

From: Greg Northcutt
To: Marvann Battista; Yu Robinson, Cyndy
Cc: Weisner, Jeff
Subject: FW: Light Rail Alternative Routes
Date: Wednesday, May 23, 2012 11:40:14 AM

MB: doc control

Email info to URS for processing...

Greg Northcutt

Triangle Transit
919.485.7522

gnorthcutt@triangletransit.org

From: Don Rorke [mailto:Drorke@cochill.net]
Sent: Wednesday, May 23, 2012 11:15 AM
To: Greg Northcutt
Subject: Light Rail Alternative Routes

Mr. Greg Northcutt,

For anyone helping to make informed decisions about future light rail routes between Durham and Chapel, I strongly recommend visiting the C1 alternative to observe the damaging impact that approach would have on The Cedars of Chapel Hill, its DuBose Health Center and the Village of Meadowmont. From all reports, the C1 plan for light rail will do far more damage to the surrounding wooded and wetland areas than the alternative C2 route. Once destroyed, this irreplaceable land treasure will be lost forever.

When the C1 route was first thought of more than 20 years ago, this entire area was far different from what it is today. The village of Meadowmont was a farmland and The Cedars of Chapel Hill and its Dubose Health Care Center not yet envisioned. In those times, the idea of cutting a path through what appeared to be open land was less of a problem, even though there would be serious damage to the wetlands and natural wildlife habitat.

If a light rail system between Chapel Hill and Durham is at all economically justified, I oppose any further time or funding by local or national sources to study the C1 alternative.

Donald M. Rorke

From: Philip D. Zaleon
To: info@ourtransitfuture.com
Subject: Objection: Light Rail Maintenance and Storage Facility
Date: Wednesday, May 23, 2012 12:59:45 PM

102

I am lending my voice to object to the Light Rail Maintenance and Storage Facility location being considered at the Cornwallis site, adjacent to the Jewish Community Campus. This facility would not only be an eye-sore, and potentially dangerous to the hundreds of children (and adults) who are on the Campus year-round, but it would certainly stifle future economic development plans for the area that may include mixed use and senior housing with easy access to the benefits of the JCC.

I urge you to consider a site more conducive to the maintenance and storage facility than that which would have direct negative impact on the quality of life of the children, families, and seniors from Durham and Chapel Hill that use the Jewish Community Campus daily.

Thank you,

Philip D, Zaleon,
Past President, Durham-Chapel Hill Jewish Federation

COMID: 709

103

Ms. Muriel Roll
421 Cedar Club Circle
Chapel Hill, NC 27517

Received
24 May 2012

Triangle Rapid Transit Program
P.O. Box 530
Morrisville, NC

May 20, 2012

Sirs:

I have lived at The Cedars since 2004. I am alarmed at the prospect of a light rail train going through our property, separating our DuBose Health Center from the residences. I have visions of our aging residents having to navigate across tracks of a commuter train to go the health clinic for treatment or to visit friends recuperating or spending their last days there. Both the construction process and the operation of the trains would greatly hamper health care for Cedars members but especially those who are permanently in the health center.

The C2 route seems to me to be far more sensible than the C1 route. The C2 route would use the median now on Route 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.

Having spent some time recuperating in one of the 48 beds in the Cedars DuBose Health Center, I hate to think how having trains going by just a few yards from my window would have affected me.

Please give this letter your utmost, serious attention.

Sincerely,

Muriel Roll

From: Rose Mills
To: info@ourtransitfuture.com
Subject: Location of a Light Rail Maintenance and Storage Facility
Date: Wednesday, May 23, 2012 11:29:28 PM

104

I am writing to voice my serious objection to the placement of a light rail Maintenance and Storage Facility adjacent to the Jewish Community Campus (off Cornwallis Rd.). There are a number of reasons for my concern, but the two most important ones is that the proposed site is not conducive to a campus where children are present year-round. Additionally, I believe such a facility would have an aesthetic and visual impact on a community campus created for education, religious worship, and community-building activities.

Thank you for considering my objection to the proposed site.

Rose Mills

Jewish Federation of Durham-Chapel Hill Board Member (Executive Secretary) and
Founding Member of the Lerner Jewish Community Center

From: Darren Wohl
To: info@ourtransitfuture.com
Date: Wednesday, May 23, 2012 2:48:48 PM

105

To whom it may concern,

I would like to add my voice to the proposed potential future placement of a light rail Maintenance and Storage Facility adjacent to our Jewish community campus. My family and I spend a lot of time on that campus and feel that the:

- 1) Site is not conducive to a campus where children are present year-round (attractive nuisance)
- 2) Concerns about pollution (air, noise, vibration & light)
- 3) 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.)

Thank you very much for your consideration.
Darren Wohl, MD

From: oxfordhawk@aol.com
To: info@ourtransitfuture.com
Subject: TTA PROPOSAL
Date: Tuesday, May 22, 2012 3:16:43 PM

106

To whom it may concern,

I have many concerns regarding the site of the maintenance and storage facility. Pls see below;

- 1) Site is not conducive to a campus where children are present year-round (attractive nuisance)
- 2) Concerns about pollution (air, noise, vibration & light)
- 3) 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.)

Please consider the effect of that location on all of the children in the immediate area, as well as the worshippers.

thank you

frank dworsky

From: [Robert Gutman](#)
To: info@ourtransitfuture.com
Subject: PLANNING REGARDING THE POTENTIAL FOR VERY DISRUPTIVE NOISE AT THE JEWISH CAMPUS ON CORNWALLIS
Date: Wednesday, May 23, 2012 1:11:25 PM

COMID: 715

107

Gentle People,

I am Robert Gutman, MD, retired from medical practice and now active (a member of the EC and Board) in the creation of a welcoming atmosphere at the Jewish Community Center as well as a strong supporter of the unique school next door.

I am told that you are reconsidering the initial plan to site the repair depot for the light rail immediately adjacent to this campus. This is good and important news. I am writing to emphasize the potential severe disruption to educational and religious activities and to urge that not be placed right there.

I am happy to answer any questions.

Sincerely and thank you for your consideration

Robert Gutman

COMID: 716

From: Don Rorke
To: info@ourtransitfuture.com
Date: Wednesday, May 23, 2012 12:02:55 PM

TO: Triangle Transit Light Rail Scoping Project

A light rail system between Chapel Hill and Durham based on current transportation technology and land planning methods, is likely to be discovered as seriously out of date when implementation takes place in the distance future. Given all of the advances in vehicular propulsion, including existing hybrid and compressed air methods, any concept using pure electrically powered transportation systems could result in a light rail program behind the times and with multi-millions of dollars not well spent.

This email recommends shifting the study of all triangle transit requirements, including Chapel Hill and Durham link, to what is taking place internationally in the development of new transportation technologies. It is further suggested that the revised study include careful consideration of the impact of any method of transportation on protecting the land, the nature of human aesthetics and preserving the reasons why we all live in places like Chapel Hill.

Respectfully submitted,

Donald M. Rorke, IDSA, FWDF

Will Raymond. My name is will Raymond. I'm a resident of Chapel Hill, and I -- these comments are focused on two issues. One is economic development, and these are following up on the comments that I have been making for about two years that have not been integrated in. And the second is on the environmental issues.

So just quickly on the economics, for the last time I'm going to try this, I would like to see an apples -- apple -- am I okay -- apples-to-apples comparison between the 15-501 alignment and the Highway 54 alignment, recognizing that there are many more brownfield opportunities for redevelopment on 15-501, that many more Orange County businesses and commercial owners own property along 15-501 and benefit, that within 1,500 feet of 15-501 on the north and south side, that there are a lot housing redevelopment opportunities, while the Highway 54 economic benefits are all based on brand new development in very, sometimes difficult places.

So I'd like a comparison -- to see a comparison of what's actually on the ground now in terms of real, potential economic benefits and with a reasonable probability of success versus Highway 54, where there's got to be a whole lot of brand new

development in order to justify it economically.

Now on environmental -- tell me when you're ready -- okay. So my environmental concerns -- I'll try to keep this organized -- are, first of all, I want to make sure that the secondary effects of development are also accounted for in the environmental study, so I'm going to give particulars.

I'm concerned with the Highway 54 alignment that the -- all of the development from 15-501 down to 54 that Durham will -- wants to do along there, the impacts of that on the New Hope Creek watershed are properly analyzed, including the number of additional cars and car trips that we would expect in what's essentially a pristine corridor right now. That analysis also has to -- I would like to see used Durham's existing environmental regulations, not any planned regulations, future regulations, but the existing regulations of today. So an environmental analysis of the secondary impacts of development that this transit line will bring from -- on the line from 15-501 to 54.

I also want to see a similar kind of analysis from where the Leigh Village station into Chapel Hill, at least as far as the Hamilton Road station, with an

eye towards four major issues. One is the impact on the natural heritage area on the west side of the waterfowl impoundment, Lake Jordan waterfowl impoundment, the impact on the waterfall -- fowl impoundment, the impact on the Lake Jordan game lands, and also the impact -- what is the expected additional nutrient loads as per the rules that are currently being discussed for the Lake Jordan water quality.

Also -- ready? Okay. Also in terms of environment, I'd like to see an apples-to-apples comparison between the 15-501 alignment that is a light rail from 15-501 down to Fordham Boulevard, joining, basically, at Rams Plaza and going down Fordham Boulevard to the hospital, and a comparison between the environmental impact of that corridor and the anticipated environmental impacts of the Highway 54 alignments.

The -- this environmental impact comparison should take into account the existing conditions on 15-501, the existing mitigations, and the existing regulations that are both in Durham County, which are kind of, let's say, not as comprehensive as Orange County's, and also Orange County's environmental regulations and land use restrictions.

It should also take into account the -- a comparison between Orange County and Chapel Hill's much more restrictive environmental regulations for land use along this 15-501 corridor in terms of secondary impacts, as compared to the looser environmental regulations controlling the Durham side, the 54 alignment.

So to make that a little more understandable, in other words, the secondary environmental impact of the development anticipated along a 15-501 alignment would be less because the regulations are much more strict in Orange County and Chapel Hill, and those are the regulations of today. The regulations in Durham are much looser, and we're talking about all sorts of new development on this 15-501 to 54 connector. And the basis for that environmental impact on the New Hope and Little Creek watersheds should be based on the regulations as they are today in Durham.

So to sum up, that apples-to-apples comparison should be on the -- the primary and secondary effects of building a light rail under the regulatory regimes of each county and each municipality.

Okay. Finally, I'd like to see a risk analysis for any kind of hazardous waste or hazardous

spill for building either on 15-501 alignment or 54 alignment as it pertains to the Lake Jordan watershed. This should cover the environmental impacts of the hazardous spill and how it would be dealt with during construction and also during operation. I'd like to also see a discussion of how the water quality is going to be monitored after the light rail goes in, depending on either -- either alignment they select.

And I think that covers it. Thank you very much.

One last thing on the economic impacts, in terms of an apple-to-apple comparison of the 15-501 alignment and the 54 alignment, should be the anticipated property tax revenue from new development and redevelopment opportunities along 15-501 and 54.

And one other thing. There needs to be a metric developed to determine how the community's response to the development along -- redevelopment on brownfields along 15-501 versus the community's resistance to development along all new pristine areas or nearly pristine areas, greenfield areas on the Highway 54 proposed alignment. I don't know what this metric is. I think that the MPO should do surveys of people who live adjacent to those areas, but also to

both communities to really gauge community resistance to building things that are going to cause significant environmental impacts.

Claude McFarlane. I understand and know that this is preliminary and that this is a necessary step, first step very early in the process. However, I was really disappointed because I would have like to have seen, if available, some proposals about future expansion of this light rail system.

For instance, I live in an area that is now, I guess, eventually the expansion of the University, the north campus area. And it's nice that they have a light rail system proposed to stop at the University. But for me to utilize the light rail system, and I would be inclined to use such a system, I'd have to drive from my house back to the University and try to figure out parking to get on the system.

Now since they're going to expand the University down to that area, I think it would be very nice to have some sort of proposal to lay track along that line. There is already track that is laid along that line, although I'm not sure how that works in terms of laying new track, but there is a track system there and a right-of-way there for whatever freight that they use locally.

So it would be nice because there are a lot of people who live in that area, for instance, who work at

COM/D

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the University or who go from the University to home and
from home to Raleigh or to Durham, and would love to not
have to use their cars.

COM 10 721

111

Julie Harris. My name is Julie Harris, and I am a parent and former board member and community member of the Jewish community, the Lerner Jewish Community Day School in Durham-Chapel Hill, which is one of the proposed sites, which would be the Pepsi plant. I don't know what number that site is, but I am really against that this be put there for many reasons, one is that there are children there that are seven -- seven days a week that use the facility between the synagogue, the day school, and the JCC. And we bought and had a vision for this campus to create this very serene, peaceful community place, and this would be a terrible idea.

In addition, the day school just put in -- spent thousands of dollars to put in an outdoor classroom back in the field, which would back up right against the rail station, and it would work at cross-purposes for having an outdoor classroom for learning about the environment. So I'm -- I'm really against it going here at this site, and I think that's all I want to say. Very disruptive.

[CAM ID 722]
112

Adam Goldstein. This is Adam Goldstein. I'm a family physician from Chapel Hill, and I also am involved in helping raise the money to build a Jewish community center on the corner of 15-501 and Cornwallis Road. The light rail maintenance facility, one of the preferred sites, is at that junction, and I want to indicate that, when the consideration was being drawn for that, there was no recognition that there was a \$10 million community center that we were building that was finished last May that serves thousands of kids and adults a year.

There's a large outdoor pool and recreation area that runs -- would run right adjacent to that proposed maintenance facility. There's a -- two schools. There's a synagogue already on that new Jewish campus. In addition, there's a proposed expansion of that campus that's already been designed to take up two and a half acres of -- of that site that the developer of the housing has donated that to the Jewish community.

So this is a Jewish community campus that would be irrevocably threatened by -- that serves this Durham-Chapel Hill-Apex-Mebane surrounding region, and would be irrevocably harmed by the placement of the light rail maintenance facility at that location.

[COM 110 723]

113

Steven Schauder. I'm concerned about the potential building of a maintenance facility on Cornwallis Road at the site of the former Pepsi plant. That site is a -- the facility would be build adjacent to a Jewish community campus that's been constructed over the past three years, that now houses the largest reform center and synagogue in North Carolina, that has a \$10 million Jewish community center that was built as a central address for the Jewish community, and has a Jewish school, in addition, adjacent to a charter school, the Maureen Joy School.

Further, the campus has plans for expansion that could include mixed housing for families of different backgrounds, including proposed senior housing that would really serve members of our senior community that could be served by the center.

The proposed maintenance facility poses an attractive nuisance, as children are in attendance on that site 12 months a year, and it would really impact from -- from a light -- standpoint of light and noise pollution.

And that's really all of my comments.

Gustavo Montana. I am Gustavo Montana. I am a resident of the Greenwood neighborhood, and I am very pleased to see that the Durham-Orange light rail transit project is being developed.

I want to add two issues or two requests, that two issues be given continued consideration, if they have not been -- or given consideration if they have not been on the plans themselves.

The first one is the issue of making as much -- as many areas as possible in the Chapel Hill area and -- and Carrboro bicycle-accessible. Particularly with the light rail transit system, it is very important for people to be able to access the stations very easily on a bike.

The other thing that concerns me is the development in Glen Lennox. The development as initially proposed was much larger, but it's been scaled down. But, still, it is anticipated that there will be many more cars, many more people that will be coming into the Glen Lennox area.

The 15-501 bypass carries a lot of traffic and, undoubtedly, is going to carry much more traffic. It would be very desirable to connect the Greenwood neighborhood and all of the -- the part of Chapel Hill

that is on the inside, if you may say, of the 15-501 bypass, be connected with the facilities that are in Meadowmont, in The Oaks, in that neighborhood.

In The Oaks and Meadowmont, there are soccer fields. The YMCA has a pool and a playground, and there is going to be commercial development in the Glen Lennox area that people in the Greenwood neighborhood may want to access. Having an overpass over 15-501 in the area where kind of the road comes onto 15-501 would be most desirable. The overpass should be for pedestrian, for bicycle use, and perhaps for motorized wheelchairs.

