

F/L/E/O	LUMO Standard	Location	Feedback
F		S MLK Jr Blvd	Livability: The sense of wanting to walk, shop and live in the neighborhood.
F/L	Use	S MLK Jr Blvd	Ensure that ALL land use is based on sound water management and environmental science.
F/L	Landscaping	S MLK Jr Blvd	Stop tearing down trees and habitat for wildlife
F/L	Site Design	S MLK Jr Blvd	Please place emphasis on environmentally sensitive design and make sure to consider the effect impermeable surfaces will have on runoff into Bolin Creek.
F/L	Landscaping	S MLK Jr Blvd	Preserve as much green space (native trees and vegetation) as possible along the corridor; scientific studies show this contributes to well-being and mental/physical health
F/L	Building Design	S MLK Jr Blvd	Aesthetics - Maintain the historic, aesthetic strengths of Chapel Hill, while minimizing big box, rental housing and clear-cutting of trees.
F/L	Site Design	S MLK Jr Blvd	Preserve green space along roadways and avoid generic strip development.
O		S MLK Jr Blvd	More food shopping, local retail
E		S MLK Jr Blvd	Put bike racks near transit stations.
F/L	Use	S MLK Jr Blvd	less development, especially for student housing. MORE infrastructure development. Where are all the kids going to go to school? they're all already overcrowded.
E		S MLK Jr Blvd	More stoplights to keep walkers safe
F/E		S MLK Jr Blvd	Light Rail and other mass transit to alleviate road traffic congestion, minimize environmental impact and make the area more livable.
O		SMLK B	same as above
F/L	Use	SMLK B	yes with the student focused housing. away from the working and retired folk
F/L	Use	SMLK B	I don't understand councils resistance to student housing. We should embrace student housing in cooperation with the University and do it right
O		SMLK B	I do not like the idea of focusing only on student housing. We should be encouraging an integrated community throughout town not cordoning off students to one area.
O		SMLK B	The entire 15-501 corridor is a flood plain and has horrible flooding of businesses and houses because of poor planning and continued bad development decisions by the city. It won't be long before a class action lawsuit is taken out against the town of Chapel Hill and its developers.
F/L	Use	SMLK B	Expand the area into the adjacent single-family areas and then build student housing there. This area is too valuable to be limited to just a one block sliver around MLK. Make it wider. Don't artificially limit the potential of this area.
F/L	Use	SMLK B	There is plenty of student housing. With all of the student apartments and senior homes, you are reducing your space for these single family homes you speak of.
F/L	Use	SMLK B	Keep residential zoning as-is (R-2) and minimally disturb the tree canopy for best drainage/sound buffer
F		SMLK B	Terrible idea. Students have more options than ever before.
F/L	Use	SMLK B	Should not just focus on students. A mixed housing stock of missing middle housing needs to be added (townhomes, rowhouses etc) not just single family and apartments.
F/L	Use	SMLK B	I do not understand this question. But, regarding student housing: Stop permitting development of student housing until UNC develops more on campus student housing or requires undergrads to live on campus. It seems the construction of student housing is outpacing the growth of the student body. I support infill on campus over sprawl on the edges of town.
O		SMLK B	This is a nonsensical idea.
O		SMLK B	Instead encourage UNC to push for more on-campus housing (think of all the empty dorm rooms!)
O		SMLK B	Consider the single professionals and UNC retirees, not just students.
O		SMLK B	Dorms on campus are standing empty! UNC should figure out what would make them more attractive to students.
O		SMLK B	Students don't need to be segregated- I love mixing up ages.
O		SMLK B	More students mean more issues - depends on what type of housing and how it will be maintained. I had dental students in the home behind me for several years - left their 3 dogs out all day barking, yeah, really nice!
O		SMLK B	Nonsense how is student housing going to reduce stress on neighborhood its just an excuse for developers to build more apartments
O		SMLK B	Pay attention to Northside. Stop just giving lip service. Green bridge was an outrage and abuse of power
F/L	Use	SMLK B	no more housing built here, please.
O		SMLK B	eh -- who cares? We're all in this together.
