

CITYOF CHARLESTON DEPARTMENT OF TRAFFIC AND TRANSPORTATION NOTES

CITY OF CHARLESTON TRAFFIC AND STREET NAME SIGN STANDARDS &amp; NOTES

1. SIGHT DISTANCE VISIBILITY AT ALL EXITS AND/OR INTERSECTIONS WILL BE MAINTAINED IN ACCORDANCE WITH SCDOT'S ACCESS AND ROADSIDE MANAGEMENT STANDARDS MANUAL. ALL TRAFFIC CONTROL MARKINGS WILL BE TO MUTCD STANDARDS (MANUAL OF UNIFORM CONTROL OF TRAFFIC DEVICES).
2. IF TRAFFIC SIGNS OR DEVICES WITHIN THE RIGHT-OF-WAY ARE IMPACTED, RELOCATION OF THESE ITEMS MUST BE COORDINATED WITH TRAFFIC AND TRANSPORTATION PRIOR TO CONSTRUCTION.
3. IF TRAFFIC IS BLOCKED OR IMPACTED DURING CONSTRUCTION AT ANY TIME FOR ANY REASON A STREET BLOCKING PERMIT WILL BE REQUIRED. COORDINATE WITH TRAFFIC AND TRANSPORTATION PRIOR TO CONSTRUCTION.
4. IF NO CONSTRUCTION PERMITS ARE REQUIRED, THE PERMIT WILL BE PERMITTED WITHIN THE RIGHT-OF-WAY WITHOUT PRIOR AUTHORIZATION BY TRAFFIC AND TRANSPORTATION.
5. LANE CLOSURES OF ANY TYPE OR DURATION WITHIN THE RIGHT-OF-WAY MUST BE APPROVED BY TRAFFIC AND TRANSPORTATION WELL IN ADVANCE OF THE OCCURRENCE. COORDINATE WITH TRAFFIC AND TRANSPORTATION PRIOR TO CONSTRUCTION.
6. CONSTRUCTION AND DEMOLITION TRAFFIC WILL AVOID RESIDENTIAL STREETS AT ALL TIMES UNLESS THERE ARE NO ALTERNATIVE ROUTES. IF IMPACTS TO RESIDENTIAL STREETS ARE AVOIDABLE, THE CONTRACTOR SHOULD CONTACT TRAFFIC AND TRANSPORTATION PRIOR TO USING THE ROUTE.

