

# Welcome.

**Today's meeting will focus on:**

## **Land Use & Transportation**

## Handouts:

- Meeting Agenda
- Summary of East Seventh Street Breakout Exercise from December 2009 Meeting



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

### Agenda

#### Meeting Purpose:

1. Verify Land Use Recommendations
2. Review results of Transportation Analysis

#### Expected Outcomes:

1. Begin to reach consensus on CAG's preferred land use recommendations
2. Begin to develop conclusions on preferred Seventh Street improvements

- |   |            |
|---|------------|
| 1. Welcome/housekeeping items   | 5 minutes  |
| 2. Recap of previous meeting and follow-up to questions and issues                        | 10 minutes |
| 3. Discussion on CAG Land Use Recommendations map   | 40 minutes |
| 4. CDOT Presentation on Transportation Analysis   | 60 minutes |
| 5. Discussion on revised schedules for CAG/public meetings and area plan adoption process | 10 minutes |
| 6. Group discussion and questions   | 10 minutes |
| 7. Next Steps   | 5 minutes  |

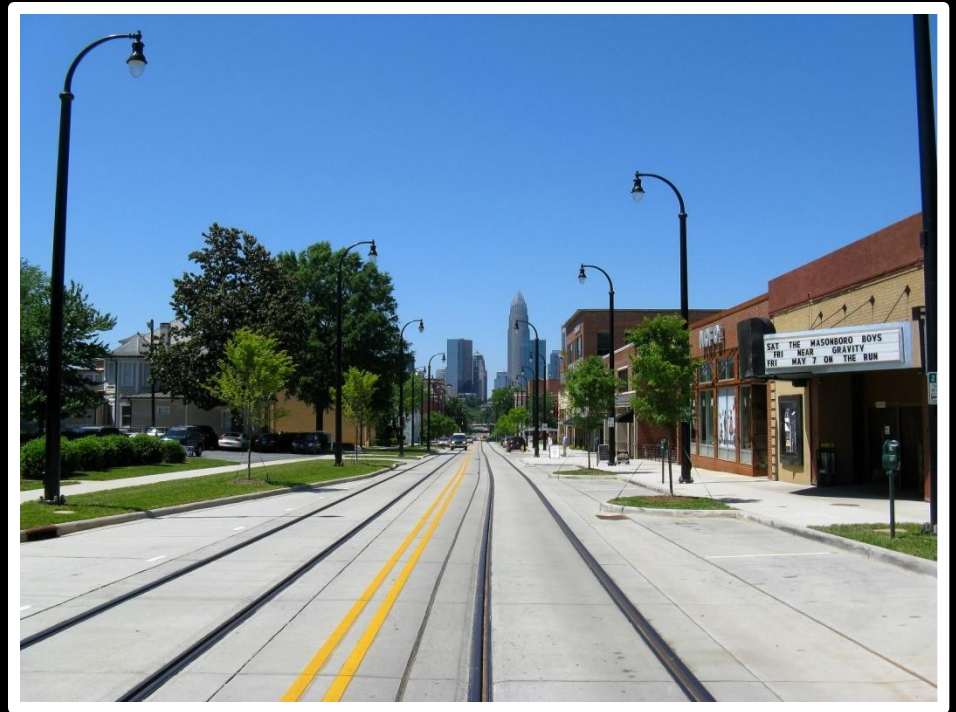
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# Follow-up to April 7 Meeting Transportation Issues

1. There was a suggestion to close Elizabeth Avenue between Kings and Hawthorne to all vehicle traffic except Streetcar.

Care would need to be taken to make sure this would not have an adverse affect on businesses along Elizabeth Avenue. Also, that it not create unwanted traffic problems on neighboring streets.



Elizabeth Avenue

2. There was a suggestion to open the gap on Eighth Street between Bascom and Laurel.

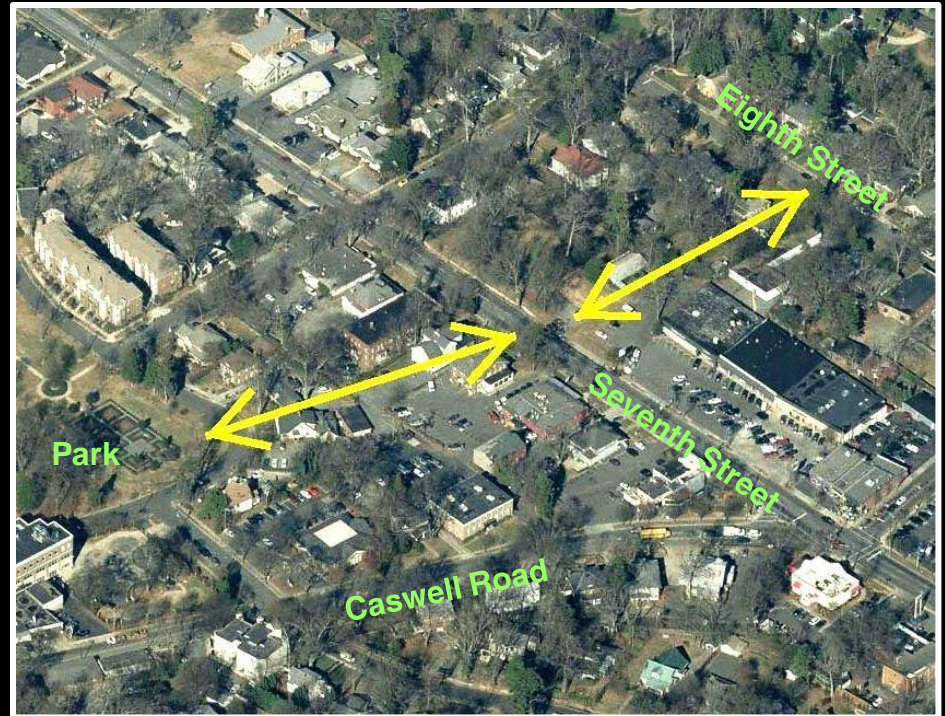
This could be one of the plan's transportation recommendations. We may want to propose connecting Eighth Street from Laurel all the way to Bascom, perhaps as a two-phase process. Phase 1 could be the connection from Laurel to Ranier, and Phase 2 from Ranier to Bascom, contingent on solving a potential conflict with the railroad right-of-way.



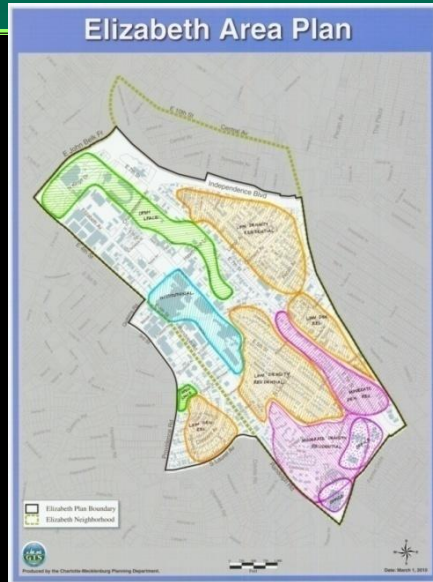


3. Consider a pedestrian connection from Eighth Street (between Clement and Pecan), across Seventh Street, to Independence Park.

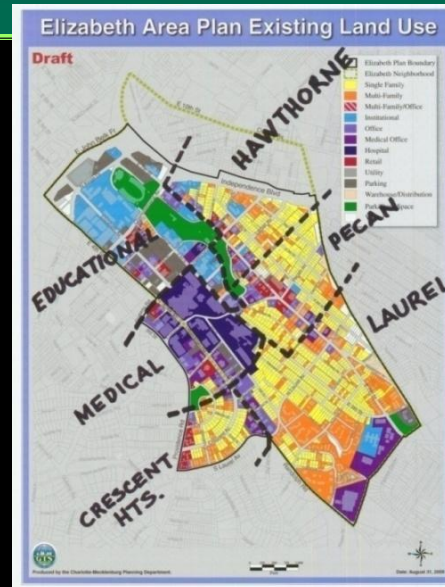
This could be another transportation recommendation of the area plan. It is certainly in keeping with City policies for increased connectivity and walkable neighborhoods.



# Review of April 7 Meeting Land Use



Land Use Concept Map



District Map

Sample Land Use Goal/Statement of Intent for Each District:

**Educational District**

This area should have a mixture of land uses (commercial, institutional, residential, open space) and should be of moderate density. Transit-oriented development may be appropriate along Elizabeth Avenue, Charlotteville Avenue, and Hawthorne Lane.

