



LAWNDALE DRIVE CORRIDOR STUDY, PHASE I

Findings & Recommendations

Adopted April 7, 2015

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Executive Summary

The Phase I Target Area of the 3.6 mile Lawndale Drive Corridor Study includes the southernmost segment of the corridor, stretching from West Cornwallis Drive to Cone Boulevard, referred to as the Kirkwood Study Area. The Kirkwood Study Area is comprised of a wide mixture of uses, and is experiencing development pressures that could negatively impact the stability of adjoining neighborhoods without additional development policy guidance.

Stakeholders in the Phase I study area identified three primary policy strategies to support stability in the neighborhoods adjacent to Lawndale Drive while encouraging investments along this portion of the corridor:



Preserve & Maintain Compatibility

- Mirror existing scale & form at a fine grain, block level
- Encourage context sensitive conversions of existing buildings
- Support infill, reuse and redevelopment in appropriate locations, with thoughtful consideration of form
- Encourage a high level of property maintenance



Preserve & Enhance the Tree Canopy

- Conduct a street tree inventory along Lawndale Drive
- Complete a canopy management plan for the corridor
- Establish a remove & reforestation program to support a healthy street tree canopy



Enhance Non-Motorized Amenities

- Study the traffic impacts of improvements to 'spaghetti' junction to the south and the I-840 interchange to the north
- Make the street more complete
- Complete the A & Y Greenway connection south and improve east-west connectivity, access & crossing visibility

These recommendations are described in detail in the Findings & Recommendations section of the Phase I Plan.

Introduction

Lawndale Drive is a thriving commercial corridor in north central Greensboro. Planned investments like the Urban Loop and expansion of facilities at the Greensboro Science Center combined with strong private development interest along the corridor will result in additional growth pressures along Lawndale Drive. In response to these conditions, the Greensboro City Council authorized a corridor study for 3.6 miles of Lawndale Drive in May, 2013.

The primary purpose of this study is to develop a shared vision for the desired character of the Lawndale Drive corridor that can be used by public and private entities alike to guide future growth decisions. The desired outcome is tools, policies and strategies that the City can use to support stability in the neighborhoods adjacent to Lawndale Drive while guiding future investments.

Existing Conditions

An existing conditions report was prepared in June, 2013 which summarizes conditions in the corridor, existing plans, and anticipated public investments. The Existing Conditions Report recommended the study area be divided into four target areas for further study. This report summarizes the findings and recommendations for the Phase I Target Area.

Phase I: Kirkwood Target Area

The Phase I Target Area includes the southernmost segment of the corridor, stretching from West Cornwallis Drive to Cone Boulevard (Figure 1), and is referred to as the Kirkwood Study Area. The study area is comprised of a wide mixture of uses including post-war bungalows and apartments; retail shops and offices and light industrial and warehouse uses. This area is experiencing development pressures that have the potential to negatively impact the stability of adjoining neighborhoods. Demand for access to the A & Y Greenway has increased the frequency of bicycle and pedestrian crossings of Lawndale Drive, generating neighborhood interest in improving the visibility and safety of existing crossing locations.

In the Phase I Target Area, an emphasis has been placed on finding strategies that:

- Support neighborhood stability;
- Consider the opportunities and impacts of the A & Y Greenway; and
- Explore the redevelopment possibilities of the corridor.



Figure 1. Phase I Study Area, Lawndale Drive Corridor Study



Process

The planning process for the Phase I Target Area began in October 2013. Activities focused on gathering stakeholder input, developing strategies, and vetting proposed recommendations. Stakeholders were engaged and informed through direct mailings, print and on-line surveys, email updates, neighborhood meetings, and a three-day design workshop.

The Greater Kirkwood Community supported the planning process by hosting meetings, distributing information on the neighborhood listserv and reviewing recommendations.



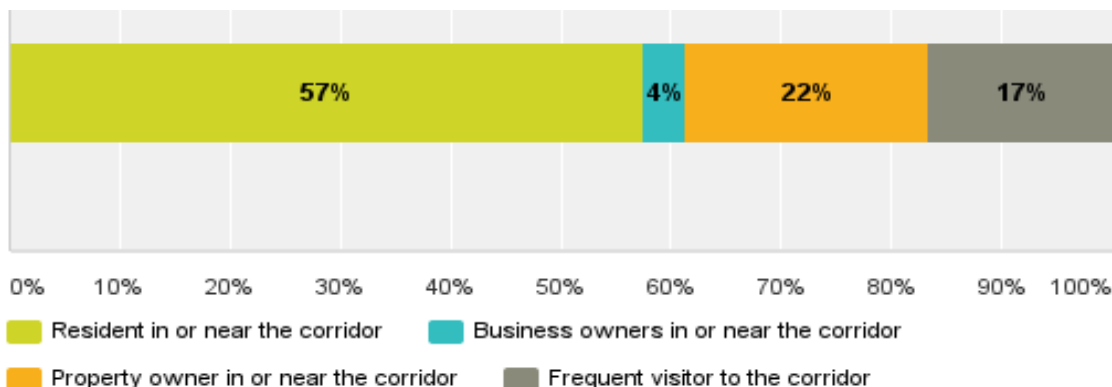
Public Input

Assets, Opportunities and Threats Survey

In October 2013 a survey was distributed to residents and property owners within the Lawndale Drive Corridor Study Area to better understand stakeholder views about conditions within the corridor. To date, a total of 175 responses have been received.

32 respondents identified themselves as being primarily interested in the Phase I segment, and 97 respondents identified their primary interest in the corridor as a whole. These 129 responses were used to inform the Phase I recommendations.

Figure 2. Survey Respondent Interest in the Corridor



Of the respondents, 57% were residents in or near the corridor and 22% identified themselves as property owners (Figure 2).

The survey included three open ended questions:

- *What are the Lawndale corridor's greatest assets?*
- *What is the greatest threat to the Lawndale corridor?*
- *What is the greatest opportunity in the Lawndale corridor?*

Responses were categorized into general topic areas and themes to identify patterns and priorities. Responses total more than 100% due to some responses expanding into more than one category.

Assets identified by respondents along the corridor included transportation (46%), character of residential areas (38%), character of commercial areas (35%) and parks and natural environment (33%). Two primary types of threats were identified: incompatible development patterns (53%) and traffic conditions (52%) (Figure 3).

