



## SOCIAL PINPOINT COMMUNITY INPUT

Social PinPoint interactive case map website is a tool used to collect community experiences, perspectives, ideas, and knowledge. Community members can provide comments through a drop pin function, via photo upload, or through the case surveys.

The information in the following input does not necessarily reflect the City or County of Durham’s perspectives, recommendations, or strategic direction. Please note that there may be potential barriers to participation in online interactive feedback tools. As such, it’s just as important to look at the input provided here as it is to see who was not able to participate in the input collection platform.

The information below reflects comments received up through February 14, 2023. Comments received after that time will be forwarded to the City Council, and community members will be encouraged to register and participate in the public hearing.

### Social PinPoint Case Survey Comments

Opponent (Against)	<p>Traffic during morning and evening rush hours on Cornwallis Road is getting even much worse as people return to the office. This development at the light where Cornwallis and 15-501 will be intolerable. Presently traffic accessing 15-501, entering the Judea Reform Center, and the local school can presently form a traffic block. Increasing the traffic density with 90 new apartments will create a public traffic safety log jam. Also our Colony Park neighborhood is already subject to heavy flooding during storm events. This flooding will be further exacerbated by another clear cutting operation of nearby rain pervious areas.</p> <p>Concerns: Environmental Protection, Flooding/stormwater, and traffic</p>
Opponent (Against)	<p>I think any project with a proposed density of up to 90 units will create a serious risk of too much traffic on Cornwallis Rd. The density should be a fraction of this number. This area is already busy and this project will be too many additional traffic to the area. This project is not consistent with the development in the immediate area. This density is not consistent with the other homes in the immediate neighborhoods. It will devalue the surrounding homes.</p>
Opponent (Against)	<p>There is a need for housing in Durham. But 90 units is absurdly too high for this particular site given land and road attributes.</p> <p>Too many units for lot size! Environmental degradation is unacceptable. Infrastructure, particularly road access, is highly inappropriate, problematic and dangerous for this project.</p> <p>The developer has been surprisingly evasive/unknowledgeable about the basic attributes of the project, and shown a lack of transparency, honesty, and regard for neighbors and the community.</p>
Opponent	<p>The density of proposed units is too large for such a small space, and close</p>

<p>(Against)</p>	<p>proximity to the highway will prohibit a desirable quality of life for residents of the proposed development. The argument is often made that there will be affordable housing provided - however, it's disheartening that those in need are provided affordable housing in the least desirable spaces, such as right next to a highway, where noise and air pollution greatly affect one's quality of life. To that end, there is a good reason that the property is zoned as it is currently - it is not an appropriate site for this type or scale of housing. Additionally, the proposed changes to Cornwallis to enter and exit the development will create a dangerous situation as well as unnecessary congestion for nearby residents, bikers, and those entering and exiting the highway. Anyone who drives here frequently knows how busy this road gets - and has increasingly gotten with the additional housing added by Pulte - especially during rush hour. The proximity of the proposed entrance to the development would greatly add to the congestion and create a dangerous situation for anyone attempting to ride a bike in the area. It seems that it would also require widening the road, which will require cutting into land owned by Duke Forest, which is both untenable and a hazard to the natural environment and wildlife. Indeed, the added traffic will further push out the wonderful wildlife that residents in this area so enjoy - often a big reason for moving to this particular part of town. Indeed, there are no developments of this type on this side of 15-501, and so this particular proposal is completely out of step with the type of housing that is here now. To build it will significantly change the feeling of the area, which would be better served and sustained with a different type of residential housing (such as condominiums, small homes, etc). Affordable housing can have many faces. Finally, why is this development needed? What role does it fill that makes rezoning desirable or necessary? There is a relatively new development very nearby on Western Bypass that is not at capacity, as well as a number of new developments downtown and in the surrounding area. Likewise, we are in a moment of inflation, likely entering a recession. Is this not a moment consider whether building additional units is truly necessary? As Durham continues to grow it is disheartening to see so little creative thinking around how more thoughtful development can sustain both growth, and the city's identity - the very charm that draws people here. For example, there is a surplus of unused office buildings in Durham - why not encourage developers to convert these buildings into to apartments? Why build high-density apartment buildings in suburban areas, with zero access to public transport, zero walkability, and low access to stores, etc., such as this proposed development? Likewise, the proposed development will only add more impervious surface right next to another recent development (the Pulte properties), which will only add to environmental and flooding/stormwater concerns, particularly given the proximity to Sandy Creek. Durham should be a leader in development that takes into consideration not just what space is available, but how it is used, whether its use will provide a decent quality of life for its beneficiaries, and whether such development is actually needed.</p> <p>Please consider how the city can work more in concert and cooperation with its citizens to find solutions to growth. We want to collaborate with you!</p>
<p>Opponent</p>	<p>Traffic safety, environmental impact. Adequate public transportation should be a prerequisite for new high-density housing. This project would create terrible</p>

