5-1986

The Bus Stop - Greenville, South Carolina

Steven L. Peckham
Clemson University

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THE BUS STOP
A terminal project submitted to the faculty of the College of Architecture, Clemson University, in partial fulfillment of the requirements for the degree of Master of Architecture.

Steven L. Peckham, Spring 1986

APPROVED BY:

Peter R. Lee, Committee Chairman

Yuji Kishimoto, Committee Member

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DEDICATION AND ACKNOWLEDGEMENT

Dedicated to and accomplished only because of Jesus Christ, the one and only living and true God, and His saints who died to themselves to see a brother successful.

I would also like to acknowledge the contributions of the following persons:

- Prof. Peter R. Lee, Committee Chairman
- Prof. Yuji Kishimoto, Committee Member
- Prof. Teoman Doruk, Committee Member
- Prof. Roger Liska, Structural Consultant
- Prof. Lamar Brown, Mechanical Consultant
- Mr. Bob Bainbridge, Greenville Central Area Partnership
- Mr. Don Durham, Greenville Transit Authority
TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>THE BUS STOP</td>
<td>i</td>
</tr>
<tr>
<td>GREENVILLE BUS STOP SIGN</td>
<td>ii</td>
</tr>
<tr>
<td>APPROVAL PAGE</td>
<td>iii</td>
</tr>
<tr>
<td>DEDICATION AND ACKNOWLEDGEMENT</td>
<td>iv</td>
</tr>
<tr>
<td>PROJECT DESCRIPTION</td>
<td>1</td>
</tr>
<tr>
<td>Project Statement</td>
<td>2</td>
</tr>
<tr>
<td>Introduction</td>
<td>3</td>
</tr>
<tr>
<td>GREENVILLE, SOUTH CAROLINA</td>
<td>5</td>
</tr>
<tr>
<td>Origins and Development</td>
<td>9</td>
</tr>
<tr>
<td>Setting and Character</td>
<td>12</td>
</tr>
<tr>
<td>Directions and Needs</td>
<td>15</td>
</tr>
<tr>
<td>GREENVILLE TRANSPORTATION</td>
<td>19</td>
</tr>
<tr>
<td>Introduction</td>
<td>20</td>
</tr>
<tr>
<td>Types and Locations</td>
<td>22</td>
</tr>
<tr>
<td>Current Proposals</td>
<td>26</td>
</tr>
<tr>
<td>GREENVILLE RECREATION</td>
<td>27</td>
</tr>
<tr>
<td>Introduction</td>
<td>29</td>
</tr>
<tr>
<td>Types and Locations</td>
<td>31</td>
</tr>
<tr>
<td>Current Proposals</td>
<td>34</td>
</tr>
</tbody>
</table>
PROPOSAL

Introduction ........................................ 36
Transportation ...................................... 37
Recreation .......................................... 38

CASE STUDIES ........................................ 39

PROJECT LOCATION ..................................... 40
Selection Criteria ................................... 41
Possible Sites ....................................... 42
Conclusion .......................................... 43

SITE ANALYSIS ........................................ 44
Physical Character ................................... 45
Visual and Spatial Qualities ......................... 46
Movement Systems .................................... 47

PROGRAM .............................................. 50
Activity Description ................................. 51
Relationships ........................................ 52
Summary .............................................. 53

SOLUTION .............................................. 54

DESIGN RESOURCES .................................. 55
Codes and Dimensions ............................... 56
Footnotes ............................................ 57
Bibliography ......................................... 58

vi
PROJECT STATEMENT

This project is a study of movement—a movement of pedestrians, buses, cars and services intertwined with a variety of functions in a single building. This building is the Bus Stop. Its functions extend far beyond its name to include a wide variety of activities needed in downtown Greenville. This project will explore the viability of such an assemblage and how it will fit into the context of the city.
The Greenville Transit Authority (GTA), which operates and maintains the public bus transportation system in the city of Greenville, South Carolina, has expressed the need for a new bus transfer center in the city's central business district. The GTA has further recommended that the block bordered by McBee Avenue, Washington, Richardson, and Laurens Streets be considered for the facility. The city of Greenville owns this property and is interested in seeing it developed for some civic purpose other than the surface parking function it is temporarily serving.

