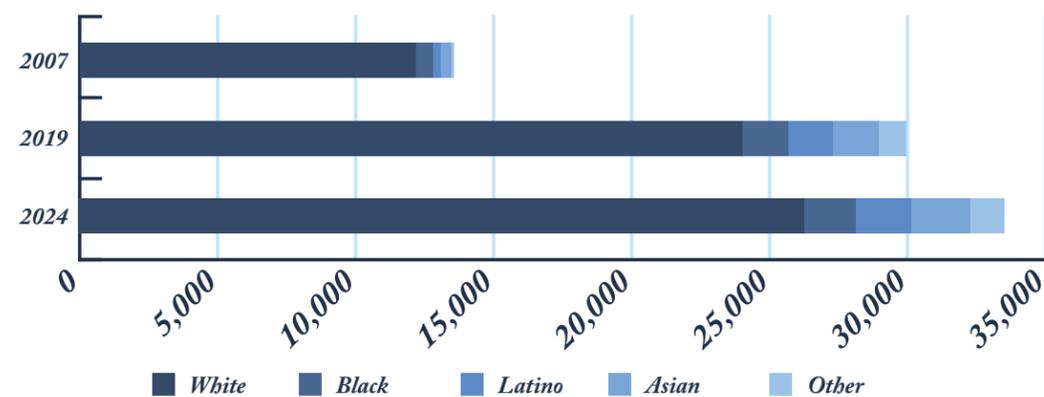
Source: Esri Business Analyst, April 5, 2019

CHART 3.2: POPULATION BY GENDER



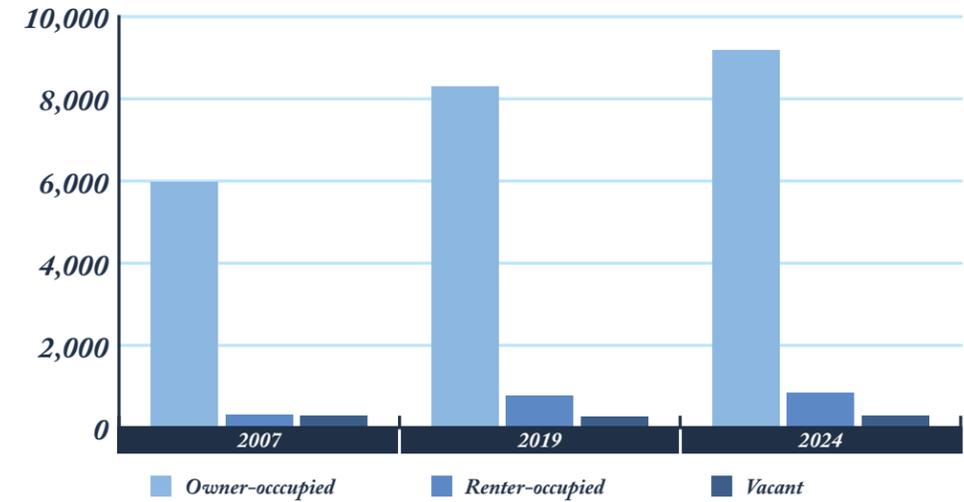
Source: Esri Business Analyst, April 5, 2019

CHART 3.3: POPULATION BY RACE



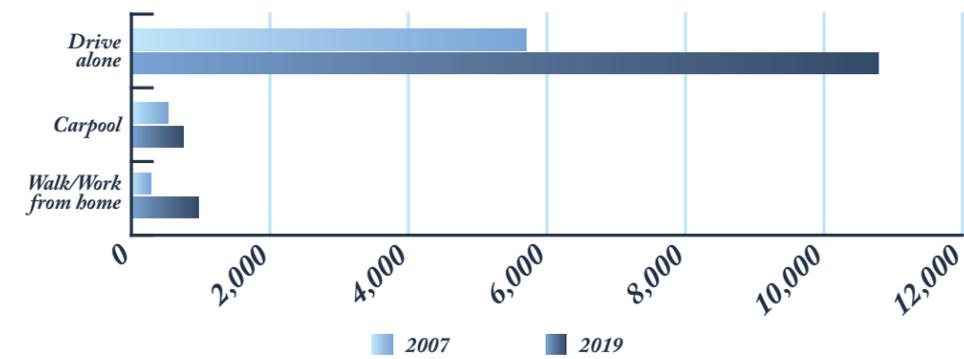
Source: Esri Business Analyst, April 5, 2019

CHART 3.4: HOUSING UNITS BY STATUS



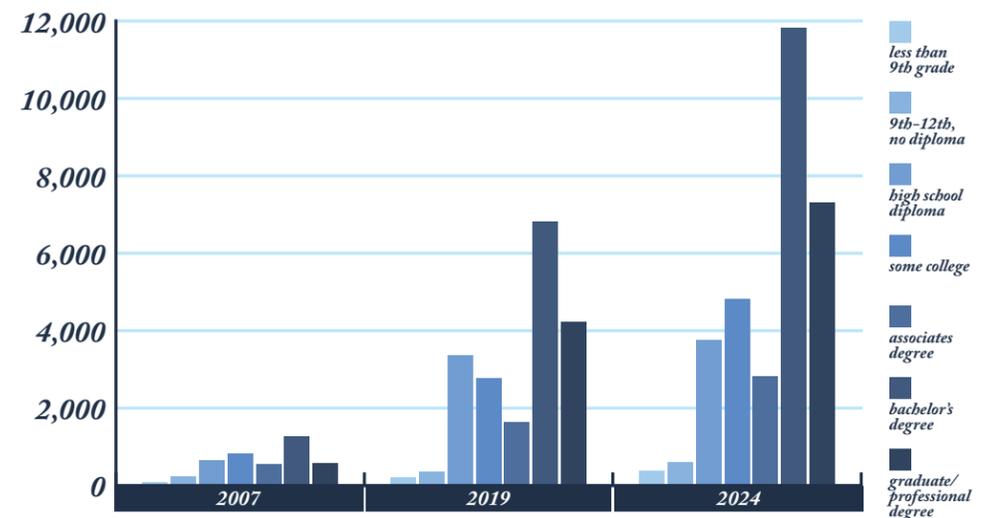
Source: Esri Business Analyst, April 5, 2019

CHART 3.5: TRANSPORTATION TO WORK

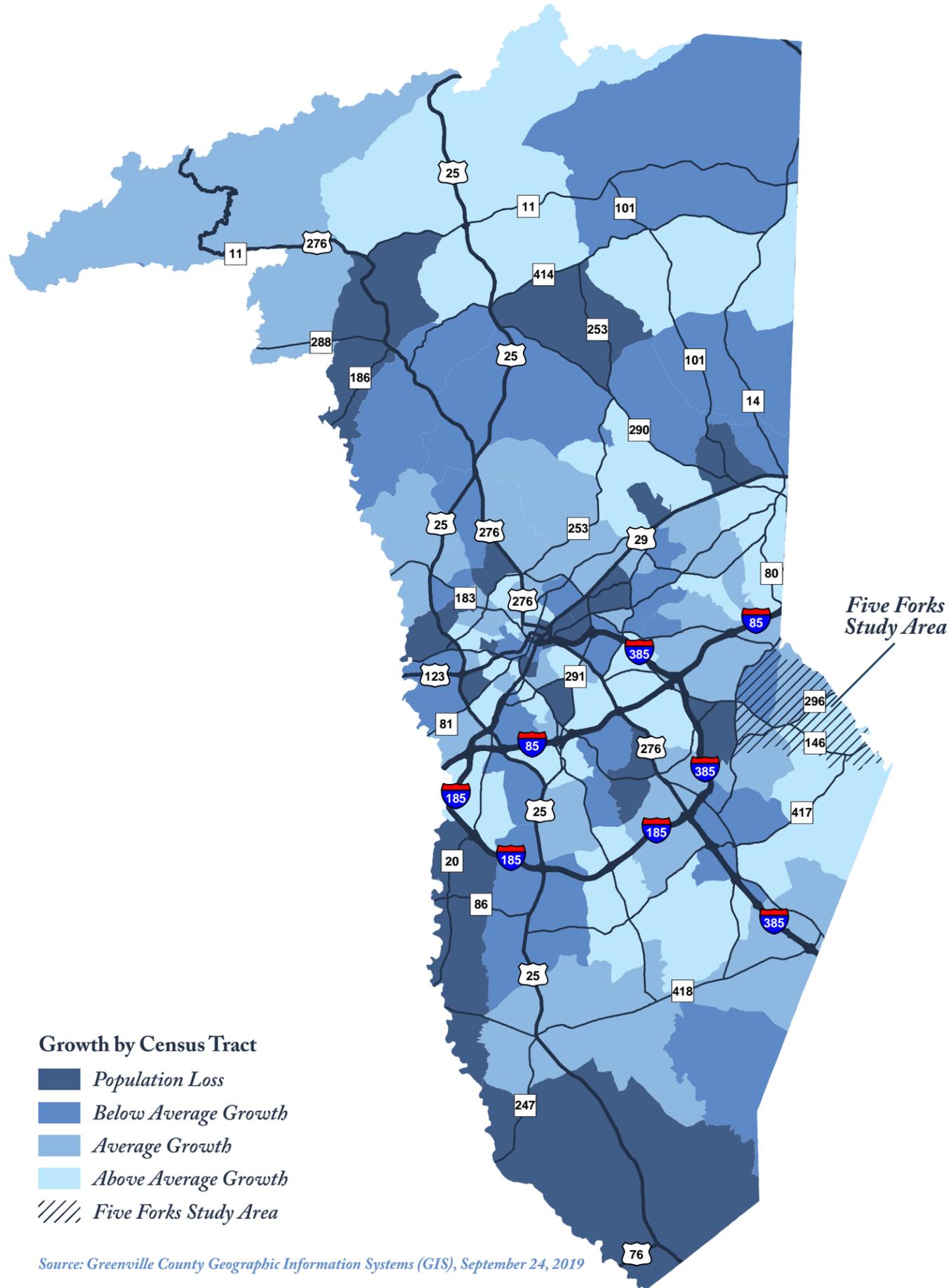


Source: Esri Business Analyst, April 5, 2019

CHART 3.6: EDUCATIONAL ATTAINMENT



Source: Esri Business Analyst, April 5, 2019



EDUCATION & EMPLOYMENT

Statistically, Five Forks residents skew toward being highly educated, with a majority having a bachelor's degree or higher. These high professional qualifications translate to mostly "white collar" jobs, as eighty percent are employed in these professions, which include professional services such as accounting, engineering, business and legal services, among others. Manufacturing represents the next largest pool of workers in the Five Forks area.

In addition, though Five Forks is primarily residential in character, there are nearly 400 business and over 3,600 people employed within the study area, in mostly service related jobs to serve the local community.

INCOME

According to the United States Census, the Five Forks Community is one of the highest earning areas within the state of South Carolina. Together, the four census tracts which make up the Five Forks Study area represent the 5th, 6th, 9th, and 33rd wealthiest census tracts in the state, with a median household income of \$111,726 and per capita income of \$44,761, as compared to \$51,389 and \$28,244 for the State, respectively.

TABLE 3.1: HIGHEST EARNING CENSUS TRACTS IN SC

RANK	CENSUS TRACT	MEDIAN INCOME
1	Mount Pleasant (Tract 46.13)	\$154,519
2	Kiawah Island (Tract 21.04)	\$143,988
3	The Battery, Charleston (Tract 2)	\$140,357
4	Daufuskie (Tract 21.01)	\$139,135
5	NW Five Forks (Tract 28.13)	\$131,528
6	SW Five Forks (Tract 28.15)	\$125,972
7	Daniel Island (Tract 204.03)	\$125,063
8	Sullivan's Island (Tract 48)	\$120,850
9	NE Five Forks (Tract 28.14)	\$112,946
10	Tega Cay/Fort Mill (Tract 610.06)	\$112,348

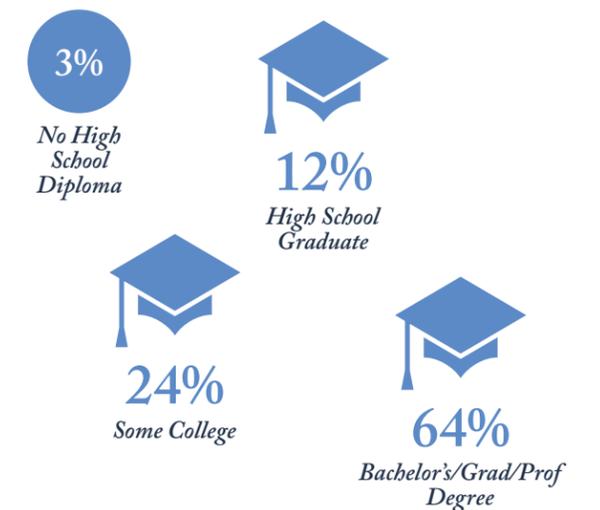
Source: Esri Business Analyst, April 5, 2019

INCOME FACTS



Source: Esri Business Analyst, April 5, 2019

EDUCATION FACTS



Source: Esri Business Analyst, April 5, 2019

CURRENT LAND USE

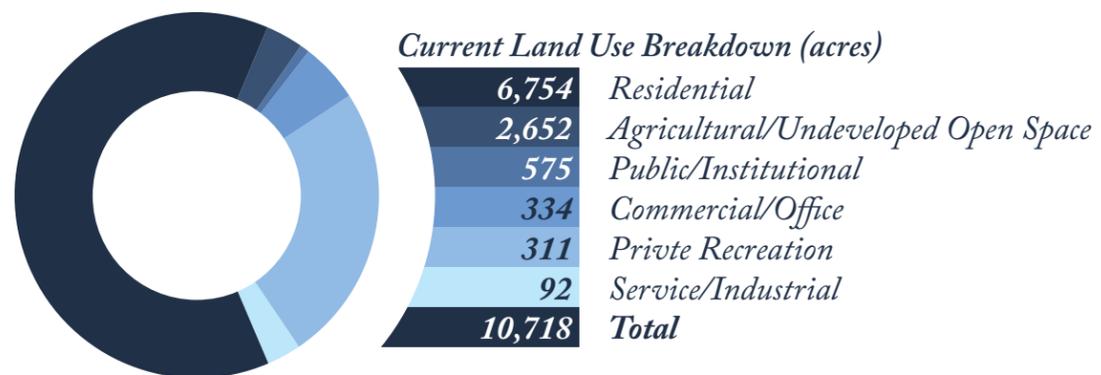
The predominant land use within the Five Forks Study Area is residential, consisting primarily of rural residential and single-family detached housing with a combined average density of 2.17 units per acre.