(Against)	<p>traffic congestion and increase the potential for accidents; traffic along Cornwallis is already almost invariably over the posted speed limits, and more policing would be appreciated. Also, there is a fire station nearby on Cornwallis, and schools and a community center on the other side of 15-501 (where drivers seldom observe the posted speed limits). It has been pointed out that there are serious watershed concerns.</p>
Opponent (Against)	<p>First and foremost, I do not agree with this project. This is just another developer coming in, clearing land, and putting up an ugly building without any regard to the environmental impacts and traffic impacts that will trickle down to more negative environmental impacts. Additionally, if there are going to be apartments here, there should be a significant commitment to affordable housing based on the convenient location of this property. Furthermore, there needs to be a plan and commitment to provide public transportation to help those who would be living in the affordable housing units. Durham MUST hold these developers, who just want to come in and make a quick buck but not actually invest in our community and environment, accountable and not let them get the "better end of the deal" when it comes to their profits versus our community health.</p>
Opponent (Against)	<p>Developing this corner will negatively impact the environment and watershed as well as greatly increase traffic and congestion along Cornwallis and 15501. Having a natural area or a park would better serve the community and the environment.</p>
Proponent (For)	<p>I like the proposal of up to 90 new apartments very close to the Al Buehler trail. I think we need more apartments close to Duke.</p> <p>I would like to see bus rapid transit from this area to Duke so that students and employees can have different ways of getting to and from work.</p>
Opponent (Against)	<p>Traffic during morning and evening rush hours on Cornwallis Road is getting even much worse as people return to the office. This development at the light where Cornwallis and 15-501 will be intolerable. Presently traffic accessing 15-501, entering the Judea Reform Center, and the local school can presently form a traffic block. Increasing the traffic density with 90 new apartments will create a public traffic safety log jam. Also our Colony Park neighborhood is already subject to heavy flooding during storm events. This flooding will be further exacerbated by another clear cutting operation of nearby rain pervious areas.</p>
Opponent (Against)	<p>1)Traffic is already a big problem on Cornwallis Road. This development will make it much worse. 2) Damage to wet lands is inevitable.</p>
Opponent (Against)	<p>I disagree with the zoning change. The area is filled with single family homes. The area will be negatively impacted by the apartments. The traffic created at an already busy intersection will be worse. Plus there are already storm water issues and flooding with Sandy Creek which runs right through the development. Concerns: Traffic, flooding/stormwater, and environmental protection.</p>
Opponent (Against)	<p>The proposed area drains into Sandy creek which floods the adjoining neighborhoods yearly. Traffic is a hazard on Cornwallis road and more flooding. The existing stormwater system cannot handle the current rain. Now imagine</p>

	<p>what it will look like in 5-10 years at current projections of increased storm size. This project will only help create major problems for the city and nearby homeowners (who are taxpayers and voters!). Let's do the wise thing and prevent that from happening.</p> <p>Concerns: Traffic, flooding/stormwater, and environmental protection.</p>
Opponent (Against)	<p>Building on the proposed site would be a horrible idea for traffic and environmental reasons. The proximity to the existing traffic light of the entrance/exit would make this intersection incredibly awkward and dangerous. Cornwallis is already narrow and bottlenecked at this location. Having a dedicated turning lane would force gridlock. Furthermore, I would like to see bike lanes and sidewalks on Cornwallis, not more space for cars. From an environmental standpoint, cutting down more forest and paving it means more impervious surfaces, more runoff and more flooding. The existing stormwater system cannot handle the current rain. Now imagine what it will look like in 5-10 years at current projections of increased storm size. This project will only help create major problems for the city and nearby homeowners (who are taxpayers and voters!). Let's do the wise thing and prevent that from happening.</p> <p>Concerns: Walkability, environmental protection, flooding/stormwater, and traffic</p>
Undecided	<p>Density inappropriate for water control in area prone to flooding, traffic safety, wetlands preservation. Environmental impact studies in same area have indicated that development will have a significant negative impact. Increasing area of impervious surface will negatively impact other adjacent areas that are already prone to flooding. Home owners at lower levels. Current storm water avenues and retention ponds are now inadequate. Sandy Creek also backs up! Occasionally, storm water enter the sewer system causing overflow, leaving debris and creating stench. Could it also enter the water system? Occasionally, it appears so. Attention by the City should be given to the major storm water arteries when used in development planning for construction. For example, the Federal Blue Stream, as reported to me by City Personnel, needs Federal Permits for conditioning to handle additional flows. Currently, most flows to my site in our neighborhood originate from new development holding ponds and/ or City Street maintenance. Thank you for attention to these concerns in your planning.</p> <p>Concerns: Traffic, flooding/stormwater, and environmental protection</p> <p>Being aware of climate change as a response from the City for increased flood water to our area, please consider the number of recently completed major developments with storm water and or sewer engineered past my house. To my knowledge, NO attention has been given to the flow through channel that floods my area.</p> <p>Concerns: Traffic, flooding/stormwater, and affordable housing.</p>
Opponent (Against)	<p>I live at 2507 Tanglewood Drive. Constantly Increasing development without adequate attention to storm water flow endangers the established properties and possibly the health of existing home owners at lower levels. Current storm water avenues and retention ponds are now inadequate. Sandy Creek also backs up! Occasionally, storm water enter the sewer system causing overflow, leaving debris and creating stench. Could it also enter the water system? Occasionally, it appears so. Attention by the City should be given to the major storm water arteries when used in development planning for construction. For example, the</p>

	<p>Federal Blue Stream, as reported to me by City Personnel, needs Federal Permits for conditioning to handle additional flows. Currently, most flows to my site in our neighborhood originate from new development holding ponds and/ or City Street maintenance. Thank you for attention to these concerns in your planning.</p>
<p>Undecided</p>	<p>I believe that this zoning change will increase the traffic at that interchange and also increase the amount of run-off to Sandy Creek. This area should not be developed.</p> <p>Concerns: Environmental protection, flooding/stormwater, traffic</p> <p>There are non-conforming billboard structures on this site that have been there since the 1980s. I request that the applicant provide a text amendment stating that the the nonconforming billboard structures will be removed in order to bring the site into greater conformity with the unified development ordinance. Thank you for your consideration.</p>
<p>Opponent (Against)</p>	<p>There are non-conforming billboard structures on this site that have been there since the 1980s. I request that the applicant provide a text amendment stating that the nonconforming billboard structures will be removed in order to bring the site into greater conformity with the unified development ordinance. Thank you for your consideration.</p> <p>There are non-conforming billboard structures on this site that have been there since the 1980s. I request that the applicant provide a text amendment stating that the the nonconforming billboard structures will be removed in order to bring the site into greater conformity with the unified development ordinance. Thank you for your consideration.</p> <p>I didn't put in "walkability" or "public transportation" because -- while I believe these are important to consider in any development -- this area is not walkable to services and, to my knowledge, is not served by public transportation. So, to the extent that affordable housing should also have those attributes, this is not a great site.</p>
<p>Proponent (For)</p>	<p>In general, I appreciate the need for affordable housing in Durham. The lot in question seems somewhat underutilized at present.</p> <p>I'm deeply concerned about (1) the additional traffic on Cornwallis Road -- already fairly busy road, two lanes with narrow shoulders, drivers generally don't comply with the speed limit in this area (35), it's scary to walk, jog or bike on the road and there are a number of homes right on Cornwallis (west of the Canterbury development, and east of the JCC). Adding this many units and parking spaces will dramatically exacerbate traffic and safety issues. I would prefer a smaller development with fewer units. (2) Stormwater management. To better prevent more downstream flooding of common areas and homes in the floodplain, including in nearby neighborhoods (e.g. Canterbury and Colony Park), the proposal must include control measures for a 100-year stormwater event. There are already existing flooding problems that would be made worse by the proposed project. (3) Environmental protection. I would like to see preservation of some of the existing large trees on the lot, which would (at least a little) mitigate noise and aesthetic impacts, including from 15/501, on nearby</p>

