

Focus Team Presentation

TRANSPORTATION

WHAT IS IT WE'RE TALKING ABOUT?

Connecting people to destinations “multi-modally”

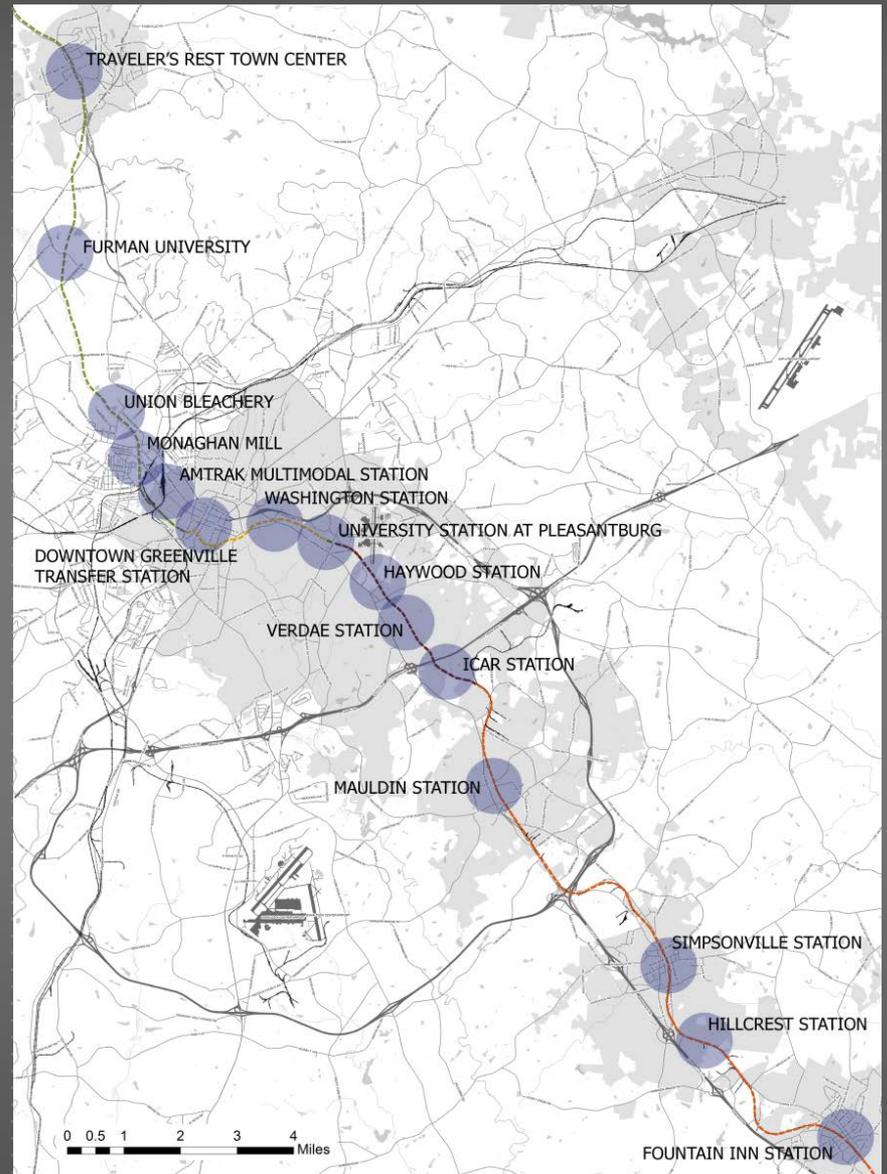
- ▶ Automobiles, including Taxi, Rental, Zip Car
- ▶ Bikes, including Bike Share
- ▶ Pedestrians



