

SW Durham County and SE Chapel Hill Public Workshop #1 (10/10/05)

Participant Responses to – “What things are important to you?”

- New intersection of Farrington Road and I-40 massive improvements to existing I-40/54 intersection. High-density transit village, good shopping area, lots of green space.
- Master planned mixed uses with village atmosphere.
- Protect ponds and open space. Maintain wildlife corridors.
- 15-20 years it should be like Southern Village/ Meadowmont but with better multi-modal transportation connections across neighborhoods and to employment, shopping, and recreation; not as offensive.
- High density housing, large green belts between developed areas – bike and ped paths everywhere. No more cookie-cutter subdivisions!
- Varied housing types, including some low-density development (with more rural character); more pedestrian-friendly areas.
- Transit oriented development, enhance mobility, sustainable.
- A new downtown Durham developed for/from concept to completion in less than 3 years so downtown can be improved. High-density with road and access via 40, 14501, and 54 with traffic flow like 540!
- To have an area that has some green left and without a development on every corner. To be an area that you do not have to avoid due to traffic.
- Well-developed with walkable communities we integrated with frequent connectivity. More transit in the form of express rubber tire or light rail connection Duke with UNC and the community with RTP, Southpoint, and the Airport. Open space including the Calberta Arboretum and Leigh Farm.
- Well-planned, dense transit village.
- Shopping, housing, good access. Safety. Great landscaping, no litter, parks, and walking trails.
- Vision, well-planned, pedestrian and bike-friendly, green but dense. Easy access to multiple services and retail.
- Some commercial. High density residential node with some affordable housing. Some (ideally not franchise) shops and restaurants. Light rail transit to Chapel Hill, Durham, and RTP. Open-space, recreational bike trails, and roads with bike LANES.
- Less housing density – more 1/3 or ½ acre lots. More 57D! Less multi-family! Attractive, traffic calm, pedestrian friendly neighborhoods with connector streets that keep neighborhoods safe. Office institution shopping high density apartments, condos, town-home development on outer perimeter. SFD interior of development.