EXHIBIT A

Greenville County

GREENVILLE COUNTY PLANNING & CODE COMPLIANCE
UPDATE TO THE 2006 SCUFFLETOWN ROAD AREA PLAN

2015
JULY

Scuffletown

AREA PLAN REVIEW

2015

301 UNIVERSITY RIDGE. SUITE 3800
GREENVILLE. SC 29601

864-467-7270 PHONE
864-467-5962 FAX

PLANNING@GREENVILLECOUNTY.ORG
WWW.GCPLANNING.ORG

SCUFFLETOWN AREA PLAN UPDATE

Table of Contents

"... THE AREA IS BECOMING *too saturated* WITH TRAFFIC."

citizen survey response

Introduction

Since the Scuffletown Area Plan was adopted in 2006, there has been continued growth and development in this part of Greenville County. The economic slowdown reduced the amount and rate of residential development to some extent. However, the pace of development in this area is now starting to accelerate. Greenville County Council has asked the planning staff to update the plan by soliciting input from area residents and property owners to determine if the 2006 Plan has been effective in meeting its goals, and if there are any other issues that should be addressed.

Overview of Planning Process

The planning staff reviewed the goals and strategies recommended in the 2006 Scuffletown Area Plan and the amount and intensity of development that has occurred since the plan was adopted. Rezoning activity, subdivision activity, transportation conditions, demographic changes and their impacts were identified and documented. The future land use map was reviewed as well to provide a snapshot of the existing conditions in the area. Public outreach, a key component of the planning process, included two advertised Community Meetings held in the area and broader citizen outreach efforts through social media and digital surveys. The results of this community participation is what will form the goals and objectives for the revised Scuffletown Area Plan Update. This public input has also been used to draft a report with specific recommendations to help achieve the vision as outlined by the community.

"KEEP THE *Big* OUT-OF-TOWN *builders in check* & ENSURE YOU *don't destory* WHAT MAKES THIS AREA POPULAR."

citizen survey response

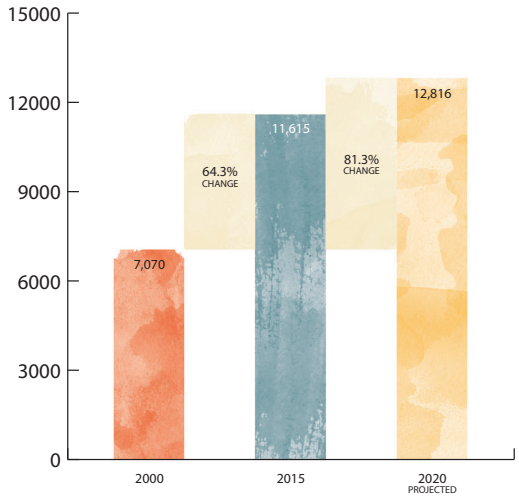
Community Profile

Demographics

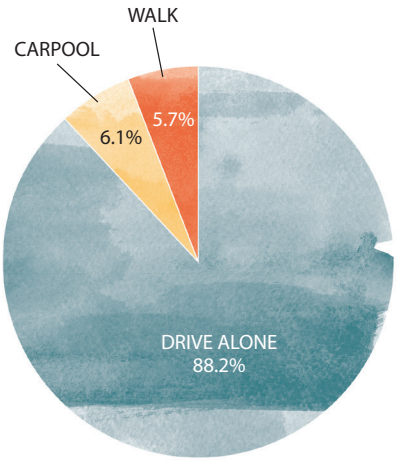
The population of the Scuffletown Road area is expected to grow at nearly 2 percent each year between 2015 and 2020, a rate faster than both the State of South Carolina, and the nation as a whole.

Household incomes in the Scuffletown Road area are some of the highest in the County, with a Median Household Income of $86,264 in 2015 and projected to rise to $93,469 by 2020. The Median Household Income for the County as a whole is currently $49,349.

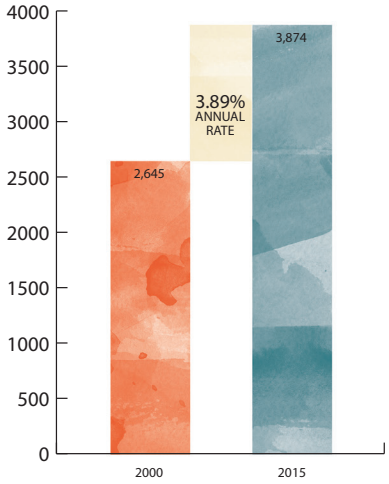
The number of housing units grew by approximately sixty-three percent between 2000 and 2015, reflecting trends toward rapid



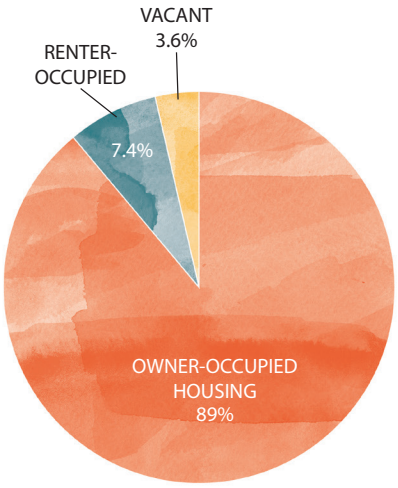
POPULATION



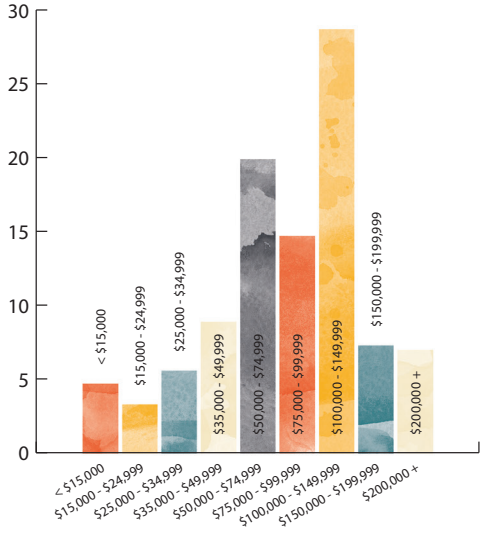
TRANSPORTATION TO WORK
MEAN TRAVEL TIME TO WORK: 27.3 MINS



HOUSING UNITS



HOUSEHOLDS
TOTAL HOUSING UNITS: 4,311



HOUSEHOLDS BY INCOME

urbanization in the Greenville area during the time period. In fact, nearly three quarters of all housing units in the Scuffletown area have been constructed just in the last twenty-five years. In addition, the Median Home Value is currently $248,307, with almost ninety percent of homes being Owner Occupied.

Subdivision Activity

This rural agricultural landscape is being replaced by suburban subdivisions. Since the 2006 Scuffletown Area Plan 30 new subdivisions were created, adding 1766 new homes. The City of Fountain Inn has annexed 460 acres within the original study boundary with plans for a cluster subdivision with 136 proposed homes.

Although the economy slowed in 2009, the Subdivision Activity has changed in the last couple of years and it is expected to continue at a similar growth rate. When compared to other areas of the county, in terms of land consumed, the study area is one of the fastest growing areas in the county.

"I THINK OPEN SPACE IS AN *extremely important* CONSIDERATION IN ANY DEVELOPMENT OF OUR AREA."