Figure 3. Assets & Threats Survey Responses

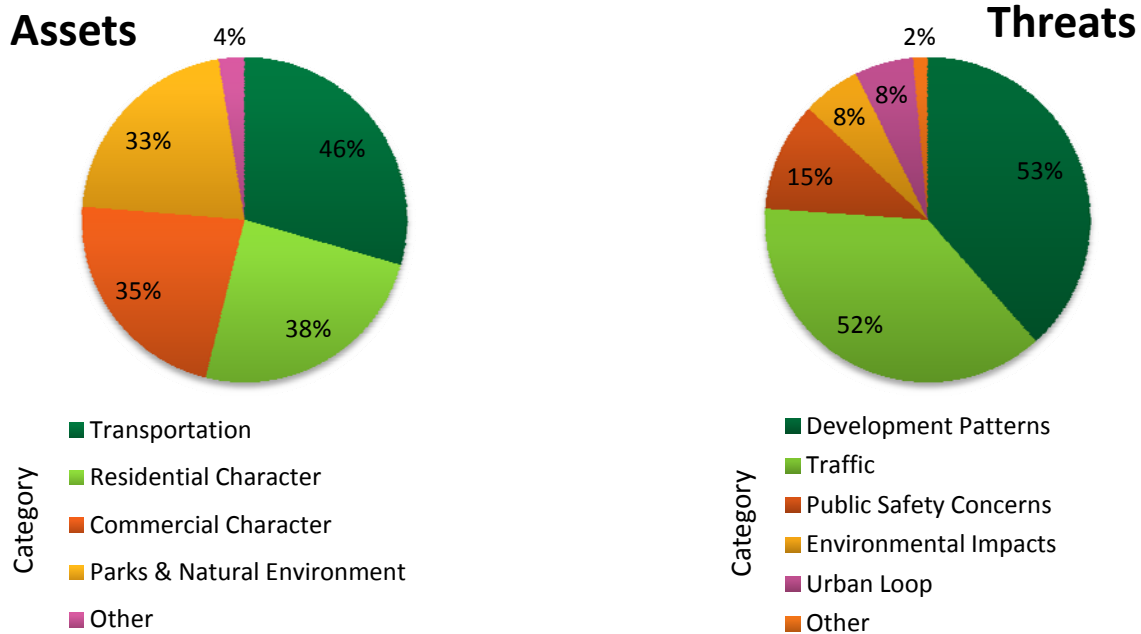
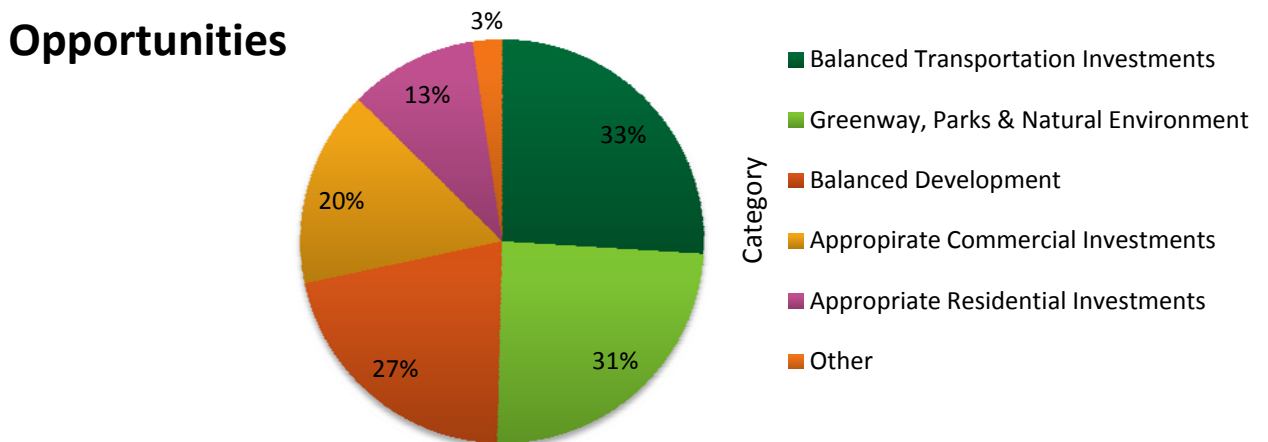


Figure 4. Opportunity Survey Responses



Opportunities were widely distributed, with balanced transportation investments (33%), improving greenways, parks and the environment (31%), and balancing commercial and residential growth (27%) all identified with high frequency.

The surveys and a complete set of survey responses can be found in the Appendix.

Idea Mapping

A neighborhood meeting was held in August 2013 to provide a summary of existing conditions and explain the planning process. Attendees were asked to map the location of assets, opportunities, and threats in the Phase I Target Area.

Figure 5. Design Link Workshop Session

Design Link Workshop

In March 2014, a three-day series of community design workshops were hosted by the Piedmont Authority for Regional Transportation (PART) and the Center for Creative Economy Design Link program. The workshops were conducted in conjunction with the region's sustainability plan, *Piedmont Together*.



Over three days, 40 stakeholders participated in these discussions. The team facilitated stakeholder meetings, conducted a market analysis, and developed visual renderings (Figure 5 & 6). The workshops generated ideas for redevelopment of the Sears/Loomcraft facility, strategies to preserve the residential character of the corridor and ways to better connect the A & Y Greenway to surrounding neighborhoods. Short-term, intermediate and long term recommendations were developed and incorporated into the recommendations for the Phase I Target Area.

Figure 6. Sears/Loomcraft Redevelopment Concept



The workshop input and findings were summarized in a report prepared by Design Link in May 2014. The report is available on the project website at:
www.greensboro-nc.gov/lawndale.

Neighborhood Action Plan

A neighborhood meeting was held in August 2014 to review and prioritize draft recommendations of the study. The 25 attendees were asked to provide feedback on recommended goals and strategies and identify action steps that could be taken toward implementation. This input was used to refine the recommendations for Phase I.

Recommendations Survey

A final survey was distributed to stakeholders within the target area to receive feedback on draft recommendations, establish priorities for proposed action steps and gauge stakeholder support for the recommendations. Of the 18 responses to the survey, a majority agrees or strongly agrees with each of the draft strategies.

A complete set of these survey responses can be found in the Appendix.

Public Comments

A public comment period on the draft plan was announced on December 19, 2014, and closed February 6, 2015. The following comments were received during that period:

Thanks for all your work on this. I had talked with you at the meeting about the issue of needing a stop sign at independence and Delaware and I was told by the city that we couldn't put one there because we had one within 1000 ft. Could we put some slow down or children at play signs up before a kid is hit walking up Delaware from kirkwood park? Thanks so much for your help.

Thank you for the opportunity to voice concerns over the impact the Lawndale Corridor will have upon my neighborhood.

- 1. Liberty Drive, a street will quiet parks, playing children, and leisurely walkers is at risk. Without too much thru traffic at this point, any roadwork or traffic diversion quickly turns Liberty Drive into a main thoroughfare. My concern is that a designated spur to turn onto Liberty would increase traffic flow.*
- 2. There is great concern on this street that we will become a cut-through street linking a busy Lawndale to side streets leading to Cone and Cornwallis.*
- 3. The nature of businesses you allow on Lawndale will either add to the desirability of my neighborhood, or it will severely and negatively impact it. We are a neighborhood whose price point does not protect it as does Irving Park's In this way, we are vulnerable.*
- 4. This is an opportunity to do something to improve Greensboro and give it an upscale feel or to fail and add another Highpoint Rd.*

Is there a "corridor plan" similar to the Lawndale Drive Corridor Plan for West Friendly Avenue? Thanks.

I received the notice of public hearing for the Lawndale Drive Corridor Plan yesterday. I own my residence at 2211 Oak Hill Dr. The proposal sent out, attachment one, indicates the possibility of connecting Cone blvd. to the Shopping area with a new road that would take my home. I intend to come to the planning board public hearing on 2/18/15. Please keep me informed if this meeting were to be rescheduled.

Each commentator received a direct response from staff regarding their specific questions and comments. In some cases, this included referrals to other departments to address specific concerns.

Public Hearings

On February 18, 2015, the Planning Board conducted a public hearing on the plan. Three speakers provided comments in support of the plan, including their support for the adoption of the plan, discussion of the potential for redevelopment of the Sears/Loomcraft building, the opportunities associated with the A&Y Greenway, strategies to preserve the willow oaks along Lawndale Drive, and how to better accommodate cycling on Lawndale Drive through protected bicycle lanes.

The Planning Board unanimously recommended the Plan to City Council with a note that Lawndale Drive appears to be a prime candidate for protected bicycle lanes, and staff should work with GDOT to explore options.

On April 7, 2015 the Greensboro City Council unanimously adopted the plan as presented following a public hearing.

Key Findings

A number of key findings of the Existing Conditions Report are applicable to the Phase I Target Area, and provided the foundation for engaging stakeholders and the development of recommendations.

Demographics

- Population in the study area is stable and expected to grow slightly over the next five years.
- Demand for housing in the area will remain strong over the next five years, potentially driving up home values and median rents.
- Demand for multi-family units will increase as units are lost due to construction of the Urban Loop.

Environment

- The tree canopy is an important aesthetic component of the corridor and should be actively managed.
- Impacts on nearby historic assets should be considered and mitigated as development and redevelopment activities occur.

Existing Neighborhoods

- Collaboration with neighborhood organizations will be an important part of the planning process.

Existing Plans & Policies

- The implementation of adopted plans in the area has the potential to transform the study area into a more multi-modal, regional destination.

Infrastructure

- Existing infrastructure serving the study area is sufficient to accommodate anticipated development in the corridor, including roads, stormwater, water and sewer, and private utilities.

Land Use

- Nearly every parcel in the study area has been developed, indicating a likelihood of increased pressure for redevelopment.
- As redevelopment is proposed along the corridor, managing the transitions to existing neighborhoods and lower impact uses will be critical to long term stability in the study area.

Public Safety

- Crime does not present a particular concern in the study area.

