Appendix J

Comments Received on the Cotton Belt Corridor Regional Rail Project (Project) Draft Environmental Impact Statement (DEIS)
J-4

Cotton Belt Addison May 14, 2018, Public Hearing Summary
Dallas Area Rapid Transit (DART) conducted an Addison Public Hearing on Monday, May 14, 2018. The purpose of the meeting was to present the draft Environmental Impact Statement (DEIS) for the Cotton Belt Regional Rail Project and allow for public comment.

**Attachments**

- Email invitation
- Sign-in sheets
- Presentation
- Court reporter minutes

**Welcome & Introductions**

Lawrence Meshack, DART Community Engagement Representative, welcomed attendees, thanked them for coming to the public hearing, gave details of the meeting objective and introduced the evening’s speaker, John Hoppie, DART Project Manager.

There were a total of 61 people that signed in at the public hearing in Addison on Monday, May 14. Formal comments were made at the end of the presentation. All comments were recorded and transcribed by the court reporter. Officials that were present at the meeting included:

- Joe Chow – Town of Addison Mayor
• Ivan Hughes – Town of Addison Mayor Pro Tempore
• Ashley Mitchell – Town of Addison Deputy City Manager
• Tom Braun – Town of Addison City Council
• Bob Bauman – Town of Addison City Council
• Traci Leach – City of Coppell Assistant City Manager
• Minesha Reese – Dallas County Transportation Planner

Agenda

• About DEIS
  o Primary document to facilitate review of DART Cotton Belt project by federal, state, and local agencies; public
  o Analyzes project impacts on human and natural environment
• Public Hearing Dates
  o Monday, May 14 (Addison)
  o Tuesday, May 15 (Richardson)
  o Wednesday, May 16 (Irving)
• Public Hearing Objectives
  o Opportunity to receive formal comments on the DEIS
  o All comments transcribed and become part of the record
• DEIS Availability
  o 45-day public comment period from April 20 – June 4, 2018
  o Online at www.DART.org/CottonBelt
  o Local Libraries
• How to Provide Comments
  o Attend one of three public hearings
  o Submit in writing: email, comment card, or letter to DART Project Manager
• Project Alignment
• 11 Proposed Stations
• 2 Options for Equipment Maintenance Facilities – Luna Road and Irving Yard
• Environmental Impacts/Mitigation
• Public Hearing Guidelines
  o Comments should focus on Cotton Belt Corridor DEIS
  o No questions, interchanges or discussions. Just comments to be formally recorded.
  o Pre-registered speakers will speak first at in-person hearings.

Formal Comments
See court reporter minutes
Greetings!

You're invited to attend one of the following public hearing sessions hosted by DART to provide comments on the Cotton Belt Regional Rail Corridor Project and its Draft Environmental Impact Statement (DEIS). Please read the brochure attachment below for more information. We encourage you to share this information with any of your contacts, chambers, homeowners associations, family, friends and any other interested parties. You are also welcome to post this information on organization websites!

**DART Cotton Belt Public Hearing Sessions**

**Monday, May 14, 2018 at 6:30 p.m.**
Renaissance Dallas Addison
Lalique Ballroom
15201 Dallas Parkway
Addison, TX 75001
*Free surface parking*

**Tuesday, May 15, 2018 at 6:30 p.m.**
Richardson Civic Center
Grand Ballroom
411 W. Arapaho Road
Richardson, TX 75080

**Wednesday, May 16, 2018 at 6:30 p.m.**
Dallas Fort Worth Airport Marriott
8440 Freeport Parkway
Irving, TX 75063
Click here to download the official DART brochure

DART Public Hearing
Cotton Belt Corridor Regional Rail Project

Audiencia pública de DART Proyecto de tren regional del corredor de Cotton Belt

Meetings Start
May 14, 2018

Inicio de reuniones
14 de mayo, 2018

COTTON BELT
REGIONAL RAIL CORRIDOR
CORREDOR DE TREN REGIONAL
Corredor de tren regional en Cotton Belt
Dallas Area Rapid Transit (DART), junto con la Federal Transit Administration (FTA) y en cooperación con la Federal Aviation Administration (FAA), han completado la Declaración Preliminar de Impacto Ambiental (DEIS) para el Proyecto de tren regional del corredor de Cotton Belt. El proyecto consiste en una línea de tren de 26 millas desde el aeropuerto DFW hasta Shiloh Road en Plano, Texas.

El documento está disponible para su revisión en DART.org/cottonbelt. El período de comentarios públicos respecto al DEIS es del 20 de abril de 2018 al 4 de junio de 2018. Copias del DEIS también están disponibles para el público en las siguientes bibliotecas: Biblioteca pública de Carrollton en Josey Ranch Lake, Carrollton; Biblioteca Cozby y Community Commons, Coppell; Biblioteca sucursal Fretz Park, Dallas; Biblioteca sucursal Park Forest, Dallas; Biblioteca pública de Grapevine, Grapevine; Biblioteca pública de Richardson, Richardson; y la Biblioteca Harrington, Plano.

El DEIS evalúa y resume los impactos ambientales potenciales asociados con dos alternativas: el no construir y el sí construir (el proyecto de tren regional), e identifica las formas apropiadas para aminorar dichos impactos. Los impactos potenciales incluyen, pero no se limitan a: una consecuencia adversa conforme a la Sección 106 de la Ley nacional de preservación histórica (NHPA) que afectaría el puente White Rock Creek en Dallas, la utilización del Spring Creek Trail en Richardson conforme a la sección 4(f) de la Ley del Departamento de transporte y al Capítulo 26 del Código de parques y vida silvestre de Texas, y una intrusión en el aluvial de la sucursal Cottonwood del Aeropuerto DFW. También se identifican los impactos de ruido y vibración y su mitigación a lo largo del corredor.