This represents a 1,361 acre increase since 2007 with the conversion of formerly Agricultural and Undeveloped Open Space to Residential use.

Since 2007, the total share of Agricultural and Undeveloped Open Space uses has fallen to just over 24 percent today as compared to 40 percent twelve years ago.

Rates of Commercial, Service, and Industrial land uses within the study area have remained steady over the last decade.

TABLE 3.2: CURRENT LAND USE BREAKDOWN



Source: Greenville County Geographic Information Systems (GIS), July 30, 2019

AREA DEVELOPMENT TRENDS

GROWTH

The Upstate Region of SC has grown rapidly throughout the last decade, which has brought many businesses and people to the area, especially to Five Forks. Even through the Great Recession (Dec. 2007 - Jun. 2009), which saw a brief decline in development intensity after 2008, Five Forks has continued to grow.

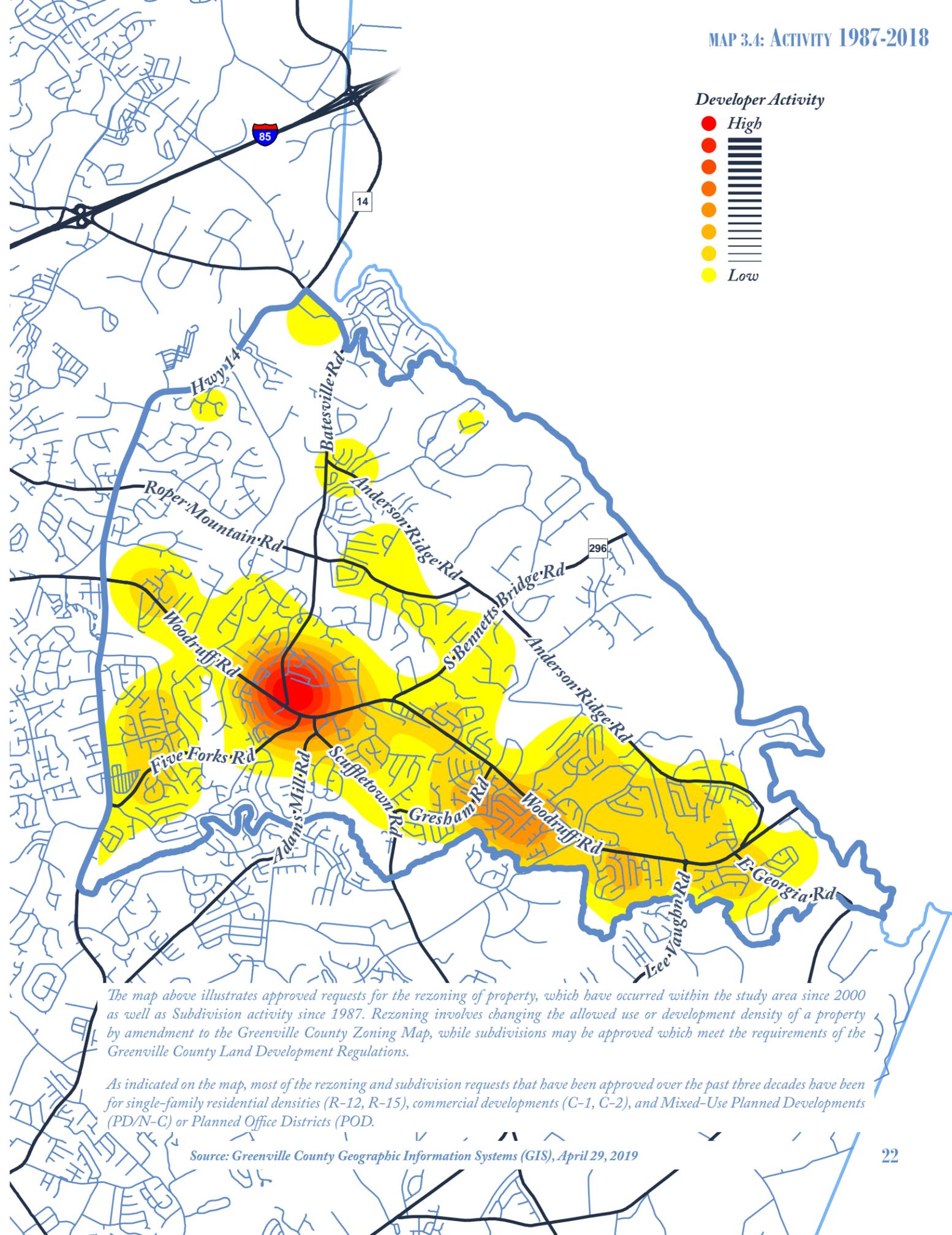
Approximately 2,500 new housing units have been added in the Five Forks study area since 2007 as the area has continued to suburbanize, a 36% increase over the last twelve years.

Today, the U.S. Census estimates that there 9,354 housing units within the study area with an average household size of 3.12 people per household. Most of this new housing has been single family residential, with detached homes in planned subdivisions with lot sizes ranging from one-tenth of an acre to well over one acre in size. Typical zoning designations for these subdivisions include R-12, R-15, and R-S. The average size of a single family house in Five Forks is 2,600 square feet, in line with the current national average. Rapid growth has, unsurprisingly, put a strain on community facilities and local infrastructure, especially area roads and highways.

SUBDIVISION ACTIVITY

Subdivisions have largely replaced the farms and homesteads that once dotted the rolling hills of Five Forks. Today, there are currently 150 planned single-family residential subdivisions in Five Forks. Residents of Five Forks are regularly seeing “Planned Subdivision” signs pop up. This is considered low density by modern standards, as the current national average lot size sits at just 8,900 square feet or two-tenths of one acre (4.8 units per acre), well below that of the Five Forks area (U.S. Census, 2010). This lower density housing, and more green space, is what makes the Five Forks area attractive to many residents.

From 2007 through the second quarter of 2019, 74 new subdivisions were approved by the Greenville County Planning Commission, adding 2,000+ new residential lots and consuming over 1,174+ acres of land that was once used for agricultural purposes.



The map above illustrates approved requests for the rezoning of property, which have occurred within the study area since 2000 as well as Subdivision activity since 1987. Rezoning involves changing the allowed use or development density of a property by amendment to the Greenville County Zoning Map, while subdivisions may be approved which meet the requirements of the Greenville County Land Development Regulations.

As indicated on the map, most of the rezoning and subdivision requests that have been approved over the past three decades have been for single-family residential densities (R-12, R-15), commercial developments (C-1, C-2), and Mixed-Use Planned Developments (PD/N-C) or Planned Office Districts (POD).

Source: Greenville County Geographic Information Systems (GIS), April 29, 2019

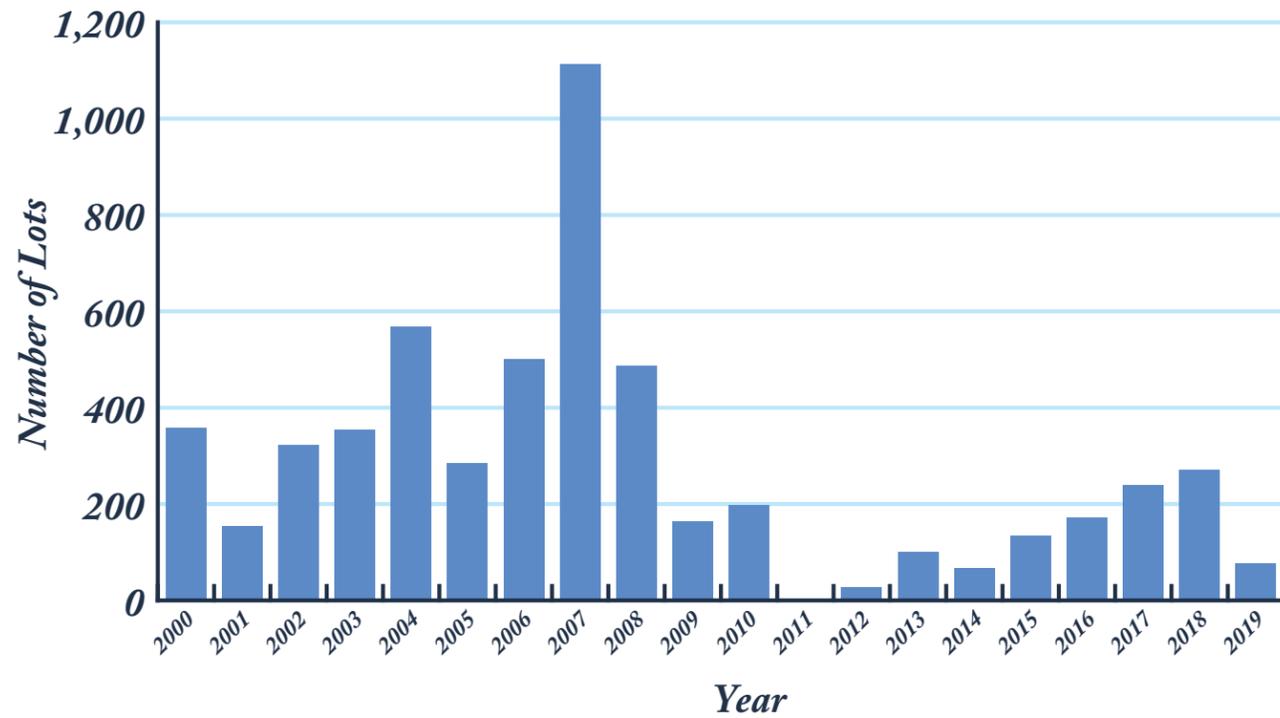
COMMUNITY VISION STATEMENT

Simply put, the vision is:

“To protect and maintain the residential, rural character of the area, with the use of responsible and sustainable smart growth principles.”

- Five Forks Area Advisory Committee

CHART 3.7: SUBDIVISION LOTS 2000-2019



Source: Greenville County Geographic Information Systems (GIS), April 29, 2019

CURRENT INFRASTRUCTURE

INTRODUCTION

“Infrastructure is the framework of interdependent networks and systems comprising identifiable industries, institutions (including people and procedures) and distribution capabilities that provide a reliable flow of products and services essential to the defense and economic security of the United States, the smooth functioning of governments at all levels, and society as a whole.” Report of the President’s Commission on Critical Infrastructure Protection, 1997

Infrastructure includes:

- Roads, tunnels, and bridges, including the Interstate Highway System
- Mass-transit systems (e.g., trains and rails)
- Airport runways and control towers
- Dams and reservoirs
- Hurricane barriers
- Levees and pumping Stations
- Waterways
- Electrical power lines and connections
- Fire stations and equipment
- Hospitals, clinics, and emergency response

- systems
- Schools
- Law enforcement and prisons
- Sanitation and waste removal for solid waste, wastewater, and hazardous waste
- Post offices and mail delivery
- Public parks and other green infrastructure

TRAFFIC CONGESTION & LEVEL OF SERVICE

Traffic congestion has become a serious issue and an escalating safety concern for area residents, as traffic flow through the Five Forks area has become impeded as a result of the existing land development patterns, caused by approved development without regard for infrastructure improvements, as well as the sheer volume of traffic during peak times.

Table 3.3 below illustrates the average daily trips generated by a given land use type. For example, single-family detached housing—which Five Forks has a considerable amount of—tends to generate the most number of daily trips at nearly ten trips per unit, per day.

“Level of service (LOS) is a term used to qualitatively describe the operating conditions of a roadway.”

- City/County Association of Governments of San Mateo County, CA (October 9, 2020)

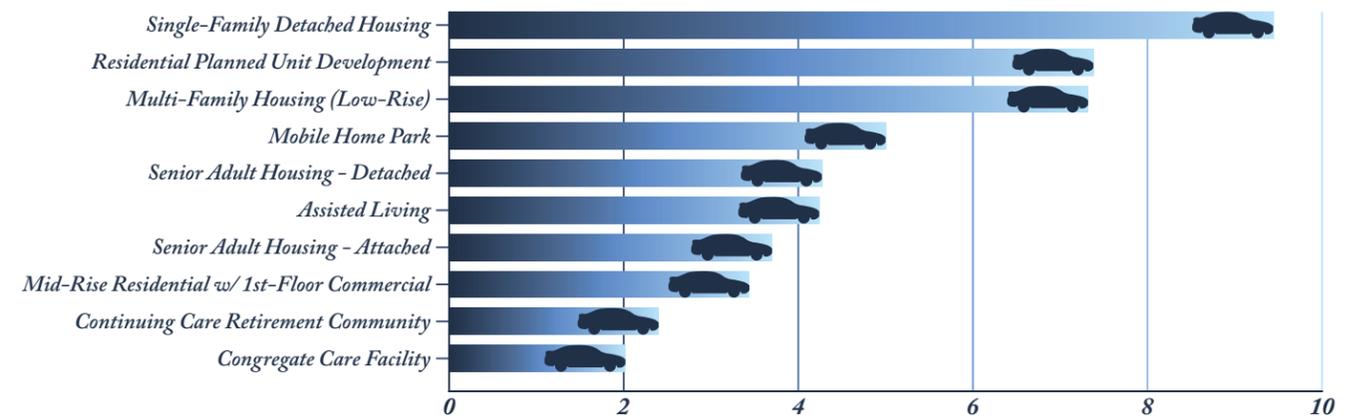
Level of Service (LOS), as determined by the ratio of the volume of traffic flow compared to the design capacity of the road (V/C), indicates that several key sections of roadway are not operating as efficiently as they should. LOS can be thought of as the average road condition observed over the course of a typical day, and may not adequately reflect congestion during Peak AM and PM hours. For a detailed study of AM and PM Peak congestion, more information is needed.

Some areas of concern, as indicated on Map 3.5 include the following:

- Five Forks commercial activity center, at the convergence of Woodruff Road, Five Forks Road, Adams Mill Road, Scuffletown Road, and Batesville Road
- Batesville Road at Pelham Road and Highway 14 to Roper Mountain Road
- Woodruff Road at E. Georgia Road

Each of these areas has a 2015 Level of Service ranging from C to E according to the Greenville-Pickens Area Transportation Study’s (GPATS) Long Range Transportation Plan and Traffic Model, developed in 2015 and updated every five years.

