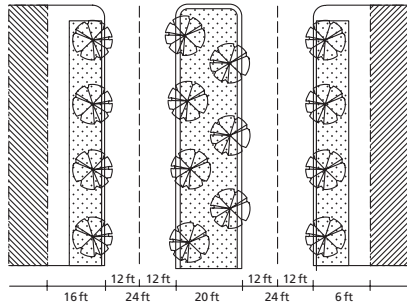


**STREET
TYPES AND
STANDARDS**

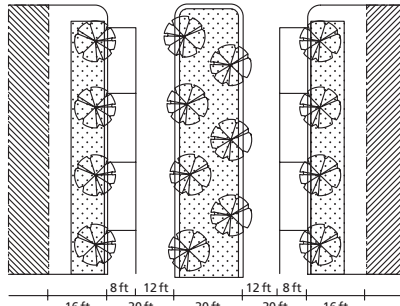
Boulevard



The Boulevard serves as a long-distance, medium-speed vehicular corridor that traverses an urbanized area. It is usually lined by wide sidewalks or side medians planted with trees. Center medians may be continuously planted or have trees in individual planting areas. Buildings uniformly line the edges.

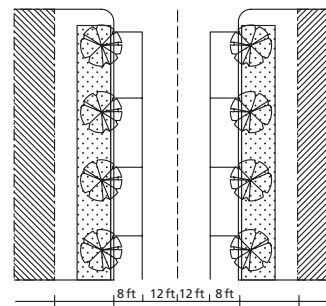
Designated Thoroughfares:
Church Street
University Ridge

Avenue



The Avenue is a short-distance, medium-speed connector which transverses an urbanized area. It is unlike a Boulevard, in that its axis is terminated by a civic building or monument. The Avenue is typified by carefully landscaped edges including three or more individual rows of street trees within the Right-of-Way.

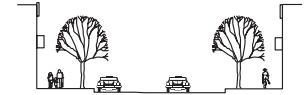
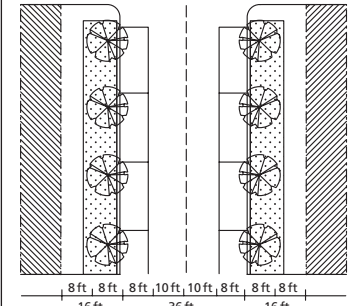
Main Street



The Main Street serves as a small-scale, low-speed connector. Main Streets provide frontage for high-density buildings such as offices, shops, apartment buildings, urban mansions, and rowhouses. A Main Street is urban in character, with raised curbs, closed drainage, wide sidewalks, parallel parking, trees in individual planting areas, and buildings aligned on short setbacks.

Designated Thoroughfares:
Haynie Street (in NC)
Pearl Avenue (in NC)

Residential Main Street

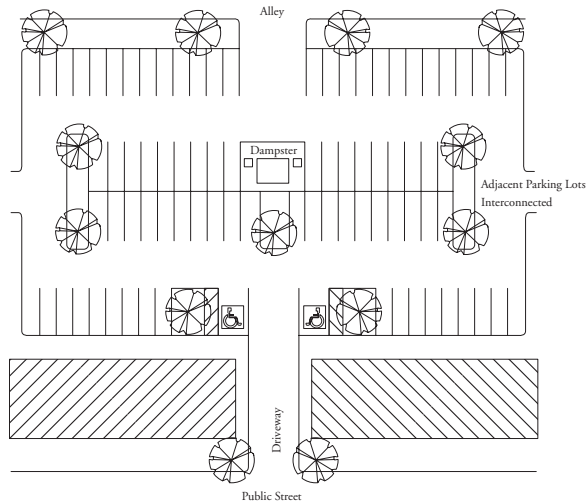


The Residential Main Street serves as a small-scale, low-speed connector. Residential main streets provide frontage for high-density residential buildings such as apartment buildings and rowhouses. A Residential Main Street is urban in character, with raised curbs, closed drainage, wide sidewalks, parallel parking, trees in individual planting areas, and buildings aligned on short setbacks.

PARKING STANDARDS

GENERAL PRINCIPLES

1. Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding neighborhoods. Lots should be located behind buildings or in the interior of a block whenever possible.
2. Parking areas shall not abut pedestrian-oriented street intersections or civic buildings, be adjacent to squares or parks, or occupy lots which terminate a vista.
3. No off-street parking area shall be located within any front yard except for single-family residential uses. All off-street parking spaces for multifamily buildings shall be in the rear yard only.
4. Parking lots shall not occupy more than 1/3 of the frontage of the adjacent building or no more than 75 feet, whichever is less.
5. All parking areas visible from the right-of-way shall be screened from view. Parking structures shall be wrapped by buildings along the primary façade.
6. Off-street parking areas shall be designed to facilitate adequate movement and access by sanitation, emergency, and other public service vehicles without posing a danger to pedestrians or impeding the function of the parking area.
7. Off-street parking areas shall be designed so that parked vehicles do not encroach upon or extend onto public rights-of-way, sidewalks, or strike against or damage any wall, vegetation, utility, or other structure.
8. Large surface parking lots should be visually and functionally segmented into several smaller lots. Alternative parking area designs incorporating planting island and trees shall create separate and distinct outdoor rooms for no more than 36 cars per room. The size of any single surface parking lot shall be limited to three acres, unless divided by a street or building.
9. All parking areas shall be curved using a standard curb with a minimum width of one foot six inches. Landscape islands shall be similarly curved.



AISE AND DRIVEWAY WIDTHS

1. Parking area aisle widths shall conform to the following table, which varies the width requirement according to the angle of parking.

Aisle Width	Angle of Parking				
	0	30	45	60	90
One Way Traffic	13	13	13	18	20
Two Way Traffic	19	19	20	22	24

2. Driveways shall be a maximum of 12 feet in width for one-way traffic and 24 feet in width for two-way traffic. In no case shall a driveway width exceed 24 feet, except as required by the City of Greenville.

PARKING SPACE DIMENSIONS

1. Parking space dimensions (other than those designed for the disabled) shall be a minimum of (twenty) feet long and (nine) feet wide. Parking spaces shall be dimensioned in relation to curbs or aisles, so long as their configuration, area, and dimensions satisfy the requirements of this Section.
2. Parallel parking space dimensions or disabled parking shall be a minimum of twenty feet by (eight) feet.

MINIMUM PARKING RATIOS

All square footage is in leasable square feet. Uses less than 2500 leasable square feet are exempt from parking requirements. Parking requirements may be satisfied using on-street parking in front of buildings or public lots with 300 feet of primary building entrances.

Single family Home	2 spaces
Multi-family Home	1 per bedroom (up to 2 required)
Commercial Uses	1 per 250 sq ft
Restaurants	1 per 4 seats
Light Industrial	0.25 per 1000 sq ft or non-office space
Bed and Breakfast Inns and Hotels	1 per bedroom
Civic Uses	No minimum

SHARED PARKING STANDARDS

1. The joint use of shared off-street parking between two uses may be made by contract between two or more adjacent property owners. Adjacent lots shall be interconnected where practical.
2. Developments that operate at different times may jointly use or share the same parking spaces with a maximum of one-half of the parking spaces credited to both uses, if one use is a church, theater, assembly hall or other use whose peak hours of attendance will be at night or on Sundays, and the other use or uses are ones that will be closed at night or on Sundays or upon the normal hours of operation.