

From: [Pamela Olson](#)
To: [RDUEA](#)
Subject: Scoping Comments
Date: Wednesday, July 21, 2021 7:06:17 PM

Chris I was happy to see that you and your company are soliciting comments about this Environment Assessment. That alone increases my confidence that this assessment will capture the necessary information to reach the best decision.

With regard to the scoping of the EA, it is my belief that it must include such things as: type and scope of public outreach, alternatives to evaluate, most pertinent issues, location of fill materials for runway (5 million cubic yards of fill) from on RDUAA managed property of from off-site, water, stormwater and environmental issues, fish/wildlife/plants habitat , deforestation for radar visual, new airport perimeter road by Lumley Road, noise, groundwater, wetlands, surface waters. In addition, I'm hoping that you will be able to include EAs on the proposed new parking areas and buildouts to the east of the eastern runway. Also, I believe that the EA should confirm that there will be NO use fill from ANY lands adjacent to William B. Umstead State Park, including Odd Fellows, 286, and /or lands along Haley's Branch. Nearby fill is available west side of airport or off site (e.g., Martin Marietta quarry on Westgate Road). Such fill will not impact Umstead Park lands.

I have been working to support an ever growing group of people who are strongly opposed to a current effort to create a private rock quarry on public land (the first such quarry in North Carolina I believe), which would be environmentally detrimental for a large number of reasons. I'm sure you will be receiving many emails about these reasons. We care deeply. This is a varied and large group of people, many of whom are extremely well qualified professionally to assess potential damage including Risk v. Reward situations. ALL of us care deeply about preserving the beauty of this land. It is a treasure. I hope that you have an opportunity to walk this land soon. Photos and drawings are useful, but you need to be there to fully feel the wonder.

Your careful attention to the scoping will be appreciated!

Best regards,

Pamela Olson

From: [Brad Rhodes](#)
To: [RDUEA](#)
Subject: RDU runway project
Date: Wednesday, July 21, 2021 9:55:59 PM

Hi there,

The project proposed will increase noise to the residential areas in and around Brier Creek. This is not due to the runway moving all that much from where it sits now but mainly from the destruction of mature trees and vegetation from the borrow sites. Additionally the plateau effect will be even greater from the new runway with noise cast down on these areas.

This is a bad plan. At least keep the trees and don't take the easy way out with a borrow site. You are near many other potential borrow sites that would be beneficial to the community.

In Raleigh's growth Brier Creek will be a mini-city and people will always remember the taking of trees that could have stayed as noise and beauty buffers by people looking for an easy borrow site.

Thanks

Brad Rhodes
919-423-9545

From: gsegal@nc.rr.com
To: [RDUEA](#)
Subject: RDU EA Public Scoping
Date: Saturday, July 24, 2021 10:59:28 PM

As a resident of the Lennox subdivision in Brier Creek just west of I-540, I am concerned about any increase in noise resulting from the movement of the runway closer to the residential areas in Brier Creek. Is there any plan to mitigate increasing noise levels?

Gil Segal

From: [Gil Johnson](#)
To: [RDUEA](#)
Cc: [Wesley.Mittlesteadt@faa.gov](#); [Leonard.Green@faa.gov](#); [Aaron.Braswell](#); [bwalston@ncdot.gov](#)
Subject: EA - RDU Proposed Runway 5L/23R Replacement Project
Date: Tuesday, July 27, 2021 9:56:19 AM

RDUAA is soliciting comments beginning July 21, 2021 regarding the Proposed Runway 5L/23R Replacement Project. RDU is seeking scoping comments in anticipation of an EA, citing the stripping away of other projects noted in their Vision 2040 plan, based upon economic conditions associated with Covid.

At their special meeting on July 23, 2021, the Airport Authority voted to restore and pursue the following projects:

- Completion of the West Remain Overnight Parking Apron for large commercial aircraft
- Expansion of the Terminal 2 passenger screening checkpoint from 12 to 14 lanes
- Completion of improvements to various perimeter security gates.
- Expansion of Park Economy 3
- Construction of a new rental car storage lot along National Guard Drive
- Roadway improvements at the intersection of National Guard Drive and Aviation Parkway to accommodate the expansion of parking facilities
- Additional commercial site development along Aviation Parkway
- Terminal 2 landside expansion program which includes future expansion of RDU's international arrival facilities.
- Other discretionary capital projects

This action suggests any decision regarding issuance of an EA should include consideration of these projects. If not, RDUAA appears to be segmenting projects to avoid proper environmental scrutiny.

Please consider an EA for only the runway replacement inconsistent with NEPA regulations, and require a full EIS for the full package of projects RDUAA has now authorized.

Thanks
Gil Johnson
8712 Silverthorne Drive
Raleigh, NC 27612
919-744-9363

From: [Cole McMullin](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Tuesday, July 27, 2021 7:09:15 PM

RDUEA Chris Babb, RDU EA,

There needs to be two-way conversation with the public, not just one way conversation as there was during the Vision 2040 Master Plan Development.

There are proposed “borrow dirt” sites shown in the slide set that are West of the new runway. Absolutely no “borrow dirt” should come from East of the airport – no “borrow dirt” from Odd Fellows, 286, or any land next to Umstead. The only “borrow dirt” can be from the areas shown in the slide set or from off-site private (not public) lands such as from the quarry off of Westgate which recently expanded.

The areas shown in the slide set that are marked “borrow dirt” will be deforested and flattened. In a separate presentation given by RDUEA staff, there is intent to develop some of the “borrow dirt” tracts. Why not develop all of these “borrow dirt” tracts and put the rental car parking area and additional parking on these tracts instead of putting them adjacent to Umstead State Park? The “airport perimeter road” as shown in the slide set parallels the entire length of the new runway (and the known future expansion) and will provide easy access for airport busses from the area West of the new main runway to the airport terminal. This perimeter road has positive impacts as far as opening up opportunities for parking and development on the West side of the airport which can alleviate issues with placing parking (e.g., expanding Park and Ride 3) along Umstead State Park.

The EA must include assessment of how the extended runway will impact the area as that is the ultimate plan and that plan is not that far out in the future. To only assess the short version of the runway is project segmentation which provides false and misleading conclusions.

Per a different slide presentation, the extended runway is so long that at the end by Aviation Blvd., 1) it will encroach into the DOT right of way and 2) a tunnel will need to be built under it in order to have the perimeter road. These issues need to be considered now in the EA.

The “airport perimeter road” is shown in the slide set as only paralleling the new runway (and it is shown to be placed such that it will accommodate the longer version of the runway). But the video refers to the “entire” airport perimeter road. We know for sure that there are plans to put a perimeter road around the “entire” airport, including along the border of Umstead State Park. Given how all of the pieces of the airport work in concert, the “entire” airport perimeter road around the entire airport needs to be shown on any diagrams associated with the new runway and the effects considered. To only assess the short version of the airport perimeter road is project segmentation which provides false and misleading conclusions.

Wetlands, groundwater, surface water, and stormwater, based on the long version of the new

runway and the entire perimeter road need to be considered

Environmental issues from deforestation of the "borrow dirt" areas noted in the slide (lands between I540 and the new runway).

Fish, wildlife, plants habitat needs to be considered

Deforestation for radar visual needs to be considered.

Noise (on Umstead) needs to be considered

....and triple confirm that NO fill from ANY land adjacent to Umstead State Park will be used for fill dirt for any airport construction.

How deicing chemicals will be handled

How will moving Lumley Road and/or any of the new runway on top of the Ward Transformer superfund site affect the surface and ground water

Cole McMullin
maccolepat@gmail.com
10730 Foremost Dr
Raleigh, North Carolina 27617

From: [Natalie Lew](#)
To: [RDUEA](#)
Subject: Re: RDU EA / fill, gravel, pavement source - not from next to or near Umstead State Park and not from Wake Stone
Date: Wednesday, July 28, 2021 10:29:46 AM

RDUEA Chris Babb, RDU EA,

1) Please included in the EA for the new main runway 5L/23R firm statements that no fill, gravel, pavement, or wood will come from lands adjacent to Umstead State Park. These materials should be sourced from the land West of the airport or from off-site locations.

2) Given RDUA's relationship with Wake Stone corporation via the "lease" (which is really a sale since we do not get this land back in a usable state and since it will be a liability to the airport and hence a liability to the public) and via the fact that Wake Stone Corporation owners are long-time friends with several current and former RDUA members, please include in the EA that no materials for the new runway or any other airport projects come from Wake Stone Corporation.

Natalie Lew
nlew@mindspring.com
PO Box 80035
Raleigh, North Carolina 27623

From: [Mike Ferrell](#)
To: [RDUEA](#)
Subject: Re: RDU EA Needs Public Input
Date: Friday, July 30, 2021 3:57:22 PM

RDUEA Chris Babb, RDU EA,

Hi,

As an avid user of Umstead State Park, I have a big concern over the scoping phase of the EA for the new main runway. The scope of this project could have far-reaching environmental impacts from wildlife and deforestation for the "borrow dirt" areas, and impacts on water like ground, surface, and storm waters. This will also have noise disturbance issues for everyone utilizing one of our most visited state parks. All of these issues are public issues and deserve to be debated and discussed in a public forum so tax-paying citizens can voice their concerns.

Thank you for your consideration.

Sincerely,
Mike Ferrell

Mike Ferrell
mikedferrell@gmail.com
517 Ashebrook Drive
Raleigh, North Carolina 27609

From: [Chris Hoina](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Friday, August 6, 2021 6:11:04 AM

RDUEA Chris Babb, RDU EA,

Hello all,

Thank you for taking the time to review this letter. I'm curious as to whether the North Carolina Natural Heritage Program (NCNHP) has been included in any of these discussions. As of this writing there are 13 endangered and or threatened wildlife and/or animal species found within the Wake County area. A full list can be found here: <https://ecos.fws.gov/ecp/report/species-listings-by-current-range-county?fips=37183> .

Given that environmental and biological assessments take time, is this something that has been considered or planned? I welcome your feedback and response.

Thanks so much,

Chris Hoina

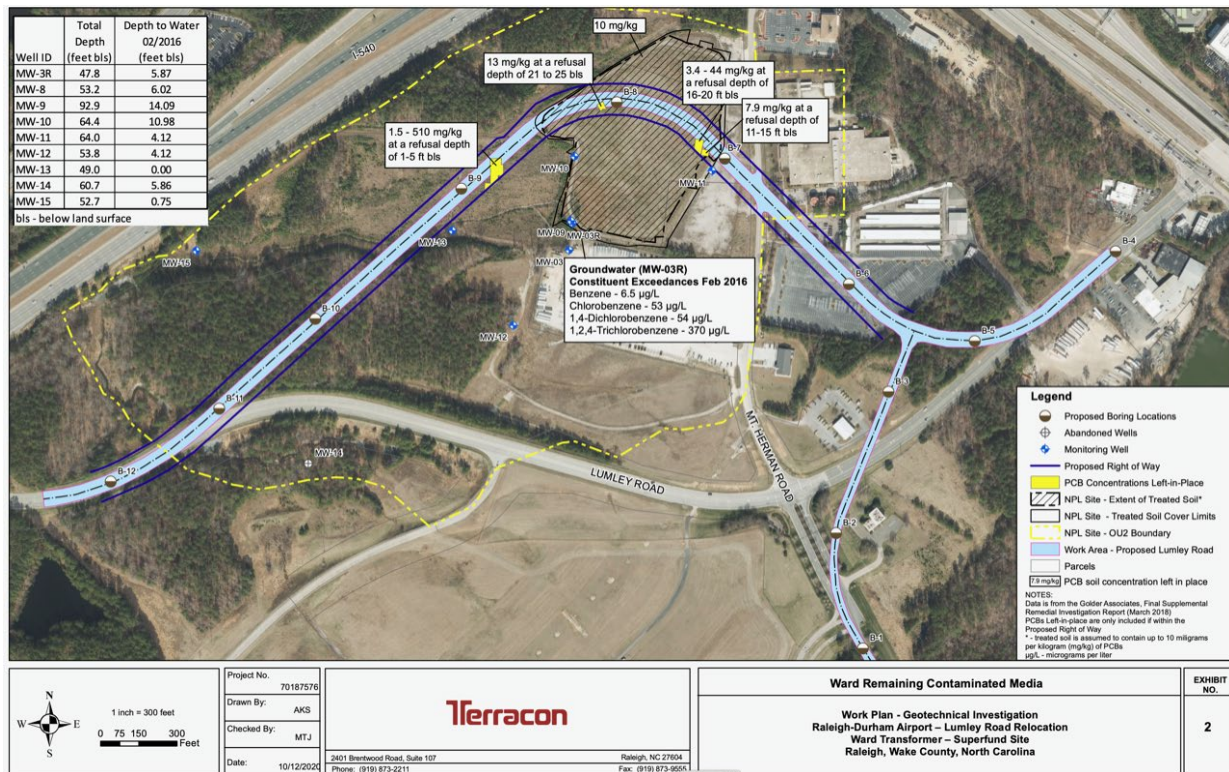
Chris Hoina
chrishoina@gmail.com
404 Hickory St
Cary, North Carolina 27513

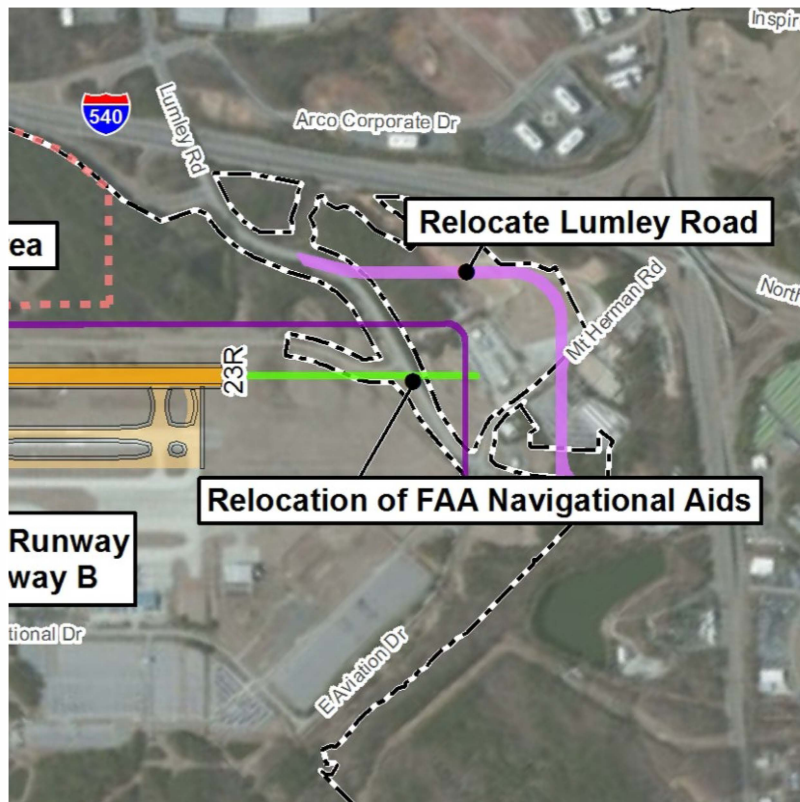
From: [Gil Johnson](#)
To: [RDUEA](#)
Cc: [Wesley.Mittlesteadt@faa.gov](#); [Leonard.Green@faa.gov](#); [Aaron.Braswell](#); [bwalston@ncdot.gov](#)
Subject: EA - RDU Proposed Runway 5L/23R Replacement Project - Ward Transformer Superfund Site
Date: Friday, August 13, 2021 12:43:59 PM
Attachments: [Lumley Road Reloc. Ward Superfund Plan.png](#)
[Screen Shot 2021-07-25 at 12.21.05 PM.png](#)

I've been reviewing RDU's proposed runway replacement project and noticed the relocation of Lumley Road, the Airport Perimeter Road, and relocated FAA navigational aids are proposed within the Ward Transformer EPA Superfund site. According to EPA records, this site still contains dangerous amounts of hazardous contamination. I understand the site is not eligible for NCDEQ's Brownfields Program as long as it remains an EPA Superfund site.

Please provide documentation from EPA that they have removed the site(s) from the Superfund Program, and if not documentation that EPA approves the planned activities and an EA is sufficient.

Thanks
 Gil Johnson
 8712 Silverthorne Dr.
 Raleigh, NC 27612





From: [Holly Briggs](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 15, 2021 2:08:07 PM

RDUEA Chris Babb, RDU EA,

Please don't fire my husband because his wife feels RDU is a money grabbing scum sucking entity that does not care about the future of Umstead State Park and the people of NC who love and care for god and all his wonder.

Holly Briggs
holly_briggs@yahoo.com
2436 Trinity Farms Rd.
Raleigh, North Carolina 27607

From: [Eli Celli](#)
To: [RDUEA](#)
Subject: RDU
Date: Sunday, August 15, 2021 2:44:58 PM

I support airport expansion on the west side of RDU airport (to minimize impacts on the East Side closer to William B. Umstead State Park). However, we need to ensure that there is a comprehensive EA that includes the following:

1. Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan
2. Does not segment and ignore the other associated projects
3. Facilitates appropriate mitigation of environmental impacts

Thank you for your time,
Eli Celli

From: [Elizaeth Holt](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 15, 2021 2:48:13 PM

RDUEA Chris Babb, RDU EA,

Please consider my comments as part of the public input for the scoping phase of the EA for the new main runway at RDU.

- Public outreach type and scope needs to be identified. There needs to be two-way conversation.
- During construction, absolutely no “borrow dirt” will come from East of the airport – no “borrow dirt” from Odd Fellows, 286, or any land next to Umstead. The only “borrow dirt” can be from the areas shown in the slide set or from off-site private (not public) lands such as from the quarry off of Westgate, which recently expanded.
- Consider developing all of the “borrow dirt” tracts and put the rental car parking area and additional parking on these tracts instead of putting them adjacent to Umstead State Park. The “airport perimeter road” as shown in the slide set parallels the entire length of the new runway (and the known future expansion) and will provide easy access for airport busses from the area West of the new main runway to the airport terminal. This perimeter road has positive impacts as far as opening up opportunities for parking and development on the West side of the airport, which can alleviate issues with placing parking (e.g., expanding Park and Ride 3) along Umstead State Park.
- Per a different slide presentation, the extended runway is so long that at the end by Aviation Blvd., 1) it will encroach into the DOT right of way and 2) a tunnel will need to be built under it in order to have the perimeter road. These issues need to be considered now in the EA.
- The “entire” airport perimeter road around the entire airport needs to be shown on any diagrams associated with the new runway and the effects considered. To only assess the short version of the airport perimeter road is project segmentation that provides false and misleading conclusions.
- Wetlands, groundwater, surface water, and stormwater runoff, based on the long version of the new runway and the entire perimeter road, need to be considered
- Environmental issues from deforestation of the “borrow dirt” areas noted in the slide (lands between I540 and the new runway) need to be considered.
- Fish, wildlife, plants habitat needs to be considered
- Deforestation for radar visual needs to be considered.
- Noise (in Umstead Park) needs to be considered.

Thank you.

Elizaeth Holt
lizholt@nc.rr.com
4318 Swarthmore Road
Durham, North Carolina 27707

From: [Richard Lane](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 15, 2021 2:55:15 PM

RDUEA Chris Babb, RDU EA,

I understand that an extended runway will be built. I agree that this is needed. However, RDUEA has decided at this time to first build the new runway to the same length as the current runway. Even though the new runway will initially be the same length as the current runway, the EA must include assessment of how the extended runway will impact the area as that is the ultimate plan. I believe the extended runway is needed very shortly. To only assess the short version of the runway is project segmentation which provides false and misleading conclusions. Present the full runway plan for current assessment and approval.

Richard Lane
rhlane01@gmail.com
4904 HERMITAGE DR
RALEIGH, North Carolina 276122762

From: [Jacqueline Ossi](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 15, 2021 3:06:54 PM

RDUEA Chris Babb, RDU EA,

Dear review authorities, please take into consideration all aspects of any planned expansion at the airport. This includes the new runway, future parking and the environmental impacts to close ecological treasures used by the public, such as Umstead Park and Creedmore lake. Realize that future generations will need to search out side recreation that we preserve. Respectfully submitted,. Jacqueline Ossi

Jacqueline Ossi
jacossi@gmail.com
105 king Henry ct
Cary, North Carolina 27511

From: [Fred Gould](#)
To: [RDUEA](#)
Subject: "scoping" phase of the Environmental Assessment (EA) for the new main runway at RDU.
Date: Sunday, August 15, 2021 3:34:51 PM

To whom it may concern:

I was told that the RDU Airport Authority is in the "scoping" phase of the Environmental Assessment for the new main runway at RDU. As a member of the public who uses Umstead State Park all year long for hiking and biking, I want to make sure that the authority considers all of the environmental impacts that could come from this project. I implore you to enable the public to be fully engaged in this assessment.

Thanks

Fred Gould

From: [Nancy Rausch](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 15, 2021 3:41:14 PM

RDUEA Chris Babb, RDU EA,

I support the new main runway and terminal gate expansion on the West side of the airport. However, we need to ensure that there is a solid Environmental Assessment (EA) that 1) considers the full expansion (not partial expansion) of these items as per the Vision 2040 plan and 2) facilitates appropriate mitigation of environmental impacts. Please protect Umstead State park.

Nancy Rausch
nancy.rausch.nc@gmail.com
3000 Elmstead Ct
Apex, North Carolina 27502

From: [Larry Gritz](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 15, 2021 3:49:10 PM

RDUEA Chris Babb, RDU EA,

wow!! I am a long time resident of Cary, my home is 8 minutes from the airport, anything having to do with expansion of, alteration of, changes to the airport affect me, my family and my home. I understand a new runway is going to be built, what I can't see from the attached view is where? Will it run adjacent to the existing runway? Will the degree of its placement be changed from the existing runway? Right now the flight path comes close to my home, we certainly don't want it any closer. NOISE! As far as the 'borrower' area, of course nothing should be touched from our slice of heaven, Umstead Park, NOTHING, stay away! Are u serious, u can't get fill dirt elsewhere?? Are u kidding? U want to tear up and not reinvest in any forested area? Unacceptable. This is our home, please build, create, develop with some sensitivity.

Larry Gritz
gritzmap@gmail.com
2010 Weston Green Loop
Cary, North Carolina 27513

From: [Jane & Ben Ferdon](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 15, 2021 4:29:27 PM

RDUEA Chris Babb, RDU EA,

Dear Sirs,

We request the a full EA be done with public engagement on the massive 11,00 space parking lot RDUAAs wants to build on the east side near our lovely Umstead park. This is a mistake & a potential huge stormwater pollution issue for Lake Crabtree & Umstead Park. Once again RDUAAs is avoiding public input & being dishonest by not disclosing it in the EA. Please don't allow this any longer.