TABLE 3.3: AVERAGE DAILY TRIPS BY LAND USE TYPE



Source: ITE Trip Generation Manual, 10th Edition

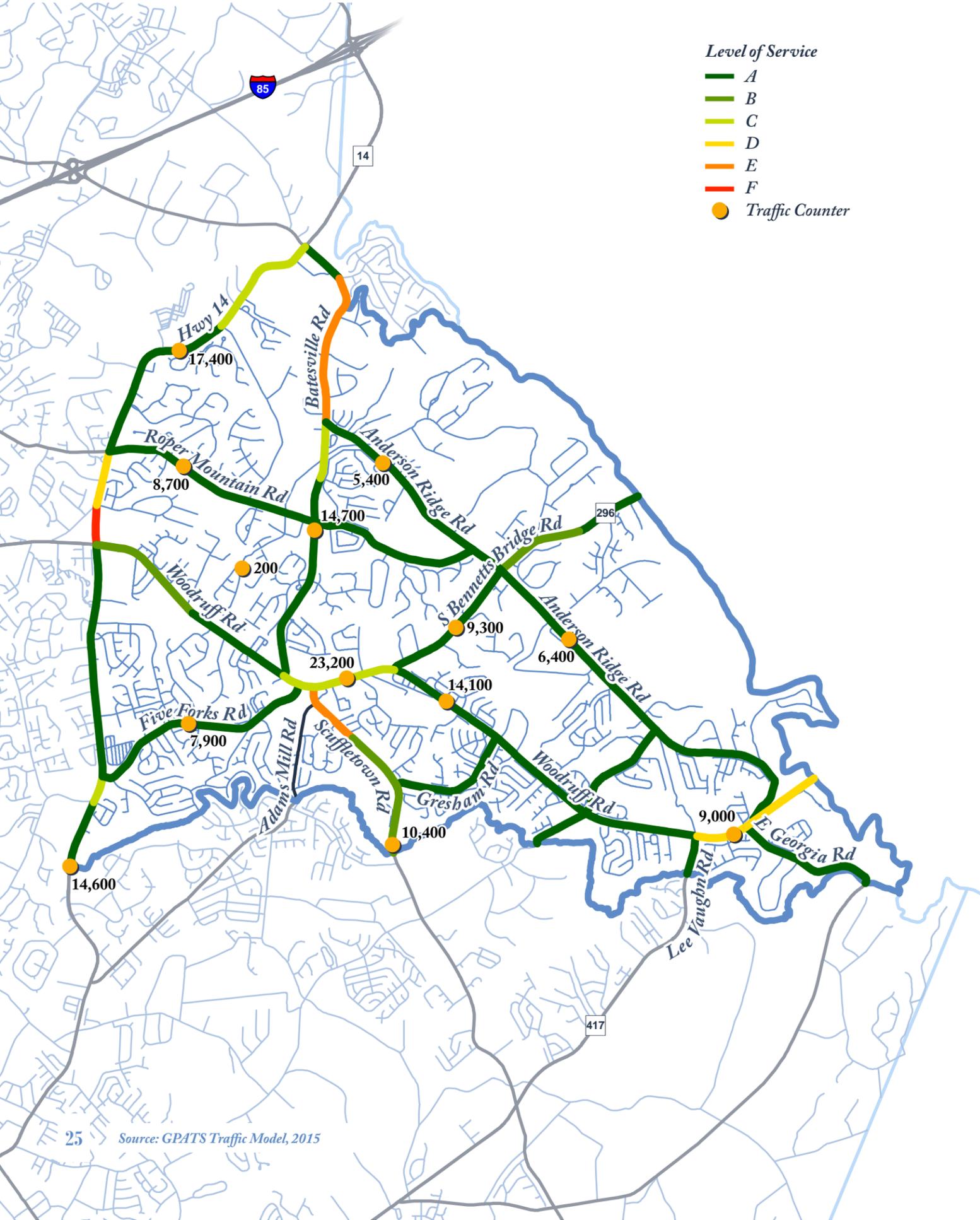


TABLE 3.4: LEVEL OF SERVICE (LOS)

RANK	CAPACITY RATIO	DEFINITION
A	0.0-0.60	Excellent: Completely free flow conditions. Vehicle operation is virtually unaffected by presence of other vehicles. Minor disruptions do not cause significant delays.
B	0.61-0.70	Very Good: Reasonably unimpeded flow, the presence of other vehicles begins to be noticeable, however disruptions are easily absorbed.
C	0.71-0.80	Good: The ability to maneuver and select on operating speed is clearly affected by the presence of other vehicles. Minor disruptions may be expected to cause serious deterioration in service and queues may form behind significant traffic disruption.
D	0.81-0.90	Fair: Conditions border on unstable flow. Speed and ability to maneuver are severely restricted due to traffic congestion. Only the most minor disruptions can be absorbed without the formation of extensive queues.
E	0.91-1.00	Poor: Conditions become unstable. Represents operation at or near capacity. Any disruption, no matter how minor, will cause queues to form and service to deteriorate.
F	>1.00	Failure: Represents forced or breakdown flow. Operation within queues is unstable and characterized by short spurts of movement followed by stoppages.



Traffic along Woodruff Road in the Five Forks area.



ReWa Sewer Trunk Line Easement in Five Forks.

SEWAGE TREATMENT

In Five Forks, sewer and other wastewater effluent is collected and conveyed by MetroConnects, a special purpose district. ReWa is the regional sewage and wastewater treatment organization responsible for treating wastewater and returning clean, treated water to South Carolina's rivers and streams.

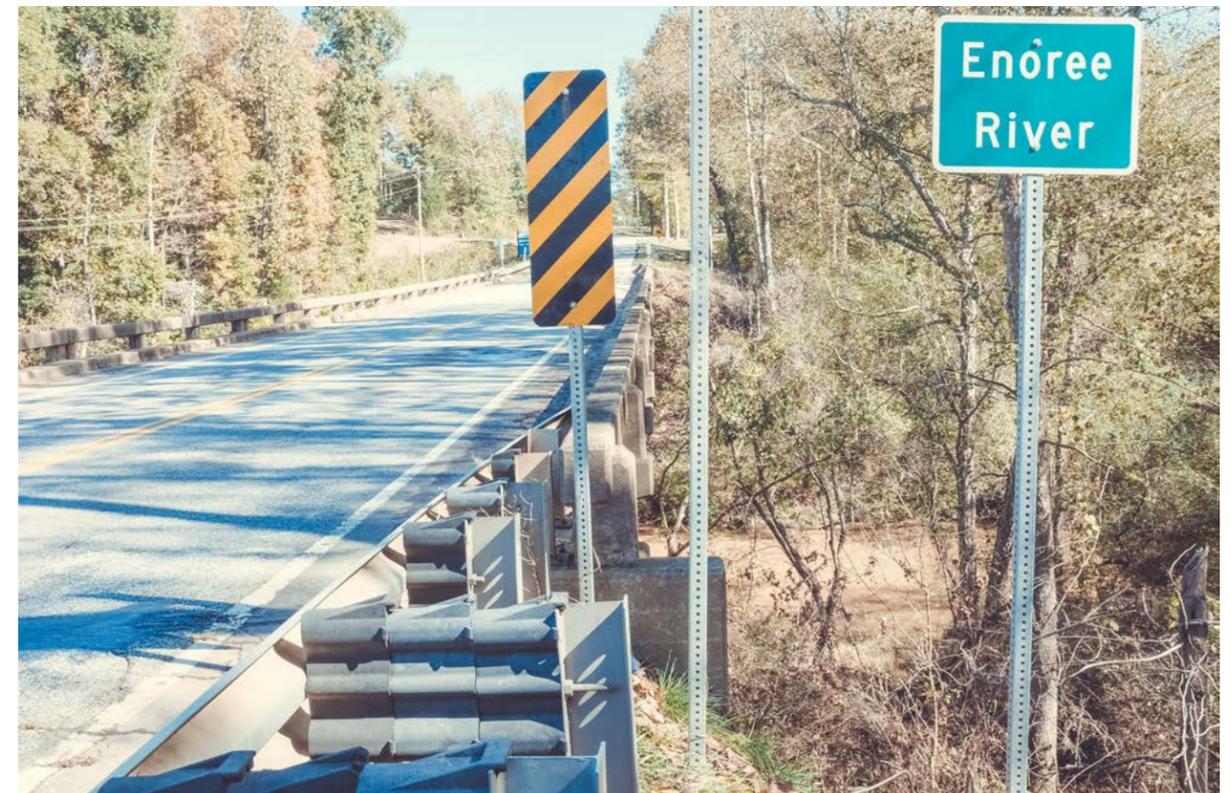
Currently, approximately half of the Five Forks Study Area is served by sanitary sewer. The other half is served by individual, private septic tanks and a few are served by community package plants.

- Areas east of Anderson Ridge Road, within the Peter's Creek/Enoree River basin are served primarily by septic systems.

- Subdivisions along Woodruff Road to the west are connected to the larger sanitary sewer network provided by MetroConnects and ReWa.

Generally, septic systems require large lot sizes (typically greater than one-half acre) while smaller lots may be accommodated by sewer hookups. This is indeed the case in Five Forks, as areas with sewer service are more densely developed than those without.

In an effort to improve the water quality of streams and rivers throughout Greenville County, sanitary sewer connection is desired by Greenville County and SC DHEC (Department of Health and Environmental Control) for all residential development.



Enoree River overpass in the Five Forks area.

4. TRANSPORTATION

INTRODUCTION

This section of the plan lays out the recommended transportation improvements for the study area and is organized into major topics affecting the transportation system:

1. Access Management
2. Improved Connectivity
3. Recommended Road and Intersection Improvements
4. Pedestrian and Bike improvements.

The Advisory Committee emphasized that transportation, especially congestion management, must be addressed in this plan. Community input in this process was critical as it helped staff better understand the daily travel patterns and identify specific areas in need of improvement.

This plan seeks to improve upon the existing transportation system, not only through recommended infrastructure improvements, but also through careful land use decisions as well as the design of future development. Together, we hope these approaches will help improve existing facilities and minimize impacts on the community as this area continues to develop over the next 10 years.

GOALS

The goals of this section of the plan are to:

- Improve traffic congestion through land use control and better access management.
- Identify and fix unsafe road conditions.
- Provide better street connectivity between compatible land uses by incorporating local collector roads and access drives to be built as part of the future development.
- Build multi-modal streets that include the

necessary infrastructure to support and facilitate all modes of travel, including multi-use trails/paths where feasible.

- Utilize context-sensitive design strategies to better calm, manage, and move traffic through the study area.

ACCESS MANAGEMENT

This section discusses access management strategies which can be used to improve traffic flow in and around existing and planned commercial activity centers.

An important part of the vision for this area is to improve and create commercial activity centers that are more pedestrian accessible. To realize this vision it is important to utilize access management strategies in coordination with the built environment. Many of the recommended strategies put forth in this plan seek to begin this transformation from an exclusively auto-oriented commercial area to a more vibrant, community-friendly center.

Access to businesses in the Five Forks area is provided by numerous curb-cuts along Woodruff Road. These conditions have contributed to the congestion in the Five Forks area. Too many access drives on Woodruff Road and not enough internal cross-access drives between businesses disrupt traffic flow and limits pedestrian accessibility. As future commercial areas develop, shared external driveways should be required with cross access drives providing internal circulation between adjacent businesses. Driveway placement is also an issue in the Five Forks area. Specifically, drives are located too close together, or too close to intersections, creating unsafe operational conditions, generating conflict points, and causing frequent stops. This plan recommends minimum spacing standards as part of the proposed Commercial Design.

Another effective way to improve traffic flow and improve pedestrian accessibility is to install planted medians. Medians consolidate left hand turns and

“Context sensitive design (CSD) is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic, and environmental resources, while maintaining safety and mobility. CSD is an approach that considers the total context within which a transportation improvement project will exist.”

- FHWA CSD Website Homepage

minimize stoppages. Most importantly they serve to slow traffic, improve the appearance, and allow easier road crossing opportunities for pedestrians.

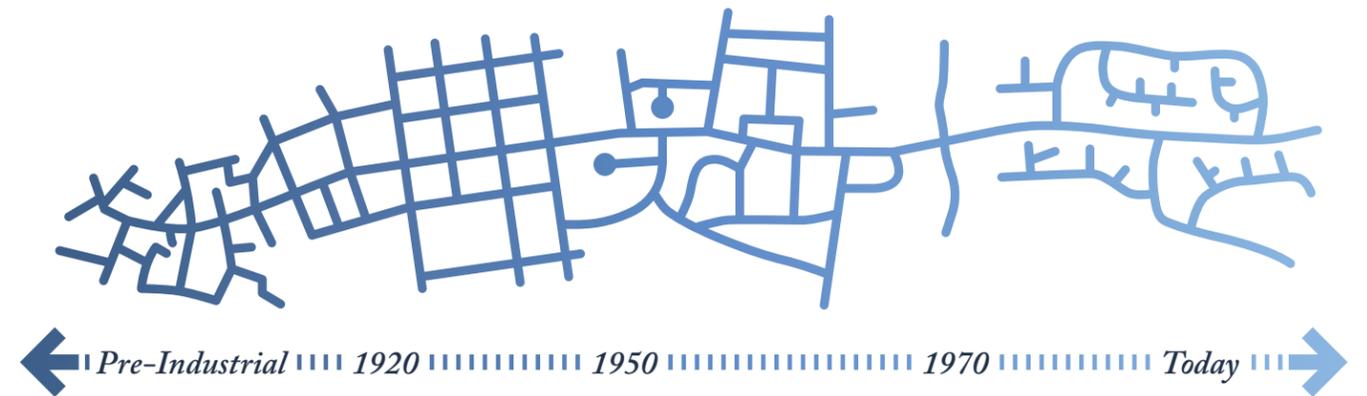
IMPROVED CONNECTIVITY

An interconnected network of streets and sidewalks is integral to the free flow and movement of traffic in and out of any community. Much of the traffic-related concerns expressed by residents of the Five Forks Community is a product of development patterns which have limited the number of street connections within subdivisions, with most having only one entrance into and out of the neighborhood. These means of ingress and egress are typically accessed from a major arterial road such as Woodruff Road, Anderson Ridge Road, Batesville Road, and Scuffletown Road, among others. These major arterials are already choked with traffic during peak hours, leaving neighborhood residents with no other alternative to bypass areas of congestion. For example, over 2,000 households in 21 subdivisions within the Five Forks study area currently utilize Woodruff Road

as the only access into and out of their neighborhood (Greenville County GIS). With just under ten trips per day generated by the average single-family household, nearly 20,000 vehicle trips per day may be generated by those families along Woodruff Road alone. Over the years, opportunities for collector street networks and connections between subdivisions have been lost due to neighborhood opposition, a lack of consistent application of connectivity standards by the Planning Commission through the granting of subdivision variances, or the associated cost to developers and the county for such additional infrastructure.

