



# Meeting Summary Notes

Project: DART Cotton Belt

Subject: DFW Airport, Cypress Waters and Coppell Area Focus Group Meeting

Date: Thursday, August 31, 2017 at 6:30 PM

Location: 8840 Cypress Waters Blvd. Suite 130, Coppell, TX 75019; 1<sup>st</sup> Floor Conference Center

Attendees: DART

John Hoppie, Cotton Belt Project Manager  
Rosa Rosteet, Community Affairs

General Planning Consultant (GPC6)

Tom Shelton, Project Engineer  
Amanda Stahlnecker, Sr. Railroad Engineer  
Kris Lloyd, Environmental Planner  
Mark Martin, Sr. Project Manager  
Emily Riggs, Public Information Manager  
Dianne Tordillo, Public Information Specialist

Dallas Area Rapid Transit (DART) conducted its second DFW-Cypress Waters-Coppell Area Focus Group (AFG) meeting on Thursday, Aug. 31, 2017. The purpose of the meeting was to provide updates on various topics based on the last meetings about the Cotton Belt Corridor Regional Rail project and discuss next steps for the project.

## Attachments

- Presentation
- Sign-in sheets
- Email invitation
- Handout
- Flip Chart Notes

## Welcome & Introductions

Rosa Rosteet, DART Community Engagement, welcomed attendees and introduced John Hoppie, Cotton Belt Project Manager.

## Agenda

### Design Update:

- Engineering
  - Will begin building single-track, then expand to double-track eventually
  - Single and double track areas cannot be determined yet since the operations model is still being developed
  - Typical sections were viewed



- Stations
  - Names
    - Northlake Station is *now* Cypress Waters Station
    - Renner Village station is *now* Coit Station
    - UTD Station is *now* UT Dallas Station
  - Location and length
    - 350-foot platform to accommodate a vehicle similar to TEX Rail's FLIRT
    - Platforms approximately 24 inches tall, similar to vehicles used in Fort Worth
    - Side and center platform concepts will be used
    - Conceptual architectural rendering
    - Station plan views
  - Stations within focus group area
    - Terminal B Station
    - DFW North Station
    - Cypress Waters Station
    - Will incorporate both a vertical and horizontal alignment

#### **Environmental Update:**

- Documentation of existing conditions along the corridor:
  - Land use
  - Parks and recreation
  - Vegetation and water resources
  - Historic resources
- Noise Mitigation:
  - A noise monitoring program has been initiated to characterize the existing noise conditions at representative noise-sensitive receptors along the Cotton Belt Corridor
    - Noise monitors were installed at 27 locations to collect 24-hour noise measurements along the corridor
    - Noise monitors were installed at 11 locations to collect short-term, one-hour noise measurements along the corridor
  - Final noise analysis cannot move forward unless engineering and operations modeling are complete; next phases include:
    - Assessment
    - Identification impacts (per Federal Transit Administration criteria)
    - Recommend mitigation
    - Quiet zone recommendations for residential areas along the corridor

#### **Traffic Update :**

- Traffic analysis not complete
- Grade separation needed at Sanders Loop

#### **Ridership Update:**

- Comparison of individual station ridership on opening day versus projected ridership in 2040
- The projections are better at predicting overall line ridership than individual station ridership

#### **Community Integration:**

- Community integration features such as fences, walls, trails and landscaping will be incorporated into the project subsequent to identification of impacts and required mitigation



- DART will work in cooperation with the North Central Texas Council of Governments and local jurisdictions for implementation of community integration features including:
  - Sound walls:
    - Noise impact analysis will determine where walls are required
    - DART will work in cooperation with local jurisdictions for consideration of additional walls
  - Trails:
    - Placeholders in place for trails in some rail line locations
    - DART will work in cooperation with NCTCOG

#### **Property Acquisition:**

- Must adhere to federal guidelines
  - Must follow Uniform Relocations and Real Property Act of 1970 – DART will offer and pay fair market value and relocation benefits to dislocated businesses and residents
  - Acquisitions cannot be discussed until record of decision to move forward as perceived

#### **Upcoming Community Open Houses:**

- Monday, September 18, 2017, 6:30 p.m.  
DeWitt Perry Middle School Cafeteria  
1709 East Belt Line Road, Carrollton, TX 75006
- Wednesday, September 20, 2017, 6:30 p.m.  
Richardson Civic Center  
411 West Arapaho Road, Richardson, TX 75080
- Monday, September 25, 2017, 7:00 p.m.  
Parkhill Junior High School Cafeteria  
6500 Shady Bank Drive, Dallas, TX 75248

#### **Question and Answer Session**

*The following question and answer statements are from the open forum part of the area focus group meeting held Thursday, Aug. 31, 2017.*

##### **Matt Steer – City of Coppell**

Are you going to have passing tracks anywhere even if you only have just a single track?

##### **John Hoppie**

Yes, when I say words like double-track and single-track, it ensures that we will have some areas that have passing track. All of our stations are going to be double-track. The Cypress Waters Station will probably be all double-track. Ultimately, we still need to make decisions on whether to have single or double tracks in areas and we're not there yet.

##### **Tony Soto – Soto's Auto**

How wide of an area is the double-track part?

##### **John Hoppie**

We're looking at approximately 100-foot right of way (ROW).



**Tony Soto**

For both tracks?

**John Hoppie:**

Yes. It can be narrowed in some places depending on things such as curbs and junctions. Right now, we are assuming 100 feet

**Tony Soto**

How many diesel hybrid trains are you using right now?

**John Hoppie:**

None right now.

**Tom Shelton:**

The Fast Light Innovative Regional Train (FLIRT) vehicles that DART is looking into potentially being used along the Cotton Belt, are being manufactured in Salt Lake City, and they're going to be testing them there until they are shipped here.

**Bud Beene – Parsons**

Is it similar to the DCTA here?

**John Hoppie**

It's similar and a little bit longer. We are not going to run more than one concept. We will run one unit at a time. We haven't selected the vehicle yet. We are not allowed to say that this is our vehicle. We are giving our platforms a little longer length right now to accommodate if a different vehicle ultimately gets selected.

**Matt Steer**

Will quiet zones have walls?

**John Hoppie**

There could be walls, but just because it's a quiet zone doesn't mean there have to be walls.

**Huelon Harrison – Legacy Resource Group**

Will the upcoming open house be a repeat of this particular presentation?

**John Hoppie**

No, it will be an open house and will be more of a layout discussion. There won't be a formal presentation.

**Huelon Harrison**

Will there be a separate procurement process for when the trail configuration comes into play?

**John Hoppie**

We're identifying where the trails can go right now. Some of it may be part of the funding for the Cotton Belt Project and some of it may be separately funded. There will need to be a lot of discussion, but we just aren't there yet. It may even be several separate procurements.

**Vijay Borra – Property Owner**

Is the Coppell School District land bisecting the rail line?



**John Hoppie**

Yes it is. They own all of this [shows area on the map], and they are aware of this.

**Vijay Borra**

Can you tell us more about the funding for this project?

**John Hoppie**

Our board is moving forward with an action on Sept. 12 to vote on a debt resolution for both the Downtown Second Alignment (D2 Project) and the Cotton Belt Project. The board wanted to tie the two projects together as far as the debt resolution so that one would not advance without the other.

**Vijay Borra**

So where are we at with funding?

