



*Image by Urban Design Associates*

# MARTIN LUTHER KING, JR. DRIVE NORTH TND PLAN

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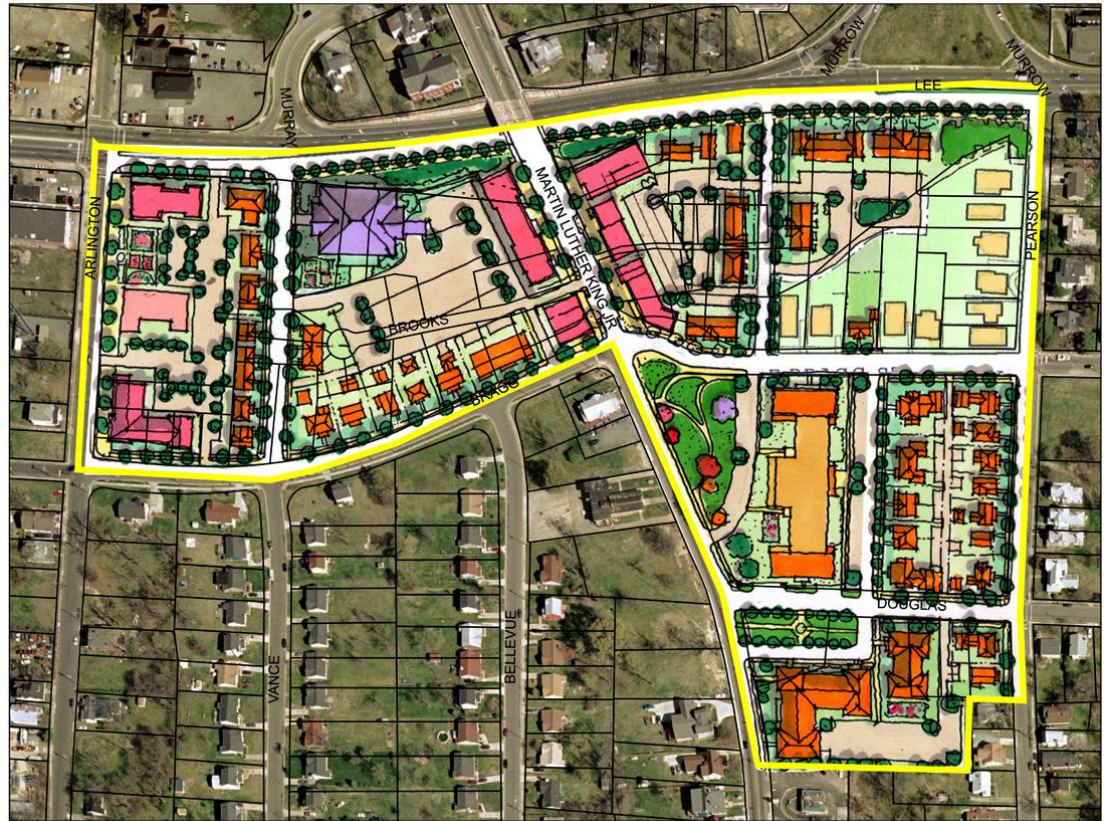
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*REVISED 6.15.11*



## 1.0 HISTORY AND BACKGROUND



Map 1: Conceptual redevelopment plan. Source: Ole Asheboro Redevelopment Plan, March 2004

In March, 2004 the Redevelopment Commission of Greensboro, the City of Greensboro, and the Ole Asheboro Planning Advisory Commission approved the **Ole Asheboro Redevelopment Plan**. Authored by Urban Design Associates and guided by a lengthy public planning process, this Plan is intended to establish the guiding framework for development and redevelopment in the Ole Asheboro neighborhood over the next 10 years.

The following is an excerpt from the Plan.

*Over the past 20 years, the City of Greensboro and the Redevelopment Commission of Greensboro have acquired approximately 70 properties throughout the Ole Asheboro neighborhood. However, redevelopment efforts have stalled due to a lack of clear direction and neighborhood consensus. The overarching purpose of this Plan is to develop a strategy for disposition of these properties in a manner that supports the stakeholders' overall vision for the neighborhood. To this end, the Plan seeks to accomplish five goals.*

***Goal 1: Develop well-defined and implementable initiatives throughout Ole Asheboro***

*Now that a critical mass of property has been acquired, there is consensus to develop a coherent plan for redevelopment of both City-owned property and privately-owned property. Redevelopment has not moved forward because the neighborhood lacks a set of clearly identified and implementable initiatives. An implementable initiative is one that has community consensus, is physically feasible, and is marketable. To this end, the Plan defines tiers of initiatives for the neighborhood defined by focus and timing, ranging from Priority Initiatives to Neighborhood and Infill Initiatives to related private development possibilities within and immediately surrounding Ole Asheboro. The initiatives are mutually supportive – one makes*

*the others stronger— but they are not dependent on one another. They can be implemented individually and on separate timetables.*

**Goal 2: Provide for a diverse scale of development opportunities**

*The redevelopment of the Ole Asheboro neighborhood provides an opportunity for both small, local builders and larger, regional developers to participate. A wide variety of developers and organizations will broaden the mix of housing and commercial products available to the private market. Similarly, broadening the variety of development opportunities will assure the benefits of economic development are spread throughout the community and not held by any single entity. The Plan therefore creates development opportunities at many scales for a variety of developers and organizations to exercise their capacity and potential.*