citizen survey response

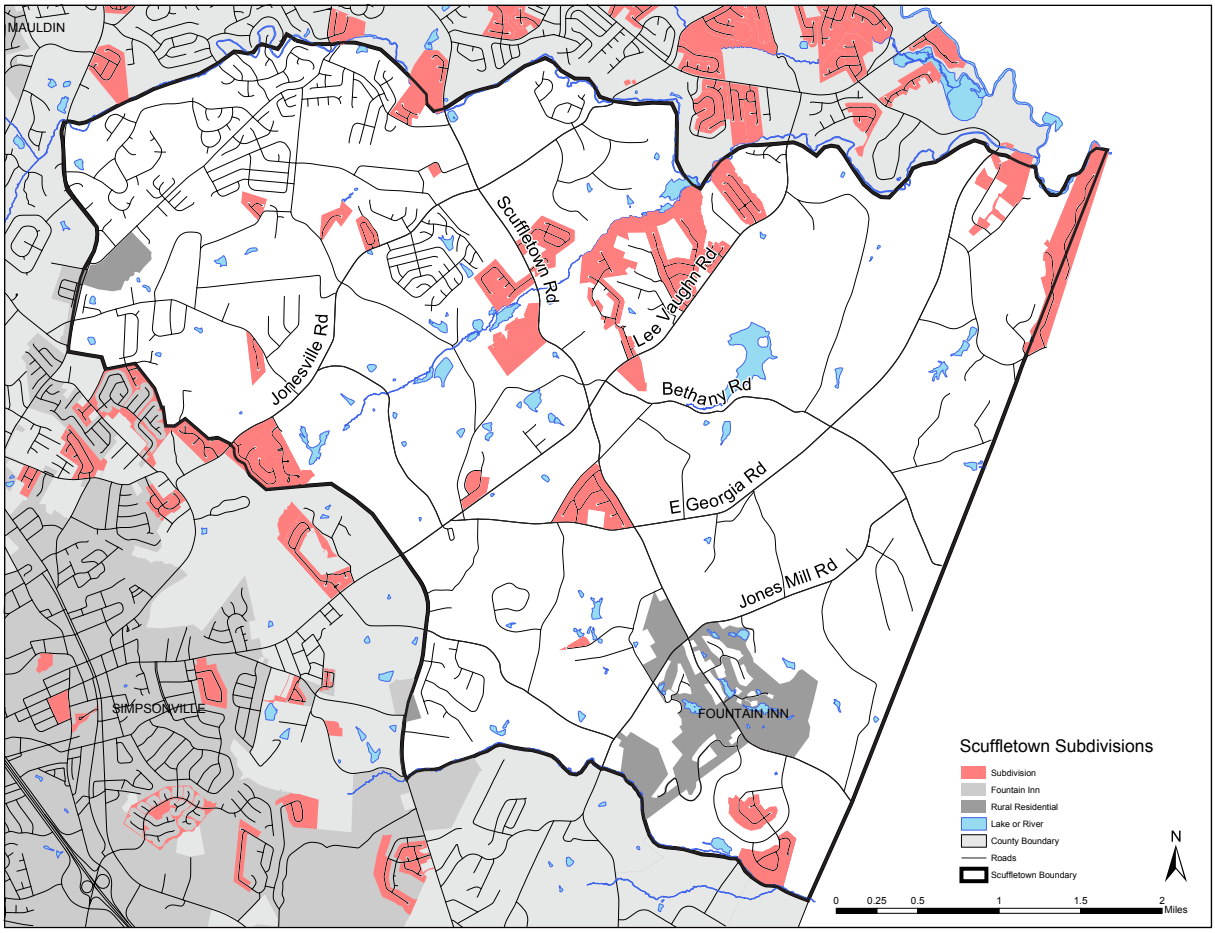


Fig. 5: Scuffletown Subdivisions

"WE CANNOT CONTINUE *business as usual* WITHOUT MORE THOUGHT OF *environmental impact.*"

citizen survey response

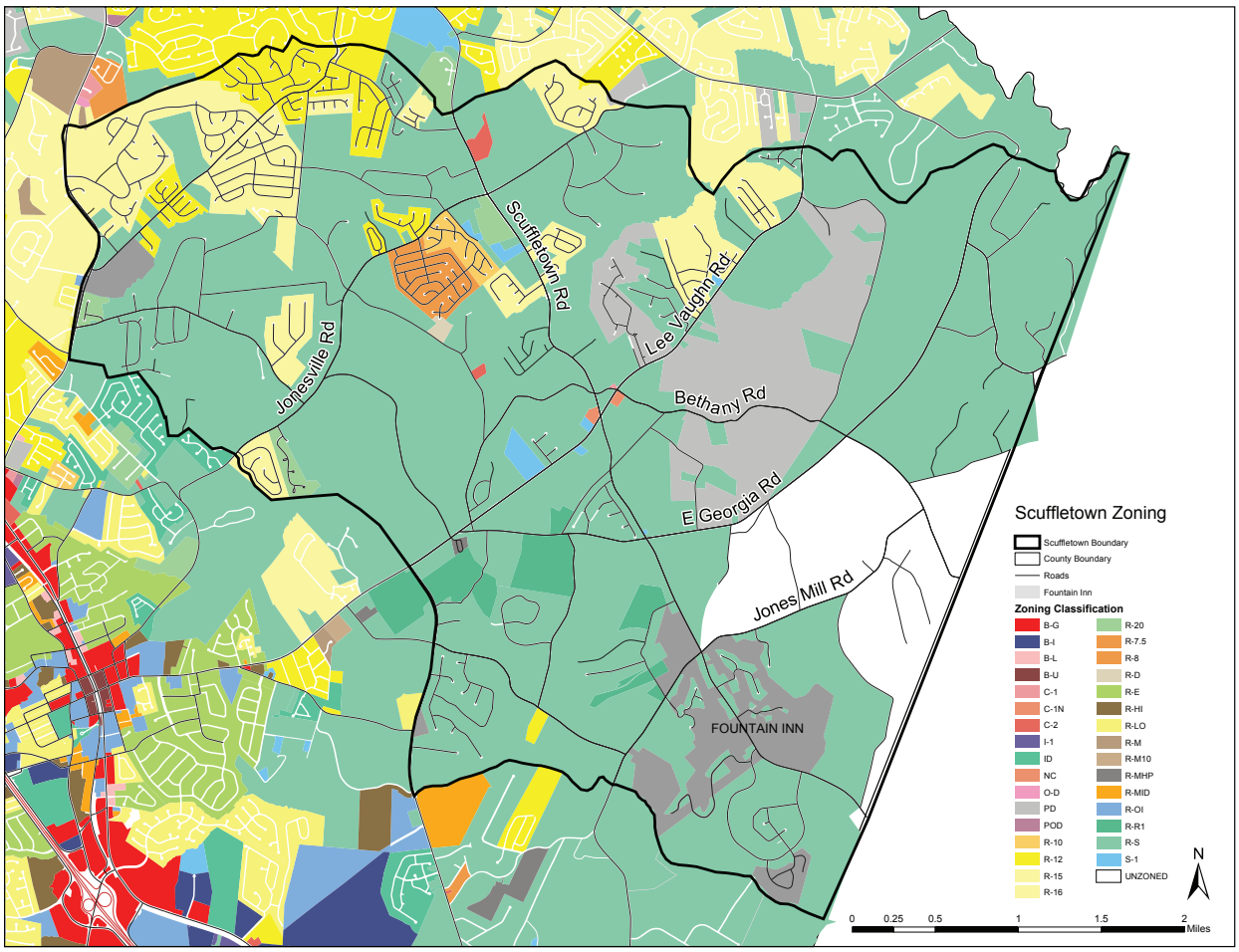


Fig. 6: Scuffletown Zoning Map

Current Land Use and Zoning

The study area, which has expanded a bit beyond the 2006 plan encompasses approximately 11,680 acres in size with the majority still undeveloped. Scattered throughout the area are horse farms and large fields; in general, a mixture of agricultural and residential uses dominate the area. Agricultural or vacant lands account for over half (about 6,400 acres) of the total land area. Residential uses utilize about 40% of the land cover, over 4,600 acres while the remaining acreage includes minor uses including commercial, religious, educational, and industrial. This area is characterized as one of the last rural areas

in such close proximity to some of the high intensity, suburban commercial areas of the County.

The 2006 Future Land Use Plan introduced the Transitional Residential land use classification north of Horsepen Creek that acknowledges these suburban/rural fringe areas that are transitioning from rural land uses to single family residential. Also added was the Traditional Neighborhood Development (TND) designation to encourage a mixture of different compatible land uses on a neighborhood scale with connectivity to commercial and proposed schools. The underlying zoning still designates the overall allowed density but the TND provides additional flexibility in the form of the development. These same TND principals are in the process of being codified as an update to the County's Land Development Regulations.

The current zoning is predominately R-S, Residential Suburban, a zoning designation that provides for single family, detached dwelling developments. This is a residential suburban zoning classification that permits a minimum lot size of 25,000 sq. ft or roughly 1.7 dwelling units per acre. Historically, this zoning classification was applied to large expanses of the County and used as a holding or baseline zone until more specific plans established a preferred land use development pattern. As a consequence, this zoning often leads to rezoning to higher yielding residential zoning classifications to achieve higher densities.

The result of this rezoning activity characterizes the land development pattern over the past several years. Since 2006, eight rezoning applications, representing over 980 acres, resulted in a higher residential density. With each application realizing their full density potential, an additional 715 dwelling units have been committed to the area. Many of these requests correlate to the availability of public services, especially sewer. As sewer becomes more available, staff expects to see more rezoning requests.

