



# PICKENS DOWNTOWN MASTER PLAN

PICKENS, SOUTH CAROLINA  
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## ACKNOWLEDGMENTS

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## INTRODUCTION AND BACKGROUND

The Pickens Downtown Master Plan is based upon implementation of the Pickens Community Master Charrette Report produced by the Main Street South Carolina (MSSC) Team in July 2012. MSSC assembled a team in architecture, planning, historic preservation, economic development and community branding that ascribes to the Main Street Four-Point Approach to downtown revitalization. To begin implementation of recommendations related to the design of downtown, the Pickens Downtown Master Plan illustrates how recommendations can be implemented.

Pickens is a growing community of 3,126 people located at the foothills of the Appalachian Mountains in upstate South Carolina. To the north of Pickens, the Appalachians can be seen from Main Street and marks the eastern edge of the Blue Ridge Mountains. Named for the Revolutionary War hero, General Andrew Pickens, the town was moved in 1868 to the current location so that the County Seat would be near the center of the county. Today, Pickens still serves as the County Seat of Pickens County and is poised to continue to grow both economically and physically.

## RELATIONSHIP TO THE PICKENS COMMUNITY MASTER CHARRETTE REPORT

The intent of the Pickens Community Master Charrette Report was to document the results of a charrette process for Pickens based upon the Main Street Four-Point Approach to downtown revitalization. Main Street's approach advocates design, promotion, organization and economic restructuring as important steps in the process of downtown revitalization. Each point has a series of recommendations within the Charrette Report that are related to several geographic locations in and around the core of Pickens.

The Pickens Downtown Master Plan builds upon the design aspect of the Charrette Report and defines a process by which selected recommendations will be implemented. Within this Plan a series of diagrams and drawings demonstrate specific recommendations.

## DOWNTOWN MASTER PLAN APPROACH

Future improvements for downtown Pickens within this Master Plan are based upon an implementation period within the next five to ten years. Other recommendations from the Charrette Report were considered with the included improvements based up their context and relationship. However, if the implementation period of those recommendations were beyond the five to ten scope of this Master Plan, they were included only for their context and relationship.



## STUDY AREA

For the purpose of the Pickens Downtown Master Plan, the study area is defined by the core of downtown and important surrounding property and street. Figure 1 illustrates the study area roughly bounded north of Main Street, east of Hampton Avenue, south of Johnson Street and west of Catherine Street. Important locations within the study area include the Bruce Field, City Hall, County Courthouse, Downtown Amphitheatre and Park, and the future Pickens Doodle Greenway trailhead.

*Figure 1 - Study Area*



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## ANALYSIS OF EXISTING CONDITIONS

### TRANSPORTATION

Within downtown Pickens, the existing network of streets and roads are under the control of two different authorities. The major streets, typically defined as federal, state or county roads are controlled by the South Carolina Department of Transportation. Other streets within the study area are controlled by the City of Pickens. Understanding the controlling authority is significant because of the different regulations in places for street design. Streets which are controlled by the SCDOT have a defined set of standards for lane widths, parking, bicycle lanes, etc. can be implemented. Locally

Figure 2 - Street Authority



controlled streets will have more flexibility on how similar standards can be implemented.

Locally control streets in Study Area:

- Arnold Street
- Court Street
- Irwin Street
- Johnson Street (west of Catherine Street)
- Railroad Street

## Sidewalks

Across the downtown Pickens study area, sidewalks are generally in good condition. As needed, the City addresses issues with the sidewalk infrastructure. In most locations sidewalks are included along both sides of the street and streets with only one sidewalk, or no sidewalks, are residential nature or internal alleys. Crosswalks are very limited at intersections within the study area which can lead to dangerous crossing situations for pedestrians. The inclusion of crosswalks is limited to along Main Street between Lewis Street and Pendleton Street, as well as the intersection of Pendleton Street and Cedar Rock Street.