F/L		SMLK B	I like the focus on new multi-family housing on a transit corridor. There should also be a mix of retail services, office, and other community uses because of the good bus service and planned bike paths that are proposed as part of the NS BRT project. However, I do not like there that there is a specific focus on student housing here relative to other focus areas. Cordoning off students into a specific area and separating them from the community at large is a bad idea. Instead the focus should be designing places for people to live that area well designed to fit in with their surroundings. Accordingly we should be finding ways to encourage students to be a part of the community during their time as student and afterwards rather than isolating them.
F/O		SMLK B	Student housing is not needed on S. Estes. There is plenty of student housing elsewhere. student housing adds to traffic, noise and waste given tendency for students to discard items rather than recycle or reuse. No high-rises ! This just mars the landscape. Developers that cater to students use shoddy building practices and low-quality construction throughout which leads to early degradation of building appearance and unsightly landscaping, dumpsters, etc.
O		SMLK B	The map is so small and incomplete that I can't tell what area you are talking about, but I am not aware of stress on single family neighborhoods except in Northside. Is Northside considered part of this area? I wouldn't have thought so from the map. I live in the general area covered by the blue oblong and we have very few students in our single family neighborhood (Pinebrook Estates off Bradley and Umstead). I don't really see this as a big problem except closer to campus like Northside.

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F/L	USE	SMLK B	My home on Woodshire Ln currently abuts Shadowood apartments with a modest green buffer (80 yards or so between structures). This area is frequented by deer and other wildlife. I value this level of proximity, and worry that neighbors in the cup de sac, near new development on Estes/MLK, will be too close to a future parking lot, etc.
L	SITE DESIGN	SMLK B	No more cutting down trees! Enough huge apartment blogs. Why always cater to students? Very few stay in the area after graduation!
F		SMLK B	Yes but we are already seeing huge apartment complexes under construction which presumably will house students. Luxury apartments should not be the norm, ordinary affordable developments should be encouraged
O		SMLK B	No, No, No!!! I live in 140 W Franklin and we were all told that the residences across the street would NOT be for students. Obviously that was hogwash. If you want to turn downtown into a community for 22 yrs old and younger, that's what you'll have with more student housing. Instead, work with UNC to improve the undergraduate dorms and require students to live on campus for the first 2 years.
F/L	USE	SMLK B	Remove NCD restrictions on duplexes and triplexes to allow for greater residential density in existing neighborhoods.
F		SMLK B	I live on MLK Jr Blvd and I think there is more than enough large student-focused housing along this road. Smaller developments, whether commercial or housing is the way to go.
O		SMLK B	I'm not sure what is meant by "stress on adjacent single-family neighborhoods".
F/O		SMLK B	No. If students need student housing the university should use its own land to build housing. Citizens deserve to have parts of town that are not student havens.
O		SMLK B	Very important. Students drive up the rents, either by fitting many into small houses or apartments or because their families have means. Not fair to those who work in the community.
O		SMLK B	See comments re. North MLK.
F/O		SMLK B	There is already enough student housing along MLK and Rosemary.
F/O		SMLK B	There is already an abundance of student-focused and affordable housing in this corridor - no more is needed.
O		SMLK B	Not sure I understand the comment.
F/O		SMLK B	I do not think more student apartment buildings here are a good idea. There is TONS of student housing--Greenbridge and the new Whole Foods apartments aren't even close to full! Why ruin the last existing moderately-priced neighborhood in Chapel Hill proper with MORE student housing?? Can't people just live here any more? Do we have to cater EVERYTHING to student dollars??
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O		SMLK B	I picked 3 stars because I want less pressure on single-family neighborhoods, but I don't want more student housing, and I think it's fallacious to imply that more student housing would reduce pressure on existing neighborhoods.
O		SMLK B	We need affordable housing for low income families that is near the places they work, particularly accessible to UNC. Less student housing and more workforce housing
O		SMLK B	Sounds fine in theory, but in practice the new apartment housing targets a different, more affluent student demographic than does rental housing in the older adjacent neighborhoods, so there is little reason to think that encouraging construction of new student-focused housing in this area would alleviate stress on adjacent neighborhoods, unless the new student housing were priced similarly to the rental housing in adjacent neighborhoods.