Nearly 1,000 acres in the area remains unzoned. Although the density potentially permitted in this designation is up to 12 units per acre, this density is currently unfeasible due to the lack of available water or sewer services and further, the area lacks ready access to significant transportation routes.

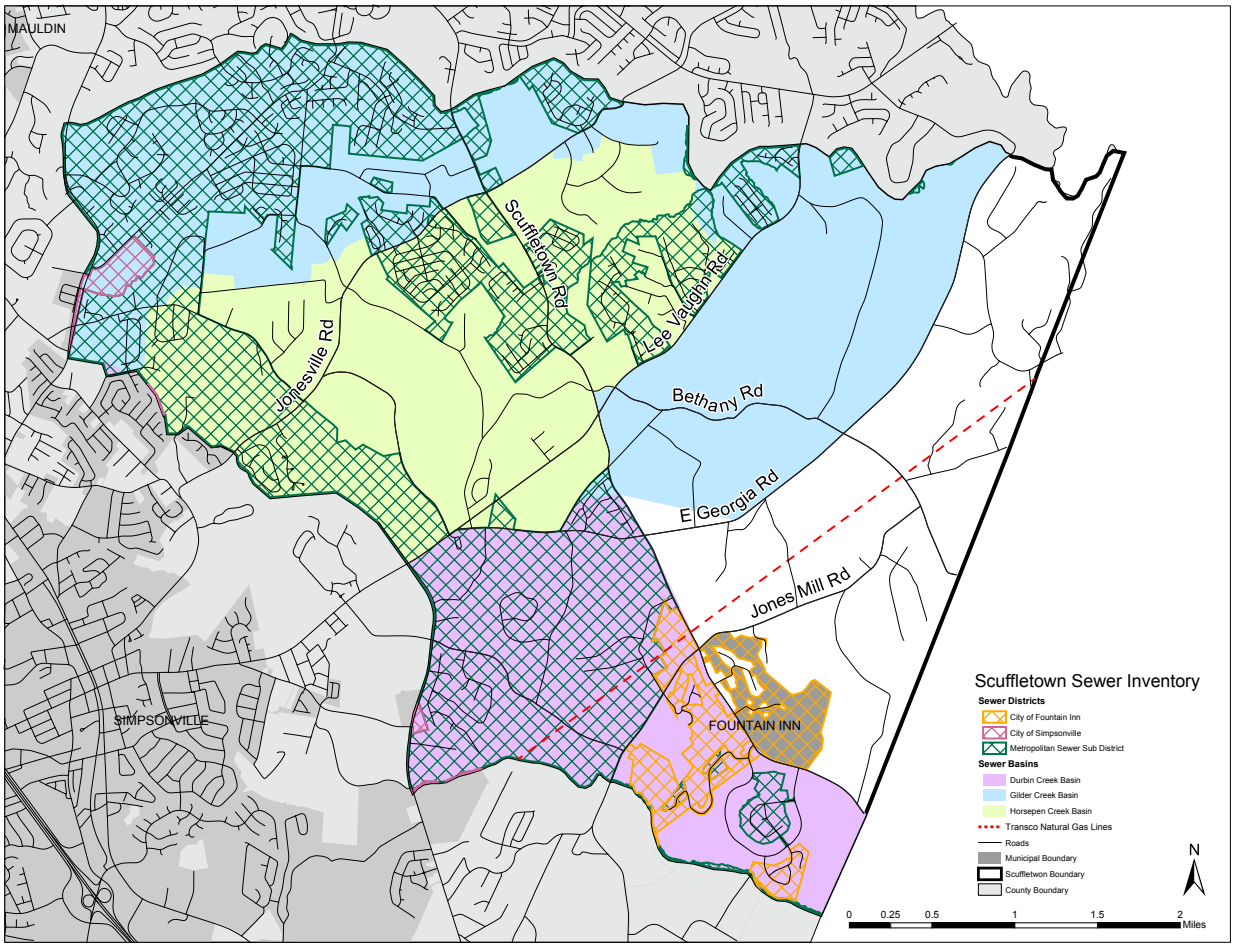


Fig. 7: Scuffletown Sewer Infrastructure

Public Services & Facilities

Sewer

As stated in the 2006 Scuffletown plan, the area is divided by a ridgeline creating two drainage basins, Gilder Creek to the north and Durbin Creek to the south. Currently sewer does not serve a majority of the area, this however has been changing with sewer lines being extended, especially in the Gilder Creek basin as development demands increase. The Metropolitan Sewer Sub District has been annexing these subdivisions to their service area as they come online.

Currently ReWa, the regional sewer collection

"I REALLY WANT TO SEE *an emphasis* ON MAINTAINING *green space.*"

citizen survey response

and treatment organization, after completing a cost benefit analysis is planning on replacing the existing collection system with two pump stations serving the area with a gravity line along the Horsepen Creek. The Gilder Creek Treatment plant has a plant capacity of 8 MGD with plants to increase capacity to 12 MGD in the future.

This infrastructure improvement will attract new growth in this area. The Metropolitan Sewer District may request annexation of the Horsepen Creek Basin to plan for the future growth.

The Durbin Creek basin has not experienced the development currently occurring to the north. However, in anticipation of future residential growth, the treatment capacity was increased to 5.2 MGD (million gallons per day) with future plans to increase to 8MGD.

Water

The Greenville Water System provides the service for most of the study area. A main line was extended to just north of the Jones Mills Road. Laurens County currently maintains water lines south of Jones Mill Road. Like the sewer lines, the water will be available to most of the study area as development increases.

Public Facilities

Since the 2006 Scuffletown Plan, the Rudolph Gordon Elementary School has opened on the southern portion of Scuffletown Road and it is anticipated that a middle school will be added to this site by 2018.

Transportation

The increase in population in the planning area has resulted in increased traffic volumes which has strained the collector road and minor arterials, and resulted in longer commute times and congestion around high volume intersections at peak times. This traffic congestion is augmented by the lack of connectivity between new subdivision local roads, placing a burden on the area's collector roads.

Sidewalks and bicycle lanes are non-existent in the planning area. As a result it is difficult to walk safely to local schools, churches and commercial areas.

Greenville County and South Carolina Department of Transportation(SCDOT) have plans in place for future improvements, and are proceeding with what improvements can be made as funding becomes available. Local area plans, city and county comprehensive plans, and the Greenville-Pickens Area Transportation Study's (GPATS) Long Range Transportation Plan are designed to highlight the current problems in the transportation infrastructure. These plans will also, identify future areas of concern and develop strategies to mitigate congestion and capacity issues while still allowing for proper residential and economic development.

