

Comments on the D-O LRT DEIS

John Eaddy [REDACTED]

Sent: 9/21/2015 4:17 PM

To: info@ourtransitfuture.com

Cc: [REDACTED]

As president of the Woodland Acres Homeowners Association, I have the following comments on the DEIS for the D-O LRT in the Leigh Village transit station area. These comments refer to the station plans as depicted in Appendix L vol 3, Station 11.

1. The location of the intersection of the New E-W Connector C with the New N-S Connector (Falconbridge Extension) in the Leigh Village area does not adhere to the approved Collector Street Plan or the NC 54/I-40 Corridor plans. The intersection shown in the DEIS is further south than the one in the Collector Street Plan (CSP). The CSP was agreed upon by the DCHC MPO after much public discussion and input. A plan that was approved by the public and by organizations representing the governments of three cities should be the priority guidance document for road planning in this area.
2. The DEIS shows this same intersection as being bisected by the rail line and next to the station platform. This is unnecessarily complicated. Traffic from all four directions must be halted while the train passes, and the train will be moving slowly as it is approaching the station, adding to a long delay to road traffic. If the intersection is moved from the current location (SE of the pond) back to the location in the CSP (NE of the pond), then only one road will have to be blocked during the train passage (the Falconbridge Extension). In the CSP, the New E-W Connector C curves to the north as it leaves the intersection, essentially parallel to the rail line such that there is no rail crossing of E-W Connector C.
3. The eastward extension of New E-W Connector C from the intersection of Falconbridge Extension really does not serve much of a purpose for the transit station, regardless of the location of the intersection. Farrington Road will be an overpass of Hwy 54 with no access to Hwy 54. The major N-S road will be the Falconbridge Extension combined with the northern part of Farrington Road where the two merge. Traffic coming from the north of the station will be using either George King or Falconbridge Extension. Traffic from I-40 and Hwy 54 will have to use the southern entrances of either George King or Falconbridge Extension. Traffic coming from areas south of Hwy 54 on Farrington Road (which will be the least amount of traffic compared to the other two) will use Cleora Drive. There is no reason to build the section of the E-W Connector C between Falconbridge Extension and Farrington Road. This section would go through an already developed neighborhood and make further development of a Compact Neighborhood more difficult.
4. The rationale for eliminating the eastward extension of Connector C is also valid for the eastward extension of Connector D. The expense and disruption of existing neighborhoods are not justified by the expected traffic patterns. The Compact Neighborhood plans for this area to become a transit-oriented high-density walkable community should minimize the number of major roads in this area, leaving more property for residential/commercial

development.

5. If the transit platform was moved a bit further SE down the line, closer to the parking area, then there would be less of a traffic delay at the crossing of the Falconbridge Extension (since the train would be moving faster), and less distance for those in the parking lot, car drop-off area, and bus drop-off, to have to walk to the platform.

Please add these objections and suggestions to the official Comments on the DEIS. I am happy to discuss any of these issues further with GoTriangle or Durham Planning staff.

Thank you.

John Eaddy

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

From: John Eaddy [REDACTED]
Sent: Friday, September 25, 2015 10:48 AM
To: Jeffrey Sullivan
Subject: Sep 29 public meeting

Hi Jeff,
How many minutes will speakers be allowed at the public comments meeting this Tuesday? I may try to attend and speak.
Thanks
John Eaddy

Light Rail Route C2A

Robert Eby [REDACTED]

Sent: 9/29/2015 10:51 AM

To: info@ourtransitfuture.com

GoTriangle Rep.

This is to let you know how much I support GoTriangle's decision to choose route C2A for the proposed light rail between Chapel Hill and Durham. It's the cheapest of the various routes that have been studied, it minimizes the environmental impact, is consistent with local land use plans, and is supported by the Town of Chapel Hill, UNC, and Durham Co.

Bob Eby
[REDACTED]

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Oppose Light Rail – Safety at grade level crossings

Jessica Edwards [REDACTED]

Sent: 10/12/2015 10:19 PM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – Safety at grade level crossings

We are residents of Downing Creek. We oppose the proposed Durham – Orange Light Rail, due to several factors in the overall plan. Of great concern to us and other community members are the grade level crossings, at the entrance to Downing Creek, on the C2A route, which will create dangerous situations as people try to access NC54 without the benefit of traffic lights. Please either scrap the project and investigate alternative options, move C2A route to the north side of NC54 or elevate it to eliminate these dangerous intersections. The frequency of collisions with light rails and the associated high fatality rate are alarming. The proposed light rail does not seem to be a wise investment for multiple reasons, with safety certainly being at the top of the list.

Sincerely,

Jessica Edwards and Marcus Berzofsky
[REDACTED]

Attachments:  [oppose light rail.docx](#)

Oppose Light Rail – Other more compelling options

Jessica Edwards [REDACTED]

Sent: 10/12/2015 10:50 PM

To: info@ourtransitfuture.com

To: Federal Transportation Administration

Subject: Oppose Light Rail – Other more compelling options

We oppose the proposed Durham – Orange Light Rail, due to several factors in the overall plan. We and other community members are concerned that the light rail, as proposed, is an ineffective, inefficient, and costly transportation plan, circumscribed in the area it will serve – which does not include the busy, commuter-heavy Research Triangle Park area, nor RDU International airport. More flexible options, such as Bus Rapid Transit, that can adapt to changing ridership needs, are forward thinking rather than at risk of becoming obsolete, and are safer, present a compelling alternative.

Sincerely,

Jessica Edwards and Marcus Berzofsky
[REDACTED]

Attachments:  [oppose light rail.docx](#)

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Objection to using the Cornwallis Site for ROMF

Allison Eisner [REDACTED]

Sent: 9/29/2015 9:59 PM

To: info@ourtransitfuture.com

To whom it may concern:

This is to express my deep concern over the fact that the Cornwallis Road site is under consideration for the ROMF.

There are two schools, a synagogue and a community center right next to the proposed site. A ROMF on Cornwallis Road would necessitate that the Western Bypass road be relocated so that it is closer to the schools, the synagogue and the community center. There would be significant noise and disruption to these PLACES OF LEARNING, WORSHIP AND COMMUNITY caused not only by the excavation necessary for relocating the road, but also by the continuing operations of the ROMF.

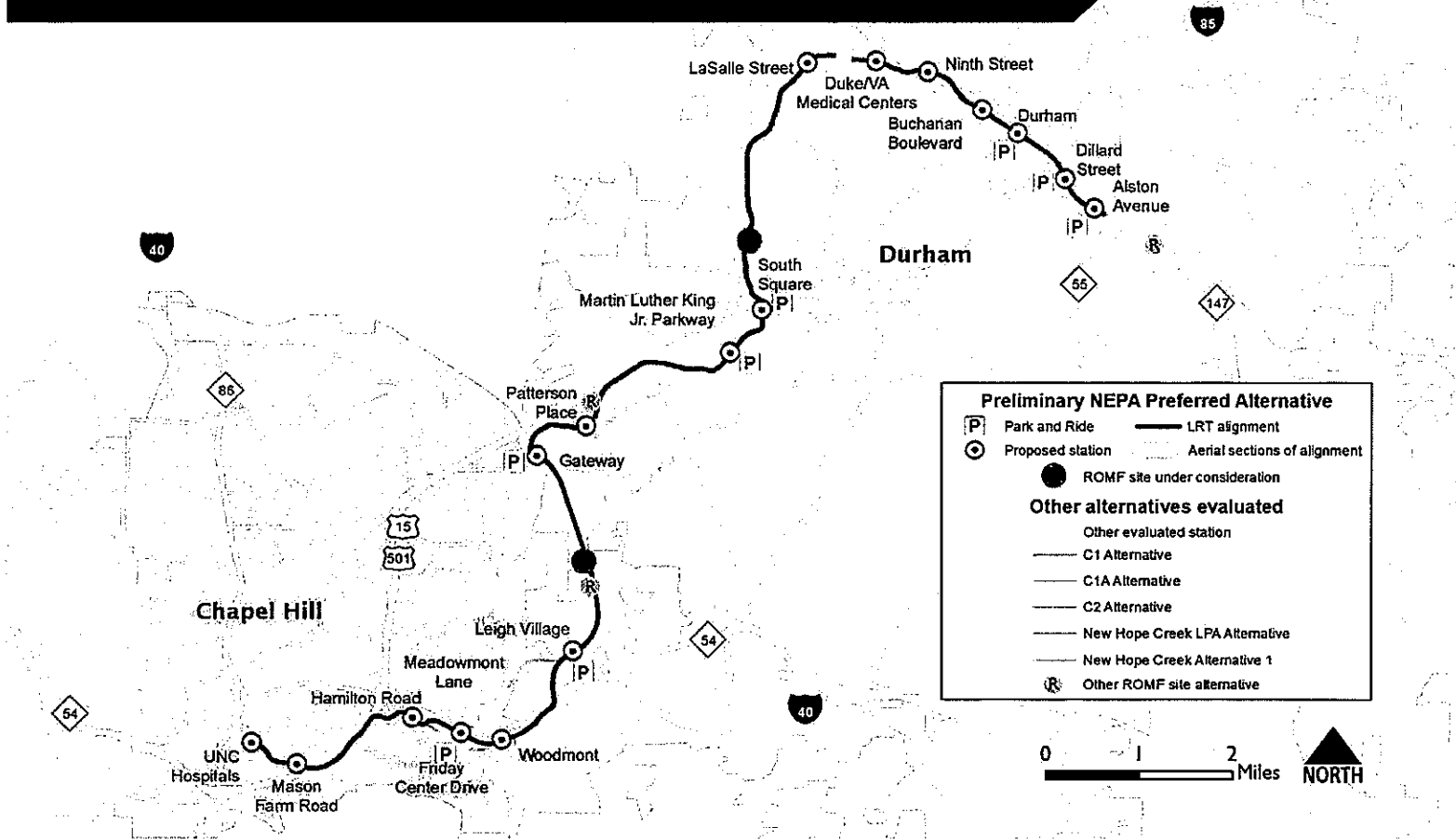
I find it especially troubling that you continue to display complete disregard for the Jewish Campus and all that it provides. The construction of and operation of the ROMF will produce significant noise and vibrations that will disrupt the LEARNING, WORSHIP and COMMUNITY activities that take place at these institutions. The light and noise will be disruptive to the religious services that take place regularly at Judea Reform Synagogue. Also, moving the Western Bypass road closer to the schools will create safety and security problems for the children. The increase in traffic that will be created by the ROMF, and the resultant increase in fumes from emissions, will pose a health concern to these children as well.

I do not believe you would want this facility constructed right next to YOUR place of worship, YOUR children' school, or YOUR community gathering place. Why do you believe it is acceptable to construct the ROMF next to mine?

Sincerely,
Allison Eisner
[REDACTED]

Durham-Orange Light Rail Transit Project

Public Comment



1. Tell us what you like about the project. Circle specific parts of the project as appropriate.

There are 4 ways to return your comments: 1) Leave this form at a public meeting;; 2) Email comments to info@ourtransitfuture.com; 3) Mail your form to: Our Transit Future, P.O. Box 530, Morrisville, NC 27560; or 4) Call our toll-free hotline at (800) 816-7817. Forms received will be added to our comments database within 5 days of receipt.

Please Turn Over

Durham-Orange Light Rail Transit Project

Public Comment

Please
return this
form to
GoTriangle
no later than
July 6.

2. Tell us what you dislike about the project and why.

While good in theory, I fear it will end up like many suburban systems where people need to drive to stations - under used. So, I think it will be underutilized. - The RORF at Cornetts - terrible idea. Putting a train facility in the heart of the Jewish community is not a great idea in light of history.

3. Please feel free to share other comments.

I'd like all the money to be spent on more realistic projects that will be used.

Name:

B. Stein

Email:

[Redacted]

Mailing Address:

City:

Zip Code:

Organization:

There are 4 ways to return your comments: 1) Leave this form at a public meeting; 2) Email comments to info@ourtransitfuture.com; 3) Mail your form to: Our Transit Future, P.O. Box 530, Morrisville, NC 27560; or 4) Call our toll-free hotline at (800) 816-7817. Forms received will be added to our comments database within 5 days of receipt.

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Norman Elliott Email: [REDACTED] Telephone: [REDACTED]
Mailing Address: [REDACTED] City: [REDACTED] Code: [REDACTED]

How to Comment on the DEIS

1. Email us at info@ourtransitfuture.com
2. Submit a web-based comment form: ourtransitfuture.com/comment
3. Mail a letter to D-O LRT Project - DEIS, C/O GoTriangle, Post Office Box 530, Morrisville, NC 27560
4. Submit a written comment form at two public information sessions and two public hearings.
5. Sign-up to speak at a public hearing.

All methods of commenting will receive equal weight. All comments will be reviewed and considered as part of the development of the combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD), which is expected in February 2016. A response to substantive comments will be included in the combined FEIS/ROD.