Similarly, sidewalk infrastructure within the study area is currently insufficient to make walking to nearby services an acceptable alternative for most residents. Of the 148 miles of roadway within the Five Forks study area; there are 29 miles of sidewalk, about 19.6% of the total (Greenville County GIS). Where sidewalks do exist within specific neighborhoods, they do not connect to any significant sidewalk network on major roads throughout the community, where services are typically located. At present, there are

CHART 4.1: NATIONAL DEVELOPMENT TRENDS



Source: Congress for the New Urbanism, 2017

nearly 1,000 households within ½ mile of the former Bi-Lo grocery store, now Food Lion, located in the center of the Five Forks business district, with no way to access this establishment without the use of a car. A person’s mode of transportation to and from their home is a personal and financial choice; however, every alternative option provided by a safe and efficient multi-modal transportation system removes potential vehicle trips from otherwise congested motorways.

Policy Spotlight: Enforce existing Land Development Regulations that require sidewalks and street interconnectivity in and among commercial and residential developments (LDR, 8.9, 10.3.1).

MULTI-MODAL STREETS

Multi-modal streets are community-oriented streets that safely and conveniently accommodate multiple modes of travel (pedestrian, bicycle, vehicle, and public transportation, etc.). Common goals for multi-modal streets include economic vitality, business retention and expansion, and public safety. Creating a multi-modal requires community support and leadership as well as coordination among planners, urban designers, transportation engineers, and the private sector. Successful multi-modal street programs are based on the following principles:

1. Achieve community objectives for mobility, quality of life, and economic development
2. Blend street design with the character of the area served

3. Capitalize on a public investment to spur private investment in the area
4. Ensure that the rights of pedestrians, bicyclists, and transit riders to use the street safely are not overshadowed by motorists.

To this end, Greenville County should develop a Multi-modal streets policy for road improvements within the Five Forks study area to serve all modes of transportation. Unfortunately, most of the Five Forks area has been developed in a manner that renders the effort to include multi-modal streets as ineffective (too little, too late).

Policy Spotlight: Develop a Multi-modal streets policy for road improvements in Five Forks.

RECOMMENDED ROAD IMPROVEMENT PROJECTS

Tables 4.1 and 4.2 provide a list of proposed road and intersection improvement projects in the Five Forks Area. Many of these projects are currently listed in the GPATS (Greenville-Pickens Area Transportation Study) Long Range Transportation Plan, while others were proposed in the previous East Woodruff Road Area Plan. Also listed are those projects recently completed or currently under construction including the Batesville Road realignment and widening, as well as the Woodruff Road east of Scuffletown Road.

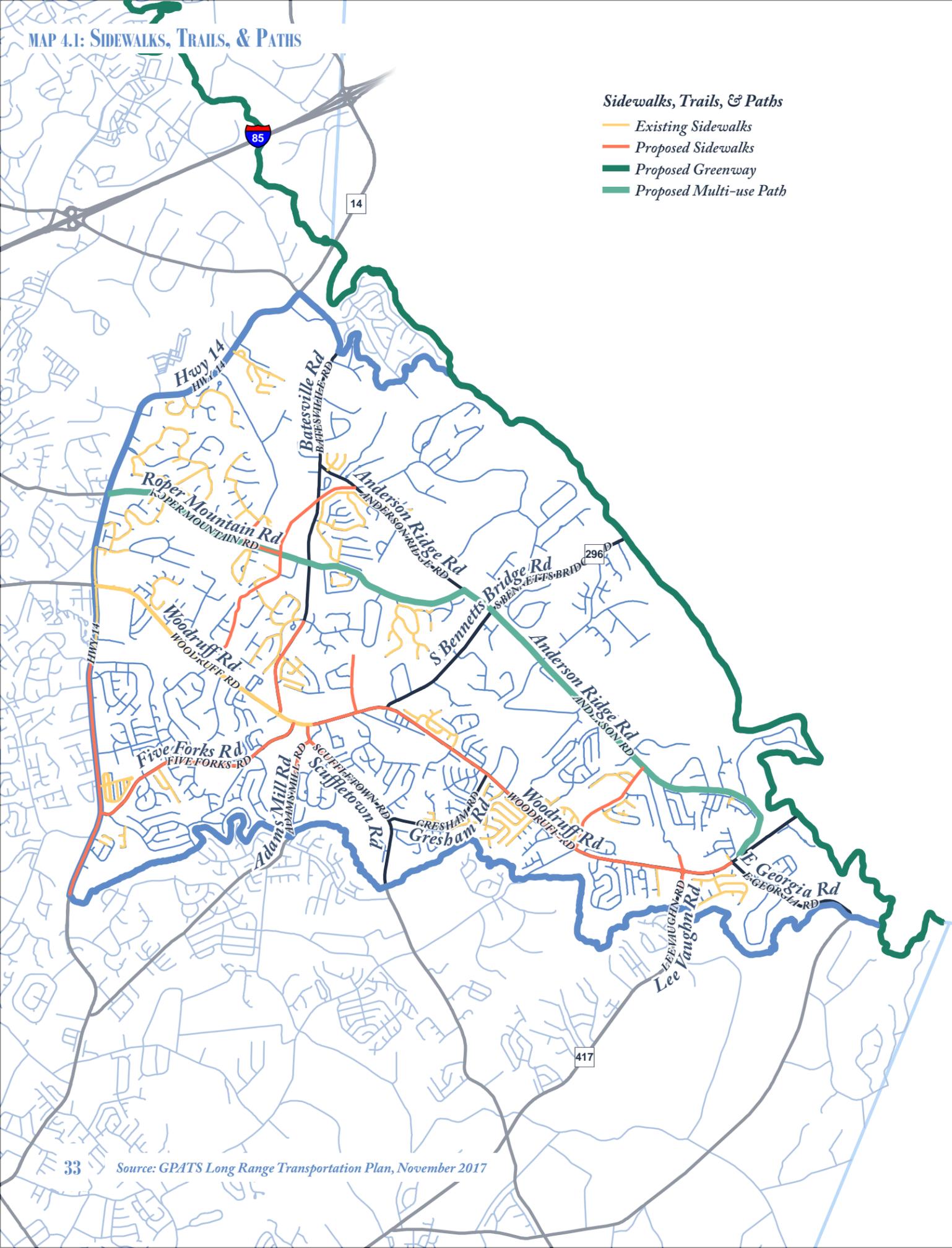
TABLE 4.1: RECOMMENDED ROAD IMPROVEMENTS

Priority	Project Description
High	Woodruff Road Corridor Improvements
High	Batesville Road Widening
High	Woodruff Road Access Management
High	Anderson Ridge Road Widening
High	Roper Mountain Road Corridor Improvements
High	Scuffletown Road Corridor Improvements
Medium	S. Bennett’s Bridge Road Widening
Medium	Five Forks Road Widening
Medium	Jonesville Road Improvements
Low	Five Forks Collector
Low	Lee Vaughn Road Widening/Bridge/Realignment
Vision	Ebenezer Road Improvements/Realignment

TABLE 4.2: RECOMMENDED INTERSECTION IMPROVEMENTS

Priority	Project Description	Type
High	S. Bennett’s Bridge Road & Anderson Ridge Road	Two Lanes with Left Turn Lanes
High	Woodruff Road & Scuffletown Road	4-lanes, Signalized, with Left Turn Lanes
High	Highway 14 & Five Forks Road/Bethel Road	4-lanes, Signalized, with Left Turn Lanes
Medium	Batesville Road & Anderson Ridge Road	Re-alignment, 2-lanes with Left Turn Lanes
Low	Batesville Road & Roper Mountain Road	Possible Roundabout
Low	Woodruff Road & S. Bennett’s Bridge Road	Possible Roundabout

MAP 4.1: SIDEWALKS, TRAILS, & PATHS



Sidewalks, Trails, & Paths

- Existing Sidewalks
- Proposed Sidewalks
- Proposed Greenway
- Proposed Multi-use Path

PEDESTRIAN & BIKE IMPROVEMENTS

The 29 mile sidewalk network in the Five Forks study area is currently incomplete. While several neighborhoods have internal sidewalks, they rarely connect to the larger regional sidewalk network along major arterial road where services are typically located. These gaps prevent walking as a safe and acceptable form of transportation for most residents. Map 4.1 shows the existing sidewalk network within the Five Forks study area and provides recommendations where sidewalk connections can be made. These 12 miles of proposed sidewalk connections focus on safe routes to schools, libraries, community services, and recreation as an alternative to driving on congested roads, and to link up existing sidewalk infrastructure throughout the Five Forks area.

The Enoree River corridor provides a unique opportunity for a greenway with trails connecting local area destinations with the greater Greenville community. The proposed greenway system, noted on Map 4.1, will provide much needed passive recreation opportunities including miles of trails and multi-use paths for biking, walking, and jogging. Additionally, the proposed greenway system would link up already existing open space and passive recreation areas, especially along Peter's Creek and Gilder Creek where most people live. As most of this property is private, considerable right-of-way acquisition would need to be worked out among property owners and the County in order to make this concept a reality. In the meantime, the County should consider requiring cross access easements for all new developments planned within these greenway corridors in an effort to preserve rights-of-way for trails in the future. Likewise, a shared multi-use path along Roper Mountain Road and Anderson Ridge Road would provide safer opportunities for biking and walking in close proximity to the MESA Soccer Complex, Oakview Elementary School, and any future recreation facilities at the former Enoree Landfill.

Policy Spotlight: Require cross-access easements for greenways, trails and multi-use paths for all new developments within proposed greenway corridors and along major thoroughfares.

CONCLUSIONS & RECOMMENDATIONS

The existing transportation system in the Five Forks area, like elsewhere in Greenville County, is struggling. The rapid growth of the region and lack of funding for infrastructure has created a reactive, rather than proactive, response to traffic and transportation-related issues. As a result, the recommendations herein seek to address these concerns and prevent future problems from occurring:

1. Enforce existing Land Development Regulations that require sidewalks and street interconnectivity in and among commercial and residential developments (LDR, 8.9, 10.3.1).
2. Develop a comprehensive Access Management Plan for all Five Forks area commercial activity centers.
3. Implement a multi-modal streets policy for all future road improvements within the Five Forks study area.
4. Develop Commercial and Residential Overlay Districts that better manage access and mobility within the study area and incorporate these principles into the County's proposed Unified Development Ordinance (UDO).
5. Require dedicated rights-of-way for future transportation improvements at the time of development.
6. Improve wayfinding and directional signage, with larger easier-to-read signs to be mounted on the traffic lights or in other suitable locations viewable from a distance of 300 feet.
7. Encourage the continued utilization of traffic circles ("roundabouts") at key intersections to reduce traffic congestion where appropriate.

5. RECREATION

GOALS

The community is generally dissatisfied with the current lack of recreational opportunities in Five Forks. Although there is a large regional soccer complex (MESA) along Anderson Ridge Road, very little space is dedicated to active or passive recreation other than soccer. There is a playground at MESA; however, it is small and is not well-used by the community. There had also been some confusion as to its availability for public use as well as its operating hours. Greenville County Parks, Recreation and Tourism has since taken steps to better inform the community about available recreational opportunities here and throughout the community by providing improved signage and hours of operation at strategic locations. Overall, public recreational opportunities remain limited at this time.

In contrast, private recreation areas, specifically within existing subdivisions, abound. There are currently over 1,500 acres of dedicated private recreation and open spaces among the many subdivisions in Five Forks. These areas are typically wooded, with steep slopes, along creeks streams and rivers. Some however, include recreational amenities such as walking trails, pools, tennis courts, and playgrounds, all for the exclusive use of private property owners. Much of this private recreation and open space is the result of the County's Cluster Subdivision Ordinance, introduced in 2007, which provides for the preservation of open space within new subdivisions. Contrary to public perception, the effective density of such subdivisions

remains the same as the underlying zoning allows, even though individual lot sizes may be smaller, allowing for the conservation of critical open space.

1. Increase the amount of public recreation space in Five Forks
2. Establish trails, greenways, and multi-use paths throughout Five Forks to connect to existing networks

TRAILS & GREENWAYS

As a direct result of input received during this planning process, steps have already been taken to construct a walking trail at the existing Five Forks Public Library. Original plans for the library, constructed in 2017, called for a walking trail to be included on-site. However, due to budget constraints at the time, the trail was never completed. Plans are currently underway to make this community feature a reality.