**John Hoppie**

There's still a lot to go. We're still looking for a Railroad Infrastructure Improvement Loan that would serve as the debt that we would be incurring. It's a \$900 million loan that we would get from the Federal Railroad Administration. We also have the Federal Transit Administration, which Tom can expand more on. We have almost \$1 billion in Railroad Rehabilitation and Improvement Financing (RRIF) loans. We have about \$100 million from FTA and COG. Formula Funds are in there, and local funding. It hasn't been fully negotiated into the cities. Part of it could be the in-kind payments – so our land – from Coppell ISD to Coppell, could be part of the funding that Coppell is contributing to.

**Lydia Goulas – Northlake Woodlands HOA**

The more you talk, the more questions I have. First of all, you were talking about the grading. You talked about a typical grading and cross-sections. When will you know specifics? You said we don't know specifics yet.

**John Hoppie**

We are not showing specifics yet. When we have the alignments, we can do cross-sections at any particular site.

**Tom Shelton**

Do you have a specific question about the area?

**Lydia Goulas – Northlake Woodlands HOA**

Yes, right by my house. I'd like to know what's going to happen there.

**Tom Shelton**

Do you mind pulling up the sections? I do apologize I am not quite familiar with where you live so bare with me, but it does depend. As John was referencing, there are two possible conditions. There is one called the interim opening year condition when we plan to open this project - Dec. 31, 2022, and then there is a full build condition at some point in the future. In one scenario, depending upon the location is that we could initially implement a single track, or there could be locations where we might implement double track even in the interim opening year. We are doing operations modeling now to determine



that. That is principally being determined by the freight activity that exists out there and how those will coexist operationally with the freight and our passenger trains. That is a preface context for you. What I would encourage you to visualize is thinking about long-term. So the DART Cotton Belt ROW is 100 feet wide. Ultimately there will be two double tracks that in general would be in the center of the ROW. Those two tracks are 16 feet apart, so you can do the math here for me. They would be centered. From the center of the outside track to the right-of-way would result in 42 feet would be the distance between the track and your property line. Now, in some locations it's hard to distinguish in the field where this ROW line is. There might be an alley here. If there's no alley, your property line could be shared with that, but I don't know your specific condition.

**John Hoppie**

In Lydia's case, the existing track is the northern-most one. The second track would be built to the south of that away from your property. We wouldn't be building any closer than where the existing track is now.

**Lydia Goulas**

OK, but what about the wall and the trail. Has that been determined?

**Tom Shelton**

We have not determined yet if and where we will be putting the walls. That would be based on the noise analysis, which we are actually doing now as we sit here tonight.

**John Hoppie**

First we're determining where it's required, and then we will be working with the city on exactly where else we would need it.

**Tom Shelton**

As you can see, if there is a wall, it's 12 feet from that direction. Then the trail is over here (referencing image on the screen)

**Lydia Goulas**

I get the dimensions. I just didn't know when we will know whether there's going to be a wall and a trail.

**Tom Shelton**

We knew that question was coming. What we're planning for is our next set of meetings like this would likely occur in the October to November timeframe. It is our hope and expectation that at the next set of meetings we will have those questions answered, as far as impacts and mitigation treatment.

**Lydia Goulas**

In the mean time, do I need to be pushing the City of Coppell concerning the wall?

**Tom Shelton**

You can certainly take whatever action you need for your property.

**John Hoppie**

[Shows presentation slide that has aerial of Lydia Goulas' neighborhood] In your case, there is an



existing track. The second track will be in the outside of that. There is a utility right-of-way through there.

**Lydia Goulas – Northlake Woodlands HOA**

So there is no wall that can go in that utility right-of-way?

**John Hoppie**

The wall would be within our right-of-way. We have this distance from this existing track where the wall could go.

**Guest of Tony Soto (name unknown)**

You said that the city will contact properties also for the trail that they are going to build?

**John Hoppie**

That's my understanding but it still hasn't been fully worked out. They know where the Billingsley Development's (Cypress Waters) trail is going to end, and they know we're proposing to build trails. There will eventually be a walk through with public works on this matter.

**Tony Soto**

So really, it is the city that might put in the trails?

**John Hoppie**

We're going to be working with the cities in providing the area within our right-of-way for a trail.

**Lydia Goulas**

Can you confirm that there's no grade separation at MacArthur Boulevard and Belt Line Road. Then can you tell me exactly where the track is going to cross over Belt Line into Cypress Waters.

**John Hoppie**

Yes, we can confirm that there will be no grade separation there. The track is going to cross just west of Moore Road, about 100 feet to the left of it.

**Robert Weatherford – Carter Estates HOA**

When will the draft of the Environmental Impact Statement be completed?

**John Hoppie**

We are planning for December 2017 to January 2018.

**Lydia Goulas**

If you have an opening date of Dec. 31, 2022, do you have a beginning date of construction?

**John Hoppie**

We are planning to advance to construction in spring of 2018. There will be a design and review timeframe where the term is directly over the design-builder. Then the design-build construction would begin in the last quarter of 2019, where they would be designing and construction simultaneously at that point.



**Lydia Goulas**

Is there a road map that says where construction begins?

**Tom Shelton**

That would be largely driven by the design-builder and how they choose to sequence the job. The project spans 26 miles and the contractor will decide where to start first, second and third.

**John Hoppie**

The reason for that is there will be a bid based on the sequencing of the project.

**Tom Shelton**

The beginning of construction will certainly be advertised to the public. You'll have full advanced notices when construction is beginning in your area. Rosa Rosteet, DART Community Engagement Representative, does a great job in advertising that.

**Lydia Goulas**

What are the chances of it being a full three-year construction project behind my house?

**John Hoppie**

Highly unlikely.

**Tom Shelton**

That three-year duration is for the entire 26 miles. It won't be three years in any one particular location. They may complete one section and then move over the next section.

**John Hoppie**

Now let me clarify that they may complete some grading and clearing in one section, and then go away. They will stop and then eventually come back. It's going to be sporadic. It is not going to be the full three years duration. I doubt that it's going to be more than a few months.

**Tom Shelton**

Sitting here in this planning stage, we can't tell how long they will be behind your house, but rest assured that you'll have plenty of advanced notice once that's determined.

**John Hoppie**

Rosa will be the person to talk to and know through the entirety of this project. She will be involved from now until opening day.

**Rosa Rosteet**

We will have community meetings from now until the day we open. Also, John didn't mention this, but we also have an Art and Design Program, which will be brought in to work with each municipality and help make stations specific to each community. So we will have additional meetings for that and we will get approved together to help us determine how the station should look. There will be some things that will be similar for the rest of the stations but will be able to make a couple of changes here and there to reflect the community. We will have plenty of community meetings and open houses as we go through this process.





**Bobby Finken – Lakes of Coppell HOA**

I'm just curious. How much of this has changed since the explosion of Uber and Lyft? I am really concerned about your numbers that you displayed up there. I'm a huge DART fan. I take it from Carrollton to Love Field even though I have to transfer to ride the bus. I also take it to DFW Airport. I got on the train to DFW Airport and I was the only person to get on that train. This is in the afternoon, and I am sitting there saying that this is the fourth or fifth largest airport in the country and nobody is riding the light rail to-and-from it? I know Cotton Belt is being pushed by Addison and Richardson, who feel that they have not gotten their fair share on the DART funds that they sent in, but from capitalization, if the ridership is not there... Tell me where Lyft/Uber has hurt the ridership on DART, because obviously it has.