Haga planes para asistir a una audiencia pública para proporcionar comentarios orales sobre el documento de DEIS. Las personas que deseen ejercer su derecho de palabra en la audiencia deberán comunicarse con el Departamento de Participación Comunitaria de DART (DART Community Engagement) al 214-749-2543 para registrarse. Si desea asistir a la audiencia pública y necesita servicios de interpretación en lenguaje de señas, notíquezelo a DART, con una anticipación de por lo menos 24 horas, a través del número de TTY, 214-749-3628. Se dispondrá, por solicitud, de una versión Braille o grabada de la información.

También se pueden proporcionar comentarios por escrito al correo electrónico a Cottonbelt@DART.org o por escrito a Sr. John Hoppie, DART Capital Planning, PO Box 660163, Dallas, TX 75266-7213.

Audiencia pública
La audiencia pública es parte del período de comentarios públicos de 45 días. Las sesiones de audiencia pública se llevarán a cabo en los siguientes lugares:

14 de mayo, 2018 – 6:30 PM
Renaissance Dallas Addison • Sala Lalique
15201 Dallas Parkway • Addison, TX 75001
Estacionamiento en superficie gratuito

15 de mayo, 2018 – 6:30 PM
Richardson Civic Center • Grand Ballroom
411 W. Arapaho Road • Richardson, TX 75080

16 de mayo, 2018 – 6:30 pm.
Dallas Fort Worth Airport Marriott
8440 Freeport Parkway • Irving, TX 75063

Si desea obtener información adicional Visite dart.org/cottonbelt o póngase en contacto con Participación de la Comunidad de DART llamando al 214-749-2522.
The DEIS evaluates and summarizes a range of potential environmental impacts associated with a No-Build Alternative and a Build Alternative (the regional rail project), and identifies appropriate mitigation to address the impacts. Potential impacts include, but are not limited to: a Section 106 of the National Historic Preservation Act (NHPA) adverse effect to the White Rock Creek Bridge in Dallas, a Section 4(f) of the Department of Transportation Act and Chapter 26 of the Texas Parks and Wildlife Code use of Spring Creek Trail in Richardson, and an encroachment into the Cottonwood Branch floodplain at DFW Airport. Noise and vibration impacts and mitigation along the corridor are also identified.

Make plans to attend a public hearing to provide oral comments on the DEIS document. Individuals wishing to speak at the hearing should contact DART Community Engagement at 214-749-2543 to register. If you wish to attend the public hearing and need sign language interpretation, please notify DART 24 hours in advance by calling the TTY number, 214-749-3628. A Braille or taped version of information will be made available upon request.

Written comments can also be provided via email to Cottonbelt@DART.org or in writing to Mr. John Hoppie, DART Capital Planning, PO Box 660163, Dallas, TX 75266-7213.

Public Hearing
The public hearing is part of the 45-day public comment period.
Public hearing sessions will be conducted at the following locations:

May 14, 2018 – 6:30 pm
Renaissance Dallas Addison
Lalique Ballroom
15201 Dallas Parkway • Addison, TX 75001
Free surface parking

May 15, 2018 – 6:30 pm
Richardson Civic Center
Grand Ballroom
411 W. Arapaho Road • Richardson, TX 75080

May 16, 2018 – 6:30 pm
Dallas Fort Worth Airport Marriott
8440 Freeport Parkway • Irving, TX 75063

For Additional Information
Please visit DART.org/cottonbelt or contact DART Community Engagement at 214-749-2522.
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<td>7018 Gary Lane Court, Dallas</td>
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<td>Dallas TX 75240</td>
<td>469-615-0110</td>
<td>christobowmanengineers.com</td>
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<td>(214) 411 4997</td>
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<td>McAwrinch</td>
<td>2800 Heron Home</td>
<td>Carrollton</td>
<td>972 466 4224</td>
<td><a href="mailto:Mc237@Verizon.net">Mc237@Verizon.net</a></td>
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<tr>
<td>Town of Addison</td>
<td>BARBARA</td>
<td>GUNTHEA</td>
<td>14616 Heritage</td>
<td>Addison</td>
<td>(972) 661 1199</td>
<td><a href="mailto:mvgunther@yahoo.com">mvgunther@yahoo.com</a></td>
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<tr>
<td></td>
<td>Michelle</td>
<td></td>
<td>14630 Quorum Rd</td>
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<td>(214) 794 9241</td>
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<td>Jeff</td>
<td>Pearson</td>
<td>6430 Quorum Rd</td>
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<td>Steve</td>
<td>Babcock</td>
<td></td>
<td>3705 Lamar Valley, Carrollton, TX 75006</td>
<td>972-380-3568</td>
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<td><a href="mailto:PBABICK@GMAIL.COM">PBABICK@GMAIL.COM</a></td>
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<tr>
<td>Rusty</td>
<td>Pendleton</td>
<td></td>
<td>7802 Plano Parkway, Carrollton, TX 75001</td>
<td>9-754-7299</td>
<td></td>
<td><a href="mailto:RUSTY@RJPENDLETON.COM">RUSTY@RJPENDLETON.COM</a></td>
</tr>
<tr>
<td>Kevin</td>
<td>McGarity</td>
<td></td>
<td>9010 Wood Rd, Dallas, TX 75248</td>
<td>972-250-4448</td>
<td></td>
<td><a href="mailto:KEVIN@KMC.GA.COM">KEVIN@KMC.GA.COM</a></td>
</tr>
<tr>
<td>Dave</td>
<td>Bradly</td>
<td></td>
<td>P.O. Box 4722, Carrollton, TX 75001</td>
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<td>Robert</td>
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<td></td>
<td>4001 Anapalo Pk.</td>
<td>Addison</td>
<td>972-480-979</td>
<td><a href="mailto:RBO@EDWARD.LAUMANN.COM">RBO@EDWARD.LAUMANN.COM</a></td>
</tr>
<tr>
<td>Erik</td>
<td>Wilson</td>
<td></td>
<td>7942 Jubilee, Dallas, TX 75237</td>
<td>214-236-1905</td>
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<td><a href="mailto:EWIS5@YAHOO.COM">EWIS5@YAHOO.COM</a></td>
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<tr>
<td>Frank</td>
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<td>Co Dallas</td>
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<td>Fran</td>
<td>Powell</td>
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<td>14156 T relies Ave</td>
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<td><a href="mailto:FFPLANNING@GMAIL.COM">FFPLANNING@GMAIL.COM</a></td>
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<td>Greg</td>
<td>Bronson</td>
<td></td>
<td>2701 Libertarian</td>
<td>Carrollton</td>
<td>972-677-4453</td>
<td><a href="mailto:GBRONSON@GMAIL.COM">GBRONSON@GMAIL.COM</a></td>
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**Cotton Belt Corridor Regional Rail Project**

