CHARLESTON IN 20 YEARS:

A sprawling, traffic clogged, disconnected region

OR

A city of diverse neighborhoods connected by walking, cycling and transit
ANALYSIS
FLOOD ZONES

- Large portions of study area in AE and VE zones
EXISTING HEIGHTS

• Height districts vary throughout area
• Existing green spaces shown with 3' walking distance
• Street widths vary throughout study area
BUILDING TYPES

All Buildings
<table>
<thead>
<tr>
<th>Building Types</th>
</tr>
</thead>
<tbody>
<tr>
<td>Schools</td>
</tr>
<tr>
<td>BUILDING TYPES</td>
</tr>
<tr>
<td>----------------</td>
</tr>
<tr>
<td>Utility</td>
</tr>
</tbody>
</table>
Apartments
BUILDING TYPES

Civic
<table>
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<tr>
<td>Office</td>
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Building Types

Rowhouse
BUILDING TYPES

Commercial
BUILDING TYPES

Houses
BUILDING TYPES

Warehouse
## Building Types

| All Buildings |
Protected Bike Lanes
Bike Lanes
Combined Use

Morrison
Meeting
Huger
### Huger Street

<table>
<thead>
<tr>
<th>Traffic Volume</th>
<th>Lanes or Tracks/paths</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Very High</td>
<td>Lanes or combined use with cycle symbols</td>
<td>Lanes or combined use with cycle symbols</td>
<td>Combined use with cycle symbols</td>
<td>Combined use - no symbols necessary</td>
</tr>
<tr>
<td>&gt;10,000 VPD</td>
<td>High 8,000-10,000 VPD 800-1,000 VPH</td>
<td>Medium 3,000-8,000 VPD 300-800 VPH</td>
<td>Low 1,500-3,000 VPD 150-300 VPH</td>
<td>Very Low &lt;1,500 VPD &lt;150 VPH</td>
</tr>
</tbody>
</table>

**85%ile Speed**

- **<20 mph (Very Low)**
- **20-30 mph (Low)**
- **30-40 mph (Medium)**
- **>40 mph (High)**

**Source:** London Cycling Design Standards 2012
HUGER STREET SECTION

MEETING ST TO MORRISON DR
<table>
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| 85%ile Speed | <20mph Very Low | 20-30mph Low | 30-40mph Medium | >40mph High |

Source: London Cycling Design Standards 2012
## Morrison Drive

<table>
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<tr>
<th>Traffic Volume (VPD)</th>
<th>85%ile Speed</th>
<th>Design Specification</th>
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<td>High 8,000-10,000</td>
<td>&lt;20mph</td>
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Source: London Cycling Design Standards 2012
MORRISON DRIVE

MORRISON DRIVE SECTION

BIKE  6
BIKE  6
BUFFER  8
PARK  7
TRAVEL  40

67
65 AVG
Intersection Design

- Protected bike lanes
- Painted islands at intersection
- Curbs stay at existing locations
I N T E R S E C T I O N  U P G R A D E S

- Add all-way stop
- Cyclist-priority intersection
- Add protected vehicular left
TRANSIT
FUTURE DEVELOPMENT
**KING STREET (MAIN)**

Typical building height: **1-3 Stories**

Average entry spacing: **40**
ANSON STREET
(NEIGHBORHOOD)

Typical building height: 2-4 Stories

Average entry spacing: 55
**MEDIUM DENSITY**

**Building on “A” Street**

- 1-4 Stories
- Active use on ground floor
- Floodproof active use

60' Max
MEDIUM DENSITY

Building on “B” Street

- 1-4 Stories
- Ground floor may be elevated
**High Density**

**Building on “A” Street**

- 1-5 Stories
- 6-8 Stories for exceptional buildings
- Active use on ground floor
- Floodproof active use

60’ Max
Building on “B” Street

- 1-5 Stories
- 6-8 Stories for exceptional buildings
- Ground floor may be elevated
PARKING STRATEGY
DISTRICT PARKING

- Phased approach
- Parking requirements shared through neighborhood
NEXT STEPS

Draft a policy for new densities

Work to preserve parcel pattern and street scale

Draft a phased strategy for shared parking

Refine street designs