

F/L/E/O	LUMO Standard	Location	Feedback
F /L/E	Landscaping	NC 54 Corridor	Plan for the long term and reserve green space and trees as much as possible. Build in parks, trees and preservation as much as possible.
F/L	Landscaping	NC 54 Corridor	Environmental Protections of existing forests and watersheds
F/L/E	Landscaping	NC 54 Corridor	Environmental Protections of existing forests and watersheds; incorporating green building and runoff reduction in all new construction; sound water management that will ensure enough safe drinking water for the future
O		NC 54 Corridor	Environmental impact
E		NC 54 Corridor	Improve Transit/commuter times.
E		NC 54 Corridor	TRAFFIC FLOW - Ensure a HIGH volume of traffic can pass quickly
O		NC54 A	Development in Durham is negatively impacting our ability to plan for mobility, connectivity, environmental protection, flood protection. Must work with adjoining jurisdictions that surround CH, I.e. Durham, Carrboro, Chatham Co.
O		NC54 A	This feels extremely important.
F/L/E	Use	NC54 A	There is enough housing and unbelievable traffic jams in this area during rush hour. Keep this gateway green.
O		NC54 A	Where is it hard to cross?
O		NC54 A	Don't know what multimodal network is, but want bus transit, not light rail
F/E		NC54 A	Develop walk ability from campus heading east down the 54 corridor to allow for students, and downtown residents to partake and patronage the businesses and services in this corridor easily and safely. Develop means of mitigating the traffic that clogs this corridor
O		NC54 A	54 is easy enough to cross as is
F/E		NC54 A	Traffic is horrendous along NC-54. Improving I-40 interchange, Fearington Rd intersection, as well as the lights at Barbee Chapel and the Friday Center all need improvement to facilitate the movement of motor vehicles through this high volume area.
F/E		NC54 A	Make it easier to cross for bikers and pedestrians.
F/E		NC54 A	Improve the crosswalks at Hamilton Road, Burning Tree, and Friday Center. Don't turn 54 into a freeway
F/E		NC54 A	I work at the 54 exchange at MM. Regularly see people try to cross at the lights with no crosswalk. Tunnel too hidden/dangerous. Raised crosswalk???
F/E		NC54 A	This is important , but just not as important as creating a lot of places for people to live. The focus of connections across NC 54 should be Hamilton Road, the existing crossing at the East 54 entrance, and Burning Tree.
F/E		NC54 A	100%. But how would one make it wasier to cross 54
F/L/E	Use	NC54 A	This road is already over-crowded. You are not even asking the right question. Development needs to be prohibited that feeds more traffic on to and development along 54. How and where to cross it is an outcome, not a primary planning issue.
F/E		NC54 A	Paths under 54.
O		NC54 A	AMEN. About using public transit: last time I tried to use the website I found it very hard to work with to find out what but to take to my destination. Would it be possible to distribute printed copies of a booklet with maps and schedules for all the bus routes, and have them available at the libraries, senior centers, etc? As far as I can tell, one now has to snag a bus driver and ask for a copy of that specific route. Also, I don't think you'll get much more participation from folks who do have cars, until buses run more frequently and don't shut down for 1.5 hours at lunchtime, which is exactly when I have found myself wanting to go somewhere by bus at times.
F/E		NC54 A	this is so incredibly important! I see mothers with young children RUNNING across the highway here. We need to do better!
F/E		NC54 A	NC 54 is currently terrible. There needs to be more lanes and better traffic flow--ESPECIALLY around the I-40 interchange. The fact that it goes from 1 lane to 4 lanes to 3 lanes to 2 lanes to 3 lanes over the course of 2 miles is ridiculous and creates so much confusion. It needs to be a consistent number of lanes to maximize traffic flow going from I-40 to downtown Chapel Hill/UNC.
F/E		NC54 A	Consider tunneling 54.
F/E		NC54 A	The connectivity is important
O		NC54 A	What the heck does this even mean.