- ▶ Transit, including Bus, Trolley, Amtrak, Rapid Transit

BIG PICTURE TRANSIT

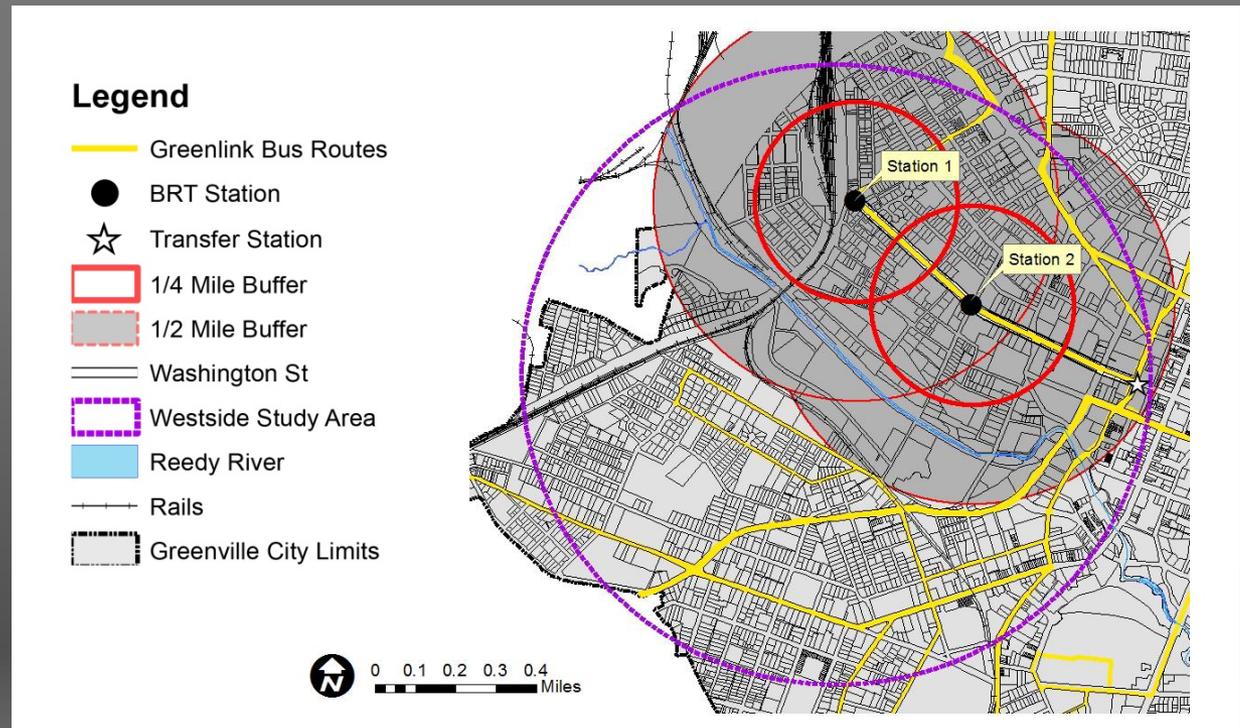
- ▶ County owned corridor
- ▶ Rails to Trails
- ▶ Rapid Transit (BRT, PRT, or TRT)
- ▶ Transit Village Opportunities
- ▶ Expansion of Trolley Routes
- ▶ Integration with all modes



