

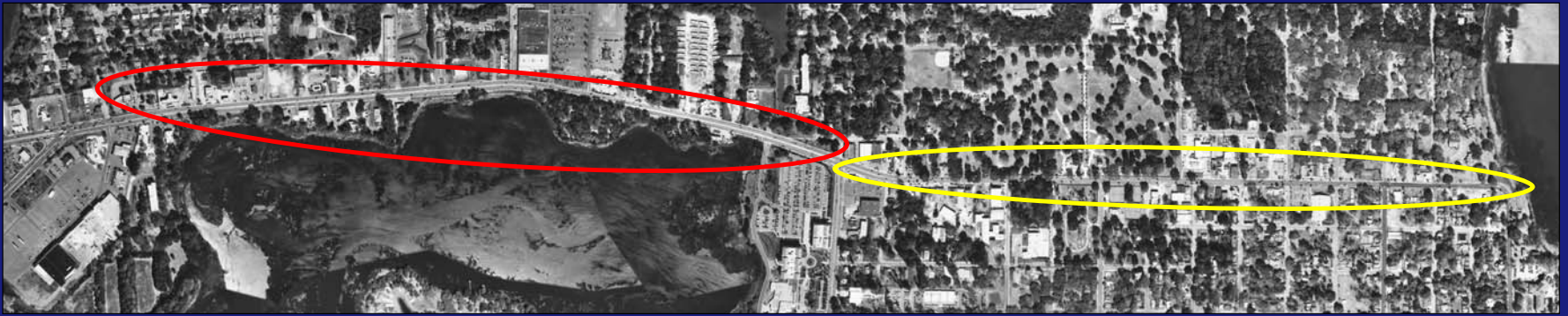


**B O U N D A R Y  
S T R E E T**

**[REDUX!]**

**ON-STREET PARKING**

Redux:: (ri-duks'), adj. brought back; resurgent;



**Boundary Street is the gateway into Beaufort's Historic District. It offers travelers the first glimpse into the character of downtown Beaufort. The Historic District and greater downtown Beaufort are the lifeblood of the City and the heart of the region. The area from Ribaut Road to the Pointe is one of the few areas in Beaufort County that is designed with the traditional patterns of true urbanism. Although the basic elements of the urban fabric remain - the grid street pattern and small blocks - the fabric of the Boundary Street Corridor has been compromised and the area has experienced a long period of disinvestment and decline.**

**Beaufort's Comprehensive Plan designates Boundary Street as a Community Commercial Rehabilitation District. The goal is to to achieve a vibrant commercial area - a new downtown (or uptown) - capable of serving adjacent residential neighborhoods as well as the region's many visitors. The Comprehensive Plan recommends Gateway Improvements to this and other major entranceways to the City. The Boundary Street Redux will be a catalyst to mend the urban fabric of the street and to set guidelines for future development.**



# REQUIREMENTS FOR GREAT STREETS

- 1  
Places for People to Walk with Some Leisure
- 2  
Physical Comfort
- 3  
Definition
- 4  
Qualities That Engage the Eye
- 5  
Transparency
- 6  
Complementarity
- 7  
Maintenance
- 8  
Quality of Construction and Design

\*All of these requirements must be met, not just one or two  
(taken from Great Streets, Jacobs; pp 270 - 292)



Athens, Georgia: College Avenue



Boundary Street at Ribaut Road



Boundary Street

**Does Boundary Street currently have any of the requirements of a Great Street?**



Boundary Street



Boundary Street at Newcastle Street



Boundary Street at Ribaut Road

## QUALITIES THAT CONTRIBUTE TO GREAT STREETS

1. Street Trees
2. Beginnings and Endings
3. Many Buildings Rather Than Few
4. Special Design Features; Details
5. Places
6. Accessibility
7. Density
8. Diversity
9. Length
10. Slope
11. Parking
12. Contrast
13. Time

(taken from *Great Streets*, Jacobs; pp 293 - 308)

Does Boundary Street currently have any of the contributing qualities of a Great Street?

