

Survey Question 1:

I am interested in the new Elizabeth Area Plan because (please check all that apply):

Answer Options	Response Percent	Response Count
I live in Elizabeth.	89.7%	174
I own property in Elizabeth.	62.4%	121
I have a business in the Elizabeth area.	9.3%	18
I work in the Elizabeth area.	14.4%	28
Other		24

Survey Question 2:

This question is about what you value most about the Elizabeth area. Please tell us how important each of the following things is to you.

Answer Options	Very important to me.	Somewhat important.	I don't have a strong opinion one way or the other.	Somewhat unimportant.	Not important at all to me.
Tree-lined streets	185	23	3	2	0
Parks and open space	164	40	7	0	1
Walking distance to shops and dining	159	46	7	0	0
Convenient to Uptown Charlotte	153	46	8	4	1
Historic architecture	133	66	12	1	1
Organic and eclectic neighborhood character	127	64	15	3	2
Socializing with other Elizabeth residents	91	83	26	7	3
Shared community values	82	90	31	7	2
Schools and colleges	71	66	49	16	6
Easy access to local and interstate highways	44	86	42	25	15

Optional Comments

- Anything that makes in-town neighborhoods walking, biking and public transportation friendly builds **community** among the residents.
- **Character** is probably of upmost importance.
- You need at least 6-9 blocks of retail on the street with parking behind and on street for these business's to be successful, Think King Street, Charleston. The new Elizabeth Ave redo is a great start, I would love to see this on 7th Street, I have to many idea's to share them here.
- Retaining a **sense of community and walkability** are essentially what this neighborhood is all about. It attracted us twenty-five years ago because of the many attributes checked above, and is worth fighting to save those attributes.
- Good CMS Eastover **neighborhood school**.
- **Safety of children** to play in their front yard - Very Important to Me
- Our **tree lined streets** are what people from other areas comment on every time I mention where I live. They are incredibly important to Elizabeth's character and I feel like the city is not doing enough to keep them planted and evolving.
- The Independence Park blocks between Caswell and Charlottetowne, Park and 7th, are especially important to me as **green space where I walk** daily. I would not want the passive areas between Caswell and Hawthorne to be changed for more active use.
- Especially critical right now given CMS craziness is retaining zoning for **schools** we bought in the area for (and paid dearly for): Eastover (AT CURRENT LOCATION, not MP Traditional), AG, Myers Park.
- I have different opinions of the 'Schools and Colleges" question above: Being in a **great Public School** zone (Eastover / AG / Myers Park) is very important to me, but colleges are not.

- We chose Elizabeth deliberately for the **convenience** to work, good schools, and all the other things that make up the "**character**" of the **neighborhood**, such as older homes, tree canopy, active neighborhood association, diverse mix of housing styles, shops, nearby park, etc.
- My priority for neighborhood is converting lower Independence Park from a parking lot to something the neighborhood can use/
- The **sense of community** is most important, and next to that it is the unique feel of the neighborhood.
- Some of the areas along 7th street need development to enhance the property values in the area.
- I'm not quite sure how to answer shared community values. I don't need for all of us to think alike (and would add "diverse" to the first item on this list), but I would be concerned if the neighborhood was full of folks whose key priority was proximity to downtown or the interstates and who had no care for trees, historic architecture, parks & open space, and diversity. I hope all those items would be part of the **shared community values**.
- Elizabeth is a special kind of neighborhood that is progressive, eclectic and historic; it is NOT monolithic nor subject to generalizations. This planning effort must **respect the historic qualities** of Elizabeth but it must also encourage the pedestrian/neighborhood quality fostered in Elizabeth. Collectively since the previous plan, over \$40 million has been invested by residents in Elizabeth and we have watched the commercial fabric (and owners) not improve the non-residential land qualities (ie, Stanleyville, Elizabeth Ave., and the hospitals). Independence Park is the heart and soul of the neighborhood and CPCC should stop infringing on the quality of the neighborhood with its bad architecture along 7th Street. Independence Park should be extended from Charlottetown Road to the Little Sugar Creek Greenway and the whole of the neighborhood should invest in pedestrian/bicycle access and safety.
- Eclectic personality of our community, our **strong neighborhood bonds**, our commitment as a neighborhood to preserve the character and soul of Elizabeth.
- Upper park is just as it should be, open and used for a **quiet and peaceful solitude** end of the park with dog walking and park relaxing areas. The lower park is for the general gathering for public events and concerts and these two separate areas should remain as such.
- I have lived in Elizabeth for 15 years. I love our **annual events** because I can meet more of my neighbors. The monthly get togethers are fun. Neighbors always are willing to help out with projects and I feel very connected.
- Parks & Rec/CPCC/City/Elizabeth Community involvement in cooperative construction projects and repairs to Veteran's Memorial Stadium/Grady Cole etc.
- **Schools are important** from the standpoint of CMS school zoning -- currently favorable as Eastover, Alexander Graham and Myers Park.
- **Historic architecture** and **Independence Park** are what I value most about Elizabeth.
- If I had to rank my most important , it would be the walkability of our neighborhood and walking to shops and dining on **well kept tree lined streets**.
- Elizabeth is beautiful, well most of it. Elizabeth is friendly, a walk can bring conversations, hugs, dogs and babies to stop and enjoy. It is a **place to know all your neighbors**. What a gift.

Survey Question 3:

With regard to streets and transportation, the following issues have been identified as possible concerns within the plan area. Do you agree?

Answer Options	Yes, this issue is an important concern.	Yes, this somewhat concerns me.	I don't have a strong opinion one way or the other.	I do not think this issue is an important concern.	This issue is not a concern at all.
Adequate sidewalks	159	35	8	3	3
Pedestrian and bicyclist safety	144	47	14	4	0
Pedestrian crosswalks	135	47	15	9	1
Speeding	122	59	22	5	1
Traffic	108	69	24	5	3
Street widths/travel lanes	78	78	35	11	6
Dedicated bicycle lanes	74	59	46	19	8
Availability of transportation options	73	73	43	9	8
Quantity and location of traffic signals	68	89	37	10	3
On-street parking	47	77	63	14	6

Optional Comments

- There are some areas, like **Randolph and Monroe that have very different needs than the interior neighborhood areas**. Sidewalks and bike lanes are really important on those two main streets while trees and speeding are an issue in the interior areas. I feel strongly that they should be treated differently.
- Take away the highway aspect of Randolph and 7th St. **Make it hard for commuters to speed right through**.
- Also, **commuters cutting through neighborhood** (like down Kenmore Avenue).
- I just love the **quiet streets** and more importantly the **trees** so I don't want anything done that would involve cutting any down.
- **Choking down Hawthorne Lane from 2 lanes to one**, just to facilitate bike lanes and on street parking between Central and 7th St. **was a mistake**. The parking is rarely used during the day and you practically never see bikes in the lanes. Traffic flow on Hawthorne is heavy and needs the additional capacity of the extra 2 lanes.
- **Sidewalks need to be placed on ALL Elizabeth streets**. Sunnyside Avenue between Hawthorne and Louise should have sidewalks on both sides.
- Please **remake 7th like East blvd. Get rid of the reversible lane, and have a center turn lane**.
- Quality of the streets (**potholes**, etc)
- **7th Street does not need to be another Randolph Road**, it should not be considered a main road to get into or out of Uptown.
- **Pedestrian safety and walkability** of the neighborhood is most important with regard to streets. We live here to walk to amenities and don't need wider streets, which would invite more traffic. The **major transportation should go along Independence** which the neighborhood already planned around in the last three decades. Seventh Street should not be considered a MAJOR route into uptown with Independence just a couple blocks away.

- **Speeding and traffic** along the neighborhood avenues of Elizabeth **is out of control**. Especially speeding. Eliz is a very pedestrian oriented neighborhood with the residents biking walking running and kids playing an every day, all day occurrence. The speeding is dangerous for the residents and it will be only a matter of time before someone is hurt or killed.
- Mass non-bus transit is very important to me such as **light rail to uptown**.
- I do not mind that Elizabeth has traffic. It is an in-town neighborhood. Part of what makes it desirable to me is that its streets are well-connected -- we are not dependent on just a few arterial thoroughfares as later-developed suburbs are. But the nature of the traffic is a concern. First, I **want the automobile traffic** (and the infrastructure of the neighborhood) **to be more sensitive to other modes of travel -- especially pedestrian traffic**. Second, I want those passing through our neighborhood to respect our neighborhood. I feel like CDOT and NCDOT prioritize the desire of commuters from farther out (including people from Union County) to get through our neighborhood quickly at the expense of the safety and aesthetics of our neighborhood. **I'm fine if they want to cut through our neighborhood, but do so at a safe speed and do so on streets that are pleasant to look at and walk on.**
- **Remove blinking lights** on 5th street.
- **I like what was done with East Ave.** in Dillworth as well as Elizabeth Ave, potentially for 7th. I like the way the **pedestrian crosswalks have been updated on Randolph**, potentially for 7th & Caswell. Flashing red lights on Laurel between Randolph and Monroe seem unnecessary - redeploy elsewhere? Can we convince renters **not to park on the sidewalk**?
- It is **nearly impossible to safely cross 7th street** anywhere from the intersection of 5th and 7th to about Hawthorne and 7th. This needs to be fixed asap. **Sidewalks are in horrible shape** in much of our area.
- I think the **traffic in the neighborhood is very light**, and most people strongly overreact to the reality of what little traffic there is.
- Need to **maintain "walkable" character of the neighborhood**. In favor of density in general -- it's an urban environment -- but must **balance density with pedestrian friendly development**. Also, positive impact of density has its limits. For example, I think the proposed Winter Elizabeth development in its current iteration is too much -- 4 stories instead of 3, 390 units instead of 290. We need a consensus on how much is enough in different areas of the neighborhood.
- We need to **calm traffic on 7th Street - not widen it** or make it an expressway for people travelling from downtown to points farther South. I agree in theory with the concept of "**connecting the grid**" so that traffic is dispersed and less congested, but not at the expense of people living and committed to making the Elizabeth neighborhood a home, Therefore, make connections but **lower the speed, provide on street parking during non-rush hours**, keep traffic lanes and street widths on the smaller side to encourage slower rates of speed during rush hours, **provide "safe" sidewalks** on 7th Street, Hawthorne, Caswell, Kings, Independence, so that pedestrians do not have to walk adjacent to traffic by having planting strips or other means of separating them from traffic (on street parking can do this as well), **provide bike lanes on secondary streets** that run parallel to 7th Street.
- **I do not want to see bicycle paths installed in Elizabeth at all**. Riders make me nervous when driving in areas where the paths exist and I do not want to cause more congestion in my neighborhood.
- I think **speeding** is huge issue in our neighborhood. I would rather have more 4 way stops than speed humps. Unfortunately Elizabeth has many cut through streets between Randolph, Central, and 7th St.
- I am concerned for the safety of our children playing in their yards and riding bikes on our sidewalks and the number and **speed of cars and trucks cutting through our neighborhood streets**. I want to clarify that my concern for Street widths/travel lanes is that **7th Street not be widened** to accommodate the volume of cars trying to get into and out of uptown. Any additional lanes on 7th street should not be an option.
- Mentioning the width of streets/travel lanes and "adequacy" of sidewalks does NOT mean they need widening, just maintenance.

- Above responses tempered by practicalities of what's feasible: **don't think we should bulldoze more of the area to create bike lanes** (which would be great to have) or travel lanes.
- The "issue" with "on-street parking" is not defined. Is the issue there shouldn't be as much or is there not enough. Or is the issue referencing personalized parking, which I oppose
- **My husband bikes** to work when weather allows and we have definite **concerns about safety**. My whole family uses the sidewalks on a daily basis, whether walking the dog, walking for (human) exercise, or heading to the bus stop for school. Where **sidewalks are broken or blocked by overgrown shrubs** -- or sometimes, as with the new condos on Laurel and Randolph, blocked by a dozen garbage cans -- this is a serious issue.
- I would like to see **complete sidewalks** on Sunnyside between Hawthorne and Louise as well as storm drains on Sunnyside to decrease street flooding.
- We need to focus on **making Elizabeth much more pedestrian/cyclist friendly**. Elizabeth needs to make a positive statement that it is going to do things differently, not simply react to the vehicle-based culture of so much of Charlotte and the surrounding areas.
- It may very well be time for **residential permits for street parking**, given the expansion of Mercy Hospital, Kings college, Presbyterian nursing and CPCC.
- Please do something about the people **cutting through** the Bay Street/9th Street/8th Street area **to avoid the traffic light at Pecan/7th Street**. Please ask the **police to patrol Pecan more often for speeders**.
- The traffic coming up and down Vail Avenue, especially during commute times, is a big concern. The individuals who are using Vail as a cut through are **constantly speeding down Vail** (between Laurel and Dotger) Avenue since there is a lack of speed bumps to slow down these drivers.
- I live on the corner of 7th and Laurel. It seems that people coming in from Monroe **think 7th street is an interstate**.
- Let's not get bogged down with traffic signals. It just stalls the traffic more.
- I don't think we need any additional **on street parking**, but I **do not want to lose what we have**, including the recent additions. Traffic is a reality in inner-city neighborhoods. I don't think it's realistic to "eliminate non-neighborhood traffic", but we do not need to make it easy for folks to speed through on their way to the 'burbs.
- The use of the word "concerns" me is vague and not useful to this survey. Does "concern" mean that I think this is a positive quality and it should be improved or does it mean I have concerns over why this is not addressed? **How am I to understand this set of questions**. I have answered this set with the position that these issues are presented as possible focus points for improvement in the planning process. For example, "Traffic" is not a concern at all since it is hardly a problem we deal with!
- **E. 7th Street must NOT be widened!** It is a vital link that **serves as a pedestrian bridge** for our neighborhood.
- Although I understand that 7th Street is a major artery into Uptown, it is absolutely **critical that 7th Street maintain a neighborhood feel**, even in the retail nodes on 7th Street. This means **significant setbacks, height requirements and architectural requirements**. I'm not opposed to density or traffic, but these things are important to maintain the character of Elizabeth.
- This section is confusing and I think it can be interpreted to suit the area plan composers. For example, we park on both sides of my street. That is good in my opinion, so do I check this issue is not a concern, or because I support it do I check this issue is an important concern. **You blew it on this question**.
- **The wording in this section is ambiguous**. For example, if I mark that 'adequate sidewalks' is an important concern, does that mean that adequate sidewalks are important to me or does that mean that the neighborhood's sidewalks are inadequate and it's important to improve them?
- I am especially concerned with the **busy intersection of Cameron & Greenway**

- I live on Laurel and need to travel **on Greenway**, Cars park on both sides sometimes making it almost impossible to drive through the street. I think **one side parking would be an improvement**. Also **residents should make use of their driveways**.
- We definitely **need more transportation options** incl. trolley, bike lanes, busing to/from uptown to decrease single commuter traffic.
- **Roundabouts** are the best for slowing down traffic.
- I **regret that parking is being allowed on BOTH sides of E. 5th street** between Caswell and 7th. It has turned this formerly nice street into an obstacle course. If I didn't live on thiis street I would avoid it.
- Need **better crosswalk on 7th Street**. Need to **restore sidewalks/planting strips on 8th Street**.
- The Sunnyside Pedscape and land use are does **not have sidewalks throughout**
- We **already have adequate sidewalks**

Survey Question 4:

Think about some of your favorite streets in Elizabeth (or elsewhere in Charlotte) and tell us what it is that makes them special that could be applied to other Elizabeth area streets.