**Medical District**

The predominant land use in this district should be institutional, medical office, and office. Development in this district may be of moderate density.

**Crescent Heights District**

Crescent Heights is a predominantly low-density residential area with limited office and retail uses along the edges.

**Hawthorne District**

Predominantly residential uses with a mix of single-family, duplex, quad, and multi-family development. Low to moderate density.

**Pecan District**

A mixed use area of commercial, office, and residential, with the non-residential uses centered around East Seventh Street and Caswell Road. The residential portions of the district should be single-family with duplexes, triplexes, or quads organically interspersed.

**Laurel District**

This district is a mix of residential and office uses. Moderate-density multi-family development is appropriate as are low-density single-family/duplex residential uses. Non-residential uses should be confined to the existing areas in the southeast portion of the district.

Draft District Land Use Goals

Elizabeth Area Plan  
Working Land Use Table  
March 24, 2010

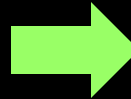
Map #	1993 Central District Plan Adopted Land Use	Existing Land Use	Existing Zoning	Notes
1	Greenway, Institutional/Office/Retail (2 parcels)	Parking, school or vacant	MUDD, MUDD-O and B-2	17 parcels
2	Park/Open Space	School	B-22MF	1 parcels
3	Multi-Family Residential (1200A)	Institutional and Office	O-2 and B-1 (four parcels)	15 parcels
4	Office	Office	4-6	14 parcels Parking allowed as a primary use
5	Single Family (R0UA)	Duplexes and Quadplexes	R-5 B-22MF (6 parcels) O-2 (2 parcels)	94 parcels
6	Greenway	Multi-Family	R-22MF (2 parcels) UR-2 (26 parcels)	28 parcels
7	Greenway	Medical Office	O-6(CO) (1 parcel) O-10(CO) (1 parcel) O-1 (2 parcels)	4 parcels
8	Multi-Family, Greenway	Institutional	B-22MF	2 parcels
9	Park/Open Space	Parking, Medical Office, Office	O-2	4 parcels (11 will check) (unpermitted) (unpermitted) Place office tower.
10	Single Family (4 DUAs) Multi-Family (1 parcel)	Warehouse/Distribution (Lumber Yard)	I-1, I-1, B-22MF	3 parcels
11	Multi-Family	Single Family	B-22MF	11 parcels
12	Multi-Family	Single Family	B-22MF	14 parcels Potential for townhomes
14	Multi-Family (2 parcels) Office (2 parcels)	Medical Office, Multi-Family (1 parcel)	O-2 (2 parcels) B-22MF B-6MF(CO)	4 parcels
15	Multi-Family	Office	O-2	2 parcels
16	Multi-Family (12 DUAs)	Retail, Medical Office, Parking, Office, School and	B-1 (12 parcels) B-20(CO) (1 parcel)	32 parcels B-6MF (1987 & 68MF)

Draft Land Use Inconsistencies Table



Citizen Advisory Group Study





## Discussion and Review

# Elizabeth Area Plan

## ~~Land Use Inconsistencies~~

### Draft CAG LAND USE RECOMMENDATIONS

**Draft CAG LAND USE RECOMMENDATIONS**

**Conservation easement Park/Open Space**

**Residential up to 22 DUA**

**Residential/Office/Retail (restaurants fronting Seventh)**

**Institutional (church)**

**Rezone from R-22 to R-S**

**Residential (22+ DUA)/ Office/Retail**

**Institutional (Eliz. Trad.)**

**Res (22+ DUA)/Office/ Retail w/ 4 story height cap**

**Moderate density residential**

**Residential (22-43 DUA) if lumber yard goes away**

**New colors for land use maps:  
all residential will be shown as various shades of green**

**Protect residential areas from further expansion of commercial or officeuses**

**Res (22 DUA) with 40' height limit and step down to single-family**

**Mod density office or residential - requirement for open space**

**Legend:**

- Elizabeth Plan Boundary
- Elizabeth Neighborhood
- Land Use Inconsistencies
- X Single Family <= 4 DUA
- Single Family <= 5 DUA
- Main Family
- Multi-Family <= 12 DUA
- Multi-Family <= 22 DUA
- Multi-Family <= 25 DUA
- Multi-Family > 25 DUA
- Residential > 22 DUA
- Institutional
- Office
- Retail
- Park/Open Space
- Greenway
- Single Family/Multi-Family/Office/Retail
- Multi-Family/Office/Retail
- Institutional/Office
- Institutional/Office/Retail
- Office/Retail
- Residential/Retail

**Map Labels:**

- E 10th St
- E 9th St
- Independence Blvd
- Seventh St
- Ninth St
- Eleventh St
- Thirteenth St
- Fifteenth St
- Sixteenth St
- Seventeenth St
- Eighteenth St
- Nineteenth St
- Twentieth St
- Twenty-first St
- Twenty-second St
- Twenty-third St
- Twenty-fourth St
- Twenty-fifth St
- Twenty-sixth St
- Twenty-seventh St
- Twenty-eighth St
- Twenty-ninth St
- Thirtieth St
- Thirty-first St
- Thirty-second St
- Thirty-third St
- Thirty-fourth St
- Thirty-fifth St
- Thirty-sixth St
- Thirty-seventh St
- Thirty-eighth St
- Thirty-ninth St
- Fortieth St
- Forty-first St
- Forty-second St
- Forty-third St
- Forty-fourth St
- Forty-fifth St
- Forty-sixth St
- Forty-seventh St
- Forty-eighth St
- Forty-ninth St
- Fiftieth St

**Landmarks:**

- CPCC
- Protestant Hospital
- Mercy Hospital
- Crescent Heights
- Eastover Methodist Church

**Scale:** 0 25 50 Feet

**Date:** March 31, 2010

**CHARLOTTEPLANNING.ORG**

# Verify Recommended Future Land Use Recommendations

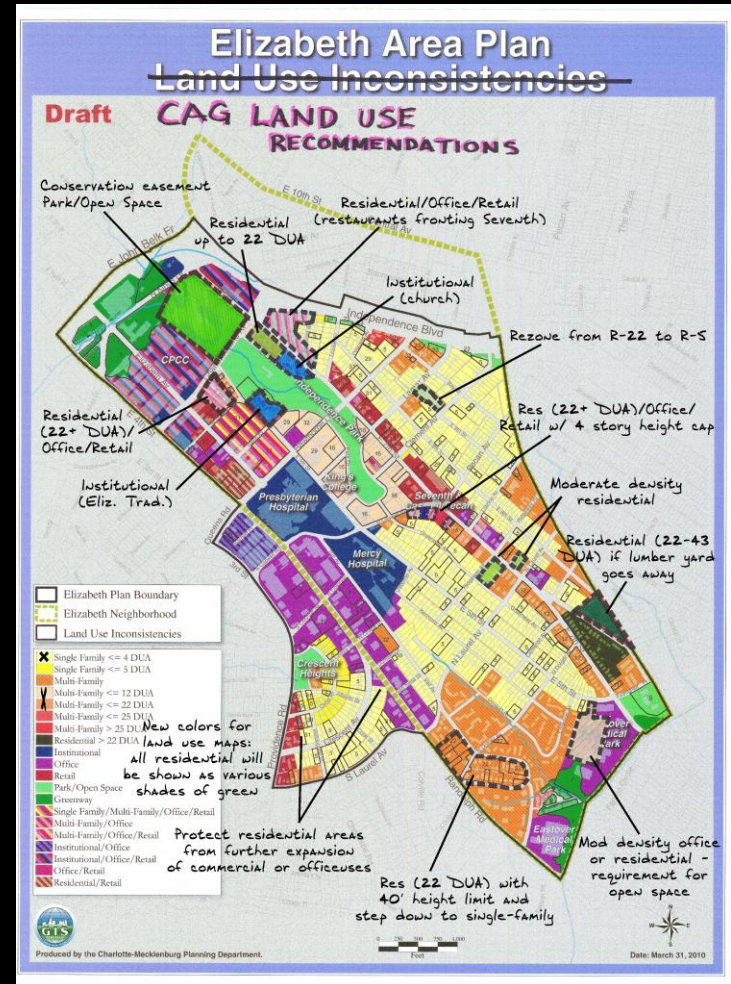
## Discussion

Review CAG Land Use map and verify group's preferences for future land use recommendations.

- Did we capture and record your comments accurately?
- Did we miss anything?
- Did we misrepresent anything?
- Now that you have had some time to reflect, do you wish to add anything?

Planning Staff will continue to review and discuss the recommendations, and will share them with our leadership team, who will continue to provide their feedback. We are also looking at tools and strategies for short- and long-term implementation of the recommendations.