1. ALL REGULATORY, WARNING, AND GUIDE SIGNS SHALL BE FABRICATED WITH ASTM INTERNATIONAL (FORMERLY AMERICAN SOCIETY FOR TESTING AND MATERIALS) TYPE III (HIGH INTENSITY) OR GREATER RETRO-REFLECTIVE SHEETING, UPON APPROVAL, BUT THE DESIGN AND MESSAGE OF TRAFFIC AND TRANSPORTATION SIGNS AND NON-TRAFFIC RELATED SIGNS MAY BE FABRICATED FROM ASTM TYPE I (ENGINEER GRADE) OR GREATER MATERIAL. ALL SIGNS ARE TO CONFORM TO THE LATEST REVISION OF THE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (MUTCD).
2. ALL SIGNS HAVE NAME SIGNS INCLUDING UNPUNCTURED LETTERS AND NON-TRAFFIC BLADES 9" IN HEIGHT. THE MINIMUM LENGTH IS 24" WITH 48" AS THE MAXIMUM. THE ACTUAL LENGTH OF THE BLADE WILL BE DICTATED BY THE NUMBER OF LETTERS IN THE NAME.
3. THE STREET NAME WILL BE WHITE SCHEME SHALL BE A BACKGROUND OF BRIGHT GREEN WITH WHITE TYPE II LETTERS.
4. THE STREET NAME LETTER FONT (OR TYPE) SHALL BE HIGHWAY GOTHIC "C".
5. ALL STREET NAMES ARE TO CONSIST OF "P" UPPER-CASE LETTERS WITH 4.5" LOWER-CASE LETTERS. THE STREET DESIGNATIONS, E.G., ST, RD, CR, PKWY, AVE, BLVD ARE TO BE ADDED IN A SUPERSCRIPT.
6. THE STREET NAME INCLUDING THE DESIGNATION SHALL BE CENTERED VERTICALLY AND HORIZONTALLY ON THE BLADE.
7. THE SPACING FROM THE BLADE EDGE TO THE BEGINNING AND END OF THE STREET NAME INCLUDING THE SUPERSCRIPT DESIGNATION SHALL BE A MINIMUM OF 2".
8. ALL STREET SIGNS SHALL BE MOUNTED AT LEAST 8" FROM THE PAVEMENT EDGE TO THE BOTTOM OF THE SIGN. ALL OTHER SIGNS SHALL BE MOUNTED AT LEAST 7" FROM THE PAVEMENT EDGE TO THE BOTTOM OF THE SIGN, UNLESS A SUPPLEMENTARY OR SECONDARY SIGN IS MOUNTED BELOW.
9. IF A SUPPLEMENTARY OR SECONDARY SIGN IS PERMITTED TO BE MOUNTED ON THE SAME POST AS ANOTHER SIGN, THE MAJOR, MOST IMPORTANT, SIGN SHALL BE INSTALLED ABOVE THE SUPPLEMENTARY OR SECONDARY SIGN. THE MINIMUM HEIGHT FROM THE PAVEMENT EDGE TO THE BOTTOM OF THE SUPPLEMENTARY OR SECONDARY SIGN SHALL BE 6".
10. THE MINIMUM LATERAL OFFSET FOR INSTALLED SIGNS SHALL BE 2" FROM THE PAVEMENT EDGE (OR THE FACE OF CURB) TO THE NEAREST SIGN EDGE. A MINIMUM OFFSET OF 1" FROM THE FACE OF THE CURB MAY BE USED IN AREAS WHERE SIDEWALK WIDTH IS LIMITED OR WHERE EXISTING POLES ARE CLOSE TO THE CURB.
11. TRAFFIC SIGNS SHALL BE SHOWN TO BE SECURELY INSTALLED AT LEAST 7" IN LENGTH. TRAFFIC SIGN POSTS SHALL BE GREEN, 3" LEST STEEL U-CHANNEL POSTS AND 12" IN LENGTH EXCEPT FOR STREET NAME SIGNS.
12. ALL STREET NAME POSTS SHALL BE ROUND, ALUMINUM OR STEEL, 2 3/8" OD, AND AT LEAST 10' IN LENGTH.
13. ALL OTHER SIGNS SHALL BE DESIGNED IN ACCORDANCE WITH THE LATEST REVISION OF THE 2009 MUTCD AND/OR APPROVED BY THE DEPARTMENT OF TRAFFIC AND TRANSPORTATION.
14. NIGHT DISTANCE VISIBILITY AT ALL EXITS AND/OR INTERSECTIONS WILL BE MAINTAINED IN ACCORDANCE WITH REDUCED ACCESS AND ROADSIDE MANAGEMENT STANDARDS MANUAL.
15. THERE SHALL BE NO ON-STREET PARKING ALLOWED ON ALLEYS.
16. ALL PAVEMENT MARKINGS (INCLUDING PARKING) SHALL BE THERMOPLASTIC.
17. ALL ROADS DESIGNED FOR 25 MPH.

### PROJECT SITE PARKING SUMMARY

TOTAL PARKING REQUIRED: (1 SPACE / UNIT) X 320 UNITS = 320 SPACES

PARKING SPACES PROVIDED: 331 SPACES (1.03 SPACES/UNIT)

SURFACE (HEAD-IN): 247 SPACES  
(INCLUDES 13 ADA VAN ACCESSIBLE SPACES)  
SURFACE (ANGLED): 45 SPACES (INC. 8 ADA VAN ACCESSIBLE SPACES)  
SURFACE (PARALLEL): 39 SPACES (INC. 1 ADA VAN ACCESSIBLE SPACE)  
GARAGE: 22 SPACES (INC. 1 ADA VAN ACCESSIBLE SPACE)

ZONING DISTRICT

THE PARCEL TO BE DEVELOPED IS WITHIN DANIEL ISLAND  
GENERAL OFFICE (DI-GO)

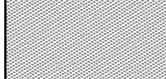
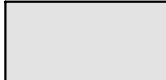
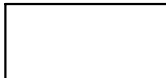



## ZONING REQUIREMENTS

ZONING DISTRICT: DI-GO  
HEIGHT LIMIT = 4 STORIES / 50' (DI-GO)  
TOTAL SITE ACREAGE: 8.98 ACRES  
IMPERVIOUS AREA: 6.78 AC (75.5%)  
NON-BUILDING IMPERVIOUS AREA: 3.91 AC  
% OF SITE OCCUPIED BY BUILDINGS: 32.0% (2.87 AC)  
MAX ALLOWABLE COVERAGE BY BUILDINGS: 50%

NOTES:

1. ALL PAVEMENT DIMENSIONS ARE TO FACE OF CURB UNLESS OTHERWISE NOTED.
2. ALL HVAC UNITS TO BE LOCATED ON BUILDING ROOFTOPS
3. ELECTRICAL TRANSFORMERS, ELECTRICAL PANELS, WATER METERS AND OTHER ABOVE GRADE UTILITY LOCATIONS TO BE FINALIZED DURING THE PERMITTING PROCESS
4. PROJECT CANNOT RECEIVE A FINAL CCC UNTIL THE ADJACENT PROPOSED PUBLIC ROADS ARE ACCEPTED BY THE CITY