Sincerely, Jane & Ben Ferdon

Jane & Ben Ferdon
janethurlowferdon@gmail.com
6109 Lost Valley Rd
Raleigh, North Carolina 27612

From: [Stephen Hand](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 15, 2021 5:20:02 PM

RDUEA Chris Babb, RDU EA,

I support the runway change, as proposed. That is replacing it with a similar runway 500+ feet west of the existing runway.

I support the small change to Lumley Road and the changes detailed in the current plans.

I do not, however, support any additional scope creep in areas like the parking lot expansion and so on. These projects should stand alone with public scrutiny, as well.

Thank you for the information and leadership in keeping RDU Airport competitive.

Stephen Hand
stevehand@bni.com
138 Castlewood Drive
Cary, North Carolina 275114

From: [John Peters](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 15, 2021 5:24:39 PM

RDUEA Chris Babb, RDU EA,

There are several areas in the expansion of the airport that need to be included in the Environmental Assessment (EA) for the new main runway and other areas at RDU. In addition, the EA needs to be done in a full public engagement. There needs to be two-way conversation with the public, not just one way conversation as there was during the Vision 2040 Master Plan Development.

The massive parking lot RDUEA wants to build on the east side near Umstead State Park is not in the EA. This is wrong and a potential huge stormwater/pollution issue for Lake Crabtree and Umstead State Park.

We need formal and permanent statements that absolutely no “borrow dirt” will come from East of the airport – no “borrow dirt” from Odd Fellows, 286, or any land next to Umstead. The only “borrow dirt” can be from the areas shown in the slide set or from off-site private (not public) lands such as from the quarry off of Westgate which recently expanded.

The new runway will initially be the same length as the current runway, the EA must include assessment of how the extended runway will impact the area as that is the ultimate plan. To only assess the short version of the runway is project segmentation which provides false and misleading conclusions.

The extended runway is so long that at the end by Aviation Blvd. 1) it will encroach into the DOT right of way and 2) a tunnel will need to be built under it in order to have the perimeter road. These issues need to be considered now in the EA.

We know for there are plans to put a perimeter road around the entire airport, including along the border of Umstead State Park. Given how all of the pieces of the airport work in concert, the “entire” airport perimeter road around the entire airport needs to be shown on any diagrams associated with the new runway and the effects considered. To only assess the short version of the airport perimeter road is project segmentation which provides false and misleading conclusions.

In addition, the following items should also be considered:

Wetlands, groundwater, surface water, and stormwater, based on the long version of the new runway and the entire perimeter road need to be considered

Environmental issues from deforestation of the “borrow dirt” areas noted in the slide (lands between I540 and the new runway).

Fish, wildlife, plants habitat needs to be considered.

Deforestation for radar visual needs to be considered.

Noise on Umstead Park and other areas need to be considered.

How deicing chemicals will be handled and runoff from the new runway.

How will moving Lumley Road and/or any of the new runway on top of the Ward Transformer superfund site affect the surface and ground water.

Sincerely,

John T Peters
113 Crestpoint Ct
Cary NC 27513

John Peters
johnpeters275@gmail.com
113 Crestpoint Ct
Cary, North Carolina 27513

From: [Chuck Sirc](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 15, 2021 5:54:29 PM

RDUEA Chris Babb, RDU EA,

Dear Relevant Official,

Being a resident of Cary for 30 years make me realize and appreciate the need to enlarge the airport. However, the reason for the need to enlarge is the result of the quality of life that the area provides. In this respect one of the many assets of the area is Umstead Park, which is adjacent to the airport. I would ask that the airport authority be a good and responsible neighbor by mitigating any negative environmental consequences with the airports expansion plans to include runoff, dirt removal, water pollution and the like. As a responsible neighbor I would hope you would provide your entire plan both long and short to have a complete and adequate EA performed. You as well as I see the value of retaining a natural resources and I would hope you do not compromise for the sake of greed or cost savings.

Thanks for your consideration in this regard.

Chuck Sirc

Chuck Sirc

chucksirc@gmail.com

309 Fairwinds Dr

Cary, North Carolina 27518

From: [Sarah Page](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 15, 2021 6:23:09 PM

RDUEA Chris Babb, RDU EA,

This is a request that a full EA be done with full public engagement on the massive (11,000 space) parking lot RDUAAs wants to build on the east side near Umstead State Park. Currently, that parking lot is not in the EA and RDUAAs is trying to avoid full public engagement, which we think is wrong and a potential huge stormwater/pollution issue for Lake Crabtree and Umstead State Park.

Sarah Page
isarahpage@gmail.com
131 Cumberland Green Dr
Cary, North Carolina 27513

From: [Jeffrey Scroggs](#)
To: [RDUEA](#)
Subject: Runway replacement
Date: Sunday, August 15, 2021 7:01:37 PM

I support the replacement of the runway; however, the new huge parking lot on the east side should also be included. There are potential impacts for Lake Crabtree and Umstead State Park. Also, please be consistent with the RDU Vision 2040 plan and consider the full (not partial) expansion. I hope you identify and facilitate mitigation of environmental impacts.

Sincerely,
Jeff Scroggs
2722 Van Dyke Ave
Raleigh, NC

From: [Deborah Fowler](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 15, 2021 8:20:46 PM

RDUEA Chris Babb, RDU EA,

I have become aware that RDU is considering a parking deck adjacent to Umstead park.

This was not part of the RDU 2040 visioning public meetings I participated in and needs a comprehensive EA completed with public meetings and engagement.

Thank you for your attention to this matter,
Deborah

Deborah Fowler
owlgrrl@aol.com
1211 Wedgewood Ln
Durham, North Carolina 27713

From: [Paul Schlosser](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 15, 2021 10:28:14 PM

RDUEA Chris Babb, RDU EA,

Please prepare a full Environmental Assessment, that includes all phases of planned expansion at RDU, i.e., including parking expansion as well as the new runway. I also ask that the plan minimize impact east of the airport, on land adjacent to Umstead Park.

Paul Schlosser
dr.paul.schlosser@gmail.com
1200 Belhaven Road
Cary, North Carolina 27512

From: [Elizabeth Adams](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 15, 2021 10:59:38 PM

RDUEA Chris Babb, RDU EA,

Dear Chris Babb Re: RDU EA

In the RDU Airport Authority Scoping Presentation video at time 3:25 the map of the airport property boundary is incomplete, as it cuts off the property managed by the airport that is beyond the lower left corner of the map. This property includes two significant recreational areas including Lake Crabtree County Park, 286, and the Odd Fellows Tract. The map also fails to demarcate the full Old Reedy Creek Road/Multi-use Trail that is used a major recreational access point to Umstead State Park, and the map also fails to show the shared border between the Airport Managed Property and Umstead State Park.

At 4:49 minutes into the video the potential borrow areas are mentioned, where airport property would be cleared, and fill would be dug up and used to raise the proposed new runway. All Airport Property where borrow material will be obtained must be identified and shared with the public. No airport property to the East of the proposed runway should be used to clear the forest and obtain fill material as this would severely harm Umstead State Park, including blocking the migration of capstone species between Umstead State Park to Lake Crabtree County Park and the wildland areas between the Town of Morrisville and Jordan Lake.

At 5:29 the video mentions the use of 150 Million Gallons of water from the Brier Creek Reservoir or from public water supplies (supplied by the Town of Cary) for hydrocompression of the fill material. The use of this quantity of water from the public water supply by the Airport must be factored into our municipal water treatment and supply plans. The Cary/Apex Water Treatment Facility has a maximum daily capacity of 56 MGD.

Withdrawing 150 Million Gallons of water for hydrocompression is equivalent to 12% of the town of Morrisville's annual supply. Using treated fresh water for hydrocompression must be avoided at all costs, and use of reclaimed water from the waste water treatment plant must be investigated, including expanding the Town of Cary reclaimed water system lines to the airport. <https://www.townofcary.org/services-publications/water-sewer/water/reclaimed-water/map-of-reclaimed-water-system> The environmental impact of expanding the waste water pipelines to the airport from the North Cary Water Reclamation Facility on Old Reedy Creek Road must also be investigated. The Briar Creek reservoir contains PCBs from the Ward Transformer Site, which is also on Airport Property. Areas on Airport Property that are contaminated with PCBs must be identified prior to determining the EA scope, as those areas may not be able to be used for borrow areas or water supply for hydrocompression of the fill material. Soils or waterways contaminated with PCBs must not be disturbed otherwise, the PCB contamination will be distributed further downstream and will increase the PCB pollution in Lake Crabtree and may extend the pollution plumes from the Airport into Umstead State

Park. All PCB contaminated soils on airport property or off airport property that may be used for fill material must be identified and either remediated or left undisturbed. Soil and water bodies on Airport Property may also be contaminated with PFAS from de-icing or firefighting activities on premises. All airport property that may be disturbed as part of this runway expansion, roadway relocation, and other activities must be tested for PFAS and other airport pollution prior to being identified as borrow, runway or roadway expansion locations. Hydrocompression may also further spread PCB and PFAS and other airport pollution downstream into Lake Crabtree, the Odd Fellows Tract, and Umstead State Park.

At 6:12 the video mentions drainage improvements to provide for additional impervious surfaces. If the airport is creating additional impervious surfaces, then the environmental assessment must identify and require improvements to the management of stormwater including BMPs, protection of riparian buffers, protection of wetlands on airport property, and the use of low impact development, rain gardens, swales, and natural vegetative measures to reduce the intensity of stormwater peak flows and pollution transport downstream into Lake Crabtree and Umstead State Park. <https://www.epa.gov/water-research/best-management-practices-bmps-siting-tool>

At 7:30 minutes into the video the need to identify Historical, Architectural, Cultural resources and protect these resources during the environmental assessment, but no such resources on or off airport property are mentioned. Foxcroft Lake is a Cultural Resource, the Odd Fellows Tract, Lake Crabtree, Umstead State Park all of these are significant recreational and cultural resources on airport managed property or adjacent to the airport property that must be included in the environmental assessment to fully identify the impacts of this project on these public resources, and to avoid and mitigate any damage that is caused by the runway expansion project. Lake Crabtree County Park has nesting eagles, herons, and other endangered species that must be identified, and may also be on airport property east of the main Runway including 286, Odd Fellows Tract, and along the border with Umstead State Park. Please update the map that you are using on the Environmental Assessment Video, and identify the environmental effects of the proposed action that the public should be aware of including to wildlife corridors, nesting birds, turtles. You can see some of these species in the iNaturalist application for Umstead State Park: <https://www.inaturalist.org/projects/william-b-umstead-state-park-species-inventory> and for Lake Crabtree County Park <https://www.inaturalist.org/projects/lake-crabtree-county-park-wake-county-nc> The following article expands on my concerns about the impact <https://elizabeth-adams.medium.com/potential-environmental-issues-9bb4f662b0a1>

Properties protected under DOT Section 4(f) include:

Parks and recreational areas of national, state, or local significance that are both publicly owned and open to the public.

Publicly owned wildlife and waterfowl refuges of national, state, or local significance that are open to the public.

Historic sites of national state, or local significance in public or private ownership regardless of whether they are open to the public.

Please improve the Scoping Presentation video, maps, and documentation to help the public understand the full scope of this proposed action by RDU Airport Authority.

Sincerely,

Elizabeth Adams
103 Larkspur Ln
Cary, NC 27513
919-678-1513

Elizabeth Adams
elizabeth.a.adams@gmail.com
103 Larkspur Ln
Cary, North Carolina 27513

From: [wendy dascoli](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 15, 2021 11:49:08 PM

RDUEA Chris Babb, RDU EA,

I support airport expansion on the west side of RDU airport (to minimize impacts on the East Side closer to William B. Umstead State Park). However, we need to ensure that there is a comprehensive EA that includes the following:

- Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan
- Does not segment and ignore the other associated projects
- Facilitates appropriate mitigation of environmental impacts
- Request that a full EA be done with full public engagement on the massive (11,000 space) parking lot RDUEA wants to build on the east side near Umstead State Park. Currently, that parking lot is not in the EA and RDUEA is trying to avoid full public engagement, which I think is wrong and a potential huge stormwater/pollution issue for Lake Crabtree and Umstead State Park.

wendy dascoli
wd.shopping@gmail.com
3121 summer oaks dr
apex, North Carolina 27539

From: [Karen Mallam](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Monday, August 16, 2021 6:29:31 AM

RDUEA Chris Babb, RDU EA,

I am writing in opposition to the proposed runway extension at RDU. The Environmental Assessment must be comprehensive and include full public involvement. The comprehensive EA should include the following:

1. Consideration of the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan;
2. Does not segment and ignore the other associated projects
3. Facilitates appropriate mitigation of environmental impacts

The comprehensive EA must be done with full public engagement on the massive (11,000 space) parking lot RDUEA wants to build on the east side near Umstead State Park. Currently, that parking lot is not in the EA and RDUEA is trying to avoid full public engagement, and the parking lot creates a potential huge stormwater/pollution issue for Lake Crabtree and Umstead State Park.

Thank you for your consideration.

Karen Mallam
ladylibertyusa@protonmail.com
810 Buckner Springs Road
Siler City, North Carolina 27344-8219

From: [Lawrence Jones](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Monday, August 16, 2021 7:27:58 AM

RDUEA Chris Babb, RDU EA,

I completely understand that for Raleigh to continue to expand both businesswise and population wise it is vital that we have an up-to-date airport and that may include expansion of the airport..

I feel that this can be done with a minimal impact on one of the reasons people move to Raleigh, the green space, especially Umstead Park ...

The new runway needs dirt. There are proposed "borrow dirt" sites shown in the slide set that are West of the new runway. I agree with those. I need formal and permanent statements that absolutely no "borrow dirt" will come from East of the airport – no "borrow dirt" from Odd Fellows, 286, or any land next to Umstead. The only "borrow dirt" can be from the areas shown in the slide set or from off-site private (not public) lands such as from the quarry off of Westgate which recently expanded...

The areas shown in the slide set that are marked "borrow dirt" will be deforested and flattened. In a separate presentation given by RDUEA staff, there is intent to develop some of the "borrow dirt" tracts Why not develop all of these "borrow dirt" tracts and put the rental car parking area and additional parking on these tracts instead of putting them adjacent to Umstead State Park? The "airport perimeter road" as shown in the slide set parallels the entire length of the new runway (and the known future expansion) and will provide easy access for airport busses from the area West of the new main runway to the airport terminal. This perimeter road has positive impacts as far as opening up opportunities for parking and development on the West side of the airport which can alleviate issues with placing parking (e.g., expanding Park and Ride 3) along Umstead State Park.

Thank you for your consideration Lawrence Jones

Lawrence Jones
lajones3161@gmail.com
300 Baytree Lane
Raleigh, North Carolina 27615

From: [Janyne Kizer](#)
To: [RDUEA](#)
Subject: Full RDU Vision 2040 EA
Date: Monday, August 16, 2021 7:44:00 AM

Please do a full environmental assessment that includes all RDU Vision 2040 projects rather than piecemeal EAs. All of these projects should be considered as a package.

Thank you.

--

Janyne Kizer
jmkizer@gmail.com

From: [Janyne Kizer](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Monday, August 16, 2021 7:45:25 AM

RDUEA Chris Babb, RDU EA,

Please do a full environmental assessment that includes all RDU Vision 2040 projects rather than piecemeal EAs. All of these projects should be considered as a package.

Thank you.

Janyne Kizer
jmkizer@gmail.com
502 Thorngate Road
Apex, North Carolina 27502

From: [CORY LIVERMAN](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Monday, August 16, 2021 7:51:10 AM

RDUEA Chris Babb, RDU EA,

Please conduct a full EA on the proposed parking lot on the east side near Umstead State Park. Currently, that parking lot is not in the EA and poses a potential huge stormwater/pollution issue for Lake Crabtree and Umstead State Park.

Thank you.

-Cory

CORY LIVERMAN
cdliverman@gmail.com
101 Hardwick Ct
Durham, North Carolina 27713

From: [Glenn Anderson](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Monday, August 16, 2021 9:12:43 AM

RDUEA Chris Babb, RDU EA,

Please save Umstead Park.

Glenn Anderson
gupn953@yahoo.com
3009 Inland Trail
Raleigh, North Carolina 27613

From: [M.L. Howlett](#)
To: [RDUEA](#)
Subject: Public Comments - requesting Full EA with full public engagement
Date: Monday, August 16, 2021 12:11:44 PM

RE: RDU Airport Expansion

I support airport expansion on the west side of RDU airport (to minimize impacts on the East Side closer to William B. Umstead State Park). However, I'd like to have confirmation that there is a comprehensive EA that includes the following:

1. Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan
2. Does not segment and ignore the other associated projects
3. Facilitates appropriate mitigation of environmental impacts

As a neighbor of RDU, I am voicing my request that a full EA be done with full public engagement on the massive (11,000 space) parking lot RDUAAs wants to build on the east side near Umstead State Park. I understand that currently, that parking lot is not in the EA. It appears that RDUAAs is trying to avoid full public engagement. Many of us who live near the park and use it daily are very concerned about stormwater/pollution issues for both Lake Crabtree and Umstead State Park.

Thank you for considering doing the correct thing to protect this gem of our area and for including public engagement on the entire project.

Respectfully,

Meribeth L. Howlett

Raleigh 27612

From: [Jones, Barbara A](#)
To: [RDUEA](#)
Subject: Full Environmental Assessment
Date: Monday, August 16, 2021 12:43:18 PM

Dear Sir:

I am requesting that a full Environmental Assessment be completed for the new RDU Runway, Economy 3 parking lot, Ward Transformer SuperSite, the alignment of Lumley and Nelson Roads including the changes proposed for Pleasant Grove Road. Additional sites which should be included in this study are the Rock Quarry which is on leased airport land, the eight miles of security fencing and the complete destruction of hundreds of trees in all these areas. The single act of removing this many trees severely affects the climate for this entire area.

In turn, this project will have a massive impact on the citizens of Wake and Durham counties including the cities of Morrisville, Cary, HollySprings, Raleigh, Durham and Chapel Hill. Since the proposed project involves so many citizens, it is vital that every person have an opportunity to respond before and after a full environmental assessment has been done.

Thank you for your time and consideration.

Sincerely,

Dr. Barbara Jones
barbaraj@utm.edu

From: [Alan Rimer](#)
To: [RDUEA](#)
Subject: Proposed Runway Expansion
Date: Monday, August 16, 2021 7:22:16 PM

To FAA:

I am strongly in favor of the proposed runway expansion at RDU. While only an officer in a small business in the Triangle, I travel extensively to Asia and Europe on projects related to water reclamation/reuse. A new longer runway will permit more non-stops to more distant locations and provide the necessary capacity to service our area for the foreseeable future.

I am a former Town Council Member in Chapel Hill (I know we are not part of the Authority) and a former private pilot (dual engine, Instrument Rated) so I really care about RDU. I went back and looked at my records – I am a 4 million miler on AA, of which about 3.4 million miles have originated at RDU. I obviously fly other airlines (Delta, United and SW) but the point is that in my past and ongoing career I DEPEND on good service at RDU..

Thanks for listening!

Alan E. Rimer PhD, P.E., DEE
EnviroTechNovations LLC
VP – Water Reuse
PO Box 41
Hillsborough, NC 27278
alanrimer@outlook.com
919.270.8835 - Cell

"Most people do not listen with the intent to understand; they listen with the intent to reply." – Stephen R. Covey



Please consider your environmental responsibility before printing this email.

From: [Raven Sykes](#)
To: [RDUEA](#)
Subject: Runway impact
Date: Monday, August 16, 2021 8:02:08 PM

Hello,

I'm not sure why there is a desire to disrupt the landscape and ecosystem of nature around the airport. The loudness of the planes is already an issue and the fact that there are no other considerations for other options to improve the runway as you state, are not considered. There is no thought of how this impacts the environment in your article. It's lopsided for sure about amazon packages and wanting to fly to China. Please do a more effective job getting the facts and perspectives on this.

Kind regards,

Raven Sykes

From: [Marc Dreyfors](#)
To: [RDUEA](#)
Subject: No to new runway
Date: Tuesday, August 17, 2021 6:23:04 AM

To whom it may concern:

I am adamantly opposed to investing money in an industry that has the largest carbon footprint for transportation. There is no sign of that industry being able to lower its footprint anytime soon or within the timeframe necessary to save our Planet. The ipcc has just issued a very critical report and air travel should bdiscouraged as quickly as possible and substitution of High-Speed Rail by made as a public good. Expansion of the we do not need direct exposure to viral transmission.

From: [Mary Moseley](#)
To: [RDUEA](#)
Subject: RDU Vision 2040 Plan
Date: Tuesday, August 17, 2021 7:53:59 AM

To Whom It May Concern:

As a life-long citizen of Wake County, a great lover of our forest resources, and a frequent guest of our local Umstead Park, I implore you to complete a full and complete environmental assessment (including public input) for the new RDU expansion plan.

Umstead Park is an amazing asset to our community. Let's work together to create a plan that serves us all. Thank you in advance for hearing the voices of all citizens and concerns for the land that will be impacted as the expansion moves forward.

Sincerely,
Mary Moseley
117 Spring Hollow Lane
Cary, NC

From: [michael solomonides](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Tuesday, August 17, 2021 8:06:00 AM

RDUEA Chris Babb, RDU EA,

To whom it may concern,

How can we use the TOFA for sustainable uses such as pollinator gardens, on site storm water management. Could the new border areas outside the security perimeter be used for recreation? Imagine a mountain biking trail around the perimeter of the airport!

Thank you

Mike Solo

michael solomonides
mike.a.solo@gmail.com
2102 CHARLION DOWNS LN
APEX, North Carolina 27502

From: [Kimberly Jordan](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Tuesday, August 17, 2021 9:57:06 AM

RDUEA Chris Babb, RDU EA,

I am writing in partial support of airport expansion on the west side of RDU airport to minimize impacts on the East Side closer to William B. Umstead State Park. To offer my full support I need to know the results of a comprehensive EA that:

Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan

Does not segment and ignore the other associated projects

Facilitates appropriate mitigation of environmental impacts

Please conduct a full EA with FULL PUBLIC ENGAGEMENT on the massive (11,000 space) parking lot RDUEA wants to build on the east side near Umstead State Park. That parking lot is not in the EA and it appears that RDUEA is trying to avoid full public engagement. This attempt to slip under the radar is unethical and could create a huge stormwater/pollution issue for Lake Crabtree and Umstead State Park.

