

Questions provided to the Comment Box related to the Dallas North Tollway Design Guidelines.
Date: 11-10-21

1. The road needs to be put back at Star Trace Parkway that went across the Tollway.

Thank you for providing the comment regarding Star Trace Parkway at the Dallas North Tollway. When the Villages at Star Trail was developed, Star Trace Parkway extended to the northbound DNT Frontage Road where the traffic along the northbound DNT Frontage Road was two-way at that time. This connection was temporary since the North Texas Tollway Authority's (NTTA) plan for the Dallas North Tollway does not include a grade separated intersection at Star Trace Parkway. The schematic design of the Dallas North Tollway includes grade separated intersections at Lovers Lane, First Street, Prosper Trail and Frontier Parkway. With only a mile separating First Street and Prosper Trail, there is not enough distance to incorporate a grade separated intersection at Star Trace Parkway. With the ultimate plan for Star Trace Parkway to end at the southbound DNT Frontage Road and not extend permanently to the northbound DNT Frontage Road, the temporary extension of Star Trace to the northbound DNT Frontage Road was removed with Collin County's construction of the southbound DNT Frontage Road project.

For additional information on NTTA's plans for the Dallas North Tollway, you can click on the following link:

<https://www.ntta.org/roadsprojects/futproj/dntphase45/Pages/default.aspx>

2. What's wrong with antique stores and car dealerships?

In the current Zoning Ordinance antique stores are in the same category with used furniture stores. The categories in the design guidelines generally followed what was already in the existing town ordinance. Used furniture stores, although they provide a good service, is not a business type that is consistent with the goals for development of the Dallas North Tollway. However, antique stores will be considered for inclusion in the Neighborhood Services and Retail subdistrict as this type of business establishment can be a compatible addition to other neighborhood services and retail business establishments.

The goal of the Dallas North Tollway is to have future development pushed up to the frontage roads to the greatest extent possible. This will minimize large, expansive parking lots in the front of the buildings. Designing building placement in this way will add to the attractiveness and vibrancy of the development that will be visible from the DNT and the frontage roads. Car dealerships are strong viable businesses that can bring economic development and employment to the Town of Prosper. However, the typical site design of car dealerships are generally not a compatible use with the vision of the DNT.

In addition, the design of car dealerships generally don't provide for the ease of integrating landscaping and trees throughout parking lot areas, which is another goal of the design guidelines. And even though people will more than likely need cars to navigate through much of the Dallas North Tollway area, car dealerships with large pavement designed for the automobiles, make it challenging to integrate pedestrian connections safely through-out the developments. Zoning allows for the placement of different types of businesses in locations where towns deemed them to be the most appropriate. In Prosper, sites along U.S. 380 have been identified as one of the areas deemed appropriate for the

location of car dealerships. For example, the area in between Legacy Dr and Mahard Parkway on U.S. 380 is a location where there are 4 existing/approved car dealerships.

- 3. I would really like the tollway to remain “ground level.” Is the plan to have it remain ground level unless a bridge is needed? If so, will there be a bridge at Frontier?**

The extension of the Dallas North Tollway through the Town of Prosper includes 4 bridges, and they are located at Lovers Lane, First Street, Prosper Trail and Frontier Parkway. The main lanes will be constructed similar to the Dallas North Tollway south of US 380. Construction is anticipated to begin in 2024 and be complete in 2027. If you would like to learn more about the project, you can visit the North Texas Tollway Authority (NTTA) website at the following link:

<https://www.ntta.org/roadsprojects/futproj/dntphase45/Pages/default.aspx>

- 4. Will the main lanes be “ground level” in-between the bridges similar to the tollway South of the 380?**

Yes, the main lanes should be near the elevation of the service roads. Recently, Prosper was informed that the North Texas Tollway Authority has selected an engineering design firm to begin preparing the construction drawings. The Town will have an opportunity to review those and those drawings will provide the specifics on actual road elevations, etc. It’s exciting to see them making progress on this important project.