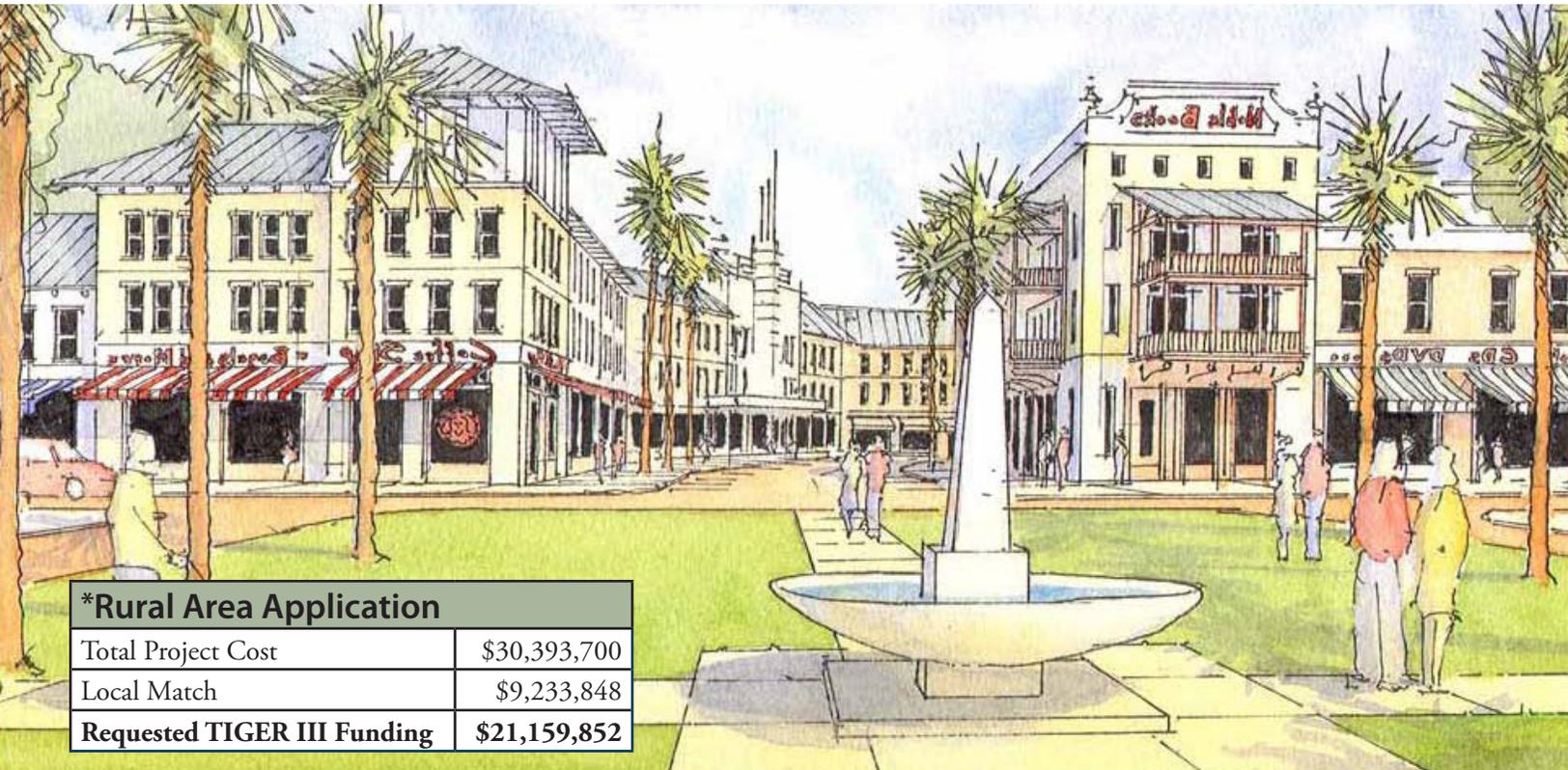




Boundary Street Redevelopment District: TIGER III Grant Application*

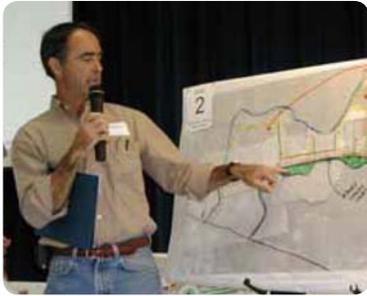


*Rural Area Application	
Total Project Cost	\$30,393,700
Local Match	\$9,233,848
Requested TIGER III Funding	\$21,159,852

Submitted by the City of Beaufort, SC and Beaufort County
to the United States Department of Transportation

DUNS# 047446984
October 31, 2011

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 NEPA Letter
 Federal Wage Rate Certification

*TIGER III Application for funds
 Funding Opportunity #DTOS59-11-RA-TIGER3*

**Boundary Street Redevelopment District
 City of Beaufort, SC | Beaufort County
 DUNS #047446984**

October 31, 2011

introduction

I. Project Description

The Boundary Street Redevelopment District is a nationally significant transportation initiative that demonstrates the value of creating livable communities through strategic infrastructure investments. Located in the City of Beaufort (South Carolina), the Boundary Street Redevelopment District is defined as the area bound by Marsh Street 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 (US Highway 21) 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 (U.S. Highway 21) 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.

This project involves regionally significant partners such as the City of Beaufort, Beaufort County, private property owners within the district, Beaufort-Port Royal Metro Planning Commission, and the unanimous support of all jurisdictions within Beaufort County, including County Council. Letters of support for the Boundary Street Redevelopment District are included as an attachment to this application.

This Boundary Street Redevelopment District will serve as a regional and national model for the retrofit of auto-oriented suburban development, for multimodal transportation and sustainable communities, and for economic development along a suburban corridor. 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

The Boundary Street Redevelopment District is a nationally significant transportation initiative that demonstrates the value of creating livable communities through strategic infrastructure investments in projects organized around four (4) primary themes:

- Complete Streets
- Retrofitting Suburbia
- Improved Mobility Options
- Enhanced Connectivity



Figure 1.1 - Boundary Street Redevelopment District

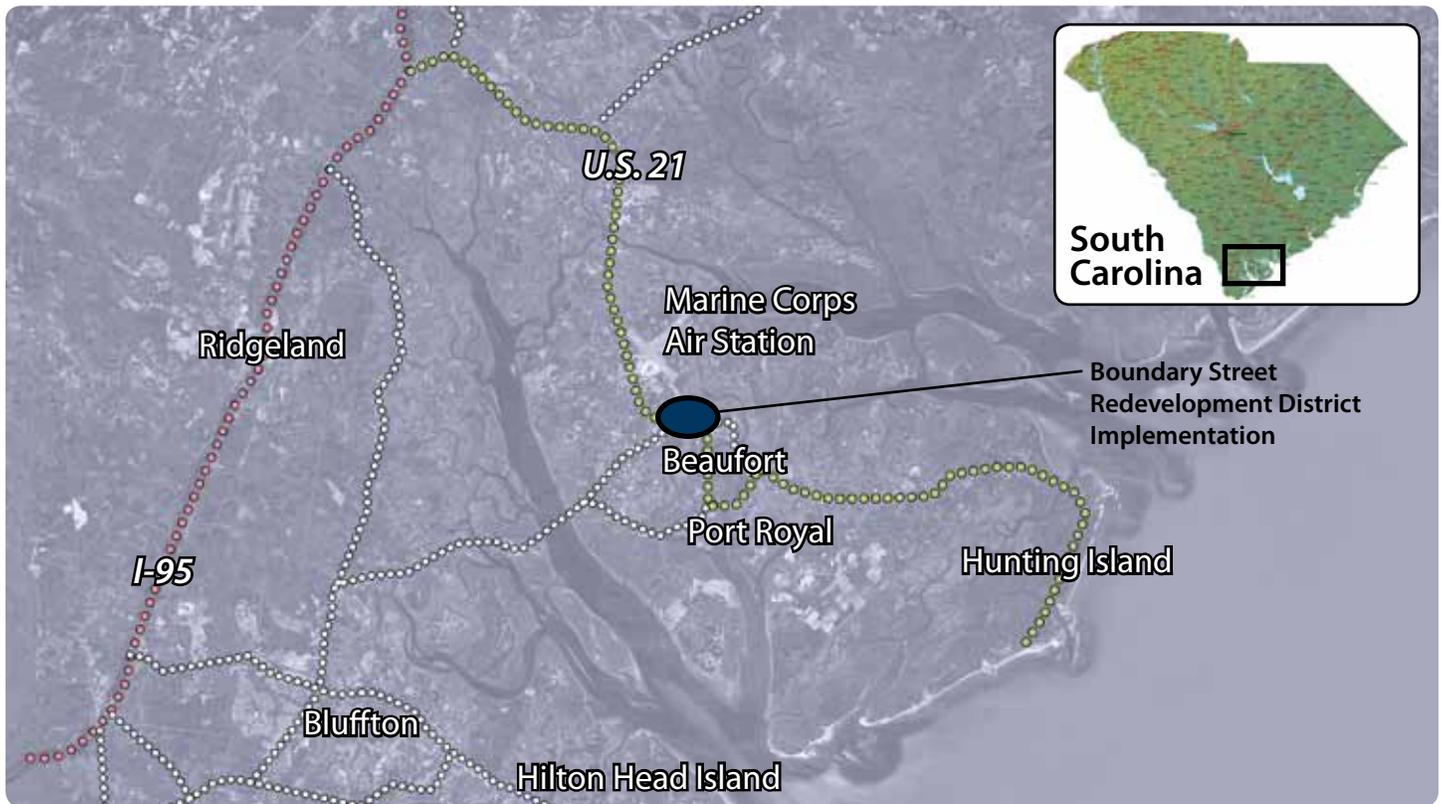


Figure 1.2 - Regional Context: Beaufort County, SC

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 matching 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 \$9 million in requested 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.

This project meets the TIGER III Primary Selection Criteria of State of Good Repair, Economic Competitiveness, Livability, Environmental Sustainability, and Safety.

II. Project Context

The City of Beaufort is situated on the Beaufort River in Beaufort County, South Carolina. Beaufort County, incorporated in 1785, is the fastest growing county in South Carolina, stretching 30 miles along the Atlantic Ocean on its eastern side. Its area is 587 square miles including 64 major islands and thousands of small islands in the state's southeastern corner. Beaufort County is bordered to the west by Jasper County and to the north by Hampton and Colleton Counties. The entire county is referred to as South Carolina's Treasured Coast for its rich history, heritage, arts and culture that create a myriad of treasures for residents and visitors alike to enjoy.