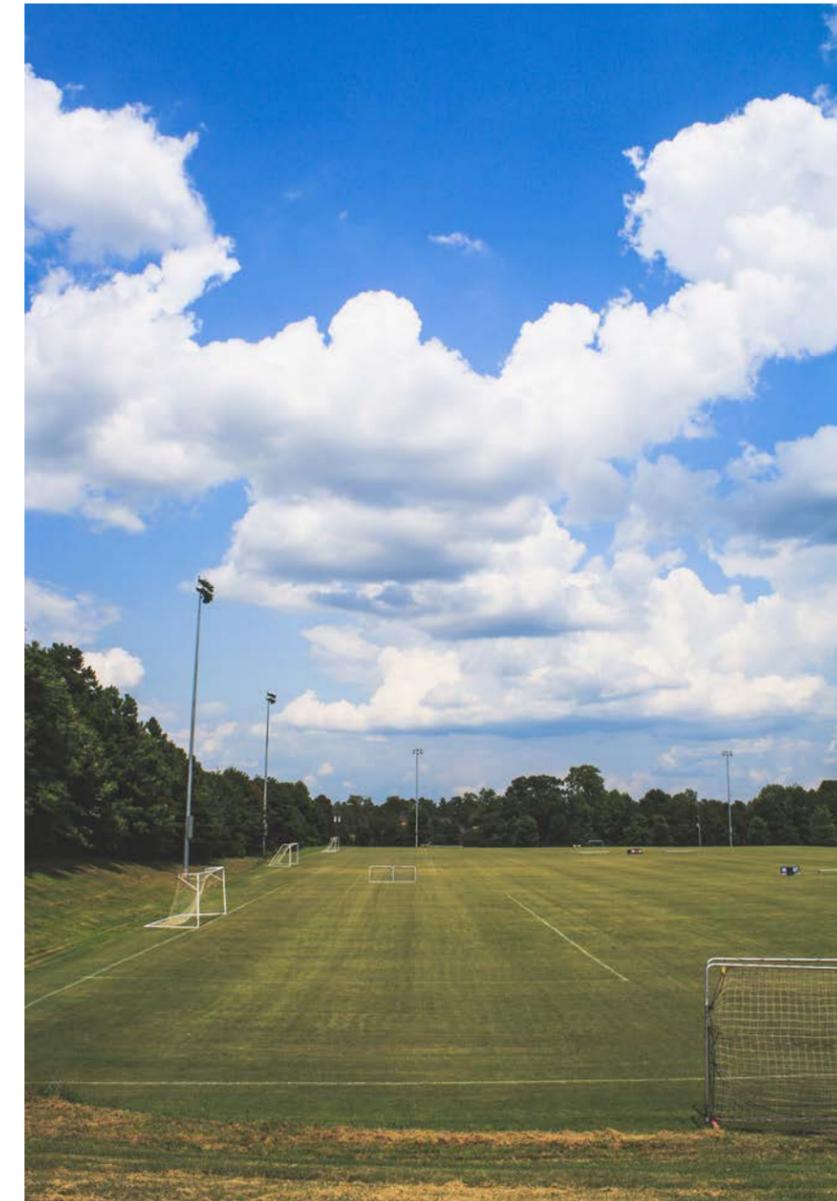
As mentioned in the previous chapter on transportation, the opportunity to create an interconnected greenway trail network throughout Five Forks is possible given the large amount of private open space that has been preserved. These proposed trails, greenways, and multi-use paths can be found on Map 4.1. At present, there is no legal mechanism for requiring dedicated easements for greenways at the time of development; however, such mechanisms do exist in other jurisdictions and should be evaluated for their feasibility and applicability to new developments within Five Forks.

CONCLUSIONS & RECOMMENDATIONS

At present, Greenville County Parks, Recreation and Tourism (CountyRec) is not investing in new parks, having built several regional parks throughout the County in recent years. Today, CountyRec is focused on maintaining existing critical park infrastructure and improving services at those facilities. As a result, the development of new neighborhood-scale parks in Five Forks may prove challenging over the next ten years. However, the community may choose to leverage private funds, or impose a special purpose tax on themselves to pay for such improvements if they desire.

Recommendations:

1. Require cross-access easements for greenways, trails and multi-use paths for all new developments within proposed greenway corridors and along major thoroughfares.
2. Investigate private methods for funding the community's recreation goals.
3. New subdivisions should add to and connect with existing trail opportunities for public use



MESA Soccer Complex.

6. FUTURE LAND USE

GOALS

This section of the plan focuses on future land use. Land use is an important part of the overall vision and goal of this plan. The future land use plan seeks to minimize land use conflicts and set reasonable expectations for residents and property owners regarding future growth within the study area.

The proposed future land use plan focuses on growth that is compatible with existing land use patterns within the study area, without degrading the current quality of life enjoyed by today's residents. To this end, the community has established a working definition of what compatibility means to them:

“Compatibility” means a condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.

Future Land Use Goals:

1. Preserve low density areas.
2. Allow for residentially compatible transitional land uses such as professional offices and attached single-family.
3. Provide better access, circulation, and connectivity between all land uses.
4. Encourage mixed-use development (commercial, office, residential, master planned developments) within and around planned commercial centers.
5. Improve the appearance of developments within Five Forks in keeping with the low-density and rural character of the community.

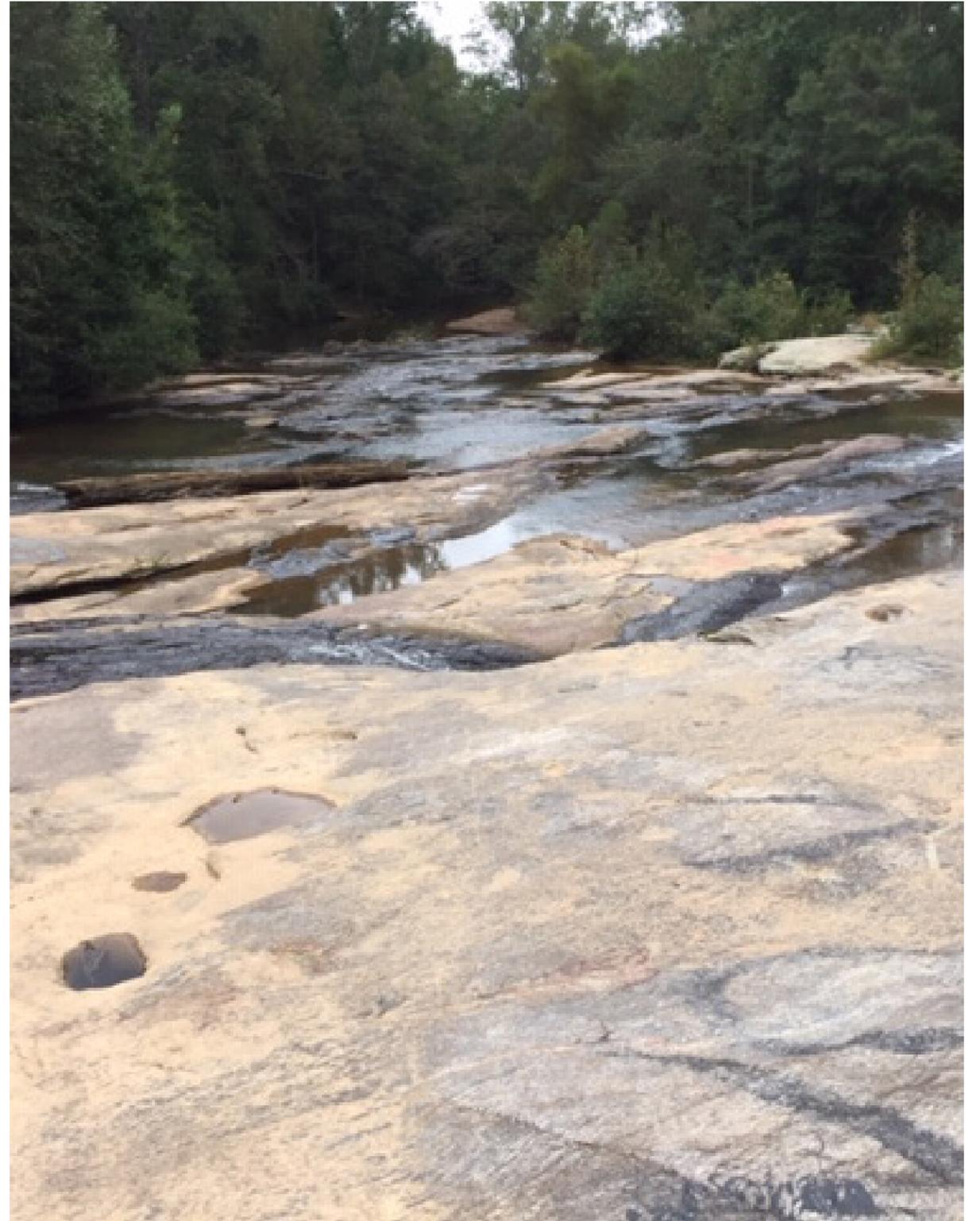
FUTURE LAND USE MAP

The Future Land Use Map (Map 6.1) serves as the visual representation of the community's preferred land development pattern. It is a color-coded illustration of desired land uses and development intensities across all properties within the designated Five Forks Area Plan boundary. The Future Land Use Map addresses properties that have yet to be developed by suggesting an alternative future for those sites, while at the same time endorsing the preservation and protection of existing developments, currently on the ground.

Land use maps should never be confused with zoning maps. Zoning Maps represent the legal authority to conduct a specified list of activities or uses, as well as the right to develop at specific densities, on a particular piece of property based on its zoning district designation and the regulations outlined in the jurisdiction's zoning ordinance. In the Appendix, the zoning districts, along with their definitions, within the Five Forks study area and Greenville County, respectively. Land use maps, on the other hand, demonstrate a preferred future development pattern and are used to guide the rezoning and land development process toward this preferred condition.

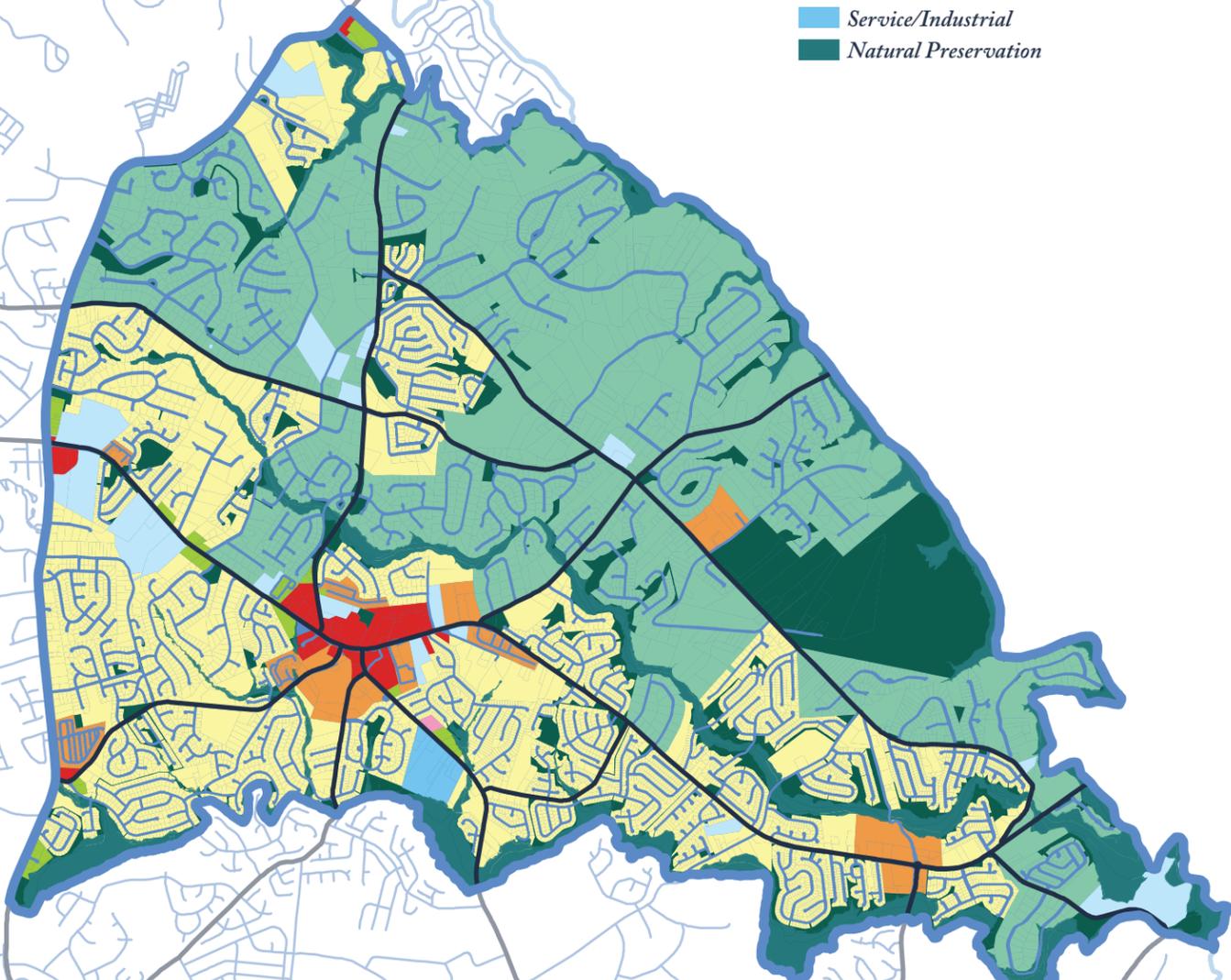


Wildlife in the Five Forks area.



Rocky Creek, Five Forks area.

- Future Land Use**
- Open Space/Recreation
 - Suburban Edge
 - Suburban Neighborhood
 - Suburban Mixed-Use
 - Transitional Corridor
 - Neighborhood Business District
 - Public/Institutional
 - Suburban Commercial Center
 - Service/Industrial
 - Natural Preservation



“To protect and maintain the residential, rural character of the area, with the use of responsible and sustainable smart growth principles.”

FUTURE LAND USE CATEGORIES

The Five Forks Future Land Use Map separates the community into thirteen distinct land use categories representing various land use types and development intensities typical in Greenville County. They include:

Open Space/Recreation

These areas include by both public and private recreation areas as well as dedicated opens spaces including county parks and home owner’s association common areas within individual cluster subdivisions. They should remain undeveloped and undisturbed.

Suburban Edge

This land use allows for low-density (large lot), single-family residential development typically found in the rural/suburban fringe areas that are transitioning from rural land uses to single family residential subdivisions. Recommended Zoning: R-S

Suburban Neighborhood (2-5 units/acre)

This land use allows for single family detached units and represents typical suburban housing, allowing for a maximum density of 5 dwelling units per acre consistent with the R-15, R-12 and R-10 zoning districts.

Suburban Mixed-Use

This urban land use type blends residential, commercial, cultural, institutional, or entertainment uses into one site, where those functions are to some degree physically and functionally integrated and that provides pedestrian connections to nearby services both internally and externally. Such developments may be grouped together on a large site or incorporated within a single structure. Recommended Zoning: PD, FRD

Transitional Corridor

The intent of this category is to allow for a mixture of transitional residential uses, such as attached single family townhouses and/or small scale professional office uses. This use is appropriate for transitional areas located between higher intensity commercial centers and lower density single-family residential areas. Residential densities of 4-6 units per acre are typical while offices should not exceed 5,000 sq. ft. in size. Multiple connections points for a variety of modes of transportation is anticipated as well. Recommended Zoning: POD, OD, and PD

Public/Institutional

These land uses allow for prominent facilities that benefit the public such as fire stations, parks and recreation, and schools with multiple access points and accessible to a variety of transportation modes. These facilities contribute to the general welfare of the community.