Right action is often not the most economically or politically advantageous, however it is the wisest choice in the long run.

Kimberly Jordan
starheart.vai@gmail.com
111 Arlington Ridge Road
Cary, North Carolina 27513-3471

From: [Kent Tawes](#)
To: [RDUEA](#)
Subject: RDU Runway expansion
Date: Tuesday, August 17, 2021 10:12:30 AM

I fully support the runway expansion at RDU airport, in order to keep the area current with our transportation needs.

Regards,
James K.Tawes

From: [John Niffenegger](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Tuesday, August 17, 2021 10:25:45 AM

RDUEA Chris Babb, RDU EA,

Hello,

I am writing regarding the Environmental Assessment for the new RDU replacement runway and associated projects. While I support airport expansion on the west side of RDU airport, I want to ensure that there is a comprehensive EA that includes the following:

- Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan;
- Does not segment and ignore the other associated projects; and
- Facilitates appropriate mitigation of environmental impacts.

I am requesting that a full EA be done with full public engagement, which includes the massive (11,000 space) parking lot RDUAAs wants to build on the east side near Umstead State Park. Currently, that parking lot is not in the EA and RDUAAs needs to ensure full public engagement, given potential negative environmental impacts such as substantial stormwater/pollution issues for Lake Crabtree and Umstead State Park.

Thanks,
John Niffenegger

John Niffenegger
jpniff@gmail.com
905 Powell Dr
Raleigh, North Carolina 27606

From: [Matt Sullivan](#)
To: [RDUEA](#)
Subject: RDU Runway Relocation
Date: Tuesday, August 17, 2021 11:08:43 AM

The proposal simply states "closure for an extended period of time would have adverse effect(s) on the National Airspace System and Raleigh-Durham region" but no specifics are outlined. Further, an estimated timeline and cost of repairing the existing runway vs. new construction is not provided.

That being said, as part of the local population that surrounds RDU I can only qualify that the runway relocation will no doubt adversely impact the environment. Therefore I oppose the runway relocation for this single reason knowing that a 7,500' runway can service a significant majority, if not all, aircraft types which frequent RDU.

Matt Sullivan

From: [Chris Anderson](#)
To: [RDUEA](#)
Subject: RDU
Date: Tuesday, August 17, 2021 12:41:50 PM

I'd like to express my support for the reconstruction and lengthening of the primary runway at RDU. While there are some environmental concerns, I believe that, in this case, these concerns are far outweighed by the likely economic impact of a new, longer runway. This will allow RDU to support local business well into the future, continue to support our growing economy, and hopefully allow for further growth.

Chris

Christopher Anderson
Chapel Hill, NC

From: [Chris Anson](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Tuesday, August 17, 2021 1:03:20 PM

RDUEA Chris Babb, RDU EA,

Please ensure that a full EA is done with full public engagement concerning the 11,000-space parking lot RDUA proposes to build on the east side of the airport property near Umstead State Park. Because the public is invested in both the park and airport facilities, input is necessary to guide plans. Thank you.

Chris Anson
sedgview@yahoo.com
207 Sedgemoor Drive
Cary, North Carolina 27513

From: [Fabio Beltramini](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Wednesday, August 18, 2021 12:35:27 AM

RDUEA Chris Babb, RDU EA,

RDUAA's plans to deforest areas of airport property in order to relocate an existing runway in support of their expansion vision are tone deaf and unnecessary in the middle of a climate crisis, following the recent IPCC report, and leading into two decades of eliminating carbon emissions and reducing air travel. Also, attempts to parcel up a larger expansion project into supposedly independent projects are counter to the intent and case history of NEPA.

An appropriate scope of public outreach includes a comprehensive EA, that (1) considers the project within the context of all current expansion plans, as per the RDU Vision 2040 plan, (2) does not segment and ignore the other associated projects, and (3) thoughtfully represents all environmental impacts and explicitly provides for their mitigation or prevention to the extent possible.

In particular, the EA must include full public engagement on the massive (11,000 space) parking lot that RDUAA wants to build. Currently, that parking lot is not in the EA and RDUAA is trying to avoid full public engagement, which is deceptive, wrong, and a huge stormwater/pollution issue for Lake Crabtree and Umstead State Park.

It must also include environmental impacts caused by the increased carbon emissions associated with the vision plan's expanded airport capacity.

Fabio Beltramini
fabble@google.com
7 Drysdale Ct
Durham, North Carolina 27713

From: [Marley, Bill \(FHWA\)](#)
To: [RDUEA](#)
Subject: RDU Runway 5L/23R Reconstruction
Date: Wednesday, August 18, 2021 1:39:33 PM

In response to the public comment period for the Environmental Assessment (EA) for this project, I offer the following comments:

- The runway reconstruction/relocation project is vital to sustain and accommodate economic growth in the Raleigh-Durham region and beyond.
- The existing runway has reached the end of its useful life.
- The runway is needed to sustain and accommodate more and longer flights (a 12,000-foot runway would be better, allowing for non-stop flights to China).
- The runway will result in minimal impacts to the human, natural, and built environment.
- Pro-environment groups (the Umstead Coalition, etc.) will likely not be in favor of the new runway; however, they are a minority. The benefits of this runway will far outweigh any negative impacts. I would support this runway even if it were being built on the other side of the airport beside Umstead State Park. Indeed, there are plans in the Airport's Master Plan, Vision 2040, that indicate future developments on airport-owned land adjacent to and near Umstead Park.
- The new runway will facilitate growth at the airport, which is needed to fund additional needed aviation infrastructure projects.
- The EA portion of the NEPA process for this project should proceed with due diligence but without any unnecessary delay.

Thank you,

Bill Marley
2004 Garden Wall Court
Raleigh, NC 27614

From: [Mary Scott](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Wednesday, August 18, 2021 3:40:44 PM

RDUEA Chris Babb, RDU EA,

We are long-term residents of Wake County and frequent users of Umstead State Park. We are concerned regarding the apparent plan for a massive parking lot that will be very close to Umstead. Should this project proceed, it will destroy land and wildlife and further erode and pollute the areas leading into Lake Crabtree and the other waterways in and surrounding Umstead. It appears that a full environmental assessment of this parking lot must be performed according to State and Federal guidelines and we request this get done, long before the destruction of the land and wildlife begins. Overall, RDU is becoming a blight upon Wake County, causing unreasonable and unwarranted expansion that seems to be driven by RDU Board members financial interests, rather than the interests of the community.

Mary Scott
scottmt777@gmail.com
102 sundew lane
Cary, North Carolina 27518

From: [William Brooks](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Thursday, August 19, 2021 10:51:58 AM

RDUEA Chris Babb, RDU EA,

I am a retired C-Level Midsize business executive and have lived in the Triangle since graduating from NCSU.

The RDU Airport is not the only asset critical to the growth of the Greater Triangle Region. The parks and greenways are a factor as companies investing in our area see our green spaces as appealing to the younger, better educated, family oriented employees these corporations need. The same green spaces are a factor in why our university graduates choose to stay rather than relocate to other urban centers. Forfeiting future economic benefits to save current cost dollars is short sighted and not appropriate in the visionary culture of the Greater Triangle Region.

The damage to Umstead Park by Eastern Expansion of the Airport can not be undone. Western expansion will only cause an interruption in commercial, industrial and residential growth.

Respectfully,
William H. Brooks

William Brooks
bill.brooks@earthlink.net
136 Aisling Court
Cary, North Carolina 27513

From: [Matthew Carson](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Thursday, August 19, 2021 11:13:43 AM

RDUEA Chris Babb, RDU EA,

I and my fellow triangle neighbors request that a FULL EA be done w/FULL PUBLIC ENGAGEMENT on the new runway and massive (11,000 space) parking lot RDUAAs wants to build on the east side near Umstead State Park...

There are SO MANY MAJOR ENVIRONMENTAL CONCERNS that need to be addressed before moving forward! The EA MUST INCLUDE assessment of how the EXTENDED RUNWAY will impact the area! Avoiding noise pollution MUST BE A TOP PRIORITY AS WELL!

Matthew Carson
mtrentcarson@outlook.com
501 Merrie Rd.
Raleigh, North Carolina 27606

2912 Timpani Trail
Apex, NC 27539
16 August 2021

Landrum and Brown
4445 Lake Forest Drive, Ste 700
Cincinnati, OH 45242

RE: Public Comments for
Environmental Assessment for
New RDU Replacement Runway and
Associated Projects

Attn: Chris Babb

Dear Mr. Babb:

Because of the substantial impacts to existing uses of land near the Raleigh Durham International Airport, a comprehensive Environmental Assessment (EA) that includes the following key issues is essential:

1. Considers the full expansion (not just partial expansion) of the items as per the RDU Vision 2040 plan
2. Does not segment and ignore the other associated projects
3. Facilitates appropriate mitigation of environmental impacts

Further, it is imperative that a full EA be done with full public engagement on the 11,000 space parking lot RDUAA wants to build on the east side near Umstead State Park. Although there are potentially many adverse impacts that a parking lot of this size could have, one of the most glaring is the potential for substantial stormwater and pollution issues for Lake Crabtree and for Umstead State Park itself.

Thank you for your consideration of these issues.

Sincerely,



Kathleen Weaver

8/19/21

This email is to provide public comment to the FAA regarding RDU Airport 5L-23R maintenance and proposed extension plans from 11,000 to 11,500 feet. The runway is “indeed, the runway is operational and safe right now” per Bill Sandifer the airports Chief Operating Officer. The real reason for the change in my view and analysis is to extend the longest runway more so that American and Chinese larger planes for long-haul flights to Europe and to Asia. Be advised, that there is no public data regarding noise issues related to the flights in the Environment Assessment of the project. No indication of schedules for possible flights coming or going regard late night or early morning noise. There is a large number of communities and residents living around the Airport which would be impacted. This email is to request FAA to requested and or delay the approval until such community concerns is reviewed. I would like to note that RDU Airport Authority ended the airport noise rule with out public notice or rational for their decision. It was done when a large number of Developers and Contractors were on the Board. RDU has not been a good neighbor with their behind back closed doors. For example, a number of years ago the Airport put in a bid for the FED EX hub which would have had approximately 325 planes flying in overnight and very early morning hours. No, the Authority did not provide notice of this extreme noise issue. The public only found out as one Authority member let the word get out. The public formed NRAN which stands for North Raleigh Association of Neighborhoods. We got involved and got the local news bringing the issue out. I ended up appointed by the City of Raleigh council to a Noise Abatement Committee with Durham, Wake County and other municipalities representatives. Serving on the committee was a local Developer and Authority member. At my request and analysis, I got the Airport to purchase noise software pulling in FAA flights styles of planes to review noise originally the problem was Stage 2 noisy planes and low flying planes. The system worked and the airlines simply adjusted to lower their noise exposure. My point is while the environmental issue for your review potential noise issues is also a major community concern and needs to be addressed. RDU needs to bring back the noise rule to protect residents living around the airport.

I would also like to point out that RDU is not managed like a business. For example, the Airport spent hundreds of millions of dollars for terminal A so that

American Airlines could be the main airline and a hub. The large-scale hub you see in photos is nice, but just as the hub/ terminal was finished construction American Airlines walked away and did not move in as the primary carrier. The Authority had built it and with no business sense which does not work in reality. I guess they don't care when it is just Federal Tax money. Airlines come and go and do what is best in their interest and not always best for Airports. I think that this runway extension is yet another questionable investment. Clearly, we want proper maintenance and safety of all runways. 1986 does not seem that old and that runway is not used that much. I expect they used excessive salt when we had major snow and ice in the past. Here in Raleigh a small new Airport has taken much of the executive plane business from RDU. Mr. Bill Sandifer view that we need to extend the runway to bring other firms like Apple. Apple was courted for over 5 years and came without the need for extended runway under consideration. The Apple firm came here to Research Triangle Park due to the amount of software engineers locally and the fact the Legislature gave them the 1 billion dollars so their employees State payroll taxes goes back to Apple parent company for 40 years and their new building will not pay property taxes like the rest of us residents here in the City of Raleigh and Wake County. I even worked in the Wake County Tax Assessors department for a year. Here in Raleigh we already have a serious growth problem so Mr. Sandifer view we need more coming to RDU is not a good argument to waste 250 million tax payers' Federal money. We have a problem or a need for low-income housing not the need for spending massive money for some rich people to fly to Asia and or Europe on vacation. RDU has planes and the Charlotte Airport has plenty of flights. Many business people are using ZOOM meetings and other software instead of dealing with airport flights and bringing suitcases.

Sorry for the length of this public comment regarding the EA 5L-23R, but I do care for my community and this project does not cut the mustard for many reasons. I hope you see some of my points and the reality of airplane noise exposure with the extended runway is not needed and not best for our residential communities.

Regards,

Doug Lintelman

North Raleigh, NC

From: [Dana R Thalheimer](#)
To: [RDUEA](#)
Subject: Scoping of Environmental assessment
Date: Thursday, August 19, 2021 4:32:53 PM

Dear folks, Regarding the “scoping” of the [Environmental Assessment \(EA\) for the new main runway at RDU](#), please ensure that there is a comprehensive EA that includes the following:

1. Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan
2. Does not segment and ignore the other associated projects
3. Facilitates appropriate mitigation of environmental impacts
4. Considers the ecosystem services currently provided by the existing natural lands which will be impacted by these projects.

Thanks and regards,

Dana Thalheimer

From: [Lindsay Parlberg](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 4:07:16 PM

RDUEA Chris Babb, RDU EA,

People value safe access to Umstead State Park.

The type and scope of public outreach needs to be identified. There needs to be two-way conversation with the public, not just one way conversation as there was during the Vision 2040 Master Plan Development.

Give the people the opportunity to speak and protect the park and the environment.

Lindsay Parlberg
lindsaymparlberg@gmail.com
304 Crest Drive
Chapel Hill, North Carolina 27516

From: [Laura Simpkins](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 4:30:50 PM

RDUEA Chris Babb, RDU EA,

I am concerned about fully considering impacts on fish, wildlife, and plants habitats associated with this project and neighboring sensitive areas of Umstead state park. I'm also concerned about the limited scope of public outreach surrounding the project diminishing the ability to have an effective two way conversation with the public; where project details are fully shared and not misleading, and public concerns are heard and addressed.

We need formal and permanent statements that absolutely NO fill from ANY land adjacent to Umstead State Park will be used for fill dirt for any airport construction. Also deforestation from agreed on "borrow dirt" sites need to be fully considered.

RDUA has decided at this time to first build the new runway to the same length as the current runway. The extended runway is in the Vision 2040 Plan. Also only a segment of a perimeter road is included in these plans, and plans for a referenced "entire" airport perimeter road around the entire airport needs to be shown and the effects considered. To only assess the short version of the airport perimeter road and not the ultimate runway length is project segmentation which provides false and misleading conclusions.

Laura Simpkins

Laura Simpkins
laura.e.simpkins@gmail.com
7513 Stuart Drive
Raleigh, North Carolina 27615

From: [Ron Thigpen](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 4:31:23 PM

RDUEA Chris Babb, RDU EA,

I'm writing to express concerns about the proposed changes to RDU, specifically the new runway and proposed parking expansion, and the lack of an updated Environmental Assessment (EA) that takes all of the proposed changes into account as one.

Of particular concern is the effect on Umstead Park in the east side of the project. Runoff from the perimeter road, expanded parking, and runway may have large negative effects on water quality in the park. The presence of de-icing and fire-fighting chemicals (PFAS "forever chemicals") requires special attention.

I urge you to require a fully updated EA before allowing these changes to move ahead.

Ron Thigpen
ron@fuzzsonic.com
1621 Sunrise Ave
Raleigh, North Carolina 27608

From: [Andrea Hill](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 4:38:07 PM

RDUEA Chris Babb, RDU EA,

Hello,

I'm writing to ask you to focus expansion and development of the airport on the west side and to do all you can to avoid the east side. Umstead must be protected as it's a critical environmental and recreational site. Thank you.

Kind regards,
Andrea Hill

Andrea Hill
amtber2@gmail.com
307 Keener St
Cary, North Carolina 27511

From: [Katharine Batt](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 4:44:00 PM

RDUEA Chris Babb, RDU EA,

Dear Sir or Madam,

I write regarding the proposed scoping phase of the EA for the new main runway to request that the appropriate assessments be done in advance of this runway's construction, particularly with regards to its environmental, wildlife and human impacts. As we are currently seeing, our actions are causing significant damage to the environment and to engage in such a build without a full evaluation, including adequate assessment of public opinion, is the most intelligent and equitable route. I moved to this area because of what I believed was a progressive attitude towards urban development, including appropriate and thorough assessments of environmental impacts. Raleigh has the potential to continue to innovate and set an example for other National and international cities as to how to fairly and safely change our built environment. I look to my elected officials and those involved in the RDUA to please look beyond just immediate economic impacts and consider the long-term holistic impacts.

Thank you.

Best regards,
Katharine Batt, MD MSc

Katharine Batt
katharine.batt@gmail.com
8043 Sycamore Hill Ln
Raleigh, North Carolina 27612

From: [Myles Green](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 5:01:44 PM

RDUEA Chris Babb, RDU EA,

I'm writing to demand that there is a comprehensive EA that includes the following:

- Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan.
- Does not segment and ignore the other associated projects.
- Facilitates appropriate mitigation of environmental impacts.

Thank you!

Myles Green
mylescgreen@gmail.com
911 Lancaster St Apt B
Durham, North Carolina 27701

From: [Alan Piercy](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 5:06:06 PM

RDUEA Chris Babb, RDU EA,

I support airport expansion on the west side of RDU airport (to minimize impacts on the east side closer to Umstead State Park). However, we need to ensure that there is a comprehensive EA that includes the following:

1. Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan
2. Does not segment and ignore the other associated projects
3. Facilitates appropriate mitigation of environmental impacts

Sincerely,

Alan Piercy

Alan Piercy
calan.piercy@gmail.com
6816 W Lake Anne Dr
Raleigh, North Carolina 27612

From: [Ken and Mary Collins](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 5:24:23 PM

RDUEA Chris Babb, RDU EA,

First I would like to say that though I am using technology to communicate directly and efficiently with the greatest number of people engaged in this process, this is not a "form letter". As a proud supporter of The Umstead Coalition, I respect their thorough work to protect this precious resource that is used by so many greater RTP citizens. I am using some points shared by the coalition, but know that I have discerned and considered the points and these are my own views and concerns.

The type and scope of public outreach needs to be identified, including two-way conversation with the public, not just one way conversation as there was during the Vision 2040 Master Plan Development.

I'm very concerned about:

Wetlands, groundwater, surface water, and stormwater, based on the long version of the new runway and the entire perimeter road need to be considered

Environmental issues from deforestation of the "borrow dirt" areas noted in the slide (lands between I540 and the new runway).

Fish, wildlife, plants habitat needs to be considered

Deforestation for radar visual needs to be considered.

Noise (on Umstead) needs to be considered

A new runway will require moving dirt and infill dirt. We need formal and permanent statements that absolutely no "borrow dirt" will come from East of the airport – no "borrow dirt" from Odd Fellows, 286, or any land next to Umstead. The only "borrow dirt" can be from the areas shown in the slide set or from off-site private (not public) lands such as from the quarry off of Westgate which recently expanded.

The areas shown in the slide set that are marked "borrow dirt" will be deforested and flattened. In a separate presentation given by RDUAA staff, there is intent to develop some of the "borrow dirt" tracts. Developing these "borrow dirt" tracts, putting the rental car parking area and additional parking on these tracts has good synergy. No need to put them adjacent to Umstead State Park? The "airport perimeter road" as shown in the slide set parallels the entire length of the new runway (and the known future expansion) and will provide easy access for airport busses from the area West of the new main runway to the airport terminal. This perimeter road has positive impacts as far as opening up opportunities for parking and

development on the West side of the airport which can alleviate issues with placing parking (e.g., expanding Park and Ride 3) along Umstead State Park.

An extended runway will be built as clearly stated by RDUAA staff in several recent presentations extended as per the Vision 2040 Plan. However, RDUAA has decided at this time to first build the new runway to the same length as the current runway. Even though the new runway will initially be the same length as the current runway, the EA must include now that full assessment of how the extended runway will impact the area as that is the ultimate plan and that plan is not that far out in the future. To only assess the short version of the runway is project segmentation which provides false and misleading conclusions.

Per a different slide presentation, the extended runway is so long that at the end by Aviation Blvd., 1) it will encroach into the DOT right of way and 2) a tunnel will need to be built under it in order to have the perimeter road. These issues need to be considered now in the EA.

The “airport perimeter road” is shown in the slide set as only paralleling the new runway (and it is shown to be placed such that it will accommodate the longer version of the runway). But the video refers to the “entire” airport perimeter road. We know for sure that there are plans to put a perimeter road around the “entire” airport, including along the border of Umstead State Park. Given how all of the pieces of the airport work in concert, the “entire” airport perimeter road around the entire airport needs to be shown on any diagrams associated with the new runway and the effects considered. To only assess the short version of the airport perimeter road is project segmentation which provides false and misleading conclusions.

An airport has many environmental toxins in use, from fuel to de-icing chemicals, how will these be handled and all the more reason to do the expansions to the West, not toward Umstead.

How will moving Lumley Road and/or any of the new runway on top of the Ward Transformer superfund site affect the surface and ground water?

Thank you for your time and attention, and again be assured this letter is from two voters, two citizens of Cary, and not a robot.

Ken and Mary Collins
 veganmaryc@gmail.com
 211 Howland Ave.
 Cary, North Carolina 27513

From: [D Hoffman](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 6:09:40 PM

RDUEA Chris Babb, RDU EA,

Please y'all, whatever you do, don't f**k with State Parks. We NEED every last tree.

D Hoffman
cehoffm3@ncsu.edu
1110-H Lady's Slipper Ct
Raleigh, North Carolina 27606

From: [betsybeals](#)
To: [RDUEA](#)
Cc: [Aric B. Beals](#); [betsy betsybeals](#); [Aaron Braswell](#); [david.ellis@wakegov.com](#)
Subject: Comment Betsy Jones Beals Adjacent landowner to RDU boundary
Date: Saturday, August 21, 2021 6:16:21 PM
Attachments: [Dear Landrum and Brown Betsy comments aug 2021.docx](#)

CAUTION: This email attachment originated from a third party. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Comments of Adjacent Landowner Betsy Jones Beals August 15, 2021 for RDU AA EA

Dear Landrum and Brown Attn: Chris Babb:

Please make sure that my comments as an RDU Airport Authority, adjacent landowner of 50 years are made available and not condensed or summarized. for use in determining whether this EA or an environmental Impact statement is necessary. As a long time adjacent landowner to RDU I am asking for a full Environmental Impact Study and a new Study Plan since I am very much against the FAA allowing RDU airport authority to hire their own FAA engineer to speed up the fact of replacing their newest 10,000 foot runway. This will ensure that other adjacent landowners and those who live within the Airport district overlay will know that the FAA as a part of our national government is protecting all citizens from environmental impacts that will affect their quality of life, their clean water, their particle free air, and their beautiful natural greenways and watersheds. Also air pollution problems occur when more air traffic comes. It also means more greenhouse gases and further decline in climate changes which affects our air and water quality. All these qualities of clean living in this 96% canopied area will be affected when RDU does anymore development of their property. The property they are developing was purchased in mid 70's to protect the airport from becoming developed. My homeplace these past fifty years, has been greatly affected by all the environmental concerns that RDU Authority and their advisors and consultants have claimed are not needed in an Environmental Impact Statement.

