



# BOUNDARY STREET

## REDEVELOPMENT DISTRICT

### GOAL 1

Create Livable Communities through Strategic Infrastructure Investments

### GOAL 2

Encourage Economic Development on the Corridor

### GOAL 3

Improve Safety & Traffic Flow for Pedestrians, Cyclists, & Automobiles

Located in the City of Beaufort (South Carolina), the Boundary Street Redevelopment District is defined as the area bound by Ribaut Road to the east and Robert Smalls Parkway (SC 170) to the west. The District is bordered on the north by the marshes of Albergotti Creek and on the south by Battery Creek. Boundary Street is the primary entrance to the City of Beaufort and the City's National Landmark Historic District. Beaufort City Hall and the County Government Center anchor the east end of the District while the Beaufort Plaza shopping center frames the west end.

The Boundary Street Redevelopment District serves as an essential element in the regional road network, yet the existing design and physical form characterizes the roadway as a suburban arterial as well as a poor demonstration of Beaufort's overall character and charm.

Over the past five years, the City of Beaufort and Beaufort County have developed a comprehensive implementation strategy for the future of this important corridor in order to address its physical form, redevelopment potential, and ability to accommodate all modes of transportation.

The City of Beaufort and Beaufort County seek to transform Boundary Street from a strip commercial corridor into a complete, compact, and connected, mixed-use district that supports a more walkable, livable, and sustainable community with multimodal forms of transportation. Strategic infrastructure improvements of the Boundary Street Redevelopment District include complete streets, the retrofit of suburbia, improved mobility options, and enhanced connectivity.

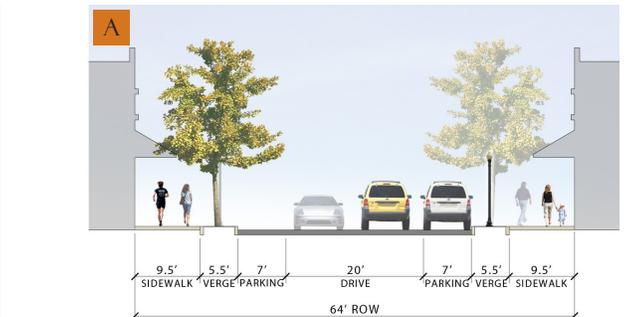
JUNE 1999	Gateway Corridors Redevelopment Plan Established TIF II by City of Beaufort
2006	1% Sales Tax Adopted to Fund Improvements \$13,000,000 Citizen Investment
2006 PRESENT	New Development on Boundary Street \$48,000,000 Private Investment
JUNE 2006	Boundary Street Master Plan Adopted
FEB 2007	Boundary Street Redevelopment District Code Adopted
2008	Traffic Impact Analysis & Feasibility Study
2009	Boundary Street Redevelopment District TIF Overlay Adopted
2010	Beaufort City Hall Complete \$23,000,000 Public Investment
2012	Redevelopment Commission Boundary Street Redevelopment District \$12,635,000 TIGER III Federal Investment
OCT 2012	National Environmental Policy Act (NEPA) Deadline
MARCH 2013	Complete Right of Way Acquisition
JUNE 2013	Boundary Street Construction Begins
JUNE 2013	DOT Fund Obligation Deadline for TIGER III
OCT 2014	Boundary Street Redevelopment District Substantial Construction Work Complete
DEC 2014	Final Project Closeout



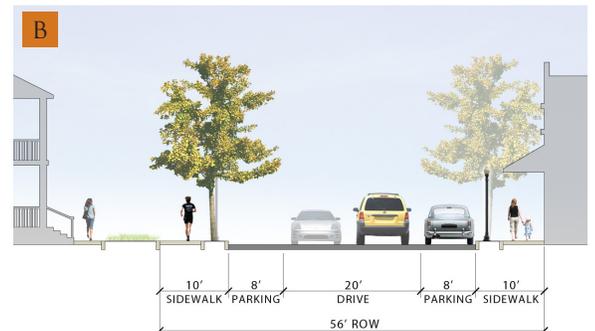
Boundary Street Master Plan

**COMPLETE STREETS**  
For communities to be walkable, streets must be designed with pedestrian comfort and safety as critical goals along with the safe and efficient flow of traffic and other considerations, such as the accommodation of emergency vehicles, parking, utilities, and stormwater. The focus for street design should be on design speed rather than the volume of traffic and the level of service, especially in urban areas.