	<p>neighborhoods, while also preserving some habitat. (4) Visual disruption / aesthetic impacts from a four-story building. This area is currently forested and altering to include a relatively tall building would be a dramatic change. Developing a shorter building with fewer units would help to address this concern as well as the concerns about traffic.</p>
<p>Proponent (For)</p>	<p>This has good buffer to neighborhood, and good access to Duke and freeway. We need more housing. Otherwise you can bike. You wouldn't put a single family residential development next to a highway while apartments don't generally mind this proximity.</p> <p>The list of priorities is incomplete and loaded. It should be made more flexible or removed.</p>
<p>Opponent (Against)</p>	<p>This is a good place for apartments. You can walk to Duke campus from this land if you like to walk a lot. Otherwise you can bike. You wouldn't put a single family residential development next to a highway while apartments don't generally mind this proximity. changed and this project should not go ahead at its current scale.</p>
<p>Opponent (Against)</p>	<p>I think this development is a bad idea for environmental and traffic reasons. I live in Colony Park and we already have problems with stormwater runoff that got worse after Canterbury was built. Adding more paved surface and removing natural areas will lead to more runoff and damage. Adding more cars to an already-bad intersection will create a traffic nightmare. Traffic during rush hour regularly reaches past Birchbark Rd. Adding more cars to this stretch of Cornwallis Rd. will make this intersection dysfunctional. Also, this intersection is already a dangerous place for pedestrians and cyclists. Adding more cars will make it worse. I also worry about Fire trucks having a hard time getting through the intersection--a serious safety issue. For all those reasons, the zoning should not be changed and this project should not go ahead at its current scale.</p> <p>W. Cornwallis Rd. is not a safe place to walk or ride a bike because of the traffic, lack of shoulders, lack of sidewalks, etc. There are deep drop offs on portions of the road where there is little room to maneuver to try to avoid a wreck/pedestrian/biker/ car. I have personally seen fire trucks unable to get through the area between Welcome Dr. &amp; 15-501. I have also seen a fire truck hit while trying to negotiate the same stretch of road (not even during rush hour).</p>
<p>Opponent (Against)</p>	<p>This is ill-advised. The W. Cornwallis Rd. exits (both the on and off ramps) cannot handle the traffic as it is. 15-501 cannot handle the traffic as it is, especially during morning and evening commutes. That portion of 15-501 bottle necks at West Cornwallis Rd. from BOTH directions. When there is rain or even wet pavement, the problems are magnified exponentially. There is too much building in the areas of the flood plains already. You cannot plan for 10-year floods when 100-200-500 year floods are occurring with increasing regularity. Then when there is a problem, Public Works - Stormwater &amp; GIS Services will privately tell homeowners to do what they "need to do" to protect their property regardless of the rules/laws/regs/easements in place and then retaliate if the illegality, which was okayed by them, is brought to their attention. There are consequences beyond what the Planning Department plans for which impact residents long after the plans have been approved. I understand that there is a lack of housing,</p>



	<p>particularly affordable housing, but far too often the baby is thrown out with the bathwater.</p> <p>W. Cornwallis Rd. is not a safe place to walk or ride a bike because of the traffic, lack of shoulders, lack of sidewalks, etc. There are deep drop offs on portions of the road where there is little room to maneuver to try to avoid a wreck/pedestrian/biker/ car. I have personally seen fire trucks unable to get through the area between Welcome Dr. &amp; 15-501. I have also seen a fire truck hit while trying to negotiate the same stretch of road (not even during rush hour).</p>
<p>Proponent (For)</p>	<p>Too many cars to enter and exit Cornwallis so close to traffic lights. Storm runoff from proposed site will impact nearby neighborhoods. The rest of Cornwallis in that area is zoned for single family. multi story housing is more efficient and more affordable than single lot housing. This is a plus from both an energy efficiency, perspective. I have read the comments objecting that this project will create traffic backups and is inappropriate in a "rural" area. The intersection of 15-501 and Cornwallis Road is hardly rural in character, and placing a (relatively) small multi-story housing development there will have almost no impact on total traffic on Cornwallis Road or 15-501---the latter of which is a major artery. The property is close to religious institutions, schools and parks. It's a good site related to close by services.</p>
<p>Opponent (Against)</p>	<p>This site, at the intersection of 150501, a major artery for Durham, and close to Durham's largest employers, is appropriate for higher density housing. There is water and sewer at the site, the overall density is not intense (though the building is multi-story). The urban walkway is a great amenity for the proposed housing, and given the setbacks for wetlands and the greenway, the overall density is not high. The multi story housing is more efficient and more affordable than single lot housing. This is a plus from both an energy efficiency, perspective. I have read the comments objecting that this project will create traffic backups and is inappropriate in a "rural" area. The intersection of 15-501 and Cornwallis Road is hardly rural in character, and placing a (relatively) small multi-story housing development there will have almost no impact on total traffic on Cornwallis Road or 15-501---the latter of which is a major artery. The property is close to religious institutions, schools and parks. It's a good site related to close by services.</p> <p>The vehicle access for the proposed apartments is much too close to the intersection of W. Cornwallis Rd. and the exit and entrance ramps of south-bound 15-501 bypass. W. Cornwallis Rd is a major traffic route. At busy traffic times, waiting to enter into and exit from the proposed apartment onto W Cornwallis will cause terrible frustration and risk of accidents not only for the apartment dwellers, but also for all users who need to travel on that roadway and through its interchange with 15-501 bypass. Any change in traffic pattern must take into account the usage of W. Cornwallis Rd. for both the city population and the local community. There appears to be too little apace in the area of the intersection to accommodate an increase in regular usage of that intersection with W. Cornwallis Rd. Regular travellers over this route include the following: 1. Parents transporting children from the northern and eastern reaches of Durham to Durham Academy on Ridge Rd., Duke School on Erwin Rd.,</p>

