



WALKER
PARKING CONSULTANTS

PARKING MASTER PLAN

CITY OF
BEAUFORT
Beaufort, SC



WALKER
PARKING CONSULTANTS

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December 30, 1998

Mr. Gary Cannon
City Manager
City of Beaufort
302 Carteret Street
Beaufort, SC 29901

Re: Parking Master Plan Final Report
Walker Project 17-1078.00

Dear Mr. Cannon:

The final report of our analysis of current and future parking in the City of Beaufort is attached. It details our findings concerning the inventory of parking in the Core Commercial District and compares the supply to the demand for parking. Current parking adequacy is evaluated along with projected adequacy in the near future.

The report includes recommendations for parking facility alternatives to meet the demands projected in adequacy portion. It also contains recommendations to improve parking management and make parking easier and more convenient for all patrons of the area. This final version includes all of the changes and modifications to the initial draft as we discussed.

Thank you for the opportunity to provide our parking expertise on this project. It was a pleasure working with you, Ms. Roper and the civic leaders of Beaufort on this project. We look forward to discussing our recommendations in a presentation to the community.

Sincerely,

WALKER PARKING CONSULTANTS/ENGINEERS, INC.

Fred Laughlin
Parking Specialist

Mike Martindill
Parking Consultant

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EXECUTIVE SUMMARY

Currently, enough parking supply exists to accommodate peak parking demand. Saturday demand appears to peak at 806 spaces, while there is an "effective" supply of 948 spaces, resulting in a surplus of 142 spaces during typical peak activity. However, there is a perceived parking problem because insufficient short-term parking spaces exist and employees park in spaces that should be used by visitors and shoppers. More parking can be added to help mitigate the parking problems facing visitors, however, several parking management initiatives are needed to create better utilization of existing spaces and improve both short and long term parking needs.

Walker Parking Consultants recommends the following changes:

1. For improved use and appearance, define the property adjacent to the Museum, creating 24 parking spaces. This assumes that the City and the Church can reach an accord on the use of the property.
2. For improved use, define the Church parking area west of Scott Street and north of Craven, creating at least 20 spaces.
3. The University of South Carolina at Beaufort should define their parking area. This will create at least 100 spaces that are more user friendly than the current gravel and grass lot. Light landscaping should be used both internally and externally to soften the appearance of the improved lot.
4. Close the blind entry/exits that serve the buildings on the south side of Bay Street. This will eliminate the potential for vehicular/pedestrian conflicts occurring along Bay Street. Access to the relatively small lots that serve the various buildings could be achieved from both ends of Bay Street.
5. For two-hour meters, the rate should be to encourage short-term parking and turnover of the parking spaces. Change the current on-street parking meter rate to at least one cent per minute.
6. Raise the fine for overtime parking to \$5.00. If fines are not paid in a reasonable timeframe (one week), the fine should double.
7. Repeal the law allowing the feeding of meters up to two times. The allowable stay should correspond to the meter limit. Currently, a scrupulous parking can feed the meter twice, move to another space and feed the meter twice more to park all day for \$2.00.
8. For improved parking operations, improved revenue collections and better control, consider the procurement and installation of electronic meters that reset once a vehicle is moved from the parking space. These meters cost approximately \$500 each and are manufactured by Duncan Enterprises.



9. Provide three types of parking spaces in the lots at each end of Bay Street, two-hour free parking, four-hour parking with a fee charged, and ten-hour reserved parking. The two-hour free parking will serve the shopper and restaurant visitor, while the four-hour metered parking will provide a visitor with extra time to take a carriage ride, shop and go to a restaurant. The four-hour meters should be priced at one cent per minute, just like the two-hour meters.
10. Restripe the Marina Lot with all of the parking orientation towards Bay Street. A restriping program can result in a net increase of 100 spaces in the existing parking lot, without acquisition of additional property. These additional spaces will help meet visitor parking demands. If the land that makes up the Open Land Trust can be acquired, an additional 60+ spaces can be gained in the Marina Lot. Tour buses and the carriages can still be accommodated in this lot, though we would encourage their use for loading and unloading only in this area.
11. All metered spaces along Bay Street, Port Republic Street, and southern segments of Charles, West, Scott, and Carteret Streets should have a two-hour limit. All metered spaces along Craven Street and north of Craven Street should have an eight-hour limit. All metered spaces between Craven and Port Republic Streets should be limited to four-hour stays.
12. Additional metered spaces can be gained by shifting spaces on Scott and West Streets to the other side of the street. In total, we estimate that at least 30 additional metered spaces can be created in this manner.
13. We suggest that a minimum of 5 more metered spaces be added to Carteret Street between Bay Street and Craven Street.
14. We estimate that 30 additional spaces can be gained along Craven Street for metered (eight-hour) spaces.
15. We strongly suggest that merchants have their employees park on or north of Craven Street, in the Trask Lot, or in the small lots that are south of Bay Street. In addition, there are several areas of reserved parking, such as the ten-hour spaces in the Marina Lot and the long-term spaces in the BB&T Lot that can be used by employees. These spaces are essentially outside of the preferred parking areas for visitors and shoppers and should be priced to be attractive to long term patrons.



16. Spaces in the West Street Lot should change from ten-hour metered to long-term reserved spaces and should be considered for employee parking. In total, approximately 27 reserved spaces can be "shifted" from the BB&T Lot to this lot.
17. Have merchants restrict loading zone times to 6:00 a.m. to 10:00 a.m. in as many instances as possible. After loading hours, these spaces should be made available for short-term metered parking.
18. Two-hour, four-hour, and eight-hour meters should be color coded throughout the entire parking system. This will make it easier for short-term parkers to locate parking spaces with appropriate time limits. The metered spaces will continue to require the greatest effort for enforcement and management.
19. We highly encourage the creation and definition of long-term reserved parking spaces placed on the periphery of downtown Beaufort. By adding reserved parking spaces in select areas, additional long-term parking will be provided without diminishing the number of short-term spaces available in prime locations.
20. We recommend that the City develop an ordinance requiring new developments to provide a parking management plan. As new developments are contemplated in the core business area, addressing the development's parking needs and how those needs will be accommodated will be essential in preventing future parking shortages.
21. If the City were to ever entertain the need to build a parking structure, the following program requirements should be considered. For a typical design, a minimum footprint of 125 feet by 240 feet will be needed. The cost to build a parking structure with appropriate architecture for the area is projected to cost about \$28 per square foot, or \$9,500 per space in today's dollars. Operational and debt services on a 400-space parking structure will require a monthly obligation of approximately \$95 per space—an amount that will be difficult to get out of the marketplace.
22. The City Hall parking area should be converted to two-hour metered parking to serve visitors to the Library, City Hall, and the surrounding area. City employees should be provided reserved parking spaces in the Trask Lot, West Lot, Museum Lot, or other nearby reserved parking areas.

Beaufort, South Carolina is a small community located near the Atlantic coast. Its close proximity to the resort areas of Hilton Head Island and the U.S. Marine Corps base at Parris Island, result in a large tourist population. The City seeks to take advantage of this position and retained Walker Parking Consultants/Engineers, Inc., (Walker) to develop a Parking Master Plan for the Core Commercial District of downtown Beaufort. In addition, the impact of the University of South Carolina at Beaufort (USCB) on the local parking supply is also briefly examined.

Previous parking studies undertaken for the City of Beaufort include a 1993 analysis by Main Street Beaufort, U.S.A. and a brief 1984 study conducted by a consulting firm. The most recent study examined the parking demand created by developing potential residential areas in the Core Commercial District, while the earlier one examined overall supply and demand in the same area. Many of the recommendations of the 1993 report to meet ADA standards along Bay Street have been implemented. Some minor parking shortages predicted by the 1984 study have been observed in the vicinity of the library and an inn.

Walker was contracted to perform five tasks for the City of Beaufort:

1. **Develop Project Framework**
By meeting with City officials and the civic leaders of the Parking Study Task Force, the study criteria and objectives were refined, along with the strategy and work plan.
2. **Quantify Parking Data**
The objective of this task was to collect background information and data to develop a statistical analysis of the local parking situation. With input from City personnel the study area was determined and an inventory of existing official and unofficial parking spaces within that area was conducted. Hourly parking occupancy counts were conducted during a five day period (Wednesday through Sunday). The peak occupancy was used in conjunction with land use data provided by the City to develop the parking demand model to determine the number of parkers generated by each business. Personal interviews were also conducted to obtain information about travel habits, parking characteristics, and parking perceptions within the study area.
3. **Analysis of Supply and Demand**
This task involved a determination of parking adequacy by comparing the projected peak parking demand to the effective supply of parking. Future parking adequacy can be projected when future types of developments are determined, based on the statistical analysis of Task 2.

