



## Client

Renaissance Planning Group, *Lead Planner* for the Berkeley-Charleston-Dorchester Council of Governments

## Dates

2010-2013

## Program

Neighborhood units  
Town centers

## Relevance

New Urbanism  
Transportation planning

## Services

Urban Design  
Project Graphics

## Team

PLANNER  
Renaissance Planning Group  
URBAN DESIGN LEAD & ILLUSTRATOR  
John Moynahan UDP  
TRANSPORTATION PLANNER  
HDR, Charlotte  
PORT INFRASTRUCTURE PLANNER  
Wilbur Smith Assoc.

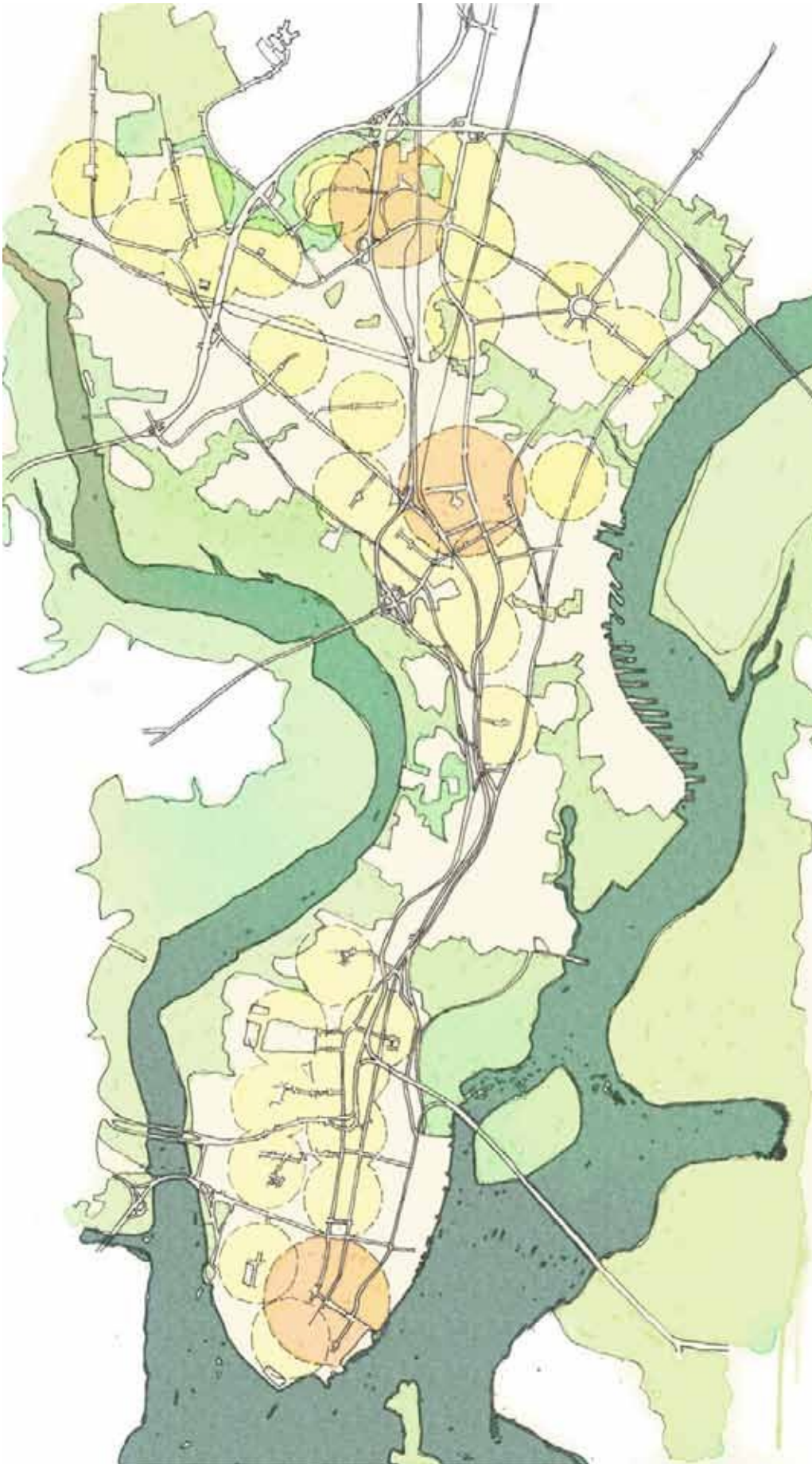
## Project Challenge

The twenty-three square miles known as Charleston Neck in South Carolina is located adjacent the well-known City of Charleston—the Charleston containing inviting walkable streets and lanes, picturesque architecture and parks, and storied history. The Neck, on the other hand, is quite different from the city. It is where highways and bridges converge; port, airport, Boeing facility, and navy services reside; rail lines serve the port; and where a few of downtown’s great streets change to high-speed roads. Several neighborhoods hold onto their niche in the chaos. The area is characterized by the predominance of sprawling rail and highway-related industry, making it difficult to imagine why anyone would choose to live here. But they do, and their local government is keen to change how the region looks and functions for residents and services. This study area’s vast size offers the opportunity to comprehensively study the complex and intertwined components of housing, transportation, environment, movement of goods, economics, and quality of life; and to offer suggestions from various professional disciplines directed at cohesive solutions to conflicts and deficiencies.

## Project Description

The intent of this study is to synthesize transportation and urban design. Work shown on these pages is from the urban design aspect of the project. Creating places for people within a transportation plan is difficult in an area that for decades has been dominated by rail and trucks, though the client and many interested entities are committed to making Charleston Neck a better place to live.

A design team consisting of engineers and architects looked at the Charleston Neck region as well as its specific neighborhood-sized sites. Deciphering and mapping the various components mentioned above and identifying existing neighborhoods and special districts highlighted conflicts and deficiencies, and permitted the exploration of design solutions. Linking future bus/rail to land use established an armature for neighborhood planning.



## Charleston Neck

Charleston, South Carolina

The plan image illustrates the locations of existing and proposed neighborhoods (small yellow circles), Town centers (orange circles), and environmental features such as rivers and reserve (natural) area.

The lower one-third of the peninsula is the City of Charleston, the Neck being located in the upper two-thirds (approx 23 sq miles).

The intent of this plan is to show the neighborhood as the basic building unit for repairing this large area severely divided by rail and highway. Recognizing that Charleston Neck serves people alongside port activity, transportation alternatives can coexist with rail and truck movement.

Sector Plan showing pedestrian sheds for neighborhoods and town centers.

# Charleston Neck

Charleston, South Carolina

Repairing areas damaged by auto-dominated sprawl development into walkable, human-scaled places requires interventions at a lot-by-lot basis. The incremental insertion of needed elements--buildings, public space, compactness, connections--help places dominated by sprawl development transform into walkable destinations.



Aerial of Mt Pleasant Avenue



Above. The area containing City Hall transformed into a walkable, mixed-use neighborhood.



Eye-level view of Mt. Pleasant Avenue

View of transformed Mt. Pleasant Avenue intersection showing transit and circulation improvements