Chartered in 1711, Beaufort is the second-oldest city in South Carolina, behind Charleston. It is located on Port Royal

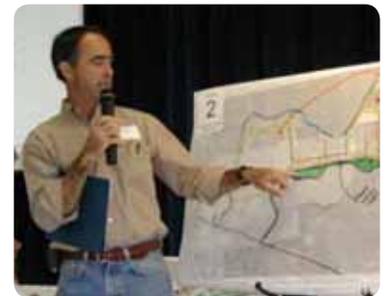


Figure 1.3 - Images of public workshops from Boundary Street Master Plan Charrette

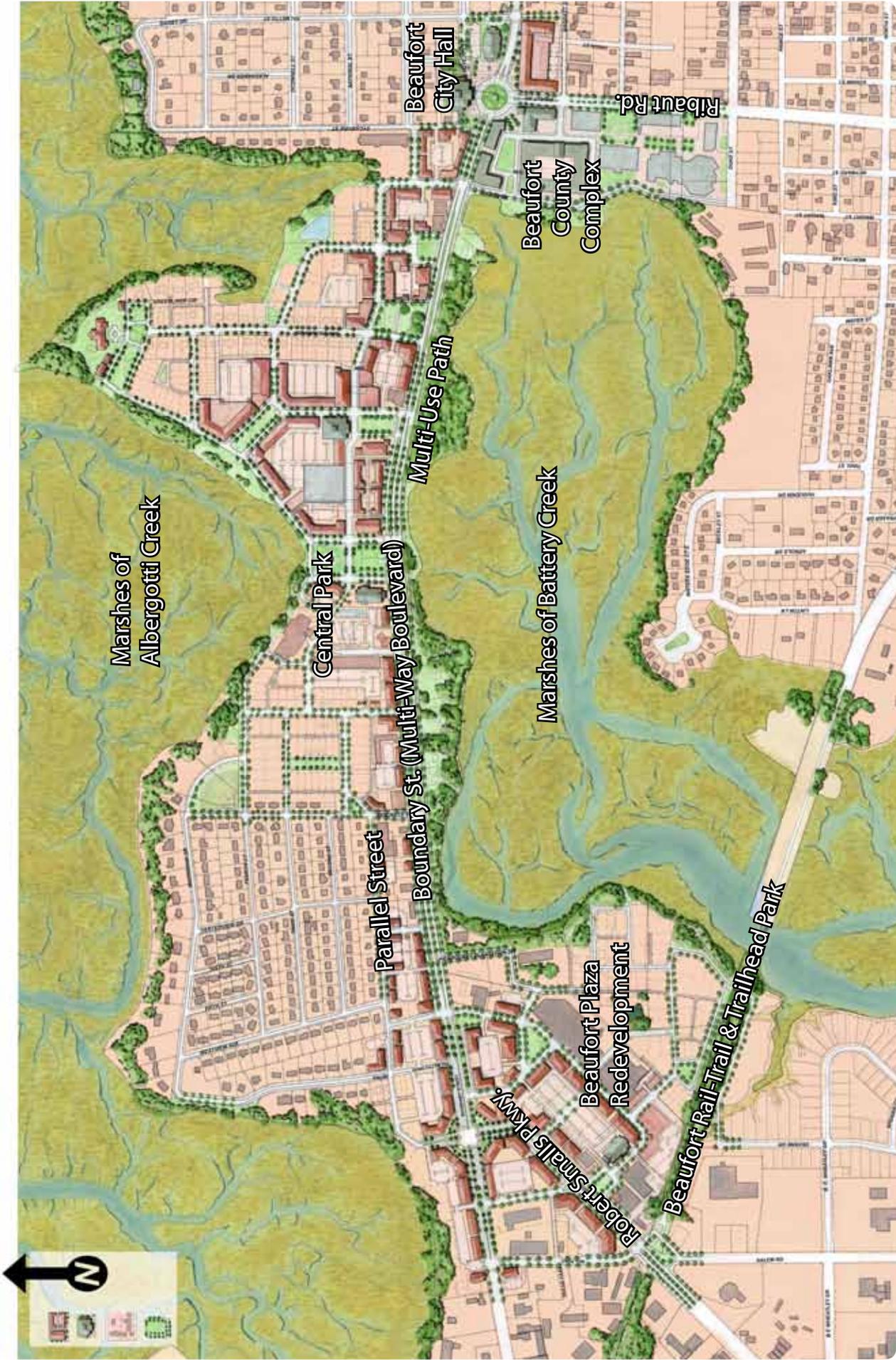


Figure 1.4 - Boundary Street Master Plan

<p>ONE WORD that comes to mind about Boundary Street:</p> <p>NOW: <u>Car</u></p> <p>IN THE FUTURE: <u>People</u> (in my vision)</p>	<p>ONE WORD that comes to mind about Boundary Street:</p> <p>NOW: <u>THREATENING</u></p> <p>IN THE FUTURE: <u>SERENE</u> (in my vision)</p>
<p>ONE WORD that comes to mind about Boundary Street:</p> <p>NOW: <u>disconnected</u></p> <p>IN THE FUTURE: <u>Community-based</u> (in my vision)</p>	<p>ONE WORD that comes to mind about Boundary Street:</p> <p>NOW: <u>Boring</u></p> <p>IN THE FUTURE: <u>Spectacular</u> (in my vision)</p>

Figure 1.5 - Residents' descriptions of Boundary Street, now and in the future, from public input sessions during the Boundary Street Master Plan Charrette

Island, in the heart of the Sea Islands and the Lowcountry. The city is renowned for its waterfront park and for maintaining a historic character through its impressive antebellum architecture and streetscapes, which have helped it attract tourists and new residents alike. It is one of the few towns with its entire downtown designated as a National Historic Landmark District.

Beaufort has enjoyed a strong tourism industry that is supported by military visitors, local arts, and culture. There is a strong artist community here, making it a top artist destination. Tourism also includes the natural beauty of its intracoastal waterways and the centerpiece of a string of barrier islands. Boundary Street is one of the most important streets in Beaufort. It serves as the main roadway entrance into—and key economic center for—the City of Beaufort. Boundary Street runs west-to-east along a narrow isthmus, from the City limits into the heart of Beaufort's historic downtown, connecting to Lady's Island and points farther east. It is a major element in the regional transportation network of surrounding Beaufort County. The South Carolina Department of Transportation (SCDOT) and the Federal Highway Administration recognize Boundary Street as a Principal Arterial in the functional classification system.

In its current state, Boundary Street is a typical car-oriented commercial strip corridor. Its heavy automobile traffic and expansive parking lots contribute to

poor levels of sustainability, economic competitiveness, safety, and neighborhood livability. Moreover, Boundary Street's physical character does not enhance Beaufort's overall character and historic charm, and it serves as a poor gateway into the downtown.

In June 2006, the City of Beaufort and Beaufort County adopted the Boundary Street Master Plan, a planning, design, and engineering vision for this vital entranceway to the city. The Master Plan addresses problems of traffic congestion, road network connectivity, pedestrian- and bicycle-friendliness, safety, economic development, the promotion of additional modes of transportation, the retrofit of the existing suburban fabric, and sustainability. It details a comprehensive strategy for growth and redevelopment along the Boundary Street corridor, seeking to improve the safety and operational efficiency for all modes of travel, while increasing economic productivity, sustainability, and livability in the area. The plan recognizes a fundamental tension between the need to move large volumes of traffic into and out of downtown Beaufort and the desire to create a safe, walkable environment that will lead to increases in economic competitiveness, neighborhood livability, and sustainability.

The Boundary Street Master Plan provides for the organized redevelopment of the corridor and addresses specific recommendations for the physical improvement of the Boundary Street Redevelopment District. Through careful planning and engineering, the District can become a complete, compact and connected mixed use district that supports a more walkable, livable, and sustainable community with multimodal forms of transportation.

The City of Beaufort seeks \$21 million in federal funding through the TIGER III Discretionary Grant to complement the existing \$9 million local match in order to implement the detailed projects of the Boundary Street Redevelopment District as described herein.



Figure 1.6 - Photos of existing conditions in the Boundary Street Redevelopment District



Figure 1.7 - Images of proposed conditions in the Boundary Street Redevelopment District from the Boundary Street Master Plan

III. Project Funding

The total cost to construct the Boundary Street Redevelopment District is \$30,393,700. The amount of grant funds requested is \$21,159,852. The Beaufort County One Percent (1%) Transportation Sales and Use Tax will provide the remaining thirty percent (30%) of the project cost. The Trask Family has made a commitment to donate the right-of-way for the Beaufort Plaza Redevelopment Project. The following table outlines grant funds, sources, and percentage of project costs.

Boundary Street Redevelopment District Funding Summary	
Project Area	Cost
Retrofitting Suburbia	
Beaufort Plaza	\$973,500
Complete Streets	
Multiway Boulevard	\$17,055,000
Improved Mobility Options	
Beaufort Rail-Trail: Trailhead Park	\$1,000,000
Multi-Use Path	\$995,000
Enhanced Connectivity	
Parallel Street	\$9,593,700
Neil Road	\$776,500
Total Project Cost	\$30,393,700
Local Match	\$9,233,848
Requested TIGER III Funding	\$21,159,852

IV. Local Commitment to Project Implementation

The City of Beaufort, Beaufort County, private landholders, and local residents have demonstrated a political and financial commitment (approximately \$48,000,000 combined investment) to implementing the principles and proposals contained in the Boundary Street Master Plan. Below are some examples of recently implemented initiatives from the plan that demonstrate the community's ability and willingness to complete the proposed Boundary Street Redevelopment District project if TIGER III funds are awarded.

Public Investment in Boundary Street Redevelopment District



\$23,000,000 - Beaufort City Hall, Municipal Judicial Center (inset), and associated horizontal infrastructure improvements

Private Investment in Boundary Street Redevelopment District



\$25,000,000 - Hilton Garden Inn, Red Lobster/ Olive Garden Building, Beaufort Town Center, Burnside Live-Works (clockwise from top left)

detailed projects

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 and the world are placing emphasis on the retrofit of their suburbs as the following forces are driving this movement: reduced percentages of households with children and a growing market for multi-unit housing in the suburbs; continued growth in the percentage of jobs in suburban locations; rising gas prices making housing on the periphery less affordable; and local smart growth policies and transit investments that are limiting sprawl and redirecting growth to existing infrastructure.

as it directs growth in areas complete with existing infrastructure (roadways, water, sewer, utilities) and existing municipal service (police, fire, EMS, and solid waste collection) while yielding more revenue for the taxing entities (property tax, school district, accommodations tax, business license fees, hospitality tax) than the existing use of the property.

The City of Beaufort's Boundary Street Master Plan and Form-Based Code demand a much more sustainable settlement pattern that is promoted by zoning and development standards as well as public-private partnerships.

The Beaufort City Council adopted the Boundary Street Form-Based Code on February 6, 2007. A Form-Based Code is a land development regulatory tool that places the primary emphasis on the physical form of the built environment with the end goal of producing a specific type of "place." Conventional zoning strictly controls land-use, through abstract regulatory statistics, which can result in very different and often substandard physical environments.

The Boundary Street Form-Based Code replaces the existing zoning and provides clarity and certainty for appropriate development along the corridor. The Code allows by-right development of property in congruence with standards set forth in the code as well as the retrofit of suburbia in both the horizontal and vertical context. It is designed to streamline the process of getting projects approved because of the investment in public process and consensus that the Boundary Street Master Plan incorporates.

By seeking to create the basis for change beyond their immediate property lines, such projects offer the best chance to overcome entrenched resistance and help suburbs evolve to meet changing needs--or more simply, make them adaptable to future generations of population growth and demand. Such projects are helping improve connectivity and the sense of place, meet affordable housing needs, and mitigate congestion.