AECOM did a preliminary EA on Economy 3 parking lot off National Guard Drive in 2017, but citizens have never heard the results. Raleigh Durham Authority has purchased the superfund site (Ward Transformer) and have applied for a brownfields for clearing of this land and neither have had a public hearing or have adjacent landowners been notified. RDU has revisions for realigning Aviation Parkway and Airport Blvd through NCDOT and now plan to construct new roads within the airport

property without an environmental assessment plan. Vision 2040 was conditionally approved by FAA without an official public hearing. I have written my US Senator and my State legislature since I was told that Wake County had no authority over the RDU airport Authority. RDU AA plan is a piece meal of several projects; in other words RDU AA consultants do only Environmental Assessments for small projects and never taking into account the whole impact on my property on Old Reedy Creek Road Cary NC, the city of Morrisville, town of Raleigh, Brier Creek Reservoir area and Wake County. Environmental violations are just appealed and changes are made and EA is resubmitted. Great damage will occur to our green space and where I live the canopy is 96% which will be clear cut for eight miles when a new security fence and 12-24 foot highway type wall is build along my property boundary..and RDU property boundary..

All this includes RDU new runway, Economy 3 parking lot, Ward Transformer Superfund Site brownfields sites, alignment of Lumley Road, Nelson road and Pleasant Grove church road changes . It also includes The Rock Quarry on leased airport land, the eight miles of security fencing and the clear cutting of the many trees so that roads can be built and dirt removed to build up the runway. It also appears there is a plan for a new road to replace Mt Herman Rd section by cemetery and align it behind the National Guard armory. All these will hugely affect I-40 and families in and around our area from Wade Avenue to Page Road, not only with increased destruction of natural resources, but because without careful planning. it is evident we need to save this historical business and cultural section of Old Reedy Creek Road. My home sits on the old Duke and Morris Plantation area. This road was formerly Reedy Creek Road which was closed and renamed and renumbered in 1975 during the planning of the 1986 runway RDU airport Authority is planning to eliminate and rebuild 1000 feet east of this newest 1986 runway. Reedy Creek Road used to be a mile marker road from Hillsborough NC Capitol, through Durham as Raleigh Road and parts of the Road to Morrisville Christian Church and Asbury section of Cary, through the Meredith campus and along Hillsborough Street to the new capital Raleigh. Much of the history of this area revolves around Reedy Creek Road now called in various sections Old Reedy Creek Road...If RDU Authority and the FAA does not include this ORC Road history, then the anthropology of this area is a violation and elimination of history of many poor and exploited sharecroppers, along with a very viable and successful african american community, plus highly successful operation of Mr Green's tobacco in Morrisville, along with Mr. Duke, Mr. Page, The Jones Family, the Sorrell, the Klein, the Edgerton, Dampier, Haley, Johnson and Rigsbee families. In addition Mr. Collins and Mr Morris, and the Durham Investment company under the leadership of Benjamin Duke since this land originally was in Durham county(Cedar Fork Township) according to attorney E.O Everette's family who still own some property in this area. Many folks do not realize that Reedy Creek Park used to be only for black citizens and only when Mr. Johnson, a black Cary resident was named Superintendent of Umstead Park by the Governor was this history whitewashed by the powers to be. Let's hope that we help all citizens understand the importance of 96% canopy of trees which is maintainly the area on Old Reedy Creek Road and along the Pleasant Union Church road open space. We need to insist no more trees are cut and no more development occurs at RDU Airport

especially because of the lack of business flyers. Come this fall and After the holidays RDU airport probably will continue to lose flights since it is not a hub or a major airport and is only a focus city for Delta which is reducing its flights. Hope the FAA and Landrum and Brown will make sure that our beautiful Greenways and East Coast Corridor is protected for the sake of my grandchildren and those who will be here after I am gone. Please keep me updated on all the plans that will be revealed to the airport and FAA and ask upfront if you will make sure I am on your list of stakeholders, because I am a 75 year old resident and want to live the rest of my life, in my special green space.

Please let me know that you received this email.

Betsy Beals, Adjacent landowner to RDU Airport Authority boundary and Wake Stone proposed Quarry Lease and this development will greatly affect my property.

2335 Old Reedy Creek Road Cary NC 919- 677-0600 betsybeals@bellsouth.net

From: [Kristin Stone](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 6:34:37 PM

RDUEA Chris Babb, RDU EA,

No, just no! Stop destroying habitat. Especially right next to what little nature remains in our area! Wildlife has NOWHERE left to go. The proposed work should either be avoided, or if it must be done, please consult with conservationists who can tell you how to least possibly impact plants and animals. The Triangle has been decimated of trees of just the past 5 years. It's shocking and horrifying. Please don't make it worse. Thank you for considering my plea.

Kristin Stone
junting@aol.com
613 Battery Walk Ln
Cary, North Carolina 27519

From: [Tina Govan](#)
To: [RDUEA](#)
Subject: Proposed 11,000 space parking lot near Umstead Park
Date: Saturday, August 21, 2021 7:01:44 PM

Dear RDUEA,

Currently, this new 11,000 space parking lot is not in the Env. Assessment. It must be. It will have a substantial environmental impact. There must be full public engagement on this proposal since it is a potential huge stormwater and pollution issue for Lake Crabtree and Umstead State Park.

It must be included in the EA, without question.

Tina Govan

Tina Govan, AIA
Placemaking Studio
919.641.0791
www.tinagovan.com

From: [Michele Sousa](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 7:09:29 PM

RDUEA Chris Babb, RDU EA,

I'm opposed to fill dirt adjacent to umstead . Protection of ground water, consideration to all wildlife . SHOULDNT WE ALL BE ?

Michele Sousa
sousamichele44@yahoo.com
104 Pinehill Way
Cary, North Carolina 27513

From: [Crystal Goecke](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 8:10:23 PM

RDUEA Chris Babb, RDU EA,

Please do not impact the land of Umstead State Park or the land directly adjacent to Umstead State park. Please do not use borrow dirt or fill dirt from these areas. Our environment is extremely important to the health and wellness of our community. Umstead State Park is a peaceful oasis of natural beauty for the residents of Raleigh. Please keep its lands, forest, and stream protected as you move forward in your project. Thank you.

Crystal Goecke
crystalgoeckepa@gmail.com
3211 Shore View Road Apt 23
Raleigh , North Carolina 27613

From: [KEVIN STROUD](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 8:16:54 PM

RDUEA Chris Babb, RDU EA,

Umstead State Park is an important mainstay in our Raleigh community and it needs to stay that way. Keep its land, forest, and streams protected. Do not use borrow dirt or fill dirt from Umstead State Park or its surrounding land. Please practice safe handling of all materials used in your project and do not harm our environment. It's already a shame that campers at Umstead Campground are subjected to the roar of jets and planes taking off at the airport. Please don't make the situation any worse than it has to be. Umstead is a valuable part of our community.

KEVIN STROUD
Kevinmstroud@gmail.com
3211 Shore View Road Apt 23
Raleigh, North Carolina 27613

From: [Susan Holahan](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 9:13:24 PM

RDUEA Chris Babb, RDU EA,

Stop trying to make money with parking. Provide rail service and express bus services from various locals into the airport; and more spaces for pickup passenger waiting areas.

Susan Holahan
hostnc@yahoo.com
6109 Ebenezer Church Rd
raleigh, North Carolina 27612

From: [Kamen Dedmon](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 9:15:47 PM

RDUEA Chris Babb, RDU EA,

The type and scope of public outreach needs to be identified. There needs to be two-way conversation with the public, not just one way conversation as there was during the Vision 2040 Master Plan Development.

The new runway needs dirt. There are proposed “borrow dirt” sites shown in the slide set that are West of the new runway. We agree with those. We need formal and permanent statements that absolutely no “borrow dirt” will come from East of the airport – no “borrow dirt” from Odd Fellows, 286, or any land next to Umstead. The only “borrow dirt” can be from the areas shown in the slide set or from off-site private (not public) lands such as from the quarry off of Westgate which recently expanded.

The areas shown in the slide set that are marked “borrow dirt” will be deforested and flattened. In a separate presentation given by RDUA staff, there is intent to develop some of the “borrow dirt” tracts. Why not develop all of these “borrow dirt” tracts and put the rental car parking area and additional parking on these tracts instead of putting them adjacent to Umstead State Park? The “airport perimeter road” as shown in the slide set parallels the entire length of the new runway (and the known future expansion) and will provide easy access for airport busses from the area West of the new main runway to the airport terminal. This perimeter road has positive impacts as far as opening up opportunities for parking and development on the West side of the airport which can alleviate issues with placing parking (e.g., expanding Park and Ride 3) along Umstead State Park.

We know for sure that the extended runway will be built. This has clearly been stated by RDUA staff in several recent presentations. The extended runway is in the Vision 2040 Plan. However, RDUA has decided at this time to first build the new runway to the same length as the current runway. Even though the new runway will initially be the same length as the current runway, the EA must include assessment of how the extended runway will impact the area as that is the ultimate plan and that plan is not that far out in the future. To only assess the short version of the runway is project segmentation which provides false and misleading conclusions.

Per a different slide presentation, the extended runway is so long that at the end by Aviation Blvd., 1) it will encroach into the DOT right of way and 2) a tunnel will need to be built under it in order to have the perimeter road. These issues need to be considered now in the EA.

The “airport perimeter road” is shown in the slide set as only paralleling the new runway (and it is shown to be placed such that it will accommodate the longer version of the runway). But the video refers to the “entire” airport perimeter road. We know for sure that there are plans to put

a perimeter road around the “entire” airport, including along the border of Umstead State Park. Given how all of the pieces of the airport work in concert, the “entire” airport perimeter road around the entire airport needs to be shown on any diagrams associated with the new runway and the effects considered. To only assess the short version of the airport perimeter road is project segmentation which provides false and misleading conclusions.

Wetlands, groundwater, surface water, and stormwater, based on the long version of the new runway and the entire perimeter road need to be considered

Environmental issues from deforestation of the “borrow dirt” areas noted in the slide (lands between I540 and the new runway).

Fish, wildlife, plants habitat needs to be considered

Deforestation for radar visual needs to be considered.

Noise (on Umstead) needs to be considered

....and triple confirm that NO fill from ANY land adjacent to Umstead State Park will be used for fill dirt for any airport construction.

How deicing chemicals will be handled

How will moving Lumley Road and/or any of the new runway on top of the Ward Transformer superfund site affect the surface and ground water

There are far too many environmental concerns for this to be pursued without very clear outlines of how to do this in a responsible manner.

Kamen Dedmon
kmdedmon@ncsu.edu
4530 Tournament Dr
Raleigh, North Carolina 27612

From: [Mary McNamara](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 9:40:16 PM

RDUEA Chris Babb, RDU EA,

Dear Board Member:

I have several concerns regarding the proposal for the new runway and the broader, longer Vision 2040 project. Crabtree Creek and Umstead State Park are adjacent to the airport and are impacted directly and indirectly by the airport and proposed expansion. I have concerns regarding the source of the dirt needed in construction. If taken from existing airport property, will that land be stripped and impact the habitats and ecosystem of the native flora and fauna? If additional dirt is needed, where will it come from and what will be needed to transport it to the airport? How will the increase in impervious surface affect drainage? Where will the runoff go? How much contamination of ground water, surface water and wetlands will there be from the runoff with its associated oil, fuel and chemical residue? In reviewing the grand plan with expansion of the airport and support services, will all of this be located on the west side of the airport? Will there be any structures, roads, sewers, utilities on the side of the airport adjacent to Umstead State Park? The park and Crabtree Creek are important to the local populations, not only humans, but birds, fish, other animals and plants. The impact of the airport plan on air and water quality in the nearby areas needs to be evaluated and considered.

Thank you for your consideration of my concerns.

Mary McNamara

Mary McNamara
mary843@bex.net
401 Tynemouth Drive
Cary, North Carolina 27513

From: [Jack Journey](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 9:48:32 PM

RDUEA Chris Babb, RDU EA,

Do not touch one inch of Umstead park you evil despicable goblins. Boomers will be the death of us.

Jack Journey
jackjourney@gmail.com
2631 poole rd
Raleigh, North Carolina 27610

From: [Ezra Croft](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 9:50:30 PM

RDUEA Chris Babb, RDU EA,

Is absolutely destructive to this fantastic and historic Park to create an unnecessary new runway. With the amount of deforestation and development in the area, this is another blow against our natural resources. Leave umstead as it is and work with the property you already have at RDU airport. My family my neighbors and everyone I know absolutely opposes this expansion.

Ezra Croft
ezracroft@gmail.com
132 sleepycreek
Clayton, North Carolina 27520

From: [Libby Slight](#)
To: [RDUEA](#)
Subject: RDUAA Expansion Plans
Date: Saturday, August 21, 2021 10:07:26 PM

Dear Members of the RDUAA,

It has come to my attention that you are in the "scoping" phase of the Environmental Assessment (EA) for the new main runway at RDU. The "scoping" determines the content of the EA and determines what is required to be evaluated. If a topic is in the "scoping", then RDUAA and your consultants must include it in the EA.

It has also come to my attention that a new 11,000 space parking lot is planned to be built on the east side of RDU near Umstead State Park. Currently, that parking lot is not in the EA. I think it is wrong and a potential huge stormwater and pollution issue for Lake Crabtree and Umstead State Park.

I support airport expansion on the west side of RDU (to minimize impacts on the east side closer to Umstead State Park). However, there needs to be a comprehensive EA that includes the following:

1. Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan
2. Does not segment and ignore the other associated projects
3. Facilitates appropriate mitigation of environmental impacts

Sincerely,

Elizabeth Slight
Wake County Resident for 33+ Years
North Carolina Resident for 50+ Years

From: [Elizabeth Slight](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 10:27:43 PM

RDUEA Chris Babb, RDU EA,

Dear Sir/Madam,

I have been a resident of Wake County for 33+ years and of North Carolina 50+ years. I understand the need for our airport -- and also to keep our state treasures like Umstead State Park protected.

It has come to my attention that you are in the "scoping" phase of the Environmental Assessment (EA) for the new main runway at RDU.

It has also come to my attention that a new 11,000 space parking lot is planned to be built on the east side of RDU near Umstead State Park. Currently, that parking lot is not in the EA. I think it is wrong and a potential huge stormwater and pollution issue for Lake Crabtree and Umstead State Park.

I support airport expansion on the west side of RDU (to minimize impacts on the east side closer to Umstead State Park). However, there needs to be a comprehensive EA that includes the following:

- * Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan
- * Does not segment and ignore the other associated projects
- * Facilitates appropriate mitigation of environmental impacts

The type and scope of public outreach needs to be identified. There needs to be two-way conversation with the public, not just one way conversation as there was during the Vision 2040 Master Plan Development.

The new runway needs dirt. There are proposed "borrow dirt" sites shown in the slide set that are West of the new runway. We agree with those. We need formal and permanent statements that absolutely no "borrow dirt" will come from East of the airport -- no "borrow dirt" from Odd Fellows, 286, or any land next to Umstead. The only "borrow dirt" can be from the areas shown in the slide set or from off-site private (not public) lands such as from the quarry off of Westgate which recently expanded.

The areas shown in the slide set that are marked "borrow dirt" will be deforested and flattened. In a separate presentation given by RDUAA staff, there is intent to develop some of the "borrow dirt" tracts. Why not develop all of these "borrow dirt" tracts and put the rental car parking area and additional parking on these tracts instead of putting them adjacent to Umstead State Park? The "airport perimeter road" as shown in the slide set parallels the entire

length of the new runway (and the known future expansion) and will provide easy access for airport busses from the area West of the new main runway to the airport terminal. This perimeter road has positive impacts as far as opening up opportunities for parking and development on the West side of the airport which can alleviate issues with placing parking (e.g., expanding Park and Ride 3) along Umstead State Park.

We know for sure that the extended runway will be built. This has clearly been stated by RDUAA staff in several recent presentations. The extended runway is in the Vision 2040 Plan. However, RDUAA has decided at this time to first build the new runway to the same length as the current runway. Even though the new runway will initially be the same length as the current runway, the EA must include assessment of how the extended runway will impact the area as that is the ultimate plan and that plan is not that far out in the future. To only assess the short version of the runway is project segmentation which provides false and misleading conclusions.

Per a different slide presentation, the extended runway is so long that at the end by Aviation Blvd., 1) it will encroach into the DOT right of way and 2) a tunnel will need to be built under it in order to have the perimeter road. These issues need to be considered now in the EA.

The “airport perimeter road” is shown in the slide set as only paralleling the new runway (and it is shown to be placed such that it will accommodate the longer version of the runway). But the video refers to the “entire” airport perimeter road. We know for sure that there are plans to put a perimeter road around the “entire” airport, including along the border of Umstead State Park. Given how all of the pieces of the airport work in concert, the “entire” airport perimeter road around the entire airport needs to be shown on any diagrams associated with the new runway and the effects considered. To only assess the short version of the airport perimeter road is project segmentation which provides false and misleading conclusions.

Wetlands, groundwater, surface water, and stormwater, based on the long version of the new runway and the entire perimeter road need to be considered

Environmental issues from deforestation of the “borrow dirt” areas noted in the slide (lands between I540 and the new runway).

Fish, wildlife, plants habitat needs to be considered

Deforestation for radar visual needs to be considered.

Noise (on Umstead) needs to be considered

...and triple confirm that NO fill from ANY land adjacent to Umstead State Park will be used for fill dirt for any airport construction.

How deicing chemicals will be handled

How will moving Lumley Road and/or any of the new runway on top of the Ward Transformer superfund site affect the surface and ground water

All must be considered to protect Umstead State Park.

Elizabeth Slight
libbyslight@gmail.com
405 Lochside Drive
Cary, North Carolina 27518

From: [Kendal Smith](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Saturday, August 21, 2021 11:03:28 PM

RDUEA Chris Babb, RDU EA,

With all the confirmed evidence of climate change and the dire need for true outdoor spaces for mental and physical well-being, keeping Umstead vibrant must be a priority. Money and greed has dictated our decision for too long. It's time to prioritize health. Health of our land, climate, and people. It has to start with each of us.

Kendal Smith
kendalsmith412@gmail.com
6013 Whittier Drive
Raleigh, North Carolina 27609

From: [Lia McNeilly](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 3:00:11 AM

RDUEA Chris Babb, RDU EA,

To whom it may concern

I am horrified to see plans for the expansion of RDU into public lands. Umstead Park is an amazing gift in our area.

Some problems identified with the current parking lot plan are:

The type and scope of public outreach needs to be identified. There needs to be two-way conversation with the public, not just one way conversation as there was during the Vision 2040 Master Plan Development.

The new runway needs dirt. There are proposed “borrow dirt” sites shown in the slide set that are West of the new runway. We agree with those. We need formal and permanent statements that absolutely no “borrow dirt” will come from East of the airport – no “borrow dirt” from Odd Fellows, 286, or any land next to Umstead. The only “borrow dirt” can be from the areas shown in the slide set or from off-site private (not public) lands such as from the quarry off of Westgate which recently expanded.

The areas shown in the slide set that are marked “borrow dirt” will be deforested and flattened. In a separate presentation given by RDUA staff, there is intent to develop some of the “borrow dirt” tracts. Why not develop all of these “borrow dirt” tracts and put the rental car parking area and additional parking on these tracts instead of putting them adjacent to Umstead State Park? The “airport perimeter road” as shown in the slide set parallels the entire length of the new runway (and the known future expansion) and will provide easy access for airport busses from the area West of the new main runway to the airport terminal. This perimeter road has positive impacts as far as opening up opportunities for parking and development on the West side of the airport which can alleviate issues with placing parking (e.g., expanding Park and Ride 3) along Umstead State Park.

We know for sure that the extended runway will be built. This has clearly been stated by RDUA staff in several recent presentations. The extended runway is in the Vision 2040 Plan. However, RDUA has decided at this time to first build the new runway to the same length as the current runway. Even though the new runway will initially be the same length as the current runway, the EA must include assessment of how the extended runway will impact the area as that is the ultimate plan and that plan is not that far out in the future. To only assess the short version of the runway is project segmentation which provides false and misleading conclusions.

Per a different slide presentation, the extended runway is so long that at the end by Aviation

Blvd., 1) it will encroach into the DOT right of way and 2) a tunnel will need to be built under it in order to have the perimeter road. These issues need to be considered now in the EA.

The “airport perimeter road” is shown in the slide set as only paralleling the new runway (and it is shown to be placed such that it will accommodate the longer version of the runway). But the video refers to the “entire” airport perimeter road. We know for sure that there are plans to put a perimeter road around the “entire” airport, including along the border of Umstead State Park. Given how all of the pieces of the airport work in concert, the “entire” airport perimeter road around the entire airport needs to be shown on any diagrams associated with the new runway and the effects considered. To only assess the short version of the airport perimeter road is project segmentation which provides false and misleading conclusions.

Wetlands, groundwater, surface water, and stormwater, based on the long version of the new runway and the entire perimeter road need to be considered

Environmental issues from deforestation of the “borrow dirt” areas noted in the slide (lands between I540 and the new runway).

Fish, wildlife, plants habitat needs to be considered

Deforestation for radar visual needs to be considered.

Noise (on Umstead) needs to be considered

....and triple confirm that NO fill from ANY land adjacent to Umstead State Park will be used for fill dirt for any airport construction.

How deicing chemicals will be handled

How will moving Lumley Road and/or any of the new runway on top of the Ward Transformer superfund site affect the surface and ground water

Certainly, there are more issues and problems yet to be identified or realized.

Please reconsider this project.