Land use recommendations will be brought back to the CAG a couple of additional times for feedback in an iterative process.



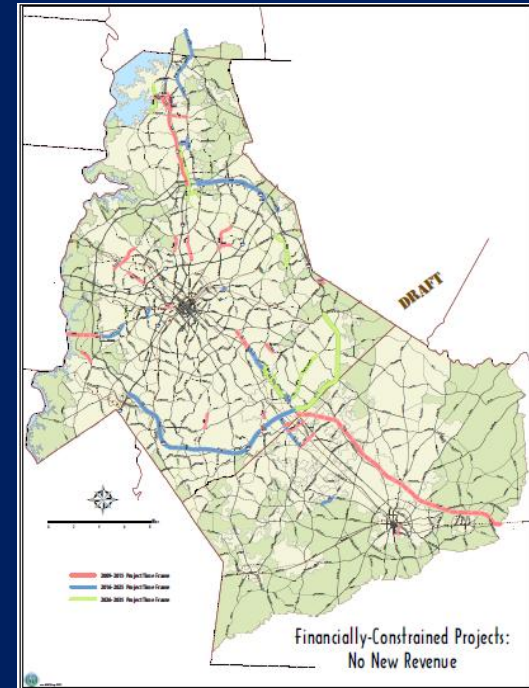


**Brian Horton, Transportation Planner**

**Charlotte Department of  
Transportation (CDOT)**

## History

- Prior to 1990, four narrow lanes
- Reversible lanes as “interim” solution
- Widening was included in past Long-Range Transportation Plans (LRTP)



## Today

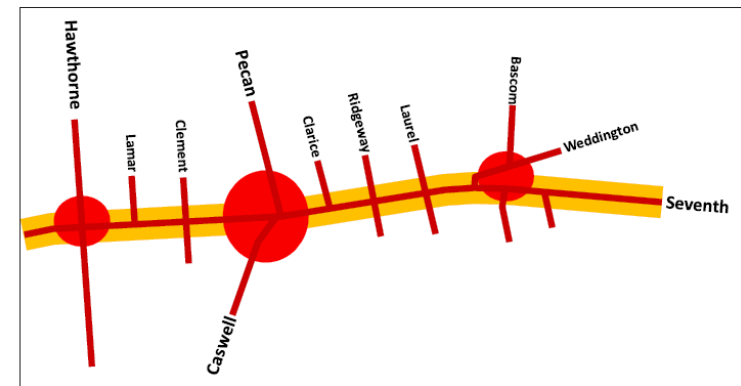
- Expanded effort by CDOT to create “Complete Streets”
- Growing public support for “Livable Streets”
- Widening *not funded* in 2035 LRTP

### Three Guiding Principles

- Recognize Seventh Street's **role** as a **neighborhood seam** that must support both pedestrian and vehicular uses
- Enhance the unique character of the built environment by **differentiating forms** in nodes and corridors and focusing development to **reinforce the nodes**
- Develop node locations that **respond to the context** of the surrounding neighborhood

#### Guiding Principle Two

Enhance the unique character of the built environment by differentiating forms in nodes and corridors and focusing development to reinforce the nodes.



Nodes	Corridors
<ul style="list-style-type: none"> <li>Mix of retail and residential uses</li> <li>2-3 Stories at Hawthorne node</li> <li>3-5 Stories at Bascom node</li> <li>3-6 Stories at Pecan node</li> </ul>	<ul style="list-style-type: none"> <li>Mix of residential and office uses</li> <li>Limited retail</li> <li>2-3 Stories</li> </ul>

Seventh Street Developer Response Project



What transportation and streetscape elements do you think should be incorporated on East Seventh Street (from Charlottetowne Avenue to East Fifth Street)?

Answer Options	Percent
Street Trees	79%
Additional crosswalks	64%
Wider planting strips	55%
Wider sidewalks	55%
Bicycle lanes	50%
Left-turn lanes	32%
Reversible travel lanes	31%
On-street parking	18%
Fewer driveway entrances	13%
Additional travel lanes	5%

# Complete Streets

- ❖ Curb and Gutter
- ❖ Sidewalks
- ❖ Planting Strip
- ❖ Street Trees
- ❖ Bike Lanes
- ❖ Turn Lanes
- ❖ Medians
- ❖ Street Lights
- ❖ Parking

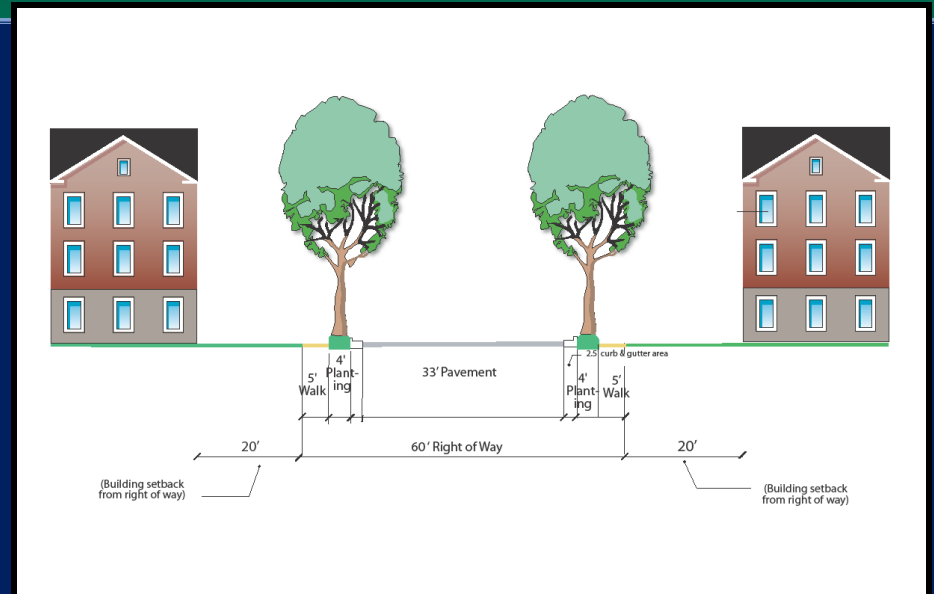


## Existing template

- 38' back-of-curb roadway
- 60' right-of-way
- 20' predominant setback
- 4' utility/planting strip
- 5' sidewalks

## Potential elements

- Travel lanes
- Center-turn lane
- Pedestrian refuge
- Bike lanes
- Recessed parking
- Planting strip
- Sidewalk



## Breakout results

- Pedestrian islands / center turn lane (4 of 4 groups)
- Wider planting strips and sidewalks (4 of 4 groups)
- Recessed parking between mature trees (3 of 4 groups)
- Bicycle lanes (2 of 4 groups)