**Goal 3: Create acceptable, integrated commercial and residential patterns**

*Throughout the public process, residents spoke passionately about both the strong residential character of the community and the lack of commercial services. Decades ago, the neighborhood was well-served by commercial services located along Martin Luther King, Jr. Drive. Today, only a few services and retail establishments remain, some of which are nuisances to the residents and centers of criminal activity. This Plan recommends restoring commercial services to the community in a manner that maintains the strong residential character of the neighborhoods in Greensboro. Guidelines are provided to assure the pattern of new commercial buildings enhances the essential qualities of Ole Asheboro.*

**Goal 4: Link the community to surrounding assets, including the institutions, the natural systems, and Downtown Greensboro**

*Despite its central location, Ole Asheboro is not particularly well connected to nearby surrounding assets. Greensboro benefits from a strong downtown, various universities and research institutions, an emerging arts district, and the defining landscape of Buffalo Creek and its tributaries. The initiatives in the Plan should build upon these strengths by making as many connections to these assets as possible.*

**Goal 5: Develop guidelines for developers, residents, and builders to implement the vision of the neighborhood**

*This Plan articulates a vision for the community. It is not a specific development proposal. The Plan will act as a policy document for the Ole Asheboro neighborhood and the Redevelopment Commission as they solicit development proposals in the future. The Plan will also provide a set of guidelines by which development proposals can be evaluated.*

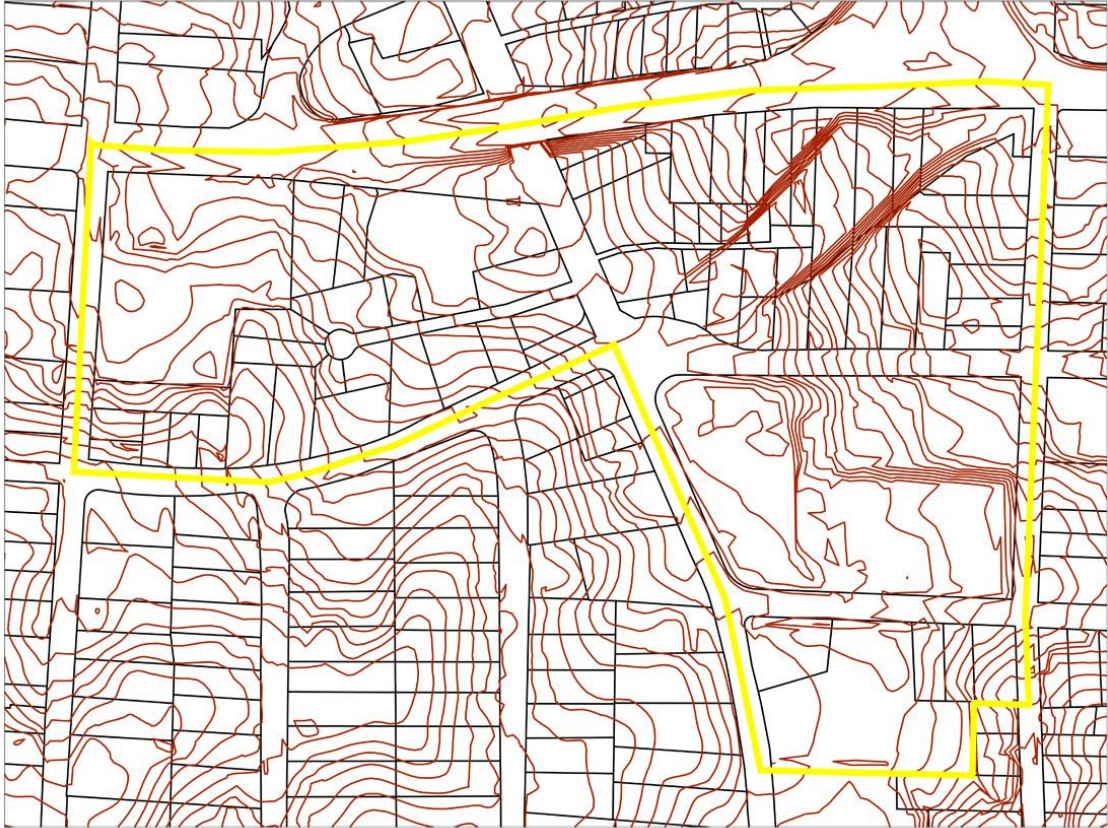


## 2.0 URBAN CONTEXT

The Martin Luther King Jr. Drive North area of the Ole Asheboro neighborhood and covered by this TND Plan is generally bounded to the north by Lee Street, to the west by Arlington Street, to the southwest by Bragg Street, to the southeast by the next block past Douglas Street and to the east by Pearson Street.



*Map 2: Aerial Map showing existing conditions and parcel boundaries. Source: City of Greensboro GIS*



Map 3: Topographic Map showing existing parcels with 2 foot contours. Source: City of Greensboro GIS

### 3.0 GENERAL PLAN PRINCIPLES

*Note: The following is an excerpt from the Ole Asheboro Redevelopment Plan (March 2004) by Urban Design Associates.*

The Redevelopment Plan is intended to establish a framework for ongoing public and private investment. This framework is derived from a series of design principles which were developed in collaboration with the neighborhood stakeholders and the Redevelopment Commission. Together, the framework and principles are meant to guide development, regardless of the project size, uses, or location. The Plan establishes eight principles for any redevelopment.

Maintaining these principles will, over time, promote the quality and integrity of the neighborhood. These principles, combined with the more detailed design guidelines set forth in Sections C and D reflect the key elements and criteria for creating addresses within the neighborhood that reinforce the essential character of Ole Asheboro.