F/E		NC54 A	Yes, crossing 54, but also crossing the side streets when using the sidepath.
F/E		NC54 A	Creative construction e.g. under or overpassess. Over pass that is not massive!
F/E		NC54 A	Better crosswalks would be great for high traffic areas - including Meadowmont and Farrington.
O		NC54 A	Not sure what this means
F/E		NC54 A	Scramble crosswalks at major intersections would increase safety. Traffic stops in all directions on these type of crosswalks.
F/E		NC54 A	54 is very dangerous for pedestrians and cyclists. Much improvement needed.

O		NC54 A	What does this even mean?
F/E		NC54 A	Many gaps in off road paths. Overpass at Glen Lennox is neither car, nor Bike, nor pedestrian friendly
F/L	Use	NC54 B	Open, park like spaces are needed. Caution against over-density.
F/L	Site Design	NC54 B	What Chapel Hill needs are open parks with landscape design not entirely dedicated to sports fields. Like a central park in a city.
F/L	Site Design	NC54 B	We absolutely need more public spaces but they should be GREEN. Not like the one at 140 West which is completely useless and dangerous.
F/L	Use	NC54 B	Meadowmont works well. How is East 54 doing? Mixed use spaces are nice places to live
O		NC54 B	I don't support "pod" development of businesses in Chapel Hill; we 're losing downtown focus
O		NC54 B	This is too jargony to understand as a principle.
O		NC54 B	As long as "Holistic" does not mean "Homogeneous"
F		NC54 B	i beleive thta 54 was not designed to handle more. it should be kept COUNTRY
F		NC54 B	If by public spaces you mean park-type areas, by all means we need more. Development along 54 is feeling more and more congested, suffocating, and dangerous to navigate on foot or bike.
F/L/E	Site Design	NC54 B	No more development in this area. Pavement floods - you will turn the land between Morgan Creek and Little Creeek into floodlands, and along with it, destroy thousands of homes in good neighborhoods.
F/L	Landscaping	NC54 B	Intentionally create open spaces. KEEP The TREES!
F/L/E	Use	NC54 B	Expanding on and creating new mixed use centers, especially near the future transit stations should be a top priority. Careful though should be given to requiring and designing public spaces to make sure that they are actually useful to people to use.
F/L/E	Use	NC54 B	Expanding on and creating new mixed use centers, especially near the future transit stations should be a top priority. Careful though should be given to requiring and designing public spaces to make sure that they are actually useful to people to use. "Holistic corridor design" concerns me that this item is prioritizing what it looks like to drive past these places rather than on designing good places.
O		NC54 B	Again, mixed use is good in principle, but in practice fails to meet stated goals.
O		NC54 B	Again, fine as is
F/L	Dimensional Standards	NC54 B	No more than 3 stories, please!
F/L/E	Use	NC54 B	We don't need new development if the area is subject to flooding. Just because the rail is planned here, doesn't mean we need more housing.
F/L	Building Design	NC54 C	Carrboro and beyond is at risk of reflecting the uber-corporate aesthetic that has taken over Chapel Hill. Create opportunities for reclaiming public space aesthetics to reflect colorful artistry, like Town-supported murals, visual art installments, and visually creative historical markers devoted to the contributions made by people of color of Chapel Hill-Carrboro's history, and the working class that created Carrboro's unique social fabric, which has been its primary attractor since its mill days
F/L	Dimensional Standards	NC54 C	No more than 3 stories, please! Leave more space between road and buildings, i.e. NOT like Environ Way
F/L	Dimensional Standards	NC54 C	No more than 3 stories, please! Buildings should be set back from the street, NOT like Environ way
F		NC54 C	I am unclear what makes you think the corridor is "lush" at present? It's becoming a concrete jungle.
O		NC54 C	I support beautification
O		NC54 C	Placemaking is important but the way this is worded makes me think that the goal is making places pretty to drive past instead of places for people to be
F		NC54 C	This would preclude further building with no offset from NC54 (as happened with 54 East).