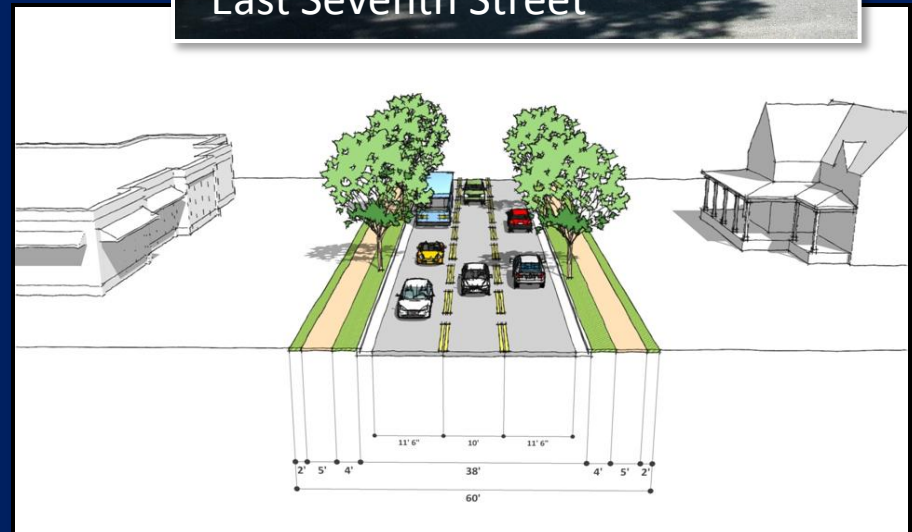


## Baseline

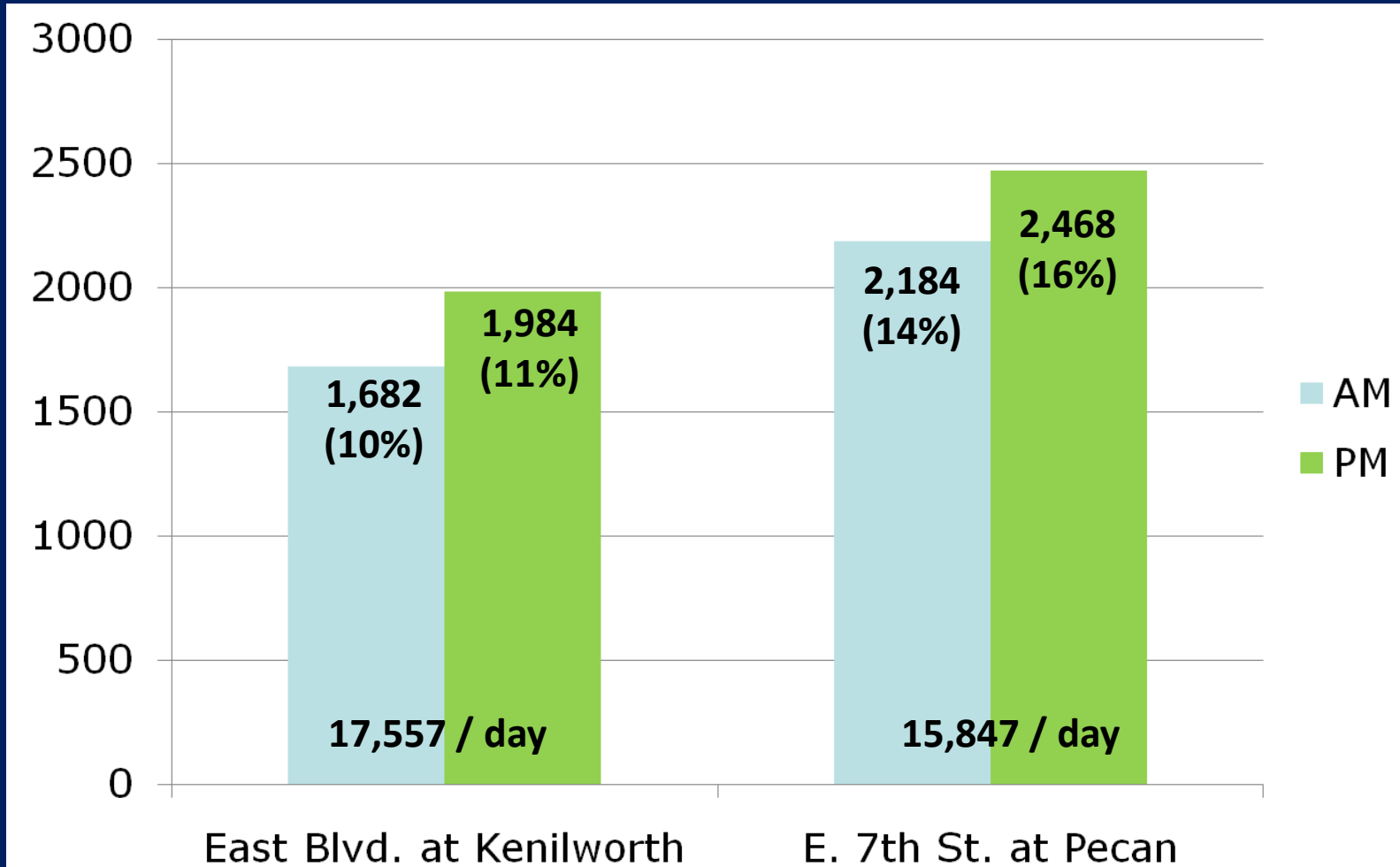
- Existing condition of reversible lanes

## Conversion

- Center two-way left-turn lane



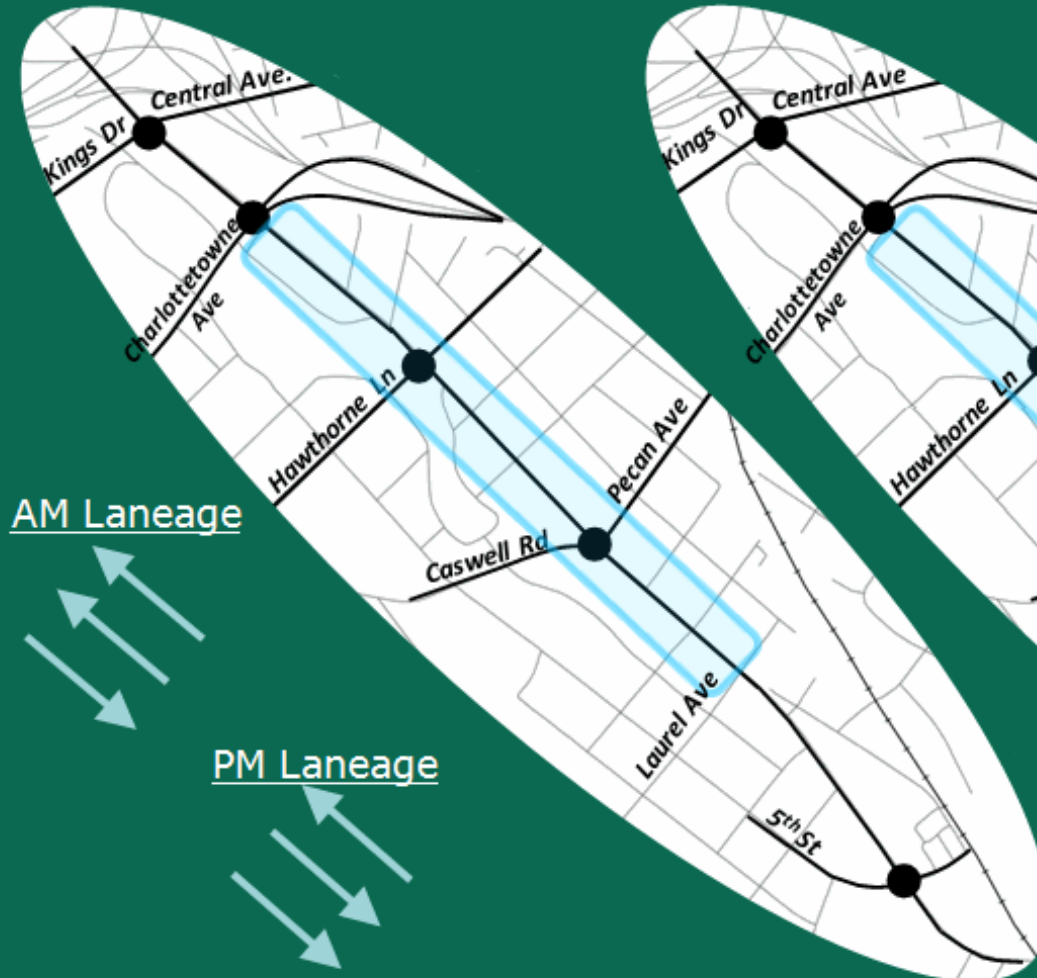
# Comparison to East Boulevard. Peak-Hour Volumes