Be advised that your entire comment, including name, address, phone number, email address, or any other personal identifying information in your comment may be subject to the North Carolina Public Records Act (N.C.G.S. § 132.1 et seq.).

Please leave your comment on the Draft Environmental Impact Statement:

I will love to see a light rail transit
run from Chapel Hill to Durham and
all so Raleigh N.C.

Please Turn Over →

Comments on Light Rail Transit and ROMF

Bruce Elvin [REDACTED]

Sent: 9/29/2015 6:37 PM

To: info@ourtransitfuture.com

Dear Planning Committee,

I was heartened to learn that the Cornwallis Road site has not as of now been selected as the top choice for the ROMF; I am writing to express strongly that it be taken out of consideration entirely as a possible location.

Looking at the "Key Decisions" document published previously, I see that almost all of the "Distinguishing Criteria" for a ROMF location are problematic at the Cornwallis site. More specifically, the future of the historic Jewish Campus that has been built over the past 50 years on what would be ground just feet from the ROMF would be severely compromised. Any development that may have this impact should not be undertaken.

As a threshold matter, it is important to understand that the data presented on the ROMF Handout is not able to capture the true level of activity at and around the Cornwallis location. Even though there may not be a large number of employees working in the area, the Jewish Campus is home to hundreds, if not thousands, of Durham and Chapel Hill residents every week. Moreover, most come to the Jewish Campus for profound and spiritual purposes including learning through elementary school at Lerner during the week, and regular as well as evening and weekend prayer and study at Judea Reform and Lerner. Others come for community building or recreation at the JCC, whether studying inside or swimming together during the summer. Given the profound importance of this community and Campus to so many of our region's residents (well over 2000), it is easy to see how most of the Distinguishing Criteria indicate that the Cornwallis site is not a viable choice for the ROMF. Select criteria with adverse impact are noted below, with some elaboration where not self-evident:

- Zoning. Although I see it is zoned "commercial general", it is very much a residential and communal area as just feet from the proposed location are both residences and the Jewish Campus.
- Business impact. At least three significant businesses have their home within the Jewish Campus that will in all likelihood see their business levels and revenue drop materially, possibly even to the point that one or more would no longer be financially viable. In addition there are apartments and homes close by. Moreover, the ROMF would interfere with the Federation's future expansion plans.
- Neighborhood & Community Services. The businesses at the Jewish Campus provide extensive community support and services, both at the campus and around the region. The range of services that depend on the Jewish Campuses is broad; for example members of Judea Reform donate and prepare food weekly for those less fortunate in our community - Jewish and non-Jewish alike, while the local fire department maintains readiness by using facilities at the JCC.
- Visual & Aesthetic Considerations.
- Historic Resources. The creation of a Jewish Campus in North Carolina is a milestone for our state and region, and is indeed an historic achievement. This accomplishment over the past 50 years could be undone by the location of the ROMF on the Cornwallis site.
- Hazards. With hundreds of children on the Jewish Campus seven days a week, the proximity of even a well-run and secure ROMF by definition creates hazardous conditions.
- Noise & Vibrations. Certainly during construction this will be significant, despite comments I heard to the contrary. Particularly given significant excavation needs.
- Residential & Business Displacements. See above.
- Construction Impacts Extensive
- Secondary Cumulative Effects. The Jewish Campus is a lure to many considering a move to central North Carolina; weakening this community could thus harm the region's future economic development as otherwise qualified and interested people choose to locate and invest elsewhere.
- Capital Costs. This location appears to be one of the more expensive on your handout.

Moreover, it now appears that Western Bypass would need to be relocated, bringing the road closer to the Jewish campus and the Charter School. This creates additional safety and security concerns.

Again, I strongly encourage you to remove the Cornwallis site from consideration entirely for the ROMF.

Thank you for your consideration.

Sincerely,

Bruce Elvin

██████████

Durham-Orange Light Rail Transit Project

Official Public Comment

Name:

Josie Elwell

Email:

[REDACTED]

Telephone:

[REDACTED]

Mailing Address:

[REDACTED]

City:

[REDACTED]

Zip Code:

[REDACTED]

How to Comment on the DEIS

1. Email us at info@ourtransitfuture.com
2. Submit a web-based comment form: ourtransitfuture.com/comment
3. Mail a letter to D-O LRT Project - DEIS, C/O GoTriangle, Post Office Box 530, Morrisville, NC 27560
4. Submit a written comment form at two public information sessions and two public hearings.
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All methods of commenting will receive equal weight. All comments will be reviewed and considered as part of the development of the combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD), which is expected in February 2016. A response to substantive comments will be included in the combined FEIS/ROD.

Be advised that your entire comment, including name, address, phone number, email address, or any other personal identifying information in your comment may be subject to the North Carolina Public Records Act (N.C.G.S. § 132.1 et seq.).

Please leave your comment on the Draft Environmental Impact Statement:

① I am in favor of the Light Rail project.
I think the ^{routes,} locations & stops may need some tweaking. I have been surprised at some of the objections voiced this evening.
As for ~~helping~~ ^{assisting} the economically disadvantaged, I am guessing there are several people in this category who do work ~~in~~ at UNC or Duke (the largest employer I believe in Durham). This would be a boon for them & cut down on traffic ~~for~~ especially along 15-501.

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Please leave your comment on the Draft Environmental Impact Statement:

Please
return this
form to
the comment
box

②

I was a user of Light Rail while living in Philadelphia many years ago.

If one did try to drive from the suburbs to downtown it was very frustrating and time-consuming.

Downtown Durham is in no way the size of Philadelphia but ~~it~~ ^{the whole area} has certainly grown in the 38 years I have been in ~~the area~~ ^{the} Durham-Chapel Hill area.

I wonder if the employees of Duke & UNC have been polled on their ideas of whether they would ride ^{take advantage of this facility}.

One suggestion regarding this evening: I called

Triangle Transit to find out where the meeting was & the person was very accommodating. However, the location ~~needed~~ ^{should} be on the Website (since the comment meetings have been in different locations)!

Thank you.

light rail opposition

Beth Ely

Sent: 2015 2:34 PM

To: info@ourtransitfuture.com

I'm writing to express my concerns about the proposed light rail. This is a ridiculously expensive project that will not fix any of the transit issues between Durham and Chapel Hill. It will cause property value loss for my neighborhood. Something like this might make sense between Durham and Raleigh, but it's completely unnecessary for the intended route. An upgrade to our local bus system would be a much better use of time and money. Consider this another email OPPOSING this terrible idea.

Thanks,
Elizabeth Ely

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Fw: [SmartTransitFuture] Re: Hazardous Materials at a ROMF

TOM [REDACTED]

Sent: 9/11/2015 1:29 PM

To: info@ourtransitfuture.com, [REDACTED]

----- Original Message -----

From: 'TOM' [REDACTED] [SmartTransitFuture]

To: TOM ; [REDACTED] ; [REDACTED]

Sent: Tuesday, September 01, 2015 1:52 PM

Subject: [SmartTransitFuture] Re: Hazardous Materials at a ROMF

Hi Jeffrey,

I sent you the following email last Tuesday, and haven't heard back from you, either with an acknowledgement of my request or with a reply.

Every time people express concern about hazardous materials at the proposed ROMF, the reply they get from your team is that since the trains are electric, no hazardous materials are required. In fact there is only one less hazardous material required: diesel fuel. All the cleaning products, lubricants, brake materials, paints, body fillers.... everything else a train needed to repair or maintain trains remains the same.

Since so many of the team members from Go Triangle worked in the past with people from CATS, it shouldn't be any problem to get a list of all products and materials which require Material Safety Data Sheets that are used in the Charlotte facility. Since the federal government requires the MSDS to be available to workers at the facility, I'm sure you'll agree that the public is entitled to know about the same products as well.

Thanks, Jeffrey. I know you have a big job, so I appreciate your help in getting the information that we need.

Best regards,

Tom Englund

----- Original Message -----

From: TOM

To: [REDACTED]

Sent: Wednesday, August 26, 2015 1:09 PM

Subject: Hazardous Materials at a ROMF

Hi Jeffrey,

Could you please get me a list of all of the products used in the Charlotte equivalent of the ROMF which have federally mandated Material Safety Data Sheets? Since the federal government requires them, I think we, the proposed neighbors of the ROMF, should have access to what will be used there. Although every facility that uses hazardous materials aims to contain them all, none actually catch 100%, so it makes sense to know what could possibly get past the containment/recovery equipment.

There should be many products that would require MSDS forms: all petrochemicals, including but not limited to lubricants and cleaning solvents; washing detergents which might possibly be acidic or basic, gasses used to generate heat for repairs, and others. Since the Durham-Orange ROMF is not yet in process, the best corollary would probably be whatever Charlotte is using.

I'm sure someone in charge of the Charlotte facility has to have the MSDS sheets on hand, so it shouldn't be a big deal to get copies of them.

Thanks, Jeffrey. I appreciate your help.

Tom Englund
[REDACTED]

Posted by: "TOM" [REDACTED]

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Get Involved Contact Form

Tom Englund [REDACTED]

Sent: 9/11/2015 1:46 PM

To: info@ourtransitfuture.com

Name: Tom Englund

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

Farrington Road is totally inappropriate for the ROMF. Farrington Road is a purely residential, mixed density, mixed income rural corridor. It is the most environmentally fragile of the areas that were considered for the ROMF. Although Go Triangle feels that all of the hazardous materials used in the maintenance facilities will be contained, that never happens. Some toxic materials always go unrecovered. At Farrington Road, they will run off into wetlands that feed New Hope Creek and Jordan Lake. Trains are heavy industry. Period. There's no way around that. A 20 acre heavy industrial site will severely damage property values of hundreds of suburban homes nearby and cause appropriate appeals to tax values. This is the worst possible placement for a proposed ROMF. There is nothing that can be done to mitigate that fact. The ROMF must be located elsewhere.

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Tom Englund [REDACTED]

Sent: 9/11/2015 1:52 PM

To: info@ourtransitfuture.com

Name: Tom Englund

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

In talking with Go Triangle team members about the alternative sites to the ROMF, I have several times pointed out that the Cornwallis site "problems" can easily be mitigated by purchasing the Herald Sun site which is right next door to the Cornwallis site and has been for sale for years. Go Triangle team members including Patrick McDonough, Natalie Murdock and David King have denied knowledge of the property being available and had no response to the idea of adding the Herald Sun site to the old Pepsi site to make a ROMF site that would be very viable. They have tried to ignore this opportunity. Perhaps this site would be a tad more expensive, but it would not do the serious harm to the environment and property values that locating the ROMF on Farrington Road would do.

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Get Involved Contact Form

Tom Englund [REDACTED]

Sent: 9/11/2015 1:57 PM

To: info@ourtransitfuture.com

Name: Tom Englund

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

Whenever people bring up the Alston Avenue alternative for the ROMF, one reason that's stated for taking it off the list is the fact that there might be toxic waste there that has to be cleaned up. Why in the world would it be a bad idea to get the extra funding (potentially from the Super Fund) to remediate that situation and then locate the ROMF there? The people of East Durham deserve to have that mess removed from their neighborhood anyway. They also deserve to have the rail line go further into East Durham where people need it the most. If we're going to spend billions of taxpayer dollars on 17 miles of light rail, why not do it right. Clean up Alston Avenue. Bring the line further into East Durham where it's needed. Put the ROMF in an urban area that already had industrial sites mixed into it. Provide better paying jobs in that neighborhood than the low paying jobs that are on that site now. Win-Win-Win!

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Tom Englund [REDACTED]

Sent: 9/11/2015 2:15 PM

To: info@ourtransitfuture.com

Name: Tom Englund

Phone Number: [REDACTED]

Email Address: [REDACTED]

Message Body:

Go Triangle consistently makes claims that they have held hundreds of meetings and talked with thousands of people about the plan for Light Rail over the course of years. As a matter of fact, it appears more like they have deliberately left meetings poorly publicized. They claim to have mailed information to everyone whose property could be effected, but in fact, many of us only learned of the plan in June. Some, who will lose their homes are on record that they only learned of the plan from surveyors that were on their property on behalf of Go Triangle. One lady is on record as having said that Go Triangle team members lied to her, telling her that her property would not be effected, when in fact it would become part of the ROMF on Farrington Road. This week, Natalie Murdock stood up at public meetings and went on public record claiming that thousands of letters had been mailed out very recently, notifying everyone close to the ROMF and alignment about the window for public comment. There probably more than a hundred people at those meetings. When Natalie made her statement, there was a clear chorus of "What letter? We didn't get any letter?" Clearly, instead of doing due diligence in notifying the public - especially those who would be damaged by the alignment and the ROMF, Go Triangle has performed mastery of smoke and mirrors - creating the illusion of diligence and putting that into the public record while actually working hard to conceal the plan and keep opposition to a minimum. For years, we were unable to object to what we didn't know about us. If it becomes reality, it will hurt us in countless ways. I'll contribute more about how in other comments, so they can be filed accurately. Label this one: "Smoke, Mirrors, Illusion, and Lies: What Go Triangle Does Best."