Additionally, in the new economy, political jurisdictions are constantly searching for new creative sources of revenue and fiscally responsible methods to service existing and future populations. The retrofit of suburbia achieves both of the aforementioned goals

Beaufort Plaza Costs	
Right of Way Acquisition	\$0 (donated by owner)
Construction	\$811,000
Engineering/Permitting	\$81,500
Contingency*	\$81,000
Total	\$973,500
*Includes Project Management and Additional Surveying/Permitting	

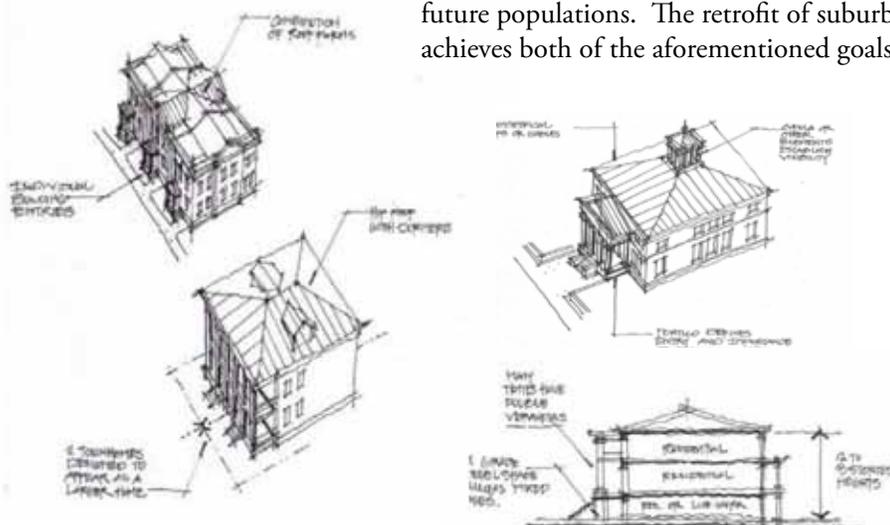


Figure 2.1 - Boundary Street Form Based Code Guidance

Beaufort Plaza

Beaufort Plaza is located at the intersection of Boundary Street and Robert Smalls Parkway. Beaufort Plaza in its current configuration is a typical strip commercial shopping center with buildings set behind a large expanse of parking. Today, the retail associated with Beaufort Plaza is sagging. The shopping center marks the western boundary of the Boundary Street Redevelopment District and has the great potential to be transformed into a memorable gateway.

The Boundary Street Master Plan illustrates how the Beaufort Plaza can be reconfigured and redeveloped over time. Understanding that redevelopment will occur over many years due to existing leases and market feasibility, the plan for Beaufort Plaza is designed to include a phase-able strategy to accommodate the transformation of the property over time. The planned “Main Street” improvement and Pickpocket Plantation Drive connection (See Figure 2.2) will organize the property into an interconnected street and block network and further demonstrates how existing buildings can be incorporated into the long-term plan for the shopping center.

Over the past five (5) years, the City has been coordinating with the property owner of Beaufort Plaza (Trask Family) to identify opportunities for redevelopment and infill development that is centralized into a specific area rather than scattered throughout the property. In doing so, the property owner and City have realized the physical vision of how the shopping center can evolve from a typical strip commercial space to a livable, memorable center. A mix of uses will be accommodated throughout the site, providing for continued retail opportunities while also allowing for residential and office components. The planned Pickpocket Plantation Connection also promotes the redevelopment of the property to the rear of the Beaufort Plaza site. The property owner and City have discussed and coordinated such site planning matters as planned retrofit of parking lots via planned expiration of existing leases, street section design for Robert Smalls Parkway realignment, new “Main Street” improvements, Pickpocket Plantation Drive connection, and rights-of-way donation and exchanges related to the aforementioned improvements.

An essential element in the transformation of the shopping center is the way parking is handled on the site. Today there is surface parking in the front of the buildings. In order to accommodate a large expanse of parking, the buildings are set back far from the street.



Figure 2.2 - Beaufort Plaza Redevelopment Plan

Parking is single-purpose, meaning that the available parking only serves individual businesses; there is little to no shared parking, with each store in the center having reserved parking for their establishment. The handling of parking on the Beaufort Plaza site is planned to evolve from a suburban strip model of parking requirements and dimensions to one that accommodates a more urban, mixed-use environment. The plan for the future of the shopping center calls for shared parking and for parking to be handled on-street (on existing and new streets) as well as in midblock structures.

The plan for Beaufort Plaza also looks to improve and enhance Robert Smalls Parkway. The planned improvements for the Boundary Street Redevelopment District modifies Robert Smalls Parkway in a manner to provide a bend in the alignment of the road so that the intersection is realigned and moved to the west.

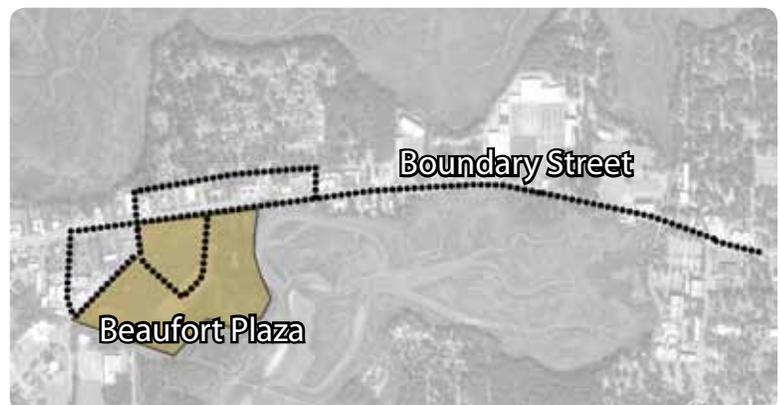


Figure 2.3 - Suburban Retrofit Project Location Key

detailed projects

Complete Streets

Realign intersection of Boundary Street with Robert Smalls Parkway to create a safer, pedestrian friendly intersection that connects into a parallel network.

Multiway Blvd. Costs

Right of Way Acquisition	\$3,750,000
Construction	\$11,500,000
Engineering/Permitting	\$655,000
Contingency*	\$1,150,000
Total	\$17,055,000
*Includes Project Management and Additional Surveying/Permitting	

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.

Unfortunately, many of the existing SCDOT Standards are comprised of rural street standards that make the creation of walkable communities impossible. In addition, in developed areas—such as downtowns and historic neighborhoods—adaptations to historic streets, including the removal of on-street parking, the narrowing of sidewalks, the integration of higher-speed one-way streets, and the insistence of maintaining high levels of service for motor vehicles only have prevented the revitalization and improved walkability of these areas. For those suburban and urban areas of South Carolina, infill and redevelopment efforts will have a much stronger impact to the overall quality of the place if the circulation patterns, design speeds, and overall street design are more strongly considered.

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. 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.

The Boundary Street Form-Based Code, the codification of the Boundary Street Master Plan and the guiding land use and development standards regulations for the Boundary Street Redevelopment District, requires the design of complete streets as roadways within the district are improved or created.

Boundary Street as a Multiway Boulevard

The proposed multiway boulevard design for Boundary Street (from Neil Road at the western edge of the District to Marsh Road at the eastern edge of the District) will simultaneously handle large volumes of through traffic while encouraging street front development appropriate for a town center.

The center of a multiway boulevard will be comprised of four (4) lanes. These lanes will serve the traditional function of Boundary Street in its arterial street condition, which is to move automobiles as quickly and safely as possible. The proposed center lanes shown in Figure ___ are considered the “motor vehicle realm,” and most design considerations follow the motor vehicle mobility function, just as with contemporary arterial design. A key concession to pedestrians and cyclists that will operate within the multiway boulevard is that speeds are managed in the 30-35 mph range by techniques such as narrower lanes and shorter blocks.

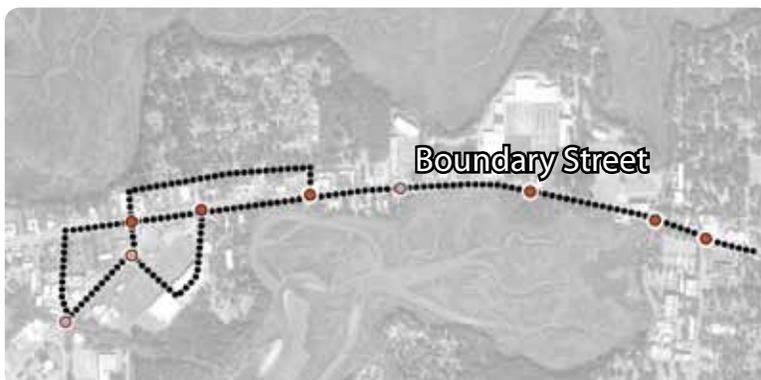


Figure 3.1 - Complete Streets Project Location Key

The retrofitted Boundary Street will include very wide park-like medians with shared-use paths, a one-way access lane, a lane of on-street parking, a wide sidewalk, and street-front buildings on either side of the center lanes. The one-way access lanes will be designed for speeds of 15 mph. This area, from the inner edge of the median adjacent to the center travel lanes to the front of the buildings, is considered the “pedestrian realm.” Within this area, design considerations place the pedestrian function first, with great walkability and safety as the primary design goals.

Each element the proposed multiway boulevard treatment of Boundary Street is illustrated in Figure 3.3 and the function is described below:

1. **Center through lanes:** These lanes do the “heavy-lifting” of traffic movement, allowing large volumes of traffic to pass through the area. They also bring potential customers within viewing distance of the shops and storefronts built along the one-way side streets.
2. **Wide park-like median:** These side medians mark the beginning of the pedestrian realm. Planted rows of trees provide enclosure, helping to manage center street speeds. The median provides shade and protection for pedestrians and the shared-use path allows bicycling, rollerblading, and strolling, with ample benches and pedestrian features. The median is a centerpiece of the town center design, much as a park would be in a traditional town design such as Savannah, GA.
3. **One-way access lanes:** The one-way access lanes, in plan view of the multiway boulevard, are essentially parking access lanes. These lanes are parallel to the central lanes are oriented generally perpendicular to

the arterial street. These one-way connections serve the following functions:

- Provide a quiet street for the storefronts facing the arterial, analogous to a park view main street due to the wide median.
- Provide vital on-street parking and pedestrian connections between blocks
- Allow locally circulating traffic to make easy right-hand turns while circling the block, looking for parking
- Allow local traffic to access parking without getting on the arterial street

4. **Wide sidewalk and Crosswalks at Key Intersections:** Sidewalks adjacent to parking allow pedestrian traffic to circulate freely between storefronts and the median park area. The wide sidewalks provide necessary space for pedestrian shopping and travel needs while still leaving room for a few sidewalk café tables, a sidewalk sale rack of clothes or table of used books, and of course street trees and plantings. Moreover, the proposed improvements to Boundary Street will include signalized crosswalks at all key intersections throughout the corridor.
5. **Storefronts:** Provide economic viability for the town center. Storefronts along the multiway boulevards are provided with the best of both worlds – reasonable access to pass-by traffic, and a calmed, walkable lane front that functions like the old traditional downtown park street. The storefronts also send a clear message that this is the “town center,” a message that is difficult to convey with conventional arterial design.