Retail and Business

- A vibrant service and retail economy exists in the corridor and should be maintained.
- Encouraging the expansion of targeted business sectors could support long term economic stability and employment in the corridor.

Transportation

- Existing traffic counts are expected to increase with the construction of the Urban Loop (I-840) interchange.
- Demand for bicycle and pedestrian access is expected to increase with the continued development of the Atlantic and Yadkin Greenway.

Recommendations

The City collaborates with residents, businesses interests, and property owners to develop plans that build on the strengths of their community, and effectively address threats and concerns.

In 2008, The Greater Kirkwood Community successfully requested 26 acres along the Lawndale corridor in the Phase I Target Area be changed by City Council from the “Mixed Use Commercial” future land use category to the “Moderate Residential” future land use category on the Generalized Future Land Use Map.

Moderate Residential is defined in the Comprehensive Plan as a category that:

...“Accommodates housing types ranging from small-lot, detached and attached single-family dwellings such as townhomes to moderate density, low-rise apartment dwellings.”

This revision supports a suitable range and intensity of uses in the corridor. No further revision to the Generalized Future Land Use Map is proposed. The recommendations for the Phase I Target Area focus on refining existing policies to provide finer-grain guidance for future investments in the corridor. These recommendations were developed to work in coordination with the City’s Comprehensive Plan, *Connections 2025*. This plan builds on and supports the following *Connections 2025* objectives:

- Preserving Community Character (Policy 5E, 5F)
- Improving the transportation network (Policy 8A, 8F)
- Improving neighborhood resources (Policy 9C, 9D, 9E, 9F)

Phase I Target Area recommendations fall into three primary policy areas:



**Development
Compatibility**



**Preserving the
Canopy**



**Non-
Motorized
Amenities**

Each policy goal is supported by a set of strategies and proposed actions that fall into one of three time frames:

- **Immediate** (1-3 years),
- **Mid-Range** (3-5 years), and
- **Long-Term** (more than 5 years).

Actions are suggested not only for the City, but for the neighborhood, property owners and future investors in the corridor to consider as development occurs.



Goal 1: Preserve & Maintain Compatibility

Strategy: Encourage a consistent level of property maintenance

Concerns were consistently expressed by stakeholders about inconsistent levels of commercial and residential property maintenance within the Phase I Target Area. Encouraging property maintenance will insure the corridor will remain a thriving, desirable place to live, invest and shop.

Immediate Actions:

- Educate and inform residents and property owners regarding zoning and minimum housing code enforcement, including categories of violations, reporting methods and enforcement process steps.

Long Term Actions:

- Relocate overhead power lines underground.

Strategy: Encourage context sensitive residential conversions

Market pressures for additional commercial development are expected to continue along this portion of Lawndale Drive. The residential blocks between West Cornwallis Drive and Markland Drive are likely to generate continued interest for conversion to non-residential uses. A context sensitive approach would help achieve the goal of maintaining compatibility with the surrounding residential uses by preserving the form and scale of existing buildings.

Immediate Actions:

- Consolidate driveways as residential structures convert to non-residential uses.

Intermediate Actions:

- Develop alley access to serve properties on the west side of Lawndale Drive.

Strategy: Support infill and reuse

The placement, size and massing of buildings is consistent along each residential block in the Phase I Target Area. As new buildings are constructed in this area, building placement and scale should reflect that of the existing structures in the block to maintain the visual rhythm of each block face.

Immediate Actions:

- Develop a pattern book to describe and encourage best practices for context sensitive infill, including building styles, massing and setbacks.

Long Term Actions:

- Encourage development of underutilized surface parking at the Kirkwood Commons Shopping Center to create a destination village.
- Support redevelopment of the Sears/Loomcraft building into a mixed use development.



Goal 2: Preserve & Enhance the Tree Canopy

Strategy: Actively manage the street tree canopy

The tree canopy along Lawndale Drive between Cornwallis Drive and Markland Drive is one of the defining features of the neighborhood. As these trees come to the end of their lifespan, deliberate action will be required to sustain this unique community asset.

Immediate Actions:

- Prepare a canopy management plan for the street trees along Lawndale Drive. This would include an inventory, maintenance guide, canopy tree species recommendations, proposed planting locations, and phasing

Long Term Actions:

- Consider the use of tree-friendly sidewalk materials (e.g. Terrawalk) as sidewalks are relocated or reconstructed along Lawndale Drive to support the health of street trees

Strategy: Encourage tree replacement along Lawndale Drive

The canopy trees along Lawndale Drive may be privately owned, but are recognized as a community-wide asset. Developing strong public, private, and non-profit relationships will be necessary to support the long term health of these street trees.

Immediate Actions:

- Conduct education and outreach related to tree health and maintenance best practices.
- Build relationships with non-profit organizations like Greensboro Beautiful and Building Stronger Neighborhoods to support implementation of canopy-related improvements.

Mid-Range Actions:

- Prepare a NeighborWoods application to support planned reforestation along Lawndale Drive.
- Seek funding to support the maintenance and replacement of street trees on Lawndale Drive.



Goal 3: Enhance Non-Motorized Amenities

Strategy: Complete the Atlantic & Yadkin Greenway

Completion of the final segment of the Atlantic and Yadkin Greenway to connect to the Downtown Greenway is expected to have a significant impact on existing bicycling and pedestrian activity in the Greater Kirkwood Community and along Lawndale Drive.

Immediate Actions:

- Support development of functional design for final Greenway segment between Spring Garden Street and Markland Drive.

Mid-Range Actions:

- Support funding for Greenway construction.
- Seek funding for improvements to City property at the corner of Cornwallis Drive and Battleground Avenue to establish a passive park adjacent to the Greenway through the Neighborhood Small Projects program.

Strategy: Improve east-west connectivity and access

Proximity to the Atlantic & Yadkin Greenway is expected to generate increased demand for pedestrian and bicycle crossings along this segment of Lawndale Drive. Targeted improvements to increase visibility and providing formal access points would improve safety and establish clear expectations for greenway users and motorists.

Immediate Actions:

- Conduct bicycle and pedestrian counts at the intersection of Markland Drive and Lawndale Drive to establish baseline data for future studies.
- Install high visibility cross-walks across Lawndale Drive at existing marked and signaled crossings.

Mid-Range Actions:

- Install bicycle parking in the Shops at Kirkwood and Target retail centers.
- Install pedestrian warning signs on Lawndale Drive to alert motorists of high volume crossing locations.

Long Term Actions:

- Improve pedestrian access through the Shops at Kirkwood and Target retail centers to improve bicycle and pedestrian connectivity between the A & Y Greenway and the Greater Kirkwood neighborhood.
- Provide directional signage for greenway users.

Strategy: Make Lawndale Drive a more complete street

A complete street is designed to be safe and comfortable for all users: motorists, pedestrians, bicyclists, and transit users. Complete streets include features and amenities that support multiple users and integrate with the type and intensity of surrounding land uses. With interest in active transportation expected to increase in this corridor, investing in improvements that make Lawndale Drive more complete will improve safety and broaden access to a wider range users.

Immediate Actions:

- Conduct speed education and enforcement actions on the segment of Lawndale Drive between Cone Boulevard and Cornwallis Drive.
- Study the traffic impacts to Lawndale Drive of the I-840 Interchange.

Mid-Range Actions:

- Conduct an engineering study of the road network between Green Valley Road and Cornwallis Drive to better manage traffic impacts on the southern end of Lawndale Drive.
- Improve street lighting along Lawndale Drive to support better year-round pedestrian visibility.

Appendix

Assets, Threats and Opportunities Survey

Lawndale Drive is a thriving corridor in north central Greensboro. The Greensboro City Council has initiated a corridor study of a 3.6 mile section of the roadway, from the intersection of Cornwallis Drive to the future intersection with the urban loop, I-840. The purpose of this study is to develop a shared vision for the desired character of the corridor. The desired outcomes are tools and strategies can be used by the City to support neighborhood stability while guiding future investments along the corridor.

This survey is designed to engage stakeholders along the corridor in a broad conversation about conditions in the corridor. The questions below are the same as those being asked in live workshop settings.

When the first phase of public engagement activities are complete, a summary report of this input will be made available.