O		SMLK B	Encourage affordable housing for NON-student residents, instead. Town of Chapel Hill should work with UNC to make on-campus housing more attractive and less expensive/poorly maintained. Unattractive on-campus housing is causing increasing vacancies in on-campus housing, as well as friction between students and long-term residents. More proactive cooperation between Town and UNC Dept. of Housing and Residential Education is imperative.
O		SMLK B	Whatever we can do to ensure families are not priced out of their historical neighborhoods like Hargraves is extremely important. The gentrification there concerns me.
O		SMLK B	Great too.
O		SMLK B	Let UNC build more student housing.
O		SMLK B	students want and will find ways to live close to campus and downtown. That's what makes Chapel Hill. If you don't like living near students, move further out. That's what I did.
E		SMLK A	Southern MLK should have the entire center turn lane replaced with a pedestrian refuge and the outer lane should be for buses or turning vehicles only.
E		SMLK A	Bicycle friendly doesn't mean sharing the road theoretically. It means having clear bike lanes for visibility and safety.
E		SMLK A	MLK makes sense as a 35mph road, which is not particularly amenable for bicycles. And, having bicycles on sidewalks also poses difficulties. There will be pedestrians between transit stops so eliminating sidewalks for pedestrians is not feasible. The city needs to take a hard look at how many bicylists are using some routes and whether it makes sense to encourage bicycling in those area.
F/L	Other	SMLK A	MLK makes sense as a 35mph road, which is not particularly amenable for bicycles. And, having bicycles on sidewalks also poses difficulties. There will be pedestrians between transit stops so eliminating sidewalks for pedestrians is not feasible. The city needs to take a hard look at how many bicylists are using some routes and whether it makes sense to encourage bicycling in those area. Also, the heading already implies that infill will occur which means changes in zoning. What is the point of zoning, if we constantly change it.
E		SMLK A	It should be safe for bikers and walkers, but enough with making it impossible for people to park. I'm not going to start biking and walking everywhere at the age of 60, and I don't think it's fair that you make it so difficult for others with mobility issues either. Stop forcing this down our throats.
E		SMLK A	Please move forward with bicycle lanes on S MLK Jr. Blvd. Drivers don't obey the speed limit signs, especially on the downhill sections, and where cyclists aren't visible until the last minute (beyond the crest of a hill or around a curve), sharrow just don't suffice. Improve safety for cyclists first and then keep it that way. Please.

F/L	Use	SMLK A	Construct BRT along MLK Jr with more commercial office space.
O		SMLK A	That is a great idea.
E		SMLK A	The in-town park and ride lot (725 MLK Jr. Blvd.) would be very convenient for people living in Chapel Hill, but it is always full very early in the morning and lacks a pay station, allowing only permit holders. As it is, I live 10 minutes from UNC, but have to drive in the opposite direction to a park and ride, so it takes at least 45 minutes to get to school. Expanding a more central park and ride lot for people who live in town but aren't convenient walking distance to a bus stop seems to make a lot of sense.
F/E		SMLK A	I'm not sure what 'commercial infill and redevelopment' means but I think having a good public transit and car-less transportation options like bike and pedestrian paths is good.
F/L	Use	SMLK A	I like the bike- and ped-friendly part, but I do NOT like the "commercial infill and redevelopment" part.
F/L	Landscaping	SMLK A	Provide wide, tree-lined sidewalks to encourage walking.
O		SMLK A	A very high functional priority, but not a land use priority or intensity issue.
F/E		SMLK A	It's currently one of the worst areas to enter Downtown on a bicycle or as a pedestrian. Just a river of asphalt going uphill.
O		SMLK A	enough with the bike and pedestrian spending
F/E		SMLK A	I would also strongly suggest the addition of roundabouts at key intersections for the three highlighted areas, to help reduce traffic congestion, and keep traffic moving!