**John Hoppie**

Actually I think it is complimenting the ridership on DART. Rideshare is sort of our last and first mile connections. People who took buses to trains have had someone else drop them off at trains and pick them up, are now taking Uber and Lyft to trains. They are being economical about it. We are actually working with Uber and Lyft, with Toyota on zip cars, and we're working with bicycle programs in that last mile connection – those are enhancements to the system more than ever.

I had a discussion the other day when someone was asking how Uber and Lyft have affected us. I don't think its usage has fully affected us now. One of the first things we did when we first started building the light rail system was put it on all these Kiss & Ride parking spots. Bud Beene of Parsons (in attendance) can tell you that we put in way more than what he wanted to do.

The City of Dallas wanted to put in 15 at Mockingbird Station. At the time, they were used, and now with the prevalence of cell phones has changed that. When someone got on a train, they could call someone up and tell them exactly when they were going to be at the station. You can do the same thing with Uber and Lyft.

It is a range of time of clockwork connections. So people aren't waiting at the Kiss & Ride spots for someone to show up. Now they know somebody will be there and do not need those spots.

**Bobby Finken**

So you're saying that the ridership number of 7,600 passengers – is that just people from here going to Richardson? How many people will we anticipate will be dropped off at DFW?

**John Hoppie**

It is based on home-based work trips. So it's not the airport passengers that are accounted for in this system. It's the people who are going to work at the airport. You know some of them are captured, but it doesn't capture the special events as much as it captures home-based work trips.

**Bobby Finken**

I took that number and divided it by 15 hours, divided by 3 trains an hour, and it comes to 175 people an hour. I can assure you that I have ridden light rail to DFW many times and there aren't anywhere near this number of people. So you think more people are going to take this line than the Orange Line? I just think



that with all the people downtown and all the people living in uptown, will give you a lot more traffic than this one would. I do hope that it becomes highly successful.

**John Hoppie**

This is equivalent with pretty much where the TRE operates. These ridership numbers are based on the NCTCOG model. It does need to be modified and calibrated, and we will work with NCTCOG on doing that, which has to be approved by the Federal Transit Administration. There is a whole science that goes into it. I couldn't begin to explain, but it is a model that's accepted by the Federal Transit Administration.

**Guest of Tony Soto (name unknown)**

Are there different sections that are going to open up at different times?

**John Hoppie**

That is still to be determined, but it could be the case. This will be part of the design-build process. If it does get phased, it would likely be Addison going one direction or the other. Again, that has not been determined yet.

**Vijay Borra**

Is there a possibility for DART to build a second Cypress Waters Station where they can continue using a regular track?

**John Hoppie**

No. We were only clearing for one rail line right now. We are not advocating, nor have the support from our board for two rail lines.

**Vijay Borra**

If you're following that timeline, when will procurement process begin?

**John Hoppie**

Actually they are starting the procurement process now. I don't know exact timeline for it however. We cannot start the procurement for the land until we have our record of decision which will be in the spring of 2018.

**Guest of Tony Soto (name unknown)**

Is that going to be the time of the design period?

**John Hoppie**

Yes, there will be some overlap there, but we cannot do it until we have federal approval and until we covered all of our environmental matters. We also have to show that we have sufficient funding for the project.

**Vijay Borra**

My issue is that right now, you cannot build anything on my land. I can't really go to the City of Coppell and ask to build a strip center or anything.



**John Hoppie**

If you consider yourself at hardship, we can start talking to you and I can get you in touch with our real estate department. We would have to work with the Federal Transit Administration to do a hardship purchase at this point. That's something that could be done, however it would probably take as long to get through that process as it would to wait and see, but if you want to do that we can talk about it.

**Vijay Borra**

My problem is, I don't know if you have the funding, and if I go to the City of Coppell, they will likely say that this is a proposed DART property and they are not going to be favorable with a decision to give me a building permit. We have been waiting for this project for several years.

**John Hoppie**

Yes we talked to you in 2010.

**Matt Steer**

Is the FLIRT technology much quieter than light rail?

**John Hoppie**

Actually (references noise graphic), I'm looking here and the DART light rail train, with the length of 50 feet, is at about 80 decibels. The DCTA is at about 79 decibels, which is about the same profile as the proposed Cotton Belt vehicle. The FLIRT will probably be slightly quieter than that.

**Matt Steer**

Is it faster?

**John Hoppie**

It can go about 65 miles per hour. On a regular day it will likely travel 35 miles per hour.

**Robert Weatherford**

Are you considering a quiet zone at the existing rail line at Denton Tap as a possible noise mitigation step?

**John Hoppie**

That's still to be determined. It's not part of our project but it might be part of the overall city's mitigation. It wasn't in their resolution, but we have had discussions about it and it could be one consideration.

**Guest of Tony Soto (name unknown)**

Didn't you say it was going to be elevated there at Denton Tap and Belt Line Road?

**John Hoppie**

The Cotton Belt line will be, but the existing crossing is not.

**Steve Johnson – Creekview HOA**

Regarding the funding – did you say that on Sept. 12 the board will vote for the D2 and the Cotton Belt together?



**John Hoppie**

They will be joining them together in order to get the funding resolved. They will be approving them in the same resolution, but they remain separate projects.

**Steve Johnson – Creekview HOA**

So if both get declined then both will fail?

**John Hoppie**

Yes. So if there's opposition in one and agreement on the other, there will have to be some give and take there.

**Rosa Rosteet**

Thank you for your questions. We will be around to answer any more after this meeting. We encourage you to attend one or all three of the open houses that we have coming up. Be on the lookout for an electronic copy of this information so you can share this with your home and neighborhood associations.

**Robert Weatherford – Carter Estates HOA**

Will there be a copy of these slides available?

**John Hoppie**

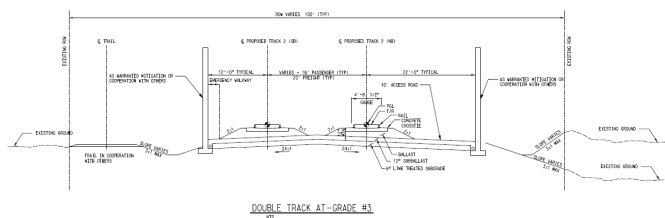
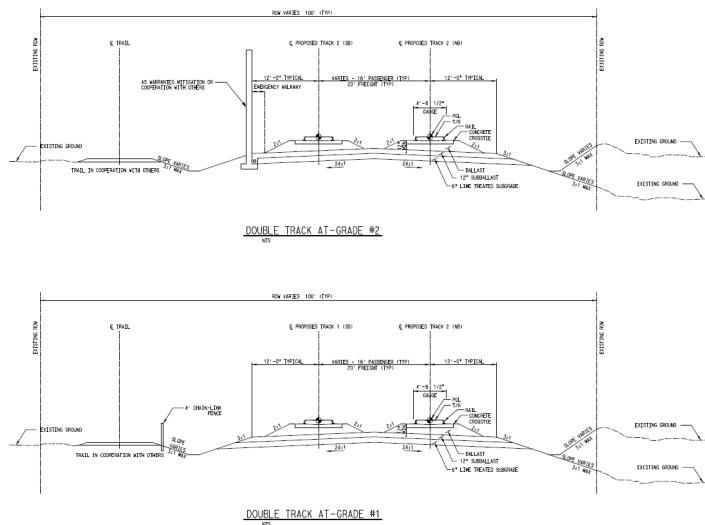
There will be a copy of these slides online that will be posted after our final area focus group meeting in September.