	and Friends School to the west in Orange County; 2. Parents and students of the Lerner Jewish Community School located on Cornwallis Rd near 15-501 and an older student population attending Duke's OLLI (life-long learning) classes held at the Jewish Center; 3. Workers from the east to reach Erwin Rd as an alternative to 15-501 toward Chapel Hill; 4. Workers and shoppers from the west to reach Western Bypass as a route to major shopping destinations at South Square and businesses along 15-501 Business in that area; 5. Travelers from the west to reach, via 15-501 Bypass, Martin Luther King Blvd with its major super market and pharmacies, and Chapel Hill businesses.
Opponent (Against)	Expected traffic congestion near 15-501 interchange with W. Cornwallis Rd. There simply is not enough yardage to accept an access point for apartment residents' traffic into and out of their parking lot.
Opponent (Against)	The surrounding area is filled with single family homes. Adding 90 apartments would negatively impact the noise, pollution, traffic, and feel of existing neighborhoods.
Opponent (Against)	Concerns: Traffic, environmental protection, flooding/stormwater
Opponent (Against)	Too many units for such a small area and for that many cars.
Opponent (Against)	Traffic is already heavy on Cornwallis Road and the access from this development is too close to 15/501 not to cause more problems. Flooding/wet land protection is also a major concern.
Opponent (Against)	<p>I am concerned about the environmental impacts this project would have to my community, Colony Park. This project would create potential flooding issues in our neighborhood. put to use. As of right now, it is not being used. I think housing is good use, but not an apartment complex.</p> <p>That it is an apartment complex. My main concerns: Traffic/Pedestrian/Bicycle safety, stormwater, congestion, not sure why this is being rezoned.</p> <p>I live in this area. I have major concerns about stormwater because this area is already prone to flooding during basic storms. Traffic at the light is also a major concern. This seems like the left turn movements into the complex would cause significant delays to western travel along cornwallis due to proximity could cause problems at the light.</p>
Opponent (Against)	I like this land being put to use. As of right now, it is not being used. I think housing is good use, but not an apartment complex.
Opponent (Against)	<p>Traffic congestion, worsening flooding in nearby neighborhoods that already have issue with storm water drainage. Also not in line with local neighborhood which is single family homes.</p> <p>Do not approve this.</p>
Opponent (Against)	I do not want an apartment complex within a mile of my home. 1000% no.
Opponent	This is not the right location for this type of project. This will add more traffic to an already dangerous intersection with no safe passageway for bikes or



(Against)	pedestrians. There are already several apartment units that are being built on the east side of 15/501 Western Bypass and this proposal will be simply too much for this small intersection and Cornwallis Road. I am also very concerned about the floodplain and environmental impact. shopping and schools without vehicle are big negatives! Environmental issues with nearby creek need attention/protection
Opponent (Against)	<p>Those who choose to live in this development must have a vehicle! Access to public transportation, safe walkability, shopping and schools without vehicle are big negatives! Environmental issues with nearby creek need attention/protection</p> <ol style="list-style-type: none"> <li>1. The number of units could be decreased.</li> <li>2. The maximum height could be reduced so that it is no greater than other apartment units in the area.</li> <li>3. The access road is extremely close to the entrance / exits from 15-501. This could cause traffic pileups. It appears that there is between 50 and 100 feet from the on/off ramps with a traffic light to the property entrance. Even with a left turn lane that extended that entire distance, cars could be blocked from proceeding west on Cornwallis.</li> <li>4. The plan would destroy historic buildings. It could be altered to avoid that.</li> </ol> <p>There should be some development on this land. But it is not suitable for one with a lot of traffic, since it is practically on top of the 15-501 interchange.</p>
Opponent (Against)	The project respects the existing natural buffers.
Opponent (Against)	Concerns: Walkability, traffic, flooding/stormwater, environmental protection 100-200 vehicles entering so close by will further aggregate the situation. I understand that the value of land in Durham has increased, and it feels like this proposal is looking to extract the maximum value without regards to the ecological, traffic, and quality of life impacts. I believe that there are development plans for this property that could work, but not to this scale.
Opponent (Against)	<p>Previous commenters have outlined many of my concerns, including adding high density housing, parking lots, and cars so close to a flood plain and an on/off ramp to the 15/501. Another 100-200 vehicles entering so close by will further aggregate the situation. I understand that the value of land in Durham has increased, and it feels like this proposal is looking to extract the maximum value without regards to the ecological, traffic, and quality of life impacts. I believe that there are development plans for this property that could work, but not to this scale. type application such a public ballparks, picnic, trails (walking and running), tall veg, wetlands. The above type of facility can tolerate occasional flooding, offer space for future widening of 1501, and buffer the hwy from existing residential areas.</p> <p>With Duke Forest on the north side and residential density varied between 15501 and Erwin, cornwallis rd. has been able to support local traffic needs, barring the problem with speeding and inattentive driving these days. Managing the density in the area is important for the character of the area and longterm utility of existing infrastructures (water, sewer, roads). This part of Durham County is a gem to its residents. Forest, biking, running, small farms, alignment with Orange</p>

