



CHARLOTTE

Elizabeth Area Plan

Charlotte-Mecklenburg Planning Department

DRAFT

May 12, 2011

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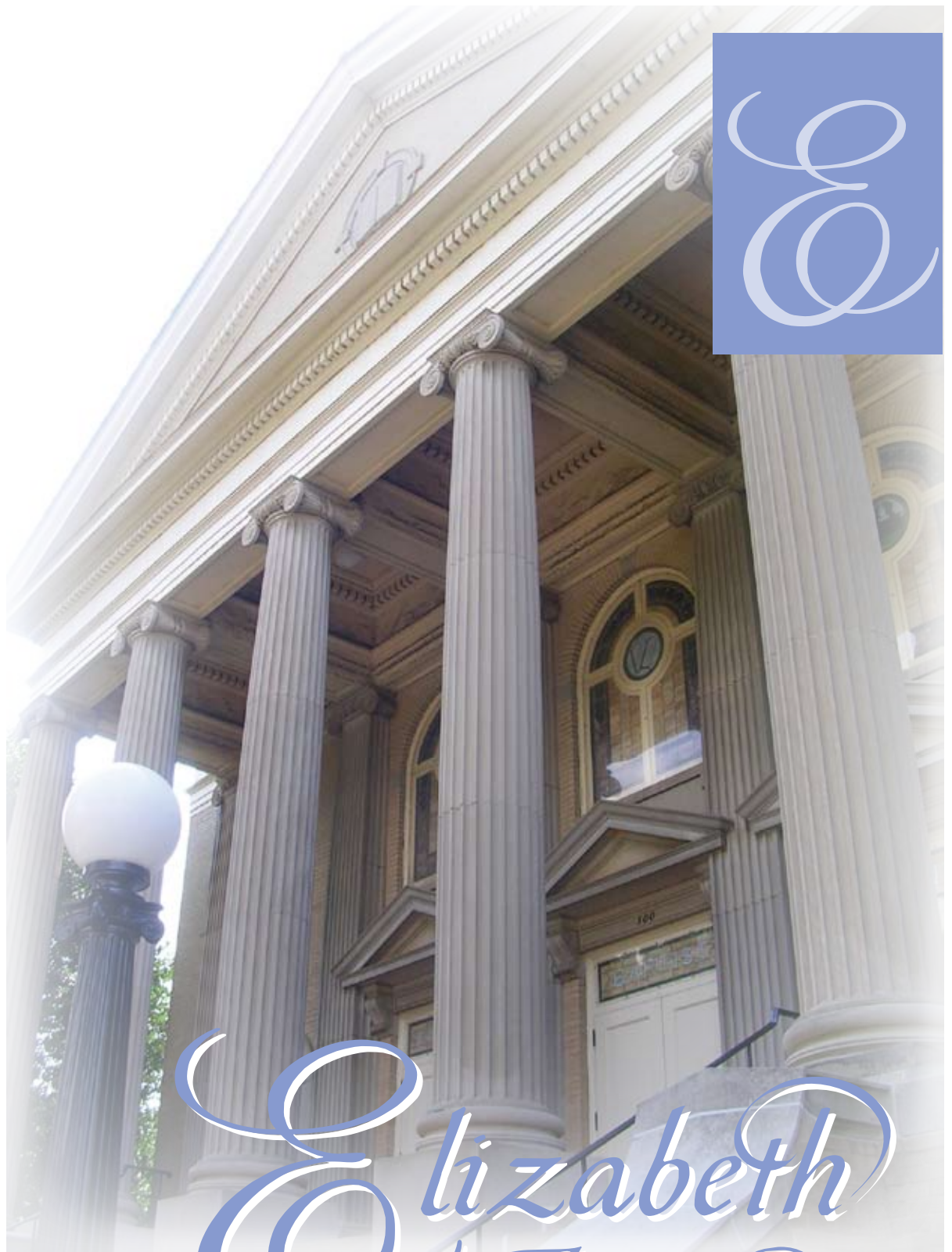
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Elizabeth Area Market Analysis
 available at Elizabeth Area Plan web page on
www.charlotteplanning.org



EXECUTIVE SUMMARY

Executive Summary

Purpose

This document defines the vision and land use policies for the plan area and provides specific direction to guide the preservation of historic neighborhoods and future growth and development, consistent with the *Centers, Corridors and Wedges Growth Framework* (adopted August 2010).

Plan Area

The plan area comprises approximately 630 acres and is bounded by I-277 and Independence Boulevard on the north, the Seaboard Coastal Railroad on the east, Briar Creek on the south, and Randolph Road/Fourth Street, South Laurel Avenue, and Providence Road on the west.



The area north of the plan boundary between Independence Boulevard and Central Avenue/East Tenth Street, including Sunnyside, has historically been considered part of the Elizabeth neighborhood. However, it is not within the boundaries of this area plan. Three other plans provide land use and planning guidance for this area: the *Belmont Area Plan* (2003), the *Plaza Central Pedscape Plan* (2004), and the *Sunnyside Pedscape and Land Use Plan* (2003). The Elizabeth plan area also encompasses Crescent Heights, a neighborhood not considered a part of Elizabeth.

(See **Map 1**, *Area Plan Boundary* on page 3 for the plan area boundaries as well as the traditional Elizabeth neighborhood boundaries.)

Key Opportunities and Challenges

An understanding of existing conditions, including feedback received from the public during the planning process, reveals both opportunities to build upon and challenges to consider. Key opportunities and challenges, highlighted below, were discussed at the first public meeting and formed the basis for the vision statement and, ultimately, the plan policies.

Opportunities

- Eclectic Character and Mix of Uses
- Parks, Recreation, and Open Spaces
- Distinctive Architectural Design
- Accessibility
- Natural Features

Challenges

- Development Pressure
- Memorial Stadium Site
- Institutional Expansion
- Traffic
- Aging Infrastructure

Vision Statement

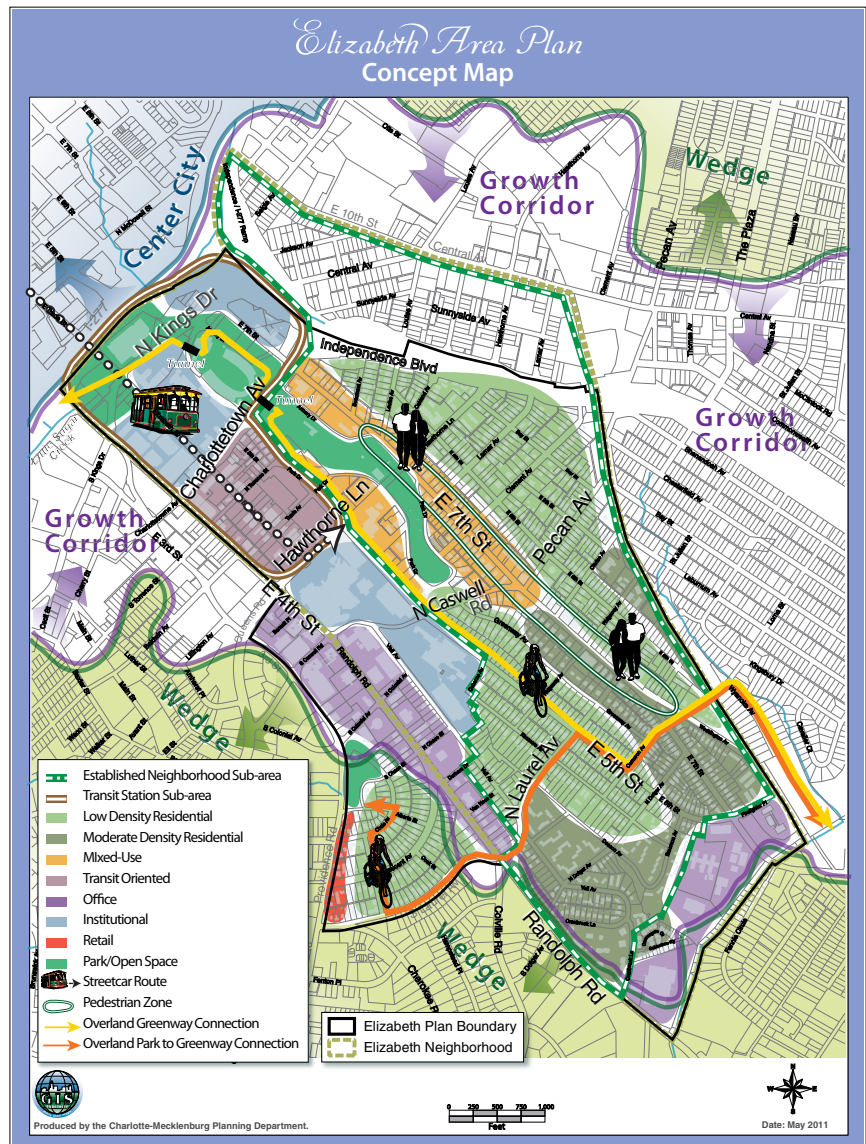
Elizabeth is a community that embraces its urban vitality, preserving its historic heritage and diversity of residents, businesses, and institutions. The area is a finely-woven tapestry that delicately balances the buildings, open spaces, landscapes, and pedestrian scale. Elizabeth will strive to accommodate area-contextual housing types for various income levels. Well-conceived infill development, important to the ongoing vitality of the area, will be encouraged and balanced with neighborhood preservation. There should be broad community participation in planning and development decisions that affect the fabric of the community.

Elizabeth Area Plan

Overall Plan Concept

The area plan provides numerous specific policies to help achieve the desired future. The overall concept is illustrated in the *Concept Map* (right).

- Maintain and build upon the character of the established, historic neighborhood.
- Preserve and enhance parks and open space.
- Create a more inviting pedestrian environment.
- Recognize the importance of institutional and office uses.
- Continue the transition to more intense, mixed use development near future transit stations and selected streetcar stops.



An inviting front porch on a shady neighborhood street embodies the character of Elizabeth's established historic residential neighborhood.



Just a few blocks away this commercial building, set against a backdrop of downtown skyscrapers, displays the area's eclectic character and mix of uses.

Summary of Goals and Policies

Land Use

The plan contains a number of policies related to Land Use and Community Design. The plan area lies mostly within a Growth Corridor as an Established Neighborhood sub-area, as defined by the City's *Centers, Corridors and Wedges Growth Framework*. Established Neighborhood sub-areas are those existing, primarily low density residential communities located within a Growth Corridor. These neighborhoods should be maintained and enhanced and, in general, protected from more intense development.



Land Use Goal

Maintain and preserve the area's predominant historic residential character and parks and open spaces, balanced with well-crafted and appropriately scaled businesses, health care facilities, and educational institutions.

Land Use Policies

The **Land Use** policies are summarized as follows and illustrated in **Map 4, Future Land Use** on page 16. Please see the Concept Plan for a listing of all the plan policies and a more detailed discussion of each.

A. Established Neighborhood Sub-Area

- Maintain the existing, well-established, primarily low-density residential character where single family residential is the predominant land use.
- Recognize East Seventh Street as an important vehicular corridor, but with a more pedestrian-friendly character and streetscape and a mixture of residential, office, and retail uses.
- Support low or moderate density non-residential development, primarily along East Seventh Street, East Fifth Street (north of Caswell Road), North Caswell Road, and Park Drive.
- Support the incorporation of existing buildings into new development or redevelopment, particularly existing structures with historical, architectural, or aesthetic value.
- Support the enhancement, protection, and preservation of existing parks and open spaces.

B. Transit Station Sub-Area

- Support existing and future Park/Open Space uses and encourage connections to the various available modes of transit and the surrounding neighborhood.
- Support well-designed pedestrian-friendly uses, including a mix of complementary moderate to high intensity residential, office, retail/entertainment, and civic uses within easy walking distance of future streetcar stops and rapid transit stations.

C. General Corridor Area

- Support Institutional uses for existing hospital, medical office, and associated parking uses.
- Support Office uses along Randolph Road and adjacent to Briar Creek.

D. Wedge Area

- Continue the current land use pattern of predominantly low density residential uses, with limited moderate density multi-family.
- Ensure that non-residential uses along the edges do not encroach further into the residential area.

Community Design

The **Community Design** policies help ensure that new development complements the existing or desired character of the Elizabeth community. While design policies alone do not dictate land use or zoning, they are used to strengthen how various land uses fit together. These policies consider not only the built environment, but also consider how people move through and amongst those spaces as pedestrians, bicyclists, or automobile drivers.



Community Design Goal

Plan new development that respects the scale, design, and proximity of adjacent buildings and land uses. Good architectural and site design and quality construction materials should be utilized to ensure the long-term sustainability and economic vitality of all development.

Community Design Policies

The **Community Design** policies are summarized as follows:

- Design infill residential buildings in harmony with the scale, size, massing, and materials of the adjacent neighborhood.
- Minimize impacts to the tree canopy.
- Encourage green site design and building practices.
- Encourage architectural design that complements the scale, style, character, and materials of surrounding structures that contribute to the neighborhood character.
- Buildings immediately adjacent to single-family residential areas should “step down” to 40’ or less along shared boundaries.
- Design non-residential buildings to face the primary street with a minimized setback wherever possible.
- Integrate functional open space into new development.



East Seventh Street should continue to be an important vehicular corridor, but with a more pedestrian-friendly character and streetscape.



This residential infill building on Vail Avenue respects the scale and character of the surrounding neighborhood.

Transportation



Transportation Goal

Support and develop a connected, affordable, balanced transportation system that encourages walking. It should safely and sensibly accommodate pedestrians, bicyclists, and transit users while allowing for neighborhood-friendly automobile speeds for motorists and business patrons traveling to and through Elizabeth.

Transportation Policies

The **Transportation** policies provide guidance that will both protect established neighborhood areas and enhance commercial districts within Elizabeth. They address both proposed new streets and enhancements to existing streets, to make them more pedestrian and bicycle friendly. These improvements, summarized below, will likely be accomplished as new development occurs.

- Enhance the intersection of East Seventh Street at Pecan Avenue and North Caswell Road to make it safer for pedestrians.
- Provide additional pedestrian crossings of East Seventh Street.
- Provide street connections to support new development and eliminate gaps in the sidewalk system to promote vehicular and pedestrian connectivity.
- Provide alternative bicycle accommodations along or parallel to all thoroughfares.
- Recognize the future Center City Streetcar and coordinate planning around stops within the plan area.

Infrastructure and Public Facilities



Infrastructure and Public Facilities Goal

Provide and maintain public facilities such as parks, greenways, recreational facilities, and infrastructure in excellent condition and emphasize environmental and economic sustainability in the design and planning of new or updated public facilities and infrastructure.

Infrastructure and Public Facilities Policies

The **Infrastructure and Public Facilities** policies are intended to enhance, preserve, and protect the area's existing public facilities, and to encourage infrastructure that serves today's requirements while incorporating innovative practices to meet future needs.

- Complete primary and overland greenway connections to enhance pedestrian and bicycle connectivity.
- Maintain and enhance existing public parks and recreation facilities to ensure they are in good condition for community use and encourage the incorporation of public art as an integral components in park facilities.
- Maintain water and sewer service, enhancing the capacity as needed, and encourage water conservation techniques.

Natural Environment



Natural Environment Goal

Preserve and protect the natural environment, parks, tree canopy, open spaces, and natural resources. Encourage measures that will help ensure the long-term sustainability of the tree canopy in Independence Park and other public spaces. Support expansion of the greenway network, enhancement and improvement of existing greenways, and connections between greenways and to neighborhood centers. Promote measures to minimize the adverse affects of new development on air and water quality, and encourage the use of eco-friendly building technologies and renewable resources.

Natural Environment Policies

The **Natural Environment** policies are intended to protect the area's natural resources while permitting well-planned development that can preserve and enhance the natural environment.

- Minimize impacts to the existing tree canopy and help ensure its long-term sustainability.
- Maintain a high level of connectivity to help reduce vehicle miles travelled and improve air quality.
- Encourage the use of low impact design and innovative and eco-friendly storm water management practices, including rain barrels, rain gardens, and green roofs.



The intersection of North Caswell Road and East Seventh Street is challenging for pedestrians. A few simple improvements could make it safer for crossing.



This asphalt parking lot near the rose garden in Independence Park should be restored to parkland. Additional on-street parking nearby could help offset the loss of capacity.

Key Implementation Strategies

The Implementation Guide identifies strategies to implement the policies of the Concept Plan, outlining a number of projects for each of the plan components. However, it is not adopted by elected officials and is not a commitment to implement the projects. These strategies are both short term, such as corrective rezonings or minor intersection improvements, and long term, such as coordinating with future streetcar and rapid transit projects. Many will be implemented by the private sector as development occurs.

Key implementation items include:

- Using the land use and design recommendations to guide and evaluate development proposals.
- Enhancing the intersection of East Seventh Street at Pecan Avenue and Caswell Road with high-visibility crosswalks, new curb ramps, and re-timed signals.
- Providing additional pedestrian crossings of East Seventh Street.
- Removing the surface parking area adjacent to the Independence Park rose garden.
- Maintaining the Hawthorne Recreation Center for public use.
- Establishing a pedestrian/bicycle connection from Laurel Avenue to Bascom Street.
- Supporting environmental education to reduce the amount of pollutants entering area streams and creeks.

Since conditions evolve over time, staff will update the Implementation Guide to recognize changes and reflect progress.





Elizabeth Area Plan

Part I: CONCEPT PLAN

Part I Concept Plan

Plan Context

Purpose

This document establishes a vision for the plan area and provides policy direction to guide future growth and development consistent with the *Centers, Corridors, and Wedges Growth Framework*. Once adopted, this plan will:

- Update existing adopted plans for the area, including the *1993 Central District Plan*;
- Refine the boundaries for any portion of an Activity Center, Growth Corridor, and/or Wedge included in the plan area;
- Address key land use, transportation, community design, and development issues identified through the planning process;
- Serve as the station area plan for a proposed transit station within the plan area;
- Provide guidance for future land use and infrastructure decisions; and,
- Function as the official streetscape plan.

Plan Boundaries

The plan area comprises approximately 630 acres and is bounded by I-277 and Independence Boulevard on the north, the Seaboard Coastal Railroad on the east, Briar Creek on the south, and Randolph Road/Fourth Street, South Laurel Avenue, and Providence Road on the west (see **Map 1, Area Plan Boundary**, page 3).

The traditionally accepted boundaries of the Elizabeth *neighborhood* are slightly different from the boundaries of the *plan area*. The area north of the plan boundary between Independence Boulevard and Central Avenue/East Tenth Street, including Sunnyside, is considered part of the Elizabeth neighborhood. However, it is not within

the boundaries of this area plan. Instead, land use and planning guidance for this area is provided by the following adopted plans: *Belmont Area Plan (2003)*, *Plaza Central Pedscape Plan (2004)*, and *Sunnyside Pedscape and Land Use Plan (2003)*. The Elizabeth plan area also encompasses the Crescent Heights neighborhood, a geography not considered to be part of Elizabeth. Maps in this area plan will depict the boundary of the plan area as well as the traditionally accepted boundary of the Elizabeth neighborhood.

Most of the plan area lies within the boundaries of the Southeast **Growth Corridor** described in the *Centers, Corridors, and Wedges Growth Framework*. The Crescent Heights neighborhood is in a Wedge. This area plan establishes boundaries for three sub-areas of this Growth Corridor. Although most of the plan area is within the Growth Corridor, a significant portion is within the Established Neighborhood sub-area. This well-established, primarily low-density residential area, where the predominant land use is single family residential, should remain little-changed and will enjoy protection from more intensive land uses.

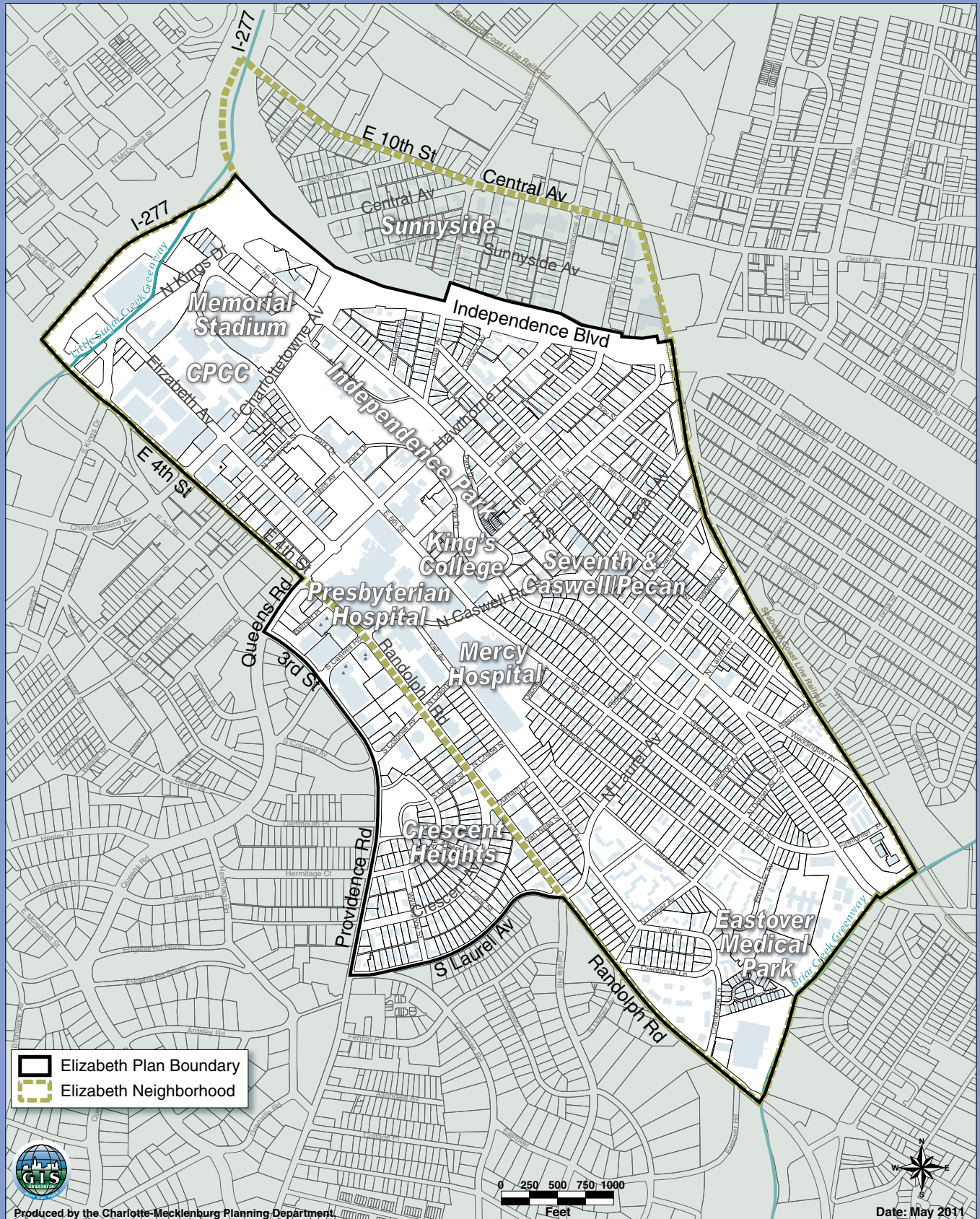
Map 2, Centers, Corridors and Wedges, page 4, illustrates the boundaries of the Growth Corridor, its sub-areas, the Wedge neighborhood, and the areas of the Elizabeth neighborhood covered by previously adopted plans.



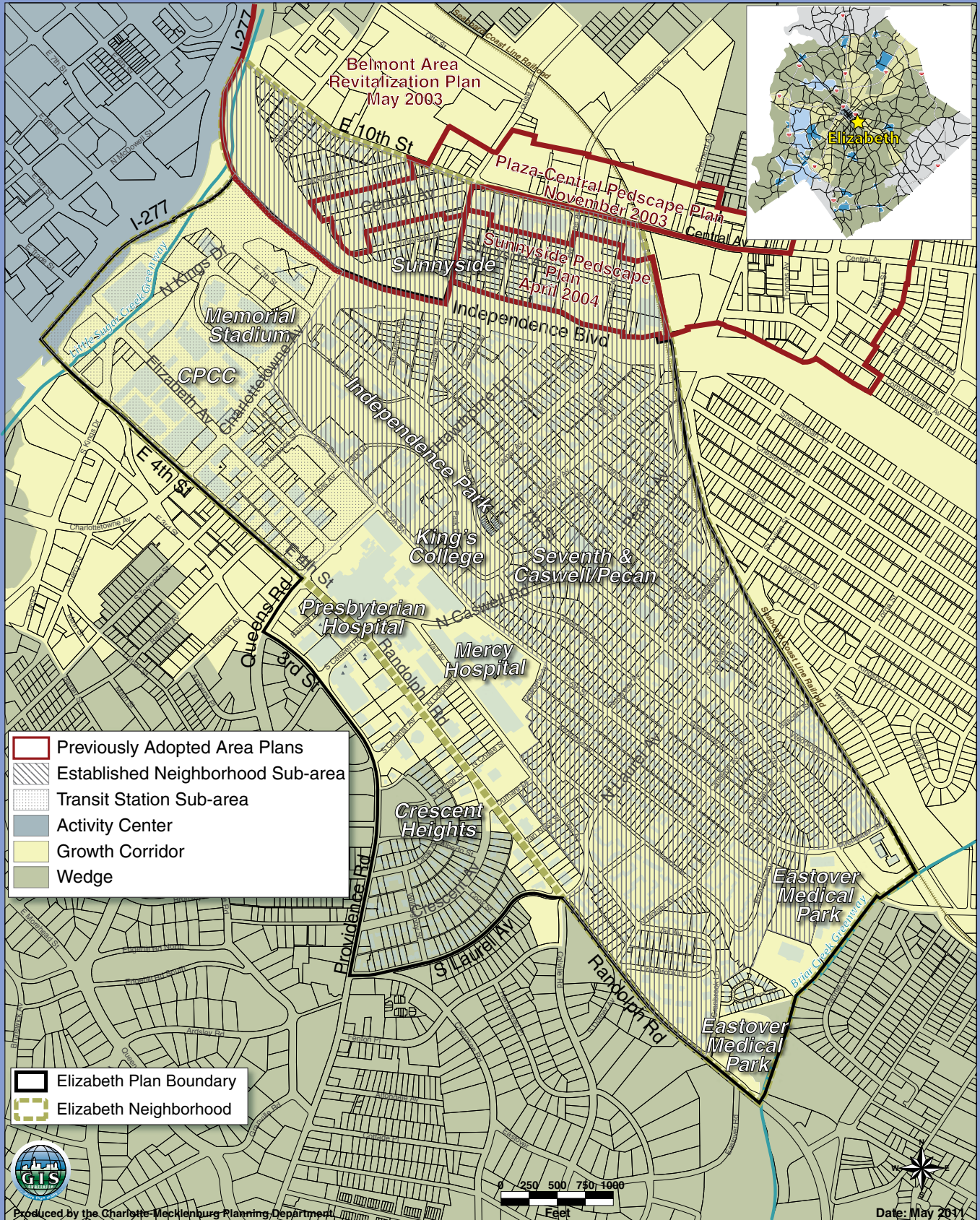
Elizabeth Area Plan

Area Plan Boundary

Map 1



Elizabeth Area Plan Centers, Corridors and Wedges



Organization of this Document

This document is organized into three parts as shown below. Only the first part, the Concept Plan, will become adopted City policy. Part 2, the Implementation Guide, contains action steps identified to carry out plan policies, and will be used primarily to guide staff work. Part 3, the Appendix, provides supporting information such as the existing conditions report and other supporting data used to develop the plan.

Area Plan Document

Part 1: Concept Plan

- Purpose
- Vision Statement
- Goals
- Policies

Concept Plan is adopted by City Council and will act as a policy guide for future decision making.

Part 2: Implementation Guide

- Action Steps identified to Carry Out Plan Policies

Provides direction to staff in implementing plan policies

Part 3: Appendix

- Existing Conditions Report
- Trends & Forecasts
- Other Supporting Information

Provides additional, supporting information

Planning Process

- This plan was initiated by the Charlotte-Mecklenburg Planning Department in response to a request made by the Elizabeth Community Association and the Historic Elizabeth Neighborhood Foundation. Development of the *Elizabeth Area Plan* occurred over a period of 18 months and included the following key public involvement opportunities:
- An *Elizabeth Area Plan (EAP)* web site was established to keep the public informed of plan progress and as a publicly-accessible repository of draft plan materials and maps, meeting notices, agendas, presentations, and minutes.



Kickoff meeting attendees participate in an issue identification exercise while a planner records their comments.



Land use was the main topic at CAG Meeting 5, discussed in an informal café setting, much like friends and neighbors might talk about local issues over a cup of coffee.