F		NC54 C	Urban Form and Placemaking are important; however, the description of this section makes me think that the focus is on creating something pretty to drive past rather than creating places for people to be. To be clear, the needs of people driving past should absolutely not be put above the people who will live work and play in these new places. Also, Unless 54 is retrofitted to function more like a street, and less like a highway, it unrealistic to expect buildings to have their fronts along 54. This may be possible between Burning Tree and US 15-501, but seems rather improbable further east.
F		NC54 C	Yes, please, for the love, let's make it as beautiful and pretty as possible. No one wants to live in a concrete, suburban environment. ☹️
F/L	Dimensional Standards	NC54 C	Buildings back from the street with space for mature shade trees.
F/L	Use	NC54 C	Stop development.
F/L	Building Design	NC54 C	Let's hear it for tree-lined streets! The building facades going up are not interesting these days.
F/L	Site Design	NC54 C	Urban form is created by what's left and right of streets. This is a challenge for the NC 54 Corridor, as it is lop-sided. Glen Lennox development may balance that; however, part of it is opposite of a low density commercial area.
F/L	Landscaping	NC54 C	More landscaped open space and if you are going to have median trees, then take care of them.
F		NC54 C	Emphasize open, green spaces.

F/L	Landscaping	NC54 C	CH could do a lot to make the town more attractive. I love the brightly colored utility boxes and painted crosswalks. Encourage more murals and plant big trees to make the downtown look more inviting.
F/L	Dimensional Standards	NC54 D	Caution against overly dense development. This area is already dense.
F/L	Use	NC54 D	Would like more residential and mixed use options to make CH livable
F/L	Dimensional Standards	NC54 D	The city has ignored the idea of scale in other areas of Chapel Hill. We don't need and should not be building these high rise disasters. Three or four stories should be max in order to provide a human scale.
O		NC54 D	Sounds good, if vague.
F/L	Dimensional Standards	NC54 D	Please maximize tax value of buildings and do not limit to 3 stories.
E		NC54 D	Traffic is impossible for those traveling out on 54 towards I-40. And it isn't just rush hour traffic. Randomly in the middle of the day it can already take 20-25 minutes sometimes to get from Friday Center Dr to I-40
F/L/E	Use	NC54 D	Only do this if current roads can hold the density. If more businesses and apartments are built without improving traffic patterns on 54 at rush hour, then this should not be prioritized.
O		NC54 D	the word "appropriate" leaves all options open since the definition is in the eye of the beholder. So listen to input in townhalls etc and not to developers (\$\$\$)
F/L	Other	NC54 D	Stop creating density for the purpose of encouraging transit. We do not need to decimate Chapel Hill just to create opportunities for transit. That is the tail wagging the dog.
F/L	Dimensional Standards	NC54 D	Recent development decisions about high density living in Chapel Hill seem to favor the developers over the residents. Buildings are too high; not much greenspace and they are too close to roads
F/L	Dimensional Standards	NC54 D	three stories should be the maximum in order to preserve our small town feel.
F/L	Other	NC54 D	This area has not more intensity potential because of land constraints and UNC ownership.
E		NC54 D	But deal with traffic!
F/L	Dimensional Standards	NC54 D	Appropriate height and scale to me means more set-back from traffic areas on highways and streets: we need green space between traffic and buildings, especially buildings over 2 stories high.
F		NC54 D	emphasis on future transit
F/L	Landscaping	NC54 D	this also means low density for low density areas. keep trees!!!
F/L	Site Design	NC54 D	include parking in any ideas and not make it so we won't visit after work.
F/L	Use	NC54 D	Density and intensity already too high. Force development out of NC 54 corridor.
F/L/E	Site Design	NC54 D	Bikes completely off the road. Pedestrian walkways in the shade. Public transportation really useful for everyone; buses/ light rail to the airport, Raleigh. Coordinate supporting public transportation.
F/L	Dimensional Standards	NC54 D	yes, let's keep the scale as small as possible.