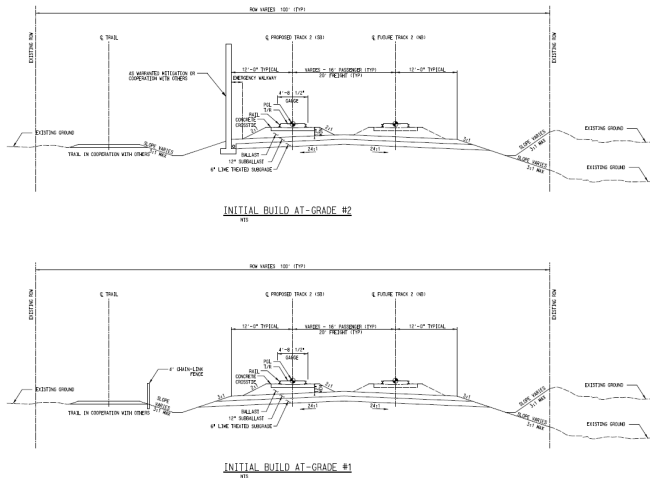


- Design Update
  - Alignment/Cross-section/Stations
- Environmental Update
  - Documentation of Existing Conditions
- Traffic Update
- Ridership
- Community Integration
- Property Acquisition
- Community Open Houses



- Horizontal alignment
- Vertical alignment
- Typical sections



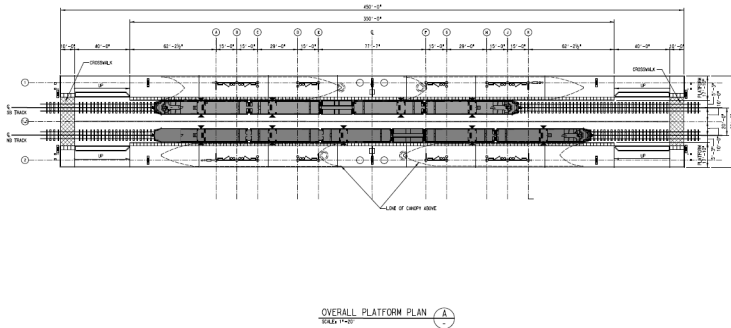


## Design Update: Stations

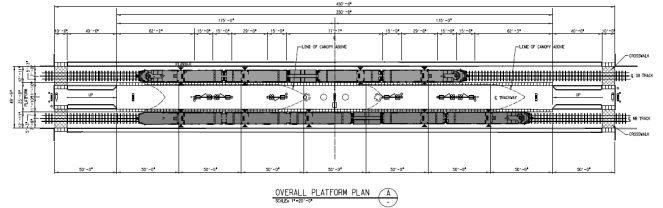
Revised Station Location and Length (350-foot)

- Side Platform Concept
- Center Platform Concept
- Conceptual Architectural Rendering
- Station Plan Views

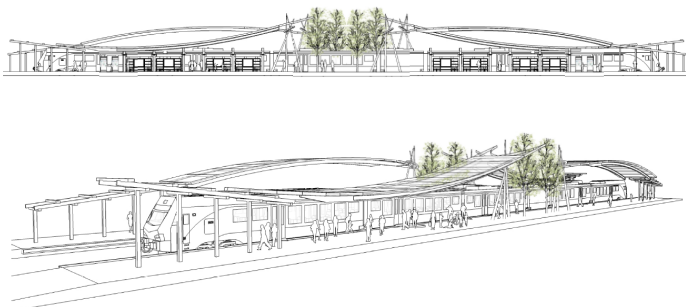
## Design Update: Stations



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## Design Update: Stations

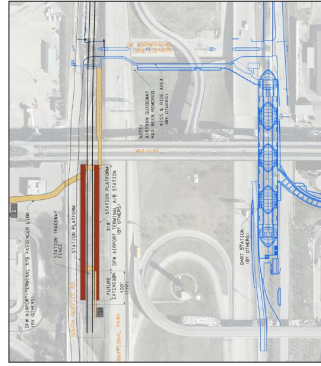
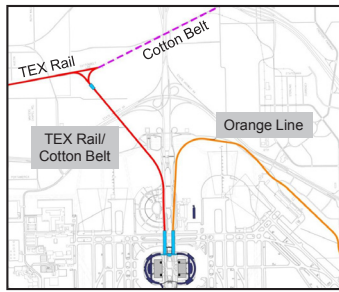


## Focus Area Alignment/Stations





## DFW Airport Alignment/Station



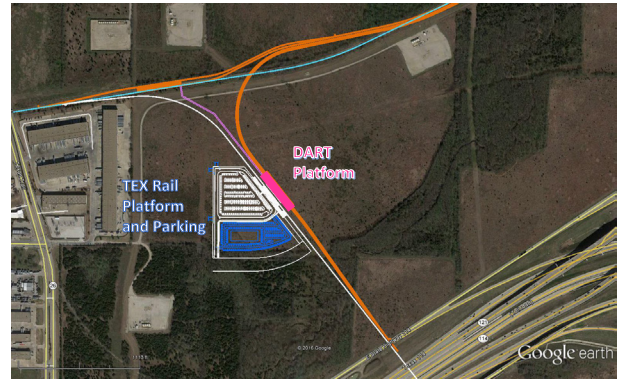
Terminal B  
Regional Rail  
Station

Terminal A  
Orange Line  
LRT Station



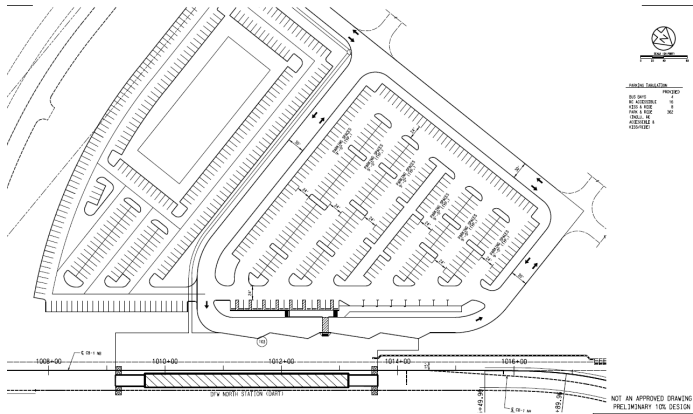
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## DFW North Alignment/Station



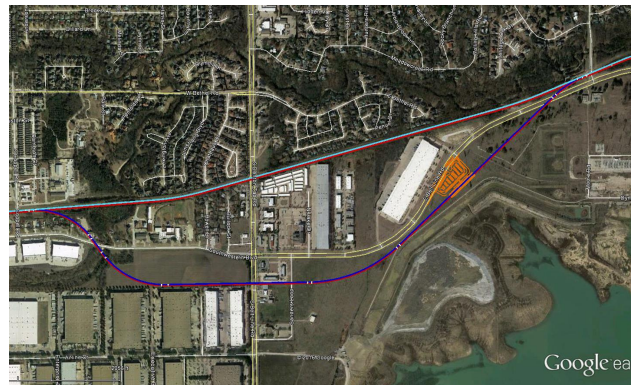
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## DFW North Station