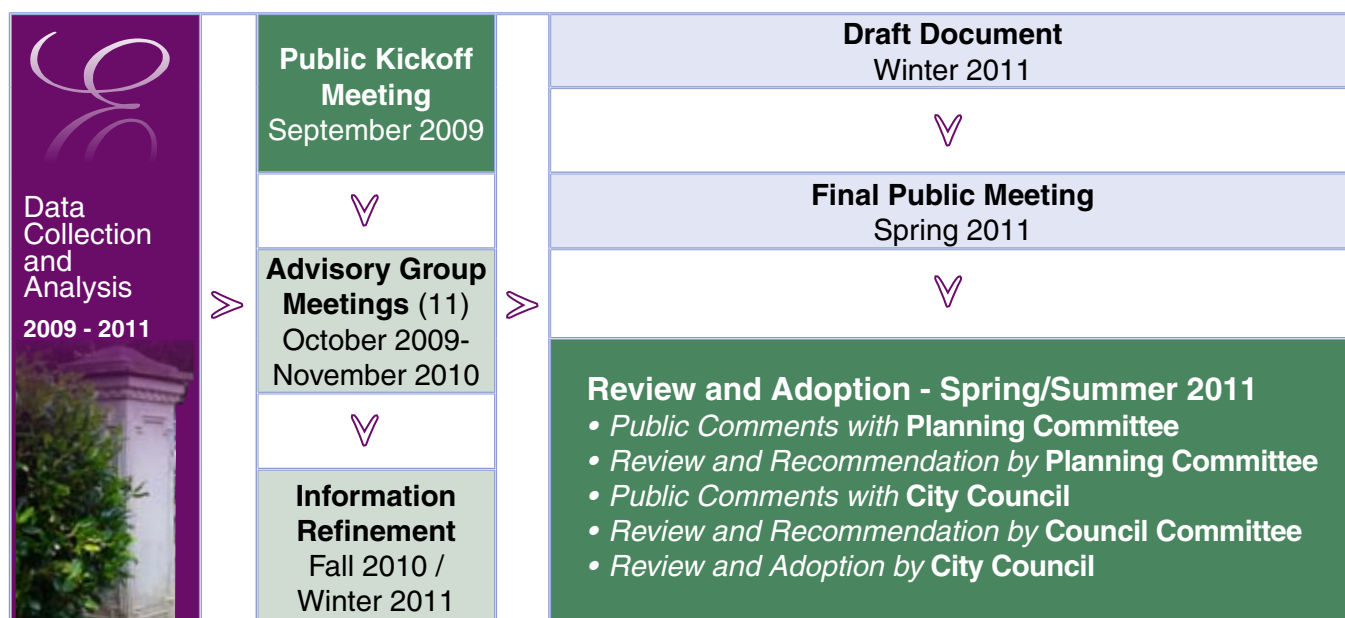
CAG members discuss building heights, design, massing, and setback while using wooden blocks to construct scale models of hypothetical development.

Elizabeth Area Plan

- An online survey to identify key issues was publicized to area stakeholders, yielding more than 200 responses. The results of the survey were posted on the EAP web site.
- Two public kickoff meetings were held on September 22, 2009 at St. John's Baptist Church on Hawthorne Lane, with approximately 140 people in attendance. Attendees participated in a hands-on issue identification exercise.
- A 40-member volunteer Citizen Advisory Group (CAG) was formed to assist staff in the development of the plan. CAG membership included residents and property owners plus representatives of area neighborhood organizations and institutions (see Acknowledgements page). The group met eleven times over the course of thirteen months to assist staff in developing plan recommendations. Each CAG meeting focused on a particular element of the plan or a key topic.
- Two optional lunchtime meetings were held for interested CAG members. One focused on the Market Analysis performed by Noell Associates (see Appendix) and the other on transportation issues, particularly relating to East Seventh Street.
- A mid-point public meeting with about 40 attendees was held on June 10, 2010 at St. John's Baptist Church to provide an update on plan progress.
- A final public meeting was held on **xx/xx** with approximately **xx** number of people in attendance.

The Planning Committee of the Charlotte-Mecklenburg Planning Commission hears citizen comments and makes a recommendation to the Charlotte City Council. The City Council also hears citizen comments and makes the final decision concerning adoption of the plan (see *Steps in the Area Plan Process*, below).

Steps in the Area Plan Process



Policy Framework

The following key documents provided guidance and direction for this plan:

The **Centers, Corridors and Wedges Growth Framework** (adopted August 2010) is the overarching growth policy for Charlotte. This policy document revises the original Centers and Corridors concept by establishing a vision for Charlotte's future growth and development. It does this by: 1) identifying three geographic types used to categorize land in Charlotte's "sphere of influence" – Activity Centers, Growth Corridors, and Wedges; and, 2) outlining the desired characteristics of each of these geographies.

This policy intends to help guide growth into areas that can best support it, and away from areas that cannot. Thus, much of Charlotte's future moderate to higher intensity development is targeted within five major Growth Corridors and in designated Activity Centers, consistent with area plans. This will help maximize existing infrastructure and services. Low to moderate density residential and services supporting neighborhoods is targeted for areas between corridors, referred to as Wedges.

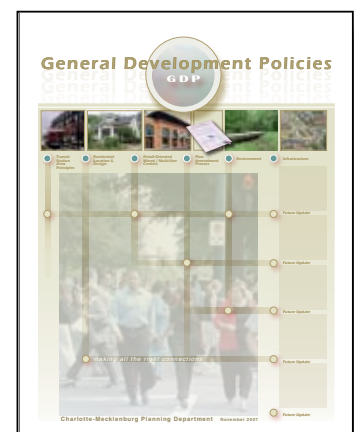
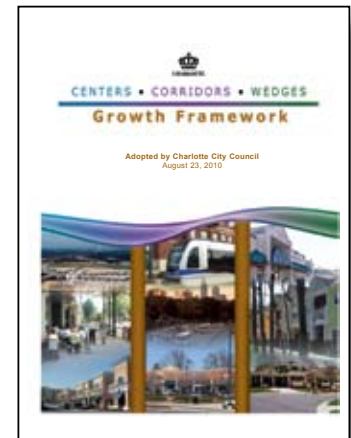
Activity Centers are focal points of economic activity, typically with concentrations of compact development. Many existing Activity Centers have the capacity for significant new growth in conjunction with enhancements to the supporting infrastructure. There are no Activity Centers within the plan area, although it is immediately adjacent to the Center City Activity Center.

Growth Corridors are characterized by the diversity of places they encompass – from historic neighborhoods to vibrant mixed use areas to significant employment and shopping districts – and by the accessibility and connectivity that they provide for these places. Some areas within the Growth Corridors, particularly the Transit Station sub-areas, are appropriate locations for greater intensity development with appropriate planning and neighborhood support and involvement.

Wedges are the large areas between Growth Corridors, where residential neighborhoods have developed and continue to grow. The Wedges comprise mainly low density housing, as well as a limited amount of moderate density housing and supporting facilities and services.

While most of the plan area is within a Growth Corridor, much of it falls within an Established Neighborhood sub-area. Typically, a Growth Corridor is an appropriate location for higher intensity uses and development; *however, that is not the case for much of the plan area.* The **Centers, Corridors and Wedges Growth Framework** provided a starting point for maintaining and preserving the lower density, single family residential character of the Established Neighborhood sub-area, and ensuring that surrounding development in the General Corridor area and Transit Station sub-area respects the existing historic residential character and scale.

The **General Development Policies (GDP)** are adopted policies relevant to development and redevelopment in Charlotte-Mecklenburg. In particular, they address residential location and design, retail-oriented mixed/multi-use centers and transit supportive development. Additionally, the *General Development Policies* provide guidance to minimize the negative environmental impacts of land development and to more closely



Elizabeth Area Plan

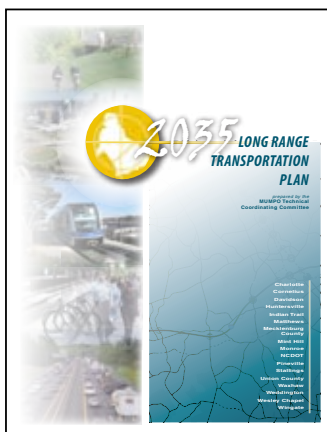
link land use and development decisions to the availability of infrastructure to support it.

The **General Development Policies** were used in this plan, in conjunction with neighborhood and stakeholder feedback, to determine where higher intensity residential development could be supported and in providing the basis for the community design policies. This plan builds upon the 2007 GDP guidance for residential densities, community design, and environmental policies and provides more specificity in those particular areas.

Adopted Land Use Plans include six geographic districts that make up the City of Charlotte's planning jurisdiction: the Northeast, East, South, Southwest, Northwest and Central districts. Each of these areas has a district plan that addresses a wide range of physical development issues and provides parcel-specific land use recommendations for all properties within that district plan. This plan will update the *1993 Central District Plan*.

This area plan will serve as the adopted **Station Area Plan** for the future transit station that is part of the Southeast Transit Corridor. It facilitates the right mix of development and appropriate infrastructure to complement the planned investment in rapid transit. It is also supportive of the initial phase of the streetcar route along Elizabeth Avenue.

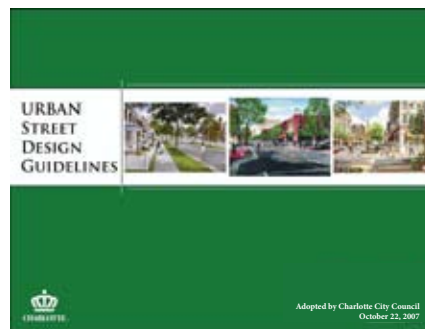
The **2035 Long Range Transportation Plan** (March 2010) defines the policies, programs and projects to be implemented over the next 20 years, providing transportation choices in Mecklenburg and western Union County. The widening of East Seventh Street is not a funded project in the *2035 LRTP* and this was an important factor in determining the future streetscape and development pattern along this corridor.



The **Transportation Action Plan** (2006) defines short and long term policies for accommodating motor vehicles, transit riders, bicyclists and pedestrians together with an implementation “blueprint” for improvements. The *Transportation Action Plan*’s comprehensive “toolbox” of transportation programs will help implement the policies in this plan.

The **2030 Transit Corridor System Plan** is a long-range multi-modal transportation plan that identifies five transportation corridors, a series of Center City improvements, and enhanced bus service and facility improvements throughout the region. The Southeast Transit Corridor supports a future rapid transit station within the plan area. This information was used in the area planning process to determine the future Transit Station sub-area and land use and development pattern within that area.

The **Urban Street Design Guidelines** (2007) offer a comprehensive approach to designing new and modified streets within the City. They are also a key component of the *Transportation Action Plan* and were used in developing this plan to assist with street classifications and cross-sections that will guide the design and redesign of streets. The *Urban Street Design Guidelines* also address integrating land use and transportation to create synergy between the streets and land uses adjacent to them.



The **Greenway Master Plan Update** (2008) identifies an expanded greenway network and greenway trail system throughout Mecklenburg County. As land is acquired and set aside over time, the greenway system should also improve water quality by reclaiming natural floodplains, protecting wildlife habitats and open space and providing recreational and educational opportunities. Little Sugar Creek Greenway and the Briar Creek Greenway traverse the plan area and are covered by the *Greenway Master Plan Update*.

Key Opportunities and Challenges

An understanding of existing conditions, including feedback received from the public during the planning process, reveals opportunities to build upon and challenges to address. Key opportunities and challenges, highlighted below, were discussed at the first public meeting and formed the basis for the vision statement and ultimately, plan policies.

■ Opportunities ■

Eclectic Character and Mix of Uses The plan area includes a diverse and organic mix of residential, retail, institutional, and offices uses that contribute to the area's unique character. This plan provides an opportunity to preserve this mix and guide future development in such a way as to complement the existing neighborhood character, scale, and diversity.

Parks, Recreation, and Open Spaces The plan area includes Independence Park, American Legion Memorial Stadium, and Colonial Park, all offering passive or active recreational opportunities for area residents. The developing Little Sugar Creek Greenway and the planned Briar Creek Greenway present additional open space, and the opportunity for future connections from the neighborhood to them, and from one to the other through the neighborhood.

Distinctive Architectural Design Historic homes and structures in the plan area blend their distinct architectural styles with the new to form a cohesive community identity. Future development has the opportunity to build on this relationship and strengthen that identity even further.

Accessibility Being one of Charlotte's oldest inner ring neighborhoods, the plan area in general has good pedestrian, bicycle, and vehicular connectivity via a well-established street grid. Opportunities exist to complete missing pieces of the grid to further enhance accessibility and to preserve the desirable elements of the existing grid. The area is also well-served by public transportation.

Natural Features The plan area benefits from an established tree canopy and green spaces. Opportunities exist to preserve and add to these neighborhood assets.

■ Challenges ■

Development Pressure Future development will jeopardize the character of the plan area if it is not sensitive to the scale, massing, and context of adjacent neighborhoods.

Memorial Stadium Site The future of this site, including preservation of historic Memorial Stadium, the Grady Cole Center, and the remaining surface parking areas, is an issue of focused concern for area residents.

Institutional Expansion The acknowledged need for plan area institutions such as hospitals and schools to expand and grow has to be carefully balanced with the desire to preserve and protect neighborhood character and scale.

Traffic Traffic volumes and speeds, along with limited crosswalks, present a particular challenge for pedestrians on some plan area streets.

Aging Infrastructure Upgrading and maintaining the area's aging infrastructure will be costly but should be a high priority.



Colonial Park in Crescent Heights offers residents opportunities for both active and passive recreation.

The desired future for the plan area was developed with input and participation from the community and is best expressed in a comprehensive Vision Statement. This statement describes the kind of place the community envisions for itself in the future. It generates common goals, offers the possibility for change, and gives the community something to move toward. When developing the Vision Statement, staff and the advisory group considered all of the opportunities and challenges identified during the public meetings.



Vision Statement

Elizabeth is a community that embraces its urban vitality, preserving its historic heritage and diversity of residents, businesses, and institutions. The area is a finely-woven tapestry that delicately balances the buildings, open spaces, landscapes, and pedestrian scale. Elizabeth will strive to accommodate area-contextual housing types for various income levels. Well-conceived infill development, important to the ongoing vitality of the area, will be encouraged and balanced with neighborhood preservation. There should be broad community participation in planning and development decisions that affect the fabric of the community.



Elizabeth Area Plan Goals

To achieve the future envisioned for the plan area, the following goals have been identified. The goals build upon adopted plans and policies.

Land Use

Maintain and preserve the area's predominant historic residential character and parks and open spaces, balanced with well-crafted and appropriately scaled businesses, health care facilities, and educational institutions.

Community Design

Plan new development that respects the scale, design, and proximity of adjacent buildings and land uses. Good architectural and site design and quality construction materials should be utilized to ensure the long-term sustainability and economic vitality of all development.

Transportation

Support and develop a connected, affordable, balanced transportation system that encourages walking. It should safely and sensibly accommodate pedestrians, bicyclists, and transit users while allowing for neighborhood-friendly automobile speeds for motorists and business patrons traveling to and through Elizabeth.

Infrastructure and Public Facilities

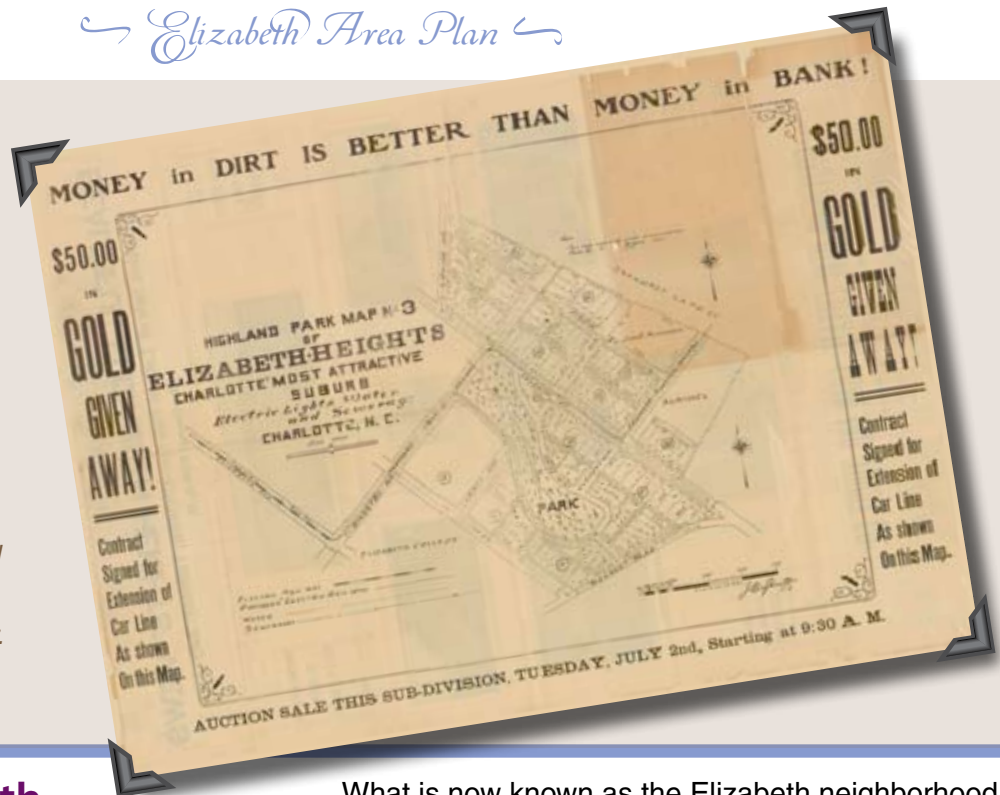
Provide and maintain public facilities such as parks, greenways, recreational facilities, and infrastructure in excellent condition and emphasize environmental and economic sustainability in the design and planning of new or updated public facilities and infrastructure.

Natural Environment

Preserve and protect the natural environment, parks, tree canopy, open spaces, and natural resources. Encourage measures that will help ensure the long-term sustainability of the tree canopy in Independence Park and other public spaces. Support expansion of the greenway network, enhancement and improvement of existing greenways, and connections between greenways and to neighborhood centers. Promote measures to minimize the adverse affects of new development on air and water quality, and encourage the use of eco-friendly building technologies and renewable resources.

Elizabeth Area Plan

This 1907 advertisement for a sale of lots in the Elizabeth Heights subdivision shows a planned streetcar extension along Elizabeth Avenue onto Kingston Avenue (now Hawthorne Lane), then onto Seventh Street and Clement Avenue. Most of the streets, alleys, and lots depicted on this map are still in place today, more than one hundred years later.



History of Elizabeth Development

In the last decades of the nineteenth century, Charlotte underwent a period of stunning growth as the textile industry boomed in the Carolina Piedmont. After the end of the Civil War, industrialists from the North looked at the region's combination of vigorous cotton production, available labor, and railroads and began to invest heavily in the region by building numerous cotton mills to take advantage of this combination of assets. Although this happened throughout the South, few towns were as well positioned to attract the interest of these textile magnates as Charlotte.

From 1880 through 1930, Charlotte's population doubled every ten years, creating a huge demand for new housing for both the blue collar mill workers and the professional workers in the mills and other businesses. By the dawn of the 1900's, Charlotte had begun to develop a ring of suburbs on its outskirts, including Dilworth and Myers Park, connected to the center of town by a growing streetcar system. The next wave of residential development shifted toward the north side of town, filling in the area between the town of Charlotte and the new North Charlotte textile village being developed by the Highland Park Textile Company.

What is now known as the Elizabeth neighborhood had its birth in this phase of Charlotte's growth. Elizabeth came out of the blending of five separate developments that began over a period of roughly twenty years. The oldest of these areas, Highland Park, was platted in 1891 by the Highland Park Land Company, although a national economic downturn stunted the development until the end of the decade. In 1897, the Lutheran Church began construction of a women's college at the end of Elizabeth Avenue, on the site of the present-day Presbyterian Hospital. This college, the first major institution to be built in this new section of Charlotte, would come to be named Elizabeth College, and would give its name to the newly forming neighborhood.

In 1900, two new areas were laid out. Piedmont Park and Oakhurst were adjacent to Highland Park, near the Central Avenue corridor. Although these areas are part of what is historically considered the Elizabeth Neighborhood, they lie largely on the north side of the Independence Freeway.

In 1904, as these three earlier neighborhoods began to take shape, Elizabeth Heights was begun by Charlotte real estate investor W. S. Alexander. This new neighborhood was conceived to fill in the area between Highland Park and the newer

Elizabeth Area Plan



This photo, "looking up 7th Avenue", was featured in a land auction for lots in 1907. It touted the handsome homes on this paved street with water and sewerage already in place.

Elizabeth College was also featured in the land auction advertisement, the caption claiming the Elizabeth Heights subdivision is "handy for Church, School and Business".



Piedmont Park and Oakhurst developments. The Elizabeth Heights layout included such streets as Kingston Avenue (now Hawthorne Lane), Fifth and Seventh Streets, and Lamar, Clement, Clarice, Ridgeway, and Laurel Avenues.

The next of the original smaller developments that grew together to create Elizabeth was Independence Park. Originally designed by the prominent landscape architect John Nolan, who was responsible for the plan for Myers Park, Independence Park was built on land given to the county by the Springs family. It was centered around an artificial lake that was conceived as the main water reservoir for Charlotte. As the city grew and it was apparent that Charlotte would need a much larger water supply, the lake plan was abandoned and lots were sold around the perimeter, most notably on the newly created Park Drive.

The final piece of Elizabeth was created in the mid 1910's with the platting of Rosemont, on land that was up until then the Dotger family farm. Rosemont encompassed the streets to the east of Caswell Avenue, including Greenway and Dotger Avenues.

As these various new neighborhoods developed, they all contained housing stock of similar styles and sizes, including a number of duplexes and

quadruplexes scattered throughout the area. As the area matured into the 1930's the original distinctions between these areas vanished, and the entire area came to be known as the Elizabeth neighborhood. This was reinforced by things like the construction of the present-day Elizabeth Elementary School in 1925, and the building of several large churches throughout the neighborhood that attracted congregants from the entire area.

As the neighborhood began to mature, a healthy commercial area blossomed along East Seventh Street, and some of Charlotte's most prominent citizens called the area home. Its proximity to the center city has kept Elizabeth healthy and vibrant throughout its history. The one event that had a major impact on Elizabeth that continues to today is the construction in the late 1940's of Independence Boulevard. The new road was named after Independence Park, a part of which was lost to the new roadway. Independence Boulevard also permanently divided the neighborhood into two unequal parts, and caused the loss of a great deal of the original housing stock of the area. It is a testament to the vision of the original developers of the areas that blended to become Elizabeth, as well as to the residents of the neighborhood past and present, that the neighborhood remains one of Charlotte's best known communities.

Overall Plan Concept

Map 3, Concept Map, page 15, illustrates the recommended development pattern for the plan area. As illustrated, the plan area is expected to remain predominantly low density residential, with opportunities for more intense, mixed-use development near the future streetcar line and a proposed rapid transit station. It is anticipated that existing institutional uses (hospitals, colleges, and churches) remain an important component of the plan area. Office uses, many of which complement the nearby hospitals, are supported at key locations. This development pattern will be sustained by improvements to enhance accessibility and safety for pedestrians, vehicles and cyclists. Key to this accessibility is support for the greenway system, its future improvements and connections to other uses outside the plan area, and the preservation of existing parks and open space.

- **Maintain and build upon the character of the established, historic neighborhood.** The foundation of the concept is maintaining and building upon the existing, established character of the Elizabeth neighborhood. As such, most of the plan area remains predominantly low density, single family residential. Design guidelines will help to ensure that when higher intensity uses are located nearby, they respect the low density, historic character of the Established Neighborhood Sub-area.
- **Preserve and enhance parks and open space.** Protecting the existing parks and open spaces, linking them with greenways and overland connectors, making sure they are available for public use, and ensuring they are well-maintained, are important to the area's continued livability.
- **Create a more inviting pedestrian environment.** Another key component of the overall concept is the creation of a more vibrant, pedestrian-friendly environment. This is accomplished by:
 - Making streets like East Seventh Street safer for walking and adding some new street connections.

- Concentrating potential future higher density development at selected nodes.
- Developing a continuous greenway connector throughout the plan area that links parks and open spaces both within and outside the Plan Area.

- **Recognize the importance of institutional and office uses.** Existing institutional uses (hospitals, colleges, and churches) will remain important components of the plan area.
- **Continue the transition to more intense, mixed use development near future transit stations and selected streetcar stops.** The appropriate location for more intense, mixed use development is adjacent to the future rapid transit station and streetcar stops on Elizabeth Avenue.

Public Sector

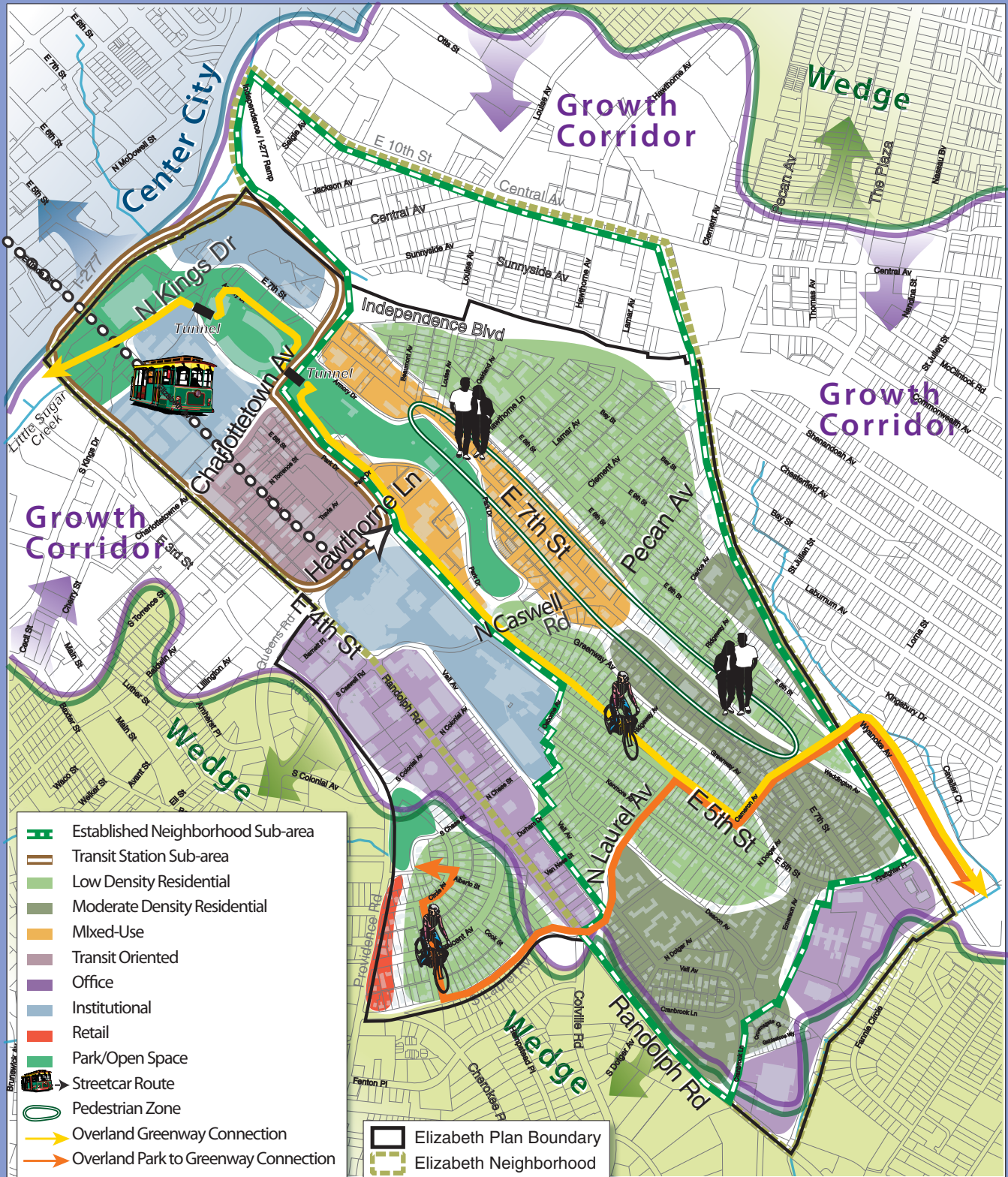
With input from the community, the public sector will provide the policy framework for land development and will be responsible for making a number of infrastructure improvements, including some investment in streetscape amenities that can be accommodated within the existing right-of-way. In addition, the Charlotte-Mecklenburg Planning Department, in consultation with other City and County departments, is responsible for initiating and guiding the corrective rezoning process and monitoring and reviewing rezonings proposed for the plan area to ensure developers meet the required development standards and carry out the intent of the adopted policy plan for the area.

Private Sector

The private sector will be responsible for developing and redeveloping properties within the plan area in alignment with the vision, policies, and development and design standards included in the Concept Plan. Providing the required infrastructure improvements will be part of these development responsibilities.