Draft Environmental Impact Statement (DEIS)  
Public Hearing  
May 2018

---

**Draft Environmental Impact Statement (DEIS) Public Hearing Dates**

- May 14, 2018 – 6:30 pm  
  Renaissance Dallas Addison  
  Lalique Ballroom  
  15201 Dallas Parkway  
  Addison, TX  75001

- May 15, 2018 – 6:30 pm  
  Richardson Civic Center  
  Grand Ballroom  
  411 W. Arapaho Road  
  Richardson, TX  75080

- May 16, 2018 – 6:30 pm  
  Dallas Fort Worth Airport Marriott  
  8440 Freeport Parkway  
  Irving, TX  75063

- Opportunity to receive formal comments on the DEIS  
- All comments will be transcribed and become part of the record

---

**Agenda**

- Draft Environmental Impact Statement (DEIS)  
- How to Provide Comments  
- Project Scope  
- Environmental Impacts/Mitigation  
- Public Hearing Guidelines

---

**DEIS Availability**

- Available beginning April 20, 2018  
- Online: [www.DART.org/CottonBelt](http://www.DART.org/CottonBelt)

- Local Libraries  
  - Carrollton Public Library at Joeys Ranch Lake  
  - Cocke Library and Community Commons  
  - Fretz Park Branch Library  
  - Grapevine Public Library  
  - Harrington Library  
  - Park Forest Branch Library  
  - Richardson Public Library

- 45-day public comment period through June 4, 2018

---

**DEIS**

- Prepared in accordance with the National Environmental Policy Act (NEPA)  
- Authors: Federal Transit Administration (FTA) in cooperation with Federal Aviation Administration (FAA) and DART  
- Analyzes project impacts on the human and natural environment  
  - Impacts identified per FTA/FAA standards  
  - Mitigation  
- Primary document to facilitate review of the project by federal, state and local agencies; and the public

---

**How to Provide Comments**

- At one of the three public hearings  
- In writing:  
  - Email to Cottonbelt@DART.org  
  - Comment card (postage paid)  
  - Letter to DART Project Manager John Hoppie

  John Hoppie  
  Project Manager  
  Dallas Area Rapid Transit  
  P.O. Box 660163  
  Dallas, TX  75266-7213
**Project Scope**

---

**Proposed Stations**

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<td>11 Church Station</td>
<td>Piano</td>
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**EMF Site Option 1: Luna Road**

- City of Carrollton opposes use of this site
- Impacts include:
  - Property Acquisition
  - Floodplain encroachment
  - Wetlands encroachment
- Alternative site included in DEIS

---

**EMF Site Option 2: Irving Yard**

- Existing facility accessible by DART-owned Madill line
- Consolidates operations with TRE
- No Impacts along Madill due to limited use
  - Noise/Vibration
  - Visual
  - Traffic
- Avoids impacts associated with Luna Road Site

---

**Environmental Impacts and Mitigation**
**Environmental Impact Categories**

- Waters/Wetlands
- Hazardous Material
- Construction
- Environmental Justice
- Soils and Geology
- Land Use
- Air Quality
- Biology/Natural Resources

**Categories with Minimal Impacts**

- Waters/Wetlands – Minor amounts of fill
- Hazardous Material - Environmental Site Assessments (ESA)
- Construction – Best Management Practices
- Environmental Justice - No disproportionately high and adverse effects
- Soils and Geology – Best Management Practices
- Land Use - No Impact; consistent with local plans and policies
- Air Quality - No Impact
- Biology/Natural Resources – Avoid, Preserve, Replace Vegetation

**Categories with Impacts and Mitigation**

- Traffic – 10 new roadway grade separations; 1 railroad grade separation; 6 intersection improvements
- Noise – 36 Quiet Zones, 18 Noise Barriers, 8 Crossing Bell Mitigations
- Vibration – 5 Tire Derived Aggregate (TDA) locations
- Visual/Aesthetics – Screening/landscaping along residential areas; Complementary Wheeler Bridge design
- Acquisitions/Displacements – Up to 110 acres; 9 businesses; 1 residence
- Safety/Security – Corridor safety fencing; safe crossings; coordination with emergency responders
- Hydrology/Floodplain – see following slide
- Cultural Resources/Section 4(f) – see following slide
- Parks & Recreation/Section 4(f) – see following slide

**Hydrology/Floodplain**

- 1,300 linear feet of the Cottonwood Branch Floodplain
- Minor amounts of fill
- Will not result in of loss of human life or property
- Will not have a notable and effect on the floodplain’s natural and beneficial values.

FAA Executive Order 11988: Floodplain encroachment is any action within a base floodplain.