#### **Principle 1**

The essential neighborhood character should be defined by the diversity of historic architectural styles, the scale of houses, and the character of the street.

#### **Principle 2**

Streets should have continuous building frontage with parking located at the rear of the lot or behind buildings. Front yards should be a hallmark of Ole Asheboro houses.

#### **Principle 3**

Martin Luther King, Jr. Drive should have buildings of multiple scales. The character of the street should transition from historically appropriate, large, single-family houses in the south to more attached, mixed-use buildings towards the north and Downtown.

#### **Principle 4**

In order to create safe and accessible parks, public open spaces such as Dorothy Brown Parks, should be bound on all sides by public streets and fronts of houses. The front facade of houses should become a high quality edge to the park.

#### **Principle 5**

The historic character of Ole Asheboro's houses should be upheld through both appropriate and sensitive rehabilitation of existing houses.

#### **Principle 6**

Recreational and pedestrian connections should unify the neighborhood's parks as well as connect them to city-wide and regional open space amenities and institutions.

#### **Principle 7**

Basic streetscape infrastructure of sidewalks and pedestrian-scaled lighting should be installed where possible in Ole Asheboro.

#### **Principle 8**

In order to improve the image of the neighborhood, particular attention should be given to improving the edges of and entrances into Ole Asheboro. In particular, the Bennett Street and Lee Street corridors, as well as the interchange at Martin Luther King, Jr. Drive and Lee Street should be the focus of redevelopment and infrastructure improvements.



### 3.1 MARTIN LUTHER KING, JR. DRIVE NORTH SPECIFIC DESIGN PRINCIPLES

The vacant properties at Martin Luther King, Jr. Drive and Lee Street present Ole Asheboro with its largest single redevelopment opportunity. Originally acquired for the extension of Murrow Boulevard, this land has been vacant for nearly 20 years. Strategically located directly south of the new Southside development, this corner is an important entry into Ole Asheboro. To realize the potential of the site, the momentum created by the Southside development must be leveraged. Therefore, the Plan recommends extending Pearson and Vance Streets to Lee Street to create pedestrian-scaled, urban blocks with potential for mixed-use development. This mixed-use development pattern, complemented by live/work units and streetscape along Martin Luther King, Jr. Drive in both Southside and Ole Asheboro, should continue south to the Nettie Coad Apartments area. The Nettie Coad Apartments are a neighborhood strength on which to build. The vacant land behind the Apartments should be developed as family housing to further diversify housing options within the neighborhood – both rental apartments and new, single-family units.

Lee Street, once a neighborhood street similar to Bragg, Douglas, and Julian Streets, was upgraded in the 1950s to a high capacity arterial meant to facilitate regional east-west movement. As such, Lee Street is no longer an appropriate location for small, single-family housing. The Plan recommends modest streetscape improvements to aid traffic calming. Lee Street should be redeveloped with larger, multi-family, office, commercial and/or institutional buildings with retail on the ground floor.

- Larger buildings and larger lots should front Lee Street and Arlington Street, the neighborhood's edges. Smaller buildings and smaller lots should front Bragg Street, Douglas Street, and other neighborhood streets.
- Buildings on Martin Luther King, Jr. Drive should be mixed-use, have zero- to five-foot setbacks, and 13- to 15-foot sidewalks.
- All parking should be located behind buildings and on-street. Access drives to commercial and institutional parking should be located on side streets wherever possible.
- Driveway cuts for houses with no service alley or rear lane should be 10 feet in width and able to accommodate two cars in length, with garages pulled back and screened from the street behind the houses.
- Institutional buildings and public uses should be located on Lee Street.
- New streets should connect Ole Asheboro to Lee Street.
- Nettie Coad Apartments should be supported by a variety of new family housing.



Map 4: Revised TND Plan, July 2005



## 4.0 URBAN ZONE STANDARDS

### 4.1 CLASSIFICATION BY STREET FRONTAGE

Based on the urbanism of the area and the anticipated street network following the build-out of the plan, the urban standards in this TND Plan have been organized based on the street frontage of the building. This type of coding permits the greatest amount of flexibility within a block for variations in lot size and depth while ensuring predictability of development along a street by ensuring that compatible uses and building types face one another.

The Land Use and Development Standards are established by the following Street Frontage Types:

**A. Type I: Neighborhood Center (NC)**

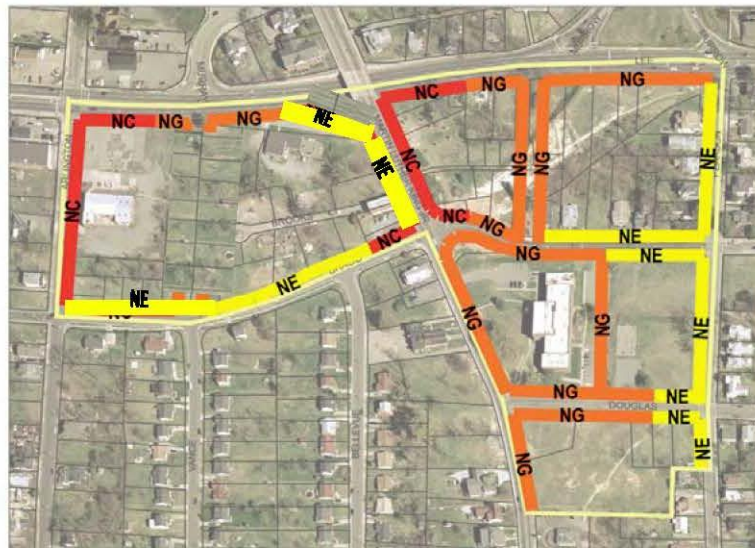
Type I street frontages are active, pedestrian-friendly areas of vertically mixed-use development with wide sidewalks and regular on-street parking. To reinforce this area as a destination, active uses such as retail and restaurant uses should be placed at the street level.

