

Lindley Park Neighborhood Plan



***"Lindley Park is a neighborhood built
on tradition, built to last!"***



Lindley Park Neighborhood Association &
The City of Greensboro

August 17, 2004

160-04 RESOLUTION ADOPTING THE LINDLEY PARK NEIGHBORHOOD PLAN

WHEREAS, the City of Greensboro has been working with the Lindley Park Neighborhood Association on a prototype neighborhood planning process since January, 2003;

WHEREAS, since that time a series of community meetings have been held to encourage involvement in the planning process;

WHEREAS, a plan has been developed and contains recommendations for six general areas of neighborhood concern including Land Use, Housing, Conservation and Beautification, Environment and Infrastructure, Traffic and Transportation and Building the Community;

WHEREAS, the Plan has been approved by the Lindley Park Neighborhood Association at its general association meeting on May 18, 2004 and by the Greensboro Planning Board on June 16, 2004.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GREENSBORO:

That the Lindley Park Neighborhood Plan is hereby adopted.

(Signed) Sandy Carmany

(A copy of the Lindley Park Neighborhood Plan and the information provided to Council is filed in Exhibit Drawer O, Exhibit Number 30 and is hereby referred to and made a part of the minutes)

Lindley Park Neighborhood Plan

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PURPOSE OF THE PLAN

The Lindley Park Neighborhood planning process represents Greensboro's proactive approach to partner with a neighborhood in a pilot program to determine needs and concerns, evaluate alternatives, outline strategies, and determine implementation procedures and resources. The Plan represents a significant investment in the future of Lindley Park. Specific goals related to the central purpose are:

- Establish a planning model/prototype for subsequent neighborhood planning studies throughout the City. This pilot effort was the result of a major strategic planning initiative completed in 1997 by the City of Greensboro (Neighborhood Planning and Service Delivery Team). The planning process in the Lindley Park Neighborhood Plan will be evaluated as the basis for planning future residential areas.
- Delineate areas of responsibilities for the City, neighborhood leaders and residents, and public and private organizations. The continual participation of all residents, neighborhood leaders, and business owners is required to successfully achieve the goals, objectives, and strategies.
- Continue the involvement of Interdepartmental City Staff in implementing strategies and recommendations. During the planning process, Staff and members of the Lindley Park Neighborhood Planning Team researched neighborhood needs and compiled major solutions and strategies for selected community problems. City Staff will assist the neighborhood in executing short-term, intermediate, and long-term strategies.
- Link the Plan to future City plans and projects including the Connections 2025 Comprehensive Plan. Housing and Neighborhoods is a major element of the Comprehensive Plan that addresses specific initiatives related to neighborhood conservation, monitoring of housing conditions, and maintenance of existing housing stock. Currently, several staff teams are already implementing various action strategies related to these initiatives as part of the Connections 2025 Action Plan.

INTRODUCTION



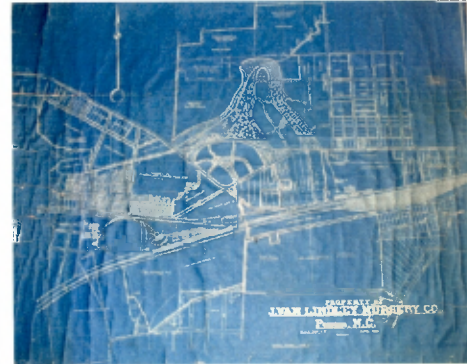
Lindley Park represents an established and desirable Greensboro neighborhood. The plan area consists of 645 acres just west of downtown Greensboro and is bounded by Market Street to the north, Holden Road to the west, Oakland Avenue to the south, and Elam Avenue to the east. The core of the neighborhood consists of single family dwellings and is the geographic center of Lindley Park. The neighborhood is also centrally located, with good access to area schools, work centers, recreational opportunities, and shopping.

Lindley Park's desirability and durability can be attributed in part to its namesake, Greensboro businessman John Van Lindley, a Quaker, whose business interests ranged from nurseries, to sewer pipes, to insurance, to peach growing. He owned vast acreage along Spring Garden Street where he grew trees, shrubs and flowers for Lindley Nurseries.

Through Van Lindley's generosity, Lindley Park served as what was probably Greensboro's first planned recreation complex from 1902 to 1917. More than 60 acres of his land holdings were

donated for a public area on which was built a man-made lake and an amusement park. A trolley line was built by the City to provide access to residents from throughout the city. This same area now holds the park between Spring Garden Street and Walker Avenue, and the City's Arboretum.

The Lindley Park residential neighborhood began to take shape in the years after the Lindley Park amusement park and lake closed in 1917. Van Lindley again donated park land to the City under the condition the City would commission a landscape architect to create plans for a planned residential community. One of the South's great architects, Earle Sumner Draper, undertook the job and his efforts subsequently left Lindley Park as a well-preserved example of an early 20th-century planned neighborhood (refer to Marvin Brown, *Greensboro: An Architectural Record*, 1995). Entryway columns with tree-lined streets and a central park were important features of Draper's 1919 plan. Subsequent major changes in the neighborhood include the addition of the Lindley Park Recreation Center, the Arboretum, and ball fields on 38 acres north of Walker Avenue.



Plot plan dated 1920 for J. Van Lindley Nursery.

The Lindley Park Neighborhood Association (LPNA) was formed in 1993 so that residents could discover and invigorate the neighborhood's roots. Through the hard work and dedication of LPNA's early pioneers, and especially of Chairman Jack Almon, substantial progress was made in the association's first six years. The City of Greensboro and private donors financed substantial improvements to the Arboretum and a restoration of the park area between Spring Garden Street and Walker Avenue to its early 20th century form. LPNA played a key role in the undertaking by performing most of the planting and landscaping work on a volunteer basis. LPNA was also successful in its early years in reunifying the neighborhood's school district assignment (to Lindley-Kiser-Grimsley). Association members have consistently served on various City boards and task forces. Lindley Park was chosen as the subject for this pilot neighborhood plan largely because of LPNA's early record of accomplishment.

Lindley Park enters the planning process as a predominantly single-family neighborhood bordered by a diverse mix of multifamily, commercial, office, and industrial properties. Residents enter this process with Lindley Park's history in mind, and a commitment to preserve its unique character and traditions. Residents also understand that Lindley Park has become a more diverse and urban neighborhood than originally planned by Draper. Participation in the planning process has provided Lindley Park residents with the opportunity to decide the future development of the neighborhood, formulate recommendations for reaching goals, and implement short-term, intermediate, and long-term strategies that benefit the neighborhood.

NEIGHBORHOOD VISION

The Lindley Park Neighborhood Association adopted the following vision statement to help guide the development of this document:

Lindley Park, a residential neighborhood centered around a public park, renews and invigorates its 1917 origins in the 21st century. As a neighborhood built on tradition, Lindley Park strives to continue its appeal as a predominantly owner occupied neighborhood with neighborhood schools, churches and businesses.

Its character as a tranquil, safe and pedestrian friendly neighborhood of canopy tree lined streets, green spaces and a broad mix of architectural styles is maintained. Its character as a vibrant urban locale is

enhanced through careful consideration of new land use patterns, eye-appealing streetscapes, and state of the art physical infrastructure, including architectural lighting and underground utilities.

The traditions of Lindley Park and the concerns of its diverse residential population are supported and are knit together through an active, open neighborhood association.

The residents of the neighborhood hope to see the key elements of this vision as it celebrates its centennial in 2017.

HOW TO USE THE LINDLEY PARK NEIGHBORHOOD PLAN

The policies and recommendations that will be used to guide Lindley Park residents towards achieving their vision are laid out in the following Plan elements: Issues and Recommendations, Walker Avenue Study, Spring Garden Street Corridor Study, Action Plan (Implementation), and The Future Land Use Map. Each of these plan elements are closely related and are the product of an intensive study and evaluation of the neighborhood, completed by the Lindley Park Neighborhood Planning Committee in conjunction with the City of Greensboro. Incorporating the Plan elements into the decision-making and planning activities of the LPNA and the City of Greensboro will result in a Lindley Park that closely resembles the vision it strives for as it celebrates its centennial.

The policies and recommendations contained in this Plan should be used by the neighborhood, developers, civic and business organizations, and individual citizens when giving their viewpoints to City Boards, Commissions, and Council. These goals and policies should be referenced on issues such as rezoning, provision of services, economic opportunities, transportation, environmental quality, housing, etc.

While this Plan provides for considerable flexibility, to have relevance over time, it should not be subject to continuous revisions. The Plan may, however, be subject to occasional revisions or amendments:

- Amendments shall not be considered until the neighborhood has reviewed and made comments on the proposed amendments.
- Amendments to the Lindley Park Neighborhood Plan shall first be reviewed by the Greensboro Planning Board, and then forwarded to City Council for a public hearing.
- Amendments may include modifications to Recommendations and Action Steps; or modifications to The Future Land Use Map.
- Amendments should not be made without an analysis of the immediate needs, the consideration of the long-term effects, and the implications, if any, the amendment may have for other parts of the plan.

IMPLEMENTATION

The implementation of the Lindley Park Neighborhood Plan will be a collaborative effort between the City of Greensboro and the Lindley Park Neighborhood Association. A detailed outline of tasks and responsibilities is found in the Action Plan Section starting on page 59.

Further, the following steps will be taken to ensure there is coordination between the City and LPNA as the implementation work proceeds.

- Quarterly meetings between the City Staff and LPNA.
- An annual report shall be made to City Council on the progress of the Plan.

EXISTING CONDITIONS



45-18. The greenhouses, packing sheds and warehouses of the J. Van Lindley Nursery Company.

Lindley Nursery Company

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EXISTING CONDITIONS

The initial step of the neighborhood planning process involves the collection of neighborhood data to complete an assessment of existing conditions. The analysis of existing conditions will then allow the Neighborhood Planning Committee to formulate strategies to address the neighborhood's needs. The data collected includes demographics, land use characteristics, zoning characteristics, building conditions, inspections and enforcement, public infrastructure and facilities, transportation, public safety, and environmental services.

DEMOGRAPHIC TRENDS

Population

Growth and Development

Population growth in Greensboro during the past decade (22%) was slightly less than twice the rate in Lindley Park (12.8%). Principal growth factors in the neighborhood are residential construction and increased group quarters (college enrollment). Major additions and improvements have been completed for existing residential units; however, new construction included mainly apartments.

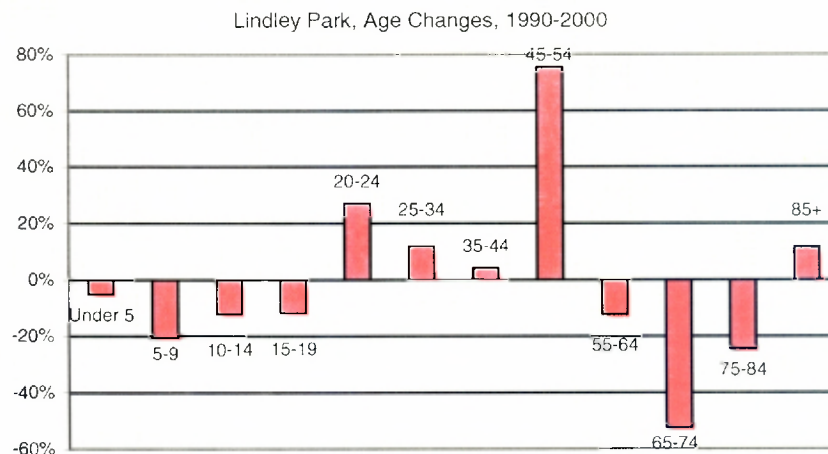
Sex ratio

During the period 1990-2000, the male-female ratio in Greensboro and Lindley Park has remained constant with 54% to 53% for women: but slightly higher in the Lindley Park area in 1990 and 2000 (56% to 53%).

Age Distribution

Greensboro and Lindley Park citizens are getting older, principally because of the aging of the Baby Boomers with the greatest gain during the past decade in the 45-54 age groups, 59% and 75.6% respectively. Lindley Park experienced significant losses in the 55-84 age categories and a small gain (11.6%) in the 85+ category. Median age continues to climb in Greensboro and Lindley Park, 32.2 to 33.0 and 33.9 to 34.9 respectively. Increased longevity, medical advances and improved nutrition, increased exercise and low fertility rate are major contributing factors.

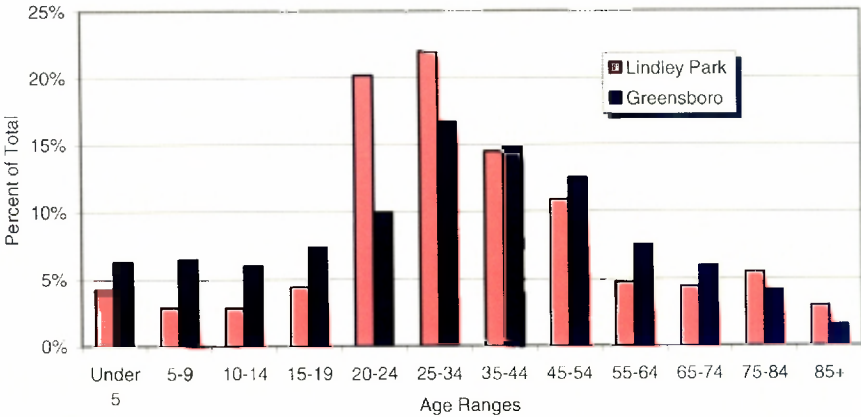
Figure 1



Source: US Census Bureau, 1990 & 2000 Census of Population & Housing

Figure 2

Lindley Park & Greensboro Age Comparison, 2000



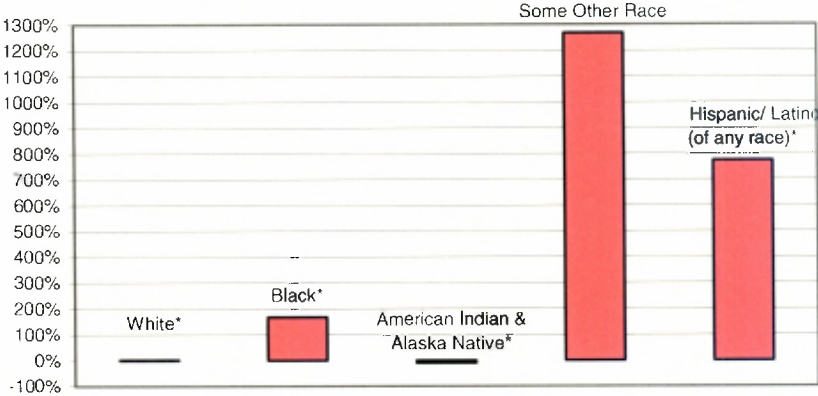
Source: US Census Bureau, 2000 Census of Population & Housing

Racial Distribution

Racial and ethnic minorities have increased substantially for the past decade in Lindley Park and Greensboro. Lindley Park led Greensboro in the percentage change in African Americans, 167.4% and 34.4% from 1990-2000.

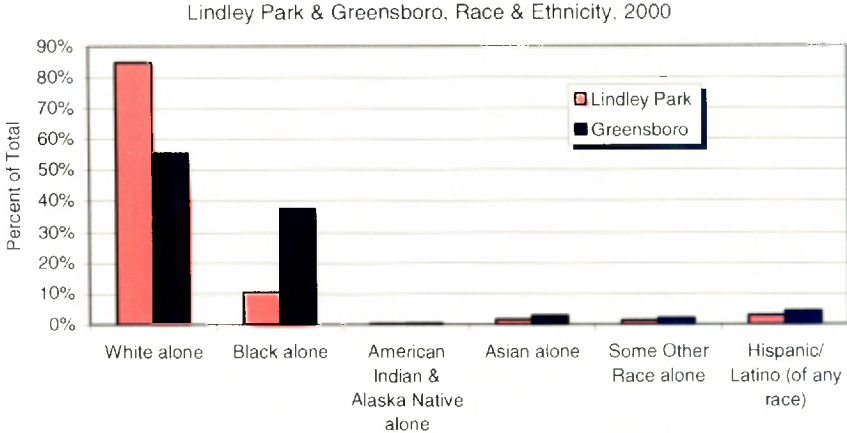
Figure 3

Lindley Park, Race and Ethnicity Changes, 1990-2000



Source: US Census Bureau, 1990-2000 Census of Population & Housing. Other races from the table are not shown due to comparability issues.

Figure 4



Source: US Census Bureau, 2000 Census of Population & Housing

Household

Household Size

During the past three decades, the average persons per household in Greensboro have declined from 3.09 in 1960 to 2.30 in 2000. This result is also true for Lindley Park, from 2.53 to 1.93.

Household Structure

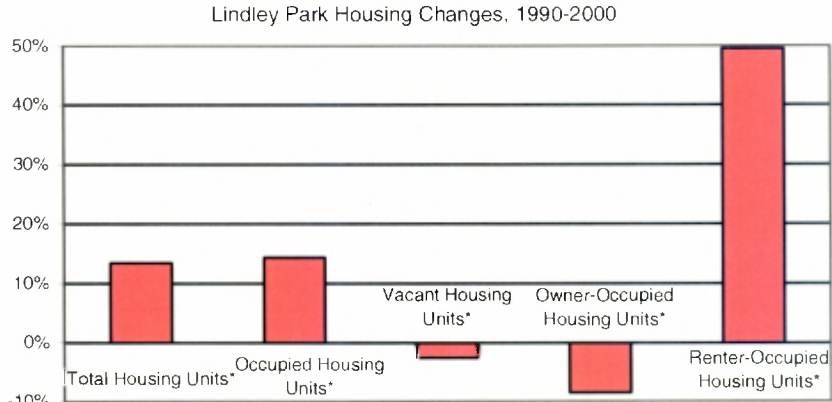
Household composition is changing dramatically: non-family households (single or unrelated individuals continue to outpace family households (blood, marriage or adoption) throughout Greensboro. Nonfamily households in Greensboro (35.2%) grew twice as fast as Lindley Park (17.3%) during the past decade.

Housing

Tenure

During the past decade, Greensboro renter-occupied units outpaced owner-occupied units, 25.1% and 21.8%. In Lindley Park, owner-occupied units decreased 8.5% while renter-occupied increased a significant 49.5%. fueled by the tremendous increase in apartment construction for UNCG students.

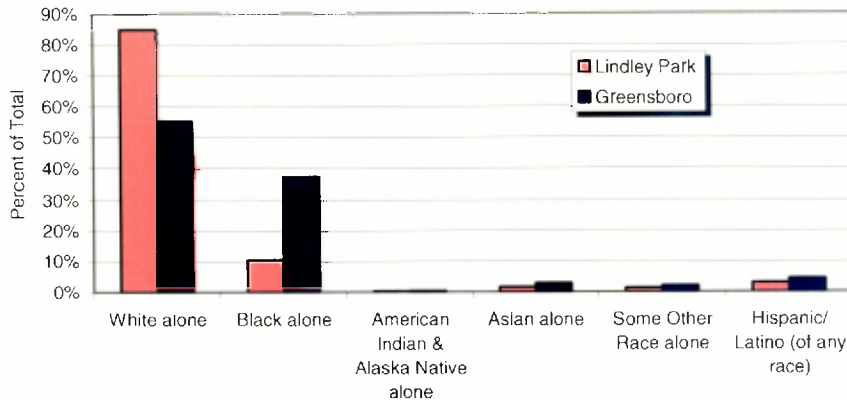
Figure 5



Source: US Census Bureau, 1990-2000 Census of Population & Housing

Figure 6

Lindley Park & Greensboro, Race & Ethnicity, 2000



Source: US Census Bureau, 2000 Census of Population & Housing

Value

Housing values soared during the past decade. Median values rose in Greensboro and Lindley Park. In Greensboro, housing values increased from \$77,600 to \$108,600, a 39.9% increase. Values soared slightly higher in Lindley Park, 41.6%. (\$74,300 to \$105,200).

Education

Attainment Level

The expansion of academic programs and facilities at Greensboro colleges and universities, changing economy and demographic shifts have helped to enhance educational attainment during the past decade. Even though the percent of high school graduates increased (1990-2000) at a slightly higher rate in Greensboro than Lindley Park, the proportional percentage of high school graduates in Lindley Park remains higher.

Income

Family and Household

Family and household income increased greatly between 1990 and 2000, however purchasing power declined because of economic conditions. Median family income in Greensboro increased 36.8% (\$36,678 to \$50,192) while median household income increased 35.9% (\$29,184 to \$39,661). In Lindley Park, median family income increased 42.7% (\$35,993 to \$51,376) while median household income increased 56.5% (\$24,263 to \$37,976).

* For detailed demographic information, please see the comparative demographic tables located in the Appendix as an attachment to this document.

Key Findings – Demographic Trends

- *Principal population growth factors in the neighborhood are residential construction and increased group quarters (college enrollment).*
- *Greensboro and Lindley Park citizens are getting older, principally because of the aging of the Baby Boomers with the greatest gain during the past decade.*
- *Average persons per household have declined greatly in Greensboro and Lindley Park during the past four decades.*
- *Racial and ethnic minorities have increased substantially for the past decade in Lindley Park and Greensboro.*
- *Nonfamily households in Greensboro grew twice as fast as Lindley Park nonfamily households during the past decade.*
- *In Lindley Park, renter-occupied units increased significantly fueled by the tremendous increase in apartment construction for UNCG students.*
- *Family and household income increased greatly between 1990 and 2000, however purchasing power declined because of economic conditions*
- *Median housing values rose substantially. In Greensboro and Lindley Park during the past decade.*
- *Even though the percent of high school graduates increased (1990-2000) at a slightly higher rate in Greensboro than Lindley Park, the proportional percentage of high school graduates in Lindley Park remains higher.*

LAND USE CHARACTERISTICS

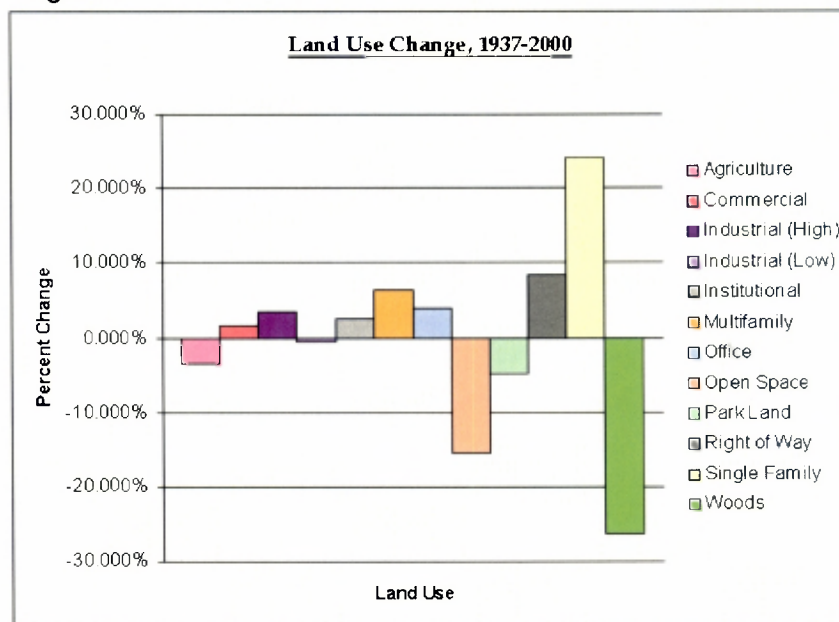
The Lindley Park Neighborhood boundaries encompass approximately 645 acres or slightly more than one square mile. As shown in Figure 7, the neighborhood is currently comprised of a mix of many different land use types.

Figure 7

2003 Land Use Classification	Acres	% of Land Use
Single Family Residential	278.85	43.23
Park Land	64.47	10.00
Institutional	43.64	7.00
Industrial	43.42	6.74
Multi-Family Residential	40.82	6.33
Office	25.05	3.88
Woods/Open	13.37	2.07
Commercial	11.53	1.80
Right-of-Way	124.21	19.26

Historical changes in land use within the neighborhood were also analyzed over a 63-year period from 1937 to 2000. As depicted in Figure 8, much of Lindley Park’s wooded or open areas have given way to a proliferation of residential land uses. The neighborhood has also undergone slight increases in nonresidential development, particularly industrial and office land uses.

Figure 8



Residential

Currently, Lindley Park is a predominately single family residential neighborhood with a diverse



mix of apartment complexes and duplex units. Residential dwellings comprise the majority of land uses in the neighborhood (49.5%) and are fairly stable with the possible exception of the areas located near Spring Garden Street. There are also 82 licensed home occupations currently operating in the neighborhood. The total number of home occupations comprise just over 32% of the neighborhoods active business licensees. Additionally, the existence of older trees and diverse housing styles adds value to the neighborhood in a way new developments cannot offer.

Park Land

Park land constitutes the second most predominant land use in Lindley Park (10.0%) and connects the neighborhood. The neighborhood's large proportion of park land is unusual when compared to other neighborhoods in Greensboro and provides its residents with a unique green space. The park area also contains Lindley Recreation Center and The Arboretum, which provides residents and non-residents with recreational opportunities.

Industrial

The industrial land uses in the neighborhood (6.7%) exist in the area south of Spring Garden Street. This area consists of blighted industrial type land uses and poses a threat to encroach closer to Spring Garden Street in the future. Most of these land uses appear well established and involve warehousing, wholesaling, or light manufacturing. There are also several industrially zoned pieces of land or buildings that are currently vacant and would potentially allow for a variety of incompatible land uses.

Institutional

Although institutional land uses makeup a significant percentage of non-residential uses in the neighborhood (7.0%), this can be deceiving as these uses are generally conducted on large acreage tracts. Examples of institutional land uses in Lindley Park include Lindley Elementary School, Craven Child Developmental School, Lindley Park Baptist Church, Starmount Presbyterian Church, and Beverly Healthcare. There are also two locations south of Spring Garden Street that are owned and operated by the University of North Carolina at Greensboro (UNCG). A facility located along McManus Street is used for warehousing, while a vacant tract at the terminus of Scott Avenue is used as a "Park & Go" lot for commuting students.

Commercial & Office

Several pockets of commercial development (1.8%) and office development (3.8%) exist in and around Lindley Park that help facilitate the neighborhood's diverse mix of land uses. The majority of commercial land uses in the neighborhood are small in scale and located along Spring Garden Street and at the intersection of Walker and Elam Avenue. In particular, with its concentrations of non-residential land uses and high traffic volumes, Spring Garden Street could pose a threat to the neighborhood if future commercial development is not monitored closely along this thoroughfare. The commercial node at the intersection of Walker Avenue and Elam Avenue is unique for Greensboro and provides residents an opportunity to utilize neighborhood oriented businesses at a pedestrian scale. Most of the existing office land uses are located along West Market Street, which includes adjacent lots that remain vacant and would accommodate future office development.



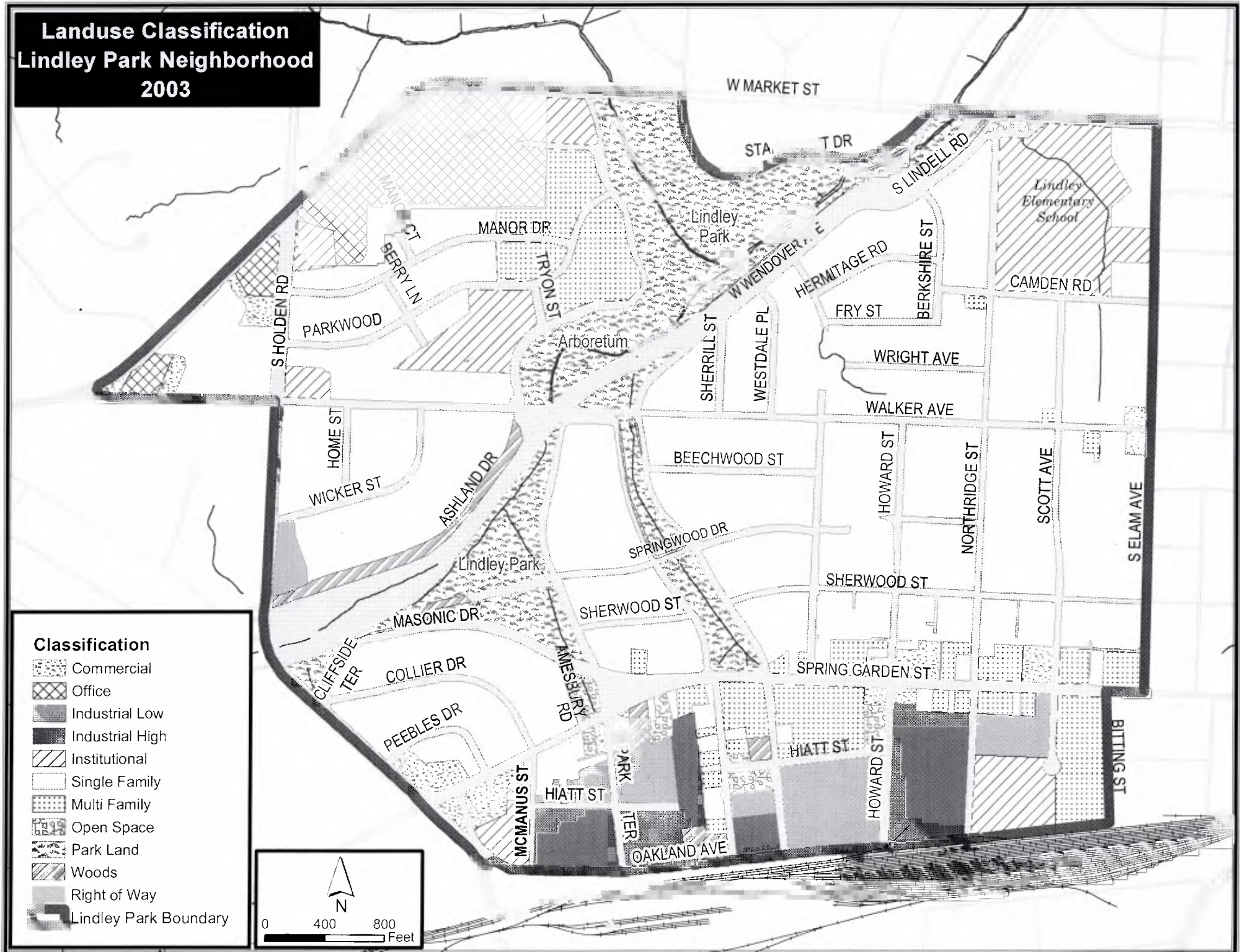
Infill

As illustrated by the Infill Map, Lindley Park has several remaining tracts of land, or portions thereof, large enough to accommodate infill development. This type of development occurs on small tracts of land located within a currently built up area that already provides adequate infrastructure. Any infill development would have to meet the City's current development standards.