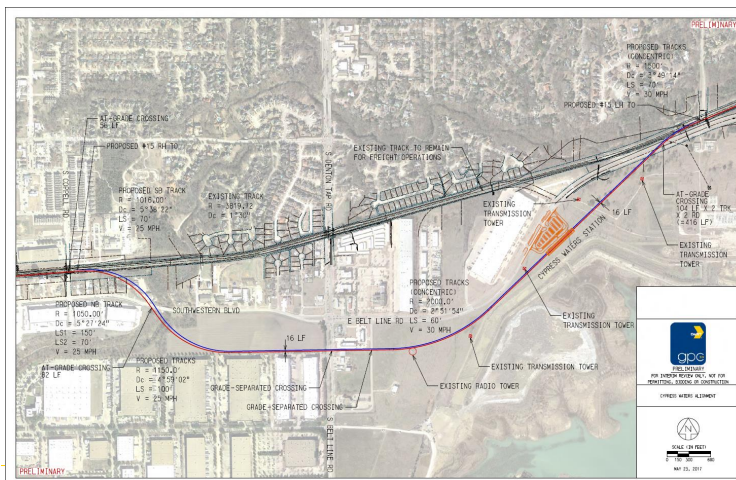
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## Cypress Waters Alignment/Station

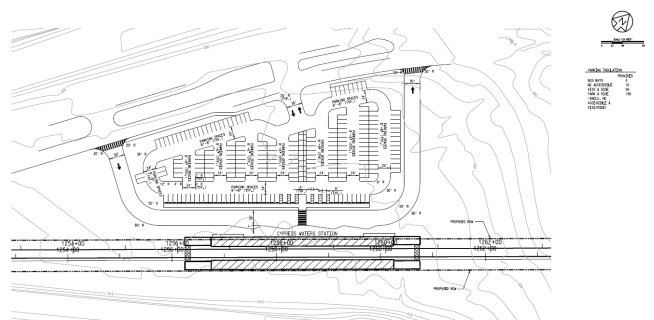


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## Cypress Waters Alignment/Station



## Cypress Waters Station



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# Traffic Update

STREET CROSSING LOCATION * (DFW/Coppell/ Cypress Waters AFG)	CITY	ANALYSIS RESULTS	MITIGATION REQUIRED
South Belt Line Road	Coppell	The northbound queue length extends beyond the Airline Drive intersection during the evening peak hour and the southbound queue length extends beyond the Southwestern Blvd intersection during the morning peak hour. <i>Analysis reconfirms need for grade separation of S. Belt Line Road.</i>	YES

\* No other crossing in focus area meets grade separation warrants



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# Focus Area Grade Separations



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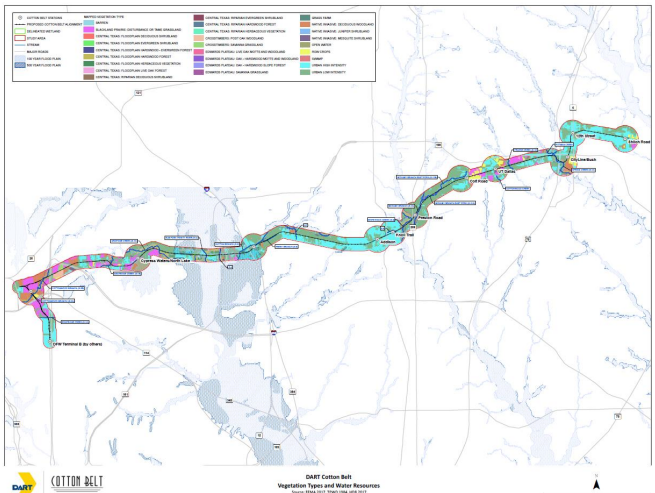
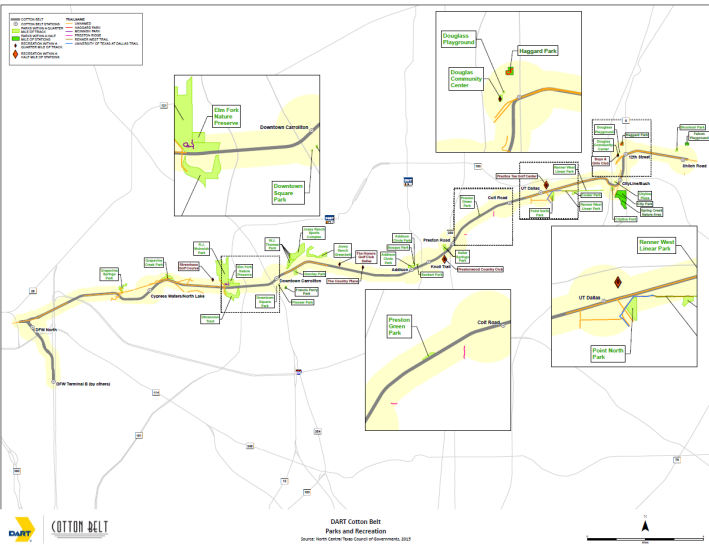
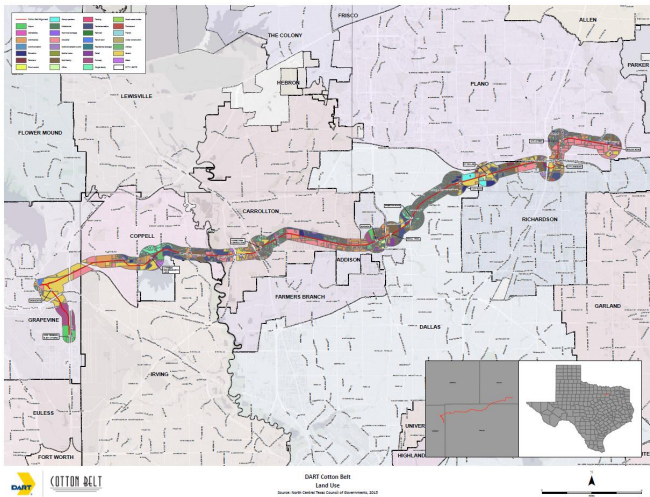
# Environmental Update

## Documentation of Existing Conditions

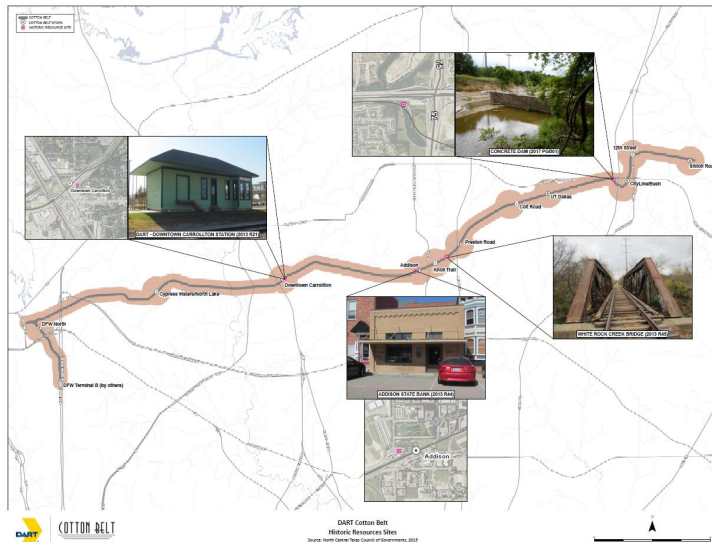
- Land Use
- Parks and Recreation
- Vegetation and Waters Resources
- Historic Resources



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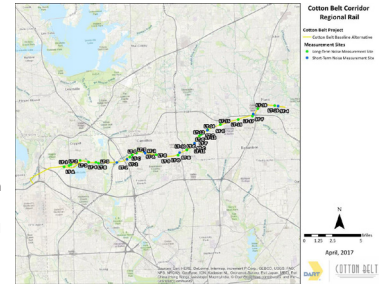


## Noise Methodology

A noise monitoring program has been initiated to characterize the existing noise conditions at representative noise-sensitive receptors along the Cotton Belt Corridor.