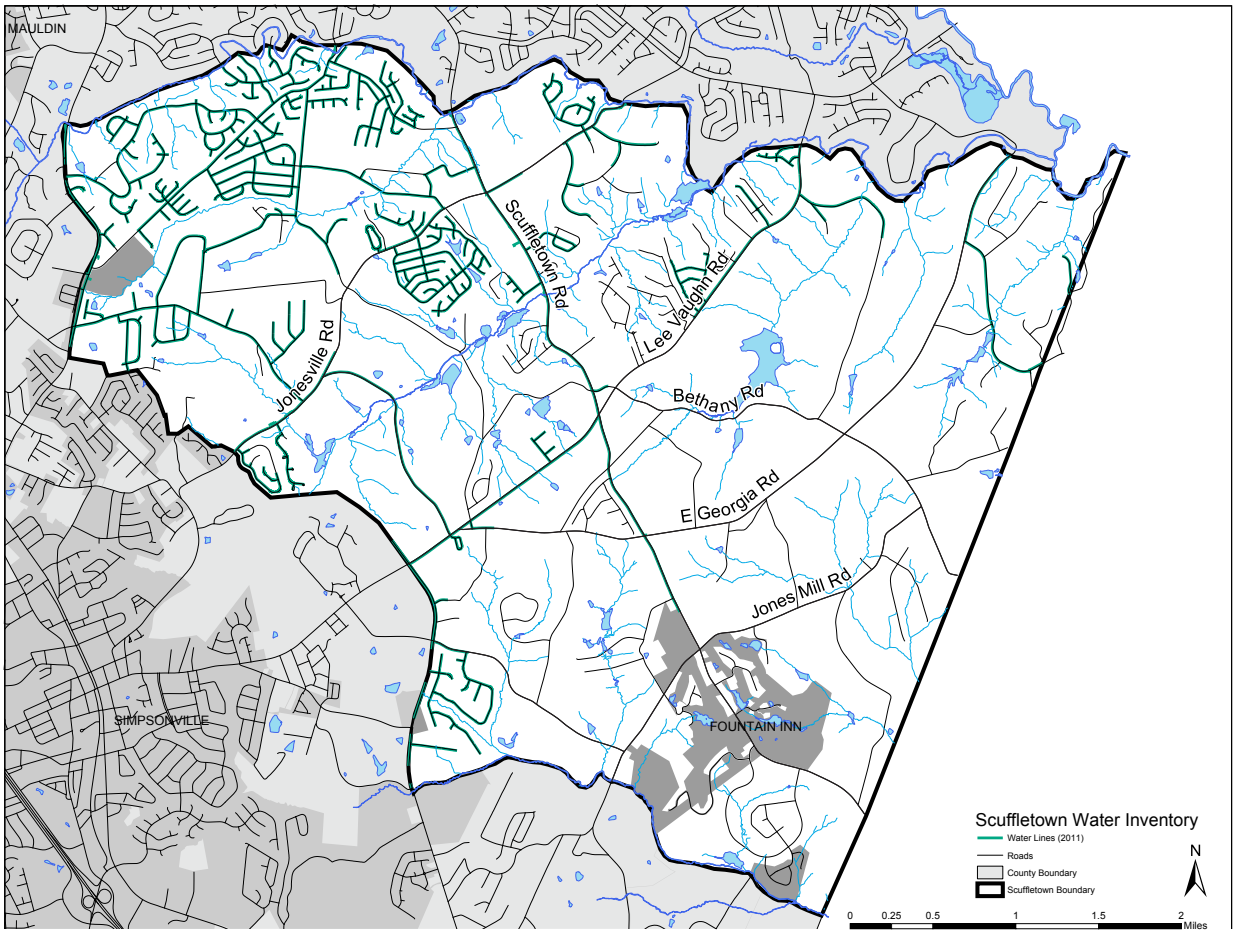


Fig. 8: Scuffletown Water Infrastructure

"I PREFER *vehicular connectivity* IN ORDER TO *minimize traffic* ON THE MAIN ROADS."

citizen survey response

The Plan

Issues & Needs

Meeting 1

Over 60 citizens attended the April 14th Community Meeting held at Bells Crossing Elementary School. After an introduction to the key components of the 2006 plan the meeting attendees broke into four groups and were asked to complete two exercises.

Citizens were asked fill out a "report card", to assign a grade as to how well the vision elements of the 2006 plan have been implemented. The other task was to vote on the priority issues identified in the 2006 plan.

The consensus of the meeting attendees was that the 2006 plan vision elements were not being addressed very well. The implementation strategies identified in the 2006 plan for the most part have not been implemented. With regard to the priority issues, the top four issues that received the most number of votes reflects the citizen survey that was conducted during the 2006 plan planning process.

Following the first community meeting; information collected at the community meeting as well as the power point presentation and input gathered from the meeting attendees was posted online for public review and comment. An online survey was provided for citizens to identify issues and concerns and priorities to guide the formation of the Plan

Table 1: Report Card

Vision Element	*Grade*
Rural Preservation	1.9 (C)
Design & Appearance	1.5 (C-)
Transportation Infrastructure	1.2 (D)
Natural Resource Protection	2.3 (C+)
Recreation/Community Facilities	1.9 (C)

Table 2: Priority Issues

Priorities	*Votes*
Rural Preservation	38
Design & Appearance	31
Transportation Infrastructure	28
Natural Resource Protection	22
Storm Water Improvement	11
Sidewalk/Pathway Improvement	10
Planning	9
Improvement of Recreation Opportunities	7

"WE NEED MORE GREEN SPACE *and trees and land* INSTEAD OF HOUSES AND MORE HOUSES TAKING OVER EVERY GREEN SPACE THAT WE HAVE."

citizen survey response

update.

The same top 4 issues were identified in the on-line follow up survey as were selected by the meeting attendees.

- Traffic on Roads
- Rural Landscape Protection
- Transportation Infrastructure
- Natural Resources Protection

Another question asked in the follow up online survey was what people liked most and what they liked least about living in the Scuffletown area. The top responses to both questions are listed below.

Meeting 2

A second community meeting was held on May 21st at Bells Crossing Elementary School. The purpose of this meeting was to share with the community the input received from the citizens in the Scuffletown area regarding the issues and specific concerns from the initial meeting The boundary of the original study area was expanded to accommodate a request from the community.

In an effort to illustrate possible future growth pattern scenarios, a portion of the Scuffletown Plan study area that is currently mostly undeveloped was selected to develop three different build out scenarios. The area is in the southwest part of the study area and is about 710 acres in size, a little over a square mile and is bordered by East Georgia Road to the north, Scuffletown Road to the east, Jones Mill Road and Durbin Creek to the south and Howard Drive to the west.

Meeting attendees were asked to identify a preferred scenario from those listed below.

Following the second community meeting, the three build out scenarios were posted online for the public to review, comment, and select their preference.

Table 3: Transportation Needs & Solutions

Transportation Needs	*Transportation Solutions*
Congestion relief areas	Require road connections when developing subdivisions
Road capacity increasing regulations	Fix local zoning and land development regulations
Improve traffic safety	Multi-modal improvement
Improve road conditions and maintenance	Increase funding for repair and maintenance

Build Out Scenarios

"Business as Usual"

This scenario is reflective of the current trend of land development in the area. Future residential development in the build out study area consists of a combination of rezoned R-12 and R-15 subdivision developments and creates an additional 1,530 houses and corresponding density of 2.2 homes per acre . The minimum lot size would be 12,000 square feet. This scenario does not preserve any significant open space and lacks any street connectivity which will have significant impact on the current transportation infrastructure of the area.

Alternative One

This scenario identifies a development pattern where all of the vacant land within the study area would develop as currently zoned at an R-S density with a 25,000 square foot minimum lot size. This development pattern would result in 845 total houses at a density of 1.2 units per acre. This concept does not preserve open space but does require street connectivity among residential streets that will help to address the traffic congestion on the existing major roads in the area. .

Alternative Two

Similar to Alternative One, Vacant land is zoned R-S. However there is a 40% open space requirement which would include significant setbacks from roads to create the rural character that has been identified as important to area residents. In addition natural resources such as streams, wetlands, woodlands, and scenic views can be protected and count as part of the open space requirement. The lot size can vary depending upon the amount and location of open space. The total number of houses in this scenario would be around 835 with a density of 1.2 units per acre which is similar to Alternative One and what the current RS zoning would allow. In addition this concept does require residential street connectivity to help ease the traffic congestion problem in the area.

Alternative 2 was the overwhelming favorite among the three build out scenarios in voting online and at the second community meeting. The quotes from some the people attending the second meeting as well as commenting online and on comment cards indicate that they feel Alternative 2 best addresses the need to protect the rural atmosphere of the Scuffletown area as well as protect natural resources.

Future Land Use

The public outreach conducted for this update has reinforced the vision that was developed for the 2006 Scuffletown Area Plan. This vision is to protect and enhance the area's distinctive rural charm and beauty of the landscape as development occurs. This area must accommodate growth without sacrificing these qualities.

It is not the intention of this plan update to restate the Vision and Goals, Objectives & Strategies as outlined in the 2006 Scuffletown Area Plan but rather to reinforce and recommend implementation strategies.

The Future Land Use Plan serves as a policy guide for future land use decisions, including zoning and rezoning of property when landowners come forward with development proposals. It also serves to provide some level of predictability in what type and intensity can be expected for one's own property as well as neighboring land.

Land Use Categories for the Future Land Use Plan are as follows:

Neighborhood Center

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

Private Recreation

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

Public/Semi Public

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

Rural Community Center

This center serves as a "neighborhood center" with daily visits from the larger rural community.