Favorite streets (ranked by most mentions)	Responses
Fifth Street	23
Clement Avenue	17
Greenway Avenue	14
East Boulevard	9
Queens Road West	5
Seventh Street	5
Lamar and Eighth (traffic circle)	5
Elizabeth Avenue	4
Lamar Avenue	4
Hawthorne Lane	3
Kenmore Avenue	3
Sunnyside Avenue	3
Bay Street	2
Berkeley Avenue (Dilworth)	2
Crescent Avenue	2
Eighth Street	2
Pecan Avenue	2
The Plaza	2
Caswell Road	1
Davidson @36th	1
Hermitage Court	1
Laurel Avenue	1
Ninth Street	1
Poplar Street (Fourth Ward)	1
West Morehead Street	1
Favorite characteristics (two or more mentions)	Responses
Trees/tree canopy	68
Sidewalks	29
Nice houses/historic architecture	23
Pedestrian friendly	11
Traffic circles/roundabouts	7
Wide streets	7
Shops/restaurants	6
Interesting mix of uses	5
Slow traffic	5
Front porches	4
Nice (decorative) streetlights	4
Bike lanes	3
Landscaping	3
Quiet/child friendly	3
Traffic calming	3
Parking	2
Underground utilities	2

Responses

- 5th Street, Dilworth Road, East Boulevard, Queens Road West, West Morehead Street
- The tree canopy extending over the streets is a very special feature in this area. It adds wonderful character and helps with the heat island effect. It appears most of the trees were planted about the same time and I am concerned there are no plans for planting new trees in time for them to replace the older trees without a significant transition period. Also being able to feel safe from traffic while walking the streets. Some streets the traffic is low enough that you can safely walk in the street, while others you need a sidewalk. On street parking affects this too. I feel strongly that walkability needs to be at the heart of anything that happens.
- I like East Boulevard in Charlotte. It has interesting mix of uses such as restaurants, coffee shops, grocery stores, access to Freedom Park, residential, offices, drycleaners, barber shop and many more. 7th St. in Elizabeth has great potential for sustaining mixed uses, being pedestrian friendly making Elizabeth a vibrant community.
- Multi-modal accommodations.
- East Blvd has done a nice job of making it a neighborhood and pedestrian street.
- The trees and things looking well kept and landscaped. I don't like lots/properties that look run down or unmaintained. Sidewalks are nice but not necessary because our streets aren't really too busy. I love the idea of being able to walk to parks, tennis courts, and eclectic restaurants shops etc. Love coffee shops.
- 8th street - traffic circles; Laurel Ave - stop signs & speed bump(s); Pecan Ave - pedestrian & bicycle traffic (quaintness that makes Elizabeth neighbor-friendly to other neighborhoods)
- close parking
- Hermitage Court - preserve important and valuable traditional architecture as well as open space and mature trees
- Crescent Avenue, wide street with calming devices. Good connectivity to major roads, and beautiful tree canopy.
- I love the area between US74, 7th street, Hawthorne, and Pecan. The round-about at Lamar and 8th street has such character! Wide streets with more narrow cross streets, mature trees, historic character, accessibility to businesses and transit.
- East Boulevard - Cleaned up. Sidewalks are clear. Nice lined trees. Storefronts and restaurants have a great appeal. Clean Lawns.
- Majestic Trees, Historic Architecture, Shops and Restaurants within walking distance
- The architecture of the buildings in conjunction with the surrounding homes needs to maintain a welcoming feeling to keep people interested in Elizabeth. If the intention is to keep a neighborhood feel, any new development must fit in to the existing structures and style of Elizabeth. I feel it is vital that Elizabeth be attractive and stylish to both residents and future businesses.
- I want WIDE sidewalks on 4th, 7th and Elizabeth (8' minimum) and wider on Pecan and Hawthorne (6' minimum) and get rid of the ridiculous planting strip on Elizabeth Ave. It should be paved all the way to the back of curb.
- Tree-lined. Historical. Not cookie-cutter. Walkable. Organic. Local. Think there is nothing better in Charlotte, but can look to other cities for good example--Virginia-Highlands in Atlanta for example.
- 5th Street, the canopy of trees and the old time neighborhood feel. Greenway Ave - mixed residential use - Tree lined - Clement - wide street - tree lined - ped friendly
- The new Elizabeth Ave, with power and other cables underground, great street lights and landscaping. There is nothing in Charlotte yet... that compares to what could be a King Street or East Bay St. At present, I Love 5th St. and Poplar in 4th Ward. Again, I have to many idea's to get into them here.
- I love tree-lined streets. As a pedestrian, I appreciate sidewalks, but I can do without. I like to be able to walk to restaurants and bars.
- 7th street because of the historic houses turned into restaurants and shops as well as some more modern shops

- I like the clean, pedestrian-friendly streets & eclectic old homes, with available housing for a wide variety of home owners & renters. The neighborhood feel here is great.
- One of my favorite streets currently is Seventh between Pecan and Charlottetown. It has walkability, diverse amenities on street level and TREES. I can cross it relatively safely (excepting the Pecan/Caswell crossing). Would only like to see the businesses in the VisArt strip section and the Pecan Point section move onto the street with parking behind, similar to the older historic buildings that currently house Crisp, Starbucks and Heroes.
- Hawthorne Lane is a street which reflect the architectural character of the area. The combination of businesses, houses of worship, multi-family dwellings, restaurants and single family homes is unique and is a great cross section of the neighborhood. The added benefit of Hawthorne Lane crossing and allowing major access to Independence Park completes the appeal for me.
- Elizabeth is an eclectic mix of old and new, it has the "feel" of older traditional Charlotte houses but with easy access to neighborhood conveniences.
- Healthy tree canopy.
- Clement Ave. Bay Street. Greenway. I really like all the streets in Elizabeth. I like the traffic circle at Lamar and 8th. The park is open and beautiful. I like the varying sizes and styles of the commercial buildings.
- Clement -- wide & tree lined. Plenty of street parking.
- Ease of walking to businesses and restaurants; sidewalks on both sides; tree canopy.
- wide streets; beautiful landscaping; easy/safe to cross; great for walking or biking
- Clement is a favorite street of mine because it is wide and still has much of it's tree canopy.
- They have sidewalks on both sides, nice large trees, well taken care of yards & gardens. They also have minimal cars parked in front of homes, they have nice street lights sometimes historic or historic replicas.
- fifth st - trees
- Love sidewalks!
- Tree canopy, sidewalks.
- Greenway. Beautiful homes, gorgeous tree-lined streets. However, this is the only street that doesn't have a stop sign at an intersection, at Cameron. Too many speeders - this is a hazard for the 19 some children that live on one block alone.
- The use of roundabouts, curb cuts, and pedestrian-friendly areas (as seen via recent construction to East Blvd) would be ideal for East 7th street. Speeding and ingress/egress points onto 7th create traffic issues.
- Good streets are places that encourage people to get out and interact. Good streets include more than the thoroughfare for automobiles -- they have bike lanes, planting strips, and wide sidewalks. Good sidewalks are lined with big trees (not miniature trees required because of ugly overhead power lines). Good streets are activated by buildings that have people in them (with windows on the street) at all hours of the day. Good streets are not overwhelmed by buildings that are too tall. Good streets have attractive lighting for nighttime. Good streets have buildings at varying setbacks rather than a monolithic, identical setback for blocks on end. Good streets have traffic calming measures like tree plantings or street lights that jut into the traffic, on street parking, cross walks, traffic circles at intersections, etc.
- well paved/maintained roads like Myer's Park.
- Streets look newly paved and sidewalks maintained.
- Sidewalks and lots of trees. Clement is beautiful because of the architecture as well as the width of the tree-lined street itself. Fifth is a favorite because of the willow oak tree canopy.
- 8th st with the traffic circle (I wonder if more could be applied); streets running beside Latta park; any tree lined street in Charlotte with sidewalks on both sides and pedestrian friendly areas; Davidson street and 36th.
- They are special because the streets are quiet enough for the children who are 10 and older to cross from side to side to play with their friends. My favorite streets are wide enough for the kids to ride skateboards and bikes with a reasonable degree of safety.

- I love the streets that have water fountains / dog dishes / benches. It feels so welcoming! I am also in favor of doing all that we can to preserve our trees. Finally, I love the "neighborhood" feel of some streets - the way people, for whatever reason, gather outside to chat, let their kids / pets play, etc. I don't know how that can be applied to other streets, but it's a great part of our neighborhood!
- Tree Canopy, Sidewalks, variety of architecture in housing stock.
- Clement, and 9th street, size of lots, architecture- single family, mature trees, sections of 5th street are nice because of the single family architecture, mature trees, and walkability. Queens road west is the ideal street in charlotte, note the extra wide planting strips for the street trees.
- Clement, Lamar, Kenmore, Greenway for quiet, residential feel and tall, maturing tree canopy; 7th, Hawthorne and Elizabeth for commercial vibrancy and walkability
- Tree lined with wide sidewalks. Historical homes with unique architecture.
- I think proximity to restaurants and shops coupled with historic buildings AND newer multi-family residences to support the growth of business is important. People like to live in Dilworth because it has the stuff to do but they have allowed some newer buildings to go up to increase occupancy in the neighborhood and therefore traffic to the business they want to have nearby.
- For residential streets, it is connectivity, trees, and traffic activity (low volume, low speed) appropriate for a residential street. For mixed-use areas, it is proper pedestrian enhancements -- wider sidewalks, compartmentalized parking (preferably somewhere other than the store/business fronts), adequate cross-walks and traffic controls that try to keep speeds down through pedestrian-oriented areas.
- Clement, 5th street, Sunnyside - because of the tree canopies and because you have a sense of a "real" neighborhood when walking down the streets. People walk the streets, sit on front porches or in yards, people stop and converse with neighbors, etc. Elizabeth Avenue will be even better once we see additional development on that street.
- We love the tree canopy and the neighborhood feel. We do not like condos and apartment buildings looking down on our homes and our children playing in the yards.
- Tree coverage
- I really enjoy walking and seeing people out enjoying our neighborhood. I love hearing live music from restaurants and seeing kids playing in the park. I wish that there were more places to walk to for different activities such as shopping, eating and live music.
- I like how East Blvd was redesigned. Many crosswalks were added which bring attention to the pedestrian nature of the neighborhood.
- I like streets that allow walkers via sidewalks, have mature trees to provide shade, and housing that promote getting to know your neighbors.
- Sunnyside, Clement, 5th, Kenmore, Greenway, ...so, so many. They are wonderful because of the character and diversity in the structure of the houses. The architecture of the neighborhood houses and businesses exemplify the diversity and energy of the people living in Elizabeth. The number of porches and the sense that the residents "front porch" invites the interaction with neighbors. If Elizabeth is allowed to continue to foster its own uniqueness by attracting families and businesses that wish to contribute to the urban livability of the neighborhood while honoring its past, I think many of the streets will have homes redone and businesses and are unique.
- Tree-lined streets; Safety for playing children. New construction/renovations in keeping with architectural history of the neighborhood
- East 5th has a distinctive overhead cathedral of trees across the roadway, unlike anywhere else I've seen in Charlotte, except for part of Queens Road West.
- Scale and good design are key attributes for me. Too often commercial and residential property uses overwhelm their lot sizes.
- Tree lined and access to shops and restaurants
- The tree-lined streets. The tree lined medians in the middle of the roads. Seeing people walking, running & riding bikes on sidewalks and roads. Green spaces.
- I love the roundabout concept at the corner of Lamar and 8th

- My wife and I particularly enjoy the tree lined streets. Improvements should be made to sidewalks where necessary. We also really like the character of each home and business. Steps should be taken to ensure history, architecture, and uniqueness of each home and business is maintained.
- Queens - beautiful parkway with many large growth trees. We need to replant our trees with large growth variety (too many maples that will never reach majesty of willow oaks). Greenway - overall beautiful street with consistent housing stock - no significant eyesores or unoccupied properties...love the curve. All neighborhood streets could benefit from attractive, historically appropriate lighting - not utility poles with lights stuck on top.
- I think roundabouts are much more efficient than 4-way stops; and it is a nice place to add a garden.
- I love New York City where retail, restaurants are street level, and people live in the 3 - 4 stories above. Parking is hidden either behind or below the building, with only a few slots in front.
- Adequate planting strip relative to intensity of traffic - 8' (MUDD) is not adequate for 4 wide lanes of speeding traffic. Adequate space between curbs and face of buildings are also critical for the spatial needs of mature shade (canopy) trees - and these features also provide a strong barrier between pedestrians and vehicles.
- We need to slow down traffic on Central. The 5 point intersection has the potential to be awesome. With Intermezzo leading the way we need to strengthen the business corridor. We need to emphasize that on-street parking is allowed during non-rush hours. Outlined parking spaces would be helpful. I love 7th street and we need to keep those restaurants rocking and rolling.
- Tree-lined sidewalks
- The tree canopy on 5th is wonderful; the wide planting strips next to the street, each one slightly different according to the taste and whims of the homeowners, add so much variety. I also love the little traffic circle on Lamar, it's very original -- and pretty. The trolley path isn't a street, but what a great footway to have. It adds so much, and I use it to get out to 7th street, just as the original intent must have been.
- sidewalks; big trees; bike/running lanes
- 5th and Greenway both have adequate sidewalks which lends them to use for walking.
- I love having nice, clean places to walk and ride bicycles.
- Crescent is wonderful and wide and appealing - Elizabeth streets are narrow and crowded. Many Elizabeth residents have yards that are junky and unkempt with tacky things on the porch, etc. You do not see this type of things in Dilworth, Myers Park. It is quite distressing. It is quite obvious that many people do not care about curb appeal! This downgrades the other homes who do.
- Clement represents a great streetscape with the large mature trees, sidewalks, and a wide enough street for parking, traffic and bicycles.
- The good condition of the trees, the historic homes, the pride of living in this neighborhood
- greenway, 5th. trees, trees, trees.....
- Trees and sidewalks
- Trees, pedestrian access. (yet, Elizabeth's appeal is compromised by the 'highways' such as 7th, Indep, Randolph, Caswell, Pecan that divide us.
- Old architecture, spacious lawns and green areas, and tree canopy. No tall bulidings creating a canyon effect.
- Clement Avenue: width and large trees, little cut-through traffic, variety of housing
- Scale on a pedestrian streetscape level. I agree with Babak Emadi's vision of scale for Elizabeth structures
- Trees, sidewalks.
- Walkability. Front porch socializing, slow cars, tree canopy, historic and interesting architecture, walking distance to non-chain retail and dining.
- my favorite street in Elizabeth is greenway ave because of its mature trees and slow traffic.
- Trees, proximity to local area business, pedestrian use, and parks.
- 1. Speed bumps 2. Tree lined streets