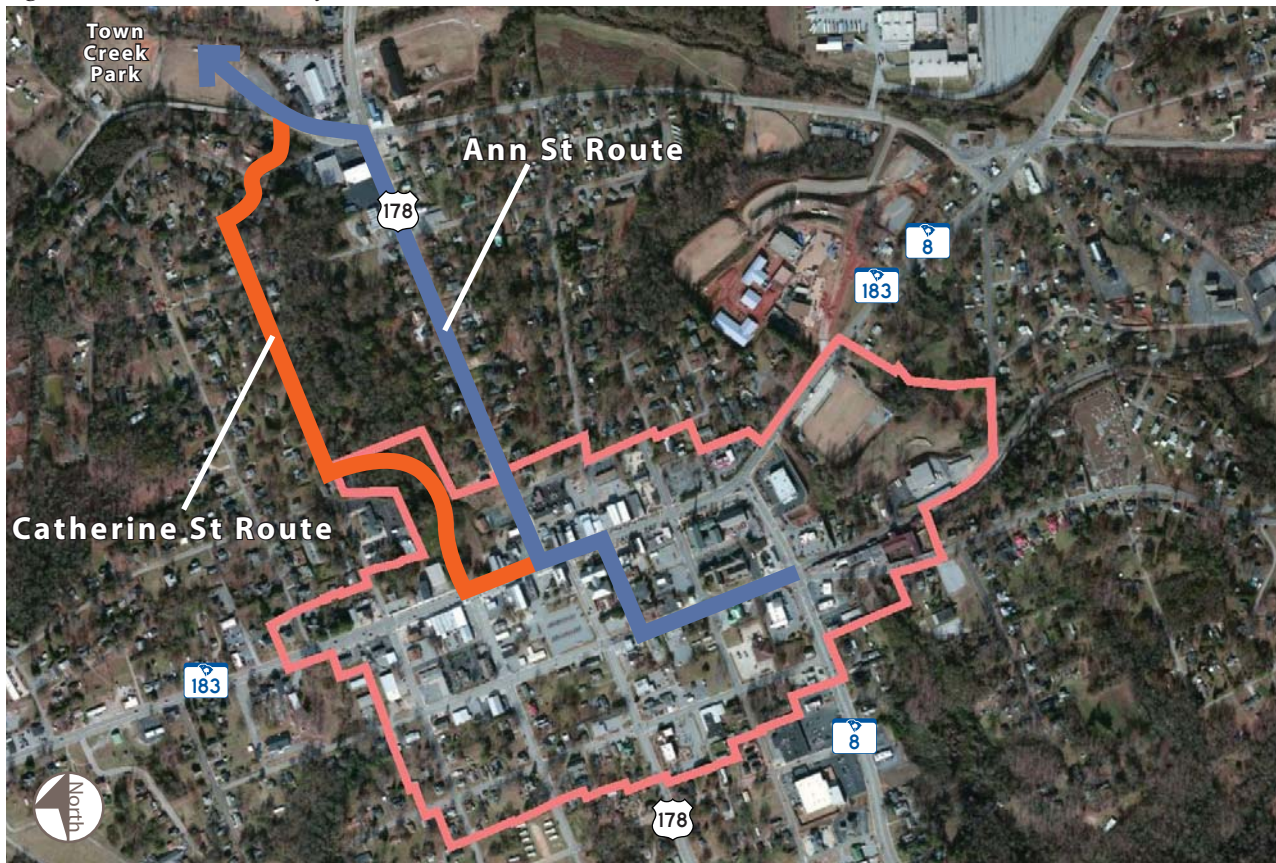
In the study area, there were several locations of pedestrian and automobile conflicts observed along sidewalks. These locations, as seen mainly along Garvin Street and Cedar Rock Street, are locations where there are large curb cuts for automobile access. Large curb cuts are dangerous for pedestrians because the space for pedestrians is less defined and automobile speeds are higher along larger curb cuts. Also, without a defined curb edge on-street parking cannot be accommodated along the adjoining streets.



## Bicycle Facilities

In downtown Pickens, there are currently no dedicated facilities for bicycles. During the Pickens Community Charrette, a potential bicycle connection was proposed that would link Town Creek Park, to the north, to downtown Pickens. This connection could occur along two different routes, North Ann Street or North Catherine Street. If North Ann Street is redesigned with two travel lanes, then bicycle lanes should be provided for the connection. If four travel lanes in each direction are kept along North Ann Street, then consideration should be given to providing the connection along North Catherine Street which could also include connecting with the new Downtown Amphitheater and Park.

Figure 3 - Town Creek Park Bicycle Connections



There is an unused railroad bed located to the east of downtown, across from the city Maintenance Facility on Railroad Street. This railroad bed, part of the Pickens Railway Company, is an unused 8.5-mile segment of railroad that connects Pickens and Easley. Over the past several years, consideration has been given to converting this railroad bed to a rail-to-trail project, named the Pickens Doodle Greenway. This idea was noted during the Pickens Community Charrette and recent actions have taken place to advance the project. Below, Figure 4 are photos of the existing site that could be the greenway trailhead and gateway to downtown.

*Figure 4 - Proposed Pickens Doodle Greenway trailhead*





## PARKING

To better define capacity and locations for future parking in downtown Pickens, a survey of existing parking conditions was undertaken. This survey produced an estimated parking count downtown for on-street parking as well as off-street parking. Counts of off-street parking included both publicly and privately owned parking lots as well as considering the condition of internal access to those parking lots. On-street parking is currently only available in downtown Pickens along Main Street and Court Street.

### Downtown Pickens Existing Parking Counts:

- Total Existing Parking: 718
- On-street Spaces: 123 (17%)
- Off-street Spaces: 595 (83%)

Figure 5 illustrates on-street and off-street parking in the study area. Numbers highlighted in red are on-street parking counts for each block.

*Figure 5 - Existing Downtown Parking*





## PARKS AND RECREATIONAL SPACE

On the eastern edge of downtown Pickens along SC Highway-183 is Bruce Field. This stadium is the former home of the Pickens High School football and is currently owned by the City. The field is used for little league football, soccer and community festivals. The area surrounding Bruce Field to the south is proposed to convert to more park space with walking trails and a neighborhood playground.

Between West Main Street and North Ann Street, the City is currently in the process of creating of the Downtown Amphitheatre and Park. Also, included in the plans for this space are several elements including a series of walking trails, outdoor classroom, community garden and an open air pavilion. Access to parking at the park will be from West Main Street, North Catherine Street and North Ann Street, along with a trailhead further north along Catherine Street to better connect the neighborhood to the north.