Elizabeth Area Plan Concept Map

Map 3

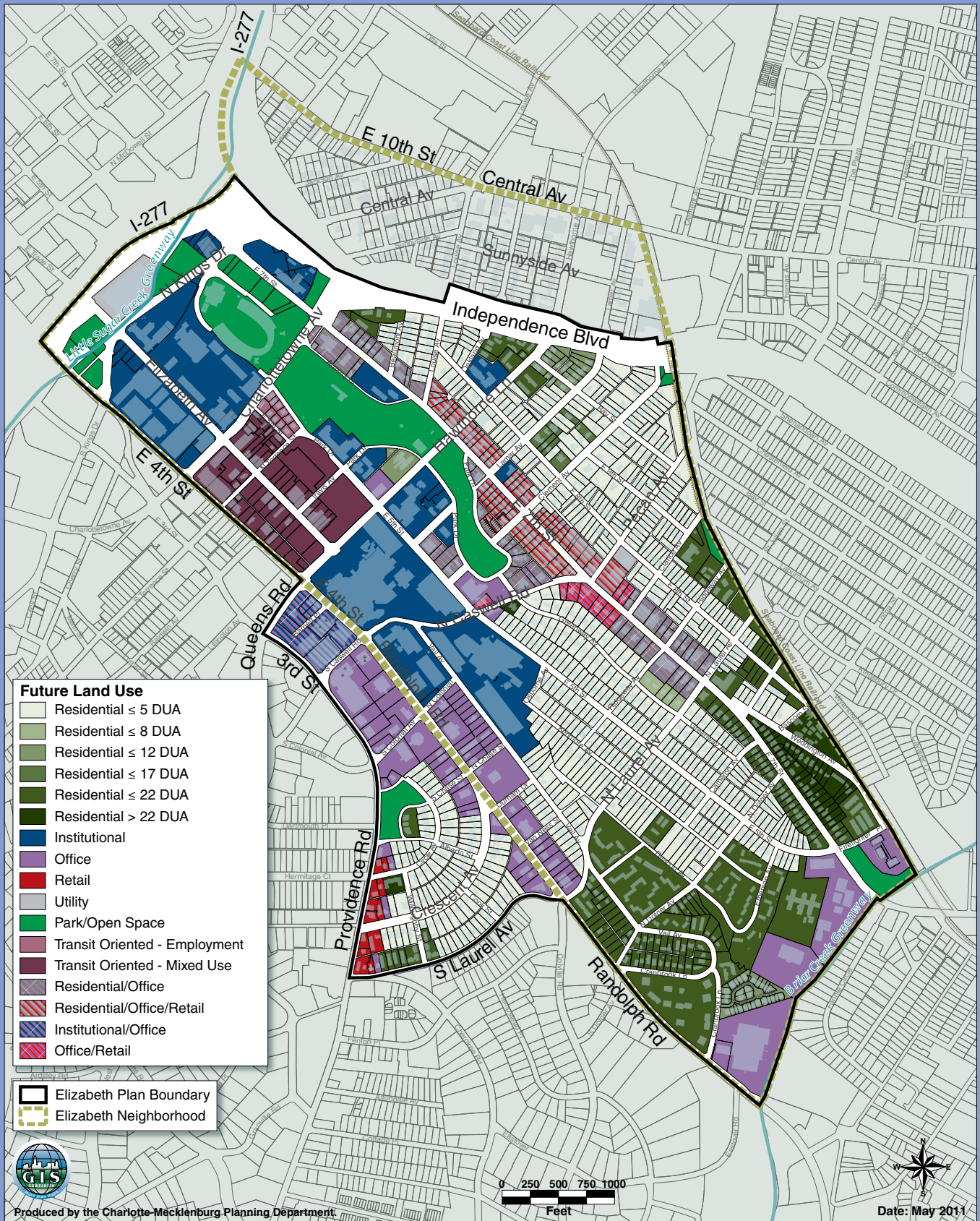


Produced by the Charlotte-Mecklenburg Planning Department.



Date: May 2011

Elizabeth Area Plan Future Land Use



Plan Policies

Overview

The following sections set forth plan policies for Land Use, Community Design, Transportation, Infrastructure and Public Facilities, and the Natural Environment in order to realize the vision and goals for the plan area. Goals for each section are briefly summarized, followed by the recommended plan policies. Plan policies will guide future land use, zoning, and other growth and development/redevelopment decisions.



Goal *Maintain and preserve the area's predominant historic residential character and parks and open spaces, balanced with well-crafted and appropriately scaled businesses, health care facilities, and educational institutions.*

Land Use

Elizabeth is one of Charlotte's most appealing neighborhoods, benefiting from lush tree-lined streets, a charming historic residential character, central location, proximity to employment and education opportunities, architectural and economic diversity, and neighborhood stability. Elizabeth is well-positioned to continue to thrive, especially as demographic and economic trends increasingly favor its walkable, interactive, convenient, efficient, and authentic character. Key to Elizabeth's success will be the ability to take advantage of opportunities while maintaining the character and qualities that make the area desirable.

This section establishes future land use policies and recommends appropriate land uses to realize the plan vision and the land use goal. In developing these policies, transportation and community design issues were evaluated, considered, and incorporated as appropriate. The separate sections for Transportation and Community Design policies that follow build upon the policies discussed in this land use section.

In accordance with the *Centers, Corridors, and Wedges Growth Framework (2010)*, the land use policies for the plan area are organized into two major geographic areas, Growth Corridors and Wedges, illustrated on **Map 2**. The *Centers, Corridors, and Wedges Growth Framework* provides an overall vision for Charlotte's future growth and development. It does this by identifying three geographic types used to categorize land in Charlotte's "sphere of influence": Activity Centers, Growth Corridors, and Wedges. Each of these areas has general, desired characteristics *that are further refined for more specific geographies through the area planning process*.

The land use policies for the entire plan area are illustrated on **Map 4, Future Land Use** on page 16. Additional information is provided for several of the plan's land use policies, keyed to the numbered areas on the maps in this section.

Certain properties in the plan area may have deed restrictions that restrict their development and permitted use. However, no research was done in the development of this area plan to determine which properties may be subject to deed restrictions. Deed restrictions are not maintained or enforced by the Charlotte-Mecklenburg Planning Department, but are instead tied to the property and administered through the legal system.

Land Use Policies

1. Growth Corridors

Virtually the entire plan area, with the exception of the Crescent Heights neighborhood, is within the Southeast Growth Corridor, as delineated by the *Centers, Corridors, and Wedges Growth Framework*. Growth Corridors may include one or more of the following sub-areas: Transit Station Areas, Interchange Areas, Established Neighborhood Areas, and/or General Corridor Areas. The *Centers, Corridors, and Wedges Growth Framework* provides guidance for these sub-areas within Growth Corridors to recognize their unique characteristics and vision for the future. The Elizabeth plan area includes all of these sub-areas except an Interchange Area.

Elizabeth Area Plan

Today, much of the plan area includes established residential neighborhoods, with a mix of uses along East Seventh Street, institutional uses at the edges, and predominantly office uses along Randolph Road. In the future, the residential neighborhoods are expected to retain their existing character and density. The designation of a specific geography within the plan area as an Established Neighborhood Area Sub-area will help preserve this character and density.

East Seventh Street, as it traverses diagonally through the plan area from Little Sugar Creek to Briar Creek, is expected to maintain a mixture of residential, neighborhood-oriented retail, and office uses, with some increase in intensity and density, although still in keeping with the scale of the surrounding area. Greater intensity and a broader mix of land uses are anticipated in the area adjacent to the planned rapid transit station near Memorial Stadium/CPCC, including Charlottetowne and Elizabeth Avenues. Memorial Stadium is recognized as a valued community resource and designated as Parks/Open Space. Randolph Road is expected to maintain predominantly Office uses.

A. Transit Station Sub-area

The *Centers, Corridors and Wedges Growth Framework* describes Transit Station Areas, which are sub-areas within Growth Corridors, as areas surrounding existing or planned rapid transit stations. They generally do not include established single family neighborhoods. They are envisioned as pedestrian-oriented transit villages, designed to include a mixture of complimentary moderate to high-intensity residential, office, retail/



This area of residential quadplexes on Park Drive is a short walking distance from a proposed rapid transit station near Memorial Stadium and CPCC.

entertainment, and/or civic uses located within easy walking distance of a transit station, typically one-half mile.

Equally as important as land use are how the uses are arranged and designed. The design of a project should encourage walking, providing connections to the various available modes of transit and the surrounding neighborhood. Any development or redevelopment that occurs within a Transit Station sub-area should adhere to the land use, community design, and mobility guidelines outlined in the *Transit Station Area Principles* summary on Page 21. Any rezoning to an urban zoning district such as TOD or MUDD should be conditional so that every opportunity is provided for public involvement in the rezoning process.

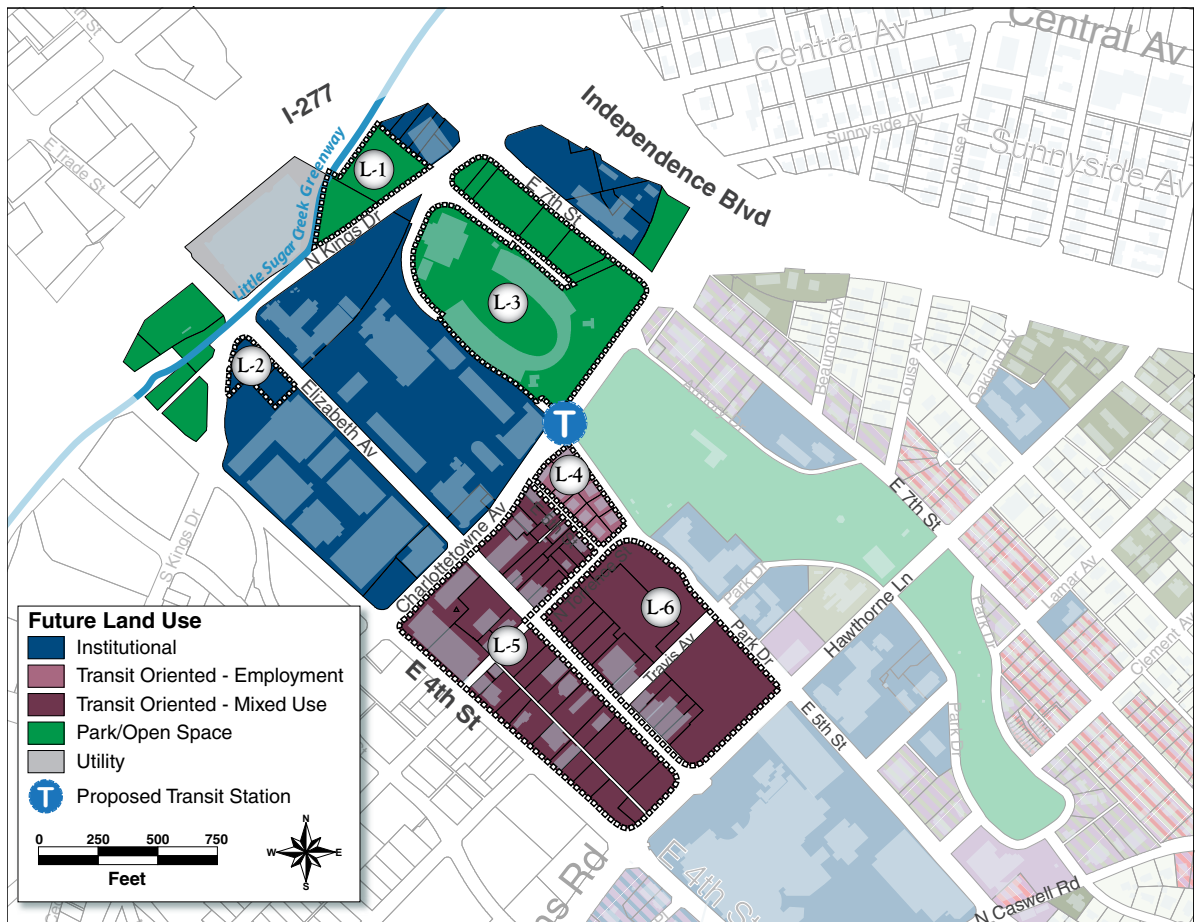
The boundary of this plan area's only Transit Station Sub-area, indicated on **Map 2, Centers, Corridors, and Wedges**, page 4, generally reflects a half-mile walking distance from the vicinity of the plan area's proposed rapid transit station. The exact location of this station had not been determined as of the date of this area plan. An *approximate* station location is indicated on **Map 4a** on page 19.

While the *Centers, Corridors, and Wedges Growth Framework* defines this type of sub-area in general terms, there is flexibility in the area planning process to recognize the unique qualities of each station area. In Elizabeth, the Southeast Transit Corridor is not likely to be completed within the next 20 years. *However, the mix of uses and community design characteristics inherent in Transit Station Area Principles are appropriate for this location, even absent an operational rapid transit line.* Transit-oriented development is also supportive of the initial phase of the streetcar that will traverse Elizabeth Avenue, scheduled to begin operation in 2014.

The Transit Station Sub-area boundaries, plan policies, and development guidelines may be amended or changed to respond to significant changes in plans for rapid transit in the future.

The following section provides additional information on several land use policies for the Transit Station Sub-area.

Map 4a Transit Station Sub-area Land Use Policy Recommendations L-1 through L-6



Transit Station Sub-area Land Use Policy Recommendations L-1 through L-6

L-1 Support the continued use of these CPCC-owned parcels as Park/Open Space.

for use by students and the public. This area includes a portion of the Little Sugar Creek Greenway and also frames the entrance to the CPCC Culinary Arts Building with a formal plaza.

L-2 Encourage this area to remain as Park/Open Space.

Although shown as appropriate for **Institutional** use, this area should remain as open space for the enjoyment of students and the public. It is part of an expanse of open lawn in front of CPCC's Overcash Building; CPCC does not have plans to build in this area in the next several years, if ever. Removal of the existing fence around the perimeter would open up this lawn to the street and enhance its usability.

L-3 Support the continued use of this multiple-parcel site for Park/Open Space uses.

Comprising six parcels owned by Mecklenburg County and one owned by CPCC, the site is currently home to American Legion Memorial Stadium, the Grady Cole Center, and a multi-story parking deck serving the stadium and CPCC. The stadium, which is a local historic landmark, should be maintained and preserved. If it is no longer feasible or practical to maintain the stadium as a usable facility, it should be replaced with a similar facility or other public recreational use. If the Grady Cole Center is replaced or redeveloped, the site should include a recreational facility available for public use.

Elizabeth Area Plan

Appropriate uses for the parcels fronting East Seventh Street are park and open space, surface or structured parking, or recreational facilities. This site is presently zoned MUDD-O (Optional), and as such has inherent development rights beyond the land use recommendation of Park/Open Space. Any proposed development activities on this site are likely to receive focused attention from neighborhood residents and other stakeholders who have a desire to see the site maintained as public parkland.

L-4 Indicate Transit Oriented – Residential as appropriate for this location.

Single use residential ≤ 22 DUA is appropriate in this area that now comprises mainly two-story quadriplexes. Also appropriate is residential with ground floor neighborhood-serving retail or office uses, with retail preferably fronting Charlottetowne Avenue and the park.

L-5 Indicate Transit Oriented – Mixed Use as appropriate for this location.

The commercial heart of the northern section of the plan area, it is bisected by Elizabeth Avenue which links Uptown Charlotte with Hawthorne Lane and Elizabeth's hospitals and other health care facilities. Development in this area should feature active ground floor non-residential uses such as retail, office, and civic. Single use residential should not exceed 22 DUA. Moderate to high-density residential and/or office uses are appropriate for upper floors. Buildings should be oriented toward the primary streets (East Fourth Street, Elizabeth and Charlottetowne Avenues, North Torrence Street, and Hawthorne Lane),



Memorial Stadium and the Grady Cole Center, with the Independence Park playing fields beyond. The Little Sugar Creek Greenway in the foreground runs underneath Kings Drive then alongside Armory Drive next to the stadium.



Transit Oriented – Mixed Use is recommended for this section of Elizabeth Avenue, as well as for much of the surrounding area.

Elizabeth Area Plan

and should provide for ground floor pedestrian interest with amenities such as outdoor seating/dining, plazas and urban open space, street trees, pedestrian scale lighting, and public art. Parking should be structured and/or behind buildings, with parking structures wholly or partially wrapped with ground-level uses that activate the street and provide pedestrian interest.

L-6 Indicate Transit Oriented – Mixed Use as appropriate for this location.

Most of this area, now a combination of small commercial uses and vacant land, is zoned MUDD – Optional, with approved conditional development plans. If these plans are not implemented, development in this area should be as described for L-5 above.

Transit Station Area Principles



Land Use

- Encourage highest density uses (15 - 20 DUA/ 0.5 - 0.75 FAR) closest to the transit station and transition to lower densities adjacent to existing single family neighborhoods.
- Encourage a mixture of residential, office, service-oriented retail and civic uses, either through mixed or multi-use development.
- Disallow automobile-dependent uses, such as automobile sales lots, car washes and drive-thru windows.
- Consider special traffic generators - such as cultural, educational, entertainment or recreational uses - to locate in station areas.
- Preserve existing stable neighborhoods.
- Encourage a mixture of housing types, including workforce/affordable housing.

This figure summarizes the policies of the Transit Station Area Principles (2001). The original wording for the policies can be found in the first chapter of the General Development Policies.



Community Design

- Orient buildings to front onto public streets or open spaces.
- Minimized setbacks and locate parking to the rear.
- Provide windows and doors at street level and minimize walking distance to entrances.
- Screen unsightly elements, such as dumpsters, loading docks, service entrances and outdoor storage from the transitway.
- Include active uses on the ground floor of parking structures.
- Include elements such as street trees, pedestrian scale lighting and benches in streetscape design to encourage pedestrian activity.
- Place utilities under ground, wherever possible.
- Establish public open spaces that act as development catalysts and serve as focal points around transit stations.
- Design open spaces to be centers of activity that include items such as benches, fountains, and public art.



Mobility

- Create a multi-modal environment that emphasized pedestrians, bicyclists and vehicles.
- Provide an extensive pedestrian system throughout the station area to minimize walking distances, connect to neighborhoods, accommodate large groups of people, and eliminate sidewalk gaps.
- Design the pedestrian system to be accessible, safe and attractive, by using planting strips, street trees, onstreet parking and bicycle lanes.
- Develop an interconnected street network with maximum block lengths of 400'; provide mid-block crossings if blocks are larger.
- Establish parking maximums, rather than minimums.
- Minimize surface parking and encourage shared parking facilities.

B. Established Neighborhood Sub-area

The *Centers, Corridors and Wedges Growth Framework* includes a provision for Established Neighborhood sub-areas within Growth Corridors. The Established Neighborhood Sub-area category was created in response to concerns that neighborhoods located within Growth Corridors should not only be preserved, but also should be provided with an additional level of protection against the type and intensity of development typically thought to be associated with a Growth Corridor. The designation of an area within a Growth Corridor as an Established Neighborhood Sub-area is intended to help ensure the preservation and protection of the existing neighborhood scale and character, and to provide additional guidance on future growth and development.

The Elizabeth Established Neighborhood Sub-area boundary is illustrated on **Map 2, Centers, Corridors and Wedges**, page 4. This sub-area

encompasses the residential core of Elizabeth, and also includes the area between Independence Boulevard and East Tenth Street/Central Avenue, a geography considered to be part of the Elizabeth neighborhood but not encompassed by this area plan. Land use policies for this area are included in the *Belmont Area Revitalization Plan (2003)*, the *Plaza Central Pedscape Plan (2003)*, and the *Sunnyside Pedscape and Land Use Plan (2004)*. Because the area between Independence Boulevard and East Tenth Street/Central Avenue was not examined in detail during the planning process, these boundaries may be refined through future planning. For example, some of this area may fall within the boundary of a future Transit

Station Sub-area surrounding a planned rapid transit station in the vicinity of Pecan Avenue and Independence Boulevard.

Established Neighborhood Sub-areas are existing, well-established, primarily low-density residential areas where the predominate land use is, and should continue to be, single family residential. The Elizabeth Established Neighborhood Sub-area also

The designation of an area as an Established Neighborhood Sub-area is intended to help ensure
THE PRESERVATION AND PROTECTION
of the existing neighborhood scale and character.



(Left) Today the intersection of North Caswell Road and East Seventh Street is the heart of Elizabeth's commercial center, just as it was in 1969 (right).

Elizabeth Area Plan

contains low and moderate density multi-family residential uses, civic uses including parks and schools, small-scale offices, and neighborhood-serving retail uses, all of which are appropriate for an Established Neighborhood.

East Seventh Street is the Established Neighborhood's commercial center. It should continue to function as an important vehicular corridor for residents, area employees, and commuters, but with a more pedestrian-friendly character and streetscape, especially between Charlottetowne and Laurel Avenues. A mixture of residential and office uses are recommended for the length of the street, with ground floor retail use added to this mix between Louise and Clarice Avenues, East Seventh Street's central commercial district. Land uses along East Seventh Street should be either a vertical mix of uses within the same parcel or site, or single use parcels which complement other nearby parcels to form a mixed use area that is organic in character.

Future non-residential development in this Established Neighborhood Sub-area should be of low or moderate intensity, located primarily along East Seventh Street, East Fifth Street (north of North Caswell Road), North Caswell Road, and Park Drive. Incorporation of existing buildings into new development or redevelopment should be encouraged where possible, particularly if the

existing structures are of particular historical, architectural, or aesthetic value. Development should provide for the addition of sidewalks, planting strips, lighting, and other amenities so the area will gradually become a better, safer environment for pedestrians.

Also in the Established Neighborhood Sub-area, a future streetcar route traverses Hawthorne Lane from Elizabeth Avenue across Independence Boulevard into Sunnyside and beyond. Despite the presence of the streetcar, the existing residential land uses along Hawthorne Lane should be retained with little or no increase in intensity, and the parks and open spaces on the street should be protected and preserved.

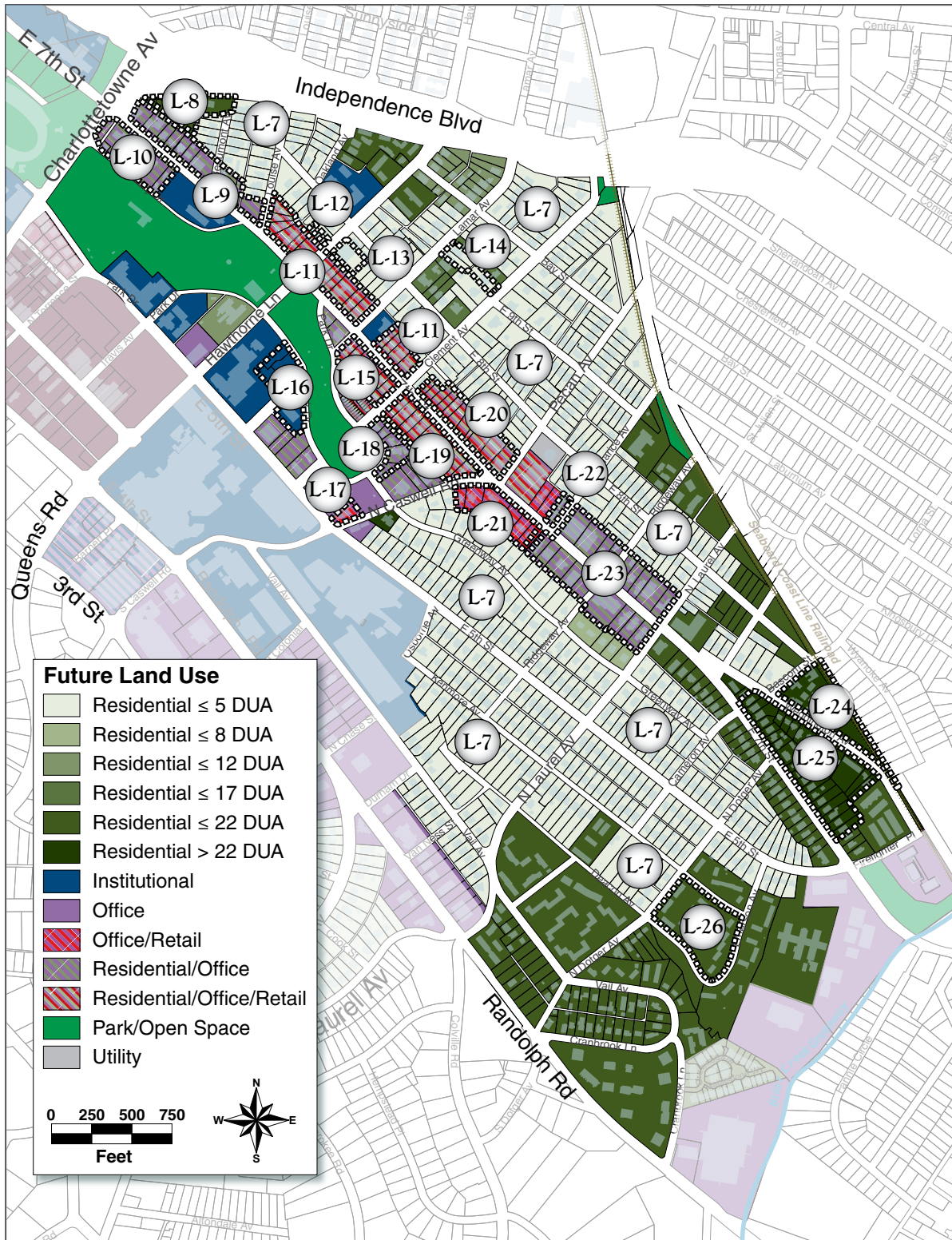
To achieve the goals of this plan for the Established Neighborhood Sub-area, the land use policies must work hand-in-hand with the design policies contained in the Community Design section on page 34. Well-designed development can help ensure the Elizabeth Established Neighborhood will continue to thrive while at the same time maintaining and preserving the qualities so valued by area residents.

The following section provides additional information on several Land Use policies for the Established Neighborhood Sub-area.



Once a single family home, this East Seventh Street building has more recently housed non-residential uses. Historic structures like this that contribute to the fabric of the established neighborhood should be reused or incorporated into new development if possible.

Map 4b Established Neighborhood Sub-area Land Use Policy Recommendations L-7 through L-26





Duplexes, triplexes, and quads contribute to the diverse character of Elizabeth's predominately single family neighborhoods.



The south side of East Seventh Street from Lamar to Clement Avenues (L-15) is appropriate for mixed-use development in a pedestrian-oriented setting.

Established Neighborhood Sub-area Land Use Policy Recommendations L-7 through L-26

L-7 Maintain the lower density residential areas as Single Family Residential ≤ 5 DUA.

These areas, shown in light green on the accompanying map, should be preserved and protected, retaining their existing scale and character, with duplexes, triplexes, and quadriplexes organically interspersed amongst the neighborhood's predominantly single family structures.

L-8 Indicate this site as appropriate for Multi-Family Residential ≤ 12 DUA.

However, the current institutional use (Charlotte Fire Department's Fire Prevention Bureau) is also appropriate for this location, as are other low-impact institutional uses. If a secondary access to East Seventh Street is established, a density higher than 12 DUA may be appropriate. For any proposed re-use or redevelopment, a study to determine the impact on neighborhood streets, particularly Beaumont Avenue, should be completed.

L-9 Show these parcels fronting East Seventh Street as appropriate for Residential/Office.

Characterized by two-story residential buildings, most of which house non-residential uses, this area is suitable for residential or office. Single-use residential development should have densities ≤ 22 DUA. Building heights should not exceed 40 feet. Development in this area should be sensitive to the adjacent single family neighborhood to the rear.

L-10 Indicate this area as appropriate for Residential/Office.

This area, currently comprising both office uses and a residential quadriplex, is suitable for residential or office. Single-use residential development may have densities > 22 DUA. Building heights of up to 60 feet may be appropriate.

L-11 Delineate this area along East Seventh Street as Residential/Office/Retail.

These three blocks should host a mix of small scale neighborhood-serving retail, office, and/or residential uses. Small-scale neighborhood-serving retail or office uses on the ground floor with office and/or residential above is appropriate, as are single-use residential, office, or retail uses. Single-use residential development should have densities ≤ 22 DUA. Buildings should not exceed 40 feet in height. Development in this area should be sensitive to adjacent single family neighborhoods to the rear.

L-12 Show this parcel as Single Family Residential ≤ 5 DUA.

This property is currently used as a single family residence. However, the present zoning is for office use. A rezoning should be considered to better align the zoning with the existing land use.

L-13 Indicate this site as Residential/Office.

Currently an office use, residential ≤ 12 DUA, office, or a mix of office and residential is appropriate in this location.

L-14 Show these parcels as appropriate for Single Family Residential ≤ 5 DUA

The three subject parcels are currently used as single family but are zoned for multi-family. A rezoning should be considered to better align the zoning with the existing land use.

L-15 Indicate this East Seventh Street block as appropriate for Residential/Office/Retail.