This terminal project will examine the feasibility of developing an effective bus transfer center in conjunction with a multi-function facility combining shopping, entertainment, recreation and parking. To determine the specific functions that need to be in this facility, an examination of the current needs of downtown Greenville will be undertaken. This is covered in the first three sections of the text. Next, the proposal itself will be examined, followed
by case studies of similar projects. After determining
the appropriateness of the proposed location, a detailed
site analysis follows. Finally a program of needs is
established, including the projected activities and their
relationships. The design solution to this problem is
subsequently portrayed in model and drawing form.
FOUNTAIN AT GREENVILLE COMMONS
Chartered on December 17, 1831, the city of Greenville's moderate climate made it well known as a resort town. Hotels were built to accommodate wealthy landowners from the low country of South Carolina seeking refuge from extreme heat, humidity, and malaria. The climate of the area was also well suited for farming. Cotton production laid the groundwork for future textile mills. After the Civil War, textile mills flourished but finished textile goods were not produced until the twentieth century. In 1915 Greenville hosted the first Southern Textile Exposition. The city proclaimed itself the Textile Center of the South with the building of the first Textile Hall in 1917.

World War II brought Donaldson Air Base and a wartime booming economy. In the postwar years, a diversified industrial base was created with help from Charles E. Daniel, who was responsible for bringing many new industries to South Carolina and particularly to Greenville. The
Daniel Building, which is the tallest building in the city, stands as a tribute to this farsighted leader.

Greenville's central business district, which is bordered by Academy Street on the west and north, Church Street on the east, and Camperdown Way on the south, enjoyed 50% of the county's retail sales in 1950. By 1980, four major downtown department stores had moved to the suburban malls and the central business district's share of the sales was less than 3%.
DANIEL BUILDING
ON MAIN STREET
The city of Greenville is located in the foothills of the Blue Ridge Mountains in the northwest corner of South Carolina. Greenville County is the most populous in the state with over 317,000 residents, 62,000 of whom live in the city of Greenville. Greenville is approximately 950 feet above sea level while nearby Paris Mountain rises to 2,000 feet. The city boasts a moderate climate throughout the year with average summer temperatures in the 70's and winter temperatures in the 50's. Rainfall averages just over 50 inches per year, and the wind is usually out of the southwest, averaging seven miles per hour.

Greenville's current economic climate is quite pleasant also. Although the city holds the title of the Textile Center of the World, in recent times its economy has become much more diversified with over 400 plants engaged in alternate areas of manufacturing. Distribution and technological operations, as well as office dependent businesses, have also increased in number. There are over 20 banking
institutions with 120 regional offices in Greenville County. Forty-five thousand new jobs and over $2 billion of new and expanded industrial facilities have been added to Greenville since 1960.
SHELTER CENTRE
PHASE I
Diversification of Greenville's economic base continues to be encouraged by a campaign to bring more national and regional business headquarters into the city. Office space in the downtown area has more than doubled since 1980. Greenville is increasingly becoming a setting for corporation headquarters.

Greenville Commons and Main Street Beautification are two recent successful public-private partnership efforts aimed at revitalizing the central business district. The loss of retail activity to the suburban malls has halted and new specialty shops are beginning to occur on Main Street. In 1981, the Greenville Central Area Action Plan was developed to encourage and guide the future growth of the downtown area, especially through projects involving public-private partnerships. This plan pointed out two major problems of the downtown area: an extremely low level of retail activity and a problematic mass transportation system. The plan promotes a back-to-the-city movement, and
as part of this recommends specialty retailing including "restaurant and entertainment facilities geared toward the creation of a unique commercial setting." \(^1\)

A continued demand for office space seems evident with the recent completion of the first phase of Shelter Centre and the American Federal bank building, as well as projects under construction which include phase two of Shelter Centre and the renovation of Falls Place. Projects under consideration for the downtown area include a 40-story office building and River Place, a multi-use development at the south end of Main Street near the Reedy River. This project may include retail, hotel and residential space along with a performing arts complex.