# IMPROVEMENTS AND RECOMMENDATIONS

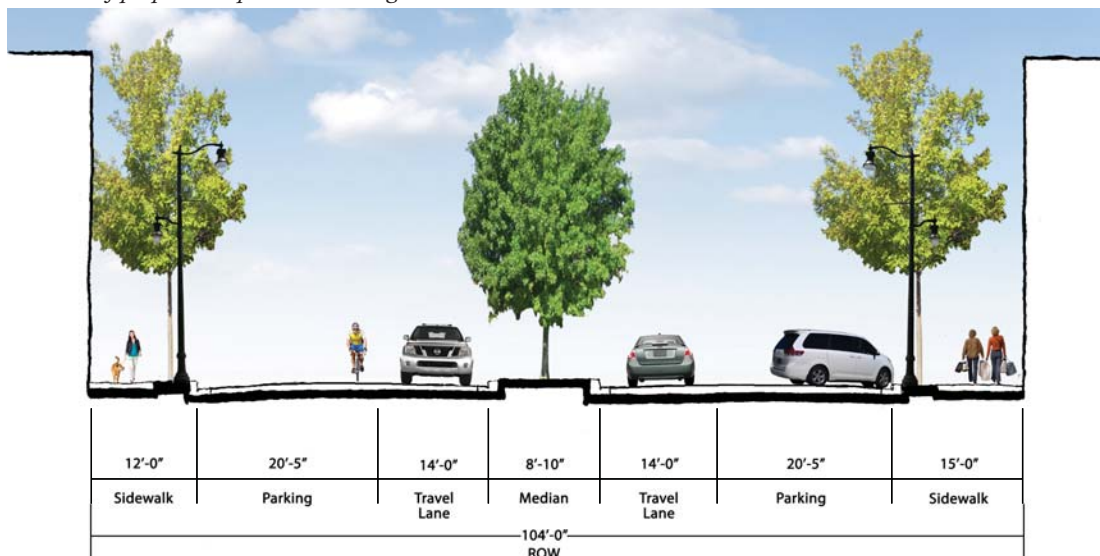
## STREET NETWORK

All recommended street restriping for new traffic patterns, on-street parking and bicycle lanes are based on SCDOT standards and within the existing curb-to-curb dimensions in downtown Pickens. Careful consideration was given to maintaining the existing curb-to-curb profile so as to reduce the cost to implement on-street parking and bicycle lanes.

### Main Street

- Consider rerouting SC Highway-183 between Hampton Avenue and Catherine Street one block to the south along Cedar Rock Street, as seen in Figure 8. Several blocks through the core of downtown can be converted to a local street. Improvements such as medians, dedicated turn lanes and bicycle lanes can be considered as a local street. Figure 6 depicts the street section of Main Street following improvements.

Figure 6 - Section of proposed improvements along Main Street.



- Create new stamped brick pattern pedestrian crossings at the Garvin Street intersection which will connect to Downtown Amphitheater and park.
- Create new stamped brick pattern pedestrian crossings at the Catherine Street intersection.

Figure 7 - Proposed Main Street improvements

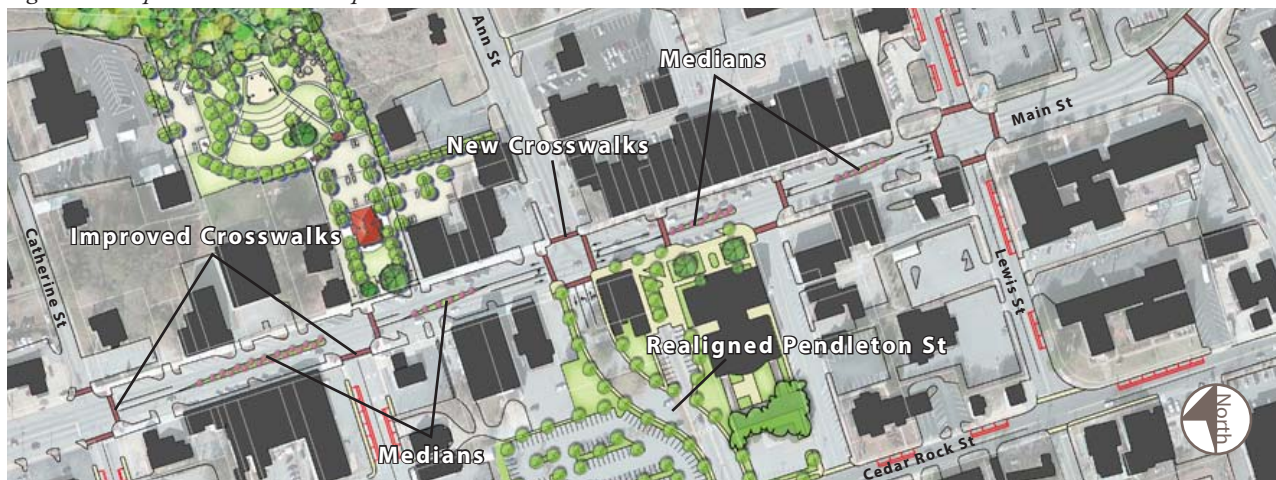
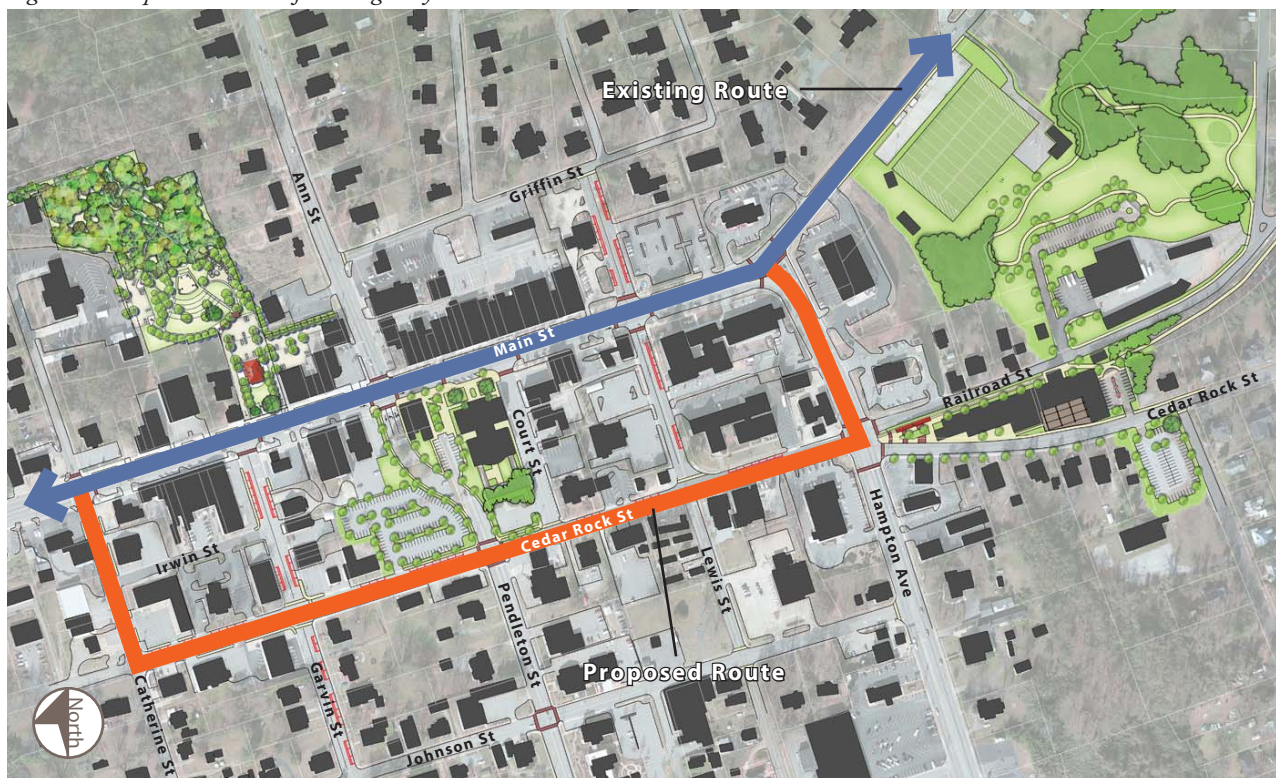


