

APPENDIX E SCOPING COMMENTS

PART 5: PUBLIC COMMENTS (ORIGINAL AS SUBMITTED)

COM 10 581

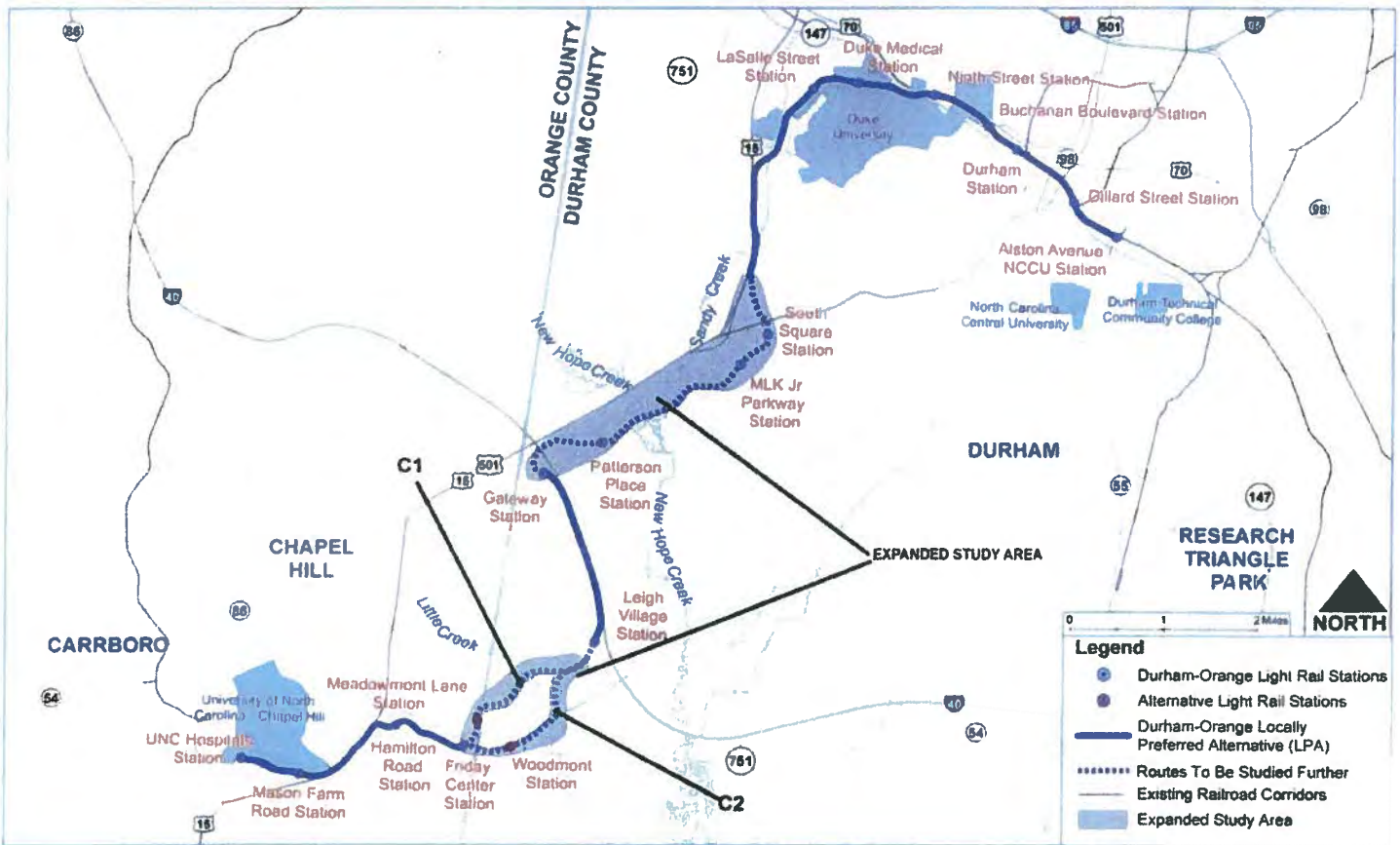
1

Durham-Orange Light Rail Transit Project
Public Scoping Workshop COMMENT FORM

Our Transit Future

Contact Information

Name: ~~XXXXXX~~ Gabriel Lowe Organization: _____
 Street Address: 5103 Stearns Ln City & State: Durham, NC
 Email Address: gjlwe@gmail.com Best way to keep you informed: Email Mail None
 # of years living in the Triangle 5 Zip code for where you work 27709 Zip Code for where you live 27713



1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?

My concern is with the proposed maintenance facility location of the old Pepsi plant off of Cornwall Rd by I-5401. This abuts 2 school campuses as well as the Jewish Community Center and Jewish Reform Congregation. This will adversely affect these places and the children and families that spend much time there. Please consider alternative locations for this facility.

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

2. What environmental and other issues we should consider when evaluating the project alternatives?

3. Please share any comments you have regarding regional transit.

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

Let's stay in touch about transit plans.

How did you hear about today's workshop? Email Posted flyer Website: (which one) _____
 Word of mouth Newspaper Radio TV Facebook Other: _____

How was the meeting time? Excellent Very Good Satisfactory Needs Improvement Unacceptable
Workshop location? Excellent Very Good Satisfactory Needs Improvement Unacceptable
Workshop organization? Excellent Very Good Satisfactory Needs Improvement Unacceptable
What was most helpful? Video Maps Boards Staff to talk to Handout/papers Other attendees

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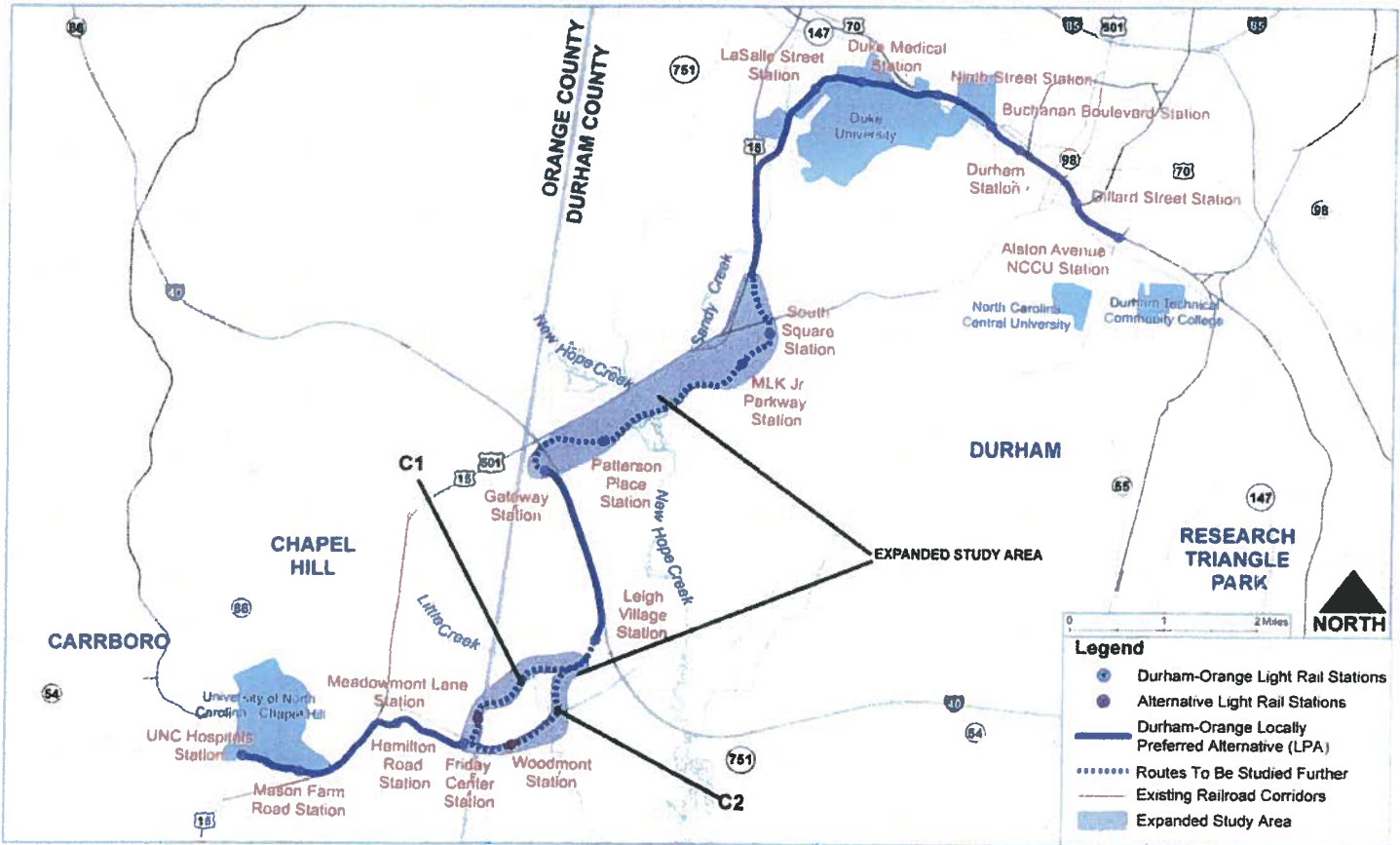
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Durham-Orange LRT Scoping Comments
P.O. Box 530
Morrisville, NC 27560**

COMID 5831 Z

Durham-Orange Light Rail Transit Project
Public Scoping Workshop COMMENT FORM

Our Transit Future
Triangling the Region's Transportation Future

Contact Information
 Name: Geoffrey Daniel Guist Organization: Private citizen
 Street Address: _____ City & State: Chapel Hill, NC
 Email Address: gdgeist2000@yahoo.com Best way to keep you informed: Email Mail None
 # of years living in the Triangle _____ Zip code for where you work 27517 Zip Code for where you live 27517



1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?
I support the LRT but want it to meet community needs like cost, ridership, convenience & respect for the environment. And after careful analysis, C2 meets these broad community needs.

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

2. What environmental and other issues we should consider when evaluating the project alternatives?

Doing the least amount of damage to natural heritage areas; areas of positive character; areas of steep slopes, etc. C2 does far less environmental damage than C1 and should be implemented over a route that has higher costs, lower ridership and far more community impact, negative that is (C1).

3. Please share any comments you have regarding regional transit.

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

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Triangle Regional Transit Program

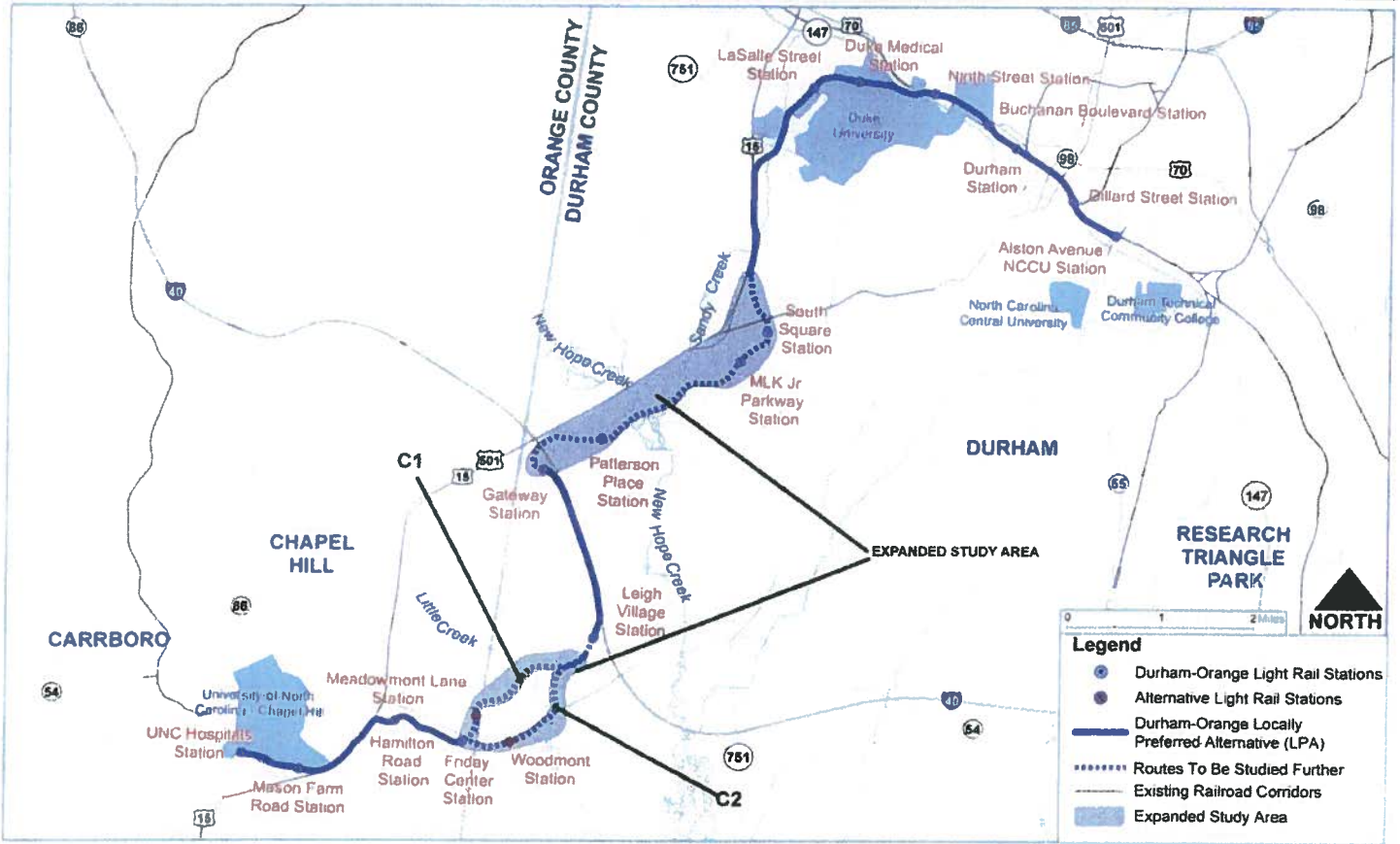
Contact Information

Name: BUZ LLOYD Organization: _____

Street Address: 106 DUFFY RD CARRBORO City & State: _____

Email Address: buzlloyd@ipass.net Best way to keep you informed: Email Mail None

of years living in the Triangle 45 Zip code for where you work 27510 Zip Code for where you live 27516



1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?

I HAVE A PERSONAL AND VESTED INTEREST IN THE DEVELOPMENT OF THE LIGHT RAIL CORRIDOR BETWEEN DURHAM & CHAPEL HILL WITH A PARTICULAR INTEREST IN THE DEVELOPMENT OF LEIGH VILLAGE.

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

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4

Durham-Orange Light Rail Transit Project
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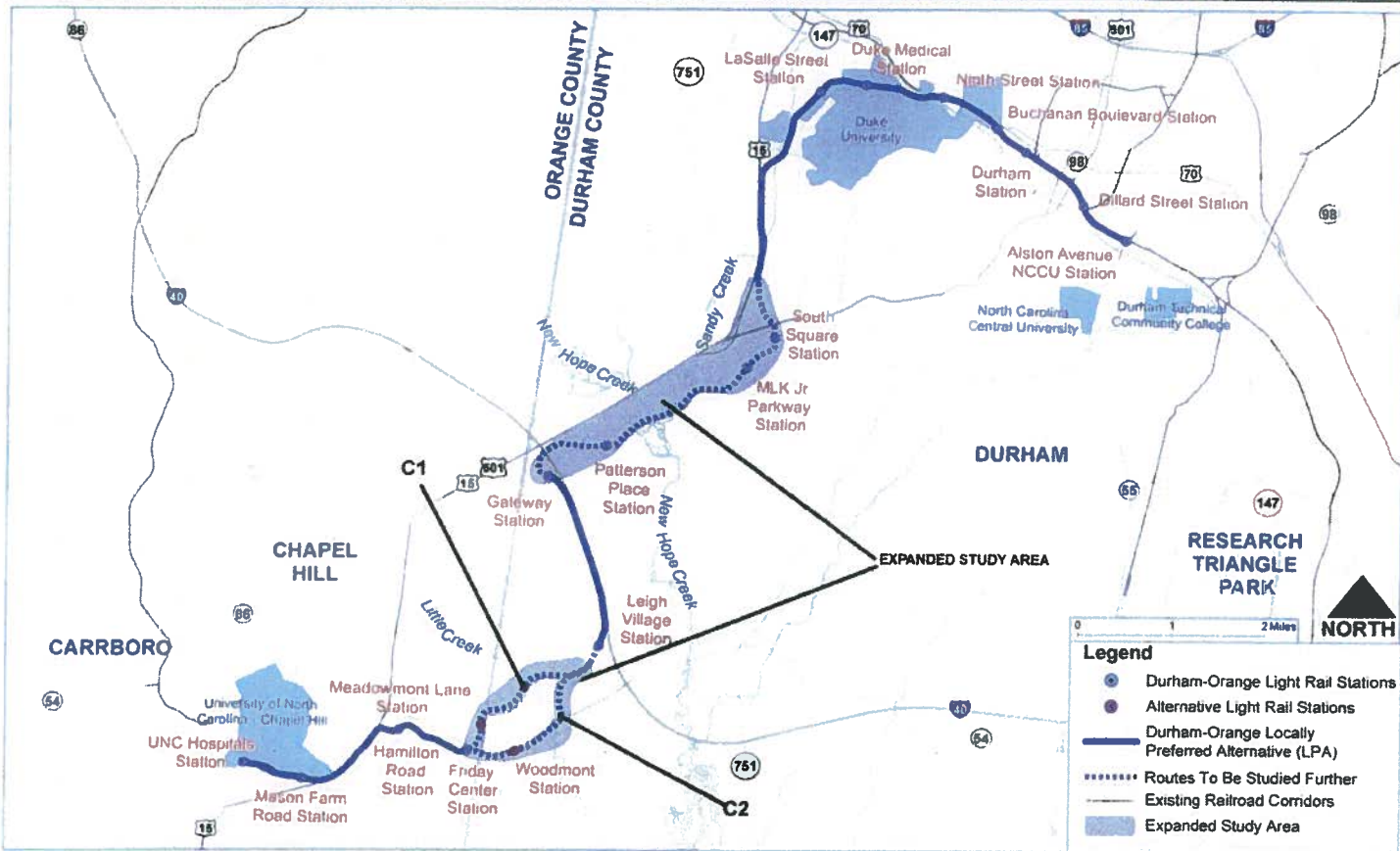
Contact Information

Name: TOM FARMER Organization: DURHAM VA MEDICAL CM

Street Address: 211 N ELLIOTT RD CHAPEL HILL City & State: DURHAM, NC

Email Address: ~~XXXXXXXXXX~~ THOMAS.FARMER@VAMC.LOV 27514 Best way to keep you informed: Email Mail None

of years living in the Triangle 3 Zip code for where you work 27705 Zip Code for where you live 27514



1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?

I commute from CHAPEL HILL TO DURHAM ON ITA & LOOK FORWARD TO RIDING LIGHT RAIL. I FAR PREFER THE OPTION A STOP AT THE MEDICAL CENTER TO THE FLOWERS TRAIL STOP! THE FLOWERS TRAIL STOP WOULD SIGNIFICANTLY LIMIT VA ACCESS. MANY VA EMPLOYEES (DURHAM, TOO!) COMMUTE TO WORK AND THE STOP AT

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

FULTON IS FAR MORE CONVENIENT,

2. What environmental and other issues we should consider when evaluating the project alternatives?

NATURAL IS MORE ENVIRONMENTALLY FRIENDLY ON ROAD FUEL EFFICIENT THAN STEEL WHEELS ON STEEL RAILS.
THE BEST THING WE CAN DO FOR THE ENVIRONMENT IS DEVELOP A COMPREHENSIVE & EFFICIENT PUBLIC TRANSIT SYSTEM.

3. Please share any comments you have regarding regional transit.

I LOVE MY 905 TTA COMPANY!

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

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THANKS - Tom

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Word of mouth Newspaper Radio TV Facebook Other: _____

WUC

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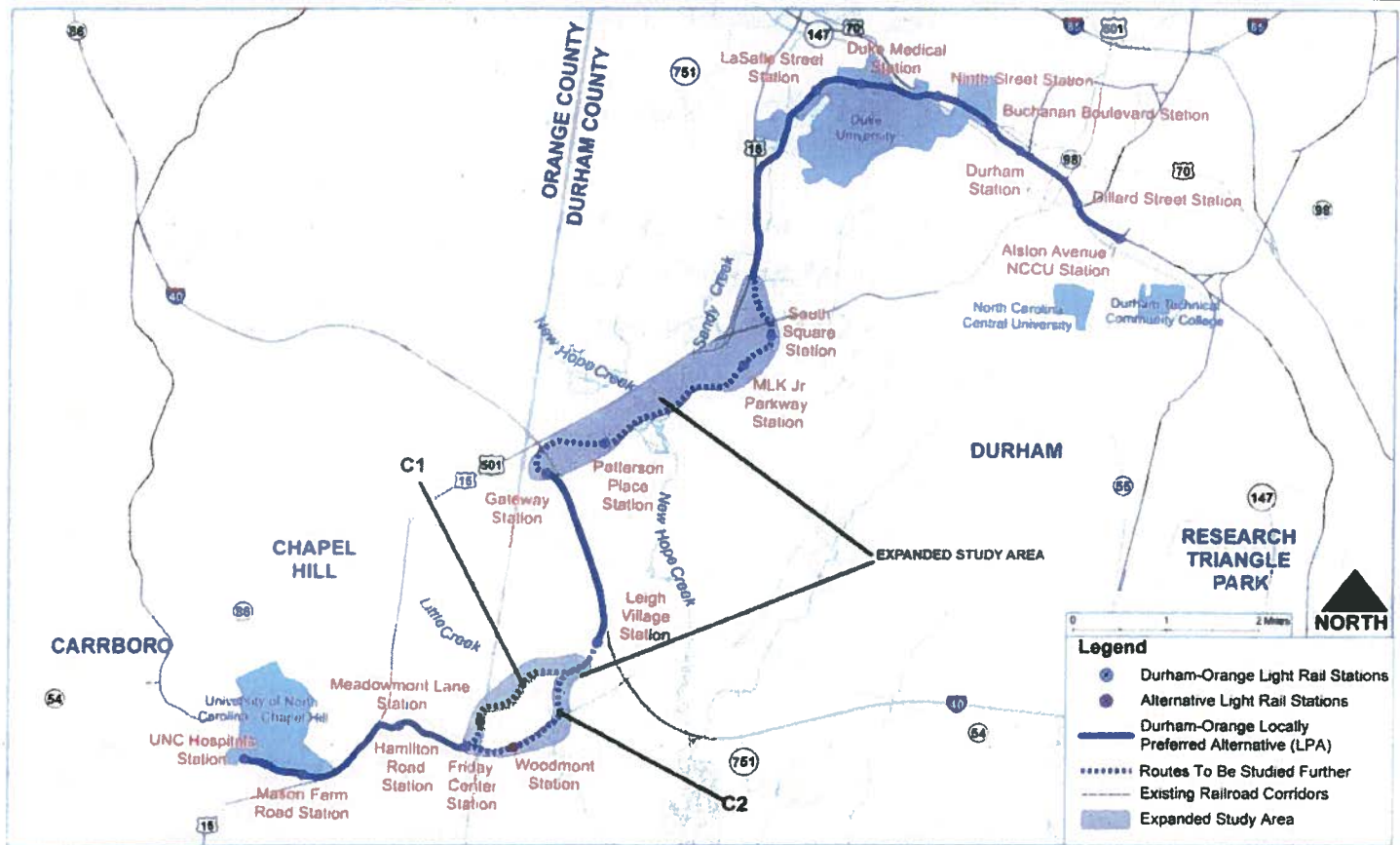
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Durham-Orange Light Rail Transit Project
Public Scoping Workshop COMMENT FORM

Our Transit Future

WILSON NEIGHBORHOOD COUNCIL (Durham)

Contact Information
 Name: MICHAEL 'MIKE' SHIFLETT Organization: DO TRANSIT
 Street Address: 206 WEST CURB BUD City & State: DURHAM NC
 Email Address: mushiflett@hotmail.com Best way to keep you informed: Email Mail None
 # of years living in the Triangle: 28 Zip code for where you work: 27707 Zip Code for where you live: 27704



1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?
NOT SURE IF THIS IS PC OR NOT BUT... I SEEM TO SEE LITTLE, IF INFREQUENT AT ALL, PARTICIPATION/INVOLVEMENT WITH THE EMERGING LATINO - IMMIGRANT POPULATIONS WHICH APPEAR TO MANY TO BE A LARGE PERCENTAGE OF FUTURE RIDERSHIP. HOW CAN THIS BE IMPROVED? WITHOUT IT, IS THERE A MECHANISM INCLUDED TO ANTICIPATE THEIR IMPACT/PARTICIPATION.

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

HAS TAX INCREMENT FINANCING BEEN INCLUDED IN THE LIST OF POTENTIAL FUNDING SOURCES FOR VARIOUS 'DISTRICTS' THAT WILL BE IMPLEMENTED IN THE DISTRICT?

2. What environmental and other issues we should consider when evaluating the project alternatives?

WHEN PROPOSING A SPECIFIC 'ROUTE' THRU ENVIRONMENTAL SENSITIVE AREAS, IT SHOULD BE NOTED WHAT PROTECTED IMPACT WOULD DOING NOTHING'S OR DEPENDING ON EXPANSION/ROAD AND BRIDGE INFRASTRUCTURES CAUSED BY EVEN MORE VEHICLES COMING TO THE TRIANGLE WITH A 75% IN POPULATION AIR POLLUTION, NOISE, TIRE DUST, DISRUPTIVE CONSTRUCTION, ↑ # ACCIDENTS

3. Please share any comments you have regarding regional transit.

#1 FOCUS SHOULD BE ON SAFETY

- INTEGRATING FREIGHT RAIL (VERY INSTRUMENTAL TO NC'S STATE ECONOMY)

- PERSONAL SAFETY VIA STORAGE / ENGINEERING BEST

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

- WOULD LIKE TO SEE 1/2 MILE STUDY AREA BE EXPANDED TO 0.8 OR A MILE FOR BIKE TRAIL IMPROVEMENTS

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GOALS

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I UNDERSTAND THAT CHARLOTTE WISHED THAT THEY HAD DESIGNED SOME OF THEIR STATIONS ONLY TO ACCOMMODATE TWO TRANSIT CARS, NOW HAVING TO EXPAND THEM TO 3 CAR STATIONS. VERY EXPENSIVE!
LET'S NOT MAKE THE SAME MISTAKE

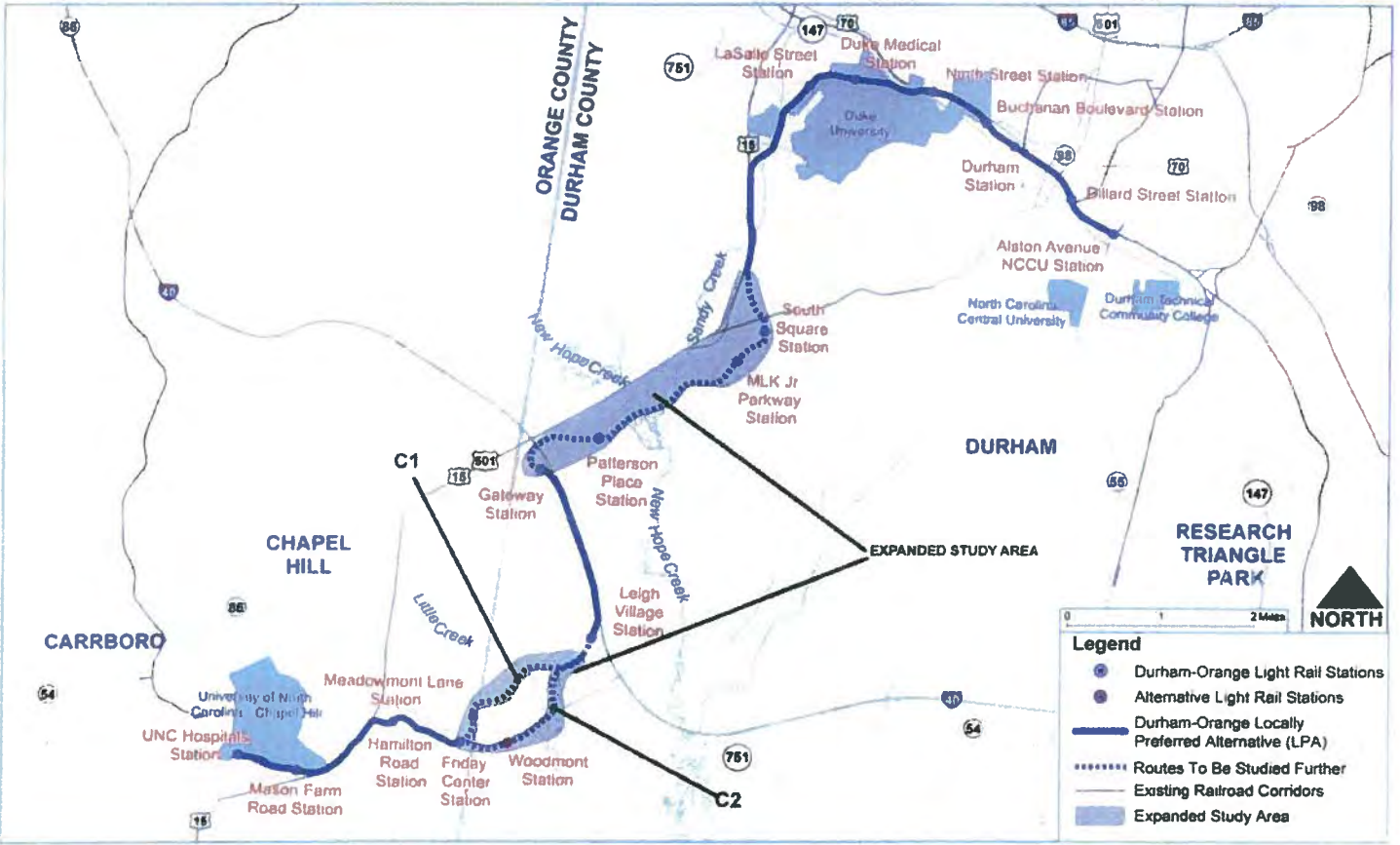
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Morrisville, NC 27560

COM ID 588
6

Durham-Orange Light Rail Transit Project
Public Scoping Workshop COMMENT FORM



Contact Information
 Name: Janet Schoendorf Organization: _____
 Street Address: 1925 Fountain Ridge Rd City & State: Chapel Hill, NC
 Email Address: janet@schoe.com Best way to keep you informed: Email Mail None
 # of years living in the Triangle 22 Zip code for where you work 27516 Zip Code for where you live 27517



1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?
~~Light rail~~ Light rail is definitely needed to relieve traffic congestion. I think stations should primarily be in populated areas, so more people can easily access them. Parking in these areas is also critical so that people who do not live within walking distance will be able to use the service easily.