The parcels on this block are suitable for mixed use. Small-scale neighborhood-serving retail or office uses on the ground floor with office and/or residential above is appropriate, as are single-use residential, office, or retail uses. Single-use residential development may have densities > 22 DUA. Buildings should not exceed 40 feet in height. Incorporation of existing buildings into new development or redevelopment should be encouraged where possible, particularly if the existing structures are of particular historical, architectural, or aesthetic value. Alternatively, such buildings should be preserved through their relocation to a suitable site. Demolition of such buildings should be strongly discouraged. Primary or secondary parking and vehicle access should be from alleys, if possible.

L-16 Indicate Institutional as the appropriate land use for this area.

These parcels currently comprise the King's College campus. If this institutional use should relocate, redevelopment of this site to a multi-family residential use (> 22 DUA) would be appropriate. Building heights should be limited to 60 feet.

L-17 Maintain Office/Retail as the appropriate land use for this parcel.

This corner site, currently occupied by a single-story commercial building, is appropriate for small-scale neighborhood serving retail and/or office use.



An 80' wide area of paved parking separates retail shops (located to the right) from the sidewalk, a condition that is unfavorable for pedestrians. If this site redevelops, the buildings should be brought closer to the sidewalk and the parking should be at the rear. (L-20)



This 1930's era single-story retail building at East Seventh Street and Pecan Avenue is a valued contributor to the neighborhood character and should be preserved, even if the adjacent single-story retail plaza redevelops (L-20).

L-18 Show this area as appropriate for Residential/Office.

These parcels should be residential and/or office. Single-use residential development may have densities ≤ 22 DUA. Redevelopment should preserve the existing buildings if possible, and new construction should reflect the existing scale and size of the adjacent structures.

L-19 Show this block as appropriate for Residential/Office/Retail.

Small scale retail buildings, several of which are former residential structures, typify the existing conditions in this area. The parcels on this block are suitable for a mix of uses. Small-scale neighborhood-serving retail or office uses on the ground floor with office and/or residential above is appropriate, as are single-use residential, office, or retail uses. Single-use residential development may have densities > 22 DUA. Incorporation of existing buildings into new development or redevelopment should be encouraged where possible, particularly if the existing structures are of particular historical, architectural, or aesthetic value. Alternatively, such buildings should be preserved through their relocation to a suitable site. Demolition of such buildings should be strongly discouraged. Buildings in this area should not exceed 40 feet in height, except that a taller iconic structure is appropriate for the corner of East Seventh Street and North Caswell Road. This intersection has been identified as the signature intersection of the neighborhood, and can support increased height of up to 60 feet with careful planning and sensitivity to adjacent parcels.

L-20 Indicate this block as appropriate for Residential/Office/Retail.

These parcels should be a mix of small scale neighborhood-serving retail, office, and/or residential. Small-scale neighborhood-serving retail or office uses on the ground floor with office and/or residential above is appropriate, as are single-use residential, office, or retail uses. Single-use residential development may have densities > 22 DUA. Buildings should not exceed 40 feet in height and should step down to adjacent single family parcels. Primary or secondary parking and vehicle access should be from alleys, if possible.

The existing single-story retail use that comprises most of this block is a suburban-style automobile-oriented shopping plaza, with a wide expanse of surface parking between the street and the buildings. If this site is redeveloped, the new form of development should be multi-story mixed use, with retail or office uses on the ground floor and office or residential uses on the upper floor(s). Buildings should be sited closer to the street with surface and/or structured parking to the rear, accessed from the public alley if possible. There should be an 8' planting strip and 13' sidewalk behind the curb. The single-story retail building at the corner of East Seventh Street and Pecan Avenue is an important part of the neighborhood fabric and should be retained and preserved.

Development Concept No. 1 on Page 29 illustrates one example of how these recommendations could be incorporated into the design for redevelopment of this site. It is included for illustrative purposes only.

L-21 Show Office/Retail as the appropriate land use for this area.

These parcels are suitable for small scale neighborhood-serving retail and/or office, consistent with their current use. The mixture of uses may be by parcel, and not necessarily a vertical mix. Buildings should not exceed 40 feet in height and should step down to adjacent single family parcels.

L-22 Indicate the appropriate land use for these parcels as Residential/ Office.

These parcels, currently used for single family residential, are suitable for office and/or residential. Parcels in this area may be single-use office or residential, or a mixed use. Single-use residential development should have densities ≤ 22 DUA. Building heights should not exceed 40 feet. Redevelopment or new development in this area should be sensitive to the adjacent single family neighborhood. If this site redevelops, the two parcels should be combined, with any non-residential uses fronting East Seventh Street.

L-23 Show these blocks along East Seventh Street as appropriate for Residential/Office.

Consistent with current uses on these blocks, this area is suitable for office and/or residential. Parcels in this area may be single-use office or residential, or a mixed-use. Single-use residential development should have densities ≤ 22 DUA. Building heights should not exceed 40 feet. Development in this area should be sensitive to the adjacent single family neighborhood.

L-24 Indicate the appropriate land use for this site as Multi-Family Residential > 22 DUA.

The current industrial land use is acceptable. However, if this site redevelops, multi-family with densities of from 22 to 43 DUA would be an appropriate land use.

L-25 Show this site as Multi-Family Residential > 22 DUA.

This area is conditionally zoned MUDD-O for a residential project with a density of approximately 65 DUA. If this project does not materialize or the site is redeveloped under a different scenario, a density ≤ 43 DUA should be considered.

L-26 Maintain this site as Multi-Family Residential ≤ 22 DUA.

The southernmost section of the Established Neighborhood area is appropriate for multi-family residential use. The Martha Washington Apartments site is currently developed at a density of approximately 8 DUA. Any redevelopment of this site should maintain a similar amount of open space, as well as preserving the mature tree canopy. *Development Concept No. 2* on page 30 has been created to illustrate one way that the site could be redeveloped at a density of 22 DUA, while providing the desired open space and saving trees. This development scenario is intended as an illustration of sound urban site design and is not meant to suggest or imply that the site should be redeveloped.

C. General Corridor Sub-area

General Corridor sub-areas are those within the Growth Corridor boundary that are not part of one of the other three types of sub-areas (Transit Station Areas, Established Neighborhood Areas, and Interchange Areas). Typically these General Corridor sub-areas are appropriate for a variety of moderate intensity uses, usually with a wide choice of transportation modes and facilities which will vary according to location. Development should be typically low- and in some cases mid-rise, with low scale development next to residential neighborhoods.

High quality streetscapes should be provided to unify the corridor and soften the urban environment. There should be a strong emphasis on pedestrian-oriented design features, such as buildings oriented toward the street with good pedestrian access, sidewalks, planting strips, and street trees, and parking located in the rear.

Elizabeth's General Corridor sub-areas include medical facilities and office uses on Randolph Road and Vail Avenue, as well as similar uses adjacent to Briar Creek in the southernmost part of the plan area. These types of institutional and offices uses are generally appropriate in General Corridor sub-areas.



The Martha Washington Apartments site enjoys a generous amount of open space and large trees, giving this multi-family development its charm and character.

Elizabeth Area Plan

Development Concept No. 1 (East Seventh Street)



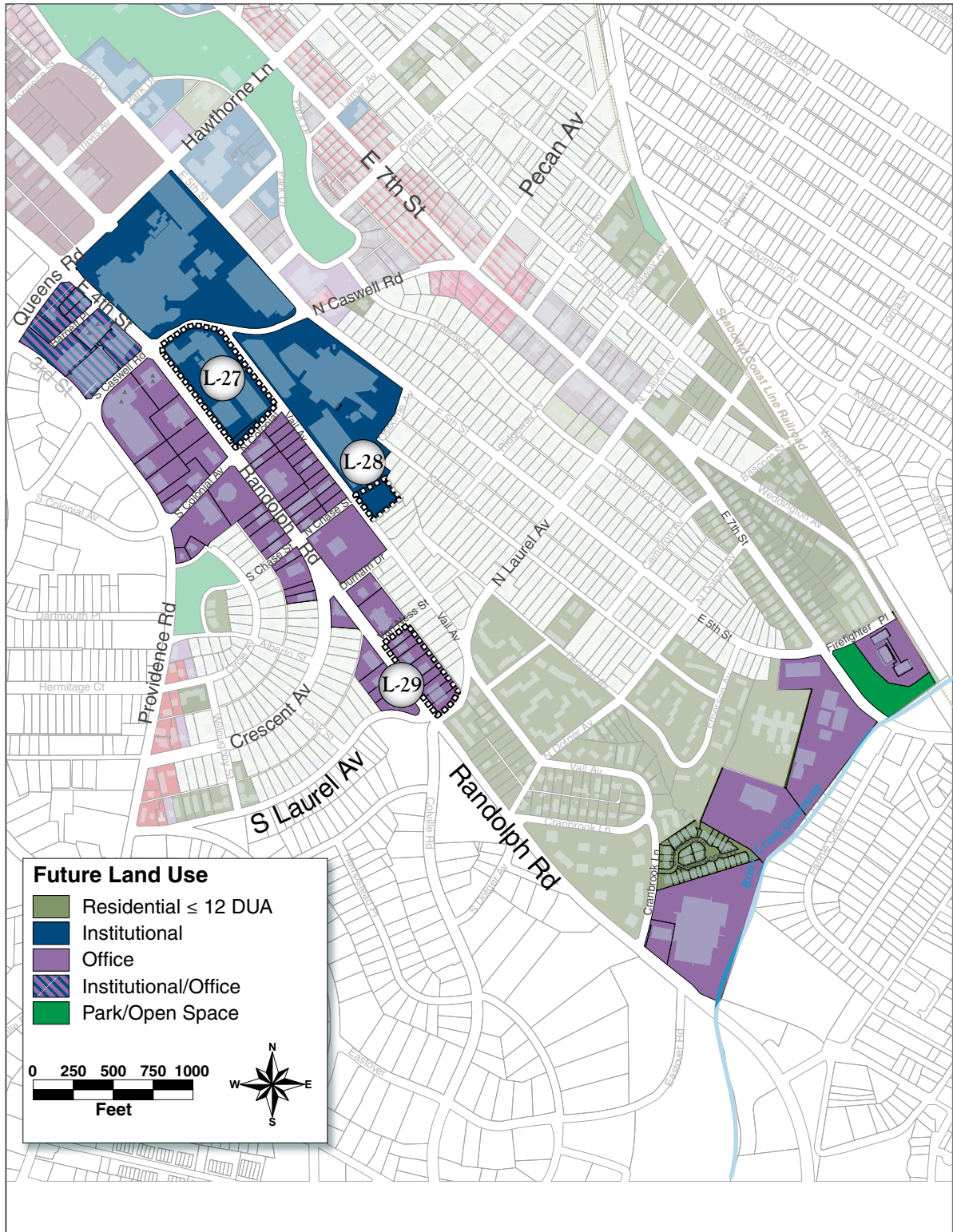
Shown above is a conceptual redevelopment plan for an existing commercial shopping center at East Seventh Street and Pecan Avenue. The recommended future land use for this area is a mix of residential, office, and retail. This concept depicts a mixed-use development with structured parking accessible from a rear alley. The historic structure on the corner is retained. This development concept is included as an example of how the land use policies discussed in L-20 and the community design policies might be applied to this site.

Development Concept No. 2 (Martha Washington Apartments)



Shown above is a conceptual redevelopment plan for a portion of the Martha Washington Apartments. The recommended future land use for this area is Multi-Family Residential ≤ 22 DUA. This concept depicts a mix of multi-family buildings and townhomes with surface parking on the interior of the site. Significant mature trees are saved and there is a similar amount of open space as the existing site. This development concept is included as an example of how the land use policies discussed in L-26 and the community design policies might be applied in this location.

Map 4c General Corridor Sub-area Land Use Policy Recommendations
L-27 through L-29



The two major hospitals in this area, Presbyterian and CMC-Mercy, are both high intensity uses with buildings of up to eight stories in height. This intensity and scale, not found anywhere else within the plan area, should be limited to the General Corridor and the Transit Station sub-areas.

The following section provides additional information on several Land Use policies for the General Corridor sub-areas.

General Corridor Sub-area Land Use Policy Recommendations L-27 through L-29

L-27 Indicate Institutional as the appropriate land use for this area.

Existing uses include hospital, medical office/office, and structured parking. The site is appropriate for these and similar uses.

L-28 Designate this area as Institutional.

The southernmost portion of the Mercy Hospital site is zoned for single family residential use (R-5). The current use is a parking deck, a use that is not apt to change in the long term. The land use for the entire parcel should be Institutional. A rezoning should be considered for the R-5 zoned portion of the site to better align the zoning with the existing land use.

L-29 Show Office as the appropriate land use for these parcels.

The parcels on this Randolph Road block, between Van Ness Street and North Laurel Avenue, are primarily office and medical office uses, housed in two-story buildings with surface parking to the sides and rear of the building. New development or redevelopment should be similar in height, scale, and setback to the existing buildings, maintaining parking to the rear and sides.

2. Wedge Area

Wedges are the large areas between the Growth Corridors, primarily made up of low-density residential neighborhoods. Wedge areas provide a range of housing choices, as well as supporting facilities and services.

The Crescent Heights section of the plan area is within a Wedge (see **Map 2**, page 4). It is a primarily residential neighborhood sandwiched between office uses on Randolph Road to the east and small retail and office uses along Providence Road to the west. Crescent Heights is characterized by streets shaded with mature trees, lined with single family homes with an occasional duplex or triplex organically interspersed. Multi-family development is found in three separate areas and serves as a buffer between the single family areas and the non-residential uses along the Providence Road edge of the area. Colonial Park provides the neighborhood with both passive and active recreational opportunities. The current land use pattern of low density residential, with limited moderate density multi-family, and non-residential uses along the edges, is envisioned to continue in the future.

The following section provides additional information on several Land Use policies for the Wedge area.



The office and institutional uses near Briar Creek in the southernmost part of the plan area are appropriate General Corridor land uses.

General Corridor Sub-Area Land Use Policy Recommendations L-30 through L-29

L-30 Maintain the lower density residential areas as Single Family Residential ≤ 5 DUA.

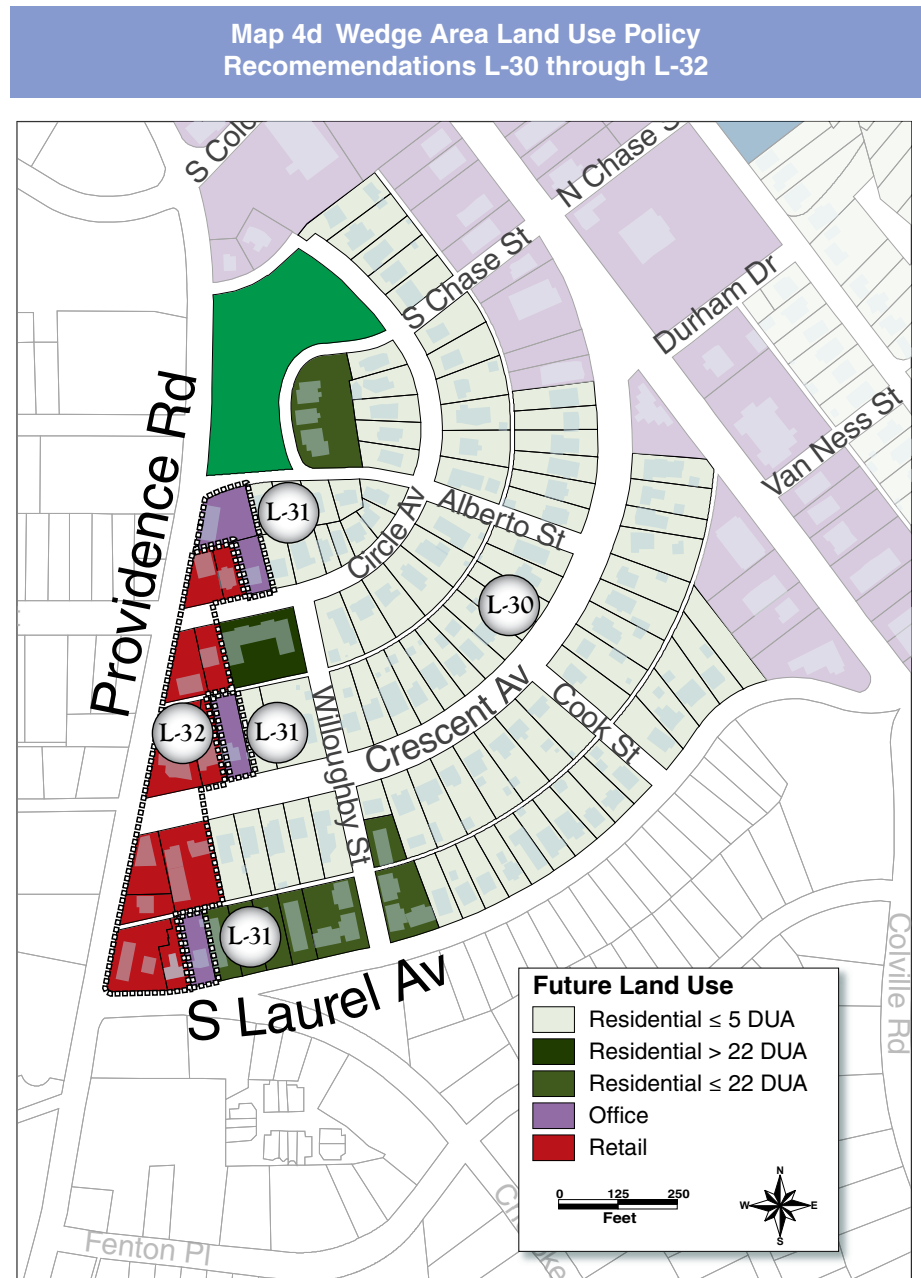
Maintain, preserve, and protect the existing single family character, density, and organic development pattern of the Crescent Heights residential neighborhood.

L-31 Indicate these parcels as appropriate for Office.

These three locations are small-scale office uses, often in former residential buildings. The existing building scale and size of these office uses should be maintained, and these non-residential uses should not encroach further into the existing residential areas adjacent to these parcels.

L-32 Show these parcels as appropriate for Retail.

The existing retail uses on the Providence Road edge of the Crescent Heights area should not encroach into the existing residential neighborhood beyond these parcels.



Community Design

Community design policies help ensure that new development complements the existing or desired character of the Elizabeth community. While design policies alone do not dictate land use or zoning, they are used to strengthen how various land uses fit together. These policies consider not only the built environment, but also consider how people move through and amongst those spaces as pedestrians, bicyclists, or automobile drivers.

In the course of the area plan development, several Citizen Advisory Group members submitted photos depicting examples of good community design. These helped the CAG in its discussions of the various design qualities they wanted for the Plan Area, and ultimately in the advocacy of certain of the plan-specific design policies found herein.



Goal *New development should be contextual, respecting the scale, design, historic character, and proximity of adjacent buildings and land uses. Superior architectural design and the highest quality construction materials should be utilized to ensure the long-term sustainability and economic vitality of all development.*

Residential Design Policies

Residential design in Elizabeth should recognize the size, scale, materials, rhythm, and massing of the surrounding neighborhood. This does not mean that new residential buildings should copy or mimic historic structures, but they may reflect certain design elements commonly found in the area's historic residential buildings. Good site design that recognizes adjacent development patterns, and the use of traditional building materials, can help ensure that new residential development blends as seamlessly as possible into the nearby neighborhood.



Residential structures of differing sizes, scale, massing, and materials blend to give the plan area's residential neighborhoods an organic quality that residents value.

RESIDENTIAL DESIGN POLICIES ¹			
D-1. Building Architecture and Site Design			
Policy Number	Single Family Detached	Single Family Attached and Multifamily	<p><i>Close attention to building design serves to enhance the community. Design policies do not result in conformity of design, but provide direction for both new and infill development.</i></p>
1A	+	+	Preserve and/or reuse historically or architecturally significant structures.
1B	+	+	Avoid blank walls along pedestrian circulation areas.
1C	+	+	Orient building towards street (unless a thoroughfare) or common open space and provide pedestrian access to the street.
1D	+	+	Design infill residential buildings to blend harmoniously with adjacent residential structures, respecting their surroundings in size, scale, massing, setback, and materials.
1E	+	+	Encourage architectural design that complements the style, character, and materials of surrounding structures that contribute to the neighborhood character.
1F	+	+	Buildings greater than 40' in height immediately adjacent to single-family residential areas should "step down" to 40' or less along shared boundaries.
1G	+	+	Encourage the use of publicly-owned alleys for vehicular access to garages and interior parking areas, and/or to accommodate overhead utilities.
<p>¹ Adopted by City Council, the <i>General Development Policies</i> (GDP) provide guidance for the location, intensity and form of future development and redevelopment throughout the community. Many of the residential and mixed/multi-use center design policies for the plan area are based upon these adopted GDP policies. Additional, plan-specific policies are shown in bold font. Plan-specific policies augment the GDP design guidelines.</p>			



1C These live-work residential units on Park Drive are oriented toward Independence Park, with good pedestrian access to the street.



1D A recent duplex residence on Vail Avenue is a good example of how infill development can blend in with the surrounding neighborhood.



1E The newer house on the right is exemplary of residential design that complements the character of surrounding structures.

RESIDENTIAL DESIGN POLICIES ¹			
D-2. Natural Environment			
Policy Number	Single Family Detached	Single Family Attached and Multifamily	<p><i>These policies provide direction to accommodate growth and change while protecting the natural environment on which we depend, including the quality of our air, water and land.</i></p>
2A	+	+	Provide a meaningful amount of usable and accessible open space. In single family development, this should be common open space.
2B	+	+	Incorporate functional, unique, natural, and/or historical elements into the open space.
2C	+	+	Preserve steep slopes along streams or adjacent to significant natural landscape features.
2D	+	+	Preserve at least 15% of the site as "tree save area" consistent with residential tree ordinance.
2E	+	+	Design new development and redevelopment to minimize adverse impacts to the tree canopy.
2F	+	+	Encourage 'green' site design and building practices especially to reduce storm water runoff and minimize adverse environmental impacts.
<p>¹ Adopted by City Council, the <i>General Development Policies</i> (GDP) provide guidance for the location, intensity and form of future development and redevelopment throughout the community. Many of the residential and mixed/multi-use center design policies for the plan area are based upon these adopted GDP policies. Additional, plan-specific policies are shown in bold font. Plan-specific policies augment the GDP design guidelines.</p>			



2A A generous amount of common open space has been provided for residents of this North Dotger Avenue development.



2E Several mature trees were saved and incorporated into the site plan when these residential condominium units were constructed in 2004.



3D Mid-block trolley walk connects residential areas with public transit stops on East Seventh Street.

Elizabeth Area Plan

RESIDENTIAL DESIGN POLICIES ¹			
D-3. Pedestrian and Vehicular Networks			
Policy Number	Single Family Detached	Single Family attached and Multifamily	<i>Providing a safe, accessible and comfortable network of streets, sidewalks and pathways for all modes of transportation is an important step in establishing a livable community. The policies below provide guidance for achieving mobility and connectivity for pedestrians, bicyclists, and automobile drivers. Refer also to the City's Urban Street Design Guidelines (2007) and the Transportation section of this area plan.</i>
3A		+	Provide pedestrian amenities, such as street furniture and pedestrian scale lighting.
3B	+	+	Provide bicycle parking in appropriate common areas (for example, near playgrounds, parks, and swimming pools).
3C	+	+	Provide pedestrian/bicycle connections to parks, greenways, bikeways and trails.
3D	+	+	Provide direct pedestrian and bicycle connections between abutting or adjacent developments and transit stops.
3E	+	+	Design streets with pedestrian safety and comfort in mind.
3F	+	+	Encourage shared alleys and other forms of access.

3G	+	+	Design street system to calm traffic and enhance pedestrian and bicycle activity.
3H	+	+	Align collectors at thoroughfare intersections to promote safe crossings for pedestrians, cyclists, and automobile drivers.
3I		+	Provide on-street parking to reduce the size of surface parking lots.
3J	+	+	Provide controlled vehicular entry points through the use of medians and fewer and more strategically located curb cuts.
3K		+	Design an internal street system with spine road, including: <ul style="list-style-type: none"> • Parallel parking, street trees, and sidewalks. • Driveways, secondary streets, and/or pedestrian paths to connect parking lots and primary street. • Sidewalks on secondary streets.

¹ Adopted by City Council, the *General Development Policies* (GDP) provide guidance for the location, intensity and form of future development and redevelopment throughout the community. Many of the residential and mixed/multi-use center design policies for the plan area are based upon these adopted GDP policies. **Additional, plan-specific policies are shown in bold font.** Plan-specific policies augment the GDP design guidelines.



3F Public alleys like this one between Louise Avenue and Hawthorne Lane provide vehicle access and off-street parking for multiple properties.



3I On-street parking can reduce the amount of surface parking required for single family attached and multifamily development.

Non-Residential Design Policies

Non-residential buildings should be contextual to their surroundings yet exhibit their own unique design qualities and features. What is appropriate for a mixed-use building on Elizabeth Avenue, for example, may not be desirable for East Seventh Street, in terms of height, massing, architectural style, building materials, and site plan. It is important to recognize the history, character, and development pattern of the neighborhood when making design decisions for non-residential buildings.

NON-RESIDENTIAL DESIGN POLICIES¹ D-4. Building Architecture and Site Design

Policy Number	Retail-Oriented Mixed/Multi Use	Retail	Office	Mixed Use	Industrial	Architecture and landscape design define streets and public spaces as areas of shared use. Streets lined by buildings, well-lit open spaces and common areas, and trees rather than vast expanses of parking lots provide a visually rich and physically safe environment.
4A	+	+	+	+		Design buildings with transparent openings, ornamentation, and architectural character.
4B	+	+	+	+	+	Establish entrances with pedestrian interest.
4C	+	+	+	+		Orient buildings towards street and provide pedestrian access.
4D	+	+	+	+		Arrange buildings in an orderly block pattern.
4E	+	+	+	+	+	Discourage tearing down historic or architecturally significant structures and, instead, reusing them .
4F	+	+	+	+	+	Design buildings with human scale and visual interest in mind.
4G	+	+	+	+		Minimize impacts of drive-thru development.
4H	+	+	+	+	+	Design for pedestrian safety.



4A The large multiple panes, arched windows, and colorful awnings on this East Eighth Street commercial building provide pedestrian-scale interest to this facade.



4B A life-sized 3-dimensional figure adds a bit of whimsy and interest to this hair salon's entrance.



4E The historic Palmer Fire School enjoys new life as a banquet and meeting facility.

Elizabeth Area Plan

4I	+	+	+	+	+	Locate dumpsters and service areas away from residential areas.
4J	+	+	+	+		Ensure the scale and setback of buildings are compatible with adjacent structures.
4K	+	+	+	+		Encourage architectural design that complements the style, character, and materials of surrounding structures that contribute to the neighborhood character.
4L	+	+	+	+		Integrate significant functional open space into the design of new development.
4M	+	+	+	+		Locate parking to the rear of buildings whenever feasible, with alley access if available.
4N	+	+	+	+	+	Buildings greater than 40' in height immediately adjacent to single-family residential areas should "step down" to 40' or less along shared boundaries.
4O	+	+	+	+	+	Place utilities underground wherever possible. Screen above-ground utilities with landscaping or architectural features or walls.
4P	+	+	+	+	+	Encourage the use of publicly-owned alleys for vehicular access to garages and interior parking areas, and/or to accommodate overhead utilities.

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4K Built in 2005, these office buildings on Firefighter Place complement the scale and character of the adjacent historic Palmer Fire School and training tower.



4L Functional open space provides a quiet location for reading, taking a break from work, or eating lunch at this Elizabeth medical office complex.



4O A masonry wall incorporated into the building architecture screens these above ground utility structures from view.

NON-RESIDENTIAL DESIGN POLICIES¹

D-5. Natural Environment

Policy Number	Retail-Oriented Mixed/Multi Use	Retail	Office	Mixed Use	Industrial	Site development should respect the natural environment and historical context and landscape of the area.
5A	+	+	+	+	+	Use a bridge rather than a culvert at existing creeks, where possible. Avoid piping creeks and minimize channelization.
5B	+	+	+	+	+	Preserve steep slopes along stream beds or adjacent to significant natural landscape features.
5C	+	+	+	+	+	Consider pervious pavement for overflow parking.
5D	+	+	+	+	+	Retain existing landscaping, including the tree canopy, where possible.
5E	+	+	+	+	+	Design new development and redevelopment to minimize adverse impacts to the tree canopy.
5F	+	+	+	+	+	Encourage 'green' site design and building practices, especially to reduce storm water runoff and provide other environmental benefits.

¹ Adopted by City Council, the *General Development Policies* (GDP) provide guidance for the location, intensity and form of future development and redevelopment throughout the community. Many of the residential and mixed/multi-use center design policies for the plan area are based upon these adopted GDP policies. **Additional, plan-specific policies are shown in bold font.** Plan-specific policies augment the GDP design guidelines.



5A Crossing a creek or stream with a bridge, such as this one over Little Sugar Creek, is a better option than a culvert.



5C Six inches of pervious concrete pavement allows surface water to drain through this Wilmore parking lot.