Neighborhood Business District

This land use allows for professional office uses and limited retail, personal services, and is appropriate for arterial roads and major thoroughfares, typically serving as a transitional use between residential areas and higher intensity commercial areas. Maximum square footage of retail uses should not exceed 15,000 sq. ft. Recommended Zoning: POD, O-D, NC and PD

Suburban Commercial Center

Commercial land uses provide commercial establishments for the convenience of local residents, which may include shopping, restaurants, and other services consumed on a regular basis. Community commercial design within the planned commercial centers will be subject to specific design standards applied through the use of overlay districts. Recommended Zoning: FRD, NC, C-1, C-2, and C-3

Service/Industrial

Service and Industrial land uses may accommodate large-format users with spaces for industrial and warehouse uses, as well as office and commercial space. Landscaping requirements should screen development from the right-of-way and neighboring properties. Service and Industrial expansion within Five Forks is not recommended.

Natural Preservation

Areas of natural preservation primarily include riparian areas frequently prone to flooding, as well as natural wildlife corridors within the community. They should remain undeveloped and undisturbed for public safety, wildlife preservation, and additional open space protection.

RECOMMENDATIONS

The community is in agreement that future growth and development in the Five Forks area should follow appropriate improvements to public facilities and infrastructure.

ADEQUATE INFRASTRUCTURE STANDARDS:

To this end, the community has established preferred benchmarks to ensure adequate infrastructure to support future commercial and residential development:

1. Primary Access Level of Service must be C or better on roadways and intersections during peak hours.
2. Proposed development must not decrease Peak AM or PM Level of Service (LOS) below level C.
3. Access roads must meet County standards per the Greenville County Land Development Regulations, Section 5.1.
4. Safe ingress and egress must be a priority for those entering, leaving, and for traffic along existing access roads.
5. Protected left-turn, protected right-turn, and center lanes are needed at busier intersections to ensure the smooth flow of traffic.

The community seeks reasonable expectations and safeguards regarding future land use within the Five Forks study area, such that existing suburban residential and rural neighborhood character may be maintained over time.

Despite the advanced state of development and limited developable land left in Five Forks, the land use recommendation here will serve to guide what growth will occur within this community over the next ten years.

1. Ensure that the Greenville County Comprehensive Plan is consistent with the goals and land use recommendations of the Five Forks Area Plan update.
2. Support land use decisions consistent with the Five Forks Future Land Use Map (Map 6.1).
3. Preserve the low density residential character of areas by maintaining R-S (Residential-Suburban) zoning in these areas.
4. Encourage walkable Mixed-Use developments near commercial activity centers where feasible.
5. Incorporate the community's adequate infrastructure standards into the land development process.
6. Provide road, trail, and sidewalk connections wherever possible to ease traffic choke-points and encourage safe alternatives to driving.

7. DEVELOPMENT STANDARDS

GOALS

A major concept introduced in the previous East Woodruff Road Area Plan effort focused on the design and appearance of commercial developments within the Five Forks Area. At that time, the plan recommended the creation of several Overlay Zoning Districts in order to improve the aesthetics and function of the community's commercial activity centers, as well as to improve access, circulation, and connectivity among compatible land uses.

The effort to transition these areas into a more interconnected and walkable community was never realized due to a lack of implementation of these development standards. Nevertheless, these goals remain a high priority for Five Forks residents. In addition, residents expressed an interest in improving the design and appearance of new residential subdivisions as well.

As a result, the recommendations of the East Woodruff Road Area Plan concerning land development and design have been incorporated here along with similar residential standards to present a preferred strategy for future development in Five Forks.

The Development Standard Goals are to:

1. Protect and preserve trees and natural vegetation.
2. Improve water quality of creeks and natural water resources.
3. Protect and preserve open space and allow for accessible, passive public recreation.
4. Incorporate neighborhood-friendly design principles into future commercial development.
5. Improve access, circulation, and connectivity between compatible land uses.
6. Improve the overall pedestrian accessibility of Five Forks with sidewalks, crosswalks, pedestrian and bike trails using "safe street" design.
7. Limit or prohibit mass grading for new developments.

RESIDENTIAL DEVELOPMENT DESIGN STANDARDS

The following principles serve to guide the development of residential subdivision standards that meet the associated goals of the community:

1. Ensure adequate infrastructure is in place before development occurs, including roads, intersections, sewer availability, public services, and education
2. Improve screening and buffering of subdivisions
3. Improve walkability
4. Link open spaces and subdivisions for passive recreation
5. Improve stream buffers for water quality protection and natural vegetation preservation
6. Protect the existing tree canopy through tree preservation
7. Require dedicated turn lanes for new developments
8. Require setbacks of 50 to 150 feet for new residential or higher-density developments for future road widening
9. Limit or prohibit mass grading for new developments

COMMERCIAL DESIGN

This section lays out the guiding principles of neighborhood-friendly design, which will serve as the foundation for the recommended commercial design standards. The following design principles are intended to serve as a guide when designing or evaluating development proposals in any of the commercial activity centers within the study area:

1. Utilize human scale design elements (scale, placement, and orientation of buildings should encourage and facilitate pedestrian accessibility).
2. Create interconnectivity between compatible land uses.
3. Reduce impervious surfaces and minimize visual impact of parking lots.
4. Reduce urban light pollution.



RECOMMENDED COMMERCIAL DESIGN STANDARDS

Building Scale and Placement

- Front: Minimum 25' (Corner Lots: Min. 15')
- Side: Minimum 5'
- Rear: Minimum 12'
- Lot Width: Minimum of 60'
- Max square footage: 35,000 sf
- Lot Coverage: 70%

Sidewalks

- Required 5' wide sidewalk along road frontage (outside of road right-of-way), to provide continuous, safe pedestrian access

Parking

- Parking is to be located in side or in the rear of buildings or the interior of a shopping center
- No parking to be located between the building and road or adjacent to the public road frontage
- 2 Bike spaces per 20 auto spaces

Street Trees & Landscaping

- 1 tree per 30' of linear road frontage, no more than 20 feet from ROW
- Exceed current parking lot landscaping standards (Section 12.4, Greenville Co. Zoning Ordinance)
- Require trees to be provided at a rate of 1 every 10 spaces

Architecture

- Front of building must face public road
- Building materials: Brick, Wood, Fiber-cement/ Stucco (60% earth tones)
- New structures on opposite sides of the same street should have same for height and scale
- Entrances facing public road shall be recessed with awnings and or canopy

Lighting

- Full cut-off fixtures
- Max height for parking areas is 22'

- Maximum height for pedestrian walks is 12'
- Lighting should meet the requirements of the most recent IES standards.
- Installed lighting fixtures should be dimmable during late night/early morning hours to minimize light pollution

Signage

- Projecting Signs
 - Qty. 1 (max. size 6sq. ft.) per business
- Wall Signs
 - Qty. 1 (10% of wall area maximum) per business
- No larger than 8' high X 40 sq. ft. total
- Prohibited Signs:
 - Electronic Reader Boards
 - Pylon or Billboard Signs
 - Sign Lighting

Open Space

- A minimum of ten percent of the development site should be dedicated to undeveloped open space and be continuous, publicly accessible, and usable. It cannot include fenced detention, or retention areas, used for stormwater management.

Access Standards:

- **Thoroughfares** (Woodruff Rd. and SC 14):
 - Minimum separation between driveways: 400ft.
 - Minimum separation between intersecting public road and driveways: 250ft.
 - Maximum of two access points allowed
- **Collector Roads**
 - Minimum separation between driveways: 350ft.
 - Minimum separation between intersecting public road and driveways: 200ft.
 - Maximum of two access points allowed
- **Connectivity Standards**
 - Provide cross access between all contiguous parcels planned for non-residential use.

TRANSITIONAL CORRIDOR: OFFICE TRANSITIONAL & ADAPTIVE REUSE

Residential/Office Transitional

It is the intent of this plan to preserve the residential character and minimize traffic impacts on this section of Woodruff Road. The Future Land Use Map (6.1) shows parcels appropriate for limited professional office uses, that have been given a future land use designation of Transitional Corridor.

For the purposes of this plan, "limited professional offices" are offices including: accounting; auditing and bookkeeping services; advertising agencies; architectural, engineering and planning services; attorneys; counseling services; data processing and computer services; secretarial and word processing services; public relations and consulting services; and medical offices. Office uses that require the use of drive-thru windows are not an appropriate use for this future land use category. Office buildings in this future land use category should be limited to a maximum of 5,000 square feet and should be designed to be residential in character using residential design features such as pitched shingled roofs, first story roof lines, minimal signage, and low level lighting per most recent IES standards.

Adaptive Residential Reuse

Several single family dwellings, due to their location and orientation on Woodruff Road, were identified as appropriate for potential adaptive reuse as professional offices, so were added to the Transitional Corridor on the Future Land Use Map 6.1. This is an effort to provide some flexibility in the future land use while taking precautions to preserve the residential character of this section of Woodruff Road by utilizing the existing residential structures.

FIVE FORKS ENVIRONMENTAL PRESERVATION OVERLAY STANDARDS

1. Stream Protection Buffer - Undisturbed, minimum 150 foot buffer, from each side of stream bank, for listed waterways.

2. Tree Preservation - Significant trees* to be identified prior to development and protected during development

3. Road Buffer Requirements

- Minimum buffer of one hundred fifty (150) feet width shall be provided between any lot of a Major Subdivision and the road right-of-way
- Minimal disturbance of existing trees & established visual vegetative screening min. 6 feet in height
- No screening plant material within 25 feet of the road right-of-way

4. Permitted Development/Uses Within Road Frontage Buffer

- Walkways, paths, trails and other elements associated with passive recreation or the provision for continuous pedestrian and bicycle connections between adjoining properties.
- Entrance features and signage to the extent permitted
- Clearing for sight distances required for traffic safety, in cases where other feasible options are not available, is permitted up to a maximum of fifty (50) feet in width within the required 150-foot buffer.

5. Lighting

- All outdoor lighting to meet requirements of the most recent IES (Illuminating Engineering Society) and Dark Sky Model Lighting Ordinance standards
- Full cut off fixtures

*Significant Trees: Any healthy tree of at least 12" DBH (excluding those listed on the USDA Natural Resources Conservation Service SC State Noxious Weeds and SC Exotic Pest Plant Council lists)

FIVE FORKS AREA DESIGN OVERLAY DISTRICTS

Introduction

The overlay district is a zoning technique that has been used in Greenville County and the City of Greenville for many years. It is most commonly used to control design features or preserve historic buildings. A local example in Greenville County is the Airport Environs Overlay District. This overlay district is used to add

additional development provisions to areas around the airport.

Overlay zoning is an effective zoning tool that allows context sensitive design standards to be prescribed to specific areas of the county. It creates a special zoning district that is placed over the base zoning and identifies special provisions in addition to those in the underlying base zone.

In an effort to ensure that the planned Commercial Activity Centers adhere to the recommended design standards found herein, this plan recommends the adoption of multiple design overlay districts identified in the prior East Woodruff Road Area Plan (EWRAP), and proposes additional overlay districts to meet the needs of the community.

Currently, the only zoning tool available to implement design-related recommendations is the Planned Development (PD) zoning district, which includes mixed use development. The recommended overlay district approach has many advantages over this current method of implementation. It provides necessary guidance to developers and gives area residents assurances that development will be built to the adopted zoning standards.

Five Forks Design Overlay Districts

1. Five Forks Environmental Preservation Overlay District (FFEPOD) (Map 7.1)
2. Highway 14 - Batesville Road Design Overlay District (Map 7.2)
3. Five Forks - Design Overlay District (Map 7.2)
4. Woodruff Road - Lee Vaughn Road Design Overlay District (Map 7.2)
5. Five Forks Suburban Residential Overlay District (Entire Five Forks Area)

ENVIRONMENTAL PRESERVATION

A major goal of all future development should be the preservation of as much of the existing environment as possible.