	Co. Low density buffers etc. All this nestled "close to town".
Opponent (Against)	<p>Very concerned about impact the neighborhood character, traffic density, site selection in general. This parcel is a great candidate for multi use type application such a public ballparks, picnic, trails (walking and running), tall veg, wetlands. The above type of facility can tolerate occasional flooding, offer space for future widening of 1501, and buffer the hwy from existing residential areas.</p> <p>With Duke Forest on the north side and residential density varied between 15501 and Erwin, cornwallis rd. has been able to support local traffic needs, barring the problem with speeding and inattentive driving these days. Managing the density in the area is important for the character of the area and longterm utility of existing infrastructures (water, sewer, roads). This part of Durham County is a gem to its residents. Forest, biking, running, small farms, alignment with Orange Co. Low density buffers etc. All this nestled "close to town".</p>
Undecided	<p>High density development in a critical interchange that already has a lot of traffic is a ticket to disaster! The last thing we need is more traffic here, and more damage to a semi-rural environment with 90 units of housing that would be perfect as infill close(er) to downtown with walking - biking access to city services. This is a HORRRIBLE proposal in all respects, the wrong thing in the wrong place. This is NOT how zoning changes are supposed to be utilized! Obviously some developer is paying off someone for this one!</p> <p>off of 15-501 to cut down on traffic so close to the light. Cars leaving the complex would overwhelm the 1 lane. Its not walkeable to Duke due to lack of sidewalks and other infrastructure. I would ask to require the developer to contribute to bike lanes and sidewalks both directions, but especially towards Duke. There is poor safety for pedestrians in that area.</p>
Opponent (Against)	<p>the site has been abandoned and vandalized for many years. Having residential there seems better than alternatives.high density developments here which have destroyed green space and increased flood risk. Traffic is abysmal at busy times of day as it is and this area cannot support MORE of this development.</p> <p>The intersection needs to be improved and ideally an access road off of 15-501 to cut down on traffic so close to the light. Cars leaving the complex would overwhelm the 1 lane. Its not walkeable to Duke due to lack of sidewalks and other infrastructure. I would ask to require the developer to contribute to bike lanes and sidewalks both directions, but especially towards Duke. There is poor safety for pedestrians in that area.</p>
Opponent (Against)	<p>There are already several high density developments here which have destroyed green space and increased flood risk. Traffic is abysmal at busy times of day as it is and this area cannot support MORE of this development.</p> <p>So disheartened to learn of this prospect - this is entirely problematic and takes away from the natural beauty. Huge impacts to traffic and flood risk with MORE decimation of trees.</p>
Opponent (Against)	My major concern is the height of the building and number of apartments. My recommendation is that the building be two stories rather than four. Two stories

	<p>would keep the building from being so incompatible with the surrounding single family homes. There are no tall buildings on the west side of 15-501 Bypass as the Duke Forest covers much of it. The apartment will stand out like an eyesore from the highway as well as next to the single family homes next door. A smaller number of residents would also help alleviate traffic concerns with the ingress/egress so close to the highway.</p> <p>I would like to see the west side of this exit continue as a gateway to a more rural area that makes Durham special.</p>
<p>Opponent (Against)</p>	<p>Driveway access is dangerously close to the stoplight for the 15/501 intersection. Their plan says it will be right turn only coming out of the development, but you know there will be people making the left turn.close proximity seems unsustainable. Additionally, the proximity of the property entrance to the above mentioned off ramp will create a very dangerous situation at peak hours. Even with the addition of a left turn lane. All of the above will not only impact vehicular traffic but will greatly impact bicycle traffic. This is a very well traveled bike corridor. We need to do more to encourage cycling, not less.</p>
<p>Opponent (Against)</p>	<p>The southbound exit ramp from 15-501 is already overwhelmed and dangerous during peak hours. To add this many units is such close proximity seems unsustainable. Additionally, the proximity of the property entrance to the above mentioned off ramp will create a very dangerous situation at peak hours. Even with the addition of a left turn lane. All of the above will not only impact vehicular traffic but will greatly impact bicycle traffic. This is a very well traveled bike corridor. We need to do more to encourage cycling, not less.</p> <p>I am disappointed that the natural buffer is actually part of the neighboring property, rather than a commitment on this site. A 30' natural buffer on the proposed site would reduce the visual impact of the development on the existing homes and compensate, in part, for the many more square feet of impervious surface proposed so close to a waterway. I am also surprised that there seems to be no buffer between the 15-501 ramp and the site -- I suspect the property line is close to the existing tree line. In addition, while the idea of a dedicated left turn lane is good and necessary, I don't see how it would be actually functional given that it would have at most what appears to be about 35-40' in length and start essentially at the exit ramp from 15-501 south. In addition, the right turn only exit is a good idea and necessary as well, given the site's single entrance/exit, but Cornwallis Road westbound is a major alternate route to south Durham and Chapel Hill, and I have no doubt that residents or visitors would frequently exit to the left regardless, creating a high(er) risk of accidents than that posed simply by the additional traffic volume so close to the 15-501 entrance/exit. Thus I strongly suggest a stoplight be included in order to protect the site's residents and others. Finally, while I don't believe it is a responsibility of the developers (although the proposal seems to suggest they would take this on if needed), the exit and entrance ramps on 15-501 are much too short to accommodate additional traffic at that interchange. I know from previous studies that in theory the interchange can handle more vehicles than currently pass through, but as a resident, I can attest that to be largely wishful thinking -- more traffic would snarl Cornwallis Rd (which is just two lanes) and/or leave folks on the exit ramp in the main traffic</p>

	<p>lanes. I suspect a development this close to the interchange would actually require installation of a new, broader bridge, longer ramps for all Cornwallis Rd/15-501 exits/entrances, and a sophisticated stoplight system that would incorporate the 15-501 southbound entrance/exit and the site's entrance as well. Building such a large development (even recognizing that it's relatively small) without such plans in place would be a huge mistake.</p>
<p>Opponent (Against)</p>	<p>I appreciate protecting the flood plain, including an easement for the Sandy Creek Greenway access to Cornwallis, and the constructed green barrier at the site entrance. I appreciate the idea of a dedicated left turn lane into the site and right turn only out of the site.eg. grocery stores, public parks, walkable access to schools). Otherwise it's just a traffic nightmare--with 90 more cars and little opportunity for building community.</p> <p>I am disappointed that the natural buffer is actually part of the neighboring property, rather than a commitment on this site. A 30' natural buffer on the proposed site would reduce the visual impact of the development on the existing homes and compensate, in part, for the many more square feet of impervious surface proposed so close to a waterway. I am also surprised that there seems to be no buffer between the 15-501 ramp and the site -- I suspect the property line is close to the existing tree line. In addition, while the idea of a dedicated left turn lane is good and necessary, I don't see how it would be actually functional given that it would have at most what appears to be about 35-40' in length and start essentially at the exit ramp from 15-501 south. In addition, the right turn only exit is a good idea and necessary as well, given the site's single entrance/exit, but Cornwallis Road westbound is a major alternate route to south Durham and Chapel Hill, and I have no doubt that residents or visitors would frequently exit to the left regardless, creating a high(er) risk of accidents than that posed simply by the additional traffic volume so close to the 15-501 entrance/exit. Thus I strongly suggest a stoplight be included in order to protect the site's residents and others. Finally, while I don't believe it is a responsibility of the developers (although the proposal seems to suggest they would take this on if needed), the exit and entrance ramps on 15-501 are much too short to accommodate additional traffic at that interchange. I know from previous studies that in theory the interchange can handle more vehicles than currently pass through, but as a resident, I can attest that to be largely wishful thinking -- more traffic would snarl Cornwallis Rd (which is just two lanes) and/or leave folks on the exit ramp in the main traffic lanes. I suspect a development this close to the interchange would actually require installation of a new, broader bridge, longer ramps for all Cornwallis Rd/15-501 exits/entrances, and a sophisticated stoplight system that would incorporate the 15-501 southbound entrance/exit and the site's entrance as well. Building such a large development (even recognizing that it's relatively small) without such plans in place would be a huge mistake.</p>
<p>Opponent (Against)</p>	<p>It's not in keeping with the resources in the area--with high density, there needs to be walkability (eg. grocery stores, public parks, walkable access to schools). Otherwise it's just a traffic nightmare--with 90 more cars and little opportunity for building community.</p>
<p>Opponent</p>	<p>I don't think something of this size is appropriate for the location. Too big for what is already a crowded intersection during business hours. I also have</p>