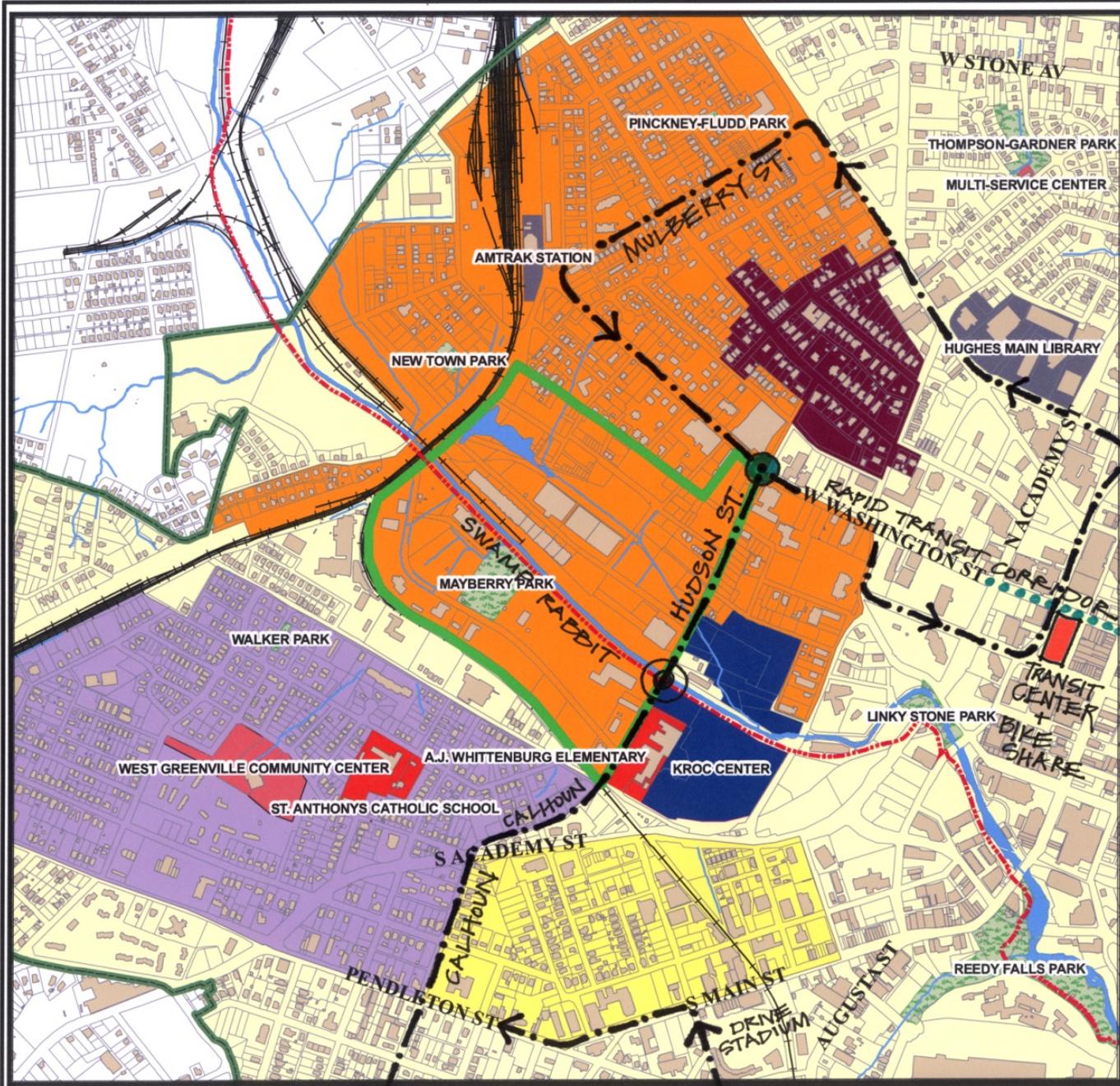
KEY IDEA #1

West Side needs an anchor to attract growth,
improve transportation connectivity

- ▶ Where are the natural anchors in the West?



Connections for Sustainability Greenville, South Carolina



Proposed Park Area
 Proposed Park Area

Swamp Rabbit Greenway
 Swamp Rabbit Greenway

Building Footprints
 Building Footprints

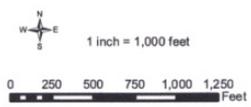
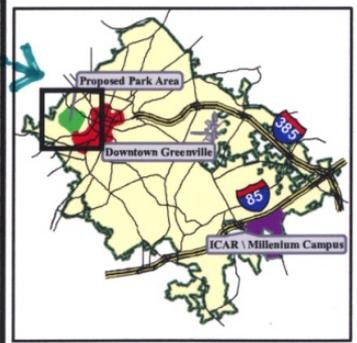
Historic Neighborhoods