I know that this, just thinking about this, you know, the objection is going to be the cost, undoubtedly. But projecting this over the many years that, hopefully, the -- this town will be in existence and 15-501 is going to carry so much traffic, I think that that should not deter the evaluation and consideration given to this overpass.

And, really, the time to consider it is now when perhaps the developers, the town, and the citizens of the -- in the area should try to find ways of financing this.

Thank you.

Geoffrey Geist. My name is Geoffrey Geist. I live in Chapel Hill, and I think some of the things that I'm most concerned about for the light rail is the routing of the light rail so, most importantly, trying to avoid any sensitive environmental areas, specifically, the Little Creek and the bottomlands and slopes, and the significant natural heritage area. Also, all of the Army Corps of Engineers land that are on the Orange County-Durham line there by Meadowmont.

So, naturally, I'm in support of the C2 alternative. I think the C2 alternative is far less -- far less environmentally hazardous to the area. It -- it costs less money. That is an important consideration, and I think it has higher projected ridership, not to mention the fact that I think C1 going through Meadowmont would bisect The Cedars retirement community, which I don't think is the right thing to do. I don't think that's the right plan.

And also, it would be going down Meadowmont Lane, behind people's homes in some cases, behind the townhomes, and also causing, especially during traffic times, significant traffic delays, especially during rush hour in the morning and the afternoon.

So, really, for all of those reasons -- and --

and just one final one. C2 has dedicated parking. I live in Meadowmont. The parking situation in Meadowmont Village is already not a good one, and to put a light rail station there would cause real significant problems, since there's no dedicated parking. Anyone living in Meadowmont is not simply going to walk. They're going to ride from time to time, especially during inclement weather.

So, you know, for all of those reasons, but I think especially I'd underline the environmental concerns of going over the Little Creek, and also all of the steep slopes, I would support C2. Thank you.

John Friedman. I'm a -- an enthusiastic supporter of light rail for Durham and Chapel Hill. It's an urgent need. But if there is a maintenance facility located on -- at the former Pepsi plant on Western bypass, it will so profoundly impact the Jewish community, whose three largest and, arguably, their main institutions, Judea Reform Congregation, the largest congregation -- Jewish congregation in the Triangle, Lerner Day School, the main Jewish day school for the whole Triangle, and the Jewish Community Center, which is a recreational -- like a YMCA kind of facility for the Jewish community and others in the area, will be, I believe -- this is going to be a noise-producing -- if it's like those in other places, attractive nuisance.

We have three institutions that are swarming with children, and it is simply not only counter-indicated, it's counter-intuitive to put such a facility so near so many children who are there so many different times during the week.

It will impact the feeling of Sabbath, of Shabbat, at Judea Reform Congregation and holidays. Imagine hundreds of people coming for the Day of Atonement, the most important holiday or observance of the year in which we have anywhere from 1,100 to 1,200,

1,300 people at the congregation, and trying to worship with trains squealing in the background.

This is a mistake for us. Of course, we're only one community, a small number in the overall population of Durham-Chapel Hill but, nevertheless, one which has made a considerable investment in this area and which will be, I feel certain, impacted very negatively by the location -- locating of a maintenance -- train maintenance facility right adjacent to their land.

If I get out of the swimming pool at the JCC and walk for about 30 seconds, I could be standing right on a rail. That's a mistake. It's wrong to put that so near children.

Jonathan Lovins. So we have -- our kids go to the Lerner School, which is -- which goes right up to the -- to the -- one of the four proposed areas for the maintenance facility, and so the -- and so we're concerned about the -- mostly the noise and the pollution there. The kids are there all day long. They're out -- they're outside the school and they're playing.

Also, the Jewish Community Center, which we all go to, the pools, the outside pools are -- which are the most-used facilities in the -- in that community center, also go right up to the border with this -- with what -- what could be the maintenance facility. And, again, we would be concerned about noise and pollution.

In addition, there have been a lot of plans for expansion of the Jewish community campus. Currently, it's the -- it's the elementary school, the Jewish Community Center, and the Judea Reform Synagogue, but there are -- there are proposals -- there have been proposals for many years to expand into the area which is being proposed for the maintenance facility, to build a senior center and a middle school, and most of that -- much of that could be jeopardized by the building of the maintenance facility.

So -- so be -- it would definitely be difficult for us -- I mean, the reason -- one of the reasons we moved to Durham was because there was this great area where we could, you know, have our kids go to school and -- and that they were going to have -- build a Jewish community center, and we would -- we would be - - it would be -- it would be very unfortunate if the quality of that campus was degraded by having a -- a facility that was -- that was impacting both the -- the quality of the experience for the kids at the community center, and also that would interfere with our ability to develop the campus.

So we would be -- you know, one of the -- so it's one of the reasons why we live in Durham and wouldn't -- we wouldn't want to -- well, we'd like to stay in Durham.

Larry Rocamora. Hi, I'm Larry Rocamora. I'm a member of Judea Reform Congregation and the Jewish Community Center. In fact, I was president of Lerner -- I mean, of Judea when we built the building up next to the Cornwallis site, and I was co-chair of the Partnership for a Jewish Center when we built the Levin JCC.

My feeling is the impact that the rail maintenance facility station would have on the Cornwallis site would destroy a lot of what we've been trying to do and a lot of investment that's been put in infrastructure and in buildings and in community up there.

Both the light and the noise, when you're at services or when the people outside -- one of the reasons those sites were selected was because of the quiet and solitude and the peacefulness that you get as you're going up the hill for -- for religious purposes and then for the JCC.

And also, there's kids that are playing all the time. There's a pool, and -- and kids are attracted to rail stations and things like that, and having a maintenance station that impacts 650 families that are in Judea, 690 members of the JCC, 200 families of the Lerner School, is a significant impact even though it's

just a small area.

You know, I understand why it's a -- a nice site to do, but all of these things weren't up there when they were going through the decision-making process or selecting sites, and we didn't know that this was going on as well.

In addition, there are plans for development of the -- the Pepsi site, and the person that bought it, they have contractually agreed to sell or give two and half acres to three and a half acres, depending, to the JCC for expansion of our outdoor facilities. And it would, obviously, have an impact on that as well.

Also, the developer is looking at perhaps having senior citizen -- a senior center or some kind of maybe multifamily, which goes in very well with the uses of the JCC and being able to be in close proximity for seniors that can't walk as well. There's -- there's a community building for them to use. There's lot of senior programming. We have a Jewish family services, which deal with elderly people and people that can't get around well.

And so it just seems, at least to -- to me, the impact is on a high number of people and it's very negatively affected. Okay.

Jon Bellman. Hi, I'm Jon Bellman. I have two kids that are at the Lerner School, and I have a third one that will be going there shortly, and I'm very concerned that the Pepsi property is being considered for possible siting of the ROMF.

I think when the analysis was initially done in -- in which the Pepsi property was selected, the -- the folks doing the study did not realize that that site was about to be developed. It has since been developed, and there's a very popular and fantastic Jewish Community Center on that spot.

The -- the land for the Lerner School is being expanded as well, and, basically, there's a couple of hundred kids that are right back there along the fence line where that ROMF is being considered.

So I would hope it's moved to another spot, that that spot -- that the Pepsi site is taken off the table as soon as possible because, in addition, the Jewish community is considering developing more of that land into senior facilities, a potential additional house of worship, potential middle school. And if the ROMF is sited there, we won't be able to do that.

So thank you very much for listening.

Sam Poley. I'm speaking out in opposition to the Pepsi location at Cornwallis Road. I don't think it's the -- necessarily the right choice, given its proximity to the Jewish community campus there, its immediate adjacency to the Jewish Community Center, and the impact that it will have on the Lerner Jewish Community Day School, as well as Judea Reform Congregation.

The facilities were well thought out, represented a great investment, and a very large cross-section of the community, not just the Jewish community. The Jewish Community Center is open to anyone who wants to -- to belong.

And I think that this is a facility that will not do anything to enhance the possibility of expansion over there, and the quality of those facilities that have already been built, and the community's lifestyle that -- that they enjoy there.

That's all.

Gabriel Lowe. Well, my name is Gabriel Lowe, and I just wanted to leave a comment that I'd like to -- I'm concerned with the possible maintenance facility location off the Pepsi -- the old Pepsi plant off of -- just on 15-501 and Cornwallis. There's a campus there that includes two schools. Well, there's a couple of campuses, but there's two school campuses, a synagogue campus, as well as a -- a community center that just opened in 2011 that was designed for -- for lots of children and families to attend. It's a very beautiful area and, right now, it's -- it's state of the art and new, and I just want to say that I think that putting a loud maintenance facility with lots of -- that runs 24 by 7 will negatively impact the work and the -- and the community that uses that area.

I also want to be clear that I don't -- I do support light rail and -- and I think it's a great idea. I just think that the maintenance facility should be located somewhere where there's not a community center like that and not places of worship like that and places where lots of children and lots of families will be spending lots of time.

So if there's -- I know there's some alternatives, and it's just my -- my thoughts that it

should locate somewhere else. So thank you for your
time.

COM 10 734 122

Received
29-May-12

Jane and Harry McPherson
244 Cedar Club Circle
Chapel Hill NC 27517

May 25, 2012

Triangle Rapid Transit Program
P. O. Box 530
Morrisville NC 27560

To Whom it May Concern:

We write, as residents of Meadowmont in Chapel Hill, to endorse the Light Rail Transit alternative, C2.

We've been following the reports and studies and such that have been emanating from the consideration of these two alternatives.

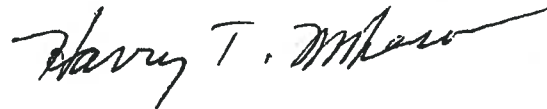
Foremost, it is the environmental impact. As you well know, once the environment has been tampered with...resulting in disastrous effects on wildlife and undergrowth that's been there since time immemorial...it can never be brought back. That alone should be sufficient to tip the scales toward C2.

In addition, such considerations as the median already existing down Highway #54 and the estimated higher usage in C2, are important.

Thank you for noting in your reports our endorsement of C2.

With best wishes,


Jane and Harry McPherson



433 Cedar Club Circle
Chapel Hill, NC 27517
Tel: 919.493.1789
Email: 5594mavk@gmail.com

123

May 22, 2012

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

*Received
29-May-2012*

TO: Members, Triangle Transit Program:

Of the light rail routes being considered for the Chapel Hill-Durham link, the C2 alternative was chosen by the Chapel Hill Town Council, the Orange County Board of Commissioners and the Durham Chapel Hill Carrboro Metropolitan Planning Organization as the Locally Preferred Alternative. Because of the obvious advantages of the C2 alternative, I recommend that no additional time or money be spent on studying the C1 alternative.

There are many reasons for my informed preference for the C2 alternative. I moved to The Cedars of Chapel Hill in 2008 to have the benefits of a retirement community that had its own health care facility, a small shopping center and a UNC Cardiac Department all within walking distance. I found all of these available as a member of The Cedars of Chapel Hill with its DuBose Health Care Center on our campus and Meadowmont Village across the street. The C2 alternative avoids separating our DuBose Health Center from the aging Cedars residences who faced with a C1 path would have to navigate across tracks of a commuter train to go to the health clinic for treatment or to visit friends recuperating or spending their last days there. A similar condition would exist when crossing the street to Meadowmont Village to reach the grocery store, pharmacy or the UNC Cardiac Department. The construction process of C1 and the operation of the trains passing directly in front of our health center would greatly disadvantage health care for Cedars members, especially those who are permanently in the DuBose Health Center.

As a means of being completely informed about alternatives being considered, I walked the path of the C1 route, which passes through precipitous wetlands and natural wildlife habitat that should be preserved. If destroyed by a rail line, this treasured environment would be forever lost.. If light transit is the only solution possible, I strongly support the C2 alternative for Chapel Hill and Durham.

Sincerely,



Mary Ann Van Kampen

From: Randell, Scott H
To: info@ourtransitfuture.com
Subject: Maintenance Facility at the current Pepsi property
Date: Monday, May 28, 2012 8:39:12 AM

COMID: 736

124

To whom it may concern,

I am all for light rail transit in the Triangle. However, I question the proposed site of a Maintenance Facility at the current Pepsi property for the following reasons:

- 1) The site is not conducive to the adjoining Judea Reform, Lerner School and Jewish Community Center Campus where children are present year-round (attractive nuisance),
- 2) There are concerns about pollution (air, noise, vibration & light),
- 3) There will be negative 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 Jewish Community Center, etc.).

Please consider alternative sites that would not detract from a growing, dynamic, positive aspect of our community.

Sincerely, Scott Randell

From: Werner, Arthur S
To: info@ourtransitfuture.com
Subject: Potential LRT Maintenance Sites
Date: Tuesday, May 29, 2012 3:04:53 PM
Attachments: image001.png

COMID: 737

125

I am writing to comment on the selection of a site for the Rail Operations and Maintenance Facility (ROMF) for the future light rail connection between Durham and Chapel Hill. I base my observations on the table below, extracted from an LRT presentation.

None of the first three sites have adjacent neighbors that would be affected by noise, dust, traffic, and air emissions from LRT site development and operation. The fourth site near Cornwallis Road is adjacent to two schools, a synagogue, and a community center. Clearly, the Cornwallis Road site should be excluded from consideration.

Table 2-11 Summary of LRT Maintenance Sites

Candidate Site	Size	Access	Land Use Compatibility	Environmental Effects
Leigh Village	Adequate size (approximately 13.5 acres)	<ul style="list-style-type: none">• Good roadway access• Excellent bidirectional access	<ul style="list-style-type: none">• Bound on one side by I-40• Adjacent rural residential land uses; acquisition of multiple residences would be required• Opportunity for natural buffers to screen site from view	<ul style="list-style-type: none">• Potential noise impacts to surrounding residences
Farrington	Adequate size (approximately 12.4 acres)	<ul style="list-style-type: none">• Good roadway access• Excellent bidirectional access	<ul style="list-style-type: none">• Bound on one side by I-40 and Farrington Road on the other providing for separation of land uses• Adjacent rural residential land uses; acquisition of multiple residences would be required• Opportunity for natural buffers to screen site from view	<ul style="list-style-type: none">• Potential noise impacts to surrounding residences
Patterson	Adequate size (approximately 12 acres)	<ul style="list-style-type: none">• Good roadway access• Off-line site requiring approximately 1,400 feet of access track• Excellent bidirectional access	<ul style="list-style-type: none">• Bound on one side by I-40 and Farrington Road on the other providing for separation of land uses• Undeveloped land and well-buffered from adjacent land uses• Opportunity for natural buffers to screen site from view	<ul style="list-style-type: none">• Potential impacts to 2 possible Section 4(f) resources• Potential visual impacts from the New Hope Creek trail
Cornwallis	Adequate size (approximately 14 acres)	<ul style="list-style-type: none">• Good roadway access• Excellent bidirectional access	<ul style="list-style-type: none">• Bound on one side by US 15/501 and on the other providing for separation of land uses• Consistent with existing industrial use of site.• Adjacent to institutional land uses (schools, church)• Opportunity for natural buffers to screen site from view	<ul style="list-style-type: none">• Potential noise impacts to adjacent institutional land uses

Source: LRT Maintenance & Storage Yard Facility Assessment, URS Corporation Consultant Team, May 2011.

Arthur S. Werner, Ph.D. | Senior Principal Scientist
AMEC
Environment & Infrastructure
4021 Stirrup Creek Drive, Suite 100|
Durham, NC 27703
Direct Line 919 474-3588 Office 919 381-9900 x43588 Mobile 919 602-5867 | Fax 919 381-9901
Email arthur.werner@amec.com
Please note new email address

126

MEADOWMONT COMMUNITY ASSOCIATION
1201 RALEIGH ROAD, SUITE 204
CHAPEL HILL, NC 27517
919-240-4682 OFFICE



Date: June 13, 2011

TO: Mayor and Council, Town of Chapel Hill

SUBJECT: Meadowmont Community Association's LRT Preferred Alternative

Dear Mayor and Council,

The Meadowmont Community Association Board would like to go on record that it would favor the potential alternative C2-LRT realignment, which would bring the LRT further East along Hwy. 54 and George King Road. This is in accordance to our June 7, 2011 board motion.