INTRODUCTION

Scope of Services

4. Develop Parking Alternatives/Recommendations

The intent of this task was to generate a number of alternatives for increasing the supply of parking. The importance of this task is relative to the findings of Task 3.

5. Parking Management Analysis

Lastly, we offer our recommendations on such issues as:

- Parking enforcement
- Parking policies
- Customer convenience
- Employee parking
- Space for visitors
- Parking fines and rates
- Conceptual parking alternatives
- Assessment of the City's parking operations
- Staffing requirements
- Review of state laws and local ordinances relating to parking

The study area examined for the Master Plan is primarily the Core Commercial District in downtown Beaufort. The study area is bounded primarily by Craven Street, Church Street, Carteret Street, and the Beaufort River. This area is slightly extended beyond these boundaries to encompass a few strategic parking areas, such as the area near the Carnegie Building. A map of the study area is presented as Figure 1.

Study Area

Bay Street





FIGURE 1: Study Area

- 1 Carnegie Building (undefined)
- 1A Church Lot
- 2 Church Lot (undefined)
- 3 Bay Side Salon (reserved)
- 4 Beaufort Inn (future)
- 5 Trask Lot
- 6 Wachovia Bank
- 7 Antique Mall
- 8 Palmetto State Bank
- 9 Private Lot (undefined)
- 10 Reserved Spaces
- 11 Private Lot (undefined)
- 12 Restaurant (undefined)
- 13 West Street Lot
- 14 Eclectic Gifts
- 15 Western Auto (undefined)
- 16 Three Pigs (undefined)
- 17 Mix Lot (undefined)
- 18 Beaufort Realty
- 19 Furniture Warehouse
- 20 BB & T Bank
- 20A BB & T City Lot
- 21 Private Lot (undefined)
- 22 City & Private
- 23 Low Country Realty
- 24 City Lot
- 25 Bank Lot
- 26 Private Lot (undefined)
- 27 Dentist
- 28 First Citizen's Bank
- 29 Private Lot (undefined)
- 30 Marina Lot
- 31 City Hall
- 31A Library
- 32 Private Lot (undefined)
- 32A Private Lot (undefined)
- 33 Private Lot (undefined)
- 34 Private Lot (undefined)
- 35 Law Office
- 36 Caldwell Banker "Doctors Only"
- 37 Law Office



PARKING SUPPLY

The number of parking spaces within the Core Commercial District has not changed significantly since the previous studies were conducted. For this study, the area examined was expanded slightly from previous studies as noted above and as a result, encompasses some additional parking spaces. There are 1,043 parking spaces within the study area.

A supply of parking operates at optimum efficiency when occupancy is less than 85% to 95% of the total number of spaces. Thus, 85% to 95% of the total number of spaces is known as the effective parking supply. The excess spaces provide a cushion to allow for the dynamics of vehicles moving in and out of parking stalls and to reduce the time required to search for the last few spaces. When occupancy exceeds this level, patrons may experience delays and frustration while searching for a space. When this occurs the parking supply may be perceived as inadequate even though there are some spaces available.

The effective supply is equal to the actual parking inventory or supply adjusted by the optimum utilization factor. The optimum utilization factor varies with the type of parking facility and the type of user of that facility. For instance, an 85% optimum utilization factor is applied to on-street parking because it is more difficult to search for spaces on the street than in a surface lot. On the other hand, a private facility that is used by employees or residents has an optimum utilization factor of 95% because these users are familiar with the facility and tend to park in the same spot every day. Public lots are given a 90% optimum utilization factor because they are most likely to be used by visitors, who are unfamiliar with the area.

In this case, a 90% optimum utilization factor is applied to each off-street parking space readily available for public access within the study area. The effective parking supply of private access facilities and reserved parking areas is considered to be 95% of the total number of spaces. The total effective supply within the study area is then calculated to be just under 950 parking spaces. This number includes public spaces and spaces designated as reserved and not available for public use.

Table 1 presents a summary of the parking supply within the study area.

Table 1: Study Area Parking Supply

ID	Parking Area	Spaces	Supply Factor	Effective Supply
1	Carnegie Building (undefined)	24	95%	23
1A	Church Lot	22	90%	20
2	Church Lot (undefined)	20	95%	19
3	Bay Side Salon (reserved)	10	95%	10
4	Beaufort Inn (future)	0	90%	0
5	Trask Lot	75	90%	68
6	Wachovia Bank	32	90%	29
7	Antique Mall	16	90%	14
8	Palmetto State Bank	27	90%	24
9	Private Lot (undefined)	9	95%	9
10	Reserved Spaces	3	95%	3
11	Private Lot (undefined)	12	95%	11
12	Restaurant (undefined)	5	90%	5
13	West Street Lot	27	90%	24
14	Eclectic Gifts	1	95%	1
15	Western Auto (undefined)	24	90%	22
16	Three Pigs (undefined)	6	95%	6
17	Mix Lot (undefined)	20	90%	18
18	Beaufort Realty	6	95%	6
19	Furniture Warehouse	12	90%	11
20	BB & T Bank	39	90%	35
20A	BB & T City Lot	59	90%	53
21	Private Lot (undefined)	17	95%	16
22	City & Private	17	95%	16
23	Low Country Realty	11	95%	10
24	City Lot	7	95%	7
25	Bank Lot	13	95%	12
26	Private Lot (undefined)	16	95%	15
27	Dentist	10	90%	9
28	First Citizen's Bank	8	90%	7
29	Private Lot (undefined)	1	95%	1
30	Marina Lot	188	90%	169
31	City Hall	26	95%	25
31A	Library	32	90%	29
32	Private Lot (undefined)	8	95%	8
32A	Private Lot (undefined)	6	95%	6
33	Private Lot (undefined)	20	95%	19
34	Private Lot (undefined)	3	95%	3
35	Law Office	15	95%	14
36	Caldwell Banker "Doctors Only"	6	95%	6
37	Law Office	7	95%	7
Off-Street Total		860	92%	790

Table 1 cont'd: Study Area Parking Supply

ID	Parking Area	Spaces	Supply Factor	Effective Supply
	Bay Street	64	85%	54
	Newcastle	6	85%	5
	Craven	43	85%	37
	Port Republic	8	85%	7
	Church Street	0	85%	0
	Charles	10	85%	9
	West Street	10	85%	9
	Scott's Street (Craven-North)	10	85%	9
	Scott's Street (Bay-Craven)	10	85%	9
	Carteret	22	85%	19
On-Street Total		183	85%	158
On and Off-Street Total		1,043	91%	948

PARKING DEMAND

To project parking demand in the study area for each month of the year Walker has developed a model based on the parking demand generated by each type of land use. It is well established that parking demand for buildings can be determined based on the size and use of the buildings. For instance, the Urban Land Institute (ULI) uses a peak demand ratio of 3.0 parking spaces for each 1,000 square feet of occupied floor area for office buildings. Walker's experience confirms this as a reasonable predictor of demand for office buildings when adjusted for local conditions.

An evaluation of the buildings within the study area was undertaken by Walker with assistance from the City of Beaufort. The total square footage and land use of buildings currently occupied within the study area was compared to the occupied parking supply. This comparison allowed Walker to adjust the parking demand ratios to reflect local conditions in the study area.

Parking demand ratios were adjusted and refined for the several types of land uses found within the study area. The following land uses were defined within the area:

- Retail (Community type, less than 400,000 S.F.)
- Restaurant (Quality/Nightclub type)
- Museum
- Hotel Guest Rooms
- Apartments/Residential
- Bank/Financial Services
- Library
- Church
- Office

Each type of land use has a specific parking demand ratio generally established by sources such as Walker and/or ULI. These ratios are then adjusted to local conditions based on observation and information gathered on site. In this case, the parking demand for the library and church are not determined by demand ratios. The church parking demand obviously peaks on Sunday, when other parking demand is very low. Only a few spaces generally are needed for the church during the week unless there is an event such as a funeral. The library parking demand is accommodated by an arrangement between the City and the County as noted in the Beaufort County Public Library Agreement dated September 12, 1989:

“The City shall establish and maintain 110 public parking spaces in the area of the City [near the library], which number shall include those ten (10) spaces designated as “County Parking” below. Except as otherwise specifically provided herein, these spaces shall be available to the general public on a first-come, first-serve basis.”

The base parking demand ratios for the remaining land uses are shown in Table 2.