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Light Rail Lies

TOM [REDACTED]

Sent: 9/21/2015 6:11 PM

To: [REDACTED]

Cc: info@ourtransitfuture.com, [REDACTED]

Good Morning...

It's really terribly poor governance that Go Triangle and elected officials continue to use the press to spread inaccuracies.

First, many of you are on record saying that the voters of Durham and Orange Counties created a mandate for light rail. Each of you knows that's not true in any way. All of you know that the vote was put on the ballot in an off-year, low-turnout election and that it's now illegal to do that. Voter turnout was extremely low... am I incorrect in recalling a number under 10%? The wording on the ballot called for a sales tax increase to support *improved transit*. The words "light rail" were not included. Either the municipal governments or Go Triangle paid Sheer Associates \$30K for promotion of the sales tax before that ballot initiative. If it was Go Triangle, the money still came from taxpayers. Before hiring Sheer, y'all paid someone else even more money. They did a bad job and you subsequently hired Joel.

So, you did the same thing a bunch of bigots did with the NC Constitutional Amendment preventing same sex marriage. Off-year ballot. Funding for spreading propaganda before hand. Are you proud of yourselves?

Now, you go around claiming to have a mandate that you *clearly do not* have. You don't even have a mandate for the sales tax. You have a majority vote in an off year election. Why not accept the truth and use that money for something that will work? Why not use it for something you can get funded? It really is disappointing to learn that local politics is no cleaner, no more representative than twisted State and Federal governance. I just can't tell you how disappointed I am.

If you're really interested in serving your constituency, you'll be reading things like this article http://www.oregonlive.com/opinion/index.ssf/2015/08/replace_max_trains_with_bus_ra.html with an open mind.

Sincerely,

Tom Englund
[REDACTED]

Re: [SmartTransitFuture] Fwd: [Durham INC] Fwd: InterNeighborhood Council of Durham Resolutions on Transit

TOM [REDACTED]

Sent: 9/24/2015 6:15 PM

To: [REDACTED]

Cc: info@ourtransitfuture.com, [REDACTED]

Good afternoon, all. I've been wondering about something related to Lisa's message.

Why was it never considered that the ROMF could be located in the middle of the future Leigh Village?

The land is flat.

The alignment passes right through there.

There's plenty of available land there and the parcel could be of any shape desired.

Council members, Commissioners, Go Triangle team members all agree that a ROMF is no detriment to high density housing.

Charlotte claims that high density housing residents like to be near the rail and don't mind a being next to a maintenance facility.

The current landowners all want to sell and give up their homes.

The only drawback I can see is: The city would take a hit on property taxes that they want from the uber-high density housing planned for Leigh Village. Perhaps the ROMF wouldn't pay enough property tax? Would it pay any?

With a perfect site being overlooked, instead there is an insistence that the ROMF must go on Farrington Road. Why? Why was the perfect site never on the list of possible sites? Did the potential loss of future revenue from high density housing keep it from being considered? Who participated in that decision?

Further, it's never been addressed that the Cornwallis site problems could all be remediated by adding the adjacent Herald Sun property to the old Pepsi plant property. The Herald Sun property has been for sale for years. Go Triangle officials all deny knowledge of that, even though there's been a billboard on the site for years, saying "FOR SALE". I personally have brought this to the attention of David King who denied knowing it, promised to look into it and get back to me. He didn't. I brought it to the attention of Mr. Schewel and Ms. Catotti. They promised to look into it. I've never heard back from either of them.

So, there are two sites that are viable. Instead, the momentum continues, determined to use the Farrington Road site. That site is the most environmentally fragile of all the sites considered. It will force people out of their homes. It will devalue low density residential properties all around it. It will drastically effect the viability of Culp Arbor. You know all the objections. So does Durham Planning. It's director and at least one lead planner agree that Farrington Road is unacceptable.

If you all really think a ROMF should be no problem, why not put it in the middle of your new pet project: Leigh Village? I bet there's no good answer to that question.

Sincerely,

Tom Englund
[REDACTED]
[REDACTED]

----- Original Message -----

From: [REDACTED] [SmartTransitFuture]

To: [REDACTED]

Sent: Thursday, September 24, 2015 4:54 PM

Subject: Re: [SmartTransitFuture] Fwd: [Durham INC] Fwd: InterNeighborhood Council of Durham Resolutions on Transit

All,

I for one do not know if Mr. Schewel even owns a map of Durham. If he did, he would most definitely know where Farrington Rd is located (along with all of the neighborhoods and single home dwellers up and down that road). Mr. Schewel would also recognize the fact that he has NEVER met with a large portion (if any) of the people living along the Farrington Rd corridor. He has certainly not met with my neighborhood of Culp Arbor - a 55+ community on Farrington Rd (directly across the road from the preferred NEPA alternative for the ROMF - Rail Operations and Maintenance Facility). Please stop making false claims to meeting with us or caring about our concerns for we will call you out on this!

Don't worry Mr. Schewel, you are not alone in the map situation for GoTriangle didn't seem to own an up to date map either. They must not have know that we have existed for 7 years now, for they didn't even bother to inform us of the existence of a ROMF within a Light Rail system, much less that the Farrington Rd site was a possibility. Only AFTER they had already submitted the Farrington Rd site as the NEPA preferred ROMF site to the FEDS did they manage to contact us and meet with us. Yet oddly enough they reported in the DEIS (and must have reported to the City Council at some point) that they had met with the neighbors of the Farrington Rd ROMF site and found that no one objected to it being placed there - an easy thing to do when NONE of the neighbors were in attendance at the one GoTriangle meeting where it was announced!

To Mr. Schewel, City Council, Mayor Bell and GoTriangle: You wonder why we are so angry? You wonder why we feel betrayed? You wonder why we do not trust you? You wonder why we are fighting back against a very poor decision to place an industrial type facility in a neighborhood which is zoned RESIDENTIAL? Why don't you come down and see us? Why don't you bother to come down and talk to us? Mr. Schewel do not make false claims that you have come and met with us when you have NOT. The ONLY reason that you know about a FEW of our specific Light Rail issues is because WE took the time to come to City Hall and have 2 minutes to speak (not even time to fully cover just one issue). Did you take us aside afterwards? - No. Did you bother to contact us to set up a time to meet with us? - No.

Why don't all of the City Council folks (who are the true NIMBYs) come on over to the SW section of Durham where this train is going to forever impact our lives and neighborhoods? Why don't you come on down to the Villas of Culp Arbor (a 55+ community which Durham City mandated the percentage of residents over the age of 55 to be 90% instead of the federal guidelines of only 80%)? How long have YOU known that a ROMF was being planned on Farrington Rd? Was it before our community was built? Before we chose to move here because of its quiet and peaceful and beautiful and safe surroundings - something which will be destroyed with the construction of this rail yard and industrial facility which will be open 24/7? Shame on you for doing this to senior citizens! Shame on you for destroying families' homes when there were and still are other sites which are vacant or house empty buildings! Shame on you for choosing to place the children of Creekside Elementary (less than 400 yards from the entrance to the rail yard) at risk by choosing this site! Shame on you for choosing this site and destroying the quality of life for many neighborhoods, many people, many senior citizens and 906 elementary children along with their teachers and workers and principal!

It is interesting to me that if the City Council feels so strongly about the Light Rail being the only answer to Durham's problem of public transportation and yet allows GoTriangle to place it where it will not serve those who need good, safe, efficient, reliable and cost effective transportation NOW. NONE of these terms can be used to describe Light Rail - look at the national statistics! Instead, the Light Rail is being planned to be built in a small section of middle class Durham where only those who are enamored with the thought of riding a train to work (and that is only if they work at Memorial Hospital, Duke Hospital or the VA Hospital) and who are willing to drive or hike to a station in order to ride it and who have more time to get to work than it would take them to drive. This train is really only being planned to service future (move in) residents of Durham instead of those who already exist and NEED good transportation. It is being planned solely on the inflated population and job numbers of GoTriangle instead of the more realistic numbers of the State Budget Population Growth and Job Market numbers produced by SAS (a reputable company).

Again, it is interesting to me that only two members of the City Council live vaguely close to a piece of track (Diane Catotti and Eugene Brown - both of which are NOT running for re-election) while the rest live so far away from a hint of the tracks that they will never have to worry about the nearly 30 unsafe at-grade crossings nor the constant warning bells of the at-grade gates safety gates dropping every 10-20 minutes (from 5:30 am to midnight).

Who is the true NIMBY?????

-Lisa Brach
[REDACTED]

On Thu, Sep 24, 2015 at 10:06 AM, Lynn Culton [REDACTED] [SmartTransitFuture] <[REDACTED]> wrote:

Didn't know if you all received this but am passing it on.

Lynn

----- Forwarded message -----

From: **Philip Azar** <[REDACTED]>

Date: Thu, Sep 24, 2015 at 8:12 AM

Subject: [Durham INC] Fwd: InterNeighborhood Council of Durham Resolutions on Transit

To: "<[REDACTED]>

Cc: Steve Schewel <[REDACTED]>

Please find attached Steve Schewel's prompt and thoughtful response to the INC resolutions on transit and related matters.

Philip Azar

Begin forwarded message:

From: "Schewel, Steve" <[REDACTED]>

Subject: Re: InterNeighborhood Council of Durham Resolutions on Transit

Date: September 24, 2015 at 12:50:12 AM EDT

To: Philip Azar <[REDACTED]>

Cc: [REDACTED]

["info@ourtransitfuture.com"](mailto:info@ourtransitfuture.com) <info@ourtransitfuture.com>

Philip,

Thanks so much for this email and the resolutions from the INC which I have read in full. I hope you will transmit my response to others in the INC who are interested.

I will address several points from the resolutions:

1) On the Alston Ave. station, both I and Diane Catotti have spent many hours and had many discussions about this, and I think I can speak for her to say that both of us are now convinced that it is not possible to squeeze the track and station between the water tower and NC 147 to get the track east of Alston Ave. She and I together have walked the track and roadways there, and we have met with Jim Svava who has raised alternative plans, as well as with John Hodges-Copple who has raised the same concerns as the INC resolutions. As a result of these meetings and tours of the area, we were insistent that GoTriangle provide us with much more detailed information to justify keeping the station west of Alston. GoTriangle subsequently met individually or in pairs with council members, and they did so with a much higher degree of specificity than we had seen earlier. They gave us much more detail on the NC DOT's position on the NC-147 right-of-way, the constraints related to the City's water tower, the design needs of the

station, and other important factors. In sum, after raising this issue repeatedly and adamantly with GoTriangle, I am now resigned to the fact that the track can't get through the tight fit next to the water tower and 147. I agree with the INC that it would be better if the station was east of Alston Ave. as originally designed when the light rail had use of the NC railroad ROW. But I have come to accept the GoTriangle analysis. I will add one thing that is important here: While I have been advocating hard for this station to be east of Alston, as has Diane, and while we have heard about this from light rail advocates and opponents in general, I have heard very little about this from the neighborhoods east of Alston themselves. We have received one resolution about it from NECD, but it is clearly not high on the agenda of concerns there. As concerns the possible location of the ROMF east of Alston, we have received many communications from businesses and neighbors in East Durham that they do NOT want the ROMF located there because of the loss of jobs at Brenntag which employs 100 people, many from the area. That seems to be the most salient neighborhood concern in this regard.

2) On the issue of Downing Creek and Meadowmont, it is absolutely true that the light rail was planned to go through Meadowmont. However, the only reasonable route through Meadowmont was nixed by the Army Corps of Engineers which did not want the line crossing its land on the planned route. This is a harsh reality, and that is why the line has now been planned to go on the south side of 54 in front of Downing Creek. Some people believe that this was because of the clout of people in Meadowmont who somehow influenced GoTriangle staff to change the route to move it away from Meadowmont. This is not the case. It was a decision by the Corps which caused the route to be moved. I have been to Downing Creek and met with the neighbors there for a couple of hours, including driving around the areas of concern with them. I very much sympathize with their concerns that they need a good way to get out of their neighborhood when the light rail is built. I can see why they are concerned about that, and so am I. I have communicated my concerns to GoTriangle staff, and I will continue to do so. I do feel there are several possible good ways to solve this problem, and we have many years to work on it even if the light rail is built only 10 years from now--and it may well be more.

3) I am glad you all are taking up the neighborhood input issues with the Planning Department. That's very important as we go forward.