Downtown residential areas in Greenville are limited at this time, but a back-to-the-city trend is underway. Meanwhile there is an increasing demand for hotel accommodations. The 334 rooms of the recently constructed Hyatt Hotel are no longer adequate to handle the demand for first-class hotel facilities, and investment groups are
looking intently at the River Place development as the site of another large hotel.

The expansion of the CBD is somewhat restricted by the encircling beltline of Academy Street, Camperdown Way and Church Street. However, there are many areas of land suitable for development within Greenville's CBD, and these need to be explored in a manner to make the downtown area one of vitality associated with an urban setting.

Street activities are currently being used to attract people back to the downtown. Numerous festivals throughout the year and an annual marathon occur on Main Street.

Obviously Greenville is growing and needs to deal sensitively with the problems associated with rapid growth. "In its broadest sense a town or city is a communications centre where people come together to exchange ideas, goods, and services. It is the basic social unit."²
DEVELOPABLE AREAS DOWNTOWN
GRENVILLE
TRANSPORTATION
INTRODUCTION

The overall objective of local transportation services is "to provide access to desired destinations in a safe, quick, comfortable and convenient manner." Because of the rapid growth of downtown and the large increase in bus ridership, the public transportation system is being reappraised by the Greenville Transit Authority. Although traffic congestion presently is due primarily to automobiles, buses are beginning to contribute to this problem.
TRANSPORTATION
SYSTEM
LOCATIONS
I-385 and I-185 connect Greenville to I-85 which makes the city easily accessible to the entire Eastern Seaboard. Four U.S. highways pass directly through the city facilitating the transportation of goods and materials in and out of the area. Approximately 60 trucking firms serve the area.

The Greenville-Spartanburg Jetport is located 15 minutes northeast of downtown Greenville. It serves five major airlines with 30 departures daily, and a yearly ridership of over 700,000. Expansion of the jetport is expected in the near future. The downtown airport is a major resource for private aircraft. Donaldson Center, south-east of the city, is an air-served industrial park.

Rail services are provided by Norfolk Southern Railway, Seaboard Coast Line, and Greenville and Northern. Amtrak has two departures daily from the station on West Washington Street: one at 5 a.m. to Louisiana via Atlanta,
and one at 11 p.m. to Washington, D.C.

One intercity bus line currently serves the area. Greyhound has discontinued its operations leaving Continental Trailways, located several blocks from downtown, as the only carrier. The Greenville Transit Authority (GTA) operates bus service from the CBD to the suburbs, including the outlying shopping malls and area cities, with 19 routes requiring 32 buses. Five new small buses, fashioned to look like an old fashioned trolley, make up the Main Street tram service. These trolleys serve as short distance shuttles within the busy CBD as well as to the shopping malls. Eighteen buses now meet once every hour for transfer at the intersection of Washington and Main Streets.
CITY BUS ROUTES
In new cities and urban renewal areas, facilities for walking are a highly important part of the transportation system, and the advantages should be extended to cities generally, in whole downtown areas. During the past half century the effort has been to adjust to the shift from walking to riding.4

As stated earlier, Greenville is currently looking at its transportation systems. One proposal being examined is the closing of Main Street to automobiles and limiting its use to pedestrians and buses. This would be expected to encourage more retail development along the street and make it the active focus of the downtown area.