The Association appreciates the fact that Meadowmont was designed to be a walk-able, transit oriented community and believes that either alternative can serve that objective.

In making our decision the Board considered the following issues:

1. The required bridge for C1 across the Little Creek wetlands connecting SE Durham Expressway to Meadowmont Lane will have an environmental impact due to the terrain and a noted large expense to construct
2. The noted and future planning of George King Road as a connector Road to facilitate North-South traffic flow to Hwy. 54.
3. The Chapel Hill Town Council supported point #2 (above) in Resolution 2006-12-04/R-13
4. The C2 alternative would be able to support a larger LRT ridership from the future developments between Meadowmont and Hwy. 40.

Continued next page:

Page two
June 13, 2011
Letter to Mayor and Council

A few inherent challenges associated with constructing an LRT line now through the middle of Meadowmont, a well-established community, are:

- The LRT would cross six streets, including Meadowmont Lane, which at the crossing point consists of four lanes and a median.
- The proximity to Rashkis Elementary School and the Cedars of Chapel Hill, a senior living community to the rail's location
- The lack of parking now and for any future transit riders in the area of the projected Meadowmont station on Meadowmont Lane in or near Meadowmont Village
- The Rizzo expansion project is on temporary hold until the LRT location is better defined to avoid any environmental damage or excessive costs to relocate the proposed Rizzo site.

The Meadowmont Community Association hereby requests that the Chapel Hill Council approve alternative C2-LRT.

If Council cannot make this decision at this time at least keep that option open until a full environmental study has been conducted. This request is consistent with the recommendations from the Transportation Board, the Planning Board, UNC and UNC Hospitals.

Thank you,

Hank Rodenburg, President
(For) The Meadowmont Community Association Board of Directors.

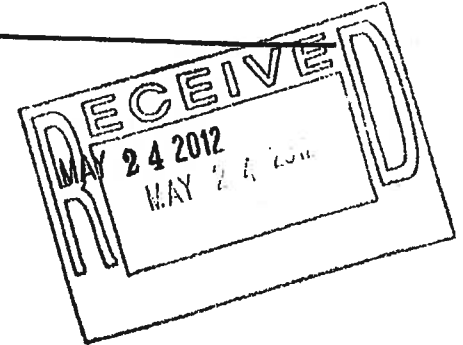
Copies: DCHC MPO
Orange and Durham County BOC

MEADOWMONT COMMUNITY ASSOCIATION
1201 RALEIGH ROAD, SUITE 204
CHAPEL HILL, NC 27517
919-249-4682 OFFICE

COMID: 740

127

May 21, 2012



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

Dear Mr. Smart.

On June 7, 2011 the Board of Directors of the Meadowmont Community Association voted in favor of the C2 realignment as part of the Light Rail Transit program.

The board of directors expressed its preference and the reasoning for it in a letter to the Chapel Hill Town Council dated June 13, 2011. It also stated the same position to Council in November 2010.

The Board would kindly request that these two letters (copies attached) be considered in the Environmental Assessment and be included into its documentation.

Thank you for your cooperation attention in this matter.

Sincerely,

Bill Ferrell, Manager
Attach: 2

File: NC54 Corridor Study 2012



Bill Ferrell
Manager
meadowmont@nc.rr.com

919-240-4682 office 1201 Raleigh Road, Suite 204
919-636-0598 cell Chapel Hill, NC 27517
919-240-4683 fax www.meadowmont.net

Meadowmont Community Association

3-22-12

24.7 May
2012

131 Cedar Breeze Lane
Chapel Hill, NC 27517

128

Dear Su,

COMID: 741

I have been a resident of the Cedars of Chapel Hill for the past three years. I arrived here direct from England with no car.

I chose the Cedars for many reasons. The main one being the close proximity of Meadowmont Village with its grocery store, Bank, dry cleaners & other amenities - all of which I use. Light Rail C! would be very unacceptable for access to the above.

I also use The Duke Health Centre & my primary doctor is there. Route C! would entail having to cross the train tracks.

I enjoy the environment

surrounding the Cedars of Lake
regular walks in the area which
would lose much with Route
C. i

As we own our properties
here the value would obviously
drop with a rail running
through.

I therefore oppose very strongly
Route C. i

Yours faithfully

Lanka Rushbrooke

ROBERT N. EBY

631 Cedar Club Circle
Chapel Hill, NC 27517-7215
(camden@mindspring.com)

May 20, 2012

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



Dear Mr. Smart:

I am writing you in regard to the selection of a route for the proposed light rail transit system between Durham and Chapel Hill from that designated C-1 and that designated C-2.

My wife Connie and I moved to The Cedars of Chapel Hill some eight months ago. One of the important factors in choosing the Cedars was the access to the DuBose Health Care Center, if and when we need it. If Route C-1 were selected, it would separate the DuBose Health Center from the remainder of The Cedars. Both the construction process and the operation of trains would greatly hamper health care for all Cedars members, particularly those residing in the DuBose Center.

When Route C-1 was first proposed some 20 years ago, this area was undeveloped farmland. Today much of the adjoining land through which the proposed C-1 Route would pass is environmentally sensitive and under the jurisdiction of the Corps of Engineers. It is important that we do not damage the involved wetlands and wooded areas in an irreversible manner. In contrast to Route C-1, Route C-2 would pass along Route 54, thus minimizing the environmental impact of the light rail transit system.

To date the Chapel Hill Town Council, The Orange County Board of Commissioners, the Durham Chapel Hill Carrboro Metropolitan Planning Organization, and the Meadowmont Assn. Board of Directors have voted to support Route C-2. My wife and I want to add our voices to theirs in requesting that you come to the same decision, viz. that Route C-2 is the better route for providing the much needed light rail service between Durham and Chapel Hill.

Very truly yours,

Robert N. Eby

Meadowmont Community Association
1201 Raleigh Road, Suite 204
Chapel Hill, NC 27517
919-240-4682 Office



November 2010

Chapel Hill Town Council
405 Martin Luther King Blvd.
Chapel Hill, N. C. 27514

Re: Connector Street Plan build out recommendations in the recently completed Draft NC 54/I-40 Corridor Study and consideration of LRT easement Alternative Analysis

Dear Mayor and Council:

Given some new names and faces serving on Town Council and on the Metropolitan Planning Organization (MPO), and considering the resolution passed by Council on December 4, 2006 regarding the above matter, I am writing to you on behalf of the Meadowmont Community Association.

Meadowmont was created as a village community of circuitous streets lined with bicycle lanes and pedestrian friendly walkways. The Chapel Hill Town Council took a strong position following public hearings in 2006 supporting a community statement requesting that any NC 54/I-40 impact on Meadowmont further enhance circuitous routing and safety throughout Meadowmont.

Council recognized that the Meadowmont Community is anchored by Rashkis elementary school at one end of Meadowmont Lane, and The Cedars retirement complex on the other end of the same street. Council also accepted the premise that any collector and connecting street plan include incorporating George King Road as the primary North-South connector of Southwest Durham Parkway before connectivity to Meadowmont Lane.

More specifically, Resolution 2006-12-04/R-13 requested the Durham-Chapel Hill-Carrboro Transportation Advisory Committee to direct the Metropolitan Planning Organization to develop connectivity to The George King Connector Street. This was to facilitate North-South traffic flow to Highway 54 as the planned developments to the East of Little Creek and South of Creekside elementary school are built out

As part of the resolution and surrounding discussion, Mayor Foy and the Council at the time stressed the need for appropriate traffic calming devices along Meadowmont Lane as well as ensuring that any connectivity through the Meadowmont Community be circuitous in nature.

Following the recent distribution and review of the draft of the NC 54/I40 corridor study, the Meadowmont Community Association (MCA) Board now solicits the Chapel Hill Town Council's help in addressing the timeframe changes of the Connector Street build out that is proposed. In this study, the Durham-Chapel Hill-Carrboro Metropolitan Planning Organization (DCHC MPO) has prioritized the CSP build out to be accelerated from the LRTP 2035 timeframe to the 2012 timeframe.

Page two: Meadowmont Community Association

November 2010

The MCA Board specifically requests Council to resolve to:

1. Direct the MPO to review and incorporate all parts of resolution 2006-12-04/R-13 in any and all Collector Street, Connector Street and NC 54/I-40 plans;
2. Maintain Meadowmont Lane as a city street inclusive of only two lanes and an existing 25mph speed limit, rather than allowing control to shift to the NCDOT or other body;
3. Prioritize funds for timely installation of traffic calming devices to protect school zones, elderly crossings, and ingress/egress of the Meadowmont neighborhood prior to the CSP build out; and
4. Direct the DCHC TAC and DCHC MPO to examine the benefits of routing the Light Rail Transit (LRT) easement between the Leigh Village Station and Meadowmont Community rail stations to align with Highway 54 as it crosses Little Creek.
5. We strongly recommend this examination take place **prior** to finalizing the Collector Street Plan or the NC 54/I40 corridor study. This Alternative Analysis work is being done by the Triangle Regional Transit Group. We are not suggesting the transit stations' locations at Leigh Village Station and Meadowmont to be altered, only that the track routing between them be nudged to parallel Highway 54.

The benefit of routing the LRT line between Leigh Village Station and Meadowmont to cross Little Creek at Highway 54 would be a consolidation of bridge crossings over Little Creek. The Draft NC 54/I-40 Corridor Study calls for Highway 54 to be widened to six lanes, with parallel bicycle and pedestrian crossings over Little Creek. Rather than building additional, lengthy bridge spans over the Army Corps easement behind Meadowmont for the LRT, work zone consolidation and construction economies could be significant if the LRT line were realigned with the Highway 54 corridor.

Furthermore, the realignment of the transit easement minimizes the environmental impact on the Little Creek Basin to the North of the impoundment area and insures that existing hiking, running, and biking trails in the Little Creek Basin behind Meadowmont are not disrupted.

In summary, the Meadowmont Community Association requests that the current Council renew its support for the resolution already passed, and that Council amend the resolution to include a thorough analysis of an alternative LRT alignment prior to approving any draft of the NC 54/I40 plan.

Thank you,

James White, President
Meadowmont Community Association
Board of Directors

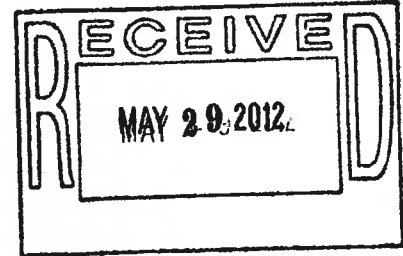
COMID: 744

Jane and Harry McPherson
244 Cedar Club Circle
Chapel Hill NC 27517

May 25, 2012

131

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



Dear Mr. Smart,

We write this letter, as residents of the Meadowmont Section in Chapel Hill NC, to state our support of the Light Rail Transit alternative C2, as opposed to C1.

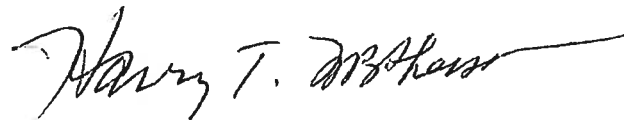
The impact of C2 on the environment...wildlife, vegetation, watersheds, and so forth...is much more favorable than if C1 were forced upon us. As you well know, once the damage is done to the environment that we leave to posterity, there is absolutely nothing that can be done to bring it back.

This alone should be more than sufficient to decide in favor of C2. However, there are other considerations such as more ridership and use of the medial already in place on Highway #54.

Thank you in advance for supporting C2.

With best wishes,


Jane and Harry McPherson



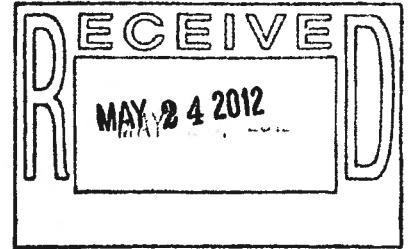
132

John and Dorothy Neter

724 Cedar Club Circle, Chapel Hill NC 27517

May 19, 2012

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



Dear Mr. Smart:

I am writing to you in connection with the Triangle Rapid Transit Program Study. I urge you to support Alternative Route C2 for the Light Rail Route. Alternative Route C1 will have a significant negative impact on our 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.

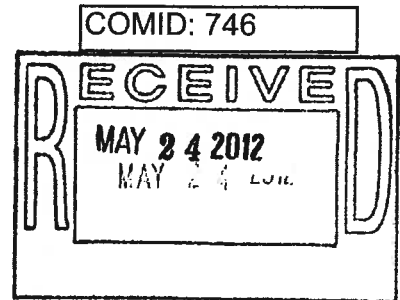
Alternative Route C2 does not intrude into the Meadowmont Community. In addition, Route C2 is more environmentally friendly, as it does not cross the adjacent wet lands. Furthermore, it is my understanding that Route C2 is estimated to cost less than Route C1 and is likely to have a higher ridership.

For all of these reasons, please support Route C2.

Thank you for your consideration.

John Neter

133



5/21/12

Dear Sir,

I am responding to the choices for light rail transit in the Chapel Hill- Durham connecting route. I speak for the C2-54 route as both the affect and effect would have the least negative impact on the area.

It would serve hotels, restaurants, offices, shops, etc. along its route , thereby increasing it's use; and make Meadowmont business more accessible.

Residents of Meadowmont Village have chosen to live here and enjoy a peaceful living atmosphere. They contribute to both Orange and Durham Counties by paying taxes and supporting various businesses in Chapel Hill and Durham. This lovely village does not need a train running through the middle of it!

Environmentally, it is important to save a natural wetlands and bird sanctuary nearby to balance the amount of paved land.

The Cedars' Campus is a beautiful and sustaining neighborhood of Meadowmont where Seniors are spending the last years of their lives and need to die in peace and quiet.

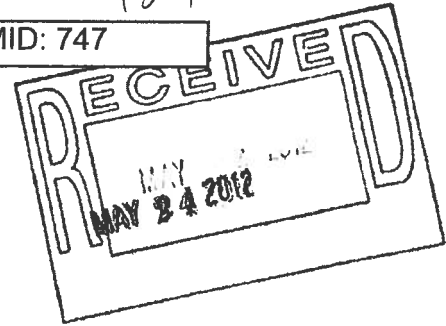
Meadowmont is placed near Chapel Hill, Durham and I-40 which is an expedient location for people who travel to work. It offers a special way of life for all who enjoy living here. PLEASE PROTECT AND ENHANCE IT.

Sincerely,

Faye S. Kalman

Faye Kalman
A Cedars' resident

134
COMID: 747



Ms. Muriel Roll
421 Cedar Club Circle
Chapel Hill, NC 27517

Mr. Brian C. Smart
Environmental Protection Specialist
Federal Transit Administration
230 Peachtree St., NW, Suite 800
May 20, 2012

Dear Mr. Smart:

From all reports, the C1 plan for a light rail will do far more damage to the surrounding wooded and wetland areas than the alternative C2 route. The Cedars bird sanctuary would probably be destroyed. Once destroyed, this irreplaceable land treasure will be lost forever.

The C2 route seems to me to be far more sensible than the C1 route. The C2 route would use the median now on Route 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.

Having spent some time recuperating in one of the 48 beds in the Cedars DuBose Health Center, I hate to think how having trains going by just a few yards from my window would have affected me.

Please give this letter your utmost, serious attention.

Sincerely,

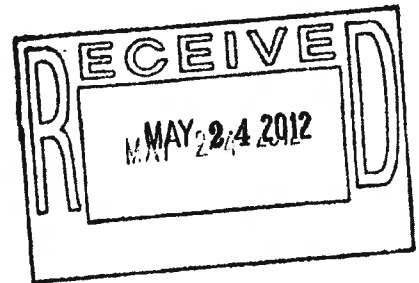
Muriel Roll

~~Sincerely yours,~~

RE: C2 as STRONGLY PREFERRED OPTION

May 18, 2012

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



Dear Mr. Smart:

I strongly urge all public-planning efforts to oppose the C1 alternative in favor of the locally favored alternative C2 on public safety, environmental and simple common sense grounds:

1. Safety. Public planning efforts should place public safety above all else – in my view, this should always be priority #1 and any failure to heed public safety is a failure of a public planning body. To route in excess of 8,000 cars per day on a street with the characteristics below is a clear violation of consideration of public safety that is the most important priority of public planning responsibilities. Meadowmont Lane runs:
 - a. in front of an elementary school, with elementary school children routinely walking and playing near Meadowmont Lane, with constant activity by both parents and children,
 - b. through a large and vibrant senior citizens community where residents routinely walk and drive across Meadowmont Lane,
 - c. through an area where residents walk dogs, bicycle, and routinely cross to get to shopping, restaurants and the UNC Wellness Center
 - d. extraordinarily close to the front doors of an approved development next to the Wellness Center and
 - e. very near the location of a special needs facility about to be built in Meadowmont.