**Cultural Resources/Section 4(f)**

- Section 4(f) of DOT Act protects parks and historic sites
- “Adverse effect” to historic White Rock Creek Bridge
  - Memorandum of Agreement with Texas Historical Commission (THC)
  - Relocation and Adaptive Reuse as trail bridge
- FTA determined 4(f) does not apply as relocation/reuse is a transportation enhancement
  - THC concurred with 4(f) exception

**Parks & Recreation/Section 4(f)**

- Partial Relocation of Spring Creek Trail in Richardson
  - Staged Construction
  - Minimize closures
  - Provide detours
  - Coordination with City

- Chapter 26 of Texas Parks and Wildlife Act
  - Public Hearing being scheduled by City of Richardson

- Section 4(f) of DOT Act protects parks and historic sites
  - de minimis impact determination from FTA anticipated

**Spring Creek Trail Relocation - Richardson**

**Cottonwood Branch Floodplain Encroachment - DFW**

**White Rock Bridge Adaptive Reuse - Dallas**
Draft Environmental Impact Statement (DEIS) Public Hearing

- Primary focus of this hearing is the DEIS
  - Project Scope
  - Impacts
  - Mitigation
- All comments will be documented and categorized into subject area
- All substantive comments will be addressed in the Final Environmental Impact Statement (FEIS)

Public Hearing Guidelines

1. Pre-registered speakers will speak first, followed by order of sign-in at the hearing
2. Written comments are acceptable and included as part of the official Public Record (accepted through June 4)
3. Time Limit is three minutes per speaker
4. State Name and Address for the record
5. Comments should focus on Cotton Belt Corridor Regional Rail Project Draft Environmental Impact Statement (DEIS)
6. No Questions, Interchanges or Discussions
   - Public Hearing provides an opportunity to receive comments into the formal record
PUBLIC HEARING
Request to Address the Board

Persons who wish to address the DART Board of Directors are asked to complete this form. [PLEASE PRINT LEGIBLY]

Name ____________________________
Address ____________________________
City, State, Zip ____________________________
Phone ____________________________
Email ____________________________

I wish to address the Board concerning the following matter:

Agenda Item #: _______ – Public Hearing ONLY

Description

________________________________________

________________________________________

________________________________________

Signature

________________________________________

Each speaker will have three (3) minutes in which to make their comments. Speakers must address the topic of the hearing. Other subjects will not be allowed in this hearing.

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Technical Staff will be available after the public hearing for questions. Information provided on this form is subject to the Texas Public Information Act.

Tonight’s Hearing is being recorded by a court reporter so all comments received are a matter of public record.
PUBLIC HEARING

Request to Address the Board

Persons who wish to address the DART Board of Directors are asked to complete this form. *PLEASE PRINT LEGIBLY*

Name: Ivan Hughes
Address: 14925 Oaklawn Drive
City, State, Zip: Dallas, TX 75254
Phone: (214) 604-8655
Email: ivanhughes@dallasarea.gov

I wish to address the Board concerning the following matter:

Agenda Item #: — Public Hearing ONLY

Description

Signature: Ivan Hughes

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PUBLIC HEARING

Request to Address the Board

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Name: [Peter S., Chambers]
Address: 3113 Southwood
City, State, Zip: Carrollton
Phone: (972) 410-5151
Email: Peter@palladiummetalrecycling.com

I wish to address the Board concerning the following matter:

Agenda Item #: __________ - Public Hearing ONLY
pittx@palladiummetalrecycling.com

Description:

Signature: [signature]

Each speaker will have three (3) minutes in which to make their comments. Speakers must address the topic of the hearing. Other subjects will not be allowed in this hearing.

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PUBLIC HEARING

Request to Address the Board

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Name
Phyllis Silvo

Address
15720 Artist Way, # 4912

City, State, Zip
Addison, TX 75001

Phone
(972) 632-4340

Email

I wish to address the Board concerning the following matter:

Agenda Item #:  ______

Public Hearing ONLY

Description: Safety, noise, vibration (Environmental)

Signature: Phyllis Silvo

Each speaker will have three (3) minutes in which to make their comments. Speakers must address the topic of the hearing. Other subjects will not be allowed in this hearing.

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PUBLIC HEARING

Request to Address the Board

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Name

COKIE PEADON

Address

7707 DEBRE

City, State, Zip

DALLAS, TX

Phone

(214) 212-1700

Email

CSPEADON@GMAIL.COM

I wish to address the Board concerning the following matter:

Agenda Item #: _______ – Public Hearing ONLY

Description

MITIGATION

Signature

Cokie Peadon

Each speaker will have three (3) minutes in which to make their comments. Speakers must address the topic of the hearing. Other subjects will not be allowed in this hearing.

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Name ________________________________

Address ________________________________

City, State, Zip ________________________________

Phone ________________________________

Email ________________________________

I wish to address the Board concerning the following matter:

Agenda Item #: ________ – Public Hearing ONLY

Description __________________________________________________________

Connections to the many employment areas on the line

Signature __________________________________________________________

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PUBLIC HEARING

Request to Address the Board

Persons who wish to address the DART Board of Directors are asked to complete this form. \{PLEASE PRINT LEGIBLY\}

Name  Allyn Kramer
Address  5728 Twin Cove
City, State, Zip  Dallas, TX 75248
Phone (972)-387-4713
Email  allynkramer@aol.com

I wish to address the Board concerning the following matter.

Agenda Item #: _________ – Public Hearing ONLY

Description  Preston Road Station

Signature  Allyn Kramer

Each speaker will have three (3) minutes in which to make their comments. Speakers must address the topic of the hearing. Other subjects will not be allowed in this hearing.