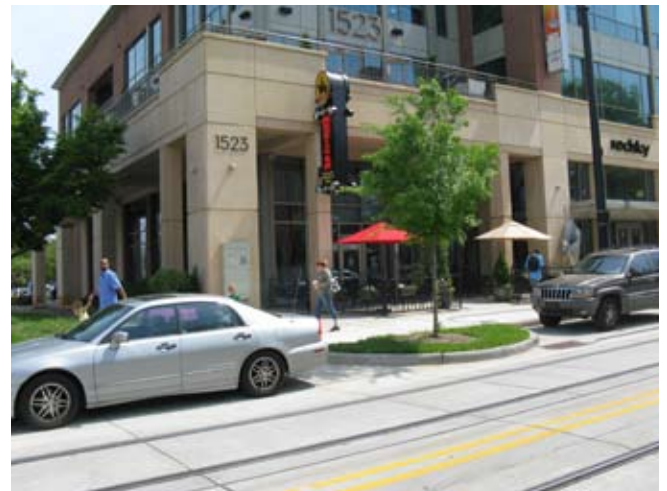


5F Uptown Charlotte's Federal Reserve Bank has a retrofitted green roof that reduces storm water run-off and saves energy.

NON-RESIDENTIAL DESIGN POLICIES ¹						Circulation in and through the site should be comfortable, safe, secure and efficient for pedestrians, bicyclists and automobile drivers.
Policy Number	Retail-Oriented Mixed/Multi Use	Retail	Office	Mixed Use	Industrial	
6A	+	+	+	+	+	Create an interconnected sidewalk system.
6B	+	+	+	+	+	Design and preserve short blocks with an organized street pattern.
6C	+	+	+	+	+	Provide pedestrian/ bicycle connections to nearby parks, greenways, bikeways and trails.
6D	+	+	+	+	+	Design streets with pedestrian safety and comfort in mind.
6E	+	+	+	+	+	Provide ample sidewalk width to accommodate pedestrian circulation, congregation, outdoor dining, and amenities such as street furnishings, trash receptacles, art work, and trees.
6F	+	+	+	+	+	Establish clear “way-finding” signage for pedestrians and automobile drivers.
6G	+	+	+	+	+	Provide safe pedestrian circulation throughout the development, including through parking lots and decks, by incorporating traffic calming measures such as stop signs, speed humps, and speed limit signs.
6H	+	+	+	+	+	Provide bicycle parking and storage areas.
6I	+	+	+	+	+	Provide safe and secure transit waiting facilities.
6J	+	+	+	+	+	Establish a central vehicular access into the site from the more auto-oriented street and provide secondary access options from the minor streets.
6K	+	+	+	+	+	Design parking lots on a street/block pattern to minimize large surface lots.



6C A cyclist enjoys this pedestrian/bicycle path along North Kings Drive, part of the Little Sugar Creek Greenway system.



6D Pedestrian safety and comfort are enhanced on Elizabeth Avenue by the ample planting strip, street trees, and recessed on-street parking.



6E Two lively Parisian streetscapes provide for enhanced pedestrian amenities, including outdoor dining.

NON-RESIDENTIAL DESIGN POLICIES¹

D-6. Pedestrian and Vehicular Networks

Policy Number	Retail-Oriented Mixed/Multi Use	Retail	Office	Mixed Use	Industrial	
						Please see previous page for beginning of Pedestrian and Vehicular Networks.
6L	★	★	★	★	★	Minimize large surface parking lots with smaller pods and extensive landscaping.
6M	★	★	★	★		Encourage commercial or residential uses in parking decks fronting pedestrian circulation areas.
6N	★	★	★	★		Design access from surrounding neighborhood so that the appearance is residential in character.
6O	★	★	★	★	★	Provide structured parking where feasible to conserve land and minimize surface parking.
6P	★	★	★	★	★	Integrate landscaping with seating along facades when possible and, when practical, work to integrate the existing tree canopy into the site design.
6Q	★	★	★	★		Encourage shared driveways and alleys within the development.
6R	★	★	★	★		Encourage shared parking among different uses where feasible to minimize the amount of parking space needed.

¹ Adopted by City Council, the *General Development Policies* (GDP) provide guidance for the location, intensity and form of future development and redevelopment throughout the community. Many of the residential and mixed/multi-use center design policies for the plan area are based upon these adopted GDP policies. **Additional, plan-specific policies are shown in bold font.** Plan-specific policies augment the GDP design guidelines.



6H One on-street parking space has been replaced with bicycle parking on this retail block in Ann Arbor.



6L Trees and landscaped islands break up this surface parking lot into smaller areas while providing shaded parking on hot sunny days.



6P Landscaping, trees, and low walls provide pleasant place to sit along the façade of this Elizabeth institutional building.

NON-RESIDENTIAL DESIGN POLICIES¹

D-7. Freestanding Interconnected Buildings

Policy Number	Retail-Oriented Mixed/Multi Use	Retail	Office	Mixed Use	Industrial	Freestanding single tenant buildings can be classified as either independent or interconnected. Independent buildings function separate of the surrounding complex while interconnected buildings share parking and site amenities with other buildings in the same complex. Typically interconnected buildings are preferred. The design of any freestanding buildings should be sensitive to the surrounding neighborhood, both built and natural environments.
7A	+	+	+	+	+	Design buildings so that they relate to the overall scale, height and configuration of the center. If drive-through windows and services are included they must not compromise pedestrian circulation.
7B	+	+	+	+	+	Design to encourage (and facilitate) pedestrians to walk to the freestanding building from other buildings within the center. The connections should be directly accessible without creating conflicts with automobiles by providing safe pedestrian pathways and crossings.
7C	+	+	+	+	+	Design the site so that dumpsters, service areas or auxiliary storage do not interfere with, and are not visible from, the pedestrian circulation area and do not negatively impact surrounding residential areas.
7D	+	+	+	+	+	Cluster site layout in a village arrangement around shared amenities.
7E	+	+	+	+	+	Design buildings to address the primary street with minimized setback wherever possible.
7F	+	+	+	+	+	Encourage 'green' site design and building practices, especially to reduce storm water runoff and provide other environmental benefits.

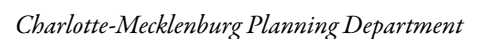
¹ Adopted by City Council, the *General Development Policies* (GDP) provide guidance for the location, intensity and form of future development and redevelopment throughout the community. Many of the residential and mixed/multi-use center design policies for the plan area are based upon these adopted GDP policies. **Additional, plan-specific policies are shown in bold font.** Plan-specific policies augment the GDP design guidelines.



7B The freestanding buildings in this office complex are interconnected with a series of shaded walkways, allowing pedestrian travel between them without having to cross roads or parking areas.



7D These interconnected buildings are clustered in a village arrangement around shared amenities.



Transportation

Streets are more than just pathways through an area. They connect people to places. As the public face of a neighborhood, streets can set the tone for the surrounding environment and create a sense of community. Elizabeth is characterized by many great streets. They should continue to reflect and support a pedestrian-scaled environment that encourages walking while also supporting other modes of transportation and adjacent land uses.

***Goal** Support and develop a connected, affordable, balanced transportation system that encourages walking. It should safely and sensibly accommodate pedestrians, bicyclists, and transit users while allowing for neighborhood-friendly automobile speeds for motorists and business patrons traveling to and through Elizabeth.*

The purpose of this section is to provide policy guidance that will both protect the Established Neighborhood Sub-area and enhance commercial districts within Elizabeth. The Elizabeth plan area has good land use accessibility and connectivity. This means area residents of all ages are able to live, work, play, socialize, and shop within walking distance of their homes. In addition, a well-connected street network means Elizabeth residents experience minimal levels of congestion and shorter travel distances.



Sidewalk dining contributes to a lively neighborhood "downtown" environment.

East Seventh Street is Elizabeth's neighborhood-scaled commercial area and community meeting place. It is envisioned as a tree-lined avenue with wide sidewalks, where people can comfortably walk, relax at a sidewalk café, or stroll between neighborhood businesses. To help achieve this vision, several transportation and land use policies are focused on East Seventh Street in order to improve its pedestrian environment.

Transportation Policies

This section outlines transportation policies, addressing both proposed new streets and enhancements to existing streets, to make them more pedestrian and bicycle friendly. These improvements will likely be accomplished as new development occurs. The general locations of the improvements are noted on **Map 5, Future Transportation Improvements** on page 44.

T-1 Promote the use of Independence Boulevard as a preferred alternative route to East Seventh Street for motor vehicles.

Independence Boulevard should carry most of the motor vehicle trips originating and ending outside the plan area. East Seventh Street should carry mostly local traffic and be more accommodating to pedestrians. As Independence Boulevard is fully converted to an expressway, motorists will be able to take advantage of the greater available capacity and reliable travel times of Independence Boulevard, helping maintain East Seventh Street for local travel.

T-2 Retain the existing street width for travel lanes on East Seventh Street.

This plan does not recommend any widening of East Seventh Street's travel lanes. It supports a future cross-section that holds the existing curb lines for travel lanes. During the area plan process, there was extensive community discussion about a "road-diet" concept that would convert the center reversible lane to a formal two-way left-turn lane with pedestrian refuge islands. Several scenarios were studied, trying to find a variation that included pedestrian islands, yet balanced corridor travel needs. All of these scenarios increased traffic congestion during peak periods and could not be supported. (see Appendix, page 106, for summary of East Seventh Street Conversion Analysis)

T-3 Enhance the intersection of East Seventh Street at Pecan Avenue and North Caswell Road for pedestrians.

Intersection improvements may include a combination of crosswalks on all legs of the intersection, geometric design changes, pedestrian countdown signals, pedestrian leading clearance interval signals, and curb ramps.

T-4 Provide additional pedestrian crossings of East Seventh Street and intersection calming on Pecan Avenue and North Caswell Road.

Plan for additional street crossings and potential traffic calming measures on three key streets. Mid-block crossings would help pedestrians safely cross East Seventh Street without having to walk to street corner intersections. Traffic calming at non-signalized intersections at Pecan Avenue and East Eighth Street and North Caswell Road and Greenway Avenue should be considered to make street crossing easier and safer.

T-5 Provide street connections to support new development.

Street connections should be provided as development occurs to support vehicular and pedestrian connectivity, as shown on **Map 5, Future Transportation Improvements**, page 44:

- Extension of Bascom Street from Weddington Avenue to East Seventh Street opposite Cameron Avenue.
- Extension of East Eighth Street to Ranier Avenue and/or Bascom Street (the second block between Ranier and Bascom Avenues is dependent upon CSX Railroad approval).

T-6 Eliminate gaps in the sidewalk system within existing residential areas.

A few streets in Elizabeth do not have sidewalks because they were built prior to adopted standards that required them. The City's Sidewalk Program can help to address some of these gaps by prioritizing and implementing continuous and direct routes that link residential areas to parks, schools, and shopping. Identified sidewalks on **Map 5** may require support through a petition-based process prior to implementation.

T-7 Provide alternative bicycle accommodations along or parallel to all thoroughfares.

Existing street widths make it difficult to retrofit bicycle lanes along most of the thoroughfares within the plan area. An exception is Hawthorne Lane, which now has bicycle lanes northeast of East Eighth Street.

Additional street conversions, or "road-diets", may be implemented southwest of East Eighth Street as the Center City Streetcar project is built. Elsewhere, strategies should include signing parallel designated bicycle routes (such as East Fifth Street parallel to East Seventh Street), or possibly adding shared lane markings, sometimes called "sharrows", to outside travel lanes of thoroughfares.



The intersection of East Seventh Street, North Caswell Road, and Pecan Avenue should be enhanced for pedestrians (Policy T-3).

T-8 Recognize the future Center City Streetcar and coordinate planning around stops in the plan area.

Future street cross-sections, development standards, and pedestrian crossings of Hawthorne Lane should be coordinated with the planned alignment of the streetcar. The initial phase of the streetcar line will be constructed between the Charlotte Transportation Center and Presbyterian Hospital on Hawthorne Lane. A later phase of the streetcar is planned to continue on Hawthorne Lane past East Fifth Street to cross Independence Boulevard and connect with Central Avenue. As part of that extension, a median stop is planned on Hawthorne Lane at East Eighth Street.

T-9 Coordinate planning of Southeast Rapid Transit Corridor.

Plan future development and street improvements with the extension of East Fifth Street from McDowell Street to Charlottetowne Avenue along the southwestern edge of Memorial Stadium to facilitate the Locally Preferred Alternative of the Southeast Rapid Transit Corridor. Options to retain future space for this Rapid Transit Corridor within the existing right-of-way along the northwestern edge of Charlottetowne Avenue between Independence Boulevard and Central Piedmont Community College should also be pursued.

Street Cross-Sections

The streetscape cross-sections and development standards on the following pages will help shape the character of the future street network. Future cross-sections have been determined for plan area streets except for streets where few changes to existing conditions are anticipated, primarily in residential neighborhoods. These cross-sections have been developed in accordance with the *Urban Street Design Guidelines (USDG)*, adopted by City Council in 2007. **Map 6, Transportation Cross-Sections Locations**, page 48, indicates where each of the cross-section types are located, referenced by number.

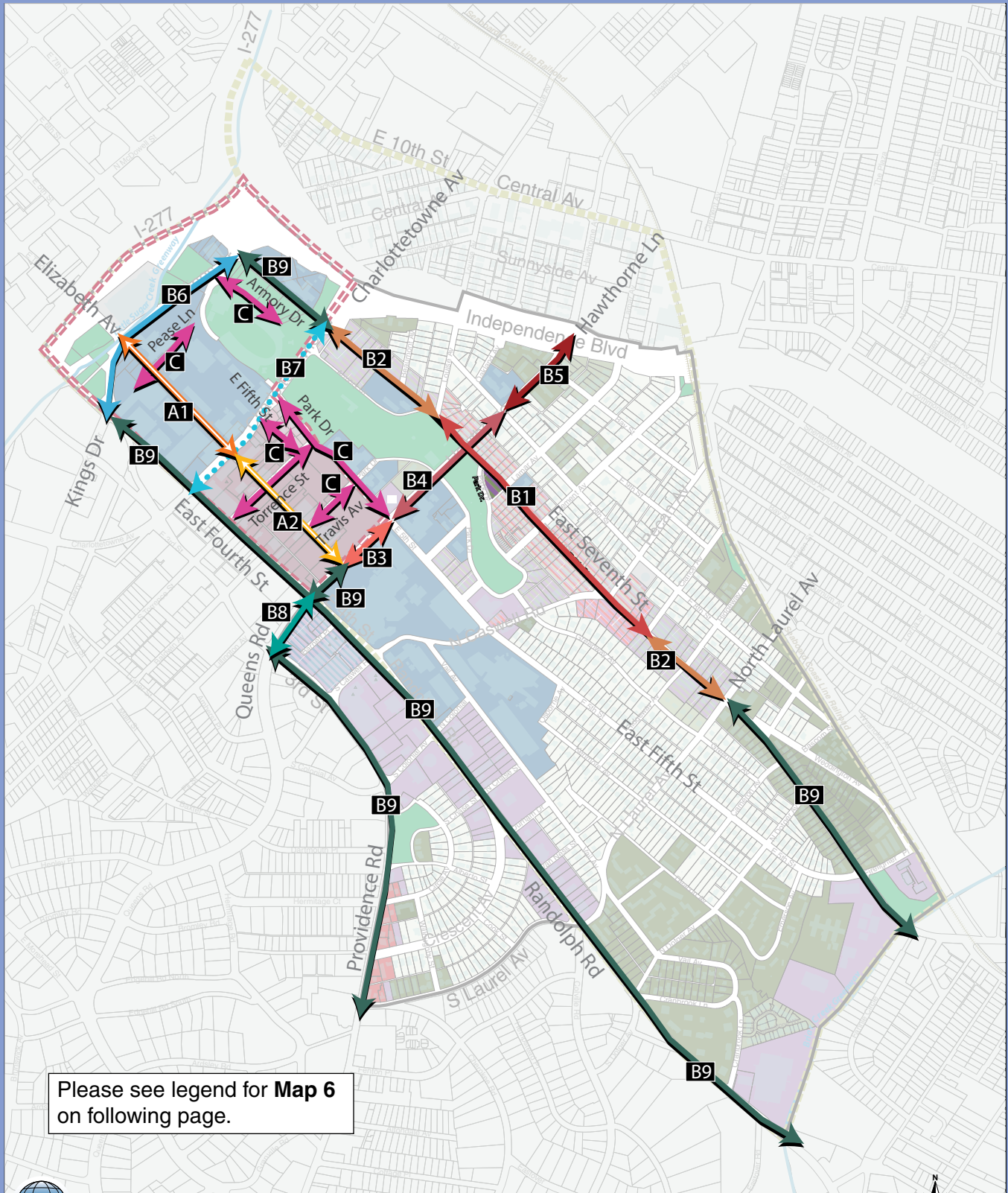
The streetscape cross-sections specifically define the character and width of the area behind the curbs, including accommodations for sidewalks, landscaping, and pedestrian amenities as well as building setback guidelines. The cross-sections also illustrate the future character of the street inside the curbs, establishing the location and width of travel lanes, bicycle lanes, transit, and provisions for on-street parking.

The dimensions on the streetscape cross-section diagrams reflect typical street sections at mid-block locations. They will be used by the Charlotte Department of Transportation (CDOT), in consultation with the Charlotte-Mecklenburg Planning Department, to determine the location of the ultimate curb lines. If variations from the typical street sections are needed to address physical conditions, enhance operations, or better meet the intent of this area plan, such variations may be identified during future design and analysis phases.

When this plan is adopted, the streetscape standards specified herein will become the official Streetscape Plan for the plan area, as referenced in the *Charlotte Zoning Ordinance*. As such, future development zoned MUDD, NS, UR, TOD, TS, PED, UMUD, or other urban zoning districts that may be established, must be designed in accordance with these standards. Future development not zoned to one of these urban districts is not required to construct the new street cross-section elements.

There are three street types (Main Street, Avenue, and Local Street) recommended for the plan area, corresponding to the street types identified in the *USDG*.

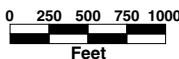
Elizabeth Area Plan Transportation Cross-Sections Locations



Please see legend for **Map 6**
on following page.



Produced by the Charlotte-Mecklenburg Planning Department.



Date: May 2011

Legend for Transportation Cross-Sections Locations

Map 6

Please see **Map 6** on preceding page.

==== Transit Station Sub-area

Main Streets



Elizabeth Avenue (Kings Drive to Charlottetowne Avenue)



Elizabeth Avenue (Charlottetowne Avenue to Hawthorne Lane)

Avenues



East Seventh Street (Louise Avenue to Clarice Avenue)



East Seventh Street (Charlottetowne Avenue to Louise Avenue and Clarice Avenue to Laurel Avenue)



Hawthorne Lane (Elizabeth Avenue to East Fifth Street)



Hawthorne Lane (East Fifth Street to East Eighth Street)



Hawthorne Lane (East Eighth Street to Independence Boulevard)



Greenway Avenue - Kings Drive



Crosstown Avenue - Charlottetowne Avenue



Median Avenue - Queens Road



Radial Avenues - East Fourth Street, Randolph Road, Providence Road, East Seventh Street (Kings Drive to Charlottetowne Avenue and North Laurel Avenue to Briar Creek) and Hawthorne Lane (East Fourth Street to Elizabeth Avenue)

Local Streets



Transit Station Area Local Streets



Whether a quiet Local Street or a vibrant Main Street or Avenue, all streets include street trees and pedestrian amenities.

Main Streets

Main Streets are destination locations that provide access to and function as centers of civic, social, and commercial activity. Main Streets are designed to be pedestrian-oriented to complement the development next to the street. Although they also serve transit, bicyclists, and automobiles, Main Streets are designed to provide the highest level of comfort, access, and security to pedestrians. The Main Street in the plan area, with two separate recommended cross-sections according to location, is Elizabeth Avenue.

↔ **A1** ↔ **Elizabeth Avenue** (Kings Drive to Charlottetowne Avenue)

↔ **A2** ↔ **Elizabeth Avenue** (Charlottetowne Avenue to Hawthorne Lane)

Elizabeth Avenue

Elizabeth Avenue was reconstructed in 2007-2009 as part of a major City capital improvement project. The cross-sections shown in this plan largely reflect that project's resulting streetscape. Two sets of rails were installed in the street during the road reconstruction, from Kings Drive to Hawthorne Lane, in anticipation of a planned streetcar line.

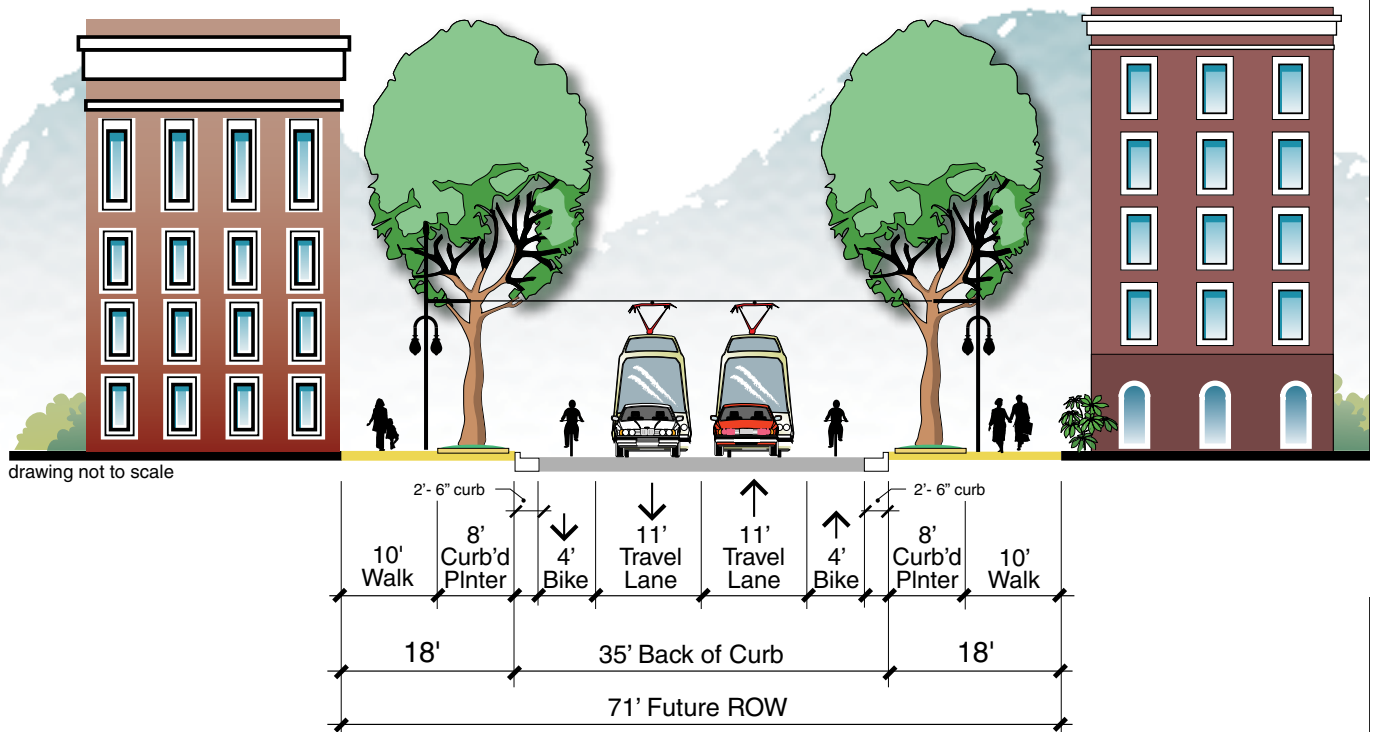
Cross-Section **A1** corresponds to the stretch from Kings Drive to Charlottetowne Avenue, where bicycle lanes are incorporated. The Institutional land use prevalent on this block (CPCC) is supported with a wide sidewalk to accommodate intense pedestrian activity. Future development along this section will afford an opportunity to request enhanced back-of-curb streetscape improvements consistent with the **A1** cross-section.

Cross-Section **A2** corresponds to the stretch from Charlottetowne Avenue to Hawthorne Lane. The wide sidewalk and recessed on-street parking on this block support a mix of land uses, with street-level retail or office likely to be predominant. The back-of-curb streetscape was not fully constructed as part of the recent City project in places where the adjoining property was vacant or underutilized. The **A2** cross-section will guide back-of-curb streetscape improvements abutting future development, either through rezoning or through the urban plan review process.



Elizabeth Avenue with streetcar rails.

A1 Elizabeth Avenue
(Kings Drive to Charlottetowne Avenue)



A1 Future Development Standards

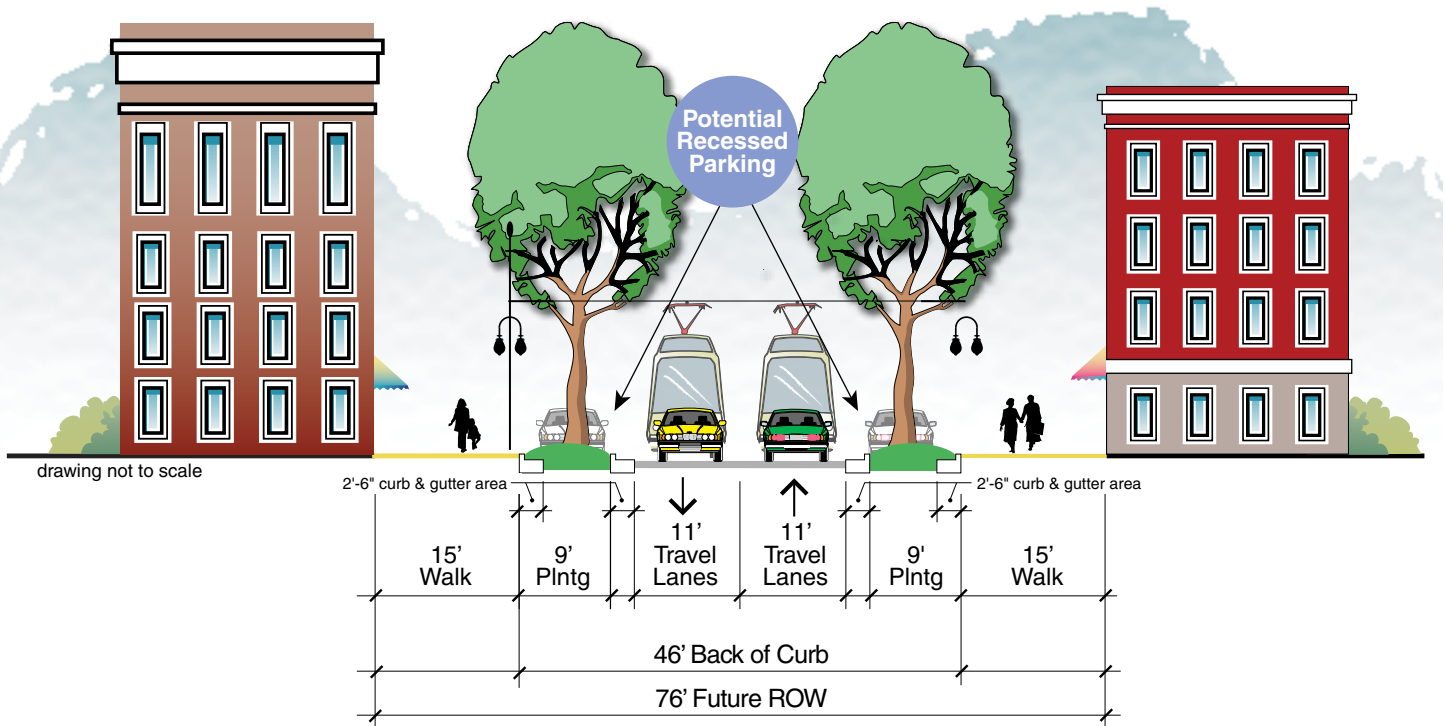
Roadway and On-Street Parking	<ul style="list-style-type: none"> Two 11' travel lanes shared by streetcar and other vehicles 2'6" curb and gutter 4' bicycle lane on each side between the curb and the travel lane No on-street parking
Planting Strip	<ul style="list-style-type: none"> No continuous planting strip Street trees required per <i>Charlotte Tree Ordinance</i> in curbed planters
Sidewalk	<ul style="list-style-type: none"> 18' sidewalk comprising 8' amenity zone behind curb for street trees, benches, utility structures, public art, and other amenities, and 10' clear walk area
Recommended Building Setbacks	<ul style="list-style-type: none"> Buildings at back edge of sidewalk, or as near to back of sidewalk as zoning permits



Street tree in a curbed planter. Ornamental grasses or seasonal flowers can be used as underplantings for added visual interest.