Rural Preservation

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

Rural Residential

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

Transitional Residential

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

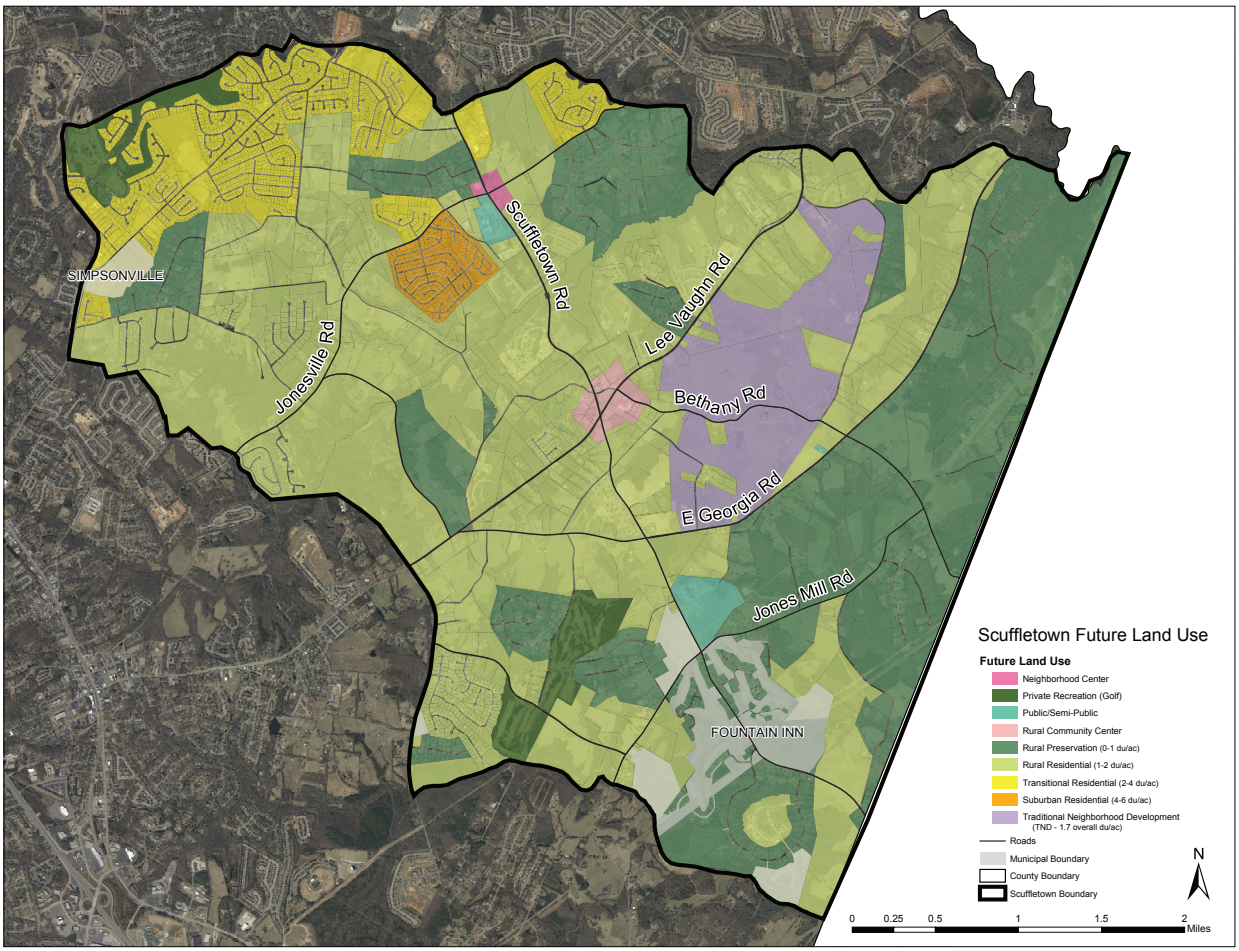


Fig. 9: Scuffletown Future Land Use Map

Suburban Residential

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

Traditional Neighborhood Development (TND)

This classification represents a large scale master planned mixed use development that features an interconnected street network, different residential types with a small mixed use center that anchors the neighborhood. The overall density is 1.7 units/acre.

The Future Land Use Plan (Fig. 9) has been

revised from the 2006 Scuffletown Area Plan Future Land Use Plan in a few areas.

The Transitional Residential land use category has been reduced and redrawn to reflect the desire of the community to maintain the rural landscape character and lower density residential for the majority of the planning area. The entire Horsepen Creek Basin will be classified as Rural Residential with a low density of 1-2 units/acres.

The Scuffletown USA site has been reclassified to the Transitional Residential category which is more reflective of its surrounding uses.

The Jonesville Road Neighborhood Center located at the intersection of Jonesville Road and Scuffletown Road is adjacent to the Bell's Crossing Elementary School. This neighborhood center would include office and residential uses only. Medical, dental, professional offices, day care, church, neighborhood park, assisted living facility, attached single family dwellings would be appropriate uses for this area. Within this center reuse of existing homes is encouraged and the use of brick as a main building material will help maintain the residential character. Landscape and sidewalks will be required through out this Neighborhood Center to improve pedestrian safety and encourage pedestrian access to Bell's Crossing Elementary School.

The Lee Vaughn Road Rural Community Center is located at the intersection of Lee Vaughn Road, Scuffletown Road and Bethany Road. This is a small, low to medium density center that serves as a "neighborhood center" with daily visits from the larger rural community. The small center is characterized by small scale convenience-oriented retail, restaurants, gas stations, locally owned stores or cafes.

Transportation Plan

Mitigation of traffic congestion is planned for in several ways. The first is to identify and improve "chokepoints" in the network where bottlenecks occur. These are notably the primary commuting routes to Woodruff Road, Simpsonville, or I-385. By upgrading road segments or intersections, the congestion can be lessened. A more difficult, but ultimately more effective measure, is to decrease the load on those bottlenecks by improving the connectivity of the road network with new connections and by increasing transportation options and opportunities. This strategy relies primarily with the developers, as the improvements would need to be made during construction and without much or any assistance in the way of public funding.

For the Scuffletown Area, at this time the current transportation plans have a number of improvements planned, listed in Table 3 and displayed in Figure 10. These can be classified into several categories:

- **Intersection Projects** – Programmed by GPATS to add traffic signals and/or

"MAINTAINING *green space* IS THE ONLY WAY *to preserve the beauty* AND VALUE OF THE AREA."

citizen survey response

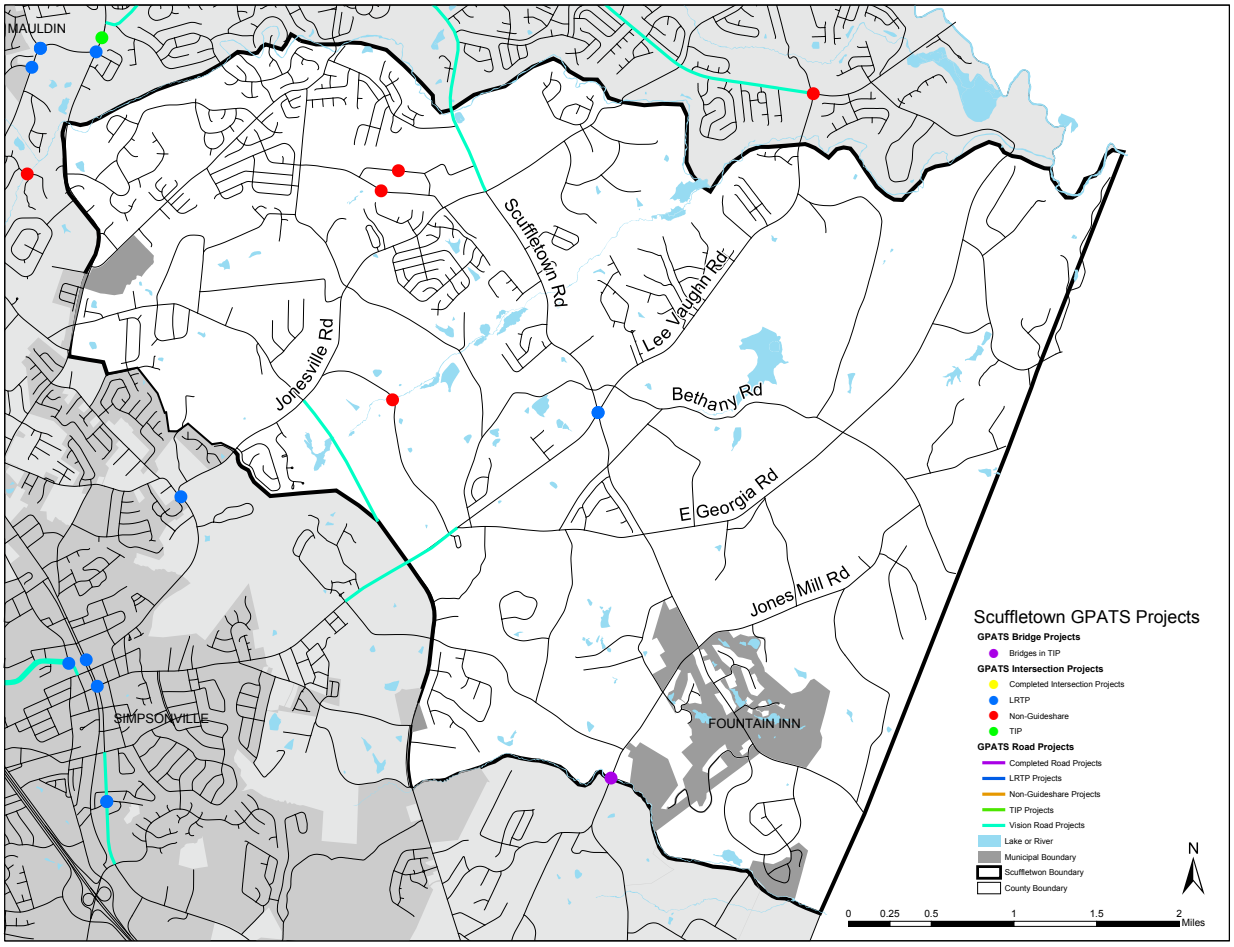


Fig. 10: Scuffletown GPATS Projects

turning lanes.