Table 2: Base Parking Demand Ratios

Land Use	User Group	Sat'day	Wk'day	Unit	Primary Source
Retail	Customers	3.85	3.00	/1,000 sf	ULI Shopping Ctr
	Employees	0.65	0.50	/1,000 sf	
Quality Restaurant	Customers	13.30	9.30	/1,000 sf	ITE Parking Generation
	Employees	6.70	4.70	/1,000 sf	
Museum	Customers	0.33	0.33	/att	Walker Database
	Employees	1.00	1.00	/emp	
Inn	Guests	1.00	1.00	/room	ULI Shared Pkg.
	Employees	0.25	0.33	/room	
Apartments	1 br	1.50	1.50	/unit	ULI Shared Pkg.
	2+ br	2.00	2.00	/unit	
Bank	Visitors	3.00	3.00	/1,000 sf	ITE Parking Generation
	Employees	2.00	2.00	/1,000 sf	
General Office	Visitors	0.02	0.15	/1,000 sf	ULI Shared Pkg.
	Employees	0.48	2.85	/1,000 sf	

To accurately project parking demand in Beaufort, the base parking demand ratios are adjusted to reflect local conditions observed in the study area. These observations occurred during parking occupancy counts conducted August 19-23, 1998, and shown in the Appendix. Peak parking occupancy during this time was observed at 1 p.m. on a weekday, when 631 vehicles were parked in the study area. With the mix of land uses within the study area, this peak is to be expected. At 1 p.m. on a typical weekday, the offices are nearly fully staffed and the restaurants and retail establishments are busy. This observed peak demand of 631 is the figure used to adjust the base parking demand ratios in order to accurately project parking demand.

The ratios are adjusted in two ways, a local adjustment and a non-captive ratio. The local adjustment reflects a unique parking demand based on local circumstances. In this case, a factor of less than one is applied to the office employee demand due to the fact that most offices in the study area are real estate or tourist oriented businesses, rather than the stereotypical office where employees arrive at work and stay the entire day. The non-captive ratio refers to the fact that most visitors park their car and have multiple destinations. That is to say that only one parking space is needed for a restaurant patron, a retail patron, and a bank patron, as they are all the same person. Tables 3 and 4 reflect the adjustments.

Table 3: Adjusted Saturday Parking Demand Ratios

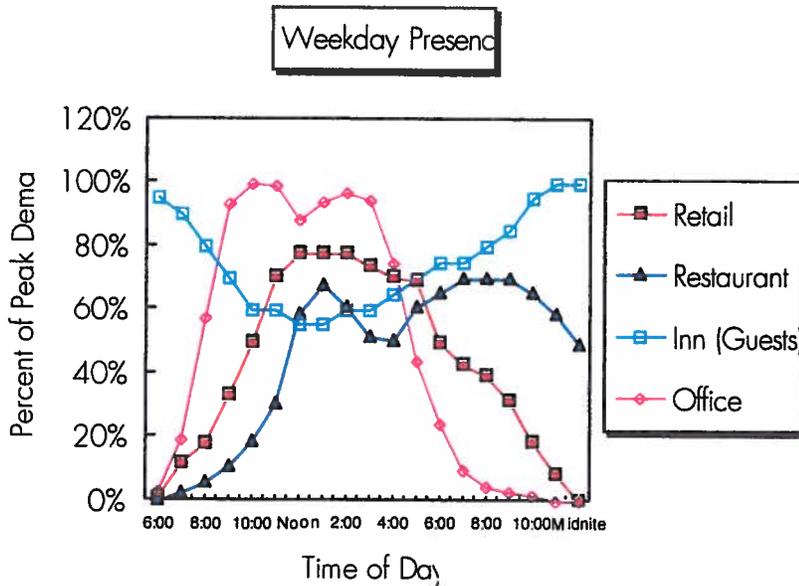
Land Use	User Group	Base Ratio	Saturday			Project Ratio	Unit
			Local Adj	Non-Captive Ratio	Modal Split Adj		
Retail	Customers	3.85	1.0	0.2	1	0.77	/1000 sf
	Employees	0.65	1.0	1.0	1	0.65	/1000 sf
Quality Restaurant	Customers	13.30	1.0	0.2	1	2.66	/1000 sf
	Employees	6.70	1.0	1.0	1	6.70	/1000 sf
Museum	Customers	0.33	0.5	0.2	1	0.03	/att
	Employees	1.00	1.0	1.0	1	1.00	/emp
Inn	Guests	1.00	1.0	1.0	1	1.00	/room
	Employees	0.25	1.0	1.0	1	0.25	/room
Apartments	1 br	1.50	1.0	1.0	1	1.50	/unit
	2+ br	2.00	1.0	1.0	1	2.00	/unit
Bank	Visitors	3.00	1.0	0.2	1	0.60	/1000 sf
	Employees	2.00	1.0	1.0	1	2.00	/1000 sf
General Office	Visitors	0.02	1.0	0.2	1	0.00	/1000 sf
	Employees	0.48	0.4	1.0	1	0.19	/1000 sf

Table 4: Adjusted Weekday Parking Demand Ratios

Land Use	User Group	Weekday					Project Ratio	Unit
		Base Ratio	Local Adj	Non-Captive Ratio	Mode Split Adj			
Retail	Customers	3.00	1.0	0.2	1	0.60	/1000 sf	
	Employees	0.50	1.0	1.0	1	0.50	/1000 sf	
Quality Restaurant	Customers	9.30	1.0	0.3	1	2.33	/1000 sf	
	Employees	4.70	1.0	1.0	1	4.70	/1000 sf	
Museum	Customers	0.33	0.5	0.2	1	0.03	/att	
	Employees	1.00	1.0	1.0	1	1.00	/emp	
Inn	Guests	1.00	1.0	1.0	1	1.00	/room	
	Employees	0.33	1.0	1.0	1	0.33	/room	
Apartments	1 br	1.50	1.0	1.0	1	1.50	/unit	
	2+ br	2.00	1.0	1.0	1	2.00	/unit	
Bank	Visitors	3.00	1.0	0.2	1	0.60	/1000 sf	
	Employees	2.00	1.0	1.0	1	2.00	/1000 sf	
General Office	Visitors	0.15	1.0	0.3	1	0.04	/1000 sf	
	Employees	2.85	0.4	1.0	1	1.14	/1000 sf	

The parking model used here is a shared parking model reflecting the use of any one parking space by two or more individual land uses without conflict. The phenomenon of shared parking results in a lower number of spaces being utilized, as some types of land uses see their activity peak at times when neighboring businesses are off peak, either due to the time of day or the time of year. The hourly variation for some of the land uses in the study area is shown in Chart 1. As such, the total parking demand for the study area will be less than the sum of each of the peak demands for each type of land use. Thus, while the sum of the peak demands for each type of land use is 806, the peak parking demand projected for the study area by the shared parking model for a weekday in August is 631, the same as observed. This figure includes the library and the church parking not explicitly included in the model. The parking demand for these two types of land uses becomes an implicit part of the model.

Chart 1: Hourly Parking Variation (Weekday)

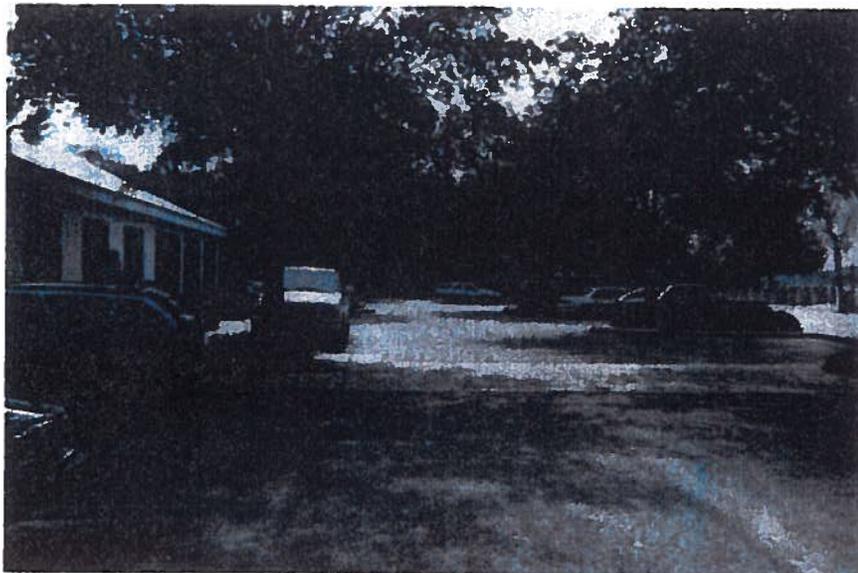


August has been documented to be a time of a relatively low level of activity in Beaufort. Based on the number of visitors registered at the Chamber of Commerce Visitor Center, August 1998 represented 75.6% of peak activity in Beaufort. Typically, the peak occurs in March or April. When the parking occupancy is adjusted to reflect this, the peak parking occupancy within the study area is projected to be 835 (631/75.6%) vehicles. The actual typical peak occupancy is likely to be less than this as the parking demand for employees and offices in the area probably fluctuates only slightly throughout the year. Thus, only the visitor parking demand component will change noticeably between August and April, not the total demand equally. The shared parking model projects the peak parking demand to be 740. This figure is for a peak that occurs once or twice a week during March or April. It is not the parking demand for a special event such as a festival that draws a large number of people to the area for one single occasion. Events such as this are expected to create a parking demand well above this figure.