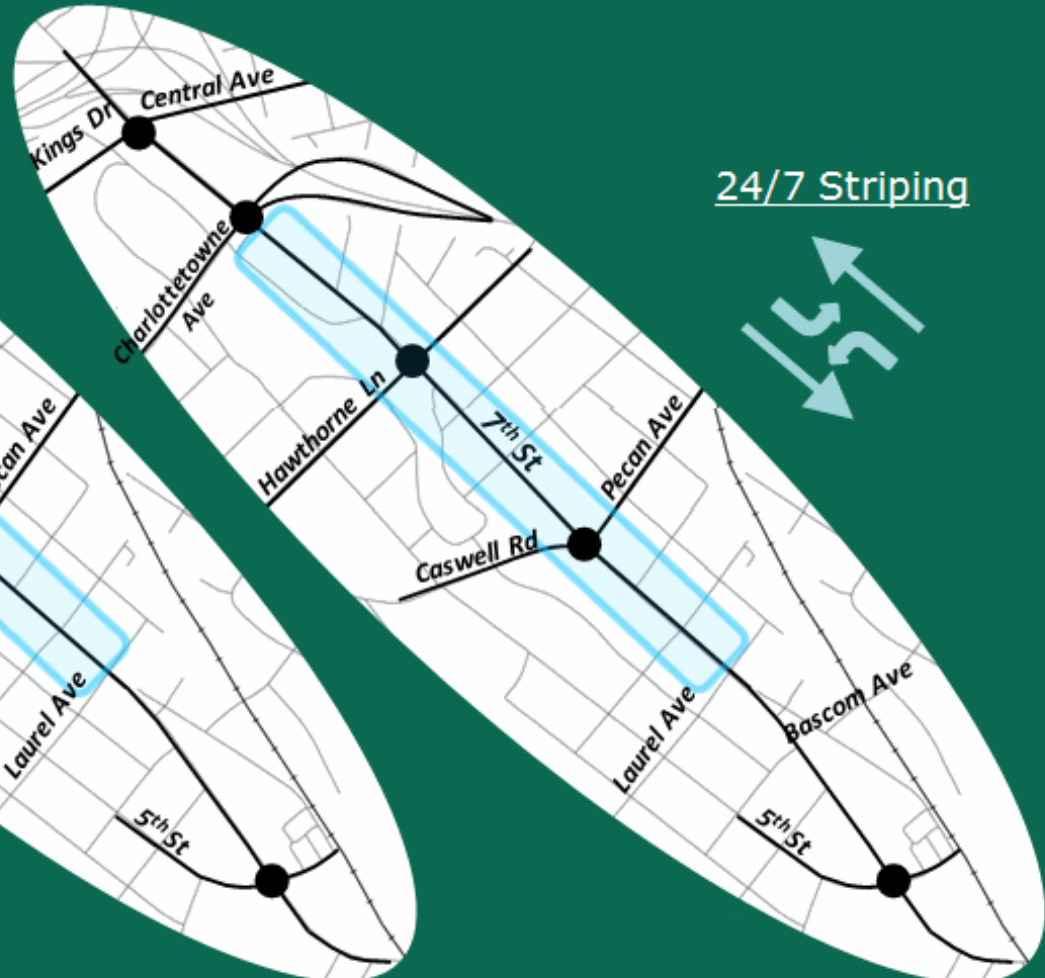


# Lane Assumptions

**Existing Laneage**



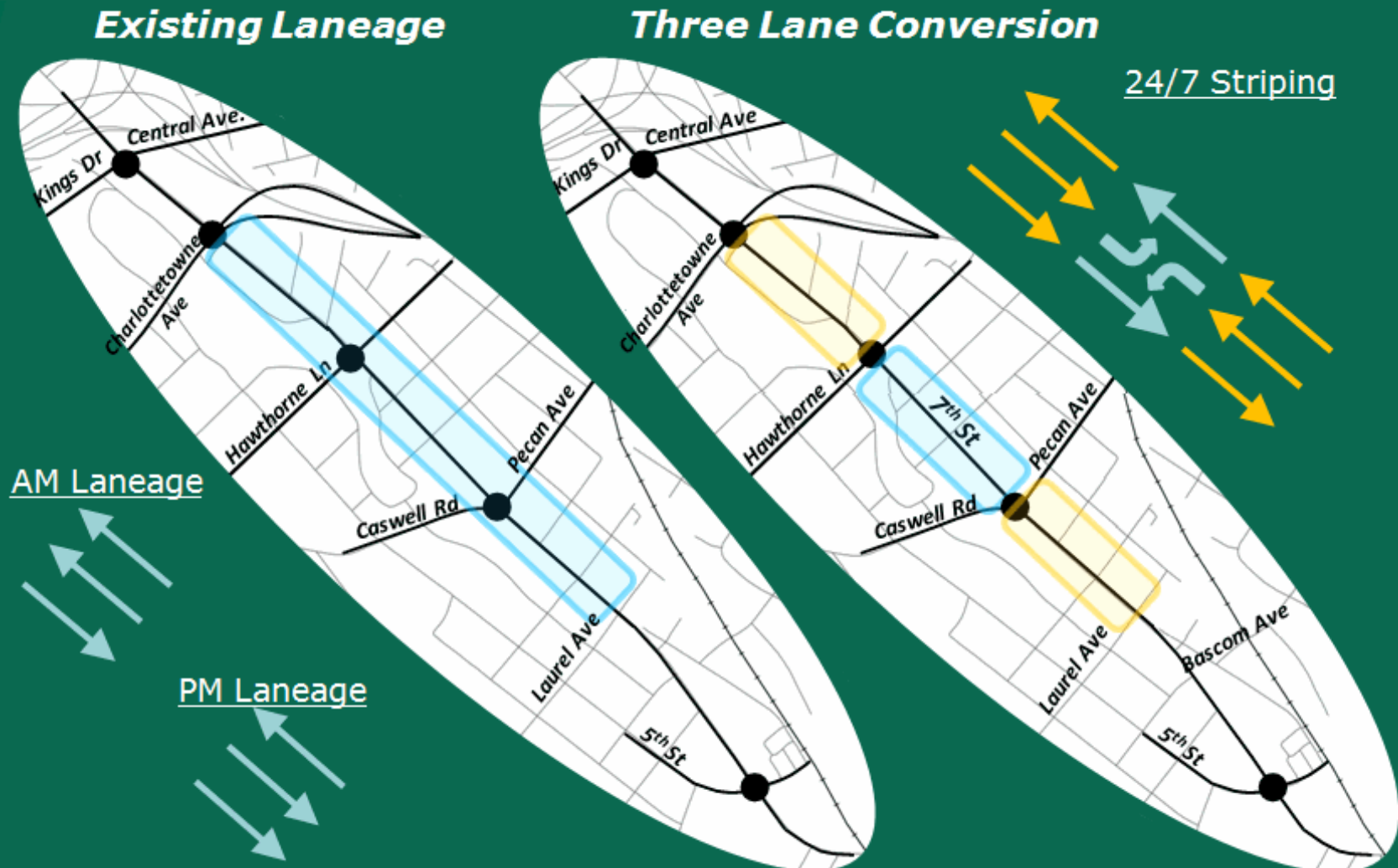
**Three Lane Conversion**





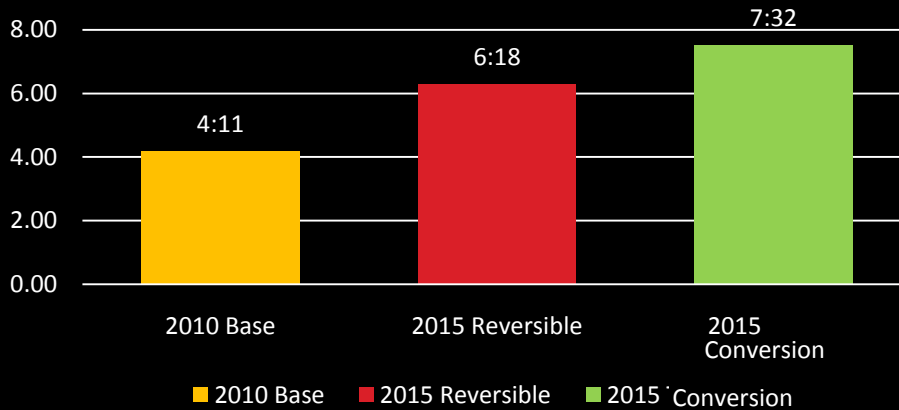


# Lane Assumptions

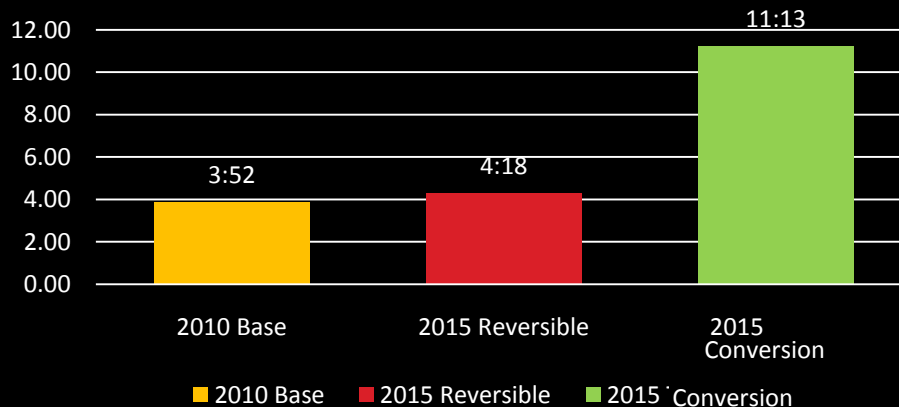




## AM Peak Direction Travel Time Comparison



## PM Peak Direction Travel Time Comparison



## AM Inbound

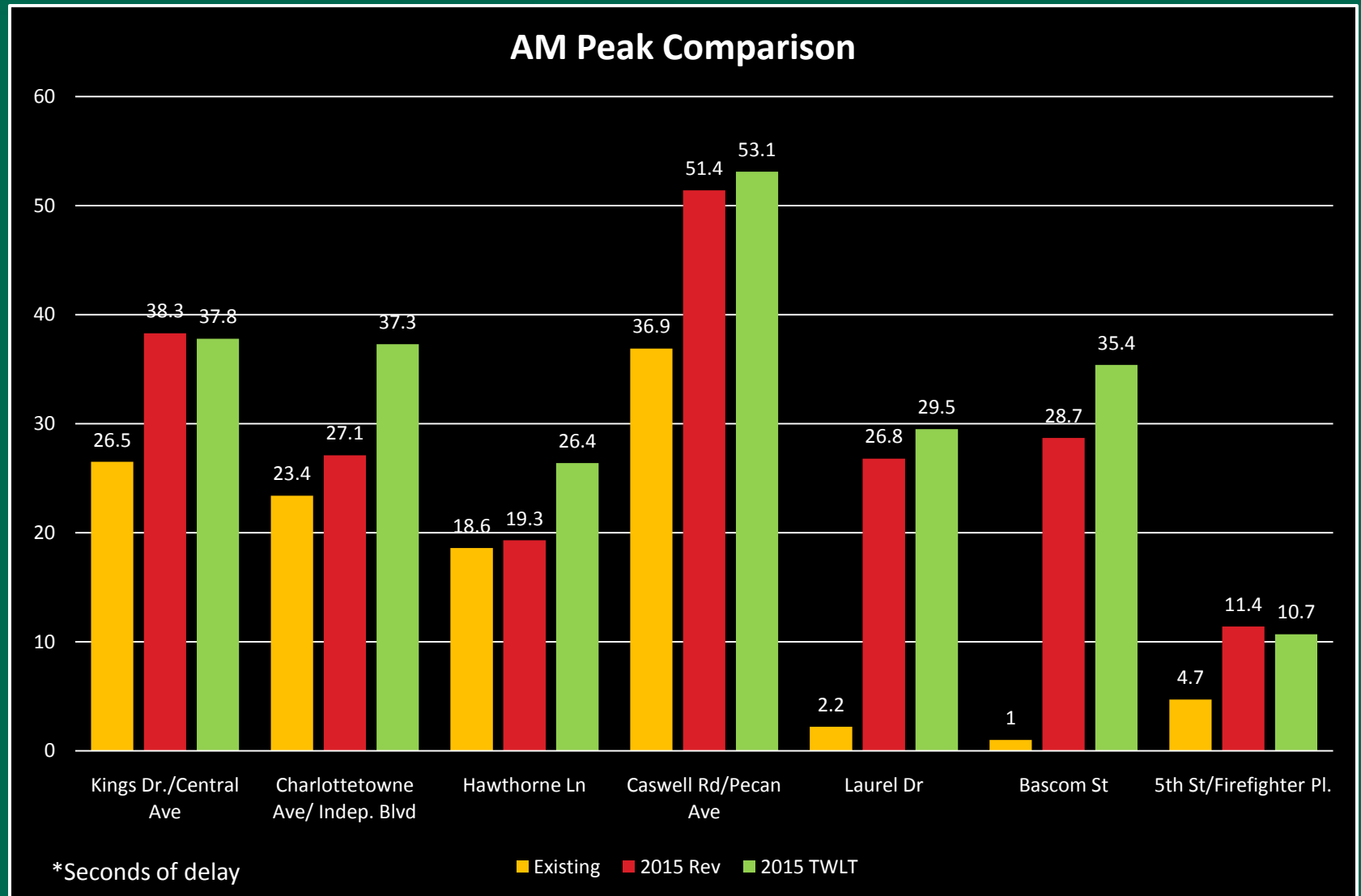
