



Elizabeth Area Plan

Elizabeth Area Plan Citizen Advisory Group

Meeting No. 8

May 5, 2010

5:30 – 7:30 p.m.

**Room 280, Charlotte-Mecklenburg Government Center
600 East Fourth Street, Charlotte, NC 28202**

Meeting Notes

The meeting began at 5:30 p.m. The following Citizen Advisory Group members were present:

Nick Allmon, Doug Armstrong, Thorn Bacich, Dawn Ballenger, Tim Cleveland, Patrick Frye, John Hadley, Peggy Hey, Andy Misiaveg, Rich Rosenthal, Peter Tart, Todd Williams.

City and County staff present were:

- Alan Goodwin, Planning Department - Project Manager
- Kathy Cornett, Planning Department
- Garet Johnson, Planning Department
- Brian Horton, CDOT
- Nabeel Akhtar, CDOT
- Melinda Dyk, Kimley-Horn

Alan Goodwin began the meeting with introductions and general housekeeping items. He reviewed the meeting agenda and began with a response to three transportation questions that were raised during the April 7, 2010 land use discussion. These included,

- A suggestion to close Elizabeth Avenue between Kings and Hawthorne to all vehicular traffic except streetcar. This is possible, but the effects to businesses along Elizabeth Avenue and neighboring streets would need to be evaluated.
- A suggestion to open the gap on Eighth Street between Laurel and Bascom. This could be included in the plan recommendations as a two-phase project. Phase 1 would connect Laurel to Ranier and Phase 2 would connect Ranier to Bascom after railroad right-of-way issues are resolved.
- A suggestion to create a pedestrian connection between Eighth Street (between Pecan and Clement) and across Seventh Street to Independence Park. This could be a transportation recommendation in the plan.

Alan then reviewed the April 7, 2010 land use meeting and the work that led up to the meeting. He explained that staff had taken the notes and maps from this meeting and produced a composite map including all of the draft CAG recommendations and comments. During this meeting, the group will review this composite map, in small groups, and determine:

- If the comments were accurately recorded
- If anything was missed
- If anything was misrepresented
- If anything needs to be added

The breakout groups worked for about 30 minutes and reported back.

Report Back

The comments were recorded on a flip chart and large map.

- 1.) The intersection of Seventh and Caswell – the block between Seventh and Caswell and the park could sustain a higher intensity mix of uses.
- 2.) Seventh and Ridgeway between Seventh and Greenway should be split mid-block and the portion facing Greenway should be residential at 5 DUA and the portion along Seventh could support higher densities.
- 3.) Randolph and Dotger – remove this comment/change; the recommendation should stay as-is.
- 4.) Are the Martha Washington apartments at a density of 22 DUA, or is it more like 8-10 DUA? This needs to be checked and the recommended density should be for what they are.
- 5.) Need 3-4 safe crosswalks across Seventh Street.
- 6.) Randolph/Dotger should include a note about future development providing open space.
- 7.) Park Drive – appropriate for increased intensity and a mixture of uses (Williamson example).
- 8.) There should be a note at the Winter Properties project that any future development should be no more than 43 DUA.
- 9.) Seventh Street (primarily the north side) between Hawthorne and Clement is appropriate for residential up to 22 DUA, a mix of uses including 5,000-10,000 sf of ground floor retail and should have a height limit of 40'.
- 10.) The Dollar General site should redevelop as a mix of retail/office/residential up to 43 DUA.
- 11.) No encroachment of institutional and non-residential uses into the neighborhood (hospital area along Randolph, reflected on map).
- 12.) Include a portion of the ROW in the conservation easement (reflected on map).
- 13.) #29 should be institutional.

Brian Horton, CDOT, then presented an update on the Seventh Street three-lane conversion study. Brian presented background information on Seventh Street and reviewed the responses from the public meeting survey and Meeting #3 transportation break-out exercise. Brian presented a simulation and traffic data for the three-lane conversion and explained that the conversion would present challenges in terms of travel times and congestion at certain points along the corridor. The next steps are to provide this information to NCDOT for review and to the public at the June 9th public meeting. Additional scenarios may be reviewed.

There were a number of questions and comments from the group during Brian's presentation. They included the following:

- What were the hours of the PM commute?
 - *For the Pecan/Caswell intersection, the PM peak occurs between 5 and 6pm.*
- Does this analysis redistribute any traffic and where?
 - *For the simulation, traffic is not diverted. Based on the regional travel demand model, fewer lanes on Seventh Street would result in diverted traffic to Randolph, Providence, Central, and Fifth.*
- What is the Level of Service (LOS)?
 - *Based on the simulation, failing LOS.*
- How do you factor in the hospital employment hours being different than the typical 9am-5pm and traffic patterns being different?
 - *Volumes still peak at conventional times due to the corridor acting as a radial commuter route to Uptown.*

- How much traffic is driving the entire corridor into Uptown?
 - *Volumes range from 14,000 vehicles a day in the Hawthorne-Pecan core to 22,000 closer to CPCC.*
- How do you get the numbers used?
 - *Simulation numbers are created using mid-block counts and intersection turning movement counts.*
- Is streetcar factored in?
 - *Streetcar is assumed to function similar to a bus or a transit vehicle in mixed traffic. While streetcar may increase the share of transit trips, it will also result in more total trips, where catalyzing more development.*
- How many lights are missed?
 - *Based on full intersection delay, roughly 1-2 missed signal cycles. But need to look at approach delays on the individual legs of an intersection to properly answer question.*
- Is there seconds delay information?
 - *Handed out tables with delay and LOS by intersection.*
- What is the accident data for road conversions?
 - *Tuckaseegee road conversion has been studied. Will follow-up with this information.*
- What other pedestrian options are there?
 - *If not building pedestrian refuge islands in the center lane of Seventh Street, other calming tools include raised table-top intersections and enhanced crosswalks.*
- Will having two lanes on the approaches cause speeding?
 - *In peak periods, congestion will moderate speeds. Community may wish to consider off-peak parking in outside lanes to help calm traffic.*
- On-street parking would be too confining on Seventh Street.
- Some may be willing to put up with congestion at peak periods in order to get better cross-sections.
 - *CDOT is challenged to strike a balance between commuter and resident interests, seeking a livable street for all users.*
- What is the goal of this exercise and what are the trade-offs?
 - *The goal was to test reduced through lanes, which would provide space for pedestrian refuge islands similar to East Boulevard. The trade-offs include loss of the center lane in off-peak periods west of Hawthorne and east of Pecan, fewer gaps for side-street and driveway traffic to enter Seventh Street, and longer backups on side-streets, especially Caswell in the PM.*
- What is the impact of a lane drop if you take it to Fifth Street?
 - *Need storage at signal. Caswell has significant AM peel-off and PM pick-up in volumes. Previous simulations showed significant peel-off onto Fifth. Will follow-up with more information.*

There will be several other opportunities to discuss the potential conversion and analysis and final recommendations are expected in September.

Alan then reviewed the revised schedule for the CAG meetings and June 9th public meeting. The June 9th date may be in conflict with the Center City Plan meeting and may need to be rescheduled. The next CAG meeting will be June 23rd.

The meeting ended at approximately 8:00 p.m.

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