**B. Type II: Neighborhood General (NG)**

Type II frontages accommodate the development of urban neighborhood-scaled housing. Such housing includes a variety of building types include the detached house, the townhouse, and the apartment building. Along Lee Street, limited mixed-uses are permitted within buildings that retain the scale and character of the surrounding residential neighborhood.

**C. Type III: Neighborhood Edge (NE)**

Type III frontages maintain a consistent transition to the existing neighborhood with design standards and uses based on the one and two family detached house.



*Amended - 6.15.11*

### 4.2 PERMITTED LAND USES BY STREET FRONTAGE

<b>RESIDENTIAL USES</b>	<b>NC</b>	<b>NG</b>	<b>NE</b>
Common Area Recreation & Service Facilities		X	X
Family Care Homes (6 or less)		X	X
Family Care Homes (9 or less)		X	
Maternal Care Homes (6 or less)		X	X
Maternal Care Homes (9 or less)		X	
Multifamily Dwellings (including Condominiums)	X	X	
Single Family Detached Dwellings		X	X
Townhouse Dwellings	X	X	X
Two Family Dwellings (Twin Homes or Duplexes)		X	X
<b>ACCESSORY USES AND STRUCTURES</b>	<b>NC</b>	<b>NG</b>	<b>NE</b>
Accessory Dwelling Units, Attached	X	X	X
Accessory Dwelling Units, Detached	X	X	X
Accessory Uses and Structures (customary)	X	X	X
Home Occupations (including renting of rooms)	X	X	X
Swimming Pools	X	X	X
Yard Sales (no more than 2 per year)	X	X	X
<b>RECREATIONAL USES</b>	<b>NC</b>	<b>NG</b>	<b>NE</b>
Clubs or Lodges	X	X	X
Dance Schools	X	X	
Martial Arts Instructional Schools	X	X	
Physical Fitness Centers	X	X	
Public Parks	X	X	X
Public Recreation Facilities	X	X	
Swim and Tennis Clubs	X	X	
<b>EDUCATIONAL AND INSTITUTIONAL USES</b>	<b>NC</b>	<b>NG</b>	<b>NE</b>
Cemeteries/Mausoleums	X	X	
Churches	X	X	X
Day Care Centers, Adult (5 or less, Home Occupation)	X	X	X
Day Care Centers, Adult (6 or more)	X	X	
Day Care Homes, Child (15 or less, Home Occupation)	X	X	X
Day Care Homes, Child (16 or more)	X	X	
Elementary or Secondary Schools	X	X	
Fire Stations	X		
Government Offices	X	X	
Libraries	X		
Museums or Art Galleries	X		
Police Stations, Neighborhood	X		
Post Offices	X		
<b>BUSINESS, PROFESSIONAL, &amp; PERSONAL SERVICES</b>	<b>NC</b>	<b>NG</b>	<b>NE</b>
Accounting, Auditing, or Bookkeeping	X	X	
Administrative or Management Services	X	X	
Advertising Agencies or Representatives	X	X	
Banks, Savings & Loans, or Credit Unions	X		
Barber Shops	X	X	
Beauty Shops	X	X	
Business Associations	X	X	
Business Incubators	X	X	
Clothing Alterations or Repairs	X	X	
Computer Maintenance and Repairs	X		
Computer Services	X		
Economic, Socio., or Educational Research	X	X	
Employment Agencies, Personnel Agencies	X		
Engineering, Architect, or Survey Services	X	X	
Equipment Repairs, Light	X		
Finance or Loan Offices (no drive-thru)	X		
Insurance Agencies (no on-site claims insp.)	X		
Laundry or Dry Cleaning Substations	X		
Law Offices	X	X	
Medical, Dental, or Related Offices	X		
Noncommercial Research Organizations	X	X	
Office Uses Not Otherwise Classified	X		
Photocopying and Duplicating Services	X		
Photography Studio	X	X	

<b>BUSINESS, PROFESSIONAL, &amp; PERSONAL SERVICES (continued)</b>	<b>NC</b>	<b>NG</b>	<b>NE</b>
Real Estate Offices	X	X	