Key Findings – Land Use Characteristics

- *Lindley Park is a predominately single family residential neighborhood with a diverse mix of apartment complexes and duplex units.*
- *The existence of older trees and diverse housing styles adds value to the neighborhood in a way new developments cannot offer.*
- *Park land constitutes the second most prevalent land use in Lindley Park (10.0%) and connects the neighborhood.*
- *Several pockets of commercial development (1.8%) and office development (3.8%) exist in and around Lindley Park, which helps to facilitate the neighborhood's diverse mix of land uses.*
- *The industrially zoned areas of the neighborhood consist of blighted industrial type land uses and pose a threat to encroach closer to Spring Garden Street in the future.*

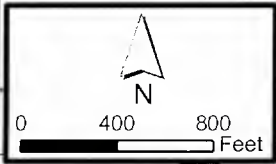
**Landuse Classification
Lindley Park Neighborhood
2003**



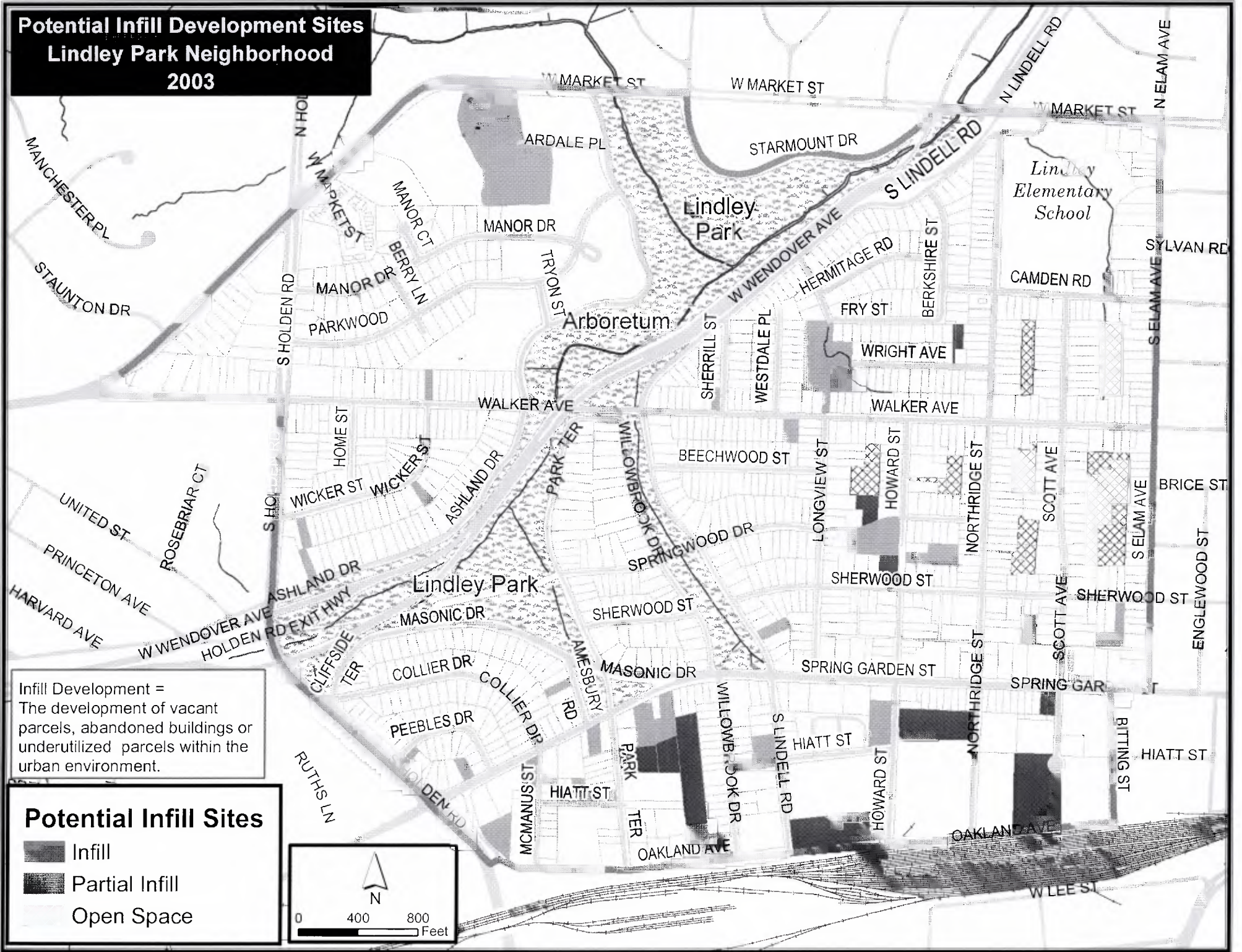
**Landuse Classification
Lindley Park Neighborhood
1937**

Classification

-  Commercial
-  Office
-  Industrial Low
-  Industrial High
-  Institutional
-  Single Family
-  Multi Family
-  Agriculture
-  Open Space
-  Park Land
-  Woods
-  Right of Way
-  Lindley Park Boundary






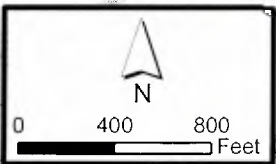
**Potential Infill Development Sites
Lindley Park Neighborhood
2003**



Infill Development =
The development of vacant parcels, abandoned buildings or underutilized parcels within the urban environment.

Potential Infill Sites

-  Infill
-  Partial Infill
-  Open Space



ZONING CHARACTERISTICS

Zoning regulations are the primary land use management tool of local governments, and are generally designed to improve livability by decreasing less desirable results of development. As shown in Figure 9, there are a variety of zoning districts present in Lindley Park, which helps to facilitate the diversity of land uses present in the neighborhood.

Figure 9

2003 Zoning	Acres	% of Zoning Districts
Single Family	458.92	71.10
Multi-Family	72.02	11.16
Industrial	61.96	9.60
Office	36.40	5.64
Commercial	14.13	2.19
Institutional	1.91	0.30

Single Family

The majority of Lindley Park is currently zoned RS-7, which allows single family detached dwellings at a density of 5 units per acre with minimum lots sizes of 7000 square feet. The northeastern portion of the neighborhood is zoned RS-9, which allows single family detached dwellings at a density of 4 units per acre with minimum lots sizes of 9000 square feet. The smaller lot sizes and relative high density of Lindley Park is comparable to other established residential areas located near the city center, and is consistent with the goals and policies of the Greensboro Comprehensive Plan.

Multi-Family

There is also a significant amount of multi-family zoning present in Lindley Park that often serves as a transition zone between nonresidential and single family districts. Much of the areas immediately north and south of Spring Garden Street are currently zoned RM-18, which allows attached dwellings at a density of 18 units per acre. In the northern portion of the neighborhood, just west of the Greensboro Arboretum, there is an existing apartment complex that is zoned RM-12, which also allows attached dwellings at a density of 12 units per acre. Multi-family zoning comprises a significant amount of land area in Lindley Park and provides some options for diversity in housing.



Industrial

Industrially zoned land is limited to the area south of Spring Garden Street, but still comprises a significant portion of the neighborhood. This area includes LI (Light Industrial) and HI (Heavy Industrial) zoning districts, which allow manufacturing, wholesaling, warehousing, research and development, and related commercial/service activities. The relative closeness of industrially zoned properties is not unusual for an established residential area close to the center city. Considering the neighborhood's proximity to the railroad tracks just south of Oakland Avenue, the existing industrially zoned areas are reflective of its historical development and not entirely inappropriate.

Commercial & Office

Several small pockets of the neighborhood are currently zoned commercial or office. The majority of the commercially zoned property is located along Spring Garden Street, while most of the office zoning is clustered near the intersection of West Market Street and Holden Road. The commercially zoned areas located along Spring Garden Street are zoned GB (General Business) or LB (Limited Business), which accommodate retail, service, and office uses. The area surrounding the intersection of West Market Street and Holden Road is primarily zoned GO-M (General Office – Moderate Intensity), LO (Limited Office), or GB. The GO-M and LO zoning districts are intended to accommodate office, institutional, or residential uses. The existence of commercial and office zoning districts in Lindley Park allow for a mix of land uses, which is also consistent with the goals and policies of the Greensboro Comprehensive Plan.

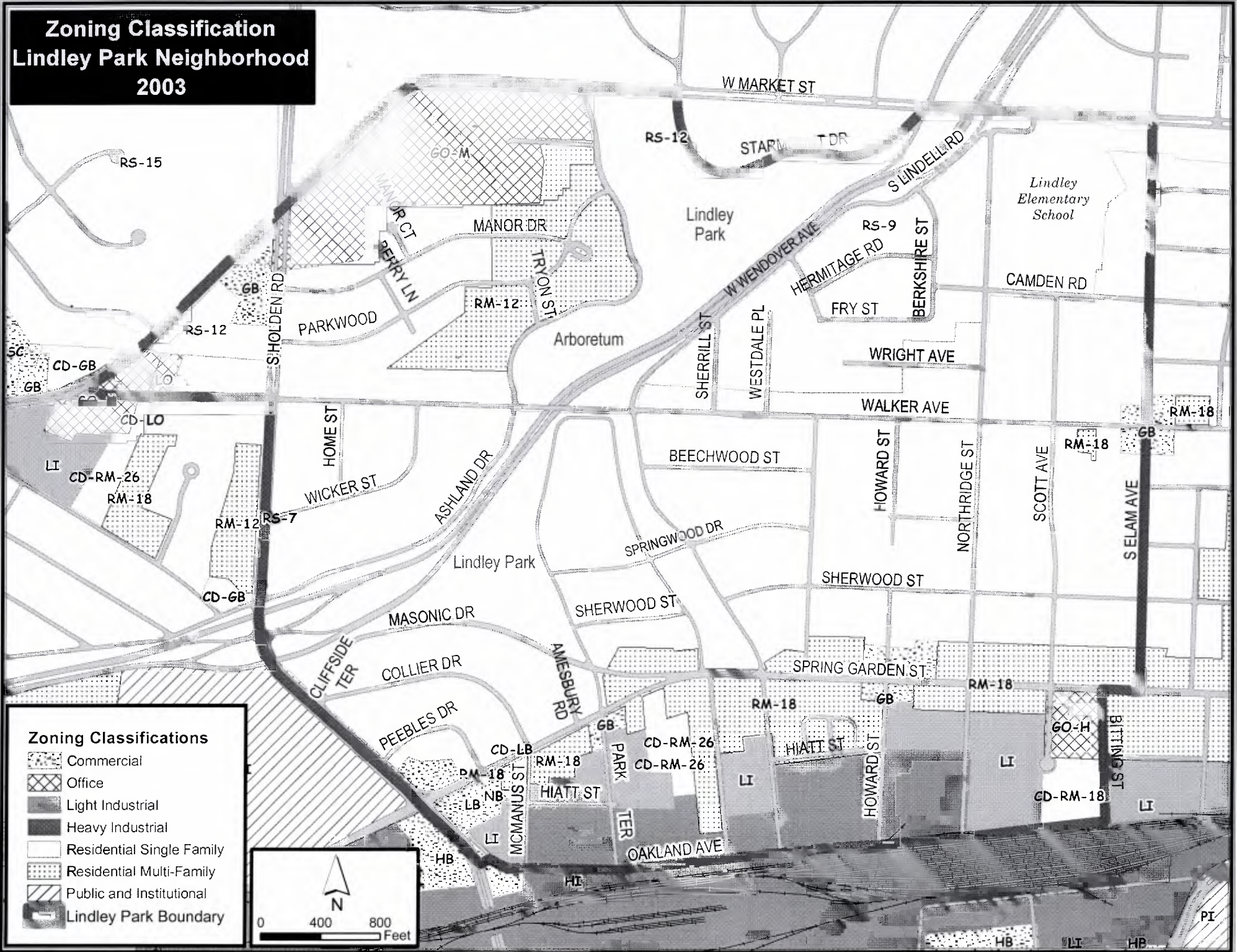
Rezoning

While it is possible to rezone or change the zoning of a property in Lindley Park, historically there have been few successful zoning changes. As illustrated by the Map of Zoning Changes, over 66 percent of requested zoning changes since 1990 have been denied; most of these requested changes have been from a residential zoning district to a nonresidential zoning district. This large number of rezoning denials indicates there may be some existing development pressures within the neighborhood that are of concern to residents.

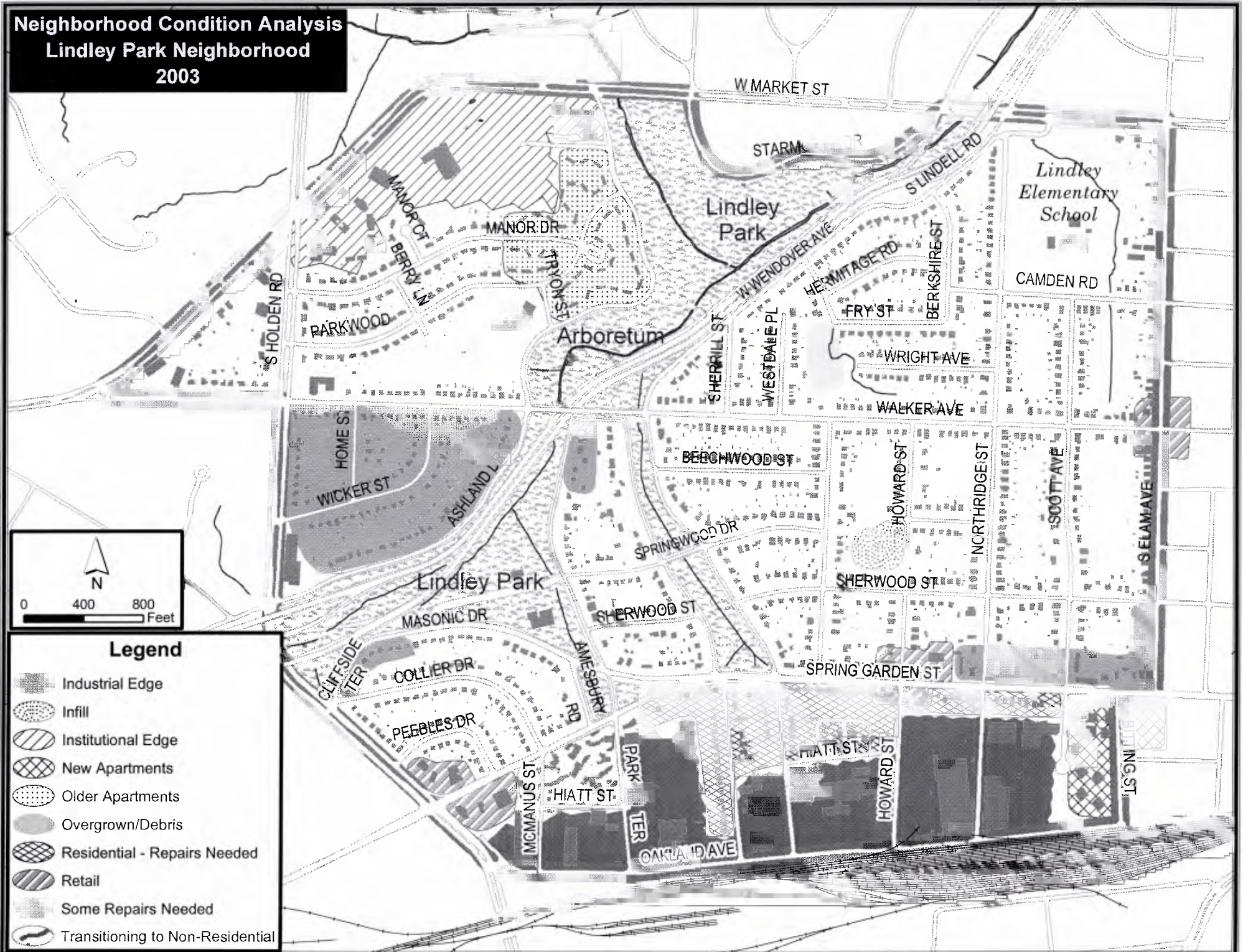
Key Findings – Zoning Characteristics

- *The majority of Lindley Park is currently zoned RS-7, which allows single family detached dwellings at a density of 5 units per acre with minimum lots sizes of 7000 square feet.*
- *There is a substantial amount of multi-family zoning present in Lindley Park that often serves as a transition zone between nonresidential and single family districts.*
- *Considering the neighborhood's proximity to the railroad tracks just south of Oakland Avenue, the existing industrially zoned areas are reflective of the neighborhoods historical development.*
- *While it is possible to rezone or change the zoning of a property in Lindley Park, historically and comparatively, there have been few successful zoning changes.*
- *The current zoning pattern along the Spring Garden Street corridor reflects its historical development, but is not appropriate for contemporary mixed use development.*

Zoning Classification Lindley Park Neighborhood 2003



**Neighborhood Condition Analysis
Lindley Park Neighborhood
2003**

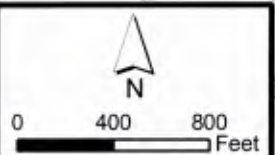


Lindley
Elementary
School

Lindley
Park

Arboretum

Lindley Park



Legend

- Industrial Edge
- Infill
- Institutional Edge
- New Apartments
- Older Apartments
- Overgrown/Debris
- Residential - Repairs Needed
- Retail
- Some Repairs Needed
- Transitioning to Non-Residential

BUILDING CONDITIONS

Overall, housing conditions north of Spring Garden Street compare very favorably with other high-quality neighborhoods in the City. The western section bordered by Walker, Holden and the park contains smaller homes that may need more attention to ensure that conditions remain stable. The area south of Spring Garden Street and west of Park Terrace is transitioning to mixed commercial use. There are a number of housing units in the area south of Spring Garden Street between Park Terrace and Scott Avenue that are deteriorating, which may lead to a transition of this area to non-residential uses, particularly in the absence of a concerted strategy to maintain this section of the neighborhood for residential uses.



The three retail pockets in the neighborhood provide needed resident services and do not appear to be negatively impacting the quality of adjacent residential properties, although the residences along Spring Garden

Street near the Howard Street retail node are showing some signs of deterioration. There are very few vacant, developable lots north of Spring Garden Street, so the primary housing emphasis in this area will likely be maintenance of existing structures. The southern border of the neighborhood is an older industrial corridor with a number of vacant or underutilized buildings and lots, along with other still viable industrial uses.

Key Findings – Building Conditions

- *Housing conditions north of Spring Garden Street compare very favorably with other high-quality neighborhoods in the City.*
- *In the absence of a concerted strategy to maintain the deteriorating housing units south of Spring Garden Street between Park Terrace and Scott Avenue, this section of the neighborhood may transition to non-residential uses.*
- *The southern border of the neighborhood is an older industrial corridor with a number of vacant or underutilized buildings and lots.*

INSPECTIONS AND ENFORCEMENT

Inspections

The Lindley Park neighborhood has experienced modest construction activity since 1997. As indicated in Figure 10, the majority of building permits granted have been for additions or interior/exterior alterations, which is not unusual for an established neighborhood. A substantial number of new construction permits were also granted, but this can be attributed to building projects in commercial and industrial areas of the neighborhood.

Figure 10

All Building Permits – Residential, Commercial, Industrial (1997 - 2002)							
Permit Type	1997	1998	1999	2000	2001	2002	Total
Addition	3	6	6	7	8	16	44
Demolish	0	1	0	0	0	3	4
Initial Upfit	0	0	0	0	2	0	2
Interior/Exterior Alterations	1	6	7	4	32	14	63
New Construction	0	1	8	6	23	11	48
Mobile Home Placement	0	1	5	1	1	2	10
Repair	0	1	1	1	3	5	10
Repair to Standard	0	1	1	0	0	0	2
Reroof	0	1	2	0	2	0	5
Total	4	18	30	19	71	51	193
Total Estimated Construction Investment \$12,700,000							



Enforcement

Code enforcement issues in Lindley Park are not unique in comparison to other Greensboro neighborhoods. The majority of complaints concern junk or abandoned vehicles, followed by overgrown or poorly maintained lots, then substandard housing conditions. The number and type of Local Ordinance Enforcement complaints are shown below in Figure 11. It is also of interest that the Zoning Office has only confirmed nine zoning violations since 1990. This figure is quite low when compared to similar center city neighborhoods.

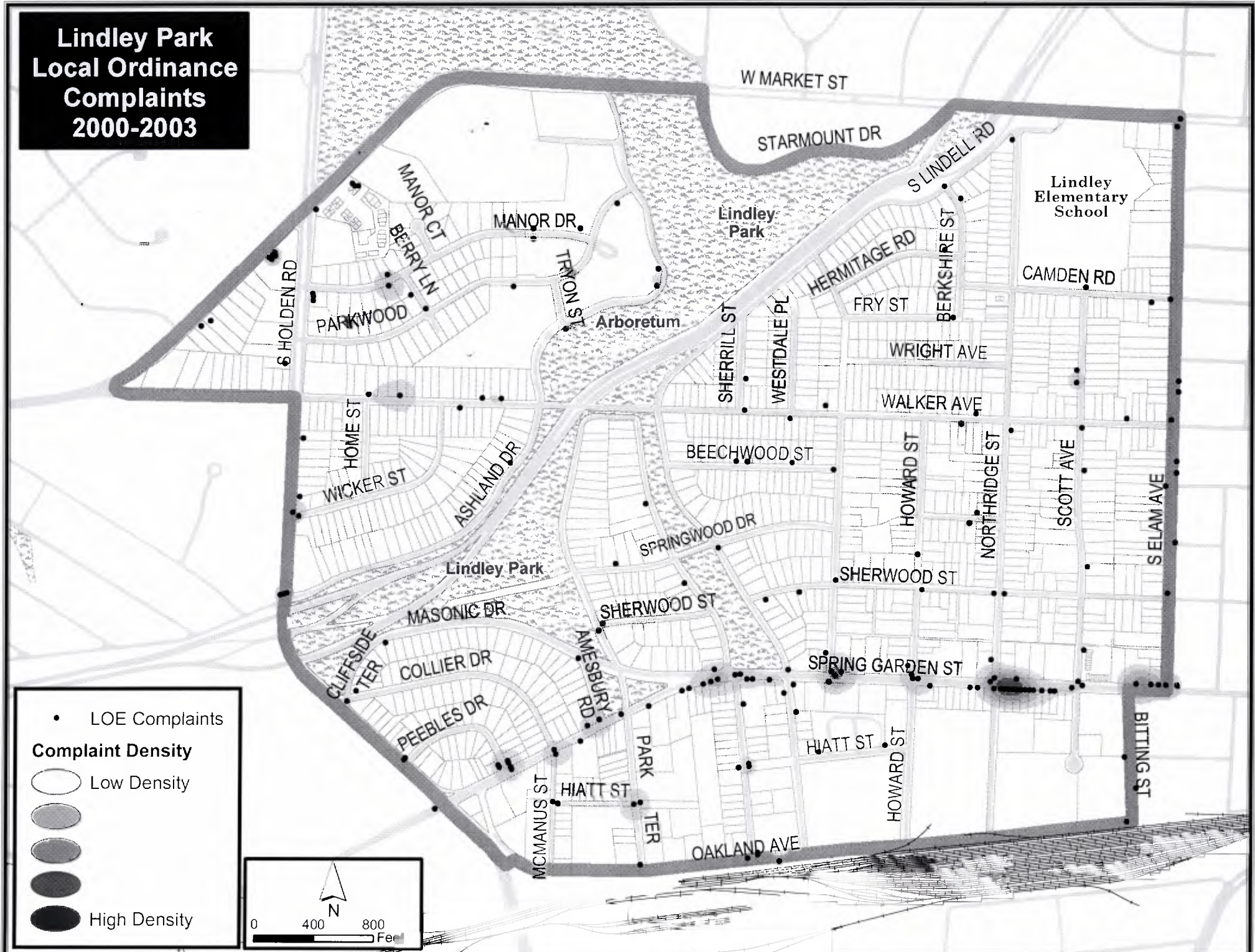
Figure 11

Local Ordinance Enforcement Complaints (2000 - 2002)				
Complaint Type	2000	2001	2002	Total
Housing	4	14	19	37
48 Hours (condemnation notice)	4	4	2	10
Nuisance	39	41	46	126
Vehicles	46	48	89	183
Total	93	107	156	356

Key Findings – Inspections and Enforcement

- *The majority of building permits issued in Lindley Park since 1997 have been for additions or interior/exterior alterations, which is not unusual for an established neighborhood.*
- *Code enforcement issues in Lindley Park are not unique in comparison to other Greensboro neighborhoods, with the majority of complaints stemming from junk or abandoned vehicles or poorly maintained lots.*
- *The Zoning Enforcement Office has investigated an unusually low number of zoning violations since 1990, which is unusual when compared to other center city neighborhoods.*

Lindley Park Local Ordinance Complaints 2000-2003



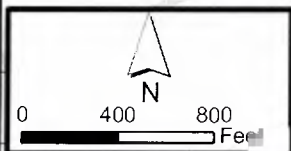
• LOE Complaints

Complaint Density

○ Low Density



High Density



PUBLIC INFRASTRUCTURE AND FACILITIES

Water/Sewer/Stormwater

The infrastructure within the Lindley Park area ranges in age from approximately 30 to 75 years old. Most of the system is in average condition as compared to the City as a whole. Portions of pipe and structures that have been damaged over the years have been patched or replaced as needed, but wholesale upgrades/replacement of the systems have not been performed.

Water

There are a few areas of low pressure, particularly around Collier Drive. However, the area is comparable to the rest of Greensboro.

Sanitary Sewer

Several sanitary sewer outfalls have been slip-lined over the past decade, but the age of the system probably warrants larger scale upgrades and replacement. The area will be studied in the very near future to determine what rehab work is required. The age and condition of the pipes in this area is comparable to the City as a whole.

Storm Sewer

Storm drainage in the area is generally in good/fair condition. There are a few isolated pipes and structures that are in poor condition. There are also some sections of terra-cotta pipe, but there are not major drainage/infrastructure problems.

Water Resources Issues

There are eight recorded sanitary sewer overflows since 1998 and 7 spill response calls over a similar time period. Although many of the citizen complaints in the area relate to paint in the creek (often attributed to the Sherwin Williams plant), the cause of the creek discoloration may be paint or sanitary sewer overflow. More investigation and collaboration with Sherwin Williams and other industries would be required to determine the exact nature and origin of the non-stormwater discharge to the creek.

Based upon recent conversations with members of the Lindley Park Neighborhood Association, there may have been additional spills or overflows that were not recorded because the City of Greensboro Stormwater Management Division was not notified of the problem in time to respond. Due to the nature of stream flows, a spill must be responded to and investigated quickly in order to test the discharge to determine the potential source and devise a plan to treat the affected area if needed.

Parks and Recreation

There is an abundance of recreational opportunities available to the residents of the Lindley Park area when compared to other neighborhoods within the City. This includes two passive park areas, one active park area, the Arboretum, and the Lindley Recreation Center and swimming pool. In addition to the numerous outdoor recreational opportunities available at the local parks, there are a variety of programs offered to adults and youth at the Lindley Recreation Center. The close proximity and scale of recreational opportunities located in Lindley Park make this a unique neighborhood.