- Clement Ave. I love the wide street and low level of traffic. Kids can play basketball and ride bikes. The trees create a lovely environment for birds and other animals. When friends come to visit my home, they can't believe I live this close to the city and have such a beautiful park like setting.
- You can tell how much a neighborhood is valued by the upkeep of the houses and yards. Elizabeth for the most part has owners who care about their property.
- Good sidewalks not too close to the road, logical crosswalks and lights for crossing busy streets, trees
- Pedestrian and runner friendly.
- Charlotte has beautiful tree lined streets and I believe it's important to continue this tradition of having large mature trees. Sidewalks with easements are very important for walkers and children to get to places safely.
- trees
- I walk and like streets with good sidewalks, shade provided by trees and with a fairly dense mixture of homes and businesses.
- I live on my favorite Charlotte Street, Clement Avenue. The width of the street, lovely homes diverse in size, character and inhabitants, and tree canopy (however, diminishing) make it a beautiful street. However, it is already also an example of what needs to be preserved in Elizabeth. The increased retail demands of 7th Street make it more and more difficult to park in front of your own home, and traffic flow can create a cut-through aspect that encourages speeding down the street.
- Sidewalks, trees, homes and businesses, people and slow-moving traffic -- these make good streets.
- Re Elizabeth: Lamar and Clement -- wide -- very unusual for an inner city neighborhood. 5th Street, tree lined. Greenway - the interesting bend. All streets, unique homes. 7th street is unbelievably ugly with its lack of streets and impossible maze of wires.
- Pedestrian friendly - with good sidewalks and inviting front porches on the houses where folks are open to meeting their neighbors. Also, I love bungalows & big trees.
- Berkely Ave in Dilworth - wide, tree-lined w/sidewalks on both sides. 5th street is also nice w/sidewalks on both side.
- None come to mind. I think they did a nice job with East Blvd with the bike lanes and medians
- I like the "Boulevard" nature of Elizabeth Avenue and 7th Street, where you can sit in front of shops (if not now, but in the envisioned future) and enjoy the day, the passers-by and ambiance of the neighborhood.
- East blvd. - At first I didn't think I was going to like the new design but it does make it a much safer pedestrian/bike friendly street which I think encourages people to slow down and drive safer.
- Sunnyside is truly special since it embodies the historic quality of Elizabeth and takes you to the old rose garden. The section of 7th Street from Louise to Charlottetown Road (past St. Martins) needs to be carefully studied to not allow traffic flow to rule the decisions and to bring back a strong tree canopy all along 7th St. Elizabeth Ave. is important and needs careful attention to scale. The proposed housing along 7th is detrimental to the scale of the neighborhood and character of a truly pedestrian neighborhood. Kenmore is one of the best streets in Elizabeth. We don't need to copy any other streets in Charlotte but we do need to establish pedestrian quality along 7th, Caswell, Randolph, Hawthorne (to Central), and Pecan.
- The tree canopy on E. 5th Street, the round-about at Lamar Avenue and E. 8th Street as a way of controlling traffic volume and speed, the decorative street lights along Elizabeth Avenue, the sidewalk cafe in front of Crisp at E. 7th Street and Pecan Avenue, and the vibrant street level activity along Caswell.
- Sidewalks, trees and older/historic homes are the bones of this community and need to be protected. These are exemplified throughout the neighborhood, but 5th Street, Clement and Lamar are my favorites.
- 5th street. Clement street. big oak trees along both side of the streets. It's hard to find nowadays. Actually, I am impressed by the whole Elizabeth neighborhood, we have a strong and tight neighborhood association. People living in Eliz neighborhood are very aware of what is going on in our neighborhood such as city planning.
- trees, sidewalks, safe to cross street

- Clement- the tree canopy and the Victorian-style architecture of the homes, quiet. 5th Street- the tree canopy, the mixture of homes, quiet but neighborly character.
- Hawthorne, 7th St, Pecan, Elizabeth, 5th - tree-lined, parks, restaurants and shops, Halston Theater, Visualite
- Greenway, Queens Road, (all of them), The Plaza, Berkley Avenue, trees, sidewalks, architecture, neighborhood feel
- newer, wider sidewalks
- Mature Trees, Slow (or no) Traffic, Well-kept yards, Families playing outside and people out walking alone, with dogs, or with kids
- Properties that are well maintained. Attractive yards. Houses that differ in style and are individualistic. Sidewalks that are clear for pedestrians to use. Interesting outdoor decor on porches and around walkways. Interesting plants. Trees that are cared for and don't pose a hazard. Vehicles that don't block the houses and yards when one is driving through.
- Greenway is a lovely street. The houses are varied, the trees large and many of the properties well landscaped. The neighbors are friendly as I go on my morning walk. Vail is a lovely street because of the stream that runs behind some of the houses. Worthington in Dilworth is another street I like for the same reasons.
- Children being able to play safely. Beauty of the large trees and green spaces. Preservation of the "old" or historic character of residences/buildings. Not "cookie cutter" like planned developments.
- Any tree lined street with a bicycle lane
- East Blvd - mixture of residential, commercial (shopping, restaurants), institutional; walkable (sidewalks on both sides); bike lanes; aesthetically pleasing (for the most part) - would like to see 7th St. a little more like this (but not TOO heavy on high-density residential).
- 7th Street needs to recapture it's more neighborhood feeling between Hawthorne & Uptown. Construction of parking deck/s NEED to include community and residential uses as well as safety and congestion controls. at street level.
- Tree-lined, wide sidewalks
- Greenway Ave. & 5th Streets: large, mature trees; wider city planting strip on 5th is desirable; few or no traffic lights; historic architecture preserved
- curbs, sidewalks, trees
- Tree canopy - Greenway
- Queens Road West with canopy trees over streets, slower traffic, bike lanes.
- Our neighborhood is wonderfully maintained by the individual homeowners. The only eyesore are the many rentals where the owners don't maintain their property. Our trees and sidewalks are our primary appeal along with bungalow style homes. The diversity of size is also important. I am always so thankful when another house is rebuilt or renovated and the design stays true to the style of the neighborhood. A neighborhoods appeal, as seen in other older areas, can be ruined by renovations looking too out of place...belonging to a south Charlotte neighborhood for example.
- Beautiful trees, historic architecture, consistently scaled architecture, Oak and pecan tree canopy. Mix of architecture - fourplexes, small bungalows, large houses, old duplexes - all mostly 1920's or earlier. Reduced traffic. Roundabouts.
- Fifth Street is my favorite in Elizabeth because of width of street, break between car travel lanes and sidewalks, tree cover, lot dimensions, and diversity of housing types and designs. I also like Greenway Avenue. And I think the recent changes to Hawthorne Lane are very positive.
- Good tree cover and sidewalks to make walking my dog more fun. Not alot of traffic. Well kept yards. Good lighting at night. Flat sidewalks. Neighbors who pick up their dog litter. Neighbors who clean up after the garbage men come.
- Trees along 5th Street...sidewalks...houses in keeping in scale to neighborhood.
- Character (restaurants, stores, architecture) and life (green and people)

- the plaza - love the planting strip and trees. it would be great on seventh or clement or hawthorne or other. streetcar could run down it, like in New Orleans.
- 5th street--tree canopy and stature. 8th street --architecture and age of structures
- We love Clement Ave. b/c of wide street, historic buildings; however, don't see how this design could be applied to other Eliz. streets.
- Kenmore, Greenway, 5th- like the tree canopy- seeing neighbors out enjoying the community
- 5th Street....TREES!!
- Fifth Street tree canopy.
- trees and sidewalks or medians that make them feel more cozy (with the added benefit of slowing traffic).
- Period architecture - Greenway Avenue; Presence and health of tree canopy; Security; Curb appeal; Resident Mix.
- I like being able to walk on sidewalks to get most places I want to go in the neighborhood. I like the fact that neighbors use the streets for walking, biking etc. - the sociability factor of that. I like the ambiance of the tree lined streets and cozy homes and nearby places to eat and shop.
- 5th Street tree lined/sidewalks
- Tree Canopy, no on street parking, no cut through traffic
- I have been pleased with the renewal of the neighborhoods with young professionals moving in, rebuilding, adding on to the older homes and how wonderful to have children in the neighborhood and stay at home moms
- Clement Lamar Bay tree lined wide, sidewalks, peaceful and beautiful
- All Elizabeth residential streets, not those in front of condos and apartments. Friends are there, on porches, getting ready to leave, walking dogs and children. Waving hello, saying "Good Mornin", stopping to chat

Survey Question 5:

This question asks specifically about East Seventh Street (from Charlottetown Avenue to East Fifth Street). What transportation and streetscape elements do you think should be incorporated on East Seventh Street?

Answer Options	Response Percent	Response Count
Street trees	79.1%	159
Additional pedestrian crosswalks	63.7%	128
Wider planting strips	55.2%	111
Wider sidewalks	55.2%	111
Bicycle lanes	49.8%	100
Left-turn lanes	32.3%	65
Reversible travel lanes	30.8%	62
On-street parking	17.9%	36
Fewer driveway entrances	13.4%	27
Additional travel lanes	5.0%	10

Optional Responses

- I think that stretch of 7th should get a similar treatment as the section of 7th closer in that has the reversible lanes. Just add room (either on the sidewalks or on the street) for bicycles.
- Anything that can be done to **get commuters off of main thoroughfares** (and **use Independence**) is good. Same goes for Randolph.
- 7th street as you go toward firefighter tends to look **a little run down** and perhaps not as well kept and a **less safe vibe** too it.
- I think this section was once 4 lanes in the 50's between Independence and Laurel. **You could make it 4 lanes now with only about a foot of widening on either side.** There is a safety issue between Laurel and Ranier. People jump the single outbound lane before they cross Laurel, they speed up and suddenly they're right on the bumper of someone turning left onto Ranier. I was rear ended there and the driver kept going. The ECA will oppose widening 7th between Independence & Laurel. I would like to see a left turn lane on 7th at Ranier. There is a lot of Queen City Lumber traffic plus Chantilly neighborhood traffic.
- I would like to see something **similar to what happened on East Blvd...**but that could be a challenge b/c East Blvd probably doesn't get the same kind of peak hour volume that 7th street does.
- **Get rid of the reversible lane** and have **middle-turn lane**. Allow **dedicated left-turns** at all times at Pecan and Hawthorne.
- I would love to see **more roundabouts**, a **gateway into Elizabeth** and a clear CPCC campus boundary, Make all streets that border CPCC safer and **plant more trees**, slow down the traffic in that area, again I have more idea's that I would love to share.
- Keep the **mature trees along Seventh Street, VERY IMPORTANT**. We are losing our mature tree canopy. If possible **add wider planting strips** to accommodate those and future trees. **NO MORE LANES** on Seventh St. I'm a bicycle advocate, but bike lanes could be on side streets in my opinion, with alleyways to connect to Seventh mid block when possible.
- Traffic seems adequately managed even during busy periods. **The reverse lane can be confusing** and left turn restrictions are frustrating. The traffic light delay at 5th street is much too long for crossing traffic, and the crossing at Laurel is congested at times.
- Improve appearances of some of the dilapidated homes (and their front yards) between Ridgeway and East Fifth Streets (along East Seventh Street)...or remove those homes.

- This street currently is a HIGH and FAST traffic thoroughfare. This shouldn't be the case. This section of road should be slowed **urging motorists to use other corridors** better suited for higher and faster volumes of traffic (i.e. - Hwy 16 and Hwy 74). I would like to see improvements made to this road much like those that were completed on East Boulevard between Kings and Scott Ave (**one lane each way with a median with turn lanes**)
- I am very much **against widening 7th street**. It would only create more traffic and make it less pedestrian friendly.
- **The reversible lanes are a mistake** - many people are confused and they get messed up anyways because there always is someone trying to turn left. Just make the center lane a left turning lane. Plus those "**X**" **signs are insanely ugly**....think about it next time you see them. They look ugly and really serve no purpose when you make the center lane a turning lane.
- curb cuts in center lane to slow traffic. **Speeding is particularly bad** between Laurel and Firefighter.
- Seventh Street divides the neighborhood and it **should be a seam that ties it together**. Pedestrians feel unsafe on Seventh Street -- when walking you feel like a lower priority than the cars whizzing by. The buildings on Seventh St. are not of the nature that encourage strolling anyway -- they are set back too far with **big parking lots in front of them and many curb cuts**. There are **too few trees**.
- **Planted median**
- A **wide median down the middle** so that pedestrians could at least make it half way across. It is a **very difficult street to cross** by foot!
- Additional traffic control, either in the form of stop lights or police officers. **Traffic on 7th is WAY too fast**.
- 7th Street at Caswell has the opportunity to be improved as a center of Elizabeth, but it should not be "improved" at the expense of the adjacent single family homes on the adjacent streets such as Greenway and 8th. Elizabeth Avenue should get the bulk of retail and commercial development so that the critical mass for retailers is established in that location. The more you look at developing 7th Street, the more you will negatively impact the adjacent single family residences which may be an unrecoverable loss to the community. 7th Street is a main connector street for the community, but it cannot be the main "commercial" street - if developed, it cannot provide the retail parking needs or adequate "buffer" to the surrounding residential streets.
- **better attention to lighting**
- diversity - all aspects of it. Parking on the street is not big - but **having parking available to general public** that is close by.
- **On-street parking as long as it does not require widening 7th street to achieve**. I would have to be included in the current road bed. Street trees - mature canopied trees.. **Wider planting strips** as long as the additional land required does not take more from the current residents/businesses on 7th. Reversible travel lanes...I am assuming keeping what is there now is what is meant by that option. Certainly having **reversible travel lanes is more desirable than adding an additional lane** or two on 7th. Bicycle lanes only if they can be done safely.
- Sidewalks need a lot of clean-up and sprucing up along this stretch.
- **Left turns should be completely prohibited** in all directions at Hawthorne and 7th.
- **Pedestrian push buttons** that work accurately with traffic flow at 7th and Pecan would be a great safety improvement.
- I'd like to see it go to **3 lanes all the way to east 5th St**.
- **Bicycle lanes** would be great if they can be made safe and without wiping out any more land. **Trees, trees, trees**. Esthetically pleasing, historically flavored **street lighting** (see new Elizabeth Avenue). Al fresco dining, if done tastefully.
- **middle grass divider** breaking up the road for safety/ aesthetic improvement and **nice street lamps** like 7th street (closer to downtown) and East Blvd