- 50% increase in travel time by 2015 if unchanged
- 80% increase in 2015 if converted
- 20% longer travel time on conversion scenario

## PM Outbound

- 11% increase in travel time by 2015 if unchanged
- 191% increase in 2015 if converted
- 161% longer travel time on conversion scenario

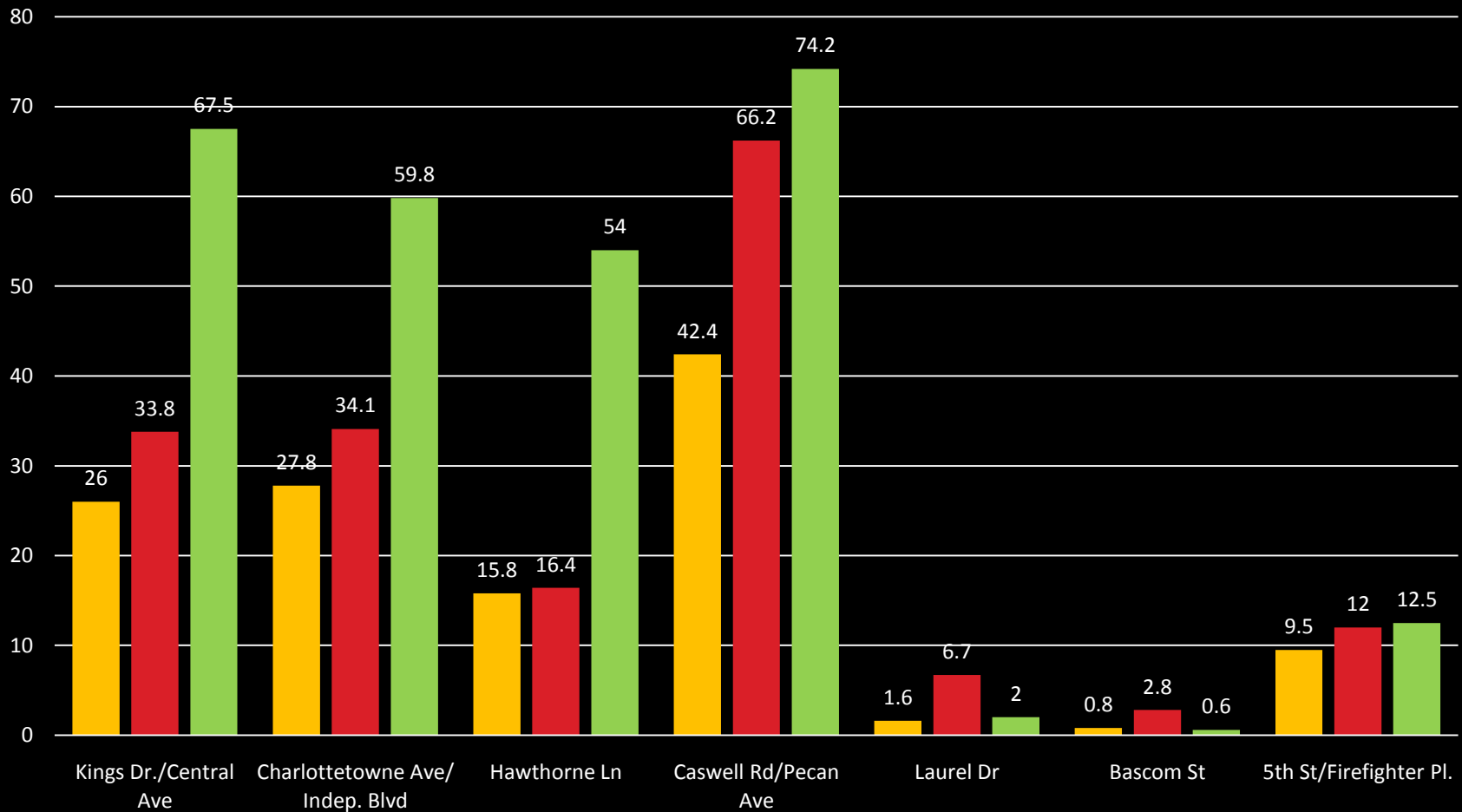
\*Represents travel to/from ~425 ft west of Kings Dr from/to ~375 ft east of 5th Street along 7th St