- **Road Projects** – Programmed by GPATS to widen a road, or to place a new road.
- **Bridge Projects** – Programmed by SCDOT or Greenville County to replace bridges that are structurally deficient or weight-restricted.
- **Resurfacing Projects** – Programmed by SCDOT or Greenville County to repair aging pavement to improve safety. At this time SCDOT does not have any resurfacing projects for the Scuffletown Area listed.

The schedule of completion for the projects

"DEVELOPERS SHOULD BE REQUIRED TO *protect trees and resources.*"

citizen survey response

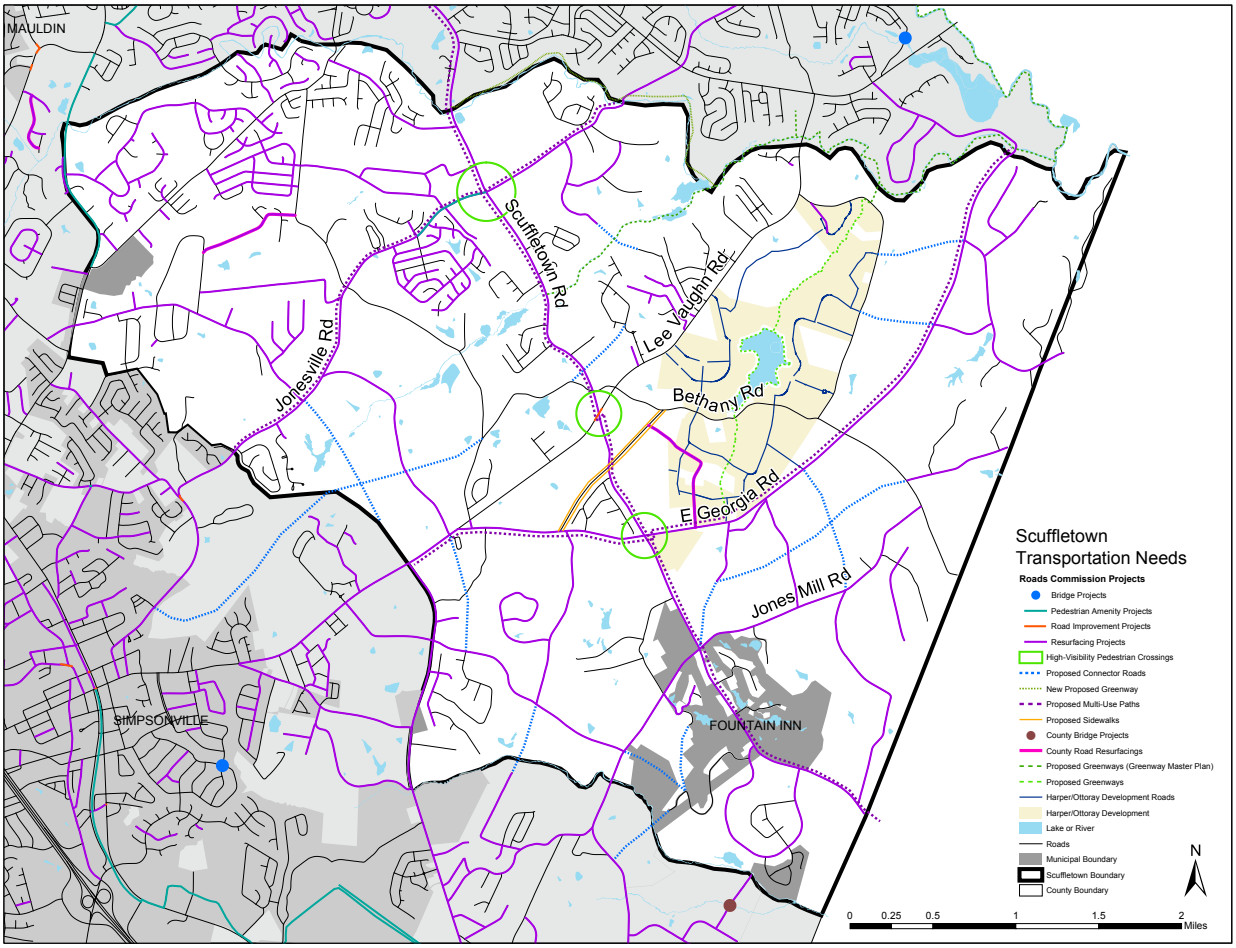


Fig. 10: Scuffletown Transportation Needs Map

identified is dependent on two main variables. The first is funding, which is a national, state, and local issue. The second variable is the overall priorities of the funding agencies. As there is no specific funding dedicated to the Scuffletown Area, it must share priorities with all of Greenville County, GPATS (Greenville, Pickens, and parts of Anderson), and South Carolina (SCDOT).

The Scuffletown Area citizens, by participating in the planning processes for the agencies that fund transportation infrastructure projects, can ensure that their priorities are considered in future funding decisions. Supporting additional funding, and helping to guide

decisions of how the funding should be spent, is a helpful and ultimately critical aspect in improving transportation in the area.

Roads Commission

In late 2013, Greenville County Council appointed a Citizens Roads Advisory Commission to assess the transportation needs of Greenville County. The Roads Commission held numerous public meetings around the County in 2014, and developed four lists of prioritized projects: Road Widenings, Road Resurfacings, Pedestrian Improvements, Bridge Replacements. The projects identified are currently without funding, and remain crucial to the infrastructure needs of the County.

Table 4: GPATS Intersection Projects		
Roads	***Classification***	***Cost***
Jonesville @ Stokes (realignment)	TIP Intersection Project	$2,750,000
Woodruff Rd @ Lee Vaugh Rd	LRTP New Intersection Project	$0
Lee Vaughn (SC 417) and Scuffletown	Non-Guideshare Intersection Project	$0
Bethel and Bridges	LRTP Intersection Project	$0
Bethel and Tanner	LRTP Intersection Project	$0

Table 5: GPATS Bridge Projects		
Project Name	***Classification***	***Cost***
Jones Mill Rd Bridge Replacement	TIP Bridge Project	$7,773,000
Bridge @ League Rd	Non-Guideshare Bridge Project	$0
Bridge @ Lyons Dr	Non-Guideshare Bridge Project	$0
Bridge and Culvert Replacement @ Camelot Dr	Non-Guideshare Bridge Project	$0
Bridge @ Terrace Lane	Non-Guideshare Bridge Project	$0

Table 6: County Bridge Projects		
Project Name	***Estimated Start***	***Estimated Cost***
Lawrence Avenue Bridge Replacement	August 2015	$96,000

Table 7: County Resurfacing Projects		
Project Name	***Estimated Start***	***Estimated Cost***
Epps Drive	FY 2015	$113,000
Lori Drive	FY 2016	$128,443
Angie Lane	FY 2016	$70,338

Table 8: GPATS Road Projects			
Road Name	***Classification***	***Mileage***	***Cost***
Woodruff Rd Widening	TIP Project	0.58	$10,350,000
Bridges Rd	Vision Road Project	0.71	$5,200,000
I-385	Completed Project	5.73	$80,600,000
Woodruff Rd	Vision Road Project	2.55	$5,120,000
Scuffletown	Vision Road Project	1.96	$4,600,000
Five Forks Rd	Vision Road Project	1.70	$6,050,000
E. Georgia Rd	Vision Road Project	0.81	$6,930,000
Batesville Rd	Vision Road Project	1.17	$5,650,000
Howard Drive Ext	Vision Road Project	0.88	$3,770,000
Bridges Rd	Vision Road Project	0.30	$2,850,000

Future Collector Roads

Identified as needs in the Scuffletown area are potential new roads to serve as "collectors" of traffic. These new roads would serve to further complete an adequate network in the area and help to alleviate existing traffic congestion and potential congestion caused by new development. As a part of this plan, these roads should be implemented by developers and approved during the development review/ platting process.