- Could we consider something **similar to what's been done on East Blvd.** in Dilworth, near the Caribou/Big Daddy's end of the street, where a planting strip was added in the median, crosswalks added and lanes reduced -- yet somehow traffic seems to flow just as easily and quickly as ever, if not more so.
- There is a gentleman who is quadriplegic who transports himself in a motorized wheelchair from Plaza Midwood. I worry about his safety, and safety of other handicapped people, because the **sidewalks are not continuous and often not wheelchair-safe.**
- I like what was created on East Boulevard in Dilworth with **one lane each direction and a median/turning lane in the middle**
- I do not care for the new street entrance to Bascom.
- **No more lanes**, please. Also, East Seventh already has reversible travel lanes.
- I think it would be **dangerous to add bicycle lanes**. Unless you speak of off-off-off-traffic hours, **on street parking would cause a traffic snarl**. Absolutely NOT additional car lanes. I'm sorry I don't have more time to think carefully about this, but your meeting is tomorrow.
- If not wider sidewalks, at least **good sidewalks**, consistent throughout this corridor.
- (I don't know what "Street trees" or "planting strips" are.) My concerns with 7th Street are (a) the **dangerous nature of the reversible lanes** (I almost drove headlong into traffic when I first arrived here and it scared the heck out of me) and (b) the speed with which cars heading toward Uptown hit upon Laurel Avenue. I think a traffic light towards the East Fifth Street end might slow traffic as it approaches Laurel Avenue where the lanes constrict.
- **Bicycle lanes ONLY if it does not require additional paved width**. Additional pedestrian crosswalks to allow connectedness. **Wider planting strips** behind the curbs but careful to not create uniformity. On-street parking controlled by time. I can imagine **parking on 7th Street during some times of day**. Reversible lanes should be maintained IF we can maintain the current curb-curb dimension.
- **East Boulevard** and the current redevelopment of Elizabeth Avenue to pedestrian friendly, low speed streets (not thoroughfares). Would like to see 7th Street developed in a similar fashion. **Decorative street lamps, benches, bicycle racks** in front of stores, small pocket parks.
- It is an absolute necessity in my opinion that **7th Street remain three lanes** from Charlottetown to Laurel (the current four lane). Widening 7th would destroy not only the architectural feel and numerous buildings along 7th, but a four-lane road is a much more daunting road for pedestrians and would lead to severing the neighborhood in half. I understand that it's only one additional lane from a pure physical perspective, but the psychological impact and safety factors would create a great rift in the neighborhood. Although bicycle lanes are a nice idea, I don't see how you squeeze three lanes of traffic plus a bicycle lane onto 7th. I think not widening 7th is more important than adding bike lanes. 5th Street could accommodate a bike lane as an alternative.
- **Streetcar tracks**.
- I would say **wider sidewalks**, but sidewalks aren't safe or pleasant to walk on if there is dirt, grass, weeds, and trash on them, never mind dog poop. I was always taught to care for the sidewalk in front of our home when I was growing up. My grandparents owned 2 lots on Beaumont Ave., and my grandmother swept all the sidewalk and walkway to their house every morning. My grandfather mowed the planting strip and raked up the piles and piles of oak leaves from the trees lining the street. I had other relatives in Elizabeth who did the same in front of their homes. My parents would never allow us to throw any trash anywhere except in a trash can, and we were to pick up trash where we found it and dispose of it properly. There was a pride in one's property and surroundings, then, and a pleasure in keeping them nice for whoever might walk/ride by. Our Elizabeth neighborhood has become so beautiful in the last 15 years that it ought to shine, not be tarnished.
- 7th is a busy street. **Coordinating the lights** so a car traveling the speed limit could move through would avoid stopping and waiting using fuel and polluting the air. **Turning lanes** also help make traffic move more freely. We do **need more lanes not fewer**. No obstacles like on East Blvd. or Selwyn.

- Nothing that would worsen traffic and split the neighborhood -- like widening the road!!
- The parking deck CPCC is now constructing must be in scale to what traffic & pedestrian levels will be seen as well as storm drainage issues and right-of-way concerns. The natural state of Independence park is to ponding and this must be addressed with construction that is going on right now. A 7/8 level parking deck may create a bottle neck that cannot be undone easily especially if nature deals a rough blow to this area.
- Trees, trees, trees! **More bikes and pedestrians**, less CARS.
- I would like to see our commerce area become even **more pedestrian friendly** than it is now.
- **Do NOT want to see 7th Street turned into another hi-speed boulevard** for drivers to utilize as a way to get to and from downtown FASTER.
- It depends on how aggressively you try to slow the traffic.
- The current center lane which changes directions depending on the time of day is the best method for handling traffic rather than widening the street which would devastate the neighborhood.
- what about the streetcar?
- **I like the change in East Blvd** with the bike lanes and the access to newer condo's being off the side streets
- We already have reversible travel lanes, from what I can tell. The street needs to be recognized for what it is; a major artery for people traveling into downtown from points along Monroe Road. I wouldn't try to encourage more traffic by widening it or adding lanes, but at the same time it **seems silly to try to turn it into some sort of pedestrian paradise**. It is what it is -- a busy street -- let's try to make it as safe as possible given what it is.
- **Slow traffic down**. Add bike lane. Add **better crosswalks**.
- I don't want 7th to become another Independence
- **Make it easier to cross 7th at Laurel**
- **on street parking**
- **Street wonderful just as it is**

Survey Question 6:

Where are traffic conditions an issue in the Elizabeth area? These may include high traffic volume, congested streets or intersections, pedestrian and bicyclist safety, etc. Please be as specific as possible.

Responses

- Need left arrows for Charlottetowne to turn on 4th and for 4th to turn on Queens.
- All major intersections in the area of Charlottetowne and Hawthorne, 4th and 3rd. Trying to make a left turn on anywhere on Randolph is near impossible during the business hours. Perhaps it would be better to make 3rd and 4th street one way down to Colonial
- Randolph Rd. is AWFUL. As a pedestrian, there is no safe crossing opportunity for me between Laurel (barely safe as it is, being a 5-way intersection) and Caswell. I almost have to get in my car in order to cross the street.
- 7th Street (congestion, commuting, speeding). Also, Kenmore Avenue as people use it to cut through to/from Laurel. Kenmore (between Laurel and Osbourne) does not have any speed reduction devices (e.g. Stop sign or speed bumps).
- On Dotger a lot of people cut through from 7th to Randolph and they drive extremely fast and ignore stop signs. Maybe we need some speed bumps like there are on Laurel.
- Speeding between Pecan Ave between train tracks and 7th AND very unsafe conditions for peds/bicycles; speeding on Caswell between 7th & 5th AND no crosswalks at Park/Greenway; no crosswalks & traffic calming on 7th between Caswell/Pecan & Hawthorne; overall POOR bicycle safety in neighborhood; unclear/need better signage at Hawthorne/7th and Charlottetowne/7th for turning cars during reversible lane periods.
- speeding esp. along "Monroe Road"
- I think something like the East Boulevard 3 lane section with pedestrian islands and planting strips would work better than those reversible lanes there now from Independence to Laurel.
- No left turn from Hawthorne onto Central. High traffic volume on Hawthorne.
- East Seventh Street, Central Avenue, Charlottetowne Avenue, Hawthorne Lane, Elizabeth Avenue. Heavy traffic volume during peak hours. Not enough left turn arrows at major intersections.
- Pedestrian and bicyclist safety are a huge concern for me.
- Hawthorne at 7th. Some options: Left turn lanes with left turn signals. NO left turns during rush hour.
- People driving the wrong way in the reversible lane, and backups at Hawthorne to make left turns when there is only 1 lane in that direction.
- High cut-through traffic. Need more pedestrian connectivity.
- People cutting through Elizabeth is a huge problem since they can't turn left on Pecan off of 7th.
- As we own a home on E 7th we would love to see a two lane road with a middle left turn lanes. Along the lines of East Blvd near Freedom Park. As traffic progresses east on 7th, most drivers including some CATS buses drive as if it were a freeway.
- 7th & caswell/pecan. Hawthorn & 7th
- 7th and Pecan
- "Rush Hour is what it is"better signage over all would be great and slow down traffic coming across the Hawthorne St. bridge. People come to the Hospital's and are clearly confused with the area, i.e., Hawthorne Rd. turns into Queens Rd. always confusing for people who don't live in the area.
- I cannot identify any issues with traffic in the Elizabeth area. Perhaps this is because I am away from Elizabeth for the work day and only return in the evening. Whenever possible, I try to walk, rather than drive.
- almost saw a head-on today because of the reversible signals on 7th
- 7th street from Hawthorne to approximately Laurel. Too many folks turning left during high traffic hours. This causes cars to back up into intersections and a lot slower movement through the area (cars idling too

much). Also, 4th street at N. Kings. Cars back up into intersection during red lights blocking traffic coming from other direction.

- Mostly on the Pecan/Caswell and Seventh Street crossing. Neighbors have been hit when they had right of way without prosecution of the vehicle hitting them, inexcusable.
- Crossing of 7th street at Laurel with change in traffic pattern of reverse lane and ppl turning left out of Laurel Lane or crossing 7th at Laurel. Bicycles seem to add to traffic confusion in this area and should be restricted to 5th street. A pedestrian crossing S of Laurel near the bus stop seems needed.
- 7th Street. Pecan Ave from 7th to Central (speeding). Bay between Pecan and Hawthorne (speeding). Hawthorne is greatly improved by the parking and narrowing to two lanes.
- Speeding on Pecan Ave and Bay Street. I would like speed bumps on Bay Street. People use it as a cut-thru from Pecan to Hawthorne
- 8th St. and Clement Ave: Safety issue with cars not stopping completely. A median planted in the center of the intersection is desirable.
- Traffic and more importantly SPEEDING is a MAJOR concern on Greenway Ave and Cameron Ave. These streets are used daily as cut throughs by nonresident motorists. running of stop signs is also rampant.
- 7th and Pecan. The crosswalks are difficult to navigate and the reversible travel lane is confusing. Also would like to see a left turn arrow at 4th and Hawthorne for people heading home (away from downtown) after work.
- Laurel Ave between Randolph and 7th. High traffic volume with mostly cut-through drivers and drivers that go over the speed limit as well as run stop signs.
- Difficult crossing 7th on foot from Caswell to 5th. Difficult crossing Randolph on foot at Laurel intersection. Difficult crossing Randolph by car or on foot from Dotger or Cranbrook.
- I have concerns about people turning from 7th St (in the am) onto Ridgeway and then Greenway to get to Caswell/Hospital/CPCC area and avoid the light at 7th and Pecan/Caswell. In the afternoon/evening the high traffic volume is reversed. People use Caswell to Greenway to Ridgeway to avoid the light at 7th and Pecan/Caswell. Since there are so many entrances into Elizabeth from 7th Street (Dodger, Cameron, Laurel and Ridgeway) it would be nice if Ridgeway could either have a no turn sign into the neighborhood during rush hour.
- Caswell and 5th is an interesting intersection...multiple accidents have happened there including my wife getting hit when someone turned out of the hospital. The intersections around the hospital are dangerous because many people going to the hospital don't know the area and are on their cell phones.
- Pecan/Caswell/ Seventh intersection- difficult for pedestrians to cross & long wait
- Vail avenue- hospital and cut through traffic off of Randolph and Laurel avenue speeding.
- Are flashing red/yellow lights still necessary in residential areas of neighborhood? Crosswalks could be better marked.
- E. 7th Street and Laurel, where it changes from one lane to two. I live on 7th and can't tell you how many times I have almost been rammed from people changing lanes as I turn into my driveway, regardless of the fact that I signal almost immediately after I pass Laurel.
- Ranier - accidents caused by people trying to enter 7th Street who aren't familiar with the directional changes in traffic/4 lanes that begins after Laurel. Laurel intersection - no left turn sign no effective; people drastically increase speed at Laurel intersection where lanes change to 4. Would like to see curb cut / traffic calming on 7th between Pecan and Firefighter. Too many bus stops on East Seventh. Frequent stops by buses and 4 lanes allows drivers to speed around buses creating potentially dangerous situations.
- Cut-through traffic is not a problem -- even high volume cut-through traffic. The problem is the speed of travel through Elizabeth. I would like to see more traffic circles at intersections on the purely residential streets (Clement at 8th St. could use one for sure and many others could). I live on 8th between Laurel and Ridgeway and I don't mind that people drive on my street, but I want them to do so safely. Having a roundabout at 8th and Laurel or Ridgeway or Clarice would break up the visual straightaway and force people to drive more slowly. Pecan and Hawthorne are also lacking visual cues that tell drivers to slow down. Both should have on-street parking and street lights or trees that jut out to the edge of the

parking. They could also use more clearly designated crosswalks to make sure that drivers know these streets are also places for walkers, bikers, strollers, etc. I want people from other neighborhoods to come to and through Elizabeth, but they need to do so respectfully.