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PUBLIC HEARING
Request to Address the Board

Persons who wish to address the DART Board of Directors are asked to complete this form. (PLEASE PRINT LEGIBLY)

Name: Barbara McAvine
Address: 2800 Leisure Lane
City, State, Zip: Carrollton, TX 75006
Phone: (972) 416-8424
Email: jm231revenunt

I wish to address the Board concerning the following matter:

Agenda Item #: _______ – Public Hearing ONLY

Description: ___________________________________________

_______________________________________________________

Signature: ____________________________

Each speaker will have three (3) minutes in which to make their comments. Speakers must address the topic of the hearing. Other subjects will not be allowed in this hearing.

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PUBLIC HEARING

Request to Address the Board

Persons who wish to address the DART Board of Directors are asked to complete this form. (PLEASE PRINT LEGIBLY)

Name: Crystal Hampton
Address: 5060 Addison Cir. A-2839
City, State, Zip: Addison, TX 75001
Phone: (410) 729-1603
Email: dim pledo744@hotmail.com

I wish to address the Board concerning the following matter:

Agenda Item #: _______ – Public Hearing ONLY

Description: Public services & code enforcement to ensure safe & reasonable enjoyment of residences & streets.

Signature: [Signature]

Each speaker will have three (3) minutes in which to make their comments. Speakers must address the topic of the hearing. Other subjects will not be allowed in this hearing.

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PUBLIC HEARING

Request to Address the Board

Persons who wish to address the DART Board of Directors are asked to complete this form. (PLEASE PRINT LEGIBLY)

Name: GREG BRONSON
Address: 2704 LAKEWAY LANE
City, State, Zip: CARROLLTON, 75006
Phone: 972-679-4431
Email: gbronson@gbibl.com

I wish to address the Board concerning the following matter:

Agenda Item #: _______ – Public Hearing ONLY

Description: IMPACT TO PROPERTY

Signature: _____________________________

Each speaker will have three (3) minutes in which to make their comments. Speakers must address the topic of the hearing. Other subjects will not be allowed in this hearing.

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PUBLIC HEARING

Request to Address the Board

Persons who wish to address the DART Board of Directors are asked to complete this form. [PLEASE PRINT LEGIBLY]

Name  CRAWFORD JANSSEN
Address  7010 Granby Branch Dr
City, State, Zip  Dallas 75248
Phone  (972) 523-5903
Email  cjanssen@101bridges.com

I wish to address the Board concerning the following matter:

Agenda Item #: ________ – Public Hearing ONLY

Description  TRAIN NOISE

Signature  [Signature]

Each speaker will have three (3) minutes in which to make their comments. Speakers must address the topic of the hearing. Other subjects will not be allowed in this hearing.

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DALLAS AREA RAPID TRANSIT

PUBLIC HEARING TO RECEIVE COMMENTS ON THE COTTON BELT CORRIDOR REGIONAL RAIL PROJECT

MONDAY, MAY 14, 2018, 6:58 P.M.

RENAISSANCE DALLAS ADDISON
15201 DALLAS PARKWAY
ADDISON, TEXAS

Transcribed by Cynthia Lyn Conyers, CSR
## INDEX

### INTRODUCTION

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### PUBLIC SPEAKERS

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### CLOSING COMMENTS

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PROCEEDINGS:

MR. MESHACK: Tonight's hearing is being recorded by a court reporter, so all comments are a matter of public record.

It is now Monday, May 14, 2018, 6:58 p.m.

According to the requirements set forth in DART's enabling legislation, this public hearing on the Cotton Belt Draft Environmental Impact Statement process is open to take hearings -- comments. Excuse me.

We will receive comments now. Please be reminded there is a three-minute limit in which to make your comments, and please keep your comments on the subject of the Cotton Belt Draft Environmental Impact Public Hearing.

Mayor Joe Chow is going to be first.

You can stay right here.

MR. CHOW: Thank you, Lawrence.

My name is Joe Chow, Mayor of Addison.

First of all, I want to welcome all of you to come to Addison, the number one city in the North Texas region.

So I want to recognize our Mayor Pro Tem, Ivan Hughes, and a Councilmember, Tom Braun, and also our Deputy City Manager, Ashley Mitchell; and all the {inaudible} please raise your hands, please. Yeah. Thank you for
coming to support this wonderful project.

This project, you know, we asked for, for 35 years, since the inception back to 1983. I want to thank all the DART board members for approving this project, but also I want to thank all the staff and about Gary Thomas who worked so hard and diligently to make this happen.

So if you have any question or good suggestions, please raise it today because once it's done, it's hard to change. And I want to make sure this is the number one rail service for the east to the west and so in the future day, we can hop on the train, go to DFW Airport in twenty, twenty-two minutes.

So I'm really happy that you are here. Do your best and make good suggestions, and we are -- we can't wait until it happens. I can't sleep well until they really start to dig the ground.

Thank you so much. Thank you.

MR. MESHACK: Thank you, Mayor Chow.

Councilman?

MR. HUGHES: I guess you don't need an address. Ivan Hughes. I'm the Mayor Pro Tem for Addison.

I want to echo the Mayor's comments.

First, we very much appreciate you being here in
Addison, and we appreciate what DART is doing for us; and then I want to add a couple of other messages.

One is related to this Environmental Statement, we are particularly appreciative as a town of the mitigation on the Wheeler Bridge, so we would like to go on record of how much we appreciate that.

And then, secondly, our Mayor Joe Chow mentioned Ashley, who's sitting here in the blue dress; and she is probably -- she and sitting next to her, Charles Goff, are the two people who are the most knowledgeable about mitigations and betterments. And so if you have any questions in addition to talking to the DART folks, those are the ones to go to.

So, again, thank you very much. We appreciate you, and we look forward to this coming to conclusion.

MR. MESHACK: Thank you, Mayor Pro Tem.