- HAMPTON-PINCKNEY

Special Emphasis Neighborhoods

- WEST END
- SOUTHERNSIDE
- WEST GREENVILLE

Greenville City Limits
 Greenville City Limits



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TO STERLING, GREEN AVE, + DRIVE STADIUM

KEY IDEA #2

- ▶ Plan for all socioeconomic groups.
 - ▶ Connect to employment centers and educational opportunities
 - ▶ Recognize the limitations and needs of those who cannot afford a car
 - ▶ Control for involuntary displacement due to increased property values

“Be sure to provide biking/walking connections for transportation purposes as well as for recreation.” Focus Team Member



KEY IDEA #3

Address the Challenges:

- ▶ Railroad limits connectivity and development
- ▶ Amtrak station is not ready for increased use
- ▶ Queen Street bridge is not ready for additional capacity.
- ▶ Academy Street is difficult for pedestrians and bikes

KEY IDEA #4

Establish a good network of transportation modes:
bike, pedestrian, bus, car.

*“Not every road needs everything,
but every mode needs a network.”*

Focus Team Member



TRANSPORTATION & THE WEST SIDE

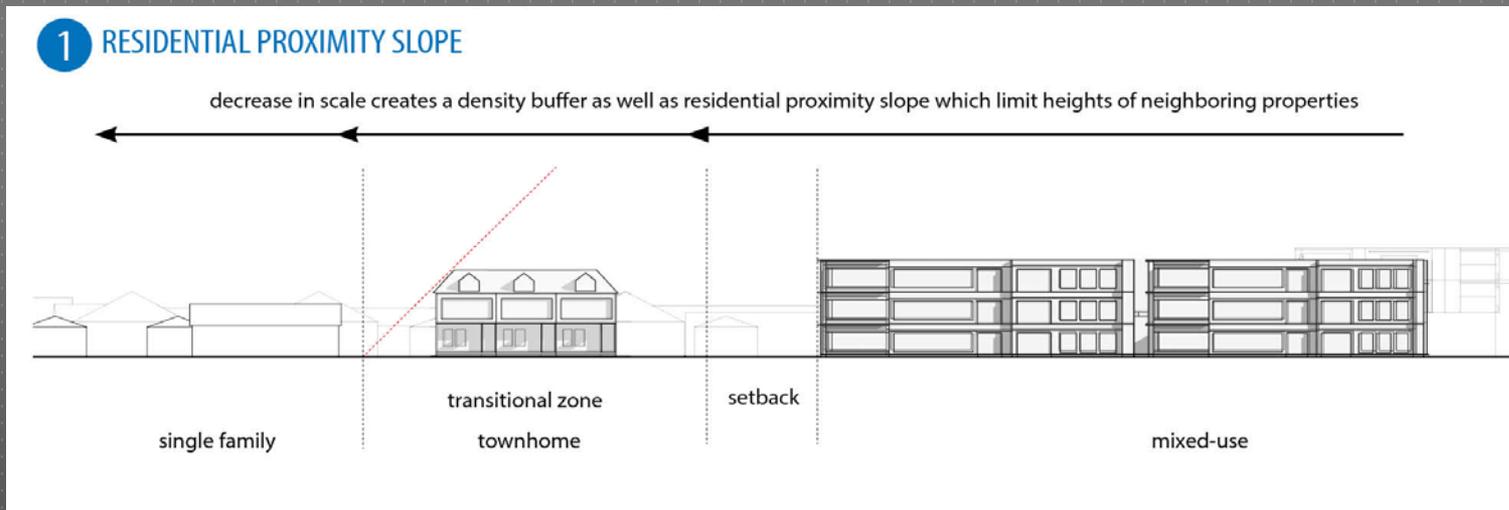
GUIDING PRINCIPLES

- I. Interconnect with Citywide Planning
 - ▶ Rapid Transit
 - ▶ TOD Design Guidelines
 - ▶ Housing Strategies
 - ▶ Parks and Rec Greenway & Bike Lane Plans
 - ▶ Schools and Employment Centers
 - ▶ Multimodal access to Grocery and Retail
 - ▶ Economic Development