Figure 8 - Proposed Reroute of SC Highway-183





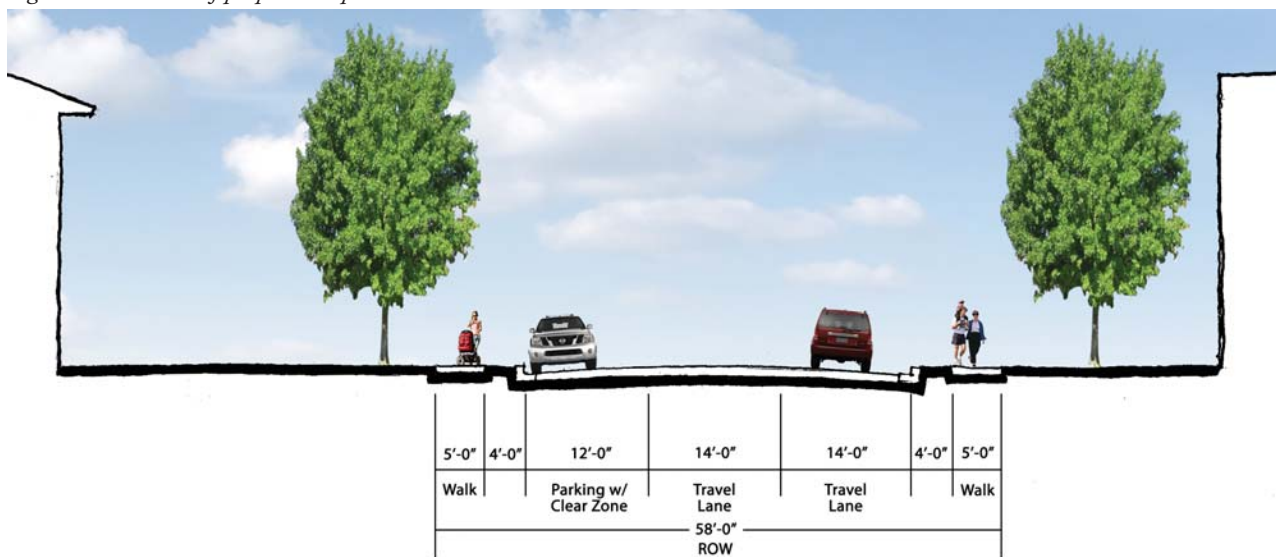
## Cedar Rock Street

- Between Pendleton Street and Catherine Street reduce the four-lane street to a two-lane street with on-street parking along both sides. Infill curb-and-gutter with sidewalks should be considered as illustrated to create space for on-street parking and improving pedestrian safety. A street section is illustrated Figure 10 of potential improvements.
- Between Hampton Avenue and Pendleton Street reconfigure the two-lane street with on-street parking along the north side of the street.
- Space for bicycle lanes in each travel direction is provided in re-striping of the street.

Figure 9 - Proposed Main Street improvements



Figure 10 - Section of proposed improvements to Cedar Rock Street between Pendleton and Catherine Street



## Hampton Avenue

- Intersection improvements for the Cedar Rock Street and Railroad Street intersection will need to be considered following the potential rerouting of SC Highway-183 away from Main Street.
- Create new stamped brick pattern pedestrian crossings at the Cedar Rock Street and Railroad Street intersection. These crosswalks will help improve pedestrian and bicyclist safety in conjunction with proposed improvements.
- Consider traffic signal coordination at the intersection of Cedar Rock Street and Railroad Street to improve flow and create a safer crossing for pedestrians and bicyclist.

## Lewis Street

- Between Griffin Street and Main Street reduce the four-lane street to a two-lane street with on-street parking along both sides.
- Between Main Street and Cedar Rock Street reduce the four-lane street to a two-lane street with on-street parking along the east side of the street.