- 5th street speeding, stop sign running. look for better way to guide hospital employee parking away from Caswell, volume is too much for that road. Left turn signals at Caswell/Randolph(4th). Improve crosswalk at Pecan/Caswell/7th with median.
- Hawthorne at 7th
- The light at Laurel and Randolph is long for folks coming out of the neighborhood via Laurel. Traffic volume related to hospital construction has subsided significantly since summer.
- Randolph and Laurel needs Turn lights...too many potential accidents there
- 7th st is too fast between Pecan and 5th. A crosswalk is needed across Caswell from Greenway to enter the park. Traffic turning left onto Randolph from Laurel is very backed up at times.
- Cameron between 7th and Kenmore. Traffic FLIES off 7th and through the neighborhood at alarming pace. Greenway - the entire distance, people drive far too fast and ignore the stop signs... we either need to get rid of the signs or enforce the law and start ticketing those who run them. I believe it is only a matter of time before someone (hopefully not a child) is hit by a car in the area between Cameron / Kenmore / Caswell / 7th. The intersection of 5th and Caswell - something needs to be done about the turn lane on 5th heading out of the city.
- ONLY on 7th street. It is the only street with over 15,000 cars per day.
- Pecan and 7th always seems congested. but the size of the intersection is much better than the intersection of Hawthorn and 7th. That intersection is too large for a comfortable pedestrian experience. also the inbound lane of 7th street needs to be adjusted to follow the lane more accurately at Louise street. If you are standing at the intersection of Louise and 7th as a pedestrian, the traffic is coming right at you. the traffic turns of course, but the curb line along 7th was never adjusted so there is extra pavement in this location and the curb does not follow the lane, it dies into the Louise intersection. that may not make sense, but go look at it and you will see what I mean.
- I've heard many residents complain about specific issues in the residential areas, but the only real issue I've observed is 7th Street. The volume and speed of traffic is a real threat to the neighborhood, and we've suffered multiple instances of vehicle/pedestrian accidents at 7th/Pecan and 7th/Hawthorne.
- Motorists cutting through from 7th st to Randolph on N Laurel Ave.
- It is nearly impossible to get across Hawthorne and down into independence park with kids and a stroller. There needs to be a better way or more handicapped access to the park area with the playground. I would strongly prefer that a small play area be put in the other part of independence park that was more for Elizabeth than for all the kids from the schools by the existing playgrounds. I think that traffic needs to be stopped in the back streets by making the stop signs more obvious. Some you can't even see until you are right there. One of these days someone is going to get hurt by a vehicle.
- One area is along the "side streets" (like 8th Street) when cars cut off of the traffic of 7th Street to use the side streets as an alternate route (often at very high rates of speed). With on-street parking, small children, etc., this presents a safety issue.
- Crossing 7th Street is difficult at almost every point except the pedestrian crosswalk at Hawthorne and 7th. With the expansion of the hospitals, the Caswell and Vail intersection is getting more congested and because of its design and resulting blind spots, I expect to see more accidents as volume increases. Crossing Pecan is difficult because most drivers seem to speed on Pecan. Trash trucks cutting through on Sunnyside. There is congestion in rush hours, but it disappears relatively quickly.
- 7th and Hawthorne. The Left turn lane going South on 7th turning left on Hawthorne Lane turns from yellow to red immediately. There is no delay and I have witnessed near misses at this intersection a number of times.
- Laurel Ave and 5th street People turn onto 5th and speed down to 7th / Monroe. People are barely stopping at stop signs on either street.
- There is no safe place to cross on 7th st. between Hawthorne & 5th. Pecan intersection is dangerous, even with the improved signage. Laurel is a heavy pedestrian crossing area, but you are at your own risk.

- Except for a few hours each morning and afternoon, traffic is not that bad. It could be a lot worse all day and all weekend - like
- Bay St., 9th and 8th streets between Pecan and Clement where people cut through often speeding and ignoring Stop signs. Left turn from Hawthorne onto 7th street going out of town...drivers turning quite often just about run over pedestrians trying to cross the street, Pecan/ Seventh/ Caswell....here again the pedestrian crossings are very difficult often with cars trying to turn cutting off those walking.
- Laurel Ave. Laurel/Randolph intersection
- Speed on E. 5th, speed on E. 7th, speed on Randolph, cut-through traffic on all cross streets off 7th going toward Randolph and the hospitals, failure to honor stop signs on E. 5th, peak hour backups on Pecan/Caswell, running the stoplight at Hawthorne and E. 7th. A huge number of pre-school and elementary children now live in Elizabeth and play at risk near sidewalks and streets which have speeding traffic.
- Pecan and 7th
- 7th Street. Intersection of 7th & Pecan- crosswalk safety- crosswalk rarely works. Amount of cars using 5th street instead of 7th street to get into/out of town. Speed on Laurel.
- Crossing Randolph is difficult
- 7th, but it's manageable and bearable b/c we are so close to Uptown. Prefer dealing with congestion as opposed to blasting a 6 lane highway through for the convenience of Union county folks.
- Starbucks intersection scares me on foot.
- Pecan, 7th Street, Hawthorne between 8th and Elizabeth Ave. - frequent accidents at 7th and Hawthorne, and excessive speeding along Hawthorne.
- During the afternoon rush hour cars will go away from town too fast on Greenway Ave.
- We need a better way for bicycles to cross Randolph at Laurel. Sidewalks are often congested and there is no room on the road for bikes there. The bridge over the creek on Laurel (between Randolph and 5th) has VERY narrow sidewalks for pedestrians and LOW visibility for motorists, who are likely to speed down the hill -- that's a bad spot for cyclists, strollers, dog walkers, etc.
- 5 way intersection at the corner of Dotger and Randolph Rd. high traffic volume and lack of sidewalk on Dotger leads to dangerous conditions for bicyclist and pedestrian safety. Lack of sidewalks on all of Dotger Ave combined with high speed since it is used as a cut through makes it dangerous for pedestrians and bicyclists, combined with it being high foot traffic for both bus stops for houses and Martha Washington apt residents, as well walkers from the hospitals as part of their employee fitness program.
- Both pedestrian and bicyclist safety. Also reduction of litter in the shopping center with Starbucks, Dollar General. This is VERY unsightly!!
- Primarily intersections on Laurel where many people tend to run the stop signs both going down Laurel and coming from the intersecting streets. Also - Elizabeth Park - parking lot is often full from students and nurses to the point that I as a park visitor have no where to park. I have complained to the Parks department to no avail.
- Pecan avenue between the water tower and the tracks. There are parked cars on parts of the road, lots of driveways, and fast-moving traffic. Often, the traffic backs up almost to 7th when the train comes.
- Randolph Road
- The 'highways' that divide our community.
- N. Laurel Ave speeding vehicles as they rocket down the hill
- East Fifth St traffic, parking situation, with not enough room for cars to travel the street crossing the center line. Every 3rd car on an average does not stop at the stop sign at Osborne and Fifth. Crossing, even at the crosswalks at 7th and Pecan is a challenge.
- As noted earlier, please do something about traffic using Bay/9th/8th Street area as a cut through to avoid the Pecan and 7th Street light. I have no problem with 7th Street traffic or the use of reverse lanes -- would rather that street be kept at three lanes than expanded to four.
- Trying to cross 7th on foot or bicycle is extremely dangerous. The only place that is safe is the Hawthorne crosswalk. The crosswalk at the Pecan intersection is not adequate, I've had close calls there many times.

- Vail Avenue (between Laurel and Dotger Ave) High volume and speed is a major concern, especially during rush hour. Speed bumps would be very beneficial!!
- 7th Street can be an issue during the afternoon rush hour. People get in the middle lane and try to turn on to Hawthorne when it's a through lane according to the reversible lanes. Also there is sometimes a back up headed out of town that is caused by the Pecan stop light.
- 7th street is busy during rush hour.
- The pedestrian crosswalk to go from Caswell to the shopping center with Starbucks/Dollar General makes no sense. You have to cross around three streets to do it legally and the walk signal from the Caswell side to the Pecan side over 7th hasn't worked in a while. And people turning right onto 7th from Caswell often don't stop for walkers. Most people just ignore the "legal" crossing and just dart across from the parking lot behind Philosopher's stone to the parking lot of Dollar General.
- I live on 8th St. and as a parent, I am concerned about the speeders who use our street as a "short cut" around 7th St. I also think 7th St. at Laurel is difficult to cross as a pedestrian as a motorist.
- Where Monroe turns into 7th and up to the Pecan Light, people drive too fast. I think people coming in from Monroe should be encouraged to travel Independence.
- Bicycle safety on 7th and 4th.
- It is difficult for pedestrians to cross wide streets like Charlottetowne, E. 7th and Kings. Walk lights are not long enough and drivers making right turns are a concern.
- Laurel between Randolph and 7th. Vail between Laurel and Caswell (hospital traffic)
- Seventh and Hawthorne is dangerous because of drivers go too fast and the sidewalks are right up against the street. Improvements to the Central side of Hawthorne helped a great deal, but trying to walk with children on Hawthorne is a nightmare because of how close the narrow sidewalks are to the street and how fast people go.
- Probably everywhere; however, we are on the path to downtown, so I'm not sure that can really be done.
- 7th St/Pecan intersection. The crosswalk signals take forever. It's also aggravating that you can't turn left onto Pecan from 7th St.
- People cutting through Louise off 7th and on to 7th. They are all speeding through and it is unsafe for our children and pedestrians. Also, trying to cross 7th street to go to the park is dangerous. There are far too many car wrecks at that intersection of 7th & Hawthorne to feel safe to even walk my dog much less take my kids to school at Elizabeth Traditional.
- The most dangerous place is Laurel and 7th Street. 7th Street should be designed as a local traffic artery, NOT a major thoroughfare! Not many traffic conditions that are troublesome after my 24 years here!!!!
- Commuter traffic associated with the hospitals. Would like to see commuter traffic on E. 7th Street encouraged to use Independence Boulevard (Charlottetowne Boulevard). The left turn lanes on N. Laurel Avenue at Randolph Road and Caswell at Randolph Road need to be protected left turns to allow more cars to get thru the light.
- Turning left onto 7th St. from Cameron Ave. is a hazard. There are serious sight line issues. I know this intersection doesn't warrant a light, but the City should consider raising the bushes that block the view. Sections of Kenmore Avenue are too congested with parking on both sides. I worry that a fire truck could find it impassable in the event of a fire.
- I use to think Hawthorne Lane and 7th street have high traffic volume. Along the Hawthorne Lane, there are big apartment complex built and many more to go in the future. I am glad that the two lanes on both directions are now down to 1 lane for each direction and bike lane is added. I do not want to see widen street happen on 7th street instead add sidewalks and bike lanes instead.
- cars speeding through Elizabeth from Randolph or 7th (using Elizabeth as a cut-through). I would like more no left/right turn options from 7th specifically. The stop signs have helped but there are still those who run right through them. I would also like to see more pedestrian friendly crossings. Traffic on Randolph and 7th make it hard to cross as an adult--when you have kids in tow it can be frightening. And the fact that cars can still turn (they have a green arrow) when the crosswalk is lit is completely ridiculous.
- Pecan/Caswell @ Seventh Street. Traffic back-ups on Caswell at the Randolph intersection and the 3rd Street intersection. The travel lanes on Randolph become too narrow near the hospitals.

- I want to know why the street lights on Queens/Hawthorne are not timed so that cars can proceed through more than one light at a time?
- We are an inner city neighborhood. Contrary to some of my neighbors I don't have a problem with cut-through traffic. We all pay for our streets and have a right to use them. Frankly, if people don't want traffic and congestion they need to just move out into the suburbs.
- The surprisingly heavy pedestrian use of Pecan between Central Avenue and East 7th Street probably indicates the need for a transit route through there.
- Laurel Dr can be scary for bikers, walkers, children. so much traffic cuts through this neighborhood- can anything be done?
- Intersection of Cameron & Greenway - it needs a 3 way stop sign! It is used as a cut-through with many speeders. There are many families with young children around there who are at risk everyday!
- Congested Intersections: Hawthorne and Seventh. Pecan, Caswell, and Seventh. All streets which intersect Charlottetowne. Central and Pecan. Central and the Plaza. Pecan and Commonwealth. All can be dangerous for people turning, pedestrians, and bicyclists who don't obey the traffic rules. High Traffic Volume: On Elizabeth near CPCC. On Seventh, most of it. On Central, most of it.
- 7th and Hawthorne
- Parking on both sides of the street on Greenway and Vail. Streets are too narrow for a car to pass.
- Cut through traffic (causing speeding) is a concern throughout most of the neighborhood.
- Pecan and 7th. The pedestrian lights are confusing and the traffic flow is organized in a confusing way.
- No left turns at Central/Louise/10th intersection is a problem - such an odd intersection. I saw a pedestrian get hit by a car, probably because he was confused about the traffic pattern, so there is a safety issue too. Also, people cut through the Sunnyside area to go from Central to Hawthorne (and vice versa). Not sure if there's a way to reduce that.
- We need: (1) pedestrian crosswalk extended on Greenway Ave. across Caswell, heading toward upper Independence Park; (2) improved pedestrian crosswalks at the intersection of Pecan & 7th Streets. It is very dangerous walking across either of these intersections.
- Seventh, E. 8th Street, E. 5th Street, Pecan, Central
- 7th street is so busy. It takes a long time to cross from either side, regardless of walking or driving.
- I have the largest problem turning left onto Randolph at the intersection at Laurel. I would like to see left turn arrows more consistently on 7th St. where backups happen...Caswell, Hawthorne.
- East 7th Street: speed, volume, safety of traffic. Laurel: some cut-through traffic.
- Laurel and Randolph seems to get congested - only one car may be able to turn Left onto Randolph from Laurel (heading away from town).
- Speeding on Pecan Avenue and cut through traffic.
- The intersection of Seventh and Charlottetown is so confusing to many drivers. Inbound traffic on Seventh turning left onto Charlottetown is often in the wrong lane; they just don't understand how the lanes shift during rush hour. And outbound traffic does not realize that the passing lane between Kings and Charlottetown becomes a left turn only lane at Charlottetown (onto Independence Blvd.). This intersection needs to be redesigned, with better signage warning outbound drivers in non-rush hour traffic to get in the right lane prior to Charlottetown.
- Crosswalks and crossing lights are really helpful. High traffic volume and speed on 7th, Central, and Pecan are problems.
- High volume traffic (comparatively) at and near hospital (Hawthorne & 4th/3rd). 4th as a whole also seems congested
- speed on street-parking streets, such as 8th, where we see cars going too fast.
- Pecan/Caswell and Seventh; Randolph and Laurel; Hawthorne and Seventh; Laurel and Seventh; Clement and Seventh; Randolph and Caswell
- Pecan Avenue between 7th Street and the railroad tracks. The speed limit is 25 mph, but none of the cars follow that speed limit or are even aware that the limit is 25 mph. During rush hour or a train stoppage, the traffic flows through the side streets (Bay St., 9th, 8th) in an attempt to pass through the

neighborhood. It presents a very dangerous and continuous problem for pedestrians (especially our children).