Rehabilitation or Counseling Services	X		
Shoe Repair or Shoeshine Shops	X		
Stock, Security, or Commodity Brokers	X		
Tanning Salons	X		
Television, Radio, or Electronic Repairs	X		
Tourist Homes (Bed & Breakfast)	X	X	
Travel Agencies	X		
Vocational, Business, or Secretarial Schools	X		
Watch or Jewelry Repair Shops	X		
<b>RETAIL TRADE</b>	<b>NC</b>	<b>NG</b>	<b>NE</b>
Antique Stores	X		
Arts & Crafts	X	X	
Bakeries	X		
Bookstores	X		
Cake Decorating Supply Stores	X		
Camera Stores	X		
Candle Shops	X		
Candy Stores	X		
Clothing, Shoe, and Accessory Stores	X		
Coin, Stamp, or Similar Collectible Shops	X		
Computer Sales	X		
Convenience Stores (without fuel pumps)	X		
Cosmetics Shops	X		
Dairy Products Stores	X		
Department, Variety or Gen. Merchandise Stores	X		
Drugstores	X		
Fabric or Piece Goods Stores	X		
Florists	X		
Food Stores	X		
Furniture Sales	X		
Gift or Card Shops	X		
Hardware Stores	X		
Hobby Shops	X		
Home Furnishings, Miscellaneous	X		
Jewelry Stores	X		
Luggage or Leather Goods Stores	X		
Musical Instrument Sales	X		
Newsstands	X		
Office Machine Sales	X		
Optical Goods Sales	X		
Paint and Wallpaper Sales	X		
Pet Stores	X		
Record and Tape Stores	X		
Restaurants (no drive-thru)	X		
Sporting Goods Stores	X		
Stationary Stores	X		
Television, Radio, or Electronic Sales	X		
Used Merchandise Stores	X		
Video Tape Rental and Sales	X		
<b>TRANSPORTATION, WAREHOUSING AND UTILITIES</b>	<b>NC</b>	<b>NG</b>	<b>NE</b>
Utility Lines and Related Appurtenances	X	X	X
<b>MANUFACTURING AND INDUSTRIAL USES</b>	<b>NC</b>	<b>NG</b>	<b>NE</b>
Artisans and Crafts	X		
Jewelry and Silverware (no plating)	X		
Leather and Leather Products (no tanning)	X		
Musical Instruments	X		
<b>OTHER USES</b>	<b>NC</b>	<b>NG</b>	<b>NE</b>
Craft Sales from Clubhouse or Community Center Bldg.	X	X	X
Mixed Developments	X	X	
Temporary Construction Office, Construction Equipment Storage, Real Estate Sales or Rental Offices (with concurrent building permit for Permanent building)	X	X	X
Arts and Crafts Shows	X	X	
Concerts, Stage Shows	X	X	
Outdoor Religious Events	X	X	

## 5.0 SITE DEVELOPMENT STANDARDS

**5.1 APPLICABILITY MATRIX**

The following table indicates the applicability of various standards found throughout the Greensboro Zoning Ordinance.

- A** – Fully Applicable
- M** – Applicable as Modified
- NA** – Not Applicable

Zoning Ordinance Reference	Section Title	Applicability	Notes
30-4-6-6	Dimensional Requirements	M	See 5.2
30-4-7	Supplemental Dimensional Requirements	A	
30-4-8	Accessory Building, Structure, and Use Requirements	M	See 5.3
30-4-9	Fences	M	See 5.4
30-5-4	Landscaping Requirements	M	See 5.5
30-5-5	Sign Requirements	M	See 5.5
30-6-13-1	Minimum Public Street Design Standards	M	See 5.5
30-6-13-4	Minimum Private Alley Standards for Traditional Neighborhood Districts	A	
30-6-13-5	Sidewalks	A	



**5.2 DIMENSIONAL STANDARDS** *(Replacing the requirements of 30-4-6-6)*

	Type I Neighborhood Center (NC)	Type II Neighborhood General (NG)	Type III Neighborhood Edge (NE)
<b>Setbacks and Encroachments<sup>1</sup></b>			
Front Setback (min) <sup>2</sup>	0 ft	10 ft <sup>3</sup>	10 ft
Front Setback (max)	5 ft	25 ft <sup>4</sup>	25 ft
Side Setback (min)	0 ft	5 ft	5 ft
Corner Side Setback (max)	10 ft	15 ft	20 ft
Front and Side Encroachments <sup>5</sup>	3 ft	10 ft	10 ft
Rear Setback (no alley)	25 ft	5 ft	20 ft
Rear Setback (with alley)	0 ft from edge of alley pavement	15 ft from alley centerline	15 ft from alley centerline
Maximum Distance between Buildings along Street Frontages(excluding streets & driveways)	10 ft	Not applicable	Not applicable
<b>Height</b>			
Minimum	20 ft	n/a	n/a
Maximum	3 Stories	3 Stories	2 Stories
<b>Lot Coverage</b>			
Maximum	100%	70%	55%

<sup>1</sup> Civic Buildings are exempt from these regulations.

<sup>2</sup> For infill lots, the setback should be generally equal to the average of the adjacent homes.

<sup>3</sup> Minimum Setback from Lee Street: 20 ft

<sup>4</sup> Maximum Setback from Lee Street: 30 ft

<sup>5</sup> Encroachments: Balconies, stoops, stairs, chimneys, open porches, bay windows, and raised doorways are permitted to encroach into the front setback. Upper story balconies may encroach into the right-of-way in the NC District up to 3 feet with permission from the City.

**5.3 ACCESSORY STRUCTURE STANDARDS**

*(Amending the requirements of 30-4-8.1 (E) and 30-4-8.2 (B) (1))*

Location Relative to Principal Building	Accessory Building/Structure Size			
	< 600 sq ft		≥ 600 sq ft	
	Side	Rear	Side	Rear
Between Front Wall and Rear Wall (projected)	Same as Principal Building	NA	Same as Principal Building	NA
Behind Rear Wall	0 or 3 ft <sup>1</sup>	3 ft	0 or 3 ft <sup>1</sup>	3 ft

<sup>1</sup> The minimum building separation between accessory structures shall be 6 feet unless the structures share a common wall such as attached garage units.