## Pendleton Street

- Work with SCDOT to realign Pendleton Street (US Highway-178) at the Main Street (SC Highway-183) intersection. Realigning this intersection would improve traffic flow through downtown along both streets and reduce the number of pedestrian and automobile conflicts along Main Street. Figure 12 illustrates the potential realignment.
- Create new stamped brick pattern pedestrian crossing at the Cedar Rock Street intersection.

Figure 11 - Hampton and Lewis

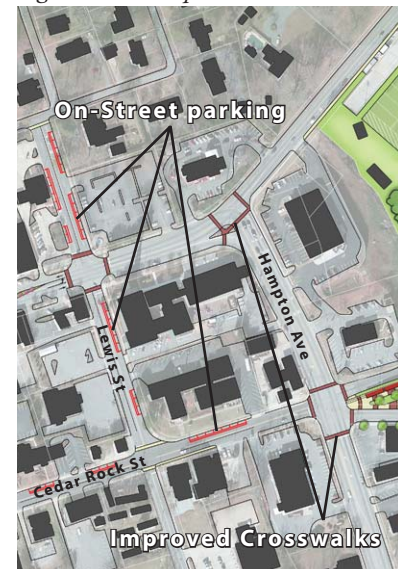
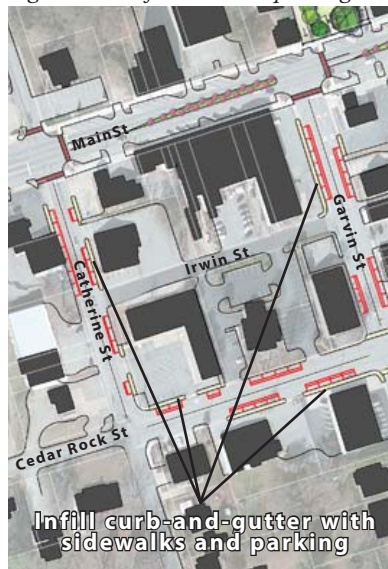


Figure 12 - Pendleton St. realignment





Figure 13 - Infill curb and parking



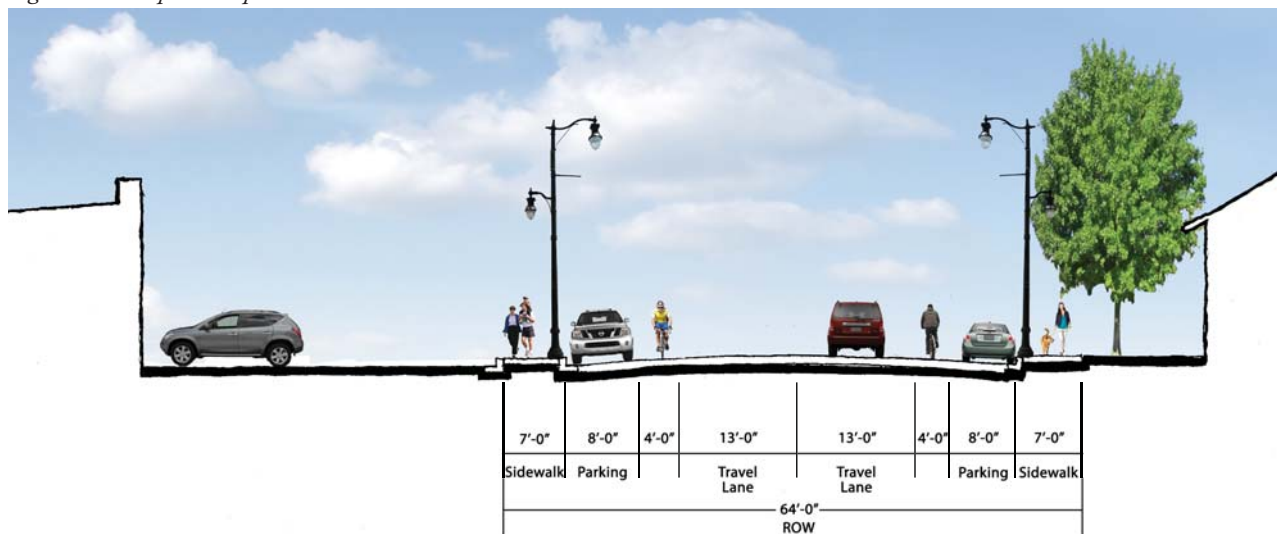
## Garvin Street

- Between Main Street and Cedar Rock Street reduce the four-lane street to a two-lane street with on-street parking along both sides. Infill curb-and-gutter with sidewalks should be considered as illustrated to create space for on-street parking and improving pedestrian safety. A street section is illustrated Figure 14 of potential improvements.
- Between Cedar Rock Street and Johnson Street reduce the four-lane street to a two-lane street with on-street parking along the east side of the street.

## Catherine Street

- Between Main Street and Cedar Rock Street reduce the four-lane street to a two-lane street with on-street parking along both sides. Infill curb-and-gutter with sidewalks should be considered as illustrated to create space for on-street parking and improving pedestrian safety.