In addition to proposing a new bus transfer facility, the GTA is also conducting a feasibility study on a multi-modal transportation facility to incorporate many types of surface transportation into one center. There is also some talk of introducing a light rail system in the somewhat distant future.
CULTRAL CENTER
ON COLLEGE STREET
Recreation is typically associated with physical activity, but Webster defines recreation as refreshment of strength and spirits (disposition of mind); or a means of diversion. This definition which implies the rejuvenation of both mind and body is the one used for this project. Entertainment and fitness (mind and body) are the two components of the encompassing word recreation. Following is a description of the types and locations of the existing recreation facilities in downtown Greenville as well as those proposed for the area.
RECREATION LOCATIONS
Entertainment and fitness activities are quite limited in the downtown area of Greenville at this time. Of entertainment activities, there are a number of restaurants, one of which is a dinner playhouse. On the other side of Church Street is Greenville's Memorial Auditorium which sponsors activities ranging from wrestling to theatrical productions. On the opposite side of the central business district is Heritage Green, consisting of the Greenville County Library, the Little Theater, and the County Museum of Art. Most entertainment activities downtown come in the form of special events. The Coffee Street Mall becomes active during these events, but at other times is rather dormant. Some major events include parades, the Fall for Greenville Festival, Art Festival, the Spring Crafts Fair, and a road race.

Organized fitness activities are almost non-existent in the downtown area. However, this is not the case in other parts of the city and county where organized leagues
exist in a variety of sports including basketball, racquet-ball and tennis. The city has numerous park areas with McPherson Park and Reedy River Falls being nearest the central business district. These parks have only limited facilities for organized sport activities.
DINNER PLAYHOUSE
ON COLLEGE STREET
The importance of a well-balanced life has existed throughout history. The concept of being of sound mind and sound body goes as far back as Greek and Roman times. The rejuvenation of both mind and body is still held in high regard as evidenced by the vast number of entertainment and fitness centers throughout the United States. Downtown Greenville lacks such centers at this time.

A performing arts center is currently being considered for downtown Greenville. One proposal is to include it with River Place, the Reedy River development project. However, an official site has yet to be determined for this center. As alluded to earlier, the River Place development is to include "festival" retail space. This would be mainly specialty shops frequented by tourists and residents attending special events in the downtown area.

Because of the lack of fitness activities in the downtown area, the suggestion of an athletic club has been raised. There are currently no plans for such a facility.
But, plans exist for a coliseum to be built somewhere in Greenville. The location is a point of controversy at this time, but one possibility is downtown.
The foregoing investigation shows evidence that Greenville's downtown is being a focus of urban activity. However, it is obvious that the city lacks many activities necessary for the revitalization of its central business district. Adequate facilities for entertainment and physical fitness are among activities lacking downtown. This project will propose a response to these needs, one that will be integrally tied to the transit system and the constant need of additional parking.

Because of the past success of public-private development in Greenville, it is proposed that this funding approach be applied to this project. The transportation aspect of the project would be publicly supported and maintained; while the recreation aspect would be developed and maintained by the private sector.
TRANSPORTATION

Because of the Greenville Transit Authority's desire to have an efficient bus operation throughout the city, it recognizes the need for a new bus transfer facility capable of accommodating about 28 buses. A transportation center for all modes of surface transportation has also been considered. However, at this time Amtrak has only two departures daily at rather inconvenient times and Greyhound Bus Lines has just discontinued their service to downtown Greenville. Consequently, a combined transportation center is not feasible at this time.

Another part of the public phase of this project would be parking of sufficient capacity to serve the varied activities of the recreation center. In addition to responding to the needs of the center itself, parking could be provided for adjacent activities in the downtown area.
The privately developed recreation part of the project has five major categories of activities. Entertainment activities would include movie theaters and eating facilities. The theaters would supply the need for evening activity in the downtown area as would one or more additional restaurants. Fast food service would also occupy the center, catering especially to daytime shoppers and office workers. The need for organized physical activities would be responded to by a fitness center providing both indoor and outdoor activities. Complementing these recreation facilities would be retail shops and a hotel. As mentioned earlier, more guest accommodations are needed in the downtown area. A new hotel as part of this center would meet this need as well as forming a complement to other center activities.
CEDAR RAPIDS GTC
CEDAR RAPIDS, IOWA