**5.4 FENCES**

*(Amending the requirements of 30-4-9.6)*

Yard Location	Maximum Height
Residential Front Yard	3 ½ feet
Residential Side and Rear Yard	6 feet
Non-Residential Front Yard <i>(Around Outdoor Seating Areas only)</i>	3 ½ feet
Non-Residential Side and Rear Yards	8 feet

**5.5 LANDSCAPING**

*(Amending the requirements of 30-5-4.8)*

Street Yard Standards	NC	NG	NE
Minimum Yard Width	Trees in Wells <sup>1,2</sup>	6ft <sup>1</sup>	6 ft <sup>1</sup>
Average Yard Width	n/a	6ft	6 ft
Canopy Trees Rate	2/100 ft <sup>3,4</sup>	2/100 ft <sup>3,4</sup>	2/100 ft <sup>3</sup>
Shrubs Rate	n/a	n/a	n/a

<sup>1</sup> Street trees should be installed in the public right-of-way.

<sup>2</sup> Trees installed in wells shall utilize ADA compliant tree grates.

<sup>3</sup> Street trees are required to be planted along both sides of all streets within the district as development occurs, including single family developments. Provisions should also be made to encourage private property owners not undertaking new development to follow a similar street tree planting program. Trees should be placed so they compliment the face of buildings. Spacing should be selected to avoid their placement in front of building entrances, storefronts, or signage. Priority should be placed on pedestrian crossings and between buildings. Where overhead utility lines or lack of yard width prevent the planting of canopy trees, understory trees may be substituted at the rate of 3/100 ft. Tree selections should be made from the City of Greensboro’s list of acceptable and drought tolerant street trees, as recommended by the City’s Urban Forester with a mix of species recommended.

<sup>4</sup> Parking lot planting rates are 1 tree/12 parking spaces, as currently required by City Development Ordinance.



**5.6 SIGNS**

*(Amending the requirements of 30-5-5. Portions of the existing sign regulations not specifically modified herein remain the default standard.)*

Sign Standards	NC	NG	NE
<b>Freestanding Signs</b> (Outdoor advertising)	None allowed	None allowed	None allowed
<b>Wall Signs<sup>1</sup></b>			
Maximum number of signs	1 per use	1 per use	1 per use
Maximum area	1.5 sq ft per linear foot of building frontage	1 sq ft per linear foot of building frontage	12 sq ft
<b>Projecting Signs<sup>2</sup></b>			
Maximum number of signs	1 per business	1 per business	None Allowed
Maximum area	16 sq ft	10 sq ft	-
Maximum projection from wall	4 ft	4 ft	-
<b>Awning Signs</b>			
Maximum number	1 per business	None allowed	None allowed
Maximum area	50% of awning	-	-
<b>Suspended Shingle/Post Arm Signs<sup>3</sup></b>			
Maximum number	None allowed	1	1
Maximum area	-	12 ft	12 ft
Maximum height	-	5 ft	5 ft
<b>Monument Signs<sup>4</sup></b>			
Maximum number	1 per frontage	1 per frontage	1 per frontage
Maximum area	32 sq ft/side	32 sq ft/side	32 sq ft/side
Maximum height	8 ft	8 ft	8 ft

<sup>1</sup> For non-residential uses and multifamily uses only

<sup>2</sup> Sign may not extend above the soffit, parapet, or eave line, as appropriate, of the building to which it is attached

<sup>3</sup> For Home Occupation Uses Only

<sup>4</sup> Only non-residential or multifamily buildings set back more than 20 feet from the right-of-way and having 100 feet or more of street frontage may use a monument sign.

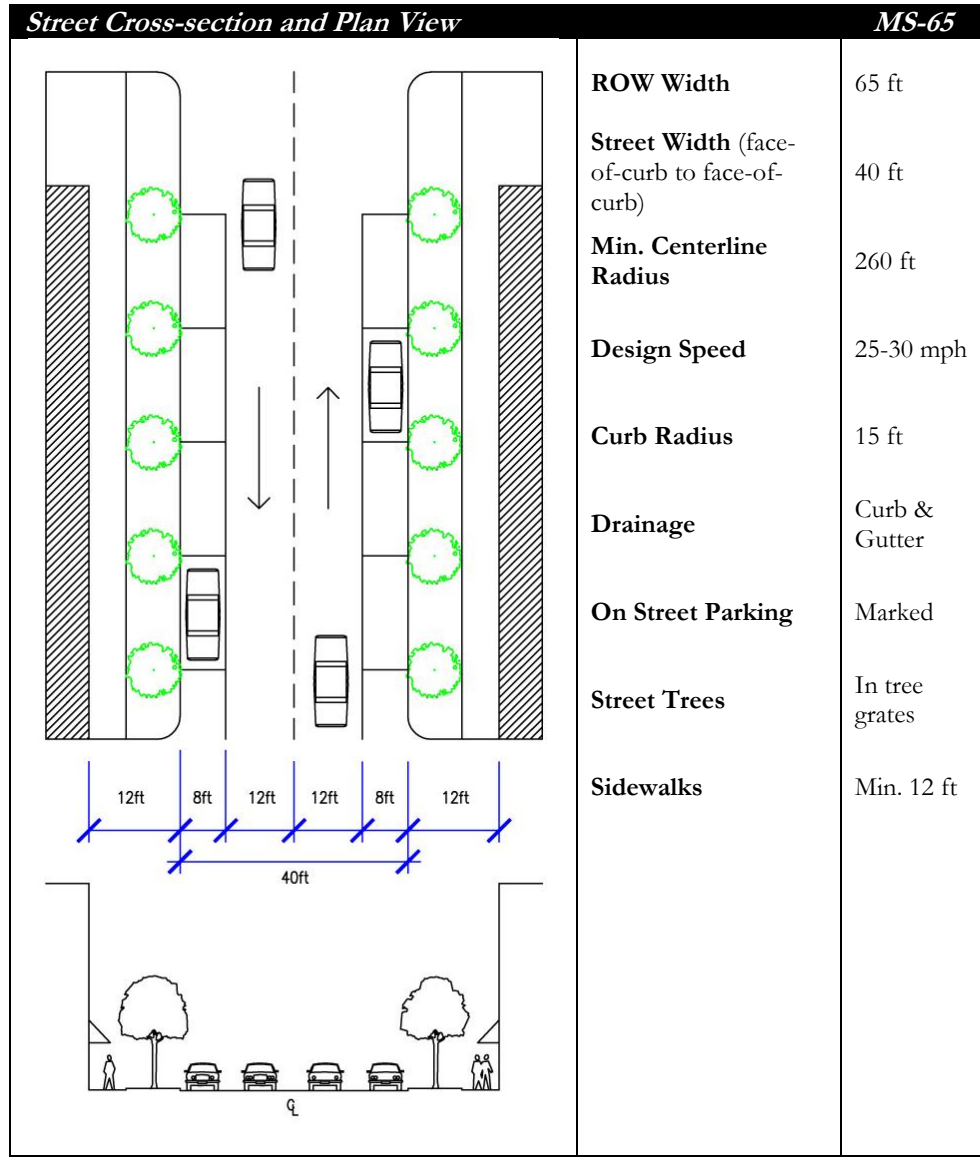
**5.7 PUBLIC STREET STANDARDS**  
*(Amending the requirements of 30-6-13.3)*