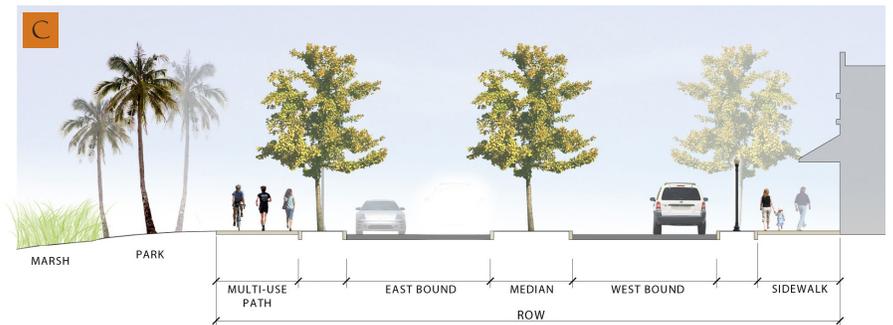
**STREET DESIGN**  
In addition, streets should be typically narrower than conventional streets and arranged in an interconnected, gridded network; intersections should be carefully considered, and such design details as tighter curb radii should be implemented.



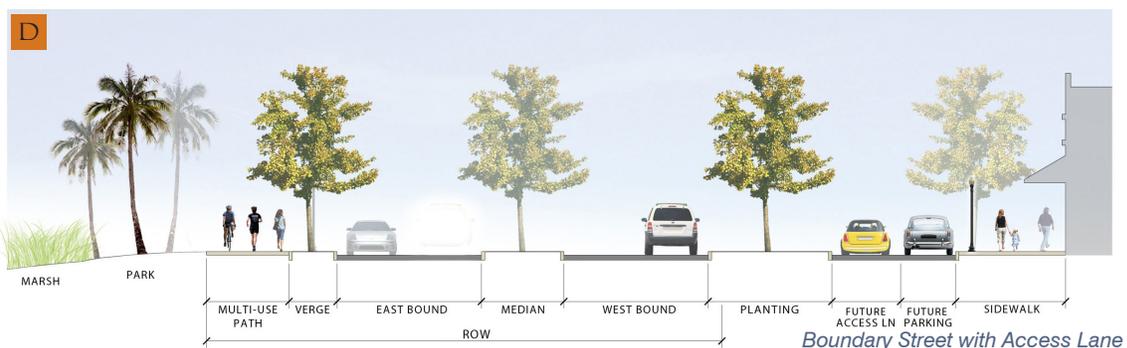
"Main Street" within Beaufort Plaza Shopping Ctr Redevelopment



Parallel Street with Proposed Public Vistas to Marsh



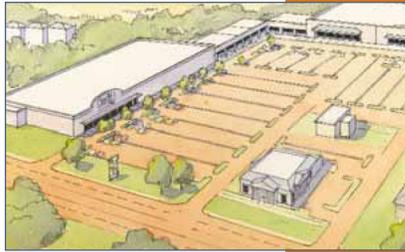
Boundary Street



Boundary Street with Access Lane

# PROJECT INFORMATION

Jean Ribaut Square Montage



Phase 1



Phase 2



Phase 3



Phase 4

## RETROFITTING SUBURBIA

The Boundary Street Redevelopment District has a unique level of broad regional support from the public and private sectors. Over the last five years, the City of Beaufort and Beaufort County have undertaken an extensive planning, design, engineering, and public financing effort that has led to a completion of a substantial amount of the required plans and construction documents in order to implement this project, including but not limited to the Boundary Street Master Plan, Boundary Street Form-Based Code, Boundary Street Redevelopment Plan, Beaufort County One Percent (1%) Transportation Sales and Use Tax, and related Boundary Street Redevelopment District design and engineering documents.