CIP Proposals

During the past 10 years, there have been eight CIP proposals submitted for the Lindley Park area. This is an unusually high number of submittals and illustrates the active nature of Lindley Park when compared to other neighborhoods. Of the eight proposals, 5 pertained to parks and recreational activities and three related to transportation issues. All projects received a positive review from City staff.

Figure 12

Capital Improvement Proposals			
Year	Project Title	Status	Estimated Cost
1997	Lindley Park improvements	Bridge completed in Arboretum	\$33,880
1997	Wendover Ave. landscaping	Referred to Parks and Recreation for action	N/A
1998	Lindley Park improvements	Phases 1, 2, 3 completed	\$201,009
1998	Walker Ave. bridge/ Spring Garden St. sidewalk	Walker Avenue study completed, sidewalk project not a priority...neighborhood may petition GDOT for installation	N/A
1998	Multi-purpose facility at Arboretum	Building completed	\$248,050
1999	Lindley Park restoration	Phases 1, 2, 3 completed	\$201,009
2001	Sidewalk improvement at Sherwood & Howard	Sidewalk project not a priority... neighborhood may petition GDOT for installation	N/A
2001	Speed reduction on Walker Ave.	Walker Avenue study completed... place islands and four-way stops on Walker Ave.	N/A

Schools and Libraries

The nearest public library is the Glenwood Branch, located at the corner of Florida Street and Coliseum Boulevard. Built in 1995, this branch has several special learning centers and resource areas including a Nonprofit Resource Center, a Multicultural Resource Center, a Neighborhood Information Center and a special program to assist immigrants and refugees with English Language skills. In addition to these special programs, the Glenwood branch is a full-service library with books and programs for children and adults.

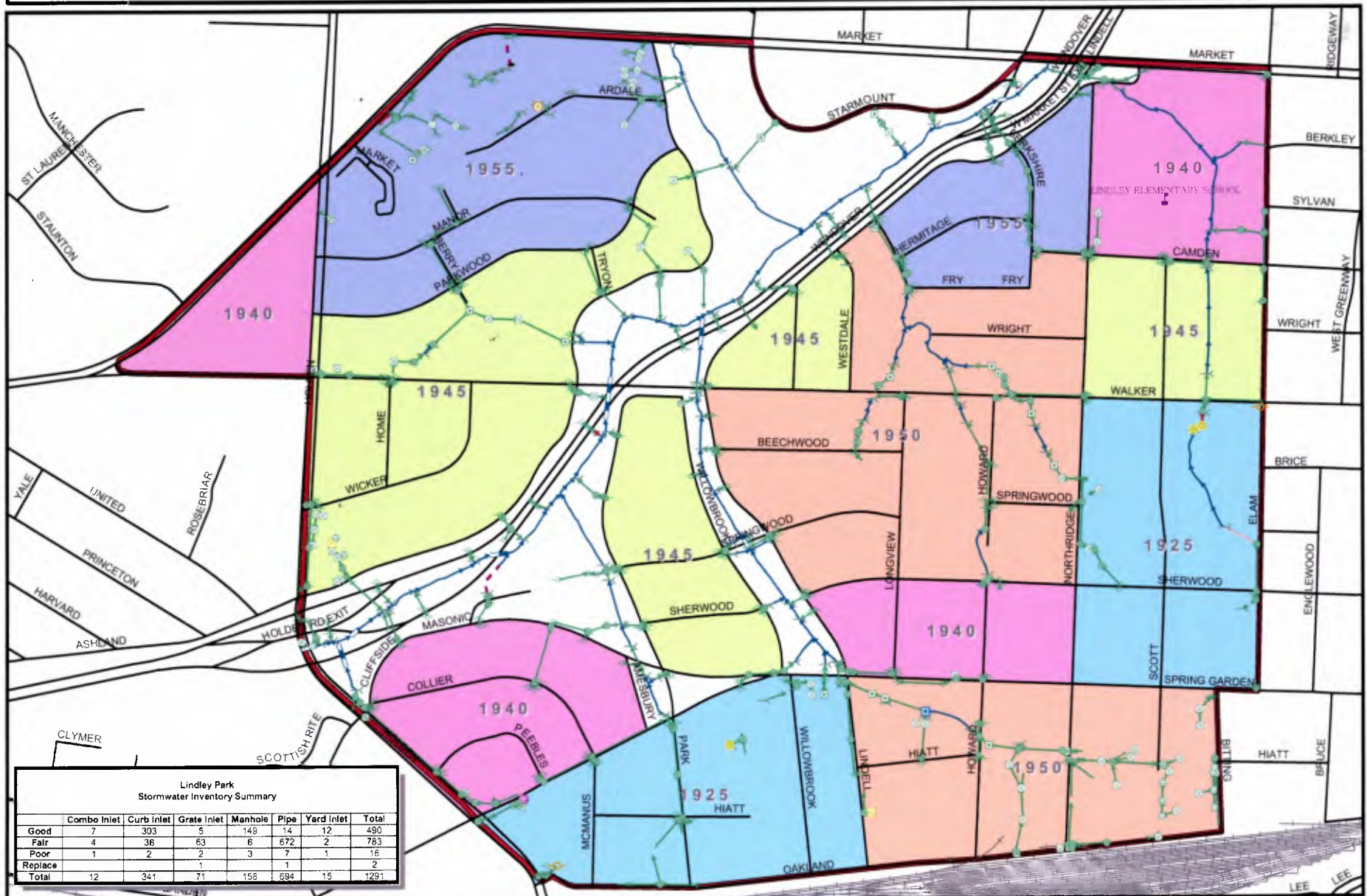
Lindley Elementary School, located at 2700 Camden Road, is a K-5 Title I School with a total population of 257 students (2002). Title I schools receive federal funding to assist students who are behind academically. Funding is based on the number of low-income children in the school. 52% of the students are males and 48% are females. 45% of the students are African Americans, 37% White, 9% Hispanic, 4% Asian, 3% Multi-racial, and 1% American Indian. 50% of the students receive free/reduced lunch. Lindley elementary has developed numerous partnerships with area businesses, colleges and organizations.



Key Findings – Public Infrastructure

- *The water/sewer/stormwater infrastructure in the Lindley Park area is in average condition and ranges in age from approximately 75 to 30 years old.*
- *The neighborhood has convenient access to a variety of recreational opportunities and programs at the Lindley Recreation Center and the Arboretum.*
- *Lindley Park Residents have submitted eight CIP proposals for FY 97 to FY 07, all of which have received a positive review from City staff.*
- *Lindley Elementary School is very diverse with the following demographic breakdown: 45% African American, 37% White, 9% Hispanic, 4% Asian, 3% Multi-racial, and 1% Native American.*
- *The nearest public library is the Glenwood Branch, which contains several special learning centers and the Greensboro Neighborhood Information Center.*

Water Resources Infrastructure: Lindley Park Neighborhood



**Lindley Park
Stormwater Inventory Summary**

	Combo Inlet	Curb Inlet	Grate Inlet	Manhole	Pipe	Yard Inlet	Total
Good	7	303	5	148	14	12	490
Fair	4	36	63	6	672	2	783
Poor	1	2	2	3	7	1	16
Replace	1	1	1	1	1	2	2
Total	12	341	71	158	594	15	1291

Legend

Schools	Swale	Approximate Pipe Age	Curb Inlet	Manhole	Combo Inlet	Yard Inlet	Grate Inlet	Storm Sewer Pipe
Pipe in/Out	Culvert	1925	Good	Good	Good	Good	Good	Good
Railroad	Street Centerline	1950	Fair	Fair	Fair	Fair	Fair	Fair
Channel	Lindley Park Boundary	1940	Poor	Poor	Poor	Poor	Poor	Poor
			Replace				Replace	Replace

Lindley_Park.apr
6/24/03

W E
S N

The map shown is a graphical representation and is not to scale.



Mapping Prepared By
Melissa Beaver
Stormwater Management Division
Department of Water Resources
201 North Greene Street
Post Office Box 3136
Greensboro, North Carolina 27402



TRANSPORTATION

Streets

Lindley Park contains several major thoroughfares that either border the neighborhood or cross through it. Major thoroughfares are designed to carry large volumes of traffic from point A to point B. Examples of major thoroughfares in the neighborhood include, Wendover Avenue, Holden Road, Spring Garden Street and Market Street. The intersections of Holden Road & Spring Garden Street and Holden Road & Market Street are currently over capacity. The volume of traffic entering these intersections exceeds available capacity and there are often unacceptable delays during AM and PM peak travel times.

Elam Avenue and Walker Avenue are collector streets running through the Lindley Park neighborhood. Collector streets are intended and designed to “collect” traffic from local residential streets and distribute the traffic to Major and Minor thoroughfares. Walker Avenue runs between Holden Road to the west and Aycock Street to the east; Elam Avenue connects Benjamin Parkway, Friendly Avenue, Market Street, and Spring Garden Street.

Figure 13

Street Name	Vehicles Per Day (2002)	Street Type
Wendover Avenue	38,500	Major Thoroughfare
Holden Road	34,220	Major Thoroughfare
Spring Garden Street	14,900	Major Thoroughfare
Market Street	18,423	Major Thoroughfare
Elam Avenue	4,675	Collector Street
Walker Avenue	3,500	Collector Street

Roadway Improvements

Improvements are planned at the intersection of Holden Road & Market Street. Dual left turn lanes eastbound and an exclusive southbound right turn lane will be installed at this intersection. These improvements are estimated to cost \$250,000 and are scheduled to begin in 2004.

At the request of the City of Greensboro, NCDOT installed a guardrail in the median of Wendover Avenue in 1999 to prevent cross-over/head-on accidents along Wendover Avenue.

In 1998, the intersection of Camden Road and Northridge Street was converted to a 4-way stop intersection to break-up the flow of traffic along Northridge Street. In 1999, the intersection of Lindell Road and Springwood Drive was converted to a 4-way stop intersection to break-up the flow of traffic along Lindell Road.

Sidewalks/Pavement Condition

There is a fairly good network of sidewalks in the Lindley Park neighborhood compared with other neighborhoods in Greensboro. Sidewalks exist on over 60% of the streets in the Lindley Park neighborhood, and on both sides of portions of Spring Garden Street, Walker Avenue, Elam Avenue, and Scott Avenue. There is also a fairly good network of sidewalks leading to and from Lindley Elementary School, and to and from the Arboretum. There is, however, not a good sidewalk network leading to and from the Lindley Recreation Center. Sidewalks are also absent along Holden Road, and Market Street from Holden Road to Wendover Avenue. Currently there are plans to place sidewalk on both sides of Spring Garden Street from Holden Road to Masonic Drive. GDOT is in the process of developing a citywide comprehensive sidewalk plan that will address pedestrian deficiencies citywide and may repair or install additional sidewalks in the Lindley Park Neighborhood.

The pavement condition of the streets in Lindley Park is fairly good. The predominant distress is “block cracking” which is fairly typical in residential areas. There are no streets in Lindley Park that will be resurfaced this year.

Traffic Accidents

The highest concentration of traffic accidents occurs at major intersections in and around the neighborhood. The total number of accidents for major intersections over a three-year period is indicated in Figure 14.

Figure 14

Intersection	Number of Accidents
* Holden Road & Spring Garden Street	84 in three years
Holden Road & Market Street	35
* Holden Road & Wendover Avenue	32
Wendover Avenue & Market Street	24
Holden Road & Walker Avenue	13
Spring Garden Street & Howard Street	12
Spring Garden Street & Elam Avenue	11
* Intersections with red light enforcement cameras	

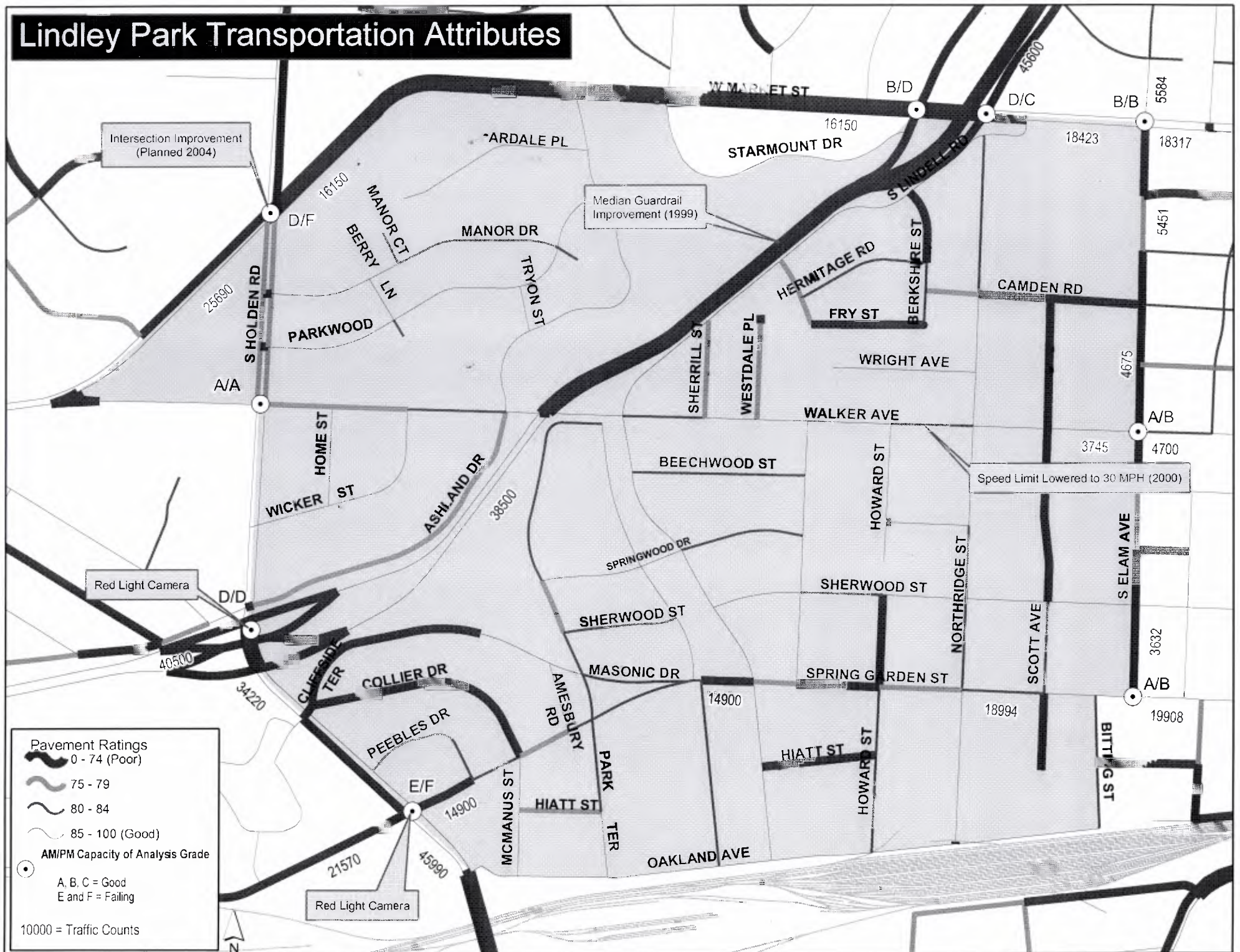
Public Transit

There are two GTA transit routes that run through the Lindley Park Neighborhood. GTA route #1 runs along Spring Garden Street and GTA route #9 runs along Walker Avenue. The Railroad tracks that make up the southern border of the neighborhood are also scheduled to be used as a commuter rail in the future.

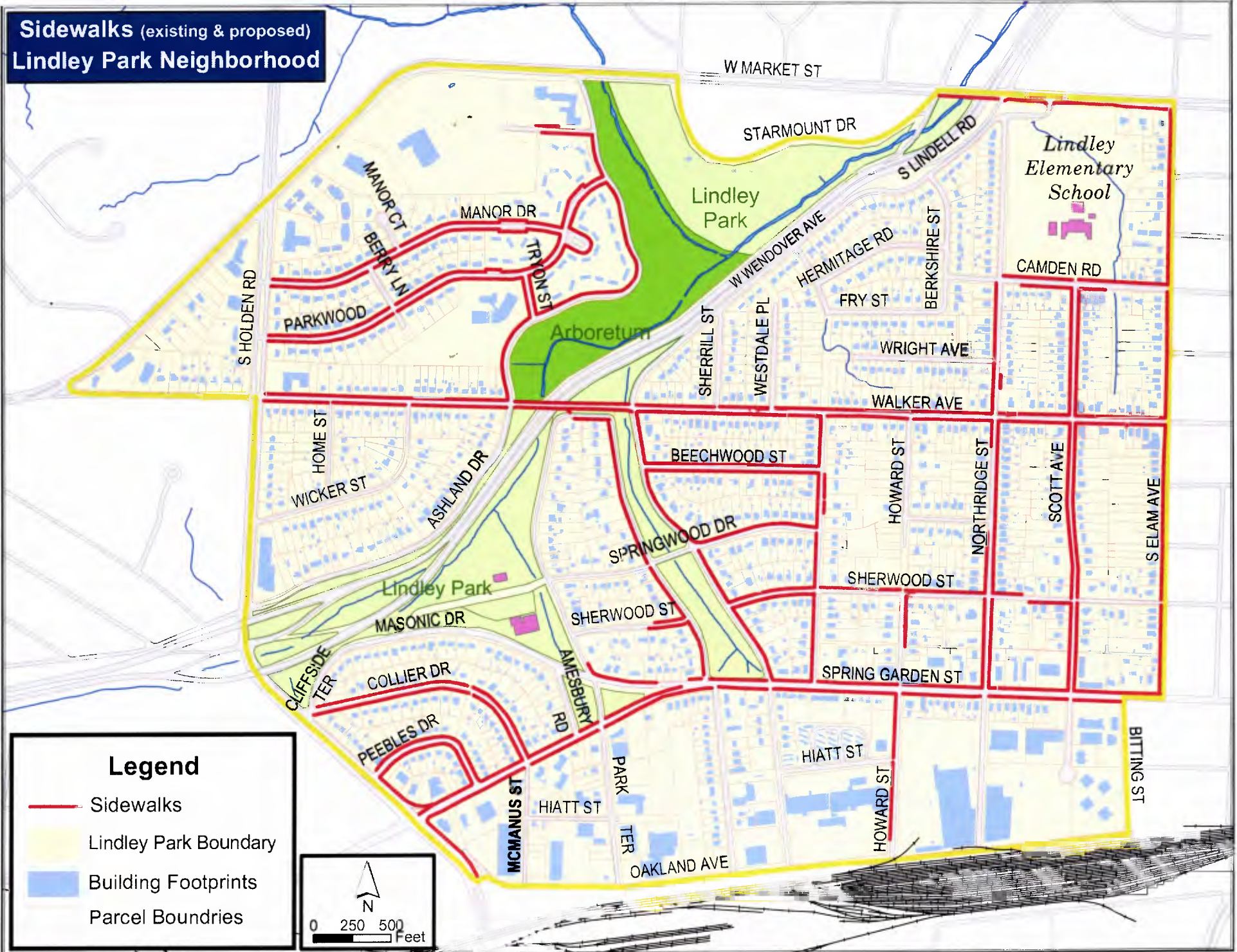
Key Findings – Transportation

- *Lindley Park contains four major thoroughfares that either border the neighborhood or cross through it.*
- *There is a good network of sidewalks in Lindley Park when compared with other neighborhoods in Greensboro.*
- *The highest concentration of traffic accidents occurs at the intersections of major thoroughfares that border the neighborhood.*
- *Two transit routes are available to the neighborhood: one along Spring Garden Street and the other along Walker Avenue.*





Lindley Park Transportation Attributes

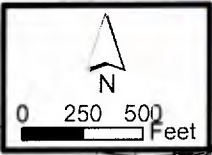


Sidewalks (existing & proposed)
Lindley Park Neighborhood



Legend

-  Sidewalks
-  Lindley Park Boundary
-  Building Footprints
-  Parcel Boundries



PUBLIC SAFETY

Police/Crime Trends

The Lindley Park area has generally shown low crime data for the past 10 years. It has consistently come in as a low crime area and has not been an area with a violent crime past. Top five crime figures show that it entertains a consistent level of vandalism followed by larceny from auto and then in order by traffic issues.

This is consistent with other areas of the city with the same demographics as this area. Persons in this neighborhood most often describe traffic issues as their 1st concern when engaged in meetings with law enforcement followed by complaints of noise disturbance.

Lindley Park does not have an area wide Community Watch organization. The only portion of Lindley Park that has a watch is the 2600 Block of Beechwood Street.

Crime Trends in Lindley Park Neighborhood for 10 years starting 1992:

- Top crime issues consist of vandalism, auto related larceny, and traffic and general larceny.
- Lindley Park averages 311 incidents a year with a high of 376 in 1996 and a low of 242 in 1993.
- Lindley Park is considered a low crime area in comparison to other comparable areas in the city.
- Walker Avenue is a thoroughfare that runs through Lindley Park and has been considered a speeding area and high accident location.
- Crime trends have moved east through the area and have appeared to follow the increase in multi-family housing zones.

Lindley Park has the same patterns of crime as other residential areas of the City. Property crimes (auto theft, burglary, and larceny) are more prevalent than violent crimes (murder, rape, robbery, and aggravated assault). For the last 10 years the crime trend has remained the same across all categories of crime. This means that different categories of crime may increase and decrease over time, but the overall crime trend remains the same: approximately 310 crimes per year.

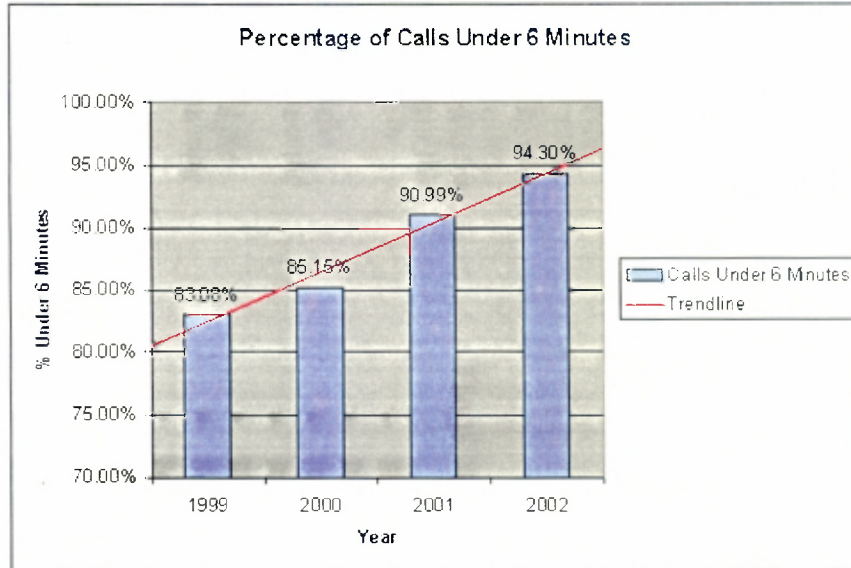
The most common crimes committed in the Lindley park area for the last ten years are: larceny from automobile, and vandalism – malicious damage. Trend analysis indicates that vandalism is declining, while larceny from automobile is increasing. Violent crimes average less than 10 crimes per year for the last ten years. This is significantly lower than other residential areas of the City.



Fire Department

The Lindley Park neighborhood averages 203 calls per year, which is typical with respect to Fire Department call volume and service load. Of the calls registered between 1999 and 2002, 86% of emergency responses were under 6 minutes. This response time includes call processing, turnout, and drive times to the reported address. The average response time for this neighborhood is 4.85 minutes.

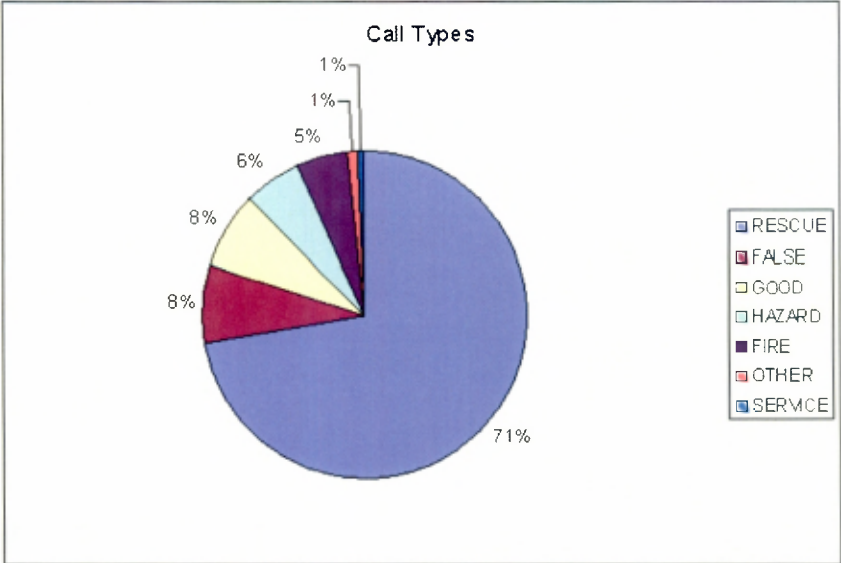
Figure 15



The documented cases of structural fires are typical for this type of neighborhood, with all events occurring at residential properties. Analysis of the two structural fire origin types indicate that half of the fires can be attributed to electrical malfunctions while the other half is attributable to accidents. Only one fire in the neighborhood was considered an arson case and is highly unusual for the area.

According to Greensboro Fire Department records, there are four hazardous materials facilities located in and around the Lindley Park neighborhood (Sherwin Williams, Hilemn Labs, Morflex, Ecoflo). These industries have had a history of concerns expressed from the neighborhood regarding chemical releases. In the future, any concerns should be directed towards the Greensboro - Guilford County Emergency Management Assistance Agency.