Thank you for your time,
Lia McNeilly

Lia McNeilly
liamcneilly@yahoo.com
8613 Lakewood Dr
Raleigh, North Carolina 27613

From: [Brenton Leanhardt](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 7:18:50 AM

RDUEA Chris Babb, RDU EA,

I've come to learn late about plans to expand the rdu airport runways and add 11,000 parking spaces. Please have open dialog with the community and consider the economic value of reducing noise and protecting water and wildlife. Promise to cause the least harm possible with your borrow dirt sites. Base your study on long-term plans instead of just what you will build soon.

Paving over forest with parking lots is short sited. Innovate and you will become more profitable and you won't need storage for cars.

Brenton Leanhardt
brenton.leanhardt@gmail.com
3700 Arbor Drive,
raleigh, North Carolina 27612

From: [Rudy Zalesak](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 7:53:07 AM

RDUEA Chris Babb, RDU EA,

Umstead State Park, one of North Carolina's most important natural gems and something that is unique for major cities in the US, is potentially badly affected by grease and oil runoff from this proposed parking lot. This requires a very close look! Please consider *all* impacts on the park and the environment (streams, trees). Expanding mass transit to the airport makes more sense than more parking lots! Also, there are areas west of the airport that can be used for parking if it is really necessary.

Rudy Zalesak
rzalesak@gmail.com
116 BEECH FOREST CT
CARY, North Carolina 27513-2418

From: [Stephanie Schuttler](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 9:14:06 AM

RDUEA Chris Babb, RDU EA,

I am very concerned about this project. Thank you.

Stephanie Schuttler
stephanie.schuttler@gmail.com
4504 Old Village Road
Raleigh, North Carolina 27612

From: [Larry Heller](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 9:32:09 AM

RDUEA Chris Babb, RDU EA,

A new 11,000 space parking lot is planned to be built on the east side of RDU near Umstead State Park. Currently, that parking lot is not in the EA and RDUAA is trying to avoid full public engagement, which we think is wrong and a potential huge stormwater and pollution issue for Lake Crabtree and Umstead State Park.

We support airport expansion on the west side of RDU airport (to minimize impacts on the east side closer to Umstead State Park). However, we need to ensure that there is a comprehensive EA that includes the following:

- * Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan
- * Does not segment and ignore the other associated projects
- * Facilitates appropriate mitigation of environmental impacts

Larry Heller
larryh.biz1@gmail.com
4020 Country Village DR
Raleigh, North Carolina 27606

From: [Glenn Anderson](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 9:39:01 AM

RDUEA Chris Babb, RDU EA,

Stop chipping away at Umstead Park.Please.

Glenn Anderson
gupn953@yahoo.com
3009 Inland Trail
Raleigh, North Carolina 27613

From: [Michael Singer](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 9:40:39 AM

RDUEA Chris Babb, RDU EA,

I am writing concerning the Environmental Assessment for the new terminal at RDU. While I support the RDU expansion on the west side of RDU airport, I am concerned about the proposal to build an 11,000 space parking lot on the east side, near Umstead Park. I understand that the RDUEA is in the scoping phase of the environmental assessment and I hope that there will be a comprehensive assessment. In particular, I hope that this assessment considers the full expansion of RDU and not just the expansion on the west side of RDU. It should not segment and ignore the associated projects and it should facilitate actions aimed at mitigating any environmental impacts.

As I said, I am particularly concerned about the impact this expansion will have on the environmental quality of Umstead Park and hope that the impact of the planned expansion is publicly discussed and any adverse effects are prevented.

Thank you.

Michael Singer

Michael Singer
mfsinger3@gmail.com
217D Hillsborough Rd
Carrboro, North Carolina 27510

From: [Stephen Leone](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 10:02:07 AM

RDUEA Chris Babb, RDU EA,

The Umstead Park is a special place for all and should be protected as such.

Stephen Leone
sleo9479@aol.com
212 Plantation Dr
Southern Pines, North Carolina 28387

From: [John Briggs](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 10:25:49 AM

RDUEA Chris Babb, RDU EA,

To All Involved and Concerned:

I am writing to express my strong support for a thorough and comprehensive Environmental Assessment (EA) addressing all aspects of RDU's long-term development plans. That includes the proposed 11K parking spot facility near or adjacent Umstead State Park.

Umstead State Park is a great asset to the community. Many people engage it for recreation, peace and quiet, shade, and many other benefits. The Park calms by its presence alone. It and its undeveloped adjacent areas need protection and advocates for current and future generations.

Key is smart development: protecting our parks while developing in a thoughtful, responsible manner. You can do this, and it starts with FULL RESPECT of Umstead State Park and its buffers. Trees and nature need advocates as well - even more so in a warming world.

Yes, EA for all proposed development at RDU, no carve-outs or exceptions. Development not adjacent or close to Umstead State Park. Water quality has been ruined enough (swimming long gone).

Thank you & Regards - John Briggs & Family

John Briggs
johnbriggs876@gmail.com
1001 Justice Walk Avenue
Morrisville, North Carolina 27560

From: [John Kinsella](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 10:37:49 AM

RDUEA Chris Babb, RDU EA,

Please do the right thing when considering a new runway at the airport. Putting the runway on the east side of the airport seems like a terrible idea and will adversely impact the Umstead Park ecosystem and recreation area. Placing the runway on the west side seems like a much better option.

John Kinsella
JKinsella@nc.rr.com
6109 Hollow View Ct.
Fuquay-Varina, North Carolina 27526

From: [Ashwin Srinivasan](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 11:00:18 AM

RDUEA Chris Babb, RDU EA,

Please properly assess the environmental impacts of the RDU airport expansion and produce a proper environmental assessment!

Ashwin Srinivasan
amsrinivasan15@gmail.com
231 Mabley Place
Cary, North Carolina 27519

From: [Genie Safriet](#)
To: [RDUEA](#)
Subject: RDU airport Environmental Assessment request
Date: Sunday, August 22, 2021 11:44:53 AM

Hello,

Please require a complete and thorough Environmental Assessment of the recently proposed changes from the RDU Airport Authority. This would consider the currently planned and anticipated new runway and terminal gate expansions on the West side of the airport. A complete environmental impact study should be required with respect to impacts to William B. Umstead State Park and other nearby areas.

Our park is too valuable a resource to negatively impact.

Thank you,
Genie Safriet

2412 Trinity Farms Rd.
Raleigh, NC 27607

From: [Marco Meulink](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 12:02:41 PM

RDUEA Chris Babb, RDU EA,

Dear All,

To ensure a comprehensive scope of the EA for the new main RDU runway please include the following critical items as outlined by the Umstead Coalition and which I fully support:

The type and scope of public outreach needs to be identified. There needs to be two-way conversation with the public, not just one way conversation as there was during the Vision 2040 Master Plan Development.

The new runway needs dirt. There are proposed “borrow dirt” sites shown in the slide set that are West of the new runway. We agree with those. We need formal and permanent statements that absolutely no “borrow dirt” will come from East of the airport – no “borrow dirt” from Odd Fellows, 286, or any land next to Umstead. The only “borrow dirt” can be from the areas shown in the slide set or from off-site private (not public) lands such as from the quarry off of Westgate which recently expanded.

The areas shown in the slide set that are marked “borrow dirt” will be deforested and flattened. In a separate presentation given by RDUA staff, there is intent to develop some of the “borrow dirt” tracts Why not develop all of these “borrow dirt” tracts and put the rental car parking area and additional parking on these tracts instead of putting them adjacent to Umstead State Park? The “airport perimeter road” as shown in the slide set parallels the entire length of the new runway (and the known future expansion) and will provide easy access for airport busses from the area West of the new main runway to the airport terminal. This perimeter road has positive impacts as far as opening up opportunities for parking and development on the West side of the airport which can alleviate issues with placing parking (e.g., expanding Park and Ride 3) along Umstead State Park.

We know for sure that the extended runway will be built. This has clearly been stated by RDUA staff in several recent presentations. The extended runway is in the Vision 2040 Plan. However, RDUA has decided at this time to first build the new runway to the same length as the current runway. Even though the new runway will initially be the same length as the current runway, the EA must include assessment of how the extended runway will impact the area as that is the ultimate plan and that plan is not that far out in the future. To only assess the short version of the runway is project segmentation which provides false and misleading conclusions.

Per a different slide presentation, the extended runway is so long that at the end by Aviation Blvd., 1) it will encroach into the DOT right of way and 2) a tunnel will need to be built under it

in order to have the perimeter road. These issues need to be considered now in the EA.

The “airport perimeter road” is shown in the slide set as only paralleling the new runway (and it is shown to be placed such that it will accommodate the longer version of the runway). But the video refers to the “entire” airport perimeter road. We know for sure that there are plans to put a perimeter road around the “entire” airport, including along the border of Umstead State Park. Given how all of the pieces of the airport work in concert, the “entire” airport perimeter road around the entire airport needs to be shown on any diagrams associated with the new runway and the effects considered. To only assess the short version of the airport perimeter road is project segmentation which provides false and misleading conclusions.

Wetlands, groundwater, surface water, and stormwater, based on the long version of the new runway and the entire perimeter road need to be considered

Environmental issues from deforestation of the “borrow dirt” areas noted in the slide (lands between I540 and the new runway).

Fish, wildlife, plants habitat needs to be considered

Deforestation for radar visual needs to be considered.

Noise (on Umstead) needs to be considered

....and triple confirm that NO fill from ANY land adjacent to Umstead State Park will be used for fill dirt for any airport construction.

How deicing chemicals will be handled

How will moving Lumley Road and/or any of the new runway on top of the Ward Transformer superfund site affect the surface and ground water

Include the 11,000 space parking lot which is planned to be built on the east side of RDU near Umstead State Park as per the RDU Vision 2040 plan and other associated projects for complete transparency to the public. The 11,000 space parking lot poses a potential stormwater and pollution risk to the adjacent environmentally very sensitive areas such as Umstead State Park and Lake Crabtree

Sincerely,
Marco Meulink

Marco Meulink
meulinks@nc.rr.com
3449 BLUE RIDGE RD
RALEIGH, North Carolina 27612

From: [Carolyn Quarterman](#)
To: [RDUEA](#)
Subject: Request for more comprehensive RU-EA
Date: Sunday, August 22, 2021 12:12:48 PM

RDUEA Chris Babb, RDU EA,

Dear RDUAA Board and RDU EA,

As someone who values the greenways and trails at Lake Crabtree and Umstead Park with the benefits they offer for recreation, exercise and appreciation of nature, I am concerned that your 'scoping' phase for the new runway at RDU is not comprehensive enough to cover potential impacts of the new runway and related projects on the Lake Crabtree area and Umstead Park.

While I support expansion on the west side of the airport, some of the related side projects--such as the 11,000 space parking lot on the east side of the park and location of the "borrow dirt" tracts, just to name two--could still have a large negative impact on the park in terms of storm water and pollution issues. It concerns me that the public has not had input on these plans and that there do not appear to be plans to mitigate the potential harm.

Please ensure that the EA for the airport expansion considers the full expansion of the items per the RDU Vision plan and that it does not segment and ignore the associated projects. Furthermore, it should facilitate appropriate mitigation of the anticipated environmental impact.

Umstead Park and Lake Crabtree with their greenways, trails and picnic areas are treasured and used often by thousands in the area. Please help ensure that these areas will be protected.

Sincerely,
Carolyn Quarterman

Carolyn Quarterman
cquarter7@gmail.com
303 Arlington Ridge Rd.
Cary, North Carolina 27513

From: [Olivia Sandy](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 1:07:31 PM

RDUEA Chris Babb, RDU EA,

The environmental Assessment should include things like these:

The type and scope of public outreach needs to be identified. There needs to be two-way conversation with the public, not just one way conversation as there was during the Vision 2040 Master Plan Development.

The new runway needs dirt. There are proposed “borrow dirt” sites shown in the slide set that are West of the new runway. We agree with those. We need formal and permanent statements that absolutely no “borrow dirt” will come from East of the airport – no “borrow dirt” from Odd Fellows, 286, or any land next to Umstead. The only “borrow dirt” can be from the areas shown in the slide set or from off-site private (not public) lands such as from the quarry off of Westgate which recently expanded.

The areas shown in the slide set that are marked “borrow dirt” will be deforested and flattened. In a separate presentation given by RDUEA staff, there is intent to develop some of the “borrow dirt” tracts. Why not develop all of these “borrow dirt” tracts and put the rental car parking area and additional parking on these tracts instead of putting them adjacent to Umstead State Park? The “airport perimeter road” as shown in the slide set parallels the entire length of the new runway (and the known future expansion) and will provide easy access for airport busses from the area West of the new main runway to the airport terminal. This perimeter road has positive impacts as far as opening up opportunities for parking and development on the West side of the airport which can alleviate issues with placing parking (e.g., expanding Park and Ride 3) along Umstead State Park.

We know for sure that the extended runway will be built. This has clearly been stated by RDUEA staff in several recent presentations. The extended runway is in the Vision 2040 Plan. However, RDUEA has decided at this time to first build the new runway to the same length as the current runway. Even though the new runway will initially be the same length as the current runway, the EA must include assessment of how the extended runway will impact the area as that is the ultimate plan and that plan is not that far out in the future. To only assess the short version of the runway is project segmentation which provides false and misleading conclusions.

Per a different slide presentation, the extended runway is so long that at the end by Aviation Blvd., 1) it will encroach into the DOT right of way and 2) a tunnel will need to be built under it in order to have the perimeter road. These issues need to be considered now in the EA.

The “airport perimeter road” is shown in the slide set as only paralleling the new runway (and it

is shown to be placed such that it will accommodate the longer version of the runway). But the video refers to the “entire” airport perimeter road. We know for sure that there are plans to put a perimeter road around the “entire” airport, including along the border of Umstead State Park. Given how all of the pieces of the airport work in concert, the “entire” airport perimeter road around the entire airport needs to be shown on any diagrams associated with the new runway and the effects considered. To only assess the short version of the airport perimeter road is project segmentation which provides false and misleading conclusions.

Wetlands, groundwater, surface water, and stormwater, based on the long version of the new runway and the entire perimeter road need to be considered

Environmental issues from deforestation of the “borrow dirt” areas noted in the slide (lands between I540 and the new runway).

Fish, wildlife, plants habitat needs to be considered

Deforestation for radar visual needs to be considered.

Noise (on Umstead) needs to be considered

....and triple confirm that NO fill from ANY land adjacent to Umstead State Park will be used for fill dirt for any airport construction.

How deicing chemicals will be handled

How will moving Lumley Road and/or any of the new runway on top of the Ward Transformer superfund site affect the surface and ground water

Olivia Sandy
libbylibbs24@gmail.com
180 Reunion Ct.
Garner, North Carolina 27529

From: [Carol Schim](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 2:20:12 PM

RDUEA Chris Babb, RDU EA,

Let's all talk about this, there must be a better option!

Carol Schim
cschlim2@gmail.com
608 Democracy St
Raleigh, North Carolina 27603

From: [Jordan Peters](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 2:27:51 PM

RDUEA Chris Babb, RDU EA,

Umstead is a unique and quiet state park that allows residents to unwind from the city. It would be terrible to see this land and wildlife become destroyed in this area. I strongly oppose this plan. We have to think of the greater good of the citizens that live in the triangle and not out dollars first.

Jordan Peters
jordandavidpeters@gmail.com
3117 Eric street
Willow spring , North Carolina 27592

From: [Kathryn Bush](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 4:12:49 PM

RDUEA Chris Babb, RDU EA,

I am concerned that all of the planned changes to the airport footprint be included in the RDU EA, not just the partial changes that are being initially evaluated. There are a number of concerning issues for the adjacent Umstead Park which need to be addressed in an open manner so that conflict between the RDU board and the Umstead Park proponents are minimized. I am very concerned that our public lands are changed in ways that decrease the negative impacts to the environment.

Kathryn Bush

Kathryn Bush
katewbush@gmail.com
421 Cutler St
Raleigh, North Carolina 27603

From: [Eeyi Oon](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 4:14:33 PM

RDUEA Chris Babb, RDU EA,

As someone who lives in Durham and uses both RDU and the Umstead Park, I have some important questions about this. There needs to be two-way conversation with the public, not just one way conversation as there was during the Vision 2040 Master Plan Development. Anyone who wants to do this development should be actively looking for feedback from families and residents who cherish Umstead. Right now many of them will see their beloved park chipped away for commercial purposes without ever knowing why. Please, I urge you to read these comments carefully and consider the ramifications.

The new runway needs dirt. There are proposed "borrow dirt" sites shown in the slide set that are West of the new runway. We agree with those. We need formal and permanent statements that absolutely no "borrow dirt" will come from East of the airport – no "borrow dirt" from Odd Fellows, 286, or any land next to Umstead. The only "borrow dirt" can be from the areas shown in the slide set or from off-site private (not public) lands such as from the quarry off of Westgate which recently expanded. Public land isn't a resource to be endlessly borrowed from - we need to protect public land as carefully as we protect private resources.

The areas shown in the slide set that are marked "borrow dirt" will be deforested and flattened. In a separate presentation given by RDUA staff, there is intent to develop some of the "borrow dirt" tracts. Why not develop all of these "borrow dirt" tracts and put the rental car parking area and additional parking on these tracts instead of putting them adjacent to Umstead State Park? The "airport perimeter road" as shown in the slide set parallels the entire length of the new runway (and the known future expansion) and will provide easy access for airport busses from the area West of the new main runway to the airport terminal. This perimeter road has positive impacts as far as opening up opportunities for parking and development on the West side of the airport which can alleviate issues with placing parking (e.g., expanding Park and Ride 3) along Umstead State Park. This would be a much better plan- we should look at how to use resources as effectively as possible.

We know for sure that the extended runway will be built. This has clearly been stated by RDUA staff in several recent presentations. The extended runway is in the Vision 2040 Plan. However, RDUA has decided at this time to first build the new runway to the same length as the current runway. Even though the new runway will initially be the same length as the current runway, the EA must include assessment of how the extended runway will impact the area as that is the ultimate plan and that plan is not that far out in the future. To only assess the short version of the runway is project segmentation which provides false and misleading conclusions.

Per a different slide presentation, the extended runway is so long that at the end by Aviation

Blvd., 1) it will encroach into the DOT right of way and 2) a tunnel will need to be built under it in order to have the perimeter road. These issues need to be considered now in the EA.

We need honesty when soliciting feedback from the public. The “airport perimeter road” is shown in the slide set as only paralleling the new runway (and it is shown to be placed such that it will accommodate the longer version of the runway). But the video refers to the “entire” airport perimeter road. We know for sure that there are plans to put a perimeter road around the “entire” airport, including along the border of Umstead State Park. Given how all of the pieces of the airport work in concert, the “entire” airport perimeter road around the entire airport needs to be shown on any diagrams associated with the new runway and the effects considered. To only assess the short version of the airport perimeter road is project segmentation which provides false and misleading conclusions.

What are the effects of the new runway on wetlands, groundwater, surface water, and stormwater, based on the long version of the new runway and the entire perimeter road?

How will you handle environmental issues such as runoff from deforestation of the “borrow dirt” areas noted in the slide (lands between I540 and the new runway)? How will you handle the same effects of deforestation for radar visual needs to be considered?

What are the effects of the new runway on fish, wildlife, and plants habitat? How will they change in shape or quality?

How will additional noise affect the residents using Umstead and animals who call it home?

Once again, I'd like to confirm that NO fill from ANY land adjacent to Umstead State Park will be used for fill dirt for any airport construction.

How will deicing chemicals be handled safely? Will they get into the water supply for animals in the park?

How will moving Lumley Road and/or any of the new runway on top of the Ward Transformer superfund site affect the surface and ground water? This is a critical issue for residents living in the area, and those who use the park!

Thank you,
Eeyi

Eeyi Oon
eeyi.oon@gmail.com
215 Stoney Dr
Durham, North Carolina NC

From: [James Nutt](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 5:39:18 PM

RDUEA Chris Babb, RDU EA,

I am requesting that a full enviromental assessment be made of the planned RDU expansion particularly of the 11,000 space parking facility on the east side of the airport and its effect on Umstead Park and Lake Crabtree. Could the expansion be on the west side?

James Nutt MD

James Nutt
jenutt@att.net
2631 Fairview Road
Raleigh, North Carolina 27608

From: [Tom Everly](#)
To: [RDUEA](#)
Subject: RDU EA comments
Date: Sunday, August 22, 2021 5:59:53 PM

RDUEA Chris Babb, RDU EA,

In terms of the parking lot expansion please:

1. Consider the full expansion (not partial expansion) of parking area and other items not in original documents as per the RDU Vision 2040 plan
2. Do not segment and ignore the other associated projects
3. Facilitate appropriate mitigation of environmental impacts for the parking area and any borrow pits.

Do whatever you can to push development to the west side of the airport in order to preserve and protect our unique Umstead State Park on the east side.

Thank you,

Tom Everly

Tom Everly
tomeverlync@gmail.com
118 Ripplewater Lane
Cary, North Carolina 27518

From: [Stef Mendell](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 6:05:15 PM

RDUEA Chris Babb, RDU EA,

I support airport expansion on the west side of RDU airport (to minimize impacts on the east side closer to Umstead State Park). However, we need to ensure that there is a comprehensive EA that includes the following:

Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan

Does not segment and ignore the other associated projects

Facilitates appropriate mitigation of environmental impacts

Stef Mendell
stefmendell@gmail.com
3225 Oak Grove Circle
Raleigh, North Carolina 27607

From: [LaDonna Robinette](#)
To: [RDUEA](#)
Subject: Against runway
Date: Sunday, August 22, 2021 6:55:26 PM

As a citizen of Raleigh I am against any further development that would remove more trees in the Lumley Rd area. We already have the quarry, I - 540, all the Brier Creek Development. We have more concrete, asphalt and environmental destruction than this area needs or wants. Do not destroy any more forestry in the area of Lumley Rd. We need quality clean air that our trees provide.

LaDonna Robinette
9533 Hanging Rock
Raleigh, NC 27613

From: [Russ Stephenson](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 7:17:16 PM

RDUEA Chris Babb, RDU EA,

I support the new main runway and terminal gate expansion on the West side of the airport. However, we need to ensure that there is a solid Environmental Assessment (EA) that considers the full expansion (not partial expansion) of these items as per the Vision 2040 plan and facilitates appropriate mitigation of environmental impacts.

Russ Stephenson

Russ Stephenson
russ@russstephenson.com
213 Oberlin Rd
Raleigh, North Carolina 27605

From: [Julie Burke](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 8:07:19 PM

RDUEA Chris Babb, RDU EA,

To all involved RDUA board members,

I am writing to express my concerns over the airport expansion and its impact on Umstead Park, groundwater, wildlife, public recreation, and noise pollution. Expansion of the airport may be inevitable, but it does not need to be reckless and bulldozed through without consideration of public concerns. There needs to be environmental impact studies done on how this expansion as well as future expansions will effect the surrounding environment. By only studying the first segment of the project is misleading and a sneaky way of getting around the full impact to the environment that this expansion will cause.