Again, all our comments are being recorded by a court reporter. We're going down our list of preregistered speakers. Our first speaker is Mr. Peter St. Charles.

Mr. St. Charles, if you would go to the mike and state your name and address for the record, please.

MR. ST. CHARLES: Can I speak from the
front? Do I have to stand here or can I go up front?

MR. HOPPIE: Please stand at the microphone.

MR. ST. CHARLES: My name is Peter St. Charles. I live at 3113 Squireswood Drive in Carrollton, Texas. I represent --

MR. HOPPIE: Hold on a second. It's not turned on.

(Microphone is turned on.)

MR. MESHACK: Go ahead. Start again.

MR. ST. CHARLES: I always get interrupted. My name is Peter St. Charles. I live at 3113 Squireswood Drive in Carrollton, Texas, in a HOA called Trafalgar Square.

I represent our community of 173 homeowners, almost 400 citizens, taxpayers who actually support the DART rail line.

Earlier this year I was afforded the opportunity to meet with the DART folks downtown, and I identified concerns that we have, three major areas.

One is the noise. Although the engineer and the project manager, John Hoppie, identified the noise issues could be eliminated because of the -- no train horn being sounded, we still have steel wheels on a steel rail and we have a DART train moving very fast.
So looking at your plan and not seeing a 15-foot wall barrier going along the south side of our community, which is a major residential area -- and it's the first residential area going west from this nice city of Addison, which I frequent a lot -- we are asking for you to recognize our noise concern as well as a major traffic issue on Marsh Lane.

Marsh Lane's traffic, north and south flow, is just as extreme as the flow of traffic on Midway Road where you're going to install a bridge. We're asking you to do a serious traffic study and identify the traffic impact at Marsh Lane. We already have major issues, and we've discussed that before in the past.

The next concern we have is security and safety. You're going to raise the track ten to twelve inches. That is higher than our wall around our community, which is six foot tall. And if you're going to raise it another twelve feet, you're going to have people on the DART train driving past, east and west, looking into our neighbors' backyard. Unacceptable.

We want you to recognize that we do support you, but lacking these resolutions on traffic and noise and safety and security is the reason why I'm here tonight. We want you to fix it. We want it right
because somebody said earlier if you don't get it done right the first time, you're not going to get -- get it done later.

Thank you very much.

MR. MESHACK: Thank you, Peter.

Our next speaker is Ms. Phyllis Silver.

MS. SILVER: Hello. My name is Phyllis Silver, and my address in Addison is on record.

First of all, I also want to thank DART and everybody else involved for coming to Addison for this public hearing, and we are thrilled that the train is coming to Addison. As with all improvements, there are new challenges to be addressed.

Safety is one of the factors that I want to address. In addition to vehicular traffic, the railroad intersections at Quorum Drive and Addison Road are very busy with pedestrians and cyclists even during times when there are no special events. We need barriers that are difficult for pedestrians to bypass.

I have also noticed that people walk, often with their dog, in the grassy area adjacent to the tracks, especially between Quorum Drive and the Dallas North Tollway. I understand that you are considering fencing along the corridor which would prevent people and animals from entering the tracks.
Noise and vibration are also concerns. I realize that Addison will be in a quiet zone, so we will not hear train horns.

I ask that you look closely at the apartments on McEntire, and "McEntire" has got an unusual spelling; it's M-c-E-n-t-i-r-e. And that's between Quorum and almost as far east as Dallas North Tollway.

These apartments are managed by Post Addison Circle, which is now part of MAA. The apartment units in the area that I described are only a few feet from the railroad tracks. I ask that measures be taken to mitigate any bell tones and vibration from trains traveling along the tracks and the ballast.

I have read that in addition to the initial measures taken when building the track and roadbed, ongoing maintenance is essential to retain the reduction of noise and vibration.

By alleviating noise and vibration along McEntire, you will also be maintaining quiet in Beckert Park, a few blocks away. We have concerts and other activities in this park, and it would be preferable to have minimal or no interference. We also have concerts and Shakespeare in the Park in Addison Circle Park, so noise and vibration is a consideration here also.
Another issue for the entire length of the project is the sound of the bells and other tones at the crossing gates. Is there some way to concentrate the sound so that it will protect those in the immediate area while preventing the sound from being diffused? This would result in people not being disturbed in their homes and in the parks.

Thank you for taking these factors into consideration when developing your Final Environmental Impact Statement.

MR. MESHACK: Thank you, Phyllis.

Our next speaker is Ms. Cookie Peadon.

MS. PEADON: I won't echo the comments from the gentleman related to Marsh Lane because we also in the North Dallas area have approximately 80 to possibly even more percentage of mitigation needs in terms of noise and vibration, but we have somebody who's working with us on that to be sure DART is aware.

I did want to talk briefly about parks because in none of the documentation I found yet have we talked about children's parks that are directly abutting those tracks. A four-foot-high chain-link fence is not sufficient to protect those children, and we are talking about the track is right there. It's a four-foot fence. They're over there and playing on
that very attractive nuisance. So we have a concern about safety there.

We also have thirteen schools in our area in a 2.6 mile radius of the -- a 2.6 mile section of the track. We have three schools, Fairhill School, Frankford Middle School and a proposed Plano elementary school, that are going to be directly abutting the tracks. We need to be certain that the safety of those children, as well as the children walking to those other schools, is definitely protected. So we're asking that DART address those issues and make sure that it's covered adequately and that that feedback is -- is transferred up the pike.

Another thing that we've had some questions about is grade separation, at Hillcrest Road especially, because it carries a tremendous amount of traffic north and southbound on a daily basis with Plano -- Plano and Dallas area commuters using that thoroughfare.