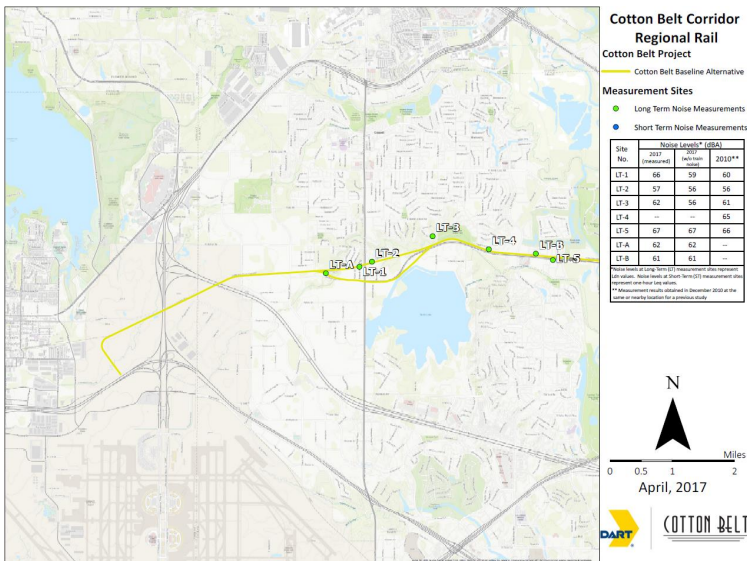
- Noise Monitors\* were installed at 27 locations to collect long-term (24-hour) noise measurements along the corridor.
- Noise Monitors\* were installed at 11 locations to measure short-term noise (1 hour).

\*Noise Monitors were NTi Audio model XL2 that conform to American National Standards Institute (ANSI) Standard S1.4 for Type 1 (Precision) sound level meters



DART let's go.

25



## Noise - Next Phase

- Assessment
- Identification of Impacts (Per FTA Criteria)
- Recommend Mitigation
- Generally Quiet Zones will be recommend along the most of the corridor

DART let's go.

27

## Cotton Belt Ridership

STATION NAME	DAILY RIDERSHIP	
	Opening Day	2040
DFWIA AB Terminal Station	1,200	1,200
North DFW Station	800	1,300
Cypress Waters Station	200	900
Downtown Carrollton Station	1,000	2,000
Addison Station	1,000	1,700
Knoll Trail Station	500	600
Preston Rd Station	300	500
Coit Rd Station	600	700
UT Dallas Station	700	900
CityLine/Bush Station	1,000	1,400
12th Street Station	200	300
Shiloh Station	400	700
Total	7,900	12,200

DART let's go.

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## Community Integration

Community Integration features such fences, walls, trails, landscaping, etc. will be incorporated into the project subsequent to identification of impacts and required mitigation.

- DART will work in cooperation with NCTCOG and local jurisdictions for implementation community integration features.

DART let's go.

29

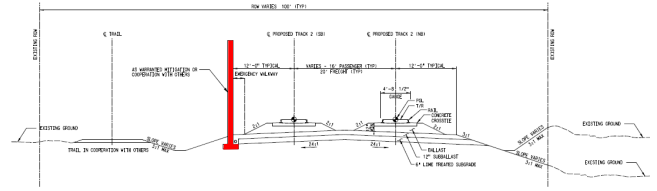
# Community Integration

## City of Coppell Resolution June 13, 2017

The City of Coppell fully supports ... the Cotton Belt Rail line throughout Coppell ... which would incorporate a Southern reconfiguration to provide a station in the Northlake / Cypress Water Campus subject to:

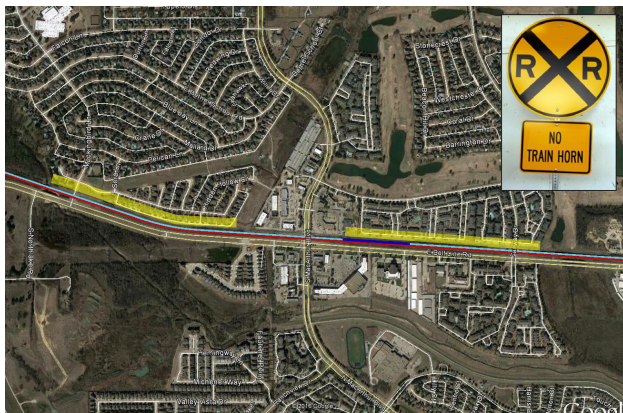
- Grade separation at South Belt Line Road
- Quiet zones... (Throughout Coppell)
- Sound walls and other noise attenuation elements along the route adjacent to single family residential areas...
- Trail by Rail segments along ... route...

# Noise

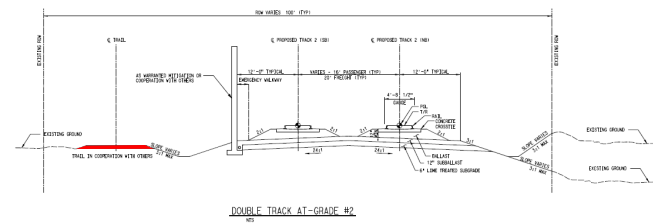


- Noise impact analysis will determine where sound walls are required.
- DART will work in cooperation with local jurisdictions for consideration of additional walls
- Quiet Zones will be recommend at residential areas along corridor

# Residential Adjacency

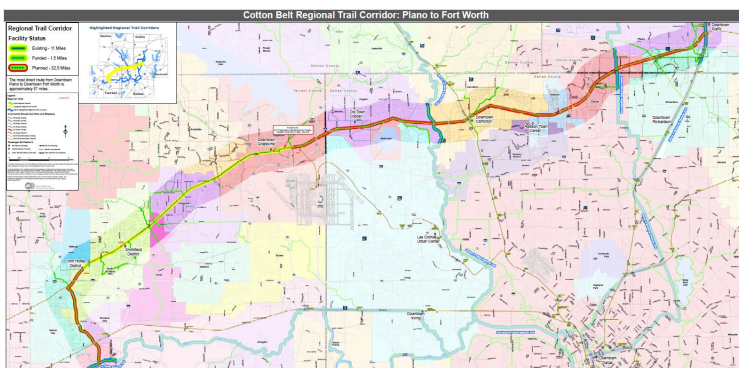


# Trails

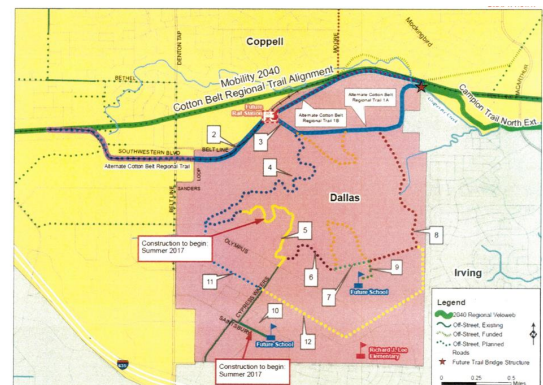


- DART will work in cooperation with NCTCOG and local jurisdictions for implementation of trails along corridor