The design constraints of Boundary Street, primarily the lack of developable land to the south and ROW constraints along some sections to the north, require multiple multiway boulevard sections as shown in the Boundary Street Form-Based Code.



Figure 3.2 - Rendering of one-way access lane on a multiway boulevard from the Boundary Street Master Plan

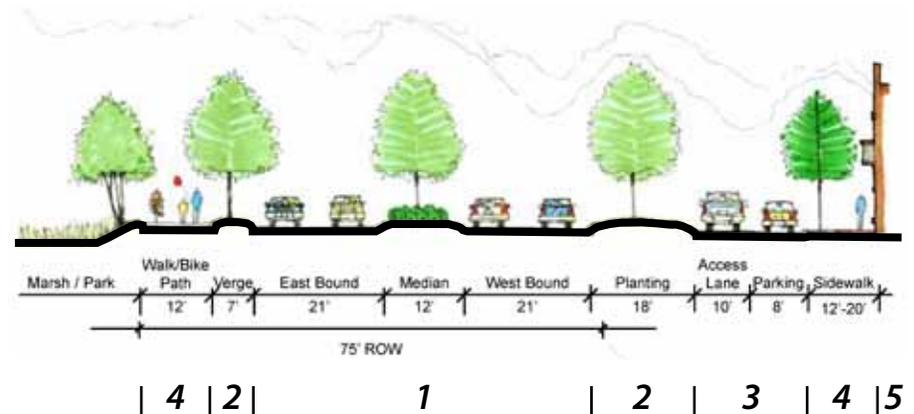


Figure 3.3 - Components of the Boundary Street Multiway Boulevard (see descriptions above)

detailed projects

Improved Mobility Options

Connecting housing to employment and shopping centers along Boundary Street and a direct connection to the Beaufort Rail-Trail.

Beaufort Rail-Trail Trailhead Park Costs

Right of Way Acquisition	\$175,000
Construction	\$685,000
Engineering/Permitting	\$71,500
Contingency*	\$68,500
Total	\$1,000,000

*Includes Project Management and Additional Surveying/Permitting

Multi-Use Path Costs

Right of Way Acquisition	\$300,000
Construction	\$575,000
Engineering/Permitting	\$62,500
Contingency*	\$57,500
Total	\$995,000

*Includes Project Management and Additional Surveying/Permitting

Beaufort Rail-Trail Trailhead Park

The promotion and connection of all modes of transportation in the Boundary Street Redevelopment District is a crucial component to the overall effectiveness and appeal of the District. The Boundary Street Redevelopment District abuts the Beaufort Rail-Trail. The Beaufort Rail Trail is a classic regional rail-to-trail project in Beaufort County involving a planned 20-mile trail, consisting of a twelve foot (12') wide multi-use bike and pedestrian trail that will eventually link Port Royal, South Carolina to the East Coast Greenway in Sheldon, South Carolina (US 17).

Beaufort County was recently awarded a \$1,043,520 Transportation, Community, and System Preservation Program (TCSP) Grant from the Federal Highway Administration passed through SCDOT to fund the first phase of construction of the Beaufort Rail Trail. Coupled with a local match of more than \$300,000, the \$1.38 million will be allocated to construct the Beaufort Rail Trail from Allison Road north to SC 170 for a total of 2.2 miles. (See Figure 4.3)

In order to complement the aforementioned Beaufort Rail Trail Phase One construction, the Beaufort Rail-Trail Trailhead Park improvements located along Robert Smalls Parkway are included as part of

this application. The Beaufort Rail-Trail Trailhead Park is approximately one-acre in size and includes parking, comfort stations, benches, passive park space, and pedestrian and cyclist facilities. The design of the Beaufort Rail-Trail Trailhead Park will conform to ADAAG requirements for accessible parking and bathrooms.

Multi-Use Path

In an effort to provide an additional safe route for pedestrians and cyclists, the proposed twelve-foot (12') multi-use path will run parallel to the multiway boulevard on the marshes along Battery Creek. The multi-use path also provides a connection to the natural environment/beauty of Battery Creek, which is located to the south of the Boundary Street Redevelopment District. The multi-use path serves as a complement to the bike lane of the multiway boulevard as it serves as part of a transportation circulation system and supports multiple recreation opportunities, such as walking, bicycling, and inline skating.

The multi-use path 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.

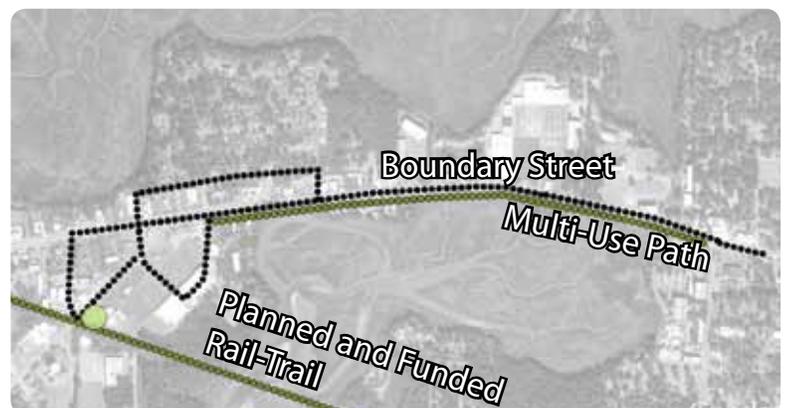


Figure 4.1 - Improved Mobility Project Location Key



Figure 4.2 - Existing unsafe pedestrian facilities at the intersection of Boundary Street and Ribaut Road

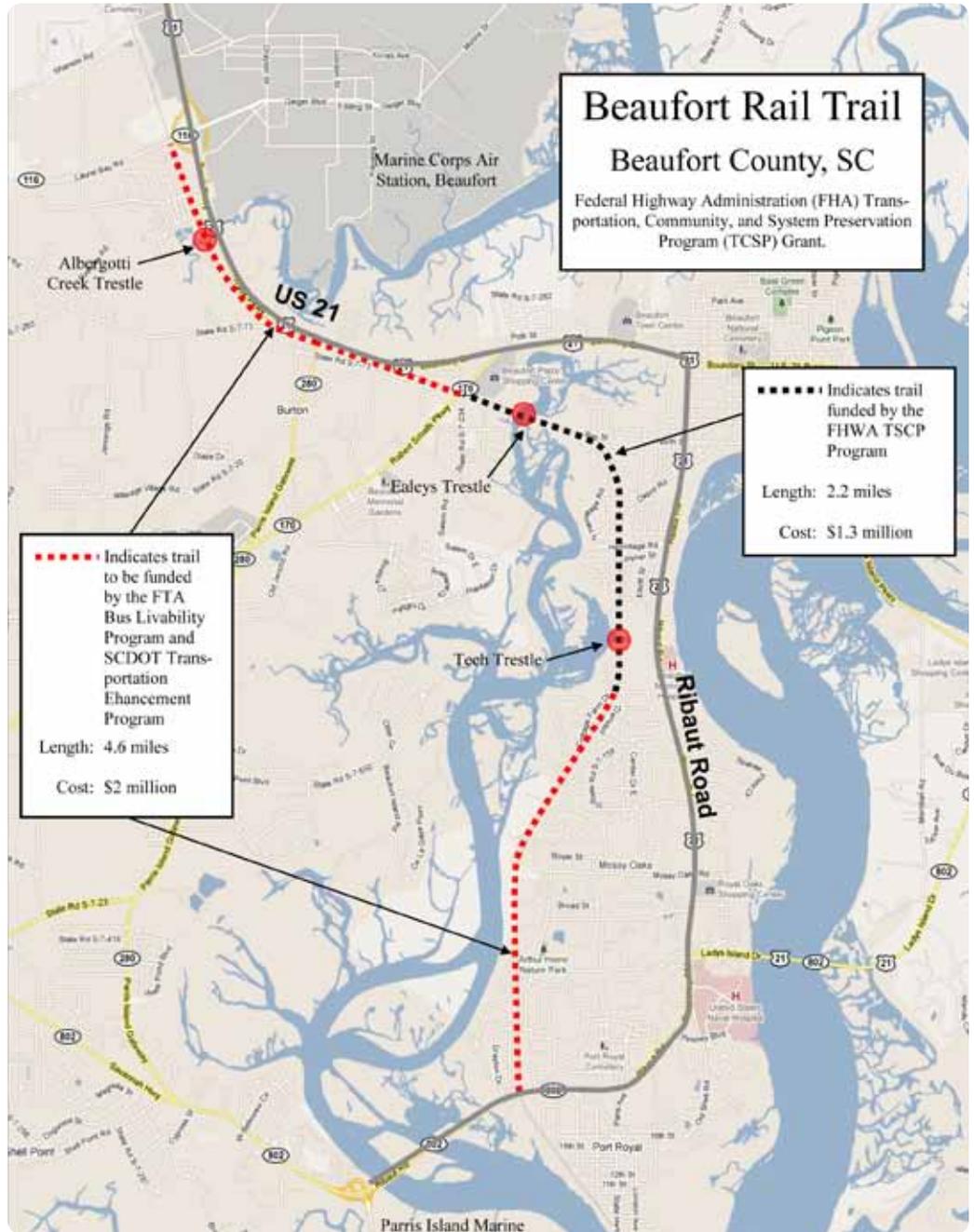


Figure 4.3 - Beaufort Rail-Trail Phasing Plan

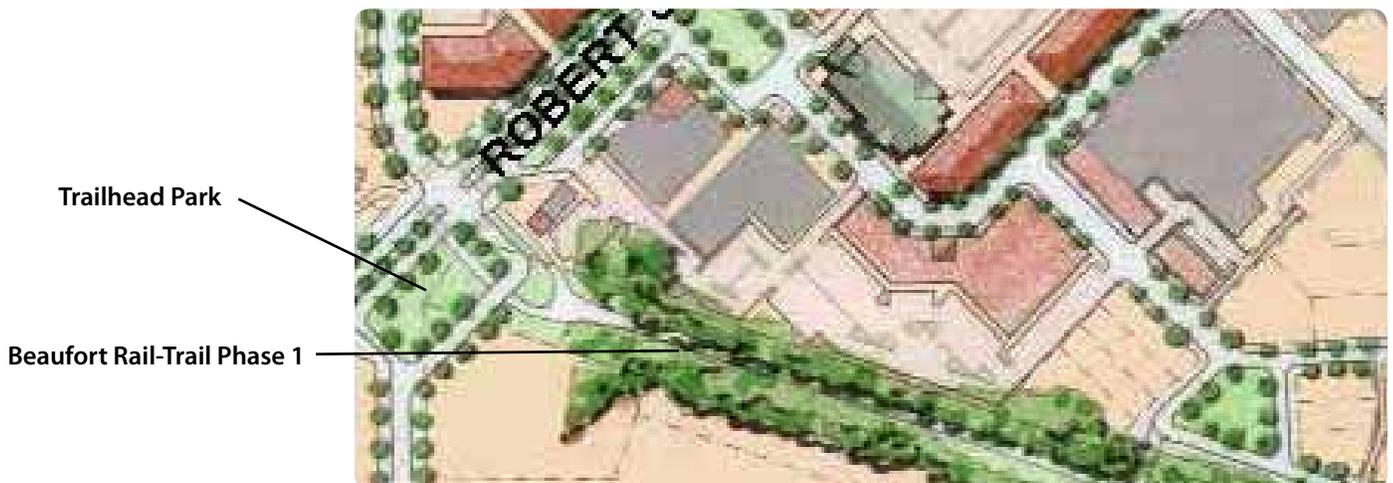


Figure 4.4 - Proposed Trailhead Park

detailed projects

Enhanced Connectivity

Improving cross streets and constructing a parallel street network to offer alternatives.