We should not wait until the first child of the elementary school – or the first grandparent or the first special needs person or the first jogger – gets hit by a car when we have an alternative (C2).

2. Environment. The proposed extension and connection to SW Durham Drive under alternative C1 requires connection through the Little Creek Bottomlands, an environmentally sensitive area where there is currently no development. When other options are available (C2) why on earth would a decision be made to construct a bridge through an environmentally sensitive area?
3. Common sense. There is another alternative, the locally preferred alternative (there is a reason why it is the locally preferred alternative after all), C2, which avoids the above issues. I recognize that we need to move traffic and planning organizations have a difficult job with respect to the traffic flow in the NC 54 corridor. However, sometimes we lose simple common sense in these decisions. Running 8,000+ cars a day through a community with an elementary school, senior citizens community, and all of the conditions noted above – when other options are available – simply defies logic and common sense.

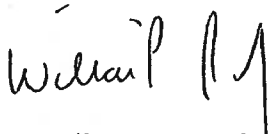
Given that there is precedent – Durham's request to move the proposed SW Durham Drive alignment away from Creekside School – not allowing SW Durham Dr to run through a school, senior citizens community and all of the conditions noted above is both reasonable and crucial for public safety and environmental reasons.

Accordingly, I urge you favor the C2 alternative.

I recognize that you have a difficult job considering all of the issues in addressing traffic requirements. However, I urge you to put public safety – elementary children and senior citizens for goodness sake.

Thank you for your consideration.

Sincerely,



Dr. William Putsis (Professor, UNC Kenan-Flagler Business School)
Concerned Meadowmont Resident
(919) 593-7544
William.Putsis@unc.edu



Nina Mitchell
533 Cedar Club Cir
Chapel Hill, NC 27517-7214

RECEIVED
MAY 28 2012



COMID: 749

136

Received
MAY 30 2012
Triangle Transit

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

27709378787

bbbbb

5-28-12

Received

MAY 30 2012
Triangle Transit

Mr. Greg Northcutt,

I have lived at The Cedars since 2006 and in Chapel Hill for 50 years. I am alarmed of a light rail train going through our property separating our DuBose Health Center from the residences. Our aging residents would have to navigate across Tracks of a commuter train to go to the health center for treatment or spend their last days there. Construction Process and the operation of the Trains would greatly hamper health care and for those permanently in the Health Center. This would be the C-1 plan. We feel the C-2 plan would be much better for Cedars.

Sincerely, Nina Mitchell

From: Marjorie Combs
To: info@ourtransitfuture.com
Subject: Light Rail Transit
Date: Tuesday, May 29, 2012 11:54:44 AM

137

Dear Sir/Madam:

I have lived at The Cedars since 2007. I am alarmed at the prospect of a light rail train going through the property, separating our DuBose Health Center from the residences. I have visions of our aging residents having to navigate across tracks of a commuter train to go to the health clinic for treatment or to visit friends recuperating or spending their last days there. Both the construction process and the operation of the trains would greatly hamper health care for Cedars members, especially those who are permanently in the health center.

Furthermore, from all reports, the C1 plan for a light rail will do far more damage to the surrounding wooded and wetland areas than the alternate C2 route. The Cedars bird sanctuary would probably be destroyed. I hope those who make the final decision on the route will weigh this environmental consideration carefully. Once destroyed, this irreplaceable land treasure will be lost forever.

The C2 route seems to me to be far more sensible than the C1 route. The C2 route would use the median now on Route 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.

Please **support the C2 alternative** (and by rejecting C1 save our health center access and bird sanctuary).

Thank you for your attention.

Sincerely,

Marjorie S. Combs
232 Cedar Breeze Lane
Chapel Hill NC 27517

138

From: Rolander99@aol.com
To: info@ourtransitfuture.com
Subject: Light Rail Transit
Date: Tuesday, May 29, 2012 10:26:34 AM

C. Arthur Rolander
203 Cedar Berry Lane
Chapel Hill, North Carolina 27517
Ph: 919-259-7445
Fx: 919-259-7446
May 29th, 2012

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

Dear Sir:

We have followed with great interest the studies to construct a light rail transit between Chapel Hill and Durham. We are very much opposed to the C1 route and urge that route C2 be selected.

We are fortunate to reside at the Cedars of Chapel Hill, one of the finest retirement communities in the South. Route C1 would make some parts of the community almost unlivable for the sick and elderly. Route C1 would also do irreparable harm to the surrounding wooded and wetland areas.

We understand that the C2 Route would be less costly, would accommodate more users, and would not have the same serious impact on the sensitive environmental areas.

We urge that the C2 Route be selected.

Sincerely,

Mr. and Mrs. C. Arthur Rolander

From: Greg Northcutt
To: Maryann Battista
Cc: Yu Robinson, Cyndy; Weisner, Jeff; PMC
Subject: FW: Planning for Light Rail in The Triangle area
Date: Tuesday, May 29, 2012 8:51:03 AM

139

Doc control comments for scoping.

Greg Northcutt

Triangle Transit
919.485.7522
gnorthcutt@triangletransit.org

From: Rod James [mailto:rodjames112@cochill.net]
Sent: Monday, May 28, 2012 4:52 PM
To: Greg Northcutt
Subject: Planning for Light Rail in The Triangle area

Mr. Greg Northcutt
Director of Capital Development
Triangle Transit
Research Triangle Park, NC

Dear Mr. Northcutt,

The Condominium Board of The Cedars of Chapel Hill has asked me to correspond with you about certain decisions you must make relative to The Light Rail routing in and near Chapel Hill.

You and others will be considering the two possible light rail transit routes called C1 & C2 near Meadowmont Village,

Those of us who oppose the C1 route know that it has been the preferred route in planning by the Triangle Transit Authority.

However circumstances in 2011-2012 clearly suggest that C2 should be thoroughly vetted and hopefully chosen as the updated preferred route.

Please continue to consider the environmentally sensitive wetlands during your evaluation. The negative aspects are quite clear. An example is a November 15 letter by The North Carolina Department of Environmental and Natural Resources stated: "We are particularly concerned about Alternative C1, since it crosses the SNHAand is therefore likely to have a more significant impact on wildlife than C2,"

Of course other factors will also be considered, such as the studies that show that route C2 would cost substantially less than C1 and might even attract greater potential ridership than C1. If these and other considerations are adequately thought through, the previously preferred route (C1) might not be the best decision after all.

Com ID 752
page 2

Thank you for taking the time to read our appeal. It is intended to be helpful.

Sincerely,
Rodney L. James
President of Condominium Board
The Cedars of Chapel Hill

140

From: Greg Northcutt
To: Maryann Battista
Cc: Yu Robinson, Cyndy; Weisner, Jeff; PMC
Subject: FW: Chapel Hill C2 Preference
Date: Tuesday, May 29, 2012 8:49:35 AM

Comments for the Scoping process. Doc control.

Greg Northcutt

Triangle Transit

919.485.7522

gnorthcutt@triangletransit.org

From: L Nolta [mailto:lnolta@cochill.net]
Sent: Monday, May 28, 2012 4:50 PM
To: Greg Northcutt
Subject: Chapel Hill C2 Preference

Dear Sir:

I am in favor of the light rail transit as a way to ease congestion and I strongly favor the C2 Route for several reasons.

1. The adverse impact of C1 on the environment would forever damage the natural resources and the damage done to these wetlands and wooded areas could never be reversed.
2. It would change Meadowmont Village into a less desirable address, in my opinion. It would not be a plus for this community.
3. It would ruin The Cedars, the Retirement Community that is part of Meadowmont Village, dividing the the Health Center from the "mainland" of housing for the Seniors.

Please support the C2 Route as the more sensible Route. I thank you for your consideration.

Best Regards,

Lynda Nolta, a concerned Chapel Hill resident.

From: Neal Wolgin
To: info@ourtransitfuture.com
Subject: Transit railyard - former Pepsi site
Date: Monday, June 04, 2012 9:09:44 AM

COMID: 754

141

I am writing to express my concern over the proposed location of a transit maintenance railyard.

- 1) The former Pepsi property is adjacent to a school, community center, and synagogue. This presents an attractive nuisance to children that are present year-round and is therefore dangerous.
- 2) I have concerns about the inevitable noise, vibration, and light pollution, as well as the potential for other pollutants associated with maintenance operations.
- 3) The proposed facility will have aesthetic impact on the existing adjacent uses that include education, religious worship, athletics, swimming (the pool at the Levin JCC facility is directly adjacent), and community-building activities.
- 4) There are previously proposed uses for the former Pepsi site that could lead to greater economic benefits for the city (mixed use, senior housing that could have easy access to the Levin JCC, etc.). A railyard should be located in an exiting industrial location or a much more remote location.

Regards, Neal

Neal B. Wolgin
Tillman Wright PLLC
PMB 108
105 West Hwy 54, Suite 265
Durham, NC 27713
Tel: 919.321.6245

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142

GERDA G. HUROW

**541 Cedar Club Circle
Chapel Hill, NC 27517-7214**

Ph. (919) 933-5366

E-mail: kanart541@yahoo.com

June 1, 2012

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

Re: Light Rail Transit Plans C1 and C2

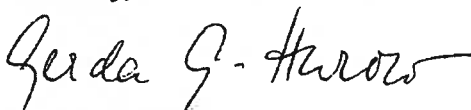
Dear Sir,

I have lived in The Cedars since 2005 and in Chapel Hill since 1970 and am alarmed at the prospect of the C1 plan for light rail running through the Meadowmont community. Besides doing far more damage to the surrounding wooded and wetland areas than the alternative C2 route, C1 will also bring the light rail train directly in front of the DuBose Health Center, severing access to the Health Center for our residents in need of medical services.

My husband, now deceased, and I have experienced dependence on the present unimpeded access by foot, wheelchair, and car. I cannot envision being cut off from the vital support system provided by the DuBose Health Center and shudder at the thought of another move.

I am in favor of light rail transit between Durham and Chapel Hill hospitals as a way to ease congestion. However, the impact of the C1 route on The Cedars retirement community would be far greater than that of C2 would be for any other community. I urge you to give the C2 route your serious consideration.

Sincerely,



(Mrs. Arthur Hurow)

From: Greg Northcutt
To: Maryann Battista
Cc: Yu Robinson, Cyndy; Weisner, Jeff; Brad Schulz
Subject: FW: Light Rail Transit
Date: Monday, June 04, 2012 8:58:32 AM

COMID: 756

143

Public comment for scoping process...doc control

Greg Northcutt

Triangle Transit

919.485.7522

gnorthcutt@triangletransit.org

From: elederman1@aol.com [mailto:elederman1@aol.com]

Sent: Sunday, June 03, 2012 2:45 PM

To: Greg Northcutt

Subject: Light Rail Transit

Dear Mr.Northcut

I have lived at the Cedars since 2004. I am alarmed at the prospect of a light rail train going through our property, separating our DuBose health center from our residences. I have visions of our aging residents having to navigate across tracks of a commuter train to go to the health clinic for treatment or to visit friends recuperating or spending their last days there. Both the construction process and the operation of the trains would greatly hamper health care for Cedars members but especially those who are permanently in the health center.

Hoping all this will be taken into consideration while making further decisions regarding the construction of the light rail train.

sincerely yours,
Esther Lederman
324 Cedars Berry La
Chapel Hill, NC 27517,.

From: Steven Prince
To: info@ourtransitfuture.com
Subject: maintenance facility at cornwallis site
Date: Friday, June 01, 2012 5:11:27 PM

144

To Whom it May Concern-

I wish to start by saying that I am a strong supporter of expanded public transportation, including light rail. I write to object to the placement of light rail maintenance and storage facility at the Cornwallis site. My children attend the Lerner School, which is immediately adjacent to the proposed site. In addition, we are members of the JCC. Our family spends a huge amount of time outdoors in these spaces. In addition to the Lerner School and JCC, the Judea Reform synagogue would suffer from noise that could interfere with the services conducted there and would certainly be harmful to students and their learning. This site could be developed in a way that would provide greater benefits to the city as far as tax revenues (housing, etc) and maintain the community focus of the adjacent space.

Noise and visual disturbances are minor concerns, however, air pollution is a major concern. The potential for air pollution at this site is too great, given the number of people (and children in particular) who spend so much time here. I am a Cognitive Neuroscientist at Duke University with over 11 years of experience in studying human memory and brain imaging. I have seen enough research to know that brain differences in early development and reduced memory scores are only precursors of more negative health outcomes in later life. I have pasted a reference below from a group that studied the impact of pollution on brain development and memory in 7 year old children. I ask you to please consider the potential negative outcomes on the brain and cognitive development of my children and all other children who learn and play in these spaces. I say this as a parent, but also as a citizen of Durham: There is nothing more detrimental to our future than doing damage to our children.

Please consider alternate sites that are not near children. Patterson Place would seem to be a less residential/educational area. Additionally, on 15-501, I saw a sign just today advertising 15 acres for sale. Better sites than Cornwallis are available and would provide more space. I strongly encourage the consideration of other spaces. I would be happy to provide additional information about cognitive and neurological damage that results from pollution. The reference below is one of a massive number of studies that have investigated these issues.

Brain Cogn. 2011 Dec;77(3):345-55. Epub 2011 Oct 26.
 Exposure to severe urban air pollution influences cognitive outcomes, brain volume and systemic inflammation in clinically healthy children.
 Calderón-Garcidueñas L, Engle R, Mora-Tiscareño A, Styner M, Gómez-Garza G, Zhu H, Jewells V, Torres-Jardón R, Romero L, Monroy-Acosta ME, Bryant C, González-González LO, Medina-Cortina H, D'Angiulli A.
 Source Instituto Nacional de Pediatría, Mexico City 04530, Mexico.

Abstract

Exposure to severe air pollution produces neuroinflammation and structural brain alterations in children. We tested whether patterns of brain growth, cognitive deficits and white matter hyperintensities (WMH) are associated with exposures to severe air pollution. Baseline and 1 year follow-up measurements of global and regional brain MRI volumes,

cognitive abilities (Wechsler Intelligence Scale for Children-Revised, WISC-R), and serum inflammatory mediators were collected in 20 Mexico City (MC) children (10 with white matter hyperintensities, WMH(+), and 10 without, WMH(-)) and 10 matched controls (CTL) from a low polluted city. There were significant differences in white matter volumes between CTL and MC children - both WMH(+) and WMH(-) - in right parietal and bilateral temporal areas. Both WMH(-) and WMH(+) MC children showed progressive deficits, compared to CTL children, on the WISC-R Vocabulary and Digit Span subtests. The cognitive deficits in highly exposed children match the localization of the volumetric differences detected over the 1 year follow-up, since the deficits observed are consistent with impairment of parietal and temporal lobe functions. Regardless of the presence of prefrontal WMH, Mexico City children performed more poorly across a variety of cognitive tests, compared to CTL children, thus WMH(+) is likely only partially identifying underlying white matter pathology. Together these findings reveal that exposure to air pollution may perturb the trajectory of cerebral development and result in cognitive deficits during childhood.

--

Steven E. Prince, Ph.D.
Postdoctoral Fellow
Center for Cognitive Neuroscience
Duke University
Box 90999
LSRC Building, Room C03J
Durham, NC 27708-0999
tel: (919) 684-1132
e-mail: sprince@duke.edu

From: Susan Montani
To: info@ourtransitfuture.com
Subject: Opposed to site!
Date: Friday, June 01, 2012 3:29:27 PM

145

Hello,

I would like to go on record saying I oppose the new site you are looking at (the Pepsi site). There is a beautiful campus nearby where there are lots of children!!! After all of the hard work of the Jewish Community to bring this wonderful JCC building to fruition I cannot believe you are considering this site.