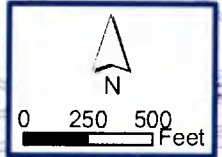
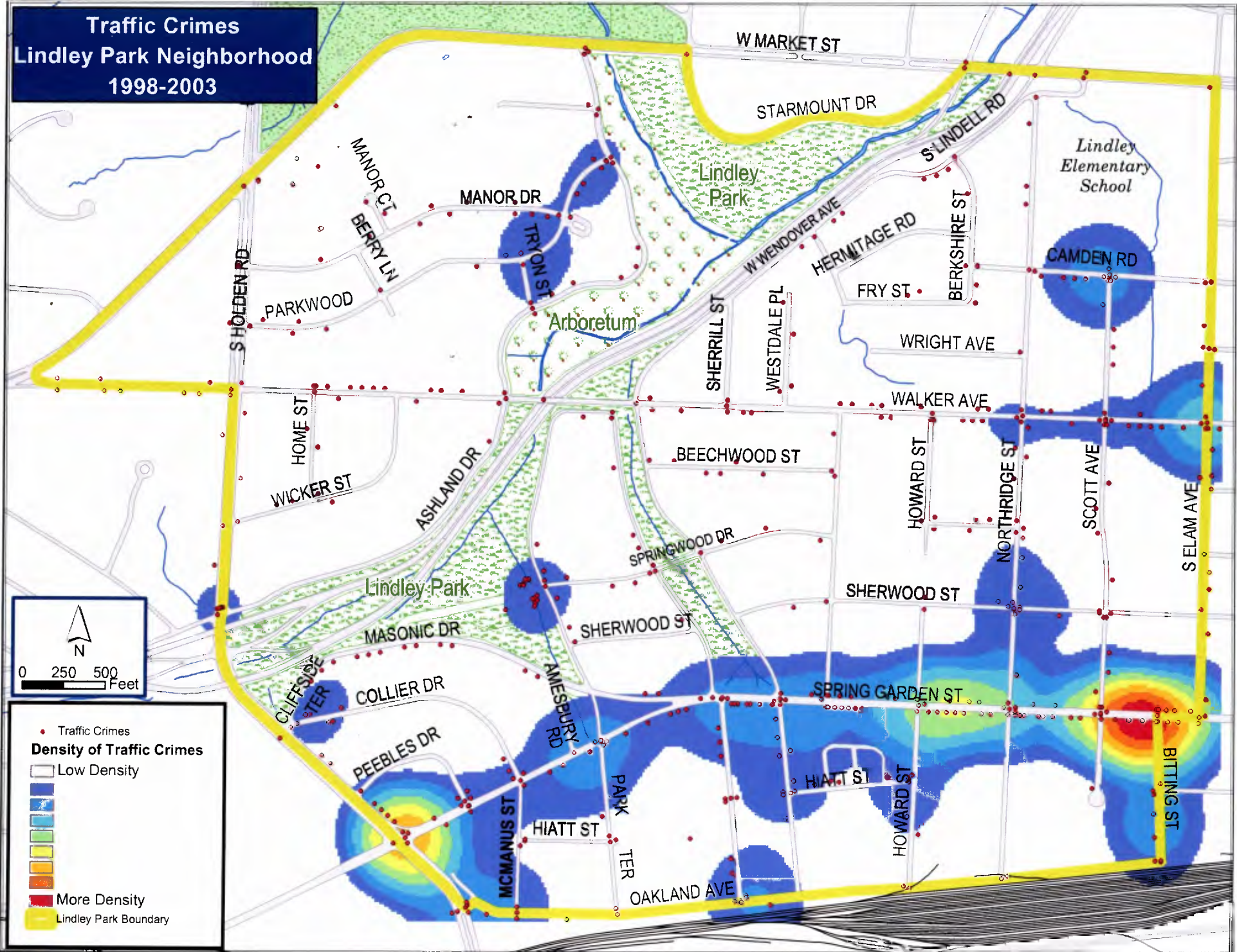
Figure 16



Key Findings – Public Safety

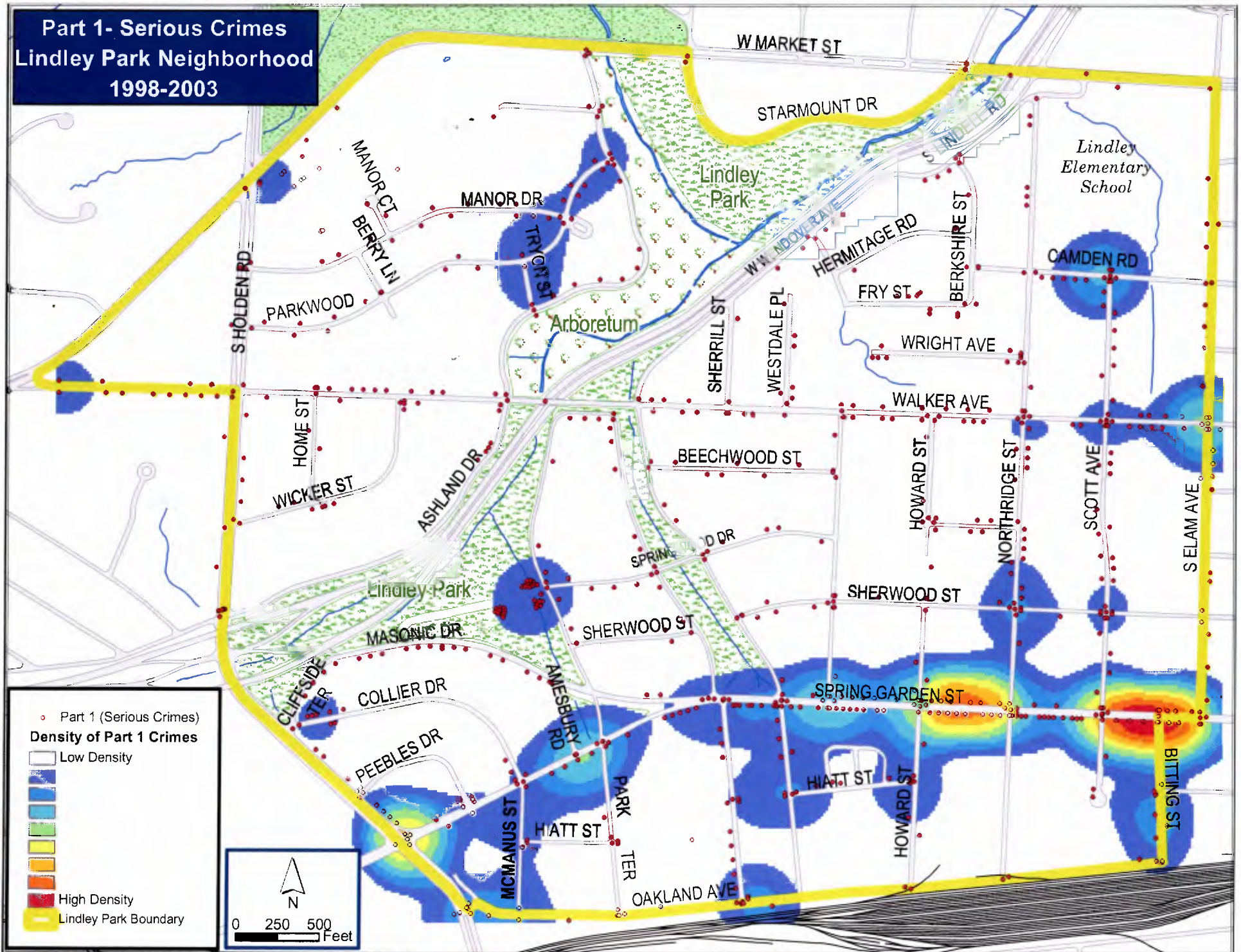
- Lindley Park does not have an area wide Community Watch organization.
- Auto related larceny and vandalism are the most common crimes committed in the Lindley Park area.
- The average fire response time for the neighborhood is 4.85 minutes.
- There is one hazardous materials facility located within the boundaries of the neighborhood.

**Traffic Crimes
Lindley Park Neighborhood
1998-2003**

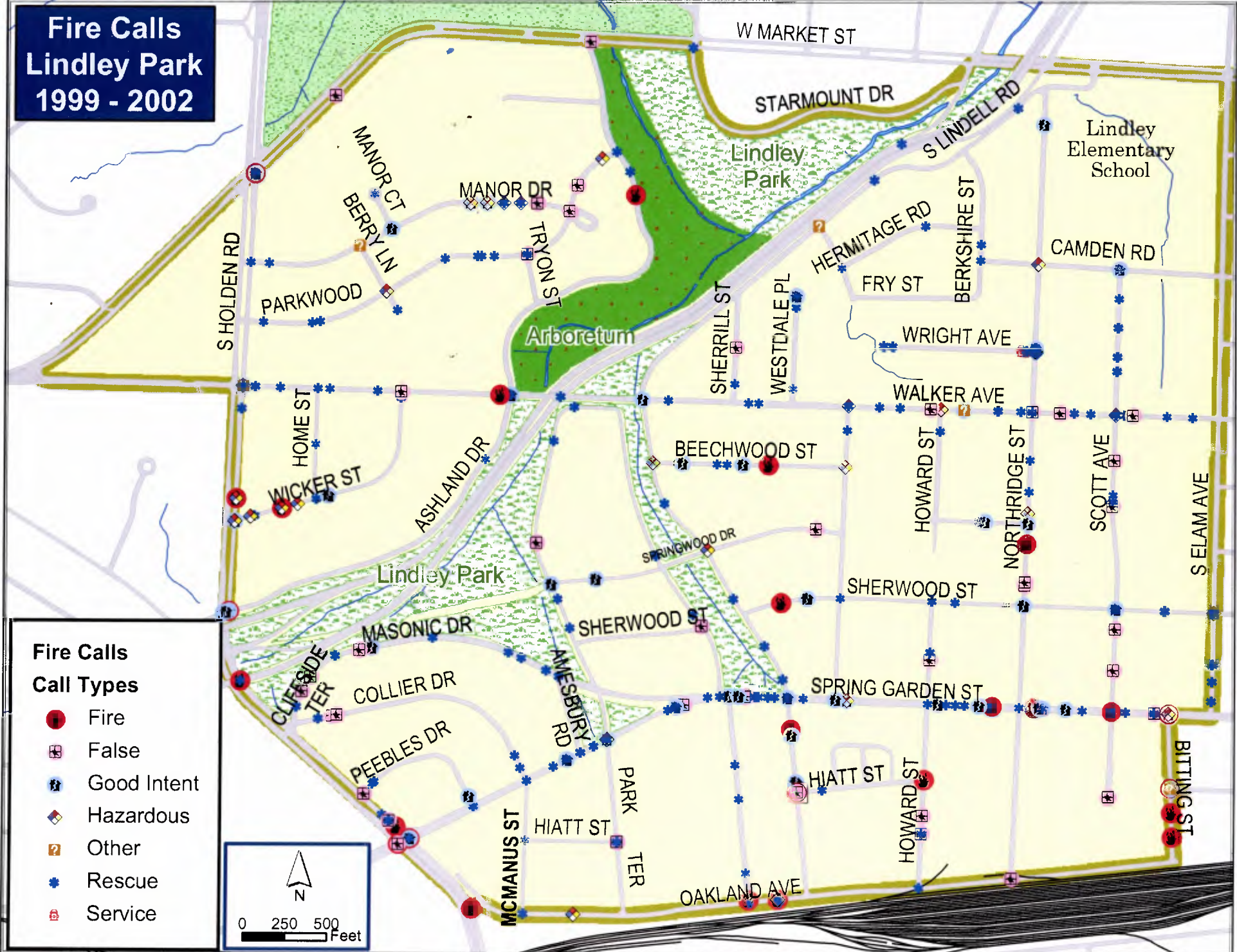


- Traffic Crimes
- Density of Traffic Crimes**
- Low Density
- More Density
- Lindley Park Boundary








**Part 1- Serious Crimes
Lindley Park Neighborhood
1998-2003**

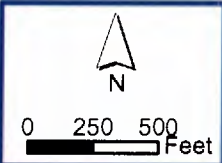


Fire Calls Lindley Park 1999 - 2002



Fire Calls Call Types

-  Fire
-  False
-  Good Intent
-  Hazardous
-  Other
-  Rescue
-  Service

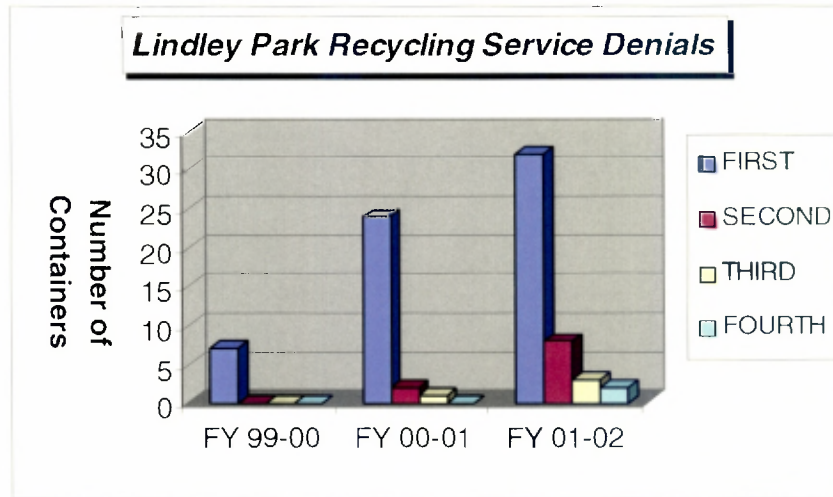


ENVIRONMENTAL SERVICES

Solid Waste Recycling

In Lindley Park, the number of service denials (the City will not provide service to a geographic location) for recycling from FY 99-00 to FY 01-02 was less than one percent of the City's total. During FY 01-02, the number of service denials for all inspection incidents totaled 79. The majority of these incidents occurred on Spring Garden Street and Walker Avenue at the multi-family units as shown in Figure 17.

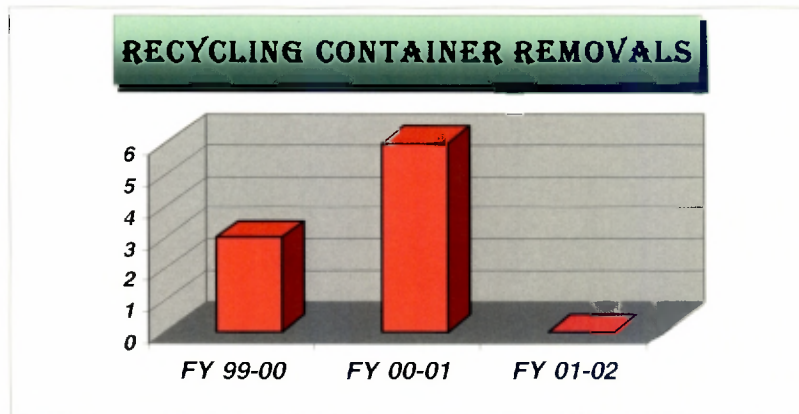
Figure 17



Automated Container Removal Due to Noncompliance

Lindley Park experienced only 1.9% (9) of the total number of removals of brown automated containers (469) from FY 99-00 to FY 01-02. Residential inspectors have removed a total of eleven containers in the past three years and only two of those were removed in the FY 01-02. Once a denial of service has been issued along with educational materials, the majority of violations are corrected. The majority of the removals occurred on Spring Garden Street at the multifamily units as shown in Figure 18.

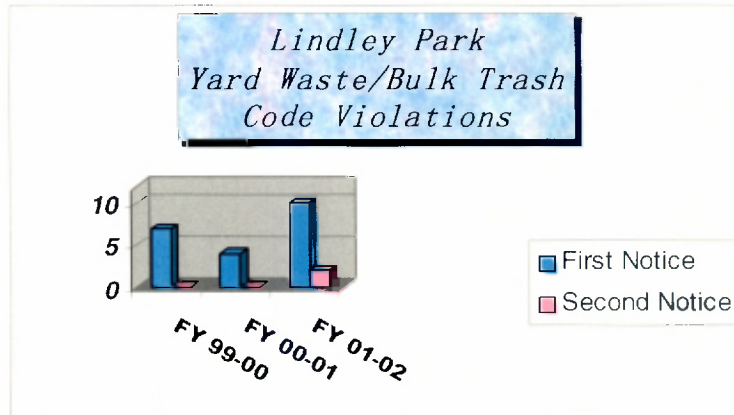
Figure 18



Yard Waste Bulk Trash Service Denials

From FY 99-00 to FY 01-02, service denials for yard waste/bulk trash were only .15% (23) of the citywide total of 14,929. Residential inspectors have issued only 21 violations in the past three years and only two second-time violations have occurred. Geographically, Spring Garden Street and Walker Avenue experienced the largest number of violators as shown in Figure 19.

Figure 19



Key Findings – Environmental Services

- *The majority of solid waste recycling and yard waste bulk trash service denials occurs on Spring Garden Street and Walker Avenue at multi-family units.*
- *Once a denial of service has been issued along with accompanying educational materials, the majority of violations are corrected.*

PLANNING PROCESS



Lindley Arboretum

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LINDLEY PARK NEIGHBORHOOD PLANNING PROCESS

Over a year ago, the Lindley Park Neighborhood Association in cooperation with the City of Greensboro began work on a neighborhood plan that will serve as a prototype planning process for the City. The Lindley Park Planning Committee agreed to establish a study boundary, actively solicit neighborhood participation, host the various public sessions, review and comment on draft documents prior to public dissemination, and present the final plan to the Planning Board and City Council. The Planning Committee also strongly supported the two separate studies of Walker Avenue and the Spring Garden/Oakland Corridor.



City staff collaborated with the Lindley Park Planning Committee in each phase of the planning process. An interdepartmental staff team provided leadership for staff activities and tasks. Team Greensboro included the following departments: Planning, Budget and Evaluation, Fire, Engineering and Inspections, Water Resources, Housing and Community Development, Police, Transportation, Library, Environmental Service, and Management Information Systems.

Inventory and Analysis of Existing Conditions

The Data Collection phase included a demographic analysis and review of neighborhood conditions and trends with related maps by each department. This activity resulted in an Existing Conditions document containing the following sections: Demographic Trends, Land Use, Zoning, Building Conditions, Inspections and Enforcement, Public Infrastructure and Facilities, Transportation, Public Safety, and Environmental Services. A link on the City's website was created to display information from each phase of the planning process.

Compilation of Community Perceptions and Issues



Two community visioning sessions were held using the SWOT technique. **S**trengths, **W**eaknesses, **O**pportunities and **T**hreats were provided by residents and compiled for community review in the neighborhood newsletter and on the Internet. In addition, stakeholder surveys and interviews were conducted with developers, churches, apartments, industries, and major landowners. Surveys were also sent to all households in the neighborhood.

Development of Issues

Issue identification was based upon the SWOT data and community reactions at the various planning and neighborhood meetings. Issue areas included Land Use, Housing, Conservation and Beautification, Environment and Infrastructure, Traffic and Transportation, and Building the Community. Staff teams were assigned to determine the relationship of the neighborhood input to the specific issue to make certain that neighborhoods concerns were included.

Creation of the Neighborhood Vision

After careful review of the community perception and ideas, the Lindley Park Planning Committee drafted a Vision Statement that was approved at a regular neighborhood meeting. Neighborhood residents adopted the Vision Statement to guide the development of the Plan. The Vision was created through the use of SWOT sessions and community surveys.

Walker Avenue Transportation Study

In response to citizen concerns on Walker Avenue, the Greensboro Transportation Department completed an extensive analysis of traffic conditions. Neighborhood sessions were used to define the problems, establish goals, and brainstorm solutions. Ideas from these meetings were compiled for use in developing a Walker Avenue Traffic Plan.



Spring Garden/Oakland Avenue Corridor Study

City staff and the LPNA sponsored a three-day urban design charrette to review existing and future development in the Spring Garden/Oakland Avenue area. Three consultants with experience in urban design, civil engineering, and architectural illustration provided technical assistance. Several industrial property owners and developers actively participated in the design discussion. Neighborhood residents also participated in the community sessions and final presentation of future design concepts for the area.

Compilation of Issues and Recommendations

City staff, with concurrent review by the Lindley Park Planning Committee, used the information from the various community planning sessions and studies to further refine issues and create appropriate recommendations and strategies. Issue categories included Land Use, Housing, Conservation and Beautification, Environment and Infrastructure, Traffic and Transportation, and Building the Community.



Preparation of Action Plan

After a careful review of issues and recommendations, City staff and the LPNA prepared an action plan (implementation schedule) with short-term (0-2 years), intermediate (3-5 years) and long-term (5-13) strategies.

Community Review of the Lindley Park Neighborhood Plan

Once the draft version of the plan was completed and approved by the LPNA, a public meeting was scheduled to provide residents with an opportunity to review and comment on the document.

Planning Board and City Council Review

ISSUES AND RECOMMENDATIONS



Lindley Park Archway

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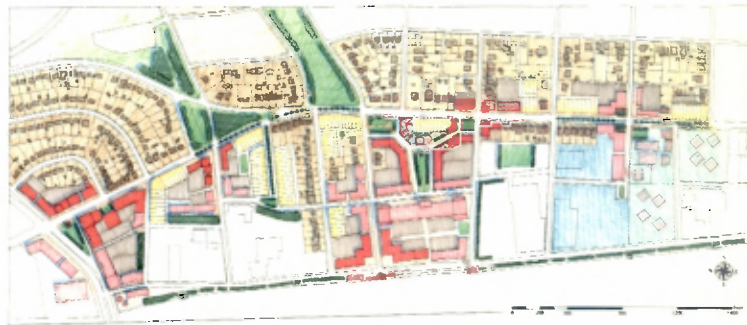
ISSUES AND RECOMMENDATIONS

The following recommendations were developed to preserve or improve the Lindley Park Neighborhood based on issues identified from a thorough analysis of data and through a series of community planning sessions, studies, and other forms of public feedback. While this plan does not attempt to address all the issues and concerns in the neighborhood, the plan does provide the framework to begin the process of implementing the neighborhood's vision. Issue categories include Land Use, Housing, Conservation and Beautification, Environment and Infrastructure, Traffic and Transportation, and Building the Community.

LAND USE

The following issues and recommendations concern how the mix of residential, non-residential and public land uses in Lindley Park should be balanced in the future to preserve the neighborhood's historic character. Land use within the core area of Lindley Park (Market/Holden/Spring Garden/Elam) has largely retained the mix of single-family residential and park lands originally laid out in 1917 by Van Lindley and Draper.

Since then, areas along the edges and beyond this core — especially between Spring Garden Street and Oakland Avenue — have developed haphazardly to become a patchwork of industrial uses (many that are vacant or blighted), commercial and office properties, and single and multifamily residential properties.



Neighborhood residents and nonresidential property owners agree that the unplanned pattern of land use outside of the Lindley Park's core represents a significant weakness of the neighborhood and an important threat to its future as a vibrant, mixed-use development area.

1. ISSUE: Defining Boundaries Among Industrial and Other Nonresidential Land Uses

In order to protect the core residential character of the neighborhood from further encroachment of nonresidential land uses, it is important to clearly define boundaries for the different types of uses already prevalent in Lindley Park.

RECOMMENDATIONS

- a. Distribute the proposed Spring Garden Street Corridor Plan among current and prospective property owners and developers located within the planning area
- b. Encourage effective visual and noise buffers between industrially zoned land that is currently in use, and adjacent residential and commercial properties
- c. Implement proposed Oakland Avenue/Holden Road interchange redesign so that industrial traffic flow can be separated from neighborhood traffic flow
- d. Establish identified boundaries for industrial land use, as shown on the Future Land Use Map

- e. Promote and encourage land use patterns and zoning classifications to delineate and provide coherence to the mixed use residential areas, the mixed use commercial areas, and the mixed use planned development district as indicated in the Future Land Use Map

2. ISSUE: Using Green Space to Define Land Use Boundaries

The Lindley Park neighborhood has an extensive park system that provides the neighborhood with a tremendous amount of green space. Residents are not only concerned with maintaining existing green space areas within the neighborhood, but also increasing the total amount of green space and using it to define land use boundaries.

RECOMMENDATIONS

- a. Devise neighborhood buffer configuration guidelines for the Spring Garden Street corridor that are consistent with, and extend the neighborhood's original planning concepts
- b. Distribute and encourage the use of neighborhood buffer guidelines for voluntary implementation by current property owners and as recommended guidelines to current or prospective land owners seeking rezoning within the Spring Garden Street corridor
- c. Encourage the extension of neighborhood (public or private) green space to connect residential land within the Spring Garden Street corridor to the neighborhood core
- d. Encourage the introduction of new green space (public or private) to define and delineate residential and nonresidential land uses

3. ISSUE: Quantity and Quality of Multi-family Housing

To protect the core area of the neighborhood from further encroachment of incompatible multi-family housing, the following steps are recommended:

RECOMMENDATIONS

- a. Distribute the proposed Spring Garden Street Corridor Plan to property owners and prospective developers of lands designated "Mixed Use Residential" on the Future Land Use Map
- b. Utilize land use recommendations in the Spring Garden Street Corridor Plan and the Future Land Use Map to influence the location of new student housing and/or other multi-family units within the boundaries of the neighborhood
- c. Devise and implement new block development patterns (including street improvements) between Spring Garden Street and Oakland Avenue so that well-designed, residential development can occur without exacerbating traffic safety issues along Spring Garden Street
- d. Encourage the development of attached, single family residences and live/work units intended for owner-occupiers within the Spring Garden Street corridor

- e. Pursue and create a Neighborhood Conservation District* to encourage consistency with the neighborhood vision and to address preservation of existing structures, building scale, materials, setback, landscaping, etc.

*Neighborhood Conservation Overlay District – A zoning overlay district that protects and enhances residential neighborhoods by establishing specialized regulations that only apply to properties located within the district boundaries.

4. ISSUE: Development of Neighborhood Commercial Nodes

To protect the core area of the neighborhood from further encroachment of commercial nodes, and to encourage quality new development at existing nodes, the following steps are recommended:

RECOMMENDATIONS

- a. Distribute the proposed Spring Garden Street Corridor Plan to property owners and prospective developers of lands designated “Neighborhood Commercial” and “Mixed Use Commercial” on the Future Land Use Map
- b. Establish and promote high quality and well-defined commercial development locations as shown on the Future Land Use Map
- c. Study the feasibility of, and implement Pedestrian Scale Overlay Districts* to address building scale, materials, setback, landscaping, and parking for areas designated “Neighborhood Commercial” on the Future Land Use Map
- d. Implement Pedestrian Scale Overlay Districts so that neighborhood commercial nodes along Spring Garden and Walker Avenue are interconnected and fully accessible to neighborhood residents
- e. Encourage private/public effort to develop a major mixed use residential/office/commercial/civic hub incorporating the Rolane property, the Pomona Rail station, and adjacent properties designated in the Spring Garden Street Corridor Plan and on the Future Land Use Map

*Pedestrian Scale Overlay District – A zoning overlay district that encourages consistency between new development and existing development within currently built up areas, with particular emphasis on promoting safe, walkable, attractive, pedestrian-oriented access.

HOUSING



Existing housing stock in Lindley Park is rich in diverse architectural styles, as depicted in *Greensboro - An Architectural Record*. Some of the common styles of housing within the neighborhood include Neo-Classical Revival, Tudor Revival, Queen Anne Colonial Revival, Cape Cod, Dutch Colonial, Four-Square, Craftsman, and Arts-and Crafts. Housing stock embraces all sizes from small bungalows to three-story dwellings. Current dwellings include single-family homes, duplexes and triplexes, and multi-family apartment buildings. As a 100-year old neighborhood, Lindley Park represents the architectural trend popular in each decade. Lindley Park also enjoys the unique reputation of having the first electrified house in Greensboro, which sits on Scott Avenue.



1.ISSUE: Maintain and Preserve the Quality of Existing Housing Stock

In order for Lindley Park to continue to thrive as a neighborhood and for the existing housing stock to remain predominantly owner occupied, it is important for the residents to actively promote the neighborhood as a great place to live. As the neighborhood continues to grow and change, it is also important to maintain a sense of sustainability, which ultimately contributes to the health and long-term vitality of Lindley Park. By maintaining and preserving existing housing stock, Lindley Park will continue to experience stability in housing values, enhance residents' quality of life, and increase the desirability of life in an urban neighborhood. Lindley Park contributes to the historical fabric of Greensboro, and preserving the character of the neighborhood recognizes a significant commitment to the City's history.

RECOMMENDATIONS

- a. Spotlight high quality renovations within the neighborhood through the LPNA newsletter
- b. Communicate with owners about Greensboro resources for repairs and renovations as mentioned in the Comprehensive Plan
- c. Pursue designation for Lindley Park as a Neighborhood Conservation Area to encourage consistency with the neighborhood vision and to address preservation of existing structures, building scale, materials, setback, landscaping, design standards, etc.
- d. Implement a housing and neighborhood condition monitoring strategy, as mentioned in the Comprehensive Plan
- e. Conduct a research study of homes in Lindley Park to identify age and historical relevance for preservation

2. ISSUE: Maintain and Increase Owner-Occupied Residences

Lindley Park's close proximity to UNCG has led to an increase in the overall number of rental units in the areas in and around the neighborhood. There is also a concern among neighborhood residents that many of the rental properties are not well maintained, which potentially threatens the stability and housing values of the neighborhood. In keeping with the character and maintaining the property values of Lindley Park, it is important to prevent the erosion of a predominantly owner-occupied condition, while recognizing the need for mixed-use residential developments. There is great potential to have mixed housing types along the Spring Garden Corridor, which would enhance the neighborhood's housing stock.

RECOMMENDATIONS

- a. Conduct an ongoing analysis of housing conversion activity to isolate the most vulnerable areas of the neighborhood
- b. Educate landlords about the rental unit certification and inspection program
- c. Coordinate with Greensboro Local Ordinance Enforcement regarding rental-housing inspections, as well as supporting continued inspections by the Greensboro Zoning Enforcement Office and Guilford County Health Department
- d. Communicate with rental property owners about Greensboro resources for repairs and renovations as mentioned in the Comprehensive Plan
- e. Provide information to homeowners about city codes concerning housing conversions
- f. Develop a strategy with City Staff to identify absentee landlords and to foster communication about rental codes and other neighborhood issues

3. ISSUE: New Housing Construction

The neighborhood has experienced a substantial increase in rezoning requests for multi-family housing projects. Infill development and home expansion projects have increased and residents would like to ensure that these projects fit with the character of the neighborhood.

RECOMMENDATIONS

- a. Identify areas for appropriate single family infill development in the core area of the neighborhood plan
- b. Actively promote neighborhood development design standards as new developments are proposed to encourage consistency with the neighborhood vision
- c. Utilize the Spring Garden Street Corridor Plan and the Future Land Use Map to influence the location of mixed use residential housing along the Spring Garden Corridor and other targeted areas

CONSERVATION AND BEAUTIFICATION

The following issues and recommendations concern Lindley Park's green space, and how these spaces can be preserved and improved to maintain the neighborhood's natural beauty and appeal.



1. ISSUE: Streetscaping and Appearance

During the SWOT sessions, neighborhood residents suggested developing development design standards for new non-residential development and improving the public right-of-ways through streetscaping measures.

RECOMMENDATIONS

- a. Install decorative street lights in the park area
- b. Install decorative street lights throughout the neighborhood beginning with major corridors
- c. Design and install additional lighted park gates and entryways
- d. Extend streetscape on Spring Garden Street as proposed in the Spring Garden Street Corridor Study
- e. Preserve, restore and construct brick aprons in the street
- f. Submit Citizen CIP requests to beautify existing neighborhood entryways

2. ISSUE: Increasing Neighborhood Green Space

Lindley Park neighborhood has existing green space that is categorized as infill or open space and is privately owned. This privately owned green space enhances the vitality and livability of the neighborhood.

RECOMMENDATIONS

- a. Study the preservation of privately owned green space within the neighborhood through dedication or the use of conservation easements (a grant of one or more of the property rights, by the property owner(s), for use by the public, or for the preservation of an area)

3. ISSUE: Neighborhood Tree Canopy

The Lindley Park Neighborhood has a wonderful mature canopy of trees that shade homes in the summer, filter pollutants out of the air, reduce water pollution by acting as filters for storm water runoff, and enhance community appearance. Residents are concerned about the number of trees that have been lost over the last few years to disease and ice storms and have suggested tree planting be a priority to replace lost tree canopy.