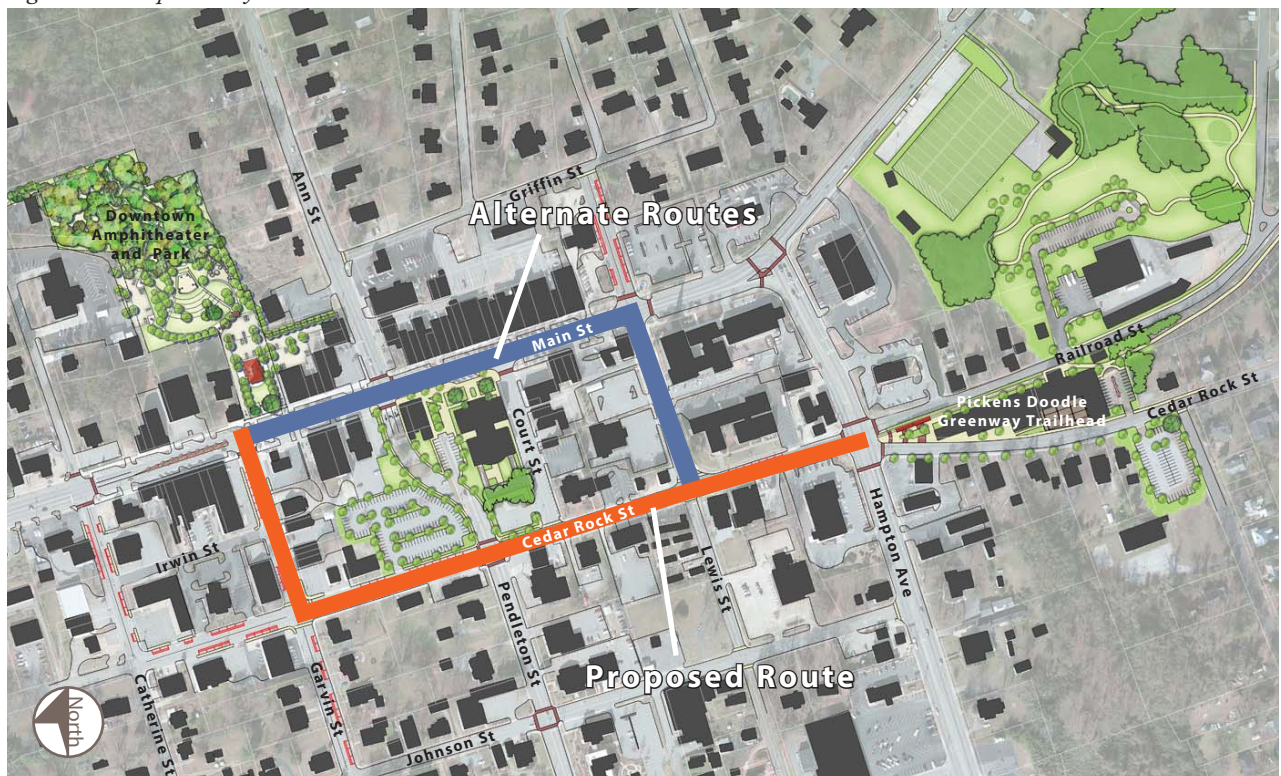
Figure 14 - Proposed improvements to Garvin Street between Main Street and Cedar Rock Street



## BICYCLE FACILITIES

- Provide bicycle lanes along Garvin Street and Cedar Rock Street to connect the Downtown Amphitheater and Park and the future Pickens Doodle Greenway trailhead, as seen in Figure 15.
- Work to extend a bicycle route along North Catherine Street to Town Creek Park.
- Provide bicycle racks throughout downtown to encourage bicycle ridership. Racks should be located along Main Street, Downtown Amphitheatre and Park, Bruce Field, Pickens Doodle Greenway trailhead and public parking lots.

Figure 15 - Proposed bicycle routes



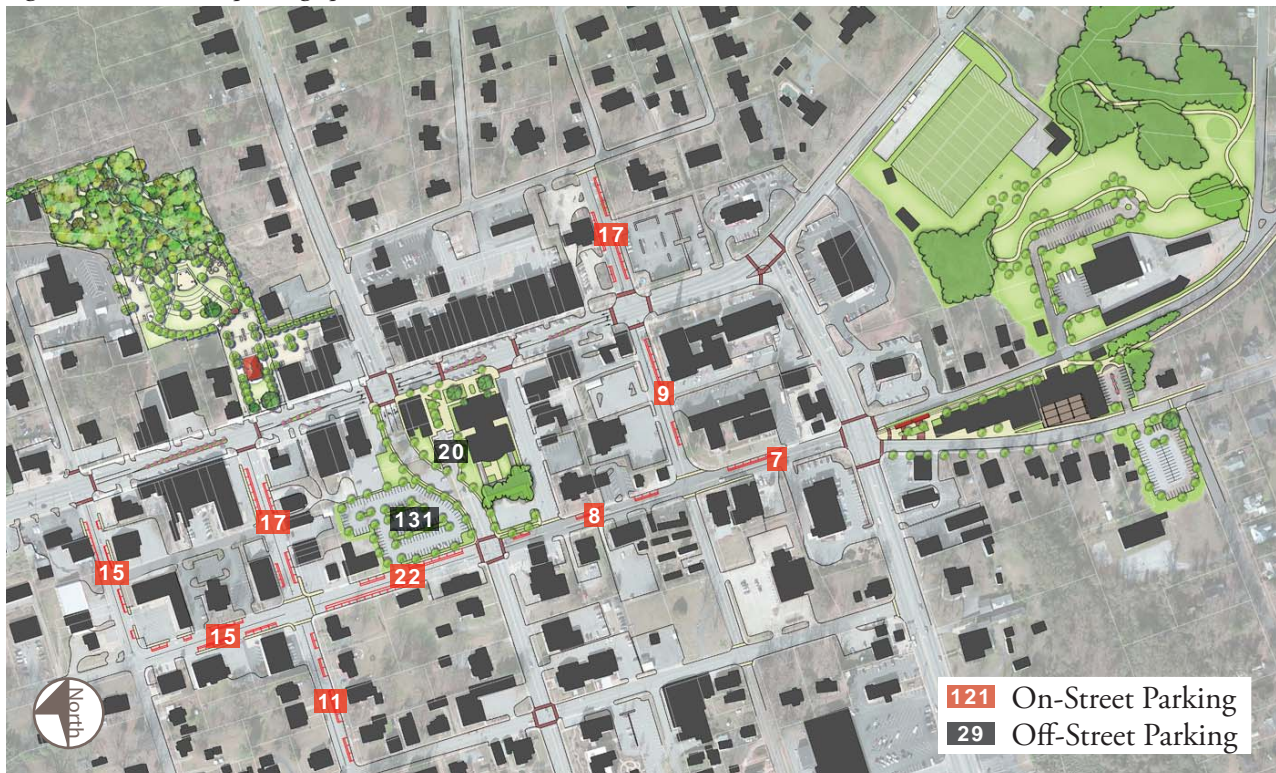


## DOWNTOWN PARKING

Potential on-street parking could be gained downtown by restriping the following streets.