- 1). crosswalks at pecan/caswell and 7th remain very difficult to navigate as pedestrian. 2).crosswalk/light needed at intersection of 4rth and colonial-my office nearly abuts this intersection and I am auditory/visual witness to many accidents and near-accidents as inbound traffic is often traveling quickly and outbound vehicles are trying to turn left to get to Mercy Hosp. or other medical facilities. Crossing at this intersection as a pedestrian (as many people from medical facilities wish to do) is treacherous!!!!
- The intersection of Laurel/Vail with the blinking light - the streets do not line up. The traffic from Laurel Ave coming from Randolph Road accelerate rapidly onto Vail Ave heading towards the hospital. Also, cars heading south on Vail towards Laurel do not stop before entering Laurel Ave. Some sort of median, calming device needs to be installed. This would force the vehicles on Laurel to slow down before navigating the left turn onto Vail Ave. Also it would give some direction to the vehicles entering Laurel.
- 7th Street and Caswell/Pecan can be a bit of a mess, but no clear what can be done to clarify. People speed on Pecan to and from Plaza-Midwood/Chantilly and speed down 8th, 9th and Bay when they're trying to beat a train or cut through to avoid 7th/Pecan. Suppose you could put speed bumps along those streets or try lowering speed limit along Pecan or stepping up police enforcement.
- My biggest concern is pedestrian safety. Charlotte drivers appear, in general, to be unaware of pedestrians. We need to have more ped friendly crossings, especially at the pecan/ 7th/ caswell and 7th and Hawthorne. one suggestion is to do an all traffic stop when peds are in the intersection. bicycle safety is also an issue.
- Hawthorne - 7th intersection pedestrian safety
- The WORST place in the neighborhood is the old Stanley Drugs parking lot and to a barely lesser extent the parking lot behind Starbucks. It's a mess, with narrow egress from one to the other and hodge podge parking.
- Pecan - safety for pedestrians (no crosswalks, people speed, etc.) 7th Street - no crosswalks except at major intersection to travel to business on other side
- The intersection of 7th, Pecan and Caswell Streets is difficult for pedestrians all times of the day but particularly during rush hour. Crosswalks are virtually nonexistent, combined with the manner in which lights are configured, it is very cumbersome trying to cross from side to side of the same street and to traverse from one street to another.
- 7th and Pecan.
- It is hazardous to cross at 7th and Pecan, despite crosswalks and signals. Traffic is heavy and fast-moving. People turning right from Caswell to head East on 7th do not look for pedestrians. Drivers habitually speed down Kenmore Avenue between Osborne and Laurel. I see this every day, although I know there are other streets too.
- Hawthorne then left at 7th street (need arrow to turn)
- Laurel and Randolph road, 5th street must cars run through the stop signs, Caswell and 78th Street
- Pecan Street taking a left onto 7th traffic gets tied up on 7th and backed up onto Pecan, which gets more complicated and people try to pull in and out of Starbucks/Crisp lot
- The lights need to be on sensors rather than timed - specifically at 5th & Caswell and 5th and Hawthorne
- The new street markings on Hawthorn Lane from 7th street to the bridge have created a congestion at Hawthorne and 7th Street that was not there before. The street "improvements" on Elizabeth Ave, Kings Drive to Hawthorne have are awful and to me dangerous. Crossing at CPCC has so many places to catch a shoe in, requiring looking down and not observing traffic. The part from Charlottetowne to Hawthorne have is too narrow and the parking spots silly!! Why do the tracks run in the same lanes as cars?

Survey Question 7:

Please indicate your level of agreement on each of the following statements about open space and environmental issues in the plan area.

Answer Options	I strongly agree.	I generally agree.	I somewhat disagree.	I strongly disagree.	I'm not sure/Not applicable.
I am concerned about a decrease in the natural habitat/tree canopy.	125	59	15	3	6
I would like to see more greenways/walking trails.	122	61	8	1	15
The Little Sugar Creek Greenway should be connected to the Briar Creek Greenway.	94	66	10	1	33
Independence Park should be maintained as a passive park without any additional playgrounds, ballfields, courts, etc..	74	63	31	24	12
There is a need for more small neighborhood parks in Elizabeth.	51	80	49	9	14

(Optional) Are there any specific open space or environmental issues you are concerned about in the plan area?

Please specify.

- Randolph Rd. between Laurel and Caswell
- I love **tennis courts** if we were going to add anything to Independence Park. We need to do something with the empty lot on Randolph and Dotger. If not then at least clean it up and keep it looking nice.
- **DO NOT REMOVE ANY TREES!!!!!!**
- **Do not like Parking Lot in Independence Park.** Would love to return to greenspace or a playground amenity. **Would love the parking lot around Memorial Stadium to become greenspace.** More connectivity between Memorial Stadium and the rest of park. Would love more connectivity to Colonial Park. Many families use this as their playground. Needs traffic light/ped crossing across Randolph, somewhere between Laurel and Caswell.
- **Independence Park needs to remain as is** and be **better maintained**, I would love to see the **Charlotte Knights build a new ball park where Memorial Stadium is currently.** Grady Cole Center should be replaced and made part of CPCC, or part of the new Knights Baseball Park or both. Independence Park needs a new Large Water Fountain, I have ton's of idea's on that one too!
- **Mature tree canopy is most important.** We have **owl and hawk habitats** in the neighborhood currently which are being **threatened by slash development** processes. The pecan orchard for which Pecan Ave. was named, has only a few remaining trees. Can't we protect the mature, historic trees in the neighborhood during ALL future development? Smaller parks for the residents are important since Independence Park is used for large events on many weekends.
- I think there are **many adequate neighborhood parks in this area** and the new greenway being built at the old apt site. I think adding or maintaining these greenways will enhance the canopy, not detract from it. Independence park seems adequately developed but would not be harmed by further enhancements. Needs some parking similar to Latta Park area.
- **Independence park could be better utilized.** The parking lot is used almost exclusively by nursing students. There could be a **water feature** there **for kids** or something else more useful.

- Regarding Independence Park, **additional tennis courts would be useful**. Otherwise, I think the playground has enough playgrounds and kid-friendly attractions.
- It would be nice to have a **small dog park as part of Independence Park**
- There is an **empty lot for sale on the north side of Greenway** just west of Ridgeway. The **city should buy this and make it into a kids playground**. There is a CMS bus stop right there and this would be a wonderful spot for a playground. ELIZ kids would not have to cross Randolph or Caswell busy streets to get to a playground.
- **Safe connections to green spaces are critical** for Elizabeth. We have some nice natural amenities, but it can be difficult to get to them safely. I live on 8th Street between Laurel and Ridgeway -- that's fairly close to both Independence Park and Chantilly Park, but to get to either I have to deal with or cross Seventh Street. I don't feel entirely safe doing so. And I certainly wouldn't feel safe having my child try to get to either one alone. I would be interested in connecting 8th Street through to Chantilly if the pedestrian amenities were improved such that it could count as a greenway connection between Sugar Creek and Briar Creek.
- **poor condition of Independence park**, lack of planned planting. decreasing permeable surface.
- The outdoor dining options on 7th, especially at Pecan should be preserved and/or increased.
- Don't want a large plastic play structure in upper Independence park. Maybe some organic multi-age items. A **picnic shelter** would be great, but organically done.
- **Independence Park needs restrooms**.
- **Kudzu allowed to grow along the rr tracks**, its consuming some houses on the end of 8th street, and working its way over to 9th street and Clarice. Needs to be addressed, as it is killing beautiful large trees and ruining the bio diversity of these areas. Also, we need to be more aggressive street tree planters. There are many gaps in the canopy that we need to plant now. **Tree maintenance is also a problem**, some mature trees need some help, and they are not maintained by the city or the property owners and this problem only creates more problems.
- Not sure about the "passive park" question for Independence Park. I like that it has both passive areas and active areas. That said, **a few more active areas toward the Pecan/Caswell end of the park** that would be more convenient to the families who live on Greenway, 5th and Kenmore would probably be welcome. (For the record, I live toward the other end, on Louise...just looking out for my neighbors!)
- Again, as above, I think that the addition of trees does not conflict with the addition of a small play area in the park by kings college and the rose garden.
- Due to the topography of Elizabeth and adjacency to Briar Creek, I am concerned that **more development will make floods more problematic for areas of Elizabeth** and "downstream" neighborhoods. During the spring and summer rain storms, more neighbors experienced flooding that had never occurred before in their houses. The streets act as the storm water channels and they overflowed during the spring and summer rains this year. Additional development on higher elevations in Elizabeth must be looked at carefully as they impact all lower level elevations - in Elizabeth and surrounding neighborhoods.
- **We need police presence** please in these areas.
- Just clarification: Independence park is also used by Elizabeth Traditional. During school hours, it is **difficult for younger children to use the playground equipment**.
- I am concerned about the **automobile pollution**, the steady **loss of trees and cutting of existing trees** by Duke Power, **increase in paved parking areas and parking decks** impacting run off, the design of medical buildings which encourage car use for its visitors and an "in" and "out" design mentality,
- Not sure where the Briar Creek Greenway is, but it would be nice to **connect the neighborhood with the Little Sugar Creek Greenway** without having to take major streets- especially with young children & their bikes.
- Would like to have a **safe bike/walk passageway to get uptown**.

- Again with New York City as a model, Central park manages to have lots going on, or passive respites if you want one. I love the vibrancy of Central park, which Indepd park doesn't have. Also that part of the park is much of the time **occupied by Eliz traditional school, so others aren't allowed to play there.**
- Although outside the plan area it would benefit the city to encourage a more pedestrian/bicyclist friendly Pecan between the RR tracks and Central. There seems to be enough room in the R/W to provide a planting strip with large trees - this would soften the industrial feel and encourage vehicles to slow down due to a narrower roadbed. This would help slow the speeding on Pecan within Elizabeth and would be a wonderful connector between Elizabeth, Chantilly and Plaza Midwood.
- We have lots of dogs in the neighborhood -- it would be wonderful to have **a place where dogs can run off-leash, chase tennis balls, etc.** I know a lot of people who do that at Chantilly Park, and sometimes Independence Park, but strictly speaking it's against the rules. It would also be nice if the **Hawthorne Rec center** served our whole community in some way. How can we **integrate that facility into the neighborhood?**
- scared as the trees are reaching their age
- I would like to see an area set aside as a **dog run.**
- **PLEASE convert the parking lot in the middle of Independence Park to a playground.** It is SUCH a waste to be putting cars in our open, communal spaces!
- The empty unmaintained open lot on Vail Avenue (between Laurel Ave and Dotger Ave) The undeveloped land is not only an eye sore but, a safety concern. It is currently being used, or at least has been for the past year, as a commercial rental.
- Trees! Trees! Trees! Also I am **concerned about the high density housing that is coming.** The roads aren't built to handle that much more traffic. AND I don't want them to be for high density traffic!
- Consider **removing the parking lot from the rose garden end of Independence Park.** The Stanleyville parking lot is not attractive - too much pavement and too many curb cuts, all without any trees or plantings.
- **CMC dumping debris and hospital waste, etc., into Briar Creek.** The City of Charlotte maintaining vegetation growth in the dip on N. Laurel Avenue. The natural habitats of Elizabeth being preserved, i.e., there is an area on Deacon Street just off of Dotger of concern. The overuse of mosquito company users because their products not only kill mosquitoes but all bees!
- I would like to see plants and trees going in around newly cemented areas, in particular, around CPCC. I **wish that Presbyterian Hospital would create an area for people to smoke.** You often see patients out on Hawthorne smoking. I've seen people in their gowns, even with their IV hook-ups trailing behind. I wish people had an outdoor space off the side of the road to hang out and smoke.
- Keep the passive part of Independence Park the way it is! There are some of us who do not have young children and **like a little peace and quiet.**
- The play features in Independence Park are desirable but the park is a little cramped. It would be nice to find some way to **expand the park to provide some elbow room** for additional play features.
- It will soon be hard to make any open spaces, parks, or greenways with the big apartment blocks being planned for. The small town feel will soon be gone if there is more street parking, more traffic lanes, more huge development, no small shops or eating places except for chains. Some large trees have been saved in a few of the developed apartment complexes, but they are old, in bad shape, and dangerous, in many cases. I haven't noticed any large trees planned for a canopy to be re-grown. In our area, one of the areas where the Independence bridges impacted surrounding properties, there is not room in front to put a large tree that isn't too close to the buildings.
- **Independence Park should be left alone**--as it is now. If there are to be ANY changes, they should be in the lower Independence Park area. This has been the understanding with Pk and Rec for 20 years and should remain as such.

- Developers and the hospitals generally cut down large, mature trees and replace them with small trees and/or trees that will not produce a good canopy (crepe myrtles, etc.).
- Independence Park is so centrally located within Elizabeth and is a large enough park that I **don't think additional neighborhood parks are necessary**. Also, I would **love to see the greenway system expanded**.
- We need: (1) a small playground in upper Independence Park but away from the rose garden; (2) **more public open green spaces within any proposed large residential, multi-family development**.
- Where would additional parks be? Where would greenways and trails be?
- Do NOT want to see 7th Street turned into another hi-speed boulevard for drivers to utilize as a way to get to and from downtown FASTER.
- around the railroad crossing on Pecan. There's lots of trash.
- Not worried about a decrease in trees and greenery from the current state, unless there is a plan to remove any.
- While supporting the idea of in-fill, it is also important to combine this concept with the preservation of patches of green space whenever possible. Obviously, the more inviting our sidewalks and pedestrian crosswalks, the more people will utilize these and therefore decrease car use with resulting decrease in air pollution. Are you considering space for a **community garden** in Eliz-one that could also incorporate **public art** works?
- I enjoy the parks as they are- but we do not have small children still at home.
- To clarify on Independence Park, I believe the section below Hawthorne should be kept as a passive park and I'd love to see the **Kings College parking lot filled in and landscaped** in a way that integrates nicely with the rose garden. Above Hawthorne, I think the park is more a recreational facility and should be treated as such.
- Would be great to have an **easier access to Little Sugar Creek Greenway....**
- The **Rose Garden** at Independence Park is great. The **parking lot beside the Rose Garden should be green space instead**.
- Don't take away playgrounds or ballfields from Independence Park.
- Lights on Independence Park baseball soccer field often run with no people there

Survey Question 8:

Is there any special building, landmark, or site that you think must be preserved or protected in the plan area?