The City of Dallas was concerned enough, they conducted an independent study and found in excess of 30,000 cars per day, which says that by the principles that DART abides by, that needs to be definitely grade-separated because that's going to be a significant challenge for the people transferring
through that neighborhood as well as we have a fire station and a police station right there on Hillcrest Road just south of Frankford. So we are concerned about those safety issues.

Thank you very much.

MS. MESHACK: Thank you, Cookie.

Our next speaker is Mr. Dave Brady.

MR. BRADY: I'm Dave Brady, P.O. Box 472291, Garland, Texas; Director of the Garland Bus Users Society.

A very important aspect of this corridor is the job and educational pockets along the way that are going to demand having bus feeder service and connectivity in a very, very effective way.

We already know about the traffic difficulties that we have along some of the streets within the area, but this is going to require some really good coordination on the part of all of the cities involved to help make sure that we can reduce some of that traffic with good bus service throughout that particular corridor.

We'll have increasing numbers of jobs as the area continues to grow, and the corridor itself provides an incentive for far more employers bringing people into the area and far more young people going to
the educational facilities that are along the way.

    So the process will require some really serious thinking about the bus routing to serve the needs of the individuals within the area and all of the feeders to the station locations, and this means that the planning effort will certainly require allowing for buses to move effectively in and around all of the station locations which are finally chosen.

    Now, this can be a true benefit for DART and for all of the DART cities because it is the real connector for east and west. Think in terms of that bus connectivity and the features that it will require for the environmental impacts.

    Thank you.

    MR. MESHACK: Thank you, Dave.

    Our next speaker is Allyn Kramer.

    Please state your name and address for the record, sir, please.

    MR. KRAMER: My name is Allyn Kramer. I live at 5928 Twin Coves in Dallas, and I'd like to speak specifically against the Preston Road station for two reasons.

    First, there's no adequate parking area at that location for the cars that would be serviced there; and, secondly, the station is currently planned
right in front of Fairhill School, and the constant
starting and stopping of trains at a station in front
of the school would be totally disruptive to the
school.

Thank you very much.

MR. MESHACK: Thank you, Mr. Kramer.

Our next speaker -- and I apologize if I
mispronounce the last name -- is Barbara McAninch.

MS. MCANINCH: Good evening. I'm Barbara
McAninch. I reside at 2800 Leisure Lane in Carrollton.

I'm in a community called The Country
Place. We are an established community of 700 homes
and have the same issue with Marsh Lane that Trafalgar
Square has.

Marsh Lane backs up at the railroad and
Arapaho already. We question the traffic study that
showed that there is no need for any kind of grade
separation. We don't want it raised because that would
impact our homes. It would also impact Trafalgar
Square to have it raised, and our engineer tells me it
can't go below grade; but we -- I would like us to look
at what can be done at Marsh Lane. Marsh has a
tremendous traffic flow. I am concerned that the
environmental impact did not look at that well enough.

Also, as a part of that, something has to
be done at Marsh and Arapaho because you cross -- when you cross that track, there is not enough room for the left-lane-turn people to get over and turn to the left and it backs up the left lane already way past the railroad tracks, up almost to our entrance.

Those of us who live in The Country Place, if we want to go south to go toward Downtown, we have to go on Marsh; we don't have another exit. We don't have a back exit out of Country Place. So it's very important to us that Marsh Lane traffic be taken care of.

We're also concerned about the noise and safety. We want to be sure that the quiet zone is implemented before the train starts. We get some noise now already from the crossing.

We understand we are not getting any kind of other barrier because luckily we didn't put our homes right against the railroad and we don't ha-- and we have a beautiful set of trees that we've grown and taken care of, but we don't want any impact to our environment of our open space caused by this train track.

Also, as a user of public transit, I am a person who goes Downtown to work. I come to beautiful Addison and take an Express bus to go Downtown because
it's so much faster than to go to Downtown Carrollton.
If I know there's going to be a big traffic jam, if the
president is coming in or something and the Tollway is
not going to flow, I will take the train; but the train
from Carrollton takes a circ-- circuitous route and
it takes a lot longer to get Downtown.

I'm afraid that if you eliminate the bus
service from Addison, the Express, then you will have
more people in cars. Please think about the
environmental impact of that.

Thank you.

MR. MESHACK: Thank you, Barbara.

Our next speaker is Crystal Hampton.

MS. HAMPTON: Hi. I'm Crystal, and I
moved here about eighteen months ago. My boxer, Major
Mayhem, and I relocated from East Texas; and when we
did, we -- we kind of looked around different
communities, and Addison was the perfect community for
us. He's allowed to go almost everywhere I can go. We
love it. The lifestyle is exactly what we were looking
for; couldn't be better. It -- it's a wonderful
community who really cares about each other.

I support Ms. Phyllis' concern with the
vibration and all the -- the noise. Sorry. I hope --
I -- I support that, but my concern is with the growth,
we're going to see more and more impact to our residences; and I really don't feel like we currently have enough voice to address the noise, and I -- I just don't feel like we're going to have a voice at all whenever all the -- the growth, to -- to overpower the significant growth.

So what this gentleman said, let's do it right the first time. What can we do to ensure that our apartments -- that our residences currently what -- do you know what our current impact to our residents would be? Like, if you would like to come into my residence and do noise studies and sound studies, come on.

So my question is, what -- as the railroad brings growth, what commitment have local municipalities made to ensure public services, zoning regulations and ordinances are abided by to pursue the positive health, wealth and enjoyment for all residences, for all residents?

Thanks.

MR. MESHACK: Thank you, Ms. Hampton.

Our next speaker is Greg Bronson.

MR. BRONSON: I'm Greg Bronson. I live at 2704 Lakewood Lane in Carrollton.