# Intersection Delay – AM





PM Peak Comparison

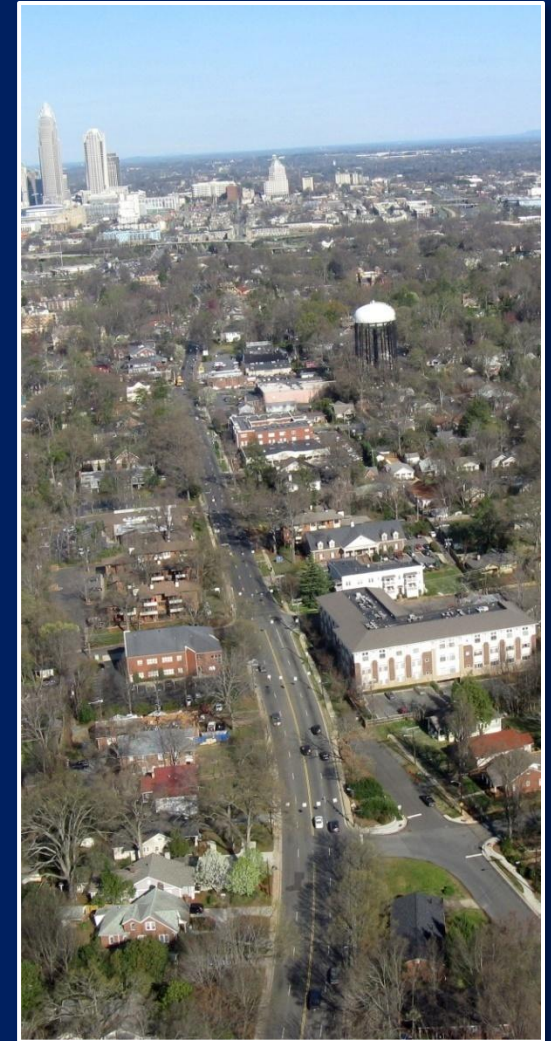


\*Seconds of delay

Existing 2015 Rev 2015 TWLT

## Results

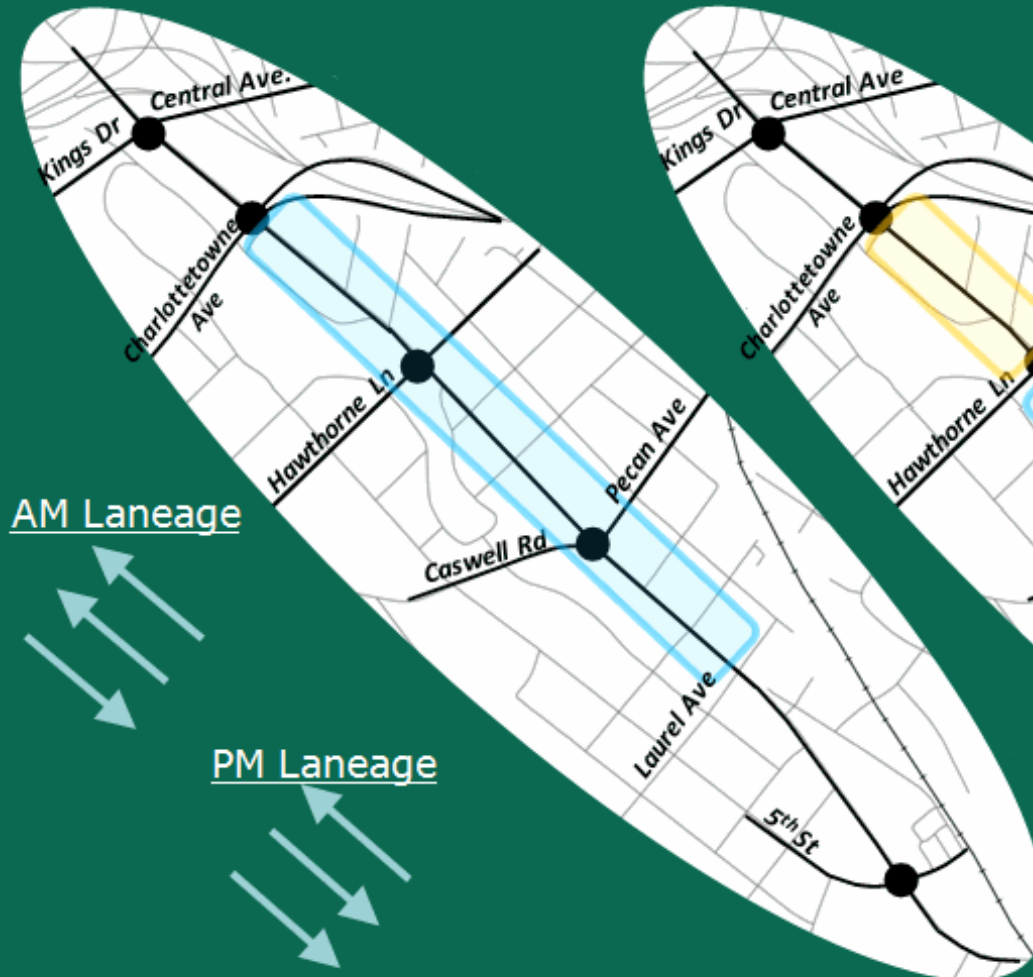
- Center lane would be eliminated outside the core section between Hawthorne and Pecan
- There would be fewer gaps for turning traffic to/from side streets and driveways
- Longer queues and wait for Pecan and Caswell traffic
- Peak-period backups in single-lane sections
- Increased travel time in peak direction



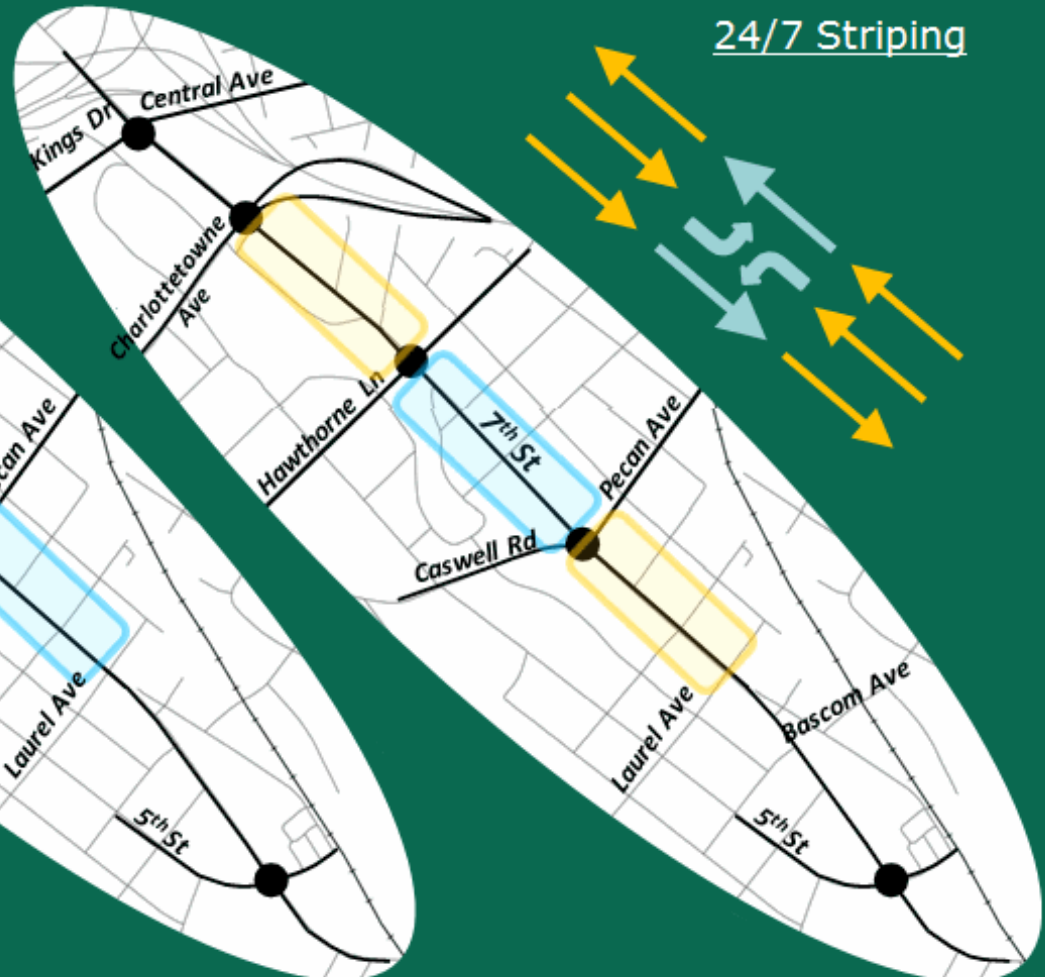


# Lane Assumptions

## Existing Laneage



## Three Lane Conversion



## **NCDOT Technical Review**

- Simulation results shared with Division Traffic Engineer and Congestion Management Unit
- Expect response within 30-90 days
- Possible follow-up analysis