(Against)	concerns about clearing established trees and wildlife in this are which is already more than I'd like.
Opponent (Against)	Fewer units means less cars to impact traffic on Cornwallis Road and 15-501
Opponent (Against)	This area is adjacent to Duke Forest and Sandy Creek. Please protect both and the wildlife dependent on them
Opponent (Against)	I agree that the property in question needs to be redeveloped in some way. It is in a convenient location alongside 15-501 and some amount of housing or office use could be OK. I would be in favor of use, but less intense use than a significant apartment complex and parking lot.has to carry stormwater from a sizable area of downtown and west Durham and is already overburdened. I also have strong interest in extending the Sandy Creek greenway. I want to be sure that there is space on the property for a nice greenway plus a decent buffer for the Canterbury neighbors that would adjoin it. Also there should be careful thought put into how the greenway would interface with the entrance/exit to the neighborhood and bikers/pedestrians that will likely want to proceed under 15-501 and up Cornwallis and/or to the access to the Duke Golf Course. Finally, I wanted to mention that since the Canterbury neighborhood was build between Colony Park and 15-501, the removal of trees has made Colony Park noticeably much louder. The motorcycles and racing on the highway are very loud already. Additional clear-cutting that will be necessary will only exacerbate the noise.
Opponent (Against)	I worry a lot about handling of stormwater in this project and the downstream effects if it is not fully controlled. Given the small building envelope and impervious surface needs to accommodate both the building and the parking, it seems very difficult to implement a good control in the space available given the floodplain. Downstream flooding has already been a huge problem. I live in the Colony Park neighborhood that already suffers from Sandy Creek flooding. Sandy Creek has to carry stormwater from a sizable area of downtown and west Durham and is already overburdened. I also have strong interest in extending the Sandy Creek greenway. I want to be sure that there is space on the property for a nice greenway plus a decent buffer for the Canterbury neighbors that would adjoin it. Also there should be careful thought put into how the greenway would interface with the entrance/exit to the neighborhood and bikers/pedestrians that will likely want to proceed under 15-501 and up Cornwallis and/or to the access to the Duke Golf Course. Finally, I wanted to mention that since the Canterbury neighborhood was build between Colony Park and 15-501, the removal of trees has made Colony Park noticeably much louder. The motorcycles and racing on the highway are very loud already. Additional clear-cutting that will be necessary will only exacerbate the noise.it borders and is across from. Low density housing would be much more appropriate.

Social PinPoint Map Comments

Environmental Protection	This is a rich forest with much wildlife and history and it should stay that way
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<p><b>Traffic/Transit</b></p>	<p>Please consider some type of pedestrian bridge to cross roxboro. Cars routinely clocking 50mph up and down this road, constantly running red lights. Low visibility for pedestrians, and now that it's re-paved it's even worse. Sidewalks are jacked. Feels pretty hopeless for anyone on foot this side of town just trying to get to work.</p>
<p><b>Racial Equity Impact</b></p>	<p>I agree with this comment. Currently the necessary infrastructure to adequately support those who need access to affordable housing is not remotely in place for this area, and so this project would consequently require a significant investment from the city to bring necessary public transport.</p>
<p><b>Environmental Protection</b></p>	<p>I agree with this comment. The scale and type of the proposed development is not conducive to protecting the environment, especially considering that there is a sizeable planned community right behind it, which already has a lot of impervious surface. The homes surrounding the proposed area are already dealing with the negative impact of the newer development with flooding, etc. The developer would need to propose a different type of housing to properly address environmental concerns.</p>
<p><b>Environmental Protection</b></p>	<p>I don't trust that the developer has the our environments interest in mind. Clearing and developing on this land will have a negative impact on our watershed and the Sandy Creek that flows through it.</p>
<p><b>Racial Equity Impact</b></p>	<p>If this project does get pushed through, there needs to be a significant commitment from the developer to provide affordable housing and then with that the necessary support of public transit.</p>
<p><b>Traffic/Transit</b></p>	<p>The amount of congestion this apartment complex will cause is going to be a nightmare.</p>
<p><b>General Comment</b></p>	<p>Strongly in support of new housing by Southpoint because of the proximity to RTP, shopping and a greenway that connects South Durham to downtown.</p>
<p><b>General Comment</b></p>	<p>We need to add more homes in the South Durham area. It is very close to RTP, job opportunities, a nice greenway, and lots of shopping. We can mitigate the traffic through expanding public transit options (like bus rapid transit). I don't think that aesthetics of a multi-family housing unit should stop us from accommodating new neighbors who are coming whether we like it or not.</p>
<p><b>Traffic/Transit</b></p>	<p>We should add more bus transit (especially BRT) to the area to relieve traffic around 15-501. That way not as many drivers are blinded in the morning and emergency vehicles can access specific roads. However, we shouldn't let potential traffic prevent the building of new apartments as many new neighbors could be working remotely or use public transit.</p>