Even if the current typical peak parking demand is 835, there is adequate parking within the study area with an effective supply of nearly 950 parking spaces.

If the vacant space within the study area is developed, it will increase the parking demand in the area. The amount of the increase will be dependent upon the use of the developed area. Much of the vacant property is second story area primarily suitable for apartments. If all 51,530 square feet currently vacant was developed into 1-bedroom apartments each with about 1,000 square feet, the peak parking demand is projected by the model to be 805. If the historic building at 802 Bay Street is converted to restaurant use and the remaining vacant space in other buildings is converted to apartments, the peak parking demand is projected to be 871. If the building is converted to a hotel or inn, the peak parking demand is projected to be less than 871.

In the unlikely event that all vacant property within the study area is developed, the parking model of the study area projects there will be an adequate amount of parking to accommodate the demand generated by the most likely land uses.



PARKING ADEQUACY

Marina Lot

Walker interviewed a number of individuals to get their impressions on current parking conditions. The following is a summary of our discussions with merchants and residents of Beaufort.

An overwhelming majority of people felt that parking does not work well in the Core Commercial District. A vast majority of those that felt parking was inadequate also stated that employees cause most of the parking problems. "If we could get employees to park off-street, we probably would not have any downtown parking problems" was a comment that was voiced by a number of individuals. Though a majority of people felt that parking was inadequate, they did not think that supply was a problem. The overwhelming problem seems to be location and the control of employee parking.

Several merchants felt that additional, more easily understood signage is needed to direct visitors to their respective parking areas. "The signs now are too confusing and cause people to spend too much time trying to figure out where they can park." A number of merchants felt that free parking would really entice people to visit downtown Beaufort. A number of merchants have seen where free parking has worked to towns very similar in size to Beaufort. All agree that the most important issue facing free parking is active enforcement.

Some individuals felt that structured parking would be a nice alternative, primarily for employees. One individual recommended that the City start purchasing and landbanking certain parcels for the future construction of a parking structure. It was also mentioned that a special tax, paid by the merchants, could help fund the parking structure. A few merchants seemed interested in this concept and willing to participate in such a program, though it seems like everyone understood that a parking structure would be an expensive alternative and very difficult to procure. A number of people wondered how much more parking could be created if the City changed the parking from parallel to 90 degrees.

A great many people suggested that a parking management program is needed and that the City assemble this program and enforce the initiatives. The primary components of this program would include 1) controlling employee parking and 2) creating as much parking for visitors as possible.

In summary, most merchants believe a parking problem currently exists, but it is primarily caused by employees parking in the most convenient parking spaces, not insufficient inventory.

PARKING PERCEPTIONS

Parking Supply

"If we could get employees to park off-street, we probably would not have any downtown parking problems"

Wayfinding/Convenience

"The signs now are too confusing and cause people to spend too much time trying to figure out where they can park."

Parking Alternatives

Parking Management

While there is an adequate amount of parking within the study area, there are some issues that need to be addressed to improve parking there. Some of these issues are:

- Undefined parking areas
- Meter rates
- Parking fines
- Reserved spaces
- Parking lot configuration
- Meter locations
- Loading zones
- Tourist parking
- Employee parking
- Wayfinding

There are several undefined parking areas within the study area. Some are vacant lots used regularly for parking and need not be changed. Others would function much better as improved parking lots. The most problematic of these is the area behind the Carnegie Building, shown below.



This area may be accessed from an alley or from a driveway between the building and the neighboring museum. It adjoins a church parking lot that is paved and striped. Because this area is undefined, vehicles are parked with little concern for traffic flow or other parked vehicles.

PARKING MANAGEMENT

Undefined Parking Areas

*Undefined parking area
behind the Carnegie Building*

In similar situations Walker has encountered in other cities, it is common for a city to improve a lot such as this and invite the neighboring church to share in its use, since they may own part of the land.

The City should pave and stripe the area behind the Carnegie Building to create a contiguous parking lot with the neighboring church. While not necessary from a supply and demand standpoint, it would greatly improve the aesthetics and function of the parking area.

The nearby parking area across Scott Street is a vacant lot used by City employees and others on most weekdays. This parking area is well used and apparently needed on weekdays and Sundays to provide adequate parking in the area.

For improved use, this area should be clearly defined as parking with gravel or pavement, parking stops, and some light landscaping. At least 20 spaces could be defined in this lot.

Another problematic undefined parking area is at USCB. While outside the study area, the City asked Walker to address this issue as well.



This lot has an easily accessed, paved entrance from Carteret Street, and parking is encouraged to the point of marking stripes on it with a chalking device designed for athletic fields. Approximately 85 spaces are marked in the area, but it is unclear how long the chalk markings last or how many vehicles actually park there. Parking demand at USCB is greater than the 85 spaces marked on this lot.

Recommendation

Recommendation

USCB Undefined Parking Area

Additional spaces are available in another lot and on neighboring streets. Vacant lots in the adjoining neighborhoods are also used by students seeking a place to park while attending class.

The University should pave and stripe the lot to provide approximately 100 improved parking spaces. While improving the aesthetics, it would also offer a net increase in the number of spaces with a more efficient layout of parking spaces and drive aisles.

Related to the undefined parking areas are four dangerous driveways along the south side of Bay Street. These driveways are very narrow and create a great potential for traffic-pedestrian conflicts as well as poor traffic flow as vehicles exiting these areas cannot see oncoming pedestrian or vehicle traffic. Most of the driveways allow two-way traffic, even though they are barely wide enough for one car. Traffic along Bay Street is disrupted when a vehicle seeks to enter one of these driveways as another vehicle is attempting to exit.

These narrow and blind entrances/exits to generally undefined parking areas behind Bay Street businesses should be eliminated. Access to these areas should be gained from the surface lots at each end of Bay Street.

Parking meters are intended to control parking and traffic, not necessarily generate substantial revenues. Many cities however, are able to do both with the right meter rates, vigorous enforcement, and realistic parking fines. Almost every downtown faces the shopper vs. worker competition for parking. When employees feed meters all day at on-street spaces, shoppers are left to park further away, park illegally, or circulate the area until a desirable space becomes available. Ultimately, if shoppers can't find convenient parking downtown they will develop the perception of inadequate parking and avoid the area altogether. According to some sources, the value of a prime parking space is approximately \$150-\$300 in retail sales per day. With 300 shopping days in a year, this means one space used by an employee rather than a customer results in an annual loss of \$45,000 to \$90,000 in retail sales.

Section 8-2002 of the Beaufort City Code deals with parking meters and provides the following rate structure:

"For each nickel (5 cents), dime (10 cents) or quarter (25 cents) U.S. coin deposited in a two-hour meter permits the space to be occupied for fifteen (15) minutes, thirty (30)

Recommendation

Bay Street Driveways

Recommendation

Meter Rates and Parking Fines

minutes, and one hour respectively, for a maximum of two-hours parking. For each quarter (25 cents) U.S. coin deposited in a eight-hour meter permits the space to be occupied for thirty (30) minutes for a maximum of eight-hour parking."

Section 8-2012 of the Code deals with meter feeding:

"No person shall continuously park a vehicle in any on-street parking meter zone longer than twice the maximum limit of the parking time obtainable by the single operation of such meter..."

The Code also stipulates the fine for parking in a space with an expired meter will be three dollars if it is paid within seven days of issue. The fine increases to ten dollars if it is not paid within seven days.

To keep the most convenient parking spaces available for customers, the on-street meter rates need to encourage short-term use. This is not currently the case in Beaufort. The eight-hour meters in the surface lots are used very little, while the on-street two-hour meters are nearly always fully occupied. The comparison in Table 5 shows there is no incentive for an all day parker such as an employee, to park in a space with an eight-hour meter rather than a more convenient on-street space with a two-hour meter:

Table 5: Parking Meter Comparison

Hours	2 Hour Meter Accumulation	8 Hour Meter Accumulation
1	\$0.25	\$0.50
2	\$0.50	\$1.00
3	\$0.75	\$1.50
4	\$1.00	\$2.00
5	\$4.00 (\$3.00 fine)	\$2.50
6	\$4.00	\$3.00
7	\$4.00	\$3.50
8	\$4.00	\$4.00

A stay of four hours or less is half the cost in the short-term meters, and the cost of an eight-hour stay is equal, assuming the overtime parker is ticketed. It is a simple matter for an employee to move their car to another short-term space after four hours and park all day for \$2.00. If the employee is not ticketed, or if they pay the half-hour rate of ten cents (20 cents per hour), the two-hour meters are even more attractive.