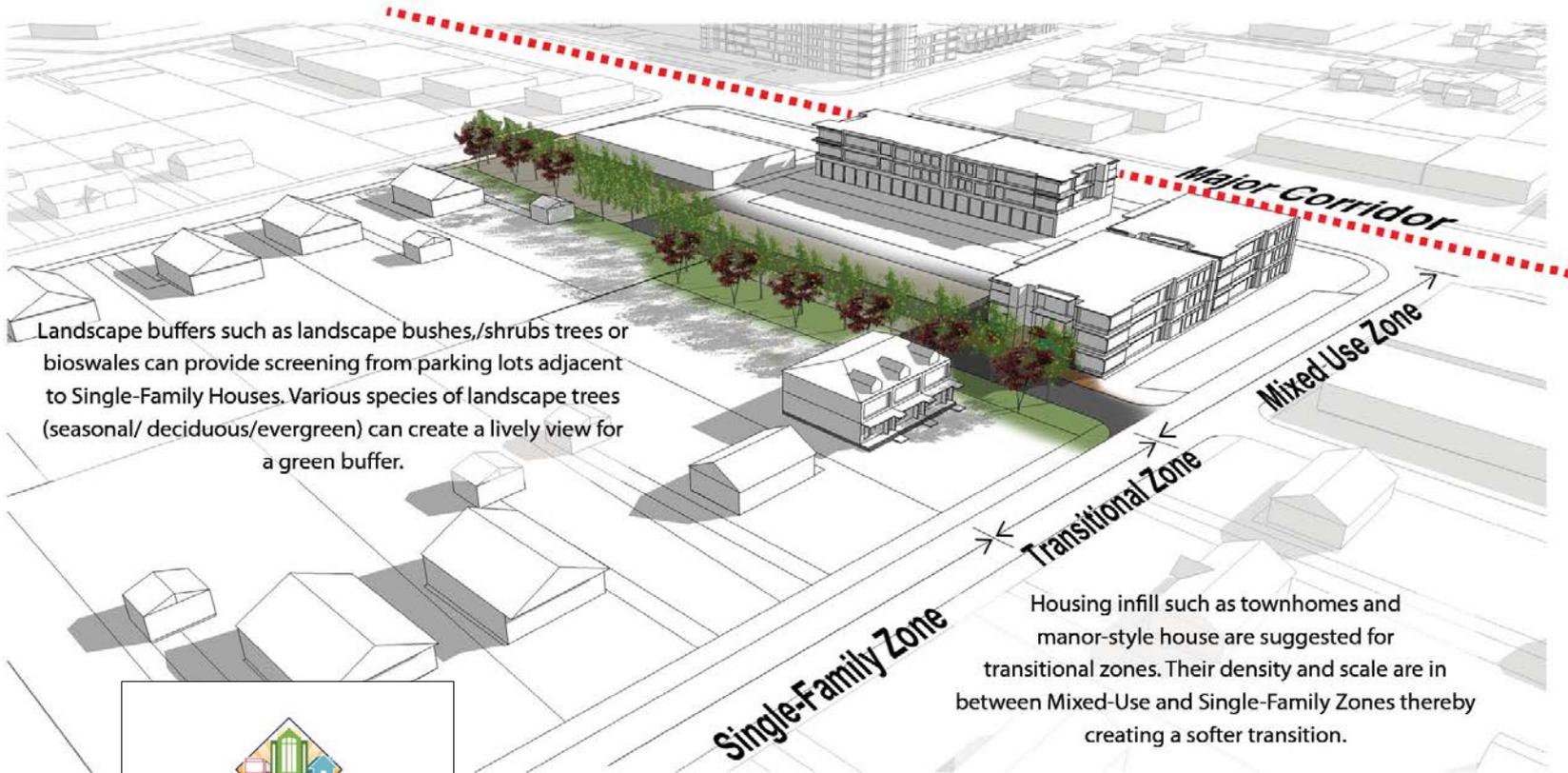
TRANSPORTATION & THE WEST SIDE

GUIDING PRINCIPLES

2. Respect the context of existing neighborhoods
 - ▶ Gradient of development
 - ▶ Consult with Housing Team to show local, attractive compact development