Most frequently mentioned	Responses
Starbucks/Crisp/Heroes building at Seventh and Pecan	16
Older homes on Seventh now occupied by businesses (e.g. La-Tea-Das/Ooh-La-Las, Philosopher Stone, Cajun Queen, etc.)	16
Independence Park	15
Non-specific historic buildings/houses	12

Responses

- Some say **Starbucks/Crisp/Heroes building** is off-limits; I just think it's important for this corner to maintain similar small ground-floor retail spaces and sidewalk dining.
- I think **any existing building** in the neighborhood is important. NO MORE BIG PARKING LOTS.
- Just the **trees** and maybe **clean up the creeks** some??
- **large houses that are currently businesses** on 7th between Pecan/Caswell & Hawthorne; houses and their large lots on Clement
- make this a **local historic district**
- I hope that efforts will be made to protect the **bungalow style homes** so common in Elizabeth (which are often torn down and replaced with much bigger structures. Perhaps restrictions on building footprint would help prevent teardown to make room for McMansions.
- All significant **Historic Properties** should be preserved!!!!!!
- **Starbucks, Hero's**
- Many things that are left should be preserved. I think it is shameful that CMC tore down Mercy and put up that building that looks like it belongs in the 'burbs. Commercial buildings along Seventh should not be torn down--especially the **Starbucks/Crisp building, La-Tea-Das**, and other houses turned commercial along Seventh. Things that need to go--Strip Centers such as where Dollar General is and Jersey Mikes.
- I've always liked how the **Starbucks/Crisp building** on 7th is so close to the road.
- YES, the building now housing, **Starbucks, Hero's and Crisp**. There should be 6-9 blocks of 3-4 story buildings like these along 7th Street, that is why NoDa is not getting off the ground as it should, the Central Ave. funky shops/business district needs at least 6-9 blocks to be a success. Again, I have ton's of idea's for this area.
- I'm sure there are many - **anything built prior to the 1940s** should be maintained and preserved or restored.
- **Older buildings** should be more protected than the ugly newer things like Pecan Point.
- The memorial **waterfall in Independence Park**, the **water tower** plus three commercial buildings housing **Crisp, Starbucks and Heroes** are important landmarks. But most important is to keep our MIX of small **bungalows** with larger early 20th C homes, even when they are used for commercial businesses along Seventh Street.
- The several **houses of worship**.
- **Old firehouse on 7th** which is nicely incorporated into a new office park. **Cajun Queen, La Tea Da's** and some older historic would be nice to preserve, but awful shopping center with ray's flowers and dollar store desperately needs updating/replacement.
- Overall **Lower Independence Park** (the portion on the side of Hawthorne closer to uptown) is great. The other side of the park seems as if it isn't well utilized.
- **St. John's Church**.

- Yes the (Philosopher) **Stone, La-tea-da** tea shop and the other **historic buildings along 7th street**.
- All historical homes and buildings within the plan area should try to be preserved. The **craftsman/bungalow architecture** is a huge part of Elizabeth's appeal.
- I think **Hawthorne Methodist Church** is a beautiful building that adds a nice element to the neighborhood. I don't feel any strong attachment to any building on Seventh Street, but I fear that whatever new rules/plans are adopted will permit the construction of cheap buildings (full of rapidly degenerating materials like EIFS) that will not age well at all. I want buildings that are built well and built to last -- the form and design of the building is more important than their immediate use. The buildings should be of such a quality that they can be used for many years for a variety of purposes.
- **Crisp/Hero's buildings**, excessive infilling and remodeling oversized for existing lot. Lack of planning for enlarging existing homes without consideration of parking.
- The **outdoor dining options** on 7th, especially at Pecan should be preserved and/or increased.
- **Starbucks bldg!!!** Some of the quad bldgs on 7th are very nice and add some interest. The **Nolia house** (the way it used to look) along with the house next to it. The houses between Hawthorne and Pecan are beautiful. SO MUCH HAS ALREADY BEEN REMOVED!!!!
- The **single family structures along 7th** are important to me. They all house businesses, but the feel and scale of them is nice. I would like to see the old house on the corner of 7th and clement restored as a residence or turned into a business. currently its hidden behind overgrown landscaping and could add a lot to the architecture along 7th if this building was highlighted.
- I think the series of **large homes along the south side of 7th** that have been converted to businesses really add a lot to the neighborhood and should be preserved. The shopping strip on the northwest corner of 7th/Pecan could go and no one would miss it, as long as we figured out a way to keep the tenants in whatever replaced it. I'm very sad about the potential loss of the International House.
- **Independence Park**. The **Rose Garden**.
- Yes. You should check the Historic Federal Landmark Register and keep **historic structures**. There are several on 7th street. The historic structures make our neighborhood complete. Otherwise, we'd all live in Ballantyne. If run down, we should try to refurbish and use them for the community.
- I think **any older building which has character** should be saved. I think of my neighborhood I grew up in (Myers Park) and it is very sad of some of houses that were torn down to put up mcmansions and losing a lot green space and tree canopy.
- The building on the corner of 7th and Pecan that houses **Crisp, Starbucks, and Heroes** has significant historical importance. Some of the old homes on 7th occupied by **Royal Gardens, Cajun Queen, LaTeaDas**, etc are architecturally irreplaceable. St. Martins and the trees planted there in honor of sons lost in WW important. Several homes on Sunnyside and Clement are wonderful examples of **turn of the century architecture**.
- **Intersection of 7th/Caswell/Pecan must not be reconfigured**.
- **Independence Park** (both blocks) including re-planting/maintaining the rose garden and keeping all passive green space.
- **Independence Park**
- The whole Roy White section up to but not including Heroes is an eyesore and can go as far as I'm concerned. The parking lot is full of litter. The other side of 7th contains viable business which are self supporting and add to the charm of Elizabeth (**La Tea Da, the Stone, etc.**) and should stay. Was sad to see the brown house at 7th & ? torn down months ago. It had great bones and historic character, now gone, never to be replaced.
- **Trolley Path, rose garden in the park, reflecting pond** and environs. The bridge along Hawthorne would benefit as a pedestrian way from more aesthetic pole lamps, and maybe less asphalt where the lanes have been discontinued.
- None that I can think of

- One of the great things about **Independence Park** is that it has a lot of open space -- it's great to sit or stroll down one side and look across the green grass, and see all the trees. What a shame it would be to pave or otherwise mulch that over to make a playground, when there's a perfectly good playground across Hawthorne in the other part of the park. I have seen people sunbathing, throwing Frisbees or footballs, or simply sitting on the grass and I think we should preserve that. Also, we need to preserve the character of residential architecture throughout the neighborhood and prevent it becoming too generic.
- No. Not one in particular, but the **overall look** we have now.
- Preserve and enhance the unnamed **creek between Kenmore and Vail**
- I like **older buildings** with character and/or history. The corner of 7th and Pecan is not exactly attractive, but should be saved as the intersection is what makes Elizabeth interesting and quirky.
- **St Martins**
- Are there demolition plans in the works that we don't know about??
- **Independence Park** and the **water tower**
- I think that all of the **old houses on 7th** that have been renovated so nicely should be preserved and protected. Whether they have since become businesses or not their charm is what has made our neighborhood special.
- 1. The building at 7th & Pecan containing **Crisp, Starbucks & Heroes!** (We lost the vitality of Fireman's Hall to the developers and medical community!) 2. All buildings along Hawthorne, especially the **Rec Center** (DO NOT TEAR THIS BUILDING DOWN) 3. We should become a **local historic district!** We have been ignored for way too long! 4. The **water tower** at 8th & Pecan. 5. The remaining buildings along 7th St. that contain apartments and residential uses. 6. The **churches**. 7. Contain the hospitals to their current sites and DON'T let Mercy line the streets with parking again!!!!!! (Perhaps the worst urban design in the entire city.) 8. Elizabeth Avenue has been given over to the development community with little concern for its potential contribution to the residential fabric of the neighborhood! This needs to be rectified.
- All of **Independence Park** including the section behind the Charlotte Metro Credit Union, Memorial Stadium, the original Presbyterian Hospital building, Charlotte Pipe and Foundry building and the adjoining green space, the **water tower**, the building that encompasses **Crisp, Starbucks, Heroes**, and the Barber Shop, **Fireman's Hall and grounds**, Lupie's restaurant, **Martha Washington complex** and green space.
- I really appreciate the history and look of the building at the corner of 7th and Pecan that houses **Crisp**, the barber shop and Heroes are Hard to Find.
- **Independence Park**, especially the upper portion, with the flower garden, should stay exactly as is.
- **Double Door**, International House, the parks around 7th st!!!, **Firemen's House**, Lupies, Greenway, that church and park off of 4th, the new sculptures at Halston,
- **Memorial Stadium, Independence Park**, Elizabeth Elementary School, the churches, **Palmer Building**, Lupies, all of the **older homes** and buildings in the area.
- **Rose Garden**
- Do you remember what happened to the beautiful old houses on Seventh that were torn down to make way for a Blockbuster, which was never built, and those properties are now empty and neglected? The **really nice houses on Seventh**, some in bad disrepair, the one on either Clement or Lamar which has had stacks of slates beside it for years, the **small houses on Pecan**---all houses on every street in Elizabeth like those which were what made the Elizabeth neighborhood in the first place, should be preserved and restored so they can again be lived in.
- **Oh-La-Lahs**. Many of the **older houses along Seventh Street that now house businesses** -- like the Charlotte Council of Garden Clubs, Cajun Queen, and many of the businesses on that side of the street.

- I guess I would want as much **historic property** to be saved as possible. Charlotte has all but eliminated a lot of these buildings and this is what I believe gives a city its character.
- **Independence Park**
- **Veteran's Memorial Stadium** as well as the old **Memorial Auditorium/Grady Cole**. It would be nice to recreate a bit of the old rose garden at the CPCC end of Independence Park.
- Building occupied by **Crisp** at corner of 7th and Pecan -- this is the **heart of our neighborhood**.
- The **Starbucks bldg** at Pecan/7th. La Tea Da's and Savvy historic buildings.
- I used to think that La Di Da's was important until it was painted that awful color and now it appears as an eye sore. I like the Quads and other apartment buildings. I love the **businesses in the older houses**. I would not like to preserve the Roy White stretch of businesses up to the Hero's... building.
- I don't think there is one building left in Elizabeth that is worth protecting, with the possible exception of the **International House** on Hawthorne Lane. Every significant historic building has already been lost. **Independence Park** is one landmark that should be preserved; it is our front yard.
- Preserving **character and old buildings**, where possible is important.
- **trees** must be kept.
- Mixed residential/commercial feel/use on 7th street. 7th street must not become just a thoroughfare to downtown. I would oppose widening 7th b/c of the inevitable increase in speed of vehicles and loss of connectivity to the Eliz. neighborhood.
- Actually, the opposite. I would do anything I could to encourage the sale, teardown and redevelopment of the **Roy White strip mall**. It's the biggest blight in the neighborhood and a rotting heart at the core of what should be our central business district.
- The **Crisp/Starbucks/Heroes** building. Please DON'T save the Dollar General/Roy Whites Flowers building.
- The buildings at Pecan toward uptown - the old Stanley Drugs structure, are the signature of the Elizabeth neighborhood. To remove these structures removes the essence of the Elizabeth neighborhood.
- Preserve **Independence Park**.
- **Double Door**
- All of the lovely **craftsman bungalows** and **churches**

Survey Question 9:

What three issues or needs in the Elizabeth area do you consider to be most important? Please choose only three.

Answer Options	Response Percent	Response Count
Walkable streets	46.9%	99
Preservation of existing neighborhoods	44.5%	94
Preservation of tree canopy	43.6%	92
Business/economic development	34.1%	72
Historic preservation	30.8%	65
Personal safety	31.3%	66
Parks and open space	24.6%	52
Property crime	23.7%	50
Environmental sustainability	15.6%	33
Transportation choices/availability	12.3%	26

Optional Comments

- I'm torn because I would also like to pick **parks and open space** and keeping the existing neighborhood. I envision Elizabeth looking a lot like Dilworth one day.
- Better control of the growing **Homeless population and Crime**.
- I could tell you what I would do on all level's, Charleston, SC is a great mix of everything in a small space, it can happen here too. **Elizabeth is a Jewel** that should be developed right and everyone would be happy well into the future.
- Absurd to leave some of these out, since we chose Elizabeth 25 years ago because it addressed MORE than just the three checked above. It's a **special, historic, community oriented neighborhood** with character that is obviously treasured by many.
- There are a ton of garages that people use to store stuff causing rodent and cockroach problems - please take a look at these structures. They **alleys are not maintained** and should be reviewed. There are a ton of broken trees or huge stumps that need repair.
- Aesthetics -- please don't allow development with low-cost, low-durability materials.
Density -- I think Elizabeth needs to be made denser, but in a way that is respectful of the neighborhood (high quality building materials and at a density that respects the character of the neighborhood -- **three or more stories is probably too tall**); Having some high quality attached townhouses/brownstones would be nice. The townhouses built at the end of Ridgeway by the train tracks look awful -- they look cheaply built and likely to deteriorate rapidly.
- I would support transportation choices for light-rail, but would **not be interested in buses running through the neighborhood**.
- Don't overdevelop.....**too many condos** there now
- **historic preservation** of what we have left, which isn't much, is also very important
- Character & non-chain businesses, **restaurant patios** (i.e. let's not trade Philosopher's Stone & Jack's for some nasty cookie-cutter places with a mere nod to outdoor space
- **Painful to pick three** -- these are all critical to a successful plan for the future!
- The **proposed street car** running from uptown down Elizabeth onto Hawthorne and out Central offers a very exciting opportunity for providing Elizabeth residents convenient and efficient transportation as well as our East Charlotte neighbors. This is the type of alternative transportation suggestion that I would like to see planned and encouraged.

- **Trees** come far ahead of all other priorities, close even to arresting speeders on E. 5th.
- **Hard to pick just 3.**
- The **TREE CANOPY** must be replanted!!!!!!!!!!!!!!!!!!!!!! Especially in Independence Park.
- Three choices is inadequate. Responsibility to the integrity of Elizabeth's history and way of life is key to any issue or need. We need a more vibrant and pedestrian oriented, economic business area along E. 7th Street. We need our parks and open spaces to be preserved and protected for future generations to enjoy. And, we need to **make E. 7th Street a neighborhood corridor**, not a commuter road, as its priority.
- I want the business/economic development to be largely limited to the 7th Street/Caswell/Pecan area and the Elizabeth Avenue area between Presby and CPCC.
- **Sidewalks!!!!**
- I would have also chosen the **tree canopy** and environmental sustainability. We already have the walkable street.
- My car was stolen from in front of my door in the afternoon, we probably need to move bus stops from homes and apartment complexes. A man entered my apartment at 3AM and exposed himself. We need more police cars in our neighborhood at night.
- If I could choose **all of the above** I would...
- **Environmental issues** is a close 4th for me.
- I feel a 7 floor empty-bottomed parking deck at 7th & Charlottetowne will be a prime **place for crime and muggings**. This decision is in no way COMMUNITY focused.
- I find the limit to three issues impossible and feel this is probably shared amongst others. I don't feel you'll get an accurate consensus because of that.
- **Traffic and pedestrian safety** (especially on streets that are entirely residential).
- Just to clarify: environmental sustainability, in my view, includes **preserving the tree canopy**
- 7th Street is not very attractive- nor very walkable at the moment. I think by adding a safe (not broken) sidewalk, bike lanes to add a buffer from the vehicles and some crosswalks would increase the pedestrian traffic to the businesses. Also, the shopping centers could use a facelift and a more attractive parking lot. 7th Street seems to divide the Elizabeth community- it should be the core. I think there are **too many lanes on 7th street** and the cars travel at an unsafe speed.
- **Keep neighborhoods intact**

Survey Question 10:

Are there any issues you think need to be addressed that this survey has not covered?