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

2. What environmental and other issues we should consider when evaluating the project alternatives?

Thought needs to be given to preserving natural areas, so there remains in perpetuity habitat for native animal species & plants. I would prefer to see the rail go through populated & built spaces because that will be where the greatest need & use will take place.

3. Please share any comments you have regarding regional transit.

I am delighted that this is happening. I think it is a good start. I would not like to see the Triangle turn into an LA or an Atlanta. Eventually, I would like to see light rail expanded to the airport and South Point.

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

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All were helpful.

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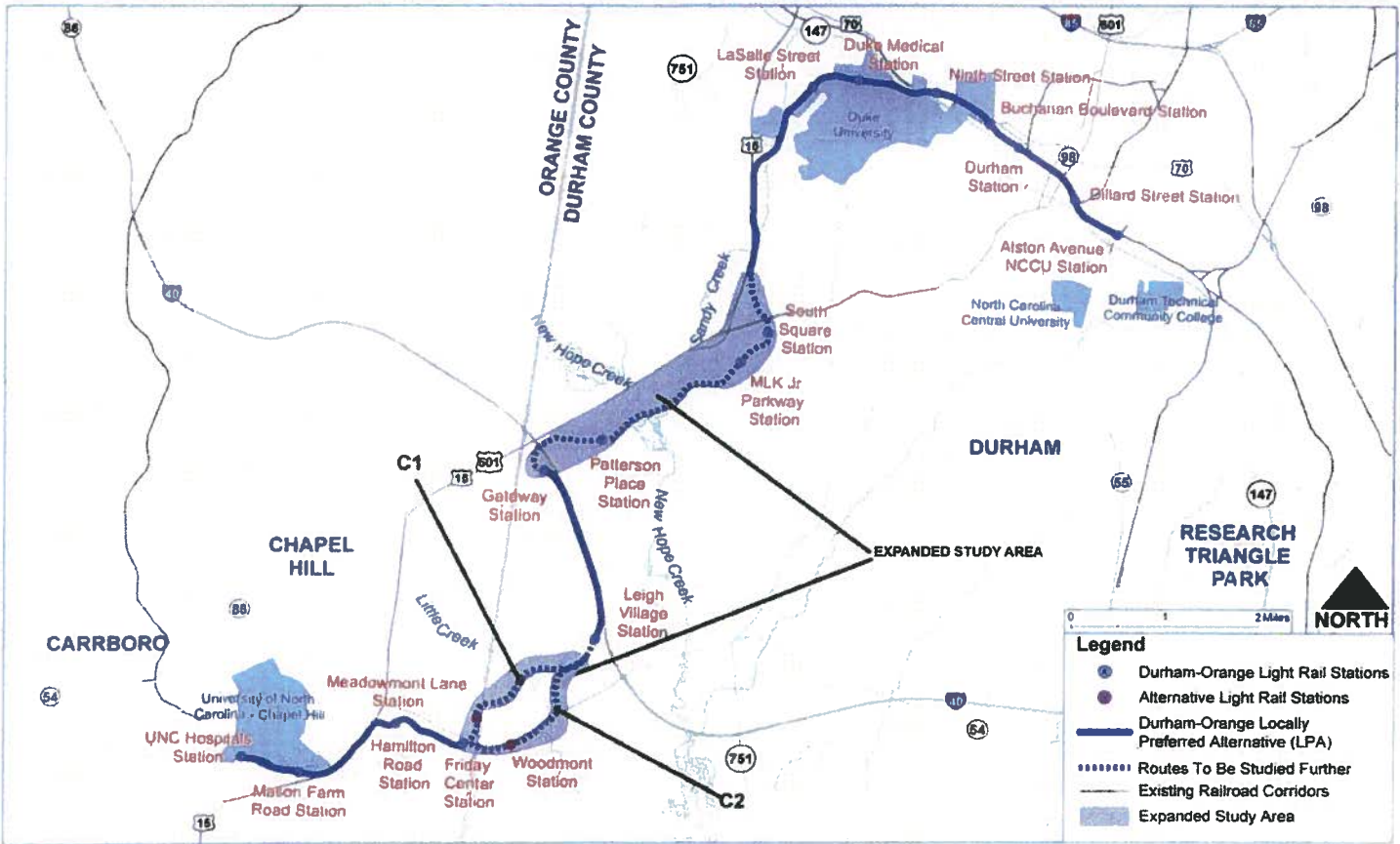
COM 15 589 / 7

Durham-Orange Light Rail Transit Project
Public Scoping Workshop COMMENT FORM

Our Transit Future
Triangle Regional Transit Program

Contact Information

Name: Nan Friedman Organization: Photo Specialties
Street Address: 130 Stanell Drive City & State: Chapel Hill NC 27517
Email Address: Nan@psstudiophoto.com Best way to keep you informed: Email Mail None
of years living in the Triangle 19 Zip code for where you work 27517 Zip Code for where you live 27312



1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?

Electronic Comment #3: Our business is at 130 Stanell Dr Chapel Hill Near the planned Woodmont Station. There is a map showing a parking lot on top of our property. We want to say we do not want to relocate our business and do not want a parking lot at 130 Stanell Dr. Thank you

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

2. What environmental and other issues we should consider when evaluating the project alternatives?

Four horizontal lines for writing answers to question 2.

3. Please share any comments you have regarding regional transit.

Four horizontal lines for writing answers to question 3.

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

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What was most helpful? Video Maps Boards Staff to talk to Handout/papers Other attendees

Everyone has been very nice so far!

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Durham-Orange Light Rail Transit Project
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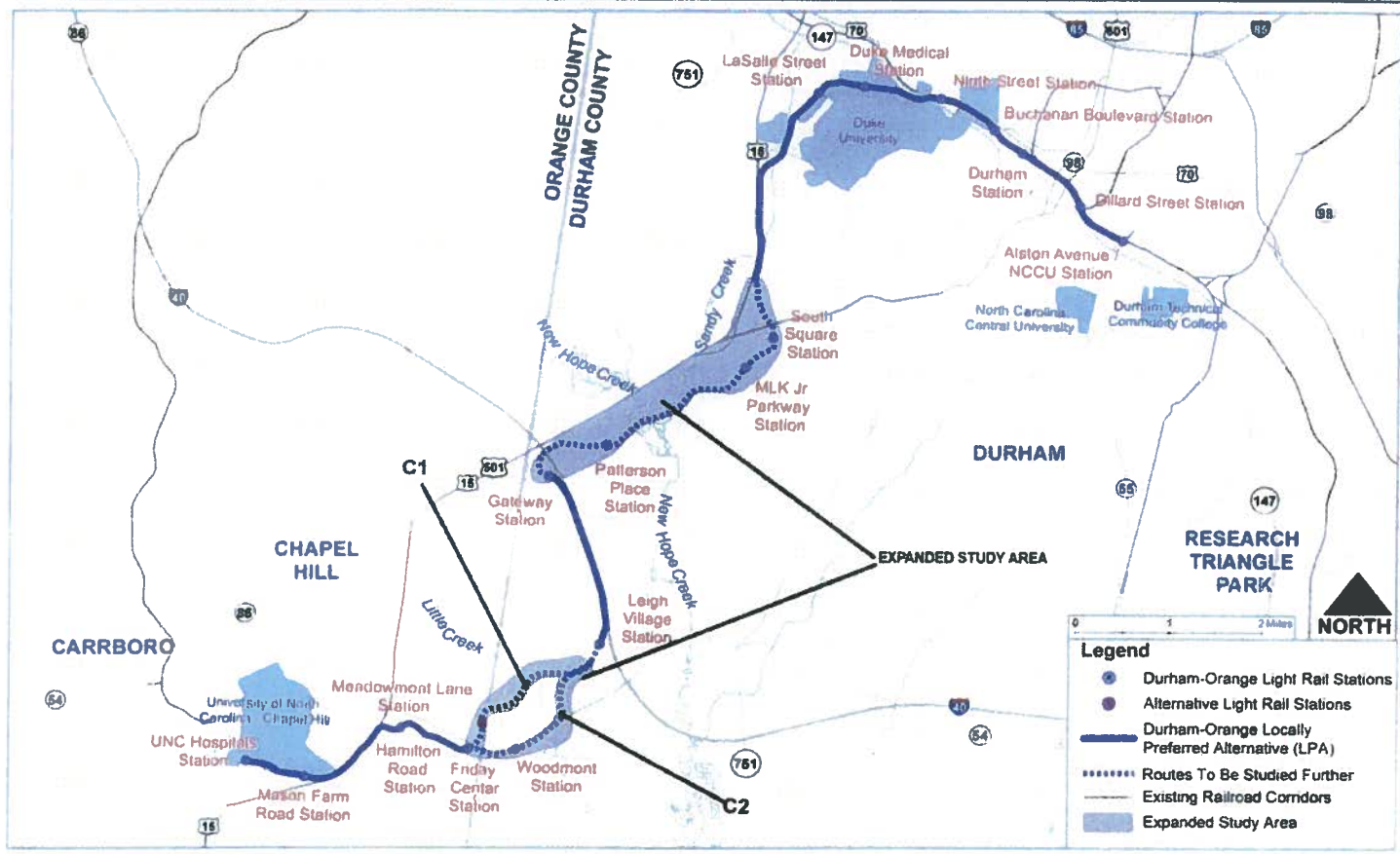
Contact Information

Name: JERRY SCHENDORF Organization: _____

Street Address: 1925 FOUNTAIN RIDGE City & State: CHAPEL HILL

Email Address: _____ Best way to keep you informed: Email Mail None

of years living in the Triangle 21 Zip code for where you work 27517 Zip Code for where you live 27517



1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?

C1
C2

I prefer the C-2 option,
thanks for the opportunity to understand and
comment on the plans + current options.

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2. What environmental and other issues we should consider when evaluating the project alternatives?

Please try to not exacerbate the congestion in the area between the Gateway and Patterson Place Stations, where sufficient parking for commuters (to either Duke or UNSC) is essential.

3. Please share any comments you have regarding regional transit.

I'm happy to have regional transit but satellite parking options are very limited

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

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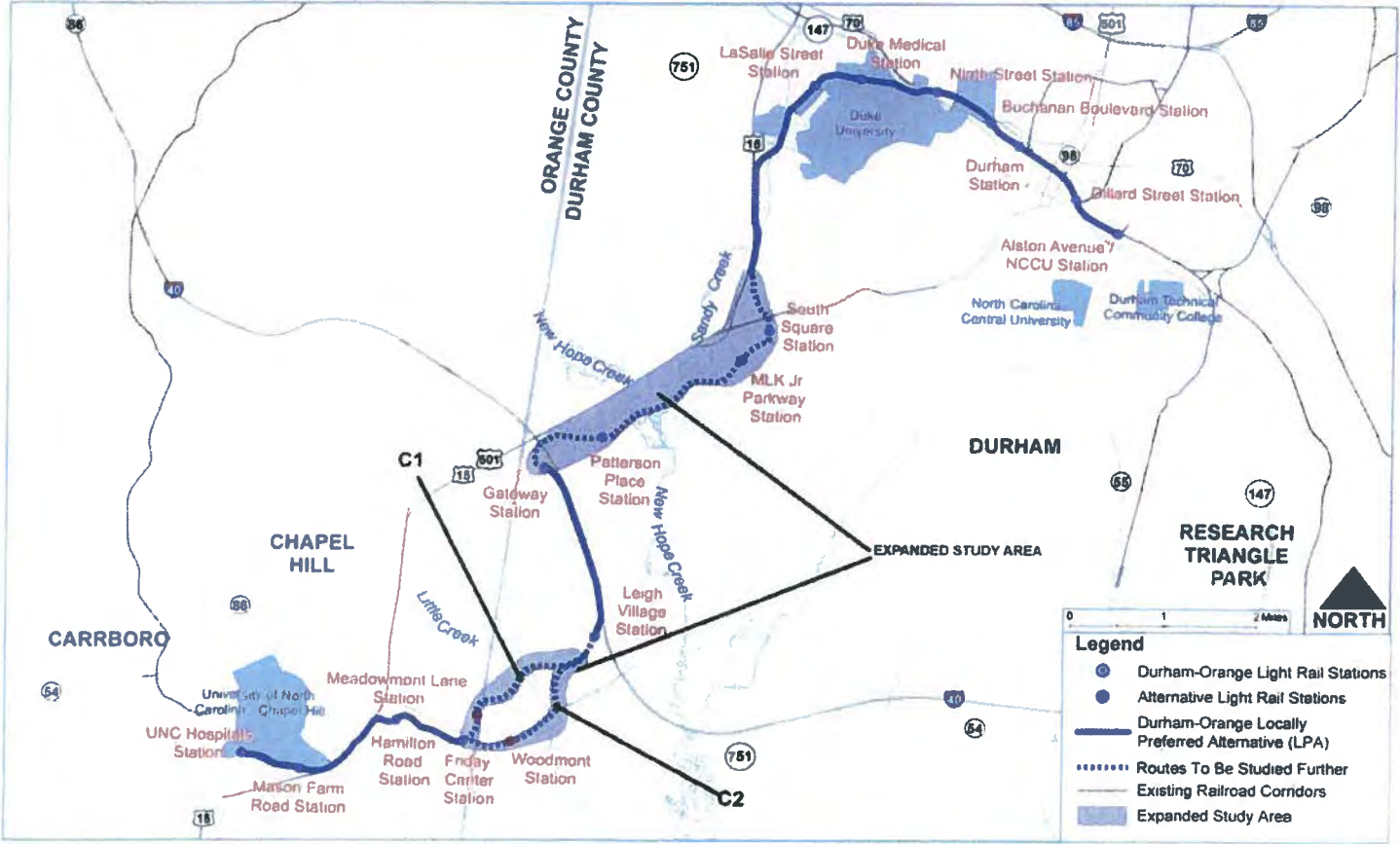
COM ID 591

9

Durham-Orange Light Rail Transit Project
Public Scoping Workshop COMMENT FORM

Our Transit Future
Triangle Regional Transit Program

Contact Information
 Name: Geoffrey Green Organization: _____
 Street Address: 111 Simons Rd City & State: Chapel Hill
 Email Address: geoff-public@stichberger.com Best way to keep you informed: Email Mail None
 # of years living in the Triangle 4 Zip code for where you work 27514 Zip Code for where you live 27517



1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?

I am in general agreement with the rationale underlying the project and provided comments in prior meetings

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

2. What environmental and other issues we should consider when evaluating the project alternatives?

A critical environmental consideration is not merely the impact that a given route will have on land but the effect broader effect that the light rail system will have on transportation choices in the region. Pushing out a rail line to undeveloped areas because of trumpeted environmental concerns would cause significant environmental harm due to the lost opportunity to capture trips to and from a developed area and the need to build brand new TOD at an undeveloped site.

3. Please share any comments you have regarding regional transit.

harm due to the lost opportunity to capture trips to and from a developed area and the need to build brand new TOD at an undeveloped site.

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

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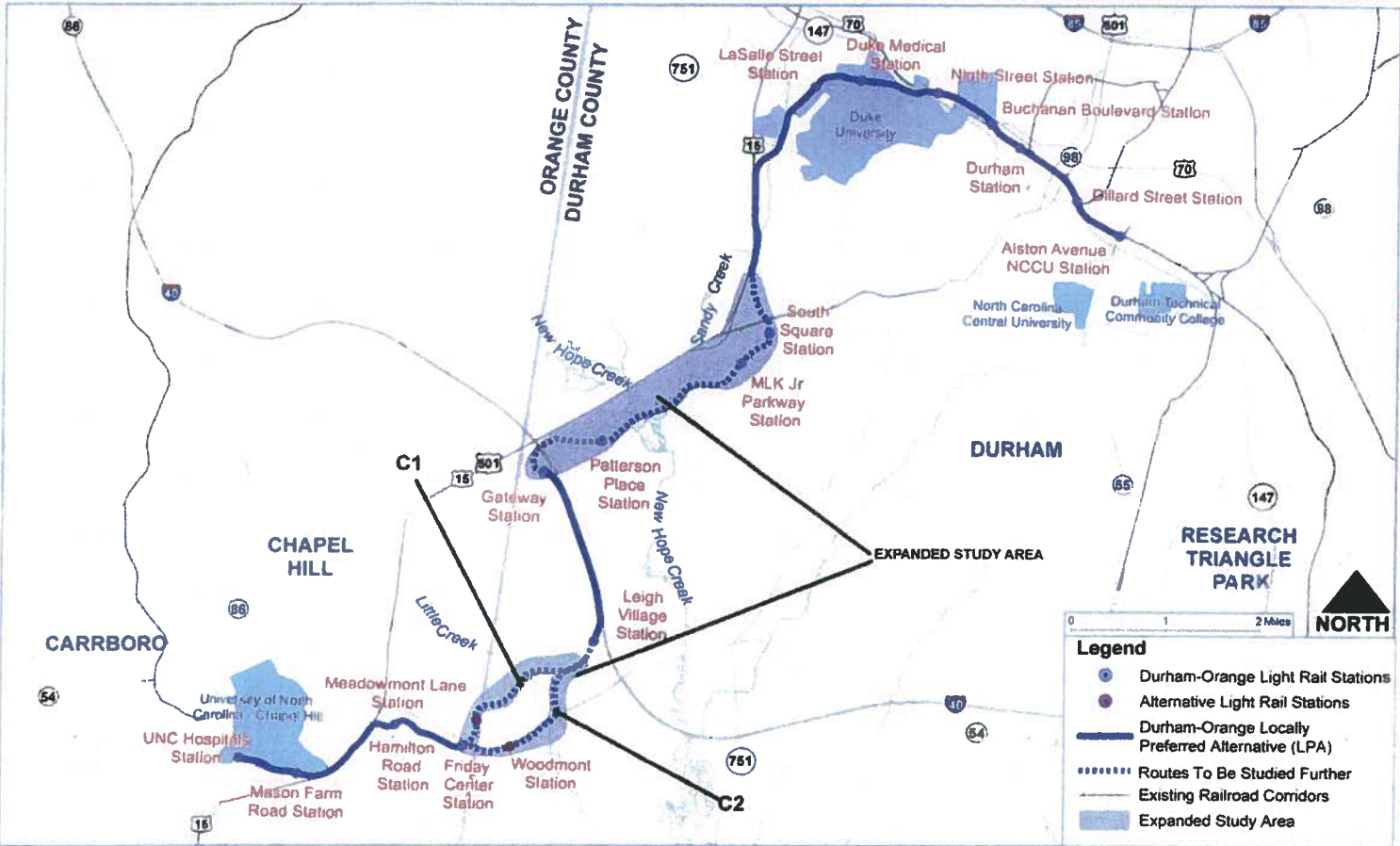
COMID 592 10

Durham-Orange Light Rail Transit Project
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Contact Information

Name: Patrick Byker Organization: KHL Gates
 Street Address: 2614 Stuart Dr. City & State: Durham NC 27707
 Email Address: Patrick.byker@kkgates.com Best way to keep you informed: Email Mail None
 # of years living in the Triangle 23 Zip code for where you work 27711 Zip Code for where you live 27707
27560



1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?

I strongly support preferred alignment from Gateway to South Square. This needs to move forward as quickly as possible.

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

2. What environmental and other issues we should consider when evaluating the project alternatives?

The benefits of Transit and TOD far ~~outweigh~~ outweigh environmental issues. This is a quality of life issue where the good of the vast majority should not be overshadowed by narrow special interests.

3. Please share any comments you have regarding regional transit.

We, as a region, need to move forward as quickly as possible to implement TOD ~~and~~ projects along the preferred alignment, and advocate for light rail construction to start as soon as possible.

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

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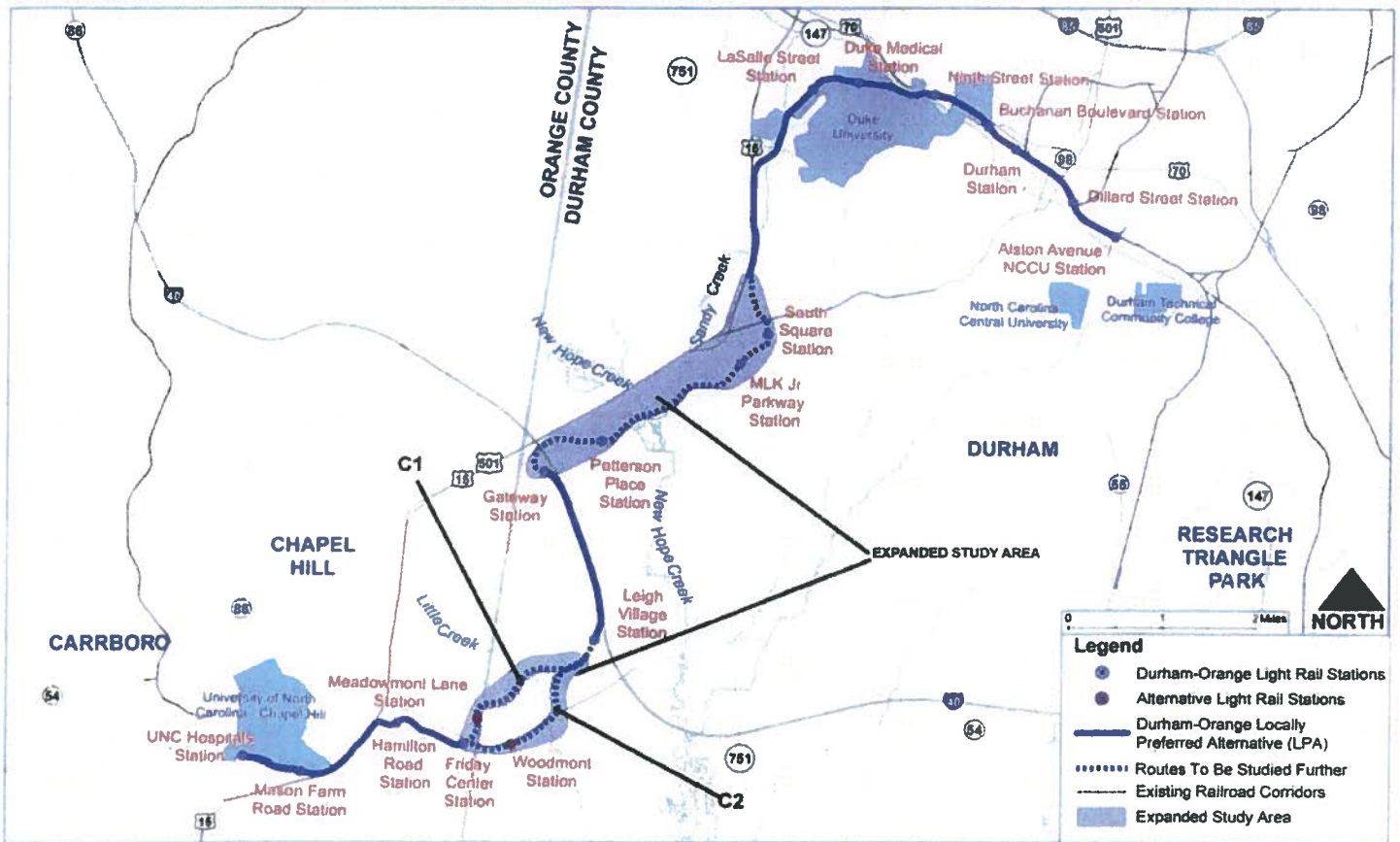
COM 10 593

11

Durham-Orange Light Rail Transit Project
Public Scoping Workshop COMMENT FORM

Our Transit Future
Triangle Regional Transit Program

Contact Information
 Name: Rainer Dammers Organization: _____
 Street Address: 511 Parkside Cir City & State: Chapel Hill NC
 Email Address: rainer.dammers@yahoo.com Best way to keep you informed: Email Mail None
 # of years living in the Triangle 6 Zip code for where you work 27703 Zip Code for where you live 27516



1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?

I applaud the project and hope it can get accelerated.

To ensure success & high # ridership I believe it is critical to

- 1) align operational hours w/ typical work scheduled but also other events e.g. DPAC, Theatre,...
- 2) focus on safe and pleasant access - like underpasses, off road multi-use paths (specifically Meadowmont), Bike stations to provide secure storage for bikes, timely connections
- 3) With lots of traffic on 15/501 & 54 being through traffic from Chatham to Durham, Southpoint & RTP

an extension toward Pittsboro and along 54 w/ stops at Southpoint and RTP should be

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Especially w/ the now fully built out Tobacco trail connecting Southpoint to downtown Durham and many neighborhoods all the way to Wake County which will provide connectivity via bike to a station there.

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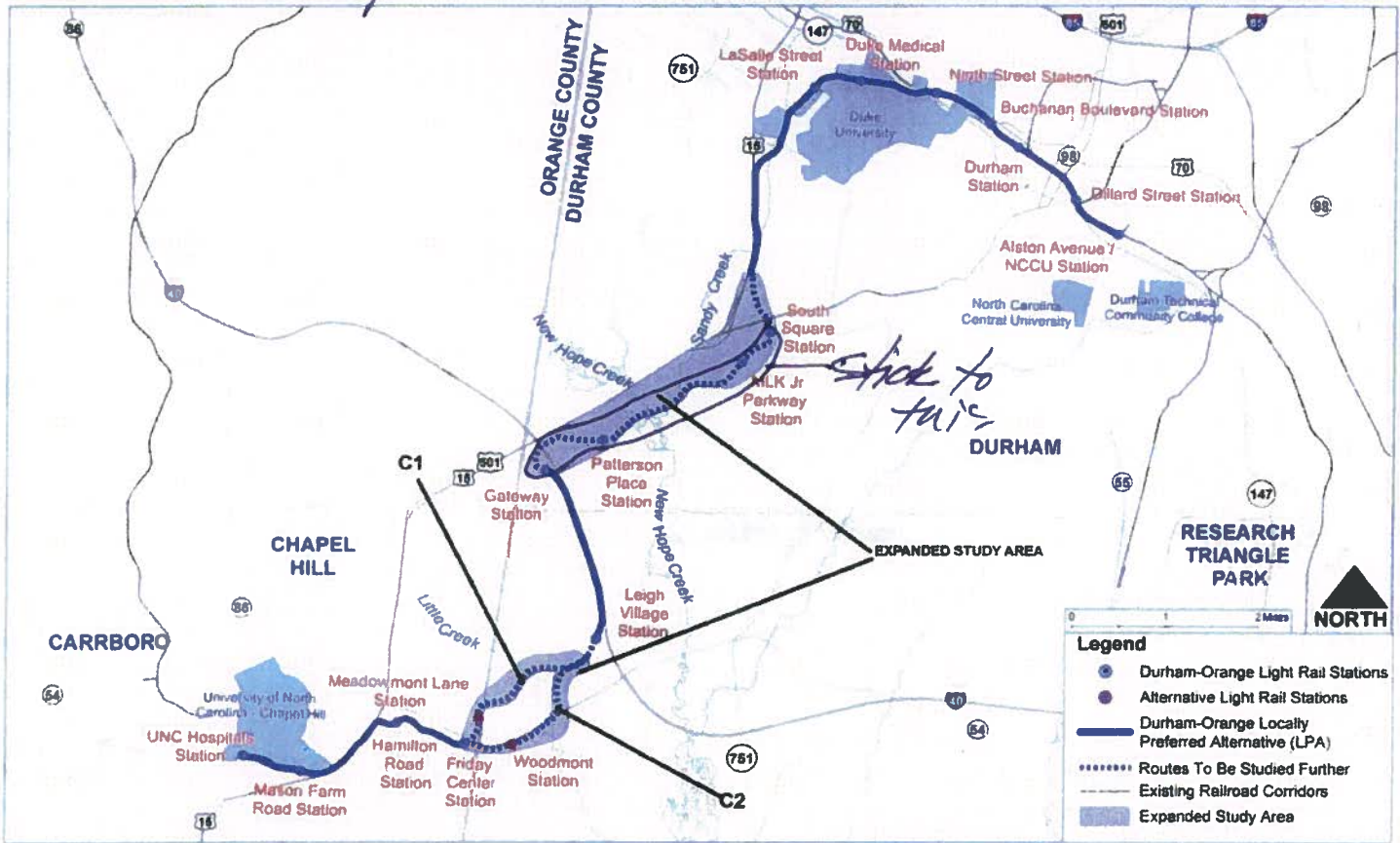
Contact Information

Name: Dan Jewell Organization: _____

Street Address: 1025 Gloria Ave. City & State: Durham, NC

Email Address: djewell@cit-nc.com Best way to keep you informed: Email Mail None

of years living in the Triangle: 27 Zip code for where you work: 27701 Zip Code for where you live: 27701



1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?

Full speed ahead. Please follow preferred alignment from south square to gateway stations.