Parallel Street Costs

Right of Way Acquisition	\$1,150,700
Construction	\$6,900,000
Engineering/Permitting	\$853,000
Contingency*	\$690,000
Total	\$9,593,700

*Includes Project Management and Additional Surveying/Permitting

Neil Road Costs

Right of Way Acquisition	\$300,000
Construction	\$575,000
Engineering/Permitting	\$62,500
Contingency*	\$57,500
Total	\$995,000

*Includes Project Management and Additional Surveying/Permitting

Per the Boundary Street Master Plan and Form-Based Code, the entire Boundary Street corridor is targeted for redevelopment in a more walkable context. The new design is envisioned to reflect the historic design of old Beaufort. 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 Master Plan indicates proposed locations for new streets on this network (See Figure 5.3).

A complete street network of interconnected blocks and streets can disperse everyday trips along Boundary Street through various street alternatives. In particular, a parallel street system must be created running east-west so that all daily trips, especially very local ones, do not have to use Boundary Street.

Providing for improved connections does not just mean providing for better vehicular connections. Connections also include those related to pedestrians, cyclists, and transit. Beyond that, the revitalized corridor should also offer the kind of connectedness that one gets from getting to know neighbors encountered on a regular basis in a coherent environment, as well as the kind of connectedness that imparts a personal sense

of awareness of, and relationship to, the surrounding natural setting. This increased sense of connection to one's community means incorporating things like gathering places and a pedestrian-friendly street network in the Boundary Street Master Plan.

Parallel Street

The proposed Parallel Street is essential to create an interconnected network of blocks and streets adjacent to Boundary Street. The addition of an east-west parallel street is planned as part of the Boundary Street Redevelopment District so that all daily trips, especially local ones, do not have to use Boundary Street. The character of the built environment along the Parallel Street varies from less intense residential development to more intense mixed-use development.

The proposed Parallel Street provides an initial alternate transportation route (vehicular, pedestrian, and cyclist) to Boundary Street in the western portion of the Boundary Street Redevelopment District. The Parallel Street will be maintained by the City of Beaufort and designed according to the Parallel Street Standards of the Boundary Street Form-Based Code as shown in Figure 5.4. The proposed Parallel Street also provides a connection to the natural environment of the Boundary Street Redevelopment District as it opens up vistas of the marsh



Figure 5.1 - Enhanced Connectivity Project Location Key



Figure 5.2 - Bellamy's Curve precedent

to the north of Boundary Street similar to the effect of the existing Bellamy's Curve Area in Downtown. (See Figure 5.2) At last, the proposed Parallel Street promotes the redevelopment of the existing Polk Drive via the enhanced public realm.

“Strengthening” of Neil Road

The plan for Beaufort Plaza also looks to improve and enhance Robert Smalls Parkway. The planned improvements for the Boundary Street Redevelopment District modifies Robert Smalls Parkway in a manner to provide a bend in the alignment of the road so that the intersection is realigned and moved to the west. Neil Road would be reconfigured so that the intersection with SC 170 is rationalized, and there is the opportunity for the placement of signature buildings at the intersection of Neil Road and Boundary Street.

In its existing state, Neil Road is not promoted as a viable transportation “choice” in the Boundary Street Redevelopment District. The proposed improvements to Neil Road (parallel street section) will yield a prominent and promoted connection to Boundary Street as well as relief to traffic congestion surrounding the Robert Smalls/Boundary Street. The proposed Neil Road improvements will also allow for an appropriate connection with the Beaufort Rail Trail and Beaufort Rail-Trail Trailhead Park (See Figure 4.3)

Establishing the strategic connections proposed in the Boundary Street Redevelopment District will create a network of streets and pedestrian/bicycle paths. Such a network will offer a number of route choices, alleviating congestion, increasing accessibility, and creating attractive sites for redevelopment.



Figure 5.3 - Existing (top) and Proposed (bottom) Street Network

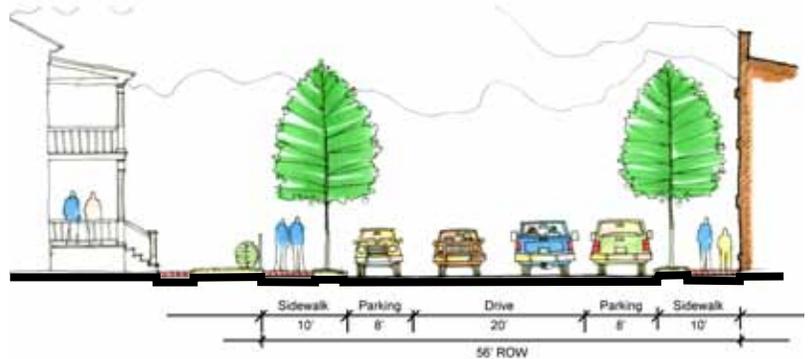


Figure 5.4 - Parallel Street Section

Parallel Street with proposed public open space and vistas to marsh

Neil Road established as a viable multi-modal connector

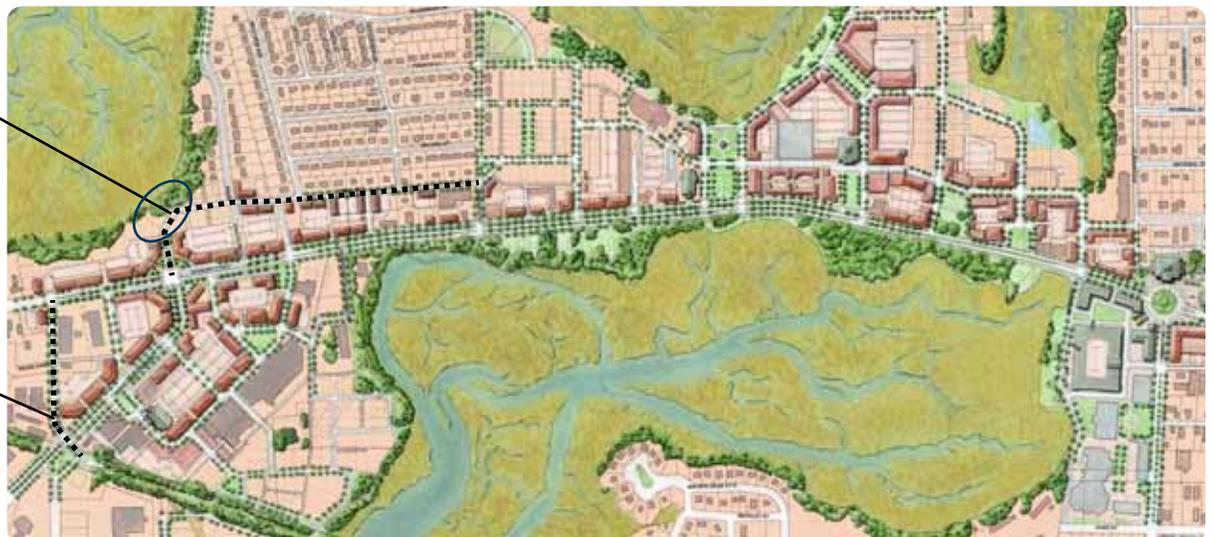


Figure 5.5 - Parallel Street and Neil Road connectivity improvements plan

project partners

The Boundary Street Redevelopment District Implementation is a model private-public partnership.

City of Beaufort

Beaufort is a city in and the county seat of Beaufort County, South Carolina, United States. Chartered in 1711, it is the second-oldest city in South Carolina, behind Charleston. The city's population was 12,361 in the 2010 census. It is located in the Hilton Head Island-Beaufort Micropolitan Area.

Beaufort is located on Port Royal Island, in the heart of the Sea Islands and Lowcountry. The City is renowned for its scenic location and for maintaining a historic character through its impressive antebellum architecture. The City is also known for its military establishments, being located in close proximity to Parris Island and a U.S. Naval Hospital, in addition to being home of the Marine Corps Air Station Beaufort. The City has been featured in the New York Times, named "Best Small Southern Town" by Southern Living, named a "Top 25 Small City Arts Destination" by American Style, and a "Top 50 Adventure Town" by National Geographic Adventure.

Beaufort County

Nestled between Charleston, South Carolina and Savannah, Georgia - Beaufort County is rich with history, culture and outdoor beauty. Beaufort County is composed of hundreds of barrier and Sea Islands and its warm climate, pristine beaches, vibrant Gullah traditions and true southern hospitality welcome visitors from all over the world throughout the year. Beaufort County is home to the famous Parris Island Marine Corps Recruit Depot and the internationally known resort of Hilton Head Island. Gorgeous private islands, abundant waterways and nature preserves embellish the landscape. Vast expanses of marshlands and lush maritime forests create spectacular scenic vistas and rich habitat for egrets, herons, pelicans, dolphins and other wildlife species. Beaufort County government exists to serve the people of Beaufort County in a cost-effective manner, so all our citizens may enjoy and appreciate a protected quality of life, natural and developed resources in a coastal environment, a diverse heritage, and economic well-being.

The Trask Family, Property Owners of Beaufort Plaza

The Trask Family is the property owner of the Beaufort Plaza site within the Boundary Street Redevelopment District. The Beaufort Plaza is located at the intersection of Boundary Street and Robert Smalls Parkway. Beaufort Plaza in its current configuration is a typical strip commercial shopping center with buildings set behind a large expanse of parking. Today, the retail associated with Beaufort Plaza is sagging. The shopping center marks the western boundary of the study area and has the great potential to be transformed as a memorable gateway into town. Over the past five (5) years, the City has been coordinating with the property owner of Beaufort Plaza (Trask Family) to identify opportunities for redevelopment and infill development that is centralized into a specific area rather than scattered throughout the property. In doing so, the property owner and City have realized the physical vision of how the shopping center can evolve from a typical strip commercial space to a livable, memorable center. A mix of uses will be accommodated throughout the site, providing for continued retail opportunities while also allowing for residential and office components. The planned Pickpocket Plantation connection also promotes the redevelopment of the property in the rear of the Beaufort Plaza site. The property owner and City have discussed and coordinated such site planning matters as planned retrofit of parking lots via planned expiration of existing leases, street section design for Robert Smalls Parkway realignment, Main Street improvements, Pickpocket Plantation connection, and rights-of-way donation and exchanges related to the aforementioned improvements. Please see Attachment ___ that contains the support letter for the Boundary Street Redevelopment District from the Trask Family.

The Citizens of Beaufort County

In August 2006, the Citizens of Beaufort County approved, via referendum, the Beaufort County One Percent (1%) Transportation Sales and Use Tax. The Beaufort County One Percent (1%) Transportation Sales and Use Tax included the Boundary Street Redevelopment District as a project. As a result, the citizen support produced the local match of \$9 million to implement this project.

selection criteria

State of Good Repair

The Boundary Street Redevelopment District is consistent with long term transportation objectives in the region and nation. Completion of all phases of the project will have far reaching impacts on maintenance and life-cycle costs. Also improved is the increase in user mobility options for residents and visitors.