To date, \$9 million in public sector funding has been committed by Beaufort County as additional funds to implement this project via the citizens of Beaufort County approval of the Beaufort County One Percent (1%) Transportation Sales and Use Tax that included the Boundary Street Redevelopment District as a project within the aforementioned program. The estimated cost to develop and construct this infrastructure project is \$30 million.

The \$12.635 million in TIGER III funds are essential to the retrofit of this suburban, strip corridor into a complete, compact and connected mixed use district that supports a more walkable, livable, and sustainable community with multimodal forms of transportation.

### WHAT IS TIGER III?

Transportation Investment Generating Economic Recovery (TIGER) is a supplementary discretionary grant program included in the American Recovery and Reinvestment Act of 2009. TIGER grants are awarded to transportation projects that have a significant national or regional impact.

Projects are chosen for their ability to contribute to the long-term economic competitiveness of the nation, improve the condition of existing transportation facilities, increase energy efficiency and reducing greenhouse gas emissions, improve the safety of U.S. transportation facilities and enhance the quality of living and working environments of communities through increased transportation choices and connections. The Department also gives priority to projects that are expected to create and preserve jobs quickly and stimulate increases in economic activity.

Source: USDOT



Boundary Street Redevelopment



Boundary Street Redevelopment



Boundary Street Redevelopment



Public Input During Boundary Street Charrette

Boundary Street Regulating Network



# GUIDING PRINCIPLES OF BOUNDARY STREET DISTRICT

## RETROFITTING SUBURBIA

Retrofit a conventional suburban strip mall into a town center that allows for redevelopment and economic opportunity. A major premise of the Boundary Street Redevelopment District is the retrofit of a conventional suburban development pattern into a pattern that is more sustainable. Jurisdictions across the country are placing emphasis on the retrofit of their suburbs.

## COMPLETE STREETS

Realign the intersection of Boundary Street with Robert Smalls Parkway to create a safer, pedestrian friendly intersection that connects into a parallel network. Great streets form the backbone of healthy neighborhoods. They perform dual roles as vehicular and pedestrian corridors, as well as the community's primary public spaces as destinations in and of themselves. The impact of their design on communities cannot be underestimated.

## IMPROVED MOBILITY OPTIONS

Connecting housing to employment and shopping centers along Boundary Street and a direct connection to the Beaufort Rail-Trail. The multi-use path and trailhead will be built to provide access for people with disabilities. Moreover, the multi-use path provides an option for non-motorists that would rather travel in an environment separated from vehicular traffic. The multi-use path serves as a connection for residents in the Downtown Area of Beaufort to employment and shopping centers in the Boundary Street Redevelopment District.

## ENHANCED CONNECTIVITY

Improving cross streets and constructing a parallel street network to offer alternatives. From a transportation design perspective, the key feature of this vision is a network or grid of walkable streets to be constructed north of Boundary Street. This network will allow local traffic to circulate without using Boundary Street, which will be more convenient for local traffic as well as allow through-traffic on Boundary Street to operate more efficiently.

The Boundary Street Redevelopment District is a nationally significant transportation initiative that demonstrates the value of creating livable communities through strategic infrastructure investments.

FOR MORE INFORMATION:  
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[WWW.BEAUFORTCIVICINVESTMENT.ORG](http://WWW.BEAUFORTCIVICINVESTMENT.ORG)



2011 - Boundary Street Today



2015 - Boundary Street with TIGER III Infrastructure Improvements



2020 - Boundary Street Developed as a Walkable, Multi-way Boulevard