1. The buffer of trees and bushes should be minimally disturbed.

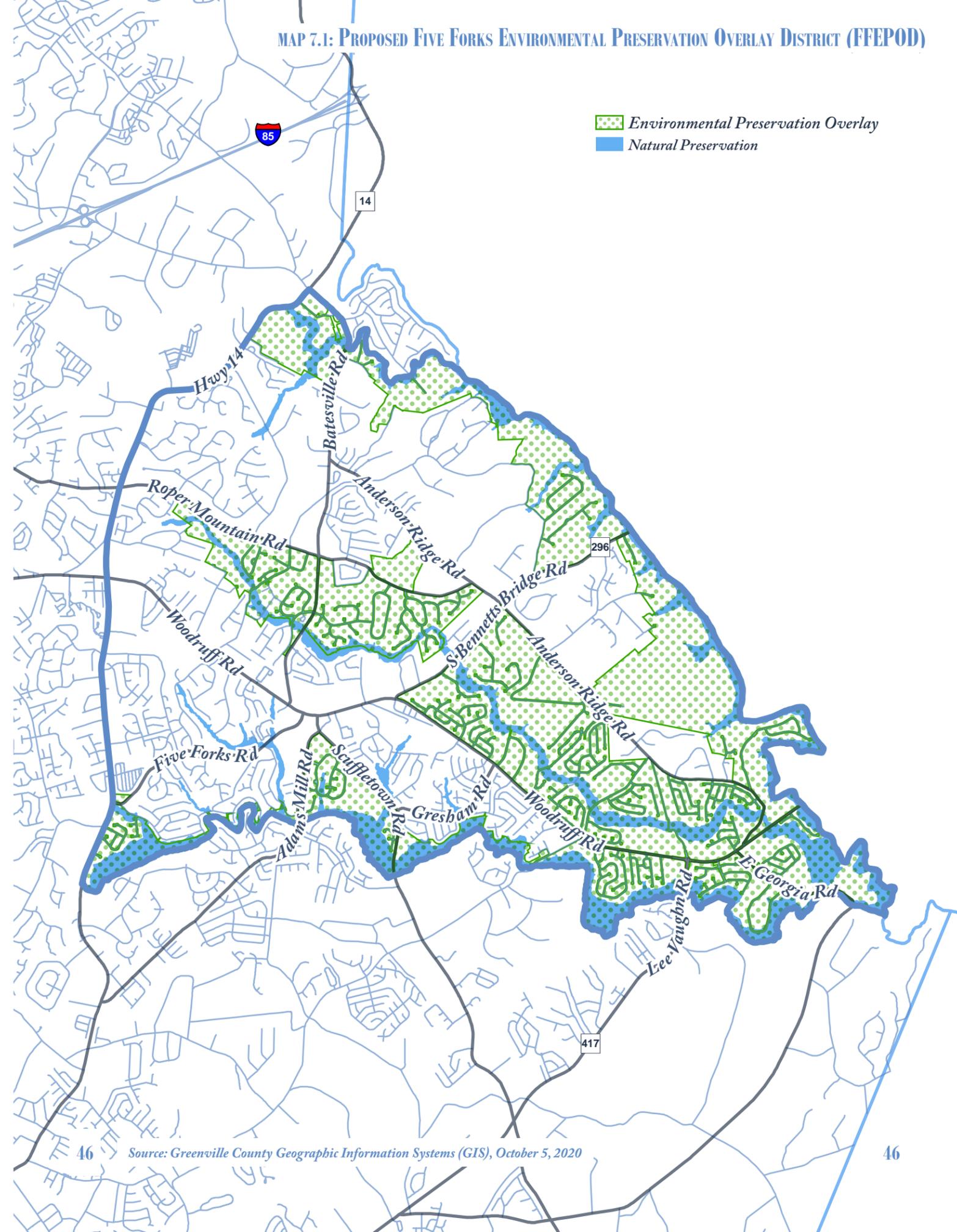
2. Landscaping in the vegetative setback and along the existing rights-of-ways should be informal and picturesque. Indigenous vegetation should be used to the greatest extent possible.
3. Land Preservation: Require dedicated, contiguous, and accessible open space for all new developments.
4. Any land grading or changes in topography must not change original slope more than 15% in any location.
5. New construction and development in areas with pre-existing wildlife habitat, flood zones, and wetlands to be preserved, and future development should adapt to these resources, preserving as much as possible. New construction and development plans should consider these items in the pre-planning stages.
6. Incorporating a Five Forks Environmental Preservation Overlay District (FFEPOD) for the protection of areas around waterways and other sensitive areas.

CONCLUSIONS & RECOMMENDATIONS

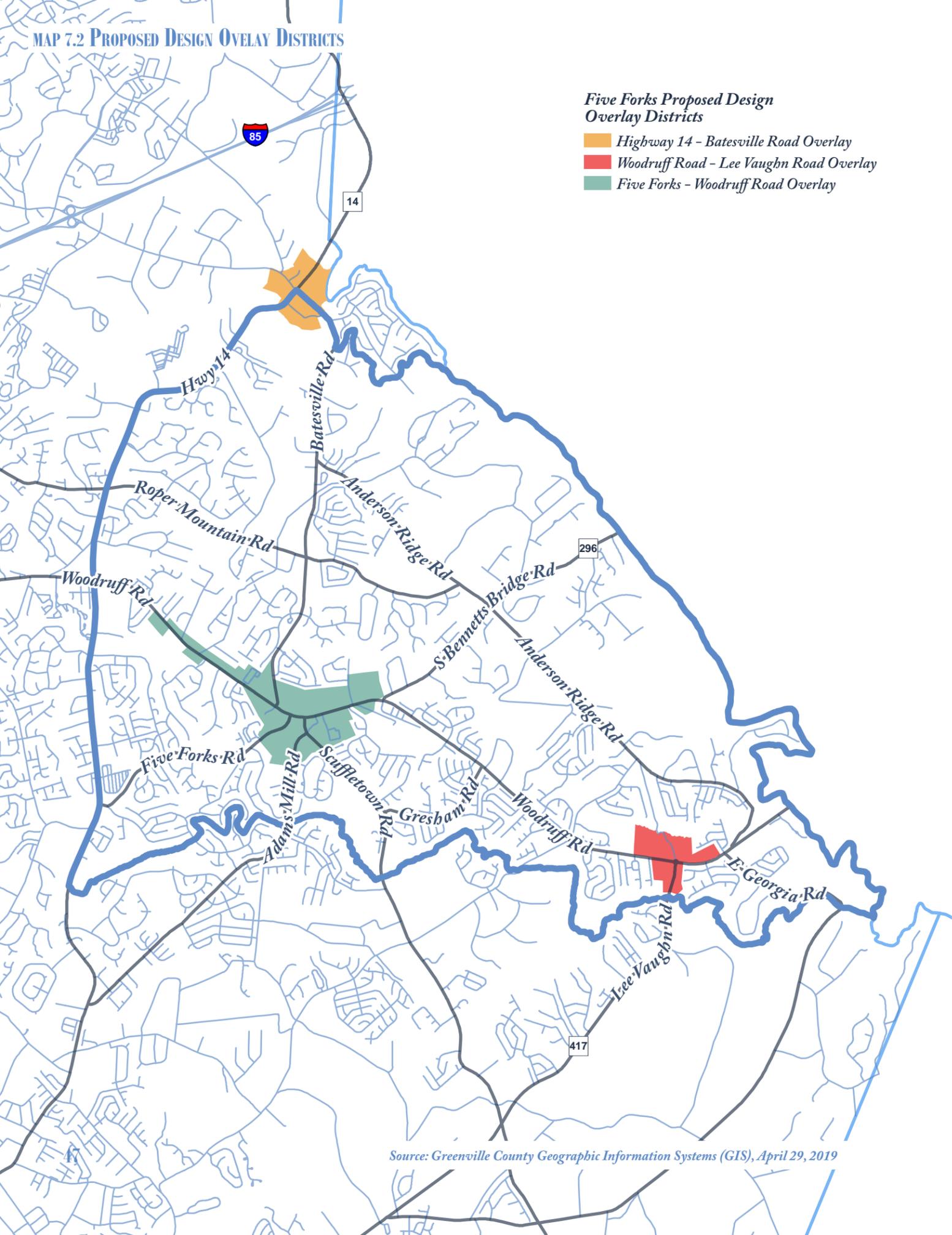
This plan recommends the use of overlay zoning to implement the desired commercial and residential design standards of the community at large. In this plan, the application of overlay districts is needed to apply additional provisions to the aforementioned prescribed areas. These provisions are intended to better regulate function and appearance within the prescribed areas to ensure that future development in these areas is consistent with the vision and goals of this plan.

1. Develop and adopt recommended commercial and residential development standards to apply within prescribed overlay zoning districts.
2. Minimize impacts on area roads by making necessary improvements as development occurs
3. Continue the work of the Five Forks Area Advisory Committee to ensure implementation of the Five Forks Area Plan and address the future needs of the community.

MAP 7.1: PROPOSED FIVE FORKS ENVIRONMENTAL PRESERVATION OVERLAY DISTRICT (FFEPOD)



Source: Greenville County Geographic Information Systems (GIS), October 5, 2020



8. IMPLEMENTATION

IMPLEMENTATION

The recommended action items section includes the following:

- Transportation Improvements
- Recreation Improvements
- Future Land Use Recommendations
- Development Standards
- Review and Maintenance of the Five Forks Area Plan

Implementation strategies for each action item are critical to the success of the plan. The organizations which will need to become involved to see these action items succeed are in Table 8.1.

Transportation Improvements: Included in Table 8.2 is the list of recommended transportation improvements to allow for increased mobility throughout the Five Forks community.

Recreation Improvements: Included in Table 8.3 is the list of recommended recreation improvements to improve the quality of leisure life in Five Forks.

Future Land Use Recommendations: Included in Table 8.4 is the list of recommendations for future land use. Many of the recommended actions in this section can be implemented through County Council actions as they consider rezoning requests. Others will require changes to the Land Development Regulations, Zoning Ordinance (or Unified Development Ordinance), as well as updates to the County’s Comprehensive Plan.

Development Standards: Included in Table 8.5 is the list of recommended development standards. As with the future land use recommendations, many of the action items for development standards can be implemented through changes to the existing Land Development Regulations, Zoning Ordinance, or Unified Development Ordinance. Overlay districts can establish context-sensitive development and design regulations to specific areas without wholesale changes for the entire county. This approach gives much needed flexibility in regulation as the “one size fits all” approach is rigid and in many cases does not produce the desired results.



Rural driveway in the Five Forks area.

RECOMMENDED ACTIONS

This section includes specific recommended action items. Table 8.1 details the organizations involved in the action items.

TABLE 8.1: ACTION ITEMS PARTNERS

Organization	Affiliation
County Council	Greenville County
Five Forks Area Plan Committee	Residents of the Five Forks Area & Greenville County Planning Staff
GLDTC (Greenville Legislative Delegation Transportation Committee)	Greenville County
GPATS (Greenville-Pickens Area Transportation Study)	Greenville County
Greenville County Attorney's Office	Greenville County
Greenville County Rec (Parks & Recreation Department)	Greenville County
Planning & Zoning Division	Greenville County
Planning Commission - consists of nine members that are appointed by Greenville County Council	Greenville County
Public Works, Roads & Bridges	Greenville County
Subdivision Administration (Land Development Division)	Greenville County
SCDOT (Department of Transportation)	State of South Carolina

FIVE FORKS AREA PLAN ACTION ITEMS

TABLE 8.2: TRANSPORTATION IMPROVEMENTS

	Action/Task	Time Frame	Partnerships
1	Advocate for additional funding for Five Forks transportation improvements.	Short Term (1-3 yrs.)	County Council, GPATS, SC DOT, GLDTC
2	Prioritize and plan for needed traffic/road improvements at/on the noted intersections/roads.	Short Term (1-3 yrs.)	County Council, Planning Commission, Subdivision Administration, Planning & Zoning, Public Works-Roads & Bridges, SC DOT, GPATS
3	Identify and fix unsafe road conditions.	Short Term (1-3 yrs.)	SC DOT, GPATS, Public Works-Roads & Bridges, Planning & Zoning
4	Incorporate LOS (Level of Service) requirement for new developments into regulations per "Adequate Public Facilities and Infrastructure" in area plan document.	Short Term (1-3 yrs.)	County Council, Planning Commission, Planning & Zoning, Subdivision Administration
5	Improve wayfinding and directional signage.	Short Term (1-3 yrs.)	Public Works-Roads & Bridges, GPATS, SC DOT
6	Require additional dedicated right-of-way for future transportation improvements for all new developments within the study area.	Short Term (1-3 yrs.)	County Council, Planning Commission, Subdivision Administration, Planning & Zoning, Public Works-Roads & Bridges, SC DOT, GPATS
7	Develop a comprehensive access management plan for all Five Forks area commercial activity centers.	Short Term (1-3 yrs.)	County Council, GPATS, SC DOT, GLDTC, Five Forks Residents
8	Incorporate and plan multi-modal streets that include the necessary infrastructure to support and facilitate all modes of travel, including multi-use trails/paths where obtainable and incorporate into regulations.	Short Term (1-3 yrs.)	County Council, Planning Commission, Subdivision Administration, Planning & Zoning, Public Works-Roads & Bridges, SC DOT, GPATS
9	Improve traffic congestion through land use control and better access management.	Ongoing	County Council, Planning Commission, Subdivision Administration, Planning & Zoning, Public Works-Roads & Bridges, SC DOT, GPATS
10	Utilize "context-sensitive" design strategies as shown in examples to better calm, manage, and move traffic through the study area.	Ongoing	County Council, Planning Commission, Subdivision Administration, Planning & Zoning, Public Works-Roads & Bridges, SC DOT, GPATS



TABLE 8.2: TRANSPORTATION IMPROVEMENTS CONT'D

Action/Task	Time Frame	Partnerships
11 Enforce existing ordinances and regulations that require sidewalks and street connectivity (LDR 8.9; 10.3.1).	Ongoing	County Council, Planning Commission, Subdivision Administration, Planning & Zoning, Public Works-Roads & Bridges, SC DOT, GPATS
12 Promote “multi-modal” and “safe streets” methodology in future land use planning with new and revised development.	Ongoing	County Council, Planning Commission, Subdivision Administration, Planning & Zoning, Public Works-Roads & Bridges, SC DOT, GPATS

TABLE 8.3: RECREATION IMPROVEMENTS

Action/Task	Time Frame	Partnerships
1 Incorporate designated locations for recreational purposes into future land use map.	Immediate (3-6 mos.)	County Council, Planning Commission, Planning & Zoning; Land Development
2 Incorporate requirements for accessible, connected open space and cross-access easements for greenways, trails, and multi-use paths for all new developments.	Short Term (1-3 yrs.)	Subdivision Administration, Planning & Zoning, Land Development, Public Works-Roads & Bridges, SC DOT
3 Investigate private methods and available grants to help fund recreation.	Short Term (1-3 yrs.)	Planning & Zoning, County Council, Greater Greenville Parks Foundation, Five Forks Recreation Committee/Citizens' Advisory Board
4 Investigate and advocate for connecting trails and recreation in Pelham-Batesville Corridor @ Ebenezer Rd./Hwy.14/Pelham Rd.	Mid-Term (3-5 yrs.)/ Ongoing	County Council, Planning Commission, Planning & Zoning, Greenville Rec, Five Forks Recreation Committee/Citizens' Advisory Board
5 Plan and implement recreation at vacant land available @ Enoree Landfill on Anderson Ridge Road and at MESA Soccer Complex.	Mid-Term (5-7 yrs.)/ Ongoing	County Council, Planning Commission, Planning & Zoning, Greenville Rec, Five Forks Recreation Committee/Citizens' Advisory Board
6 Work with REWA to implement passive recreation on property off of East Georgia Rd.	Mid-Term (5-7 yrs.)/ Ongoing	County Council, Planning Commission, Planning & Zoning, Greenville Rec, Five Forks Recreation Committee/Citizens' Advisory Board
7 Form a county led and approved Five Forks Recreation Committee/Citizens' Advisory Committee to address and advocate for recreational items.	VERY Short Term (6mos.-1yr.)	County Council, Planning & Zoning, Five Forks Residents, Greenville County Rec