To solve this problem, the on-street two-hour meters should have a rate of one cent per minute, still utilizing nickels, dimes, and quarters only. With this rate, two hours will cost \$1.20, slightly more than the eight-hour meters, but not prohibitive for short-term shoppers, especially with free parking available within a block or two.

Recommendation

The fine for overtime parking should be raised to a more punitive level of five dollars, rising to the current ten dollar fine if left unpaid more than seven days. This increase could be accompanied by a validation program like that in Hutchinson, Kansas. There, shoppers can pay the fine themselves or take the ticket to the merchant they were visiting for validation. Merchants may "validate" the tickets by simply giving the customer the money to pay the fine. Perhaps in Beaufort the merchants could pay a lower fine (i.e.: the current three dollars) directly to the City, or truly validate the ticket by stamping with the store name, for no fine.

Recommendation

Lastly, the law allowing the feeding of meters up to two times the posted time limit should be repealed. The allowable stay in a parking space should correspond to the posted time limit of the meter. It is too difficult to enforce a limited stay if the limit is beyond the capacity of the meter. Without an enforcement method that involves either marking tires with chalk or entering license plate information into a hand-held computer, it is nearly impossible to enforce a limited stay at all with mechanical meters.

Recommendation

Newer, electronic meters can reset time when a vehicle leaves a parking space and enforce maximum time limits by not allowing more time to be purchased beyond the posted limit. Each of these meters will cost as much as \$500, but increased revenues from higher rates and improved enforcement will pay for them in a very short time. Whether or not new meters are purchased, the law should be changed.

Many of the off-street spaces south of Port Republic Street are reserved at a rate of \$12 per month. This authorizes only the lessee to occupy the parking space from 8 a.m. to 6 p.m. daily, Monday through Friday. Some spaces are also reserved on a twenty-four hour basis at a rate of \$24 per month. Reserved spaces north of Port Republic are leased for \$9 for the 8 to 6 time period and \$18 for twenty-four hours.

Reserved Spots

These rates are extremely low. Even the higher rates south of Port Republic are the equivalent of only three days of metered parking (\$4.00 x 3). With these low rates, there is a disproportionate amount

of reserved parking in the study area, particularly in prime locations just off Bay Street. Many of these reserved spaces, while leased, sit empty much of the time without allowing short-term use during business hours because they are reserved. If the fees were higher, fewer spaces would likely be leased, therefore, more spaces could be made available for customer parking, either free or metered.

The rates for 8 a.m. to 6 p.m. reserved parking spaces south of Port Republic Street should be raised to an amount at least equal to ten days of metered parking (\$40). Twenty-four hour rates need only be 50% higher (\$60). North of Port Republic, the rates should similarly increase to \$30 and \$45.

The surface lots located at each end of Bay Street in the Core Commercial District are convenient for many users. The configuration of both of these lots, however, is somewhat confusing to first-time users due to the variety of the types of spaces within each lot. There are free parking spaces, reserved spaces, metered spaces, spaces for neighboring businesses and others. In an attempt to clarify these different types of spaces, they have been color coded, but there are too many different types of spaces to avoid confusion.

Provide only three types of spaces in these lots: two-hour free parking, four-hour metered parking, and 8 a.m. to 6 p.m. reserved spaces. With the fee increases noted above, fewer reserved spaces will be needed and the availability of numerous free parking spaces should reduce complaints about higher short-term meter rates. The four-hour meters will provide a visitor with extra time to take a carriage ride, shop and go to a restaurant.

In addition to reducing the number of types of spaces, the efficiency of the Marina Lot could be greatly improved with a different layout. Figure 2 shows how 100 spaces could be gained with a better layout that also would improve traffic flow. While the additional spaces are not needed at the present time, they will be useful after future development occurs in the Core Commercial District and will be fully utilized during special events. The cost of reconfiguring this lot as shown is projected to be approximately \$250,000 in 1998 dollars. If the land that makes up the Open Land Trust can be acquired, over 60 more spaces could be created in this lot. The reconfiguration will work best if tour buses and carriages use the lot for loading and unloading only, but they would not have to be excluded from parking there if absolutely necessary.

Recommendation

Parking Lot Configuration

Recommendation

Recommendation

Generally, parking meters are properly located throughout the study area, but there are exceptions. Ideally, all on-street parking spaces within the study area should be controlled by a parking meter, except loading zones and ADA accessible spaces. Simply put, people should pay for the privilege of convenient on-street parking in the Core Commercial District. Some meters should provide short-term spaces to promote turnover and others should allow all-day parking. The two types should not be mixed together, but rather, certain streets or areas should be designated for two-hour meters while others are designated for eight-hour meters, with a transitional area between them of four-hour meters.

Meter Locations

Bay Street and Port Republic Street should have two-hour meters, along with the streets between them and the City Hall Lot. From Newcastle to Carteret, between Craven and Port Republic Streets, four-hour meters should be used, as well as in the Marina Lot. All other on-street spaces available for general parking within the study area should have eight-hour meters. The different types of meters should be clearly marked with consistent color-coding so users can easily differentiate them.

Recommendation

Recommended meter locations are shown in Figure 2.