The addition of street network capacity will make the system more efficient. Boundary Street serves as a regional connection east and west, but the block and street network north and south of the corridor is fairly disconnected. The current development pattern along the corridor is conventional sprawl development where land uses are separated from one another and spread out in an auto-only configuration. Virtually every auto trip, even a short one, requires driving along Boundary Street. Through the improvements, a complete network of interconnected blocks and streets will disperse everyday trips along Boundary Street through various street alternatives. The proposed parallel street, Neil Road, and the Beaufort Plaza Main Street provide new routes for local trips allowing residents an alternative to Boundary Street.

The proposed improvements to the Boundary Street Redevelopment District will improve existing, substandard roadway conditions. The majority of the existing roadway conditions within the Boundary Street Redevelopment District are substandard and need immediate repair and repaving in order to sustain an elongated lifespan. The existing conditions of Neil Road, Polk Road (the majority of the proposed Parallel Street), and various sections of Boundary Street are prime examples of the substandard condition. Neil Road and Polk Road are state maintained local roads that are overdue for repaving and maintenance. Both roads are not listed as high priorities and will

continue to deteriorate if not improved. The proposed improvements to these roadways will increase the pavement lifespan as well as decrease the lifecycle costs associated with the existing and proposed roadways within the District.

A Complete Street transformation of Boundary Street will improve the emergency evacuation route for the City of Beaufort and Lady's Island. Boundary Street is currently the hurricane evacuation route for Beaufort and Lady's Island. During evacuation times, moving traffic expeditiously is of the highest importance for the safety of residents and visitors. Transforming Boundary Street into a complete street will effectively improve travel times and increase safety during evacuations while also serving as a gateway for Beaufort to residents and visitors.

Improve efficiency through network capacity and reduce maintenance costs by encouraging non-motorized transportation alternatives.

State of Good Repair	
Maintenance and operations savings attributed to the Boundary Street Redevelopment District	
Benefit	\$750,748

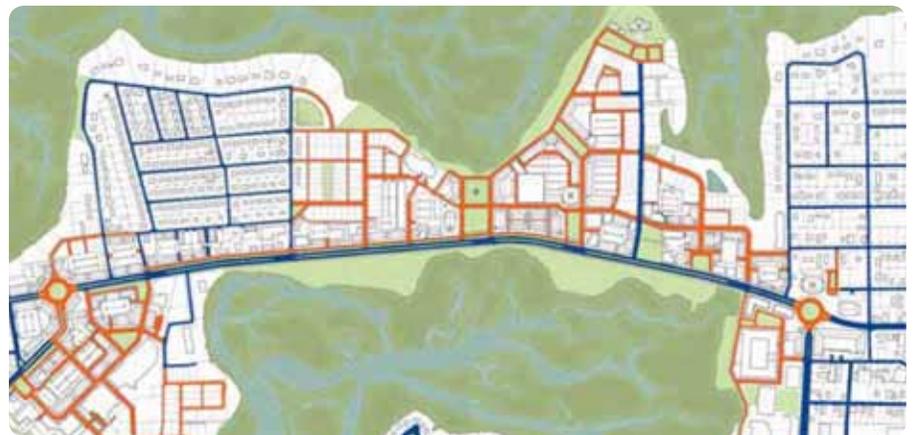


Figure 6.1 - Proposed Street Network



Figure 6.2 - Existing Conditions on Neil Road (left) and Polk Drive (right)

selection criteria

Livability

Improve livability through compact, connected, walkable development.

Livability

Increasing Bike and Pedestrian Access, Improve property values and reduce overall VMT through walkable, compact development.

Benefit **\$53,138,799**

Provide more transportation choices:

The Boundary Street Redevelopment District Project expands transportation choice by adding a multi-use pedestrian and bike path to a current 1.2 mile highway, constructing a trailhead park for the fully funded Beaufort Rail Trail that will connect over 8,000 Beaufortonians and adding crosswalks to six currently signalized intersections connecting residents to a variety of services and daily needs. These improvements will reduce the overall VMT in the study area by a combined 85 million miles. This translates to more dollars spent in the local economy on goods and services as opposed to transportation.

Promote equitable, affordable housing:

It is estimated that at a 20-year buildout the Boundary Street Redevelopment District will add 544 additional housing units by improving the transportation and aesthetics of the area. These units will be models of compact, complete, and connected development. The study area currently represents the lowest median household income in the City of Beaufort, with 89 households making less than \$15,000/year and 63 households making in between \$15,000 and \$24,999/year. Balancing daily needs with housing and transportation costs creates an inequitable environment in these households. Reducing the cost of housing and transportation for the Boundary Street Redevelopment District population will relieve disposable income for use in other sectors, including housing.

Enhance economic competitiveness:

Economic development opportunities are enhanced through the value of compact, walkable development. Beaufort County is home to over 15,000 direct military jobs. This military presence provides direct and indirect jobs throughout the county. This industry can be further capitalized by attracting other high tech businesses related to military operation. By improving quality of life through smart growth policies the City of Beaufort can attract high tech workers and companies to relocate and create new jobs in the county.

The project will improve transportation equity for disadvantaged residents:

As previously discussed, the Boundary Street Redevelopment District serves an area that has a percentage of disadvantaged residents. The median household income in this census tract is only 56% of the county average. This directly correlates to limited transportation options and a greater percentage of household income spent on transportation. Creating a walkable district will improve transportation equity for surrounding residents and link them to important resources including the two largest employers in the region, Beaufort Memorial Hospital and the Beaufort County offices.

In addition to providing mobility options to the economically disadvantaged the Boundary Street Redevelopment District provides options for residents that do not have other means of transportation including children and senior citizens. Approximately 42% of the population in the study area is between the ages of 0-17 and 64+. By providing options these residents can access recreation, local shops, and other services.



Figure 7.1 - Existing unfriendly pedestrian facilities at the intersection of Boundary Street and Ribaut Road



Figure 7.2 - Public participation during the Boundary Street Master Plan Charrette



Figure 7.3 - Boundary Street Before (top) and After (bottom)

Support existing communities:

The City of Beaufort is one of the oldest cities in South Carolina. In recent years however it has seen a decline in population as growth has occurred outside of the city limits in sprawling subdivisions. The Boundary Street District aims to reverse this trend by leveraging investment to incentivize infill development and existing infrastructure. Investing in Boundary Street will in turn protect the vital rural farms that currently exist in Beaufort County and maximize the efficiency of public resources.

Coordinate and leverage federal policies and investment:

The Boundary Street Redevelopment District is a public-private partnership that includes \$23 million of already leveraged investment in public and private dollars through the creation of a Tax Increment Financing District, implementation of a 1 percent sales tax for transportation improvements and private developer investment. The investment in the Boundary Street Redevelopment District shows a commitment from the region to smarter infrastructure choices that build on the existing infrastructure. The Boundary Street Redevelopment District serves as a model for other communities to align policies that reflect smart, efficient choices that encourage development and growth that reflects a changing economy and a conservation of resources.

Value communities and neighborhoods:

The Boundary Street Redevelopment District is a national model for small, rural communities. The policies and investments made in the District build on proactive decisions made by the community over the past 8 years. At the initial charrette, held in 2005, it was clear that this district should reflect the character and history of Beaufort. Since 2005, the decision-makers and community members in Beaufort have methodically worked to implement the Boundary Street Master Plan. The final phase of Boundary Street will continue this investment and encourage new development to realize the Boundary Street vision.

Beaufort County vs. Boundary Street		
	Beaufort County	Boundary Street
Households (est.)	345	63,560
Median Age	34.1	40.7
Persons Per Household	2.46	2.42
Median Household Income	\$30,694	\$54,350
Percentage of Population in Extremely Low Poverty (Estimated)	20%	12%
Vehicles Per Household	1.7	1.8

**Information provided by GoogleEarth Pro and 2010 Census

selection criteria

Economic Competitiveness

Efficient land use translates into economic growth.

Economic Competiveness

Increase in efficiency, improvement in travel times, and public service efficiencies.

Benefit \$15,386,564.66

Complete streets projects improve property values and encourage reinvestment in communities:

The City of Beaufort has invested over \$23 million into the Boundary Street Redevelopment District. The investment in the Master Plan includes the City Hall of Beaufort, the City of Beaufort Police Department Building, and supporting infrastructure for the projects including the immediately surrounding street network. Continued support for the revitalizing the corridor by transforming the transportation and connectivity in the District will further encourage private investment and redevelopment. Cooperation from the development community is outlined in the Letter of Support from Paul Trask, the owner and developer of Beaufort Plaza. Trask has timed his retail leases, anticipating a reinvestment in the development as a walkable, connected community. This investment will create new employment opportunities and maximize appreciated land and quality of life value for the city.

Improvements will improve travel times to employment centers:

Increasing accessibility to employment centers directly improves the Beaufort regional economy by maximizing worker

productivity and improving the region's overall quality of life. Mobility options and access improvement to employment centers also reduces transportation costs per household through the reduction of VMT. These household cost savings directly results in a more efficient use of dollars, translating into an economic advantage.

Walkable, compact development and creates efficiency in public services:

Compact, walkable development directly results in efficiency of public services by reducing the additional resources consumed by sprawl. In a study completed by the Victoria Transport Policy Institute (Litman, 2010) the cost to service a lot with a density of 1 unit/acre is estimated at \$5,052/year per unit. Correspondingly, servicing a density of 2.67 units/acre is estimated at \$3,669/year per unit. In Beaufort more compact development is expected to provide a cost savings in infrastructure (e.g., roads, utilities) and governmental services (e.g., schools, public safety). These savings can then be used on other projects in the region, thus improving the economic competitiveness of the region. The sum total of the infrastructure calculations are based on the efficiency of resources for the study area. .



Figure 8.1 - Beaufort Plaza Rendering

selection criteria

Sustainability

The District will reduce greenhouse gas emissions:

Connecting the diverse activity centers in the study area with residents on both the east and west sides of the sound directly reduces the greenhouse gas emissions through the reduction of vehicles miles traveled (VMT) per day. There are two user groups that directly reflect this reduction: the population in the study area and the population that uses the network or corridor to access their daily needs on Boundary Street. Using the calculations provided by the Congestion Mitigation and Air Quality Improvement guidelines for Maricopa County it is presumed that by connecting Boundary Street with a multi-use path there will be a direct reduction of over 2 million vehicle miles traveled over a 20 year life-cycle from the user growth of pedestrian and bike users parallel to Boundary Street. This is based on an average multi-use path trip of 2.25 miles (the average of a daily bike trip and pedestrian trip).

In addition to the VMT reduction from an increase in bicycle and pedestrian use, there is also a reduction that occurs from the change in land use in the Boundary Street Redevelopment District. A recent study completed by the Urban Land Institute conservatively estimated that by developing land in a walkable, compact form a 20% decrease in VMT can be achieved. If this conservative figure is applied to the study area there is a reduction of over 80 million VMT over 20 years. This translates into over two million dollars in savings through

the reduction of greenhouse gas emissions.