GROUND FLOOR PLAN

In 1963, serves as a gateway to this Iowa city. It consists of a transfer facility for city buses and a terminal for inter-city buses on street level and a retail mall, office space and other buildings above. A common vernacular design vocabulary is used throughout. A decorative theme is employed to encourage a vocabulary of the development of this area. It is located right off of 18 bus stops in the area and provides easy access for commuters.
The Cedar Rapids Ground Transportation Center, built in 1983, serves as a gateway to this Iowa city. It consists of a transfer facility for city buses and a terminal for inter-city buses on street level and a retail mall, office tower and apartment building above. A common vocabulary of materials and design was agreed upon for all of the separate facilities of the project to insure each would be an integral part of one coherent design. The terminal spaces are column-free through the use of an exposed space frame, permitting a vast amount of daylighting. Brushed aluminum heating ducts are exposed as a decorative element. Since this project was undertaken to encourage greater use of mass transit and to promote the redevelopment of the central business district, the overall tone of the center was to be warm and friendly to reject the traditional negative image of a bus depot.

The transfer facility consists of angled stalls for 18 buses, waiting area and restrooms. The stalls are located right off of two adjacent streets necessitating
allowance for a bus only lane for backing. Both interior and covered exterior waiting areas are provided.
SUPER PORT GTC
DAVENPORT, IOWA

GROUND FLOOR PLAN

SECOND STREET

HARRISON STREET

INTER-CITY BUS TERMINAL

WEST RIVER DRIVE

HOSPITAL

EDMUND

RETAIL

STUDENT ACTIVITY CENTER
The Super Port Ground Transportation Center initiated a series of public-private development efforts in downtown Davenport, Iowa. It purposed to make public transportation efficient and convenient for patrons and to serve as a catalyst for leveraging private investment for revitalizing the declining central business district. Super Port is an inter-modal transfer facility with coordinated hotel, retail, parking, and community college uses. It provides access, collection and transfer points for city buses, inter-city buses, airport limousine and taxi service, pedestrians, service vehicles and cars.

The ground level of the project on the four-acre site includes space for 15 city and 10 inter-city buses, taxi and drop-off area, bus terminal, shipping area, student activity center, and retail space. Above the ground level is a 230-room hotel with associated retail, office and banquet facilities, a 500-space parking garage, and office, classroom and laboratory space for the community college. The building is 12 stories high with a courtyard and pool
on the fifth level for the hotel.

The center is located just one block from the busiest commercial corner of the central business district and has the best access of any site on the major street and highway network in the downtown area.

In addition to multi-function transfer facilities, other mixed use buildings which were investigated included Place Bonaventure in Montreal, Kalamazoo Center in Michigan, and the Omni in Atlanta. Each of the mixed-use buildings has a strong inward focus and a somewhat stark, uninviting exterior expression.

Retail buildings with atrium spaces were also investigated, such as the Plaza of the Americas in Dallas and the Louisville Galleria in Kentucky. In each case the atrium space acted as an organizing element for orientation and movement with major functions opening off this space.

Overall, the buildings investigated have the character of a city within a city—a place of refuge from the cars and elements of outdoors. The singular disadvantage of
Both of the aforementioned projects have a street level transfer area with privately developed air rights containing a variety of commercial and other activities. Each was successfully developed with both public and private monies.

In addition to multi-function transfer facilities, other mixed use buildings which were investigated included Place Bonaventure in Montreal, Kalamazoo Center in Michigan, and the Omni in Atlanta. Each of the mixed-use buildings has a strong inward focus and a somewhat stark, uninviting exterior expression.

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Overall, the buildings investigated have the character of a city within a city--a place of refuge from the cars and elements of outdoors. The singular disadvantage of
this building type is not knowing what is going on in the building until one is actually inside.
Although a specific site was recommended for this project, it is nonetheless necessary to evaluate its appropriateness and to compare it with alternate locations. The specified and alternate sites were measured against the following criteria.

-- Proximity to the existing bus transfer point and to the Main Street Mall. Generally, the closer it is to each of these the better. However, a location on Main Street could create congestion of too many cars and buses in an essentially pedestrian area.