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

2. What environmental and other issues we should consider when evaluating the project alternatives?

local site specific environmental issues should be weighed in the context of what are the lesser environmental impacts on the entire region - i.e. fewer car trips, less road widening, air quality & more transit development opportunities

3. Please share any comments you have regarding regional transit.

Light rail, with coordinated bus transit is necessary to accommodate a wide our future growth, and should follow a coordinated effort to plan for transit oriented neighborhoods

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

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How did you hear about today's workshop? Email Posted flyer Website: (which one) _____

Word of mouth Newspaper Radio TV Facebook Other: _____

How was the meeting time? Excellent Very Good Satisfactory Needs Improvement Unacceptable

Workshop location? Excellent Very Good Satisfactory Needs Improvement Unacceptable

Workshop organization? Excellent Very Good Satisfactory Needs Improvement Unacceptable

What was most helpful? Video Maps Boards Staff to talk to Handout/papers Other attendees

Our Transit Future

P.O. Box 530, Morrisville, NC 27560

U.S. Postage
Required

Triangle Regional Transit Program
Durham-Orange LRT Scoping Comments
P.O. Box 530
Morrisville, NC 27560

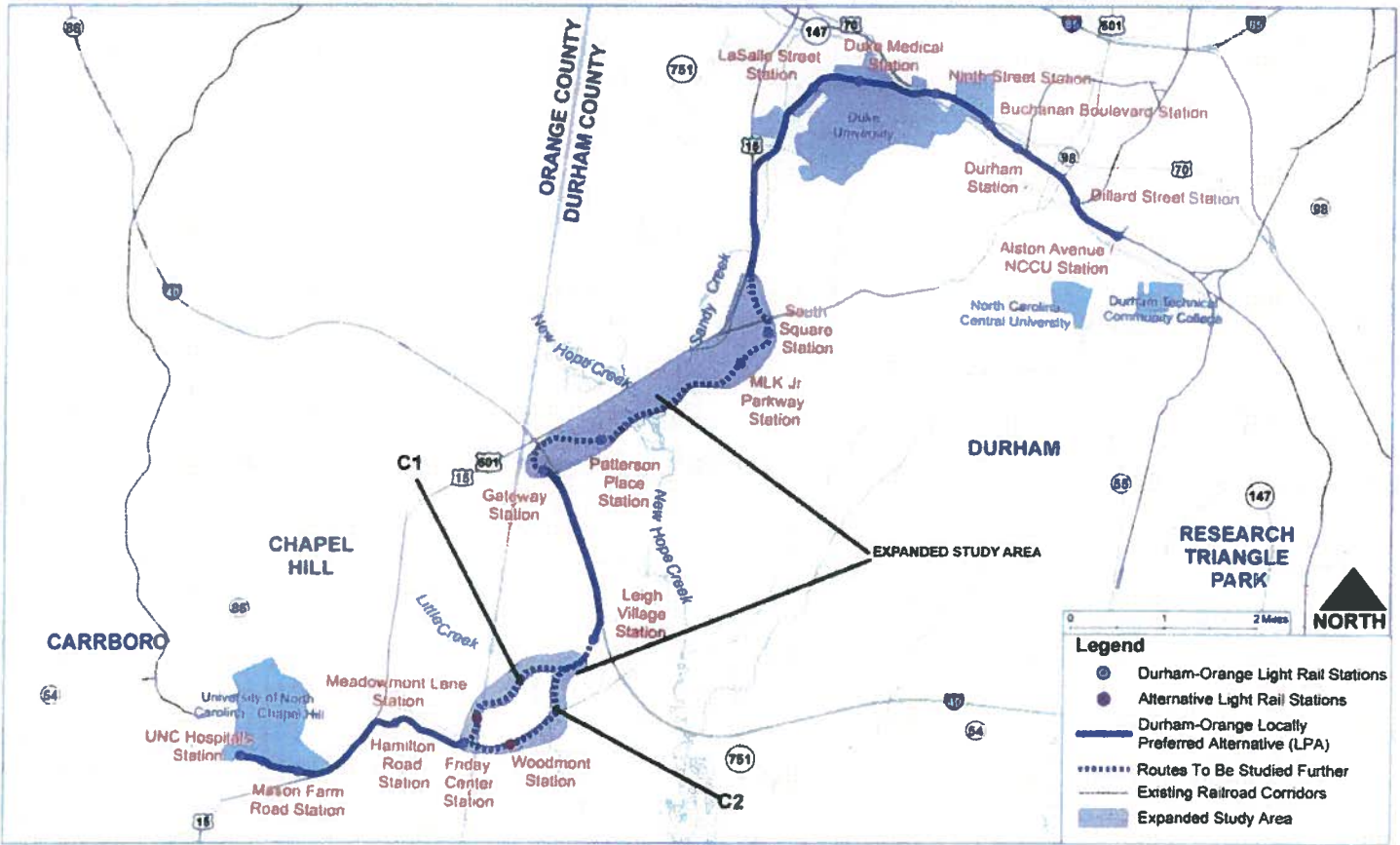
COM ID 595
13

Durham-Orange Light Rail Transit Project
Public Scoping Workshop COMMENT FORM

Our Transit Future
Triangle Regional Transit Program

Contact Information

Name: Chris Selby Organization: Durham Resident
Street Address: 138 Celeste Circle City & State: Chapel Hill, NC
Email Address: _____ Best way to keep you informed: Email Mail None
of years living in the Triangle 25 Zip code for where you work 27599 Zip Code for where you live 27517
years



1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?

I agree with the Draft Purpose & Need

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

2. What environmental and other issues we should consider when evaluating the project alternatives? I prefer C1 route through Meadowmont, a great destination. It is ironic that most of the objection to C1 in the Alternatives Analysis came from folks who will not be alive when the rail line is eventually constructed. Please consider both stations (A and B) at Duke University. It seems like the Patterson Place Station should be closer to the businesses, actually "in" Patterson Place, not next to it.

3. Please share any comments you have regarding regional transit.

I commute to work daily via the TTA bus system. It works pretty well. I think I would use the light rail system occasionally. Besides Meadowmont, Durham Station looks like a great destination.

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

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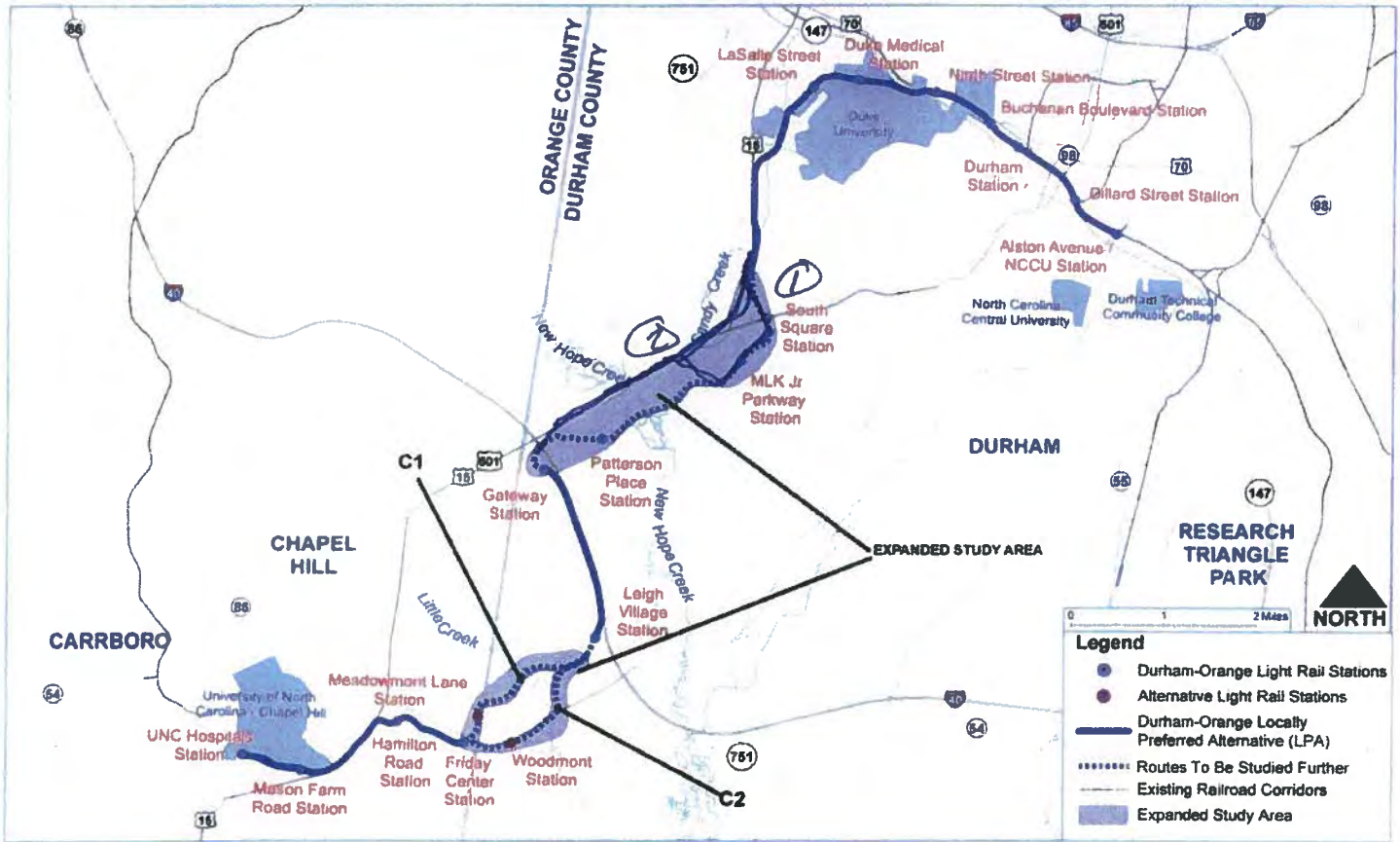
Triangle Regional Transit Program
Durham-Orange LRT Scoping Comments
P.O. Box 530
Morrisville, NC 27560

COM ID 596 14

Durham-Orange Light Rail Transit Project
Public Scoping Workshop COMMENT FORM

Our Transit Future
Triangle Regional Transit Program

Contact Information
 Name: Will Wilson Organization: Durham Open Space + Trails
 Street Address: 16 Sunny Oak Pl City & State: Durham NC
 Email Address: wjw@duke.edu Best way to keep you informed: Email Mail None
 # of years living in the Triangle 16 Zip code for where you work _____ Zip Code for where you live 27712



1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?
 DOST strongly opposes a new corridor through New Hope Creek & Sandy Creek, preferring alignment through along 15/501 (see lines ① and ②). ~~DOST~~ I personally oppose C1, but DOST has not yet taken a position.

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

2. What environmental and other issues we should consider when evaluating the project alternatives?

I am disturbed that much of the proposed development involves the loss of green space rather than redevelopment at higher density.

3. Please share any comments you have regarding regional transit.

We need regional transit, but we need to make it happen in a way that doesn't sacrifice the two remaining cities in the region that are listed in the Durham Inventory.

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

Let's stay in touch about transit plans

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Durham-Orange Light Rail Transit Project
Public Scoping Workshop COMMENT FORM

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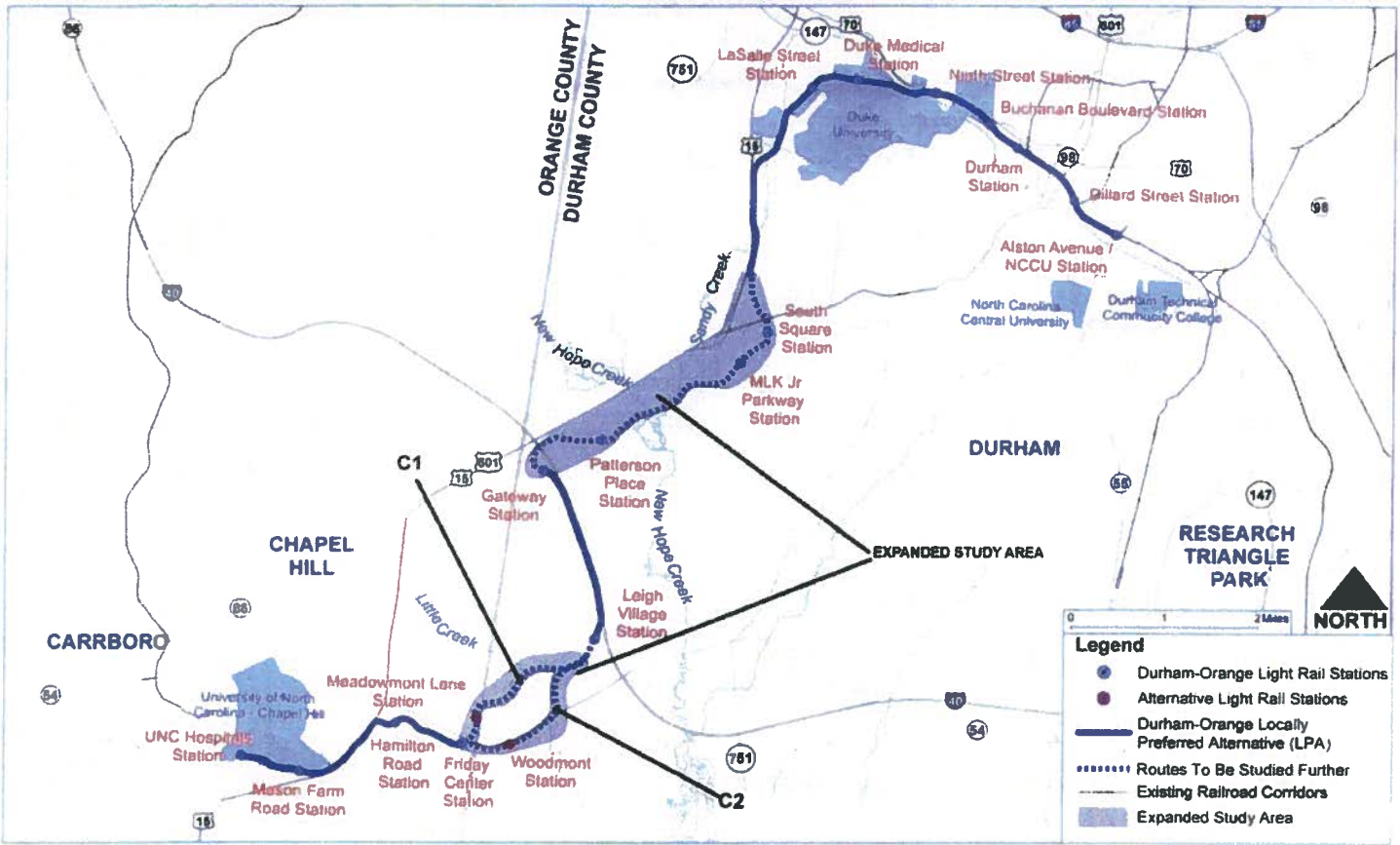
Contact Information

Name: Greg Garneau Organization: Durham Bicycle and Pedestrian Advisory Commission

Street Address: 2535 Perkins Road City & State: Durham, NC 27705

Email Address: greg.garneau@gmail.com Best way to keep you informed: Email Mail None

of years living in the Triangle 30 Zip code for where you work retired Zip Code for where you live 27705



1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?

Please build this system as soon as possible. I grew up in L.A. and saw the Pacific Electric R.R. dismantled and the region commit itself to the automobile. Think that the ROW will be tweaked a little but you have the flexibility to do this (now) without Robert Moses' style "urban removal". Like the placement of stations, might add one at Garrett Road (high density housing there plus single family homes in developments nearby). Think you have done a wonderful job.

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2. What environmental and other issues we should consider when evaluating the project alternatives?

Emphasize the impact of not building this system. Currently this area has the highest carbon loading per person compared to the rest of the US due to the length of commutes on average and size of vehicles. The economic development of the region will be vastly enhanced too. The savings per family for transit users vs. families using autos is considerable.

3. Please share any comments you have regarding regional transit.

Most people I know favor the construction, but are skeptical as to the timeline (too long). I keep saying that "this is real -- it is going to happen". Then they want to know where the stations will be so they can ~~start~~ ride on the system at some point in the future (foreseeable -- that is).
(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

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How did you hear about today's workshop? Email Posted flyer Website: (which one) _____
 Word of mouth Newspaper Radio TV Facebook Other: our Commission's listserv

How was the meeting time? Excellent Very Good Satisfactory Needs Improvement Unacceptable
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↑
People are very interested in where the stations will be located (as a benefit).

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14

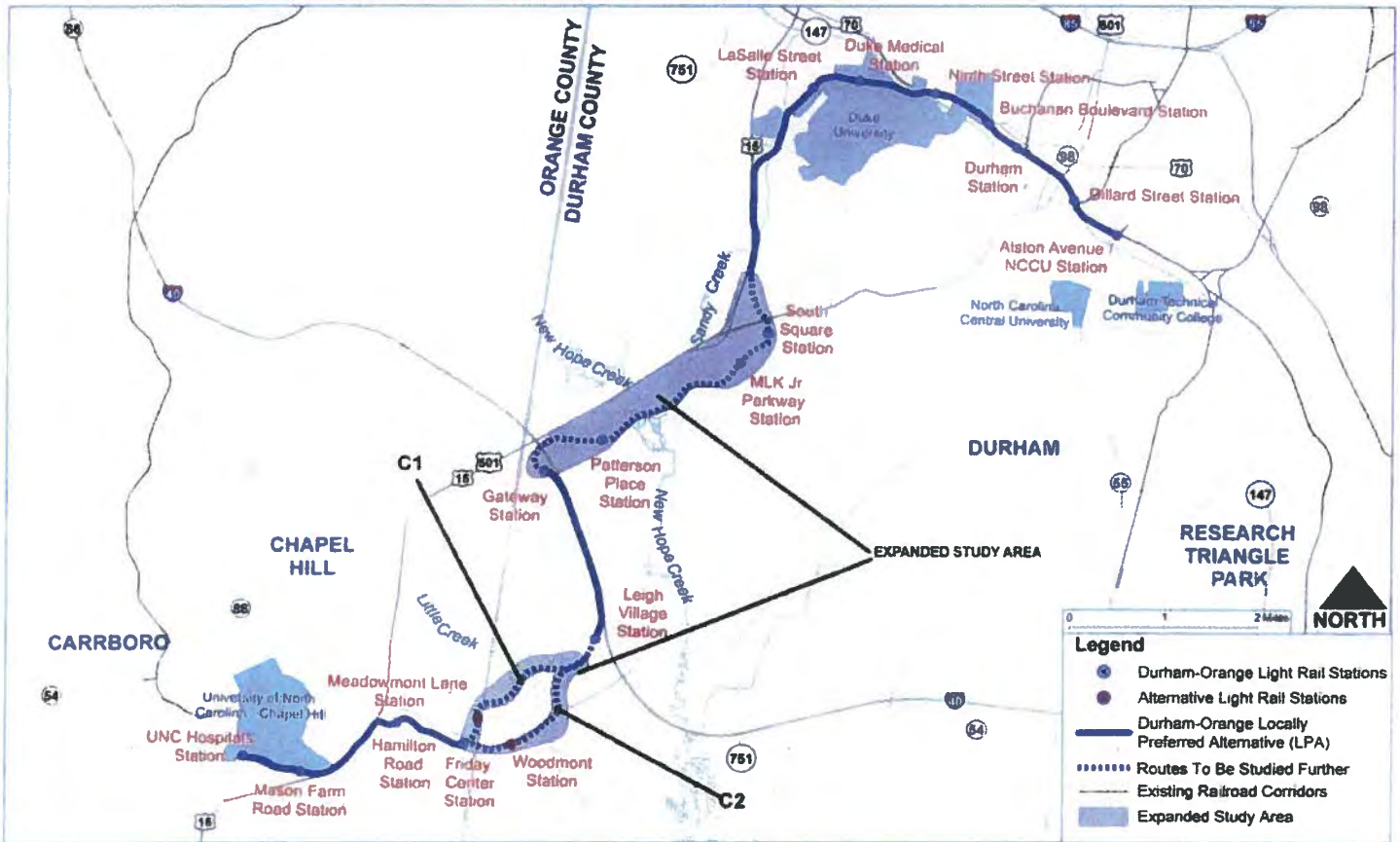
Durham-Orange Light Rail Transit Project
Public Scoping Workshop COMMENT FORM

Our Transit Future
Triangle Regional Transit Program

Contact Information

Name: Karen Berman
Street Address: 2822 Chelsea Cir
Email Address: kaberman@nc.rr.com
of years living in the Triangle 20 Zip code for where you work 27707 Zip Code for where you live 27707

Judea Reform, Lerner School,
Organization: Jewish Community Center
City & State: Durham, NC
Best way to keep you informed: Email Mail None



1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?

My primary concern is the location of the light rail maintenance facility. I am opposed to the proposed Cornwallis (Pepsi) site. Adjacent to that property is the Lerner School which has approximately 150 students, the new Jewish Community which also houses Jewish Family Services, the JCC + JFS serve hundred of Jewish + non-Jewish members of the ~~community~~

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

Durham Community. Both JCC + Lerner make extensive use of their outdoor space, and a maintenance facility would impact that usage negatively. Both institutions have plans for potential expansion that would become impossible if the

~~2. What environmental and other issues we should consider when evaluating the project alternatives?~~

maintenance facility is located on the Pepsi site. I am a longtime member of Judea Reform Congregation. All three institutions serve families + children and the attractive nuisance, light + noise associated with a rail maintenance facility will have detrimental effects on all institutions located on the Jewish Community Campus on Cornwallis Rd.

3. Please share any comments you have regarding regional transit.

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

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How did you hear about today's workshop? Email Posted flyer Website: (which one) _____
 Word of mouth Newspaper Radio TV Facebook Other: Public Hearing - Durham City Hall

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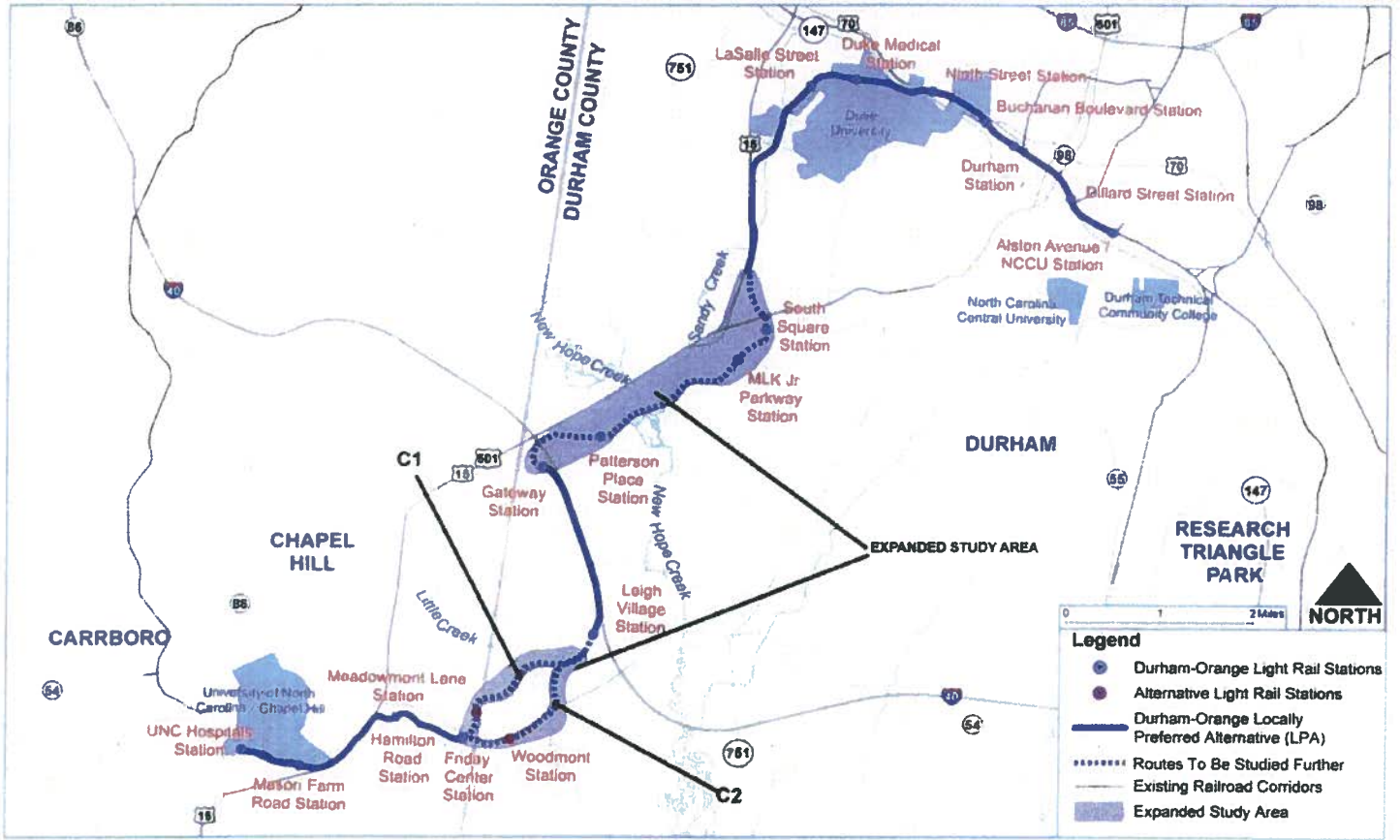
17

Transcribed by Gann

Durham-Orange Light Rail Transit Project
Public Scoping Workshop COMMENT FORM

Our Transit Future
Triangle Regional Transit Program

Contact Information
 Name: Roxanne Kitchin Organization: Falconbridge
 Street Address: 6706 Glenford Dr City & State: Durham NC
 Email Address: rkitchin@aol.com Best way to keep you informed: Email Mail None
 # of years living in the Triangle 15 Zip code for where you work 27717 Zip Code for where you live 27517



1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?

ENCOURAGE DEVELOPERS TO COORDINATE WITH PROJECT TEAM ESPECIALLY N&AC LIGHT VILLAGE
CONSTRUCTION 54 STUDY

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

2. What environmental and other issues we should consider when evaluating the project alternatives?

3. Please share any comments you have regarding regional transit.

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

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**Triangle Regional Transit Program
Durham-Orange LRT Scoping Comments
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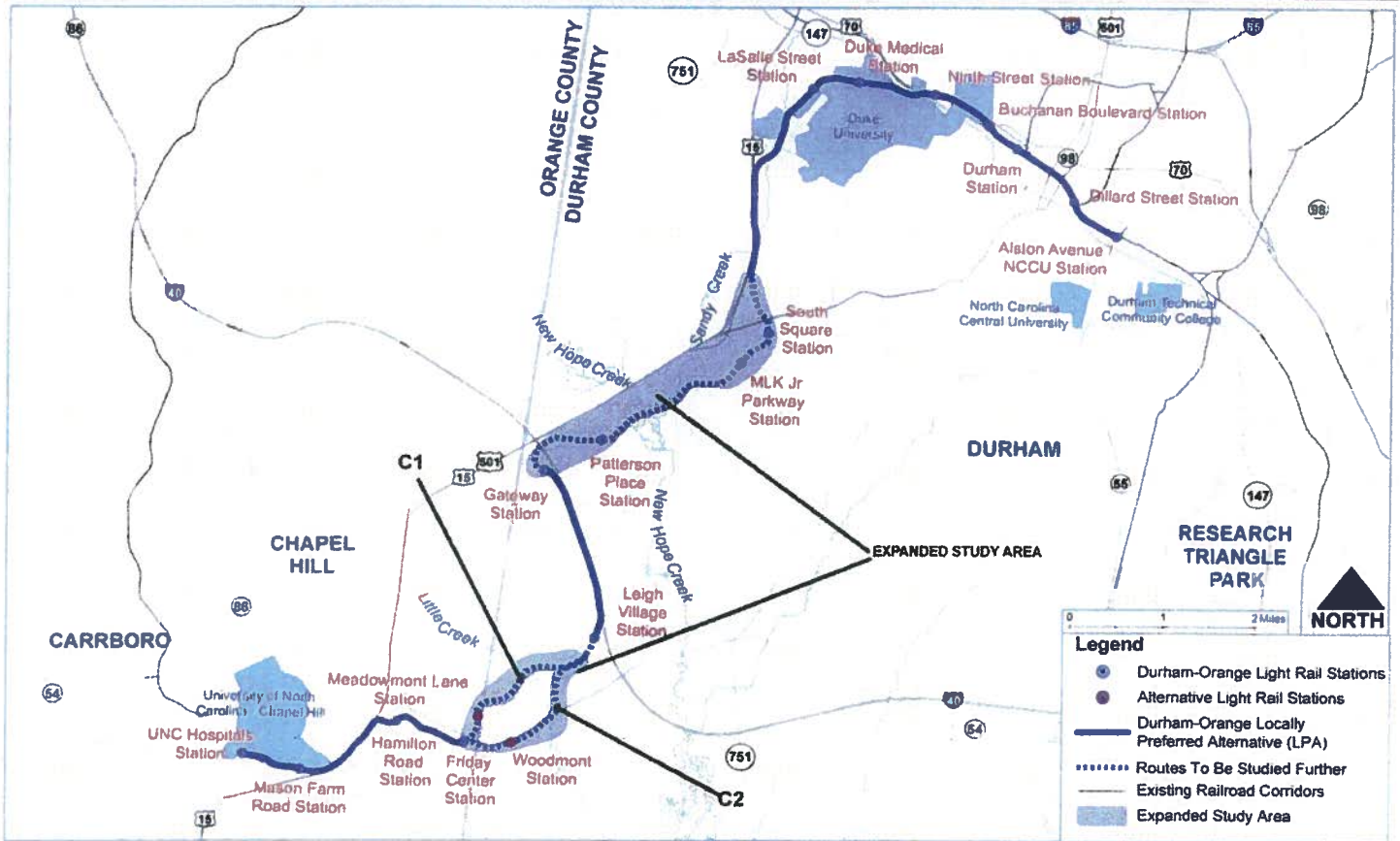
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18

Durham-Orange Light Rail Transit Project
Public Scoping Workshop COMMENT FORM

Our Transit Future
Triangle Regional Transit Program

Contact Information

Name: B.II FERRELL Organization: MEADOWMONT Com. ASSO.
Street Address: 1201 Raleigh Rd # 201 City & State: CHAPEL HILL NC 27517
Email Address: meadowmont@nc.rr.com Best way to keep you informed: Email Mail None
of years living in the Triangle 6 Zip code for where you work 27517 Zip Code for where you live 27523



1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?

1. Town Councils / mpo / Commissioners all have voted to move C1 & C2 forward - AND which have stated that C2 is the preferred plan however! At today's mt. no one would "say" this complete statement. C2 preference must / should be added to all comments as it is part of the various agencies' statements / votes.

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

2. What environmental and other issues we should consider when evaluating the project alternatives?

CI AT RIZZACT MISS PAYS NOT REFLECT THAT
PROPERTY HAS OWN CEMETERY. WOULD BE

3. Please share any comments you have regarding regional transit.

YES, NEEDS.

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

Let's stay in touch about transit plans.

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What was most helpful? Video Maps Boards Staff to talk to Handout/papers Other attendees

in comment
by comment to
fill up
Pistol,
Crew!