The following street standards are applied in accordance with the map below:



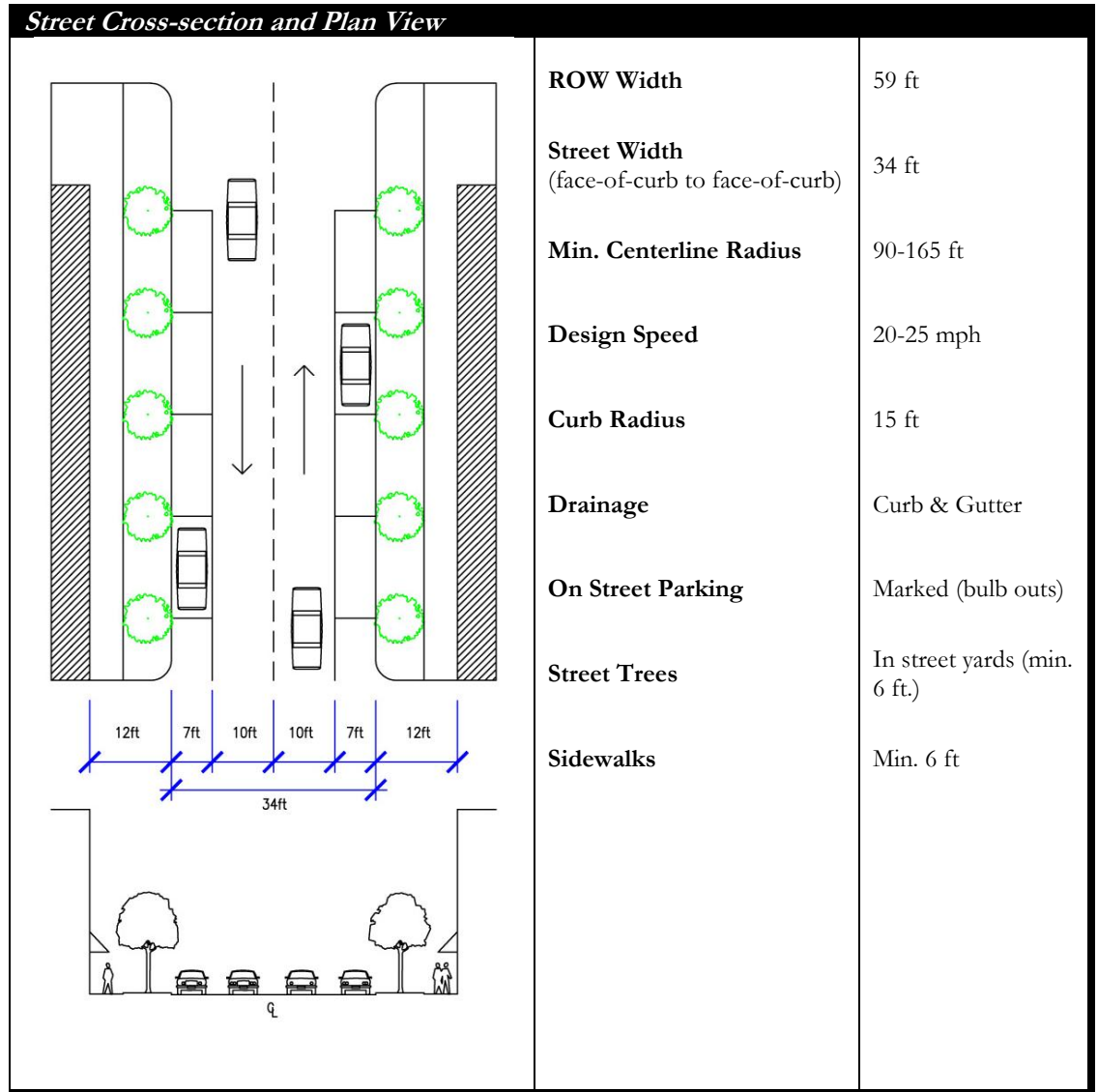
Street Segment	Cross-Section
Vance Street extension	RMS-59
Bragg Street (West)	LS-50
Martin Luther King Jr Drive (North of Bragg)	MS-65
Martin Luther King Jr Drive (South of Bragg)	No Change
Bragg Street (East)	LS-50
Douglas Street	LS-50
Pearson Street	LS-50
New Streets with Multi-Family Frontage	RMS-59
Rear Lane/Alleys	RL-20
Close	CL-30