TRANSITION OPTIONS FROM CORRIDOR TO NEIGHBORHOOD



Landscape buffers such as landscape bushes, shrubs, trees or bioswales can provide screening from parking lots adjacent to Single-Family Houses. Various species of landscape trees (seasonal/ deciduous/evergreen) can create a lively view for a green buffer.

Housing infill such as townhomes and manor-style house are suggested for transitional zones. Their density and scale are in between Mixed-Use and Single-Family Zones thereby creating a softer transition.


connections
FOR SUSTAINABILITY

APPENDIX D:
INFILL DESIGN GUIDELINES

CITY OF GREENVILLE
CITY-WIDE HOUSING STRATEGY
September 2012

Prepared by:
RFP Architecture & Urban Design
Ryan Evans
Principal
1100 Green Park Road, Suite 200
Greenville, South Carolina 29615

Development Concepts, Inc.
Scott Cohen
Principal
1100 Green Park Road, Suite 200
Greenville, South Carolina 29615

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GUIDING PRINCIPLES

3. Recognize that TOD is a new development pattern for us
 - ▶ Will require education for public, developers, officials
 - ▶ Use local examples people can easily get to and see
 - ▶ Good transit requires compact development, but...
 - ▶ Not everyone wants to live in an urban environment, so...
 - ▶ **Make it clear that the West Side will provide many options**
 - ▶ Multiple audiences will need multiple messages

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SOME LOCAL MODELS:

Downtown Greenville

- ▶ Walkable, mixed-use small city feel
- ▶ Integration of autos, pedestrians, bikes, buses, and trolleys

Downtown Traveler's Rest

- ▶ Walkable, small town feel
- ▶ Economic Development spurred by the Swamp Rabbit Trail

Village Scale Residential

- ▶ Mixed Use, Apartments, Townhomes
- ▶ Duplex and Single Family



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SOME TRANSIT CORRIDOR MODELS:



Charlotte LINX

- ▶ Sales Tax Referendum
- ▶ Economic Development Opportunities
- ▶ Variety of TOD along the line

Cleveland BRT

- ▶ Increased Property Values at Stations
- ▶ Faster Peak Headways



Pittsburg BRT

- ▶ Used old RR Right-of-way
- ▶ Station spacing > 1 mile

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GUIDING PRINCIPLES

4. Good transit, bike, & pedestrian infrastructure requires public funding
 - ▶ Need to make a good investment to have a good rate of return
 - ▶ Benefits are Economic, but also Environmental and Social

Question for the public:

How will an investment in transportation infrastructure benefit you?

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POTENTIAL BENEFITS

- ▶ Economic Benefits
 - ▶ Reduced transportation cost in household budgets
 - ▶ Increased tax base, property values, and decreased infrastructure cost with compact development
 - ▶ Quality of life alternatives aid in corporate recruitment
- ▶ Environmental Benefits
 - ▶ Reduced carbon footprint and increased air quality
 - ▶ Compact development allows more land for greenspace and storm water management
- ▶ Social Benefits
 - ▶ Health benefits of increased exercise and better air quality, including decrease in diabetes, heart disease, asthma, and reduction in stress
 - ▶ More community interaction is shown to be good for mental health
 - ▶ Life cycle stage and socio-economic diversity with a greater variety of housing options
 - ▶ Greater independence for the elderly and those with limited budgets

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WE ARE READY...