Your proposed facility does not belong so very close to an elementary school or a community center!!

Please consider another site, this one would be much better served if it were to be used for seniors who'd have access to the JCC.

Sincerely,
Susan Montani
Durham Resident
Judea Reform Member
Pledge Donor to the JCC
Alumni of Lerner School

4912 Centerway Drive
Durham, NC 27705

From: pegreen@earthlink.net
To: info@ourtransitfuture.com
Subject: C1 vs. C2 options at Chapel Hill
Date: Friday, June 01, 2012 10:55:49 PM

146

Gentlemen,

I am writing you out of concern that Triangle Transit and other controlling parties will pick an option for routing light rail traffic in our Chapel Hill, NC neighborhood that will have an adverse effect on the health of those of us retirees that live in the area and will also damage the local forest and lake environments.

The plan of record has been to bring the future light rail system either right through the middle of our retirement village (Cedars of Chapel Hill), or down NC Route 54. The latter seems much the wiser choice, since the right-of-way is already defined as the median of NC-54, and since that area, unlike ours has not been built up.

A third option has recently reared its head in the deliberations, namely to continue past The Cedars without cutting through it. This option is almost as destructive of the health and well-being of our community members as the one that cuts right through The Cedars because of safety risks to pedestrian traffic and the likely destruction of forest resources.

I and many of my fellow citizens here urge you to choose Option C2, the one that runs along NC-54.

Thank you.

Sincerely,

Paul E. Green, Jr.

From: Lissa Mohr
To: info@ourtransitfuture.com
Subject: light rail Cornwallis maintenance site
Date: Friday, June 01, 2012 3:12:09 PM

147

To whom it may concern,

I am writing to express my concern about the current TTA plans to site a storage and maintenance facility next to both the Durham-Chapel Hill Jewish Federation property and the Judea Reform Synagogue.

There are alternative sites available that would be a better fit for more industrial use, like the area behind South Square. More specific reasons for opposing this site are:

- 1) Site is not conducive to a campus where children are present year-round
- 2) Concerns about pollution (air, noise, vibration & light)
- 3) 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, etc.

Sincerely,
Lissa

--

Lissa Mohr
919-261-7666 h
919-966-8645 w

THE CEDARS OF CHAPEL HILL
Condominium Board
RODNEY L. JAMES, PRESIDENT
534 CEDAR BERRY LANE
CHAPEL HILL, NC 27517



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

Dear Mr. Smart,

The Condominium Board of The Cedars of Chapel Hill has asked me to correspond with you about certain decisions you must make relative to Light Rail routing in and near Chapel Hill. You and others will be considering the two possible light rail transit routes called C1 & C2 near Meadowmont Village.

Those of us who oppose the C1 route know that it has been the preferred route in planning by the Triangle Transit Authority. However circumstances in 2011-2012 clearly suggest that C2 should be thoroughly vetted and hopefully chosen as the updated preferred route.

Please continue to consider the environmentally sensitive wetlands during your evaluation. The negative aspects are quite clear. An example is a November 15 letter by The North Carolina Department of Environmental and Natural Resources stated: "We are particularly concerned about Alternative C1, since it crosses the SNHAand is therefore likely to have a more significant impact on wildlife than C2,"

Of course other factors will also be considered, such as the studies that show that route C2 would cost substantially less than C1 and might even attract greater potential ridership than C1. If these and other considerations are adequately thought through, the previously preferred route (C1) might not be the best decision after all.

Thank you for taking the time to read our appeal. It is intended to be helpful.

Sincerely,
Rodney L. James
President of Condominium Board
The Cedars of Chapel Hill

COM 1D 764 149

1.5 2012

Suggestions for comments during the Scoping process

Dear Sir

5-18-12

All of the included reasons for C2 seemed important to me, so I am sending them to you.

Thank you for your consideration and attention

Sincerely,

Shirley B. Little
104 Cedar Pond Ln.

express your opposition to the C1 route. or write your own e-mails or letters. You can find information on the Scoping om.

scoping process now underway, the focus he choice of route for the Light Rail studied. The extension of Meadowmont art of the Scoping process at this time.

004 I am alarmed at the prospect of a property, separating our DuBose Health e visions of our aging residents having to uter train to go to the health clinic for operating or spending their last days there. d the operation of the trains would greatly embers but especially those who are

irement Communities, we at The Cedars urham County. If the C1 route should go erty values drop drastically, despite the fact ment communities in the country and adds Hill, Carrboro and Durham areas as excellent

✓ From all reports, the C1 plan for a light rail will do far more damage to the surrounding wooded and wetland areas than the alternative C2 route. The Cedars bird sanctuary would probably be destroyed. I hope those who make the final decision on the route will weigh this environmental consideration carefully. Once destroyed, this irreplaceable land treasure will be lost forever.

One of the reasons I moved to The Cedars was the proximity to Meadowmont Village. The Village has had difficulties getting established

Suggestions for comments during the Scoping process

Below are suggestions for ways to express your opposition to the C1 route. Use one or more of them as guides or write your own e-mails or letters. Please write before the end of May. You can find information on the Scoping process at www.ourtransitfuture.com.

Note: During the Environmental Scoping process now underway, the focus of concern to Cedars Members is the choice of route for the Light Rail Transit. Both C1 and C2 are being studied. The extension of Meadowmont Lane as a connector route is not part of the Scoping process at this time.

I have lived at The Cedars since 2004. I am alarmed at the prospect of a light rail train going through our property, separating our DuBose Health Center from the residences. I have visions of our aging residents having to navigate across tracks of a commuter train to go to the health clinic for treatment or to visit friends recuperating or spending their last days there. Both the construction process and the operation of the trains would greatly hamper health care for Cedars members but especially those who are permanently in the health center.

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.

✓ From all reports, the C1 plan for a light rail will do far more damage to the surrounding wooded and wetland areas than the alternative C2 route. The Cedars bird sanctuary would probably be destroyed. I hope those who make the final decision on the route will weigh this environmental consideration carefully. Once destroyed, this irreplaceable land treasure will be lost forever.

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.

✓ I am in favor of light rail transit as a way to ease congestion, but finding the most acceptable location for one between Durham and Chapel Hill Hospitals is vital to its success. Whatever location is chosen is bound to affect a number of people, but the impact of C1 on The Cedars retirement community would be far greater than C2 would be for any other community.

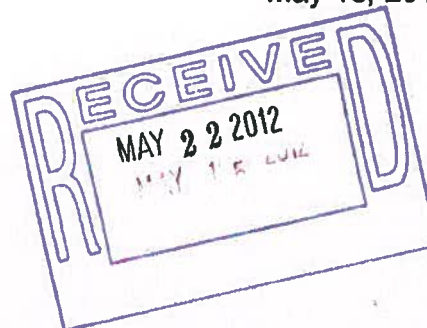
When the C1 route was first thought of more than 20 years ago, this whole area was far different from what it is today. Meadowmont was farmland. I am concerned about the impact on the sensitive environmental areas that C1 would pass through. We need to deal with today's situation and not do damage to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

The C2 route seems to me to be far more sensible than the C1 route. The C2 route would use the median now on Route 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.

Having spent some time recuperating in one of the 48 beds in The Cedars DuBose Health center, I hate to think how having trains going by just a few yards from my window would have affected me.

104 Cedar Meadows Lane
Chapel Hill, N.C. 27517
May 18, 2012

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



Dear Mr. Smart:

I am writing as the owner (since 2004) of a home at The Cedars of Chapel Hill retirement community to share my views on the proposed light-rail transit between Durham and Chapel Hill. I understand that an Environmental Scoping process is now under way to determine the viability of the two alternate routes.

As you know, C-2 is the overwhelming preference of the residents of this area and our local government authorities. Route C-1 would cut through the Cedars property, severing our Health Center from the adjacent homes and isolating the Cedars as a whole from the shops and services in Meadowmont Village, of which we are an integral part. Unlike most CCRCs we at the Cedars own our homes and pay property taxes accordingly to county and city. If C-1 goes forward our property values would decline as would those of homes and businesses in Meadowmont. The Meadowmont Community Board of Advisors agrees.

In addition, the C-1 route 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 also evolve to reflect changes in population and landscape.

The alternate, C-2, would be built along Rt. NC 54, which is already largely commercial. Thus it would have nothing like the adverse impact on the community as construction of C-1. I urge you to decide that route C-2 is far more sensible and less destructive to the community.

Sincerely yours,

Beverly B. Rutstein



COM 10 766

151

May 17, 2012

Mr. Brian C. Smart,

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.

Concern Citizen of Chapel Hill,

Libby Lefkowitz

Libby Lefkowitz

513 Cedar Club Circle
Chapel Hill, NC
27517

MR GREG NORTHCUTT
DIRECTOR of CAPITAL Development
TRIANGLE TRANSIT
PO BOX 13787
RESEARCH TRIANGLE PARK NC 27709

CIN/20137

DEAR MR NORTHCUTT:

FROM ALL REPORTS, THE C1 PLAN FOR A LIGHT RAIL
WILL DO FAR MORE DAMAGE TO THE SURROUNDING
WOODED AND WETLAND AREAS THAN THE ALTERNATIVE C2
ROUTE. I LIVE AT THE CEDARS, AND OUR BIRD
SANCTUARY WOULD PROBABLY BE DESTROYED. I
HOPE THOSE WHO MAKE THE FINAL DECISION ON THE
ROUTE WILL WEIGH THIS ENVIRONMENTAL CONSIDERATION
CAREFULLY. ONCE DESTROYED, THIS IRREPLACEABLE LAND
WILL BE LOST FOREVER.

Sincerely

MARGARET ROOK
202 CEDAR POND
CHAPEL HILL NC 27517

From: [Triangle Regional Transit Program](#)
To: info@ourtransitfuture.com
Subject: New comment notification
Date: Sunday, June 10, 2012 2:08:31 PM

COMID: 768

153

Hello,

A new comment has been submitted to your website on 2012-06-10 01:08 PM.

Attachments: 0

Form Name: Comment Form

Name: Simi Singh

Email: SimiRSingh@gmail.com

Phone 1: 919-384-1234

Comment: I think you should not do this, or at least find a different place for it. It is causing a lot of air and noise pollution and will VERY much harm the children that come here.

Best regards,
The friendly Triangle Regional Transit email daemon

COMID: 769

From: Inessa Fannin
To: info@ourtransitfuture.com
Subject: Light rail maintenance station behind JCC
Date: Sunday, June 10, 2012 2:06:25 PM

154

I'm writing to voice my objection to the light rail maintenance station that is being proposed near the site of the JCC, Lerner School and Judea Reform Congregation. It seems that is not an ideal use of land which is adjacent to a facility where children play outside year-round, go to school and where families worship. I would be concerned about excessive noise and possibly air pollution which would considerably diminish the experience of paying members of the community center. This facility would also substantially reduce the prospects of that area for further development, making it less attractive for housing, for example.

Regards,
Inessa Fannin

From: [Triangle Regional Transit Program](#)
To: info@ourtransitfuture.com
Subject: New comment notification
Date: Sunday, June 10, 2012 2:06:17 PM

COMID: 770

155

Hello,

A new comment has been submitted to your website on 2012-06-10 01:06 PM.

Attachments: 0

Form Name: Comment Form

Name: Raj Singh

Email: RajSingh@POBox.com

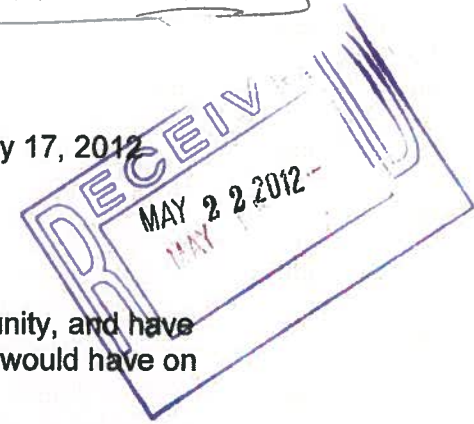
Phone 1: 919-384-1234

Comment: Requesting you find a less populated spot for your train maintenance center. Your proposed one is not a good one. It's located a mere feet from children - located right next to a school and community center. It's VERY unhealthy for the children. You need to find another spot.

Best regards,
The friendly Triangle Regional Transit email daemon

COMID 771 156

May 17, 2012



Dear Mr. Smart:

My husband and I are residents of the Cedars retirement community, and have become very aware of the impact the C1 and C2 light rail routes would have on the Meadowmont area and our community.

C1 would cross the precious wetlands and natural area that is so rare, treasured, and used in and near Chapel Hill.

C1 would cut directly through our retirement facility. There would be double tracks, possibly with trains going by every 3 minutes, separating the Health Center from the main campus. This would make it difficult for residents to get to the Health Center to be with their spouses, or to receive medical care.

These same tracks would cross Meadowmont Lane, with gates possibly stopping traffic every 3 minutes. This is a main thoroughfare, with an elementary school at one end, and homes with young children throughout the neighborhood.

Property values at the Cedars and in Meadowmont would probably be profoundly affected, negatively, by C1. Thus the taxes collected from residents in Orange and Durham counties would suffer.

Studies show that C2

- would have far less impact on the environment
- would not affect property values
- would be less expensive to build (because it follows Hwy 54, an existing traffic lane)
- and would have higher ridership.

We thank you for giving careful consideration to these issues when you are discussing and deciding on the future of light rail in this area. It is so very important to many people.

Sincerely,

A handwritten signature in cursive script that appears to read 'Eleanor and Hal Lamb'.

Eleanor and Hal Lamb

A large, stylized handwritten signature, likely 'Hal Lamb', written in dark ink.

From: [Triangle Regional Transit Program](#)
To: info@ourtransitfuture.com
Subject: New comment notification
Date: Sunday, June 10, 2012 2:04:25 PM

COMID: 772

157

Hello,

A new comment has been submitted to your website on 2012-06-10 01:04 PM.

Attachments: 0

Form Name: Comment Form

Name: elizabeth ruben

Email: elizabeth.ruben@gmail.com

Phone 1: 919-384-1234

Comment: We're saying NO!!! to a light rail maintenance next door to our school and community center. There are a lot of children here. Consider the law suits you will incur by placing noise and air pollution within feet of so many children. You need to find another spot.

Best regards,
The friendly Triangle Regional Transit email daemon

COMID: 773

158

From: [Triangle Regional Transit Program](#)
To: info@ourtransitfuture.com
Subject: New comment notification
Date: Sunday, June 10, 2012 2:02:27 PM

Hello,

A new comment has been submitted to your website on 2012-06-10 01:02 PM.

Attachments: 0

Form Name: Comment Form

Name: Jeff Gordon

Email: koufax1969@yahoo.com

Phone 1: 919-323-1431

Comment: I am opposed to the location of the light rail maintenance station proposed for the Cornwallis site. My child attends Lerner and the JCC camps, and this location is not conducive to these activities. The various types of potential pollution are a concern as well as folks attempt to enjoy the JCC/Lerner campus area. Please consider other options! Thanks for considering my input.

Best regards,
The friendly Triangle Regional Transit email daemon

From: [Triangle Regional Transit Program](#)
To: info@ourtransitfuture.com
Subject: New comment notification
Date: Sunday, June 10, 2012 10:44:36 AM

159

Hello,

A new comment has been submitted to your website on 2012-06-10 09:44 AM.

Attachments: 0

Form Name: Comment Form

Name: Sonya Fischer

Email: sonyafischer@gmail.com

Phone 1:

Comment: I am very supportive of having a light rail maintenance station in the Triangle and there are several sites that seem like good options. The area behind the Lerner School, JCC, Judea Reform and surrounding neighborhoods is not a good site for a maintenance station. There are children and adults inside and outside that area on a year round basis and the noise, lights and pollution from a maintenance station would negatively impact those communities. Please consider putting the light rail maintenance station in an alternate location. Thank you!

Best regards,
The friendly Triangle Regional Transit email daemon

From: John Trimpi
To: info@ourtransitfuture.com
Date: Wednesday, June 06, 2012 9:40:50 AM

COMID: 775

160

Dear sirs,

I am writing on behalf of the Levin JCC where both my wife and I are happily employed. This is a truly special organization, and the sense of community that has developed is a gift.