E		NC54 D	Don't forget the infrastructure necessary to satisfy increased density
F/L	Dimensional Standards	NC54 D	"Appropriate to future transit" has been the excuse for allowing massive development inappropriate for Chapel Hill. Scale should stay low (3-4 stories maximum).
O		NC54 D	What is that height and scale (including block length and pedestrian connectivity)? The Berkshire failed all 2020 plan community desires.
F/L	Use	NC54 D	Yes! and existing neighborhoods should be allowed to change over time to incrementally add granny flats and other small multi-family type homes that match the size of existing homes.
F/L	Dimensional Standards	NC54 D	More density please, not less!
F/L	Dimensional Standards	NC54 D	Please keep this area low lying and preserve greenways
F/L	Dimensional Standards	NC54 D	I am suspicious of this. "Appropriate to transit", etc., sounds like the toe in the door for more tall buildings.
F/I	Dimensional Standards	NC54 D	No more than 3 stories, please! Buildings should be set back from the street, NOT like Environ way.
		NC54 D	No more than 3 stories, please! Buildings should be set back from the street, NOT like Environ way. Future transit should be bus, NOT Light Rail
F/L	Dimensional Standards	NC54 D	No tall buildings should be added in this area.
O		NC54 D	I am not sure what this item means. It's pretty vague.
F/L	Dimensional Standards	NC54 D	A worthless apple pie statement. Leaves the battles to be fought rather than providing guidance. Lets put some intensity guidelines in place that establish minimum and maximum intensities, not building SF.
F/L	Use	NC54 E	And if the middle of existing neighborhoods if redevelopment opportunities on large lots exist there.

O		NC54 E	The most important priority, particularly housing options that are more affordable than GSC-owned apartment complexes along the Hwy 54 corridor. Working class families are being displaced a rapid rate, and Carrboro seems to be following Chapel Hill's lead in being a white, middle class homogenous town
O		NC54 E	Essential
F/L	Dimensional Standards	NC54 E	No more than 3 stories, please! Buildings should be set back from the street, NOT like Environ way.
O		NC54 E	And yet, I am extremely dubious that "Alta Blu" includes any affordable units.
E		NC54 E	Locating affordable housing in areas with easy access to public transportation is important. So is expanding public transportation.
F/L	Landscaping	NC54 E	Yes to providing affordable housing, but please not at the cost of our beautiful natural spaces here.
O		NC54 E	Where possible, but affordable hsg is needed all over town and transit access is good in most locations so no need to focus on the most expensive land.
F/L	Use	NC54 E	Partner with UNC to include affordable housing for workers / students / or general public at Friday Center property
F/L	Use	NC54 E	Yes! Also, partner with UNC to allow affordable housing on their property soon on the Friday center and in the future on the golf course.
F		NC54 E	Yes, but how can you even control that??? Please don't build more houses or buildings anywhere!
F/L	Other	NC54 E	Intersperse affordable and low income housing among more expensive neighborhoods to avoid creating ghettos.
O		NC54 E	Sure. Just outside the NC 54 corridor.
O		NC54 E	This is vey important
O		NC54 E	Good luck!
F/L/E	Dimensional Standards	NC54 E	Apartment buildings that have so many units that traffic is negatively affected will be a deterrent to both homeowners and visitors.
O		NC54 E	Let the free market determine this.
O		NC54 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 marshall said. ..wood is combustible!
O		NC54 E	Especially important with the changes to Glen Lennox
F/L	Other	NC54 E	Affordable housing should always be a priority
F/L	Other	NC54 E	Affordable housing will not occur magically. The land is too expensive. If Chapel hill wants this type of housing it will have to twist the arms of developers to get it.
O		NC54 E	Good luck with this. It will all have to be subsidized meaning market rate housing just gets more expensive as taxes go up. This ship has sailed.
F/L	Use	NC54 E	It would be amazing to integrate some sort of transit-oriented development along this corridor.