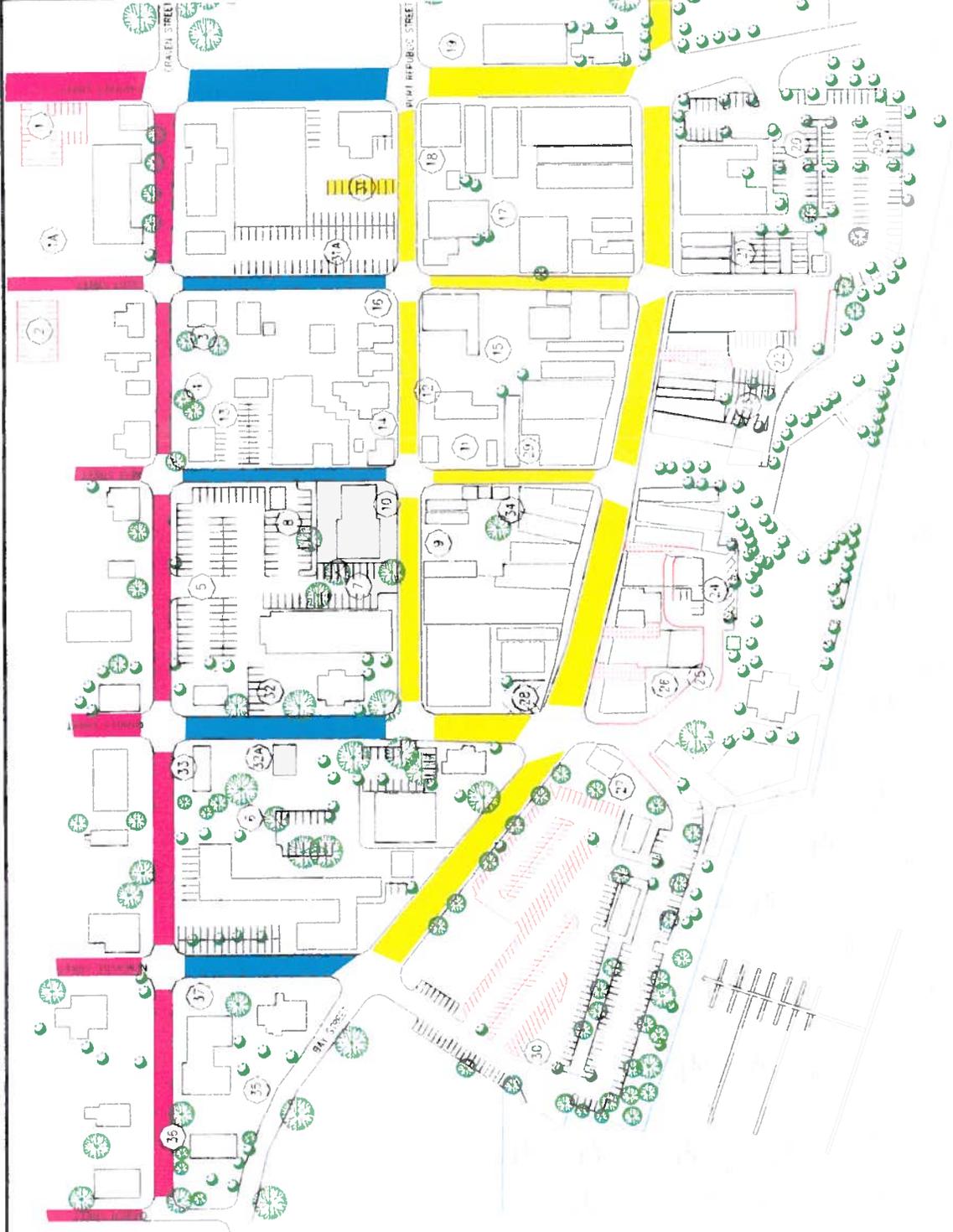


FIGURE 2: Recommendations

- 1 Carnegie Building (undefined)
- 1A Church Lot
- 2 Church Lot (undefined)
- 3 Bay Side Salon (reserved)
- 4 Beaufort Inn (future)
- 5 Trask Lot
- 6 Wachovia Bank
- 7 Antique Mall
- 8 Palmetto State Bank
- 9 Private Lot (undefined)
- 10 Reserved Spaces
- 11 Private Lot (undefined)
- 12 Restaurant (undefined)
- 13 West Street Lot
- 14 Eclectic Gifts
- 15 Western Auto (undefined)
- 16 Three Pigs (undefined)
- 17 Mix Lot (undefined)
- 18 Beaufort Realty
- 19 Furniture Warehouse
- 20 BB & T Bank
- 20A BB & T City Lot
- 21 Private Lot (undefined)
- 22 City & Privata
- 23 Low Country Realty
- 24 City Lot
- 25 Bank Lot
- 26 Private Lot (undefined)
- 27 Dentist
- 28 First Citizen's Bank
- 29 Private Lot (undefined)
- 30 Marina Lot
- 31 City Hall
- 31A Library
- 32 Private Lot (undefined)
- 32A Private Lot (undefined)
- 33 Private Lot (undefined)
- 34 Private Lot (undefined)
- 35 Low Office
- 36 Caldwell Banker "Doctors Only"
- 37 Low Office

Recommend Changes

- 2 Hour Meters
- 4 Hour Meters
- 8 Hour Meters

There are several locations in the study area where additional metered spaces can be created. At least 30 additional metered spaces can be created by shifting the spaces on West and Scott Streets to the other side of the street. Carteret Street can accommodate at least 5 more metered spaces between Bay Street and Craven Street. Craven Street could provide at least 30 spaces.

If traffic allows, metered spaces should be added to West Street, Scott Street, Carteret Street, and Craven Street. At least 65 additional metered spaces could be created on these streets. The City Hall Lot should also be converted to two-hour metered parking to serve patrons rather than employees.

Additional Meters

Recommendation

Loading zones are necessary throughout the Core Commercial District. With no alleys, they are the only way businesses are able to receive deliveries. They should be located in such a manner as to be convenient to the businesses, but with minimal impact on traffic, parking and pedestrian safety. During times of peak parking demand, it is helpful to be able to use loading zones for parking. Currently, loading zones within the study area are enforced from 9 a.m. to 6 p.m. Generally, most businesses receive their heavy deliveries before noon, but package deliveries and mail may be delivered throughout the day. Not all of the loading zones may be needed 9 a.m. to 6 p.m.

Loading Zones

Recommendation

Restrict semi truck traffic to the early morning hours and reduce the loading zone hours to 6 a.m. to 10 a.m. for as many loading zones as possible within the Core Commercial District. During remaining hours these areas could be used for short-term metered parking. While it will be difficult to enforce this short a time limit, it is still recommended as an option.

Shoppers and tourists are the reason most businesses in the Core Commercial District exist, but they need employees as well. Both groups are important, but which is more important? Clearly, it is possible (although difficult) for a business to exist without employees (self service), but without customers a business won't last very long. Also, customers tend to have short-term parking needs compared to the longer term needs of employees.

Tourist and Employee Parking

These factors usually dictate that customers be allocated "better" parking than employees. Better in this case means closer and more convenient. Shoppers are usually less tolerant than employees of a parking space that requires a long walk. Due to the nature of the Core

Commercial District, there are many tourists in the area. Tourists are customers that may not be familiar with the area.

Short-term parking spaces, both metered and free, are for use by tourists and other customers. Long-term parking spaces, both reserved and metered, are meant for employees. The location of each type of parking should reflect the needs of the intended user. In other words, the spaces closest and most convenient to shopping and dining destinations should be short-term. When enough spaces for the short-term (customer) parking needs are designated, the remainder can be used for long-term (employee) parking. If the parking areas are clearly defined and separate it creates a parking system that is easily understood to the benefit of all.

Merchants should direct their employees to park in areas other than the preferred areas for visitors and shoppers. Employees should generally park north of Craven Street, in the Trask Lot, or in the small lots behind businesses on Bay Street. In addition, there are several areas of reserved parking, such as the ten-hour spaces in the Marina Lot that can be used by employees and business owners. Consideration should be given to converting the West Street Lot from ten-hour metered spaces to long-term reserved spaces. Some of the reserved spaces in the BB&T Lot should be "shifted" to the West Street Lot.

Additional long-term reserved spaces should be created on the periphery of downtown Beaufort. Adding reserved parking spaces in select areas will provide additional long-term parking for employees and business owners without reducing the number of short-term spaces in prime locations.



Recommendation

Recommendation

BB & T parking area on the east end of Bay Street.

Signage is an important part of a parking system, especially when many users are first-time visitors. An abundance of parking will go unoccupied if patrons can't find it. Good signage will help make parking easy for downtown visitors and it also works as an ongoing promotion for the area. Many cities use a color coding system along with consistent signage to help users identify different types of parking.

The City of Beaufort uses a color coding system in the surface lots at each end of Bay Street in the study area to differentiate the various types of parking spaces. A similar system could be used throughout the Core Commercial District by using colored tape to help users identify two-hour, four-hour, and eight-hour meters.

Signage to direct tourists and visitors to the free parking areas in the surface lots would be very beneficial. Customers should be aware they have a choice of parking on the street for a small fee or parking a little further away for free. A coordinated signage system throughout the Core Commercial District would improve parking for visitors, and others too, as a result. Signage to better delineate the free parking from the reserved spaces in each of the lots would also improve visitor parking.

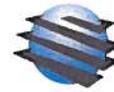
Develop a coordinated signage system to direct customers to the locations of free two-hour parking in the Core Commercial District. The signs should specifically note that the parking is free with a two-hour limit. They can be tasteful and pleasant, and still accomplish the goal if they are placed correctly. After the parking meters are placed as noted earlier, they should be marked with colored tape to denote their time limit.

Wayfinding

Recommendation

*Reserved Parking Area
south of Bay Street*





SUMMARY

There is an adequate amount of parking in the Core Commercial District of Beaufort. Even if the vacant properties are developed, there will likely continue to be enough parking spaces located in desirable locations to accommodate the parking demand on all but the busiest days when festivals are held.

The recommendations made in this report are aimed at improving the parking in the area. The improvements suggested here will increase the level of satisfaction for customers, visitors, and tourists. Some of the recommendations will decrease the satisfaction level currently enjoyed by employees as they will be required to pay more for parking and/or walk a greater distance from their car to their destination.

The recommendations made here are not all required to make some improvement in the parking experience in Beaufort. They are simply identified by Walker as areas where improvements can be realized for significant gain. The recommendations may not necessarily be followed to the letter as well. If the rate structure outlined above, for instance, is deemed to be too high, a lower one could be implemented, but the concepts should remain intact. It may be more palatable to lower the eight-hour meter rates rather than raising the two-hour meter rates, as an example, but this may not create the desired results. Anyone used to parking in a two-hour meter space will continue to do so if the rate remains the same, regardless of less expensive alternatives. The overall pricing strategy of two-hour meters, eight-hour meters, and reserved spaces should be coordinated in any event, to best serve the needs of all parking patrons.

Marina Lot with reserved spaces occupied and eight-hour meter spaces empty.



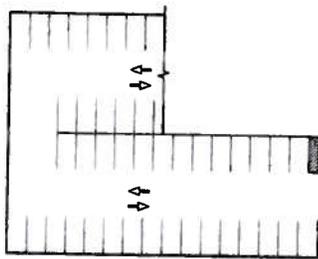
The City should develop an ordinance requiring new developments to provide a parking management plan. Particularly in the Core Commercial District, addressing the parking needs of new developments will be essential in preventing future parking shortages.

Recommendation

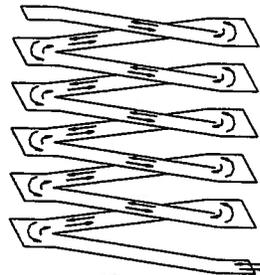
If the City were to ever entertain the idea of building a parking structure, consideration must naturally be given to design, project cost, and operating cost. There are a variety of parking structure designs that are efficient and functional. A two-bay, single-threaded helix design, for instance, is one commonly used in municipal settings. For this type of structure, a minimum footprint of 125 feet by 240 feet should be provided.

The cost to build a structure with a pleasing but not extravagant exterior design to blend with the surroundings will be about \$28 per square foot in 1998 dollars. This equates to approximately \$9,500 for each parking space in the structure. Operational costs and debt service obligations will require about \$95 per space each month for a 400-space structure. With the current level of parking fees in Beaufort, it seems unrealistic to be able to generate this amount.