I object to any removal of borrowed dirt from land adjacent to Umstead Park. Umstead Park should be protected and preserved for public use. It is an asset for the area that is irreplaceable. The forest provides many benefits for the community and wildlife.

How are the deicing chemicals going to be prevented from entering groundwater.

I would like RDUA to make decisions not based on a buddy system, but based on what is the right thing to do.

Consider public input.

Julie Burke

Julie Burke
jwagbur@gmail.com
104 Laurie Lane
Cary, North Carolina 27513

From: [William Johnson](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 8:10:48 PM

RDUEA Chris Babb, RDU EA,

A new 11,000 space parking lot is planned to be built on the east side of RDU near Umstead State Park. Currently, that parking lot is not in the EA and RDUEA is trying to avoid full public engagement, which we think is wrong and a potential huge stormwater and pollution issue for Lake Crabtree and Umstead State Park.

We support airport expansion on the west side of RDU airport (to minimize impacts on the east side closer to Umstead State Park). However, we need to ensure that there is a comprehensive EA that includes the following:

Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan

Does not segment and ignore the other associated projects

Facilitates appropriate mitigation of environmental impacts

William Johnson
wwjohnson60@yahoo.com
4951 Lady of the Lake Dr
Raleigh, North Carolina 27612

From: [jeremy schniper](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 8:12:02 PM

RDUEA Chris Babb, RDU EA,

I understand the need for work on the runway, and for the expansion of parking at RDU. I support those. The ask is that the plan be made public, and consider environmental impact to lands surrounding the airport. If borrowing dirt from the west side of the airport, why not develop the areas already cleared? The Umstead adjacent land does not need to be used or touched at this time.

I hope you will consider the impact of your actions on some of the elements that make the triangle a top place to live.

jeremy schniper
schniperjb@gmail.com
7500 harps mill rd
raleigh, North Carolina 27615

From: [Lisa Liske](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 8:22:55 PM

RDUEA Chris Babb, RDU EA,

To all parties concerned with the RDUEA Vision 2040 plan,

Please do your best to protect the dual interests represented by the airport (and its provision of the opportunity to leave and return to the Triangle area) and Umstead State Park and its adjacent contested lands to the east of the airport (and their provision of irreplaceable beauty and peace so that people continue to want to live here and return here).

Further airport development can coexist with the needs of area residents and visitors for accessible natural areas by focusing the development (parking lots, runways and extensions of runways, an airport perimeter road) WEST of the airport rather than on land between the airport and Umstead. As everyone knows, the impacts of any development will have a profound negative effect on air and water qualities, and therefore pose a threat to the fragile wildlife corridor that is Umstead. As everyone knows, 23,000 people have signed a petition requesting the protection of the Oddfellows Tract (already signed away by the RDUEA board to be turned into a quarry pit). As everyone knows at heart, undeveloped land is our most precious and irreplaceable resource, upon which our wellbeing depends.

Please request full Environmental Impact studies for the full 2040 plan, with all factors fully evaluated at the outset rather than stage by stage. Please help remodel the plan so that new parking will be placed not on land adjacent to Umstead, but on the "borrow dirt" tracts presently identified in the plan, west of the airport.

Please help the airport gain a reputation for being a good neighbor and fair player by working FOR the existence of Umstead instead of allowing its board to undermine the desires of the people that this land be protected.

Thank you,

Lisa Liske

Lisa Liske
welikehome@yahoo.com
105 Kerrwood Lane
Cary, North Carolina 27513

From: [Natalie Lew](#)
To: [RDUEA](#)
Subject: Re: RDU Environment Assessment (EA) for new main runway - consider the full runway not partial runway
Date: Sunday, August 22, 2021 8:48:04 PM

RDUEA Chris Babb, RDU EA,

To: RDU Environmental Assessment (EA)

CC: several people

I am a frequent flyer and have obtained lifetime status on one airline and one hotel chain. I am excited about some of the changes happening on the main airport campus. However, I am heartbroken about proposed land uses as they have negative impact to the two highly used state parks - Umstead and the East Coast Greenway - that are adjacent to the airport.

I support airport expansion on the west side of RDU airport (to minimize impacts on the east side closer to Umstead State Park). However, we need to ensure that there is a comprehensive Environmental Assessment (EA) and not just a partial assessment. Please do not segment projects.

- The EA must consider the full expansion (not partial expansion) of the items/projects as per the RDU Vision 2040 plan. For example, we know that the goal of Vision 2040 is for an extended runway for big planes like would fly to China. Even though the new runway will initially be the same length as the current runway, the EA must include assessment of how the extended runway will impact the area as that is the ultimate plan and that plan is not that far out in the future. The extended runway proposes to move Lumley Road and this will involve the Ward Transformer site. This could affect the neighboring state parks.
- The EA must not segment and/or ignore the other projects associated with the new runway or Vision 2040 as these items are closely linked.
- The EA must facilitate appropriate mitigation of environmental impacts, especially the sum environmental impacts for projects within Vision 2040. For example, we know the new runway needs dirt. So, this runway affects all of the airport managed lands as these are proposed for "borrow dirt" sites. What happens to these "borrow dirt" sites once they are deforested? How does this impact the environment and how does this affect the two neighboring state parks - Umstead State Park and the East Coast Greenway.
- The EA must facilitate two-way communication with the public given the airports proximity to two highly used state parks and to a highly used recreation area that benefits visitors and residents.

RDUAA's own Regional Transportation Alliance RDU Airport Infrastructure Development (AID) Task Force said in their January 17, 2020 report that "RDU may not be a natural partner with Umstead [State Park], but it needs to become one." As such, it is appropriate to consider impacts to the local state parks at every step.

Thank you for helping to develop a great airport WHILE also providing protection to a very

unique, highly used, and highly valued natural setting that is adjacent to the RDU airport.

Natalie Lew

nlew@mindspring.com

PO Box 80035

Raleigh, North Carolina 27623

From: [Donna Bailey](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 8:59:35 PM

RDUEA Chris Babb, RDU EA,

Please do not encroach on Umstead State Park. We need to protect our environment today,
MORE THAN EVER. Create better public transportation so there won't be a need for so many
parking spaces and DON'T EXPAND THE QUARRY

Donna Bailey
donna.bailey.nc@gmail.com
Donna Bailey
Raleigh, North Carolina 27607

From: [Irene Cygan](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 9:06:32 PM

RDUEA Chris Babb, RDU EA,

As a citizen of Cary, NC I am writing about the proposed expansion of parking for RDU. IT is imperative that certain considerations be addressed in the "scoping" phase of this expansion.

A new 11,000 space parking lot is planned to be built on the east side of RDU near Umstead State Park. Currently, that parking lot is not in the EA . We believe this is wrong and a potential huge stormwater and pollution issue for Lake Crabtree and Umstead State Park.

We support airport expansion on the west side of RDU airport (to minimize impacts on the east side closer to Umstead State Park). However, we need to ensure that there is a comprehensive EA that includes the following:

1. Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan
2. Does not segment and ignore the other associated projects
3. Facilitates appropriate mitigation of environmental impacts

Please make sure that these important environmental considerations are addressed before moving further on the expansion of parking at RDU.

Sincerely,

Irene Cygan
210 Madison Grove Pl
Cary, NC 27519
irenecygan@hotmail.com

Irene Cygan
irenecygan@hotmail.com
210 Madison Grove Pl
Cary, North Carolina 27519

From: [Daniel Shirley](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Sunday, August 22, 2021 11:28:59 PM

RDUEA Chris Babb, RDU EA,

Stop the parking lot! Stop the quarry! Stop cutting into Umstead STATE PARK! Build somewhere else!

Daniel Shirley
danielchase13@hotmail.com
1261 Wildgrass Dr APT 6206
Raleigh, North Carolina 27607

From: [Fabio B](#)
To: david.morgan@rdu.com
Cc: [RDUEA](#)
Subject: Fwd: RDU EA
Date: Monday, August 23, 2021 12:37:21 AM

Hi David,

Apologies for the switch between email addresses.

Thank you for your response. I appreciate that RDUEA might like for the future plans to be out of scope.

However, to the extent that the runway replacement/expansion results in clearing land, and that future projects that are currently being planned or contemplated are economically dependent on the this land having been cleared, then the cumulative impact of those projects must be evaluated (see Fritiofson v. Alexander, 1985)

In addition, I would like to re-iterate the request that environmental impacts caused by the increased carbon emissions associated with the replacement/expansion be considered, particularly in light of updated impact models established by the recent IPCC report.

Thank you once again for RDUEA's review of my comments and concerns regarding the scope of the EA.

Fabio Beltrami
 7 Drysdale Ct
 Durham, North Carolina 27713

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

From: **Fabio Beltrami** <fabble@google.com>
 Date: Thu, Aug 19, 2021 at 3:00 PM
 Subject: Fwd: RDU EA
 To: Fabio B <fabiocbinbutter@gmail.com>

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

From: **Morgan, David** <david.morgan@rdu.com>
 Date: Wed, Aug 18, 2021 at 6:15 PM
 Subject: RE: RDU EA
 To: fabble@google.com <fabble@google.com>

Hi Fabio,

The scope of the EA was reduced to focus on the runway expansion so that can continue during the downturn due to COVID. As far as expansion of Economy Lot 3, it is not in scope, but you can voice your concerns. My sense is that will have public input at a different

time. The FAA had wanted an EIS when all of these projects were needed due to the rapid expansion needs before COVID, but the FAA granted to go ahead with an EA so that the runway could be completed.

I can understand the request for a full evaluation, but, since each construction project is separate, there will be public input allowed for each project such as Economy Lot 3.

The EA public forum <https://www.airportprojects.net/rdu-ea/> your concerns? Landrum and Brown is conducting the EA and is accepting public input.

Thanks,

Dave

David S Morgan

Board Member, Durham County Representative

Raleigh-Durham Airport Authority

Mobile: + 1 704 258 8583 • david.morgan@rdu.com



[Read More](#)

How will you “carry on”?

From: Fabio Beltramini <info@sg.actionnetwork.org>
Sent: Wednesday, August 18, 2021 12:35 AM
To: Morgan, David <david.morgan@rdu.com>
Subject: Re: RDU EA

Airport Authority RDUAA Board Member David Morgan,

RDUAA's plans to deforest areas of airport property in order to relocate an existing runway in support of their expansion vision are tone deaf and unnecessary in the middle of a climate crisis, following the recent IPCC report, and leading into two decades of eliminating carbon emissions and reducing air travel. Also, attempts to parcel up a larger expansion project into supposedly independent projects are counter to the intent and case history of NEPA.

An appropriate scope of public outreach includes a comprehensive EA, that (1) considers the project within the context of all current expansion plans, as per the RDU Vision 2040 plan, (2) does not segment and ignore the other associated projects, and (3) thoughtfully represents all environmental impacts and explicitly provides for their mitigation or prevention to the extent possible.

In particular, the EA must include full public engagement on the massive (11,000 space) parking lot that RDUAA wants to build. Currently, that parking lot is not in the EA and RDUAA is trying to avoid full public engagement, which is deceptive, wrong, and a huge stormwater/pollution issue for Lake Crabtree and Umstead State Park.

It must also include environmental impacts caused by the increased carbon emissions associated with the vision plan's expanded airport capacity.

Fabio Beltramini
fable@google.com
7 Drysdale Ct
Durham, North Carolina 27713

From: [Susan Conley](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Monday, August 23, 2021 3:46:37 AM

RDUEA Chris Babb, RDU EA,

Umstead is crucial to the health and well-being of an ever increasing Raleigh area population. Please don't do expansion and construction on the east side of RDU for the following reasons:

The type and scope of public outreach needs to be identified. There needs to be two-way conversation with the public, not just one way conversation as there was during the Vision 2040 Master Plan Development.

The new runway needs dirt. There are proposed "borrow dirt" sites shown in the slide set that are West of the new runway. We agree with those. We need formal and permanent statements that absolutely no "borrow dirt" will come from East of the airport – no "borrow dirt" from Odd Fellows, 286, or any land next to Umstead. The only "borrow dirt" can be from the areas shown in the slide set or from off-site private (not public) lands such as from the quarry off of Westgate which recently expanded.

The areas shown in the slide set that are marked "borrow dirt" will be deforested and flattened. In a separate presentation given by RDUEA staff, there is intent to develop some of the "borrow dirt" tracts. Why not develop all of these "borrow dirt" tracts and put the rental car parking area and additional parking on these tracts instead of putting them adjacent to Umstead State Park? The "airport perimeter road" as shown in the slide set parallels the entire length of the new runway (and the known future expansion) and will provide easy access for airport busses from the area West of the new main runway to the airport terminal. This perimeter road has positive impacts as far as opening up opportunities for parking and development on the West side of the airport which can alleviate issues with placing parking (e.g., expanding Park and Ride 3) along Umstead State Park.

We know for sure that the extended runway will be built. This has clearly been stated by RDUEA staff in several recent presentations. The extended runway is in the Vision 2040 Plan. However, RDUEA has decided at this time to first build the new runway to the same length as the current runway. Even though the new runway will initially be the same length as the current runway, the EA must include assessment of how the extended runway will impact the area as that is the ultimate plan and that plan is not that far out in the future. To only assess the short version of the runway is project segmentation which provides false and misleading conclusions.

Susan Conley
conleysusanj@gmail.com
101 Clubstone Lane
Cary, North Carolina 27518

From: [Deborah Beroth](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Monday, August 23, 2021 6:12:58 AM

RDUEA Chris Babb, RDU EA,

Umstead Park is a refuge for us city dwellers. Please don't allow this runway to be built without environmental impacts looked at seriously. Our health depends on it.

Wetlands, groundwater, surface water, and stormwater, based on the long version of the new runway and the entire perimeter road need to be considered

Environmental issues from deforestation of the "borrow dirt" areas noted in the slide (lands between I540 and the new runway).

Fish, wildlife, plants habitat needs to be considered

Deforestation for radar visual needs to be considered.

Noise (on Umstead) needs to be considered

....and triple confirm that NO fill from ANY land adjacent to Umstead State Park will be used for fill dirt for any airport construction.

How deicing chemicals will be handled.

The amount of chemicals from this going into our water systems and our gorgeous park will be devastating.

Please consider the good of the people.

Debbie Beroth

Deborah Beroth
daberoth@icloud.com
6316 Lakeway Dr
Raleigh , North Carolina 27612

From: [Lisa J kerrigan](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Monday, August 23, 2021 7:25:45 AM

RDUEA Chris Babb, RDU EA,

Destroying beautiful land to make parking lots is disgraceful. Please keep our land untouched and beautiful where animals and people can roam in the peaceful serene environment. Thank you.

Sincerely,
L. Kerrigan

Lisa J kerrigan
lpkerrigan1@yahoo.com
801 Bell Arbor Court
Cary, North Carolina 27519

From: [S.F](#)
To: [RDUEA](#)
Subject: Expansion project
Date: Monday, August 23, 2021 8:03:31 AM

As a grandmother in Cary, I would beg that the expansion be limited to the western side so that Umstead Park is protected for those like my grandchildren will have a beautiful nature refuge to enjoy as they grow up. Please do not expand on the east, which would cause environmental problems. Thank you for doing what is right for the environment and protection of our limited natural spaces, which make this area so attractive and cannot be replaced!
Sharon Farrell

From: [Wendy Dascoli](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Monday, August 23, 2021 8:27:32 AM

RDUEA Chris Babb, RDU EA,

New 11,000 space parking lot planned near Umstead State Park

A new 11,000 space parking lot is planned to be built on the east side of RDU near Umstead State Park. Currently, that parking lot is not in the EA and RDUAA is trying to avoid full public engagement, which I think is wrong and a potential huge stormwater and pollution issue for Lake Crabtree and Umstead State Park.

I support airport expansion on the west side of RDU airport (to minimize impacts on the east side closer to Umstead State Park). However, we need to ensure that there is a comprehensive EA that includes the following:

Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan does not segment and ignore the other associated projects
Facilitates appropriate mitigation of environmental impacts

Wendy Dascoli
wd.shopping@gmail.com
3121 Summer Oaks Dr
Apex, North Carolina 27539

From: [Kristin Bulpitt](#)
To: [RDUEA](#)
Subject: Re: RDU EA - protect Umstead/Longfellow tract/urban greenspaces
Date: Monday, August 23, 2021 8:28:15 AM

RDUEA Chris Babb, RDU EA,

Please ensure that the review includes extensive protections for valuable and irreplaceable green space at Umstead, Longfellows Tract and Crabtree Creek.

The following items should be carefully considered and addressed:

- review the entire airport proposed project as a whole not as separate small projects.
- Increase and enforce protective buffers along all waterways. There are documented Threatened species in those waters and water quality has already been impacted by current activities from Wake Stone.
- deny the Mining Permit Application. This is NOT the appropriate location for this.
- NO fill from ANY land adjacent to Umstead State Park should be used for fill dirt for any airport construction.
- Restore the Sunset Clause that would stop the current quarry operations in 2031.

YOU are able to make the decision to protect our public lands, we cannot fix them once they are gone. We cannot recreate them somewhere else.

Thank you,
Kristin

Kristin Bulpitt
kristinbulpitt@gmail.com
145 Ryan Rd
Pittsboro, North Carolina 27312

From: [William Carpenter](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Monday, August 23, 2021 8:42:24 AM

RDUEA Chris Babb, RDU EA,

We know there's an inexorable march to eliminate the forests around RDU, for whatever reason, but you simply must look at the forest and not just the trees.

All RDU projects affect the dwindling Wake County forests, declining regional water quality, declining air quality, and declining green spaces for people to recreate.

Either we look at all RDU projects as a whole that damage the Triangle area's verdancy, or we go with the hay needle that breaks the camel's back.

Wake up and take a walk in the last few remaining woods before they are devastated by project after project. Save what's left, or we'll have nothing worth saving.

Brad Carpenter

William Carpenter
bcarpent@yahoo.com
32 Fenner Ave.
Asheville, NC, North Carolina 28804

From: [Patrick Williams](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Monday, August 23, 2021 10:39:23 AM

RDUEA Chris Babb, RDU EA,

RDU needs to consider all of these issues relating to ecological and recreational value of Umstead and select the practicable alternative that is least damaging but will still allow for expansion.

Patrick Williams
pdalewilliams@gmail.com
7105 Eastover Dr
Raleigh, North Carolina 27603

From: [Ellen White](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Monday, August 23, 2021 11:55:30 AM

RDUEA Chris Babb, RDU EA,

Putting in another parking lot on the east side of the RDU Airport would be a catastrophe !
The Environmental Assessment must be completed and will surely show that this would have horrible effects on the land, water quality, and wildlife in such a precious forested habitat. The Airport seems to always put money before ethics. Umstead State Park belongs to everyone, and the adverse effects on our Park would be devastating. Please build the parking lot on the west side- the noise created from clear cutting, the runoff into creeks and streams, and the mutilation of trees and wildlife habitat are not acceptable so close to our beloved Umstead State Park !

Ellen White
knobwhite24@gmail.com
752 Mudham Rd.
Wendell, North Carolina 27591

From: [Greg Hamlyn](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Monday, August 23, 2021 12:13:16 PM

RDUEA Chris Babb, RDU EA,

Hi all, I wanted to take a few minutes to write on behalf of some of the last remaining green spaces in the Triangle. As you know, one of the things that make our home such an amazing place to live is the green space and recreational options in our Cary/Raleigh/Morrisville area. One of the main attributes that attract tourists and homeowners alike to our town is the accessibility to nature and recreational options close to home, not industry and rock quarries. We have a once-in-a-lifetime opportunity to make a difference for our town and our residents by preserving this green space and enhancing our community through our natural resources. As once they are gone, they are gone forever, there is no coming back from a rock quarry pit. Please help enhance our community and be a part of preserving and building something beautiful that all our town residents, for generations to come, can enjoy and be proud of. Thank you!

Greg Hamlyn
hamlyn29@hotmail.com
521 Bexley Bluff Ln
Cary, North Carolina 27513

From: [Michael Sick](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Monday, August 23, 2021 12:17:00 PM

RDUEA Chris Babb, RDU EA,

My family and I live near the airport and are frequent visitors to Umstead and surrounding areas. We ask that the Environmental Assessment be conducted openly, that the projects are not segmented so their impact cannot be fully and easily understood by residents of Raleigh, and that specifically:

- * Borrow dirt be purchased if needed to avoid environmental impact, that where dirt is 'borrowed' that it be restricted to sites West of the new runway.
- * That a major design consideration for the work is to have the least impact possible on the Umstead State Park and surrounding lands/forests.
- * That the new parking areas be sighted on the borrow dirt areas west of the new runway.
- * That the planned extended runway be considered as part of the current project or considered out of scope for future plans
- * That the perimeter road plans are fully detailed in the EA or that extending the perimeter road along Umstead be considered out of scope for future plans.
- * That impact to wetlands, groundwater, surface water, and stormwater, based on the long version of the new runway and the entire perimeter road is considered as part of the EA
- * That the impact from deforestation of 'borrow dirt' areas shown in slides be considered as part of the EA
- * That the overall impact to fish, wildlife, plants habitat of the most aggressive plans shown needs to be considered as part of the EA
- * That deforestation for radar visual needs to be considered as part of the EA
- * That Umstead will not be negatively impacted. Please leave Umstead and the surrounding forest lands alone. Including:
 - NO fill from ANY land adjacent to Umstead State Park will be used for fill dirt for any airport construction.
 - The impact from chemicals used in the development of the new areas or in daily operations of the airports, parking lots and other facilities be included in the EA

The residents of Raleigh cherish Umstead and we do not want to see it harmed. It leaves us deeply uncomfortable when projects like these are being designed to minimize community

input. Quit messing about, pick the lowest impact path even if it costs more, and keep our green areas green. --Mike

Michael Sick

mike_actionnetwork@serenesoftware.com

3701 Stonecrest Court

Raleigh, North Carolina 27612

From: [Anna Winters](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Monday, August 23, 2021 12:22:30 PM

RDUEA Chris Babb, RDU EA,

Please protect our largest state park and what little natural lands we have left. As this area continues to grow it becomes even more important to protect this land and natural habitat for future generations. Please do the right thing,

Anna Winters
anna.v.winters@gmail.com
108 Lochwood West Drive
Cary, North Carolina 27518

From: [Jill Whitfield](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Monday, August 23, 2021 12:24:55 PM

RDUEA Chris Babb, RDU EA,

Dear Stakeholder/Boardmember,

First I would like to express my concern over any increased pressure, development or borrow dirt to the Umstead side of RDU - please use the West side of the airport instead.