RECOMMENDATIONS

- b. Conduct a street tree inventory in coordination with City and local university resources, which can eventually lead to street tree planting per a reforestation plan
- c. Create a public/private partnership with the neighborhood to plant new trees on public property
- d. Provide educational opportunities for homeowners on proper tree care and appropriate trees to plant

4. ISSUE: Upkeep and Utilization of Existing Parks and Recreation Facilities

There are several greenways, parks, and recreation facilities located within the Lindley Park Neighborhood that provide open space for neighborhood activities and add beauty to the community. Specifically, there are two passive park areas, one active park area, the Arboretum, Lindley Recreation Center and swimming pool, and the Greensboro Boxing Club. The Recreation Center offers a variety of programs for youth and adults located in Lindley Park. During the SWOT sessions, residents of the neighborhood made note of the lack of adequate opportunities to use the swimming pool due to limited hours, lack of resident swimming passes, lack of youth programs at the center, and parking problems due to community swim meets. Neighborhood residents have also indicated an increased need for higher maintenance of these areas, specifically keeping the areas mowed and free of litter

RECOMMENDATIONS

- a. Submit Citizen CIP requests to improve services and amenities for the parks and open space areas
- b. Encourage LPNA to be more jointly involved in the planning of programs at the recreation center to better meet the needs of neighborhood residents
- c. Continue to maintain a regular schedule of keeping the open space mowed and free of litter
- d. Place more trash receptacles in and around the park
- e. Actively market and implement the Adopt-a-Park Program

ENVIRONMENTAL AND INFRASTRUCTURE

The following issues and recommendations concern the physical infrastructure of Lindley Park, and how it must be improved and maintained as the neighborhood becomes more diverse in land use and urban character.

1. ISSUE: Air and Water Quality

There were several environmental issues involving air and water quality raised during the SWOT sessions and throughout the entire planning process. Neighborhood residents are concerned with the potential impact that adjacent industry may have on the core residential area of the neighborhood. Through a combination of education, open communication, and proactive approaches, it is possible for neighborhood residents and businesses to coexist while maintaining a clean and healthy environment for the Lindley Park area.



RECOMMENDATIONS

- a. Facilitate a workshop for the neighborhood involving representatives from City Departments, Guilford County Health, and DENR (Department of Environmental and Natural Resources) to achieve the following objectives:
 - Provide information on environmental compliance measures for businesses with a focus on air quality
 - Solicit regulators for health risk assessments and education programs on long-term health effects
 - Provide contact list for environmental concerns
 - Provide education related to water quality effects including pet waste, oil, etc
- b. Facilitate a dialog between LPNA and major industries located in the neighborhood on the feasibility of voluntary environmental monitoring programs
- c. Representatives from Stormwater, GDOT, and Environmental Services should:
 - Actively market the Adopt-a-Stream, Adopt-a-Street, Drainmarker, and Environmental Business Partners programs
 - Appropriate City Staff shall work with LPNA to conduct a review of potential stream restoration options
 - Encourage/coordinate with business owners to participate in adoption programs
- d. Continue to facilitate coordination between streambank maintenance under the Stream Restoration Program and Parks and Recreation mowing program to ensure necessary growth is protected while minimizing overgrown areas that could contribute to vermin
- e. Stormwater and Parks & Recreation Departments should investigate and if feasible implement a program to provide pet waste disposal in parks
- f. The Fire Department shall provide education on emergency response capabilities in the neighborhood and implement the CERT program

2. ISSUE: Aging and Weak Infrastructure

Lindley Park is a neighborhood with its initial beginnings dating back to the early twentieth century, making it one of Greensboro's older and more established neighborhoods. For this reason, much of the infrastructure located in the Lindley Park area was put in many years ago and has become aged and incapable of adequately supporting the development it currently serves. The following strategies serve as a means for beginning to deal with the neighborhood's aging and weak infrastructure.



RECOMMENDATIONS

- a. Work with Duke Power and other utilities to begin preliminary discussions regarding feasibility of burying overhead utility lines
- b. City Staff shall encourage and assist the LPNA to promote the following issues with utility providers through The Greensboro Neighborhood Congress or through the creation of an overhead utility work group:
 - Work with utility providers to study solutions to improve and/or protect utilities and the reliability of such during major storm events, etc
 - Initiate review of overhead utilities and building connections, and determine cost to bury utilities as one possible solution
 - Work with Duke Power and other utilities regarding maintenance of trees under/near power lines with assistance from the City's Urban Forester
- c. Water Resources Department shall complete a review of the sanitary sewer, storm drainage, and water line systems, and subsequently plan for improvements
- d. Study the possibility of providing infrastructure upgrades/incentives upon the redevelopment or new development of property within the Lindley Park area
- e. New construction should adhere to Plan recommendations regarding utilities and water/sewer

TRAFFIC AND TRANSPORTATION



During the SWOT sessions and through the course of neighborhood meetings, the Lindley Park Neighborhood identified several traffic and transportation related issues. The impact of traffic and transportation on the Lindley Park neighborhood is of great concern to its residents, and has subsequently generated a significant amount of dialogue between the neighborhood and City Staff. The following issues and

recommendations concern the mix of automobiles, pedestrians, and public modes of transportation, and how they can be improved and integrated so that Lindley Park remains a safe and pleasant neighborhood to move through and within.

1. ISSUE: Speed, Volume and Accidents

Lindley Park residents are not only concerned with traffic volume on their neighborhood streets, but also the speed and safety of traffic moving along these streets. To address these concerns, the Greensboro Department of Transportation and the Greensboro Police Department, with the assistance of the residents of Lindley Park, have suggested the following strategies for dealing with speed and accident concerns in the neighborhood:

RECOMMENDATIONS

- a. Apply the 3 – E's (Education, Enforcement, Engineering):
 - Education – The neighborhood should adopt problematic streets as Neighborhood Speed Watch Streets, take the Pace Car Pledge, and monitor portable radar speed displays periodically as required by the program. The City will also post special "Neighborhood Speed Watch" signs and increase Police enforcement along these streets
 - Enforcement – The Police Department has agreed to increase speed enforcement along Walker Avenue as well as conduct license checks late at night to deter DUI violations
 - Engineering – The Greensboro Department of Transportation (GDOT) can potentially install multi-way stops at qualifying intersections, enhance pedestrian crossings by placing concrete islands in intersections, and place "State Law Yield to Pedestrians in Crosswalk" signs in the islands. Before any multi-way stop signs, islands, or pedestrian signs are installed, the street must warrant these upgrades based on established GDOT standards, and 67% of the residents along the affected street must sign a petition supporting these traffic control devices
- b. Patrol and Community Resource Officers will work residential roadways within the perimeter of the Lindley Park area for speed and accident-causing violations. Their efforts will be documented and forwarded to the Commanding Officer of the Central Patrol Division for analysis

- c. Patrol and Community Resource Officers will work with the nightclubs and any other alcohol retailers within the Lindley Park area to ensure that every effort is made to minimize the possibility of alcohol-related crashes and impaired driving. Their efforts will be documented and forwarded to the Commanding Officer of the Central Patrol Division for analysis
- d. Traffic Safety Unit officers will patrol the portions of Market Street, Holden Road & Wendover Avenue that are within Lindley Park as a part of their regular rotation of area assignments. Their efforts will be documented and forwarded to the Commanding Officer of the Central Patrol Division for analysis
- e. Expansion of the Spring Garden streetscape west from Aycock Street as discussed in the Spring Garden Corridor Charrette. The project could be submitted to the City for possible funding through the C.I.P. process

2. ISSUE: Late Night Activity on Walker Avenue

Several restaurants and drinking establishments are located at the intersection of Walker and Elam Avenue, which generate significant late night activity on weekends. Many of the residents are concerned with the safety hazard created by intoxicated patrons leaving these establishments in an automobile. The following recommendations are intended to address some of the problems associated with this area of the neighborhood:



RECOMMENDATIONS

- a. Increased Police Presence
- b. Educate Elam/Walker businesses about late night traffic accidents
- c. Evaluate on-street parking situation as part of Walker Avenue Study
- d. Encourage cab companies to be present at closing time
- e. Post DUI information at bars (Legal BAL's, penalties for DUI)
- f. Promote Designated Driver Program at bars. (designated drivers eat & drink free)
- g. Expand Late Night GTA Route
- h. Encourage the installation of Breathalyzer testing equipment at bars

3. ISSUE: Pedestrian Accessibility Throughout the Neighborhood

As inhabitants of an older, well-established neighborhood, Lindley Park residents enjoy walking throughout the neighborhood and are conveniently located to several neighborhood business districts. During the SWOT sessions, residents expressed their close proximity to these commercial districts as a strength of the neighborhood. Residents, however, did have concerns regarding the future expansion of nonresidential nodes as well as the walkability and pedestrian access of the neighborhood. The neighborhood also expressed several concerns about pedestrian access to Lindley Elementary School. While proposed pedestrian enhancements to Walker Avenue and Elam Avenue should improve pedestrian access to Lindley Elementary, other enhancements to be evaluated.

RECOMMENDATIONS

- a. Create pedestrian connections from west of Wendover Avenue to east of Wendover Avenue
- b. Improve pedestrian access to commercial nodes (i.e., Holden/Spring Garden businesses)
- c. Evaluate School traffic situation (Pedestrian, Bus, Automobile) with School
- d. Evaluate crosswalk locations and install additional crosswalks as needed
- e. Conduct a sidewalk inventory to determine repair/replacement needs
- f. Install sidewalks in identified locations to complete the neighborhood sidewalk grid
- g. Install additional multi-way stops as warranted
- h. Evaluate traffic calming techniques to improve walkability within the Recreation Center complex

4. ISSUE: Miscellaneous Traffic and Transportation Concerns

The following miscellaneous recommendations are based on input from the SWOT sessions and other public meetings:

RECOMMENDATIONS

- a. Bike Lanes – The neighborhood requested that the integration of bike lanes be considered in the neighborhood. Bike lanes shall be evaluated as possible long term improvements to Spring Garden Street, Walker Avenue, and Elam Avenue
- b. Retain existing dead end streets – a small number of streets are dead ends and should be closed and remain as such to maintain their quiet character
- c. Noise on Wendover Avenue – The neighborhood has expressed concerns about the proximity to Wendover Avenue and the intrusion of noise. The City will look at planting additional bushes/trees/shrubs to screen Wendover Avenue from the neighborhood
- d. Redesign the Oakland Ave/Holden Rd. interchange and reroute and establish a truck route along Oakland Avenue to create a more pedestrian friendly Spring Garden Street

BUILDING THE COMMUNITY

The following issues and recommendations concern the opportunities for bringing together Lindley Park's diverse set of stakeholders so that the neighborhood becomes a more dynamic and balanced urban neighborhood.

1. ISSUE: Connections Among Diverse Stakeholders

Even though Lindley Park is predominantly residential, several institutional, industrial, retail and office facilities serve the neighborhood. During the SWOT sessions, several citizen comments related to the lack of significant participation by the various businesses and owners in neighborhood functions. Residents also indicated that more aggressive efforts were needed to increase the number of households participating in community events. The following recommendations should help solidify connections among all the neighborhood's stakeholders and residents.



RECOMMENDATIONS

- a. Plan events with non-English speaking residents/businesses to promote diversity
- b. Reach out to residents who traditionally are not involved in neighborhood association activities through face-to-face contact, targeted invitations to minority groups, phone calls, and resident surveys
- c. Outreach to Elderly and special needs residents
- d. Encourage neighborhood support for and connection to local businesses. Activities would include creating a Business Association, involving businesses in LPNA meetings and activities, presenting annual awards for local businesses, and supporting special business events
- e. Cooperate with the Multicultural Services Coordinator of the Glenwood Library to determine strategies for reaching the various ethnic and economic sectors within the neighborhood

2. ISSUE: Public Safety and Crime Perception

During the past ten years, Lindley Park has experienced a lower crime rate than other residential areas in Greensboro. Traffic issues are the main concern of residents followed by noise complaints. Property crimes (auto theft, burglary and larceny) are more prevalent than violent crimes (murder, rape, robbery and aggravated assault). Trend data also indicates that vandalism is declining while auto larcenies are increasing. During the SWOT sessions, residents perceived that crime was increasing due to recent criminal incidents. In response to neighborhood concerns, the following recommendations have been formulated.

RECOMMENDATIONS

- a. An increased and more visible police presence throughout the neighborhood
- b. Continue to evaluate problems and review crime data as it is reported and received by Greensboro Community Resource Team officers
- c. Collaborate with the Greensboro Police Department in the development of a comprehensive crime control initiative including crime prevention, Pace Car Program (traffic compliance), police academy, crime stoppers, and other special projects
- d. Organize a business watch association
- e. Organize and promote crime watch groups by district representatives in cooperation with the Greensboro Police Department, with the goal of establishing a comprehensive Neighborhood Watch Program

3. ISSUE: Underutilized Community Facilities

Community facilities in the neighborhood include Lindley Elementary School and the Lindley Park Recreation Center. Glenwood is the nearest library to the neighborhood. Neighborhood residents have indicated that community facilities should increase their involvement within community. The following recommendations are suggested to accomplish this objective.



RECOMMENDATIONS

- a. Promote the value of having Lindley Park Elementary School in the neighborhood and form a neighborhood/school committee to foster a stronger presence with Lindley Elementary School
- b. Collaborate with the Principal and PTSA of Lindley Park Elementary School to determine how to strengthen the relationship between the school and the LPNA. Explore various alternatives including the possibility of Lindley School being utilized as a community-learning center to help connect community agencies and schools as well as provide educational programs for children and adults
- c. Collaborate with the Parks and Recreation staff in strengthening the relationship with the community and addressing community concerns
- d. Consult with the Parks and Recreation Staff in supporting future C.I.P. requests

4. ISSUE: Using the LPNA to its Full Potential

The Lindley Park Neighborhood Association has maintained a viable neighborhood association for ten years. This Association has partnered with the City of Greensboro in physical improvements, rezoning issues affecting various sites, and serving on selected City Boards and Commissions. During the SWOT sessions and several Association meetings, residents indicated that more aggressive efforts were needed to increase the number of households participating in community events and include the talents of all neighborhood residents. As a result of these concerns, the Lindley Park Neighborhood Association should complete principal initiatives to enhance community communication and effective networking. In addition, district representatives should also promote community activities.



During the SWOT sessions and several Association meetings, residents indicated that more aggressive efforts were needed to increase the number of households participating in community events and include the talents of all neighborhood residents. As a result of these concerns, the Lindley Park Neighborhood Association should complete principal

initiatives to enhance community communication and effective networking. In addition, district representatives should also promote community activities.

RECOMMENDATIONS

- a. Enhance the core residential area of the neighborhood through additional neighborhood signage, increased public relations, occasional home tours, etc.
- b. Spotlight high quality renovations and landscaping within the neighborhood through the LPNA newsletter
- c. Market the neighborhood as a great place to live and work
- d. Compile welcome packets containing neighborhood materials relating to LPNA meetings, annual events, and past and current newsletters
- e. Promote LPNA's involvement with other neighborhood associations through The Greensboro Neighborhood Congress and other outlets
- f. Yard of the month award in cooperation with Greensboro Beautiful
- g. Maintain an LPNA website to quickly provide and share information regarding community activities or special events
- h. Create a leadership development program so that there can be an effective transition of new LPNA leaders
- i. Coordinate and submit C.I.P. proposals

WALKER AVENUE STUDY



Residences Located Near a Street Car Line

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WALKER AVENUE

Traffic issues have been a major concern for the Lindley Park Neighborhood during the neighborhood planning process, of which Walker Avenue has been of particular interest. Walker Avenue traffic dominated many early neighborhood planning meetings, beginning with the 1/16/03 City Council Special District Meeting at Lindley Recreation Center. With Walker Avenue being such a controversial topic, the Lindley Park Neighborhood Executive Committee asked the City's "Neighborhood Team" not to act right away on Walker Avenue until the neighborhood reached consensus on the solutions. Walker Avenue was put on hold until 10/21/03 when a special meeting was held at the Lindley Recreation Center to address Walker Avenue concerns. The 10/21/03 meeting was facilitated by the City of Greensboro, and the neighborhood established goals, defined problems, analyzed causes, and brainstormed solutions. City staff has completed a review of the suggested solutions, met with City Council representatives, and recommends the following be implemented along Walker Avenue:



- a. The residents of Walker Avenue sign up to make Walker Avenue a "Neighborhood Speed Watch" street, take the "Pace Car Pledge", and agree to monitor radar speed display devices. Neighborhood Speed Watch signs will be placed along Walker Avenue and the Police Department will follow-up with increased speed enforcement.
- b. The Police Department, through the Central District Offices, has agreed to increase periodic speed enforcement along Walker Avenue and establish a more visible presence throughout the neighborhood.
- c. Multi-way stops will be placed at Ashland & Walker and Longview & Walker. The multi-way stop condition will include a 4'W x 8'L concrete island on the Eastbound and Westbound approaches to the intersections that include "State Law, Yield to Pedestrian" signs. The concrete islands will choke/slow traffic approaching these intersections as well as offer pedestrians a mid-block refuge. There will also be enhanced pedestrian cross-walk markings added to each intersection. Finally, Parking will not be allowed on Walker Avenue within 150' of the concrete islands.
- d. Place 4'W x 8'L concrete islands on the Eastbound and Westbound approaches to the intersections of Lindell & Walker and at Northridge & Walker that include "State Law, Yield to Pedestrian" signs. The concrete islands will choke/slow traffic approaching these intersections as well as offer pedestrians a mid-block refuge. There will also be enhanced pedestrian cross-walk markings added to each intersection. Finally, Parking will not be allowed on Walker Avenue within 150' of the concrete islands.
- e. **67% of the residents along Walker Avenue from Holden Road to Elam Avenue must sign a petition for the installation of the stop signs and the pedestrian signs before these traffic control devices are to be implemented.**

Once the above measures have been taken, the City will monitor traffic conditions and make adjustments as necessary.

SPRING GARDEN CORRIDOR STUDY



2408 Spring Garden Street

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SPRING GARDEN STREET/OAKLAND AVENUE CORRIDOR

1. PROCESS:

On December 16, 17 and 18, 2003, the City of Greensboro and the LPNA sponsored an urban design charrette focused on the portion of the Lindley Park neighborhood between Spring Garden Street and Oakland Avenue. The three-person design team assembled to lead the charrette included an urban designer, a civil engineer and an architectural illustrator.

The charrette process included stakeholder meetings during the first two days to understand as many of the development issues as possible, community meetings each evening to review preliminary suggestions from the design team and a final presentation of concepts and visions on the last evening. Many of the industrial property owners and developers participated in one or more of the sessions, as well as numerous residents from the larger neighborhood.



The end result of the charrette was a series of vision drawings and perspective sketches showing possible future development options for the area. A charrette booklet has been produced with all of the plans and drawings created during this event. The urban design and development concepts created during the charrette were a starting point for the preparation of the strategies and recommendations contained in this neighborhood plan. The drawings themselves provide a suggested form for private development initiatives. The recommended regulatory changes and development guidelines to be fleshed out in future work tasks will provide the framework within which these concepts could be implemented.

2. CONTEXT:

Historical Development

Spring Garden Street is one of the original radial streets running from downtown to outlying communities. In the late 1800's J. Van Lindley took over a family nursery business called Pomona Nursery and proceeded to expand the operation, which eventually covered over 900 acres, including many acres of greenhouses and field stock on both sides of the railroad line. An arboretum was located along the southern side of Spring Garden Street.

In 1902 Lindley provided 26 acres to Greensboro Electric Co. for construction of an amusement park, which opened in 1902. The amusement park was served by an electric streetcar running from town along Spring Garden Street.

Shortly before his death in 1918, Lindley donated 40 acres adjacent to the amusement park to the City for a park and public playground. Lindley also made it clear that he wanted the best landscape architect available be selected to develop a plan for the area. In all over 62 acres was donated to the City, which commissioned Earle Sumner Draper to prepare a plan for the park and surrounding residential development. As stated earlier, the 1919 Draper Plan for Lindley Park provided for one the City's first truly planned communities, with a series of curvilinear streets that follow the topography of the land and highlighted by tree-lined streets and elegant entranceway columns at the primary park entrances.

The Draper Plan included only property on the northern side of Spring Garden Street, leaving the southern side to develop in a more random pattern. The historical presence of the railroad lines and its associated freight services fueled the development of industrial uses between Spring Garden Street and the railroad.

Development Patterns

Because of the lack of an overall master plan for the development of the property between Spring Garden Street and Oakland Avenue, the area has developed in a rather haphazard pattern, with industrial and warehouse uses predominating along the southern boundary and residential uses dominating the Spring Garden Street frontage. Between the two areas is a mix of single family and duplex residential units and small scale industrial uses and vacant parcels.

The large block development pattern in the Spring Garden Street – Oakland Avenue zone remains a hinderance to efficient reuse of underutilized parcels. These blocks are too deep and long to support well-designed residential development.

While some attached housing units were built along Spring Garden Street in the 1960's and 70's, a more recent and significant impact is being felt by the neighborhood due to the trend toward development of higher density student housing complexes. Several such complexes have developed in the last 5 years along Spring Garden Street and one additional complex is proposed just west of Willowbrook Drive.

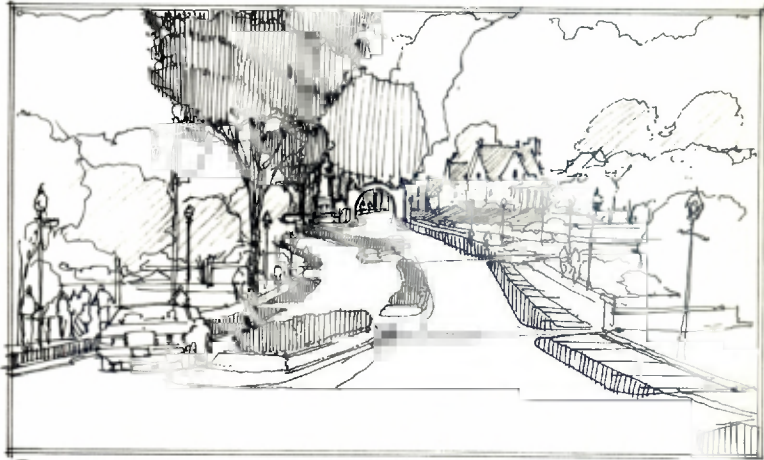
An analysis of potential for further development of attached housing units based on current zoning districts and property ownerships reveals that another 100 to 150 units could be built following current market trends. In addition to the potential for new units being built, there are a number of apartments along the Spring Garden Street corridor in need of significant rehabilitation and maintenance work. This presents an opportunity for either re-investment by the existing owners or purchase and investment by new owners.

3. PRINCIPLES FOR DEVELOPMENT:

The community's vision for a revitalized Spring Garden Street corridor will be realized over time through a coordinated series of actions and development decisions made by property owners and developers working in concert with the Lindley Park Neighborhood Association and the City of Greensboro. To reach this vision, the following six goals are established to guide decision-making. Following each goal are specific strategies to be worked on:

ISSUE 1: Enhance the walkability and pedestrian experience along Spring Garden Street.

From its early days when the streetcar would clamor along, stopping where residents were sitting on front porches, Spring Garden Street is now a harsh, automobile dominated environment with parking lots and gaps in the building frontages creating unpleasant breaks in the streetscape. To enhance the pedestrian environment, attention to the location and design of fronting buildings must be addressed. Pedestrian destinations at easily walked intervals along the corridor will need to be reinforced. The continuity and condition of sidewalks, curbs, street trees and other pedestrian amenities will need study. Selective locations of



B SPRING GARDEN STREET LOOKING WEST TO LINDLEY PARK DIVIDE
AFTER CONCEPT

medians, plazas, and other devices to slow down traffic, as well as a clear plan for on-street parking will all form a part of the traffic-calming plan for this corridor.

RECOMMENDATIONS

- a. Prepare development guidelines concerning building setbacks, spacing, and design of building fronts;
- b. Repair and fill gaps in sidewalks and widen where necessary;
- c. Look for opportunities for street tree planting and additional park space along Spring Garden Street;
- d. Install medians in selected locations for calming traffic and increasing pedestrian safety;
- e. Prepare an on-street parking plan;
- f. Install other pedestrian enhancements, such as street lights, trash cans, bike lanes and covered bus stops; and,
- g. Consider re-creation of the "Lindley Park Arch" along Masonic Drive, possibly in conjunction with a bus stop.

ISSUE 2: Provide identified opportunities for the development of enhanced neighborhood retail destinations.

By analyzing the historical locations and spacing of shop locations, the plan for Spring Garden Street recommends re-enforcing historic patterns by locating business areas around one-quarter mile, or roughly a five-minute walk, apart along the corridor. The Plan provides specific locations and boundaries for these areas to ensure that a strong residential character is maintained along Spring Garden Street. Also recommended is the development of guidelines to assure that the form of new commercial development enhances the essential qualities of the Lindley Park neighborhood.

RECOMMENDATIONS

- a. Locate four retail districts at 5-minute walk intervals along the corridor;
- b. Promote the existing ethnic diversity of businesses;
- c. Encourage mixed-use development with ground floor retail;
- d. Prepare development guidelines for retail areas, including setbacks (0-5 feet), wider sidewalks, and shared parking located behind buildings; and,
- e. Coordinate the on-street parking plan with retail needs.

ISSUE 3: Identify areas to be retained for industrial uses and provide enhancements needed for the viability of these uses.

Throughout the public planning process, residents and business interests spoke to the viability of industrial uses along Oakland Avenue and the need to provide for their specific needs. At the same time, the Plan needs to identify a clear boundary between the industrial uses and the rest of the neighborhood so that appropriate buffers can be provided to reduce conflicts between these uses. Access in and out of the industrial area has also been addressed through a recommendation to enhance the Oakland Avenue – Holden Road intersection.

RECOMMENDATIONS

- a. Identify clearly defined boundaries for industrial zoning;
- b. Recommend the creation of buffer zones as adjoining properties develop; and,
- c. As an early action item, study the redesign of the Holden Road/Oakland Avenue intersection to provide better truck access into and out of the area.

ISSUE 4: Provide for a diverse scale of residential development opportunities that retain and enhance the character of the corridor.

The plan for residential development along the corridor is borne from the neighborhood vision statement that establishes Lindley Park “as a residential neighborhood set in a public park...and a broad mix of architectural styles”. Filling in between the commercial nodes, the plan recommends a mix of single family, attached housing and mixed-use developments. Traditional neighborhood development guidelines are recommended to ensure this development integrates well with the existing neighborhood.

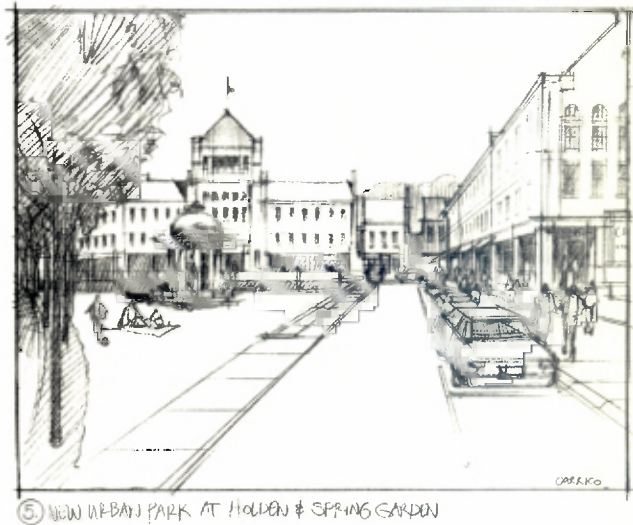


RECOMMENDATIONS

- a. Provide information and incentives to encourage renovation of existing homes;
- b. Undertake a housing market study of alternative housing types;
- c. Promote development of alternative housing styles, including townhouses and mixed-use developments;
- d. Encourage mixed-income development that reflects the existing residential character of the neighborhood core
- e. Prepare design guidelines for new development that will encourage the character of development desired by the neighborhood.

ISSUE 5: Develop signature gateways at the east and west entrances to the neighborhood along Spring Garden Street.

Recognizing that Spring Garden Street, in addition to serving as a local access street, also serves as a connector street carrying traffic through the neighborhood, the Plan provides suggested gateway entrance points at both ends. These gateways would serve as both a location for enhanced commercial and institutional development, and as visible statements that this street segment is a special place and drivers should expect to react differently to the changing streetscape features throughout this district.



RECOMMENDATIONS

- a. Promote public/private partnerships with property owners and developers;
- b. Utilize building siting and massing to create strong focal points; and,
- c. Provide flexible development standards that promote mixed-use and higher intensity development at the gateway entrance points.

ISSUE 6: Develop guidelines for developers, builders and residents to implement the vision.

The Plan articulates a vision for the corridor. Private property owners and developers will, for the most part, be responsible for implementing that vision. To ensure that those private development decisions move the neighborhood closer to their desired vision, the Plan recommends a framework land use plan and study of an overlay district that would provide development guidelines for new development.