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Durham-Orange Light Rail Transit Project
Public Scoping Workshop COMMENT FORM

Our Transit Future

Triangle Regional Transit Program

Contact Information

Name: Steven Schouder

Organization: Jewish Federation of Durham-Chapel Hill

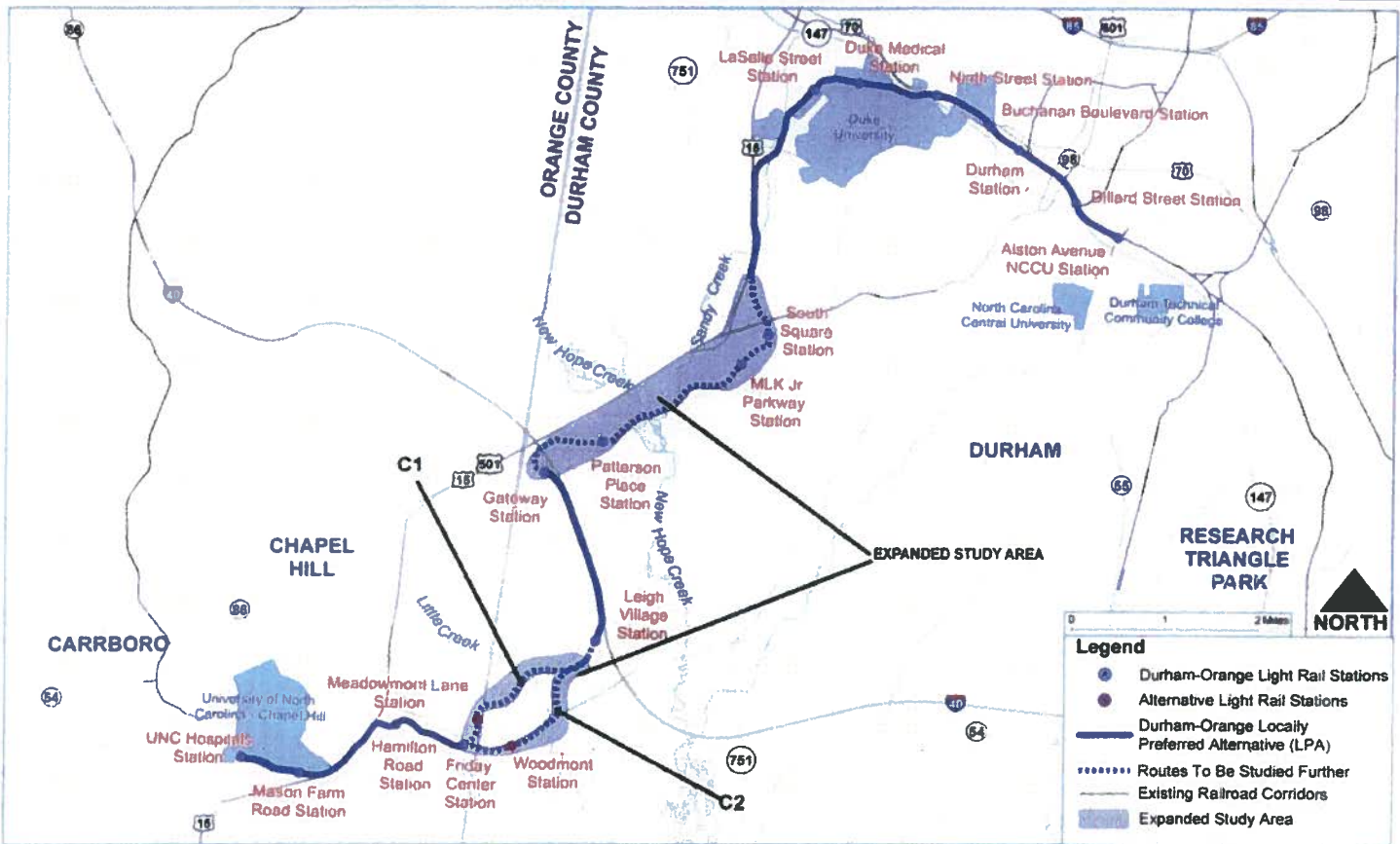
Street Address: 1937 Cornwallis Pl, Durham NC 27705

City & State: Durham, NC 27705

Email Address: sschouder@shabomdch.org

Best way to keep you informed: Email Mail None

of years living in the Triangle 1 Zip code for where you work 27705 Zip Code for where you live 27712



1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?

I am concerned about the proposed building of a light rail maintenance station on Cornwallis Road at the site of the former Pepsi plant. The site currently houses a Jewish community campus that serves thousands of local community residents. The campus was only in construction when the site was proposed so plans were drawn without understanding the potential impact of the maintenance facility.

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

2. What environmental and other issues we should consider when evaluating the project alternatives?

The issue of light & noise pollution of the maintenance facility proposed on Corcoran Rd adjacent to a Synagogue & School Park a Community center. This will impact the souls of people.

3. Please share any comments you have regarding regional transit.

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

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COM 10 604

20

Durham-Orange Light Rail Transit Project
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Our Transit Future
Triangle Regional Transit Program

Contact Information

Name: Curtis Baker

Organization: _____

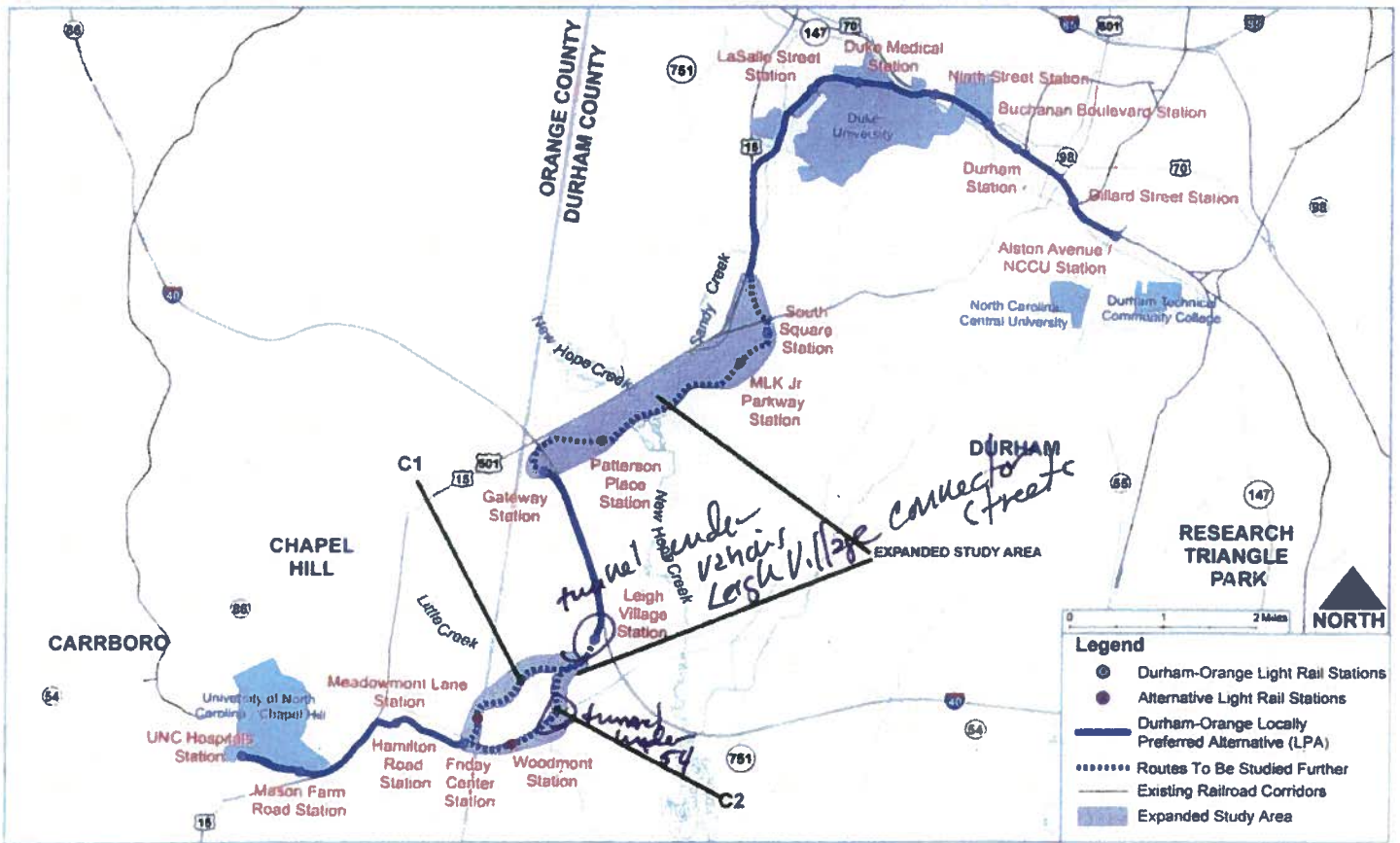
Street Address: 5119 Farmington Rd.

City & State: Chapel Hill 27517

Email Address: _____

Best way to keep you informed: Email Mail None

of years living in the Triangle _____ Zip code for where you work _____ Zip Code for where you live _____



1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?

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COM 1 D 604
page 2

2. What environmental and other issues we should consider when evaluating the project alternatives?

3. Please share any comments you have regarding regional transit.

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

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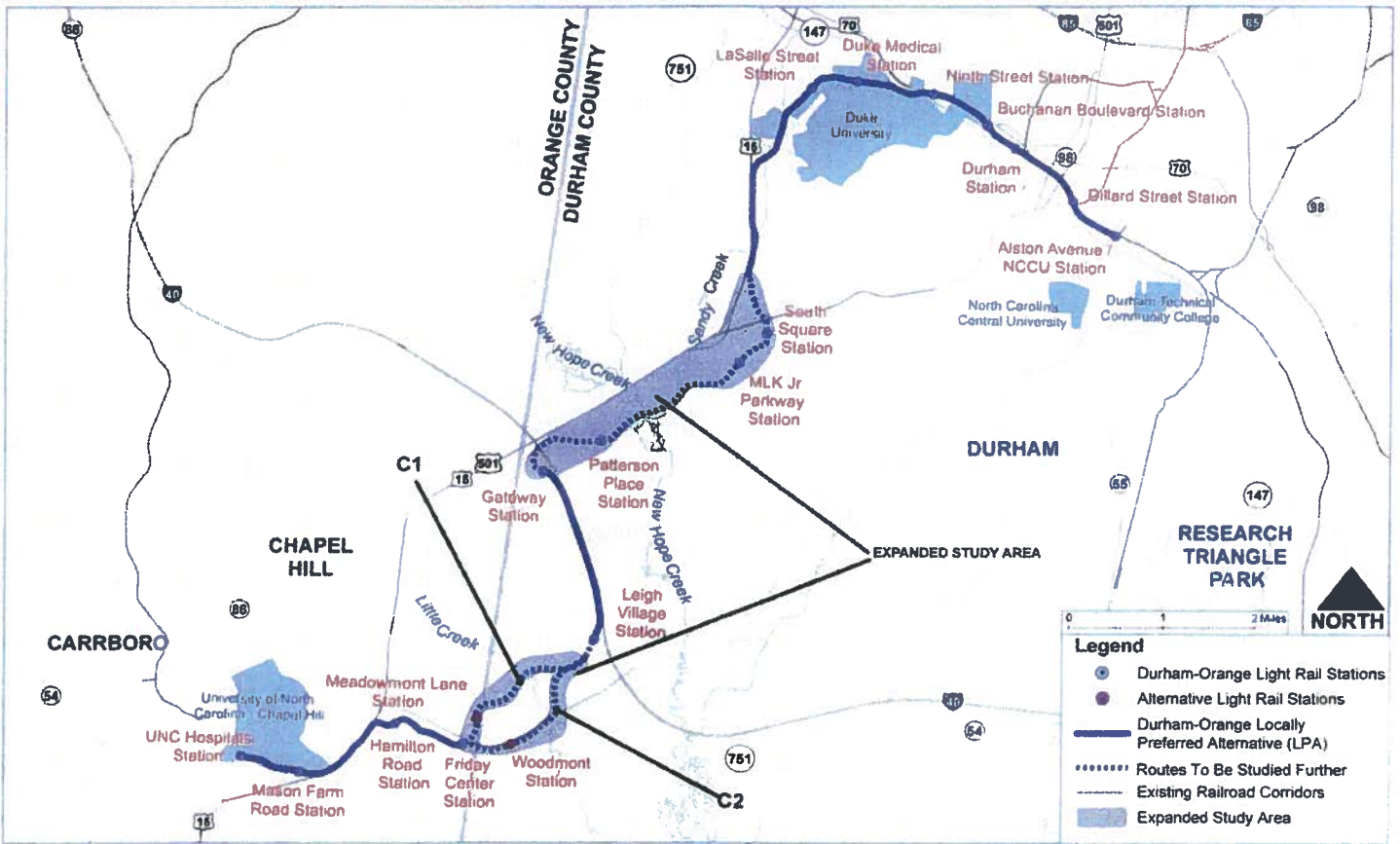
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Durham-Orange Light Rail Transit Project
Public Scoping Workshop COMMENT FORM

COM1D 605
Our Transit Future
Triangle Regional Transit Program

Contact Information
 Name: BUZ LLOYD, R.E. BROKER Organization: Buz Lloyd, R.E. BROKER
 Street Address: 5217 FARRINGTON RD. City & State: _____
 Email Address: buzlloyd@pass.net Best way to keep you informed: Email Mail None
 # of years living in the Triangle 45 Zip code for where you work 27517 Zip Code for where you live 27516



1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?
PLEASE FEEL FREE TO REFER LEIGH VILLAGE DEVELOPER *
INQUIRIES TO BUZ LLOYD, REAL ESTATE BROKER,
919 414 0714, buzlloyd@pass.net,
* PARTICULARLY FOR OFFICE CAMPUS DEVELOPMENT.

There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.

2. What environmental and other issues we should consider when evaluating the project alternatives?

- ① GETTING AUTOMOBILES OFF THE ROAD
- ② MINIMIZING REASONS FOR OPPOSITION (MEADOWMONT)

3. Please share any comments you have regarding regional transit.

ALL FOR PUBLIC TRANSIT EXP. LIGHT RAIL

(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

Let's stay in touch about transit plans

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TERRIFIC PRESENTATION. COULD HAVE BEEN BETTER PUBLICIZED (COVER STORY IN "INDEPENDENT," ETC)

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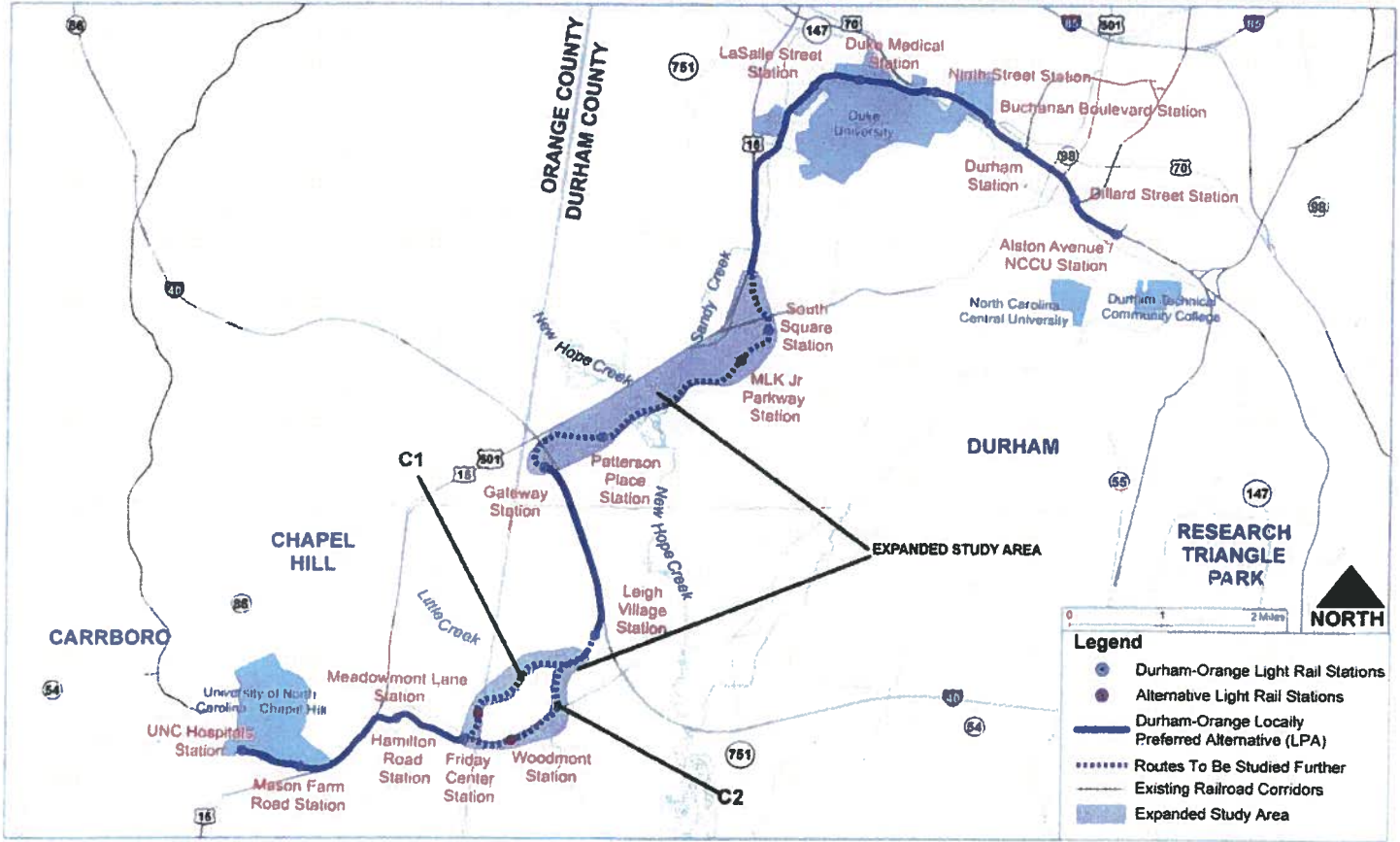
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COM 10 606 22

Durham-Orange Light Rail Transit Project
Public Scoping Workshop COMMENT FORM

Our Transit Future
Triangle Regional Transit Program

Contact Information
 Name: David Laudicina Organization: Citizen Orange County
 Street Address: _____ City & State: Hillsborough
 Email Address: laud9876@bellsouth.net Best way to keep you informed: Email Mail None
 # of years living in the Triangle _____ Zip code for where you work _____ Zip Code for where you live _____



1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?
 I think the DO-LRT is a good plan. I have major concern that the referendum in Orange County will pass with so little benefiting (both services & dollars) rural orange county residents. Adding the Hillsborough Train station is a wonderful addition but the real benefit will be extending the Commuter rail to Hillsborough. I believe ~~the~~ limited ~~a~~ commuter rail service could be established on the single track from W Durham cheaply and easily.
 There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.
 I understand this is not a priority and will happen someday in the future but it would be an added benefit to build support to pass the 1/2 cent Orange county sales tax referendum in rural orange county.

2. What environmental and other issues we should consider when evaluating the project alternatives?

3. Please share any comments you have regarding regional transit.

See other side.

The sooner you can connect the Durham Orange Light Rail Segment with the N. Raleigh Segment the better off the Triangle will be. The current plan appears rather disjointed but I know that will happen quickly once people realize the benefits ~~of~~ of the whole system.
(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)
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Triangle Regional Transit Program
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From: Gili Bethlehem
To: info@ourtransitfuture.com
Subject: Concern with the use of the Pepsi Plant as site for the future Operation Maintenance Facility
Date: Tuesday, May 01, 2012 11:10:53 PM

23

To Whom It May Concern,

I was devastated to learn recently that the FTA is still considering the former Pepsi Plant in Durham as a potential site for its Operation Maintenance Facility.

I am writing with the utmost urgency to inform you of the potential harm and damage this would bring upon the Jewish Community of Durham and Chapel Hill.

The Pepsi site backs up to the beautiful and bucolic swimming pool of our brand new Jewish Community Center, the Jewish Lerner Pre-School and Elementary playgrounds and fields, the synagogue and children's summer camp grounds. Community members have spent the past several years working so hard, raising funds for this campus, which is home to the Jewish community center, a Senior center, the Shelanu summer Camp, Judea synagogue, and Lerner day school, only to have it compromised by an Operation Maintenance Facility. While I support the FTA's efforts and hard work, the FTA must be aware of the purpose and significance of this site as a campus of recreation, worship and education of the Triangle's Jewish Community. I cannot emphasize enough the financial damage, and following that, the social ramifications and implications this would have on our community, should this site be selected for the purpose of an operation maintenance facility for the future lightrail.

I am most concerned about the levels of pollution and noise such a facility would have on our children. My 3 year old daughter, and 5 and 7 year old sons all attend school here in a safe and protected environment. Moreover, I am worried about the physical safety of the community that may be impacted by the existence of having a major transport facility so close by. I need not point out, many tragic incidents that have occurred in the United States and other places in the world, in the recent past in which Jewish centers, schools and communities have been targets of attacks. No one wants that here in Durham, NC.

I write in hope that the FTA simply does not realize the extent of damage that would occur to hundreds of families who support and sustain our lovely community and that the FTA will take this into consideration and remove the Pepsi Plant as an option for housing the Operation Maintenance Facility. Please, allow our community to grow and develop its vision of creating a center for families, seniors and all to use our center, school and synagogue in the years to come.

Thank you,
Gili Bethlehem, SLP-CCC
1910 Bearkling Place, Chapel Hill, 27517

From: [Eric Teagarden](mailto:Eric.Teagarden)
To: info@ourtransitfuture.com
Subject: Comments on the scoping LRT AA meeting on may 2 for PE/DEIS input
Date: Wednesday, May 02, 2012 8:34:46 PM

Hello,
Please find my comments for the ourtransitfuture scoping meetings in Durham and Chapel Hill.

To:
Mr. Brian C. Smart
Environmental Protection Specialist,
Federal Transit Administration
230 Peachtree Street, NW, Suite 800
Atlanta, GA 30303

AND

Mr. Greg Northcutt
Director of Capital
Development
Triangle Transit

Gentlemen and LRT Project scoping team,

Thank you for the opportunity to give you my comments on the LRT Alternatives Analysis and LRT Scoping work that will result in the creation of the Preliminary Engineering/Draft Environmental Impact Statement (PE/DEIS).

I will structure my comments according to your categories defined in the D-O_LRT_Scoping_Booklet

I. Land Use Plans,

The C1 LRT alternative proposes to pierce the undisturbed Little Creek wetlands, the NCDENR Natural Heritage Program (SNHP) bottom lands and significant slopes, and undisturbed areas of the USACE property comprising the Little Creek steams and wetlands area.

Please be aware of recent important decisions to preserve this bottomland SNHP and USACE wetland area.

1. The Aydan Court development proposed in the NCDENR Natural Heritage Program Little Creek bottom land (SNHP) was voted down by the CHapel Hill Town Council and the land was sold to UNC Chapel Hill.
2. The Rizzo Center expansion of the UNC Business school was moved from the DENR SNHP bottomlands when Holden Thorp, Chancellor of UNC, reaffirmed the university's mission statements that it would not encroach on school owned environmentally sensitive land.
3. The C1 LRT alternative analysis has met with strong resistance from multiple environmental groups, including DENR and the natural heritage program advocates. This C1 right of way would encroach on the same SNHP bottomland area that UNC and the town of Chapel Hill have made substantive efforts to protect. In addition, the encroachment by C1 alignment violates Durham's stated environmental conservation policies.
4. In January 2012 the C1 LRT alternative was "demoted" to secondary

consideration behind the C2 LRT alternative by votes on the the Chapel Hill Town Council and the Orange County Board of County Commissioners. These strong NO Votes by the governing bodies led the DCHC MPO TAC to demote the C1 alternative from preferred to an "also study" categorization with the compelling C2 LRT alternative carrying the day.

5. The C2 LRT alternative skirts the USACE property on the East side of the Little Creek wetlands and crosses the Little Creek stream area at the already disturbed Highway 54 bridge and stream crossing. The C2 alternative preserves and maintains the CONTIGUOUS undisturbed areas of the Little Creek bottom lands and wetlands area.

II. Zoning and Economic Development:

1. Please be aware that the C1 alignment bisects the already built out Meadowmont development. There is little additional developmental impact that would be gained by the build out of the C1 alignment route because Meadowmont is already almost completely built out. On the other hand, C2 alignment would service the proposed Woodmont/Hillmont office and housing complex that is yet to be constructed. If one follows the argument that LRT routes should be built to spur development, then the C2 alignment is much preferable on this account.

III. Transportation

1. C1 is more expensive to build than C2 by over 40 million dollars. This is cited in the Triangle Transit study of the alternative alignment proposals, see Table 3-18 in Volume 1 of Alternatives report.

It is also not clear that the C1 alignment track can be at grade level of any of its traversal of the Little Creek bottom lands, wetlands, or DENR slopes land, although it is shown as being at grade level in the preliminary estimates. This will very likely raise the cost of C1 even further when more engineering analysis is undertaken.

2. C1 has less ridership than C2. Cited in the same Triangle Transit study, see page 3-8 in Volume 1 of Alternatives report.

3. C1 has no dedicated parking at the Meadowmont station, while C2 has 200 spaces of dedicated parking at the Hillmont/Woodmont station.

4. C1 blocks every single intersection of every feeder road into Meadowmont Lane. The intersections will have to be signalized and barricaded every 5 minutes during peak hours. This is right at the moment that people are taking their children to Rashkis school and going to work from the 1200 home Meadowmont community. Meadowmont is a pedestrian friendly and bike friendly neighborhood that would be completely disrupted by the LRT C1 alignment.

5. Please do not underestimate the level of DISLIKE and outrage over the C1 alignment in the Meadowmont Community. In our community meetings, the sentiment ran about 20 to 1 against C1 and in favor of C2 alignment. The Meadowmont Community board voted overwhelmingly in favor of C2 and against C1.

6. Environment - C1 has a MUCH greater impact on the wetland environment, 4X More wetland area affected. Please see page 3-33 and Table 3-14 in Volume 1 of Alternatives report

III. Neighborhoods

1. Meadowmont subdivision/community is bounded on one end by an elementary school and on the other end by a retirement community (The Cedars) of over 450 residents. There are 1200 homes in the Meadowmont community. The C1 alignment would bisect the community and disrupt traffic flow onto and off Meadowmont Lane and split cross flow traffic across the neighborhood. Our elderly residents must cross the tracks

of the C1 alignment to get out of their retirement area and to walk or drive to the store. In addition, the health center for the retirement area will be separated from the retirement living area by the C1 alignment. The elderly would have to cross the tracks to get to the health center. In addition, the tracks will run adjacent to the health center and within 50 feet of the entire length of the health center. The noise and vibration from the dual tracked trains would be a cruel joke to put up with every few minutes for the last months/days of one's life. This is an absurd situation to ask anyone to put up with when they are trying to live out their last days with dignity.

V. Visual and Aesthetic impacts

The Meadowmont community has underground utility conduits. The overhead catenary lines for the C1 route, the signalized barriers, and the double tracks obstructing sidewalks, bike traffic, pedestrian traffic, and the mainstreet of the community (Meadowmont Lane), is the grossest form of visual pollution on a street that has dedicated community "street trees" lining the roads along with bike lanes and wide pedestrian walkways.

VI. Biological Resources and Endangered Species:

The scoping notice states that: The study will assess the impact of the project on biological resources including wildlife and habitat within the project study area with a focus on ecologically sensitive areas such wetlands, and contiguous expanses of undisturbed lands. The C1 alignment would split currently undisturbed contiguous expanse of the Little Creek bottomlands. C2 alignment would skirt this undisturbed area. The current USACE and DENR SNHP area provides undisturbed routes for wildlife to migrate up the Little Creek stream and wetland system. C1 alignment would damage this wildlife routing and render it almost impassible during the winter wet season or during flooding conditions.

VII. Cumulative Impacts:

The Scoping notice states that: Cumulative impacts include the total of all impacts to a particular resource that have occurred, are occurring, and will likely occur as a result of any action or influence, including the direct and reasonably foreseeable indirect impacts of a Federal project. Perhaps an even more important consideration that advantages C2 over the C1 alignment is the following point: If the C1 alignment pierces the Little Creek undisturbed bottom lands and wetland area, then it sets the precedent for an arterial road to follow the C1 route through the wetland area. This route is referenced in the Highway 54 corridor study and is referred to as Southwest Durham Drive. However, if the C2 alignment for the LRT is chosen, then the Southwest Durham Drive alignment would follow the C2 alignment and skirt the Little Creek bottom lands and wetlands and intersect Highway 54 to the EAST of the Little Creek wetlands and USACE property. I can not stress how critical in importance the buildout of C2 alignment would be rather than C1 alignment in terms of preventing the currently undisturbed contiguous portion of the Little Creek USACE property to be preserved from further disturbance by road or rail lines.

Thank you for the opportunity to alert you to these concerns for the C1 alignment and strong, unwavering local government and community support for the C2 alignment for the metrics listed above in your identified categories of consideration for the scoping project.

Regards,

COM ID 609
page 4

Eric Teagarden

From: [Kevin and Michelle Kahn](#)
To: info@ourtransitfuture.com
Subject: Durham-Orange Light Rail Transit Project Comment
Date: Thursday, May 03, 2012 2:55:03 AM

To whom it may concern:

We support the light rail project but are concerned about the possible placement of the 24-hour/7 day/week maintenance facility at Cornwallis near the former Pepsi plant. This placement is adjacent to The Lerner School, The Maureen Joy Charter school, The Jewish Community Center, and Judea Reform Congregation and will impact children and families on a daily basis. We are concerned about light and noise pollution, safety, and its overall impact on the campus institutions' potential for future expansion. Please consider the following points:

- This campus was designed with a vision to create a community center for education, recreation and worship.
- This campus is full of children year round (attractive nuisance).
- The Pepsi land was bought by a developer who spoke to us about expanding our vision by building mixed use housing for families and seniors who could make use of our school, our JCC and our synagogue.
- The developer has promised our Federation 2.5 – 3.5 acres of the land to be used to expand services.
- While we are civically minded, we are concerned that a maintenance facility will hamper this vision.

Regards,
Michelle and Kevin Kahn
405 Lake Hogan Farm Rd
Chapel Hill, NC 27516
Orange County Residents since 1996

From: EmailMeForm
To: TTA-PSWComments@iceprojects.info; info@ourtransitfuture.com
Subject: Feedback via the Durham-Orange Light Rail Transit Project
Date: Thursday, May 03, 2012 5:18:37 PM

Contact information:

Name*: Michele Grant

Organization:

Address: 4516 Old Village Road
Raleigh, NC 27612
United States

Email: michelegrant1@gmail.com

Best way to keep you informed: Email

Number of years living in the Triangle: 30

Zip code for where you work: 27601

Zip code for where you live: 27612

Comments:

Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project? :

Could not tell - but it doesn't seem that any of these plans provide a link to RDU - seems that an airport link is critical for getting access in and out of the airport.