Secondly, the RDU Environmental Assessment should include all projects on the Umstead side of the park at one time, including the Odd Fellows tract and tracts bordering Umstead park and also Crabtree Community Park run by Wake County parks and recreation. These are delicate and very attractive greenspaces for attracting corporations and workers to our RDU area. Projects should not be segmented into smaller pieces because impacts to Umstead State Park, Crabtree Creek and the Neuse River will not be understood completely without a full plan of development considered.

Thank you so much,
Jill Whitfield
223 Midenhall Way
Cary, NC 27513
919-931-6613

Jill Whitfield
whythatsit@yahoo.com
223 Midenhall Way
Cary, North Carolina 27513

From: [Marcee Silver](#)
To: [RDUEA](#)
Subject: RDU Environmental Assessment
Date: Monday, August 23, 2021 1:34:26 PM

To all concerned,

Thank you for the opportunity to be part of the RDU EA conversation. I look forward to hearing your response to my concerns, along with your response to the concerns of many others in the community. Having a responsive format may be more difficult due to Covid; however, you, like many many other organizations, are certainly competent to figure out how to make it work. Please do so.

It is important that the EA include not just those currently being considered, but all improvements as outlined in the RDU Vision 2040 plan. This includes the extended runway, the entire perimeter road, the 11,000 space parking lot and all related improvements required as a result of these improvements. Including these related improvements which are dependent on each other is appropriate; failure to do so is inappropriate and skews one's ability to see the significant long term consequences of the complete project, which would be irresponsible.

There will be significant ecological destruction involved in obtaining fill dirt. I appreciate that you have indicated that you will not use any public lands to obtain this dirt, and particularly that you will not use any land adjacent to Umstead State Park. I hope that you will make good use of this to-be-cleared land, which will allow you to minimize the disturbance of other natural land areas and also reduce your costs.

In addition to considering the required environmental impact of the extensive work proposed, it is especially important that you consider the impact on Umstead State Park. Preserving Umstead Park is a high priority for the residents of Raleigh, as has been demonstrated again and again. The Park is valuable for it's economic contributions, as well as it's favorable contributions towards the physical and mental health of those who visit Raleigh or call it home. To that end, a thorough assessment is needed to identify the impact the proposed changes will have regarding RDU related noise, lighting, water movement (ground, surface and storm), plant/aquatic/wildlife habitat, and tree management due to needed radar sightlines.

I hope you will act responsibly. Do a comprehensive EA.

Thank you,
Marcee Silver

From: [Marcee Silver](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Monday, August 23, 2021 1:36:22 PM

RDUEA Chris Babb, RDU EA,

To all concerned,

Thank you for the opportunity to be part of the RDU EA conversation. I look forward to hearing your response to my concerns, along with your response to the concerns of many others in the community. Having a responsive format may be more difficult due to Covid; however, you, like many many other organizations, are certainly competent to figure out how to make it work. Please do so.

It is important that the EA include not just those currently being considered, but all improvements as outlined in the RDU Vision 2040 plan. This includes the extended runway, the entire perimeter road, the 11,000 space parking lot and all related improvements required as a result of these improvements. Including these related improvements which are dependent on each other is appropriate; failure to do so is inappropriate and skews one's ability to see the significant long term consequences of the complete project, which would be irresponsible.

There will be significant ecological destruction involved in obtaining fill dirt. I appreciate that you have indicated that you will not use any public lands to obtain this dirt, and particularly that you will not use any land adjacent to Umstead State Park. I hope that you will make good use of this to-be-cleared land, which will allow you to minimize the disturbance of other natural land areas and also reduce your costs.

In addition to considering the required environmental impact of the extensive work proposed, it is especially important that you consider the impact on Umstead State Park. Preserving Umstead Park is a high priority for the residents of Raleigh, as has been demonstrated again and again. The Park is valuable for it's economic contributions, as well as it's favorable contributions towards the physical and mental health of those who visit Raleigh or call it home. To that end, a thorough assessment is needed to identify the impact the proposed changes will have regarding RDU related noise, lighting, water movement (ground, surface and storm), plant/aquatic/wildlife habitat, and tree management due to needed radar sightlines.

I hope you will act responsibly. Do a comprehensive EA.

Thank you,

Marcee Silver

Marcee Silver
marcee.silver@gmail.com
1025 Harvey St.

Raleigh, North Carolina 27608

From: [Jack Threadgill](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Monday, August 23, 2021 2:05:10 PM

RDUEA Chris Babb, RDU EA,

I recognize that the airport has legitimate needs for a new runway and other improvements as outlined in its 2040 Vision plan. My main concern is how these plans would affect Umstead State Park. I also hope that any environmental assessment would be comprehensive instead of separating various parts of the 2040 plan.

I am glad that the borrow dirt sites indicated on this plan are on the west side of the airport instead of the east side next to Umstead. Could there be a formal statement that no borrow dirt could come from land adjacent to the park? I am also concerned about plans to add a large parking area on the east side of the airport. Could that parking go on the west side of the airport, so it would not affect Umstead? I am also concerned about any plans to extend the airport perimeter road into areas bordering Umstead. Another concern is determining how work on Lumley Road and the new runway at the PCB transformer Superfund site would affect surface water and groundwater.

I appreciate the value of both the airport and Umstead State Park. In making its plans for the future, I would hope that the airport would fully consider all of the environmental impacts on the park and the surrounding area. I don't pretend to be an environmental expert, but I hope that those experts will be fully heard.

Thanks,
Jack Threadgill
Cary, NC

Jack Threadgill
jethreadgill7@gmail.com
303 Arlington Ridge
Cary, NC, North Carolina 27513

From: [AL Kosiak](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Monday, August 23, 2021 2:23:25 PM

RDUEA Chris Babb, RDU EA,

The environment assessment is imperative to understanding if the RDUAA intends to be “good stewards” to the lands in question.

We are hopeful that detailed thoughtful analysis and the professional and technical write-up of plans is scrupulously attended too.

The Ward Transformer superfund site is only one, albeit profoundly important, aspect to the continued remediation of water/silt/wetlands in and surrounding Crabtree Creek.

Continued growth is expected, but quality in growth -especially in this polluted ecosystem- is essential to the quality of growth AFTER the project is completed.

Please help us, the surrounding neighbors, become educated about your intentions, plans, and execution of this expansion.

And help us be supportive instead of cautiously optimistic — that you will indeed be good stewards of that land— our home.

Sincerely
Andrea Kosiak

AL Kosiak
andrealkosiak@gmail.com
8108 parkside dr
Raleigh, North Carolina 27612

From: [Mary Ann Cole](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Monday, August 23, 2021 2:31:51 PM

RDUEA Chris Babb, RDU EA,

As a new resident of Raleigh, I am overwhelmed with the number of beautiful, accessible parks so well maintained in Wake County. Umstead is certainly the gem.

Please consider the environmental impact of this proposed airport expansion as you consider even fill from this or adjacent area. Noise pollution, water runoff, harm to natural habitats are but a few reasons I ask you to vote against this project.

Mary Ann Cole

Mary Ann Cole
colema660@gmail.com
2500 English Rose LN, Apt 210
Raleigh, NC. 27614

From: [Hwa Huang](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Monday, August 23, 2021 3:08:15 PM

RDUEA Chris Babb, RDU EA,

The RDU Airport Authority has failed to properly create a channel for two-way communication with the public during their Vision 2040 process. Therefore, I truly appreciate this opportunity for public comment, and strongly encourage the need for effective two-way public engagement to continue with the RDUEA.

While I am writing as a concerned citizen who lives near the William B. Umstead State Park, in the past years addressing the need to protect the state park from environmental harm such as Wake Stone Corp's proposed quarry right between the state park, East Coast Greenway, and the PCB contaminated ward transformer superfund site, I have recognized that more care must be taken to ensure the environmental protection of the state park as it includes valuable natural resources and wildlife, such as the Neuse River Waterdogs that are now considered a threatened species by the US Fish and Wildlife Services.

While I do support runway and terminal expansion efforts, I demand that the expansion effort must be on the western side of the airport and away from William B. Umstead State Park.

I would like show my support for the concept of the replacement runway 5L-23R to the west to facilitate gate expansion at Terminal 2, but do ensure that the runway closer to the Umstead State Park does not get lengthened, and that the gates and runway usage on the eastern runway 5R-23L does not increase. This is so that the environmental integrity of the William B. Umstead State Park will be protected from additional noise and air pollution, as well as protecting the park from deforestation and environmental degradation.

Therefore, I would like to call for a comprehensive environmental assessment on the noise, air quality, water quality, and changes to the local wildlife habitats that would be brought about by the expansion of all of the projects that RDU Airport Authority is proposing. In addition to a full comprehensive environmental assessment, a comprehensive potential options to mitigate and minimize environmental impacts brought about by the expansion must also be provided.

The RDU must include all the following in the environmental assessment (EA) in order to ensure protection of the environmental integrity of William B. Umstead State Park and its surrounding natural areas. See below for what RDU EA should include:

1. There should be no project segmentation. Currently, there are multiple projects that are being proposed are segmented as opposed to being reviewed as one major project whose functionality are related to the proposed replacement runway. The segmentation would prevent full public engagement and input. The projects stated include but may not be limited to:

- a. Lumley Road relocation and extension to Commerce Blvd along the border of William B. Umstead State Park.
 - b. Massive expansion of Park Economy 3 to the eastern side of the airport, which is close to the William B. Umstead State Park, which should not take place in order to protect the state park.
 - c. The handling of ward transformer PCB superfund site, of which Lake Crabtree is one of these superfund sites
 - d. Gate expansion at Terminal 1
 - e. Source for dirt borrowing
2. Environmental assessment must be performed to determine impacts on the William B. Umstead State Park, not only from the runway, but from all related projects including the proposed parking lot that is currently not included in the EA. In other words, this is not limited only to direct environmental impact, but secondary and cumulative impacts to the state park as well.
 3. Other environmental impacts that must be taken into consideration include the Wildlife corridor, as the Odd Fellows Tract that is adjacent to the William B. Umstead State Park currently serves as the only connection to the Eastern Wildway that connects the wildlife migratory paths from Canada to Florida. The environmental assessment must also take into consideration of how the projects will impact the Neuse River Waterdogs, in which the US Fish and Wildlife Service will protect as a threatened species extremely susceptible to the effects of siltation, or the deposit of sediment in freshwater.
 4. The runway project must also be designed with the consideration of preventing continued discharge of deicing into William B. Umstead State Park, Brier Creek, and Crabtree Creek. A practice and strategy for recycling deicing must be put together.

In summary, I urge the RDUAA and Landrum & Brown to include in the RDU environmental assessment the need to ensure protection of the William B. Umstead State Park, as well as the connecting wildlife corridor and threatened wildlife. I also urge the RDU EA to include strategies to reduce impact to the water quality of the state park such as recycling of deicing to prevent discharge into the creeks flowing into the state park. The proposed road along the William B. Umstead State Park should not be approved, and the proposed new parking areas should not be put on the east side of the airport, as it would increase pressure onto William B. Umstead State Park with gate and runway usage.

Finally, There are proposed "borrow dirt" sites shown in the slide set that are West of the new runway. I agree with the proposed "borrow dirt" sites that are at the west of the new runway. However, the public needs the airport to commit and make an official statement that they will absolutely not borrow dirt from the east side of the airport where Umstead State Park and its surrounding natural lands are located, which includes but not limited to the Odd Fellows Tract, Tract 286, etc.

There are already "borrow dirt" sites from off-site private (not public) lands such as from the

quarry off of Westgate which recently expanded that can be considered instead.

Please do not allow for the airport expansion to lead to disturbance and environmental degradation of the William B. Umstead State Park.

Thank you,

Sincerely,

Hwa Huang

jiotienlong@gmail.com

7401 Ebenezer Church Rd, 27612

Raleigh, North Carolina 27612

From: [William Doucette](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Monday, August 23, 2021 3:16:43 PM

RDUEA Chris Babb, RDU EA,

Comments

The scope of this environmental assessment (EA) must be broad and address the full set of modifications to the airport described in the Vision 2040 Plan that are related to the construction of the new/replacement 5L/23R runway. RDU clearly has segmented the Vision 2040 Plan to avoid a full Environmental Impact Assessment. This EA cannot faithfully be considered to meet NEPA without connecting all the components to the Vision 2040 Plan.

One obvious environmental issue of concern is the destruction and affects caused by excavation/borrowing of fill material on airport property. While RDU states to the public as a precondition of the EA that no "borrow dirt" will be sourced from Odd Fellows, 286, or any land next to Umstead Park there is absolutely no means of enforcing such a general condition. In fact RDU previously committed to the public that the Odd Fellows tract would remain an undeveloped recreational buffer to the airport as a condition of community acceptance of a new runway in the 1970s, then years later wrote a lease for the tract to be consumed with a quarry that will destroy said buffer. RDU's commitment cannot be relied on and there is every reason to believe that should the Odd Fellows quarry be permitted, RDU will use it as a source of fill to the runway and/or other projects included in the Vision 2040 Plan.

The Odd Fellows quarry was a key component of the 2017 Vision 2040 Plan; it was approved as part of the same package as the new/replacement 5L/23R runway. Further more the 2019 quarry lease specifically provides that any overburden/fill on Odd Fellows will be available for use on RDU projects. The only project in the Vision 2040 Plan requiring significant fill is the new/replacement 5L/23R runway. Clearly RDU intends to supply fill to the Vision 2040 Plan projects. The EA must specifically address the Odd Fellows tract and other tracts adjacent to William B. Umstead State Park to ensure potential adverse impacts to the park from the extraction of fill are fully characterized and to establish on the record the suitability of these properties as a source of fill under NEPA. By doing so RDU will be affirm to the public its commitment not to excavate/borrow property adjacent to Umstead Park for fill.

A second issue is RDU's failure to follow the principles established in FAA 2016 Community Involvement Manual to conduct the FAA funded master planning process resulting in Vision 2040 Plan. Instead of engaging in dialogue and collaboration with effected communities, RDU conducted a public relations program designed to convince the public to support its planning process and resulting decisions. Various "advisory" bodies were informed of RDU actions usually after the fact and were not engaged in meaningful discussion of the merits of RDU actions prior to a decision. RDU never provided the rationale for the alternatives selected or rejected. New alternatives were generated without explanation or public discussion. The

thousands of public comments to RDU were never properly acknowledged, cataloged, nor provided a response. RDU edited the comments prior to publication without a summary of the major issues identified in comments and no explanation of how the issues were resolved or rationale for ignoring most issues.

The EA must be conducted to meet the intent of the FAA community involvement policy and specifics of the 2016 manual. Scoping documents should clearly identify the components of the community involvement plan to ensure the public that the FAA will not engage in another RDU public relations program. All scoping comments should be published without editing and cataloged/summarized by issue with an explanation of how the issues will be addressed in the EA or the rationale for ignoring an issue.

Furthermore, RDU staff assisted by its consultants conducted its public relations program in a hostile manner that alienated the public and created distrust of the planning process and RDU intentions sufficient to result in litigation. RDU attempted to intimidate public involvement by employing excessive security measures with dozens of armed airport security personnel and multiple canine teams at public meetings held on RDU property. Under no circumstances should RDU staff or consultants (the EA contractor is understood to be under FAA control while RDU provides funding) be involved in the preparation of the EA beyond providing supporting information nor should RDU staff or facilities be involved with conduct of community involvement for the EA. Public meetings should be conducted off airport property without airport security personnel. Identical draft EA documents should be released to the public whenever draft EA documents are provided to RDU. The FAA must convince the effected community that the EA is conducted directly under FAA control, not RDU control and EA work products reflect FAA analysis, not RDU.

Respectfully submitted 8-23-2021.

William H Doucette Jr., PhD, LG

William Doucette
william8865@att.net
1703 Nottingham Rd.
Raleigh, North Carolina 27607

Comments

The scope of this environmental assessment (EA) must be broad and address the full set of modifications to the airport described in the Vision 2040 Plan that are related to the construction of the new/replacement 5L/23R runway. RDU clearly has segmented the Vision 2040 Plan to avoid a full Environmental Impact Assessment. This EA cannot faithfully be considered to meet NEPA without connecting all the components to the Vision 2040 Plan.

One obvious environmental issue of concern is the destruction and affects caused by excavation/borrowing of fill material on airport property. While RDU states to the public as a precondition of the EA that no “borrow dirt” will be sourced from Odd Fellows, 286, or any land next to Umstead Park there is absolutely no means of enforcing such a general condition. In fact RDU previously committed to the public that the Odd Fellows tract would remain an undeveloped recreational buffer to the airport as a condition of community acceptance of a new runway in the 1970s, then years later wrote a lease for the tract to be consumed with a quarry that will destroy said buffer. RDU’s commitment cannot be relied on and there is every reason to believe that should the Odd Fellows quarry be permitted, RDU will use it as a source of fill to the runway and/or other projects included in the Vision 2040 Plan.

The Odd Fellows quarry was a key component of the 2017 Vision 2040 Plan; it was approved as part of the same package as the new/replacement 5L/23R runway. Further more the 2019 quarry lease specifically provides that any overburden/fill on Odd Fellows will be available for use on RDU projects. The only project in the Vision 2040 Plan requiring significant fill is the new/replacement 5L/23R runway. Clearly RDU intends to supply fill to the Vision 2040 Plan projects. The EA must specifically address the Odd Fellows tract and other tracts adjacent to William B. Umstead State Park to ensure potential adverse impacts to the park from the extraction of fill are fully characterized and to establish on the record the suitability of these properties as a source of fill under NEPA. By doing so RDU will be affirm to the public its commitment not to excavate/borrow property adjacent to Umstead Park for fill.

A second issue is RDU’s failure to follow the principles established in FAA 2016 Community Involvement Manual to conduct the FAA funded master planning process resulting in Vision 2040 Plan. Instead of engaging in dialogue and collaboration with effected communities, RDU conducted a public relations program designed to convince the public to support its planning process and resulting decisions. Various “advisory” bodies were informed of RDU actions usually after the fact and were not engaged in meaningful discussion of the merits of RDU actions prior to a decision. RDU never provided the rationale for the alternatives selected or rejected. New alternatives were generated without

explanation or public discussion. The thousands of public comments to RDU were never properly acknowledged, cataloged, nor provided a response. RDU edited the comments prior to publication without a summary of the major issues identified in comments and no explanation of how the issues were resolved or rationale for ignoring most issues.

The EA must be conducted to meet the intent of the FAA community involvement policy and specifics of the 2016 manual. Scoping documents should clearly identify the components of the community involvement plan to ensure the public that the FAA will not engage in another RDU public relations program. All scoping comments should be published without editing and cataloged/summarized by issue with an explanation of how the issues will be addressed in the EA or the rationale for ignoring an issue.

Furthermore, RDU staff assisted by its consultants conducted its public relations program in a hostile manner that alienated the public and created distrust of the planning process and RDU intentions sufficient to result in litigation. RDU attempted to intimidate public involvement by employing excessive security measures with dozens of armed airport security personnel and multiple canine teams at public meetings held on RDU property. Under no circumstances should RDU staff or consultants (the EA contractor is understood to be under FAA control while RDU provides funding) be involved in the preparation of the EA beyond providing supporting information nor should RDU staff or facilities be involved with conduct of community involvement for the EA. Public meetings should be conducted off airport property without airport security personnel. Identical draft EA documents should be released to the public whenever draft EA documents are provided to RDU. The FAA must convince the effected community that the EA is conducted directly under FAA control, not RDU control and EA work products reflect FAA analysis, not RDU.

Respectfully submitted 8-23-2021.

A handwritten signature in black ink, reading "William H. Doucette Jr." with a stylized flourish at the end.

William H Doucette Jr., PhD, LG

From: [Vicki Stocksdales](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Monday, August 23, 2021 4:09:33 PM

RDUEA Chris Babb, RDU EA,

Umstead state park is our gem of a natural preserve of wildlife, plants, trees& streams. Don't mess this up for future generations! We don't need more deforestation in these turbulent times of extreme weather changes due to global warming. This will be a potential huge stormwater pollution for lake Crabtree and Umstead Park. Please confirm that no fill dirt will be used adjacent to Umstead State Park for ANY airport construction & parking lots!! This will be a DISASTER for Umstead Park and it's ecosystem. RDUEA needs to be mindful of the impacts of the global warming disaster!

Vicki Stocksdales
vastocks@att.net
1413 Ivy Leaf Ct
Willow Spring, North Carolina 27592

From: [Paul Jarmul](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Monday, August 23, 2021 4:50:25 PM

RDUEA Chris Babb, RDU EA,

Greetings,

As flyers in/out of RDU my wife and I appreciate the airport and have used it well over the past 30 years. For that same period we have also really enjoyed using Umstead Park to walk, hike, run, bike, orienteer, camp, meditate, bird & deer watching.....

SO - Let's not be short-sighted but take a deep breath and consider the LONG term impacts to Umstead Park and the surrounding Environment.

Couple points my good friends from Umstead Coalition get our thumbs up:

- RDUEA must NOT segment their projects. Comprehensive environmental assessment must be considered.
- We know for sure that the extended runway will be built. This has clearly been stated by RDUEA staff in several recent presentations. The extended runway is in the Vision 2040 Plan. However, RDUEA has decided at this time to first build the new runway to the same length as the current runway. Even though the new runway will initially be the same length as the current runway, the EA must include assessment of how the extended runway will impact the area as that is the ultimate plan and that plan is not that far out in the future. To only assess the short version of the runway is project segmentation which provides false and misleading conclusions.
- Per a different slide presentation, the extended runway is so long that at the end by Aviation Blvd., 1) it will encroach into the DOT right of way and 2) a tunnel will need to be built under it in order to have the perimeter road. These issues need to be considered now in the EA.
- We know for sure that there are plans to put a perimeter road around the "entire" airport, including along the border of Umstead State Park. Given how all of the pieces of the airport work in concert, the "entire" airport perimeter road around the entire airport needs to be shown on any diagrams associated with the new runway and the effects considered. To only assess the short version of the airport perimeter road is project segmentation which provides false and misleading conclusions.
- Wetlands, groundwater, surface water, and stormwater, based on the long version of the new runway and the entire perimeter road need to be considered
- Environmental issues from deforestation of the "borrow dirt" areas noted in the slide (lands between I540 and the new runway).