I have a special affinity for the area in which the proposed maintenance facility will go. I take campers on hikes through the woods directly abutting the Pepsi plant and teach mycology workshops in these woods. Additionally, I spend much of my time outside around the Lerner playground and gardening inside the JCC poolside garden that I helped to build.

I think it would be a crime to build a maintenance facility so close to these (Lerner School, Judea Temple, Levin JCC) appreciative and environmentally conscious organizations. The atmospheric degradation (loud noises, smells, reflection of light, and vibration) that would occur would certainly detract from everyone in the vicinity's experience in whatever capacity they are enjoying themselves and the area.

I truly believe that building this facility elsewhere will work wonders for helping Durham be a more desirable area to reside. I cannot tell you how many prospective residents I have taken on tours to who have departed with a feeling of awe and gratitude that such a place exists and a new-found desire to live in Durham. I do not think a 24-7 maintenance facility next door will foster this same response.

Thanks for your time and consideration of my voice. I truly hope and believe building elsewhere will be in everyone's best interest.

Sincerely,

John Trimpi
Welcome Center Staff
1937 West Cornwallis Road, Durham, NC 27705
(919) 354-4936

From: Jonathan Fischer
To: info@ourtransitfuture.com
Subject: Light Rail Maintenance Facility
Date: Friday, June 08, 2012 10:06:28 PM

I would like to strongly object to a proposal that would place a light rail maintenance facility adjacent to the Lerner Jewish Community Day School and the Jewish Community Center.

I am very concerned about this proposed site and have several objections:

- 1) Children are present at this site year round and the maintenance facility would pose a significant nuisance and potential hazard.
- 2) Pollution would be a significant risk whether it be via air, noise or light.
- 3) This is a community campus created for education, religious worship, and community-building activities and the maintenance facility would be a significant imposition.
- 4) My understanding is that future development of the Cornwallis site could lead to greater economic benefits for the city including mixed use, or senior housing that has easy access to the Jewish Community Center.

I would greatly appreciate it if more sincere consideration is given to other possible sites rather than this one which can have such a detrimental effect on the surrounding community campus.

Thank you

Jonathan Fischer, MD

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From: Jonathan Fischer
To: info@ourtransitfuture.com
Subject: Light rail maintenance facility
Date: Friday, June 08, 2012 10:08:37 PM

COMID: 777

162

I would like to strongly object to a proposal that would place a light rail maintenance facility adjacent to the Lerner Jewish Community Day School and the Jewish Community Center.

I am very concerned about this proposed site and have several objections:

- 1) Children are present at this site year round and the maintenance facility would pose a significant nuisance and potential hazard.
- 2) Pollution would be a significant risk whether it be via air, noise or light.
- 3) This is a community campus created for education, religious worship, and community-building activities and the maintenance facility would be a significant imposition.
- 4) My understanding is that future development of the Cornwallis site could lead to greater economic benefits for the city including mixed use, or senior housing that has easy access to the Jewish Community Center.

I would greatly appreciate it if more sincere consideration is given to other possible sites rather than this one which can have such a detrimental effect on the surrounding community campus.

Thank you

Eli Fischer



Whenever documents accompanying an e-mail contain confidential health information, such documents are legally privileged. The authorized recipient of this information is prohibited from disclosing this information to any other party unless required to do so by law or regulation. Recipients are required to destroy such information after its stated need has been fulfilled.

If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution, or action taken in reliance on the contents of these documents is strictly prohibited. If you have received this information in error, please notify the sender immediately and delete the e-mail and accompanying file attachment.

From: Robert and Barbara Jacobson
To: info@ourtransitfuture.com
Subject: light rail maintenance and storage facility
Date: Friday, June 08, 2012 4:47:07 PM

COMID: 778

163

To Whom It May Concern:

Your plans for the light rail maintenance and storage facility next to the Judea Reform synagogue, its Lerner School, and its new community facility would be a big mistake. Since the maintenance and storage will probably be in operation 24/7, it will certainly impact on worship, other ceremonies, and the children who attend the Lerner School. There will be noise, vibrations, pollution and a distinct negative-aesthetic impact on the adjacent campus.

Please reconsider, and place the light rail maintenance and storage facility elsewhere.

Thank you for your attention.

Sincerely,
Barbara Jacobson

121 Carlion Court
Durham, NC 27713

From: EmailMeForm
To: TTA-PSWComments@iceprojects.info; info@ourtransitfuture.com
Subject: Feedback via the Durham-Orange Light Rail Transit Project
Date: Sunday, June 10, 2012 2:24:38 PM

COMID: 779

164

**Contact
information:**

Name*: April Springer

Organization:

Address:

United States

Email:

**Best way to
keep you
informed:** Email

**Number of
years living in
the Triangle:**

**Zip code for
where you
work:**

**Zip code for
where you
live:**

Comments:

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

I am a 5th grade student at the Lerner School and my education is very important to me and many others. I figure it would be quite a bit hard for me to hear my teacher, (or learn) if there is a loud Light Rail Maintenance Station next-door. Please think about this and the other reasons why we should not have a Light Rail Maintenance Station in this location.

**What
environmental
and other
issues should
we consider
when**

When fixing trains, you may need to use different gasses. These gasses will mix with pure oxygen and pollute the earth. You should be thankful to the Earth, because it gives you air, a home, and food. Without Earth, you would not be alive.

**evaluating the
project
alternatives?:**

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

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

**How was the
meeting
time? :**

**Workshop
location? :**

**Workshop
organization?
:**

**What was
most helpful?
:**

From: Joshua Klein
To: info@ourtransitfuture.com
Subject: Light Rail Station Next to the JCC
Date: Sunday, June 10, 2012 2:52:04 PM

165

Hi. My name is Joshua Klein. I am a 12 year old kid who is a member at the JCC. I am really not happy with the idea of putting anything near our pool that could pollute and make the JCC an unpleasant place to be. I heard you are looking at 3 places to put the center. I know that the JCC's backyard is not a place to put a transit center. I know many people put their hard work into building our JCC. I do not want their hard work to be wasted because if you decide to fix trains next to a recreational pool and gym people will leave the JCC. I want to be able to have fun in a safe and clean environment. If you put the center next to the JCC it will not be clean and it will be less safe. Please do not consider building a transit center in our backyard, I will be very angry if you do. I know I have little control what will happen, but please consider not putting this center at the JCC. Do not put the center there, many people will not be happy.

Thanks for reading,

Joshua Klein

From: David Klein
To: info@ourtransitfuture.com
Subject: Don't Build It Near The JCC
Date: Sunday, June 10, 2012 3:05:40 PM

166

Hi my name is David Klein I'm a 12 year old boy who goes to the JCC. The thought of there being a transit center right behind the pool is not a good one. People like me enjoy the pool and the nice peaceful tone of it. Adding a transit center would make the air around thpool polluted and noise would disrupt the calmness of just hanging by the pool. The transit center will also have many people coming and going and every day constantly there will be trains and other things will be departing. That would be an anoymant to everyone no one likes constant noise like that. Please don't put the transit center by the JCC it will cause unhappieness with the members here and will be an extream anoyance. 😞😞 Please don't put it there,

Thanks, David Klein

From: Dawn Paffenroth
To: info@ourtransitfuture.com
Subject: Comment on Durham-Orange Light Rail Transit Project
Date: Sunday, June 10, 2012 3:12:09 PM

COMID: 782

167

This comment concerns the timing of the Alston Avenue/NCCU Station. Rather than waiting for the D-O Corridor, the Alston Avenue/NCCU Station should be built in the first phase of the Light Rail Transit. The Alston Avenue/NCCU area is predominately low wealth and really needs access to public transportation ASAP. Delaying the station will only hinder their access to light rail.

Dawn L Paffenroth
919-471-9911
Independent Associate
Small Business & Group Benefits Specialist

LegalShield™

From: Lauri Klein
To: info@ourtransitfuture.com
Subject: rail
Date: Sunday, June 10, 2012 3:26:35 PM

168

I am writing this e-mail to voice my concern about the proposal to build a light rail maintenance station next door to the JCC, Judea Reform and Lerner School Campus. This area is a campus for social, education and religious activities. Children and adults come to this space for quiet enjoyment and peace. Building a maintenance station would interfere with the quiet enjoyment of the property. It would be an attractive nuisance and might hinder people coming to the property for activities that they love. Please consider building it elsewhere away from children and adults.

Thank you.

--

Lauri M. Klein
Bachman & Swanson, PLLC
1402 Broad Street
Durham, NC 27705
Telephone: (919) 286-0240
Facsimile: (919) 286-0530

From: Susan Kudler
To: info@ourtransitfuture.com
Subject: Light Rail Maintenance and Storage Facility
Date: Monday, June 11, 2012 1:52:43 AM

COMID: 784

169

I am in whole hearted agreement that the "Cornwallis" site would be an excellent location for the proposed Maintenance Facility for the Light Rail.

None of the objections listed in the correspondences that you are receiving are valid and are all overshadowed by the importance of our getting a light rail system built asap.

Thank you. Please continue with your efforts on the behalf of all environmentally concerned Light Rail supporters.

Susan Kudler

From: Al Wineman
To: info@ourtransitfuture.com
Subject: NO to the light rail facility
Date: Sunday, June 10, 2012 10:08:23 AM

COMID: 785

170

I am against the light rail facility behind the JCC center on Cornwallis

The Site is NOT conducive to a campus where children are present year round.

The noise pollution is unacceptable to me and my family

There are future development opportunities with greater economic benefit to the city

Kelly Robinson
5208 Lakedale Drive
Durham NC 27713

From: Paul Feldblum
To: info@ourtransitfuture.com
Subject: TTA maintenance facility in Durham
Date: Monday, June 11, 2012 12:17:22 PM

COMID: 786

171

To the TTA:

I have learned that the TTA plans to build a light-rail maintenance facility adjacent to Judea Reform Congregation and the JCC in Durham.

I urge you to find a more appropriate location for the facility. The campus is a green place for reflection, recreation, and education. A semi-industrial maintenance facility would be a poor neighbor.

Thank you.

Paul Feldblum
TTA bus rider

My new email address is pfeldblum@fhi360.org. Please update your address book.

Paul Feldblum | Senior Epidemiologist, Clinical Sciences, FHI 360
tel: 919.544.7040 x11237 | fax: 919.544.7261 | pfeldblum@fhi360.org
FHI is now FHI 360. Visit us at www.fhi360.org

From: A Hurwitz
To: info@ourtransitfuture.com
Subject: AGAINST proposed maintenance facility at Pepsi property
Date: Monday, June 11, 2012 1:32:52 PM

COMID: 787

172

To whom it may concern:

Please accept this comment AGAINST the proposed maintenance facility being built at current Pepsi property.

- 1) building such an industrial complex next to 2 schools and a community center is a terrible idea
- 2) this is a rural/suburban area that benefits from being such -- the air/noise/vibration/and light pollution would harm this environment
- 3) other uses for the Pepsi property (senior housing, for example) would better serve the community.

thank you for your time,

Amy S. Hurwitz
3412 Olney Drive
Durham, NC 27705

From: Matt Springer
To: info@ourtransitfuture.com
Subject: Cornwallis/Western Bypass Mainenance Depot
Date: Sunday, June 10, 2012 2:40:35 PM

COMID: 788

173

My name is Matt Springer and I am the Past President of the Durham Chapel Hill Jewish Federation. We have spent the better part of the past 2 decades building a beautiful campus nestled right in the heart of Durham which fosters education, culture, and religious practices for Jews and non-Jews alike. Over the past 16 years, we have built the Lerner Day School (over 150 students from pre-school through 5th grade), Judea Reform synagogue (with almost 600 families), and or brand new Jewish Community Center with over 700 families (30% of which are non-Jewish) that has an array of cultural, educational. and fitness programs -- including a Summer camp that gets over 200 kids. In addition, we have two regular senior citizen educational programs (the Jewish Family Services Seniors Program and The Duke OLLI Program) which attract hundreds of seniors every week in a variety of learning programs. ALL OF THESE PROGRAMS would be greatly impaired by the noise, pollution and overall nuisance associated with a light rail maintenance depot immediately in our backyard. I hope you will please reconsider the location of the depot.

Thank you for your consideration.

Sincerely,
Matt Springer
919.720.6938

COMID: 789

174

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

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

Gentlemen and LRT Project scoping team:

I am among the large number of Orange and Durham County residents who strongly oppose the proposed C1 light rail alignment from UNC's Friday Center in Chapel Hill to Leigh Village in Durham. The C1 alignment would cut a 50-foot-wide corridor through almost three-quarters of a mile of mature forest and wetlands in the Little Creek Bottomlands and Slopes Significant Natural Heritage Area (SNHA), which includes federal land managed as wildlife habitat and state game lands.

According to the N.C. Natural Heritage Program, which designates SNHAs in the state, this area "contains one of the last remnants in the state of the large bottomland forests that once dominated the Triassic Basins and still supports a high diversity of the wildlife typical of this region... The upland buffers surrounding the wildlife impoundments... are particularly important... This buffer could be completely eliminated, drastically affecting the entire ecosystem associated with the floodplain forest."

[i]

The C2 alternative would minimize environmental impact by following existing roads (NC 54 and George King Rd.) outside the SNHA.

SNHAs are critically important for conservation of the state's biodiversity because they contain rare natural communities, rare species, and/or special animal habitats.

I assume the Natural Heritage Program, the U.S. Army Corps of Engineers, and other state and federal agencies will submit scoping comments documenting the likely adverse impacts the C1 alignment would have. A 2011 letter from NCDENR conservation office director Linda Pearsall to the DCHC MPO stated, "We are particularly concerned about Alternative C1, since it crosses the SNHA along a currently undisturbed alignment and is therefore likely to have a more significant impact on wildlife than C2, which lies within the already disturbed transportation corridor along NC 54."

Craig Shoe of the U.S. Army Corps of Engineers, which stewards the Little Creek federal wildlife lands, raised similar concerns about the "adverse impacts to government property" of alignment C1 in his 2011 letter to the DCHC MPO. Shoe described the integral connection between these wetlands and Jordan Lake, the Congressionally authorized purposes of which are "flood control, water supply, water quality, recreation, and fish and wildlife conservation."

Area citizens and local officials have made their environmental priorities clear in recent years. The comprehensive plans of Durham City and County, Orange County and Chapel Hill each contain specific language emphasizing protection of critical natural areas. Carrboro, Hillsborough and Chatham County also have high environmental standards. Local governments have made commendable zoning decisions and substantial financial investments to protect SNHAs.

There are also compelling, non-environmental reasons why the C2 alignment is preferable to C1. Triangle Transit's analysis estimates the cost of C2 will be at least \$30 million less than C1, and predicts higher ridership for C2 than C1. C2 has 200 dedicated parking spaces for its proposed Woodmont station on NC 54, while C1 has none for its Meadowmont Lane station. Finally, C1 would close most feeder streets into busy Meadowmont Village every five minutes, raising significant traffic and safety concerns.

Given these environmental and non-environmental factors, the Chapel Hill Town Council, Orange

County Board of Commissioners, and DCHC MPO have each officially expressed a preference for C2 over C1.

UNC and UNC Healthcare expressed in writing their preference for alignment C2. The C1 alignment would bisect and devastate the forested tract of UNC land that the University concluded in 2011 was too environmentally significant a location on which to build its business school's proposed Rizzo Conference Center expansion.

Public comment was overwhelmingly in favor of the C2 alignment and opposed to C1. Comments compiled by Town of Chapel Hill staff for Town Council meetings in 2011-12 ran approximately six comments in favor of C2 for every one comment supporting C1.

There would have been even more C2 support and C1 opposition if Triangle Transit's alternatives analysis, released to the public in July 2011, had included even basic information about the likely environmental impacts of C1. According to Federal Transit Administration guidelines, this information *should* have been obtained from state and federal resource agencies and included in the alternatives analysis. [ii] Unfortunately, during the alternatives analysis process Triangle Transit did not consult multiple state agencies with known interests in the Little Creek Bottomlands and Slopes SNHA, including the N.C. Wildlife Resources Commission and the N.C. Natural Heritage Program. Also, there was no written comment in the alternatives analysis from the Army Corps of Engineers, which stewards the Little Creek federal wildlife impoundment.