E		SMLK A	Steep inclines on MLK/Columbia and Hillsborough Rd currently dissuade me from biking these routes. If a dedicated bike route might bypass some of these high-grade areas, I would be less reliant on bus transit.
F/L	Site Design	SMLK A	New developments should have ground floor entrances to encourage people to exit to the street to walk and bike rather than exit to a parking lot or garage. Also, consideration should be given to how these developments connect to future proposed multi-use paths on MLK that are proposed as a part of the NS BRT.
F		SMLK A	bike and pedestrian-friendly is good.
F		SMLK A	Estes drive cannot support increased traffic ' Plans for high density development at Estes and MLK are a farce
E		SMLK A	For this area of town loaded with students that makes sense. But bike lanes are needed and more accountability for those on bikes - helmets, lights. Also need more pedestrian crosswalks with the blinking lights - I pay attention but can't always see people in the crosswalk when they have on dark clothing and dart in and out, it's unsafe.
F		SMLK A	Bike lanes or paths and connecting sidewalks are vital.
E		SMLK A	no additional cross walks please. it takes forever to get to 40 now
F/L	Landscaping	SMLK A	Not sure this is do-able, however desirable. I have had to walk from the Y to Hillsborough St. a few times. It's not far, but very unpleasant despite sidewalk availability. Too much sun, traffic noise (and speed), and not enough shade trees. Try it yourself sometime! Have you ever thought of a bicycle/pedestrian gondola-type thing that would conquer that long steep hill?
O		SMLK A	This is very important to livability in the area.
E		SMLK A	Be sure that BRT designs are geared toward 8 to 80.
O		SMLK A	Important but challenging given terrain in area
E		SMLK A	this is especially important on this dangerous, poorly built road
F/E		SMLK A	Please prioritize connectivity over mobility. Do not allow for road design to limit left turns out of driveways.
E		SMLK A	Keep in mind bicyclists needing to cross the street
F/E		SMLK A	1st priority help people safely cross MLK, especially near transit stops. Anything that visually narrows the road would be helpful since cars seem to easily drive 45 and 50 along here.
F/L	Other	SMLK E	We have enough luxury and market-rate housing. We need more affordable housing.
F/L	Other	SMLK E	Affordable housing is really important!
F/L	Other	SMLK E	affordable units needed near transit stops.
F/L	Other	SMLK E	Moderate income housing is important for UNC staff and its retirees
O	Other	SMLK E	This does not apply to light rail stops which offer little development potential.
O		SMLK E	Nice idea, but can we ever have enough low-income housing to meet demand? Our property taxes are so high, folks are better off in a similar unit in Durham or Orange County.
F/L		SMLK E	The number one problem in CH--affordable housing!
O		SMLK E	Why don't we adopt a plan like Toronto? Every apartment building has low income housing people in it so no one knows who the lower income people are. And they don't have the squalor and crime that come with projects, makes much more sense.
O		SMLK E	Best to let market forces take care of what needs to be built and not artificially force developers. I pay enough property taxes now.
O		SMLK E	Yes but not all rental! We need more home ownership in CH
F/L	Dimensional Standards	SMLK E	This question seems to be a backhanded way of having people agree to high rise development. 3 stories max at MLK and N. Estes! And only this if green space and gathering places are built. If you build a high-rise and a muffler shop and another McDonalds, you will NOT enhance anyone's experience. You will only create a soul-less place. Chapel Hill is one of the few places left that actually has a soul. Don't ruin it.
F/L	Use	SMLK E	We desperately need more affordable housing, also more accessible housing and more multi-generational options (e.g. ADUs)
F/L	Use	SMLK E	Yes! Chapel Hill has a shortage of places to live that are near grocery stores and other things like dry cleaners and coffee shops. Housing that is near these things and near transit should be encouraged!
F/L	Use	SMLK E	Would like to see more townhomes in this area
F		SMLK E	enough development
F		SMLK E	Affordable housing should be a priority!