- Fish, wildlife, plants habitat needs to be considered
- Deforestation for radar visual needs to be considered.
- Noise (on Umstead) needs to be considered

=====

Thanks for listening, as long residents of Cary we are deeply concerned with any noise and environment impacts to our beloved Umstead Park. WE need to protect it not only for today and for generations to come!

-Paul & Catherine & Family

Paul Jarmul
jarmul@earthlink.net
310 Rustic Ridge Rd
Cary, North Carolina 27511

From: [Jean Spooner](#)
To: [RDUEA](#)
Cc: [Dwayne.Patterson](#); [Wilson, Reid](#); [Strong, Brian](#); [Letchworth, Scott](#); [aaron.braswell@faa.com](#); [p.hannah@rdu.com](#); [Morgan, David](#); [Hankins, Ellis](#); [dickie.thompson@rdu.com](#); [sepi.saidi@rdu.com](#); [Hall, Tammie](#); [Polanco, Yesenia](#); [Kushner, David](#)
Subject: Public Scoping, Replacement Runway 5L/23R EA
Date: Monday, August 23, 2021 4:53:10 PM
Attachments: [Umstead Coalition comments re RDU Project Scoping, August 23, 2021.pdf](#)

CAUTION: This email attachment originated from a third party. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Thank-you for the opportunity to comment on the Scope to be included in the Environmental Assessment for the Replacement Runway and its associate projects.

On behalf of the Umstead Coalition, please accept the attached as our public comments on the EA Scoping phase.

--

Thanks for supporting William B. Umstead State Park!

Dr. Jean Spooner, Chair
The Umstead Coalition
PO Box 10654
Raleigh, NC 27605
cell 919-602-0049



Virus-free. www.avast.com



The Umstead Coalition

P.O. Box 10654
Raleigh, NC 27605-0654
(919) 852-2268

<http://umsteadcoalition.org>

<Facebook.com/umsteadcoalition>

<Meetup.com/umsteadcoalition>

MEMORANDUM

August 23, 2021

To: Chris Babb Re: RDU EA
Landrum & Brown
4445 Lake Forest Drive, Suite 700
Cincinnati, OH 45242
email to RDUEA@landrumbrown.com

From: Jean Spooner, Chair
The Umstead Coalition

Subject: Public Scoping, Replacement Runway 5L/23R EA

Cc: Patrick Hannah, Chair, The RDUA and RDUA Board members
Dwayne Patterson, Director, NC Division of Parks and Recreation
Aaron Braswell, Environmental Protection Specialist, FAA
Reid Wilson, Director, NC Department of Natural and Cultural Resources
Brian Strong, NC Division of Parks and Recreation
Scott Letchworth, Superintendent, William B. Umstead State Park

Thank-you for the opportunity to comment on the Scope to be included in the Environmental Assessment for the Replacement Runway and its associate projects.

We support runway and terminal expansion efforts on the western side of the airport and away from William B. Umstead State Park. Therefore, we would like to confirm our support for the concept of the replacement runway 5L-23R to the west to facilitate gate expansion at Terminal 2 (T2) to the extent that it PREVENTS the runway closer to the Park from being lengthened and increased gates and runway usage on the eastern runway 5R-23L.

However, we strongly support a full and complete environmental assessment, identification of ALL the environmental impacts on noise, air quality, water quality, water quantity, and wildlife/habitat. A complete listing of potential mitigation options must be prepared and evaluated. We offer some mitigation options below.

In a January 27, 2021 email from Aaron Braswell to NC State and Federal Agencies (cc'ed to Chris Babb with Landrum & Brown), the content stated:

*"After careful consideration of the desired build alternative from the project proponent, and the potential for impacts associated with the Park, the EIS for the RDU Runway Replacement Project has been converted to an EA. The decision to convert the NEPA effort to an EA was made with the understanding that **construction on the southeast side of the airfield** (including barrow sites and extension of the southeast Runway) **would not occur** as part of the sponsor's proposed action."*

♥ The Umstead Coalition ♥

Dedicated to preserving the natural integrity of W.B. Umstead State Park and the Richland Creek Corridor

While we are pleased that no extension of the southeast runway and no borrow pits on lands adjacent to William B. Umstead State will be considered, we find the EA scope focus too narrow and does not meet the intent of this FAA email justification to convert from EIS to EA. Concurrent with the EA for the replacement runway, RDUAA has now moved forward with a major project on the southeast side of the airfield, which appear to be in direct conflict with the assumption and reasoning of converting from an EIS to an EA and allowing the scope to be artificially limited. Funding to move forward for this massive new parking lot was approved at a special July 23, 2021 RDUAA Board meeting on I think we would all consider a massive 11,000 parking space deforestation project on the SOUTHEAST side of the airfield to be a significant “construction” project. Terminal 1 Gate Expansion (not even in Vision 2040 has been put forth by RDUAA staff for consideration) and was even included in the previous year’s Capital Budget listings (but currently removed). Construction of the highly controversial “Commerce Boulevard, a perimeter road along the environmentally sensitive boundary of William B. Umstead State park remains on the “Vision 2040” plan.

To recap, RDUAA asked for an EA conditional upon the implied commitment for no construction projects on the Southeast side of the airfield. Then, RDUAA Board proceeded to approve funding to build an 11,000 parking space facility on the SOUTHEAST side, with a nebulous promise for public input. RDUAA staff has presented several times their desire to expand T2 gates (the Terminal on the SOUTHEAST side of the airfield) to more than the four additional gates in Vision 2040. The highly controversial Commerce Boulevard (on the SOUTHEAST side of the airfield) had been in previous Capital projects and remains on Vision 2040 (but gratefully, is not in the current Capital budget).

These other projects must be scrapped, located away from the Southeast side of the airfield, or included in a full Environmental Assessment. Segmentation of project should ONLY be allowed if the promise and intent to avoid construction to the southeast close to William B. Umstead State is followed. Otherwise, if the recent past is an example, the public engagement process for these projects on the SOUTHEAST side of the airfield could be minimal at best – a great disservice to William B. Umstead State Park and our protected public lands.

Our experience with the recent Vision 2020 process was disappointing in that we believe that the RDUAA failed to follow the intent of the FAA 2016 **Community Involvement Manual**. Two-way communications and effective public engagement was not followed. Yes, the public submitted numerous public comments. However, they were mostly ignored and marginally acknowledged. Moreover, the public was “informed” of the “Final Decisions” without an effective ability or time for the committees or public to respond. Recent slides by RDUAA used “Public Education” instead of “Public Engagement” which illustrates this continued lack understanding of how effective two-way dialog works. The public does not like only to “be told.” The public wants to have their concerns heard and addressed. That is how we have accomplished a better RDU Airport in the past, this is how we can make a better RDUAA Airport, a better community partner, and enable more support for our airport. We do want to acknowledge and appreciate some individual RDUAA Board members reaching out and responding to citizen input, but that is entirely different from what should occur from the entire RDUAA staff and Board. The full Community Involvement procedure as indented in the FAA Guidance must be followed. The Regional Transportation Task Force, set up the RDUSS, has twice recommended “with community input...”

The following should be including in the Scope of the EA:

1. All direct, secondary and cumulative impacts to William B. Umstead State Park and the East Coast Greenway in the Old Reedy Creek Road Recreational Corridor, including not only the runway, but other projects. Include how the replacement runway minimize increased usage of the eastern runway and increased gates at T2.
2. Wildlife corridor and wildlife impacts, including the threatened Neuse River Waterdog Salamander
3. Runway deicing recycling (to prevent continued discharge into William B. Umstead State Park, Brier Creek, and Crabtree Creek.
4. No project segmenting. Segmenting projects away from the EA could prevent full public engagement and the ability for public input to be solicited and addressed on these other projects, resulting in great harm to William B. Umstead State Park. These projects include the following projects that RDUAA has publically stated their desire to move forward and/or have included in their recent Capital Budget:
 - a. Lumley Road relocation and extension to "Commerce Boulevard along the border of William B. Umstead State Park.
 - b. Massive expansion of Park Economy 3 on the eastern (Umstead State Park side) of the airport to include consolidated rental car facility car storage & maintenance, employee parking, combined surface public parking
 - c. Borrow dirt source locations (with explicit prohibitions defining
 - d. Ward Transformer site usage and handling of its PCB contamination
 - e. Gate expansion at Terminal 1 (T1)
5. Mitigation options to address impacts for consideration include:
 - a. William B. Umstead State Park protections, including protective buffers
 - b. Wildlife corridor and habitat
 - c. Water quality/quantity impact reductions
 - d. Deicing recycling
 - e. Elimination of the proposed road along the border of William B. Umstead State
 - f. Drop plans to lengthen shorter eastern runway
 - g. No added gates to T2 beyond the 4 identified in Vision 2040
 - h. Moving the proposed new parking areas to the areas proposed for borrow dirt sourcing
 - i. Sourcing fill dirt from off-site (e.g., Martin Marietta quarry off Westgate Road and/or Hanson Quarry off Duraleigh Road, but with more than enough overburden available NOW).
 - j. Commitment to formally scrap plans for the Commerce Boulevard along the environmentally sensitive boundary of William B. Umstead State Park.

A few expanded comments on the above listings follow:

1. William B. Umstead State Park and the East Coast Greenway

William B. Umstead State Park and its connected Old Reedy Creek Road recreational corridor is one of the most visited recreational areas in North Carolina. All projects at the RDU Airport directly affect William B. Umstead State Park. The RDU Airport and William B. Umstead State Park share 6.2 miles of common border. All of the RDU Airport property drains to William B. Umstead State Park. Drainage from the airport is to the Brier Creek system which in turn drains to Crabtree Creek and Crabtree Lake and then directly into William B. Umstead State Park OR directly into the Park on the eastern side of the airport.

William B. Umstead State Park was established in 1934; before 1934, substantial areas of the Park near what is now the airport were owned and actively used by the Scouts. The airport was established in 1939, but runways and airport use did not occur until WWII.

William B. Umstead State Park is protect by various laws that must be addressed within the EA, including:

- *Section 4(f) of the U.S. Department of Transportation Act of 1965* which protects publically owned and accessible parks, recreation areas, and wildlife, and waterfowl refuges and historic sites
- A 1995 listing in the **National Register of Historic Places**. Unique (at least at the time) to this listing, not only are the structures but also the land, trails, **waterways**, and **forests** listed as part of the protections under the National Register of Historic Places. **YES! The FORESTS are explicitly including in this protective statue.**
- A NC General Assembly dedicated component of the (NC) **State Nature and Historic Preserve**, per the **NC State Nature and Historic Preserve Dedication Act**, NC Article 25B, 143-260.10.
- A Dedicated Nature Preserve, approved by the NC Council of State, NC Chapter 143B, Article 2, Park 42: Nature Preserves Act.
- Federally funded with **Land and Water Conservation (LWCF)** funds. LWCF funds are administered through the National Park Service, US Department of the Interior. The main emphases of the fund are recreation and the protection of national natural treasures in the forms of parks and protected forest and wildlife areas. LWCF investments secure public access, improve recreational opportunities, and preserve ecosystem benefits for local communities.
<https://www.nps.gov/subjects/lwcf/index.htm>
- Reverted Clause in the 1943 Deed transfer the National Park Service to the State of North Carolina. Note: the National Park Service, Department of the Interior established the Park in 1934; prior to which a good portion of the lands near the Old Reedy Creek Road Recreational Area were owned and utilized by the Boy Scout Councils. **The Reverter Clause protects the Park from “taking” of the Park usage and resources.**
- Section 4(f) of the US Transportation Act which protects publically owned and accessible parks, recreation areas, and wildlife, and waterfowl refuges and historic sites
- William B. Umstead State Park is dedicated in Law by the NC General Assembly as a unit of the NC State Park Systems.

The East Coast Greenway was just authorized by the NC Legislators and signed by the Honorable Governor Cooper as a unit of the NC State Park system. The vast, vast majority of the usage on Old Reedy Creek Road is recreational, including its function as the East Coast Greenway, US1 Bike Route and local and regional greenway connection between Lake Crabtree County Park at Lake Crabtree, the Black Creek Greenway Trail, American Tobacco Trail, and, of course, William B. Umstead State Park and its other connected greenways.

2. Threatened species, Wildlife, and Wildlife corridors

Crabtree Creek also is a significant natural heritage area in Wake County and provides essential habitat for the Atlantic pigtoe (*Fusconaia masoni*), creeper (*Strophitus undulatus*), and notched rainbow (*Villosa constricta*), all freshwater mussels which are considered rare aquatic species. The Atlantic pigtoe currently is being considered to be listed as a threatened species under the federal Endangered Species Act.

Furthermore, the Neuse River Waterdog (*Necturus lewisi*) has been listed as "Threatened" by the US Fish & Wildlife, on or just before June 10, 2021. The Neuse River Waterdog salamander (*Necturus lewisi*) has been documented within William B. Umstead State Park in Crabtree Creek (2004, as well as earlier). The Neuse River Waterdog salamander was found as recently (week of March 7, 2021) in Crabtree Creek. The firm RK&K under contract with NCDOT found the Neuse River waterdog salamander near Capital Boulevard, downstream of William B. Umstead State Park. It is reasonable to assume that the Neuse River waterdog salamander still lives in Crabtree Creek within William B. Umstead State Park. Because of its limited range (only found in the Neuse and Tar River Basins, NC) and sensitivity to pollution and habitat alteration, the Neuse River waterdog is listed as a species of special concern by the state of NC (listed in 1990). Its current Federal status per US Fish and Wildlife website is "Threatened." (<https://www.fws.gov/southeast/wildlife/amphibians/neuse-river-waterdog/>). The Fish and Wildlife Service has proposed the Neuse River waterdog salamander be listed as "threatened species" as of June 10, 2021.

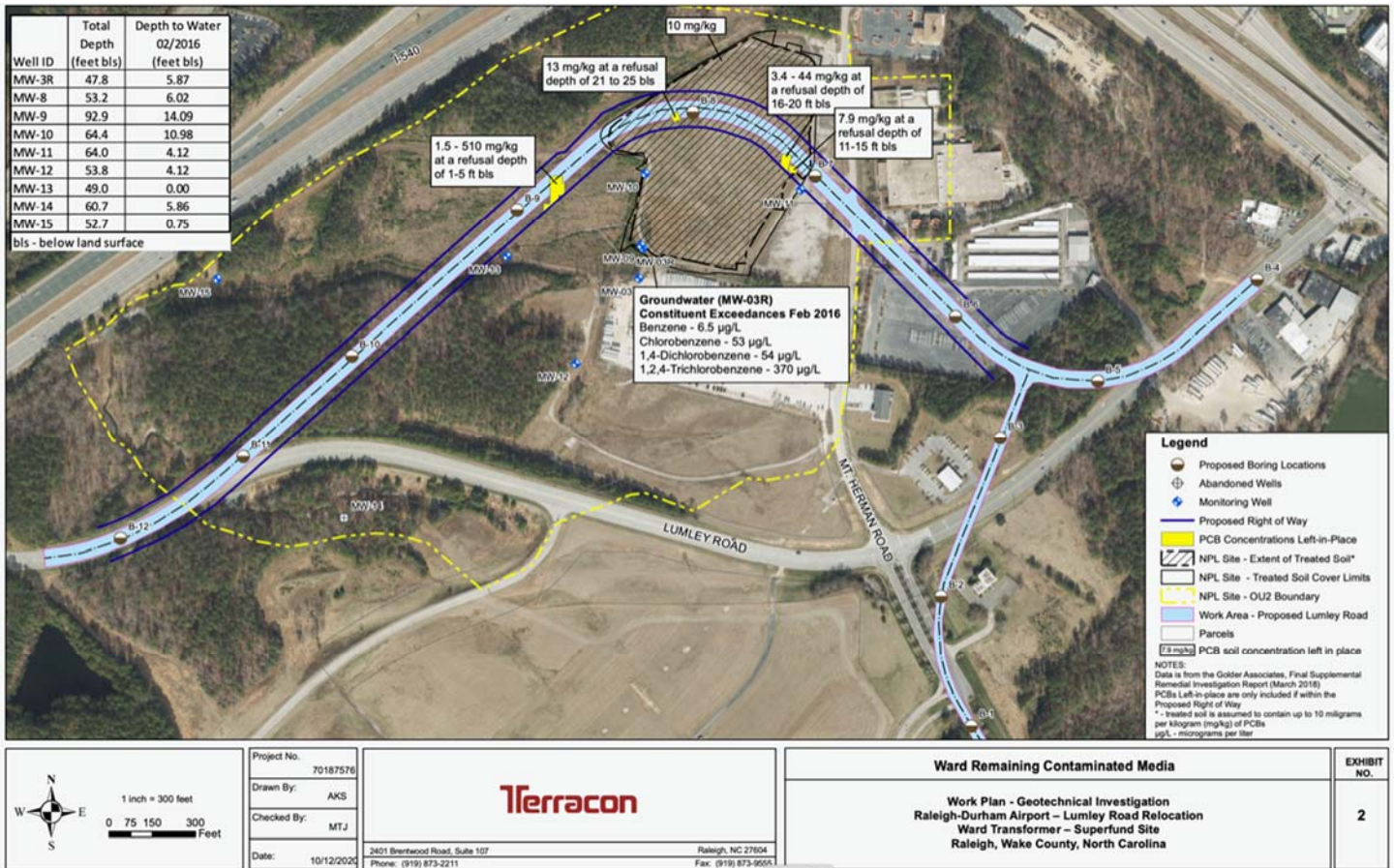
The Crabtree Creek Corridor through William B. Umstead State Park is the last remaining wildlife passage corridors connecting Jordan Lake to the east. This area supports Bald Eagles, Great Blue heron nesting areas, bobcat, eastern king snakes, box turtles and more.

4d. Ward Transformer site usage and handling of its PCB contamination

The image below was prepared for RDU regarding the relocation of Lumley Road. The full report shows there is still a lot of contamination at the site and in the groundwater. It is an EPA Superfund site. Yes, EPA did decontaminated much of the top soil by incineration, but the groundwater and downstream sediments remain contaminated. All fishing downstream on Crabtree Creek on the way to the Neuse River has been posted for PCB contamination from this site.

The environmental consequences of the proposed RDU projects for this EPA Superfund site must be fully evaluated and mitigated. It must remain an EPA Superfund site – it remains a public hazard.

The presence of this EPA Superfund site also justifies a full NEPA assessment.



From: [Caroline Lalla](#)
To: [RDUEA](#)
Subject: Re: Public comments about the RDU Environmental Assessment
Date: Monday, August 23, 2021 4:53:20 PM

RDUEA Chris Babb, RDU EA,

Hi - I am writing about the Environmental Assessment for the new RDU Runway.

I do not support:

- Borrowing dirt from the east side of the airport where land adjacent to Umstead State Park would be impacted (including the Odd Fellows Tract and Lot 286)
- Building a 11,000 space parking lot on the east side of the airport adjacent to Umstead State Park
- Segmenting the airport projects to minimize the true scope and overall impact they will have combined
- Moving Lumley Road and/or any of the new runway on top of the Ward Transformer PCB Superfund site

I am very concerned about the storm water and pollution issues these projects will cause for Lake Crabtree and Umstead State Park and I believe a comprehensive Environmental Assessment needs to be conducted. Most importantly, the projects should not be segmented.

Thank you for your time,
Caroline Lalla

Caroline Lalla
carolinehlalla@gmail.com
104 Westbank Ct
Cary, North Carolina 27513

From: [Eli Celli](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Monday, August 23, 2021 4:53:58 PM

RDUEA Chris Babb, RDU EA,

To Whom It May Concern,

Public Comments Due by 5pm on Monday, August 23

New 11,000 space parking lot planned near Umstead State Park

The RDU Airport Authority (RDUAA) is in the "scoping" phase of the Environmental Assessment (EA) for the new main runway at RDU.

New 11,000 space parking lot planned near Umstead State Park

I support airport expansion on the WEST side of RDU airport (to minimize impacts on the east side closer to Umstead State Park). However the proposed new 11,000 space parking lot is planned to be built on the east side of RDU near Umstead State Park should be included in the EA which it is not. There is a potential huge stormwater and pollution issue for Lake Crabtree and Umstead State Park.

I think there needs to be a more comprehensive EA that includes the following:

Considers the full expansion (not partial expansion) of these items as per the RDU Vision 2040 plan

Does not segment and ignore the other associated projects

Facilitates appropriate mitigation of environmental impacts

Thank you for your time,

Eli Celli

Eli Celli

elicelli@att.net

407 Legends Way

Chapel Hill, North Carolina 27516

From: [Lyle Adley-Warrick](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Monday, August 23, 2021 4:56:55 PM

RDUEA Chris Babb, RDU EA,

Concerning the proposed 11,000 space parking lot for RDU: my concern is its potential impact on water quality in the Crabtree Creek watershed. That much impervious surface must necessarily increase runoff, probably to the detriment of the creek and Lake Crabtree.

Lyle Adley-Warrick
adleywarrick.l@gmail.com
128 Ellington Oaks Court
Raleigh, North Carolina 27603

From: [Judith Strickland](#)
To: [RDUEA](#)
Subject: Re: RDU EA
Date: Monday, August 23, 2021 4:59:16 PM

RDUEA Chris Babb, RDU EA,

Making an informed decision involves knowing and thoughtfully considering all aspects of a proposal, and in some cases acknowledging the lack of details or data confusion are present for a reason. A comprehensive environmental impact assessment is necessary, and needs to include all proposed RDU expansion plans/considerations. While adding a substantial amount of parking is viewed as vital, the placement of these parking spaces is what requires vital consideration. Deforestation and taking of fill dirt from lands adjacent to Umstead State Park will negatively effect nature, and the community who NEED clean air and green space for optimal mental and physical health betterment. Parking spaces can be developed elsewhere, certainly not up against Umstead. Adding blacktop and near constant vehicle exhaust adjacent to the park will negatively effect groundwater, surface water, wetlands and air quality. So will also adding a new runway and a perimeter road to land adjacent to the park.

All environmental impacts for ALL proposed projects needs to be properly investigated by scientific community members, and allow for the public to view the data and weigh in on any potential detrimental damage to public land. Deforestation and changing land topography adjacent to the park will negatively effect water quality, air quality and also quality of experience for park users. People need and deserve clean air, clean water and safe trails not negatively effected by car exhaust and development.

Please ensure a comprehensive environmental impact study is done on ALL proposed RDU projects. So much is riding on this decision, please do your part to ensure clean green space remains for the public and wildlife, THANK YOU for making sure public land is kept accessible and clean, and that profits for a few do not override what is good for the community.

Judith Strickland

Judith Strickland
nightskygazer2@aol.com
202 Chiselhurst Way
Cary, North Carolina 27513