We invite you to take a few minutes to respond to the questions below.

1. I am a ... (please select one)

- ☐ Resident in or near the corridor
- ☐ Business owners in or near the corridor
- ☐ Property owner in or near the corridor
- ☐ Frequent visitor to the corridor

Other (please specify)

2. I am primarily interested in... (select one)

- ☐ the segment from Cornwallis Drive to Cone Boulevard
- ☐ the segment from Tall Oaks to Cottage Place
- ☐ the activity center at the Pisgah Church Road intersection
- ☐ the activity center at the Urban Loop Interchange
- ☐ the corridor as a whole

Other (please specify)

3. What is the Lawndale corridor's greatest asset?

4. What is the greatest threat to the Lawndale corridor?

5. What is the greatest opportunity in the Lawndale corridor?

6. If you would like to be placed on the contact list regarding the corridor planning process, please provide your information below.

Name:	
Company (if applicable):	
Address:	
Address 2:	
City/Town:	
NC	
ZIP:	
Email Address:	

Assets, Threats and Opportunities Survey Responses

What is the Lawndale corridor's greatest asset?

4 lanes and a turn lane handle traffic flow; residential is mixed with other uses such as the science center, Country Park, assisted living centers for seniors, veterinary hospital, etc; it is beautiful with trees; it is not overly commercial like Battleground
Ability to get to I 40/I 85 easily (quickly).
Ability to handle the massive traffic demands of commuters.
Access from downtown to north of town
Access to a variety of businesses.
access to businesses and neighborhoods beyond Cotswold
access to downtown from the northern part of greensboro
Access to so many neighborhoods and convenient shopping.
Accessibility to other major thoroughfares in the city.
alternative to travel on Battleground Ave to downtown GSO, multilane, moderate traffic Also - access to Science Center, Jaycee Park and Guilford Military Park
Another way to go without getting on Battleground Avenue.
Another way to go without getting on Battleground Avenue.
community and quite lifestyle
convenience
Convenience to downtown Greensboro Commercial locations closer to my home
convenient access
Country park; museum
diversity of occupancies, walkability, commercial close to residential
Easier driving to bypass Battleground traffic
easier to move north and south than on battleground. also more pleasant because density is not as great.
Easy access to businesses
easy access/choices to diverse businesses
Easy navigation and accessibility between d'town and north gso and guilford
existing trees and lesser roadway make this a pleasant place to drive as in contrast to battleground avenue.
For me as a home owner, easy access to the parks and trails. Secondly, largely residential development with deep setback and large trees. Businesses mostly confined to major intersections.
gets you from downtown to Summerfield
Giving me easier access to other parts of Greensboro.
Good variety of shopping/restaurants in the immediate area, and sidewalks for pedestrian traffic.
Great areas for families to enjoy nature. Shopping in stores designed for families not super centers.
Great areas for families to enjoy nature. Shopping in stores designed for families not super centers.
Great areas for families to enjoy nature. Shopping in stores designed for families not super centers.
Green space
Greensboro science center, quality retail centers
Greenway/bike lane potential, parkland access, small commercial nodes, mixed housing
Greenway/bike lane potential, parkland access, small commercial nodes, mixed housing
Historic neighborhood character, particularly trees and older homes on Lawndale Drive

What is the Lawndale corridor's greatest asset?

Houses connected to the greenway trail; mature trees
I like living on Lawndale near the Day School
In this part of the corridor, it's the commercial businesses.
It goes from neighborhoods relatively close to downtown, all the way to Greensboro's border with Summerfield. Because it also connects to other corridors (e.g., Cornwallis, Battleground, and Pisgah Church), it provides access to much of the west, north, and northeast parts of Greensboro.
It has a family feel to the area.
It is a great location. commerce
it is a lovely drive with beautiful homes and trees interspersed with sufficient commercial properties
It is a non-congested area with access to both retail, commercial and residential areas of high quality
It is not overburdened. It is not the only North South road to the city.
it provides access to great businesses and parks
It provides access to solid residential areas.
It provides great access to many areas of Greensboro.
It provides safe transit for cyclists traveling to and from downtown.
Its greatest asset would be IF it were located two to three miles farther from town. As it is to be, it is TOO NEAR too many established homes, too much was spent buying property, & such a busy corridor will, no doubt, disturb too many homes.
Its greatest asset would be IF it were located two to three miles farther from town. As it is to be, it is TOO NEAR too many established homes, too much was spent buying property, & such a busy corridor will, no doubt, disturb too many homes.
its history including older neighborhoods, country park, Greensboro Science Center, Guilford Military Park, multiple churches
Lack of traffic signals, so traffic flows along. Tree cover.
Location of businesses
low levels of commercial development
low levels of commercial development
Low volume of traffic, easy to navigate into and out of busier parts of town by using this road, low speed limit.
mixed use and trees. Not the concrete/asphalt jungle that Battleground has become.
Modest size and traffic volume.
Natural Science Center
Next to Kirkwood.
Nice quiet neighborhood
Not too much traffic. Easy to get downtown quickly.
number of lanes
old trees, sense of scale in houses and width of street
Other than the Target shopping area and the Pisgah Church Rd intersection, the corridor is still primarily residential, light commercial, and "suburban" in nature. Whereas Battleground Ave. is heavy commercial and more "urban"
park/natural science center/less traffic than on battleground
parks, science center
Pleasant and attractive residential area with a wealth of trees. Without more business, there is a greater chance that neighbors will continue in their current homes. .We are convenient to all

What is the Lawndale corridor's greatest asset?

shopping and hope that it will continue much the same as it is currently.
Pleasant and attractive residential area with a wealth of trees. Without more business, there is a greater chance that neighbors will continue in their current homes. We are convenient to all shopping and hope that it will continue much the same as it is currently.
Primarily a residential area with tolerable levels of traffic.
Prompt access to other parts of the city while maintaining a predominately residential character.
Proximity to business and as a quick access to beautiful roads north of Greensboro
Proximity to residential uses and access to future Greenway
Quaint modest residential neighborhood with older simple homes.
quicker access downtown than Battleground
Quiet neighbors
Relatively unimpeded travel to northwest suburbs (only six signalized intersections) with no significant addition of traffic along the route
Residential area with the right mix of shopping
science center
secondary north/south corridor (behind Battleground)
Shopping centers
shopping convenience (target/harris teeter shopping center)
Significant collector road with great community assets ie) Natural Sci. Center, Country Park, GSO Day School, Target Center on old Sears site. Needs thoughtful planning with emphasis on good traffic flow. Inside Cone Blvd, with the rail lines pulled up and pathway completed, it would be great to encourage/facilitate redevelopment where Lawndale and Battleground merge.
Stable neighborhoods
still time to change things for the better.
The beautiful trees
The beauty and peacefulness of the homes and surrounding greenery on the drive
The concentration of commercial development at corners and not along the residential part of the street. Trees line the street.
The Greensboro Science Center is probably the greatest asset. I usually drive on Lawndale Dr to avoid the traffic on Battleground, but that has changed over the 17 years I have lived on Lawndale, especially over the last 5 or 6 years. Lawndale traffic is pretty intense sometimes, now.
The history of this remaining residential corridor
The Lawndale corridor is a beautiful residential area that is within easy access to various businesses. The trees along the Kirkwood Corridor are well-known to anyone who is familiar with the city and should remain. This region also contains many smaller homes for sale/rent that will be important to maintain once the loop is completed and families in those regions are forced to find affordable housing. Also, it's proximity to the greenway will add value to the homes in this region and will serve as a great selling point. There are many beautiful and important homes along this corridor, including the historical Lustron and 1920s homes that must be kept.
The old homes.
The Parks: Battleground Park, Country Park, Jaycee Park, Natural Science Center
the potential of the greenway for attractive compatible development
The quiet suburb feeling. Quiet backyard, minimal traffic as opposed to other areas of Greensboro, family neighborhood, close but not too close to grocery store, shopping, etc...

What is the Lawndale corridor's greatest asset?