4) Your letter talks about involvement with city council members with neighborhoods over these issues, and I agree with you 100%. I have met with folks in Downing Creek, in the Farrington area, and in East Durham about their specific light rail issues. I have attended several of the GoTriangle public meetings with the various neighborhoods. I have invited neighbors from Downing Creek, Farrington, Culp Arbor and the Jewish Campus on Cornwallis Rd. to accompany us to visit the Charlotte ROMF, which they did. I've answered scores of emails from neighbors on the subject. I'll continue to do that, and I encourage any neighborhood with a concern about light rail to contact me. I'm happy to talk about it, and even happier to listen.

5) While all these concerns are very important, I do want to make clear my support for the light rail line between Durham and Orange. I remain convinced that this is an excellent plan which will succeed in the long run unless the state legislature makes it impossible. We've got many things to get right as this project moves forward, but if we don't build it, we will regret it very much in 20 years, in 30, in 50.

Again, thanks so much for these resolutions, Philip, and I hope you will pass on my appreciation to others in the INC as appropriate. Your work on this is invaluable!

Warm wishes,
Steve

Sent from my iPad

On Sep 22, 2015, at 2:46 PM, Philip Azar <[REDACTED]> wrote:

Please find attached a cover letter regarding a series of INC resolutions on transit and

related matters. Also attached are the specific resolutions.

Although cc:ed on the letter, info@ourtransitfuture is in the to: line above in the hope that these will be considered comments on the Draft Environmental Impact Statement.

Sincerely,

Philip Azar
President, InterNeighborhood Council of Durham

<Transit Coverletter.pdf>

<Transit Resolutions.pdf>

Durham INC Mailing List
inc-list@lists.deltaforce.net
<http://lists.deltaforce.net/mailman/listinfo/inc-list>

Posted by: Lisa Brach <[REDACTED]>

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Durham-Orange Light Rail Transit Project

Official Public Comment

Name:

^{Stand}
Carolyn Epstein

Email:

Telephone:

Mailing Address:

City:

Zip Code:

How to Comment on the DEIS

1. Email us at info@ourtransitfuture.com
2. Submit a web-based comment form: ourtransitfuture.com/comment
3. Mail a letter to D-O LRT Project - DEIS, C/O GoTriangle, Post Office Box 530, Morrisville, NC 27560
4. Submit a written comment form at two public information sessions and two public hearings.
5. Sign-up to speak at a public hearing.

All methods of commenting will receive equal weight. All comments will be reviewed and considered as part of the development of the combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD), which is expected in February 2016. A response to substantive comments will be included in the combined FEIS/ROD.

Be advised that your entire comment, including name, address, phone number, email address, or any other personal identifying information in your comment may be subject to the North Carolina Public Records Act (N.C.G.S. § 132.1 et seq.).

Please leave your comment on the Draft Environmental Impact Statement:

We are against the light rail project —

1) too costly

2) doesn't serve enough area — no airports

3) concerns about property values

4) do not want increased taxes

Also against maintenance facility @ Farrington &

Ephesus Church Rd

Please Turn Over →

Durham-Orange Light Rail Transit Project

Official Public Comment

Please
return this
form to
the comment
box

Please leave your comment on the Draft Environmental Impact Statement:

Comment on Duham-Orange Light Rail Transit Project, Triangle Transit

Sharon Epstein [REDACTED]

Sent: 9/16/2015 10:36 AM

To: info@ourtransitfuture.com

As a resident and voter in Chapel Hill, I am strongly opposed to the Durham-Orange Light Rail Transit Project. Overall, it is "uneconomic". Orange County has better ways to use its funding and serve its citizens. Light Rail would be disruptive to the environment, and unsightly and disruptive to residents near it as well as other citizens of the County.

Chapel Hill Transit is strapped for funds and the town and Orange County would be better served by improving the bus system, working in tandem with Durham and Chatham Counties and with Raleigh, including purchasing/replacing (or leasing, whichever, after study, makes sense) buses and vans, and improving connections and schedules that will benefit all citizens.

Sharon Epstein

Sharon Epstein

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Carolyn Epstein Email: _____ Telephone: _____
Mailing Address: _____ City: _____ Zip Code: _____

How to Comment on the DEIS

1. Email us at info@ourtransitfuture.com
2. Submit a web-based comment form: ourtransitfuture.com/comment
3. Mail a letter to D-O LRT Project - DEIS, C/O GoTriangle, Post Office Box 530, Morrisville, NC 27560
4. Submit a written comment form at two public information sessions and two public hearings.
5. Sign-up to speak at a public hearing.

All methods of commenting will receive equal weight. All comments will be reviewed and considered as part of the development of the combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD), which is expected in February 2016. A response to substantive comments will be included in the combined FEIS/ROD.

Be advised that your entire comment, including name, address, phone number, email address, or any other personal identifying information in your comment may be subject to the North Carolina Public Records Act (N.C.G.S. § 132.1 et seq.).

Please leave your comment on the Draft Environmental Impact Statement:

Light rail bad idea!

Maintenance Station on Farrington bad idea!

Reasons - will change negatively the environment & neighborhood character

- too expensive, not cost effective.
- limited routes - not good connections
- no capability to be flexible & change with time!
- bus expansion would be cheaper & better used
- light rail is not the most reasonable alternative
- increases traffic lights & stops - healthy & safety concerns w/ transit plan

too many train gates with delays emergency times.

Please re-examine ROME location.

Please Turn Over →

Get Involved Contact Form

Susan Erickson [REDACTED]

Sent: 9/4/2015 2:24 PM

To: info@ourtransitfuture.com

Name: Susan Erickson

Phone Number:

Email Address [REDACTED]

Message Body:

I arrived late at the "stop the train" station. I finally made time to research the project, attend public meetings, and read the public comments that are posted on your website. I did not find any postings that totally embraced the DOLRT. I agree with all the comments/concerns on reasons why this project will have a totally negative impact on the quality of life for not only neighborhoods in the path of the train and the ROMF on Farrington Rd., but everyone in Durham and Chapel Hill. Locally some voters agreed to an increased sales tax for improved transit, but NOT exclusively for light rail. If those who did vote "yes" were given the opportunity to vote again, I doubt if they would vote the same. Most mistakenly thought that the train would go to RDU, RTP, and Raleigh. Since Wake County wisely opted out of the project, and sales tax increase, those sites are no longer in the plan. In fact, if the state and federal governments agree to help fund the project, everyone in this state and country will suffer the consequences due to a tax increase that will be needed to help our local governments with funding. I vote for derailing the train now, before it becomes the largest train disaster in the history of our great state!

I scanned the Draft Environmental Impact Statement, but admit that I do not have time to read it, nor to digest what it means. It would be helpful if before the public meetings, you could summarize in simple terms the results of the study, and the impact on our environment. The June 25 2015 posting from the Army Corps of Engineers seems to indicate that they still have unanswered concerns and questions about the environmental impact from the rail line and maintenance facility on jurisdictional waters of Little Creek and New Hope Creek. I do too.

—

This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

----- Original Message -----

Subject: FW: Rezoning of Farrington Rd for ROMF

From: "Susan Erickson" [REDACTED]

Date: 9/9/15 6:12 pm

To: [REDACTED] info@ourtransitfuture.com

From: Susan Erickson [REDACTED]

Sent: [REDACTED]

Cc: 'info@ourtransitfuture.com'

Subject: FW: Rezoning of Farrington Rd for ROMF

From: Susan Erickson [REDACTED]

Sent: Wednesday, September 09, 2015 1:45 PM

To: [REDACTED]

Subject: Rezoning of Farrington Rd for ROMF

Hello,

Rumor has it that you will soon be meeting with City Council members to discuss rezoning Farrington Rd., in order to accommodate construction of the proposed Rail Operations Maintenance Facility (ROMF). I understand that in order to construct the ROMF at the proposed site, the zoning would need to be changed from RS-20 (Residential Suburban-20) to IL (Industrial Light). At present, except for a few office buildings and a church near the intersection of Hwy 54 and Farrington Rd., the remainder is purely residential. I believe that the Durham Comprehensive Plan for future land use has designated this site for Commercial and Office Development. Although I would prefer that zoning remain RS-20, office development would be more acceptable than industrial.

The ROMF will operate 24 hours a day, 7 days per week. Trains will enter and exit into the facility at street level with a buffer of 50 - 60 feet between it and Farrington Rd. In my opinion, this is hardly a buffer! Go Triangle did admit that there will be a significant amount of noise from the trains (screeching of metal against metal, bells, whistles, and operation of machinery). This noise will be heard not only by the residents of the retirement villas located directly across the street, but also by surrounding neighborhoods, and an elementary school which is located 1/4 mile from the site. The ROMF is nothing more than a rail yard that is aesthetically unappealing. Would you want this in your backyard?

Leigh Village has also been selected as a possible site. I also oppose this site for the same reasons.

On March 13, 2015, Steven Medlin, Durham City-County Planning Director, sent a letter to Mr. Greg Northcutt, Director of Capital Development for Triangle Transit (now known as Go Triangle). This letter was in response to the review of materials that had been presented by the Durham- Orange Light Rail Transit Technical Advisory Committee on March 3, 2015. In the letter, Mr. Medlin stated that Planning Staff would be unable to support the plan amendment to Farrington Rd. Mr. Medlin said, "We find an Industrial use to be incompatible with the existing land use pattern and/or designated future land uses". He also mentioned that in order to receive City of Durham services, including water and sewer, Triangle Transit would need to petition the City Council to annex the property because it is within Durham County's jurisdiction. I agree totally with Mr. Medlin and the Planning Staff's conclusions. I sincerely hope that [you also agree](#).

In reference to the Leigh Village site, Mr. Medlin said that the Durham Comprehensive Plan for future land use designates this site for Office and Low Density Residential. It is presently zoned as Residential Suburban-20. In order to build the ROMF at this location, an amendment would be needed to the Future Land Use Map of the Durham Comprehensive Plan to designate this site as Industrial. Furthermore, this site is also within Durham County's jurisdiction and would have to be annexed by the City of Durham in order to receive services. There is also a stream on both sites that might interfere with the plan to build the ROMF. As with the Farrington Rd. site, Mr. Medlin stated that the Planning Staff would likely be unable to support the Plan Amendment. Again, he said, "We find an industrial use to be incompatible with the existing land use pattern and/or designated future land uses". Again I agree, and hope that you do too.

Although no one wants the ROMF in their neighborhood, other sites on Cornwallis Rd which is now zoned as Commercial General, and Alston Ave. which is zoned as Industrial Light, should be re-evaluated .

I would also like to go on record as opposed to the entire Light Rail Plan in its present state, and at the present time. Our tax dollars could be put to better use by making improvements to existing bus transit, rather than a light rail that will be obsolete before construction is completed in 2025.

My opinions are shared by many in my neighborhood and others which will be negatively impacted by the ROMF. Your vote will be noted and remembered at election time.

Thank you for reading this email .

Sincerely,

Susan Erickson

Get Involved Contact Form

Susan Erickson [REDACTED]

Sent: 9/14/2015 12:45 PM

To: info@ourtransitfuture.com

Name: Susan Erickson

Phone Number:

Email Address: [REDACTED]

Message Body:

Go Triangle prepared and interpreted the results of the DEIS. I and many others do not trust Go Triangle to make an unbiased assessment, since they have a vested interest in getting approval for the proposed routes for the Light Rail. One does not have to be an Environmental Scientist to know that disturbing wetlands, animal habitats, and routes for migratory birds, will have a devastating impact on existing ecosystems. In addition, thousands of trees in the path of the train will be sacrificed. Therefore, fewer trees will be available to filter the air and noise, resulting in increased air and noise pollution. We the citizens, need to demand a second assessment and opinion from an environmental group that has NO vested interest in the DOLRT.

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Susan Erickson [REDACTED]

Sent: 10/3/2015 5:50 PM

To: info@ourtransitfuture.com

Name: Susan Erickson

Phone Number:

Email Address: [REDACTED]

Message Body:
October 3, 2015

To Whom It May Concern,

I would like to dispel the myth that Go Triangle continues to propagate.

Myth: The majority of registered voters in Durham and Orange Counties endorsed the DOLRT when they approved the 1/2% sales tax increase that was added to the 2011 ballot. This has been used as a mandate which authorizes Go Triangle to build a light rail system.

Truth: The majority of registered voters in Durham and Orange Counties did not go to the polls. The voter turnout in both counties was approximately 17%. Furthermore, the wording on the ballot was deceptive. It asked voters to approve or disapprove a 1/2% sales tax increase for improvements to transit systems. It did not say that the revenue would be used to finance a light rail system. Had those who voted "yes" known that they were funding a \$1.8 billion light rail, I believe that the result would have been different. In reality, local politicians, contractors, developers, and interested parties at UNC and Duke are members of the majority that who endorsed the DOLRT.

I sincerely request that voters be allowed another opportunity to vote, with information that clearly explains what we are voting for. We are now paying an additional tax to fund a \$1.8 light rail project that the majority do not want.