F		SMLK E	"Mixed income" tends to lean toward high-income and middle-income, rarely does it include true affordable housing according to the incomes of working class families. Ensure these housing options are truly viable for working class, single families, particularly those who make up the labor force of UNC's housekeeping and food service departments
O		SMLK E	same as above
F		SMLK E	Housing for households of all income ranges and types/sizes is needed. Individual housing developments need not serve all ranges as long as housing for all ranges can be provided. We want high quality living designs and locations regardless of housing price.
F		SMLK E	There is a shortage of well-designed condos in the \$400-500k range for empty nesters who want to downsize and stay in town.
F		SMLK E	It's very important to keep housing affordable and desirable for families and young adults who aren't students.
F		SMLK E	Providing affordable housing opportunities is very important
O		SMLK E	Change the code to ensure that multi-story residential and commercial buildings are built with steel, cement, and stone or brick rather than wood (except for adornments.) I don't care what the fire marshal said. ...wood is combustible!
O		SMLK E	It is especally important that lower income communities have access to public transport as a meas of reaching employment opportunities.
F		SMLK E	I'm all for mixed-income housing but it needs to be small and compact and not the behemoths that we've been seeing recently.
O		SMLK E	For all, see comments re. North MLK.
L	Other	SMLK E	As a principle, the town should abide by it's own zoning. When deciding where to obtain a house or condinium, citizens consider the type of neighborhood that works for them. Some want density and some do not. In recent years, Chapel Hill has changed much of its zoning and it's not fair to residents.
F/E		SMLK E	Also, I remember when the town went through and paid consultants for extensive rezoning in the 1980s and 1990s. Why did we bother with that given that zoning is constantly being changed now.
O		SMLK E	But be careful, we don't want to end up like Durham where public transportation is shunned by middle and upper income residents.
F/L	Other	SMLK E	Does mixed income include students or working people?
E		SMLK C	We need to be considerably reducing restrictions on new housing construction.
F/L	Building Design	SMLK C	Bus stops should be convenient and safe, but they don't all have to be works of art. Be practical and efficient.
E		SMLK C	Hire good architects who know the value of placemaking. The boxes being thrown up have too little relation to the town and not much open space. ☹
F/L	Landscaping	SMLK C	Yes, please make bus stops safer and more appealing. Lots of people move towards the town center so that they can use public transportation, but then don't utilize it because it isn't as practical as they thought it would be.
F/L/E	Landscaping	SMLK C	Keep the tree canopy as-is for best sound buffer & drainage
E		SMLK C	Avoid clear-cutting to maintain the tree canopy. Construct BRT.
O		SMLK C	Having things like cohesive is nice but less important to me than affordable housing options and ease of access through public transportation.
E		SMLK C	fine, I guess. I don't know what this means. (This is a terrible survey, by the way. I have a PhD and understand survey design; this is very user-unfriendly and the questions are really badly written.)
F/E		SMLK C	Make stops more friendly for riders with weather shelters, seats, trash cans, cigarette butt deposit.
O		SMLK C	Large, new buildings should include space for busses and bus stop shelters.
O		SMLK C	same as above
O		SMLK C	What does this even mean? Placemaking is about aesthetics and gathering places for the people who live in the immediate surroundings.
O		SMLK C	enough bus stops and routes.
F		SMLK C	Incorporate the visual arts into these place-making efforts
F		SMLK C	Yes! new development should very much be designed in a way to make it easy for people to bike, walk, and take transit. There should also be limits on parking (like renting parking spaces separately from apartments) to provide people an option to not own a car
O		SMLK C	Aren't there enough high rise apartment bldgs now?
O		SMLK C	There is no commitment to build the BRT so this is nonsense
O		SMLK C	no thanks
O		SMLK C	What happened to the corner of MLK and Estes is terrible - all the trees cut down and no attempt to make it look nice after he sold the trees for lumber, really?? Is it going to stay like that? Looks terrible.
O		SMLK C	absolutely, do this everywhere. ☹
O		SMLK C	Let's not be too uniform- we don't want to be like Cary!
F		SMLK C	Transit oriented development will be a great development driver to focus on the corridor and prevent further sprawl.
E		SMLK C	Of course this is planning 101. The Town should increase frequency of buses before approving more parking spaces.