Our residence is just east of the Lakehill
Apartments. It has -- from our backyard, we're able to clearly see the tracks because they're elevated and we're actually -- property line to roughly where the railroad property starts is about a hundred feet, so we're going to have both visual and noise impact; and at this point in time there's no mitigation planned. I just want to go on record as requesting mitigation in that area east of Lakehill Apartments.

Thank you.

MR. MESHACK: Thank you, Mr. Bronson.

Our next speaker is Craig Janssen.

MR. JANSSEN: Hi. I'm Craig Janssen. I live at 7010 Spanky Branch Court in Dallas.

I wanted to address train noise. It's been brought up several times. I'm an acoustics engineer, and I'm working with the North Dallas group. Something that's completely uniform to the entire community that the train runs through is the train noise. The train noise is generated by the train, and it's mitigated by what is around outside of the train.

So specifically for the DEIS, I want to comment on train noise itself. The train is being specified as a Tier 4 train. What is not in the DEIS is anything on the wheel skirts that are being publicly committed to or any additional performance.
specifications about the noise control, for example, the HVAC units on top of the train and mitigating that. Those are the issues that will impact the community very significantly regardless of whether there are walls or not, so, again, specifically I would like to ask for it to be included in the DEIS what those specifications are, what the requirements are and how we can be assured that a train is quiet. The calculations right now are based on a train that does not have that.

And thank you. That's it.

MR. MESHACK: Thank you, Mr. Janssen.

At this point we don't have any additional -- or any other registered speakers. Is there anyone else who would like to make a comment this evening if you have not made -- if you have not made a comment? There's a lady in the back who...

UNIDENTIFIED FEMALE: Oh, go ahead.

MR. MESHACK: Please state your name and address.

MS. WILTSHIRE: Hi. My name is Angie Wiltshire (phonetic), and I'm at 1306 Erie Street, and we have a half-acre lot right next to the switching yard in Carrollton Heights.

We were on the design committee for the
Downtown Carrollton station, and every day we live with the switching yard and also with DART, so we are familiar with the noise impact; but one of the things that I wanted to address is the environmental impact of aesthetics.

When you go over there and you see the homeless individuals at DART or when you tell people, "I live right next to DART," you think they're going to be excited, and the first thing they ask you is, "Is it safe; how do you deal with the homeless people walking through your neighborhood" because Downtown Carrollton station does have direct access through Carrollton Heights.

And then also I do take DART to the Convention Center for work. I also take it to Fair Park, and it's a little bit scary. When you do get on there, you wonder, Is it going to be safe?

I have tried to take it to the airport, and I know everybody is talking about it's going to be so great to take it from -- all the way to DFW, and I hope I get to do that; I really do. But at the same time I would balance it with, is it going to be safe? Should I just Uber over there because it may not be safe that day?

I don't know how often DART rides their
trains. I get on DART; it's a little bit dirty. You have to pick up trash. Homeless people go -- they do the rest room on the DART, and I wonder to myself, how did we build this beautiful train and we can't keep up with it?

I rode the Downtown Carrollton train before it opened to the public, and it was gorgeous, beautiful, pristine; and I thought it would stay that way. So I would think that's an environmental impact that we also want to address as well.

Thank you.

MR. MESHACK: Thank you.

Is there anyone else who has not made comments who would like to make a comment this evening for the DEIS Public Hearing?

MR. PENDLETON: (Raises hand.)

MR. MESHACK: Yes, sir. Go ahead.

MR. PENDLETON: My name is Rusty Pendleton (phonetic). I live at 2805 Carriage Court.

Like with Barbara, I do represent 740 homeowners there. And with Trafalgar Square, the Marsh traffic is a major, major issue, that if that cannot be addressed, then we have a big problem. It's very simple. It could be as easy enough as like Addison has done at the Belt Line, have two -- two left turn lanes
during rush hour traffic working to allow the traffic to flow through there faster and during nonpeak hours, go back to regular traffic flow.

Thank you.

MR. MESHACK: Thank you, sir.

Anyone else who has not made comments previously who would like to make them as we proceed?

If not, Ms. Hampton, I think, did you want to make another comment?

MS. HAMPTON: I'm sorry. I just wanted to make sure that it was clear that I was addressing the commercial noise that's -- all the growth and the commercial that is going to come to Addison Circle, I really look forward to it, and I thank everyone for -- for being diligent regarding the noise that the train is going to produce, but I'm also a little worried about the noise. These clubs and bars, they stay open until 2 a.m. and there -- you know, it -- there are residences all around them, and what are we going to do to make sure that our apartments and our -- and -- and we have -- we still have the safety and the well-being that is -- should be afforded to us? Does that make sense?

MR. MESHACK: Okay. Thank you, Ms. Hampton.
All right. Anyone else who would like to make comments this evening? If there is anyone who would like to submit written comments, staff will be out in the foyer taking those comments.

Again, you have until the end of the comment period, which is June 4th, to submit these written comments; and John shared his information with how to get in touch with us and to get in touch with him.

So last call. Is there anyone else who would like to make any comments this evening?

(No verbal response from the audience.)

MR. MESHACK: Since there are no other written comments or verbal comments to be submitted, we would like to close this session of the Cotton Belt Regional Rail Corridor Draft Public -- Draft Environmental Impact Statement process at 7:21 -- 7:26.

Thank you all for coming out.

MR. HOPPIE: Thank you, everyone.

(End of Public Hearing.)
STATE OF TEXAS       
COUNTY OF DALLAS    

THIS IS TO CERTIFY THAT I, CYNTHIA LYN

CONYERS, a Certified Shorthand Reporter in and for the
State of Texas, reported in shorthand the proceedings
had at the time and place set forth in the caption
hereof, and that the above and foregoing 23 pages
contain a full, true, and correct transcript of the
said proceedings.

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