# Cotton Belt Regional Trail (NCTCOG)

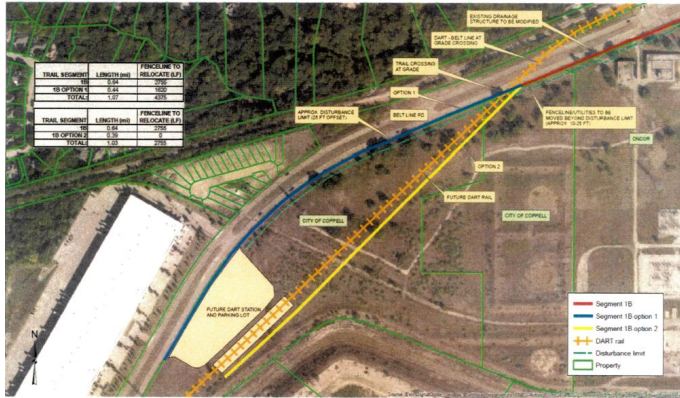


# Cypress Waters Trail





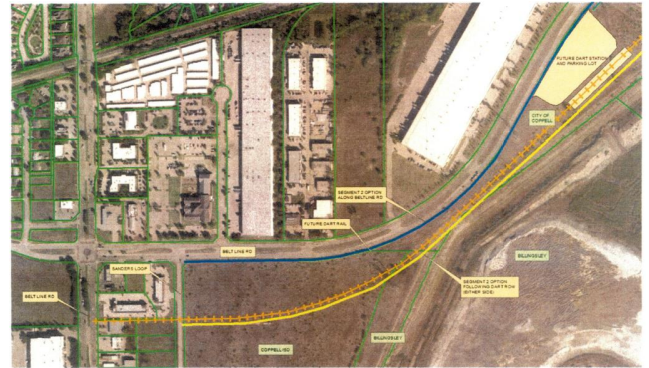
## Cypress Waters Trail



DART let's go.

36

## Cypress Waters Trail



DART let's go.

37

## Potential Trail Configuration

### Coppell

- Analyzing extending Cypress Waters Trail north on Sanders Loop then west on Southwestern.

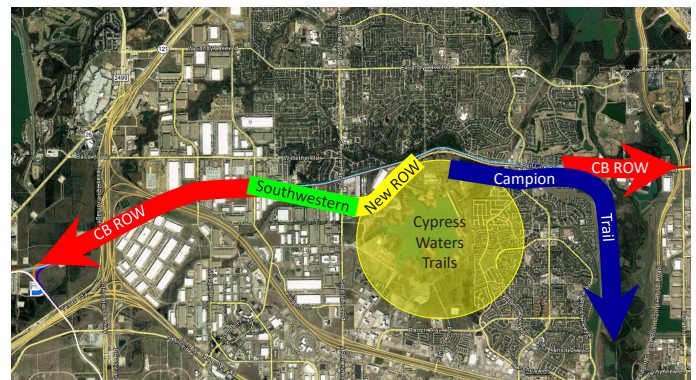
### DART

- Analyzing Cotton Belt Trail in corridor west of Freepoint and east of Fairway

DART let's go.

38

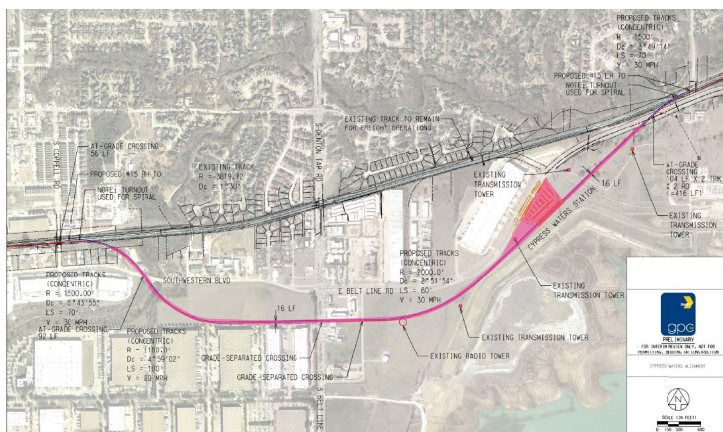
## Potential Trail Configuration



DART let's go.

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## Property Acquisitions



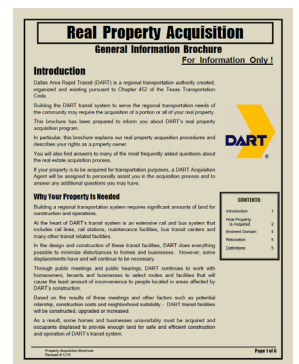
DART let's go.

40

## Property Acquisitions

Acquisition must adhere Federal guidelines regarding acquisition and relocation assistance including the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

- Fair market value
- Relocation benefits are provided for all dislocated businesses and residents (owner occupants and tenants)



DART let's go.

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# Open Houses

**Monday, September 18, 2017, 6:30 p.m.**

DeWitt Perry Middle School Cafeteria  
1709 East Belt Line Road, Carrollton, TX 75006  
(Parking and entrance off Warner Street)

**Wednesday, September 20, 2017, 6:30 p.m.**

Richardson Civic Center  
411 West Arapaho Road, Richardson, TX 75080

**Monday, September 25, 2017, 7:00 p.m.**

Parkhill Junior High School Cafeteria  
16500 Shady Bank Drive, Dallas, TX 75248





## CYPRESS WATERS / DFW / COPPELL AREA FOCUS GROUP MEETING 8.31.17

ORGANIZATION	TYPE	FIRST NAME	LAST NAME	TITLE	ADDRESS	CITY	ZIP	Phone	E-mail	Initials
		Vijay	Borra					(937) 219-4987	vborra@gmail.com	B
		Red	Nimma						lnreddy.nimma@gmail.com	
Soto's Auto		Tony	Soto		390 Southwestern Boulevard			(214) 908-4121	tcsoto@verizon.net	Tony Soto
Atmos Energy	Business	Chris	Henley						chris.henley@atmosenergy.com	
Billingsley (Community Representative)	Comm. Rep.	Bill	Walker	Senior Vice President Development	1722 Routh Street, Suite 770	Dallas	75201	(214) 270-0983	bwalker@billingsleyco.com	BW
Billingsley (Community Representative)	Comm. Rep.	Tom	Holland	Vice President Development	1722 Routh Street, Suite 770	Dallas	75201	(214) 270-0986	tholland@billingsleyco.com	
Billingsley (Community Representative)	Comm. Rep.	Marijke	Lantz	Senior Vice President Investments	1722 Routh Street, Suite 770	Dallas	75201	214-270-0970	mlantz@billingsleyco.com	
Billingsley (Community Representative)	Comm. Rep.	Guy	Gregg	Director of Landscape Management	3313 Plano Parkway	The Colony	75056	214-919-4317	ggregg@billingsleyco.com	GG
Billingsley (Community Representative)	Comm. Rep.	Elizabeth	Corbell	Senior Property Mgr. - CYPR Office	8840 Cypress Waters Blvd., Suite 160	Dallas	75019	972-684-5441	ecorbell@billingsleyco.com	
Billingsley (Community Representative)	Comm. Rep.	Cathy	Kuebler	VP Property Management	6404 International Business Pkwy, Suite 2302	Plano	75093	972-820-2259	CKuebler@Billingsleyco.com	
Carter Estates	HOA	Robert	Weatherford	President		Coppell	75019	(972) 304-6075	r.weatherford@verizon.net	RW
Chateaus of Coppell	HOA	Amit	Sangani			Coppell	75019	(972) 259-7090	amitsangani@hotmail.com	
Chateaus of Coppell	HOA	Mansi	Mhashelkar	President		Coppell	75019		mmhashelkar@gmail.com	
City of Coppell	Municipal	Mike	Land	City Manager	255 Parkway	Coppell	75019	(972) 304-3660	mland@coppelltx.gov	
City of Coppell	Municipal	Matt	Steer		255 Parkway	Coppell	75019		msteer@coppelltx.gov	MS
City of Coppell		Kent	Collins	Assistant Director of Engineering & Public Woks						
City of Coppell		John	Elias	Parks & Recreation Department						