The trees and homes along the 2300 block of Lawndale Dr.
the variety of stores and residential properties on Lawndale
This area connects you to a lot of different places
To get places without having to drive on battleground
travel is usually smooth and not too congested. Easy access from north greensboro to downtown
Tree lined street with homes not on top of one another. Each house has a nice sized lawn. The houses are set away from the side walk.
trees
variety of commerce, residential and leisure opportunities
Well balanced mixed use character. Residential, commercial, parks, schools, retail all can coexist.
Wide range of activities present, with unique separation between high density areas.

What is the greatest threat to the Lawndale corridor?

1. Increase in volume due to the Urban Loop Interchange 2. The City making major modifications to the road due to the increase in volume 3. Lawndale becoming another Battleground.
Adding more retail business to an already busy corridor. Taking out wooded areas for retail space. Building larger apartment's /town homes. Expanding the road to handle more traffic and bike lanes reducing homeowners frontage to lawndale dr.
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Adding more retail business to an already busy corridor. Taking out wooded areas for retail space. Building larger apartment's /town homes. Expanding the road to handle more traffic and bike lanes reducing homeowners frontage to lawndale dr.
Additional traffic
any future signals
any increase in traffic on Lawndale
any increase in traffic on Lawndale
Any more businesses would be detrimental.. Do not allow current businesses to put up large and/or neon signs. Do not allow any more apartments. If condos are planned, have them set back from the street surrounded by trees/shrubbery, etc. Do not add additional lanes but other routes to get to outlying properties. Don't make current property owners suffer with any drastic changes. In any phase of work, only remove trees that are absolutely necessary. Any more businesses on Lawndale would be detrimental. There are plenty of businesses already on Lawndale. Don't allow current businesses to put up neon signs or oversized signs. We do not wish Lawndale to turn into a "Battleground Avenue" which is a mess. There are so many signs and businesses set behind others that it is difficult to find a location and drive in the heavy traffic at the same time. Routing traffic from Battleground Avenue to Lawndale. We do not need any apartments or businesses more than we have to bring in bad influences and more break-ins and thefts.
Battleground sprawl and denser development
Becomes too congested
becoming another Battleground Ave or W. Wendover Ave
Big trees that are subject to fall and cause bodily injury or death. also property damages. Continued depreciation of properties on Lawndale between Cornwallis and Fernwood. The area on the left side

What is the greatest threat to the Lawndale corridor?

going north should be rezoned to commercial. It would be a better fit and in keeping with the present type of business on the street. Attract more desirable businesses to the area and would give more revenue to the city growth.

City council. Don't try to fix something that isn't broke. Traffic has gotten worse over the last 5-7 years in the area and redevelopment will make a bad situation much worse.

Commercial creep; ugly strip shopping centers which contribute to heavy traffic

Commercial Development

Commercial development other than at existing commercial hubs

Commercial growth

Commercial property

commercial zones that will encroach further into the lovely residential areas

Congestion and slow movement of traffic.

congestion of traffic

Congestion, High traffic flow at all times.

Constant challenges by Kirkwood neighborhood to keep everything zoned residential

Conversion of the residential area to commercial will destroy this beautiful area of Greensboro and decrease the amount of available housing in the city. Also, if we don't prevent commercialization of this region now, how are we expected to do it later on, when business owners decide that they want to expand further, possibly into Kirkwood and beyond?

Creating congestion and reducing the access all have to it's assets. I am a cyclist and I love the Lawndale corridor as an access out of the city to less populated, lower traffic areas in the northern part of the county. There are few routes out of town that feel safe. Lawndale is one of them.

crime (at apartment complexes) and traffic

crowding

delay of removing/relocating the railroad spur from Cedar Street north

demand for parking in new businesses and/or more dense housing units

Developers coming in with money and political supporters destroying the neighborhood.

Developers/zoning commission/speculators wanting to destroy the residential nature of the 2300 block of Lawndale Dr. We do not need more apartments, CVS/Walgreens, car washes, oil change shops, etc. in this part of Greensboro! Don't destroy unique sections of Greensboro like the 2300 block of Lawndale Dr. People always know where I live as soon as I tell them Lawndale Dr. It's the first section they think of and they think of it fondly.

development!

dirt from construction

disjointed, un planned, knee jerk commercial development

effects to homes existing along Lawndale, too much traffic/accidents (very frequent, especially at Lawndale and Cornwallis), area neighborhood associations not directly affected

Encroaching business

Encroachment of commercial and office space into the mainly residential area.

excessive traffic/accidents located at the corner of Cornwallis Dr. and Lawndale/Battleground Ave. negative input/interference from surrounding neighborhood associations that are not directly affected by business progress.

Haphazard development situated along Lawndale (i.e., becoming a commercial drag like Battleground Ave)

What is the greatest threat to the Lawndale corridor?

heavy traffic. At busy times of day, it is very hard to get out of Leland Drive, onto Lawndale
Heavy vehicle traffic interfering with safe pedestrian traffic. Numerous auto accidents in our immediate area.
Homes not being kept up.
Homes not being kept up.
I don't know what the options are for answering this question... I'll answer a different question: "what are you worried might happen to the Lawndale corridor?". My answer is, I worry that there won't be enough sidewalks or bike lanes to keep the corridor accessible to a range of users.
I live in Battle Forest Townhomes and our places are hard to sell now because people are worried about how the loop will affect our area.
impairment of local traffic flow
Increased commercial and high-density housing with accompanying traffic, noise. Increased used of adjoining roads - e.g. Lake Jeanette Road - to gain access to Lawndale with accompanying degradation of those roads due to increased traffic, trash, speeding, property crimes, noise. This will become worse when the urban loop is completed and traffic on Lawndale increases.
Increased crime
Increased traffic and commercial potential
Increased traffic which will add to the problems of unsafe travel....accidents; limited walking, running activities.
Increased traffic, random unnecessary commercial development. Pressure to rezone to commercial when so many properties are still vacant.
increasing retail-blacktop and concrete
it is very busy and the sidewalks are not large enough to provide for safe travel while running or biking south of pishah church
lack of attention. overdevelopment between cornwallis and fernwood as houses and trees continue to age and decay
lack of trees
Losing safe access to the multiple activities, by various modalities, while keeping reasonable throughput for transit North and South.
Low income apartments
Low income multifamily housing
low income rental housing
More traffic and noise
Narrow lanes, and deep drain grates make bicycling dangerous
Neighborhood activists who are resistant to any type of commercial or mixed-use development. A restriction such as was proposed would simply legislate a slum in the future.
no bike lanes
Not bike friendly, very dangerous
Not extending it.
Over commercializing a busy road.
Overdevelopment and lack of adequate infrastructure and vulnerability to higher traffic volume levels.
overdevelopment; rezoning; traffic congestion has gotten worse
overgrowth and loss of "Greenery" and loss of neighborhood feel

What is the greatest threat to the Lawndale corridor?

removal of houses, displacement of families to other communities
Roads not cycling friendly
Shopping centers with noise and strong lighting. Also, pharmacies that inhabit intersections causing traffic accidents.
Street and directional confusion, scary to try and walk down even on the sidewalk.
the corridor is not bike friendly. Changes need to be made to correct this.
the crazy intersections near cornwallis with very confusing and inefficient traffic patterns
The drug infested low income apartments near cone
The ever increasing traffic compounded by driver's total disregard for safety and the posted speed limits is a recipe for disaster for many years to come. There are a lot of people who don't have another option to get from point A to point B. Complete the North portion of the beltway???
The Lawndale/Cornwallis intersection is totally inadequate at any hour
The narrowest of the lanes. Lack of speed enforcement.
The new urban loop, more businesses, more traffic, more crime, not as safe, tearing down homes for new business, having businesses in my backyard, noise, expansion. Particularly from Cotswold to Greensboro Day School
the speeders that cut through our street getting to cone
The urban loop isolating the areas north. High throughput road design discouraging walking and cycling.
The Urban Loop.
TOO MANY BUSINESSES/ business, retail, food, traffic
too many commercial areas; rezoning of residential areas
too many restrictions on growth that will lead to deteriorating properties; we need to allow good development to occur where the market needs it and not stifle growth
too much traffic
Too much traffic to close to my home
Too much traffic. Currently I cross Lawndale on bike near Target when riding on the "battleground loop"
Traffic associated with the Urban Loop.
Traffic congestion
Traffic!
traffic, commercial development
Traffic, high-speed driving. Commercial development in the residential portions.
uncontrolled traffic and congestion and noise that could be caused by the new loop.
Unhappy tax paying residents. The greatest threat to folks near the corridor will be noise, dust, pollution, lowered property values, etc., etc.
Unhappy tax paying residents. The greatest threat to folks near the corridor will be noise, dust, pollution, lowered property values, etc., etc.
Unmanaged traffic. Irrational zoning. Urban planning inconsistent with local people.
Water and sewer usage. More traffic. The need to control speeders. Bicycle riders will be threatened by increased traffic as they cross Lawndale at Dellwood.
wendoverization
Will I lose my home and too much traffic and more danger driving and walking
would not like it any closer to my house