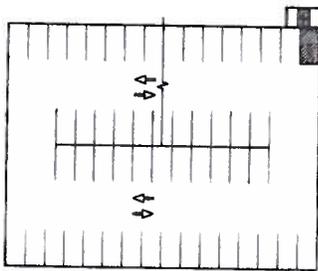
A typical two-bay, single-threaded helix design is shown below.



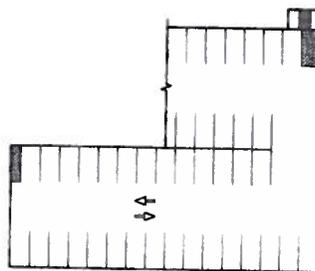
Ground Tier Plan



Isometric



Typical Tier Plan



Top Tier Plan



APPENDIX

Parking Inventory

Beaufort, S.C.

Aug-98

ID	Parking Area	Spaces	Supply Factor	Effective Supply
1	Carnegie Building (undefined)	24	95%	23
1A	Church Lot	22	90%	20
2	Church Lot (undefined)	20	95%	19
3	Bay Side Salon (reserved)	10	95%	10
4	Beaufort Inn (future)	0	90%	0
5	Trask Lot	75	90%	68
6	Wachovia Bank	32	90%	29
7	Antique Mall	16	90%	14
8	Palmetto State Bank	27	90%	24
9	Private Lot (undefined)	9	95%	9
10	Reserved Spaces	3	95%	3
11	Private Lot (undefined)	12	95%	11
12	Restaurant (undefined)	5	90%	5
13	West Street Lot	27	90%	24
14	Eclectic Gifts	1	95%	1
15	Western Auto (undefined)	24	90%	22
16	Three Pigs (undefined)	6	95%	6
17	Mix Lot (undefined)	20	90%	18
18	Beaufort Realty	6	95%	6
19	Furniture Warehouse	12	90%	11
20	BB & T Bank	39	90%	35
20A	BB & T City Lot	59	90%	53
21	Private Lot (undefined)	17	95%	16
22	City & Private	17	95%	16
23	Low Country Realty	11	95%	10
24	City Lot	7	95%	7
25	Bank Lot	13	95%	12
26	Private Lot (undefined)	16	95%	15
27	Dentist	10	90%	9
28	First Citizen's Bank	8	90%	7

Parking Inventory Beaufort, S.C.

Aug-98

ID	Parking Area	Spaces	Supply Factor	Effective Supply
29	Private lot (undefined)	1	95%	1
30	Marina Lot	188	90%	169
31	City Hall	26	95%	25
31A	Library	32	90%	29
32	Private lot (undefined)	8	95%	8
32A	Private lot (undefined)	6	95%	6
33	Private lot (undefined)	20	95%	19
34	Private lot (undefined)	3	95%	3
35	Law Office	15	95%	14
36	Caldwell Banker "Doctors Only"	6	95%	6
37	Law Office	7	95%	7
Total		860	92%	790

On-Street ID	Parking Area	Spaces	Supply Factor	Effective Supply
	Bay Street	64	85%	54
	Newcastle	6	85%	5
	Craven	43	85%	37
	Port Republic	8	85%	7
	Church Street	0	85%	0
	Charles	10	85%	9
	West Street	10	85%	9
	Scott's Street (Craven-North)	10	85%	9
	Scott's Street (Bay-Craven)	10	85%	9
	Carteret	22	85%	19
Total		183	85%	158
Grand Total		1,043	91%	948

Weekday Parking Occupancy Beaufort, S.C.

Aug-98

Off-Street

ID	Parking Area	Spaces	8	9	10	11	Noon	1	2	3	4	5	6	7
1	Carnegie Building (undefined)	24	2	19	10	19	11	8	11	15	16	17	9	1
1A	Church Lot	22	3	13	10	20	12	14	10	7	5	4	8	12
2	Church Lot (undefined)	20	0	13	10	17	4	15	12	9	12	16	8	0
3	Bay Side Salon (reserved)	10	0	5	7	5	5	4	6	8	7	6	3	0
4	Beauford Inn (future)	0	2	1	2	1	1	2	1	0	1	2	1	0
5	Trask Lot	75	7	23	21	23	27	33	31	30	25	20	11	3
6	Wachovia Bank	32	4	7	12	14	20	8	7	6	5	4	2	6
7	Antique Mall	16	1	6	8	8	9	9	8	8	6	5	2	0
8	Palmetto State Bank	27	0	11	8	11	13	11	12	13	11	10	6	2
9	Private Lot (undefined)	9	4	4	5	7	8	7	6	4	5	7	7	7
10	Reserved Spaces	3	1	0	1	2	2	0	1	2	2	2	1	0
11	Private Lot (undefined)	12	4	6	6	11	11	9	8	7	7	7	7	7
12	Restaurant (undefined)	5	2	1	1	2	3	2	1	1	1	2	2	2
13	West Street Lot	27	12	20	15	21	23	24	22	20	19	19	18	17
14	Eclectic Gifts	1	0	0	10	1	1	0	1	1	0	0	0	0
15	Western Auto (undefined)	24	5	13	24	19	26	22	20	18	20	22	12	3
16	Three Pigs (undefined)	6	0	2	3	2	2	2	2	3	2	2	1	0
17	Mix Lot (undefined)	20	9	13	21	20	21	18	17	16	14	12	6	0
18	Beaufort Realty	6	0	6	7	6	4	8	7	7	5	3	1	0
19	Furniture Warehouse	12	0	5	1	4	3	1	2	3	1	0	0	0
20	BB & T Bank	39	3	18	19	24	28	18	19	20	18	17	9	2
20A	BB & T City Lot	59	3	13	19	31	36	33	32	30	29	28	28	29
21	Private Lot (undefined)	17	2	6	3	9	10	12	11	11	11	11	6	1
22	City & Private	17	2	8	11	14	10	11	10	10	10	10	12	15
23	Low Country Realty	11	0	1	7	10	7	10	9	8	7	7	8	9
24	City Lot	7	3	5	5	5	5	7	6	6	6	6	7	8
25	Bank Lot	13	4	10	8	9	8	11	10	9	8	8	8	8
26	Private Lot (undefined)	16	0	7	8	9	13	15	13	1	6	14	12	10
27	Dentist	10	0	6	4	6	5	3	4	6	5	4	2	1
28	First Citizen's Bank	8	3	2	4	2	4	3	1	0	2	4	5	6
29	Private Lot (undefined)	1	0	1	1	1	1	1	0	0	0	1	0	0
30	Marina Lot	188	23	44	62	62	75	107	92	78	71	64	57	51

Weekday Parking Occupancy

Beaufort, S.C.

Aug-98

Off-Street

ID	Parking Area	Spaces	8	9	10	11	Noo	1	2	3	4	5	6	7
31	City Hall	26	21	21	21	22	21	22	23	24	22	20	13	7
31A	Library	32	7	15	16	29	16	24	21	19	20	22	15	9
32	Private Lot (undefined)	8	0	2	2	1	1	1	1	1	1	1	0	0
32A	Private Lot (undefined)	6	1	4	3	5	3	3	2	1	1	1	0	0
33	Private Lot (undefined)	20	3	6	5	5	5	5	5	5	4	3	1	0
34	Private Lot (undefined)	3	3	3	2	3	4	2	2	3	3	3	3	3
35	Law Office	15	1	10	10	12	5	10	10	10	7	5	3	2
36	Caldwell Banker "Doctors Onl	6	0	2	2	3	2	4	3	2	1	1	0	0
37	Law Office	7	1	5	6	6	6	7	6	5	4	3	1	0
Total		860	136	357	400	481	471	506	465	427	400	393	295	221

On-Street

ID	Parking Area	Spaces	8	9	10	11	Noo	1	2	3	4	5	6	7
	Bay Street	64	19	20	29	48	60	61	61	62	51	43	46	50
	Newcastle	6	1	2	2	0	2	0	0	0	0	0	2	5
	Craven	43	13	27	23	30	27	25	31	37	26	16	9	3
	Port Republic	8	1	1	2	2	8	6	5	4	2	0	3	6
	Church Street	0	0	0	0	0	0	0	0	0	0	0	0	0
	Charles	10	1	6	5	4	6	5	4	3	2	2	1	0
	West Street	10	5	3	6	7	10	9	6	4	5	6	7	9
	Scott's Street (Craven-North)	10	3	8	5	8	8	7	6	5	7	9	4	0
	Scott's Street (Bay-Craven)	10	0	3	2	8	8	5	4	4	5	7	5	3
	Carteret	22	1	11	9	14	10	7	7	10	10	11	5	0
Total		183	44	81	83	121	139	125	124	129	108	94	82	76

Grand Total 1,043 180 438 483 602 610 631 589 556 508 487 377 297

Peak Month (August 75.6% of peak) 238 579 639 796 807 835 779 735 672 644 499 393

Percent of all spaces 23% 56% 61% 76% 77% 80% 75% 71% 64% 62% 48% 38%

Weekend Parking Occupancy

Beaufort, S.C.