O		SMLK D	All of the focus areas are on transit lines but we have no money to increase service.
E		SMLK D	Very much needed to increase transit ridership given competition from TNCs
F/L	Use	SMLK D	This is very important, but a building the height of three stories that is occupied by an underutilized Walgreens (on MLK near intersection with Weaver Dairy) is not appropriate. Either allow for one level construction or require the construction and use of all stories. The facade of a three-story building does nothing toward creating density required for transit.
E		SMLK D	The problem is that we are adding density on major transit corridors without increasing frequency of service of number of routes.
F/L	Dimensional Standards	SMLK D	As the corridor moves closer to downtown, the density can be increased. Let us see density topography models.

L	Site Design	SMLK D	I am all for light rail but that will mean increased car traffic as well trying to park near the light rail. So where will the parking be? And put in more than you think you'll need or that will become an issue (having taken trains/subways in the past).
O		SMLK D	Good for the future but not possible to implement now because too expensive.
O		SMLK D	same
F/L	Use	SMLK D	Far too much building of apartments. Why no stores, etc. to lower taxes of residents?
F/L	Dimensional Standards	SMLK D	Low density is the only way to deal with the traffic issues at MLK and N. Estes. Increased density just increases the gridlock. You cannot improve the living experience of residents by over crowding the streets.
F		SMLK D	I think Density and Intensity are not good words to use when describing development. However, I very much agree that people and activities should be concentrated near future transit investments in developments that are well designed to taper and transition to existing neighborhoods.
O		SMLK D	Specifically affordable housing near transit stations, particularly those that accept housing vouchers so that working class families can remain living in Chapel Hill rather than being displaced to Mebane and surrounding areas. This displacement means families can't keep their Chapel Hill-based jobs (due to transportation), and are taking on increasingly low-pay work in more rural areas as a result, fueling cyclical poverty
F/L	Dimensional Standards	SMLK D	Build transit stations and relax density zoning restrictions, and development will bloom.
O		SMLK D	enough with the development. This mostly increases the homeowner tax burden
O		SMLK D	same as above.
F		SMLK D	Yes - and begin the commitment to this change and need for transit and housing before the transit is built, not 10 years after.
F/L	Dimensional Standards	SMLK D	I would like the MLK/Hwy 86 corridor from Franklin St to I-40 to be developed with 7- or 8-story buildings -residential, commercial, and mixed -use.
L	Landscaping	SMLK D	With the current projects under construction, there is already too much greenery taken away.
O		SMLK D	Again, the stars aren't useful. I guess more density near transit centers is generally a good idea, but WHERE are the transit centers going to be? that makes a huge difference. What kind of rapid transit are we talking about? Light rail? yes. More buses and some kind of "fast bus" corridor? No. (SEE? Awful survey. If I can't confidently answer the question without a long-ass comment, it's a bad question.)
F/L/E	Dimensional Standards	SMLK D	New, more dense development along this corridor should be concurrent with bringing the BRT on line; that is, don't approve dense new housing until it is certain that the planned BRT service will be available.
O		SMLK D	I don't know what this means.
F/L	Use	SMLK D	Put affordable housing close to transit stations.
F/L	Use	SMLK D	More commercial office space and less residential development. New construction should have roof-mounted solar energy systems. Limit building heights to 4 stories.
O		SMLK D	Since you can't force people to use public transit, this is a harder question to answer. Increased density is going to lead to an increase in traffic and that can make getting to and from transit stations of foot seem daunting or even dangerous. But too few riders means an anemic route network and schedule. Is it possible to locate grocery stores closer to transit stations?
O		SMLK D	NO. Let the univeristy build dorms onits own land and house tis student on campus. Other universities are going back to that idea.
F		SMLK D	Don't know what transit services are planned but I think traffic is heavy enough as it is that there shouldn't be any more development on this road.
F/L	Dimensional Standards	SMLK D	As I said before, stop the urban sprawl. Start building up instead of out.
F/L	Use	SMLK D	More density along entire length of corridor, and place it near the street to create an urban feel.