Pedestrian & Bike Plan

The 2006 Scuffletown Area Plan developed a pedestrian and bike plan that prioritizes recommended infrastructure improvements to improve the safety and function of the transportation network, specifically relating to the non motorist. These priorities are still valid, however we are suggesting a modification to the design of these improvements.

This plan is recommending that the Scuffletown Area adopt an Rural Preservation Ordinance that will require an average of 200' buffer with a minimum of 100'along all the main roads within the area. This buffer will be able to accommodate a multi use path with a minimum width of 10'.

Proposed Multi Use Path Priority projects:

- **E. Georgia Road** - from Howard Dr. to proposed Greenway
  5 miles @ $500,000 = $2,500,000
- **Scuffletown Road** – from Woodruff Road to Laurens County Line
  6.7 Miles @ $500,000 = $3,350,000
- **Jonesville Road** – from boundary to boundary
  3.3 miles @ $500,000 = $1,650,000

Greenways

The Future Greenway Opportunities identified in the 2006 Scuffletown Area Plan are still valid and these corridors have the greatest promise in terms of available land and providing links to area destinations.

"THERE IS SO MUCH *natural beauty* AND WE MUST DO WHAT WE CAN TO *preserve this.*"

citizen survey response

SCUFFLETOWN Implementation

This chapter outlines the specific actions the county should take to implement the goals of both the 2006 Scuffletown Area Plan and this update of the Plan. Many of these actions were recommended as part of the 2006 Plan but were never successfully implemented.

Zoning and Land Development Regulations are critical to implement this plan and will need to be expanded and amended in some areas to provide specific design and development standards.

Design Guidelines are another tool that is important to implement the Area Plan. The 2006 Scuffletown Area Plan provides specific recommendations which are still quite valid, however it is not intended to cover all circumstances, rather provide guidance while providing flexibility to address the unique conditions of each project.

Rural Preservation Design Standards

In addition to recommending maintaining current residential densities in the area south of Jonesville Road including the entire Horsepen Creek basin, special design and development standards have been created to supplement the existing zoning and land development regulations. These standards as outlined below are Open Space Subdivision Design, Scenic Corridors and Stream Protection Buffers. It is recommended that these standards be applied through out the Scuffletown Area Plan boundary.

Open Space Subdivision

The purposes of the Open Space Subdivision are:

- To preserve agricultural and forestry lands, natural and cultural features and rural community character that might be lost through conventional development approaches;
- To provide for recreational needs of county residents;
- To provide greater efficiency in the location of services and infrastructure;
- To provide connectivity of subdivisions to existing and proposed street networks; and,
- To create an interconnected network of open space that promotes livable communities and supports wildlife habitat and corridors.

At least 40% of unconstrained (buildable) land shall be required to be set aside as protected open space. This open space shall be configured to create and maintain interconnected networks of protected conservation lands. Open space set aside to fulfill the a required Scenic Corridor and Stream Protection Buffer, as outlined below would be credited toward

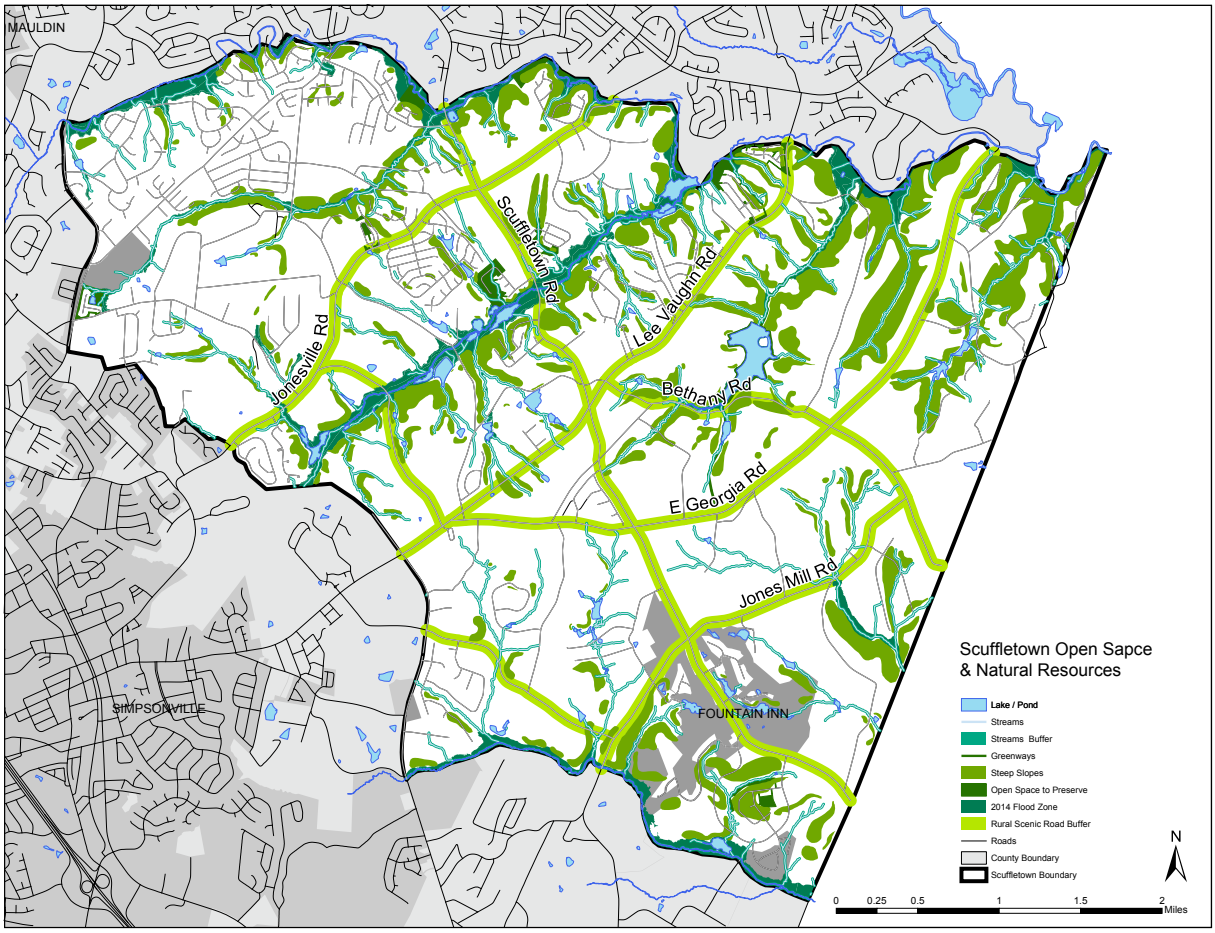


Fig. 11: Scuffletown Natural Resources Map

meeting the 40% open space requirement.

Scenic Corridors

The purposes of the Scenic Corridors are:

- to preserve the rural character by maintaining and protecting the rural landscape by minimizing view of development from existing roads;
- to provide passive recreational needs of county residents; and,
- to create an interconnected network of open space that promotes livable communities and supports wildlife habitat and corridors.

The following roads shall be designated as rural Scenic Roads and subject to the standards below.

- Jonesville Road
- Scuffletown Road
- Lee Vaughn Road
- East Georgia Road
- Bethany Road
- Jones Mill Road
- Hunter Road
- League Road

Require a minimum vegetative buffer of 150' feet width between the road right of way and any lot within a new subdivision development. Within this buffer area there shall be minimal disturbance of existing trees.

Stream Protection Buffer

The purposes of the Stream Protection Buffer are:

- Protect the overall stream quality and provide wildlife habitat;
- Help detain flow rates from developed areas; and,
- Provide a setback from stream to minimize damage due to flooding or changes to the stream channel.

The Stream Protection Buffer shall include all classes of streams within the Scuffletown Plan Area and shall follow the Greenville County Storm Water Design Manual 9.7.2.2 Buffer Classification.