What is the greatest opportunity in the Lawndale corridor?

a great place to raise the family. The Science center and Parks. bring more traffic to a family area. For fast driving with more accidents.
A planned mixed use development including the entire blocks on both sides of Lawndale
A very great opportunity would have been for a survey to have been done BEFORE plans were developed. I do not at all understand what benefit a survey at this late date can have. As for me, I'm just hoping to move away from the area that has been my home for over 25 years.
A very great opportunity would have been for a survey to have been done BEFORE plans were developed. I do not at all understand what benefit a survey at this late date can have. As for me, I'm just hoping to move away from the area that has been my home for over 25 years.
add bike lanes
Afford people the time to slow down and enjoy the beauty
All around great area.
beautification instead of industrialization.
Better access to other parts of the Triad.
Bicycle and Pedestrian facilities
Business growth
careful planning and a definitive action plan with concrete timetables. if defined objectives can be assured, investment decisions will be easier to make.
Close to downtown nature and residential living.
closer to highways
completing the atlantic & yadkin greenway into downtown and cleaning up the poor design from year's past
Continued growth.
Continued growth.
create adequate green space along the greenway
create adequate green space along the greenway
creative development that enhances the adjacent neighborhoods
Don't build every where there is grass. Save the beauty of the city without building stupid buildings like the rest of Greensboro. Greensboro is being destroyed with stores, buildings overgrowth, and tremendous traffic headaches. Leave Lawndale Alone! Don't make Lawndale another Battleground, Or Wendover Ave. We enjoy Lawndale nit being tremendously busy, dangerous to cross or walj on side walk.
don't fix what isn't broken!
Ease of commuting to and from this side of town.
economic growth (modest)
Encourage redevelopment along the entire corridor with good traffic flow.
extending it to the downtown green way.
Figure out a way to make the corridor safer for both drivers and pedestrians. The turning lane was a good start.
For business owners - opportunity to expand because builders/contractors will build more condos and apartments. Small businesses seem to thrive on Lawndale.
Getting my rental house zoned for commercial use such as retail shop with present building
getting the greenway open

What is the greatest opportunity in the Lawndale corridor?

Great neighborhoods with small businesses
Greatest opportunity is walking enjoying the almost country setting. Walking distance to shopping and parks.
Greensboro Science Center
Greenway completion
Greenway completion
how is the city going to pay for this not the people
improved access to I40/I85 and Urban Loop and easing of commuter traffic; increased visibility and access to parks for tourism
Improved bike trails that take you downtown. Better intersection at Cornwallis
Include bike/ ped opportunities
keeping the park and the natural science center as natural as possible
Keeping the well-spaced activity centers accessible, and geographically distinct.
Leave it small with little commercial property
Leaving area alone and not allowing substantial additional development.
loomcraft factory to condos more dining increased transportation for weekends
maintaining a community that thrives with all the opportunities and amenities a family could want.
Maintaining and improving the residential nature of the area, while restricting future commercial development to existing business thoroughfares (e.g., Pisgah Church Rd.)
Make it bicycle and pedestrian friendly
Make the corridor safer for both pedestrian and cycling traffic without hindering the needed flow of motorized vehicles.
Making the area attractive for townhome type residential development on the east side of Lawndale Drive
Mike bicyclists friendly
mixed use development
more appropriate land use in some areas to better utilize its location - this would be more dense land use
More bike friendly, particularly dedicated bike lanes
More high-end mixed use development
Need a greenway
new business
new business opportunities,
new businesses/retail/restaurants
None
Not just Lawndale, but citywide, the City should encourage redevelopment of existing vacant commercial properties with tax incentives or (more cheaply) awards. I always felt like Food Lion should be commended for saving the old Winn Dixie building. How much better for the community to have a successful business in that location, rather than an empty building with gang graffiti and tearing down 4 or 5 houses. Make Lawndale Dr a beautiful gateway to one of our greatest assets-- our parks. Improve sidewalks, bike lanes and access to the parks. Maintain the existing trees and plant to replace aging trees.
not sure
Park, upscale patio home

What is the greatest opportunity in the Lawndale corridor?

Plan another route north to take some traffic off Lawndale. The street is narrow from Cornwallis to the Harris Teeter shopping center, however, traffic seems to flow through there easily. Trees do not need to be removed in this area.
Plan another route north to take some traffic off Lawndale. The street is narrow from Cornwallis to the Harris Teeter shopping center, however, traffic seems to flow through there easily. Trees do not need to be removed in this area.
Potential for light rail.
preserve conditions as they are
Preserve the historic and natural aesthetic character of the 2300 block or actually make improvements that would encourage a more residential-like community e.g. close Lawndale Dr. at Cornwallis and make it a cul-de-sac while routing former Lawndale Dr. traffic via Markland Ave. or further north (north of Target) on a new road.
proper mixed use development
redevelopment along the proposed rail trail currently occupied by the rail spur
Remaining a more navigable corridor between center city northern areas than any other road in the city
Revenue growth for the city and remove present railroad track which is an eyesore for the city.
Right now, my perception is that the corridor has a good mixture of residential and commercial zoning, plus the Country/Battleground Park complex. I see opportunities to build on that mixture by incorporating (more) sidewalks and bike lanes along the entire length of the corridor, and by converting the railroad tracks between Cornwallis and Fernwood into a (small) greenway.
shopping - without having to go to the big malls
Shops and stores that cater to the surrounding neighborhoods.
The fact that it isn't overly developed means that it could be left as a green corridor into the downtown.
The greenway, accessibility to downtown and major transportation thoroughfares....Lawndale, Cone, Bttlgd
The Greenway. It will bring jobs, exposure of the neighborhood to young couples who might wish to settle in our area.
The Lawndale corridor is a great place to live. I believe that a better solution would be to close off this region and redirect traffic so that we can keep this region residential.
The neighborhoods are comprised of families living in affordable housing in one of the most desirable parts of town.
The new urban loop will invite more visitors to the Greensboro Science Center, Battleground and Country Parks. If we plan well, we may be able to funnel more traffic off of our city streets and onto the bypass.
The potential to increase the value of the properties.
the Sears Warehouse to be redeveloped
The Urban Loop.
Thoughtful location and planning of higher intensity uses.
To have separate bicycle travel lanes to keep all users safe and traffic flowing.
To incorporate modern design for bicycling safety into new development.
To maintain it's current character.
To preserve the existing commercial hubs and still maintain easy access to/from I-840.

What is the greatest opportunity in the Lawndale corridor?

To provide a safe, reliable route for commuting to work in other areas of Greensboro; allowing the neighbors a safe way to shopping areas; providing a safe walking situation for those who have no other means of transportation.

to provide ample tree sound buffers

to provide more access to get to the greenway from Cornwallis, which has bike paths.

to reinvent some properties and grow this corridor to its potential for the future

To stay a residential area free from over development.

Traffic calming, safe bike commuter routes into the city,

transportation and shopping

Use painted signs of bicycle on right hand lanes to at least demonstrate to drivers that cyclists are allowed on the road by law and make drivers more aware of cyclists.

village type commercial development along parts of Lawndale

We need bike lanes in this area and it would be great if we could get them.

Mailings

What do you think about Lawndale Drive?