-- Location to keep traffic congestion to a minimum. Currently, all transfers occur on Washington Street. This creates congestion each hour when the buses are being parked, passengers are transferring between buses, and cars are trying to get past.
-- Accessibility for pedestrians, buses, cars, and service vehicles. Although it is desirable to limit traffic congestion, the location must also be readily accessible to both vehicles and pedestrians.

-- Visibility as a city landmark. It is important to bus ridership and the image of the bus system that the transfer area be easily recognized. This is also important to the other activities in the building which need exposure and identity.

-- Compatibility with downtown redevelopment. This planning framework is essentially that of the Central Area Action Plan which points out areas suited for development.
POSSIBLE SITES
POSSIBLE SITES

Four possible sites for the facility were examined. Following is a brief description of each.

-- Site 1. This is the property which was initially recommended by the city. McBee Avenue and Washington, Richardson, and Laurens streets form its boundaries. The land is currently being used for surface parking.

-- Site 2. This property is occupied by small retail and office buildings. It is bounded by McBee Avenue and Washington, Laurens, and Main streets. The Greenville Action Plan recommends demolition of over half the buildings on the site, with the few remaining recommended for adaptive re-use.

-- Site 3. This property has few buildings on it, but according to the Action Plan they are suitable for adaptive re-use. It is defined by McBee Avenue and Washington, Spring and Irvine streets.
-- Site 4. This property is currently used mainly for parking, but it has one building on it occupied by a tire dealership. McBee Avenue and Academy, River, and Broad streets form its borders.
CONCLUSION

After evaluating each of the sites against the
selection criteria, site 1 proved to be the most suitable
for the proposed center. It has the advantage of being
close to the existing transfer point, yet one block from
Main Street. It is close enough to Main Street to per-
mit a strong link to its pedestrian traffic. The site is
quite visible, especially from the southwest from where a
large number of people enter the downtown area. This
site is also consistent with the redevelopment framework
of the city, providing the opportunity for introducing
entertainment into the middle of the downtown area.

Site 2 is too close to the congestion of Main Street,
while site 3 is too far away to effectively link to Main
Street's pedestrian traffic. Site 4 is also distant from
Main Street and has an extremely high volume of traffic
on its western border. These three locations also have
existing buildings which would need to be removed.
SITE AND
SURROUNDING
STREETS
SUN ANGLES AND WIND DIRECTION
The terrain in downtown Greenville west of Main Street slopes generally from a high point at the Daniel Building south towards the Reedy River. The project site reflects this in a 12-foot change in elevation from its northeast to its southwest corner.

The site has been cleared of all buildings, and a majority of the block is paved with asphalt interspersed with a few newly-planted trees. Immediately to the north is a surface parking area in front of the Bankers Trust high-rise office building. To the northeast and east are two- to three-story commercial buildings. To the south is a five-story parking garage immediately across McBee and the historically significant Downtown Baptist Church. To the west is a two-story commercial building and an eight-story hotel being used for elderly housing. The northwest corner contains another historically significant church, The First Presbyterian.
The tallest buildings near the site are mainly to the north so shadows across the site are minimal except early in the morning. The wind is typically a light breeze from the southwest with occasional northern breezes in the summer months.
BANKERS TRUST BUILDING
RETAIL ON LAURENS STREET

BUILDINGS ON MORSE AVENUE
RETAIL AND PARKING BUILDINGS ON McBEE AVENUE
SUMMIT ON RICHARDSON STREET
FIRST PRESBYTERIAN CHURCH
The buildings surrounding the site are generally in good repair. Some to the northeast and southeast are partially vacant. The two churches command picturesque vistas. A visual corridor to the south is formed by Laurens Street. Another pleasant view is to the southwest. The mountains can be seen to the north, but part of their view is obscured by the Bankers Trust office building. From several levels above grade it is possible to have pleasant views in most directions.

Looking towards the site it is possible to obtain a good view when entering the city on Academy Street from the southwest. From Church Street on the other side of the CBD, the site is less prominent. Views of the site from the north are generally obscured by tall buildings.
VIEWS AND BUILDING EDGES
The Greenville bus transfer system consists of all city buses meeting at one point each hour. This permits passengers to transfer from one bus route to another and to have access to all destinations served by the bus system. This activity now takes place one block from the site at the intersection of Washington Street and Main Street.