Creating a multi-modal transportation network will facilitate compact development prescribed by the approved land use code:

The Boundary Street Form-based Code prescribes walkable, compact, mobility friendly development patterns that are dependent on a walkable street network. The boundaries of the code match that of the study area and include street sections and building types that will transform the area into a complete, compact, connected community. The planned transportation improvements are a critical step to achieve the transformation and facilitate these land use changes and further encourage walkability and connectivity.

The addition of street trees will reduce emissions and provide other environmental benefits:

In a study published in the Journal of Arboriculture a Benefit-Cost analysis on ten varieties of street trees yielded more benefits per year than cost for all ten varieties. This included street trees that were most likely to be found in Beaufort, South Carolina, the Ginkgo and Pistache. The average street tree adds a benefit of over \$74.00/per year. The Boundary Street Redevelopment District will add street trees on over 2.5 miles of street network. This yields benefits in stormwater, air quality, pollution and aesthetics. Street trees also provide a traffic calming benefit, making pedestrians and bicyclists feel safer and more likely to use the facilities.

A sustainable Boundary Street will save over 85 million vehicle miles traveled in 20 years.

Sustainability

Adding Street trees, encouraging pedestrian and bike use for daily trips, and promoting land use changes.

Benefit	\$3,312,125
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Figure 9.1 - Existing Boundary Street condition

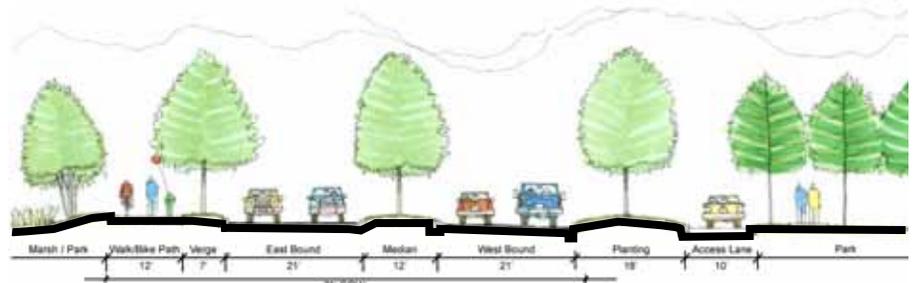


Figure 9.2 - Proposed Boundary Street section

selection criteria

Safety

The Boundary Street retrofit will reduce injury accidents and save approximately 7 lives in 20 years.

Safety

Accident reduction due to traffic calming, access management, and a median.

Benefit: \$53,138,799

Adding pedestrian and bike facilities that connect to a regional network will improve the safety of the corridor.

Boundary Street in its current state is unsafe for pedestrians and cyclists. During the Boundary Street Master Planning process it was noted that it was not safe to ride a bike on the current facility or walk on the existing 5-foot sidewalk. Additionally, there is no safe connection from the Burton area to downtown Beaufort. If a pedestrian or cyclist currently uses the facilities, their safety is compromised. There were two pedestrian fatalities from 2005-2007 when in addition there were two injury accidents involving bicycles being struck by cars. Adding crosswalks to the signalized intersections and providing a planting strip and median will improve pedestrian and bike safety.

An installed median and slip lane will limit conflict points with driveways and left turns.

Boundary Street is a five-lane highway with a continuous left turn lane. Boundary Street will become a four-lane road with a center planted median. This median will reduce points of conflict for driveways and left turns. As highlighted in the Benefit-Cost Analysis, the addition of a median can reduce injuries by 48% and all accidents by 37%. This results in annual savings of over 3 million dollars.

Reclassifying Boundary Street as US Business Route 21.

Converting Boundary Street from US 21 to US Business 21 will improve safety along the Boundary Street corridor by engaging new traffic calming techniques, reducing overall traffic speeds, and reducing regional through traffic. The “complete” Boundary Street also includes facilities for bicycles and pedestrians, increasing safety on the high volume street.

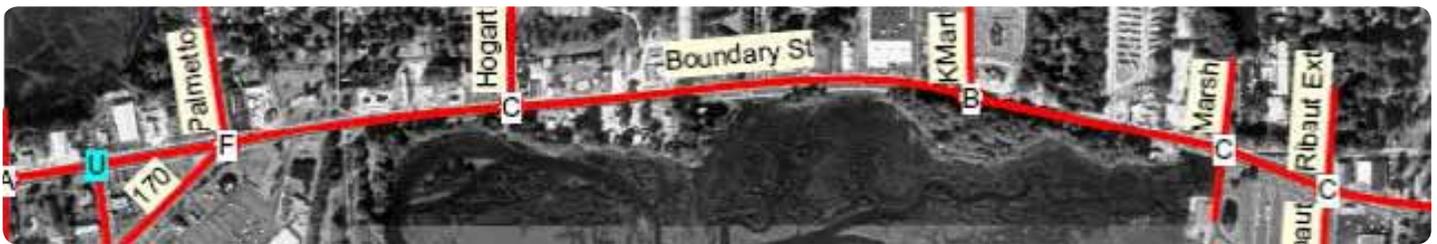


Figure 10.1 - Level of Service on Boundary Street



Figure 10.2 - Boundary Street at Ribaut Road

selection criteria

Job Creation and Stimulus

Property Owners in the Boundary Street District are committed to immediate action in the area.

The large property owners in the Boundary Street District are committed to the Boundary Street Master Plan and implementation. They are invested in the redevelopment of Beaufort Plaza and the Beaufort Town Center. This will create jobs in construction, new services, and attracting new employers to the area. From the 2005 Boundary Street Master Plan, there is a projection that in the next 20 years there is potential growth in creative and high tech industries that prefer locations in walkable, compact development. Businesses that prefer a higher quality of life are already choosing the Boundary Street Redevelopment District for new office space over other markets.

The Boundary Street District Implementation will create more jobs than a typical road project.

Infrastructure projects that include pedestrian and bike facilities create more jobs per million dollars spent than typical

road projects. The Boundary Street Redevelopment District will create an additional 157 jobs when compared to a road only construction project. This will have an immediate impact on the local economy, improving the competitiveness of the region and the City of Beaufort.

A reduction in Transportation Costs will create more dollars spent in the local economy.

By reducing the VMT in the study area through compact development there will be a direct reduction in transportation costs per household per year. This will result in an immediate impact to the local economy. From each dollar saved if an average of \$.75 is put back into the local economy both direct and indirect jobs will be created. From a calculation based on the Department of Commerce multipliers this could total 3,340 indirect and direct jobs created through efficiency in transportation and offering transportation options. Although this cannot be quantified in monetary terms, it is a major fact in the growth in the local and national economy.

Jobs will be created through innovative investments and an increase in land productivity.

Job Creation

Economic development, new bike and pedestrian projects, and a growth in expenditures from transportation cost savings

Estimated 3,340 Jobs

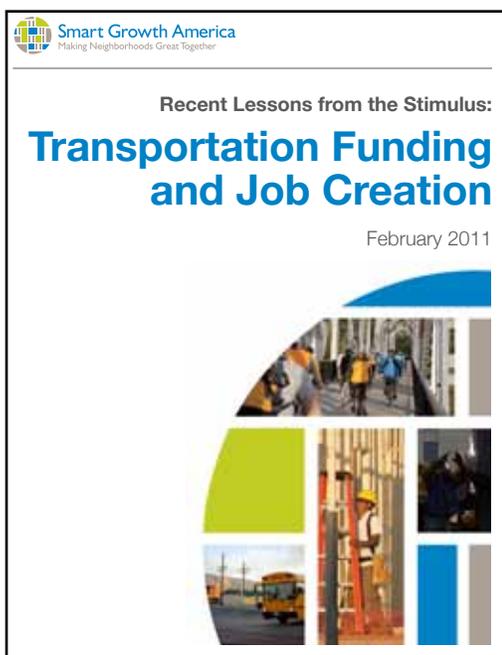


Figure 11.1 - Lessons from the Stimulus (Smart Growth America)



Figure 11.2 - Recent private development in the Boundary Street Redevelopment District

benefit-cost

Using conservative figures the Boundary Street Redevelopment District proposal will net \$4.51 in benefits for every \$1.00 in costs.

The Boundary Street Redevelopment District will impact the City of Beaufort, Beaufort County, and the surrounding communities by facilitating more safe, efficient and attractive travel through the U.S. 21 Corridor, while also increasing land values and revitalizing a currently underutilized corridor. This Benefit-Cost Analysis was prepared by the City of Beaufort Office of Civic Investment and The Lawrence Group.

Current Infrastructure Baseline

At present, Boundary Street is a five-lane suburban arterial road with 12-foot travel lanes and is predominately lined with aging, highway-oriented strip retail. It is part of the US Highway 21 corridor which stretches from US 17 (near I-95) on the western edge of Beaufort County to its termination on Hunting Island.

In 2007, the route had approximately 36,000 vehicles per day (VPD). This is projected to grow to approximately 47,900 vehicles per day by 2030.

The baseline assumption is that Phase I of the Boundary Street redevelopment project will be funded by the voter-approved Beaufort County One Percent (1%) Transportation Sales and Use Tax and will not utilize any TIGER III funds. Phase I includes the following elements: the realignment of the Robert Smalls Parkway/ Boundary Street intersection; intersection and roadway improvements to facilitate redevelopment of the Beaufort Plaza site, Hogarth Street, and Pickpocket Plantation

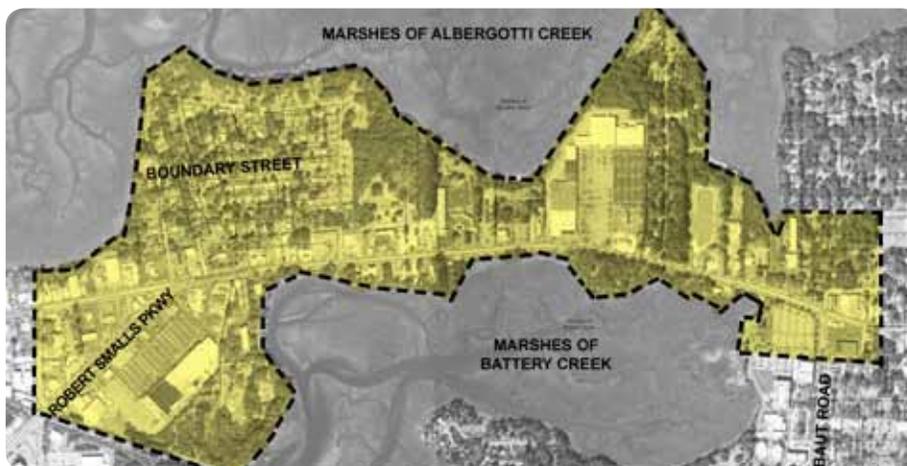


Figure 12.1 - Boundary Street Redevelopment District Boundaries

Boundary Street Redevelopment District Costs					
Projects	Right-of-Way Acquisition	Construction	Engineering/Permitting	Contingency	Total
Retrofit of Suburbia					
Beaufort Plaza	-	\$811,000.00	\$81,500.00	\$81,000.00	\$973,500.00
Complete Streets					
Multiway Boulevard	\$3,750,000.00	\$11,500,000.00	\$655,000.00	\$1,150,000.00	\$17,055,000.00
Improved Mobility Options					
Trailhead Park	\$175,000.00	\$685,000.00	\$71,500.00	\$690,000.00	\$1,000,000.00
Multi-Use Path	\$300,000.00	\$575,000.00	\$62,500.00	\$57,500.00	\$995,000.00
Enhanced Connectivity					
Parallel Street	\$1,150,700.00	\$6,900,000.00	\$853,000.00	\$690,000.00	\$9,593,700.00
Neil Road	\$0.00	\$625,000.00	\$89,000.00	\$62,500.00	\$776,500.00
Total					\$30,393,700.00
Local Match					\$9,233,848.00
Requested TIGER III Funding					\$21,159,852.00

Drive; and the addition of a planted median to the segment from Robert Smalls Parkway to Hogarth Street. Additional funding for the completion of the project is now unlikely in the next decade due to diminished sales tax revenues based on projections by the Beaufort County Finance Department.