LEGEND

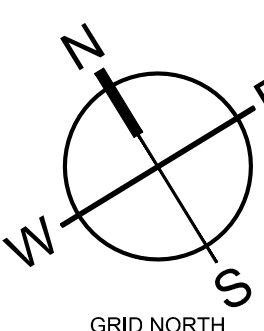
	CONCRETE SIDEWALK
	HEAVY DUTY PAVEMENT
	STANDARD DUTY PAVEMENT
	PERVIOUS PAVERS
	PROPOSED SIGN
	PARKING BAY COUNT DIAMOND

EXISTING UTILITY NOTE:

THE LOCATION OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING ANY WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT OCCUR DUE TO THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.



Know what's below.  
Call before you dig

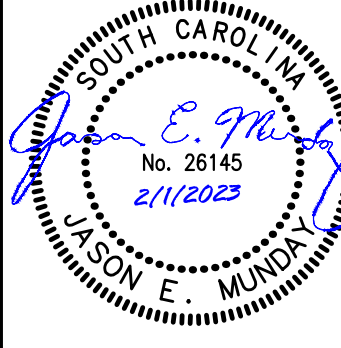


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MIDDLE STREET  
RESIDENTIAL



**NOWELL CREEK MULTIFAMILY**  
**MIDDLE STREET RESIDENTIAL**  
CITY OF CHARLESTON, SOUTH CAROLINA

SW+ PROJECT: 8621  
DATE: 5/10/21  
DRAWN BY: RAJ  
CHECKED BY: WYD

**REVISION HISTORY**

## REVISION HISTORY

1	8/5/22	
2	10/28/22	

## SITE PLAN

## C4.0



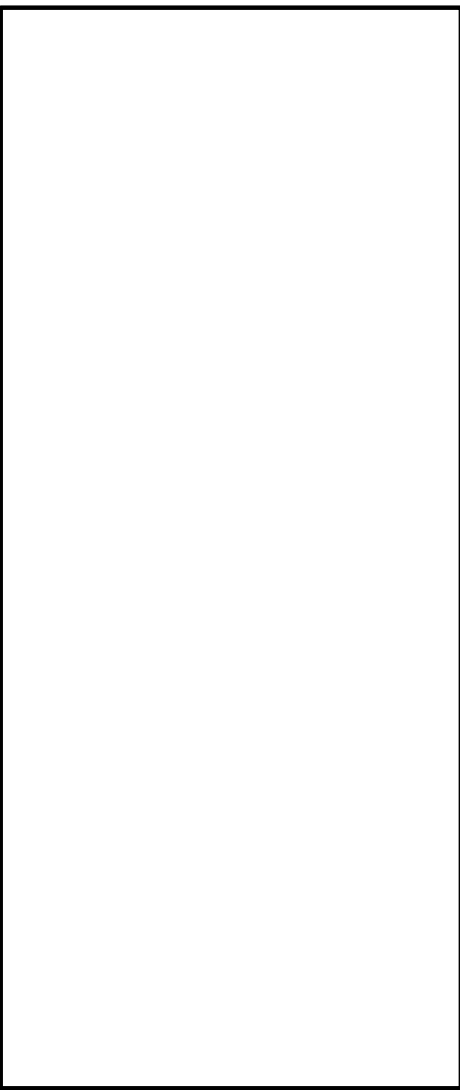
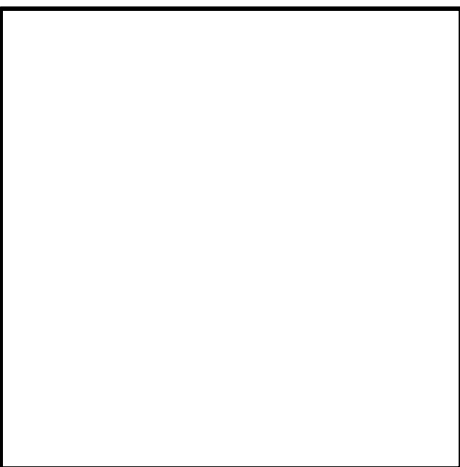
Nowell Creek  
Multi-Family

Details

CHARLESTON, SC

Design Architect:  
Sottile & Sottile  
Civic Architecture

Architect of Record:  
Dynamik Design



Date of Publication:

January 2023

Nowell Creek Multi-family

CHARLESTON, SOUTH CAROLINA

Sheet:

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