Laurens Street, to the east, terminates at the north edge of the site and extends two blocks beyond the south edge before it dead ends into Broad Street. Laurens, consequently, has minimal traffic volume and is mainly a parking street. Some buses turn up Laurens off McBee to get to the transfer point on Washington.

Washington Street is a major east-west thoroughfare extending from the train station to the west through the CBD and joining with Highway 276 to the east. It is a four-lane, two-way street with parking at both curbs. Traffic is moderately heavy throughout the day, with
added congestion each hour when the buses arrive.

McBee Avenue, which forms the southern border of the site, is also a four-lane, two-way street with parking on both sides. However, its volume of traffic is much less than that of Washington. Due to the fact that it terminates three blocks to the west and merges with Washington a few blocks east of the CBD, McBee accepts much of the overflow traffic from Washington, especially during the hourly bus transfer process.

Richardson Street, to the west, is a four-lane, two-way street with no curb parking, but with left turn lanes at each end of the block. It carries a low volume of traffic at this time, but if Main Street is restricted to pedestrian and bus use, it could become a major north-south street.
TRAFFIC FLOW
EXISTING BUS TRANSFER POINT ON WASHINGTON AT MAIN STREET
ACTIVITY DESCRIPTION

As discussed earlier, this project would involve both public and private development. The public side would consist of the bus transfer center and the parking garage. Since the city already operates most of the parking in the CBD, and does it very efficiently, it is recommended that the proposed parking garage of 500 to 600 cars be a city facility. The bus transfer center which would accommodate 28 city buses would be operated by the Greenville Transit Authority.

The private portion of the development would consist of five major functions:

1. A fitness center with facilities for basketball, tennis, racquetball and running, as well as adjunct activities;
2. A hotel of approximately 100 rooms;
3. A grouping of four movie theaters;
4. A restaurant; and
5. Fast food and convenience retail spaces.
The relationship of the proposed building to the rest of the city is critically important. In terms of the downtown organization the site has the advantage of being close to the center of the CBD and the retail developed area of Main Street. The Greenville Commons acts as a north anchor for the CBD, and the future Reedy River development area will anchor its southern end. The seven-block distance between these anchors is too long to sustain activity generated by each, and an intermediate activity center generator of day and night activity is needed. The Bus Stop Center is ideally located to serve this purpose.

The imagery of this project is equally important as its location. In order to attract activity, besides having active functions within, the building must not only be a recreation center, it must look the part as well. This can be achieved through color and shape of the exterior, providing inviting entrances and using the building massing to achieve prominence as a landmark. The name of the
project is also intended to evoke the image of spontaneous and relaxing entertainment.