RECOMMENDATIONS

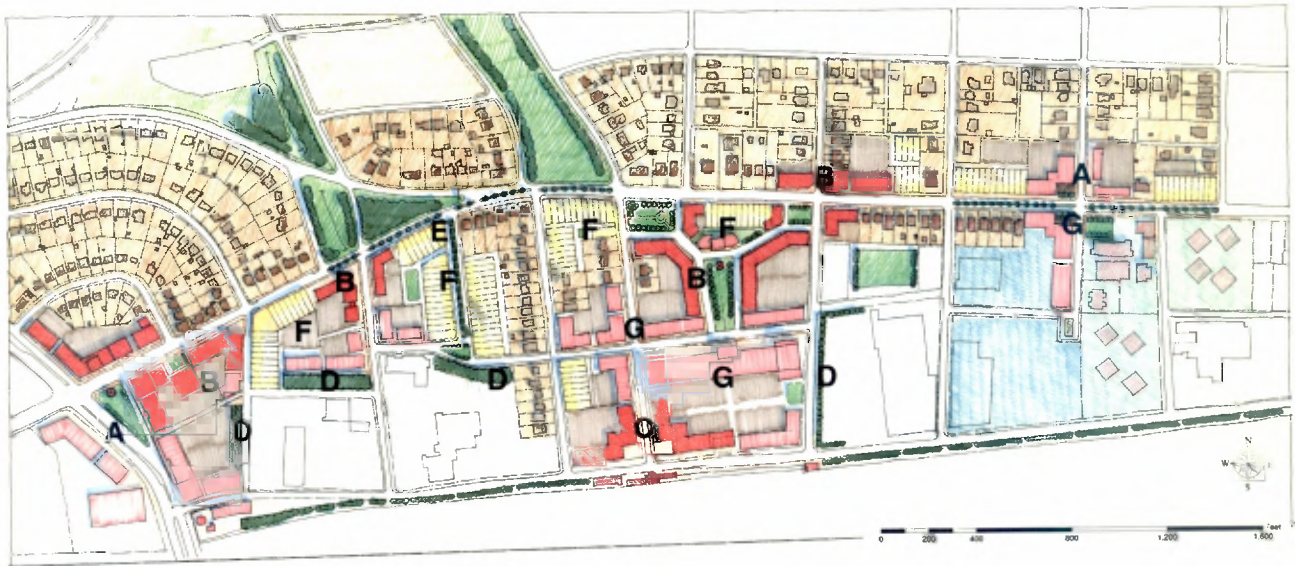
- a. Utilize the framework land use plan to guide decision-making on future land use and zoning changes; and,
- b. Prepare a pedestrian-scale overlay district study and recommendation for properties fronting Spring Garden Street and other selected areas.

4. ILLUSTRATIVE URBAN DESIGN PLAN:

The Illustrative Urban Design Plan provides a vision for how the Spring Garden Street – Oakland Avenue corridor could develop over time. It is not meant to be a rigid prescription nor a specific development proposal. Rather, it articulates how the principles of quality traditional neighborhood planning and design could come together to create a high quality urban place that compliments and enhances the original 1919 Draper Plan that guided much of the remainder of Lindley Park's development.

Key Elements of the Illustrative Urban Design Plan

- A. East and west gateway areas;
- B. Commercial development areas;
- C. Future transit-oriented development site;
- D. Industrial area buffers;
- E. Possible median treatments;
- F. New residential development areas; and,
- G. Mixed use development area.



Retail Focus Areas

Creating commercial areas that are quality destinations for residents of Lindley Park and draw from outside the neighborhood as well is critical to the stability of these areas. Common development principles recommended for all of these locations include:

- Buildings set back 0 to 5 feet from front property line;
- Sidewalks increased to 10 to 12 feet wide;
- Parking lots shared between uses and located behind buildings;
- On-street parking allowed along these frontages; and,
- Access drives for parking areas located off of side streets where possible.

Four locations are recommended for enhanced commercial development, as described below.

Spring Garden at Holden Road

At this major western gateway into the neighborhood, the plan creates a larger commercial development zone running eastward to McManus Street. Buildings could be 2 to 3 story and include retail on ground floor and office or residential above.

Spring Garden at Park Terrace

This smaller existing commercial center could grow slightly and could support more neighborhood scale commercial uses with rear parking.

Spring Garden at Howard Street

This existing commercial cluster should be enhanced, with a suggestion to look for ways to improve its pedestrian amenities. The existing buildings on the north side that sit well back from the street with parking in front do not fit the desired pattern of development and redevelopment of these sites to a character more in keeping with the building on the northeast corner would be desirable.

New Commercial Center between Lindell Road and Howard Street

A major new business district is suggested as one possibility for the property between these two streets south of Spring Garden Street. Current development on this site includes apartment houses and a mobile home park. If and when other development occurs on this site, the plan suggests that this area could become a significant new shopping and mixed use development zone that would unite the former Rolane Mill outlet building with the rest of the neighborhood. This development should not be allowed to be done piecemeal, but rather as a unified plan that would provide the design integrity and pedestrian amenities needed to enhance adjoining developments and the neighborhood as a whole.

Mixed Use Development Areas

Several areas are suggested for consideration of mixed-use developments that might include retail, office or residential uses:

Spring Garden at Scott Avenue

This eastern gateway into the neighborhood is ideally located to support some higher intensity development. The historic Pomona school building on the southeast corner establishes an ideal design feature to emulate on the other corners of this intersection. University or other civic uses would be ideal at this location, and should enhance the current long-range plans that UNC- Greensboro has for this block. Again, parking should be behind buildings. A gateway plaza or public green is suggested at this location to begin the change in streetscape appearance for the corridor and to identify the transition into the neighborhood.



Former Rolane Mill complex/Transit-Oriented Development Site

The former Rolane Mill property provides a unique opportunity to undertake larger-scale mixed use development. The building itself should be preserved and renovated and the adjoining properties developed to enhance the overall block. Should the opportunity emerge to combine this development plan with the properties between Hiatt Street and Spring Garden Street to create a cohesive and unified development plan for the larger block.

The plan also suggests that the potential location of a future light-rail transit stop be a consideration in any development plans for the property. While this transit stop may be a long-range vision and many years in the making, this location has the unique location of being at the confluence of 2 major regional transit corridors and could act as a major transfer station. Other communities have utilized these types of locations for significant higher-intensity transit-oriented developments.

Residential Development Areas

The plan recommends numerous locations where the renovation of existing homes or the development of new residential units can occur. The scale and pattern of residential development is encouraged to emulate the existing neighborhood north of Spring Garden Street. Key development principles include:

- All residential buildings have a front façade that is parallel to a public street
- Building setbacks are consistent along a block face
- Rear alleys and driveways are used for accessing parking and service areas which are behind buildings
- The architecture and detailing of new development upholds the character of the neighborhood
- Attached housing developments are permitted, as long as they reinforce the above principles

Priority Infrastructure Initiatives

For Spring Garden Street to become a quality pedestrian-scaled urban environment, several key public infrastructure upgrades are recommended for further study.

Sidewalks

Gaps in the sidewalks along Spring Garden Street should be filled so that there are continuous sidewalks in good condition, running on both sides the entire length of the street.

Street Tree Canopy

A street tree planting program should be implemented to reforest the corridor – further study of the J. Van Lindley Nursery history may give clues that could be used as a focus for this effort.

Street Median Treatments

The plan recommends that the City study the possibility of installing a planted median in two locations along Spring Garden Street to slow traffic and enhance the attractiveness of the corridor. One section would be between Amesbury and Lindell Roads. The other would be between Northridge and Elam. Median treatments are not recommended in locations where commercial development is encouraged.



Intersection Modifications at Holden Road and Oakland Avenue

To provide better access for tractor trailers and other vehicles serving the industrial area, the plan suggests that the Holden/Oakland intersection be studied to identify a better design for large truck access into and out of the industrial zone. Improving this access point could lessen the need for large trucks to use Spring Garden Street and several of the internal connecting streets.

ACTION PLAN



Paul Lindley House - Garden

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ACTION PLAN (IMPLEMENTATION)

ELEMENT	SHORT-TERM ACTIONS (0 – 2 Years)	INTERMEDIATE ACTIONS (3 – 5 Years)	LONG-TERM ACTIONS (5 – 13 Years)
LAND USE: 1. Defining Boundaries Among Industrial and Other Nonresidential Land Uses	<ul style="list-style-type: none"> Distribute the proposed Spring Garden Street Corridor Plan among current and prospective property owners and developers located within the planning area (<i>LPNA & City</i>). Establish identified boundaries for industrial land use, as shown on the Future Land Use Map (<i>City & LPNA</i>). Promote and encourage land use patterns and zoning classifications to delineate and provide coherence to the mixed use residential areas, the mixed use commercial areas, and the mixed use planned development district as indicated in the Future Land Use Map (<i>City & LPNA</i>). Evaluate and study proposed Oakland Avenue/Holden Road interchange redesign so that industrial traffic flow can be separated from neighborhood traffic flow (<i>City</i>). 	<ul style="list-style-type: none"> Encourage effective visual and noise buffers between industrially zoned land that is currently in use, and adjacent residential and commercial properties (<i>LPNA & City</i>). Implement proposed Oakland Avenue/Holden Road interchange redesign so that industrial traffic flow can be separated from neighborhood traffic flow (<i>City</i>). 	
2. Using Green Space to Define Land Use Boundaries	<ul style="list-style-type: none"> Devise neighborhood buffer configuration guidelines for the Spring Garden Street corridor that are consistent with and extend the neighborhood's original planning concepts (<i>City & LPNA</i>). Distribute and encourage the use of neighborhood buffer guidelines for voluntary implementation by current property owners and as recommended guidelines to current or prospective land owners seeking rezoning within the Spring Garden Street corridor (<i>City & LPNA</i>). 	<ul style="list-style-type: none"> Encourage the extension of neighborhood (public or private) green space to connect residential land within the Spring Garden Street corridor to the neighborhood core (<i>LPNA</i>). Encourage the introduction of new green space (public or private) to define and delineate residential and nonresidential land uses (<i>LPNA</i>). 	
3. Quantity and Quality of Multi-family Housing	<ul style="list-style-type: none"> Distribute the proposed Spring Garden Street Corridor Plan to property owners and prospective developers of lands designated "Mixed Use Residential" on the Future Land Use Map (<i>LPNA & City</i>). Utilize land use recommendations in the Spring Garden Street Corridor Plan and the Future Land Use Map to influence the location of new student housing and/or other multi-family units within the boundaries of the neighborhood (<i>City & LPNA</i>). 	<ul style="list-style-type: none"> Encourage the development of attached, single family residences and live/work units intended for owner-occupiers within the Spring Garden Street corridor (<i>LPNA</i>). Pursue and create a Neighborhood Conservation District to encourage consistency with the neighborhood vision and to address preservation of existing structures, building scale, materials, setback, landscaping, etc (<i>City & LPNA</i>). 	<ul style="list-style-type: none"> Devise and implement new block development patterns (including street improvements) between Spring Garden Street and Oakland Avenue so that well-designed, residential development can occur without exacerbating traffic safety issues along Spring Garden Street (<i>City</i>).
4. Development of Neighborhood Commercial Nodes	<ul style="list-style-type: none"> Distribute the proposed Spring Garden Street Corridor Plan to property owners and prospective developers of lands designated "Neighborhood Commercial" and "Mixed Use Commercial" on the Future Land Use Map (<i>LPNA & City</i>). Establish and promote high quality and well-defined commercial development locations as shown on the Future Land Use Map (<i>City & LPNA</i>). 	<ul style="list-style-type: none"> Study the feasibility of Pedestrian Scale Overlay Districts to address building scale, materials, setback, landscaping, and parking for areas designated "Neighborhood Commercial" on the Future Land Use Map (<i>City & LPNA</i>). Implement Pedestrian Scale Overlay Districts so that neighborhood commercial nodes along Spring Garden and Walker Avenue are interconnected and fully accessible to neighborhood residents (<i>City</i>). 	<ul style="list-style-type: none"> Encourage private/public effort to develop a major mixed use residential/ office/commercial/civic hub incorporating the Rolane property, the Pomona Rail station, and adjacent properties designated in the Spring Garden Street Corridor Plan and on the Future Land Use Map (<i>City & LPNA</i>).

ELEMENT	SHORT-TERM ACTIONS (0 – 2 Years)	INTERMEDIATE ACTIONS (3 – 5 Years)	LONG-TERM ACTIONS (5 – 13 Years)
<p>HOUSING: 1. Maintain and Preserve the Quality of Existing Housing Stock</p>	<ul style="list-style-type: none"> Spotlight high quality renovations within the neighborhood through the LPNA newsletter (<i>LPNA</i>). Communicate with owners about Greensboro resources for repairs and renovations as mentioned in the Comprehensive Plan (<i>LPNA</i>). 	<ul style="list-style-type: none"> Pursue designation for Lindley Park as a Neighborhood Conservation Area to encourage consistency with the neighborhood vision and to address preservation of existing structures, building scale, materials, setback, landscaping, design standards, etc. (<i>LPNA & City</i>). Implement a housing and neighborhood condition monitoring strategy, as mentioned in the Comprehensive Plan (<i>LPNA & City</i>). Conduct a research study of homes in Lindley Park to identify age and historical relevance for preservation (<i>LPNA & City</i>). 	
<p>2. Maintain and increase Owner-Occupied Residences</p>	<ul style="list-style-type: none"> Conduct an ongoing analysis of housing conversion activity to isolate the most vulnerable areas of the neighborhood (<i>LPNA & City</i>). Educate landlords about the rental unit certification and inspection program (<i>City</i>). Coordinate with Greensboro Local Ordinance Enforcement regarding rental-housing inspections, as well as supporting continued inspections by the Greensboro Zoning Enforcement Office and Guilford County Health Department (<i>City & LPNA</i>). Communicate with rental property owners about Greensboro resources for repairs and renovations as mentioned in the Comprehensive Plan (<i>LPNA & City</i>). Provide information to homeowners about city codes concerning housing conversions (<i>City & LPNA</i>). Develop a strategy to identify absentee landlords and to foster communication about rental codes and other neighborhood issues (<i>City & LPNA</i>). 		
<p>3. New Housing Construction</p>	<ul style="list-style-type: none"> Identify areas for appropriate single family infill development in the core area of the neighborhood plan (<i>City</i>). Utilize the Spring Garden Street Corridor Plan and the Future Land Use Map to influence the location of mixed use residential housing along the Spring Garden Corridor and other targeted areas (<i>City & LPNA</i>). 	<ul style="list-style-type: none"> Actively promote neighborhood development design standards as new developments are proposed to encourage consistency with the neighborhood vision (<i>LPNA & City</i>). 	

ELEMENT	SHORT-TERM ACTIONS (0 – 2 Years)	INTERMEDIATE ACTIONS (3 – 5 Years)	LONG-TERM ACTIONS (5 – 13 Years)
<p>CONSERVATION AND BEAUTIFICATION: 1. Streetscaping and Appearance</p>		<ul style="list-style-type: none"> • Submit Citizen CIP requests to beautify neighborhood entryways (<i>LPNA</i>). 	<ul style="list-style-type: none"> • Install decorative street lights in the park area (<i>City</i>). • Install decorative street lights throughout the neighborhood beginning with major corridors (<i>City</i>). • Design and install additional lighted park gates and entryways (<i>City & LPNA</i>). • Extend streetscape on Spring Garden Street as proposed in the Spring Garden Street Corridor Study (<i>City</i>). • Preserve, restore and construct brick aprons in the street (<i>City</i>).
<p>2. Increasing Neighborhood Green Space</p>	<ul style="list-style-type: none"> • Study the preservation of privately owned green space within the neighborhood through dedication or the use of conservation easements (<i>LPNA</i>). 		
<p>3. Neighborhood Tree Canopy</p>	<ul style="list-style-type: none"> • Provide educational opportunities for homeowners on proper tree care and appropriate trees to plant (<i>City</i>). • Conduct a street tree inventory in coordination with City and local university resources (<i>City & LPNA</i>). 	<ul style="list-style-type: none"> • Create a public/private partnership with the neighborhood to plant new trees on public property (<i>City & LPNA</i>). 	
<p>4. Upkeep and Utilization of Existing Parks and Recreation Facilities</p>	<ul style="list-style-type: none"> • Encourage LPNA to be more jointly involved in the planning of programs at the recreation center to better meet the needs of neighborhood residents (<i>LPNA</i>). • Continue to maintain a regular schedule of keeping the open space mowed and free of litter (<i>City</i>). • Place more trash receptacles in and around the park (<i>City</i>). 	<ul style="list-style-type: none"> • Submit Citizen CIP requests to improve services and amenities for the parks and open space areas (<i>LPNA</i>). • Actively market and implement the Adopt-a-Park Program (<i>LPNA & City</i>). 	

ELEMENT	SHORT-TERM ACTIONS (0 – 2 Years)	INTERMEDIATE ACTIONS (3 – 5 Years)	LONG-TERM ACTIONS (5 – 13 Years)
<p>ENVIRONMENTAL AND INFRASTRUCTURE: 1. Air and Water Quality</p>	<ul style="list-style-type: none"> • Facilitate a workshop for the neighborhood involving representatives from city departments, Guilford County Health, and DENR to achieve the following objectives: <ul style="list-style-type: none"> ○ Provide information on environmental compliance measures for businesses with a focus on air quality; ○ Solicit regulators for health risk assessments and education programs on long-term health effects; ○ Provide contact list for environmental concerns; ○ Provide education related to water quality effects including pet waste, oil, etc; <i>(City & LPNA)</i>. • Facilitate a dialog between LPNA and major industries located in the neighborhood: <ul style="list-style-type: none"> ○ The LPNA shall develop a dialog with major industries on feasibility of voluntary environmental monitoring programs <i>(LPNA & City)</i>. • Continue to facilitate coordination between streambank maintenance under the Stream Restoration Program and Parks and Recreation mowing program to ensure necessary growth is protected while minimizing overgrown areas that could contribute to vermin <i>(City)</i>. • The Fire Department shall provide education on emergency response capabilities in the neighborhood and implement the CERT program <i>(City)</i>. 	<ul style="list-style-type: none"> • Representatives from Stormwater, GDOT, and Environmental Services should: <ul style="list-style-type: none"> ○ Actively market the Adopt-a-Stream, Adopt-a-Street, Drainmarker, and Environmental Business Partners programs; ○ Appropriate city staff shall work with LPNA to conduct a review of potential stream restoration options; ○ Encourage/coordinate with business owners to participate in adoption programs <i>(City & LPNA)</i>. • Stormwater and Parks & Recreation Departments should investigate and if feasible implement a program to provide pet waste disposal in parks <i>(City)</i>. 	
<p>2. Aging and Weak Infrastructure</p>	<ul style="list-style-type: none"> • Work with Duke Power and other utilities to begin preliminary discussions regarding feasibility of burying overhead utility lines <i>(LPNA)</i>. • New construction should adhere to Plan recommendations regarding utilities and water/sewer <i>(City)</i>. 	<ul style="list-style-type: none"> • Water Resources Department shall complete a review of the sanitary sewer, storm drainage, and water line systems, and subsequently plan for improvements <i>(City)</i>. • Study the possibility of providing infrastructure upgrades/incentives upon the redevelopment or new development of property within the Lindley Park area <i>(City)</i>. 	<ul style="list-style-type: none"> • City staff shall encourage and assist the LPNA to promote the following issues with utility providers through The Greensboro Neighborhood Congress or through the creation of an overhead utility work group: <ul style="list-style-type: none"> ○ Work with utility providers to study solutions to improve and/or protect utilities and the reliability of such during major storm events, etc; ○ Initiate review of overhead utilities and building connections, and determine cost to bury utilities as one possible solution; and, ○ Work with Duke Power and other utilities regarding maintenance of trees under/near power lines with assistance from the City's Urban Forester <i>(LPNA & City)</i>.

ELEMENT	SHORT-TERM ACTIONS (0 – 2 Years)	INTERMEDIATE ACTIONS (3 – 5 Years)	LONG-TERM ACTIONS (5 – 13 Years)
TRAFFIC & TRANSPORTATION: 1. Speed, Volume and Accidents	<ul style="list-style-type: none"> • Apply the 3 – E’s: Education, Enforcement, Engineering (see Issues and Recommendations Section for more information) <i>(City & LPNA)</i>. • Patrol and Community Resource Officers will work residential roadways within the perimeter of the Lindley Park area for speed and accident-causing violations <i>(City)</i>. • Patrol and Community Resource Officers will work with the nightclubs and any other alcohol retailers within the Lindley Park area to ensure that every effort is made to minimize the possibility of alcohol-related crashes and impaired driving <i>(City)</i>. • Traffic Safety Unit officers will patrol the portions of Market Street, Holden Road & Wendover Avenue that are within Lindley Park as a part of their regular rotation of area assignments <i>(City)</i>. 		<ul style="list-style-type: none"> • Expansion of the Spring Garden streetscape west from Aycock Street as discussed in the Spring Garden Corridor Charrette <i>(City)</i>.
2. Late Night Activity on Walker Avenue	<ul style="list-style-type: none"> • Increased Police Presence <i>(City)</i>. • Educate Elam/Walker businesses about late night traffic accidents <i>(City)</i>. • Evaluate on-street parking situation as part of Walker Avenue Study <i>(City)</i>. • Encourage cab companies to be present at closing time <i>(City)</i>. • Post DUI information at bars (Legal BAL’s, penalties for DUI) <i>(LPNA & City)</i>. • Promote Designated Driver Program at bars. (designated drivers eat & drink free) <i>(LPNA & City)</i>. 	<ul style="list-style-type: none"> • Expand Late Night GTA Route <i>(City)</i>. • Encourage the installation of Breathalyzer testing equipment at bars <i>(LPNA & City)</i>. 	
3. Pedestrian Accessibility Throughout the Neighborhood	<ul style="list-style-type: none"> • Evaluate School traffic situation (Pedestrian, Bus, Automobile) with School <i>(City)</i>. • Evaluate crosswalk locations and install additional crosswalks as needed <i>(City)</i>. • Conduct a sidewalk inventory to determine repair/replacement needs <i>(City)</i>. • Evaluate traffic calming techniques to improve walkability within the Recreation Center complex <i>(City)</i>. 	<ul style="list-style-type: none"> • Improve pedestrian access to commercial nodes (i.e., Holden/Spring Garden businesses) <i>(City)</i>. • Install additional multi-way stops as warranted <i>(City & LPNA)</i>. 	<ul style="list-style-type: none"> • Create pedestrian connections from west of Wendover Avenue to east of Wendover Avenue <i>(City)</i>. • Install sidewalks in identified locations to complete the neighborhood sidewalk grid <i>(City)</i>.
4. Miscellaneous Traffic and Transportation Concerns	<ul style="list-style-type: none"> • Retain existing dead end streets – a small number of streets are dead ends and should be closed and remain as such to maintain their quiet character <i>(City)</i>. 	<ul style="list-style-type: none"> • Plant additional bushes/shrubs/ trees to screen Wendover Avenue from the neighborhood <i>(City & LPNA)</i>. • Redesign the Oakland Ave/Holden Rd. interchange and reroute and establish a truck route along Oakland Avenue to create a more pedestrian friendly Spring Garden Street <i>(City)</i>. 	<ul style="list-style-type: none"> • Bike lanes shall be evaluated as possible long-term improvements to Spring Garden Street, Walker Avenue, and Elam Avenue <i>(City)</i>.

ELEMENT	SHORT-TERM ACTIONS (0 – 2 Years)	INTERMEDIATE ACTIONS (3 – 5 Years)	LONG-TERM ACTIONS (5 – 13 Years)
<p>BUILDING THE COMMUNITY: 1. Connections Among Diverse Stakeholders</p>	<ul style="list-style-type: none"> • Plan events with non-English speaking residents/businesses to promote diversity <i>(LPNA)</i>. • Reach out to residents who traditionally are not involved in neighborhood association activities through face-to-face contact, targeted invitations to minority groups, phone calls and resident surveys <i>(LPNA)</i>. • Outreach to Elderly and special needs residents <i>(LPNA)</i>. • Encourage neighborhood support for and connection to local businesses. Activities would include creating a Business Association, involving businesses in LPNA meetings and activities, presenting annual awards for local businesses, and supporting special business events <i>(LPNA)</i>. 	<ul style="list-style-type: none"> • Cooperate with the Multicultural Services Coordinator of the Glenwood Library to determine strategies for reaching the various ethnic and economic sectors within the neighborhood <i>(City & LPNA)</i>. 	
<p>2. Public Safety and Crime Perception</p>	<ul style="list-style-type: none"> • An increased and more visible police presence throughout the neighborhood <i>(City)</i>. • Continue to evaluate problems and review crime data as it is reported and received by Greensboro Community Resource Team officers <i>(City)</i>. • Collaborate with the Greensboro Police Department in the development of comprehensive crime control initiative including crime prevention, Pace Car Program (traffic compliance), police academy, crime stoppers, and other special projects <i>(LPNA & City)</i>. • Organize a business watch association <i>(LPNA & City)</i>. 	<ul style="list-style-type: none"> • Organize and promote crime watch groups by district representatives in cooperation with the Greensboro Police Department, with the goal of establishing a comprehensive Neighborhood Watch Program <i>(LPNA & City)</i>. 	

ELEMENT	SHORT-TERM ACTIONS (0 – 2 Years)	INTERMEDIATE ACTIONS (3 – 5 Years)	LONG-TERM ACTIONS (5 – 13 Years)
3. Underutilized Community Facilities	<ul style="list-style-type: none"> • Collaborate with the Principal and PTSA of Lindley Park Elementary School to determine how to strengthen the relationship between the school and the LPNA. Explore various alternatives including the possibility of Lindley School being utilized as a community-learning center to help connect community agencies and schools as well as provide educational programs for children and adults (LPNA). • Promote the value of having Lindley Park Elementary School in the neighborhood and form a neighborhood/school committee to foster a stronger presence with Lindley Elementary School (LPNA). • Collaborate with the Parks and Recreation staff in strengthening the relationship with the community and addressing community concerns (LPNA & City). • Consult with the Parks and Recreation Staff in supporting future C.I.P. requests (LPNA & City). 		
4. Using the LPNA to its Full Potential	<ul style="list-style-type: none"> • Spotlight high quality renovations and landscaping within the neighborhood through the LPNA newsletter (LPNA). • Market the neighborhood as a great place to live and work (LPNA). • Compile welcome packets containing neighborhood materials relating to LPNA meetings, annual events, and past and current newsletters (LPNA). • Promote LPNA's involvement with other neighborhood associations through The Greensboro Neighborhood Congress and other outlets (LPNA). • Yard of the month award in cooperation with Greensboro Beautiful (LPNA). • Coordinate and submit C.I.P. proposals (LPNA). • Enhance the core residential area of the neighborhood through additional neighborhood signage, increased public relations, occasional home tours, etc (LPNA). • Maintain an LPNA website to quickly provide and share information regarding community activities or special events (LPNA). 	<ul style="list-style-type: none"> • Create a leadership development program so that there can be an effective transition of new LPNA leaders (LPNA). 	

APPENDIX



Lake at Lindley Park

Contents

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Future Land Use Map _____	MAP

Demographic Appendix 1

<i>Demographic Comparison of the Lindley Park Neighborhood and the City of Greensboro</i>					
<i>Category</i>		<i>Lindley Park</i>		<i>Greensboro</i>	
		<i>Numbers</i>	<i>Percent</i>	<i>Numbers</i>	<i>Percent</i>
Total Population		3,244	100.0%	223,891	100.0%
Sex	Male	1,514	46.7%	105,573	47.2%
	Female	1,730	53.3%	118,318	52.8%
Age	Under 5	138	4.3%	14,214	6.3%
	5-9	94	2.9%	14,606	6.5%
	10-14	93	2.9%	13,620	6.1%
	15-19	144	4.4%	16,773	7.5%
	20-24	654	20.2%	22,183	9.9%
	25-34	713	22.0%	37,483	16.7%
	35-44	470	14.5%	33,296	14.9%
	45-54	354	10.9%	28,068	12.5%
	55-64	156	4.8%	17,069	7.6%
	65-74	145	4.5%	13,607	6.1%
	75-84	181	5.6%	9,400	4.2%
	85+	99	3.1%	3,572	1.6%
	Median (years)*		34.9	NA	33.0
One Race	White alone	2,753	84.9%	124,243	55.5%
	Black alone	345	10.6%	83,728	37.4%
	American Indian & Alaska Native alone	9	0.3%	989	0.4%
	Asian alone	54	1.7%	6,357	2.8%
	Native Hawaiian & Other Pacific Islander alone	0	0.0%	89	0.0%
	Some Other Race alone	44	1.4%	4,647	2.1%
	Hispanic/ Latino (of any race)	96	3.0%	9,742	4.4%
Two or More Races		39	1.2%	3,838	1.7%
Housing Type	Households	1,614	100.0%	92,394	100.0%
	Family Households	609	37.7%	53,930	58.4%
	Nonfamily Households	1,005	62.3%	38,464	41.6%
	Average Household Size*	1.93	NA	2.30	NA
	Average Family Size*	2.62	NA	2.94	NA
Housing	Total Housing Units	1,673	100.0%	99,305	100.0%
	Occupied Housing Units	1,598	95.5%	92,394	93.0%
	Vacant Housing Units	75	4.4%	6,911	7.0%
	Owner-Occupied Housing Units	774	46.3%	48,964	49.3%
	Renter-Occupied Housing Units	824	49.3%	43,430	43.7%
Educational Attainment*	Percent High School Graduate or Higher	88.7%	NA	84.3%	NA
Employment*	Percent Civilian Labor Force	73.0%	NA	68.7%	NA
Median Value Owner-Occupied Housing Units*		\$105,200	NA	\$104,700	NA
Median Household Income*		\$37,974	NA	\$39,661	NA
Median Family Income*		\$50,842	NA	\$50,192	NA

Source: US Census Bureau, 2000 Census of Population & Housing, SF1 & 3. Notes: NA=not applicable. Neighborhood boundaries do not follow census boundaries, thus preventing complete accuracy in most cases & limiting census geographic levels that can be utilized. *The data used for Lindley Park is that of census tract 106.01 only (a portion of the neighborhood was necessarily left out).