## CYPRESS WATERS / DFW / COPPELL AREA FOCUS GROUP MEETING 8.31.17

ORGANIZATION	TYPE	FIRST NAME	LAST NAME	TITLE	ADDRESS	CITY	ZIP	Phone	E-mail	Initials
City of Grapevine	Municipal	Bryan	Beck	Director of Public Works	200 S. Main Street	Grapevine	76051	(817) 410-3130		
Coppell Chamber of Commerce	Chamber of Commerce	Christine	Douglass	President/CEO	708 Main Street	Coppell	75019	(972) 393-2892	christine@coppellchamber.org	
Coppell Greens	HOA	Carmen	Prince		139 Fallkirk Drive	Coppell	75019		carmen_e_prince@yahoo.com	
Coppell Greens	HOA	Jim	Prince		139 Fallkirk Drive	Coppell	75019		jprince46@yahoo.com	
Coppell Greens	HOA	Vijay	Vilamuri		213 Fallkirk Drive	Coppell	75019		vj1999@gmail.com	
Park 'n Fly	Airport Parking			Lot Manager	800 South Royal Lane	Coppell	75019	(972) 471-1194		
Summit at the Springs	HOA	Whitney	Heiman	Member	742 Armstrong Blvd	Coppell	75019		wheimann@craftmade.com	
Summit at the Springs	HOA				P.O. Box 1814	Coppell	75019			
Sports Garden DFW	Recreation Center	Marty	Kennard	Owner	1850 East Belt Line Rd.	Coppell	75019	(972) 462-7715	info@yucatanbeachclub.com	
Coppell Greens	HOA	Phillip	LaBerge	President	858 Dalmalley Lane	Coppell	75019	(972) 899-1667	cavalaire@hotmail.com	
Coppell ISD	Coppell School District	Sid	Grant	Assistant Superintendent for Business Support Services	1303 Wrangler Circle, Suite 100	Coppell	75019	(214) 496-6024	sgrant@coppellisd.com	
Creekview	HOA	Steve	Johnson	<del>159</del>	<del>159 Salem Court</del>	Coppell	75019	<del>(214) 912-6087</del>	steven.r.johnson@csra.com	
Creekview	HOA	Charles	Dale		189 Asher Court	Coppell	75019	(972) 393-7986	need new email	
Creekview	HOA	Ken	Schwantner		209 Penuel Drive	Coppell	75019	(469) 293-7597	schwantner@aol.com	
Creekview	HOA	Josh and Adrienne	Causey		245 East Bethel Road	Coppell	75019	(214) 682-9890	causey245@yahoo.com	
Creekview	HOA	Bill	Calvalle		2340 E Bethel Rd	Coppell	75019		bcavalle@msn.com	
Creekview	HOA	Herman	Denzer		257 E. Bethel Rd	Coppell	75019	# doesn't work	hdenzer@gmail.com	
Cypress Waters	Comm. Rep.	Rockie	McMillan-Allen	Operations Manager	3211 <del>Scotch Creek</del>	Dallas	75019	(972) 774-5800	rallen@cypresswaters.com	
Gaylord Texan Hotel & Convention Center	Business	Larry	Slawter	Horticulture Manager	1501 Gaylord Trail	Grapevine	76051	(817) 778-2355	gaylordtexanengineering@marriott.com	
Grapevine Mills Mall	Shopping Center	Dori	Ruiz	Office Administrator	3000 Grapevine Mills Parkway	Grapevine	76051	(972) 724-4910	druiz@simon.com	

**CYPRESS WATERS / DFW / COPPELL AREA FOCUS GROUP MEETING 8.31.17**

[illegible]

# Notice of DART Community Open Houses

## Cotton Belt Regional Rail Corridor Project

You are invited to attend a community open house to review the progress of the Cotton Belt Regional Rail Corridor Project. DART, in cooperation with the Federal Transit Administration (FTA), the Federal Railroad Administration (FRA), and the Federal Aviation Administration (FAA), is preparing an Environmental Impact Statement (EIS) to assess the impacts and benefits of passenger rail service on the 26-mile long Cotton Belt Corridor from DFW International Airport to Plano.

Open house displays will include:

- Updated alignment drawings and station layout;
- Results of Traffic/Grade Separation Analysis; and
- Identification of existing conditions along the corridor including, parks, cultural resources, land uses, etc.

This series of open house meetings will focus on existing conditions along the corridor and information learned in the data collection phase of the project. Future public meetings will focus on corridor impacts and mitigation.

## Dates & Locations

**Monday, September 18, 2017, 6:30 p.m.**

DeWitt Perry Middle School Cafeteria  
1709 East Belt Line Road, Carrollton, TX 75006  
(Parking and entrance off Warner Street)

**Wednesday, September 20, 2017, 6:30 p.m.**

Richardson Civic Center  
411 West Arapaho Road, Richardson, TX 75080

**Monday, September 25, 2017, 7:00 p.m.**

Parkhill Junior High School Cafeteria  
16500 Shady Bank Drive, Dallas, TX 75248

### For More Information

Please visit [DART.org/cottonbelt](http://DART.org/cottonbelt) or contact  
DART Community Engagement at 214-749-2522.





**Flip Chart Notes**  
Cypress Waters / DFW / Coppell  
Area Focus Group Meeting  
Thursday, Aug. 31, 2017

Cypress/DFW/Coppell

- How wide will double track be?
  - 100 ft. of ROW
- Will the trails be a 2nd procurement?
  - we aren't quite there it could be sooner
- The Cotton Belt ROW does cut the Coppell ISD land - they are moving
- DART Board will be voting on Debt Resolution on Sept. 12 along with D2.
- There is still funding details going on.
- Will when we know about actual sections (near homes)
  - Scenarios will change between opening year and the future
  - at the end of the overall project double track
  - walls will be determined after noise analysis
  - Impacts and mitigation should be determined in the fall

- City of Coppell Res. that benefits Cotton Belt
- City of Coppell trails - DART will work w/ cities connecting will already existing
- no grade sep @ MacArthur & Belt line
- Track will cross Belt line just west of MacArthur
- Draft EIS avail. Dec./Jan.
- Schedule: Design-Build will begin last quarter of 2019 with opening of Dec. 2022
  - will not be full construction @ one point all at once
- public meetings/open houses will occur through opening day
- concerned about ridership numbers w/ things like Uber/Lyft
  - Uber/Lyft have actually compliment DART as a "last mile" system

- Ridership accounts for home-based-work trips not so much flyers into DFW
- unsure if it could be phased opening
- only advancing Cypress Waters line
- Procurement process has begun - contractors
- Buying of land will be after record of decision
- If a hardship is determined on land discussions could start sooner
- Is FURT quieter?
  - about the same as Light Rail
  - can go up to 65 mph (a little slower than TRE)
- are you considering quiet zone @ Denton Twp?
  - to be determined