Athens, Georgia: Clayton Street



Boundary Street: Former Earl's Body Shop



Boundary Street: Boys and Girls Club



Athens, Georgia: Clayton Street



In addition to narrow streets, another factor that contributes mightily to pedestrian perceptions of safety is [on-street parking]. Parked cars create a highly effective steel barrier between the street and the sidewalk, so that walkers feel protected from moving traffic. They also slow traffic, because drivers perceive potential conflict with cars pulling in and out. Additionally, [on-street parking] supports pedestrian life by delivering people to the sidewalk. Since drivers are seldom able to park directly in front of their destination, they often walk past shops or houses other than the one they are visiting. If on-street parking is, for this reason, slightly less convenient, it is one of those small inconveniences that make life more interesting. While many towns and cities have rediscovered [on-street parking], it has been on the decline for decades, frowned upon by the same officials who dismiss trees as Fixed Hazardous Objects.

(Suburban Nation: Duany, Plater-Zyberk, Speck; p. 71)

**\*On-Street Parking  
Increases pedestrian  
comfort and safety by  
buffering pedestrians  
from automobile traffic**



Boundary Street at Ribet Road



Athens, Georgia: Clayton St. at College Ave.

On-street parking is normal, necessary, and expected in most downtown business areas, including main streets. Parking next to the sidewalk helps establish building orientation to the street, which is so important to main street vitality.

Businesses often insist that parking must be available adjacent to their building, which holds true only when the pedestrian experience is unpleasant. On main street, walking is designed to be positive, and intentionally walking several blocks is presumed to be acceptable and even pleasurable. On-Street parking provides a hope of parking close to the destination which is all most people need.

Downtown Walterboro, SC



Boundary Street

Where parking turnover is high, on-street parking tends to slow traffic speed because cars are frequently maneuvering in and out of spaces. The degree of traffic calming depends on how well the parking is utilized and managed.

-Main Street . . . *When a highway runs through it: A Handbook for Oregon Communities* p. 44

**\*On-Street Parking supports increased economic activity by increasing the visibility of store fronts and signage to motorists parking on the street**

According to the Victoria Transport Policy Institute publication, *Traffic Calming Benefits, Costs and Equity Impacts*, some advantages of traffic calming [such as on-street parking] include the following:

1. Improved Conditions for Non-Motorized Modes of Transportation
2. Increased Non-Motorized Travel and Reduced Automobile Travel
3. Reduction in Noise and Air Pollution and More Attractive Urban Environments
4. Increased Neighborhood Interaction and Crime Prevention
5. Increased Property Value
6. Reduced Suburban Sprawl



According to the Georgia Department of Community Affairs, “the creation of additional on-street parking is one of the most elegant means of addressing parking needs, since it has other benefits. The additional parking spaces support the development of retail and other commercial uses. Each additional on-street parking space translates into increased gross retail sales for nearby shops. The new on-street spaces calm (i.e., slow down) traffic by narrowing the [perceived] road width and forcing drivers to pause for vehicles pulling into or out of parking spaces. The slower traffic means that the surrounding area becomes more pedestrian and bicycle friendly, encouraging people to “hang out” spending their time and money in the area.”



Carteret Street



Athens, Georgia: Clayton Street



Athens, Georgia: Clayton Street



Allendale, SC

### \*On-Street Parking:

-1-

Increases pedestrian comfort and safety by buffering pedestrians from automobile traffic;

-2-

Supports increased economic activity by increasing the visibility of store fronts and signage to motorists parking on the street.

-3-

Supports traffic calming efforts on a street by introducing “friction” and narrowing the **perceived** width of the street;

-4-

Supports increases in development density and reduction of development costs for small business by reducing the need for on-site parking;

-5-

Provides spaces for on-street passenger and freightloading and unloading in intensively developed areas;

-6-

Provides space for visitor parking in residential areas; and

-7-

Reduces speeding by reducing the width of overly-wide streets.

(Eugene, Oregon: Arterial Collector Street Plan)



Bay Street



Athens, Georgia: Washington Street



Athens, Georgia: College Avenue



Maryville, TN