What environmental and other issues should we consider when evaluating the

**project
alternatives?:**

**Please share
any
comments
you have
regarding
regional
transit.:**

see comments above about a link to RDU

**How did you
hear about
today's
workshop?:**

**How was the
meeting
time? :**

**Workshop
location? :**

**Workshop
organization?
:**

**What was
most helpful?
:**

From: [Orit Ramler](mailto:orit@ourtransitfuture.com)
To: info@ourtransitfuture.com
Subject: light rail plant in Durham
Date: Friday, May 04, 2012 9:53:00 AM

I'm contacting you with great concern and disappointment on the plans to build a light rail plant in Durham on almost the backyard of a school, a religious organization and a Community Center (located on Cornwallis rd). This seems a plan with complete lack of consideration of the thousands of people, young and old, that will be impacted. All those people are committed to the development of the City of Durham and worked hard to invest in facilities that will provide a good quality impact in the lives of our community at large. We can't take that away from them with this plan. I can't believe that hundreds of children that will have their outdoor activities and recess next to the light rail, I can't believe that our seniors will be limited in their activities and our summer camps won't be able to use the pool or the sport facilities due to this, among the financial impact it will have, leading the organizations to close their doors because of the limited possibilities to expand once that's in place. The noise, the vibrations and the view will be enough of a good reasons to take all the membership away from these three organizations that were planned for our city's growth and are a good source of employment as well. I ask you to please reconsider this plan and it will be much appreciated by the Durham-Chapel Hill constituency who now has a good reason to visit Durham very often. As a resident of Durham, those facilities brought pride to me, please don't take that away.

I applaud the project and understand the need for it, but please don't do it in a place that will damage so many people and their hope for good life quality. I'm sure there are more places to look at without creating such a devastating impact.

Sincerely,

Orit

Make it a Good One Coaching
and Consulting

Orit Ramler Szulik
orit@makeitagoodone.com
919 624 0077
www.makeitagoodone.com

From: EmailMeForm
To: TTA-PSWComments@iceprojects.info; info@ourtransitfuture.com
Subject: Feedback via the Durham-Orange Light Rail Transit Project
Date: Thursday, May 03, 2012 3:59:38 PM

Contact information:

Name*: Ram Miller

Organization:

Address: 1910 Bearkling Pl
Chapel Hill, NC 27517
United States

Email: ramron67@gmail.com

Best way to keep you informed: Email

Number of years living in the Triangle: 1

Zip code for where you work: 27709

Zip code for where you live: 27517

Comments:

Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project? :

What environmental and other issues should

I am particularly concerned regarding the planned location of the Operations Maintenance Facility, at the old Pepsi plant. This proposed site will significantly impact on the Jewish community campus that consists of a school, the Jewish community center and a synagogue (Judea Reform). The noise and pollution from a maintenance facility located so close to an elementary school poses an unacceptable risk to the

we consider when evaluating the project alternatives?:

children involved.
In addition, the proximity of this site to the Jewish community campus will adversely affect the ability of this campus to expand in the future, despite the fact that expansion plans have been made and agreed upon by the current owners of the land upon which the Pepsi plant currently resides.
I urge you to find an alternative site for the maintenance facility that will not adversely affect such a vulnerable community.

Please share any comments you have regarding regional transit.:

How did you hear about today's workshop?:

Word of Mouth

How was the meeting time? :

Workshop location? :

Workshop organization? :

What was most helpful? :

From: Daniel Daum
To: info@ourtransitfuture.com
Subject: Durham-Orange Light Rail Transit Project
Date: Friday, May 04, 2012 12:59:45 PM

Greetings,

I could not make the Public Scoping Meetings and Workshops on May 2 and 3, 2012, but wanted to register my concerns over the LPA as described on <http://www.ourtransitfuture.org/index.php/projects/durham-orange>. Looking at the C1 vs. C2 options there are a number of issues I see with the C1 option and very much encourage the adaptation of the C2 proposal.

C1 has an environmental impact on the wetlands where C2 does not.

C1 introduces a train through a residential neighborhood with Rashkis Elementary nearby.

C1 space for a train stop inside Meadowmont is very limited and would introduce a large parking problem. Also, the station is not needed as there is a Friday Center station that has much more parking and is only a few hundred feet away.

As a resident of Meadowmont, I encourage the adaptation of C2.

Regards,

Daniel Daum

From: [Hayden Bosworth, Ph.D.](mailto:Hayden.Bosworth@duke.edu)
To: info@ourtransitfuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Friday, May 04, 2012 1:43:12 PM

I raise significant concerns regarding the proposed *Cornwallis site for a light rail maintenance station*. Given the number of children associated with various community organizations that abuts the proposed property, an alternative site should be considered. Run-off and environmental impact of the proposed Cornwallis site would also likely to be significant and should be able considered. Please consider an alternative site.

Hayden B. Bosworth, Ph.D.
Associate Director
Center for Health Services Research in Primary Care
Durham Veterans Affairs Medical Center

Research Professor
Department of Medicine
Department of Psychiatry and Behavioral Sciences
School of Nursing
Duke University Medical Center

Mailing Address:
HSR&D (152), Suite 600
411 West Chapel Hill Street
Durham, NC 27701
(O): (919) 286 6936
(F): (919) 416-5836
Personal Profile:<http://myprofile.cos.com/bosworth8>
Personal Profile:<https://faculty.duke.edu/faculty/info?pid=4707>
Center profile: <http://www.durham.hsr.d.research.va.gov/>

or you can reach my assistant, Nancy Pierce at (919) 286-6936

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From: [Triangle Regional Transit Program](#)
To: info@ourtransitfuture.com
Subject: New comment notification
Date: Friday, May 04, 2012 2:11:42 PM

Hello,

A new comment has been submitted to your website on 2012-05-04 01:11 PM.

Attachments: 0

Form Name: Comment Form

Name: Kevin Campbell

Email: kevcamp@gmail.com

Phone 1: 919-937-9840

Comment: I've recently learned about the proposed creation of a Cornwallis Rd. site to be used as a light rail maintenance facility and storage yard. My most serious concern is the "attractive nuisance" that this facility would represent for the many children using the nearby church, school and community center seven days a week. I urge you to seriously consider locating such a potentially dangerous facility near a full time school (150 children), a large Sunday school (330 children), a full time family recreation facility (over 250 children year round), and summer camp (110 children) that are used seven days a week.

Best regards,
The friendly Triangle Regional Transit email daemon

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From: [Laureen Froimson](#)
To: info@ourtransitfuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Friday, May 04, 2012 1:46:54 PM

I would prefer that the light rail site not be on Cornwallis due to the large number of children in the area.

Thank you

Laureen Froimson

email blossomlsf@gmail.com

From: Debra Simon
To: info@ourtransitfuture.com
Subject: say no to cornwallis site
Date: Friday, May 04, 2012 6:47:32 PM

To whom it may concern,

I'm writing to oppose the location of a light rail maintenance and storage yard on Cornwallis Road in Durham. The proposed Cornwallis Road location of the facility would be next to Judea Reform Congregation, the Jewish Community Center and the Lerner Day School. All three buildings are chock full of kids. Common sense tells you that this is no place for a light rail maintenance and storage yard. Please consider locating it in a more appropriate spot.

Sincerely,
Debra Simon

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From: [Joseph Elinoff](mailto:Joseph.Elinoff@ourtransitfuture.com)
To: info@ourtransitfuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Saturday, May 05, 2012 5:57:38 PM

Dear Madam or Sir,

Location of a mass transit repair facility at the old Pepsi property near Cornwallis would be a mistake. This would create an unacceptable eyesore for anyone using the Jewish campus just to the rear of the Pepsi property. There must be a better, more industrial setting for this facility.

Thank you,
Joe and Susan Elinoff
207 Pathwood Lane
Durham, NC 27705

From: Janice_Woychik
To: info@ourtransitfuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Friday, May 04, 2012 4:21:32 PM

Hello friends,

I am a congregant of Judea Reform, a member of the Jewish Community Center and I also teach an OLLI course at the Judea Reform educational center. I would like to persuade you to consider another location for your light rail maintenance site.

I am excited that light rail will be coming to Durham and Chapel Hill. I just wish you could find another place to position its maintenance site. The campus where I spend so much of my time is quiet and peaceful, just perfect for prayer, teaching and recreation. I can't imagine the risk of having a school so close to an active railroad track or maintenance facility.

Trains have always been an attraction for kids (I was fascinated with them as a kid, counting cars as they went past, getting on the tracks), especially boys. You can tell which kids are the boys in any group when the train goes by, all their little heads pop up. Kids escape from school, wander away from pick-up areas and in general get into wild areas close by their schools. That a dangerous place is so close to an area where children will be is very disquieting.

Please consider another site for the maintenance facility.

Janice Woychik
221 Mill Race Drive
Chapel Hill, NC 27514
Phone 919 240-5976

36

From: Leonard
To: info@ourtransitfuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Saturday, May 05, 2012 7:26:45 AM

As a member of JudeaReform I was surprised to learn that a site close to us was being considered for possible use as a facility for the projected light railway. In my opinion the Cornwallis site, given the fact, that the facilities that will abut the Temple, a school, and a community center, all used on a regular basis makes such a choice inappropriate. please consider these factors as you make your decision.

Leonard and Ruth Kreisman
885 Fearington Post
Pittsboro, NC. 27312

Sent from my iPad

From: martin.feinstein
To: info@ourtransitfuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Friday, May 04, 2012 4:22:17 PM

The proposed maintenance yard is in very close proximity to a house of worship, a school, and a community center. Loud noise, bright lights, and water run-off present considerable problems for those adjacent institutions. Please reconsider the placement of the yard on this site.

Thank you for your consideration.
Martin Feinstein

From: [Morton Green](#)
To: info@ourtransitfuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Saturday, May 05, 2012 8:09:41 AM

To Whom It May Concern: We are opposed to the placement of a light rail maintenance/ storage facility on the Cornwallis site.

This projected placement will create a negative impact on the safety, sanity & sanctity of the educational/ religious institutions nearby.

Prayer, meditation & education require peace & quiet.

The projected facility during its normal daily business operations will fill the surrounding environment with air pollution, noise pollution, aesthetic distractions & safety hazards for all the entities in the surrounding area.

The religious/ educational institutions in & around the Cornwallis site are an oasis for thirsty minds & souls. Please don't inject & infect this sacred site with sights & sounds that can only distract & distort their holy mission.

**Respectfully yours,
Rabbi Morton L. Green**

From: [Renee Rendahl](#)
To: info@ourtransitfuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Friday, May 04, 2012 2:53:50 PM

I am opposed to selection of the "Cornwallis" site for the placement of a light rail storage and maintenance facility. The synagogue is a sacred place; please do not visually and audibly pollute the grounds of the synagogue and religious school.

Thank you for your consideration.

Renee F. Rendahl
Attorney at Law

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From: [Raquel Strauss](#)
To: info@ourtransitfuture.com
Cc: info@judeareform.org
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Friday, May 04, 2012 2:38:56 PM

I am against placing the proposed light rail facility near the Judea Reform Congregation-Jewish Community Center-Lerner Jewish Day School site. The added traffic would cause an undue stress on an educational and recreational setting. There are many alternative commercial areas in Durham which will suffice.

Sincerely,
Raquel Strauss, M.S., CCC-SLP
233 Kirkwood Drive
Chapel Hill, NC 27514
919-933-8060

41

From: Susan Egnoto
To: info@ourtransitfuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Saturday, May 05, 2012 7:04:01 PM

To whom it may concern

I am opposed to the the Light rail maintenance facility at the Cornwallis site for several reasons.

As you may know we have growing vibrant campus expanding very near the site. Not only for the Jewish community that uses the synagogue and the Jewish Day school, but now with the new Levin JCC community center many non-Jewish neighbors are using the facility. THE JCC is becoming a "go-to family center" for swimming and other sporting activities. We also have community churches renting space in the facility, and other groups that rent the facility. There are many opportunities for expansion as well that would better serve the surrounding neighbors than the light rail station.

1) noise and light pollution from the facility - the campus is full of children year round

2) eliminating campus expansion plans - The Pepsi land was bought by a developer who spoke to us about expanding our vision by building mixed use housing for families and seniors who could make use of the school, the JCC and the synagogue

While we are civically minded, we are concerned that a maintenance facility will hamper this vision and the potential benefits not only to the Jewish community but to the surrounding neighborhoods.

thank you for listening
Sue Egnoto

From: Tom
To: info@ourtransitfuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Friday, May 04, 2012 4:46:14 PM

I am writing to express my strong opposition to the Cornwallis site for the light rail maintenance and storage facility. I am a member of Judea Reform Congregation and use the adjacent Jewish Community Campus almost on a daily basis. I believe this new site would detract from the overall physical, educational, and spiritual environment for the children and families that take advantage of the varied programs offered on this Campus. My major concerns relate to the safety of children, pollution (noise and light), and potential water run-off problems. I live in close proximity to the proposed Cornwallis site and would pass it multiple times daily. I believe it would make my neighborhood a less attractive and desirable one. Therefore, I urge you to exclude the Cornwallis site from consideration and to consider more appropriate locations. If you have any questions or would like any clarification, please do not hesitate to contact me. Thank you for considering my comments.

Sincerely,
Thomas M. Wolf, Ph.D.
15 Marchmont Court
Durham, NC 27705
919-767-4918 - home

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From: [Beth Goldstein](mailto:Beth_Goldstein)
To: info@ourtransitfuture.com
Subject: ROMF
Date: Sunday, May 06, 2012 10:25:47 AM

All three of my children attended the Lerner School and attend many programs at the JCC. The placement of the ROMF in a site where there are many children's activities all day long would be highly disruptive from a noise and most likely vibratory nature. The site is also most likely going to expand into a middle school and offer Adult Day care over the next 15 years. Having the ROMF there would severely negatively impact the quality of the experience to such an extent these facilities may not be fully operable. Please consider sites where the human factor impact will be much less. Surely there are less densely populated areas where this site can be located. Thank you for your consideration

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From: [Charlotte Margolis](#)
To: info@ourtransitfuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Sunday, May 06, 2012 1:17:34 PM

The light rail system connecting the triangle area will be a positive feature for many. However, the location of a proposed maintenance site at the former Pepsi plant will cause negative impacts to Judea Reform Congregation, The Jewish Community Center and Lerner Day School. I am concerned about the noise, activity, etc. that will be occurring as the plant is in operation. Shabbat is a sacred time for religious observance and the possibility of noise and light interference concerns me.

I am against this site for any use concerning the light rail system.

Charlotte Margolis

Charlotte Margolis Broker, GRI
Accredited Staging Professional
Coldwell Banker Howard Perry and Walston
1600 E. Franklin Street
Chapel Hill, NC 27514
charlotte@charlottemargolis.com
(919) 812-8184 (cell)

From: lowell.goldsmith
To: info@ourtransitfuture.com
Subject: Oppose Cornwallis site for Storage and Maintenance Yard
Date: Monday, May 07, 2012 10:28:42 AM

45

To the Metropolitan Planning Organization::

We strongly support regional light rail transit after living in Durham and Chapel Hill for 18 years. However, the Cornwallis road alternative for a storage/maintenance facility has several problems. As members of Judea Reform Congregation we see the drainage issues with the location especially in winter whenever it rains and drainage often cause frozen parking lots that are unsafe and difficult to maintain. The location has very high traffic from the region: including those attending the the OLLI(Osher Institute for life-long learning), who are often elderly drivers;the Lerner day school where there are often congested roads during school days. The facilities at the Levin Community Center are used community wide as is the facilities at Judea Reform; the noise from a maintenance facility will interfere with solemn prayer activities and funerals as well. We certainly support the statement the Judea Reform Board of Trustees has sent you under separate cover.

Thank you for providing us the opportunity to have input into the process.

Carol A. Goldsmith

Lowell A. Goldsmith,MD,MPH

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From: [Diana Celenza](mailto:Diana.Celenza@ourtransitfuture.com)
To: info@ourtransitfuture.com
Subject: Proposed maintenance yard and storage facility on Cornwallis Rd.
Date: Monday, May 07, 2012 12:05:16 AM

Dear Sirs:

I am writing to express some concerns I have about the siting of the above facility.

If that site is used, the storage facility and maintenance yard would directly abut the grounds of a religious sanctuary, Judea Reform Temple, the Lerner School, and the Levin Jewish Community Center, which features among its attractions an outdoor pool.

It seems very inappropriate to have such heavy industrial property located adjoining these grounds, and I'm surprised the zoning allows it, if indeed it does. The safety of children, who as we all know are curious and want to explore, could be threatened by the nearness of a rail maintenance yard, which would feature many hazards for a child exploring it. Fences won't necessarily deter them.

In addition, the amount of noise and light pollution such a facility would generate would be very deleterious to religious services and educational activities. I urge you to select a more appropriate location for the storage and maintenance yard.

Sincerely yours,

Diana E. Celenza

47

From: [Ronald Shiffman](#)
To: info@ourtransitfuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Monday, May 07, 2012 8:28:22 AM

To whom it may concern,

I am opposed to the building of the light rail system and the placement of the maintenance/storage facility at Cornwallis. Please stop government intervention in the lives of the citizens and spending of more money than the taxpayer has. Please stop. You are killing us. I have many ideas which will put people to work and improve all of our lives. Unfortunately, this program is not one of them.

Ron Shiffman

48

From: [Carol Wilson](#)
To: info@ourtransitfuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Tuesday, May 08, 2012 10:25:52 AM

As a congregant of Judea Reform Congregation, I strongly oppose the construction site that is proposed. The noise, vibration, and danger issues are unacceptable. It would damage the spiritual and educational environment. The project should not be considered.

Carol Wilson

From: Kohn, Richard H
To: <info@ourtransitfuture.com>
Subject: A comment on the Cornwallis site for the
Date: Tuesday, May 08, 2012 11:19:49 AM

49

Please do not plan to put the light rail maintenance/storage facility on Cornwallis Road. It will be smack up against facilities that house many children: the Lerner Jewish Day School, the Jewish Community Center, and the religious school of Judea Reform Congregation. Seven days a week there will be many children nearby. Growing up in Chicago, I can tell you about the fascination children have for trains. The facility will have many tracks, much heavy equipment, and be electrified. How will you be able to assure that fences and other impediments will keep curious children out, given their ingenuity, or the possibility of holes in the system? How many injured children would it take to persuade you in retrospect that this location was a mistake? Don't take the chance. The light rail system will be a tremendous contribution to the economic and social health of the Triangle. But first do no harm. There are better alternatives.

Thank you for your consideration.

Sincerely,
Richard H. Kohn
Professor Emeritus of History and Peace, War, and Defense
University of North Carolina at Chapel Hill
1520 Pinecrest Road
Durham, NC 27705
Tel. 919.419.0323
rhkohn@unc.edu

PHONE RECORD

COMID: 635

50

Date: May 3, 2012
To: D-O LRT Project Comment/Response Database
From: Jeff Weisner
Start Time: 1:40 PM
End Time: 1:45 PM
Reference: D-O LRT Project
Project No. 31827184
Subject: Public Scoping Comment

Comment received from:

Ms. Jane Carnathan
1904 E. Chapman Court
Hillsborough, NC 27278
919-732-5788

Ms. Carnathan called to provide the following comment during the D-O LRT Project scoping comment period:

She is against the Cornwallace rail operations and maintenance facility (ROMF) alternative site because of potential impacts to properties surrounding the proposed ROMF alternative site. Specific impacts she is concerned with include noise, air quality, vibration, and property values.

cc: URS File

URS Corporation
1600 Perimeter Park Drive, Suite 400
Morrisville, NC 27560-8421
Tel: 919 461 1100
Fax: 919 461 1415

From: Polissaint, Luann
To: Yu Robinson, Cyndy
Subject: Hotline message
Date: Monday, May 07, 2012 11:42:03 AM

51

Hi Cyndy!

I just checked the hotline, and found a message (left last Tuesday) from Rabbi Solomon expressing his support of the project, but his concern of the location of the alignment coming so close to his school and community center.. His number is: 919 389 2889 / email: rabbi@bethmeyer.org.

I realize this was prior to the public workshops, and I know there were several members of his synagogue who attended the public meetings...

Just wanted to pass this along.

Thanks!

Luann

Luann Polissaint
URS Corporation
1600 Perimeter Park Drive
Suite 400
Morrisville, NC 27560
(919) 461 1278 = direct
Luann.polissaint@urs.com (new)

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52

From: [George S. Baroff](#)
To: info@ourtransitfuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Friday, May 04, 2012 4:53:40 PM

In what way would it be an "attractive nuisance?"
George Baroff



COMID: 638

53

Ryke Longest
Clinical Professor of Law
Duke University School of Law
Box 90360
Durham, NC 27708-0360

longest@law.duke.edu
Telephone: (919) 613-7169
Fax: (919) 613-7262

May 3, 2012

Cindy Yu-Robinson
Public Outreach Coordinator
Durham-Orange LRT Project
P.O. Box 580
Morrisville, North Carolina 27560
By fax to 919.461.1415
By email to info@ourtransitfuture.com

RE: Comments on Scoping for Durham-Orange LRT Project: NEPA requires that locating the tracks within the Right of Way of 15-501 be evaluated

Dear Cindy,

Thank you for your service to our region in helping to expand public transit opportunities. As your transit plan correctly identifies, there is a need for more options for public transit as projected growth increases traffic on our roads and pollution of our air. Planning for this growth puts pressure on the remaining green space and wildlife habitat remaining in the triangle, space that local land trusts and conservation organizations have fought hard to protect. As we plan for new transit options it is critical that we not plan on damaging what remains of wildlife habitat and green space. Rather we must always evaluate alternatives which will not destroy the places that make people want to come here in the first place. For this reason, I thank you for your commitment to analyze the routing of the Durham-Orange LRT within the right of way of 15-501.

The New Hope Creek Corridor south of 15-501 [the "15-501 Bottomlands"] extending to Old Chapel Hill Road is a forested, wetland area, with New Hope Creek essentially flowing down the center of it. While the maps show that the route through the 15-501 bottomlands as the only "Route to be Studied Further," the text of the Scoping Booklet indicates that you have committed to evaluating an alternative routing within the right of way of 15-501. I take this to mean that the text supersedes the map legend and that routing within the right of way of 15-501 will be studied further within the DEIS itself. You may wish to clear up this point on your maps as you go forward. The Scoping Booklet says:

"New Hope Creek: Because of the ecologically sensitive wetlands associated with New Hope and Sandy Creeks and potential impacts to nature trails and publically owned lands, reasonable alternative design

May 3, 2012
Page 2

COM ID 638 page 2

options including, but not limited to a LRT alignment in the New Hope Creek area that is adjacent to, or within the existing US 15-501 right-of-way, will also be studied in the DEIS to investigate ways to minimize or avoid impacts to environmental resources." See Booklet at pages 8-9.

In the scoping process, all reasonable alternatives must be considered and evaluated, even if the agency has already decided it prefers another alternative. Analysis of alternatives is the "heart" of an environmental impact statement. See 40 C.F.R. § 1502.14. Indeed, this is true *especially* when an agency has identified a preferred alternative. While some residents may not wish to have US 15-501 right of way routing considered, it is not reasonable to exclude it from consideration. NC DOT specifically designed aspects of the 15-501 bridge over New Hope Creek to allow this possibility. I thank you for your commitment to study the alternative of placing the tracks within the right of way of 15-501.

The 15-501 Bottomlands is not an isolated natural area, but a central and strategic link in a much larger block of wetlands called the "New Hope Creek Bottomland Forest," which extends from the shores of Jordan Lake to a point just beyond Erwin Road in the Duke Forest. According to the NC Natural Heritage Program, this larger block of wildlands is one of the two best remaining of its type in North Carolina. Most of the adverse environmental impacts associated with "locally preferred alternative" crossing of New Hope Creek could be avoided by locating the tracks within the Right of Way of 15-501 with the main New Hope Creek transit crossing at the new highway bridge. This alternative has been supported by many local organizations including the Durham Open Space and Trails Commission (DOST) and the New Hope Creek Corridor Advisory Committee. I join their call and I thank you for committing to evaluate this alternative in your scoping booklet.

Very Truly Yours,



Ryke Longest

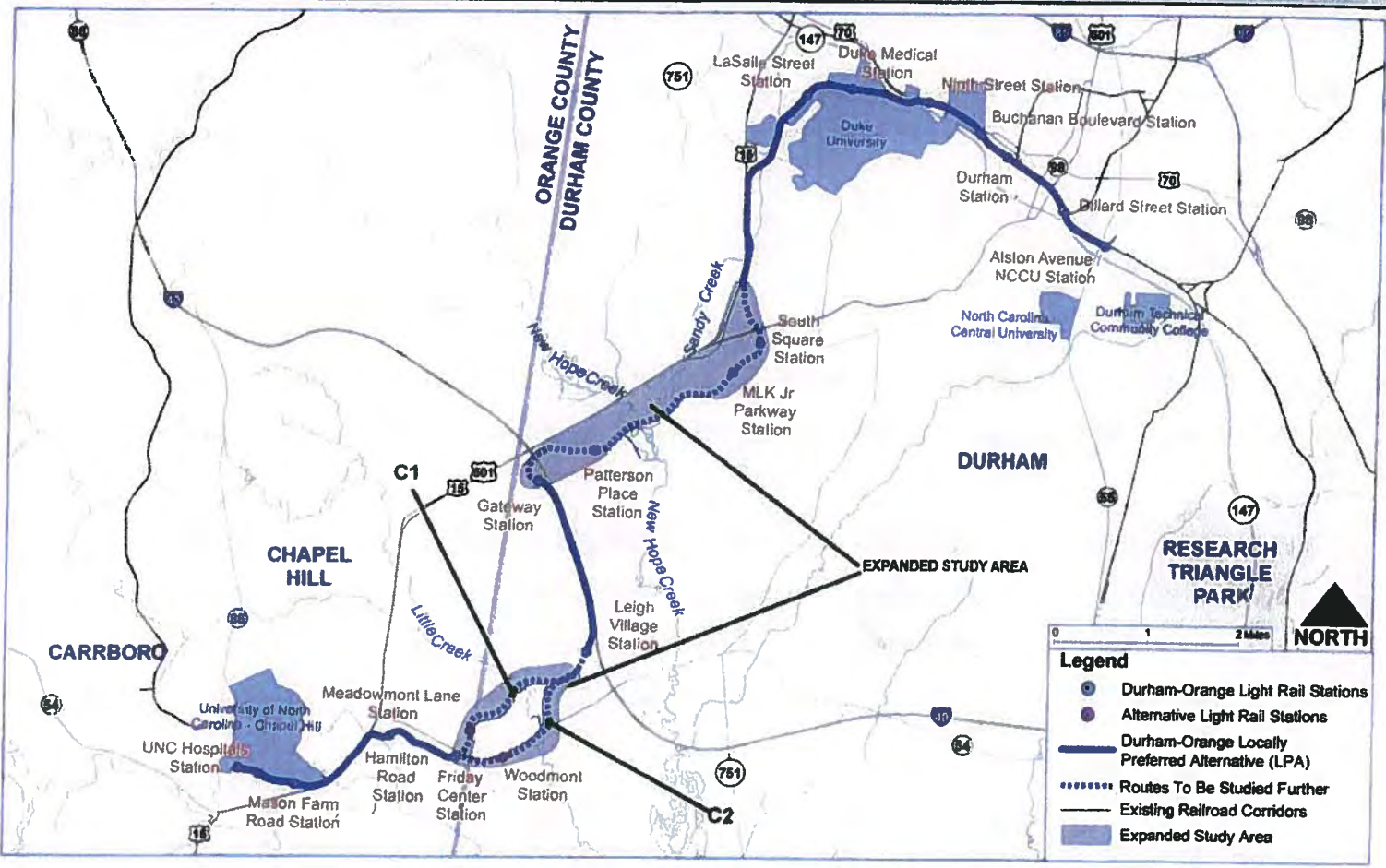
Cc: Bob Healy
John Kent
Bill Holman

Received 9 May 2012

Durham-Orange Light Rail Transit Project
Public Scoping Workshop COMMENT FORM

Our Transit Future
Triangle Regional Transit Program

Contact Information
 Name: Bryna Rapp Organization: _____
 Street Address: 6819 Morrow Mill Rd. City & State: Chapel Hill, NC
 Email Address: bryna@futurelab.com Best way to keep you informed: Email Mail None
 # of years living in the Triangle: 20 Zip code for where you work: 27510 Zip Code for where you live: 27516



1. Do you have any comments on the Draft Purpose & Need for the Durham-Orange Light Rail Transit project?
 I want to express concern about the possibility of the light rail maintenance facility being located on Cornwallis Rd. The immediate adjacency to 2 schools a synagogue & now a brand new Community center is less than desirable. The Jewish community is 15 years into the development of this campus & there are plans to use \pm 3 acres of the maintenance site to complete that vision. The campus is a community asset that serves thousands of people through these institutions & attracts families to Durham who value these amenities. There are four ways to return your comments: 1) Leave this form with us, 2) Email comments to info@ourtransitfuture.com, 3) Mail your form to: Triangle Regional Transit Program, P.O. Box 530, Morrisville, NC 27560 or 4) Call toll free the Program hotline at 800 816-7817. Forms and comments received will be added to our comments database.
 We have invested over \$10 million in private donor funds into these facilities so a lot of ^{local} people are personally invested in the success of this endeavor. Please consider a site that has less civic impact. Thank you.

2. What environmental and other issues we should consider when evaluating the project alternatives?

Please consider civic impact ~~as well~~ as well as environmental impact. The latter may be easier to mitigate.

3. Please share any comments you have regarding regional transit.

[Blank lines for comments]

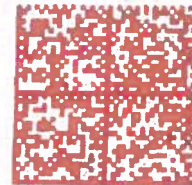
(Need more space? Please request an additional form or email us at info@ourtransitfuture.com)

Let's stay in touch about transit plans.

How did you hear about today's workshop? Email Posted flyer Website: (which one) _____
 Word of mouth Newspaper Radio TV Facebook Other: _____

How was the meeting time? Excellent Very Good Satisfactory Needs Improvement Unacceptable
Workshop location? Excellent Very Good Satisfactory Needs Improvement Unacceptable
Workshop organization? Excellent Very Good Satisfactory Needs Improvement Unacceptable
What was most helpful? Video Maps Boards Staff to talk to Handout/papers Other attendees

Our Transit Future
Triangle Regional Transit Program
P.O. Box 530, Morrisville, NC 27560



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**Triangle Regional Transit Program
Durham-Orange LRT Scoping Comments
P.O. Box 530
Morrisville, NC 27560**

R. EDWARD MORRISSETT, JR.
242 CEDAR CLUB CIRCLE
CHAPEL HILL, NORTH CAROLINA 27517

Received
9 May, 2012

COMID: 640

55

May 5, 2012

Dear Greg,

I very much appreciate the time you and Brian took with Phil Purcell and me at the LRT Scoping Session last Wednesday, May 2. We well understand your charge is Light Rail Transit. However, we also think the turning of Meadowmont Lane into a corridor is very closely tied into the overall situation. The wetlands, the total cost and many other factors will enter into your final recommendation. Of course, we at The Cedars are very concerned that the C1 Route would split our community in two and put a very real barrier between our Members' living units and the DuBose Health Center.