Submitted by

Susan Erickson

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Susan Erickson [REDACTED]

Sent: 10/4/2015 5:07 PM

To: info@ourtransitfuture.com

Name: Susan Erickson

Phone Number:

Email Address: [REDACTED]

Message Body:

I believe that members of several committees will be meeting soon to discuss the rezoning of Farrington Rd. in order to accommodate construction of the proposed Rail Operations Maintenance Facility (ROMF). I understand that to accomplish this, zoning will need to be changed from RS-20 (Residential Suburban-20) to IL (Industrial Light). At present, except for a few office buildings and a church located near the intersection of Hwy 54 and Farrington Rd., the remainder of Farrington Rd. is purely residential. The Durham Comprehensive Plan for future land use has designated this site for future commercial and office development. Although I would prefer that zoning remain RS-20, office development would be more acceptable than industrial.

In the Developmental Environmental Impact Study (DEIS), which is currently under review, Chapter 4-14 Table 4.0-2 stated that the NEPA preferred site (Farrington Rd.) is not consistent with the future land use plan for this site. In addition, a plan amendment to the Durham Comprehensive Plan, and rezoning would be needed for both the Farrington Rd and Leigh Village sites. Rezoning would be required for an ROMF on Cornwallis Rd. (now zoned as Commercial General), but a comprehensive plan amendment would not be needed.

Table 4.0-2 page 4-19 of the DEIS indicates that acquisition of 11 homes is anticipated at the Farrington Rd. location. Families who have lived there for generations will be forced to re locate.

I understand that the Alston Ave. site was eliminated because of some sort of conflict with other rail lines, and a few small businesses. However, the Durham Comprehensive Plan designates this area for Industrial development on the Future Land Use Map. Perhaps by extending the light rail tracks beyond the present ending point, a new location for the ROMF could be identified. Job opportunities would then be close to neighborhoods that need them. There will not be station on Farrington Rd., and there is presently no bus service, which creates a problem for workers who depend on public transportation.

Why were no locations considered in Chapel Hill? The light rail will have a station on Mason Farm Rd. which already has a waste water treatment plan on it, why not consider a site on unused land there?

The ROMF will operate 24 hours every day. Trains will enter and exit the facility at street level with a 50 foot buffer between it and Farrington Rd. In my opinion, this is not an acceptable buffer. Go Triangle has admitted that there will be a significant amount of noise from the trains (screeching of metal against metal, bells, whistles and machinery). This noise will be heard not only by the residents of the retirement villas located directly across the street, but also by surrounding neighborhoods, and an elementary school which is located 1/4 mile from the site. To create aesthetic appeal, Go Triangle has offered to plant "vegetative screening". A few low growing plants and trees will not be sufficient to mask the ROMF, which is nothing more than a rail yard that is aesthetically unappealing. Would you want this in your backyard?

Leigh Village has also been selected as a possible site. I oppose this site for the same reasons.

In the Developmental Environmental Impact Study (DEIS) which is currently under review, chapter 4-17 table 4.0-2, (summary of ROMF impacts) stated that moderate to severe noise impacts would occur. In addition, vibration impacts and ground borne noise impacts would also occur at the preferred NEPA site, which is Farrington Rd.

On March 13, 2015, Steven Medlin, Durham City- County Planning Director, sent a letter to Mr. Greg Northcutt, Director of Capital Development for Triangle Transit (now known as Go Triangle). This letter was in response to the review of materials that had been presented by the Durham- Orange Light Rail Transit Technical Advisory Committee on March 3, 2015. In the letter, Mr. Medlin stated that Planning Staff would be unable to support the plan amendment to Farrington Rd. Mr. Medlin said, "We find an Industrial use to be incompatible with the existing land use pattern and /or designated future land uses". He also mentioned that in order to receive City of Durham services, including water and sewer, Triangle Transit would need to petition the City Council to annex the property because it is within Durham County's jurisdiction.

Regarding the Leigh Village site, Mr. Medlin stated that the Durham Comprehensive Plan for future land use designates this site for Office and Low Density Residential. It is presently zoned as Residential Suburban-20. As with the Farrington Rd. site, Mr. Medlin stated "We find an industrial use to be incompatible with the existing land use pattern and/or designated future land uses". I agree with both of the decisions, and hope that you will to.

Thank you for reading this email.

Susan Erickson

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Susan Erickson [REDACTED]

Sent: 10/5/2015 9:30 PM

To: info@ourtransitfuture.com

Name: Susan Erickson

Phone Number:

Email Address: [REDACTED]

Message Body:

I am a concerned citizen of Durham County, NC., who is questioning the validity of the DEIS for the Durham-Orange Light Rail (DOLRT) for several reasons.

Go Triangle chose and financed the company that conducted the DEIS. This company, known as URS/AECOM, has a Mission Statement that states, "The new AECOM offers the capabilities to design, build, finance, operate, and maintain infrastructure across a range of global markets". "Whether we serve clients at one phase of the project lifecycle or throughout it, our role is to apply creative vision, technical expertise, interdisciplinary insight, and diverse experience to address complex challenges in new and better ways". "We help our clients to deliver critical resources and services to people, improve the places where they live and work, and sustain a world in which we can all flourish".

Markets that they serve are "buildings and places, civil and infrastructures, industrial, oil, gas, oil, and power".

Services provided were defined as "design, build, finance, operate".

In the design section of there web page, it mentioned "Environmental Remediation, Regulatory Compliance, and Ecological Planning and Restoration" as other services that URS/AECOM could provide. Perhaps they will be able to provide advice about Ecological Planning and Restoration of the delicate wetlands, floodplain, wildlife habitats, and game lands that will be damaged or destroyed by the light rail!

I am disturbed by the fact that nowhere in those statements is there any mention of expertise in Environmental Studies.

There were inconsistencies, errors, and distorted facts in several sections, which I will address in a separate email. The report does not adequately address the indirect and cumulative impacts to the environment as required by the Council on Environmental Quality. There was insufficient detail about consequences to the environment, and plausible mitigations. I found it interesting that for the NEPA preferred alternatives, they found mostly "low impact" or "no impact", and "no mitigation required" for most categories. This is very disturbing to me, and I consider this study to be very prejudicial.

I request that a new independent on site review be performed and financed by an entity with no vested interest in the DOLRT. I also request that representatives from the Army Corps of Engineers, NC Wildlife Gamelands, Environmental Protection Agency, and FTA, do an on site step by step review of this entire study.

Submitted by Susan Erickson

--

This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Susan Erickson [REDACTED]

Sent: 10/6/2015 5:44 PM

To: info@ourtransitfuture.com

Name: Susan Erickson

Phone Number:

Email Address: [REDACTED]

Message Body:

I request the "No Build" Alternative for many reasons, including the following:

COST INEFFECTIVE

The estimated cost to build the 17 mile track that will serve a narrow corridor between UNC Hospitals and East Alston Ave. in Durham is \$18.2 Billion. Per mile, the cost for one mile of track will be \$107 million. Actual costs could be triple this amount, and rail manufacturers and contractors have no incentive to contain costs.

In addition to the construction cost for the Light Rail, a Rail Operations Maintenance Facility will be needed to service and store the trains. This will have a \$78 million price tag.

Furthermore, when completed, the estimated cost per year to operate and maintain the system is projected to be \$16.2 million.

Presently, Durham and Orange Counties have the distinction of having the highest sales tax in the state (7.5 %). Revenue from this increase is being used for the 25% local share of funding for the project. The remainder of the construction costs will be shared by 50% Federal funding (not yet approved), and 50% State funding. However, at present, the State of NC has approved a \$500,000 spending cap.

Once the Light Rail is completed in 2025, Go Triangle projects that revenue from rider fares (price for fare has not yet been announced) will be sufficient to maintain the Light Rail. However, if ridership is less than projected, taxpayers will once again have to bear the burden due to additional taxes and fees.

I suggest that we choose "NO BUILD" at the present time, and explore other options such as Bus Rapid Transit and designated bus lanes. Wake County has wisely chosen an independent assessment of their transit needs, that was completed by an entity with no vested interest in Light Rail Construction. As a result of that assessment, a Light Rail Transit system was not chosen as part of future plans for Wake County. Other more cost effective options are being explored. Let's put the brakes on the train, and follow Wake County's example.

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Susan Erickson [REDACTED]

Sent: 10/6/2015 6:51 PM

To: info@ourtransitfuture.com

Name: Susan Erickson

Phone Number:

Email Address [REDACTED]

Message Body:

I am submitting another reason to choose the "NO BUILD" alternative.

LIGHT RAIL IS INEFFICIENT

Based on literature from Go Triangle, it will take approximately 45 minutes for a light rail train traveling at the maximum speed of 24 miles per hour to complete the 17 mile route from UNC Hospitals to East Alston Ave. in Durham. However, this means time spent on the train, not time getting to the nearest train station. Unless one plans to live in one of the densely populated communities that are planned near some, but not all stations, a rider will need to take a bus, drive a car, or walk to the station that is nearest to their home. If driving by car, time will be needed to find a parking space in one of the park and ride lots. However, not all stations will have a park and ride lot! Wait times for trains will depend on the time of day. During morning and evening commute hours, wait times of 10 minutes will be the norm. At all other times, the wait will be 20 minutes. Another consideration will be that once the rider arrives at the station closest to his or her final destination, it might be necessary to walk a long distance, or wait to transfer to a bus to reach their journey's end.

Simply put, Light Rail travel will not significantly reduce transit times for commuters who currently use the bus, and in some cases, it could actually increase the time. However, for commuters who presently use their cars to reach a planned destination along the planned route, a longer and slower commute would be expected by switching to Light Rail.

Americans have had a love affair with their cars since the first Model T. I do not think that commuters will abandon their cars for an ugly, bulky snail train!

LIGHT RAIL IS INFLEXIBLE

Light Rail trains are inflexible modes of transportation because for movement, they depend upon fixed steel rails. Once the train route is planned, and the rail is laid, the route cannot be easily or inexpensively relocated, which renders the entire system resistant to change. If an additional route were to be added at a future date, it might be impossible to accomplish because of existing permanent structures on the planned route. Light Rail does not have the flexibility to serve large neighborhoods, just a select few.

Compare this to a bus system that can be easily changed to serve many neighborhoods rather than a few. For example, if a particular bus route proved to be underused, service to that route could be decreased or eliminated. If an underserved neighborhood is identified, or a new neighborhood were to be constructed, new bus routes could be added. Also, more buses and increased frequency could be added to busy routes, and during busy commute times. These options are possible for buses, but not for trains.

Another fact to consider is that trains require a 50 foot wide path for tracks. Bus lanes require 12 feet. Four bus lanes can easily fit into one Light Rail Track.

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Susan Erickson

Sent: 10/7/2015 7:56 PM

To: info@ourtransitfuture.com

Name: Susan Erickson

Phone Number:

Email Address: [REDACTED]

Message Body:

I request the "NO Build" Alternative for the following reason.

FUTURE TECHNOLOGY WILL MEAN OBSOLESCENCE

We are witnessing a rapidly evolving technological revolution that will bring dramatic changes in ground transportation. Uber has become an overnight success story. The automotive industry is presently on the brink of introducing an autonomous (vehicle without a driver) vehicle. Mercedes has announced that it will introduce one in 2016. With door to door service, why would anyone choose to ride on an outdated train.

Compared to European train technology, the DOLRT is already obsolete! Wireless (induction) charging is already a power source for buses in Germany, Italy, and the Netherlands. The aesthetically unappealing DOLRT will be powered by unsightly overhead electric wires. Why spend \$2 billion on technology that is obsolete?

Let's reassess, and choose Bus Rapid Transit.

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Susan Erickson

Sent: 10/7/2015 8:45 PM

To: info@ourtransitfuture.com

Name: Susan Erickson

Phone Number:

Email Address: [REDACTED]

Message Body:

I request that a "NO Build" alternative be pursued for the following reason:

SOCIAL JUSTICE

A large portion of the poor and working poor depend upon public transportation. It appears that many of the bus routes that currently serve these neighborhoods will be eliminated. Those citizens will be forced to ride the Light Rail, but will need transportation to get to the nearest rail station. A flexible bus service will be needed, but is not presently part of Go Triangle's plan. In fact, some sections of East Alston Ave. in Durham, which is a low income, minority, transit dependent community, will not be served. Furthermore, rail service will not extend to NCCU and Durham Tech.

High density "compact housing" developments are planned. However, downtown Durham is presently becoming gentrified, and is already attracting young, upwardly mobile professionals who will be able to afford expensive condos and apartments that will be built near downtown. This will cause displacement of poor and working class residents. It is not entirely clear if affordable housing will be offered to those who will be "priced out" of their neighborhoods.

The materials and presentations from Go Triangle, as well as routes that are planned for the DOLRT, suggest that they are not concerned about our least advantaged citizens. Despite the fact that these same citizens are paying a disproportionate amount of their income due to the increased sales tax to finance the project, they are NOT the ones that are targeted to be served.