The relationship of the different activities within the building is also very important. All of the various functions need to be readily recognized from within the building. The fitness center, hotel and restaurant may be removed from the main level; however, the theaters need to be more closely related because of the high volume of traffic. The fast food and retail functions need to be on the main level for maximum convenience and exposure. The bus level must be close to the main level, but parking can be below grade and out of sight.
PLANNING CONCEPT:
ACTIVITY NODES
<table>
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</tr>
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<td>Indoor</td>
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<td>2 basketball courts</td>
<td>14,100</td>
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<td>1 running track</td>
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<tr>
<td>1 juice bar</td>
<td>1,200</td>
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<tr>
<td>1 roof garden</td>
<td>9,600</td>
</tr>
<tr>
<td><strong>HOTEL</strong></td>
<td></td>
</tr>
<tr>
<td>96 rooms</td>
<td>38,400</td>
</tr>
<tr>
<td>1 lounge</td>
<td>1,800</td>
</tr>
<tr>
<td>1 maid</td>
<td>500</td>
</tr>
<tr>
<td>1 laundry</td>
<td>500</td>
</tr>
<tr>
<td>1 registration/office</td>
<td>1,200</td>
</tr>
<tr>
<td><strong>MOVIE THEATER</strong></td>
<td></td>
</tr>
<tr>
<td>4 auditoriums</td>
<td>12,800</td>
</tr>
<tr>
<td>1 lobby</td>
<td>7,200</td>
</tr>
<tr>
<td>1 tickets/office</td>
<td>2,000</td>
</tr>
<tr>
<td>4 projection rooms</td>
<td>2,000</td>
</tr>
<tr>
<td>1 game area</td>
<td>4,000</td>
</tr>
<tr>
<td>Description</td>
<td>Square Footage</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>----------------</td>
</tr>
<tr>
<td><strong>RESTAURANT</strong></td>
<td></td>
</tr>
<tr>
<td>1 dining area</td>
<td>11,500</td>
</tr>
<tr>
<td>1 kitchen</td>
<td>6,400</td>
</tr>
<tr>
<td>1 storage</td>
<td>3,000</td>
</tr>
<tr>
<td>1 lounge</td>
<td>4,000</td>
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<tr>
<td><strong>FAST FOOD &amp; RETAIL</strong></td>
<td></td>
</tr>
<tr>
<td>rentable area</td>
<td>54,500</td>
</tr>
<tr>
<td>dining area</td>
<td>8,000</td>
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<tr>
<td><strong>BUS TRANSFER</strong></td>
<td></td>
</tr>
<tr>
<td>28 bus spaces</td>
<td>26,000</td>
</tr>
<tr>
<td>waiting area</td>
<td>12,000</td>
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<tr>
<td>ticket office</td>
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<tr>
<td><strong>CAR PARKING</strong></td>
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<tr>
<td>578 spaces</td>
<td>224,000</td>
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<td><strong>TOTALS:</strong></td>
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</tr>
<tr>
<td>Net indoor</td>
<td>202,100</td>
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<tr>
<td>Support</td>
<td>49,800</td>
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<tr>
<td>Gross indoor</td>
<td>251,000</td>
</tr>
<tr>
<td>Gross outdoor</td>
<td>296,600</td>
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</table>
THE BUS STOP
A RECREATION CENTER
FOR GREENVILLE, SC
SPRING 1986

Fitness Center
Accommodations
Movies-Restaurant
Fast Food-Retail

Bus Transfer
Parking

PRIVATE
PUBLIC

ZONING

CIRCULATION

SITE PLAN
The Greenville City Planning and Development Code has minimal regulations for the central business district. This district is intended to accommodate those uses which, taken together, form the central business district, which is characterized by retail core uses, intensive office employment, and complementary uses intended to serve persons who shop or work in the central business district.5

There are no height restrictions, lot coverage requirements, setbacks, or parking requirements for the proposed site. There are restrictive uses for the property which exclude such activities as drive-in restaurants, bars, and auto repair garages.

Other codes applicable to the project include the Standard Building, Mechanical, Plumbing, Electrical and Handicap Codes, and the National Fire Safety Code.

Some critical dimensions include the dimensions of the buses used in Greenville. The longest are 40-foot coaches which carry 47 passengers and require turning
radii of 50 feet outside and 30 feet inside. The trolley buses are 35 feet long and carry 34 passengers. The smallest buses are 30 feet long and carry 31 passengers. All buses are 8 feet wide and approximately 11 feet high.


5 Greenville Planning and Development, Greenville City Code, pp. 5-105.
BIBLIOGRAPHY


Greenville Planning and Development, Greenville City Code, Greenville, South Carolina.


INTERVIEWS

<table>
<thead>
<tr>
<th>Bob Bainbridge</th>
<th>Greenville Central Area Partnership</th>
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</thead>
<tbody>
<tr>
<td>James Greer</td>
<td>Greenville Economic Development</td>
</tr>
<tr>
<td>David Copenhaver</td>
<td>Greenville Chamber of Commerce</td>
</tr>
<tr>
<td>Larry Copley</td>
<td>Greenville Transit Authority</td>
</tr>
<tr>
<td>Don Durham</td>
<td>Greenville Transit Authority</td>
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