Project Justification and Economic Benefits

Requested TIGER III funding will enable the completion of the entire transportation implementation strategy of the adopted Boundary Street Master Plan as adopted in 2007. The completion of the entire transportation strategy of the Boundary Street Master Plan will serve to facilitate a safer, more attractive, and economically thriving corridor to serve the needs

of residents throughout the region. The proposed improvements will dramatically decrease accidents in the area with the installation of a median and the reduction of driveways, increase landscaping to provide heat island reduction and stormwater impacts, and provide transportation choices through a fine grained network of streets. In addition to the numerous safety and multi-modal transportation benefits, it is expected that private investment and reinvestment will be facilitated by accelerating the implementation of the public infrastructure improvements so as to provide a more attractive frontage and remove uncertainty about future impacts of construction activity.

A further description of the Benefit-Cost Analysis can be found in the attached Model and Narrative documents.

Benefit-Cost Analysis				
Project Year	Actual Year	Initial Costs	Total Benefits Undiscounted (with O+M included)	Benefits Discounted 7%
1	2012	\$9,233,848.00	\$(52,246.17)	\$(48,828.20)
2	2013	\$21,159,852.00	\$3,119,348.04	\$2,915,278.54
3	2014		\$8,428,134.64	\$7,876,761.34
4	2015		\$9,172,735.92	\$8,572,650.39
5	2016		\$8,867,402.84	\$8,287,292.37
6	2017		\$9,092,175.21	\$8,497,360.01
7	2018		\$6,090,376.81	\$5,691,940.95
8	2019		\$6,322,000.14	\$5,908,411.35
9	2020		\$6,557,048.98	\$6,128,083.15
10	2021		\$6,795,525.80	\$6,350,958.69
11	2022		\$6,706,372.41	\$6,267,637.76
12	2023		\$7,282,756.84	\$6,806,314.80
13	2024		\$7,531,511.12	\$7,038,795.44
14	2025		\$8,310,371.27	\$7,766,702.12
15	2026		\$8,039,296.94	\$7,513,361.63
16	2027		\$8,298,328.51	\$7,755,447.21
17	2028		\$8,560,786.00	\$8,000,734.58
18	2029		\$8,826,669.45	\$8,249,223.79
19	2030		\$9,345,170.97	\$8,733,804.64
20	2031		\$9,442,519.88	\$8,824,784.93
Total		\$30,393,700.00	\$146,736,285.58	\$137,136,715.49
Net Present Value - 7%				4.51
Net Present Value - 3%				4.69

Benefits By Selection Criteria	Total Discounted Benefits over 20-Year Period
Livability	
Increase in Bike/Pedestrian Use due to improvements.	\$3,860,341.71
Auto Savings for Residents (based on 20% reduction of VMT and compact development)	\$47,654,056.58
Improved Property Values from Accessibility and New Infrastructure (Based on Walkability and Transportation Improvements)	\$12,074,752.25
Improved Access for Disadvantaged Communities	Qualitative
Economic Competitiveness	
Travel Time Savings (Includes Construction Delay Time)	\$2,525,220.32
Buried Power Lines O+M Savings	\$259,267.99
Jobs Created - through additional \$ spent in local economy	Qualitative
Servicing savings by Increase in Density for Government	\$13,442,242.99
Jobs Created - In addition due to Bike-Ped Facilities	\$47,923.14
Economic Development in Land opportunities	Qualitative
Safety	
Reduction in accidents based on addition of median (2003, TRB) in future phases	\$53,138,798.93
State of Good Repair	
Median - Maintenance and Repair Savings	\$750,748.32
Sustainability	
Street Trees Benefits (Maintenance Included)	\$386,116.09
Emission Reduction (from compact development)	\$2,868,681.75
Park - Value Plus Maintenance and Carbon Reduction	\$57,327.10
Total Discounted Value	\$137,136,715.49

Proposed Project Timeline

January 2012:
Project Funded

March 2012:
Engineering Complete

Summer 2012:
Permits Secured and Acquisitions Complete

September 2012:
Construction Begins
18 month construction period expected with 35% one lane closure

December 2013:
Construction Complete



project readiness

Project Readiness

No portion of the Boundary Street Redevelopment District has been completed, with approximately 3 miles of total roadway length within the District in various stages of planning and design. Project partners are ready to proceed and, if awarded, all TIGER funds will be obligated by the 1st quarter of 2013 with total project completion estimated by the 3rd or 4th quarter of 2013. (See Proposed Project Timeline, opposite)

NEPA Requirements

At this time the City of Beaufort has not built roadways within the Boundary Street Redevelopment District with federal funds that would require them to comply with the National Environmental Policy Act (NEPA). A preliminary examination of the impacts involved in the Boundary Street Redevelopment District proposal indicates that the project will be eligible to meet the criteria for a NEPA Categorical Exclusion. (See NEPA Letter, attached, from the City's Engineering Consultant, Thomas & Hutton.)

The Boundary Street Redevelopment District proposal calls for a restructuring of the Boundary Street corridor in its existing location and the development of a parallel route and pedestrian/bicycle infrastructure in existing urbanized areas. These actions do not involve significant environmental impacts and are expected to meet the definition of a Categorical Exclusion (CE) from the provisions of the National Environmental Policy Act (NEPA) as set forth in the Code of Federal Regulations (CFR) [40 CFR 1508.4].

Specifically, the actions proposed in the Boundary Street Redevelopment District are set forth as actions that meet the criteria for a CE in 23 CFR 771.117 and are expected to qualify for Federal Highway Administration (FHWA) approval.

In addition, the Beaufort Rail-Trail project, which will expand pedestrian and bike connectivity to the Boundary Street Redevelopment District and is considered a crucial extension of the overall proposal, is expected to receive a NEPA Categorical Exclusion.

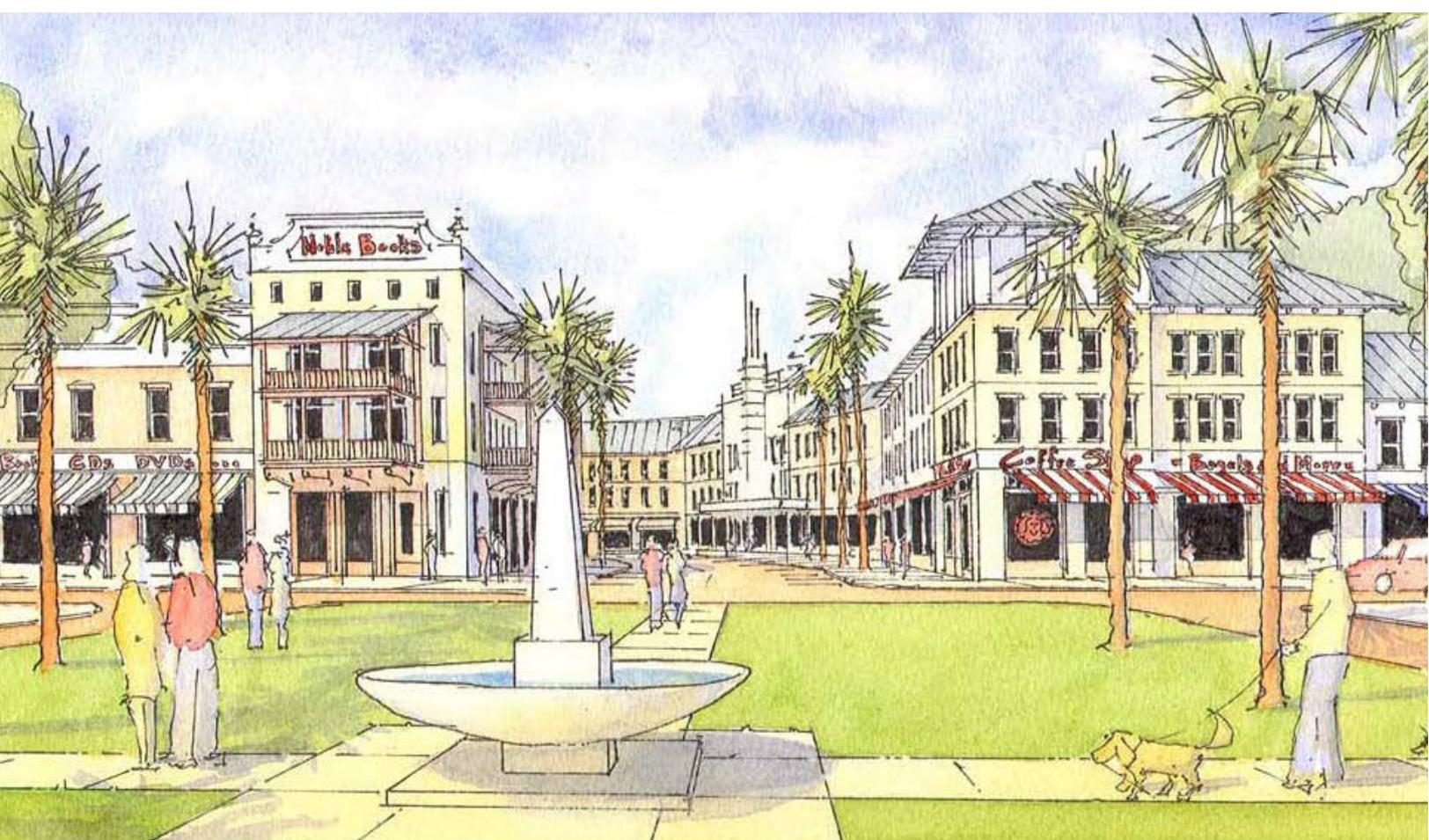
List of Attachments to Application

- Benefit Cost Analysis Model
- Benefit Cost Analysis Narrative
- Boundary Street Master Plan
- Boundary Street Redevelopment Plan
- Boundary Street Code
- Beaufort County One Percent (1%) Transportation Sales and Use Tax Ordinance
- Boundary Street Traffic Feasibility Study
- Letters of Support
- NEPA Letter
- Federal Wage Rate Certification

Figure 13.1 - Project Readiness Timeline indicating previous and ongoing implementation efforts for the Boundary Street Redevelopment District







Boundary Street Redevelopment District
City of Beaufort, SC | Beaufort County

TIGER III Application for funds
Funding Opportunity #DTOS59-11-RA-TIGER3