More than one response	Responses
Pedestrian and bicycle safety/sidewalks/crosswalks	6
Find appropriate locations for denser/more intense development	4
Code enforcement	4
Limit multi-family housing	4
New or more stores/restaurants	3
Traffic calming	3
Crime/personal safety	3
Railway noise	3
Maintain neighborhood character/quality of life issues	3
Where to allow taller buildings	2
Stormwater infrastructure	2
Maintain mix of housing types/sizes	2
Public art	2
Single response issues	
Randolph Road traffic/development	1
Speed of emergency vehicles	1
Accelerate area plan process	1
Don't spend tax dollars on this plan	1
Approve Winter Properties development	1
Against Winter Properties development	1
How will plan impact homeowners and businesses?	1
No clear-cutting of trees	1
Hospital smokers	1
Restrict size of new homes	1
New active recreational facilities	1
Interconnectivity with surrounding neighborhoods	1
Schools	1
Trees/tree canopy	1
Removal of dead trees	1
Renovate Memorial Stadium	1
Redevelop Martha Washington Apartments	1
Increased traffic brought on by development	1
No yard signs (election signs)	1
Empty lot at Fourth and Hawthorne	1
Coordinate planning with other neighborhoods	1
Street character	1
Improvements to Independence Park	1
Landscaping improvements	1
Open dialogue/honest communication	1
Not a corridor	1
No widening of Seventh Street	1
Historic preservation/designation	1
Aggressive bicyclists	1
Community garden	1
Street maintenance	1
Reduce property taxes	1
Big box architecture	1

Responses

- Plan needs to address **where taller buildings are appropriate**.
- Decreases in tree canopy and increases in impervious area will have a more significant impact in this area as the **stormwater infrastructure** is already aged and stressed in many locations.
- **Randolph Rd. traffic and development**. How clusters of businesses communicate with and consider residents that their buildings and business decisions affect. Don't build additional huge paved parking areas.
- I think we need to get something developed on the corner of Dotger and Randolph, add some speed bumps to **slow down traffic**. Maintain the trees and clean up the landscaping to make things look nice, clean up parts of 7th street that are a little run down and **add some new neat stores or restaurants** that we can walk to.
- **speeding of emergency vehicles** - they legally must abide speed limits but they do not, even when not on an emergency call (e.g., fire trucks returning to Station 8 after responding to a call)
- I can't believe that our **tax dollars** are being paid for #@%*&!! like this survey or plan.
- how can **area plan process be sped up** so that it is concluded in a neighborhood friendly way before developers without regard to the character of Elizabeth come out of the recession and start "corrupting" city council again?
- Why is Crescent Heights part of this planning area? Randolph Road is now a 4 lane thoroughfare that cuts us off for Elizabeth. We spend our time, money, etc within Eastover which is truly walkable from our neighborhood.
- I hope the Planning Commission **approves the Winter Properties rezoning petition** 2009-048. It would be a huge improvement over what is there now. And of course, it would raise the property values of the surrounding area.
- While I am an advocate of density near the inner city, I hope that new, more **dense development** (especially multi-family residential) will be used to infill un/under-developed areas and not placed in areas with existing single-family home.
- Sidewalks and Curbs need to be maintained on 7th, 8th, Ridgeway, etc. Streets. Also, is there a plan in bringing **more businesses like restaurants and stores** to the area that would bring a thriving economy to 7th Street similar to East Blvd. in Dilworth. Also, what are the Home Owner policy in **maintaining yards**, etc. Some of these houses are a mess!
- How is this plan going to **impact the existing Homeowners and Businesses** in the Elizabeth Community?
- **Building setbacks and scale**. There should be much more urban design (smaller setbacks and taller heights) in the commercial nodes.
- Keep Elizabeth Charming! Neighborhoods like Elizabeth are truly what makes a city. Elizabeth has great potential--let's not spoil it.
- Dotger at 7th doesn't have a **sidewalk** which is dangerous given how many drivers use it as a cut through.
- This is a good start, Thank You! I hope this does not take forever to get going, there are so many things that could be done right now!
- I shouldn't have to pick between **personal safety and property crime** among the various topics in question 9. These items should be handled without hesitation.
- 1. Building permits that change the character of the historic bungalow house type. We need to keep the current **healthy mix of small and large** in this neighborhood. 2. Construction methods that include **clear-cutting of mature trees** is inexcusable and so poorly penalized that it happens repeatedly.
- **Railway noise** is somewhat of a limiting factor to development. Limitations or noise ordinances on railway in residential areas would be beneficial.
- Yes please put **sidewalks** on both sides of all streets. Ridgeway and Cameron and Dotger do not have sidewalks. This is a life safety issue.
- **hospital smokers** in the neighborhood!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!
- **Code enforcement** at residential rental properties.

- My main two concerns for Elizabeth are: (1) the need to make Elizabeth's streets **safer for multiple modes of transit**, more walkable, and more beautiful; and (2) the need to **add high-quality, respectful density** to Elizabeth. Elizabeth could be a showcase community for Charlotte -- a place that people love to live and tourists love to visit, but both of the above must be taken care of for that to occur.
- **hospital expansion.**
- There seem to be entire lots surrounding businesses on 7th that are completely paved. **Storm water issues**, containment and drainage, need to be examined because they affect such a large area.
- We need to stop knocking down all of the old homes and replacing them with big, boxy, houses. The charm of Elizabeth is being lost as a result of new, boxy looking houses and the number of **multifamily dwellings** that are being added to the neighborhood.
- **Train noise.** What can be done working with CSX about blowing the whistle at the two crossings?
- **Zoning and density.** Issues are related to others discussed in the survey, but the devil is in the details of every rezoning and development proposal that comes up. We want business, residential and economic development, but we want it in a managed way that enhances and improves the neighborhood, and we need to be vigilant in working with developers to make sure the outcomes are positive for all.
- I would love to see a zoning ordinance put in place that **restricts the size of new construction homes** and additions to existing homes.
- Please we **don't want to be packed in like sardines**. We have a beautiful neighborhood with families and friends who love each other. We have charm and character. We have a diverse population but yet we are not too big. If you build one apartment unit on top of another you will detract from the character of the neighborhood. Elizabeth will lose its charm.
- I really wish that there was space to build a **racket and swim club** for our neighborhood. I know that many residents would pay to have something close by to enjoy with friends and family
- I don't think this survey has encouraged any consideration of the **interconnectivity with those neighborhoods around us**. How the Elizabeth Neighborhood meets and integrates with Plaza Midwood, Belmont, Eastover.
- Survey is **too much focused on traffic and transportation issues**. Makes it sound as if the purpose of this plan is to accomplish some purposes stipulated by CDOT, not to do a comprehensive neighborhood plan.
- **Preservation of quality of neighborhood life**--we're overloaded with R-22MF that is not built out, not to mention unattractive, poorly constructed condos and apartments. Side streets lack sidewalks and suffer rapid cut-through traffic. Interior streets see stop signs run continuously. Tree planting is not keeping up with the removal of great oaks damaged by drought and worms.
- I think any **business** brought to our neighborhood could be a benefit to the neighborhood. Especially along the Elizabeth & 7th Streets.
- **School** assignments.
- I'd like to see a little more pressure from the community as it pertains to the **upkeep of rentals, homes and businesses**. There are some properties that are in dire need of repair.
- I think the **tree canopy** is very important for the character fo our neighborhood. Given that, I think there's a responsibility as a property owner to prune and maintain the health of our trees. I'd like to see the ECA put pressure on our elected officials to come up with a solution to **address the removal of trees** on personal property that are dead or in such poor health that they present a risk to property and life. The city can require you to cut your grass but has no authority to require you to remove trees that could damage property and cause personal injury.
- Steps should be taken to improve the area of Elizabeth which borders Central Avenue. This area has long been neglected, while the focus has been on the more expensive areas near Presbyterian Hospital (5th Street, etc.). Central Avenue is undergoing big and positive changes and steps should be taken to continue that momentum.
- Concern over additional density that **multi-unit housing** will bring. The Sarah Washington apts complex looks like projects housing and/or army barracks. Redeveloping that area to create single family housing would be a better option than building more condos that are un-sellable and add further strain to

facilities: schools, parking, traffic congestion. We also have the ugliest eyesore in Charlotte prominently on display on 7th - the cold war era looking **football stadium**. Can someone give that thing a facelift?

- Several neighbors are concerned about **increased traffic due to proposed apartment development**. Also the Family Dollar/ White Floral plaza is a terrible eyesore and needs to be renovated, repaired, cleaned up. Even if they would just clean up the garbage and repair broken glass, that would be an improvement -- but probably needs to be replaced with something else.
- It would be nice if **yard signs** were not allowed. Many people use them and then don't take them down following elections - it is disgusting! The neighborhood looks like a freeway of signs at times.
- 7th avenue and the cut through **streets are a hazard during the rush hours**.
- The **empty lot at the corner of 4th and Hawthorne** that has the Elizabeth Ave sign advertising the businesses on Elizabeth avenue. I suspect this is zoned commercial but, just concerned with the empty lots around the area.
- I don't think adding 380 apartments to the area will increase value. It will just make it congested.
- Instead of continuing to fight development neighbors should **encourage some of the proposals**, The numerous empty lots where buildings have been torn down with nothing replacing them are holes in the social fabric. They are somewhat frightening to walk by, especially when I am alone and impart an air of desolation where there should be street life.
- I hope we're working on this plan with an eye toward what surrounding neighborhoods are doing. We're not an island, and should **work with our neighbors to improve all neighborhoods**.
- Evidently I have missed something along the way. This is a major issue, and this is the first I have heard of it.
- The **character of Charlottetown Road, Hawthorne & Pecan/Caswell** have to be given careful attention.
- The **character and diversity of housing options** in the neighborhood should not be left to whatever the next developer thinks they can squeeze through the process.
- **Independence Park should be improved dramatically** by the removal of the maintenance buildings behind St. Martins and the development of housing options along the park's frontage.
- **Landscape improvement** is just important to the economic vitality of the neighborhood as is the development options.
- The residents provide the economic value for the neighborhood and the increase in housing and land value comes from residential investment MUCH MORE than new development.
- **Pedestrian quality** is the second most important value! You don't see **bicycles** in Elizabeth because there is no place for them - deal with this!
- **Open and respectful dialogue** by all parties. **Honest and timely communication** on all plans. Design and architecture based on **appropriate and compatible use of neighborhood space**, not economic return.
- **crime**
- Communication with local business ...regarding their **music and alcohol** and drug issues.
- Prevention of rapid increases in housing density due to in-fill of **multi-family units**.
- We are **not a corridor**!
- What's wrong with a little **art in public spaces**? Sculpture, fountains, etc.
- **safety and crime** - unbelievable amount of car break-ins in the middle of the night. also, the number of "home break-ins" over the past few years alarms me. I think we need a "neighborhood watch" program and more policemen patrolling.
- **Density of the multi-family units** developed in the area -- some want to put too many units in their development.
- Ways that other issues of this sort will not happen again.
- **Do not widen 7th Street** for any reason. 7th Street should be the "zipper" that connects the two sides of Elizabeth. To widen it or attract more cars to 7th Street would be divisive.
- **Trash** at the Roy White/Dollar General/Starbucks property is very unsightly. **Noise** at Philosopher's Stone gets overwhelming at times.

- **Historic preservation designation** would keep our neighborhood worth living in. Monster houses and huge complexes do not make for a livable environment.
- The most important issue for the plan should be redesigning Seventh Street to make it **more pedestrian and bicycle friendly**. Even if **slowing automobile traffic**. Landscaping, sidewalks and new development should weave the "two sides" of Elizabeth together. Today the street is not a friendly place to walk, and it is a barrier.
- Aren't **bicycle riders** supposed to obey the rules of the road (same as automobiles)? I stop my car at red lights and bicycle riders pass me and go to the head of the line of traffic. Sometimes they only pause at red lights, then continue straight through or turn left on red. Perhaps, bicycle riders need to be reminded of the rules. No wonder car drivers are so impatient with bicyclist.
- A second pitch for a **community garden** space with space for **sculpture/public art**.
- The issue of **street maintenance** is of high importance to me. We seem to be low on the list of priorities. In the 2000 block of Greenway there is a dangerous drop in the street that results from water/sewer repairs of a year ago that is yet to be addressed. The result is that vehicles traveling down greenway toward Ridgeway are subject to have their wheel alignment vanquished due to this oversight. In addition, 7th street is long overdue for resurfacing past fifth street. Cannot remember the last time it was paved. Contrast that with other areas of the city and we seem to have a very low priority.
- Please preserve the long-term **integrity of this unique and historic neighborhood**, that is also to Charlotte's long term growth advantage.
- Police bike patrol from Kings Drive CPCC/Hospital area. Providence and Central need to re think Police Dept the area. Population increasing CPCC is growing Metropolitan area/ greenways will bring people and problems. **Crime can be reduced just by bike patrol**
- **Lower our property taxes** and sales
- Including Sunnyside Avenue fully in the area plan.
- I think certain parts of Elizabeth are negatively affected by the **noise of the train horn**. Not sure if it's possible to include discussion of a quiet zone in these plans, but I'd like to bring it up
- Elizabeth has been chosen for serious "infill". There have been many most of this is totally **big box style architecture** - (Target, Cosco) There is no sidewalk interaction and is totally inconsistent with the atmosphere of the area. They butt up to the sidewalk with bricks and drape hung windows. They are often too tall and block sun and air to the poor houses next to them. This type of infill does not belong in Elizabeth even if you think "public transportation". It will destroy what we still have