A. Main Street 65 ft ROW (MS-65)





B. Residential Main Street *59 ft ROW* (RMS-59)



C. Local Street *50 ft ROW (LS-50)*

<i>Street Cross-section and Plan View</i>	
<p>The diagram illustrates the street cross-section and plan view for a 50-foot Right-of-Way (ROW) Local Street (LS-50). The cross-section shows a total width of 50 feet, with a 26-foot street width (face-of-curb to face-of-curb). The street width is divided into two 13-foot lanes. The sidewalks are 5 feet wide on each side. The street width is also divided into two 6-foot sections, likely representing the width of the travel lanes. The plan view shows a street with trees and a building.</p>	<p><b>ROW Width</b> 50 ft</p> <p><b>Street Width</b> (face-of-curb to face-of-curb) 26 ft<sup>5</sup></p> <p><b>Min. Centerline Radius</b> 50-90 ft</p> <p><b>Design Speed</b> 20-25 mph</p> <p><b>Curb Radius</b> 15 ft</p> <p><b>Drainage</b> Curb &amp; Gutter</p> <p><b>On Street Parking</b> Expected, but not marked. Allow both sides.</p> <p><b>Street Trees</b> In street yards (min. 6 ft.)</p> <p><b>Sidewalks</b> Min. 5 ft</p>

<sup>5</sup> Assume existing street widths on Douglas and Pearson Streets. Street and ROW widths may be wider on new streets to accommodate parallel parking on one side.

D. Rear Lane 20 ft ROW (RL-20)

<i>Street Cross-section and Plan View</i>	
	<p><b>ROW Width</b> 20 ft</p> <p><b>Pavement Width</b> 12 ft plus 1 ft concrete pan on each side</p> <p><b>Min. Centerline Radius</b> n/a</p> <p><b>Design Speed</b> n/a</p> <p><b>Curb Radius</b> 20 ft</p> <p><b>Drainage</b> Closed inverts</p> <p><b>On Street Parking</b> n/a</p> <p><b>Street Trees</b> no</p> <p><b>Sidewalks</b> no</p>



E. Close 30 ft ROW (CL-30)

<i>Street Cross-section and Plan View</i>	
<p>The diagram illustrates a street cross-section and plan view. The cross-section shows a 30-foot total width with a 18-foot pavement width, 5-foot sidewalks, and trees. The plan view shows a street with cars, trees, and a building.</p>	<p><b>ROW Width</b> 30 ft</p> <p><b>Pavement Width</b> (face-of-curb to face-of-curb) 18 ft</p> <p><b>Min. Centerline Radius</b> n/a</p> <p><b>Design Speed</b> n/a</p> <p><b>Curb Radius</b> 20 ft</p> <p><b>Drainage</b> Curb &amp; Gutter</p> <p><b>On Street Parking</b> Marked (striped)</p> <p><b>Street Trees</b> In street yards (min. 6 ft.)</p> <p><b>Sidewalks</b> Min. 5 ft</p>

5.8 STREETScape DESIGN

A. Non-Conforming Streetscapes

All new development (except individual single family homes) or expansions to existing development shall be required to upgrade their street frontage in accordance with the standards outlined in Section 5.7 and (B) below.

B. General Provisions

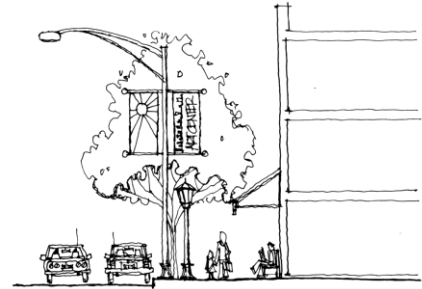
1. **On-Street Parking:** All on-street parking provided should be parallel. Angle parking is permitted in front of high traffic retail locations and where the posted traffic speed is 20 mph or less.

2. **Curb-Return Radii:** Curb radii shall be designed to reduce pedestrian crossing times along all streets requiring sidewalks. In general, curb radii should not exceed 20 ft.

3. **Curbs and Drainage:** Curbs shall be constructed in accordance with GDOT Standards. Standard curbing is required along all streets and around all required landscaping areas and parking lots. Drainage shall be provided using curb and gutter piped systems along all streets. All drainage grates, if provided, must be safe for bicyclists (grating must be perpendicular or diagonal to the street centerline).

4. **Traffic Calming:** The use of traffic calming devices such as raised intersections, landscaping bulb-outs, horizontal speed bumps, and traffic circles are encouraged as alternatives to conventional traffic control measures.

5. **Outdoor Seating:** Where uses such as outdoor seating for cafés and restaurants use the public sidewalk, there shall be a minimum of 4 feet of clearance for adequate passing distance by pedestrians.



*A typical streetscape in the area with on-street parking, lighting, street trees, seating, and sidewalks. (Ref. 5.7)*



*Sidewalks 12 feet wide to encourage outdoor seating while providing adequate passing clearance (Ref. 5.8.B.5)*

## **APPENDIX A**

### **ARCHITECTURAL GUIDELINES**

The Architectural Guidelines of the Ole Asheboro Redevelopment Plan (March 2004) are incorporated herein by reference.



## Credits

This TND Plan was prepared for the City of Greensboro by  
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