Environmental Protection	Why does this development only have to meet the 10-yr flood standard for runoff controls? (Can you please tell me which part of the UDO allows this?) Didn't Canterbury next door have to meet the 100-yr flood standard?
Traffic	We reside in Colony Park and strongly oppose building this apartment complex. The area borders on a floodplain and will increase flooding in our neighborhood. Traffic is already heavy and dangerous with few drivers observing the posted speed limit. We don't want more trees to be cut down. The natural beauty is why we chose this area, but now, both noise and crime are on the rise as a result of too much development. Please do not build this here.
Traffic	We reside in Colony Park and are opposed to building this apartment complex. The flooding, traffic, noise & air pollution dangers are real. Many have already commented on the danger of increased traffic at this intersections - danger to cars & bikes. The exit off 15-501 already backs up to the highway. It is a one lane exit; if you want to turn right, you can't pass the cars to do this. This increase will result in backup onto 15-501. On the other side of overpass, traffic will also backup.
Traffic	We live in Colony Park and oppose the building of this apartment complex on the corner of Cornwallis Rd and 15-501. This area borders a floodplain and will certainly increase flooding at the bottom of our neighborhood. Traffic on Cornwallis Rd is already heavy and dangerous to pedestrians and bicyclists who use this road to access the Al Buehler Trail, with very few drivers observing the posted speed limit of 35 mph. We do not need more trees to be cut down either. Please do not build this.
Traffic and Environmental Protection	Very concerned about this development. The flooding that will result/ worsen and increasing traffic make it really a huge problem. Please do not build this here - a poorly thought out idea
Traffic and Environmental Protection	This proposed complex will overload the resources in this area causing potential traffic problems, floodplain issues, diminished greenspace and trees, There are already several new developments in the area. This is a bad plan and taxes the area and erodes the overall quality of life.
Traffic	This proposal is way too big for the location. The Commitment Text 8(a) says there will be a left turn lane for westbound Cornwallis traffic into this development with adequate storage and appropriate taper. There will only be a few feet between the stop light and left turn ingress. Need site plan to know exact distance, but it will not be enough
Traffic and Environmental Protection	This little corner of Durham, adjacent to Duke Forest, Sandy Creek, and the Al Buehler trail, has already sustained two large developments--the new subdivision that bulldozed an entire oxygen-producing forest and the huge apartment buildings along Western Avenue, squeezed in between 15/501 and the existing Duke Forest neighborhood. Traffic and noise have increased, air quality and road safety for bikes and pedestrians have decreased. This is not sustainable development. Please don't do this.
Traffic	This is the kind of development that leads to sprawl...something

	that Durham does not need. In addition it will negatively impact the safety of traveling on and around Cornwallis Rd and continue the deterioration of the surrounding environment. Please consider infill in the more dense areas.
Traffic	This is a HORRIBLE proposal, adding high-density development in a low density semi rural area makes ZERO sense. It will add to traffic, increase accidents, damage the environment, and adversely effect current residents.
General	I live across the street in the Welcome Circle neighborhood and have for the past 20+ yrs. This development has too many apartments for the defined space allotted. The impact on traffic will be pretty catastrophic for the small intersection where the project is to be build. It is on an access road to 15/501 with a traffic light already there which is too much. The run off water will cause more damage to the existing flood plane. I'm not opposed to building it's the size and density.
Traffic	This area of Cornwallis Rd is already a heavily trafficked area. A high rise will only create further congestion. I also share concerns for the fire department's ease of access were the number of cars to increase along that stretch of road. Impervious surfaces are another concern (issues have already occurred further down Cornwallis Rd)  Traffic in the area is already too dense making it dangerous to pedestrians and bikers in the area, especially along Cornwallis Rd. People routinely speed up and down Cornwallis. High density development means more people speeding in the area and likely cutting down Woodburn Rd to 751/ Academy to avoid the light at Cornwallis and 751. This is a common occurrence.
Traffic	This area has been negatively affected already by several new developments - traffic, water shed damage, density, etc. The last thing needed here is another dense housing development!
Environmental Protection	This area is a water-shed for Sandy Creek.
Traffic	The zoning should not be changed. High density housing will force more more cars onto an already crowded intersection. Traffic during rush hour regularly reaches past Birchbark Rd. Adding 180+ more cars per day to this stretch of Cornwallis Rd. will further limit timely Fire Department access to areas East of 15/501, pedestrian, and bicyclist access to the Al Buehler Trail. In short, this will lower the quality of life in Durham and raise serious safety concerns.
Traffic	The zoning should not be changed. The density should be in-line with the new subdivision that was created. This would cut down on traffic issues, as well as reduce impervious surfaces that would contribute to runoff. I have already submitted a comment report.
General	The height of this building is a major problem. It will be towering over the adjacent 2-story houses in Canterbury. The closest houses in Canterbury will be so close to the proposed 4+ story apartment building that it will block out the sun until near mid-day for those neighbors. Note the developer is now asking for a building height up to 60 feet. It is ridiculous to allow a building this tall several miles out from the city center, with no neighboring buildings anywhere near this tall.
Traffic	The fire station that depends