Demographic Appendix 2

<i>Demographics of the Lindley Park Neighborhood, 1990 and 2000 Comparison</i>					
<i>Category</i>		<i>Census</i>		<i>Change</i>	
		<i>1990</i>	<i>2000</i>	<i>Numeric</i>	<i>Percent</i>
<i>Total Population*</i>		2,876	3,244	368	12.8%
<i>Sex</i>	Male	1,114	1,201	87	7.8%
	Female	1,436	1,362	-74	-5.2%
<i>Age</i>	Under 5	133	126	-7	-5.3%
	5-9	106	84	-22	-20.8%
	10-14	82	72	-10	-12.2%
	15-19	100	88	-12	-12.0%
	20-24	236	300	64	27.1%
	25-34	549	614	65	11.8%
	35-44	403	420	17	4.2%
	45-54	176	309	133	75.6%
	55-64	169	148	-21	-12.4%
	65-74	282	134	-148	-52.5%
	75-84	228	172	-56	-24.6%
	85+	86	96	10	11.6%
Median (years)		33.9	34.9	1.0	2.9%
<i>One Race</i>	White*	2,678	2,753	75	2.8%
	Black*	129	345	216	167.4%
	American Indian & Alaska Native*	10	9	-1	-10.0%
	Asian**	NA	40	NA	NA
	Native Hawaiian & Other Pacific Islander**	NA	0	NA	NA
	Some Other Race	3	41	38	1266.7%
<i>Two or More Races**</i>		NA	20	NA	NA
<i>Hispanic/ Latino (of any race)*</i>		11	96	85	772.7%
<i>Households</i>	Households	1,242	1,259	17	1.4%
	Family Households	622	532	-90	-14.5%
	Nonfamily Households	620	727	107	17.3%
	Average Household Size	1.95	1.93	-0.02	NA
	Average Family Size	2.62	2.62	0.00	NA
<i>Housing</i>	Total Housing Units*	1,474	1,673	199	13.5%
	Occupied Housing Units*	1,397	1,598	201	14.4%
	Vacant Housing Units*	77	75	-2	-2.6%
	Owner-Occupied Housing Units*	846	774	-72	-8.5%
	Renter-Occupied Housing Units*	551	824	273	49.5%
<i>Educational Attainment</i>	Percent High School Graduate or Higher	85.5%	88.7%	3.2	NA
<i>Employment</i>	Percent Civilian Labor Force	68.4%	73.0%	4.6	NA
<i>Median Value Owner-Occupied Housing Units</i>		\$74,300	\$105,200	\$30,900	41.6%
<i>Median Household Income</i>		\$24,263	\$37,976	\$13,713	56.5%
<i>Median Family Income</i>		\$35,993	\$51,376	\$15,383	42.7%

Source: US Census Bureau, 1990 & 2000 Census of Population & Housing. Notes: NA=not applicable. Neighborhood boundaries do not follow census boundaries, thus preventing complete accuracy in most cases & limiting census geographic levels that can be utilized. *These categories include all census blocks for the neighborhood (i.e., the entire neighborhood); the remaining categories represent census tract 10601 only (i.e., a portion of the neighborhood is not included). Thus, some figures may not total as expected. **Not a category in 1990.

Lindley Park SWOT Survey Results

Survey Period: June – July 2003

Total number of surveys sent out: 1093
 Northwest quadrant: 138 (12.6% of total)
 Southwest quadrant: 313 (28.6% of total)
 Southeast quadrant: 368 (33.7% of total)
 Northeast quadrant: 274 (25.1% of total)

Total number of surveys received: 152 (13.9% returned)
 Northwest quadrant: 15 (10.9% returned)
 Southwest quadrant: 34 (10.9% returned)
 Southeast quadrant: 47 (12.8% returned)
 Northeast quadrant: 31 (11.3% returned)
 Unknown: 25

STRENGTHS						
Category	Northwest (Blue)	Southwest (Golden Rod)	Northeast (Green)	Southeast (Salmon)	Unknown (White)	Total
Green space/Arboretum	14 (93.3%)	33 (97.1%)	26 (83.9%)	42 (89.4%)	19 (76.0%)	134 (88.2%)
Sidewalks/walking neighborhoods	11 (73.3)	30 (88.2)	26 (83.9)	41 (87.2)	20 (80.0)	128 (84.2)
Active Neighborhood Association	11 (73.3)	20 (58.8)	16 (51.6)	31 (66.0)	13 (52.0)	91 (60.0)
Neighborhood Schools	7 (46.7)	17 (50.0)	12 (38.7)	29 (61.7)	10 (40.0)	75 (49.3)
Architecture	5 (33.3)	18 (52.9)	10 (32.3)	22 (46.8)	15 (60.0)	70 (46.1)
Diversity of residents	5 (33.3)	9 (26.5)	13 (41.9)	26 (55.3)	8 (32.0)	61 (40.1)
Local businesses	8 (53.3)	8 (23.5)	15 (48.4)	18 (38.3)	1 (4.0)	56 (36.8)
Can walk to businesses	3 (20.0)	9 (26.5)	12 (38.7)	20 (42.6)	10 (40.0)	54 (35.5)
Other	0	2 (5.9)	2 (6.5)	1 (2.1)	0	5 (3.3)

WEAKNESSES						
Category	Northwest (Blue)	Southwest (Golden Rod)	Northeast (Green)	Southeast (Salmon)	Unknown (White)	Total
Increase in crime, public safety issues	11 (73.3%)	22 (64.7%)	23 (74.2%)	31 (66.0%)	16 (64.0%)	103 (67.8%)
Traffic/speeding on Walker, Elam, Longview, etc	11 (73.3%)	22 (64.7)	23 (74.2)	33 (70.2)	13 (52.0)	102 (67.1)
Aging & weak infrastructure (i.e. water & sewer lines, utilities)	8 (53.3)	23 (67.6)	19 (61.3)	31 (66.0)	15 (60.0)	96 (63.2)
Absentee Landlords	7 (46.7)	14 (41.2)	18 (58.1)	31 (66.0)	10 (40.0)	80 (52.6)
Multi family issues: high turnover	7 (46.7)	13 (38.2)	14 (45.2)	22 (46.8)	5 (20.0)	61 (40.1)
Chemical /Industrial Companies	6 (40.0)	9 (26.5)	7 (22.6)	18 (38.3)	9 (36.0)	49 (32.2)
No bike lanes	5 (33.3)	12 (35.3)	8 (25.8)	12 (25.5)	8 (32.0)	45 (29.6)
Pool serves others more than the neighborhood	4 (26.7)	10 (29.4)	7 (22.6)	13 (27.7)	6 (24.0)	40 (26.3)
Low participation by residents/ apathy in LPNA	1 (6.7)	14 (41.2)	2 (6.5)	9 (19.1)	4 (16.0)	30 (19.7)
Other	6 (40.0)	4 (11.8)	7 (22.6)	9 (19.1)	2 (8.0)	28 (18.4)

OPPORTUNITIES						
Category	Northwest (Blue)	Southwest (Golden Rod)	Northeast (Green)	Southeast (Salmon)	Unknown (White)	Total
Beautify Spring Garden	10 (66.6%)	20 (58.8%)	18 (58.1%)	36 (76.6%)	15 (60.0%)	99 (65.1%)
Keep older trees & green space.	9 (60.0)	25 (73.5)	14 (45.2)	30 (63.8)	18 (72.0)	96 (63.2)
Underground utilities	7 (46.7)	18 (52.9)	18 (58.1)	23 (48.9)	12 (48.0)	78 (51.3)
Attract quality small businesses	4 (26.7)	9 (26.5)	12 (38.7)	23 (48.9)	14 (56.0)	62 (40.8)
Continue to improve park services	7 (46.7)	15 (44.1)	15 (48.4)	20 (42.6)	4 (16.0)	61 (40.1)
Build Lindley Elementary as a neighborhood school	8 (53.3)	12 (35.3)	11 (35.5)	21 (44.7)	7 (28.0)	59 (38.8)
Renovation of older housing stock	4 (26.7)	14 (41.2)	8 (25.8)	21 (44.7)	9 (36.0)	56 (36.8)
Maximize identity of Lindley Park	7 (46.7)	12 (35.3)	9 (29.0)	9 (19.1)	5 (20.0)	42 (27.6)
Family pass for pool/park residents	3 (20.0)	13 (38.2)	6 (19.4)	13 (27.7)	5 (20.0)	40 (26.3)
Bike lanes	5 (33.3)	10 (29.4)	9 (29.0)	8 (17.0)	6 (24.0)	38 (25.0)
Increase community interaction	2 (13.3)	14 (41.2)	6 (19.4)	9 (19.1)	2 (8.0)	33 (21.7)
City Plan	0	6 (17.6)	6 (19.4)	4 (8.5)	2 (8.0)	18 (11.8)
Other	0	4 (11.8)	5 (16.1)	5 (10.6)	2 (8.0)	16 (10.5)
Par course (Frisbee golf)	1 (6.7)	3 (8.8)	1 (3.2)	3 (6.3)	1 (4.0)	9 (5.9)

THREATS						
Category	Northwest (Blue)	Southwest (Golden Rod)	Northeast (Green)	Southeast (Salmon)	Unknown (White)	Total
Rise in Crime	10 (66.6%)	20 (58.8%)	20 (64.5%)	29 (61.7%)	18 (72.0%)	97 (63.8%)
Increase in traffic & speeding	12 (80.0)	21 (61.8)	20 (64.5)	26 (55.3)	14 (56.0)	93 (61.2)
Poorly maintained properties	13 (86.7)	21 (61.8)	20 (64.5)	27 (57.4)	10 (40.0)	91 (59.7)
Spring Garden Street/mix of business & residential/physical	3 (20.0)	20 (58.8)	16 (51.6)	34 (72.3)	11 (44.0)	84 (55.3)
Infrastructure age	8 (53.3)	13 (38.2)	8 (25.8)	19 (40.4)	8 (32.0)	56 (36.8)
Odors & colored water coming from industrial areas	7 (46.7)	10 (29.4)	7 (22.6)	17 (36.2)	10 (40.0)	51 (33.6)
Chemical/Industrial companies	4 (26.7)	10 (29.4)	7 (22.6)	17 (36.2)	8 (32.0)	46 (30.3)
Business Zoning	5 (33.3)	9 (26.5)	7 (22.6)	18 (38.3)	5 (20.0)	44 (28.9)
UNCG Encroachment	2 (13.3)	6 (17.6)	8 (25.8)	15 (31.9)	7 (28.0)	38 (25.0)
Low participation/Apathy in LPNA	1 (6.7)	11 (32.4)	3 (9.7)	11 (23.4)	1 (4.0)	27 (17.8)
Other	1 (6.7)	3 (8.8)	5 (16.1)	8 (17.0)	1 (4.0)	18 (11.8)

“Other” comments from received surveys:

STRENGTHS

- Need sidewalks around corner lot (SW)
- Congenial neighborhood residents (SW)
- Friendly diverse neighborhood, beautiful living (NE)
- Need sidewalks on S. Lindell (NE)
- Large trees and large yards muffle urban noises (SE)

WEAKNESSES

- House broken into twice in 10 years (UK)
- Need 4-way stop at Scott & Sherwood St (UK)
- Need yellow line down center of Walker Av (UK)
- Quality of rent stock around Spring Garden (NW)
- Speeding school and city buses & problems at 3817 Walker Av. (NW)
- Traffic worse now than 40 Yrs ago (NW)
- Pet control - cats, animal waste (NW)
- Need a sidewalk on Ashland Dr. between Holden Rd. and Wendover Ave. (NW)
- Traffic/speeding on Parkwood Dr. (NW)
- Traffic & Parking during swimming competition (SW)
- Need stoplights, signs, and speed bumps on Walker (SW)
- Need sidewalks around Peebles Dr, too much animal waste left behind. (SW)
- More traffic lights on Walker Ave. (SW)
- Speeding school busses, leash laws, bus stop schedule (NE)
- Rental properties detrimental to community (NE)
- Cars parked on sidewalks, dog waste (NE)
- Speeding on Walker including buses (NE)
- Duplex, Triplex, Apartments (NE)
- City has inability to control noise from boom boxes (NE)
- Not enough diversity in residents (NE)
- Residents need to clean up at Walker/Elam (SE)
- LPNA focuses too much on park and not multi-family dwellings (SE)
- Low income rental housing (SE)
- Pool schedule is not practical for working families (SE)
- No noise barrier on Wendover Av. (SE)
- Lower speed limit, More 4-way stop signs (SE)
- Uneven and broken sidewalks (SE)
- Encroachment of UNC-G student rentals into neighborhood (SE)

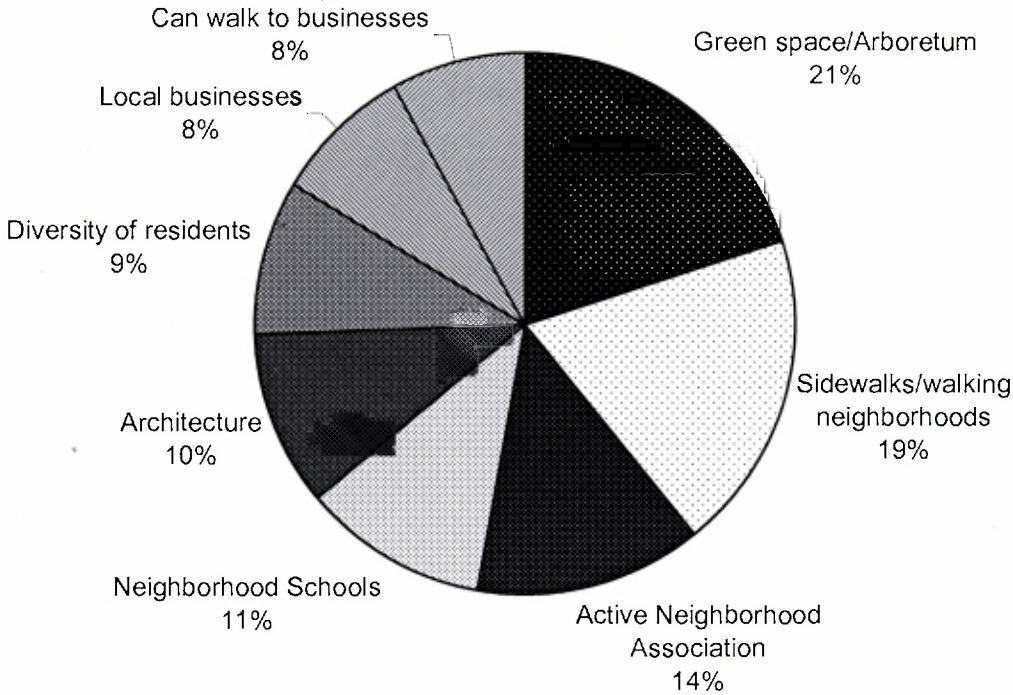
OPPORTUNITIES

- Maintain buffer between Wend. And S. Lindell (UK)
- Need to have turn lane on and off Spring Garden (UK)
- Want to put plaque on rock to honor Nita Almon (SW)
- Quality summer programs at Rec. Center - doesn't serve neighborhood (SW)
- LPNA fundraiser to sell dog waste supplies (SW)
- Needs to be designated a crime watch area (SW)
- Dog waste & Large print on signs for senior citizens (NE)
- Decrease speed limit to 25 (NE)
- Demand only single family residential zoning (NE)
- Need bike lanes around city to encourage bikers (NE)
- Should promote beautification and preservation (SE)
- Need better street lighting (SE)
- Stay away from city plan/widen SP St. towards RR tracks (SE)
- Get rid of Apts. On SP St. more small businesses (SE)
- Need to beautify like MLK (SE)
- Create special environment/keep character (SE)

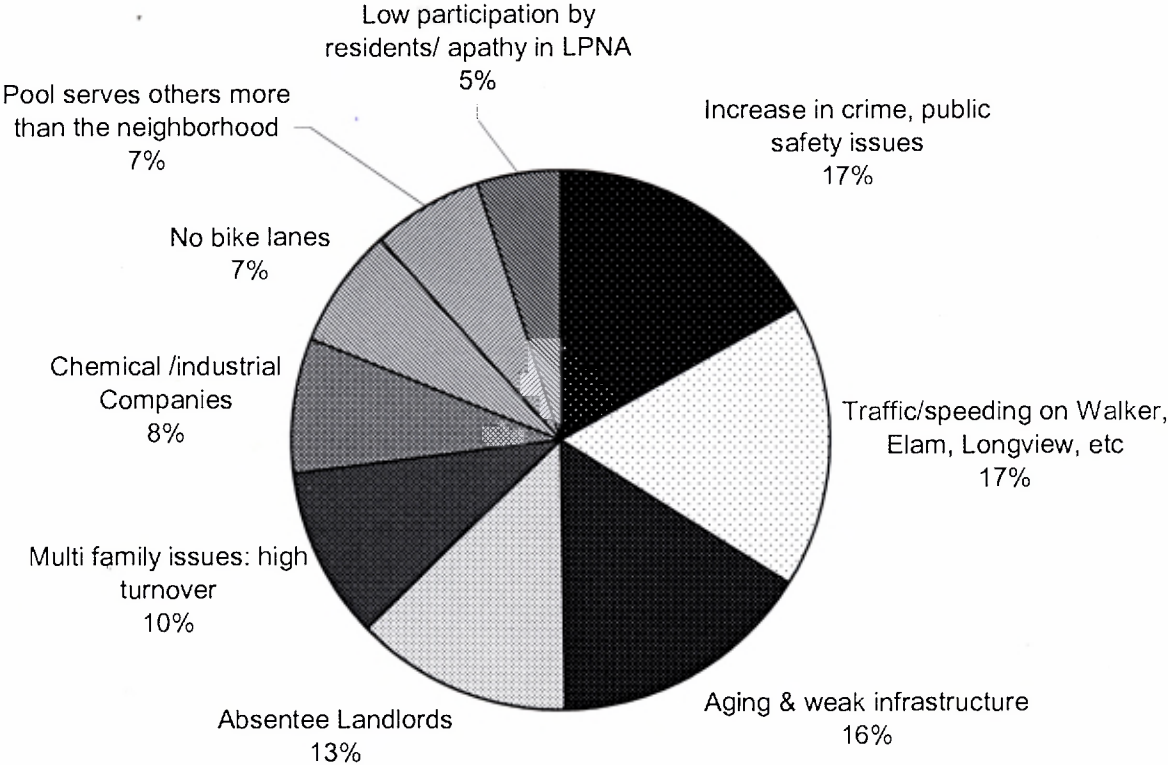
THREATS

- No police presence, Neighbors need to be more involved (UK)
- Problems with impaired drivers and Walker Av. Bars (NW)
- Loss of trees on city right of way providing shade (SW)
- Public health and dog waste (SW)
- Wicker St. used as cut through...speeding issues and careless driving (SW)
- Mosquito control, speed, garbage trucks, animal waste (NE)
- Cars parked on sidewalk cant see on coming traffic (NE)
- Too much traffic & Low property value (NE)
- Too late to fix problem/Shrink LPNA (NE)
- Too many homes being rented and poorly maintained (NE)
- Dog waste, illegal multi family rental, volume of trains (SE)
- Diversity is a threat (SE)
- South side of Spring Garden St. is eye sore (SE)
- Properties on Spring Garden St. are eye sore (SE)
- Dog waste and barking (SE)
- Spring Garden St. needs to be cleaned up/ Landlord presence (SE)
- Protect home aspect of community (SE)
- Lack of ethnic diversity (SE)

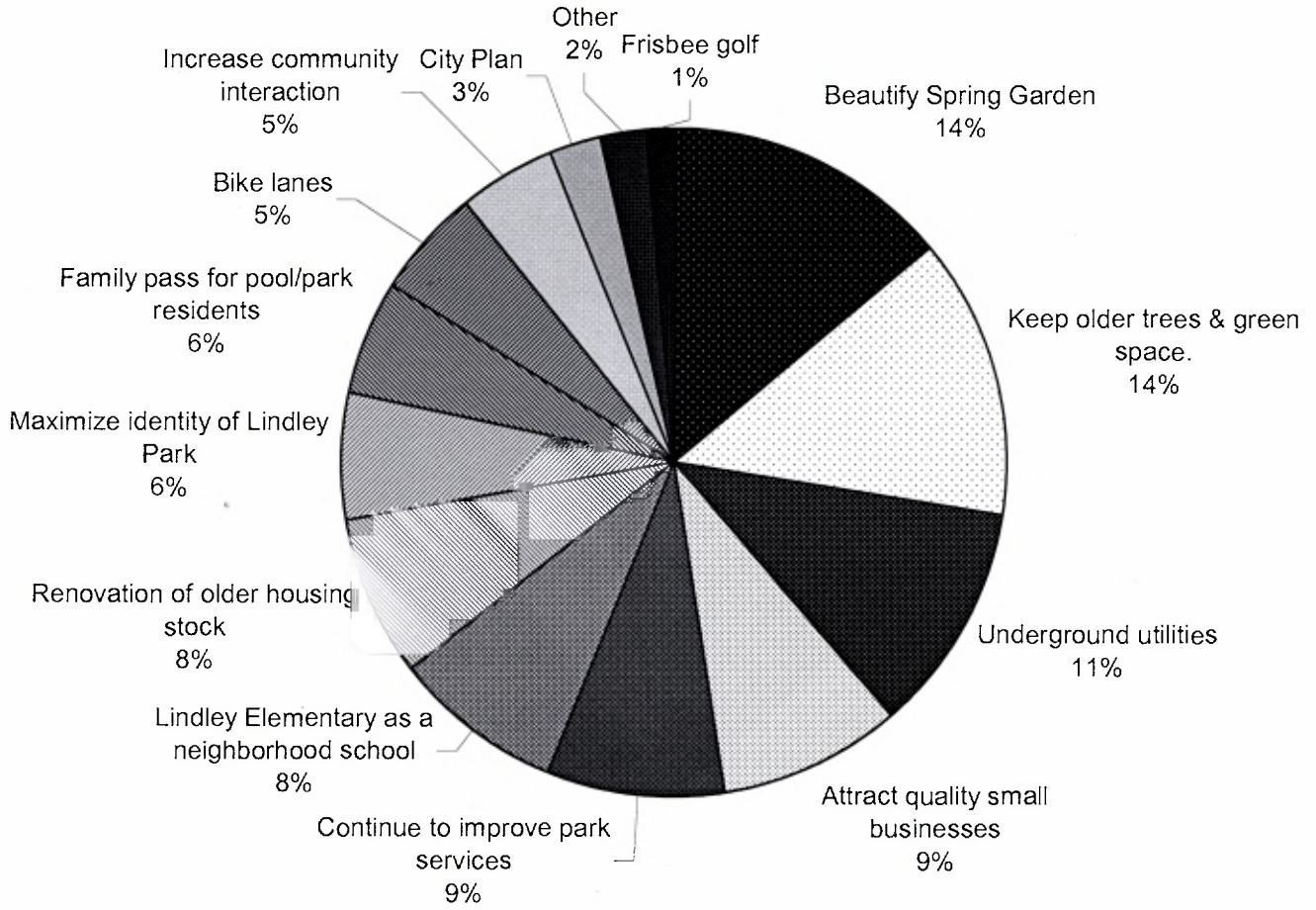
STRENGTHS



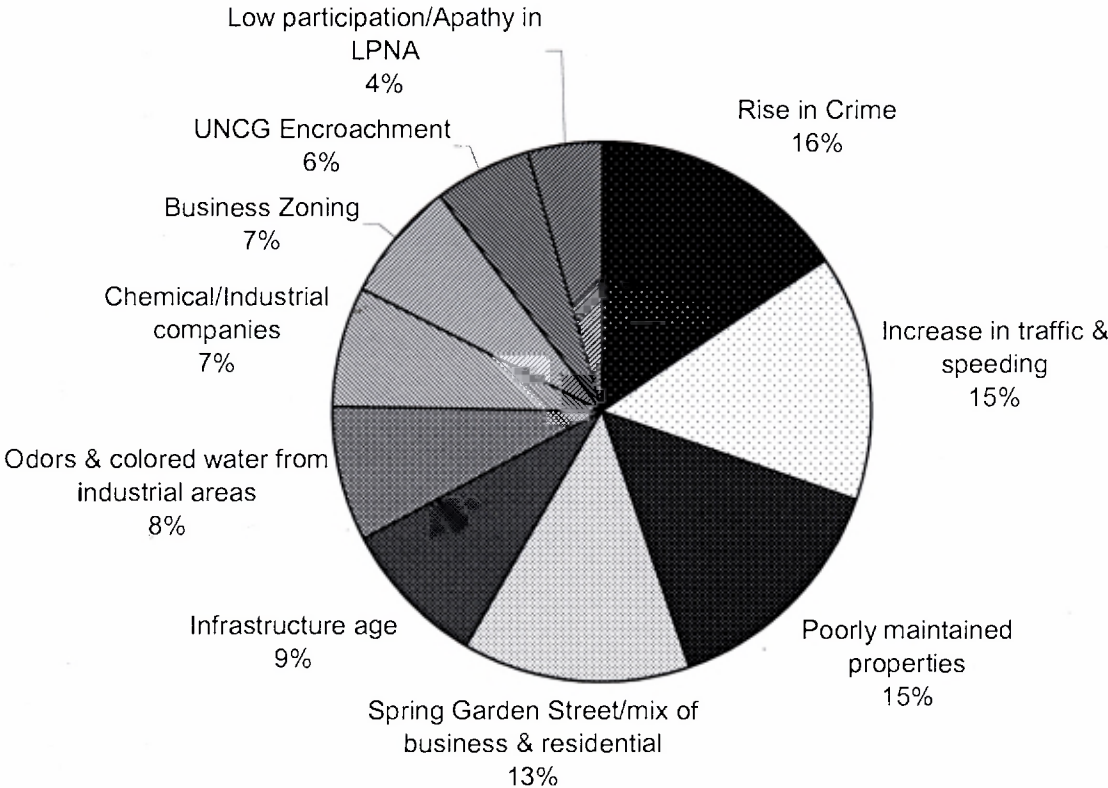
WEAKNESSES



OPPORTUNITIES



THREATS



LAND USE CLASSIFICATIONS

Single Family Residential (SF): This category is composed mainly of single family dwellings on small, individual lots with a density of 3 to 5 dwelling units per acre. The Single Family Residential classification supports the principles of reinforcing existing neighborhoods and concentrating urban growth within short walking distances of neighborhood oriented services. This type of development should be oriented toward the center of the neighborhood.

Multi-Family Residential (MF): This category provides for multi-family housing at a density of 6 to 12 dwelling units per acre. The Multi-Family Residential classification accommodates housing types ranging from small-lot, single family detached and attached dwellings such as townhouses to moderate density, low-rise apartment dwellings.

Mixed Use Residential (MUR): This category applies to areas where the predominant use is residential and where compatible local-serving nonresidential uses may be introduced. The Mixed Use Residential classification accommodates a diverse mix of housing types and densities, while ensuring that buildings are of appropriate scale and intensity.

Mixed Use Office (MUO): This category provides areas on the fringes of the neighborhood that allow for a mix of offices, professional services, and residential uses. The Mixed Use Office Classification is not limited to office uses, and a creative mix of uses including townhouses or condominiums should be encouraged. This can include the mix of office and residential uses within the same structure.