The Greensboro Planning Department is developing a plan for the areas along Lawndale Drive, and we need your help! With your smart phone, scan the quick response code below to complete a brief survey about the corridor. The survey can also be accessed on-line on-line at:

https://www.surveymonkey.com/s/Lawndale_Dr

We invite you to visit the corridor plan website to view documents, see maps and sign up to receive email updates about the plan at:

<http://www.greensboro-nc.gov/Lawndale>



Trouble with the survey? Other questions? Contact:

Hanna Cockburn, Planning Department
336-373-2144 · hanna.cockburn@greensboro-nc.gov
or visit www.greensboro-nc.gov/Lawndale

"Promoting Quality Growth Throughout Greensboro"



SAVE THE DATE

Corridor Study Design Workshop Sessions

March 19-22, 2014

Lewis Recreation Center • 3110 Forest Lawn Drive

The Greensboro Planning Department and Piedmont Together is sponsoring a multi-day design workshop for the first phase of the Lawndale Drive Corridor Study - between Cornwallis Drive and Cone Boulevard. These sessions will be conducted by Design Link a program of the Center for Creative Economy.

Information about specific times and topics will be coming soon.

Questions?

Contact Hanna Cockburn: 336-587-3576 • hanna.cockburn@greensboro-nc.gov



DESIGN LINK





Lawndale Corridor Study

Design Workshops

Join design professionals to help plan for the future of Lawndale Drive

March 19-22, 2014
Lewis Recreation Center
3110 Forest Lawn Drive






Workshop Schedule

Wednesday March 19

9:30 am - 11:30 am or

4 pm - 6 pm

- Introduction to Sustainable Development
- Market Analysis
- Adaptive Reuse of Sears Building
- Commercial Transitions

Sessions will be repeated in the morning and evening. Please plan to attend a session in its entirety.

Thursday March 20

9:30 am - 11:30 am or

4 pm - 6 pm

- Residential Development Types
- Lawndale's Transportation Assets

Sessions will be repeated in the morning and evening. Please plan to attend a session in its entirety.

Saturday March 22

9:30 am - 11:30 am

- Final Presentation
- Community Feedback
- Next Steps

Light refreshments will be available at each session.



PUBLIC MEETING

Lawndale Drive Corridor Study, Phase I

Review & Prioritization of Recommendations

August 21, 2014 7:00 pm

Guilford Park Presbyterian Church • 2100 Fernwood Drive

Please join us! The Greater Kirkwood Community and Planning Department staff invite you to attend this public meeting to review the draft recommendations for the first phase of the Lawndale Drive Corridor Study, covering the area between Cornwallis Drive and Cone Boulevard. Findings will be presented along with the draft recommendations.

The event will conclude with an input session where you will have a chance to help identify and prioritize action steps.



Click here for the project Website!

Questions?

Contact Hanna Cockburn @ 336-574-3576
 hanna.cockburn@greensboro-nc.gov



Promoting quality growth throughout Greensboro

Meeting Materials

Greater Kirkwood Neighborhood Meeting

Lawndale Corridor Plan, Phase I

Presentation & Workshop

- I. Background & Planning Process
- II. Existing Conditions
- III. Workshop
- IV. Next Steps
- V. Questions & Answers

What is this corridor's greatest asset?

What is the greatest threat to the corridor?

What is the greatest opportunity in the corridor?

Lawndale Corridor Plan, Phase I • Review of Draft Recommendations

- I. Background & Planning Process
- II. Draft Recommendations
- III. Action Step Workshop
- IV. Next Steps

Action Step Workshop

Preserve & Maintain Compatibility

What is the most important action step?

Who needs to be involved?

When should it be done?

What resources are required?

Preserve & Enhance the Tree Canopy

What is the most important action step?

Who needs to be involved?

When should it be done?

What resources are required?

Enhance Non-Motorized Amenities

What is the most important action step?

Who needs to be involved?

When should it be done?

What resources are required?

Phase I Recommendations Survey

Thank you for participating in Phase I of the Lawndale Drive Corridor Study. We'd like to know your thoughts about the draft policy recommendations for this phase of the Study. The recommendations fall into three categories: Preserving and Maintaining Compatibility; Preserving and Enhancing the Canopy and Enhancing Non-Motorized Amenities.

Please respond to the questions for each category below.

1. Preserve & Maintain Compatibility.

Please indicate your level of agreement with each of the recommended strategies.

	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
Mirror existing scale and form	☐	☐	☐	☐	☐
Context sensitive conversions	☐	☐	☐	☐	☐
Appropriate infill and reuse	☐	☐	☐	☐	☐
Encourage property maintenance	☐	☐	☐	☐	☐

What strategies would you add or change to preserve and maintain compatibility?

2. Preserve & Enhance Canopy.

Please indicate your level of agreement with each of the recommended strategies.

	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
Establish a removal and reforestation program	☐	☐	☐	☐	☐
Create a canopy maintenance plan	☐	☐	☐	☐	☐
Conduct a tree inventory	☐	☐	☐	☐	☐

What strategies would you add or change to preserve and enhance the tree canopy?

3. Enhance Non-Motorized Amenities

Please indicate your level of agreement with each of the recommended strategies.

	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
Make Lawndale a more complete street	☐	☐	☐	☐	☐
Complete A & Y Greenway	☐	☐	☐	☐	☐
Improve east-west connections, access and crossings	☐	☐	☐	☐	☐
Study traffic impacts of I-840	☐	☐	☐	☐	☐
Study traffic impacts of improvements to 'spaghetti junction' (Battleground/Westover/Lawndale)	☐	☐	☐	☐	☐

What strategies would you add or change to enhance non-motorized amenities?

4. If you could change or add a policy recommendation, what would it be?

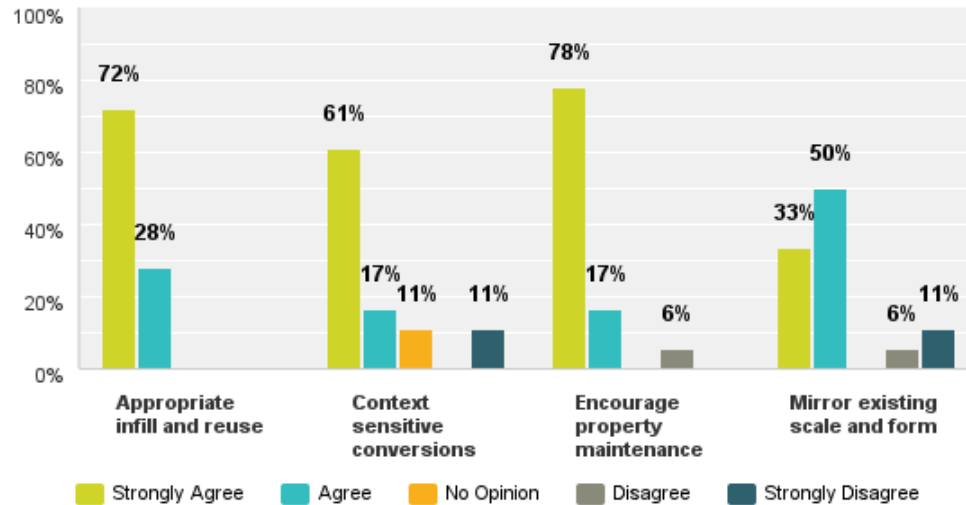
5. If you would like to be placed on the contact list regarding the Lawndale Drive Corridor Study, please provide your contact information below.

Name:	
Address:	
Address 2:	
City/Town:	
State:	
ZIP:	
Email Address:	
Phone Number:	

Phase I Recommendations Survey Responses

Preserve and Maintain Compatibility.

Answered: 18 Skipped: 0



Comments

Encourage infill and redevelopment with flexible standards. Instill a "make it work" and "be creative" mindset in staff. Do not try to dictate the market.

Given the location of this prominent north/south corridor between Downtown and Northwest Greensboro/Guilford County, I believe significant, positive redevelopment will occur over the next 20 years. Larger, denser developments should be welcomed and encouraged.

maintain and enhance the looks of the homes and landscaping.

Most anything can and should be done provided it is designed appropriately to mesh the neighborhood.