TABLE 8.4: FUTURE LAND USE IMPROVEMENTS

Action/Task	Time Frame	Partnerships
1 Incorporate the community’s recommended adequate infrastructure standards/ requirements into the land development process.	Immediate (3-6 mos.)	Five Forks Area Plan Committee, County Council, Planning Commission, Planning & Zoning, Subdivision Administration
2 Update and modify county comprehensive plan, as needed, to be consistent with the approved Five Forks Area Plan, ensuring that the comprehensive plan is consistent with the goals and land use recommendations of the Five Forks Area Plan.	Short Term (6mos.-1yr.)	County Council, Planning Commission, Planning & Zoning
3 Establish Five Forks Environmental Preservation Overlay District (FFEPOD) in areas designated on Map 7.1 within the Five Forks Area.	Short Term (6mos.-1yr.)	County Council, Planning Commission, Subdivision Administration, County Council, Planning Commission, Subdivision Administration, Planning & Zoning, Public Works-Roads & Bridges, SC DOT, GPATS
4 Preserve the low density character of areas by maintaining R-S (Residential - Suburban) zoning throughout the study area per proposed Future Land Use Map 6.1 and areas recommended in Five Forks Area Plan.	Ongoing	County Council, Planning Commission, Planning & Zoning, Subdivision Administration
5 Support future land use decisions consistent with the Five Forks Future Land Use Map 6.1 with proposed future development and during changes to existing development within the study area.	Ongoing	County Council, Planning Commission, Subdivision Administration, Planning & Zoning, Land Development, Public Works-Roads & Bridges, SC DOT
6 Form a county led and approved Five Forks Committee/Citizens' Advisory Committee to serve as an advisory to staff and council, consisting of Five Forks citizens, to advocate for land use improvements and review/ provide input for proposed developments.	Short Term (6mos.-1yr.)	County Council, Planning & Zoning, Five Forks Residents

TABLE 8.5: DEVELOPMENT STANDARDS

Action/Task	Time Frame	Partnerships
1 Adopt recommended development standards, including overlay zoning districts, and implement into county standards/regulations for the designated areas in Five Forks.	Short Term (6mos.-1yr.)	Five Forks Area Plan Committee, County Council, Planning Commission, Subdivision Administration; Planning & Zoning, Land Development
2 Incorporated recommended lighting standards into development requirements.	Short Term (6mos.-1yr.)	County Council, Planning Commission, Planning & Zoning, Subdivision Administration, Land Development
3 Incorporate wider setback requirements at creeks/waterways for new development.	Short Term (6mos.-1yr.)	Five Forks Area Plan Committee, County Council, Planning Commission, Planning & Zoning, Subdivision Administration
4 Establish Stream Water Preservation Zoning in areas designated on Future Land Use Map 6.1 within Five Forks study area.	Short Term (6mos.-1yr.)	Five Forks Area Plan Committee, County Council, Planning Commission, Planning & Zoning, Subdivision Administration
5 Enforce existing tree ordinance and investigate revision of regulations to protect mature, healthy trees.	Mid-Term (5-7 yrs.)/ Ongoing	Five Forks Area Plan Committee, County Council, Planning Commission, Planning & Zoning, Subdivision Administration
6 Investigate revision of open space regulations to insure designated open space can be used for recreational purposes.	Mid-Term (5-7 yrs.)/ Ongoing	County Council; Planning Commission, Planning & Zoning, Subdivision Administration, Greenville County Attorney's Office
7 Incorporate "Land Preservation" requirements as noted and defined in area plan into regulations.	Mid-Term (5-7 yrs.)/ Ongoing	County Council; Planning Commission, Planning & Zoning, Subdivision Administration, Greenville County Attorney's Office
8 Require necessary infrastructure improvements as new development is approved using recommendations defined in Five Forks Area Plan.	Ongoing	County Council, Planning Commission, Planning & Zoning, Greenville Rec

TABLE 8.6: AREA PLAN DOCUMENT REVIEW & MAINTENANCE

Action/Task	Time Frame	Partnerships
1 Review the Five Forks Area Plan document and revise as needed.	Annually	Five Forks Area Plan Committee, Planning Staff

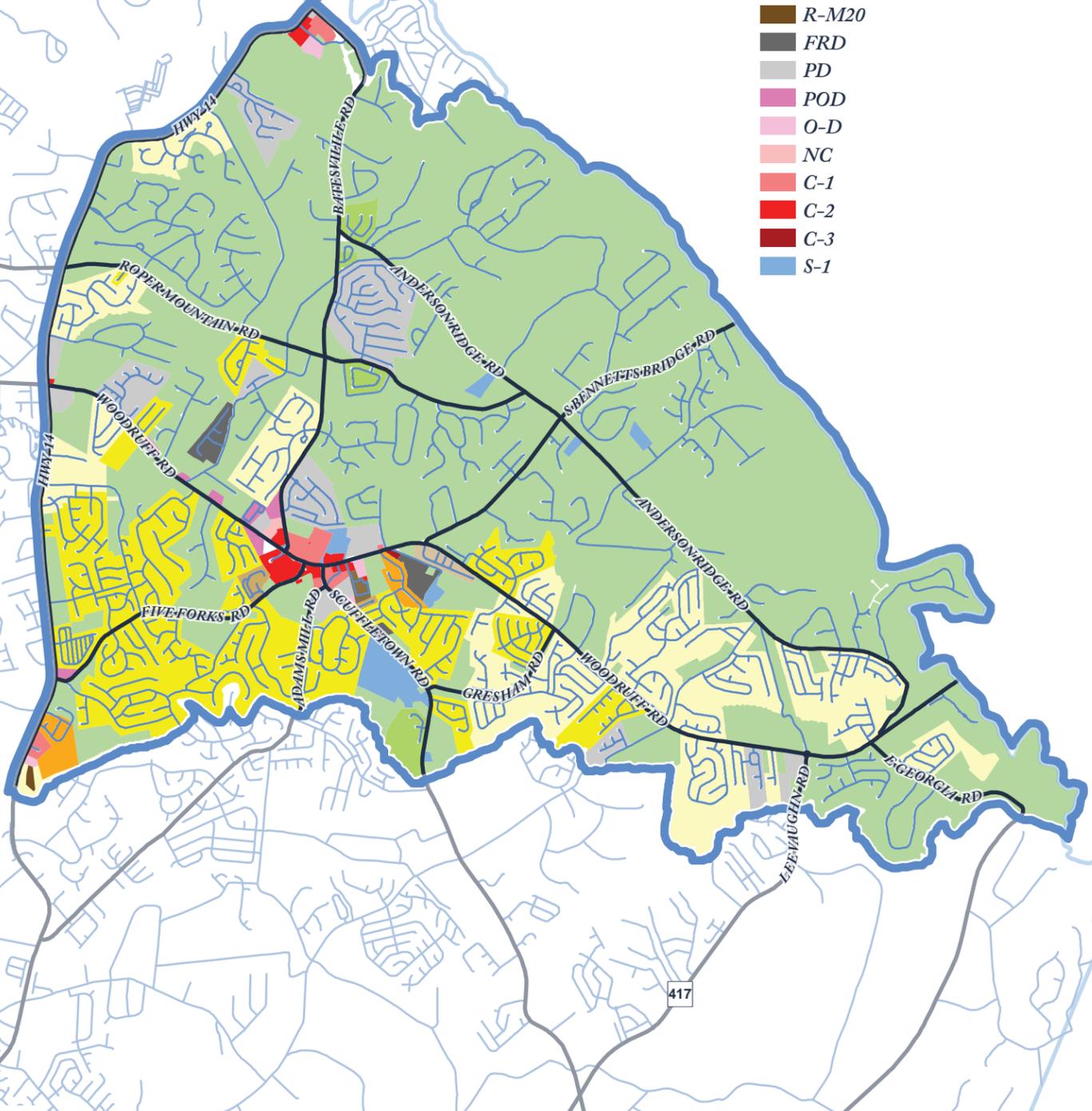


Senior housing complex in the Five Forks area.

APPENDIX

Existing Zoning

- R-S
- R-20
- R-15
- R-12
- R-7.5
- R-M4
- R-M10
- R-M16
- R-M20
- FRD
- PD
- POD
- O-D
- NC
- C-1
- C-2
- C-3
- S-1



Source: Greenville County Geographic Information Systems (GIS), April 29, 2019

The following are the various zoning classifications of the Greenville County Zoning Ordinance:

- R-R3 AND R-R1, RURAL RESIDENTIAL DISTRICTS**
- To provide a low density housing option in areas that are rural in character and necessarily served by public water or sewer. Minimum lot size - 3 acres (R-R3) and 1 acre (R-R1).

- R-S, RESIDENTIAL SUBURBAN DISTRICT**
- To provide reasonable safeguards for areas that are in the process of development with predominantly single-family dwellings but are generally still rural in character. Minimum lot size - 25,000 sq ft with public water or 37,500 sq ft without public water or as mandated by SCDHEC for lots requiring septic tanks. Density = 1.7 units per acre with 25,000 sq ft lots or 1.2 units per acre with 37,500 sq ft.

- R-20, R-20A, R-15, R-12, R-10, R-7.5, AND R-6, SINGLE-FAMILY RESIDENTIAL DISTRICTS**
- These districts are established as areas in which the principal use of land is for single-family dwellings, both attached (R-10, R-7.5, and R-6) and detached (all districts). Minimum lot size*:

R-20: 20,000 sq ft	2.2 dwelling units per acre	R-10: 10,000 sq ft	4.4 dwelling units per acre
R-15: 15,000 sq ft	2.9 dwelling units per acre	R-7.5: 7,500 sq ft	5.8 dwelling units per acre
R-12: 12,000 sq ft	3.6 dwelling units per acre	R-6: 6,000 sq ft	7.2 dwelling units per acre

- R-M2 THROUGH R-M20, MULTIFAMILY RESIDENTIAL DISTRICTS**
- Established to provide for varying population densities. Minimum lot size (Open Space) - No minimum lot area for single-family detached, single-family attached (townhouses, condominiums), and two-family (duplex developments) under the open space option. Minimum lot size - 7,500 sq ft. For single-family detached and two-family (duplex developments). Minimum lot size for Multifamily dwellings - 2 acres, however, within a 2 acre multifamily development, no minimum lot size required. Density is based on a maximum number of dwelling units per acre as specified by the zoning district.

- R-MA, MULTIFAMILY RESIDENTIAL DISTRICT**
- Established to provide for high population density. Minimum lot size - No minimum lot area for single-family detached, single-family attached (townhouses, condominiums), and two-family (duplex developments) under the open space option. Minimum lot size - 7,500 sq ft. For single-family detached and two-family (duplex developments). Minimum lot size for Multifamily dwellings - 12,000 sq ft; however, within a 12,000 sq ft multifamily development, no minimum lot size is required. Density = Maximum of 20 units per acre.

- R-MHP, RESIDENTIAL MANUFACTURED HOME PARK DISTRICT**
- Established to allow manufactured home parks provided certain location criteria are met and the request is approved by County Council. Minimum Site Size = 2 acres.

- PD, PLANNED DEVELOPMENT**
- Established to encourage innovative and creative design of residential and commercial developments, to permit a greater amount of flexibility by removing some of the restrictions of conventional zoning. Mixed use required. Minimum Site Size = 5 acres.

- FRD, FLEXIBLE REVIEW DISTRICT**
- Established to provide a way for inventive design to be accomplished and to permit development that cannot be achieved through conventional zoning districts due to the parameter required therein. Minimum Site Size = None.

- NC, NEIGHBORHOOD COMMERCIAL**
- Established to provide for convenient shopping areas and professional offices that meet the daily needs of the surrounding neighborhood. Minimum Site Size = None.

- O-D, OFFICE DISTRICT**
- Established to provide for office uses including but not limited to the following: accounting, advertising agency, bank, savings and loan, broadcasting studio, brokerage house, employment agency, insurance, professional offices, real estate and research facilities.

POD, PLANNED OFFICE DEVELOPMENT

Established to accommodate office development that is found to be compatible with surrounding physical development. Minimum Site Size = None.

C-1, COMMERCIAL

Established to provide commercial establishments for the convenience of local residents including but not limited to the following: garden center, laundromat, medical clinic and office and commercial uses including group commercial (shopping centers), and group offices uses not exceeding 75,000 sq ft. Single-Family and Multifamily uses are allowed as conditional uses.

C-2, COMMERCIAL

Established to provide for the development on major thoroughfares of commercial land uses that are oriented to customers traveling by automobiles and for the convenience of local residents including but not limited to the following: Auto Service Facilities and Stations, Catering Establishment, Electronics and home appliance repair. The C-2 districts is the only district in Greenville County that allows for ABC (liquor sales), and night clubs/taverns. Single-Family and Multifamily residential uses are allowed as conditional uses.

C-3, COMMERCIAL

Established to provide for the development of commercial and light service land uses that are oriented to customers traveling by automobile located in non-residentially zoned areas and along major thoroughfares and for the convenience of local residents including but not limited to the following: commercial amusements, animal shelters, cabinet/carpentry shops, nursing care facilities, firework stands, hospitals, museums, pawn shops, recording studios, sign manufacturing. Single-Family and Multifamily Residential uses are allowed as conditional uses.

S-1, SERVICES

Established to provide a transition between commercial and industrial districts by allowing commercial uses which are service related and uses which involve light industry having a minimal effect of adjoining properties. The following are examples of permitted uses not limited to the following: institutional dry-cleaning, commercial and industrial gas sales, kennel (outside runs), pest or insect control business, photo processing (production).

I-1, INDUSTRIAL

Established as a district for manufacturing plants, assembly plants and warehouses. The following are examples of permitted uses not limited to the following: junkyards with a Special Exception, group industrial development, and industrial uses.

I-2, INDUSTRIAL PARK

Established to provide a high level of design quality, site amenities, and open space for light industry, warehouse distribution, research and development operations, and similar industrial uses with compatible operations with a park atmosphere.

ESD-PM, ENVIRONMENTALLY SENSITIVE DISTRICT - PARIS MOUNTAIN

Established to protect the environmentally sensitive nature of Paris Mountain by encouraging the safe placement of structures in conformance with the natural landform, landscape, and existing plant life.

BTD, BUSINESS AND TECHNOLOGY DISTRICT

Established to provide a high level of design quality, site amenities, and open space for corporate headquarters, clean manufacturing, research and development operations, data centers, business and professional offices, office support services, and warehouse distribution, and similar business uses with compatible operations within an appealing business park atmosphere. The district also provides for "flex space" where different combinations of uses on a site may occur over time as the market changes and adjusts to new or different conditions.



the Five Forks Area Plan

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