- Cedar Rock Street: 52 spaces
- Lewis Street: 26 spaces
- Garvin Street: 28 spaces
- Catherine Street: 15 spaces
- During the realignment of US Highway-178, the existing county parking lot at Pendleton Street and Cedar Rock Street will be altered. Consideration should be given to improving the layout which could result in more spaces than the current configuration. The existing lot has 122 spaces and illustrated improvements, Figure 5, result in 131 spaces.
- During the realignment of US Highway-178, an additional parking lot could be created adjacent to the County Courthouse as part of the US Highway-178 realignment. This parking lot would create an additional 20 spaces directly adjacent to the courthouse.
- Restripe segments of Cedar Rock Street, Lewis Street, Garvin Street and Catherine Street for additional on-street parking.
- Encourage downtown property owners to provide cross access between adjacent parking lots in the downtown area. This will provide additional space for parking and improve circulation in the parking lots.

Figure 16 - Additional parkings spaces



## PARKS AND RECREATION SPACE

- Memorial Plaza
  - Following the realignment of US Highway-178, the existing street can be used to expand the Memorial Plaza to increase public space along Main Street.
- Bruce Field
  - Create additional parking to the south of the stadium, as illustrated in Figure 18. Access through the City Maintenance Facility along Railroad Street would be reconfigured for an access road. Improvements will be made to the existing parking lot and maintain the existing number of spaces.
  - Convert the property to the southeast of Bruce Field and around new parking lot to passive neighborhood park space. This space will include a walking trail and children's playground equipment, as illustrated in Figure 18.
- Downtown Amphitheater and Park
  - Continue to improve and expand the Downtown Amphitheater and Park.

Figure 17 - Memorial Plaza





- Pickens Doodle Greenway
  - Continue progress on the conversion of the Pickens Railway Company unused railroad to the Pickens Doodle Greenway.
  - Convert space between Railroad Street and Cedar Rock Street into a trailhead plaza for the greenway as well as gateway into downtown Pickens along Hampton Avenue.
  - Renovate the existing railroad and mill buildings into an appropriate structure for the greenway trailhead. A mix of uses for the structure could be included, such as a bicycle shop, outfitter, welcome center or other civic uses.
  - Parking should be created to the east of the railroad and mill buildings and at the City Maintenance Facility for trail users and the expanded programs.

*Figure 18 - Bruce Field and Pickens Doodle Greenway*





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## IMPLEMENTATION GUIDE

RECOMMENDATION	PHASE
<b>Main Street</b>	
Reroute SC-183 between Hampton Avenue and Catherine Street. Improvements to Hampton Avenue, Cedar Rock Street and Railroad Street intersection.	Long
Restripe between Hampton Avenue and Catherine Street for turn lanes and bike lanes, and add medians in each block.	Long
Crosswalks at Garvin Street and Catherine Street.	Long
<b>Cedar Rock Street</b>	
Restripe between Hampton Avenue and Catherine Street to a two-lane street with on-street parking and bike lanes.	Mid
<b>Hampton Avenue</b>	
Intersection improvements at Main Street rerouting of SC-183.	Long
Crosswalks and traffic signal coordination for Cedar Rock Street and Railroad Street for pedestrian and bicycle crossings.	Long
<b>Lewis Street</b>	
Restripe between Griffin Street and Cedar Rock Street to a two-lane street with on-street parking.	Near
<b>Pendleton Street</b>	
Realign Pendleton Street, at the Main Street intersection, with North Ann Street; include crosswalks at Main Street and Cedar Rock Street.	Long
<b>Garvin Street</b>	
Restripe between Main Street and Johnson Street to a two-lane street with on-street parking along both sides, include infill curb-and-gutter and sidewalks.	Near
<b>Catherine Street</b>	
Restripe between Main Street and Cedar Rock Street to a two-lane street with on-street parking along both sides. Include infill curb-and-gutter and sidewalks.	Near
<b>Bicycle Facilities</b>	
Intersection improvements for Cedar Rock Street, Hampton Avenue and Railroad Street.	Long
Bicycle route between the Downtown Amphitheater and Park and Town Creek Park along North Catherine Street.	Mid
Install bicycle racks through downtown.	Near
<b>Downtown Parking</b>	
Reconfigure county parking lot, following realignment of Pendleton Street.	Long
Additional parking lot adjacent to county courthouse, following realignment of Pendleton Street.	Long
<b>Parks and Recreation</b>	
Create additional parking adjacent to Bruce Field, behind City Maintenance Facility.	Near
Walking trail and neighborhood playground southeast of Bruce Field.	Mid
Expand Courthouse and Memorial Plaza, following realignment of Pendleton Street.	Long
Create Pickens Doodle Greenway trailhead plaza, renovate railroad and mill buildings, add parking adjacent to trailhead.	Long

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## APPENDIX

The following sections contain recommendations, goals and implementation strategies from other community planning efforts.