One of Go Triangle's many selling points is that as a result of the DOLRT, new neighborhoods will be created around some of the rail stations. My counterpoint is that many new neighborhoods have sprouted in Durham and Chapel Hill in the last 10 years without a Light Rail. In fact, one of those neighborhoods (Meadowmont) had a Light Rail plan written into the development plan for the community. When residents learned that the DOLRT would go through their neighborhood, the majority of residents rallied against it. They won, and the Light Rail route was changed. So much for Go Triangle's claim that everyone will want to live in one of the densely populated neighborhoods near the rail stations!

I suggest that affordable housing be built in neighborhoods that desperately need it. Include reliable bus or rapid bus transit stops at convenient locations. Equal Justice for all.

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Susan Erickson

Sent: 10/7/2015 9:53 PM

To: info@ourtransitfuture.com

Name: Susan Erickson

Phone Number:

Email Address: [REDACTED]

Message Body:

I request the "NO BUILD " alternative for the following reason:

SAFETY ISSUES AND ADVERSE IMPACTS

According to Go Triangle's plan, the DOLRT will have 42 at grade crossings that will cause threats to the safety of pedestrians, cyclists, vehicles, and school buses. In addition traffic delays at these crossings will cause immense traffic delays. Also emergency vehicles would be delayed, and this could cause unnecessary death and destruction. In an emergency, every second counts.

Another consideration is that access to multiple neighborhoods will be compromised due to rail crossings at the entrance to those neighborhoods.

In the DEIS Section 4.12, Safety and Security, the impacts for the NEPA Alternative were described as, "Minimal impacts anticipated: potential safety hazards at stations, park and ride lots, park and ride facilities, impacts to police, security, and emergency service operations.

Mitigation measures consisted of "use of police, private security, lighting, security cameras, pedestrian crossings, pedestrian bridges and underpasses, road surface markings, and public education programs". SIGH!

Another negative impact will be a decline in property values. Contrary to what Go Triangle has stated, property values in neighborhoods in close proximity to the DOLRT route or ROMF will decline significantly due to noise, structural damage due to ground vibration, ugly visual and aesthetic conditions, and rezoning from residential to mixed use or industrial.

In DEIS section 4.1 Land use and Zoning, the impacts for the NEPA Alternative stated, "No impacts anticipated: consistent with local planning efforts." For Mitigation, it stated, "Impacts are considered beneficial and as such, no mitigation would be required.. This is absurd. Rezoning will be required on Farrington Rd. from residential to Industrial, and other neighborhoods that will be rezoned from residential to mixed use.

In DEIS section 4.4 Visual and Aesthetic, the impacts for the NEPA Alternative range from low to moderate high. Mitigations included create aesthetic guidelines, plant vegetation, use source shielding in exterior lighting, provide landscaping and aesthetic treatment when in close proximity to residences with aerial structures, and Art-in-Transit opportunities(what does this mean?) I suspect that they are suggesting graffiti art which is found wherever there is a rail line. These statements are words without substance, which means they will do nothing.

In DEIS Section 4-10 Noise and Vibration, The impacts at the NEPA Alternative noted one severe noise impact, and 4 moderate noise impacts, and 13 ground borne noise impacts. Mitigation measures included detailed vibration analysis, noise mitigation measures such as elevated track barriers, track supports, resilient fasteners, and floating slabs. I'm surprised that they didn't suggest that we buy earplugs, which would probably do more than what was suggested!

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Sent:

To:

Cc:

From: Susan Erickson [REDACTED]
Sent: Tuesday, October 06, 2015 3:28 PM
To: Mitchell, Stanley
Subject: DEIS for Durham Orange Light rail

Hello,

I was told that you are the Environmental Protection Specialist for region four. I am writing to voice several questions and concerns about the DEIS that is presently in the comment period.

Go Triangle has told the public that all comments must be submitted to them by mail, email, in person at the public hearings, or through the DOLRT project website. I understand that there is a process, and that the FTA cannot manage monitoring, receiving, and sorting hundreds of comments from the public. However, Go Triangle

has stated that all comments, regardless of language or channel of collection will be CONSIDERED. We were also told that only comments "OF SUBSTANCE" would be forwarded to regulatory agencies. During a conversation with one of Go Triangle's representatives, I asked for clarification and validation of those two statements. He said that all comments would be sorted and reviewed. I asked who would be the reviewers, and was told that Go Triangle employees would be responsible. Then, I asked if ALL comments would be forwarded to the regulatory agencies, and was told, "NO", just comments of substance.

I, and many other residents, find this offensive. We have all spent many hours to become informed about all aspects of the DOLRT, and additional hours to compose thoughtful and meaningful comments. In my opinion, they are all "of substance". Furthermore, we do not trust Go Triangle. We know that they are in the business of selling trains, and they have demonstrated that they will take whatever measures are needed to get the train rolling. We fear that only comments that are in favor of building the DOLRT will be forwarded to you. Many are opposed and voted for the "NO BUILD" alternative. We are afraid that our voices will not be heard.

Go Triangle loves to broadcast the myth that the majority of Durham and Orange voters endorsed the light rail project when they approved the 1/2% sales tax increase that was added to the 2011 ballot, and they are using this as a mandate to build. The truth is that the majority of registered voters in both counties did not go to the polls. The turnout was approximately 17% in both counties. Furthermore, the wording on the ballot was deceptive. It asked voters to approve a 1/2% sales tax increase to fund improvements to transit, It did not say, "LIGHT RAIL".

We also have reservations about the validity of the DEIS. I was able to learn, that Go Triangle chose and financed URS/AECOM to conduct the DEIS. When I visited their website, it did not say that they had expertise in environmental impact studies.

The results, in my opinion, were biased. For example, I found it interesting that for most of the NEPA preferred alternatives, they found mostly "low impact" or "no impact", and "no mitigation" required for most categories.

Do any of the regulatory agencies send a qualified human being to conduct an onsite review of the facts in the DEIS to verify the accuracy of the data? It looks great on paper, but our wetlands, creeks, floodplains, ecosystems, wildlife, animal habitats, trees and birds depend upon the accuracy of these results in order to survive. I request that a new on site review be performed by an entity with no vested interest in the DOLRT.

Please tell me what we can do to insure that our voices will be heard by all regulatory agencies that will be involved in the approval process.

Thank you for your time.

Susan Erickson

Get Involved Contact Form

Susan Erickson [REDACTED]

Sent: 10/8/2015 1:54 PM

To: info@ourtransitfuture.com

Name: Susan Erickson

Phone Number:

Email Address: [REDACTED]

Message Body:

CHOOSE THE "NO BUILD ALTERNATIVE

There were only two alternatives that were evaluated for transit improvements. As a reminder, transit improvements, not Light Rail, is what voters were asked to approve or disapprove. The "No Build" Alternative would build "only those highway and transit improvements without Light Rail". The "Build" Alternate would build only Light Rail. As described in DEIS chapter 2, Bus Rapid Transit (BRT), was not studied as an alternative. My question is, Why Not? Voters voted for transit improvements, and BRT would be included in that category. Light Rail would not.

To date, Go Triangle has spent approximately \$40 million taxpayer dollars on studies and planning. So far, the entire process has been fraught with issues ranging from route problems, train speed, escalating costs, ridership, growth patterns, and inaccurate statements about the content of the 2011 ballot. Escalating public opposition, the state's cap on funding, and Wake County's decision to opt out of the Light Rail plan, are all indications of a plan that is destined to fail. We need to put the brakes on Light Rail(LRT), switch gears, and consider the "No Build" alternative, thus eliminating a Light Rail system. In order to determine alternatives to LRT, a new assessment of Durham-Orange transit needs should be conducted by an independent entity with no vested interest in LRT, or ties to local politicians. Wake County did this, and as a result, LRT was not considered. Instead, BRT and improvements to existing rail lines were chosen, and are in the planning stage. In fact, Chapel Hill is planning high capacity BRT with dedicated bus lanes, for the MLK Blvd(formerly known as Airport Rd.) corridor as a way to augment the current transit system. Why not plan this for the 15- 501 and Hwy 54 corridors, and tie in with routes planned using BRT instead of LRT?

Bus Rapid Transit is a high quality, high capacity, flexible rapid transit system that improves transportation at a significantly lower cost. One of the major advantages of BRT, instead of DOLRT, is that it is more flexible, and can be easily integrated into our overall transportation infrastructure. Other advantages include the fact that BRT requires a 12 foot wide right of way for a bus lane, versus LRT that consumes a 50 foot wide right of way. Also, LRT requires an overhead electrification infrastructure to distribute the electricity that is needed to fuel the light rail. Further restrictions like limits on how steep rails can be, and speed limitations when temperatures rise above 90 degrees F, are impediments that do not apply to BRT. New "clean" technology, such as Wireless Induction Technology, is already being used to power BRT in several countries in Europe and Asia, thus eliminating the constraints of ugly steel rails and overhead power lines.

Another added benefit of BRT is that NO ROMF would need to be built on 25 acres of residential property. Bus maintenance facilities require less space, emit less noise and vibration, and have the flexibility to be built in a place that is already zoned as industrial.

Existing plans for construction of new commercial development, and high density neighborhoods could easily be integrated into a plan for BRT.

Let's switch from a Light Rail plan that uses obsolete technology, and replace it with a BRT that uses 21st century technology.

Submitted by
Susan Erickson

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Susan Erickson [REDACTED]

Sent: 10/8/2015 2:43 PM

To: info@ourtransitfuture.com

Name: Susan Erickson

Phone Number:

Email Address: [REDACTED]

Message Body:

I believe that members of several committees will be meeting soon to discuss the rezoning of Farrington Rd. in order to accommodate construction of the proposed Rail Operations Maintenance Facility (ROMF). I understand that to accomplish this, zoning will need to be changed from RS-20 (Residential Suburban-20) to IL (Industrial Light). At present, except for a few office buildings and a church located near the intersection of Hwy 54 and Farrington Rd., the remainder of Farrington Rd. is purely residential. The Durham Comprehensive Plan for future land use has designated this site for future commercial and office development. Although I would prefer that zoning remain RS-20, office development would be more acceptable than industrial.

In the Developmental Environmental Impact Study (DEIS), which is currently under review, Chapter 4-14 Table 4.0-2 stated that the NEPA preferred site (Farrington Rd.) is not consistent with the future land use plan for this site. In addition, a plan amendment to the Durham Comprehensive Plan, and rezoning would be needed for both the Farrington Rd and Leigh Village sites. Rezoning would be required for an ROMF on Cornwallis Rd. (now zoned as Commercial General), but a comprehensive plan amendment would not be needed.

Table 4.0-2 page 4-19 of the DEIS indicates that acquisition of 11 homes is anticipated at the Farrington Rd. location. Families who have lived there for generations will be forced to re locate.

I understand that the Alston Ave. site was eliminated because of some sort of conflict with other rail lines, and a few small businesses. However, the Durham Comprehensive Plan designates this area for Industrial development on the Future Land Use Map. Perhaps by extending the light rail tracks beyond the present ending point, a new location for the ROMF could be identified. Job opportunities would then be close to neighborhoods that need them. There will not be station on Farrington Rd., and there is presently no bus service, which creates a problem for workers who depend on public transportation.

Why were no locations considered in Chapel Hill? The light rail will have a station on Mason Farm Rd. which already has a waste water treatment plan on it, why not consider a site on unused land there?

The ROMF will operate 24 hours every day. Trains will enter and exit the facility at street level with a 50 foot buffer between it and Farrington Rd. In my opinion, this is not an acceptable buffer. Go Triangle has admitted that there will be a significant amount of noise from the trains (screeching of metal against metal, bells, whistles and machinery). This noise will be heard not only by the residents of the retirement villas located directly across the street, but also by surrounding neighborhoods, and an elementary school which is located 1/4 mile from the site. To create aesthetic appeal, Go Triangle has offered to plant "vegetative screening". A few low growing plants and trees will not be sufficient to mask the ROMF, which is nothing more than a rail yard that is aesthetically unappealing. Would you want this in your backyard?

Leigh Village has also been selected as a possible site. I oppose this site for the same reasons.

In the Developmental Environmental Impact Study (DEIS) which is currently under review, chapter 4-17 table 4.0-2, (summary of ROMF impacts) stated that moderate to severe noise impacts would occur. In addition, vibration impacts and ground borne noise impacts would also occur at the preferred NEPA site, which is Farrington Rd.

On March 13, 2015, Steven Medlin, Durham City- County Planning Director, sent a letter to Mr. Greg Northcutt, Director of Capital Development for Triangle Transit (now known as Go Triangle). This letter was in response to the review of materials that had been presented by the Durham- Orange Light Rail Transit Technical Advisory Committee on March 3, 2015. In the letter, Mr. Medlin stated that Planning Staff would be unable to support the plan amendment to Farrington Rd. Mr. Medlin said, "We find an Industrial use to be incompatible with the existing land use pattern and /or designated future land uses". He also mentioned that in order to receive City of Durham services, including water and sewer, Triangle Transit would need to petition the City Council to annex the property because it is within Durham County's jurisdiction.