"PLEASE KEEP SOME *open spaces.* THERE HAS BEEN *too much building* IN THIS AREA ALREADY."

citizen survey response

Appendix

Survey Results

On May 29th, 2015, Planning Staff hosted an online survey for Scuffletown residents. This survey served as a supplement to the community meetings that solicited feedback regarding alternative build out scenarios for a typical portion of Scuffletown. The results of this survey were mentioned under section 3 (The Plan, p. 14); however, these results will be provided in this section with greater detail.

Survey participants were invited to rate the three alternative build out scenarios individually, on a scale of 1 to 5 (1 representing very unfavorable and 5 as very favorable). The 'Business As Usual' scenario received an average of 2.00 (with 50% of responses giving the scenario a rating of 1). Alternative #1 achieved a slightly more favorable average score of 2.75 (with 35% issuing a score of 3). Alternative #2, however, received a much more glowing review of 3.82 (35% giving a score of 5).

The second portion of the survey asked participants to choose from the three different scenarios which one they would prefer to see in Scuffletown. The outcome was 77% of responders selecting Alternative #2, compared to only 13% for Alternative #1 and 10% for the 'Business As Usual' scenario.

The final section of the survey included an open-ended opportunity for residents to provide general feedback regarding the different build out scenarios. Some of these comments have been highlighted throughout this document; however, they will be provided in full here.

Survey Comments

- The maps were not easy to understand. Is it predetermined which parcels will be developed and which will not?
- Force high density growth to other areas of Greenville County. Keep this area as large lot and semi rural and the property values will go through the roof.
- Develop and maintain an overall community look and feel, by promoting interconnecting neighborhoods (streets and sidewalks). Develop and maintain greenways along and throughout neighborhood boundaries.
- I'm particularly interested In Alt 2 because of the inclusion of open space buffers between communities and roadways. This allows for development and continues the semi-rural feel we love about the area.
- Less homes because the area is becoming too saturated with traffic. It is getting harder and harder to get around this area with all of the new traffic coming into this

section of Simpsonville.

- Please limit the amount of building to allow us to be able to move around in our area... the traffic is becoming so congested in this area of our community due to all of the new developments being built with houses seemingly right on top of one another.
- The appeal of our area is largely associated with the rural look within easy reach of urban amenities. Maintaining green space is the only way to preserve the beauty and value of the area.
- Yes, I greatly appreciate the required open space. I would love to see more creativity in designing/developing those open spaces. Park-like design, walking trails, community gardens. It's sad to see families that have to load up their kids and drive to a county park in order to experience an open space. If the area plan is truly going to be encouraging or requiring bike lanes and pedestrian-friendly roadways, then we need to have pedestrian-friendly neighborhoods as well.
- I want to see more trees left. I hate when subdivisions are built and clear cut everything.
- Too many new homes equates to higher traffic. This area is already congested enough. More green space is desirable.
- I prefer vehicular connectivity in order to minimize traffic on the main roads.
- The infrasructure cannot support the growth in the entire Five-Forks area. Need 4-lane roads, roundabouts for all intersections, at minimum 3 lanes in smaller intersections (separate left-turn lane), otherwise road traffic will choke the area, drive residents away, drive down property values and tax money and bring about a decline. The county leaders must have the political courage to stop the rampant growth, raise taxes, and fix the infrastructure now, while there is still time.
- With so much development in the Scuffletown area, both existing and projected, it would be great to take advantage of the natural resources that are there by creating another Falls Park-type scenario. It is my understanding that there is green space near Brown Rd that cannot be developed but could be used for this purpose. Also, bike/walking paths between Scuffletown/Woodruff and Adams Mill/ Hwy 14 might increase pedestrian traffic and reduce traffic congestion for shorter distances, such as running errands. Adams Mill has no shoulder so it is dangerous for anyone traveling that area without a vehicle. Thank you for your consideration.
- Really want to see an emphasis on maintaining green space.
- Smart growth with street alignment that flows with traffic, but overall more green space with natural, native vegetation.

- This area simply cannot continue to grow at the current rate. Our roads and our schools simply cannot accommodate it. There is also the issue of the MASSIVE amounts of clear cutting that is occurring. We have a beautiful city, that is what draws people here. Why would we want to continue to destroy the natural beauty that we have that is ultimately of great economic benefit to our city.
- As much open space, natural resources, and trees should be preserved. Developers should be required to protect trees and resources.
- Infrastructure issues HAVE to be addressed first!
- We need more green space and trees and land instead of houses and more houses taking over every space that we have.
- I enjoy the rural beauty of the scuffletown area.
- Please make sure that all modes of transportation, not just vehicular traffic, are account for in whatever model is chosen.
- No more homes would be the best option. I would like to see a huge park, playground area and bike trails built instead.
- Unless road work is done and extra lanes on Scuffletown Rd are added, NOTHING should be started since this road is in desparate condition now and we have a major traffic problem already in this area. The above examples appears only to be strickly a home developer wanting to construct an additional subdivision on this road which CANNOT HANDLE ANY MORE TRAFFIC. Why not keep it open and zone it farming/agricultural to eliminate future building and conjestion. I believe in progress and since we didn't get Woodruff Rd right, this is nothing but another idea of POOR PLANNING.
- The ability to "easily" get to AND from Woodruff road. AND Scuffletown...
- Our roads and traffic flow need to be addressed and corrected before approval of additional building in this area. Traffic congestion is severe, especially in the area from Highway 14 out to and beyond the Five Forks area.
- Alternative 2 with the 40% open space will provide a more appeasing view of what current residents are used to seeing. Additionally, this will prevent any overbuilding or overcrowding in the Five Forks area. Keeping the open space or green space will also keep the area desirable and most likely keep property values higher.
- Leaving additional open space allows for more natural areas. There is so much natural beauty and we must do what we can to preserve this. There is much wildlife in this area and we must remember that we are invading their space. Let's try to keep this

in consideration. This area is already very congested, I believe adding more homes and taking away natural land is a waste.

- This scenario keeps to the rural feeling of the area and will have a reduced impact on traffic patterns. East Georgia already has too much traffic.
- I think open space is extremely important consideration in any development of our area.
- Its the proper amount of homes per the acreage.
- Green space is more attractive and perhaps represents less traffic congestion.
- Just please plan for wider roads, traffic guidance, and schooling now. Do not wait until the influx. We are all for growth, but just have the infrastructure now. Also, make the larger lots sewer. You're missing out on a lot of money by having builders short cut you for "Septics" on half acres our larger. I am very happy to pay our local services for that peace of mind!
- Keep the big, out of town builders in check and ensure you don't destroy what makes this area popular.
- The infrastructure that exists in the Scuffletown Rd area will not support either alternative 1 or the "business as usual" plan. I prefer to see green space to maintain the "country" atmosphere that is a draw to this area for people as well as the wildlife.
- Love the interconnectivity
- I'd love to see more greenspace, and fewer houses packed in together. Thanks for taking our feedback into account!
- Would be better to build farther along Woodruff Rd instead of Scuffletown
- Please keep some open spaces. There has been too much building in this area already. High density is not good and the roads can not handle it. Also on this survey, I can not enlarge the pictures and see them very clearly.
- I like the idea of leaving some open space. Traffic in the area is already terrible. Building the maximum number of houses is only going to make it worse.
- KEEP GREENVILLE "GREEN"
- Hopefully center turn lanes will be added near entrances.
- More open space, less cramped and congested like cookiecutter plan.
- Since much of the area surrounding is fields, some of the land could be donated to a non-profit like Green Heart in Charleston to develop a community garden/farm for Greenville County.
- I like the open green space in the plan. We cannot continue business as usual without more thought of environmental impact.

- more open space and natural looking the better.
- Make it nice! Trees and plants are a must.
- This area is already overcrowded and we do not have schools for our children that are already here. We need a Middle school and a High school to handle the growth. Add some space for those. The existing schools are way too overcrowded now and our children that are already here are paying the price for that!
- None of these options is acceptable unless developer is required to improve Scuffletown road to a minimum of 3 lanes plus right hand turn lanes into all property entrances. Current roadways are grossly inadequate for any additional traffic and local/state governments appear incapable to addressing road infrastructure issues
- I know that this survey concerns residential options but I am concerned about the possibility of there being a lot of commercial spaces mixed with the residential areas. I feel strongly that the commercial spaces should stop at the five forks area (scuffletown and woodruff road) and the remaining areas should remain residential but at very low density. This will ensure that traffic, although I know that it will inevitably get worse) will not be as bad as it possibly could be.

Greenville County Planning & Code Compliance

Planning Department

301 University Ridge, Suite 3800
Greenville, SC 29601

(864) 467-7270

planning@greenvillecounty.org

GCPlanning.org