Source: Charlotte Department of Transportation

A2 Elizabeth Avenue (Charlottetowne Avenue to Hawthorne Lane)



A2 Future Development Standards

Roadway and On-Street Parking	<ul style="list-style-type: none"> Two 11' travel lanes shared by streetcar and other vehicles 2'6" curb and gutter No bicycle lanes Recessed parking may be installed in place of the planting strip Must be broken up with vegetated bump-outs with street trees at minimum 100' intervals
Planting Strip	<ul style="list-style-type: none"> 9' planting strip Street trees required per <i>Charlotte Tree Ordinance</i>
Sidewalk	<ul style="list-style-type: none"> 15' sidewalk Sidewalk may accommodate outdoor dining, pedestrian amenities, decorative lighting, public art Optional street trees in curbed planters near street-side edge of sidewalk
Recommended Building Setbacks	<ul style="list-style-type: none"> Buildings at back edge of sidewalk, or as near to back of sidewalk as zoning permits



Elizabeth Avenue between Hawthorne Lane and Charlottetowne Avenue.

Source: Charlotte Department of Transportation

Avenues

Avenues can serve a diverse set of functions in a wide variety of land use contexts. They are the most common non-local street type in the plan area, as well as in Charlotte. Avenues provide access from neighborhoods to commercial areas, between areas of the city, and in some cases, through neighborhoods. They are designed to provide a balance of service for all users, but with special emphasis on pedestrians and localized transit services. Avenues may also have options for on-street parking and dedicated bicycle lanes. Avenues in the plan area, some with differing recommended cross-sections according to location, include:

- ◀ B1 ▶ **East Seventh Street** (Louise Avenue to Clarice Avenue)
- ◀ B2 ▶ **East Seventh Street** (Charlottetowne to Louise and Clarice to Laurel)
- ◀ B3 ▶ **Hawthorne Lane** (Elizabeth Avenue to East Fifth Street)
- ◀ B4 ▶ **Hawthorne Lane** (East Fifth Street to East Eighth Street)
- ◀ B5 ▶ **Hawthorne Lane** (East Eighth Street to Independence Boulevard)
- ◀ B6 ▶ **Charlottetowne Avenue**
- ◀ B7 ▶ **Kings Drive**
- ◀ B8 ▶ **Queens Road**
- ◀ B9 ▶ **East Third Street; East Fourth Street; Hawthorne Lane** (southwest of Elizabeth Avenue); **Providence Road; Randolph Road; East Seventh Street** (northwest of Charlottetowne Avenue); and, **East Seventh Street** (southeast of Laurel Avenue)

East Seventh Street

The two recommended streetscape cross-sections for East Seventh Street are designed to help realize the plan vision for this street, as a “tree-lined avenue with wide sidewalks, where people can comfortably walk, relax at a sidewalk café, or stroll between neighborhood businesses”.

Both cross-sections begin with an important premise, namely that *the existing street width will not increase to accommodate additional travel lanes*. The recommended cross-sections are intended to help transform East Seventh Street into a better environment for walking by providing for wide planting strips



Existing condition: Surface parking between the sidewalk and the commercial building impedes pedestrian access to shops and restaurants.



Future Condition: A wide sidewalk enhances retail shopping and allows room for sidewalk cafes and pedestrian amenities. Shoppers and strollers are buffered from the street traffic by a planting strip or recessed on-street parking.

Elizabeth Area Plan

with street trees and/or recessed on-street parking, a buffer between the roadway and the sidewalk for a greater sense of safety and comfort, and wide sidewalks to allow pedestrians ample room to walk. The recommended streetscape also has room for sidewalk cafes and dining, retail activities, and amenities such as benches, decorative lighting, street trees, planters, and public art. The cross-sections will also allow buildings to be placed closer to the sidewalk, rather than set back away from the street where they are often separated from pedestrians on the sidewalk by parking lots. This is especially important in areas where street-level retail or restaurant uses are preferred.

The existing right-of-way width on East Seventh Street inside the plan area is generally 60', but this width varies along the corridor due to various factors. Both recommended cross-sections for this street will require a right-of-way width of 80' to accommodate the various elements of the wider back-of-curb streetscape. Bringing the East Seventh Street streetscape into conformity with the recommended cross-sections will happen gradually, as parcels are developed or significantly altered. Existing buildings, most of which are farther back from the curb than these cross-sections recommend, need not be modified or relocated. However, as development occurs, the elements of the proscribed streetscape should be constructed. Over time, the streetscape will begin to take on the envisioned character and scale. The PED overlay zoning district is a tool that could be considered for portions of East Seventh Street in the future to implement several land use recommendations and to promote a pedestrian-oriented setting with high quality design, which complements the adjacent neighborhood. The City will not initiate the process of creating a PED overlay district unless requested to do so by a recognized neighborhood organization.

Along East Seventh Street from Louise Avenue to Clarice Avenue (**B1**), the land use recommendation is generally for mixed use residential/office/retail, with retail or office uses preferred on the ground level. This is the Elizabeth's neighborhood commercial core, where residents can gather to shop, dine, stroll, or get a haircut. The recommended street cross-sections, therefore, provides for ample sidewalk width here to allow for these activities.

On the outer sections of East Seventh Street, from Charlottetowne to Louise Avenue and from Clarice to North Laurel Avenue (**B2**), the land use recommendation is generally for a mix of office and residential uses, with few or no ground level retail uses. The recommended streetscape cross-section for these areas, therefore, is different than in the commercial core between Louise and Clarice Avenues.

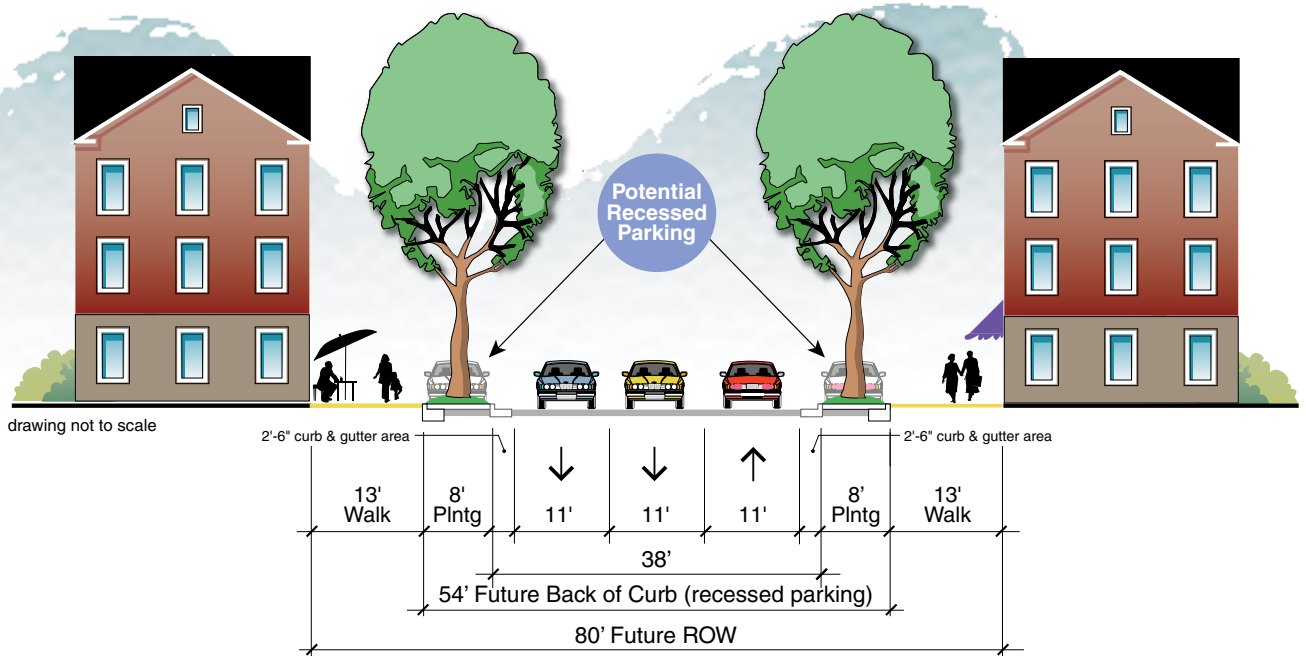


In areas where ground floor residential uses are prevalent, a 13' wide planting strip and 8' sidewalk are recommended. A secondary row of street trees can supplement the street's existing mature trees. Landscaped front yards may separate the buildings from the back of the sidewalk.



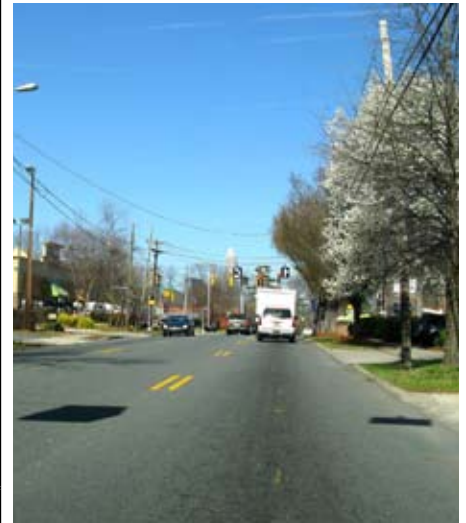
*This residential development on Weddington Avenue, a good example of cross-section **B2**, features a wide planting strip with trees. This area also has recessed on-street parking. Landscaped front yards separate the dwelling units from the public sidewalk, connected with individual walkways.*

B1 East Seventh Street
(Louise Avenue to Clarice Avenue)



B1 Future Development Standards

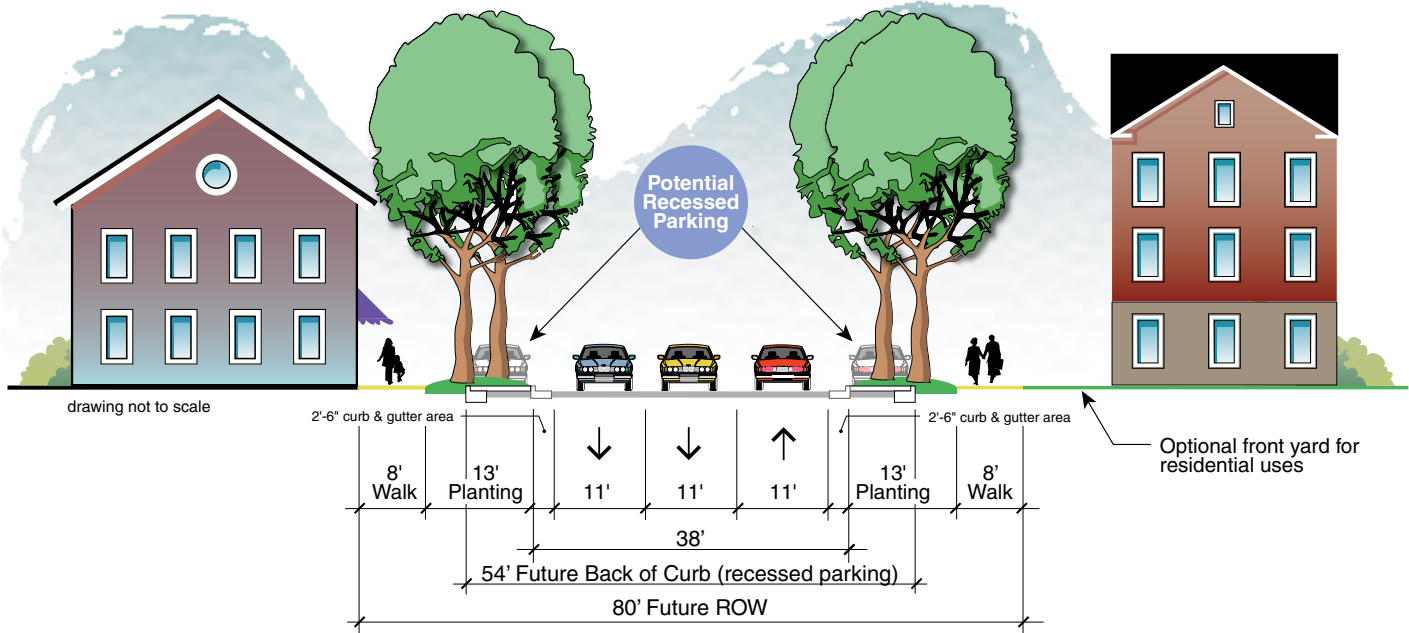
Roadway and On-Street Parking	<ul style="list-style-type: none"> • Three 11' travel lanes • Center lane is either reversible travel lane (peak hours) or turn lane (off-peak) • 2'-6" curb and gutter • No bicycle lanes or additional travel lanes are included, based on the plan policy (T-2) of not widening the street • Recessed parking may be installed in place of the planting strip where it can be accommodated without damage to existing mature trees • Recessed parking must be broken up with vegetated bump-outs with street trees at minimum 100' intervals • Except for recessed parking spaces, curb lines will remain at existing locations
Planting Strip	<ul style="list-style-type: none"> • 8' planting strip with street trees per <i>Charlotte Tree Ordinance</i>
Sidewalk	<ul style="list-style-type: none"> • 13' sidewalk • Sidewalk may accommodate outdoor dining, pedestrian amenities, decorative lighting, public art • Optional street trees in curbed planters near street-side edge of sidewalk
Recommended Building Setbacks	<ul style="list-style-type: none"> • At back edge of sidewalk (21' from back of curb), or as near to back of sidewalk as zoning permits



East Seventh Street near the Pecan/Caswell intersection.

Source: Charlotte Department of Transportation

B2 East Seventh Street
(Charlottetowne Avenue to Louise Avenue
and Clarice Avenue to North Laurel Avenue)



B2 Future Development Standards

Roadway and On-Street Parking

- Three 11' travel lanes
- Center lane is either reversible travel lane (peak hours) or turn lane (off-peak)
- 2'-6" curb and gutter
- No bicycle lanes or additional travel lanes are included, based on the plan policy (T-2) of not widening the street
- Recessed parking may be installed into the planting strip where it can be accommodated without damage to existing mature trees
- Recessed parking must be broken up with vegetated bump-outs with street trees at minimum 100' intervals
- Except for recessed parking spaces, curb lines will remain at existing locations

Planting Strip

- 13' planting strip with street trees per *Charlotte Tree Ordinance*
- New street trees should be set back farther from the curb to establish a new row of trees to supplement existing mature trees

Sidewalk

- 8' sidewalk

Recommended Building Setbacks

- For buildings with ground floor retail or office: At back edge of sidewalk (21' from back of curb), or as near to back of sidewalk as zoning permits
- For buildings with ground floor residential: At back edge of sidewalk, or with a front yard of up to 20' in width



East Seventh Street between Louise and Beaumont Avenues.

Source: Charlotte Department of Transportation

Hawthorne Lane

Hawthorne Lane from Elizabeth Avenue to East Eighth Street is a four-lane avenue, which reduces to two lanes with on-street parking from East Eighth Street to Independence Boulevard. One of the primary routes across the plan area, it passes both Presbyterian Hospital and Independence Park. Once beyond East Seventh Street proceeding toward Independence, land uses along the street turn from Institutional to predominantly Residential, both single family and multi-family.

The three future cross-sections shown for Hawthorne Lane are largely driven by the Center City Streetcar project. With the streetcar comes an opportunity to convert Hawthorne Lane to fewer travel lanes and add bicycle lanes, on-street parking, and/or additional pedestrian crossings, depending on the segment of the street.

Cross-section **B3**, from Elizabeth Avenue to East Fifth Street, will be partially built as part of the initial phase of the streetcar project. However, the northwest side of **B3** may not be fully constructed until streetcar is extended by a subsequent phase beyond East Fifth Street, since the inside travel lane may serve as an interim exclusive lane for the streetcar's temporary terminus.

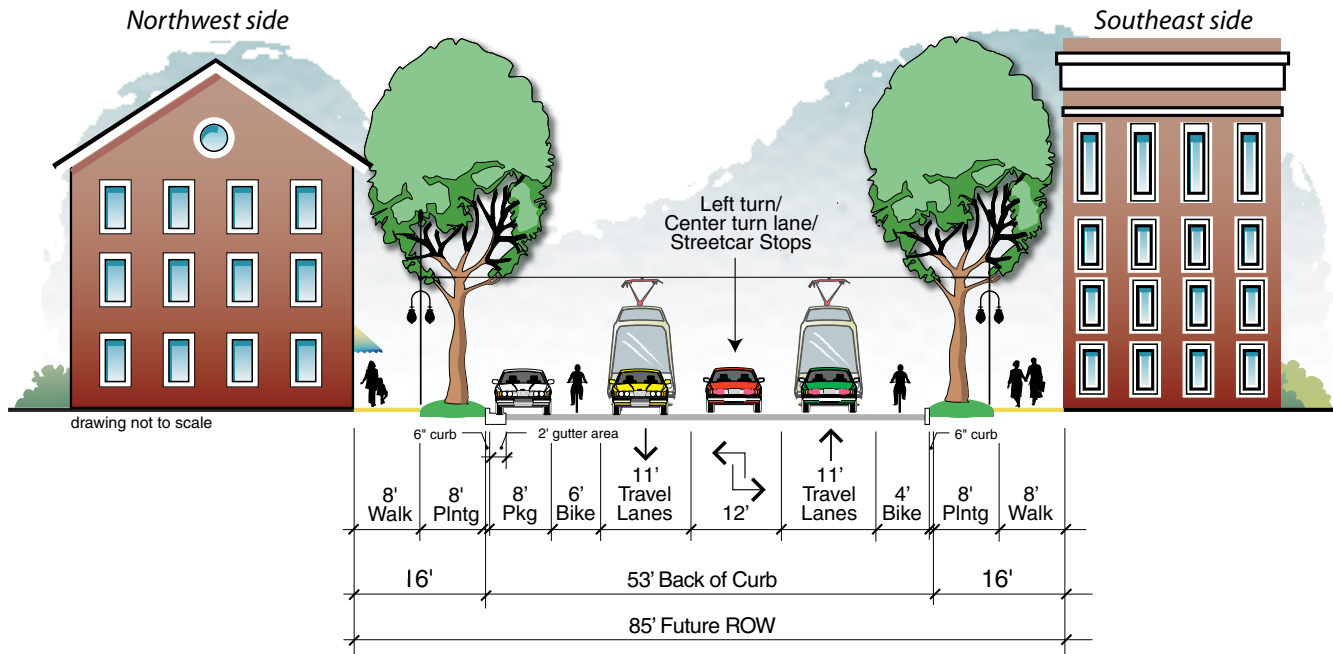
Cross-section **B4**, from East Fifth to East Eighth Streets, transitions from the **B3** cross-section established by the initial Streetcar project and the **B5** cross-section resulting from the street-conversion completed in 2010. There may be an opportunity to convert this length of Hawthorne Lane between the curbs to the desired **B4** cross-section prior to the extension of the streetcar beyond the initial phase. The cross-section improvements behind the curb would be requested when significant development occurs. The existing back-of-curb streetscape along Independence Park should remain as-is without any further encroachment onto park land.

The **B5** cross-section has largely been implemented inside the curbs through a recent street-resurfacing project. The back-of-curb streetscape for **B5** would be requested when significant development occurs.



Hawthorne Lane near East Eighth Street

B3 Hawthorne Lane
(Elizabeth Avenue to East Fifth Street)



B3 Future Development Standards

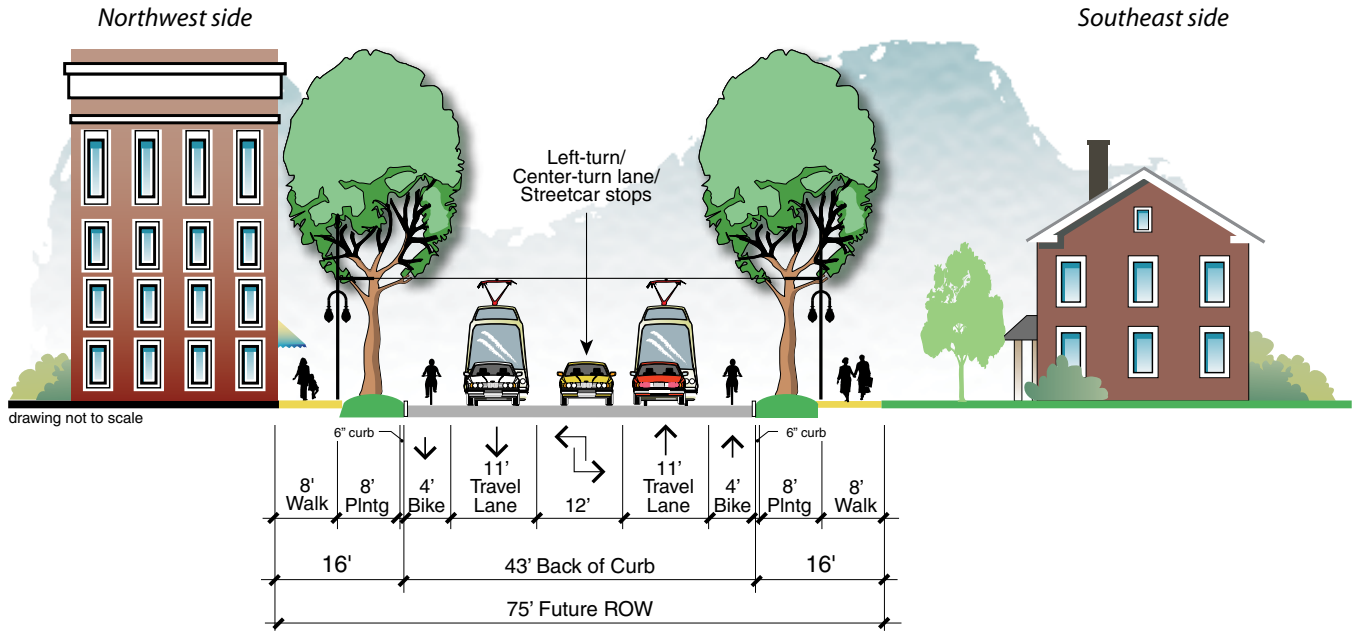
Roadway and On-Street Parking	<ul style="list-style-type: none"> Two outside 11' travel lanes shared by streetcar and other vehicles One 12' center lane used as left turn lane or streetcar stops 2'6" curb and gutter on north side, 6" vertical curb on south side 6' bicycle lane on north sides, 4' bicycle lane on south side 8' on-street parking on north side of street Parking with adjacent bike lane on north side may be used as additional travel lane during peak periods
Planting Strip	<ul style="list-style-type: none"> 8' planting strip Street trees required per <i>Charlotte Tree Ordinance</i>
Sidewalk	<ul style="list-style-type: none"> 8' sidewalk
Recommended Building Setbacks	<ul style="list-style-type: none"> For buildings with ground floor retail or office: At back edge of sidewalk, <i>or as near to back of sidewalk as zoning permits</i> For other buildings: Either at back edge of sidewalk, or in accordance with zoning setback requirements



Construction of the initial phase of the streetcar project will alter this section of Hawthorne Lane between Elizabeth Avenue and East Fifth Street.

Source: Charlotte Department of Transportation

B4 Hawthorne Lane
(East Fifth Street to East Eighth Street)



B4 Future Development Standards

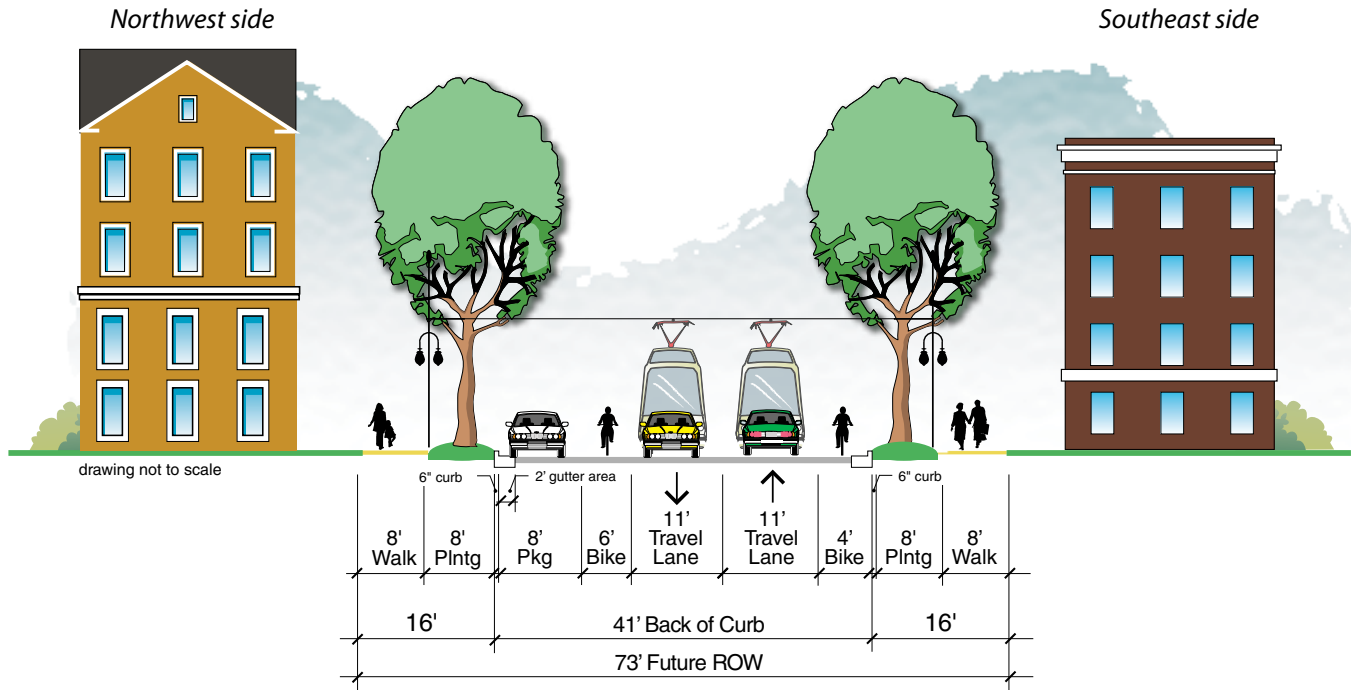
Roadway and On-Street Parking	<ul style="list-style-type: none"> Two 11' travel lanes shared by streetcar and other vehicles One 12' center lane used as left turn lane or streetcar stops 6" vertical curb (existing) 4' bicycle lane on either side No on-street parking
Planting Strip	<ul style="list-style-type: none"> 8' planting strip with street trees per <i>Charlotte Tree Ordinance</i>
Sidewalk	<ul style="list-style-type: none"> 8' sidewalk
Recommended Building Setbacks	<ul style="list-style-type: none"> Per zoning setback requirements



Independence Park, on the left side of the street in this photo, would not be subject to the B4 development standards.

Source: Charlotte Department of Transportation

B5 Hawthorne Lane
(East Eighth Street to Independence Boulevard)



B5 Future Development Standards

Roadway and On-Street Parking	<ul style="list-style-type: none"> Two 11' travel lanes shared by streetcar and other vehicles 2'6" curb and gutter 6' bicycle lane on north side between travel lane and on-street parking, 4' bicycle lane on south side 8' on-street parking lane on north side
Planting Strip	<ul style="list-style-type: none"> 8' planting strip with street trees per <i>Charlotte Tree Ordinance</i>
Sidewalk	<ul style="list-style-type: none"> 8' sidewalk
Recommended Building Setbacks	<ul style="list-style-type: none"> Per zoning setback requirements



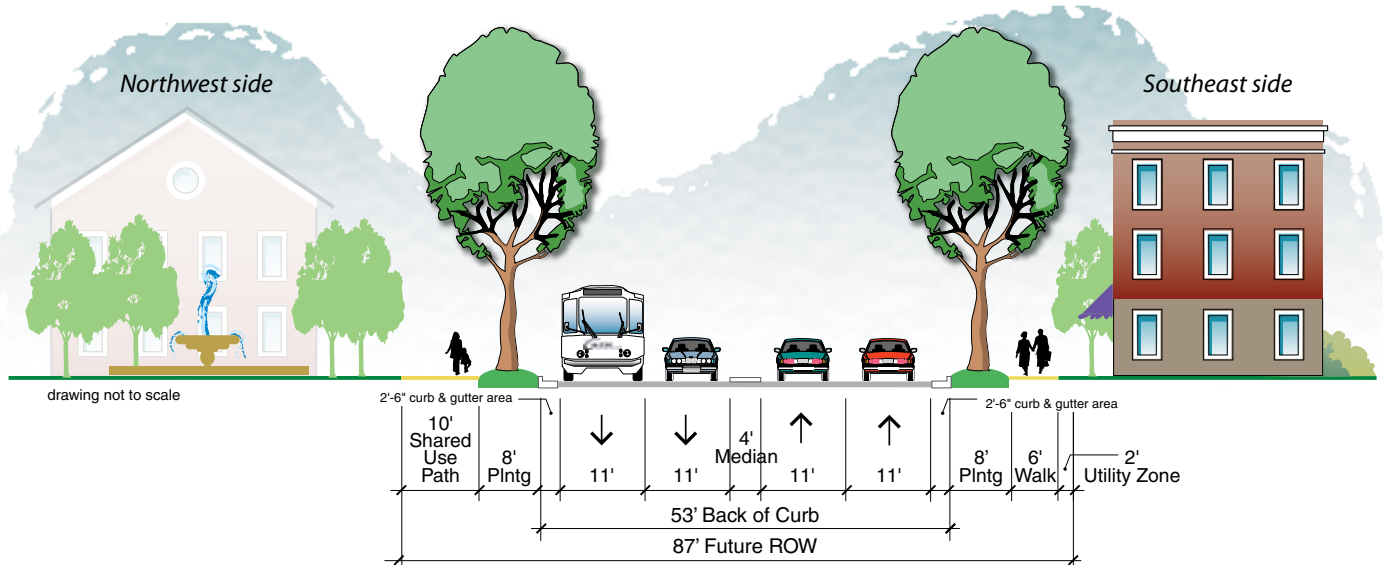
Hawthorne Lane near the Independence Boulevard overpass exhibits many elements of the recommended future street cross-section for this area. This includes on-street parking on one side and bicycle lanes in both directions.