Aug-98

Off-Street ID	Parking Area	Saturday			Sunday		
		Spaces	1	3	5	1	1
1	Carnegie Building (undefined)	24	2	2	3	1	1
1A	Church Lot	22	3	3	2	1	1
2	Church Lot (undefined)	20	0	0	0	0	0
3	Bay Side Salon (reserved)	10	8	3	0	0	0
4	Beauford Inn (future)	0	0	0	0	0	0
5	Trask Lot	75	8	6	7	8	0
6	Wachovia Bank	32	5	8	5	5	3
7	Antique Mall	16	6	7	3	2	9
8	Palmetto State Bank	27	4	7	4	3	11
9	Private Lot (undefined)	9	6	4	3	2	4
10	Reserved Spaces	3	1	2	0	2	0
11	Private Lot (undefined)	12	6	10	7	12	3
12	Restaurant (undefined)	5	0	0	1	1	0
13	West Street Lot	27	14	11	10	15	16
14	Eclectic Gifts	1	1	1	1	1	0
15	Western Auto (undefined)	24	17	15	14	12	0
16	Three Pigs (undefined)	6	0	0	0	0	0
17	Mix Lot (undefined)	20	7	10	12	5	2
18	Beaufort Realty	6	2	1	3	1	1
19	Furniture Warehouse	12	2	0	1	0	0
20	BB & T Bank	39	2	3	5	3	3
20A	BB & T City Lot	59	21	31	32	27	27
21	Private Lot (undefined)	17	4	6	5	3	1
22	City & Private	17	12	14	10	11	8
23	Low Country Realty	11	4	7	6	4	1
24	City Lot	7	8	8	8	7	6
25	Bank Lot	13	4	3	6	6	4
26	Private Lot (undefined)	16	10	13	12	11	3
27	Dentist	10	3	2	3	3	2
28	First Citizen's Bank	8	7	6	4	4	5
29	Private Lot (undefined)	1	1	1	1	1	0
30	Marina Lot	188	48	107	104	61	40

Weekend Parking Occupancy

Beaufort, S.C.

Aug-98

Off-Street		Saturday			Sunday	
ID	Parking Area	Spaces	1	3	5	1
31	City Hall	26	9	9	7	7
31A	Library	32	20	23	5	0
32	Private Lot (undefined)	8	1	1	1	0
32A	Private Lot (undefined)	6	1	1	1	0
33	Private Lot (undefined)	20	3	3	3	3
34	Private Lot (undefined)	3	3	2	3	2
35	Law Office	15	2	1	2	2
36	Caldwell Banker "Doctors Onl	6	2	1	1	0
37	Law Office	7	3	0	1	0
Total		860	277	331	316	236

On-Street		Saturday			Sunday	
ID	Parking Area	Spaces	1	3	5	1
	Bay Street	64	61	60	50	33
	Newcastle	6	1	0	6	0
	Craven	43	10	7	6	4
	Port Republic	8	0	4	2	3
	Church Street	0	1	1	0	0
	Charles	10	1	5	5	1
	West Street	10	8	8	8	5
	Scott's Street (Craven-North)	10	1	2	1	1
	Scott's Street (Bay-Craven)	10	6	6	4	4
	Carteret	22	5	6	9	8
Total		183	94	99	91	59

Grand Total 1,043 371 430 407 295 249

Peak Month (August 75.6% of peak) 491 569 538 390 329

Percent of all spaces 47% 55% 52% 37% 32%

Land Use Beaufort, S.C.

Aug-98

Address	Retail	Restaurant	Hotel	Residence	Banking	Office	Library	Church	Museum	Vacant
921 Bay St.	2,000				2,400					
917 Bay St.	9,000	3,000								1,000
915 Bay St.	3,100					300				2,100
913 Bay St.	3,100									3,100
909 Bay St.	1,800					1,500				
905 Bay St.	2,000									2,000
903 Bay St.	400									
901 Bay St.	2,950									
825 Bay St.	5,583									8,241
815 Bay St.	5,400									1,900
807-813 Bay St.	2,850					2,000				5,404
805 Bay St.						437				
801 Bay St.	2,545					2,545				
723 Bay St.	7,032									2,800
719 Bay St.	700									
715 Bay St.						4,000				
705-709 Bay St.	1,930				3,870					
703 Bay St.	10,000					8,000				
706 Bay St.					16,800					5,000
720-724 Bay St.						5,000				
103 Scott's St.	400									
802 Bay St.										13,400
808 Bay St.	1,500									1,500
812 Bay St.		3,500								
818 Bay St.	1,800					2,100				
820 Bay St.						3,000				
822 Bay St.		3,500								
828 Bay St.	1,250									
--- Bay St.	1,000									
902 Bay St.	900			900						
904 Bay St.		2,041								2,041
910 Bay St.		2,772								2,044
916 Bay St.					4,703					1,000
920 Bay St.	2,000	1,408				2,000				
926 Bay St.		5,800								

Land Use Beaufort, S.C.

Aug-98

Address	Retail	Restaurant	Hotel	Residence	Banking	Office	Library	Church	Museum	Vacant
928 Bay St.	1,300									
1002 Bay St.						1,434				
206 Carteret St.	4,500									
208 Carteret St.	6,900									
210 Carteret St.						3,233				
302 Carteret St.						11,700				
210 Carteret St.	1,440									
704 Craven St.					3,510					
Scotts St.	1,440									
Scotts St.	2,400									
West St.						1,505				
918 Charles St.						1,380				
314 Charles St.						2,300				
1102 Craven St.						13,440				
1109 Bay St.						1,500				
1109 Craven St.				3,600						
1103 Craven St.			5,100							
1005 Craven St.			12,705							
1003 Craven St.				2,250						
1001 Craven St.						8,600				
915 Craven St.				3,360				7,894		
907 Craven St.										
901 Craven St.				3,528						
811 Craven St.						4,128				
807 Craven St.				2,080						
805 Craven St.	760			760						
803 Craven St.				1,100						
713 Craven St.									17,936	
701 Craven St.						2,904				
611 Bay St.						8,140				
Carteret St.	10,350									
309 Carteret St.						5,928				
311 Carteret St.						2,200				
308 Scotts St.	2,590									
306 Scotts St.				840						

Land Use Beaufort, S.C.

Aug-98

Address	Retail	Restaurant	Hotel	Residence	Banking	Office	Library	Church	Museum	Vacant
304 Scotts St.						1,750				
Scotts St.	3,600									
210 Scotts St.	450									
805 Port Republic						840				
807 Port Republic						840				
809 Port Republic			10,625							
301 West St.	1,750									
901 Port Republic						1,960				
903 Port Republic					7,200					
905 Port Republic	9,240									
915 Port Republic			4,200							
916-918 Port Republic & 209-211 Charles St.						13,132				
Port Republic	1,460									
906 Port Republic		1,200								
904 Port Republic	1,200									
900 Port Republic	1,080									
209 West St.	920									
Port Republic		3,696								
212-215 Scotts St.	3,896									
211 Scotts St.						2,686				
205 Scotts St.	3,792									
307 West St.	1,000									
305 West St.	200									
303 West St.	200									
West St.	1,014									
West St.		1,870								
West St.	646					646				
West St.	1,160									
1001 Bay St.						3,480				
308 Charles St.	7,000									
1011 Bay St.					19,500					
1103 Bay St.		10,500								
Total	139,528	39,287	32,630	18,418	54,473	124,608	3,510	7,894	17,936	51,530
Address	Retail	Restaurant	Hotel	Residence	Banking	Office	Library	Church	Museum	Vacant

Visitors Beaufort, S.C.

	1997	1998	% Peak	1997	1998	% Peak
January	4,655	4,719	35.8%	4,655	4,719	35.6%
February	6,762	7,154	53.2%	6,762	7,154	54.0%
March	10,779	13,248	91.8%	10,779	13,248	100.0%
April	12,915	10,499	89.5%	12,915	10,499	79.2%
May	12,089	11,123	88.7%	12,089	11,123	84.0%
June	11,169	10,895	84.3%	11,169	10,895	82.2%
July	11,193	10,838	84.2%	11,193	10,838	81.8%
August	11,815	9,884	82.9%	11,815	9,884	74.6%
September	8,900		68.0%	8,900		68.9%
October	10,676		81.6%	10,676		82.7%
November	7,799		59.6%	7,799		60.4%
December	3,989		30.5%	3,989		30.9%

97-98 Average Peak 13,082
 Aug 98 percent of Peak 75.6%



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