We are concerned that if either the C1 Route or the approval of Meadowmont Lane as a corridor road happens, it will make it much easier for the second project to follow the same general course across the wetlands because they will already have been violated once and the precedent will have been established.

The C1 Route was conceived 10-20 years ago. That is the only reason I can see that anyone thinks it is a good idea today.

Again, thank you for talking to us. I look forward to seeing again as this process moves forward.

Sincerely,


R. E. Morrisett, Jr.

56

From: [Stacy Lubov](mailto:Stacy.Lubov)
To: info@ourtransitfuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Friday, May 04, 2012 6:06:36 PM

To Whom It May Concern,

I am writing to let you know that I oppose placing the light rail storage facility and maintenance yard at the former Pepsi plant known as the "Cornwallis Site."

I am concerned about the "attractive nuisance" that the facility might represent for the many children on the adjacent Jewish campus, as well as the potential ramifications of noise and light pollution, vibration, and water run-off from the facility to our campus and our synagogue.

Thank you for considering my comments.

Sincerely,
Stacy Lubov
303 Harkness Cir.
Durham, NC 27705

57

From: Scott Albert
To: info@ourtransifuture.com
Subject: A comment on the Cornwallis site for the light rail maintenance/storage facility
Date: Thursday, May 10, 2012 4:19:00 PM

To whom it may concern:

It has come to my attention that the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization is considering a site on Cornwallis road for its new maintenance facility. I am opposed to this selection as it is very near several schools and religious sites. There are several other sites that are less intrusive.

Thank you.

Scott Albert

M. Scott Albert
Venture Partner

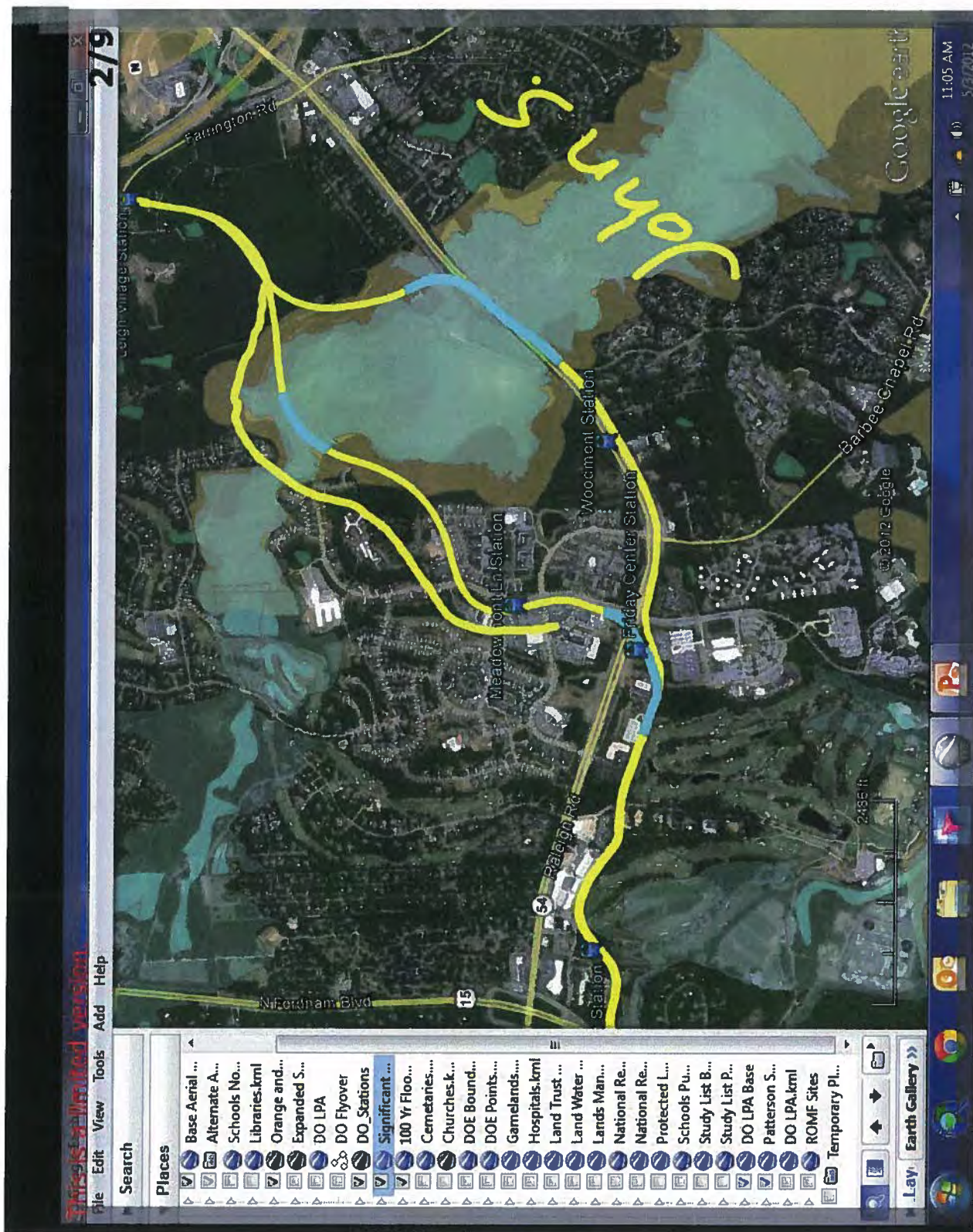
.....
The Aurora Funds, Inc.
3100 Tower Boulevard, Suite 1600
Durham, NC 27707
phone: 919-484-0400
fax: 919-484-0444
email: salbert@aurorafunds.com
web: www.aurorafunds.com

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COM 10 652
58

Comment 2/9:

John S indicated that an alternative alignment that travels north of the existing alignment through Meadowmont be explored, as this will minimize impacts to the wetlands and cross at the narrowest point.

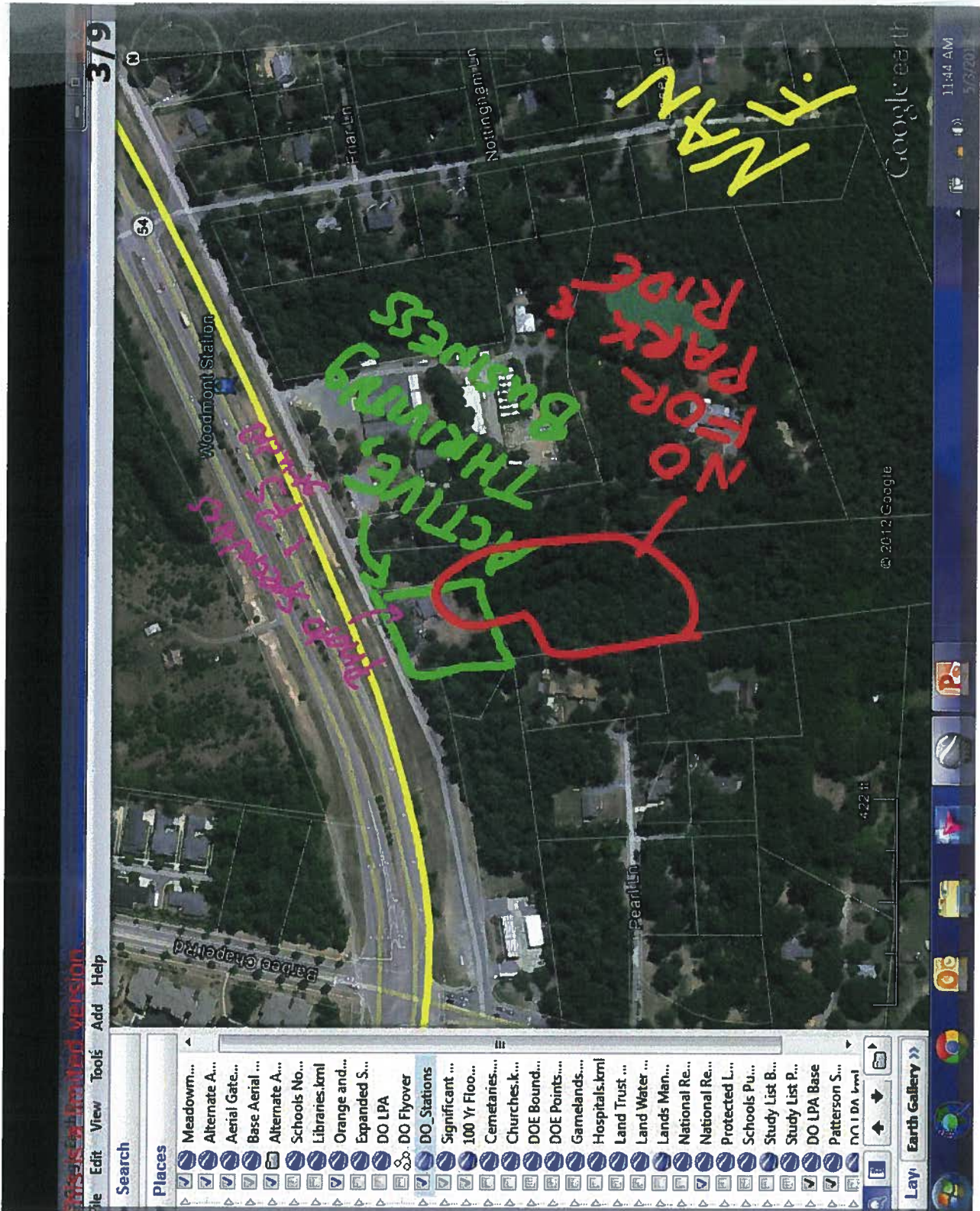


Comment 3/9:

Nan Friedman expressed concern over the location of the proposed Park and Ride lot located at the Woodmont Station. She indicated that she and her husband own two businesses located immediately to the west of the proposed station location. These are businesses that she has invested a large amount of time and money into, and would like to see undisturbed from the project. The businesses are named Photo Specialties and PS Studio.

COM 1D 653

59



COM ID 654
60

Comment 5/9:

Hannah Williams and Sam Poley indicated that they do not support a rail maintenance facility at the Cornwallis Road site. They further asked that the open-space area indicated south of the alignment in the vicinity of Patterson Place be evaluated as a potential rail maintenance facility.



Comment 6/9:

Jon Bellman wanted to further indicate his opposition to the Cornwallis Road maintenance facility and wanted to point out the development that has already occurred with regard to the Jewish Community Center and associated schools and facilities. He wanted to further reiterate the area of expansion promised by the owners of the old Pepsi plant.



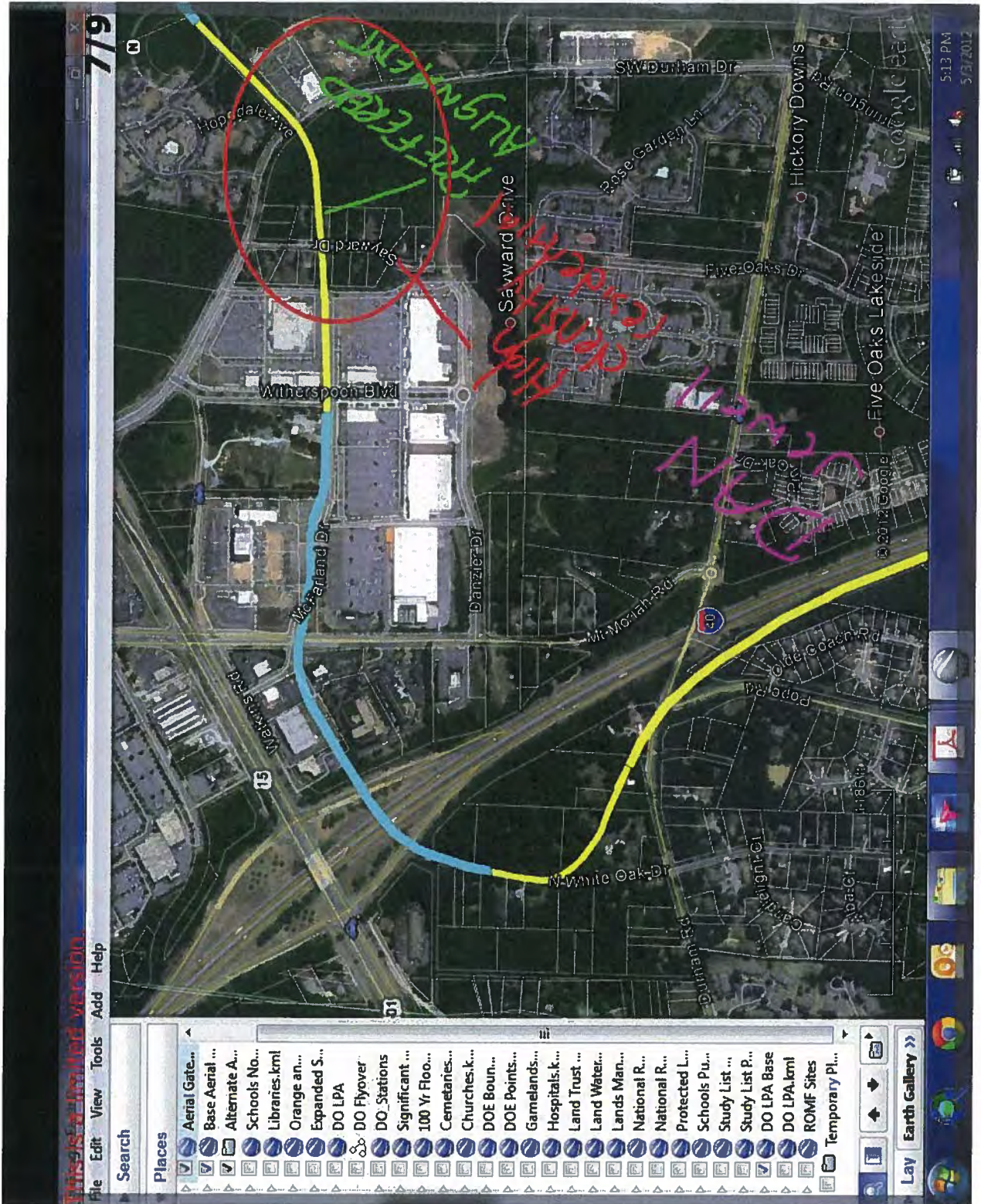
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COM ID 656

62

Comment 7/9:

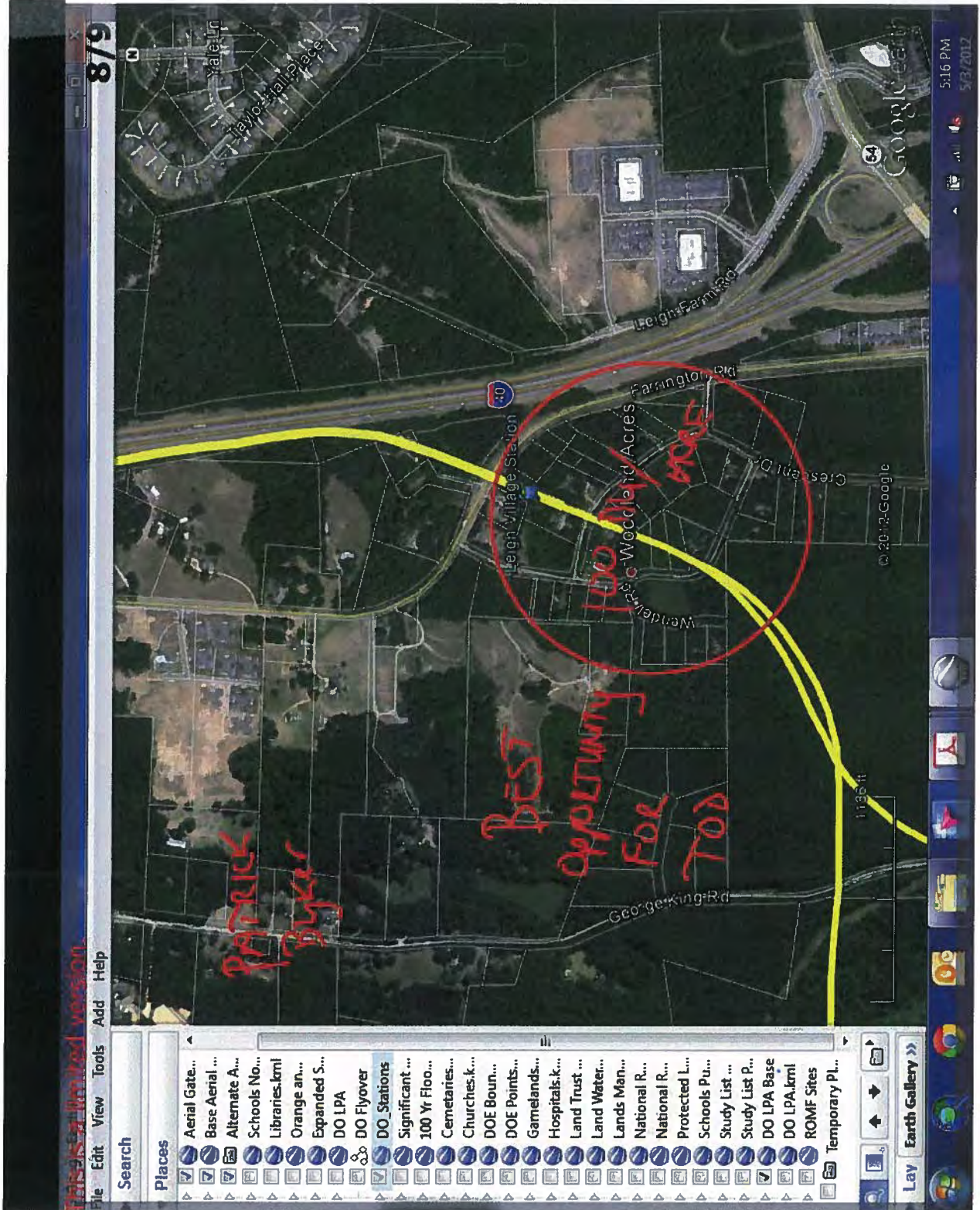
Dan Jewell indicated that he prefers the current alignment as it travels through the Patterson Place development. He indicated that this area has be potential for high residential development that will come with the proposed station.



Comment 8/9:

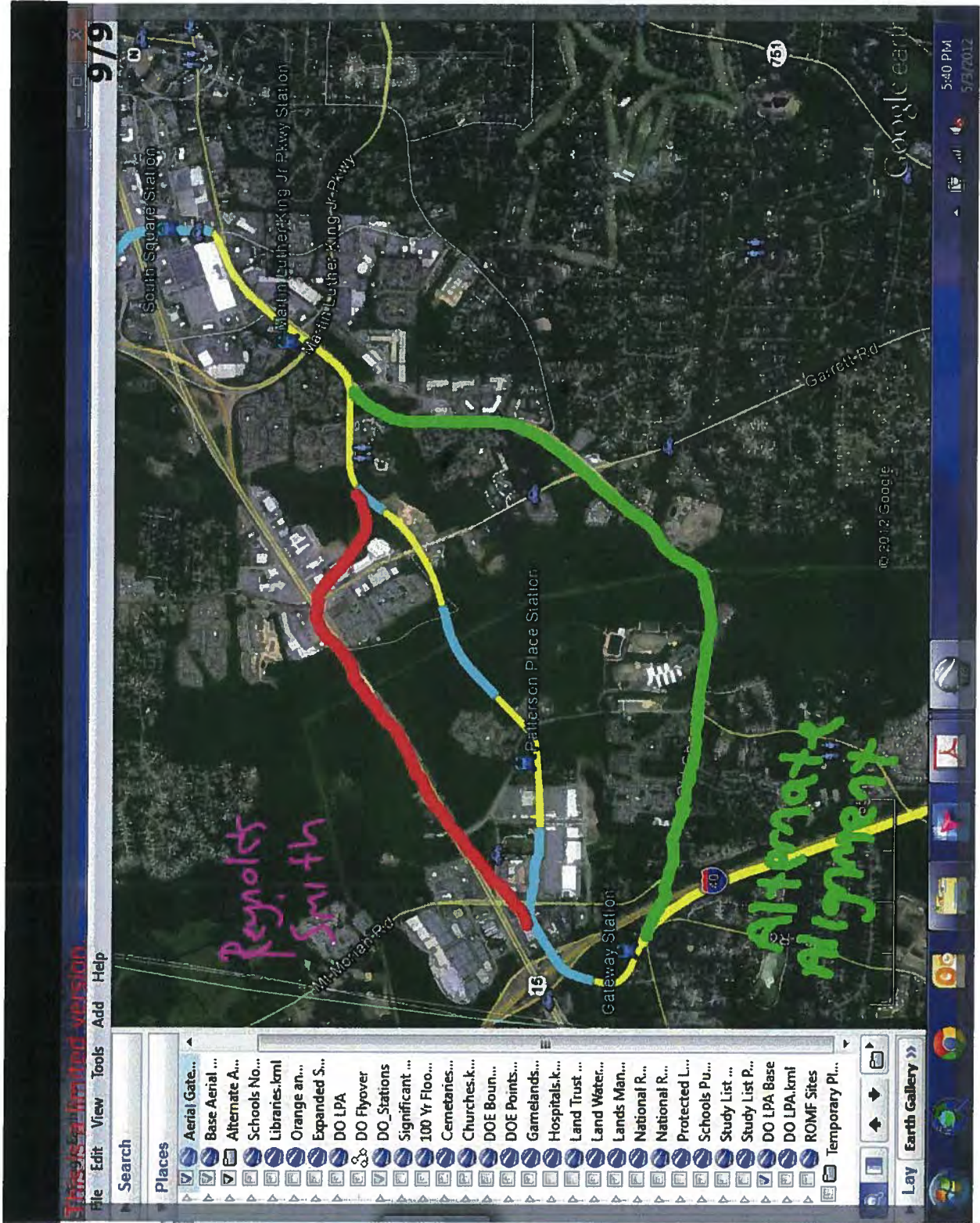
Patrick Byker indicated that the best area for development along the entire corridor was around the Leigh Village proposed station location. He expressed the ambition that 100 density units/acre could be achievable as he has seen other Transit Oriented Developments meet this standard.

COM ID 657
63



Comment 9/9:

Reynolds Smith indicated that he would like the project team to evaluate 2 additional alignment options in addition to the LPA. He suggested some alternative that travels along US 15-501, as well as one that possibly travels along University Drive.



COM 170 658

64

CIN 120109

May 10, 2012

COMID: 664

65

Received
MAY 11 2012
Triangle Transit

RECEIVED
MAY 11 2012
TRIANGLE TRANSIT AUTHORITY

Mr. Greg Northcutt
Director of Capital Development
Triangle Transit
P. O. Box 13787
Research Triangle Park, NC 27709

Dear Mr. Northcutt and members of the project scoping team for the LRT proposal in Durham-Orange County Corridor in Durham-Chapel Hill, North Carolina,

Thank you for the opportunity to give you my comments on the LRT Alternatives Analysis and LRT Scoping work that will result in the creation of the Preliminary Engineering/Draft Environmental Impact Statement (PE/DEIS).

I will structure my comments according to your categories defined in the D-O_LRT_Scoping_Booklet

I. Land Use Plans,

The C1 LRT alternative proposes to pierce the undisturbed Little Creek wetlands, the NCDENR Natural Heritage Program (SNHP) bottom lands and significant slopes, and undisturbed areas of the USACE property comprising the Little Creek steams and wetlands area.

Please be aware of recent important decisions to preserve this bottomland SNHP and USACE wetland area.

1. The Aydan Court development proposed in the NCDENR Natural Heritage Program Little Creek bottom land (SNHP) was voted down by the Chapel Hill Town Council and the land was sold to UNC Chapel Hill.
2. The Rizzo Center expansion of the UNC Business school was moved from the DENR SNHP bottomlands when Holden Thorp, Chancellor of UNC, reaffirmed the university's mission statements that it would not encroach on school owned environmentally sensitive land.
3. The C1 LRT alternative analysis has met with strong resistance from multiple environmental groups, including DENR and the natural heritage program advocates. This C1 right of way would encroach on the same SNHP bottomland area that UNC and the town of Chapel Hill have made substantive efforts to protect. In addition, the encroachment by C1 alignment violates Durham's stated environmental conservation policies.
4. In January 2012 the C1 LRT alternative was "demoted" to secondary consideration behind the C2 LRT alternative by votes on the Chapel Hill Town Council and the Orange County Board of County Commissioners.

COMIP 664 page 2

These strong NO Votes by the governing bodies led the DCHC MPO TAC to demote the C1 alternative from preferred to an "also study" categorization with the compelling C2 LRT alternative carrying the day.

5. The C2 LRT alternative skirts the USACE property on the East side of the Little Creek wetlands and crosses the Little Creek stream area at the already disturbed Highway 54 bridge and stream crossing. The C2 alternative preserves and maintains the CONTIGUOUS undisturbed areas of the Little Creek bottom lands and wetlands area.

II. Zoning and Economic Development:

1. Please be aware that the C1 alignment bisects the already built out Meadowmont development. There is little additional developmental impact that would be gained by the build out of the C1 alignment route because Meadowmont is already almost completely built out. On the other hand, C2 alignment would service the proposed Woodmont/Hillmont office and housing complex that is yet to be constructed. If one follows the argument that LRT routes should be built to spur development, then the C2 alignment is much preferable on this account.

III. Transportation

1. C1 is more expensive to build than C2 by over 40 million dollars. This is cited in the Triangle Transit study of the alternative alignment proposals, see **Table 3-18 in Volume 1 of Alternatives report.**

It is also not clear that the C1 alignment track can be at grade level of any of its traversal of the Little Creek bottom lands, wetlands, or DENR slopes land, although it is shown as being at grade level in the preliminary estimates. This will very likely raise the cost of C1 even further when more engineering analysis is undertaken.

2. C1 has less ridership than C2. Cited in the same Triangle Transit study, see **page 3-8 in Volume 1 of Alternatives report.**

3. C1 has no dedicated parking at the Meadowmont station, while C2 has 200 spaces of dedicated parking at the Hillmont/Woodmont station.

4. C1 blocks every single intersection of every feeder road into Meadowmont Lane. The intersections will have to be signalized and barricaded every 5 minutes during peak hours. This is right at the moment that people are taking their children to Rashkis school and going to work from the 1200 home Meadowmont community. Meadowmont is a pedestrian friendly and bike friendly neighborhood that would be completely disrupted by the LRT C1 alignment.

5. Please do not underestimate the level of DISLIKE and outrage over the C1 alignment in the Meadowmont Community. In our community meetings, the sentiment ran about 20 to 1 against C1 and in favor of C2 alignment. The Meadowmont Community board voted overwhelmingly in

COMID 664 page 3

favor of C2 and against C1.

6. Environment - C1 has a MUCH greater impact on the wetland environment, 4X More wetland area affected. Please see page 3-33 and Table 3-14 in Volume 1 of Alternatives report

III. Neighborhoods

1. Meadowmont subdivision/community is bounded on one end by an elementary school and on the other end by a retirement community (The Cedars) of over 450 residents. There are 1200 homes in the Meadowmont community. The C1 alignment would bisect the community and disrupt traffic flow onto and off Meadowmont Lane and split cross flow traffic across the neighborhood. Our elderly residents must cross the tracks of the C1 alignment to get out of their retirement area and to walk or drive to the store. In addition, the health center for the retirement area will be separated from the retirement living area by the C1 alignment. The elderly would have to cross the tracks to get to the health center. In addition, the tracks will run adjacent to the health center and within 50 feet of the entire length of the health center. The noise and vibration from the dual tracked trains would be a cruel joke to put up with every few minutes for the last months/days of one's life. This is an absurd situation to ask anyone to put up with when they are trying to live out their last days with dignity.

V. Visual and Aesthetic impacts

The Meadowmont community has underground utility conduits. The overhead catenary lines for the C1 route, the signalized barriers, and the double tracks obstructing sidewalks, bike traffic, pedestrian traffic, and the main street of the community (Meadowmont Lane), is the grossest form of visual pollution on a street that has dedicated community "street trees" lining the roads along with bike lanes and wide pedestrian walkways.

VI. Biological Resources and Endangered Species:

The scoping notice states that: The study will assess the impact of the project on biological resources including wildlife and habitat within the project study area with a focus on ecologically sensitive areas such wetlands, and contiguous expanses of undisturbed lands. The C1 alignment would split currently undisturbed contiguous expanse of the Little Creek bottomlands. C2 alignment would skirt this undisturbed area. The current USACE and DENR SNHP area provides undisturbed routes for wildlife to migrate up the Little Creek stream and wetland system. C1 alignment would damage this wildlife routing and render it almost impassible during the winter wet season or during flooding conditions.

VII. Cumulative Impacts:

COMID 664

page 4

Eric Teagarden
710 Meadowmont Ln
Chapel Hill, NC 27517-8157

Mr. Doug Northeast
Director of Capital Development
Triangle Transit
P.O. Box 13787
Research Triangle Park, N.C.

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- Ken Hoffman
Council Vice Chair
- Ed Morrisett
Chair,
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- Joan Langenderfer
Chair,
Food and
Beverage Committee
- Weezie Oldenburg
Chair,
Buildings and
Grounds Committee
- Kani Hurow
Chair,
Activities Committee
- William Nebel
Chair,
Health and
Safety Committee
- Bonnie Simms
Past Chair
- Hugh Boyer
Condominium Board
Representative
- Ed Holmes
Club Board
Representative

May 9th, 2012

Mr. Brian C. Smart
Environmental Protection Specialist
Federal Transit Administration
230 Peachtree Street NW, Suite 800
Atlanta, GA 30303

Dear Brian,

It was a pleasure talking with you and Greg Northcutt at the public scoping workshop in Chapel Hill. Ed Morrisett and I learned a lot from our conversation and hope you and Greg are now aware of our concerns with light rail alternative route C1 as it adversely affects the community in which I live and the Little Creek Bottomlands and Slopes Significant Natural Heritage Area next to our community.

I am writing to you with a copy to Greg to elaborate on those concerns on behalf of the nearly 400 residents of The Cedars, a licensed continuing care retirement community in the Meadowmont part of Chapel Hill.