Light rail should not come at the expense of our state's Significant Natural Heritage Areas and federal wildlife lands.

The C1 alignment is fatally flawed. C2 is the clear local preference.

Thank you for considering my comments.

John Wilson

Friends of the Little Creek Bottomlands and Slopes SNHA

305 Madera Lane

Chapel Hill, NC 27517

(919) 968-1641

JohnWilsonProductions@gmail.com

ENDNOTES

[i] http://townhall.townofchapelhill.org/agendas/2010/03/15/1d/1d-7-2010_february_nc_heritage_site_report-rizzo_center.pdf

[ii] http://www.fta.dot.gov/12304_2416.html

John Wilson

JWP, Inc.

(919) 968-1641

<http://vimeo.com/album/220893>

opposition to the light rail maintenace ctr

Al Wineman [awineman@shalomdch.org]

Sent: Monday, June 11, 2012 5:18 PM

To: info@ourtransitfuture.com

COMID: 790

175

I am writing to oppose the light rail maintenance station being built across from the JCC/Judea Reform. I believe there are other places the facility can be built.

Thank you,
Staci Marcus Spransy

received 15 June
176

Bonnie Simms
415 Cedar Club Circle
Chapel Hill, NC 27517

Triangle Rapid Transit Program
P. O. Box 530
Morrisville, NC 27580

As a resident of The Cedars of Chapel Hill, I am very concerned about the proposal to build a light rail system through our community.

Granted, the C-1 alternative has been on the books since our neighborhood was conceived. However, if one looks at the way that Meadowmont Village, the UNC Wellness Center, and The Cedars have developed, most reasonable people would be convinced of the folly of proceeding with this route.

The C-1 alternative would run through The Cedars, separating our 48 bed DuBose Health Center from the rest of our community of senior citizens. Our residents frequently walk or drive to the Health Center to visit patients or for clinic appointments; crossing a double track with trains every five or ten minutes would pose a dangerous challenge, particularly for those with the disabilities of age. For that matter, walking anywhere in Meadowmont would be difficult for many of our 400 residents, since the C-1 route would effectively separate The Cedars from the shops and walking paths.

Because of the age and sometimes fragile state of The Cedars' residents, emergency service vehicles make frequent visits, when speed often means the difference between life and death. A stop at the tracks could delay these vehicles by several important minutes.

The C-2 alternative route is preferable to the C-1 route for several other reasons.

- C-2 would be considerably less expensive, by \$30 to \$60 million.
- C-2 would have less impact on the wetlands of Little Creek since it would cross this watershed at the established Highway 54 corridor over a channelized portion of the creek rather than through virgin bottom land.
- C-2 is projected to have a greater ridership potential due to the proposed office/commercial/residential development and parking facility at the Woodmont Station location on Highway 54. Conversely, parking at the suggested Meadowmont Station site on the C-1 route is limited to the lot servicing the Harris Teeter store.

I would be happy to take you on a tour of our community so that you can visualize the potential negative impact of the C-1 alternative.

Thank you for your attention.


Bonnie Simms
919-259-7111, jbsimms@cochill.net

Light Rail- Right Idea, WRONG location

Elyza Halev [elyzahalev@mac.com]

Sent: Monday, June 11, 2012 5:40 PM

To: info@ourtransitfuture.com

COMID: 793

177

Dear TTA-

I'm writing today to ask you to consider that the Jewish Community has invested considerable time, financial and emotional energy to develop the thriving Jewish campus that we have backed up to the Pepsi property. It would be a debilitating detriment to what we have built to install a maintenance station for light rail adjacent to this campus. The noise, air and light pollution would adversely impact the very nature of our religious worship, children's education and community recreational activities that happen there on a daily basis. I STRONGLY urge you to consider more industrial options for this facility.

I look forward to hearing back from you on your plans.

Thank you very much.

Elyza Halev

178

Comid: 794

received 15 June

June 11, 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

Concerned Citizen of Chapel Hill,

Martha Openfeldt
624 Cedar Creek Circle
Chapel Hill, NC

179
Comid: 795


received
15 June

June 11, 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.

Concerned Citizen of Chapel Hill,


512 cedar Club Circle
Chapel Hill N.C. 27517

received
15 June

181

June 11, 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.

Concerned Citizen of Chapel Hill,

Luce P. Rosen
634 CEDAR CLUB CIRCLE
CHAPEL HILL, NC 27517

Compid: 798

received June
182

June 11, 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.

Concerned Citizen of Chapel Hill,

John F. Bauman
532 Cedar Club Circle
Chapel Hill
NC 27517

received
15 June

June 11, 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

Concerned Citizen of Chapel Hill,

Gayla Hathrecht
515 Cedar Club Circle
Chapel Hill, NC 27517

Comid: 800

184

received 15 June

June 11, 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

Concerned Citizen of Chapel Hill,

Maia Saaremaa

221 Cedar Club Circle

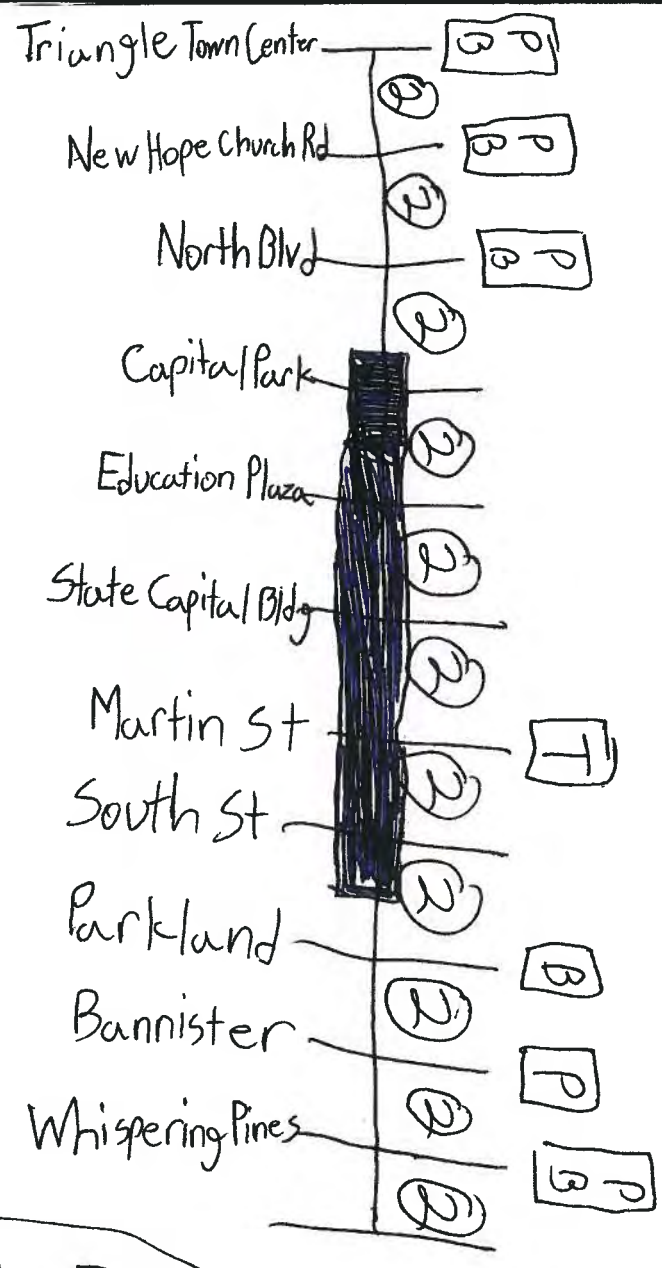
Chapel Hill, ^{N.C.} 27517

Red Line LTR



Key	
	Tunnel
	Bus Transfer
	Time between st
	Park & Ride
	Rail Transfer
	Free Fare Zone
	Station

Blue line LTR (Triangle)



■ Tunnel

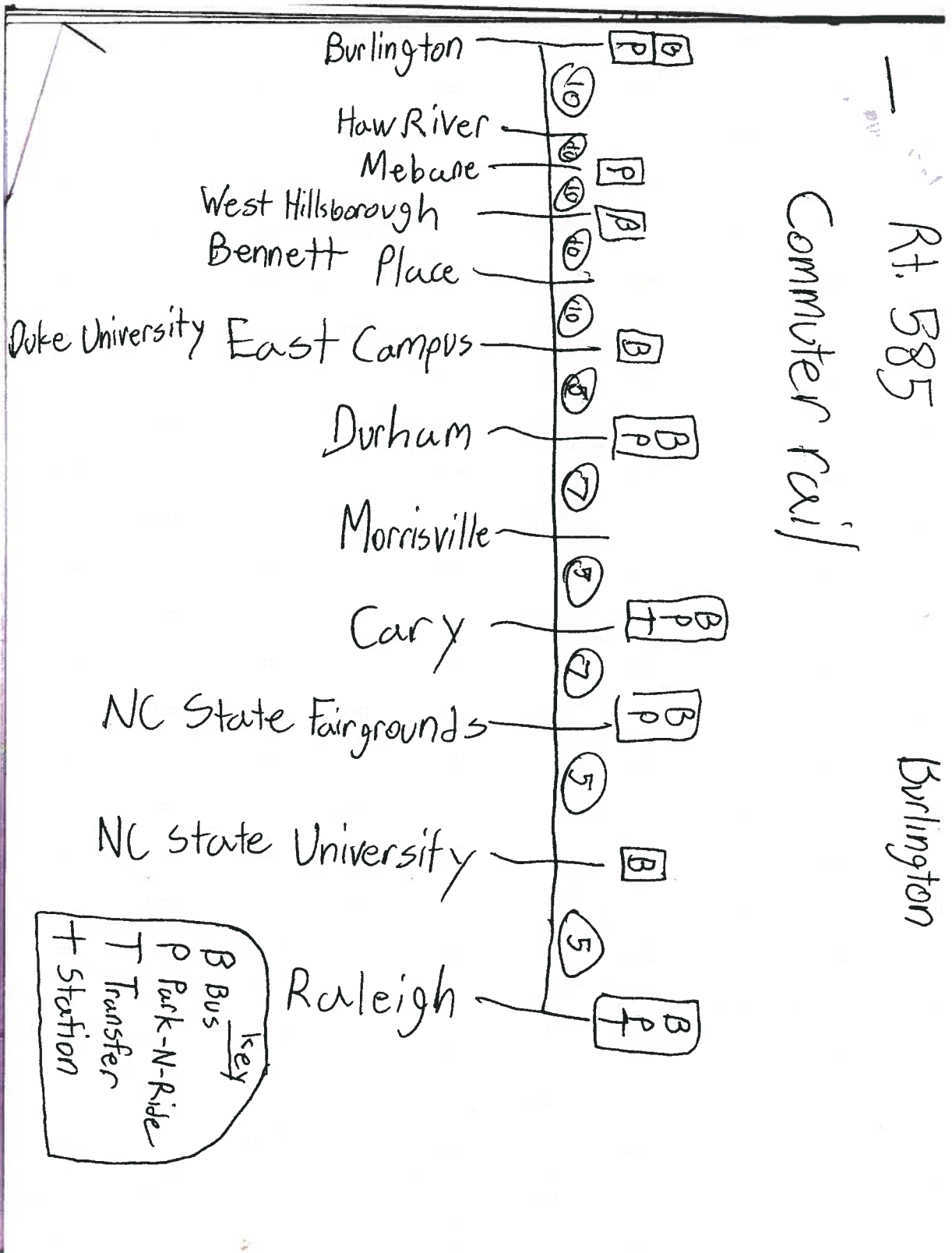
⊕ Bus Transfer

② Time between Station

Ⓟ Park N Ride

Ⓡ Rail Transfer + station

Key



Rt. 54B

Commuter Rail

Lemon Springs

Lemon Springs

Sanford

US 421 Bypass Park & Ride

Moncure

US 1 Park & Ride

New Hill

Apex

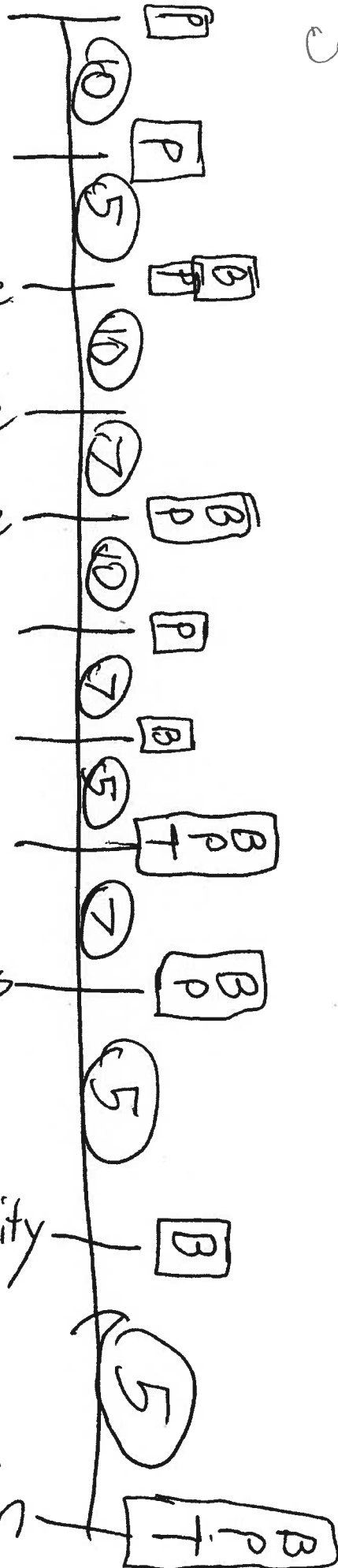
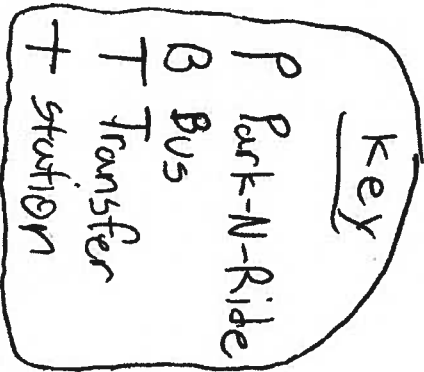
Cary

NC State Fairgrounds

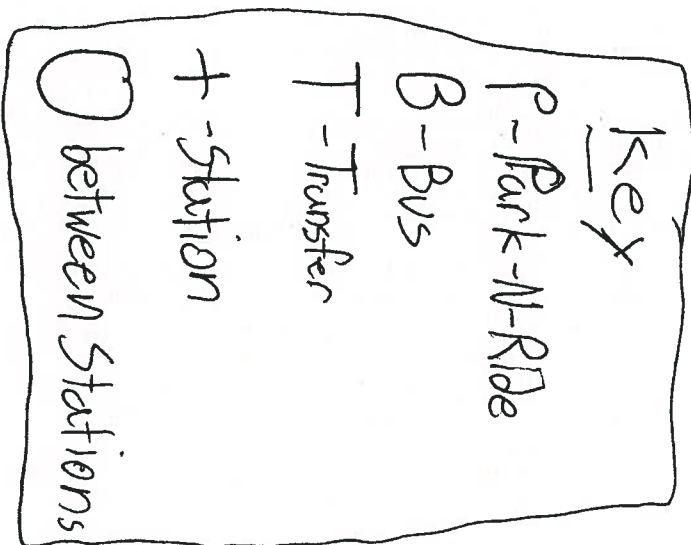
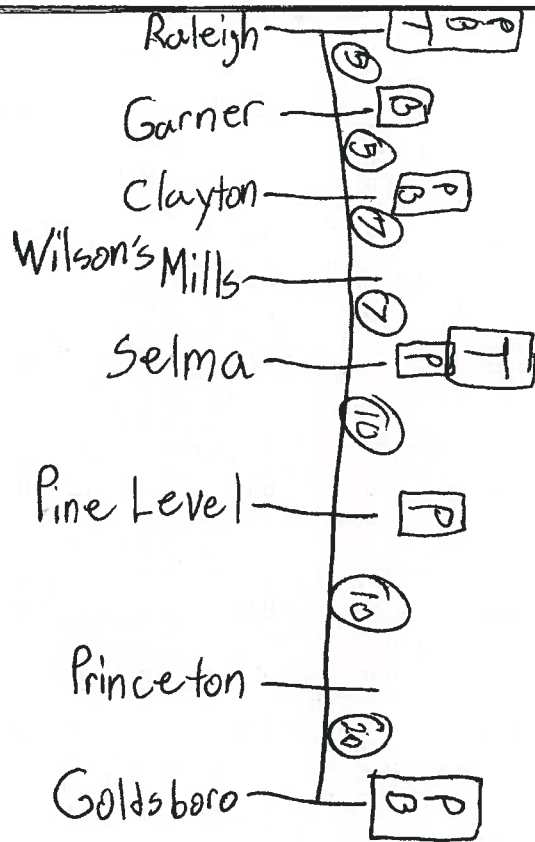
NC State Univ

NC State University

Raleigh



Rt. 570 Commuter Rail Goldsboro



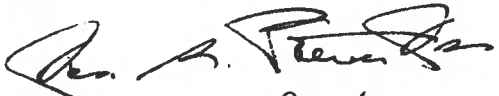
COM ID 802 / 186
received 15 June

June 11, 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.