	<p>on this access is a matter of life or death in case of emergency. If several people are coming out of a busy apartment building how does that work? Has anyone even asked the fire dept. about this? If you approve it, when (not if) a firetruck is delayed reaching an emergency, remember it was documented here by many, and you made the decision to place developer interests over the public's interests.</p>
Environmental Protection	<p>The development plan does not show any storm water controls in the text commitments. The SWC should not be allowed in the floodplain. The downstream neighborhoods and parkland need to be protected. I feel a text commitment is needed to define a high quality SWC location and method.</p>
Environmental Protection	<p>The Colony Park neighborhood already receives significant flooding both to association property (playground and pool) and to some of the homes. The last thing we need is more impervious surface upstream. This will only lead to more flooding from Sandy Creek. Any detention ponds proposed by this new development must be outside the floodplain and be sufficient so as to deal with a 100 year flooding event.</p>
General	<p>I live across the street in the Welcome Circle neighborhood and have for the past 20+ yrs. This development has too many apartments for the defined space allotted. The impact on traffic will be pretty catastrophic for the small intersection where the project is to be build. It is on an access road to 15/501 with a traffic light already there which is too much. The run off water will cause more damage to the existing flood plane. I'm not opposed to building it's the size and density.</p>
Environmental Protection	<p>Sandy Creek is a key path for stormwater leaving downtown and west Durham and managing stormwater from all sites is critical to preserve downstream negative effects. The Colony Park neighborhood is downstream and has structures that already suffer from significant flooding during significant storms, for example. This development is adding substantial impervious surface area and stormwater management at the 10-yr level may not be adequate for this location.</p>
Traffic	<p>Please note there are no pedestrian crossings, sidewalks, or bike lanes at either of the stoplights for the access ramps between W Cornwallis Rd and 15/501. Also, there is no safe pedestrian way to go under the overpass. And finally, there is no public transportation available at this development address, meaning all residents will be car-bound. Therefore, the smallest development possible will be the best size.</p>
Traffic	<p>My concerns are the placement of the ingress and egress of the project the legal required distance from the entrance ramp of 15-501 south? What is that required footage ? How many cars will be able to fit into the west bound left turn lane into the apartment. Are there sidewalks</p>
Traffic	<p>My concern is that this will add to the traffic flow congestion in this area which has already worsened substantially in the 30 years I have lived here. There are already two high density apartment communities across on 15-501. There is a great need for smaller affordable housing that is not being met in our community. 90 units will likely bring at least 130 to 180 cars onto the roads. We should be planting more trees to reduce CO2 rather than the current scorched earth building methods of</p>
Traffic	<p>In addition to the many salient points about traffic at the Cornwallis/15-</p>

	501 intersection, I would note that just east of the intersection lies a school speed zone that is widely ignored. Also, within a mile is a fire station that depends on this access. Have the commander(s) been consulted?
Traffic	If dense residential development going in around the 15-501/Cornwallis exit, there must be improvement of the area overall to minimize sprawl and car trips out of the neighborhood - a bus line to downtown and the hospitals/campuses, sidewalks to give walkable access to Al Buehler and Sandy Creek trails and reasonable bike lanes. Also, mixed use development to provide walkable access to groceries/shops rather than driving to the supermarkets.
Traffic	I live near the proposed development on the corner of 15/501 and Cornwallis Road, and I regularly drive Cornwallis Road. I can say that local traffic is already heavy; increased traffic will pose a danger to walkers, joggers and animals. There are already several large developments nearby. This development would add excessive population density, negatively impacting the environment and the quality of life. I am not against thoughtful development, but this site is not a good choice.
General	I live across the street in the Welcome Circle neighborhood and have for the past 20+ yrs. This development has too many apartments for the defined space allotted. The impact on traffic will be pretty catastrophic for the small intersection where the project is to be build. It is on an access road to 15/501 with a traffic light already there which is too much. The run off water will cause more damage to the existing flood plane. I'm not opposed to building it's the size and density.
Traffic	I have many concerns about adding high density housing, parking lots, and cars so close to a flood plain and a dangerous intersection for bikers and pedestrians. It is already very unsafe to use Cornwallis road toward Durham because of the busy on and off ramps from 15-501 with no accommodation for pedestrians. Another 100-200 vehicles entering so close by will further aggregate the situation.
Traffic	I have concerns about this development. This intersection already feels unsafe for bikers and pedestrians trying to get to Al Buhler trail and more development will only increase this. I'm also not sure our Stormwater system could handle this development without negatively impacting the already existing communities.
Traffic	I am opposed to this development. Traffic is already busy in that area due to the other complexes on the other side of 15/501. Multiple people use Cornwallis to run or bike and get access to the Al buehler trail. Any heightened traffic will have a negative impact on the area. In addition to traffic, storm water and the Sandy Creek watershed will be negatively impacted. This proposal has already been rejected. Also, studies suggest high density residential areas increase violent crime rates.
Traffic	I am not against thoughtful development, especially low-income mixed use development, which is sorely needed in today's economic landscape. However, construction of bland apartments in this location will do nothing to address Durban's very real housing challenges, and will exacerbate existing traffic issues. It's already a dangerous stretch for bikers/runners to get to the Al Buehler trail and this will not ameliorate that issue. Durham can and should do

	better than this
Traffic and Environmental Protection	I am concerned about the negative impacts this development will have, such as traffic congestion, water/stream pollution and erosion.
Traffic	Does the development have a right-turn lane coming out of the access to go to 15/501 on-ramp ? This would add to the existing west-bound through lane, the west-bound turn lane (into the development), and the east-bound through lane to make 4 total lanes. This seems like a good idea.
Traffic	Cornwallis Rd (east and west) and the 15-501 off ramp south are already under pressure from too much traffic at peak hours. In the morning, traffic backs up on Cornwallis eastbound up to and including a difficult sight-line hill where the sun shines in drivers' eyes. This presents potential for a severe collision. Note too that all the traffic already hinders eastbound fir trucks as they use Cornwallis to head east from the Ridge Rd firehouse
Traffic	Comment Response Are there elements we could convey to the applicant that would make it a stronger proposal? Thank you for sharing your perspective. @DurhamPlanning Yes, absolutely. Please relocate this proposal to an infill location that would be appropriate for a multi-story apartment building. Think of how many locations would really benefit from this!
Traffic	Careful thought is needed into handling additional traffic interfacing with Cornwallis Road so close to the larger 15-501/Cornwallis interchange which already carries heavy traffic at busy times. Also the flow to and from the much-desired Sandy Creek ext Greenway access alongside the entrance to the development that will include pedestrians and bicyclists someday that need to be able to proceed safely alongside Cornwallis Rd and under the 15-501 overpass right where the entrance is planned.
Traffic	As a resident of Cornwallis Road, I will echo all the concerns about the safety of bicyclists and pedestrians, preventable and inevitable watershed and flooding problems, and scofflaw speeders in cars and on motorcycles. Traffic issues already plague the neighborhood, and would be multiplied by the addition of all those vehicles at the corner of 15-501 and Cornwallis (plus what will be coming from the dense development on the other side of 15-501).