Source: Charlotte Department of Transportation

Kings Drive

Kings Drive has two travel lanes in each direction separated with a 4' concrete median, with no on-street parking or bicycle lanes. Little Sugar Creek Greenway provides a parallel shared-use path along the northwest edge of Kings Drive. Currently the solid median divider eliminates the possibility of left turns to or from the street into adjacent properties. The elimination of the median should be examined in the future should land use patterns along the street change such that left turn access would become more desirable. The back-of-curb streetscape shown on the southeast side would be requested through the plan review process when significant development occurs.

B6 Kings Drive



B6 Future Development Standards

Roadway and On-Street Parking

- Four 11' travel lanes, two in each direction separated by a 4' median divider
- 2'-6" curb and gutter
- No bicycle lanes. Bicycles would use the shared use path on the north side
- No on-street parking

Planting Strip

- 8' planting strip with street trees per *Charlotte Tree Ordinance*

Sidewalk

- 8' sidewalk on south side of street
- 2' utility zone behind sidewalk on south side of roadway
- 10' shared use path on north side of street for pedestrians and bicycles as part of the Little Sugar Creek Greenway system
- West of Elizabeth Avenue, the shared use path diverts further from the curb

Recommended Building Setbacks

- Per zoning setback requirements

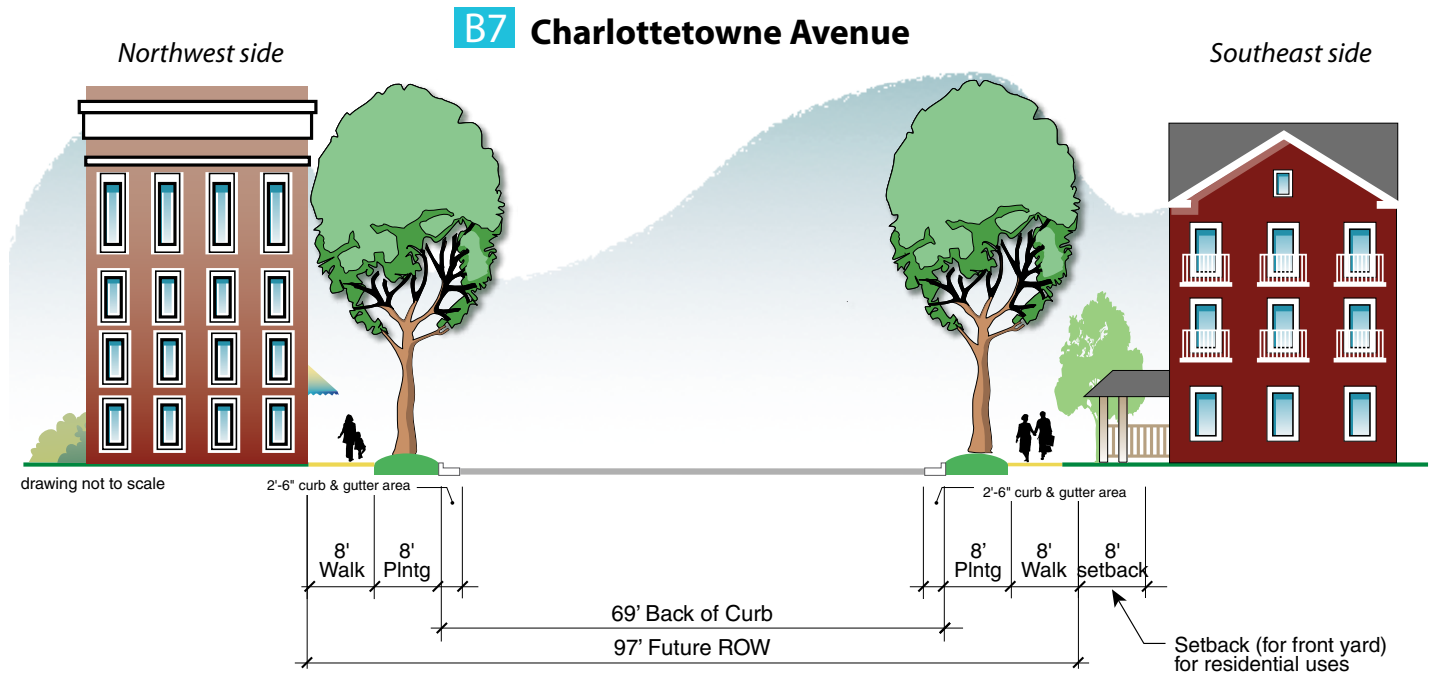


The 10' shared used path, part of the Little Sugar Creek Greenway, is on the right side of Kings Drive in this photo.

Source: Charlotte Department of Transportation

Charlottetowne Avenue

Formerly Independence Boulevard, Charlottetowne Avenue is currently a concrete street with two travel lanes in each direction with left turn lanes and a narrow concrete median. The multi-modal vision for Charlottetowne Avenue accommodates rapid transit, motorists, cyclists, and pedestrians. The future Southeast Corridor Rapid Transit traverses part of this street, but because the mode of transit (either LRT or BRT) had not been determined at the time of this plan's adoption, this B7 cross-section is not specific about the area between the existing curbs. The future cross-section may eliminate the median and include space for vehicle travel lanes and rapid transit, with possible left turn lanes, pedestrian refuge islands, bicycle lanes, and/or on-street parking, all entirely within the existing curb-to-curb roadway width. The future back-of-curb streetscape configuration would be requested through the rezoning and urban zoning plan review process and when significant development occurs. The existing back-of-curb streetscape along Independence Park should remain as-is without any further encroachment onto park land.



B7 Future Development Standards

Roadway and On-Street Parking	<ul style="list-style-type: none"> To be fully developed when future rapid transit mode has been decided upon
Planting Strip	<ul style="list-style-type: none"> 8' planting strip with street trees per <i>Charlotte Tree Ordinance</i>
Sidewalk	<ul style="list-style-type: none"> 8' sidewalk
Recommended Building Setbacks	<ul style="list-style-type: none"> Buildings at back edge of sidewalk, <i>or as near to back of sidewalk as zoning permits</i> Buildings with street level residential uses should have an 8' front yard area behind the sidewalk which may accommodate porches or stoops



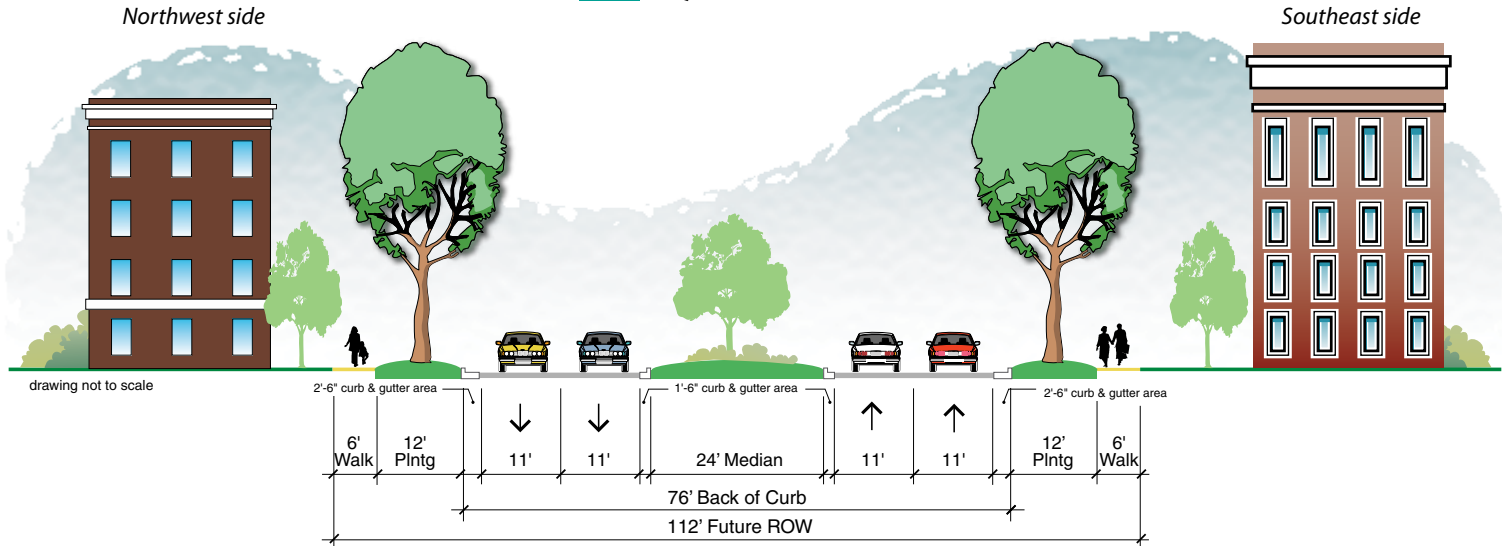
The existing curb-to-curb width of Charlottetowne Avenue should be sufficient to accommodate vehicle travel lanes as well as future rapid transit.

Source: Charlotte Department of Transportation

Queens Road

One short section of Queens Road is within the plan area, from East Fourth Street, where it becomes a continuation of Hawthorne Lane, to East Third Street. As designed by John Nolen in 1905, Queens Road has a very wide median, which was once a streetcar route, and extra wide planting strips of sesquicentennial Willow Oak trees. No changes are proposed to its classic design. Any new streetscape resulting from land development should respect the established cross-section of this heritage street.

B8 Queens Road



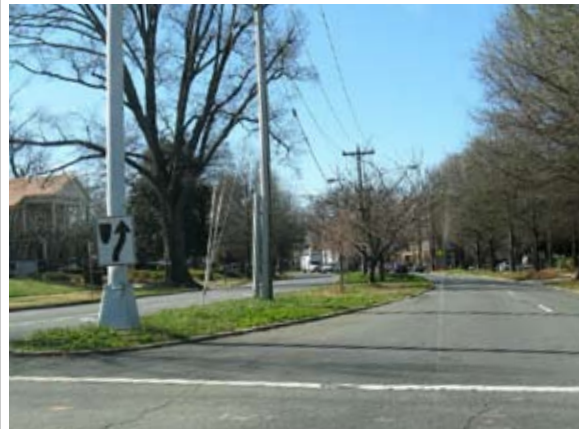
B8 Future Development Standards

- Roadway and On-Street Parking**
- Four 11' travel lanes, two in each direction separated by a 24' landscaped median divider
 - 2'-6" curb and gutter on outer edges of roadway
 - 1'-6" curb and gutter on edges of median divider
 - No bicycle lanes.
 - No on-street parking

- Planting Strip**
- 12' planting strip with street trees per *Charlotte Tree Ordinance*

- Sidewalk**
- 6' sidewalk

- Recommended Building Setbacks**
- Per zoning setback requirements



No changes are proposed to Queens Road.

Source: Charlotte Department of Transportation

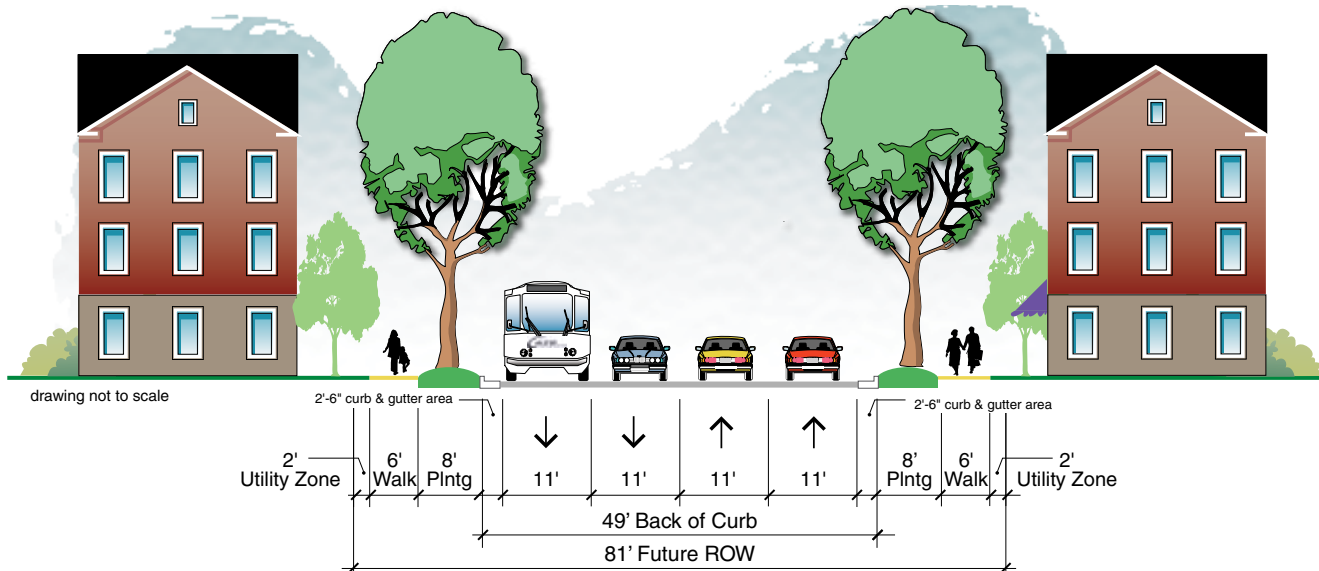
Elizabeth Area Plan

East Fourth Street; East Seventh Street (Kings Drive to Charlottetowne Avenue);
East Seventh Street (North Laurel Avenue to Briar Creek); **Hawthorne Lane** (East Fourth Street to Elizabeth Avenue); **Providence Road**; and, **Randolph Road**.

These Avenues carry significant commuter traffic, necessitating multiple vehicle lanes. Combined with existing physical constraints, motorist demand on these streets poses a challenge to providing space for bicyclists or additional pedestrian crossings. Still, back-of-curb streetscape improvements can be enhanced for pedestrians through the rezoning and urban zoning plan review process and when significant development occurs.

B9

East Fourth Street; East Seventh Street (Kings Drive to Charlottetowne Avenue); East Seventh Street (North Laurel Avenue to Briar Creek); Hawthorne Lane (East Fourth Street to Elizabeth Avenue); Providence Road; and, Randolph Road



B9 Future Development Standards

Roadway and On-Street Parking	<ul style="list-style-type: none"> • Four 11' travel lanes, two in each direction • 2'-6" curb and gutter • No bicycle lanes. Bicycles would share the travel lanes with vehicles. • No on-street parking lanes
Planting Strip	<ul style="list-style-type: none"> • 8' planting strip with street trees per <i>Charlotte Tree Ordinance</i>
Sidewalk	<ul style="list-style-type: none"> • 6' sidewalk with 2' utility zone
Recommended Building Setbacks	<ul style="list-style-type: none"> • Per zoning setback requirements



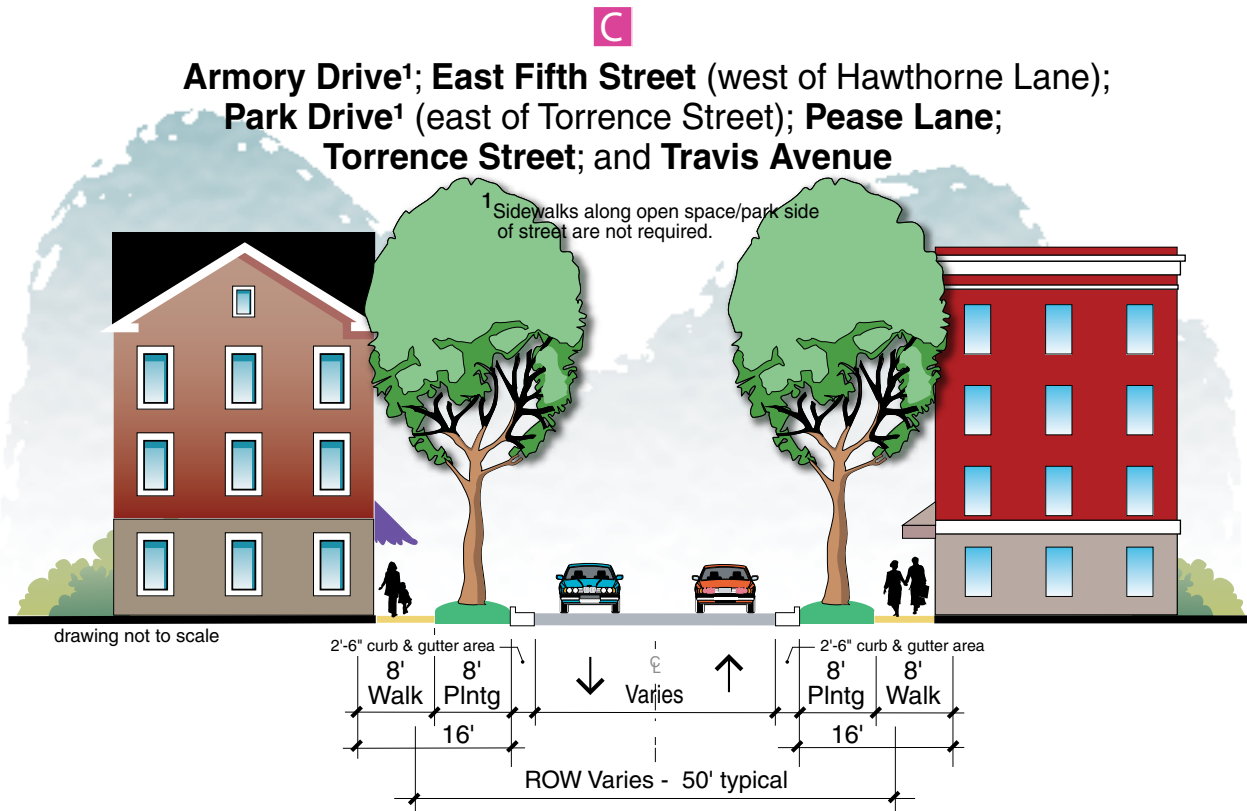
Significant commuter traffic and constraints on its widening make Randolph Road a difficult route for bicycle travel.

Source: Charlotte Department of Transportation

Local Streets

Armory Drive; East Fifth Street (west of Hawthorne Lane); **Park Drive** (east of Torrence Street); **Pease Lane; Torrence Street;** and, **Travis Avenue**

Local Streets provide access to residential, commercial, or mixed use districts. The majority of Charlotte's streets are classified as local streets and are typically built as development occurs. This cross-section is for Local Streets within the Transit Station Sub-area. Local Streets within the Established Neighborhood Sub-area are likely to remain unchanged and therefore a specific cross section is not provided for them.



C Future Development Standards

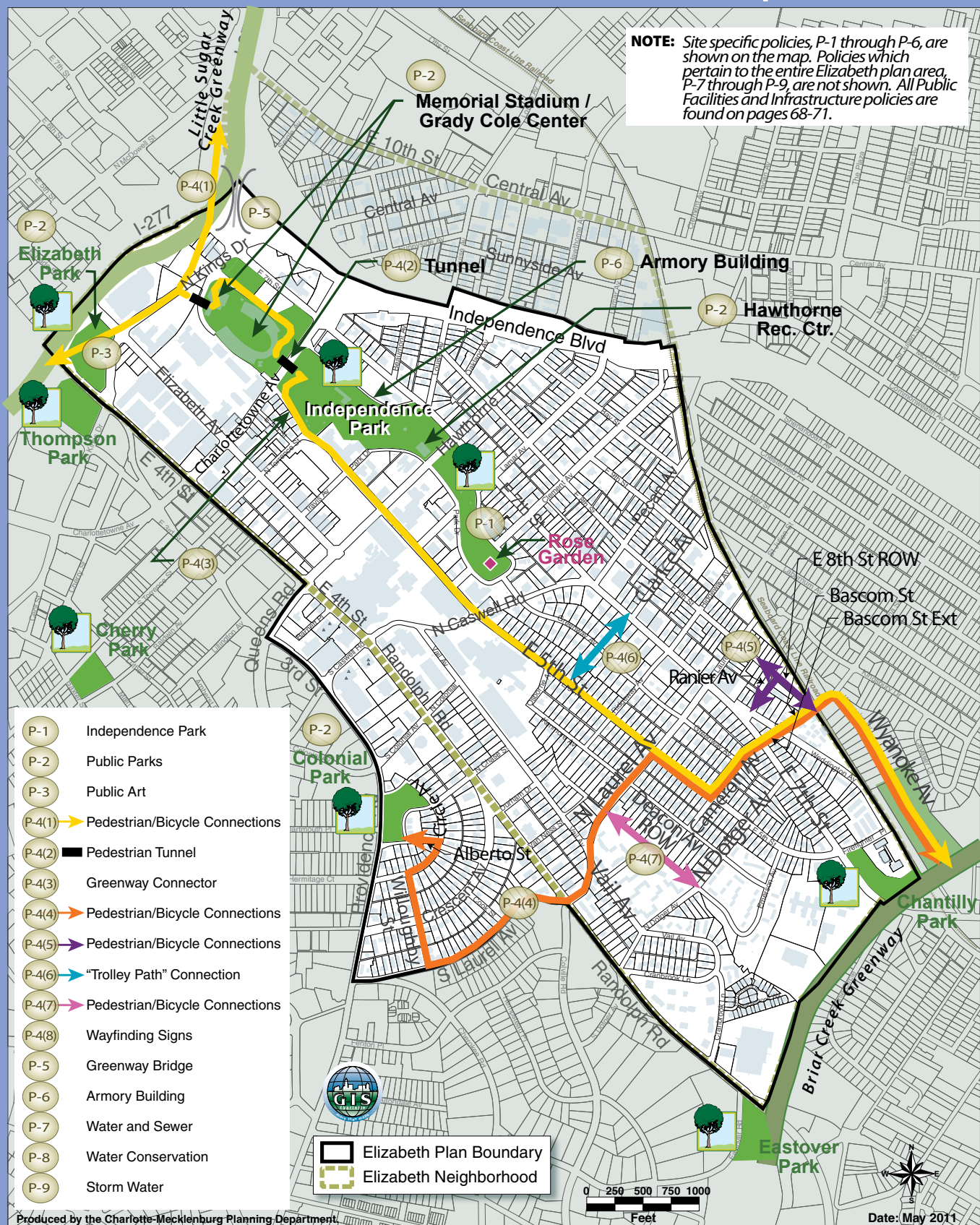
Roadway and On-Street Parking	<ul style="list-style-type: none"> Travel area varies, typically one travel lane in each direction 2'-6" curb and gutter No bicycle lanes. Bicycles would share the travel lanes with vehicles. No on-street parking lanes
Planting Strip	<ul style="list-style-type: none"> 8' planting strip with street trees per <i>Charlotte Tree Ordinance</i>
Sidewalk	<ul style="list-style-type: none"> 8' sidewalk
Recommended Building Setbacks	<ul style="list-style-type: none"> For buildings with ground floor retail or office: At back edge of sidewalk, <i>or as near to back of sidewalk as zoning permits</i> For other buildings: Either at back edge of sidewalk, or in accordance with zoning setback requirements



This plan serves as the adopted streetscape plan for local streets in the Transit Station Sub-area, such as Torrence Street (above).

Source: Charlotte Department of Transportation

NOTE: Site specific policies, P-1 through P-6, are shown on the map. Policies which pertain to the entire Elizabeth plan area, P-7 through P-9, are not shown. All Public Facilities and Infrastructure policies are found on pages 68-71.



Infrastructure and Public Facilities

Public facilities and services addressed in the plan include public water and sewer, storm water, police, fire, parks, recreation, and schools. As Charlotte-Mecklenburg continues to grow and develop, timely planning for, and coordination of, these services is essential to maintaining the high quality of life residents have come to expect. Other public facilities, such as libraries, medical, and social services, are not addressed in this area plan.

***Goal** Provide and maintain public facilities such as parks, greenways, recreational facilities, and infrastructure in excellent condition and emphasize environmental and economic sustainability in the design and planning of new or updated public facilities and infrastructure.*

There are several public parks, indoor and outdoor recreational facilities, public and private open spaces, and greenway facilities in or adjacent to the plan area. The area also boasts a number of schools, both neighborhood-serving (Elizabeth Traditional Elementary School) and those that draw students from a wider base, such as Central

Piedmont Community College (CPCC), Kings College, and Queens College/ Presbyterian Hospital School of Nursing. Refer to **Map 7, Future Public Facilities and Infrastructure Improvements**, page 66, and the Appendix for location and a description of these institutions.

Public infrastructure components such as water, sewer, and storm water are currently of adequate scope and capacity to serve both the area's present needs and those of anticipated development. The overall condition of this infrastructure is good.

Infrastructure and Public Facilities Policies

The following policies are intended to enhance, preserve, and protect the area's existing public facilities, and to encourage infrastructure that serves today's requirements while incorporating innovative practices to meet future needs.

Parks, Greenways, and Recreational Facilities

The Mecklenburg County Park & Recreation Department's draft *Center City Parks and Recreation Plan (January 2010)* provides recommendations for several of the plan area's parks, greenways, recreational facilities, and open spaces. None of the following policies are in conflict with these recommendations.



King's College's three campus buildings overlook Independence Park at Park Drive and Lamar Avenue.



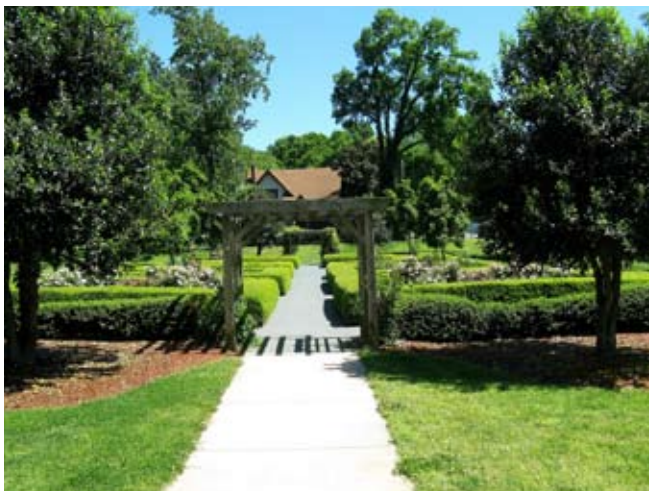
The Charlotte-Mecklenburg Utilities water tower at Pecan Avenue and East Eight Street is an Elizabeth landmark.

Elizabeth Area Plan

P-1. Preserve the existing character of the portion of Independence Park southeast of Hawthorne Lane.

Independence Park south of Hawthorne Lane is a green tree-covered refuge amidst the bustle of nearby schools, hospitals, offices, and businesses. The character of this section of the park should be preserved. The following improvements in support of this policy should be considered:

- Removing the asphalt surface parking area adjacent to the rose garden and landscaping the area to blend with surrounding parkland, and possibly expanding the rose garden into this area.
- Limiting future improvements in this area to those that do not generate significant additional vehicle traffic.
- Creating recessed on-street parking along the edge of the park in places where it will not disturb large mature trees or steep slopes.
- Expanding and enhancing the pedestrian-friendly environment and establishing pedestrian connections from this area to the surrounding neighborhood.
- Providing safe pedestrian connections across Hawthorne Lane.



The Rose Garden helps reinforce the quiet, passive nature of the section of Independence Park south of Hawthorne Lane.

P-2. Maintain public parks, Hawthorne Recreation Center, Grady Cole Center, and American Legion Memorial Stadium in good condition and make them available for use by the community to the greatest extent feasible.

The plan area is home to a 21,000-seat regionally-serving municipal stadium, two indoor civic/recreational facilities, neighborhood playgrounds, basketball and tennis courts, and ball fields. The useful life and functionality of these amenities should be extended through diligent scheduled maintenance and upgrade or replacement of facilities as they become outmoded or obsolete. The following actions are intended to support this policy:

- Ensuring playgrounds, courts, and ball fields in Independence Park are available to the public when not in use by organized recreational leagues or schools.
- Maintaining the Hawthorne Recreation Center for public use once current contractual obligations to outside groups are met, and keeping its restrooms available to the public during normal hours of operation.
- Preserving and maintaining American Legion Memorial Stadium for use as a sports stadium, or in the event the condition of this facility deteriorates to a point where it is no longer viable, replacing it with a similar facility or other public recreational use.



American Legion Memorial Stadium (1936), a designated local historic landmark, serves an important role in the community.

Elizabeth Area Plan

P-3. Encourage the incorporation of public art into existing parks, greenways, and open spaces, and include public art as an integral component in the design of new park facilities.