Regarding the Leigh Village site, Mr. Medlin stated that the Durham Comprehensive Plan for future land use designates this site for Office and Low Density Residential. It is presently zoned as Residential Suburban-20. As with the Farrington Rd. site, Mr. Medlin stated "We find an industrial use to be incompatible with the existing land use pattern and/or designated future land uses". I agree with both of the decisions, and hope that you will to.

Thank you for reading this.

Susan Erickson

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Susan Erickson [REDACTED]

Sent: 10/13/2015 4:04 PM

To: info@ourtransitfuture.com

Name: Susan Erickson

Phone Number:

Email Address: [REDACTED]

Message Body:

I request the "NO BUILD" Alternative for the DOLRT.

DEIS Chapter 4, Page 11, Table 4.0-1, Section 4.1 LAND USE AND ZONING

NEPA Preferred Alternative states, "No impacts anticipated". "Consistent with local planning efforts".

I believe that this is a false statement. Along the route, there are many sections that are zoned as Residential and Residential Suburban. Rezoning will be required in order to accommodate commercial and high density developments that are planned for locations along the route of the train, and near the planned stations. Regarding Leigh Village, the Durham Comprehensive Plan for future land use, has designated this site for Office and Low Density Residential. Rezoning will be required. The potential mitigation measures in the DEIS stated that none would be required because the impacts are considered beneficial. My question is, beneficial for whom? The DOLRT will disrupt neighborhoods that are now low density single family residences, and surround them with high density and commercial developments. Property values will surely decrease.

DEIS Chapter 4, Page 11, Table 4.0-1, Section 4.2
SOCIO ECONOMIC AND DEMOGRAPHIC CONDITIONS

NEPA Preferred Alternative states, "No adverse impacts anticipated". "Expected concentrated populations, households, and employment around LRT stations".

I disagree with this conclusion. Gentrification and reduction in affordable housing is an expected side effect of the DOLRT. Properties along the route that are presently inhabited by working class, and working poor families, will be negatively affected. Many will be "priced out" of their neighborhoods. Since affordable housing is not part of the plan, where will these families live?

DEIS Chapter 4, Page 12, Table 4.0-1, Section 4.3
NEIGHBORHOODS AND COMMUNITY RESOURCES

NEPA Preferred Alternative states, "Impacts to access and mobility in community resources in some places". "Improves mobility and access for communities and community facility".

The two statements seem to be contradictory. In reality, neighborhoods will be disrupted, and entry into most neighborhoods along the route will be compromised. Established vehicular and pedestrian traffic patterns will be disturbed, and established bus routes will be impaired.

Regarding Potential Mitigation Measures, Creekside Elementary School which is located 1/4 mile from the proposed ROMF site, was not mentioned. Noise, safety concerns, and disruptions for school buses were not addressed.

Submitted by
Susan Erickson

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Susan Erickson [REDACTED]

Sent: 10/13/2015 8:19 PM

To: info@ourtransitfuture.com

Name: Susan Erickson

Phone Number:

Email Address: [REDACTED]

Message Body:

I suggest the "NO BUILD" Alternative for the following reasons:

DEIS Chapter 4, Page 23, Table 4.0-2, Section 4.0 SUMMARY OF ROMF ALTERNATIVES

Noise and Vibration Severe noise impacts would occur at one location, and moderated noise would occur at four locations. Vibration would occur at 8 receptors, and ground borne noise impacts would occur at 13.

My Comment: This level of noise and vibration is not acceptable. The preferred sites on Farrington Rd. and Leigh Village are located in residential neighborhoods. Creekside Elementary School is located 1/4 mile from the Farrington Rd. site. The ROMF will operate 24 hours each day. Unhealthy levels of noise and vibration will be constantly present. No mitigation measures will be able to prevent this. The ROMF should be located in an industrial area, not in the middle of a residential community.

DEIS Chapter 4, Page 25, Table 4.0-2, Section 4.16 SUMMARY OF ROMF ALTERNATIVES

Acquisitions, Relocations, and Displacements

For the NEPA Alternative, there will be 11 full acquisitions, and 2 partial ones. This is totally unacceptable. All of those homeowners will be displaced, and forced to find affordable housing elsewhere. I doubt that they will be offered fair market value based on their home's present worth.

NO ROMF ON FARRINGTON RD, OR LEIGH VILLAGE

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Susan Erickson [REDACTED]

Sent: 10/13/2015 7:53 PM

To: info@ourtransitfuture.com

Name: Susan Erickson

Phone Number:

Email Address: [REDACTED]

Message Body:

I suggest the "NO BUILD" ALTERNATIVE for the following reasons:

DEIS Chapter 4, Page 20, Table 4.0-2, Sections 4.2, 4.3, 4.4 SUMMARY OF ROMF ALTERNATIVES

Land Use and Zoning, Socioeconomic and Demographic Conditions, Neighborhoods and Community resources, and Visual and Aesthetic Conditions

NEPA Preferred Alternative: Minimal or no impacts anticipated in these categories

My Comment: This is absolutely false. There will be high impacts to Farrington Rd. and Leigh village, and the surrounding neighborhoods. Multiple homes on Farrington Rd. will be confiscated from the owners. Most are working class, working poor, and elderly who cannot easily find comparable affordable housing, once they are displaced. In addition, the demographics will change from pristine to industrial as a result of the ROMF. Visual and Aesthetic conditions will be highly impacted. A pastoral setting will be converted to an ugly, noisy, rail yard. No mitigation measures can mask the effects of a rail yard/maintenance facility located 50 feet from Farrington Rd.

DEIS Chapter 4, Page 22, Table 4.0-2, Section 4.8 SUMMARY OF ROMF ALTERNATIVES

Water Resources

NEPA Alternative stated that no groundwater impacts are anticipated. Impacts to streams, wetlands, Riparian Zones, 100 and 500 year floodplains would be minimal or non-existent.

My Comment: Any impact to the above will prove to be disastrous. Creeks located on both sites eventually drain into Jordan Lake. Also, there are no guarantees that mitigation measures will prevent hazardous wastes such as, oil, grease, fuels, and chemicals from leaching into groundwater, or ending up in Jordan Lake.

NO ROMF on Farrington Rd. or Leigh Village.

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Susan Erickson [REDACTED]

Sent: 10/13/2015 4:50 PM

To: info@ourtransitfuture.com

Name: Susan Erickson

Phone Number:

Email Address: [REDACTED]

Message Body:

I request the "NO BUILD" Alternative for the following reasons:

DEIS Chapter 4, Page 13, Table 4.0-1, Section 4.3
VISUAL AND AESTHETIC CONDITIONS

NEPA Alternative states that impacts range from low to moderate high.

This is an under statement. Visual impacts will definitely be in the high or extremely high range, and the aesthetics of the entire DOLRT are unappealing. Picture the ugliness of elevated rail tracks, at road rail crossings, big bulky trains with overhead electrical wires. UGH! The mitigation measures that were suggested, will not be sufficient.

DEIS Chapter 4, Page 14, Table 4.0-1, Section 4.6
PARKLANDS AND RECREATIONAL AREAS

NEPA Alternative states that there will be impacts to 5 parks (13.3 acres), and elevated crossings of an open space resource, and trails. Mitigation measures for Jordan Game Lands and USACE Property stated that replacement would be needed for reservoir water storage, and that compensation would be given for loss of marketable timber, relocation of roads, and construction of public access parking.

My comments: The territories on both sides of Hwy 54 and George King Rd. consist of designated wet lands, and Wildlife Game Lands. Both need to be preserved. In addition, no mention was made of animal habitats that will be destroyed, and the resulting loss of life for the animals that depend upon those habitats. Aquatic life forms depend upon the wetlands for sustenance. The Wet lands should not be disturbed because a delicate balance must be sustained.

Thousands of trees will be sacrificed because of the DOLRT. To say that Go Triangle will compensate for the loss of marketable timber is absurd and inadequate. The trees are not "For Sale", and are in place for flood control, shade, air purification, and nesting birds.

Furthermore, how do you propose to replace the reservoir water storage??

Submitted by

Susan Erickson

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Susan Erickson [REDACTED]

Sent: 10/13/2015 5:44 PM

To: info@ourtransitfuture.com

Name: Susan Erickson

Phone Number:

Email Address: [REDACTED]

Message Body:

I request the "NO BUILD" Alternative for the following reasons

DEIS Page 15, Table 4.0-1 Section 4.7 NATURAL RESOURCES

NEPA Alternative stated that approximately 316 acres of habitat will be impacted, and that no significant adverse impacts to terrestrial or aquatic wildlife is anticipated. Furthermore, no significant impact to federal or state listed threatened or endangered species is anticipated.

Mitigation measures included:

- *Avoidance of bisecting floodplain and bottomland habitat degrading the quality and relatively intact character of the natural heritage corridor.
- *Avoidance and minimization of impacts by consideration of alternative alignments.
- *Placement of piers outside of wetlands and streams to the greatest extent possible, and use of bottomless culverts.
- *Compensatory measures in consultation with the USACE and DWR
- *If construction takes place during nesting season for migratory birds, a nesting survey will be conducted.

My comments:

NEPA Alternative states that no significant impacts are anticipated. However, that does not mean that negative impacts will not occur!

The wetlands are pristine and provide habitats for many species. Not all of those are threatened or endangered, but all are needed to preserve the natural balance and ecosystems in the wetlands. On several occasions, I have seen bald eagles, and many species of heron, and migratory birds. Perhaps no sightings of endangered species were seen during the survey, but they do exist in the wetlands.

One of the mitigation measures states that if construction occurs during nesting season for migratory birds, a nesting survey will be conducted. Since construction will span a 10 year period, it will be impossible not to disturb nesting birds. What would be done as a result of this intended survey? Would Go Triangle stop construction, or would they post signs which say, "Notice to all migratory birds": "For your safety do not nest here"?

Seriously, during and after construction, the DOLRT will have a negative impact on the wetlands, and all forms of wildlife that live there.

I suggest that another independent study be conducted by an entity with no vested interest in the DOLRT, or the politicians and developers who will benefit from this ill fated project.

If that is not possible, I suggest that qualified representatives from the EPA, USACE, NC Wildlife Game Lands, and FTA make an on site visit to verify the results of the DEIS, which I consider to be biased.

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Get Involved Contact Form

Susan Erickson [REDACTED]

Sent: 10/13/2015 6:25 PM

To: info@ourtransitfuture.com

Name: Susan Erickson

Phone Number:

Email Address: [REDACTED]

Message Body:

I suggest the "NO BUILD" Alternative for the following reasons:

DEIS Chapter 4, Page 15, Table 4.0-1, Section 4.8 WATER RESOURCES

NEPA Alternative stated that impacts are expected to streams, wetlands, Riparian Zones, open water/pools, 100 + 500 year floodplains and floodways.

My Comment: I agree with the above statement. I would add that the impacts will be catastrophic. Whenever humans interfere with the natural plan and balance, serious problems occur.

I don't agree with the statement in the same section that states that no impacts to groundwater are anticipated. There is no guarantee that our groundwater will not be compromised. If that happens, the results will be disastrous.

The mitigation measures that are listed are insufficient.

DEIS Chapter 4, Page 17, Table 4.0-1, Section 4.10 NOISE AND VIBRATION

NEPA Preferred Alternative states that there will be one severe noise impact, four moderate noise impacts, eight vibration impacts, and thirteen ground borne noise impacts.

My Comment: This is totally unacceptable. No neighborhood wants this level of noise and vibration, and let's be honest, there are no mitigation measures that will eliminate them.

DEIS Chapter 4, Page 17, Table 4.0-1 Section 4.11
HAZARDOUS, CONTAMINATED AND REGULATED MATERIALS

NEPA PREFERRED Alternative states that there will be 41 high risk sites, and 83 medium risk sites within 500 feet of this alternative.

My Comment: Sound like too many risk factors. This is totally unacceptable, and mitigation measures are insufficient to protect citizens or the environment.

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Susan Erickson [REDACTED]

Sent: 10/13/2015 6:30 PM

To: info@ourtransitfuture.com

Name: Susan Erickson

Phone Number:

Email Address: [REDACTED]

Message Body:

I request the "NO BUILD" Alternative for the DOLRT.

DEIS Chapter 4, Page 11, Table 4.0-1, Section 4.1 LAND USE AND ZONING

NEPA Preferred Alternative states, "No impacts anticipated". "Consistent with local planning efforts".