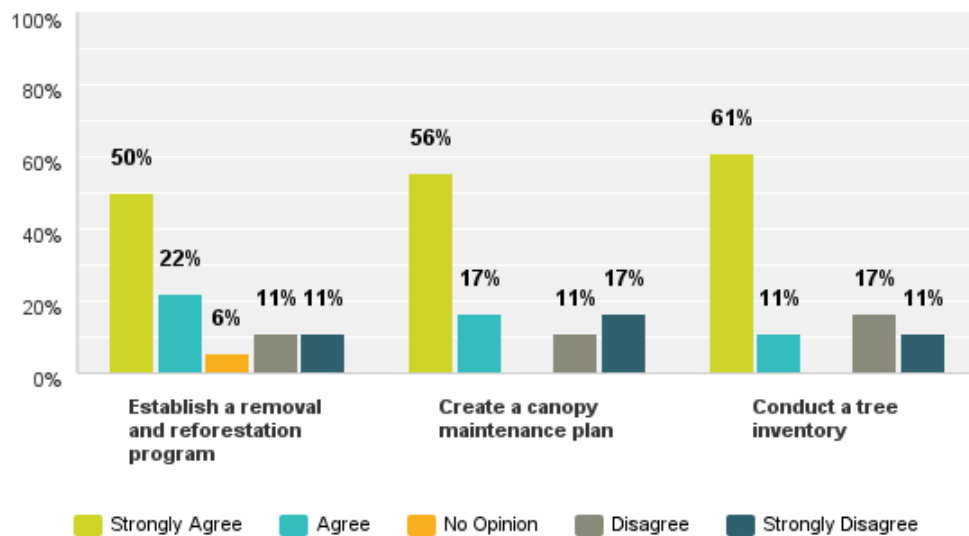
refer to the NCO

the neighborhood needs to maintain its high profile so developers will consult us before they seek rezoning

We need to prevent speculative buyers and developers from sitting on properties, with the hopes that they can turn a profit on them through development. Maintain the area as a RESIDENTIAL area of single family homes. That reflects the existing character of the area and is the goal we should all strive for. Preserve the historic homes, particularly, the oldest homes from the 1920s along Lawndale Dr., which are in the most danger of being bought for speculative development.

Preserve and Enhance the Canopy

Answered: 18 Skipped: 0



Comments

Allow property owners to maintain. Provide education and assistance to owners.

funding to help homeowners maintain or take down trees

Have home/business people to cut down dead trees and replant trees. We need trees.

Leave existing trees!

not sure what is involved with the "establish a removal and reforestation program"

pay for homeowners to take down oaks and plant new ones.

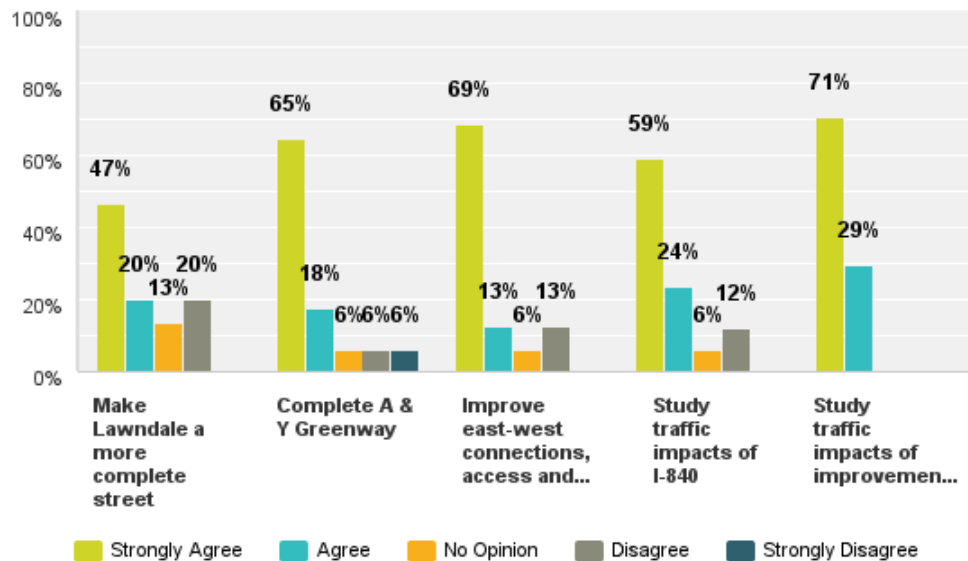
proper maintenance of trees, especially those trees that front Lawndale drive

The trees, which along with the historic homes, are the defining feature of the area need to be preserved, or planned to be replaced if they are diseased or dying. Everyone in the city knows this section of Lawndale Dr. because of the trees.

this should be don on Lawndale as soon as possible - but it will be expensive. Who will pay?

Enhance Non-Motorized Amenities

Answered: 18 Skipped: 0



Comments

I don't understand the question "Make Lawndale a more complete street". If a "complete street" is defined as a median divided four lane street, yes, that would be appropriate from the intersection with Cornwallis north to Lake Brandt Road.

There is little need of adding bike lanes to the roadway if the greenway is completed and east-west connections are available.

bike lanes.

As to #1: nothing can be done until the traffic is controlled

I'm not sure what "make Lawndale a more complete street" entails, but adding more lighting and bike lanes to Lawndale would make the area safer for pedestrians and bikers at night.

As a resident who actually lives on Lawndale Dr., I would love to have it put on a "Road Diet" as was mentioned many times during the last public meetings/workshops provided. Cut this section of Lawndale Dr. down to one lane each way, make wide bike paths in the roadway to connect to the greenway. I'd actually LOVE for Lawndale Dr. to be closed completely at the Cornwallis intersection. Make it a cul-de-sac! Re-route traffic through the roads (like Markland, or a new road above the old Sears building) discussed at the earlier mentioned workshops. Or failing that, along with the road diet, turn that intersection into a roundabout. Also, make the Greenway a priority! Even though the city is still waiting on Chandler to move, they should begin converting the tracks to greenway/park space in the areas the city already owns. It will only enhance the neighborhood and encourage more (safer) access to the existing Greenway.

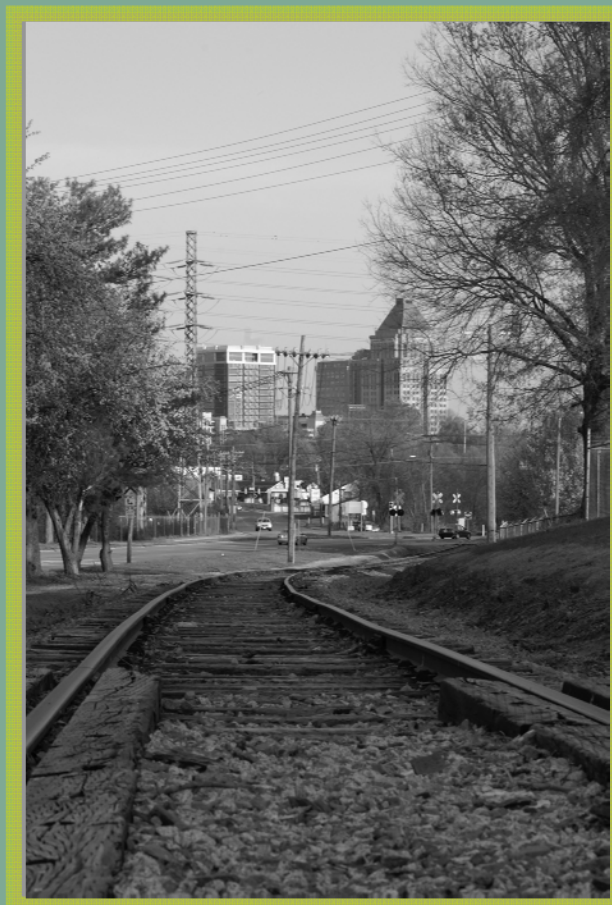
If you could change or add a policy recommendation, what would it be?

Encourage mid-rise development along the Greenway.

Spend less time focusing on things that the city cannot control, i.e. the use of the Sears building and more time and energy on educating staff on how to receive, process and work with infill proposals.

bury electric lines.

I'm glad the city is taking the time to engage the community in this process. I wish we as a community would put more thought in general, about what we want our city to be. Too many times the discussion only involves developers and the city wanting businesses they can tax. If we shape our city so that it is a truly desirable place to live, businesses will see that as an asset and come for the right reasons.



Planning Department

Promoting quality growth throughout Greensboro