### PICKENS COMMUNITY MASTER CHARRETTE REPORT

The following are specific recommendations from the Pickens Community Master Charrette Report which were addressed in the Pickens Downtown Master Plan.

- Downtown Amphitheater – creation of the Downtown Amphitheater and associated park.
- Intersection of Main and Pendleton Streets – improvement to align Pendleton Street with North Ann Street.
- Memorial Plaza Expansion – in conjunction with aligning Pendleton Street, the plaza should be expanded to maintain a curb edge between historic bank building and the courthouse.
- Pickens Doodle Greenway – continue to explore the ability to create the greenway between Pickens and Easley.
- Railroad Park – creation of public plaza near Hampton Avenue, re-use of existing railroad and mill structures, improve pedestrian crossings and create additional parking.
- Bruce Field – pathway connections and playground in the adjacent property.

## PICKENS COMPREHENSIVE PLAN

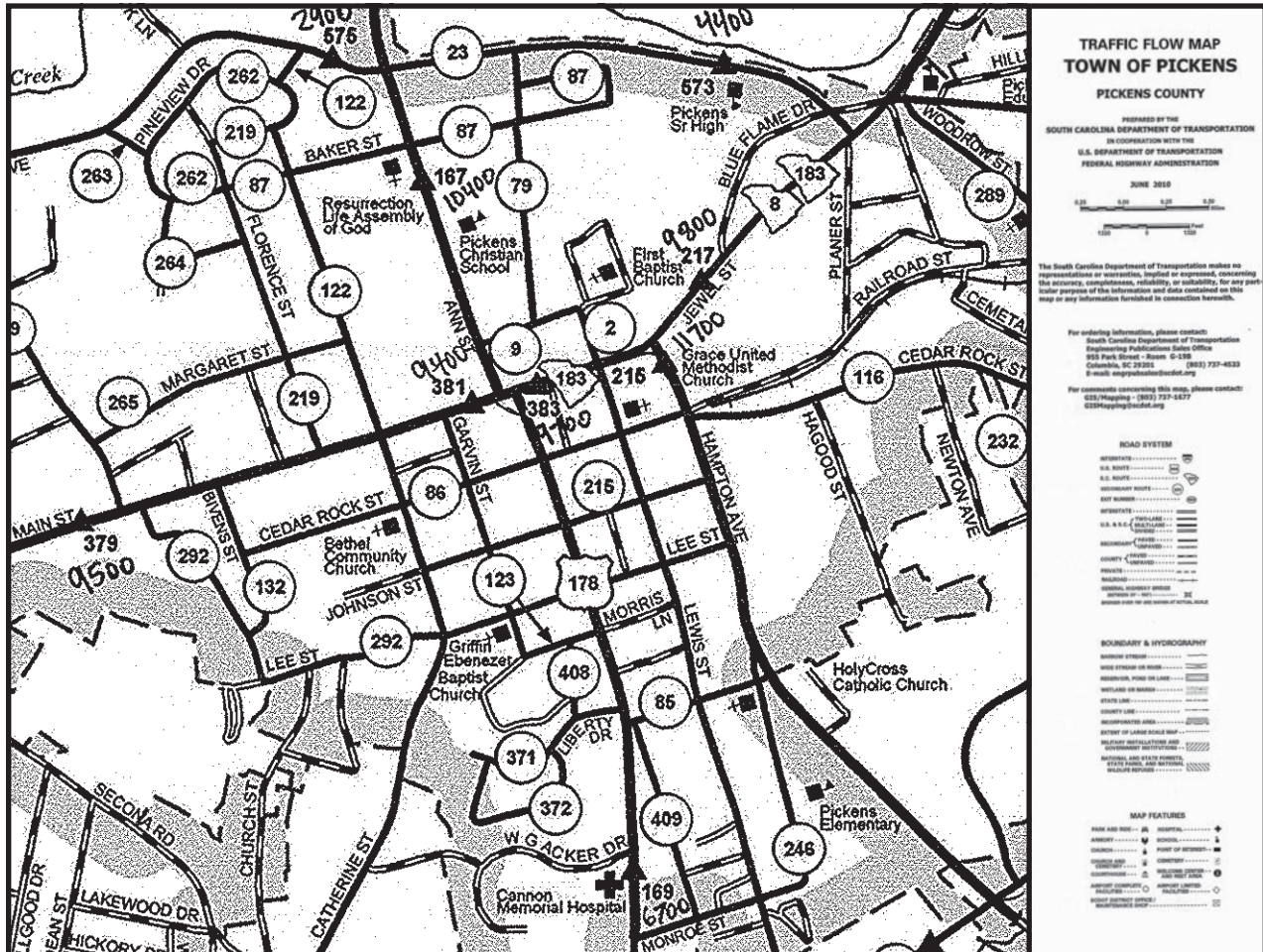
The following are specific goals and implementation strategies from the Pickens Comprehensive Plan which were addressed in the Pickens Downtown Master Plan.

- Economy Element
  - Goal: Increase downtown revitalization efforts in downtown Pickens.
  - Implementation Strategy: Develop a Downtown Redevelopment Plan for “Historic Downtown Pickens”.
- Community Facilities Element
  - Goal: Improve the condition of existing recreational facilities.
  - Goal: Provide alternative means of transportation to city recreation facilities.
- Transportation Element
  - Goal: Emphasize pedestrian-oriented development to achieve a comprehensive system of bicycle lanes and sidewalks that connect to neighborhoods, parks, schools, offices, commercial areas, and other public spaces.



# PICKENS TRAFFIC COUNT MAP

Figure 19 - Traffic Flow Map for Pickens



# PICKENS DOWNTOWN MASTER PLAN



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