I believe that this is a false statement. Along the route, there are many sections that are zoned as Residential and Residential Suburban. Rezoning will be required in order to accommodate commercial and high density developments that are planned for locations along the route of the train, and near the planned stations. Regarding Leigh Village, the Durham Comprehensive Plan for future land use, has designated this site for Office and Low Density Residential. Rezoning will be required. The potential mitigation measures in the DEIS stated that none would be required because the impacts are considered beneficial. My question is, beneficial for whom? The DOLRT will disrupt neighborhoods that are now low density single family residences, and surround them with high density and commercial developments. Property values will surely decrease.

DEIS Chapter 4, Page 11, Table 4.0-1, Section 4.2
SOCIO ECONOMIC AND DEMOGRAPHIC CONDITIONS

NEPA Preferred Alternative states, "No adverse impacts anticipated". "Expected concentrated populations, households, and employment around LRT stations".

I disagree with this conclusion. Gentrification and reduction in affordable housing is an expected side effect of the DOLRT. Properties along the route that are presently inhabited by working class, and working poor families, will be negatively affected. Many will be "priced out" of their neighborhoods. Since affordable housing is not part of the plan, where will these families live?

DEIS Chapter 4, Page 12, Table 4.0-1, Section 4.3
NEIGHBORHOODS AND COMMUNITY RESOURCES

NEPA Preferred Alternative states, "Impacts to access and mobility in community resources in some places". "Improves mobility and access for communities and community facility".

The two statements seem to be contradictory. In reality, neighborhoods will be disrupted, and entry into most neighborhoods along the route will be compromised. Established vehicular and pedestrian traffic patterns will be disturbed, and established bus routes will be impaired.

Regarding Potential Mitigation Measures, Creekside Elementary School which is located 1/4 mile from the proposed ROMF site, was not mentioned. Noise, safety concerns, and disruptions for school buses were not addressed.

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Susan Erickson [REDACTED]

Sent: 10/13/2015 6:59 PM

To: info@ourtransitfuture.com

Name: Susan Erickson

Phone Number:

Email Address: [REDACTED]

Message Body:

I suggest the "NO BUILD" Alternative for the following reasons:

DEIS Chapter 4, Page 20, Table 4.0-2 Section 4.2 SUMMARY OF ROMF ALTERNATIVES. LAND USE AND ZONING

NEPA Preferred Alternative states "not consistent with future land use for this site identified in the Durham Comprehensive Plan".

My Comment: Zoning for Farrington Rd. and Leigh Village would need to be changed from the present zoning as Residential Suburban to Industrial Light in order to accommodate the ROMF. In addition, a change would be needed to the Durham Comprehensive Plan for future land use. On March 13, 2015, Steven Medlin, Durham City County Planning Director sent a letter to Mr. Greg Northcutt, Director of Capital Development for Go Triangle. In the letter, Mr. Medlin stated that Planning Staff would be unable to support a plan amendment or rezoning for the Farrington Rd. site, or the Leigh Village site. As stated in the letter, "We find an Industrial use to be incompatible with existing land use patterns and/or designated future land uses".

My Comment: Table 4.1-1 titled "Land Use/Zoning of ROMF Sites Under Consideration" indicates that Alston Ave. is currently zoned as Industrial Light, and NO rezoning would be required, and NO amendments would be needed to the Comprehensive Plan. Furthermore, the Durham Comprehensive Plan designates the site for Industrial Development. Why not find a site on E Alston Ave?

Submitted by:

Susan Erickson

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Susan Erickson [REDACTED]

Sent: 10/13/2015 7:02 PM

To: info@ourtransitfuture.com

Name: Susan Erickson

Phone Number:

Email Address: [REDACTED]

Message Body:

I request the "NO BUILD" Alternative for the following reasons:

DEIS Chapter 4, Page 13, Table 4.0-1, Section 4.3
VISUAL AND AESTHETIC CONDITIONS

NEPA Alternative states that impacts range from low to moderate high.

This is an under statement. Visual impacts will definitely be in the high or extremely high range, and the aesthetics of the entire DOLRT are unappealing. Picture the ugliness of elevated rail tracks, at road rail crossings, big bulky trains with overhead electrical wires. UGH! The mitigation measures that were suggested, will not be sufficient.

DEIS Chapter 4, Page 14, Table 4.0-1, Section 4.6
PARKLANDS AND RECREATIONAL AREAS

NEPA Alternative states that there will be impacts to 5 parks (13.3 acres), and elevated crossings of an open space resource, and trails. Mitigation measures for Jordan Game Lands and USACE Property stated that replacement would be needed for reservoir water storage, and that compensation would be given for loss of marketable timber, relocation of roads, and construction of public access parking.

My comments: The territories on both sides of Hwy 54 and George King Rd. consist of designated wet lands, and Wildlife Game Lands. Both need to be preserved. In addition, no mention was made of animal habitats that will be destroyed, and the resulting loss of life for the animals that depend upon those habitats. Aquatic life forms depend upon the wetlands for sustenance. The Wet lands should not be disturbed because a delicate balance must be sustained.

Thousands of trees will be sacrificed because of the DOLRT. To say that Go Triangle will compensate for the loss of marketable timber is absurd and inadequate. The trees are not "For Sale", and are in place for flood control, shade, air purification, and nesting birds.

Furthermore, how do you propose to replace the reservoir water storage??

Submitted by

Susan Erickson

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Get Involved Contact Form

Susan Erickson [REDACTED]

Sent: 10/13/2015 7:06 PM

To: info@ourtransitfuture.com

Name: Susan Erickson

Phone Number:

Email Address: [REDACTED]

Message Body:

I request the "NO BUILD" Alternative for the following reasons

DEIS Page 15, Table 4.0-1 Section 4.7 NATURAL RESOURCES

NEPA Alternative stated that approximately 316 acres of habitat will be impacted, and that no significant adverse impacts to terrestrial or aquatic wildlife is anticipated. Furthermore, no significant impact to federal or state listed threatened or endangered species is anticipated.

Mitigation measures included:

- *Avoidance of bisecting floodplain and bottomland habitat degrading the quality and relatively intact character of the natural heritage corridor.
- *Avoidance and minimization of impacts by consideration of alternative alignments.
- *Placement of piers outside of wetlands and streams to the greatest extent possible, and use of bottomless culverts.
- *Compensatory measures in consultation with the USACE and DWR
- *If construction takes place during nesting season for migratory birds, a nesting survey will be conducted.

My comments:

NEPA Alternative states that no significant impacts are anticipated. However, that does not mean that negative impacts will not occur!

The wetlands are pristine and provide habitats for many species. Not all of those are threatened or endangered, but all are needed to preserve the natural balance and ecosystems in the wetlands. On several occasions, I have seen bald eagles, and many species of heron, and migratory birds. Perhaps no sightings of endangered species were seen during the survey, but they do exist in the wetlands.

One of the mitigation measures states that if construction occurs during nesting season for migratory birds, a nesting survey will be conducted. Since construction will span a 10 year period, it will be impossible not to disturb nesting birds. What would be done as a result of this intended survey? Would Go Triangle stop construction, or would they post signs which say, "Notice to all migratory birds": "For your safety do not nest here"?

Seriously, during and after construction, the DOLRT will have a negative impact on the wetlands, and all forms of wildlife that live there.

I suggest that another independent study be conducted by an entity with no vested interest in the DOLRT, or the politicians and developers who will benefit from this ill fated project.

If that is not possible, I suggest that qualified representatives from the EPA, USACE, NC Wildlife Game Lands, and FTA make an on site visit to verify the results of the DEIS, which I consider to be biased.

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This e-mail was sent from a contact form on Our Transit Future (<http://ourtransitfuture.com>)

Input on light rail -- AGAINST Cornwallis site

Laura Ertel [REDACTED]

Sent: 9/25/2015 10:18 AM

To: info@ourtransitfuture.com

Hello,

I know some of the NC Legislature's decisions leave the Light Rail project in doubt, but I wanted to share my opinion AGAINST siting the maintenance facility on/near Cornwallis Road.

As a member of Durham's Jewish community and as a proud Durhammite for more than 20 years, I believe that the Jewish campus on Cornwallis has become a valuable resource, not only for the local Jewish community, but for the entire Triangle community, regardless of faith. The JCC welcomes people of all faiths, and provides extraordinary recreational and educational opportunities. Judea Reform congregation not only houses its own services and programs, but also many OLLI Learning in Retirement programs for Duke. And the Lerner School provides an excellent education for Jewish and non-Jewish students alike.

Having the light rail maintenance facility adjacent or very close to Durham's Jewish campus would create an undue burden on all of those resources, from the noise and pollution it would undoubtedly cause, to the increased traffic and safety concerns in the area, to the effect on any future expansion plans for the campus.

For all of these reasons, while I support the Light Rail plans for our area, I strongly urge you to consider siting the maintenance facility some place OTHER THAN the Cornwallis Road area.

Thank you for considering my input.

Laura Ertel
Registered Voter

[REDACTED]

Durham-Orange Light Rail Transit Project

Official Public Comment

Name: Robinson Everett

Email: [REDACTED]

Telephone: [REDACTED]

Mailing Address: [REDACTED]

City: [REDACTED]

Zip Code: [REDACTED]

How to Comment on the DEIS

1. Email us at info@ourtransitfuture.com
2. Submit a web-based comment form: ourtransitfuture.com/comment
3. Mail a letter to D-O LRT Project - DEIS, C/O GoTriangle, Post Office Box 530, Morrisville, NC 27560
4. Submit a written comment form at two public information sessions and two public hearings.
5. Sign-up to speak at a public hearing.

All methods of commenting will receive equal weight. All comments will be reviewed and considered as part of the development of the combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD), which is expected in February 2016. A response to substantive comments will be included in the combined FEIS/ROD.

Be advised that your entire comment, including name, address, phone number, email address, or any other personal identifying information in your comment may be subject to the North Carolina Public Records Act (N.C.G.S. § 132.1 et seq.).

Please leave your comment on the Draft Environmental Impact Statement:

I am strongly in favor of the proposed light rail for all the reasons: ^{self-evident} ~~pot~~ ^{ease} traffic, environmental impact, city planning and growth, and economic development. This project has been carefully thought out and transparent. The project is vital as we proactively plan for our community's future.

People only stop using cars after you build rail. Duh!!

Please Turn Over →

Durham-Orange Light Rail proposed ROMF on Farrington Road

Jenny Exelbierd [REDACTED]

Sent: 10/12/2015 5:11 PM

To: info@ourtransitfuture.com

Cc: [REDACTED]

Dear Go Triangle Light Rail Committee,

I am writing to express my opposition to the proposed ROMF on Farrington Road.

This is currently a low-density residential area that is attracting more housing each year. It is not appropriate to put an industrial facility in the middle of it, even if it backs up to I-40 along one side and they build lots of concrete walls around it.

Farrington Road already experiences traffic congestion at key times, exacerbated by the elementary school. It is not a road that could easily be widened. Adding the ROMF, with the additional train crossings, shift changes, and maintenance and supply vehicles, would create poor traffic conditions at additional times during the day and night on a two-lane road.

The remaining forest in the area will likely become housing over the next decade as Durham continues to "fill in the gaps" rather than sprawl northward. The new housing would then be sitting right near the ROMF with its unknown chemicals and bright lights and noise at night; this is hardly something that would encourage the sale of new housing or rental of new apartments. The ROMF would impact the property values around the Farrington Road area.

Environmentally, the ROMF is not a good fit for the area. The noise and light pollution would be an issue, and the chemicals used would leach into the ground and spread. Noise would carry far into surrounding neighborhoods. The proposed site is also in close proximity to the waterfowl impoundment and area creeks. Once the land and water are disturbed or contaminated, it is nearly impossible to properly reverse the damage.

There is a lot of wildlife that would be displaced by building the ROMF on Farrington Road. Housing also displaces wildlife, but not as significantly as 26 acres of impervious surface, moving trains, and nighttime activity, noise, and lights. I spotted a coyote along Pope Road this week for the first time. I'd much rather it hang out in the Farrington Road forest than in the back yards of my neighborhood. Ditto for the foxes and the many, many deer that I see along Farrington Road. The noise and lights might impact the waterfowl impoundment, as well.

After reading the released documents, it appears that Farrington is the preferred choice mostly due to being the largest site available and being unused land (easier to grade and develop). It's also possibly one of the cheaper options, which of course makes it more attractive in the short-term. However, it is in a residential area. That means that people would be near the facility 24/7.

In an area that is already zoned as industrial, such as the Alston proposed site, there are fewer people in the area 24/7 that would have to live with the disruption every day and night. The Cornwallis proposed site would mostly disrupt a religious community center. Again, there is not a large group of people near the site being disrupted 24/7. It is a place where people gather and then leave, not where people LIVE. There will likely be more housing built on Farrington Road in the coming decade, adding to the number of people living with the constant presence of the ROMF and all that entails - making it even more of a problem in the future than it would be today.

As stated, I am opposed to having the ROMF located on Farrington Road. It is not appropriate to put an industrial facility into a well-established residential area.

Regards,
Jennifer Exelbierd
[REDACTED]