The C1 route would separate our residences from our DuBose Health Center, a licensed 48-bed skilled nursing facility. The impact of major construction and the operation of two busy rail tracks within feet of the Health Center would be a terrible experience for its aged patients, most of whom are living out their lives there. If the C1 route were to be built, the noise, vibration, disruption and lights would make their remaining years extremely unpleasant. The interruption and blocking of access by trains running on 10 and 20 minute intervals would adversely affect the Health Center as well as Meadowmont, which is an upscale built-out residential community. After passing next to the Health Center, C1 would cross Meadowmont Lane and turn south crossing 4 more streets. The safety concerns for senior citizens with walkers attempting to cross the right of way and children going to the nearby Rashkis grade school are substantial.

continued over...

page 2

Experts have told us that the C1 route would forever pierce, divide and drastically alter the state-designated wetland area known as Little Creek Bottomlands and Slopes Significant Natural Heritage Area. The route would destroy a dry-land buffer needed by wildlife during floods as well as adversely affect the entire ecosystem associated with the floodplain forest. Wildlife habitat would be destroyed and part of the Area deforested because construction of the route would cut a ~~much wider swath than the 50-foot right of way alone.~~

We understand the C2 route would have a far smaller impact on the environment, be less expensive to build and ultimately have greater ridership due to developing nearby communities, whereas Meadowmont is substantially built-out. The Chapel Hill Town Council, the Orange County Commissioners and the Durham Chapel Hill Carrboro Metropolitan Planning Organization have all rejected C1 and designated C2 as their locally preferred alternative. We also understand that C2 is the preferred route of UNC and UNC Hospitals. We know that C2 would not adversely impact the patients in the DuBose Health Center, the children going to the Rashkis grade school or our neighbors in the Meadowmont Community.

That C1 has been around some twenty years is no reason to implement it because the situation today has greatly changed since then. The land it traversed was farmland as Meadowmont did not exist and the damage from adversely impacting sensitive environmental areas was not as fully recognized as it is today.

Furthermore, if C1 were to be implemented, even more environmental damage could occur because the long-range plan to connect Meadowmont Lane with Southwest Durham Drive uses the same path as C1 through the Little Creek Bottomlands and Slopes Significant Natural Heritage Area. If C1 is not implemented, it is likely that a different connection route would be chosen, one that does not take traffic off 6 lanes of NC54 and funnel it along a residential street past a continuing care retirement community and a grade school. Today that plan seems irresponsible, particularly when traffic estimates we have heard range from 8,000 to 12,000 vehicles per day.

We respectfully request that the C2 route be chosen as the light rail route to be constructed.

Sincerely,



Philip F. Purcell
Chair, Members Council
The Members Association of The Cedars of Chapel Hill

cc Mr. Greg Northcutt
Director of Capital Development
Triangle Transit
P.O. Box 13787
Research Triangle Park, NC 27709
info@ourtransitfuture.com

May 16, 2012

334 Cedar Club Cir
Chapel Hill, NC 27517

Triangle Rapid Transit program
P.O. Box 530
Morrisville, NC 27560

COM ID 668

67

received
21. May. 2012

Dear Sir;

I understand that the environmental scoping process is underway for a possible light commuter rail line to run between Duke Hospital in downtown Durham and UNC Hospital in Chapel Hill, North Carolina.

My understanding is that there are two options under consideration for where the light rail system might be constructed in the Western portion of Durham County. An alternative C1 would pass in very close proximity to the 48 bed DuBose Health Center of The Cedars at Chapel Hill Retirement Community and thence through the greater Meadowmont community. An alternative C2 would have the route following George King Road and HWY 54.

To have the light rail system pass so closely to the DuBose Health Center is not in the best interest of the seriously ill/infirm patients in residence. Not to mention the obvious disadvantages to separating a community of senior citizens from their onsite health care by a light rail line. One can only imagine the inherent problems of 80 and 90 year olds negotiating their way over the line in order to obtain their routine health care.

Additionally, I strongly support the C2 alternative for the following' reasons:

1. Alternative C2 avoids a major impact on the environment by not having the route pass through the wetlands to the East of the Cedars and Medowmont communities.
2. I am told that studies have shown that alternative C2 is a less expensive than other alternatives with the promise of yielding greater use by commuters.
3. Alternative C2 avoids disruption to the quality of life at The Cedars, the DuBose Health Center and Meadowmont both during the construction and operation of the system.

I am not against light rail transit as a way to ease congestion, but finding the most acceptable location for one between Durham and Chapel Hill is vital to its success. Whatever location is chosen is bound to affect a number of people. The impact of C1 on The Cedars retirement community would be significant.

Your careful consideration of my concerns is greatly appreciated.

Sincerely,


Donald R. Fahg

Member, Cedars of Chapel Hill Retirement Community

68

From: [Greg Northcutt](#)
To: [Yu Robinson, Cyndy](#)
Cc: [Weisner, Jeff](#)
Subject: FW: light rail project
Date: Monday, May 21, 2012 8:35:59 AM

Scoping comments..

Greg Northcutt

Triangle Transit
919.485.7522
gnorthcutt@triangletransit.org

From: Muriel Roll [mailto:azalea1@cochill.net]
Sent: Sunday, May 20, 2012 3:17 PM
To: Greg Northcutt
Subject: light rail project

Muriel Roll
421 Cedar Club Circle
Chapel Hill, NC 27517

Sunday, May 20, 2012

Dear Mr. Northcutt:

Unlike most Continuing Care Retirement Communities, we at the Cedars pay our own property taxes to Durham County. If the C1 route should go forward, we will watch our property values drop drastically, despite the fact that this is one of the best retirement communities in the country and adds to the reputation of the Chapel Hill, Carrboro and Durham areas as excellent places to live.

One of the reasons I moved to The Cedars was the proximity to Meadowmont Village. The Village has had difficulties getting established and has not reached its potential as an important contributor to the economy of Chapel Hill. Those who have studied the two rail alternatives say that the C1 will not increase business in the Village. The Meadowmont Community Association Board of Directors has voted to support C2, not the C1 that would do so much damage to The Cedars.

The C2 route seems to me to be far more sensible than the C1 route. The C2 route would use the median now on 54 and therefore minimize the impact of the light rail system. I am also told that estimates show that C2 would have a larger ridership.

Sincerely,

Muriel Roll

[COM 10 6711]

69

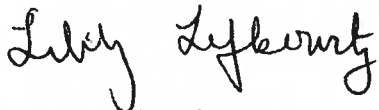
Received
21. May. 2012

May 17, 2012

To whom it may concern,

When the C1 route was first thought of more than 20 years ago, this whole area was far different from what it is today. Meadowmont was farmland. I am concerned about the impact on the sensitive environmental areas that C1 would pass through. We need to deal with today's situation and not do damage to the wetlands and wooded areas that could never be reversed

Concern Citizen of Chapel Hill,



Libby Lefkowitz
513 Cedar Club Circle
Chapel Hill, NC 27517

COM ID 672 70

1 800 816 7817
HOT LINE CALL LOG

Date	Time	Name	Phone	Purpose of Call	Action Taken
21-May-12	9:00am	Ivy Hoffman	919 542 7498	Expressed concern over the location of the Maintenance Facility at Cornwallis. "Don't use Cornwallis" due to proximity to Jewish Community Center Campus - safety for the children and noise disruption of occasional weekday services at the synagogue	Forwarded to Cyndy

From: [Nina Cannon](mailto:Nina.Cannon)
To: info@ourtransitfuture.com
Subject: Do NOT put the TTA Light Rail Maintenance Facility at the current Pepsi property (Cornwallis" site)
Date: Sunday, May 20, 2012 3:01:03 PM

71

To whom it may concern,

Please do NOT put the TTA Light Rail Maintenance Facility at the current Pepsi property (Cornwallis" site). Here are many reasons this site should NOT be used for this purpose:

1. The site backs a private school with young children and a community center that is very young and attracts families with young children.
2. Children are present year round.
3. The noise is not conducive to the welfare of the children and will disturb a religious sanctuary and community center.
4. This is the only such facility within many many miles and has taken years to develop and implement.
5. The proposed facility will increase pollution (air, noise, vibration and natural light access).
6. The beautiful synagogue, community center, and private school campuses will all be negatively impacted from an aesthetic and visual impact perspective, and long term property values and future development plans and use of the properties will be severely and negatively impacted.
7. This entire area has created a community campus for education, religious worship and community-building activities.
8. I use the pool facility and the Light Rail Maintenance Facility would ruin the view and relaxation purpose of this facility. I would not like to be a member of a club with such a view and I believe that many others would feel the same way and cancel membership in the JCC.

Please consider the concerns I raise above and do not put the TTA Light Rail Maintenance Facility at the current Pepsi property (Cornwallis" site).

Thank you for your attention to this serious matter.

Best regards,
Nina L. Cannon
Citizen of Durham, NC
ninacannon77@gmail.com

From: Morris_C.Wallack
To: info@ourtransitfuture.com
Cc: mike.woodard@durhamnc.gov; steve.schewel@durhamnc.gov; eugene.brown@durhamnc.gov;
bill.bell@durhamnc.gov; howard.clement@durhamnc.gov; ereckhow@gmail.com; mpage@durhamcountync.gov
Subject: Public comment: TTA site locations choices for light rail maintenance
Date: Sunday, May 20, 2012 10:25:21 AM

Dear Sir/Madam:

As resident of Durham County, and as a member of both Judea Reform Congregation and the Jewish Community Center co-located next door to one of four sites under consideration for the light rail maintenance facility, I am writing to express my concern during this window of public comments.

There is a school, a Community center and a synagogue on this property adjacent to the former Pepsi location being considered as a light rail maintenance depot. I have concerns that a facility that plans to operate 24 hours per day, 7 days a week will present real challenges operating near the preschool, school and facilities that cater to both very young and elderly citizens.

I have concerns about pollution (air, noise, vibration & light), and the aesthetic and visual impact on a community campus created for education, religious worship, and community-building activities. The developer who purchased this land had promised 2.5- 3.5 acres to the Jewish Federation for expansion and I had hoped plans would support developing this Cornwallis site in a way that could lead to greater economic benefits for the city (mixed use, senior housing that has easy access to the JCC, e.g.).

I am in no way objecting to the building the light rail, I am raising concerns about this one possible site for a maintenance and storage facility. I would encourage preference and consideration for other locations than the former Pepsi plant and be given higher priority than that alternative.

Thank you for your consideration.

Sincerely,

Morris Wallack

711 Meadowmont Lane

Chapel Hill NC 27517

From: Etan.Gumerman
To: info@ourtransitfuture.com
Subject: maintenance facility location in durham...
Date: Saturday, May 19, 2012 9:52:58 PM

To whom it may concern,

I would like to add my voice in opposition to the siting of the proposed light rail maintenance facility at Cornwallis adjacent to the school and community center. Please consider other sites this is likely to be a significant nuisance in this location.

thank you

Etan Gumerman

74

From: Prue Mulrine
To: info@ourtransitfuture.com
Subject: re: Light Rail Tansit
Date: Saturday, May 19, 2012 2:03:22 PM

ago, When the c1 route was first thought of more than 20 years

 this whole area was far different from what it is today.

impact Meadowmont was farmland. I am concerned about the

 on the sensitive environmental areas that C1 would pass
through.

 We need to deal with today's situation and not do damage
to

 the wetlands and wooded areas that could never be
reversed.

Prue Mulrine

COMID 677

75

From: [John Neter](mailto:John.Neter)
To: info@ourtransitfuture.com
Subject: Light rail transit study
Date: Saturday, May 19, 2012 1:28:38 PM

Triangle Rapid Transit Program:

I urge you to support Alternative Route C2 for the Light Rail Route. Alternative Route C1 will have a significant negative impact on The Cedars of Chapel Hill Retirement Community. This route passes directly in front of our DuBose Health Center where 48 ill members are staying. Also Route C1 cuts off the Health Center from the homes of the Retirement Community.

Alternative Route C2 does not intrude into the Meadowmont Community. In addition, Route C2 is more environmentally friendly, as it does not cross the adjacent wet lands. Furthermore, it is my understanding that Route C2 is estimated to cost less than Route C1 and is likely to have a higher ridership.

For all of these reasons, please support Route C2.

Thank you for your consideration.

John Neter

John and Dorothy Neter
724 Cedar Club Circle
Chapel Hill, NC 27517
Email: johnneter@gmail.com

From: [James A. Smith, Jr.](mailto:James.A.Smith.Jr.)
To: gnorthcutt@triangletransit.org
Cc: info@ourtransitfuture.com
Subject: Re: Environmental Scoping Process of light rail C1 vs. C2
Date: Saturday, May 19, 2012 12:03:35 PM

76

Mr. Northcutt, and other parties. I find that I made a significant mistake in my last sentence in the previous correspondence, I meant to say to support C2, and not C1, since that would have tremendous impact on our community. Thanks for letting me clarify my previous e-mail.

On May 19, 2012, at 9:10 AM, James A. Smith, Jr. wrote:

After doing considerable research about where to live in our remaining years, I investigated many retirement communities (CCRC's) and the surrounding community in which one would reside. It was obvious from the beginning that the Cedars of Chapel Hill had many advantages to my wife and I - walking distance to grocery shopping, drug store, restaurants, etc.

By having the proposed site of entry piercing the community and separating it, I find that our way of life, which we invested heavily in, will be compromised considerably. Furthermore, and probably just as important, is the obtrusive way it will penetrate the fragile ecological system of the impoundment area it will have to go through. It just does not make any sense.

Therefore, I would ask that you take this note, along with many others, to task and look for better alternatives than C2 current one.

Jim/Jane Smith
Chapel Hill, NC
jamesas1023@mac.com

<image001.jpg>

If you forward this correspondence, please delete the forwarding history, which includes my email address.

It is a courtesy to me and others who may not wish to have their email addresses sent all over the world.

Erasing the history helps prevent Spammers from mining addresses and viruses from being propagated.

Jim/Jane Smith
Chapel Hill, NC
jamesas1023@mac.com



If you forward this correspondence, please delete the forwarding history, which includes my email address.

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Erasing the history helps prevent Spammers from mining addresses and viruses from being propagated.

COMID: 680

From: Ruth Pershing
To: info@ourtransitfuture.com
Subject: concern about light rail facility
Date: Saturday, May 19, 2012 8:31:10 AM

77

Hello,

I am writing to express my concern about the potential location of the light rail facility adjacent to the JCC and Lerner School. The site is not placed well for the current use of the campus where children are present year-round. I am concerned about the potential for pollution with vehicles, creating issues for both air and sound. Also, the location is currently a focus for the community that emphasizes education, religious worship and community-building activities. I think that the site would be better suited to mixed use development or senior housing.

Thank you,
Ruth Pershing
Member, Chapel Hill Kehillah Synagogue
Teacher, Durham Public Schools

78

From: waiello@nc.rr.com
To: info@ourtransitfuture.com
Cc: rabbiberkowitz@judeareform.org
Subject: Cornwallis Maintenance Facility Site
Date: Friday, May 18, 2012 3:46:31 PM

Greetings:

Today I learned about a proposal to build a Triangle Transit Authority maintenance facility at the site of the old Pepsi facility adjacent to the Judea Reform Synagogue, the Learner School and the Jewish Community Center. Such a maintenance facility is not in keeping with the established land use in that area.

One concern is the proximity of the facility to children at the Learner School who are present year-round. It is more than just possible that it would become an attractive nuisance that might put some children in danger if their curiosity overcame their good sense.

Another concern is that the noise, pollution and vibration emanating from the facility would be a major problem to those attempting to worship at the synagogue. Such a facility so close to a house of worship is diametrically antithetical to the needs of the community.

Finally, the maintenance facility would prevent the further development of the campus that would benefit by ease of access to the Community Center, restricting any economic benefits that might accrue from such development.

Regards,
Walter G. Aiello
3600 Lochnora Parkway
Durham, NC 27705-5450

79

From: Ellen Singer
To: info@ourtransitfuture.com
Subject: TTA Maintenance Facility
Date: Friday, May 18, 2012 11:17:50 PM

As a member of the Jewish community and a frequent user of the JCC I must strongly object to the proposal to install a light rail maintenance facility at the Cornwallis Rd. site (the former Pepsi Plant). The Jewish campus which includes a Temple, Jewish Day School and the Jewish community center hosts a myriad of activities from worship services, school activities, summer camps, basketball leagues, meetings and social activities. Given the nature of these activities I object to this specific location for the following reasons:

- 1) The site is not conducive to a campus where children are present year-round (attractive nuisance)
- 2) There are concerns about pollution (air, noise, vibration & light)
- 3) There will be an aesthetic and visual impact on a community campus created for education, religious worship, and community-building activities
- 4) Future development of the Cornwallis site could lead to greater economic benefits for the city (mixed use, senior housing that has easy access to the JCC, e.g.)

Sincerely,
Ellen B Singer

ebsinger@mindspring.com

80

From: bbrutstein@aol.com
To: gnorthcutt@triangletransit.org
Cc: info@ourtransitfuture.com
Subject: Light Rail Transit
Date: Friday, May 18, 2012 3:18:04 PM

Mr. Northcutt: I write as the owner of a home at The Cedars of Chapel Hill to share my views on the proposed light rail transit between Durham and Chapel Hill. I understand that an Environmental Scoping process is now underway to determine which of two alternatives would be most desirable.

As I believe you know, C-2 is the overwhelming preference of the residents of this area and our local government authorities. Route C-1, in contrast, would cut through the Cedars property, effectively severing our DuBose Health Center from adjacent homes and isolating the Cedars from the shops and services of Meadowmont village, of which we are an integral part. It would be devastating to the whole community -- and the Meadowmont Community Board of Advisors agrees.

In addition, C-1 would pass through currently protected and environmentally sensitive wetlands and a bird sanctuary, probably destroying them forever.

When these transit routes were proposed many years ago Meadowmont was essentially undeveloped farmland. The area is very different now, and I believe earlier plans should evolve to reflect changes in the interim. The alternate, C-2, to be built along NC 54 would travel through an area that is already largely commercial thus would have nothing like the adverse impact on the community as C-1.

Thanks for your time and attention.

Beverly B. Rutstein

From: Renata Schloss
To: info@ourtransitfuture.com
Subject: Placement of Light Rail Maintenance and Storage Facility Adjacent to Jewish Community Campus
Date: Friday, May 18, 2012 10:53:05 PM

81

I am writing this email to voice my objection to the placement of the light rail maintenance and storage facility adjacent to the Jewish Community Campus at the Cornwallis site.

This site is not conducive to a campus where children are present year-round and brings about concerns for me related to the pollution caused by the site around children and other members of the community (including air, noise, vibration, and light) as well as the aesthetic and visual impact on a community campus created for education, religious worship, and community-building activities.

Future development of the Cornwallis site could also lead to greater economic benefits for the city through mixed use of the area, senior housing with easy access to the JCC, etc.

I think that the idea of having the light rail would be great for the city, but would like you to consider not locating the light rail maintenance and storage facility adjacent to the Jewish Community Campus.

Thank you for your consideration,

Renata Schloss

82

From: Steve Schauder
To: info@ourtransitfuture.com
Subject: RE: Concerns regarding proposed TTA maintenance station on Cornwallis Road
Date: Friday, May 18, 2012 2:35:50 PM

In a letter I sent you earlier today, I implied that our Jewish Community Campus serves thousands of children and hundreds of families on a daily basis. I meant to write that we serve this number of children and families on an annual basis. I regret any confusion.

Thank you,

Steven Schauder
Executive Director
Jewish Federation of Durham-Chapel Hill
1937 West Cornwallis Road, Durham NC 27705
919.354.4949
sschauder@shalomdch.org
www.ShalomDCH.org / www.LevinJCC.org

From: Steve Schauder
Sent: Friday, May 18, 2012 11:05 AM
To: 'info@ourtransitfuture.com'
Subject: Concerns regarding proposed TTA maintenance station on Cornwallis Road

As the Executive Director of the Jewish Federation of Durham-Chapel Hill, I am writing to express my concerns regarding the potential future placement of a light rail Maintenance and Storage Facility adjacent to our Jewish community campus on Cornwallis Road. I attended the public meetings in Chapel Hill on May 2nd to voice these concerns for public record.

The Google earth map that the TTA has used to propose the Pepsi land as a viable site did not include any of the new construction of our campus. There is now a school, a Community center and a synagogue on this property, and a proposed maintenance facility would present an attractive nuisance to the thousands of children and hundreds of families who use this site on a daily basis.

Additionally, we have concerns about pollution (air, noise, vibration & light), and the aesthetic and visual impact on a community campus created for education, religious worship, and community-building activities. The developer who purchased this land had promised 2.5- 3.5 acres to the Jewish Federation for expansion and our hopes were to develop this Cornwallis site in a way that could lead to greater economic benefits for the city (mixed use, senior housing that has easy access to the JCC, e.g.).

While I am in no way objecting to the building the light rail, I am raising concerns about

COM ID
685 page 2

this one possible site for a maintenance and storage facility.

Thank you for your consideration.

Sincerely,

Steven Schauder
Executive Director
Jewish Federation of Durham-Chapel Hill
1937 West Cornwallis Road, Durham NC 27705
919.354.4949
sschauder@shalomdch.org
www.ShalomDCH.org / www.LevinJCC.org

COM ID 686 83

From: [Thomas Jr., Colin Gordon](#)
To: info@ourtransitfuture.com
Subject: FW: Light Rail Transit
Date: Wednesday, May 16, 2012 10:28:30 AM

See infra

From: Thomas Jr., Colin Gordon
Sent: Wednesday, May 16, 2012 10:17 AM
To: 'gnorthcuty@triangletransit.org'
Subject: Light Rail Transit

After reviewing the data supporting the options, I would vote for C2 on the basis of being most compatible with living conditions, cultural activities, health facilities and economic stability.

Thanks

Carpe diem

Colin G. Thomas Jr. M.D.
Byah Thomason-Sanford Doxey Professor of Surgery
Chair Emeritus
UNC Department of Surgery
919 843 8230

From: [Andrea Shapiro](mailto:Andrea_Shapiro)
To: info@ourtransitfuture.com
Subject: proposed ROMF at the "Cornwallis" site (Pepsi property off 15/501) is a poor choice
Date: Wednesday, May 16, 2012 9:44:55 PM

Light rail is a good addition to the Durham/Orange counties area. However, the Cornwallis site is not a good location for a Rail Operations and Maintenance Facility (ROMF). The site abuts the Jewish Community Campus, which includes a synagogue, day school, and community center.

- 1) The Campus has children present year-round. An ROMF would be an attractive nuisance, and a danger to these children.
- 2) An ROMF would generate air and noise pollution as well as generate vibration and light. These would all have a negative community campus created for education, religious worship, and community-building activities.
- 3) Other development of the Cornwallis site (eg senior housing or mixed use) could lead to greater economic and aesthetic benefits for Durham than a ROMF.

Please do not consider the Cornwallis site for the ROMF.

Sincerely,

Andrea Shapiro, PhD
Hillsborough, NC

COMID

688

85

Received

16-May-2012

May 14, 2012

Mr. Greg Northcutt
Director of Capital
Development
Triangle Transit
P.O. Box 530
Morrisville, NC 27560

cc: Brian Smart

Dear Greg:

Greetings and sorry I missed both you and Greg Northcutt at the Extraordinary Ventures meeting in Chapel Hill recently. The meeting covered pending Environmental Impact Assessment and Scoping for the light rail project in the area. With the run-up to these important events, I wanted to briefly share some important ongoing community concerns about C1 and its impact on our community.

These are some of the central concerns myself -along with many others in the community- have about the proposed light rail, namely, the C1 route.

1. It would cause unnecessary and irreparable harm to the Little Creek Bottomlands and Slopes and the surrounding area, a pristine and undisturbed natural environment which also serves as a USACE property. This area has been designated a Significant Natural Heritage Area (SNHA) by NC DENR, one of the few left in the area and host to important animal and plant species who would not survive a massive project such as C1, which would have much of its routing thru the area at grade
 - a. Please note that UNC, the Chapel Hill Town Council, MPO-TAC, Orange County Board of Commissioners and others have stated their preference for C2 by either vote, act or forbearance-in UNC's case with not moving forward on development in adjacent, sensitive areas by their Rizzo Center
2. The C2 routing would cause far less damage to our environment, without question, and seeks to preserve the undisturbed area of the Little Creek and SNHA
 - a. C2 would serve a community, Woodmont/Hillmont, that would be designed around its construction with dedicated parking, something Meadowmont Village does not support and whose parking is already hard-pressed
3. Not only would C1 do irreparable harm to our pristine environment but it would bisect and segregate the Cedars retirement community, the DuBose Health Facility from the remainder of their community, an untenable situation that should be avoided at all costs.
4. C1 would also cause significant traffic and congestion issues on Meadowmont Lane blocking the various feeder streets on a constant basis-especially at rush hour- and with an elementary school, causing even further delays for children and their parents

- a. In short, C1 would violate an already built-up community with a light rail route, C1, inappropriate for the community design, a more pedestrian-friendly community, not a high-congestion community which Hillmont is more in line with
5. The costs, that is the dollar costs, are far less for C2, which would avoid a bridge over the Little Creek, another environmental cost far too great to bare for our community, estimated at least 40 million dollars
6. C2 also has higher projected ridership
7. There is significant community opposition to the C1 route, reflected in both the Chapel Hill Town Council and Orange County vote preferences
8. In addition, the implication for the community at large are in jeopardy with C1 since on its heels would be the proposed Southwest Durham Drive, which would add insult to injury for both the environment and the good people who reside in the area

For these and other important reasons, I respectfully submit that C1 has far too many fatal flaws in order to move forward-with C2 the clear choice: for environmental, ridership, costs and overall good sense. Though not without issue, C2 does not do the environmental and community damage that C1 would inevitably cause.

Many thanks for this opportunity to express a very important community concern.

Regards,


Geoffrey Daniel Geist

From: [Greg Northcutt](#)
To: [Yu Robinson, Cyndy](#)
Cc: [Weisner, Jeff](#); [Brad Schulz](#)
Subject: FW: Light Rail
Date: Wednesday, May 16, 2012 12:46:40 PM

More official comments as part of scoping

Greg Northcutt

Triangle Transit
919.485.7522
gnorthcutt@triangletransit.org

From: Joan Bingham [<mailto:joan@mailfork.com>]
Sent: Wednesday, May 16, 2012 11:34 AM
To: Greg Northcutt
Subject: Light Rail

Mr. Greg Northcutt;

We spent many months and time deciding where to spend our final years. We chose The Cedars of Chapel Hill because it seemed to have done all sorts of planning and looked like the best nursing facility if we should need it. The impact of C-1 on our community would be devastating. The C-2 route is so much more sensible I hope you will consider it. I really do not want to start looking for an alternative home at our age.

Joan Bingham

643 Cedar Club Circle
Chapel Hill, NC 27517
(919)968-3213

From: Reynolds Smith
To: info@ourtransitfuture.com
Subject: PROPOSED LRT TRANSIT ROUTE
Date: Thursday, May 17, 2012 1:40:19 PM

87

To whom it may concern:

Thank you for the opportunity to speak with your representative Paul Humberger and others at the May 3 meeting in the Durham Armory. I would like to put in writing some of the concerns I expressed to him about the proposed LRT route through the New Hope Creek Corridor, south of 15-501 and north of Old Chapel Hill Road, and running east-west between the vicinity of Garrett Road and Southwest Durham Drive.

This proposed LRT route crosses an area identified in the North Carolina Natural Heritage Program's "Durham County Inventory of Important Natural Areas, Plants, and Wildlife" as a "highly strategic location within the New Hope Wildlife Corridor" which forms "a critical link" between important wildlife areas in this region. The ecological significance of this area has been recognized in reports dating back to 1987. Since that time citizens, conservation groups, and local governments in the Durham area, as well as the State, have invested time and energy in protecting the continuity of this corridor. Perhaps most recently, on the occasion of the construction of a new bridge at the US 15-501 crossing of New Hope Creek, the then chairman of the Durham Open Space and Trails Commission, Thomas Stark, wrote the North Carolina Department of Transportation (November 14, 2000) requesting that the new bridge be constructed in a way that improves the wildlife movement through this floodplain. The previous bridge had left only 20-foot openings on each side of the creek bank. It was requested that the new bridge leave a 100-foot opening on each side of the creek. This request was ultimately honored by the DOT in the design of the bridge.

The legacy created by these protective efforts would be undone by the currently proposed transit route, which forges an entirely new path through this corridor. Hence, the Durham Open Space and Trails Commission, of which I am a member, favors a different route through this corridor that places the crossing point next to the already existing bridge across 15-501, thus minimizing the disturbance to the corridor that would be created by a new, separate bridge over this floodplain.

I, like many others, look forward to the creation of the LRT, and I sincerely hope that the integrity of this natural heritage area, as well as the long historical effort that has gone into protecting it, will be respected.

Thank you,
Reynolds Smith
Durham Open Space and Trails Commission

From: Don_Rorke
To: info@ourtransitfuture.com
Subject: Light Rail Transit
Date: Wednesday, May 16, 2012 9:21:26 PM

88

TO: Triangle Transiit

In connection with the Light Rail project being considered to provide transit between Durham and Chapel Hill, my understanding is that of the two alternative routes being studied (C1 and C2), the Locally Preferred Alternative is clearly C2. After attending many of Chapel Hill and Durham Town Council meetings and other study sessions on this subject, I concur with the decisions made supporting C2.

As a former construction engineer I could ramble on about why C2 would be the obvious environmental, engineering, land planning, and financially preferred alternative. Instead, I would like to repeat the words of Stanley Peele during one of the earliest meetings on this project at the Chapel Hill Town Council. Judge Peele said simply, "come visit the C1 route". You will be convinced that the only alternative worthy of consideration is C2, with obvious savings in planning time and money.

Donald M. Rorke

COMID 694

89

May 17, 2012

To whom it may concern,

One of the reasons I moved to The Cedars was the proximity to Meadowmont Village. The Village has had difficulties getting established and has not reached its potential as an important contributor to the economy of Chapel Hill. Those who have studied the two rail alternatives say that the C1 will not increase business in the Village. The Meadowmont Community Association Board of Directors has voted to support C2, not the C1 that would do so much damage to The Cedars.

Concern Citizen of Chapel Hill,

Libby Lefkowitz
513 Cedar Club Circle
Chapel Hill, NC 27517

From: Gladys Siegel
To: info@ourtransifuture.com
Subject: my concerns
Date: Monday, May 14, 2012 9:49:06 AM

To whom it may concern;
My comments that follow express my concern about a light rail facility being put at your suggested location.

"Aesthetic and visual impact on a community campus created for education, religious worship, and community-building activities
Future development of the Cornwallis site could lead to greater economic benefits for the city (mixed use, senior housing that has easy access to the JCC, e.g.)"

I appreciate your consideration.

sincerely.

Mrs. Gladys Siegel

COMID: 697

91

Comment 2/12:

Bill Ferrell indicated that a Masters Project at UNC was conducted on the Rizzo Property which contains a number of marked and unmarked cemeteries, in addition to the historic Meadowmont Farm House. He suggested this be something that is paid attention to as the DEIS is developed.