Public art endows a sense of place, a distinct identity, to a park or outdoor space. It can serve as the visual focal point of a place, or as a meeting spot. Over time public art may evolve into a community landmark, such as with the four bronze figures at the intersection of Trade and Tryon Streets in Uptown Charlotte. Public art can enhance and beautify an area, spark a conversation, peak one's curiosity, or educate about an important person or event. Public art can even encourage or discourage certain behaviors or movements within a public space.

P-4. Provide additional pedestrian and bicycle connections within the neighborhood and between greenways and neighborhood parks and open spaces.

The orderly street grid, pedestrian scale, and topography of Elizabeth lends itself to walking or bicycling as a means of getting from one place to another within the plan area. The following actions should be explored to improve the level of connectivity and enhance non-vehicular travel. See **Map 7, Future Public Facilities and Infrastructure Improvements**, page 66.

1. Providing a pedestrian/bicycle connection from Little Sugar Creek Greenway through the plan area to

Chantilly Park/Briar Creek Greenway, as well as between both portions of the Little Sugar Creek Greenway on either side of I-277. Park Drive and East Fifth Street would be used to link the two greenways. This route should be identified with wayfinding signage.

2. Renovating the pedestrian tunnel under Charlottetowne Avenue from Memorial Stadium to Independence Park to provide adequate headroom for bicyclists, if possible, and improving lighting to enhance personal safety and security.
3. Extending the greenway connector beside Memorial Stadium, under Charlottetowne Avenue via the aforementioned tunnel, and across Independence Park to Park Drive. The new pathway across Independence Park should be designed to take as direct a route as possible, and should use existing park pathways where available to reduce the impact on existing trees and recreational fields.
4. Providing a pedestrian/bicycle connection from Colonial Park to Chantilly Park/ Briar Creek Greenway using Laurel Avenue as the primary crossing street.



The "Spirit of Mecklenburg" commemorates Capt. Jack's delivery of the Mecklenburg Declaration of Independence to the Continental Congress in Philadelphia in 1775.



This pedestrian tunnel crosses under Charlottetowne Avenue, connecting American Legion Memorial Stadium with Independence Park.

Elizabeth Area Plan

5. Establishing a pedestrian/bicycle path from Laurel Avenue to Bascom Street along the unimproved portion of the East Eighth Street right-of-way, which would connect to Chantilly Park via Bascom Street and Wyanoke Avenue, and connecting this path to Ranier Avenue along the unimproved public right-of-way. (If the proposed East Eighth Street/Ranier Avenue street connections discussed in the Transportation section of this plan are implemented first, this ped/bike path should be modified accordingly.)
6. Maintaining the historic “trolley path” pedestrian connection between East Seventh and East Fifth Streets as a publicly-accessible walkway. This may involve securing and/or renewing necessary easements or rights-of-way from some adjacent property owners.
7. Providing a pedestrian connection from North Dotger Avenue to North Laurel Avenue adjacent to the stream bed along the extension of the Deacon Avenue right-of-way, and stabilizing the stream banks.
8. Install wayfinding signs along overland connector routes between primary greenways.



Brick columns and a metal archway mark the East Fifth Street entrance to the trolley walk, a mid-block pedestrian crossing to East Seventh Street.

P-5. Plan for a signature greenway bridge.

A dedicated bicycle and pedestrian bridge should be planned long-term through the I-277/ Independence Boulevard interchange that would provide for a more continuous Little Sugar Creek Greenway.

P-6. Enhance the way in which the Armory Building and associated outdoor storage and parking areas on Armory Drive interact with Independence Park and adjacent areas.

The Armory Building is used by Mecklenburg County Park and Recreation Department as a training and maintenance facility, with office space on the upper level fronting Armory Drive, and equipment storage and garage space on the lower level. There is also a vehicle storage area on the upper level off Armory Drive. Landscaping and/or architectural screening could be used to obscure stored vehicles and materials from view from both the park and from Armory Drive.

Water and Sewer

P-7. Maintain a level of service equal or superior to the capacity and condition of current services to support the future development anticipated.

System components should be repaired, updated, or replaced as they become outmoded or outdated. As development occurs, periodic reviews of water and sewer service may be needed to confirm that such service meets demands. This includes adequate water pressure for fire protection.



Mecklenburg County Park and Recreation's Armory Building is adjacent to the Independence Park baseball field.

P-8. Encourage the use of water conservation techniques to minimize demand on the water supply.

Reduced water usage can be accomplished through the use of native landscaping and sustainable building materials, infrastructure, and site design.

Storm Water

P-9. Upgrade storm water management facilities as needed when improvements are made to the street network.

Upgrading storm water management facilities at the same time that other road improvements are made will minimize unnecessary disruption of traffic and will be more cost-efficient.

Schools

The schools and colleges in and near the plan area are meeting the educational and career training needs of area residents. Therefore, no specific policies pertaining to schools are proposed.

Post Offices, Police and Fire Stations

Because the needs of area residents for these services are being met through existing facilities outside the plan area, no policies pertaining to post offices, police or fire stations are included in this area plan. (Refer to **Map 18, Existing Public Facilities**, page 110 and Appendix for location and descriptions.)



Mature shade trees, like these on East Fifth Street, are both a treasured community asset and a valuable natural resource.

Natural Environment

A good land use plan balances preservation of the area's natural resources with the demand for new development. This is possible with careful planning and adherence to policies and regulations. The specific environmental policies contained in this plan are based on the more general principles and policies taken from the *General Development Policies*, 2007.



***Goal** Preserve and protect the natural environment, minimize the adverse affects of new development on air and water quality, and encourage the use of eco-friendly building technologies and renewable resources.*

In addition to the policies in this section, the land use, transportation, and infrastructure/public facilities policy recommendations of this area plan recognize the importance of the natural environment. For example, if the Martha Washington Apartments were redeveloped, the land use and design recommendations support clustering development that would allow for both residential density and the preservation of open space and tree canopy.

Natural Environment Policies

The following policies are intended to protect the area's natural resources while permitting well-planned development that can preserve and enhance the natural environment. While they are organized as either land, water or air policies, they are interrelated and often, what is beneficial for one aspect of the environment is also beneficial for the others. For example, tree preservation is not only good for land quality, but also for air and water quality.

Land Quality

The plan area includes environmentally-sensitive features such as floodplain, steep topography along streams and creeks, mature tree canopy, and brownfield sites.

Floodplain areas are primarily adjacent to the two major creeks, Little Sugar Creek and Briar Creek. While new buildings are allowed in the floodplain under certain conditions, most of the undeveloped floodplain in the plan area should be maintained as open space or undeveloped land. Steep topography along streams and creeks should be preserved and protected.

Although Elizabeth is rightly known for its mature tree canopy, as a percentage of land area covered it is less than the city of Charlotte's as a whole (40 percent vs. 46 percent). This is probably not unusual compared to other established neighborhoods close to Center City. However, the loss of tree cover should be monitored since between 1985 and 2008 Charlotte lost 49 percent of its tree canopy, according to a 2010 study by American Forests. The environmental benefits provided by trees include improved water quality, a reduction in ground level ozone and other forms of air pollution, and carbon storage and sequestration. These environmental benefits also translate into significant economic benefits, in the form of reduced societal health care costs, decreased need for storm water management, and increased property values.

There are also a few brownfield sites in the plan area as identified by the North Carolina Department of Environment and Natural Resources (DENR). The environmental hazards on these sites are typically associated with former uses such as dry cleaners or gas stations. There may be other sites with contaminated land in the plan area as well. With proper remediation this land can be reused, with exceptions for certain types of uses such as child care facilities, parks, or playgrounds. However, proper clean-up is often difficult and costly. The land use recommendations of this area plan are not in conflict with the reuse of brownfield sites in the plan area.

E-1. Encourage measures that will help ensure the long-term sustainability of the tree canopy.

One measure to help reverse the loss of tree canopy is the development of a strategy to plant additional trees in parks, public and private open spaces, and in planting strips along public streets, where practicable. This strategy should also address replacement of trees that are lost or damaged through disease, development, or other causes.

E-2. Minimize impacts to existing tree canopy when developing, maintaining, or constructing streets, sidewalks, pedestrian/bicycle paths, public facilities, and utilities.

A strategy is needed to prevent practices that damage or destroy mature trees. Such a strategy should be developed in consultation with utility companies and the construction industry to increase its acceptance and enhance compliance efforts.

Air Quality

As an urban area with major hospitals, institutions, commercial areas, and heavily-travelled thoroughfares, the Elizabeth area's air quality is impacted by vehicle emissions. One way of reducing this type of pollution is by facilitating other "clean" modes of transportation through and within the plan area, such as bicycling and walking. Another way is by encouraging the use of existing public transportation and supporting efforts to expand transit in the future.



Air quality can be improved by reducing the number of automobiles travelling in and through the area.

Elizabeth Area Plan

The level of connectivity in an area is a major determinant as to whether residents, workers, and visitors will be willing to forsake their automobiles in favor of alternate means of transportation. The more complete the street and sidewalk network is, the easier and more convenient it becomes for people to walk or bicycle from place to place. Hence, automobile use can be reduced by enhancing the street network and adding connections for walking and cycling.

E-3. Maintain a high level of street connectivity and encourage new connections for pedestrian and bicycle travel to reduce vehicle miles travelled.

Being an established “streetcar suburb”, Elizabeth’s street grid network is fairly complete, with just a few missing pieces. This network should be preserved and, where possible, expanded as development occurs in areas where new streets can be added to help complete the grid.

Specific policies regarding new street connections, sidewalks, pedestrian and bicycle paths, the preservation of existing walking connections, and enhancement of greenways are in the Infrastructure and Public Facilities section.

Water Quality

The Elizabeth plan area lies between Little Sugar Creek on the northwest and Briar Creek on the southeast, with 42 acres of associated floodplain.



The section of Briar Creek from Randolph Road to the tracks of the Seaboard Coast Line RR forms the southeast boundary of the Elizabeth plan area.

There are 4.2 miles of streams in the plan area protected by Surface Water Improvement and Management (SWIM) and Post-Construction Controls Ordinance (PCCO) buffers.

To protect the area’s water resources, diligent water quality measures should be implemented as development or redevelopment occurs.

E-4. Encourage the use of low impact design to facilitate better water quality protection.

Low impact design measures such as minimizing the clearing of natural areas and working with the existing natural topography to minimize grading can improve the storm water quality and reduce the amount of storm water run-off.

E-5. Utilize innovative best management practices (BMP) for urban development and redevelopment projects.

The use of innovative and eco-friendly storm water management practices should be integrated into the design of new development to the greatest extent practicable. This may include rain gardens, green roofs, rain barrels, dedicated use of gray water, porous concrete parking areas, and other approved measures that may come into accepted use. The testing of proprietary storm water management measures for possible approval should be considered as well.

E-6. Support environmental education as a means of reducing the amount of pollutants entering area streams and creeks.

Encourage local community involvement in efforts to educate area residents about topics such as the proper use of lawn fertilizers and pesticides, disposal of leaves, grass clippings, and yard debris, storm drain marking, and Adopt-A-Stream programs. Vigorous enforcement of existing water quality regulations by the appropriate local and State agencies is also vitally important.

Conclusion

As Charlotte continues to attract new residents and businesses, pressures for development will likely intensify. The ability to successfully accommodate growth, while maintaining a high quality of life, is not likely to occur without good private and public sector planning and active neighborhood involvement. To that end, this document sets the stage for managing future growth and development consistent with the *Centers, Corridors, and Wedges Growth Framework* and the community's vision for its future. With adoption of Part I - Concept Plan, by City Council, this document updates previously adopted plans for the community, including the *Central District Plan* (1993) and the *Centers, Corridors, and Wedges Growth Framework*. It also identifies the boundaries of a Transit Station Sub-area and an Established Neighborhood Sub-area within the Southeast Growth Corridor.

The policy recommendations in this plan knit together land use, transportation, community design, and infrastructure and public facilities policies to ensure the desired vision for the plan area is achieved. That vision includes encouraging well-conceived infill development, important to the ongoing vitality of the area, balanced with

neighborhood preservation. It also encourages broad community participation in planning and development decisions that affect the fabric of the community.

With input from the community, the public sector will provide the policy framework for land development and will be responsible for making a number of infrastructure improvements, including some investment in streetscape amenities that can be accommodated within the existing right-of-way. In addition, the Charlotte-Mecklenburg Planning Department, in consultation with other City and County departments, is responsible for initiating and guiding the corrective rezoning process and monitoring and reviewing rezonings proposed for the plan area to ensure developers meet the required development standards and carry out the intent of the adopted policy plan for the area.

The private sector will be responsible for developing and redeveloping properties within the plan area in alignment with the vision, policies, and development and design standards included in the Concept Plan. Providing the required infrastructure improvements will be part of these development responsibilities.





Part II: IMPLEMENTATION GUIDE

Part II: Implementation Guide

Introduction

Achieving the vision articulated in this plan will occur incrementally over time through the combined efforts of local government, private property owners, residents, developers, and many others. This Implementation Guide is primarily a staff document that outlines specific steps that can be taken by various public and private bodies so that the desired future envisioned in this plan may be realized. These strategies are listed in the accompanying table. The lead responsible agency and tentative time frame is also included. The strategies are numbered sequentially and correspond to the policies discussed in *Part 1 - Concept Plan*. This allows staff to track progress of the plan's policies over time.

Some strategies are physical such as the addition of pedestrian, bicycle, and greenway connections, or park enhancements. Other recommended strategies are organizational, such as maintaining public recreation facilities for public use or encouraging low impact design. Some may even involve changes to existing City policies, regulations, and/or practices.

The implementation strategies do not imply a public or private sector commitment. The Charlotte City Council will not be asked to adopt this *Implementation Guide*. However, many of the strategies in this section will require future action by elected officials and will be presented to them for approval as needed on a case-by-case basis.

Public Sector Responsibilities

The public sector will provide the policy basis, the oversight, and some infrastructure improvements for the implementation of the Elizabeth Area Plan. However, many changes to the area will become evident only as private investment begins to fill in the framework that the community and the City of Charlotte have laid out in this Plan. Local government will likely provide some investment in streetscape amenities that can be accommodated within the existing right-of-way. Major public investment, such as constructing new roadway cross sections, may not until redevelopment happens.

Private Sector Responsibilities

The private sector will be responsible for delivering pedestrian-friendly development that is consistent with the general development guidance provided in this plan. In addition, this plan serves as a tool for the Plan Area in guiding land use and development decisions. As such, the Elizabeth Community Association and Historic Elizabeth Neighborhood Foundation and the private sector will be responsible for monitoring development to ensure that the plan is implemented.

Finally, since conditions change over time, staff will update this *Implementation Guide* periodically to reflect changes and progress.

Recommended Implementation Strategies

The number of each action corresponds to the policies beginning on page 17 of the Concept Plan.

Recommended Implementation Strategies

No.	Policy	Action Item	Project Type	Lead Agency	Priority
Land Use					
1.	L-1 – L-32	Use land use policies to guide and evaluate development proposals.	Land Use	Planning	On-going
2.	L-2	Encourage CPCC to remove the fence enclosing the lawn in front of CPCC Overcash Building to open up the area for public use.	Park	Park & Rec/ CPCC	Short (1-5 years)
3.		Pursue corrective rezonings (see Recommended Corrective Rezonings table , page 83.)	Zoning	Planning	Short (0-5 years)
Community Design					
4.	D-1 – D-7	Use community design policies to guide and evaluate development proposals.	Design	Planning	On-going
5.	D-1G D-3F D-4M D-4P	Initiate a survey of public alleys to determine those that can practically be activated for vehicular access and identifying the obstacles preventing those that cannot be practically used.	Design	Planning/ CDOT	Short (0-5 years)
Transportation and Streetscape					
6.	T-1	Support improvements to increase the capacity of Independence Boulevard and encourage, through signage and education, the use of Independence instead of East Seventh/Monroe for vehicle trips originating and ending outside the Elizabeth neighborhood.	Transportation	CDOT	Short (0-5 years)
7.	T-2	Initiate removal of East Seventh Street widening from future Long Range Transportation Project lists.	Transportation	CDOT	Short (0-5 years)
8.	T-3 T-4	Evaluate intersection of East Seventh/Caswell/Pecan and implement improvements needed to enhance pedestrian safety and comfort. Evaluate East Seventh Street to identify locations for additional pedestrian crossings and implement necessary improvements. Identify and implement traffic calming measures at the Pecan/East Eighth and North Caswell/Greenway intersections.	Transportation	CDOT	Short (1-5 years)
9.	T-5	Extend Bascom Street from Weddington Avenue to 7th Street opposite Cameron Avenue. Extend East Eighth Street to Ranier Avenue and/or Bascom Avenue.	Transportation/ Planning	CDOT	As development occurs
10.	T-6	Construct sidewalks to eliminate gaps in the sidewalk system.	Transportation	CDOT/ Planning	As requested through a petition process
11.	T-7	Provide alternative bicycle accommodations along or parallel thoroughfares by designating preferred routes with new signage or striping for shared lanes (sharrows).	Transportation	CDOT	Short (1-5 years)
12.	T-8	Coordinate planning for Center City Streetcar.	Transportation	E&PM/ CDOT	Medium (5-10 years)

Elizabeth Area Plan

No.	Policy	Action Item	Project Type	Lead Agency	Priority
13.	T-9	Coordinate planning for the Southeast Corridor Rapid Transit	Transportation	CATS/ Planning/ CDOT	Long (10+ years)
14.		Use street cross-sections to guide and evaluate development proposals.	Planning/ Transportation	Planning/ CDOT	As development occurs
Infrastructure and Public Facilities					
15.	P-1	Remove the asphalt surface parking area adjacent to the rose garden to blend with the surrounding parkland. Evaluate expansion of the rose garden into this area.	Park	Park & Rec	Medium (5-10 years)
16.	P-1	Provide a gazebo or shaded sitting area to accommodate small gatherings.	Park	Park & Rec	Medium (5-10 years)
17.	P-1	Expand and enhance pedestrian connections to the park. Access and connectivity for daily use and special events, such as sidewalks, ramps, steps, overland connectors, grade separated crossings and crosswalks should be identified through the development of a master plan for Independence Park.	Park	Park & Rec	Medium (5-10 years)
18.	P-1	Provide safe pedestrian connections across Hawthorne Lane to the park.	Park/ Transportation	Park & Rec/ CDOT	Medium (5-10 years)
19.	P-2	Maintain Hawthorne Recreation Center for public use once contractual obligations with outside groups are met.	Park	Park & Rec	Short (1-5 years)
20.	P-3	Evaluate parks, greenways, and public open spaces to determine potential sites for public art. Explore integration of new public art into these sites. The Arts and Science Council will lead this effort through the Public Arts Ordinance.	Park	Arts and Science Council/ Park & Rec/ Planning	Short (1-5 years)
21.	P-4 (1)	Provide a pedestrian/bicycle connection from Little Sugar Creek Greenway through the Plan Area to Briar Creek Greenway.	Park/ Transportation	Park & Rec/ CDOT	Medium (5-10 years)
22.	P-4 (2)	Renovate the pedestrian tunnel under Charlottetowne Avenue from Memorial Stadium to provide adequate headroom for bicyclists and improve lighting for safety and security.	Park	Park & Rec	Medium (5-10 years)
23.	P-4 (3)	Complete greenway connector at western edge of Independence Park by constructing a ped/bike pathway between the pedestrian tunnel under Charlottetowne Avenue and Park Drive.	Transportation	CDOT/ Park & Rec	Short (1-5 years)
24.	P-4 (4)	Provide a pedestrian/bicycle connection from Colonial Park to Briar Creek Greenway along Chase Street and Vail Avenue, incorporating the open space area on Vail Avenue adjacent to the Mercy Hospital parking deck.	Park/ Transportation	Park & Rec/ CDOT	Medium (5-10 years)
25.	P-4 (5)	Establish a pedestrian/bicycle connection from Laurel Avenue to Bascom Street along the unimproved portion of the East Eighth Street ROW, which would connect to Chantilly Park via Bascom Street and Wyanoke Avenue and connecting this path to Ranier Avenue long the unimproved public ROW.	Park/ Transportation	Park & Rec/ CDOT	Medium (5-10 years)

Elizabeth Area Plan

No.	Policy	Action Item	Project Type	Lead Agency	Priority
26.	P-4 (7)	Provide pedestrian connection from North Dotger Avenue to North Laurel Avenue adjacent to the stream bed along the extension of the Deacon Avenue ROW and stabilizing the stream banks.	Park/ Transportation/ Storm Water	Park & Rec/ CDOT/ E&PM	Medium (5-10 years)
27.	P-4 (8)	Install wayfinding signs along overland connector routes between primary greenways.	Transportation	CDOT/ Park & Rec	Short (1-5 years)
28.	P-5	Plan for a signature greenway bridge across I-277/ Independence Boulevard.	Transportation	CDOT/ Park & Rec	Long (10+ years)
29.	P-6	Screen equipment and vehicle storage areas at the Armory Building from view from Armory Drive and Independence Park.	Park	Park & Rec	Short (1-5 years)
30.	P-7	Repair, update, or replace water and sewer system components as they become outmoded or outdated to maintain a superior level of service.	Utilities/Storm Water	CMUD/ E&PM	As needed
31.	P-8	Encourage sustainability in site design and infrastructure and the use of sustainable building materials in the evaluation of development proposals.	Planning	Planning/ E&PM/ CDOT	As development occurs
32.	P-9	Upgrade storm water management facilities as needed when improvements are made to the street network.	Storm Water	E&PM	As needed
Natural Environment					
33.	E-1	Develop a strategy to help reverse the loss of tree canopy, including the planting of additional trees in parks, public and private open spaces, and in planting strips along public streets.	Environment	E&PM	Medium (5-10 years)
34.	E-2	Develop a strategy to minimize impacts to existing tree canopy when developing or constructing streets, public facilities, etc.	Environment	E&PM/ CDOT	Medium (5-10 years)
35.	E-4	Encourage the use of low impact design to facilitate better water quality protection in the evaluation of development proposals.	Environment	E&PM	Medium (5-10 years)
36.	E-5	Encourage the use of innovative storm water management practices such as rain gardens, green roofs, rain barrels, dedicated use of gray water, porous concrete parking areas in the evaluation of urban development proposals.	Environment	E&PM	Medium (5-10 years)
37.	E-6	Support and encourage community involvement in environmental education as a means of reducing the amount of pollutants entering area streams and creeks.	Environment	Elizabeth Community Association/ E&PM	Short (1-5 years)

Recommended Corrective Rezoning

The Planning Department will initiate corrective rezonings to implement the Concept Plan's land use vision and recommendations. Corrective rezonings should meet one of the following criteria:

- 1. To align zoning with existing land use** to protect the surrounding residential area. This is particularly appropriate when the land is currently being used for lower density residential development, but zoned for higher intensity uses (residential or non-residential). When recommending a "down zoning" of this nature, consideration should be given to the surrounding land uses and vision for the area. The difference between the intensity of the existing zoning and the recommended zoning should also be considered. In some cases, the recommended corrective rezoning may still be more intense than the existing use.
- 2. To align zoning with adopted future land use.** This should be pursued, particularly, when the zoning is more intense than the adopted future land use. In addition, consideration should be given to the timing of new development in determining the schedule for implementing the corrective rezoning. A rezoning to a more intense use is sometimes appropriate, particularly in implementing transit station area plans and Pedscape plans. Efforts should be made to minimize the creation of new non-conforming uses when recommending corrective rezonings. This may mean that the recommended rezoning will not align exactly with the adopted land use.
- 3. To protect environmentally sensitive areas.** A specific land use or development intensity may be identified as inconsistent with the environmentally sensitive nature of a specific area, necessitating a zoning change.

The rezoning process will occur only after the completion of the plan and will require additional public input. Proposed rezonings are organized by Center, Corridor and Wedge designation and are listed in the table below and shown on the accompanying map.

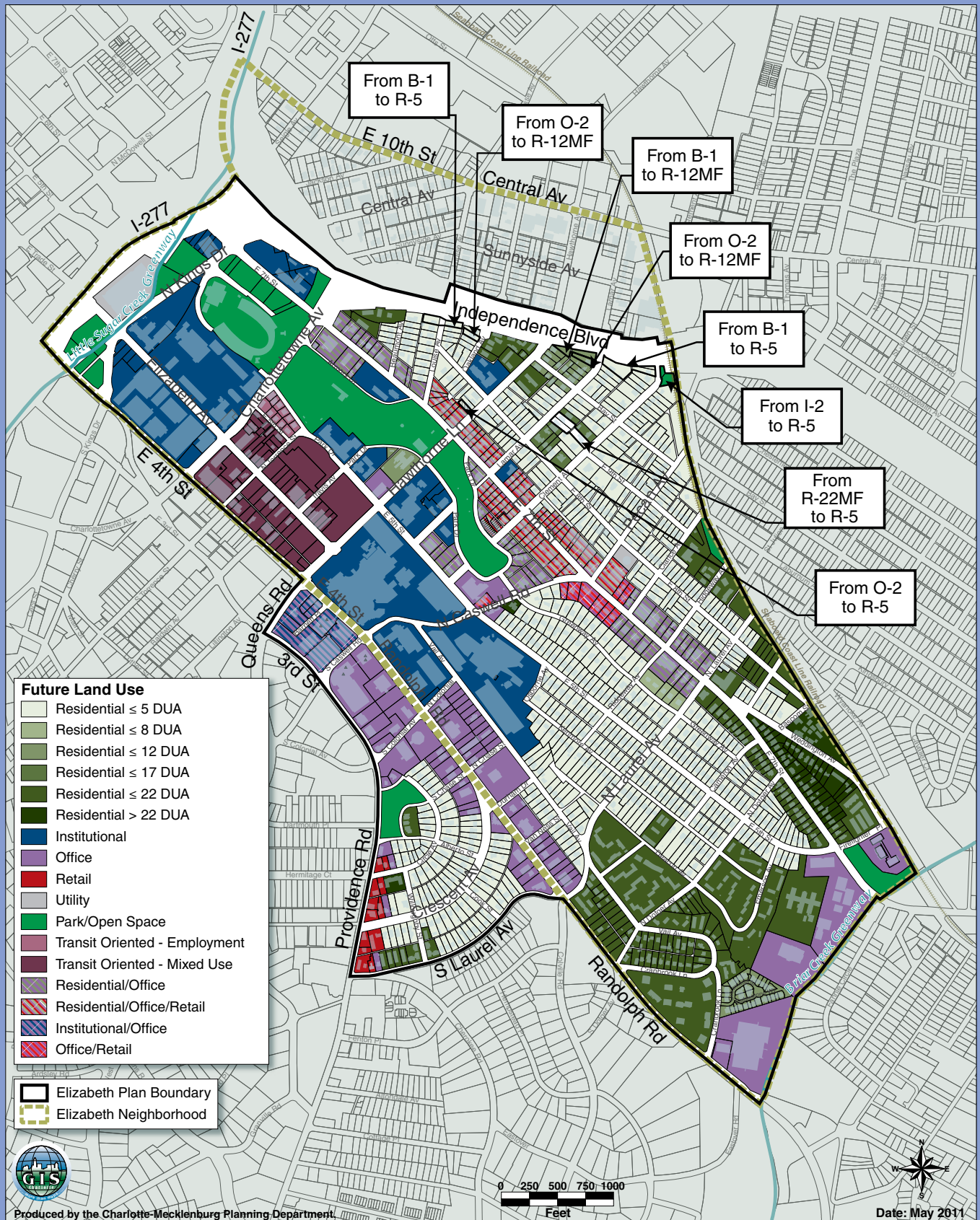
Recommended Corrective Rezoning

#	PID	Recommended Zoning Change	Existing Land Use	Previously Adopted Future Land Use	Recommended Future Land Use	Non-conformancies
Growth Corridor - Established Neighborhood						
L-7	08020212 08020304	B-1 to R-5	Single Family Residential	Park/Open Space	Residential ≤5 DUA	N/A
L-7	08020320	O-2 to R-12MF	Multi-Family	Park/Open Space	Residential ≤12 DUA	N/A
L-7	12701609 12701620	I-2 to R-5	Vacant	Park/Open Space	Residential ≤5 DUA	N/A
L-7	12701711 12701712 12701720 (partial)	B-1 to R-5	Single Family Residential and Vacant	Park/Open Space	Residential ≤5 DUA	N/A
N/A	02701109 02701113	B-1 to R-12MF	Vacant	Park/Open Space	Residential ≤12 DUA	N/A
N/A	02701109	O-2 to R-12MF	Single Family Residential	Park/Open Space	Residential ≤12 DUA	N/A
L-14	12701316 12701315 12701306	R-22MF to R-5	Single Family Residential	Multi-family	Residential ≤5 DUA	N/A
L-12	08020505	O-2 to R-5	Single Family Residential	Single Family	Residential ≤5 DUA	N/A

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Recommended Corrective Rezonings

Map 8



Other Implementation Strategies

Other implementation strategies will likely include transportation improvements and other capital projects.