Concerned Citizen of Chapel Hill,


C/o Mary Patton
512 Cedar Club Circle
Chapel Hill N.C. 27517

COM 10 803/

received
15 June

187

June 11, 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.

Concerned Citizen of Chapel Hill,

Alexander C. Nagle
525 Cedar Creek Club
Chapel Hill, NC 27517

COM ID 804/
188

received 15 June

June 11, 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.

Concerned Citizen of Chapel Hill,

Marie Hall
248 Cedar Club Dr
Chapel Hill
NC 27517

the Cornwallis site

Connie Margolin [cmargolin@nc.rr.com]

Sent: Wednesday, June 13, 2012 11:43 PM

To: info@ourtransitfuture.com

COMID: 805

189

Dear planners,

Last Friday evening I learned of the possible plan to build a light rail storage and maintenance facility on the site of the old PepsiCola plant. I have lain awake trying to think how I can express to you what a terrible idea this is. The site is zoned as commercial, but it really is a large natural area with an old building on it. In some of the plans I have just seen, the area that abuts this property is described as "institutional". I feel that it is essential that you understand what that "institutional" use is.

Over the past several years, the Jewish communities of Durham and Chapel Hill have invested millions of dollars to create a campus where people can come together for educational, social, recreational and religious functions.

A brief tour: at the bottom of the hill is the old Judea Reform Temple, now the Maureen Joy charter school. As you come up over the rise, the first building on your right is the Lerner Jewish Community Day School. Here, some 150 young students gather daily in a bright, airy, and joyful building designed by architect Richard Gurlitz (who also designed the JCC and Orange County's Seymour Senior Center), to study both secular and religious subjects. Much of their time is spent out of doors in the garden area and playground, which face the Pepsico property. The children also walk outside to reach the new Jewish Community Center, where they have music and art classes, as well as PE in the gym.

While the kids are using one end of the new JCC, at the other end, Jewish Family Services is providing psychological counseling to people in distress. They are offering support groups for those with chronic illness, for caregivers of late-stage Alzheimer's patients and (in coordination with the Alzheimer's Association) for caregivers and their early-stage family members from throughout the community. Many of these clients are not Jewish; many pay nothing for the services they receive. Support groups for older men and women meet regularly; there is help for people searching for work. There are programs for children and young adults with special needs. Community members can congregate in the Senior Lounge or in the Cafe in the glass-walled Atrium, which opens onto an outdoor area with tables and chairs. Meanwhile, in the community room, there may be an educational, musical, or holiday-themed program provided, along with hot lunch, for the most frail and elderly in the community, who are driven to the JCC by volunteers. This is the only social contact some of these people have, except for their Friendly Visitors, also coordinated by JFS.

At the same time, the Judea Reform Educational Building is in use by hundreds of members of the Duke University's Osher Lifelong Learning Institute, active seniors who come together to take classes on history, literature, current events, Chinese brush painting, exercise, and more. The parking lot is full. In between classes, one can see little knots of people standing together in the sunshine, continuing to discuss the class that just ended. When school hours are over, this building reverts to the children of the Judea Reform congregation for religious and cultural education.

Meanwhile, in the center of the JCC, people have been filtering in and out, coming to meetings, using the exercise room, taking exercise classes. As evening comes on, the music room upstairs, which looks out over the trees of the Pepsico property, becomes a rehearsal space for the Triangle Jewish Chorale, whose music director, accompanist, and several members are not Jewish, and who recently gave a very well-

COM 10 805 page 2

received performance at the Durham Library. At the same time, a group of African-American men have a game on the basketball court downstairs. There is a board meeting in the Israel Center, which also houses a lending library, and offers educational and cultural programs, some of which attract hundreds of participants.

On Friday evening and Saturday morning, Judea Reform Congregation, which counts a membership of over 600 families, fills with congregants coming to Sabbath religious services -- prayer, singing, sermons. On a weekend when there is a wedding or Bar Mitzvah, there may also be a party in the Social Hall. On sad occasions, the sanctuary will be filled for a funeral. JRC, too, has a glass-walled atrium, which houses a museum, as well as art shows and cultural events.

Now it is summer. The Lerner school and JCC house the inclusive Camp Shelanu ("belonging to all of us"). Behind the JCC, overlooking the Pepsico property, is a lovely outdoor pool, shaded at the edges by large trees. In the daytime, it is used by both camp and community. In the evening, it is not unusual to find several families (Jewish, Chinese, African-American) having a picnic supper at poolside while little children splash happily in the kiddie pool, older children take swim lessons, and adults swim laps. Soon, several area congregations will have Friday night potlucks and religious services at poolside, enjoying the quiet of the evening as they observe the Sabbath.

For over twenty years, I have dreamed of building congregate housing for senior citizens who do not have the means to live in one of our many very elegant retirement communities, but who would benefit from living together and from proximity to programming to which they must now be driven. We now, finally, have a potential location for this housing: the land that the current owner of the Pepsico property is donating to the community, which abuts directly onto the site of the proposed light rail facility.

You can use your own imagination to picture how dreadful the effect would be on all of this if the campus -- quiet, safe, green -- found itself directly beside a storage and maintenance facility, with its noise, vibrations, chemicals and the like.

Picture, instead, a light rail stop there. Imagine surrounding this light rail stop not only with some tree-shaded parking spaces, but also with moderately-priced housing, a neighborhood grocery and pharmacy, a daycare, a modest park.....

You may have heard already from community leaders -- I am not among them. But if any of you has not seen first-hand how beautiful and serene the campus is, and understood the role it plays in bringing together diverse parts of our community, I will be happy to give you a personal tour.

Sincerely,

connie margolin

COM 10 806 19

Received 15 June

June 11, 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

Concerned Citizen of Chapel Hill,

Mr. Scott Taylor
531 Cedar Club Ave.
Chapel Hill N.C. 27517

Received
13 June 2012 191

June 11, 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

Concerned Citizen of Chapel Hill,

Dorothy K. Kavine
232 Cedar Club Circle
Chapel Hill 27517

Re: Lightrail and Commuter Rail Ideas

COMID: 808

Pete Pete [magoopete86@gmail.com]

Sent: Thursday, June 14, 2012 12:15 AM

To: info@ourtransitfuture.com

Attachments: IMG.pdf (622 KB) ; IMG_0001.jpg (1 MB)

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Well my only comment is are you guys going to make a Lightrail route that goes out to RDU Airport? Or at least have more then one bus route going out to the Airport? I have made up a good number of citybus routes that go to the airport but have not been plane on how many minutes the route is though. Here is the idea for the Lightrail route that goes to RDU. Here is the other lightrail route as well. I have also made six Mall Hop Express routes and three Black Friday routes. I have also made a NC/I-540 Park and Ride Express routes, NC 147 Park and Ride route, and even a NC 55 Park and Ride route. I have also made three R Line routes for Downtown Raleigh. Hope to hear back on this.

On Wed, Jun 13, 2012 at 2:12 PM, <info@ourtransitfuture.com> wrote:

Dear Pete,

Thank you for providing comments on the Durham-Orange Light Rail Transit project. All comments received by the deadline of June 18, 2012 will be incorporated into the Scoping Report which will be released to the public via the OurTransitFuture.com website later in the year.

Sincerely,
The OurTransitFuture
Public Involvement Team

Website: www.ourtransitfuture.com

Facebook: www.facebook.com/ourtransitfuture | Twitter: @TheTRTP

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

Subject: Lightrail and Commuter Rail Ideas

From: Pete Pete <magoopete86@gmail.com>

Date: Fri, May 11, 2012 2:05 pm

To: info@ourtransitfuture.com

Dear Transit Future,

I have here are two other lightrail plans for the area. One of the two lines goes out to RDU Airport from the Eastside of Raleigh. The other line goes north and south of Raleigh with one of the starting points at Triangle Town Cnter Mall. Then i have three coummuter rail ideas that go outside of Wake, Durham, and Orange Counties. These three routes are about 40 miles long. I also have 111 transit bus routes as well. I even have a plan for a Morisville Bus Transfer Station that would be on Morrisville Carpenter Road. Thank you for your time and i hope to hear from you soon.

193

From: Raina Elsner
To: info@ourtransitfuture.com
Subject: Opposed to the ROMF at the Cornwallis Site
Date: Friday, June 15, 2012 11:25:43 AM

Dear Sirs and Madams,

I am writing to express my opposition to placement of the ROMF at the Cornwallis site, adjacent to the Jewish Community Campus.

One of the major factors that influenced my decision to send my children to The Lerner School when my family moved here last year from Brooklyn was the nature beauty of the surroundings. It is a peaceful, quiet and healthy environment.

Lerner students are outside everyday—for recess, Physical Education class, while working in their gardens, exploring nature and working in their newly built outdoor classroom. Students are outdoors everyday when in transit from Lerner to the JCC for art, music, and PE. And students are outdoors on Field Day and at special community events. The preschool spend a great deal of time outdoors in the playground, exploring and learning.

Construction of a Regional Operations and Maintenance Facility at the Pepsi property would bring pollution (air, noise, & vibration) to our campus. The noise and air pollution would negatively impact the learning environment and health of the students and faculty.

The Jewish Community Campus is an important center for Jewish life in Durham and the Triangle area at large. Many of our programs, services and volunteer efforts support and benefit so many diverse programs throughout Durham and the surrounding area. We wish to keep our campus an attractive and healthy and thriving community center.

Please find a different location for the ROMF. Please do not construct it next to the Jewish Community Campus.

Thank you for your time and consideration.

Sincerely,

Raina Elsner

From: [Allison Eisner](#)
To: info@ourtransitfuture.com
Subject: Proposed new light rail maintenance facility at Pepsi plant in Durham
Date: Friday, June 15, 2012 11:32:16 AM

To whom it may concern:

I am writing to protest the proposed construction of a light rail maintenance facility on the site of the old Pepsi plant in Durham.

First and foremost, **The Lerner Jewish Community Day School**, a school for children ages 3 through fifth grade, sits right next to the site of the proposed facility. The children would be exposed to the noise, vibration, noxious fumes, light pollution, disruption from increased truck traffic and potential environmental contamination during both the construction and operation phases of the plant.

Secondly, **the Jewish Community Center**, a newly opened facility that offers cultural, athletic, recreational and social services programs for all members of the Durham community (not only the Jewish community) **would be subjected to the same disruptions and pollution**. The local Jewish community spent over FIVE YEARS raising enough money to make the JCC a reality. A light rail maintenance facility would have a significant negative impact on the appeal of the JCC to current and potential members. It could put the JCC into precarious financial straits and potentially result in its closure. This would ruin years of hard work by the members of the Durham and Chapel Hill Jewish communities.

Also, **Judea Reform Congregation** sits next to the JCC and would also suffer from the same disruptions and pollution as both The Lerner School and the JCC. **Judea Reform Congregation is a place for peaceful worship and fellowship. It is completely inappropriate to subject a house of God to this kind of indignity.**

Finally, the local Jewish community has invested significantly in the Jewish Community Campus with an eye toward benefitting not only the Jewish community but also the City and County of Durham. The City of Durham would be foolish to jeopardize future opportunities that would benefit the Durham community as a whole, whether it is future expansion of the Campus itself or higher density residential development that would benefit from the institutions on our Campus.

PLEASE THINK ABOUT THIS AS IF IT WERE YOUR CHILDREN, YOUR COMMUNITY CENTER AND YOUR HOUSE OF WORSHIP.

Sincerely,
Allison Eisner
Durham Resident
Parent and former board member, The Lerner School
Member, Jewish Community Center

COM ID 812

195

From: [Lou Kolman](#)
To: info@ourtransitfuture.com
Subject: light rail maintenance facility along Western Bypass
Date: Friday, June 15, 2012 8:06:19 AM

To whom it may concern,

I am writing you to say that I am against the building the light rail maintenance facility along Western Bypass behind the Lerner school, Judea Reform synagogue and the Jewish Community Center.

- Children, adults and seniors of many cultures use these facilities year round. This construction project will pollute a vibrant community.

- 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.

Your facility should be built somewhere else.

Sincerely,
Lou and Claire Kolman

COM ID 813

196

From: [Michael Kornbluth](#)
To: info@ourtransitfuture.com
Subject: New Light Rail Maintenance Facility
Date: Friday, June 15, 2012 8:56:17 AM

To whom it may concern:

I am writing to express my opposition to the light rail maintenance facility proposal to place it at the former Pepsi site. My children attend the Lerner school and my family belongs to the Jewish Community Center. I believe it would impact on the children's ability to enjoy both the Lerner school and the Jewish Community Center due to the noise and air pollution.

I look forward to the light rail system, but believe that the maintenance facility should not be located so close to a school or community center. Please find another location.

Thank you.

MICHAEL A. KORNBLUTH
TAIBI KORNBLUTH LAW GROUP, P.A.
3100 TOWER BLVD., STE. 800
DURHAM, NC 27707
TEL: 919-401-4100
FAX: 919-401-4104

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COM 10 814/
197

From: [Jeff Spinner-Halev](#)
To: info@ourtransitfuture.com
Subject: Light rail
Date: Friday, June 15, 2012 1:05:16 PM

Please do not put the light rail maintenance center right next to the Jewish community campus. It promises to be an important center of community life in Durham, with many children on the campus.

Thanks, Jeff Spinner Halev

COM 10 815

198

From: [Jeffrey Peppercorn](#)
To: info@ourtransitfuture.com
Subject: light rail
Date: Friday, June 15, 2012 8:02:30 AM

I just want to register my objection to the proposal to consider a site adjacent to a Jewish preschool and to the newly built Jewish community center for a light rail maintenance facility. There are abundant industrial sites, and land that is not near any school or community center for any group. Sends a terrible message to consider this site, given its proximity to the preschool - and if built there would contribute to making Durham less livable - and less desirable. Please find another site - thanks for your consideration.

Jeffrey Peppercorn, MD, MPH
Associate Professor of Medicine
Duke University Medical Center

COM 10 816

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From: [Kelly Asher](#)
To: info@ourtransitfuture.com
Subject: Light rail maintenance facility opposition
Date: Friday, June 15, 2012 8:43:09 AM

I am opposed to housing the maintenance facility for light rail at the old pepsi plant, which backs up to lerner school. There are outdoor classes at lerner (not including recess/outdoor play); noise pollution from the maintenance facility can hinder that learning environment.

Kelly Asher

COM ID 817

200

From: [Lewis Margolis](#)
To: info@ourtransitfuture.com
Subject: Cornwallis site
Date: Friday, June 15, 2012 1:28:25 PM

As a frequent user of the educational and community facilities at 1937 Cornwallis, I would like to say that I oppose the Cornwallis site for the TTA maintenance facility. It seems inappropriate to place this facility where so many children and families gather for educational, religious, and recreational activities, not to mention that other plans for further economic development of the site would be compatible with these activities and add to the economic vitality of the site.

Lewis Margolis
134 Hunters Ridge
Chapel Hill, NC 27517