92

COMID: 698

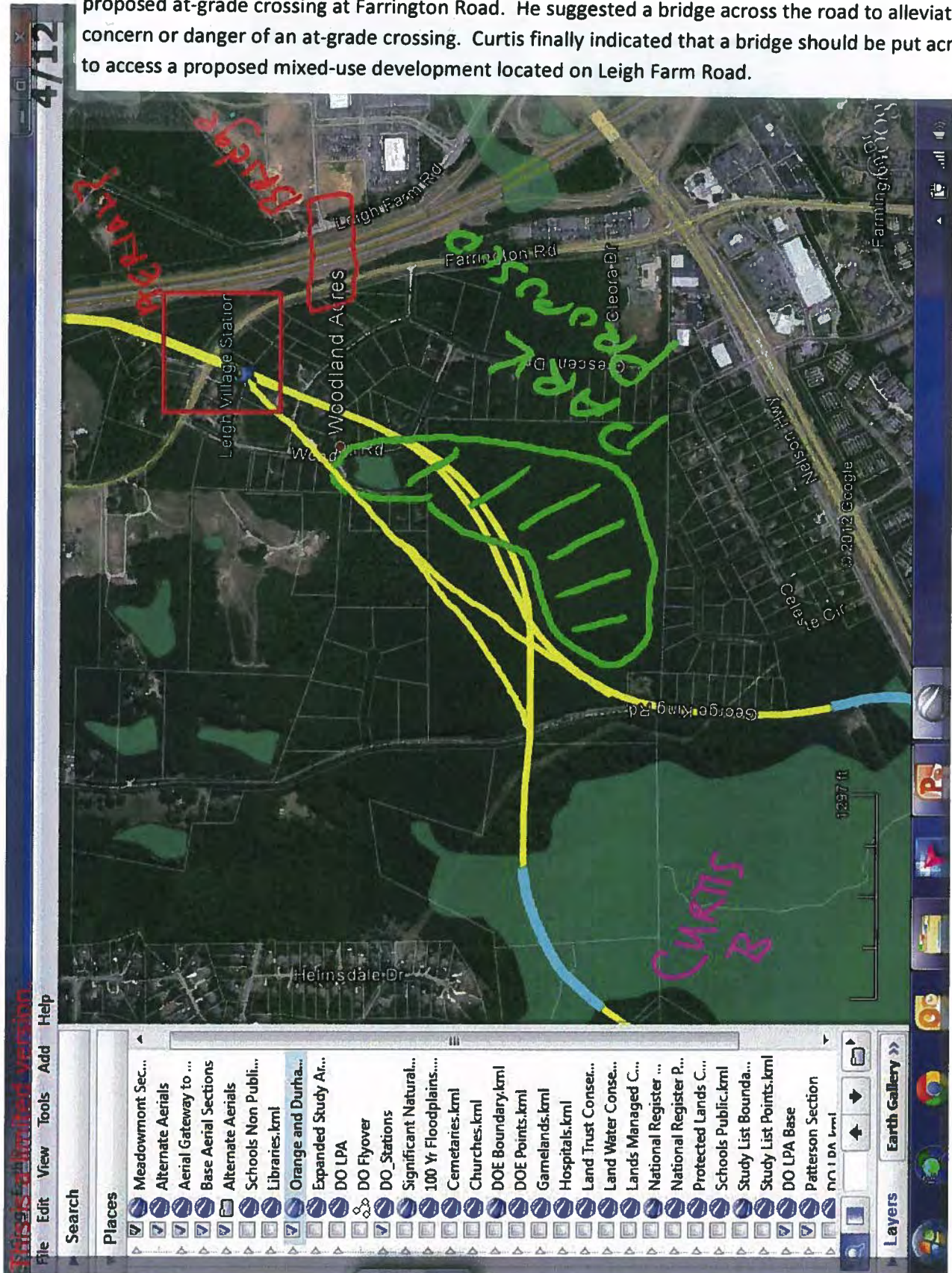
Comment 3/12:

Mike Waldrop suggested a new alignment alternative that follows south of the existing alignment between the New Hope Creek area and the Martin Luther King Jr Parkway station. He further proposed moving the station further southwest along University Drive to capture the office development on the east side of University Drive. This new alignment would also minimize impact to the housing developments to the west of University Drive.

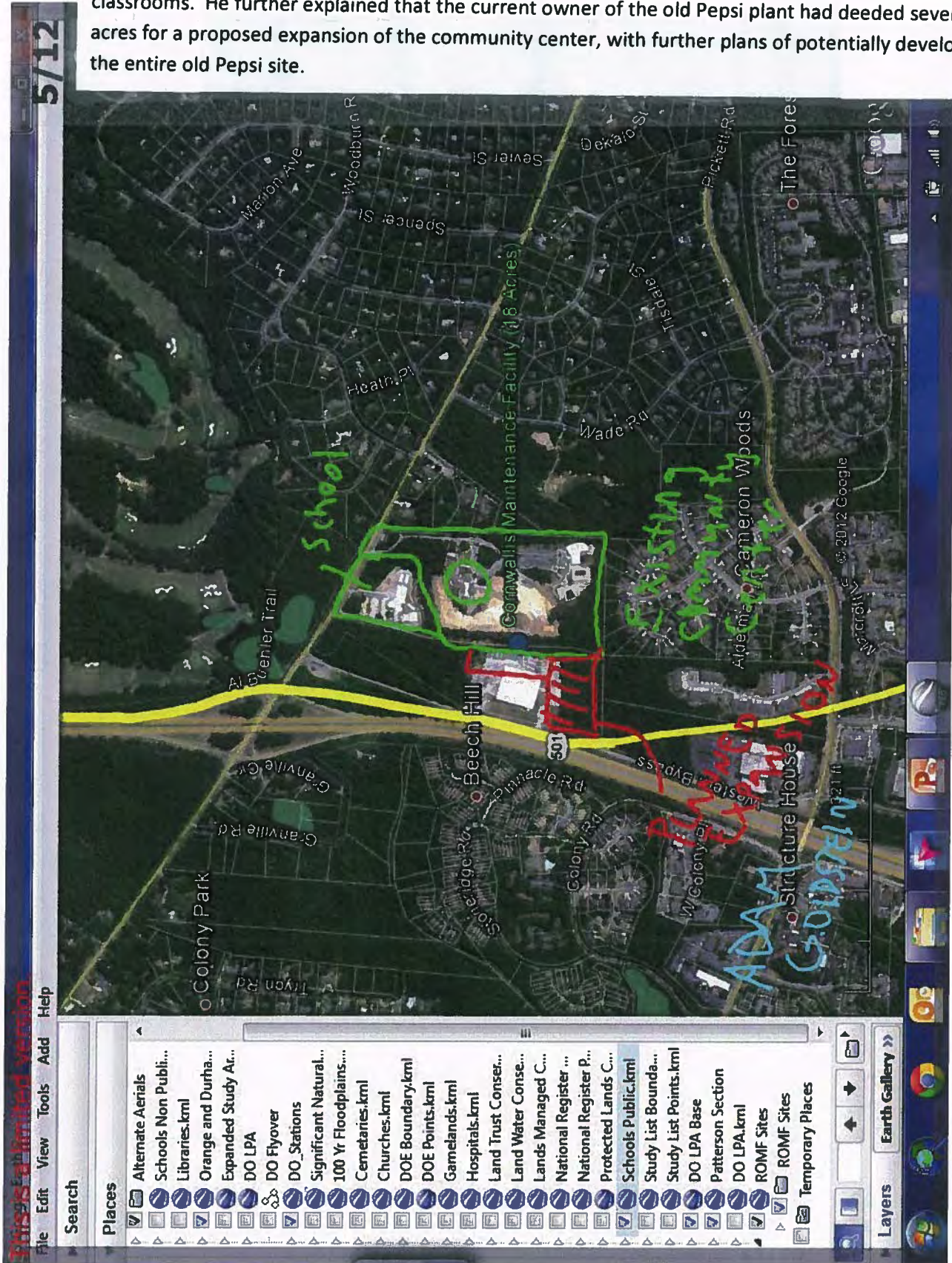


Comment 4/12:

Curtis Booker indicated that the current alignment is cutting through the proposed park that has been planned as part of the Leigh Village development. He indicated that an alignment slightly to the north would circumvent this proposed park. He also expressed concern of traffic impacts of the current, proposed at-grade crossing at Farrington Road. He suggested a bridge across the road to alleviate any concern or danger of an at-grade crossing. Curtis finally indicated that a bridge should be put across I-40 to access a proposed mixed-use development located on Leigh Farm Road.



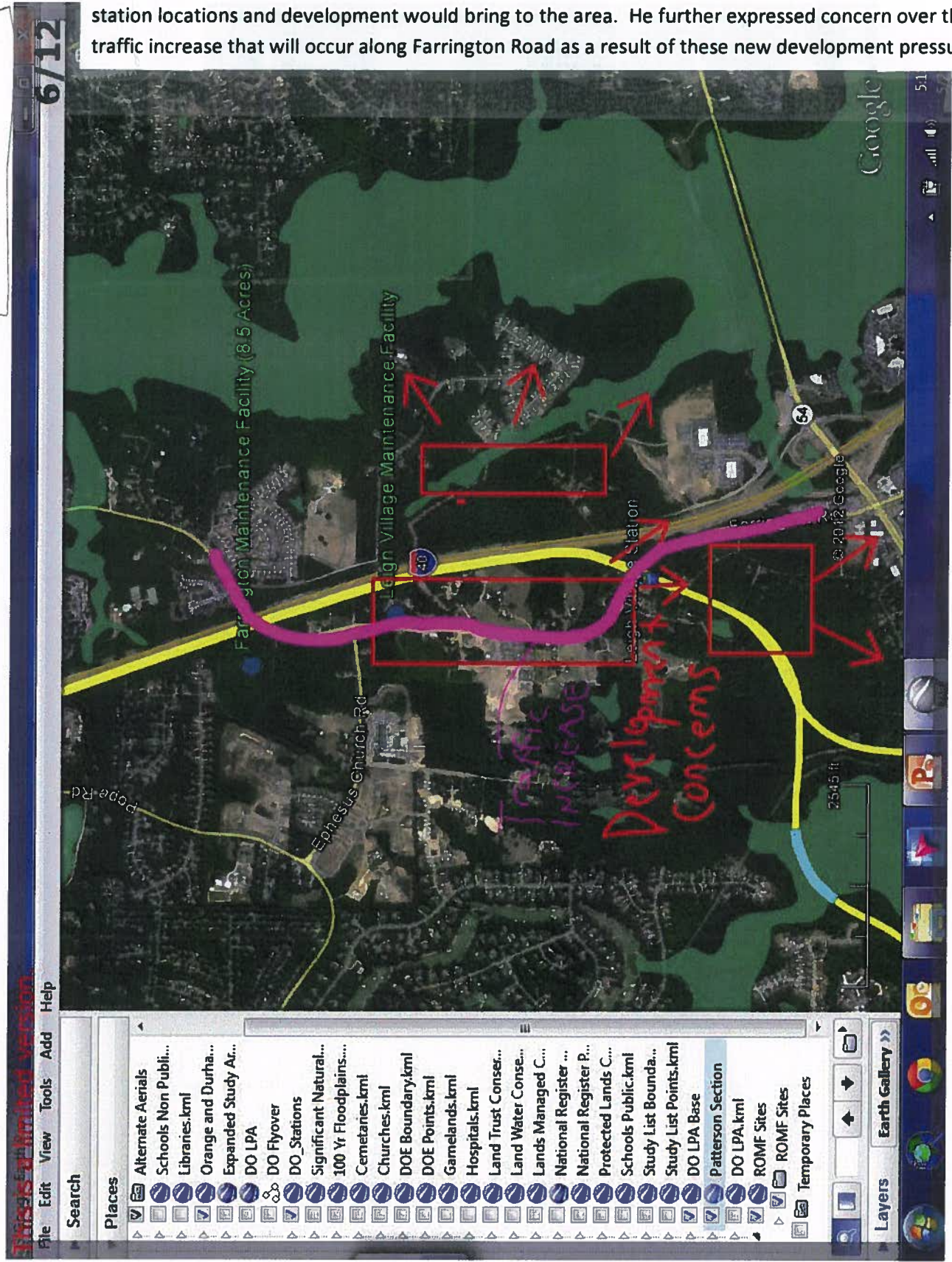
Adam Goldstein indicated concern over the proposed Cornwallis Road Maintenance Facility. He explained that the facility would be located next to an already constructed Jewish Community Development area that includes two schools, Synagogue, open space, swimming pool and outdoor classrooms. He further explained that the current owner of the old Pepsi plant had deeded several acres for a proposed expansion of the community center, with further plans of potentially developing the entire old Pepsi site.



Comment 6/12:

Will Raymond indicated his concern for the increased development pressures along Farrington Road with regard to the number of natural areas (wetlands, floodplains) along the corridor. His concern stemmed from the Jordan Lake watershed restrictions and the increase in impervious coverage that new station locations and development would bring to the area. He further expressed concern over the traffic increase that will occur along Farrington Road as a result of these new development pressures.

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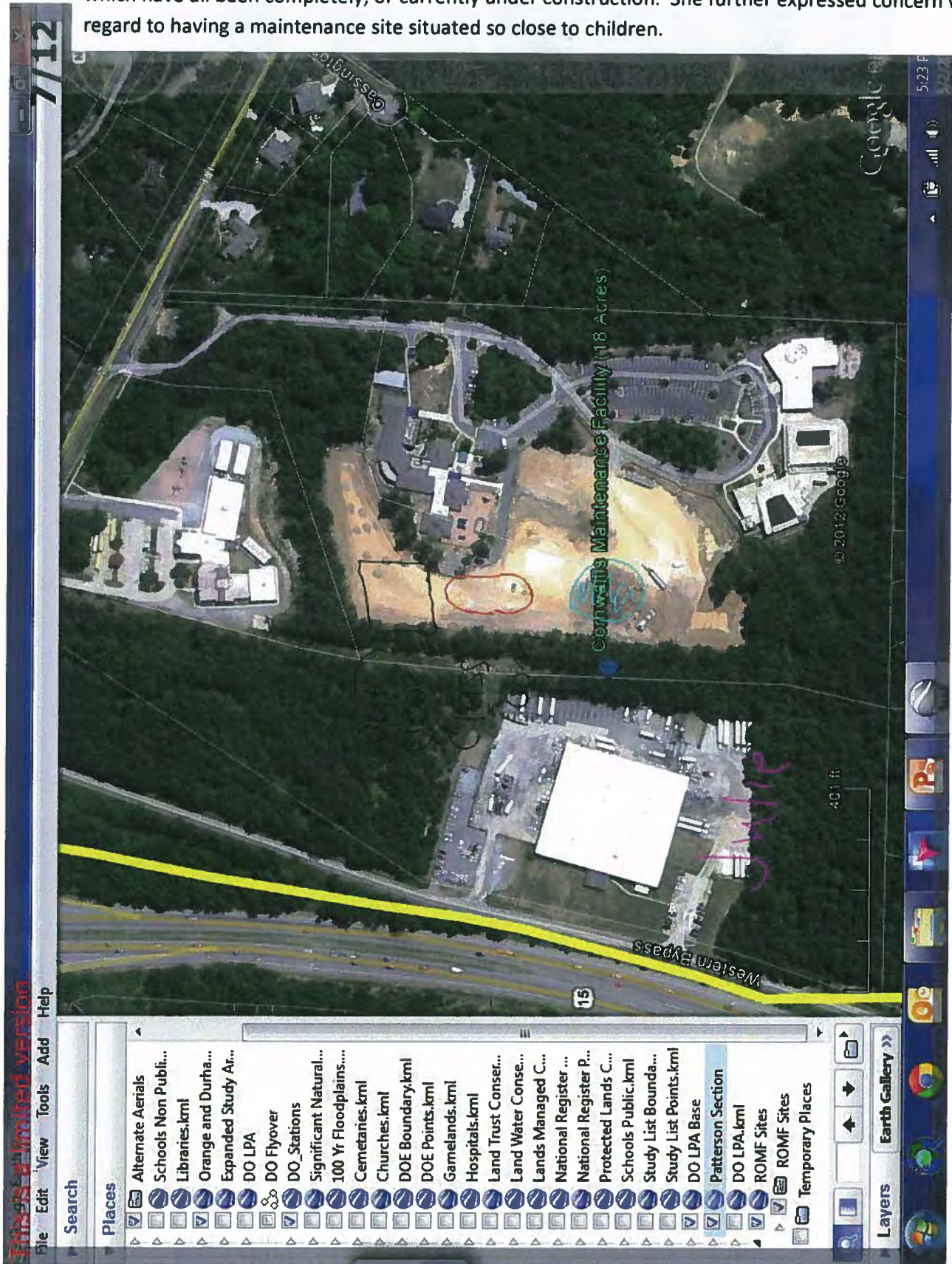


Comment 7/12:

Julie Harris clarified Adam Goldstein's comment regarding the Jewish Community area development and provided specific locations for facilities such as a running track, swimming pool, and outdoor classrooms which have all been completely, or currently under construction. She further expressed concern with regard to having a maintenance site situated so close to children.

Comm ID 7022

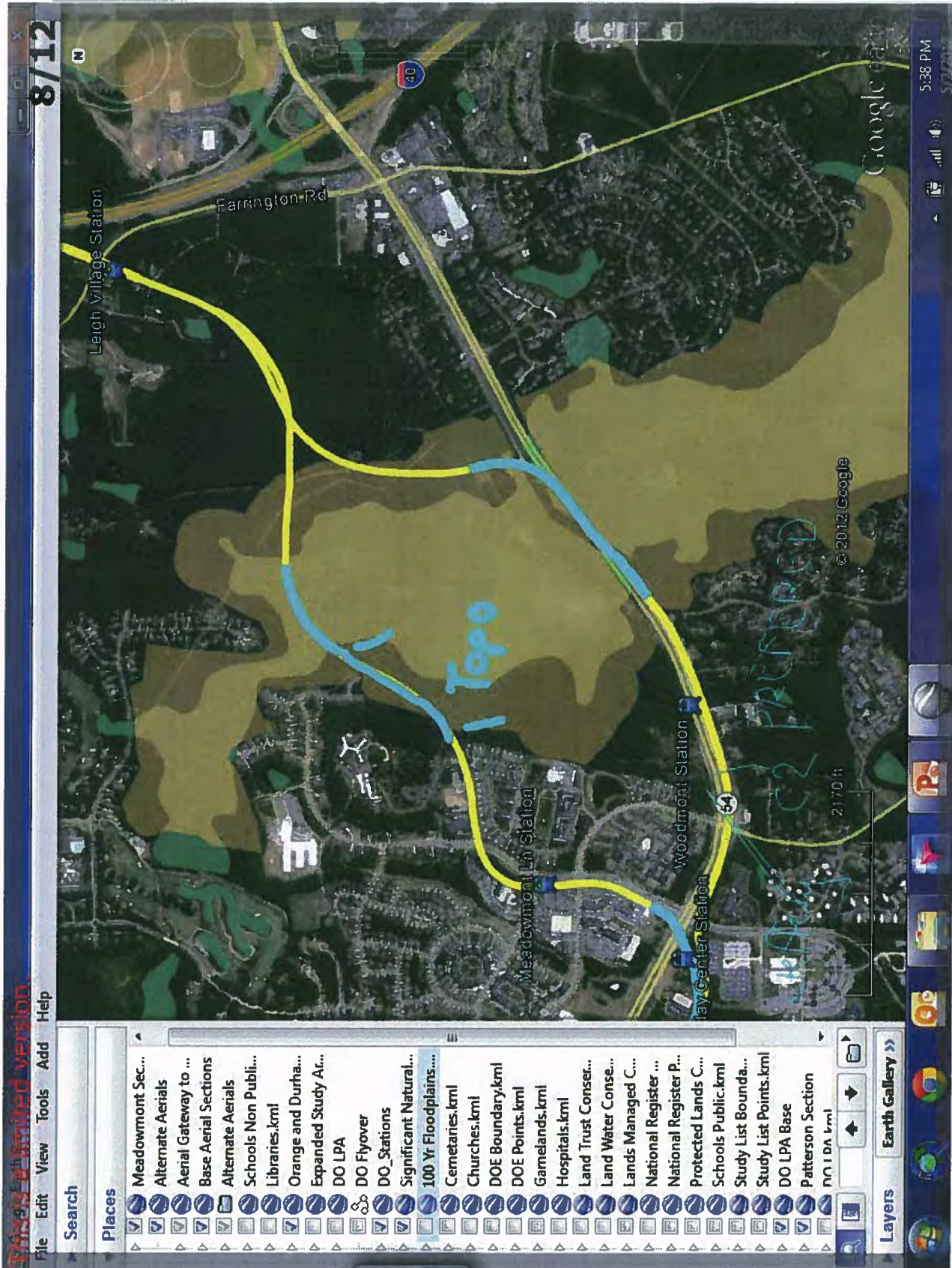
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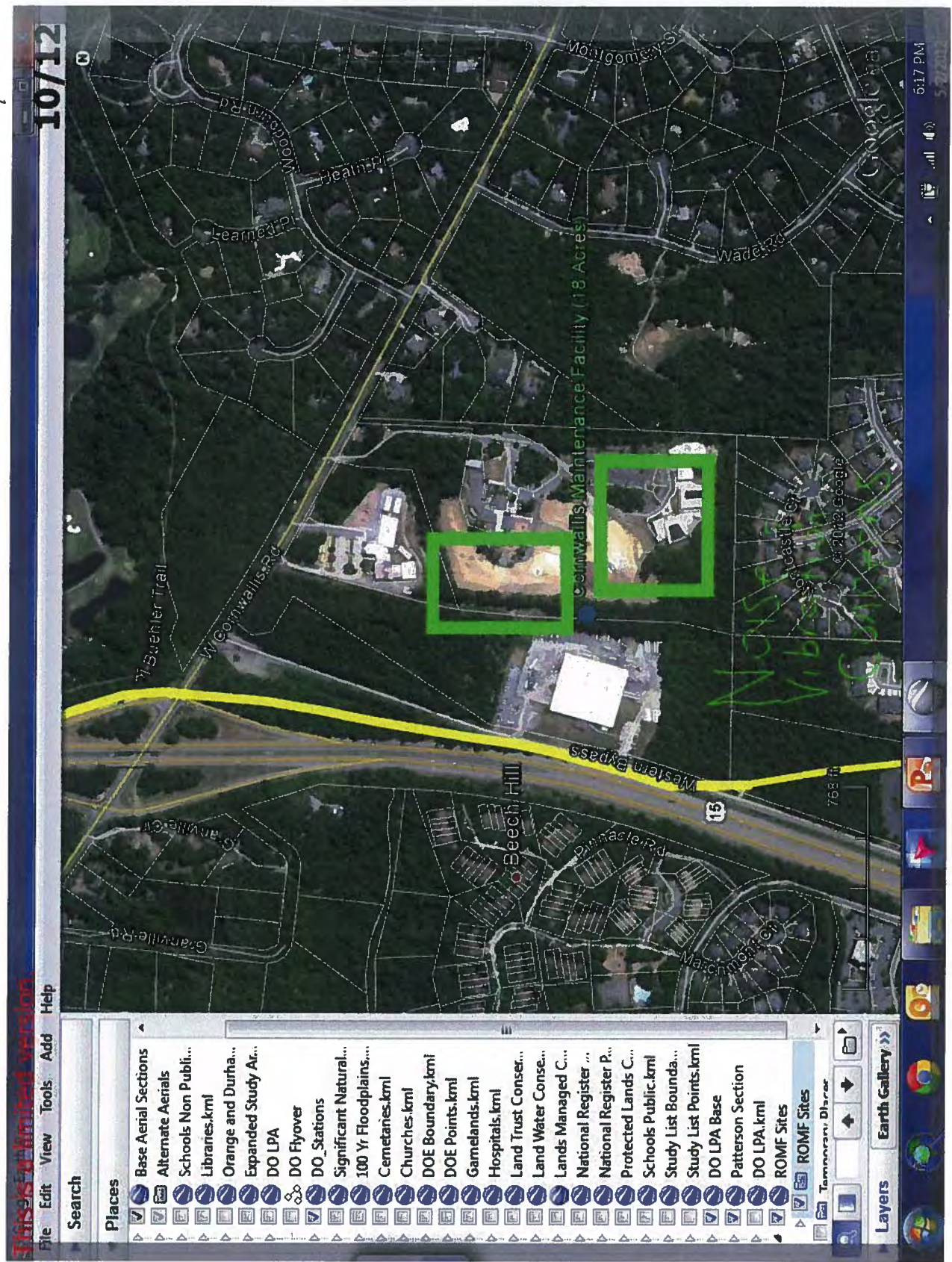
Comment 8/12:

Jeffery indicated that he had a preference for the C2 alignment because of topography issues associated with the C1 alignment. He thought that more bridging would need to be constructed to cross the wetland areas, which would drive up the cost of the project.



A general member of the public commented that there is substantial noise and vibration concern with relation to the proposed Cornwallis Road Maintenance site. Due to the proximity of schools, community centers and general recreation areas, the impacts would be negative from the proposed site.

COM ID 704
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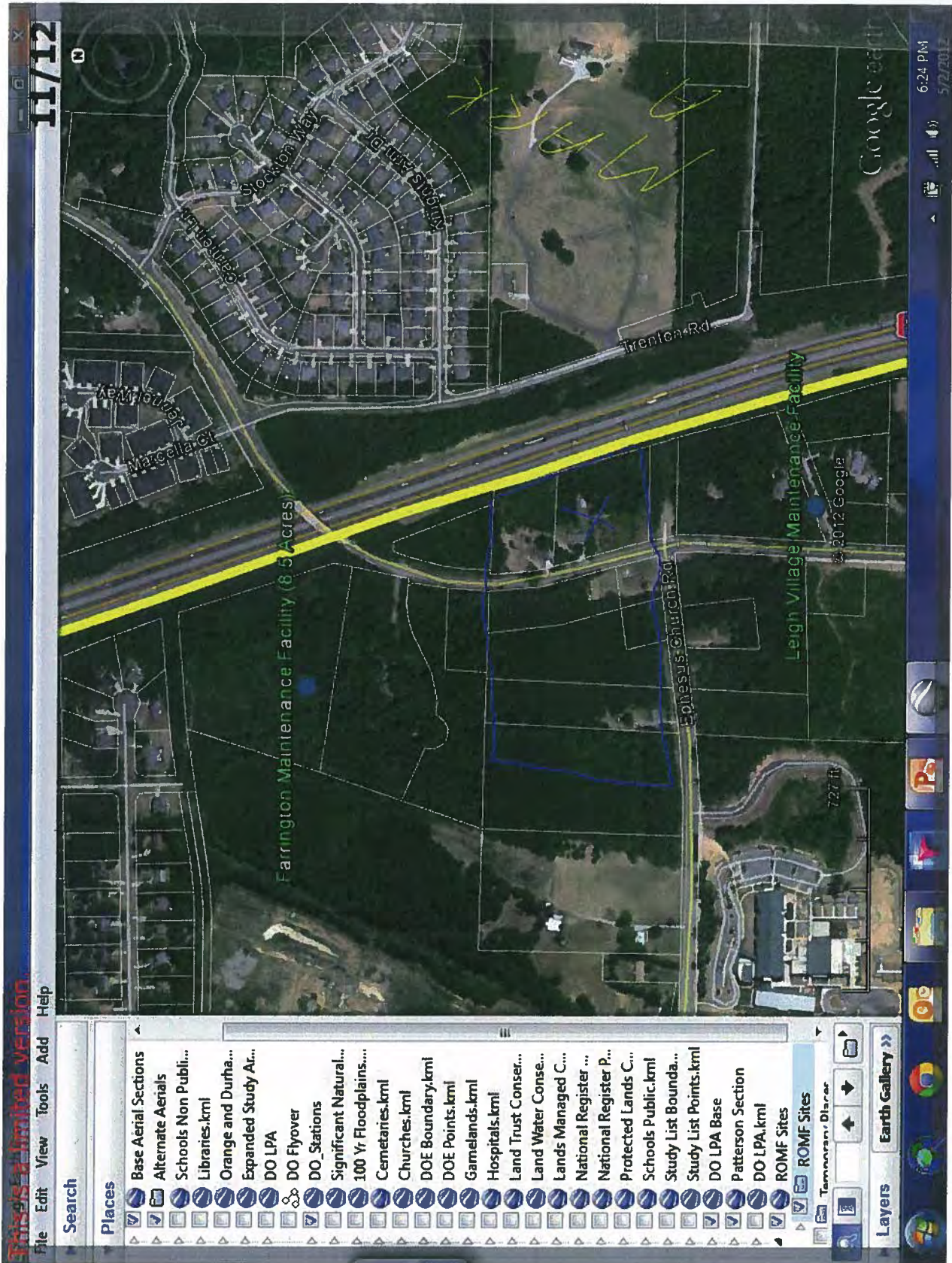


Comment 11/12:

Mark Ahrendsen had questions regarding the possible location merge of the two rail maintenance facilities along Farrington Road. A representative sample of the area required was diagrammed on the screen.

CDM 16 705

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From: [Ethan Hertz](mailto:Ethan.Hertz@ourtransitfuture.com)
To: info@ourtransitfuture.com
Subject: Concern About Proposed Cornwallis Maintenance Site
Date: Tuesday, May 22, 2012 11:23:09 AM

I would like to express my strong opposition to the proposed Cornwallis site for a Light Rail Maintenance and Storage Facility. I believe this proposed location is completely incompatible with the current use of the adjoining properties owned by Judea Reform Congregation, the Jewish Federation of Durham and Chapel Hill, and the Lerner Jewish Community Day School.

All of these facilities have large numbers of children visiting on a daily basis. Locating a Maintenance Facility so close to a school, synagogue with a large religious school, and a community center with a large number of programs specifically aimed at young children and teenagers presents an attractive nuisance to those children.

In addition, this facility, with its expected noise, vibration, and lighting, would significantly detract from the sacred atmosphere the synagogue is trying to maintain, particularly during evening services when this Maintenance Facility could be expected to be busiest.

Clearly, this type of facility, while important to the community, would be a very inappropriate neighbor for a campus specifically created over the last decade to provide education, worship, and other community-building activities.

While all of us want the benefits that light rail can offer to our community, and I recognize the need for a Maintenance and Storage Facility, I also ask that as you consider where this should be placed, you pay particular attention to the sacred and educational facilities currently adjacent to this particular option, and ask that you find another place for this proposed facility.

Ethan Hertz
4919 Highgate Drive
Durham, NC 27713