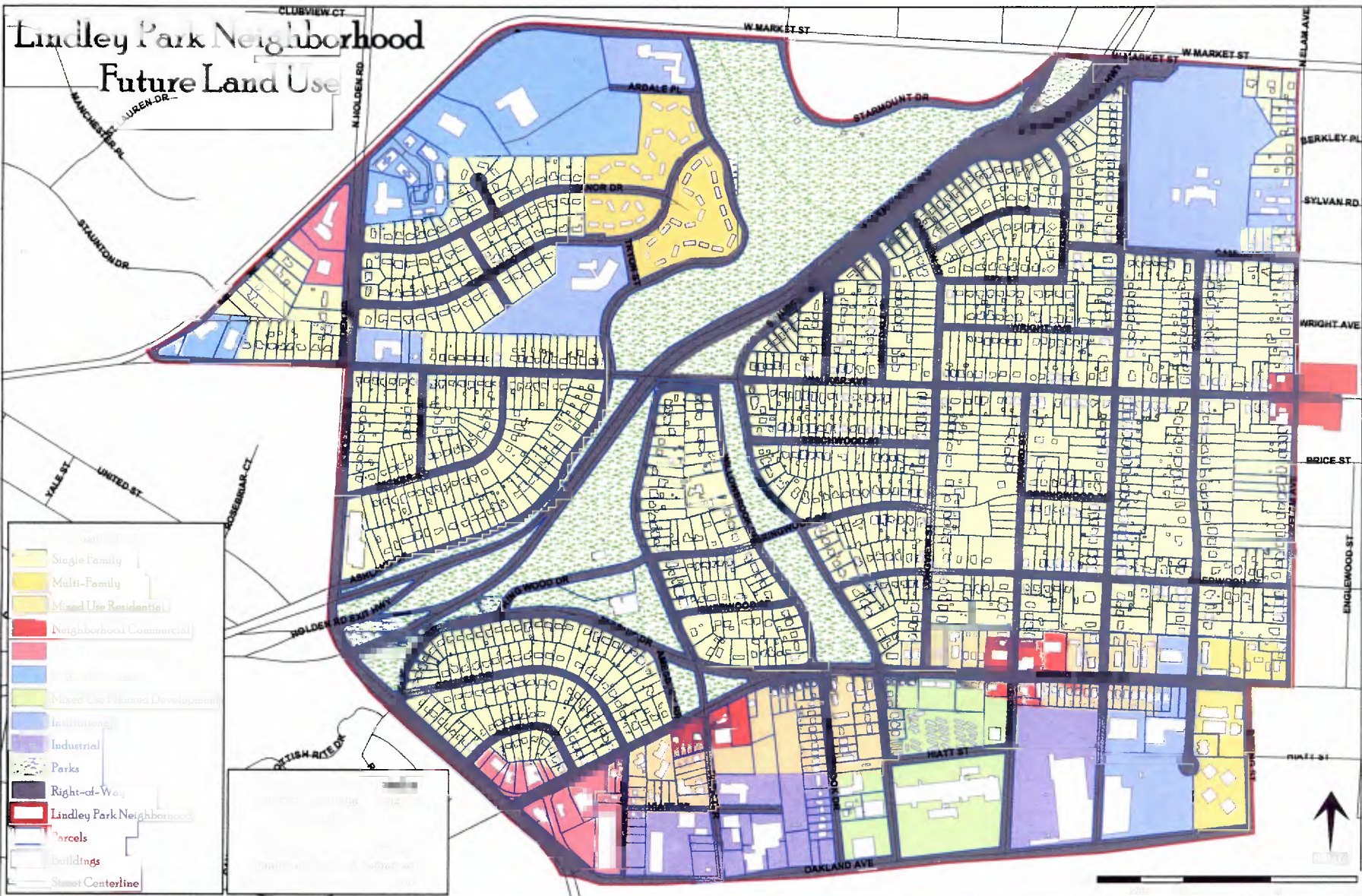
Neighborhood Commercial (NC): This category provides small areas for offices, professional services, and shopfront retail uses that can be served by pedestrian access. Only low-intensity, neighborhood compatible uses are permitted in this classification. Ensuring that buildings are of appropriate scale and intensity is critical.

Mixed Use Commercial (MUC): This category is intended to promote a mix of uses, of which various commercial uses remain predominant, but where residential, service, and other uses are complimentary. The Mixed Use Commercial classification encourages that sites are designed in a coordinated, as opposed to a lot-by-lot, manner. A mix of uses within the same structure is also appropriate.

Mixed Use Commercial/Planned Development (MUC/PD): This category provides for a large-scale mix of commercial, office, and residential uses at the former Rolane Mill site. The building itself should be preserved and renovated along with the adjoining properties to enhance the overall block. The development of this area should occur in a cohesive and planned fashion to create a pedestrian oriented environment where people can enjoy a wide range of fulfilling experiences in one place. It is important the development of this area does not occur in a piecemeal or haphazard manner.

Industrial (IND): This category applies to areas at the southern fringe of the neighborhood where present or anticipated expansion of industrial uses may occur. The Industrial classification is limited to environmentally sensitive, industrially oriented uses such as manufacturing, assembly, and fabrication; wholesaling and distribution; and related office uses. New residential uses are discouraged in these areas, and as adjacent properties redevelop, new uses should be protected from adverse impacts (outside storage, noise, dust, glare, etc.).

Lindley Park Neighborhood Future Land Use



DRAFT



City of Greensboro Neighborhood Planning Report:

SUPPORTING MATERIAL FOR THE LINDLEY PARK PEDESTRIAN SCALE OVERLAY DISTRICT

Compiled by M. B. Kerns and Ben Woody

Executive Summary

This report provides supporting material for a Pedestrian Scale Overlay District along the southern portion of the Lindley Park neighborhood; it is consistent with recommendations made in the Lindley Park Neighborhood Plan, and supplements a formal request for the overlay district, which was written by the Lindley Park Neighborhood Association in March 2005. The report suggests proposed boundaries for the overlay district, (Spring Garden Street from Elam Avenue to Holden Road), and documents existing conditions along the proposed boundaries.

Greensboro's current development ordinance requires that a plan be written before the establishment of a pedestrian overlay district. This report supports the creation of such a plan by discussing parameters required by the ordinance including: requirements of the proposed district; the physical qualities that make the area unique; the underlying zoning district standards that require modification; and the affected transportation systems that provide access to the area as required by the ordinance. Recommendations are offered on issues that require continued planning and intervention for the proposed district.

I. Background & Intent

In the summer of 2003 the Lindley Park Neighborhood partnered with the City of Greensboro to become the first pilot project for the city's new neighborhood planning process. By August 2004, after a lengthy public participation process, the Lindley Park Neighborhood Plan was adopted by City Council. The Lindley Park Neighborhood Plan ("LPNP") guides future growth and planning within the Lindley Park neighborhood boundaries. It provides several recommendations for how to better manage issues affecting the neighborhood including land use, traffic and transportation, housing, and infrastructure.

One component of the LPNP is the Spring Garden Street/Oakland Avenue Corridor discussion, which outlines several principles for future development along the Corridor. Land uses between Spring Garden Street and Oakland Avenue are varied due in part because this land was never considered a part of architect Earl Sumner Draper's plan for Lindley Park, and thus the area did not develop in the same, predictable pattern. The resulting discontinuity in development between Spring Garden Street and Oakland Avenue impacts the character of the corridor. To improve and enhance the corridor, the LPNP offers recommendations (on pages 50-58), which are as follows:

1. Enhance the walkability and pedestrian experience along Spring Garden Street.
2. Provide identified opportunities for the development of enhanced neighborhood retail destinations.
3. Identify areas to be retained for industrial uses and provide enhancements needed for the viability of these uses.
4. Provide for a diverse scale of residential development opportunities that retain and enhance the character of the corridor.
5. Develop signature gateways at the east and west entrances to the neighborhood along Spring Garden Street.
6. Develop guidelines for developers, builders and residents to implement the vision.

On March 29, 2005 the Lindley Park Neighborhood Association wrote to Greensboro's planning director requesting city staff to undertake the formulation of a Pedestrian Scale Overlay District ("PSOD") along Spring Garden Street from Elam Avenue to Holden Road.

II. Scope and Limitation of this Report

Greensboro's current development ordinance requires that a plan be written before establishment of a PSOD; the requirements of the plan are as follows:

- Describe conditions, boundaries, and requirements for the PSOD.
- Address the physical qualities that make the area unique.
- Describe the underlying zoning district standards that need modification.
- Discuss the affected transportation systems that provide access to the area.

This report examines properties within 275 feet of the Spring Garden Street centerline. The plan serves as background material to the Spring Garden corridor PSOD request, and is designed to encourage appropriate regulatory changes that will encourage the type of development discussed in the LPNP. At the time of this report's writing, the City of Greensboro is in the process of updating its Unified Development Ordinance ("UDO"). Because it is unclear how the recommendations contained in this report will be affected by the UDO rewrite, this report offers "quick win" recommendations for the existing ordinance that can be implemented without contradiction with the UDO.

III. Defining the Corridor

This plan will affect properties along Spring Garden Street from Elam Avenue to Holden Road (see Figure 1 in the appendix). The roadway is approximately .8-mile in length.

IV. Existing Conditions

A. Zoning. There are 11 zoning districts in the .8-mile stretch of roadway and more than three-fourths of that land is zoned for residential use. As Table 1 (top of next page) indicates, the majority of parcels along Spring Garden Street are zoned Residential Multi-family-18 ("RM-18") which allows 18 dwelling units per acre. The next most common zoning district is Residential

Single Family – 7 (“RS-7”), which allows 7,000 square foot lots (or approximately 5 dwelling units per acre). Both of these zoning classifications speak to the corridor’s previously existing function as a residential area.

Table 1: Zoning of Parcels Along Spring Garden Street *

Zoning Classification	# Parcels	% of Corridor's Zoning
Residential Multi-family-18 (RM-18)	92	61%
Residential Singlefamily-7 (RS-7)	25	16%
Light Industrial (LI)	7	5%
Limited Business (LB)	9	6%
Heavy Industrial (HI)	1	<1%
General Business (GB)	7	5%
General Office –High Intensity (GO-H)	1	<1%
Conditional District – Limited Business (CD-LB)	1	<1%
Conditional District – Limited Office (CD-LO)	1	<1%
Conditional District – Residential Multi-family 26(CD-RM-26)	3	2%
Conditional District – General Office-High Intensity (CD-GO-H)	1	<1%

* as measured 275' from the Spring Garden centerline

Since January 2004, there have been five rezonings, each of which requested change from a standard zoning district to a conditional zoning district classification. Of these five cases, the largest (in terms of acreage and change to an existing land use) was the rezoning of 2.9 acres on the south side of Spring Garden Street between Park Terrace and Willowbrook Drive from HI to CD-RM-26 (a high density multi-family residential land use to allow construction of 48 3-bedroom apartments). Table 2 (in the appendix) describes the most recent rezonings, as well as conditions that transferred with the properties. It is interesting to note that all rezoning attempts in past 18 months have been successful, due in part to the neighborhood association's influence in discouraging poorly written applications from being filed.

The variety of zoning classifications along the corridor creates a number of issues. Because different zoning categories have different permitted uses, the resulting land use patterns are often incompatible. For example, on this primarily residential corridor, one of the most visible consequences of the multiple zoning categories is the different dimensional requirements of each zone. Varied setbacks, parking, sign heights, minimum lot sizes, and other requirements contribute to the discontinuous appearance of the corridor, hinder walkability, and contribute to conflict between adjacent existing land uses.

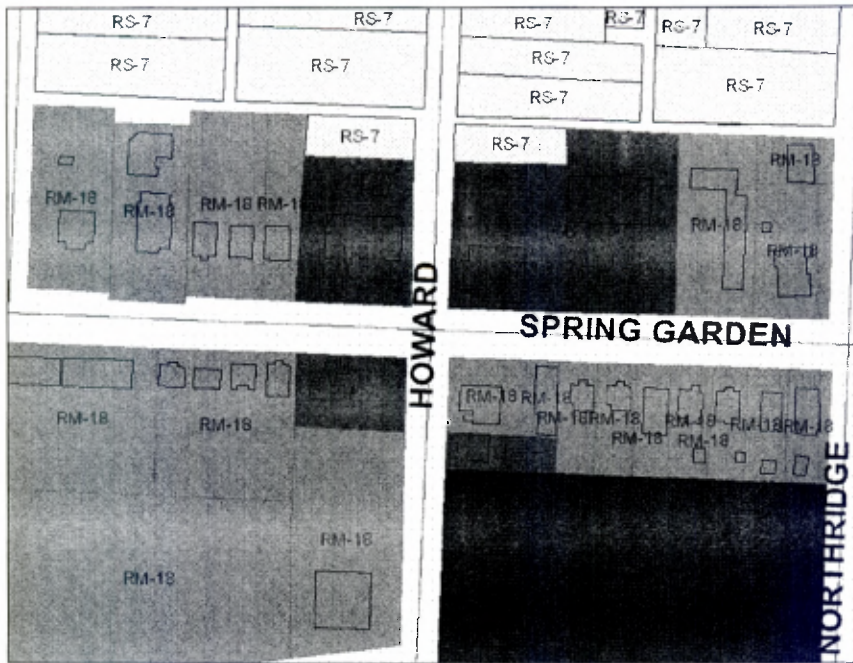


Figure 1: A sample of multiple zoning districts along two 500' stretches of Spring Garden Street

B. Land Use. The land uses along Spring Garden corridor are varied in scope and scale. As Table 3 below indicates, nearly 84% of the land uses along Spring Garden Street are residential; there are 72 parcels currently utilized as multi-family which represent 48% of the land use along the corridor. These multi-family land uses along the corridor represent 75% of the multi-family land uses within the Lindley Park neighborhood boundary. The LPNP recognizes the burgeoning demand for multi-family land uses, and the prevailing pattern south of Spring Garden Street is moving toward multi-family.

Table 3: Land Uses of Parcels Along Spring Garden Street *

Land Use	# Parcels	% of Corridor's Land Use
Single Family	46	36%
Multi-family	72	48%
Commercial	19	12%
Industrial	9	6%
Government	3	< 2%
Other	2	< 2%

*As measured 275' from Spring Garden centerline

Most of the houses originally constructed along the corridor as single-family homes have since been converted to duplexes with multiple tenants. These duplex conversions are due in part to the rapid expansion of UNCG. As the school continues to expand westward toward Lindley

Park, demand for student housing has increased, as evidenced by recent rezonings south of Spring Garden, where new student apartments stand adjacent to older existing homes.



Left: Converted single-family house. Right: The newly-constructed Campus Crossing Apartments.

Housing Conditions. Housing conditions are generally stable along Spring Garden Street; however, there are concentrations of substandard housing south of the corridor in the 2300, 2400 and 2800 blocks. The majority of these dwelling units are single-family homes that have been converted to multi-unit rentals.

The LPNP contains an illustrative urban design plan that provides a vision for how the Spring Garden Street/Oakland Avenue corridor could develop over time. Several key elements form part of the plan including new residential development areas proposed for the 2300 and 2400 blocks of Spring Garden Street, as well as commercial development areas and a mixed use site immediately south of these two blocks. It is unclear how this illustrative plan can or will be used in the future development of the neighborhood; however, it is worth noting that the plan does seem to recognize the same two enclaves of substandard rental housing.

Enclaves of unique housing also exist south of the corridor, which are in generally good condition. Examples include those pictured on the next page, which include the brick and clapboard dwellings in the 2600 block of Spring Garden Street (pictured top left) and the 900 block of Lindell Street (pictured top right).



Enclaves of unique housing: left is the 2600 block of Spring Garden Street and right is the 900 block of Lindell Street.

C. Topography. The lay of the land is pivotal to how an area “feels” to human beings. Along the Spring Garden Street corridor, topography ranges from a high of 872 feet to a low of 806 feet. From Elam Avenue the land descends from 864 feet at Pamona School Apartments to 846 feet at Café Nouveau. From Café Nouveau, topography moves perceptibly farther downhill to a low of 806 feet in the City-owned Lindley Park property. In the .4-mile distance from the Lindley Park property to Holden Road, the topography takes a turn uphill and ends near 872’ at Spring Garden Market.



Pictured at left: Looking east on Spring Garden Street, there is a distinct feeling of looking uphill.

V. Physical Qualities that Contribute to Uniqueness of Corridor

A. History & Design. The neighborhood was designed in 1919 by one of the south's great architects, Earle Sumner Draper; the neighborhood is viewed by experts as a well-preserved example of early 20th century planning.

- In its beginning, Lindley Park had the City's first planned recreation complex, and once featured a man-made lake and amusement park, which Duke Power connected by a trolley line.
- Boundaries are unique: the neighborhood is a square of nearly one square mile
- Beautiful and healthy canopy trees line the streets with green space

B. Architectural Styles and Details.

- Entryway columns with ironwork details announce the entrance to Lindley Park.
- Several enclaves of unique residential architecture exist along Spring Garden Street including the 2600 and 2500 blocks of Spring Garden.
- A variety of architectural styles are present in the neighborhood

C. Existing Land Use. There are several pockets of pedestrian-scaled commercial exist nodes along Spring Garden Street; in addition, the neighborhood overall is a unique and diverse combination of residential, commercial and industrial uses.

VI. Affected Transportation Systems. Multiple transportation modes exist along the corridor including public transit, university transit, county school busses, pedestrians, private automobiles, and commercial transport.

- Three GTA routes (numbers 1, 9, and 26) have stops within the corridor.
- UNCG commuter buses service the corridor; if current trends continue and the private college housing market expands, it is anticipated that these commuter bus routes will also expand.
- Guilford County School buses that service Lindley Park Elementary, Kiser and Grimsley.

- Sidewalks – noncontiguous along northern and southern sides of corridor. It is unclear the age of these sidewalks; however, many are fair to poor condition, and do not meet current sidewalk width standards.
- Emergency management vehicles utilize this corridor
- Spring Garden is a primary traffic route to Greensboro's coliseum.
- 18-wheel tractor trailers serve the industrial core along Oakland Avenue using Spring Garden

Spring Garden is a heavily traveled road, as evidenced by the traffic count information obtained in the fall of 2004. Between Holden Road and Peebles Street (a 425 foot stretch of roadway) more than 15,400 vehicles pass daily. Approximately 170 tractor trailers (or 1.1% of the daily total) traveled this stretch of roadway and 77 buses and small trucks (or 0.5% of the daily traffic load). The Greensboro Department of Transportation (“GDOT”) is planning to fill the gaps in the current sidewalks by constructing new sidewalks in the coming year between Holden and South Lindell and Willowbrook. Additionally, GDOT will conduct a signs and markings study to determine the need for crosswalks, parking areas, speed limit signs, and other signage and markings as necessary.

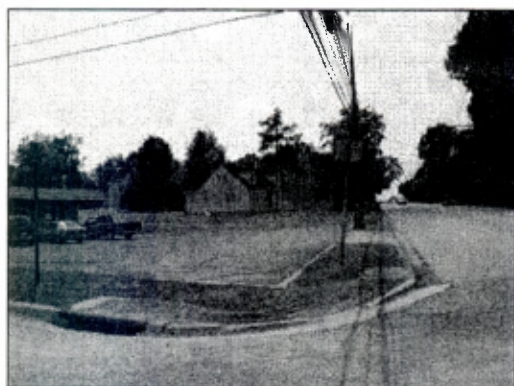


Sidewalks are a major component of the Spring Garden corridor that need enhancements.

VII. Zoning District Standards

Roadway classification and zoning designation are the factors that determine the distance that a structure is built from the road. One of the biggest complications to cohesive development along the Spring Garden corridor is its classification, which is major thoroughfare; as a result, minimum setbacks required for the different zoning districts are out of scale with the primarily

residential setbacks already in existence in the neighborhood. The result is a hodgepodge of setbacks, which affects the uniformity of building facades, parking locations, and contributes to the discontinuity of signage heights.



Left: Building setbacks and parking are problematic along corridor.

While the nonconformity of building façade setbacks are a palpable problem, a more subtle issue concerns nonconforming residential land uses along the corridor. Nearly half of the multi-family-zoned lots are nonconforming because they don't meet the dimensional requirements of their current zoning classification. For example, RM-18 lots have a minimum lot size of 12,000 square feet; however, most of the converted single-family houses that have been rezoned to RM-18 are on 9,000 square foot lots. If one of these nonconforming single-family houses were lost, the replacement structure must meet the current standard, creating another nonconformity. In addition, the dimensional requirements for the various districts discourage walkability. Although the ordinance lists two setback options, the minimum street setback is applied as "whichever is greater." The effect of this standard is that the farther back from the road a building's door is located, the more likely a person is to drive a vehicle to access the building's entrance. Because the goal in neighborhood development is to encourage walking, this standard is particularly obtrusive. Table 4 below samples dimensional requirements in various zoning classifications.

Table 4: A Sampling of Dimensional Requirements

Zoning Category	RM-18	LB	GB	RM-26	RS-7
Minimum Lot Size	12,000	15,000	12,000	9,000	7,000
Minimum Street* Setback	45' p/l or 90' c/l	35' p/l or 80' c/l	15' p/l or 60' c/l	45' p/l or 90' c/l	45' p/l or 90' c/l
Sign Height	6'	15'	30'	6'	6'

* Whichever is greater. p/l = property line; c/l = centerline



When setbacks are implemented using a “whichever is greater” rule, vehicle-dependent land uses tend to dominate. In the case of Spring Garden, setbacks of newer buildings are inconsistent with pre-existing buildings facades on many block faces, adding to the incongruity along the corridor.




With 11 zoning classifications in the .8-mile corridor, it seems appropriate to try to better understand the appeal of each classification to developers. Tables 5 and 6 (in the appendix) describe the 11 zoning classifications and the strengths/opportunities each has for developers as well as the weaknesses/threat each has to neighborhoods.

VIII. Observations of Spring Garden Street: Existing Conditions

Field work conducted in May 2005 reveals multiple issues affecting Spring Garden Street; those issues include: parking; pedestrian needs; vehicle concerns; code enforcement; and existing development issues brought on by discontinuity in zoning and land use patterns. Table 7 below and on page 10, summarizes each issue and offers supporting documentation.

Table 7: Observations of Existing Conditions Along Spring Garden Street.

Parking	
	<ul style="list-style-type: none"> • Vehicles parked on front lawns and on the sidewalk is an issue, although there is space available on-street, and there is frequently enough space to accommodate vehicles in the driveway. • On-street parking: signs posted on utility poles indicate its availability, but no striping exists to delineate locations.
Pedestrian Needs	
	<ul style="list-style-type: none"> • Sidewalks inconsistent and unconnected. Many are in fair or poor condition, with widths varying from 3 feet to 5. • Bus stops lack benches and covered shelters. • No crosswalks serve the corridor. • The size and scale of signage along the corridor is not pedestrian oriented.

Vehicle Concerns	
	<ul style="list-style-type: none"> • There is not one posted speed limit sign along this stretch of Spring Garden Street. • Commercial 18-wheelers driving through residential streets disrupting traffic patterns and creating noise and safety problems. • Drivers were seen not yielding to pedestrians, not watching cars or people, and driving too fast.
Code Enforcement	
	<ul style="list-style-type: none"> • Need for minimum housing code enforcement (especially for multi-family land uses) as well as overgrown lot and junked/abandoned motor vehicle enforcement
Existing Development Issues	
	<ul style="list-style-type: none"> • Detracting elements such as chain link fencing, dumpsters visible from street, trashcans in sidewalk, fronts of houses, yards. • Utility concerns including electric boxes in front yards, power poles higher and newer on the north side of Spring Garden • Several apartment complexes along Spring Garden Street are not oriented toward the corridor, which contributes to the sense of discontinuity.

IX. Recommendations

To compel more enhanced pedestrian-oriented land uses and to ameliorate existing development conditions, staff recommends 11 short-term strategies, which are as follows:

1. In concert with the LDO re-write, develop flexible options for PSODs, so there is not a "one size fits all" approach. This can be accomplished by differentiating between urban, suburban, and greenfield PSOD sites, or between old (50+), middle aged (15-49) and young (14 years old and newer) neighborhoods, and offering ranges for setbacks, parking, etc., therein. By providing ranges, the City can lend flexibility to the current ordinance that both developers and neighborhoods desire (according to the infill development interviews).
2. Use prevailing setback as *requirement* (not option) for *all districts* (not just residential) in order to gain uniformity of building facades along the corridor.
3. Severely curtail permitted use schedules for each district so that only pedestrian-friendly uses are allowed.

4. To encourage pedestrian-friendly land uses, allow exemption for patio/café seating (and other similar pedestrian-oriented elements) from setback standards.
5. Require orientation of buildings toward Spring Garden Street and side streets when applicable.
6. Prohibit rear of buildings from facing Spring Garden Street; if rear of buildings must face the street developers will be required to implement special rear façade treatments, cover all appurtenances, and use creative landscaping and public art.
7. Require pedestrian-oriented architectural standards for infill residential land uses (porches, stoops, etc).
8. Ensure that residential infill is consistent with existing designs within Lindley Park.
9. To help distinguish the corridor's beginning and end for drivers and pedestrians, develop a banner or create a color palate for awnings and other exterior aesthetic elements to unify the area.
10. Require vertical mixed-use, such that exists in the TND ordinance with offices on the first floor, etc., without the drawbacks of the TND parking requirements.
11. Identify setback and right-of-way needs along the corridor so that these standards can be identified in the LDO as a classification subtype; this would not diminish the corridor's classification as a thoroughfare, but will provide for a pedestrian overlay zone thoroughfare with limited future right-of-way needs. This process can be emulated along other corridors in Greensboro including: Martin Luther King Jr. Drive, Lawndale Drive, Gorrell Street, Spring Garden Street, and East Market Street.
12. Examine potentially applicable standards from multiple sources including those that may, initially, appear inconsistent with pedestrian-scale districts. For example, the City of Winston-Salem has a large-scale retail development ordinance. A "big box ordinance" would not appear to be applicable to a PSOD; however, upon examination, the ordinance encourages public art, gives developers flexibility with façade treatments, and discourages the rear of buildings from facing streets – all of which could be adapted to improve the "feel," walkability, and appearance along Spring Garden Street.

APPENDIX

Figure 1: Location of Proposed Lindley Park Pedestrian Scale Overlay District



Table 2: Recent Rezoning Actions along Spring Garden Street

Date	Original Zoning	New Zoning	Abbreviated Conditions	Acreage
2/04	RM-19, LI, and HI	CD-RM-26	<ul style="list-style-type: none"> • Limited to residential land uses • 48 3-bedroom apartments • Masonry construction with vinyl trim • Construction of opaque fence • Doubled planting rates • Construction of sidewalk 	2.9
6/04	RM-19	NB	None	.23
10/04	RM-18	CD-LB	<ul style="list-style-type: none"> • All but 7 LB uses permitted • Construction of sidewalk • Primarily masonry construction • No drive-thru sales/services 	.46
3/05	RM-18	CD-LO	<ul style="list-style-type: none"> • All but 5 LO uses permitted • No outside storage • Building height limited to 2 stories • Additional parking permitted with opaque landscape buffer • Exterior lighting limitations 	1.15
4/05	RM-18	CD-GB	<ul style="list-style-type: none"> • All but 4 GB uses permitted • No drive-thru service • Building height limited to 2 stories • Brick construction • Outside storage prohibited • Cross access required • No parking between primary building and Spring Garden Street • Freestanding signage limited to 15 feet • Reinstall and upgrade sidewalk 	.87 acre

Table 5: Strengths and Weaknesses of Zoning Along Spring Garden Street

Zoning Classification	Strengths	Weaknesses
RS-7	<ul style="list-style-type: none"> High density single family development. 	<ul style="list-style-type: none"> N/A
RM-18	<ul style="list-style-type: none"> High density development. Mix of housing types. 	<ul style="list-style-type: none"> Prevents clustering of buildings (triangulation). Incompatible street setbacks. Lack of design standards.
GO-H	<ul style="list-style-type: none"> Low intensity mix of office, service, and residential uses. 	<ul style="list-style-type: none"> Large signage. Incompatible street setbacks. Lack of design standards.
LB	<ul style="list-style-type: none"> Wide range of retail & service uses. Excludes many high intensity retail uses. 	<ul style="list-style-type: none"> Large signage. Permits some auto oriented uses. Residential uses not permitted (vertical mixed use). Incompatible street setbacks. Lack of design standards.
GB	<ul style="list-style-type: none"> Wide range of retail & service uses. Vertical mixed use with ground floor retail. Pedestrian oriented street setbacks. 	<ul style="list-style-type: none"> Large signage. Permits auto oriented and other high intensity uses. Lack of design standards.
LI	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Incompatible land uses. Lack of design standards.
HI	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Incompatible land uses. Lack of design standards.

Table 6: Incompatibility Between Zoning Districts and Elements of the Plan

Plan Element	RS-7	RM-18	GO-H	LB	GB	LI / HI
Pedestrian oriented building setbacks	Yes	No	No	No	Yes	No
Pedestrian oriented land uses	N/A	N/A	No	attainable	No	No
Orientation of building facade to street	No	No	No	No	No	No
Mixed use development (vertical)	No	No	No	No	Yes	No
Parking areas located behind buildings	No	No	No	No	attainable	No
Pedestrian oriented signage	N/A	Yes	No	No	No	No
Mixed housing types (mixed income)	No	Yes	Yes	N/A	No	N/A