## **Public Review**

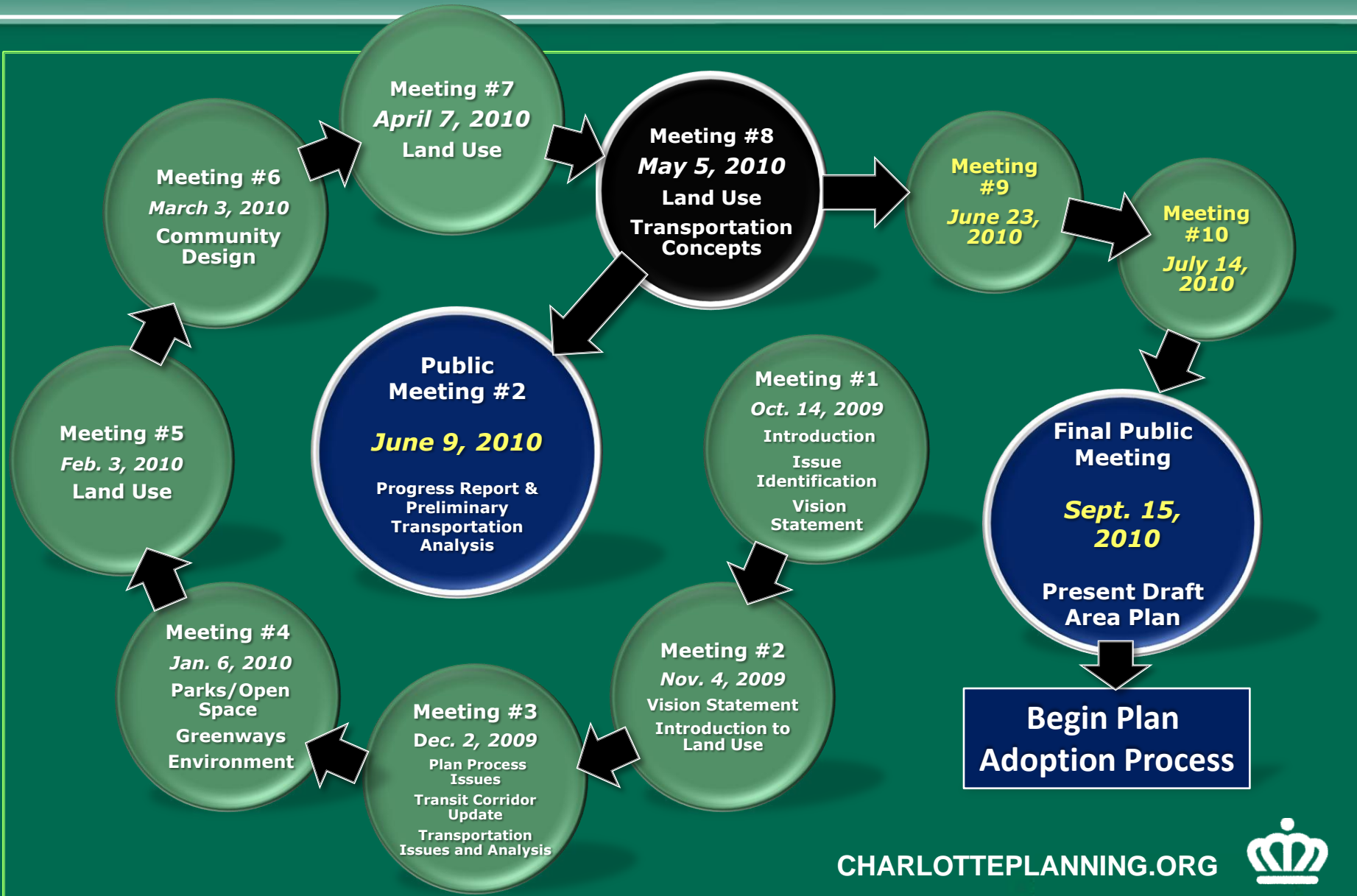
- Additional scenarios?
- Share transportation analysis with public in June
- Return to CAG in July for further discussions
- Present recommendation to public in September



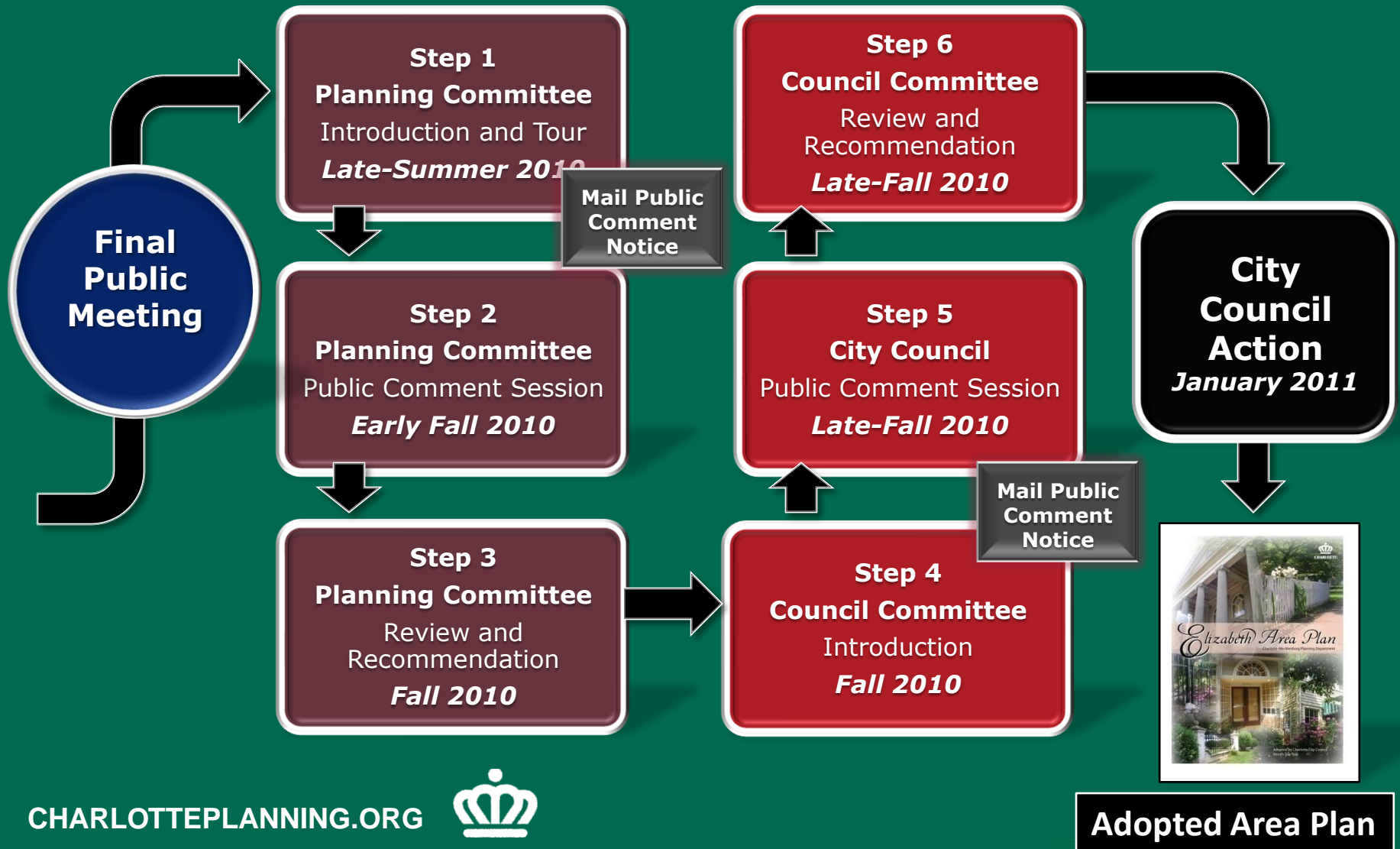
## Key Dates for Public Involvement

- Transportation Issues – Citizen Advisory Group
  - October 2009
  - Survey results, preliminary analysis & street section elements
- Transportation Analysis – Citizen Advisory Group
  - May 2010
  - Results of traffic analysis
- Transportation Analysis – Public Meeting
  - June 2010
  - Refined traffic analysis
- Plan Concepts – Citizen Advisory Group
  - July 2010
  - Draft typical street sections
- Draft Plan & Recommendations – Public Meeting
  - September 2010
  - Draft recommended street sections

# Citizen Advisory Group Revised Meeting Schedule



# Area Plan Adoption Process Revised Schedule



**Public Meeting:**  
**June 9, 2010**  
**St. John's Baptist Church**

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**Next CAG Meeting:**  
**June 23, 2010**