WELCOME

Advisory Task Force Meeting
Northwest Highway and Preston Road Area Plan

Tuesday May 3, 2016
6:00 p.m.

Walnut Hill Recreation Center – Ballroom
10011 Midway Road
Dallas, TX 75229

I. Welcome Councilmember Gates

II. Recent Activities Mark Bowers

III. Alternative Scenario Comparison & Analysis Consultant Team

IV. Vision - Development Attributes Consultant Team

V. Draft Implementation Approach Consultant Team
   - Short to Mid Term Improvements
   - Long Term Improvements
   - Preliminary Implementation / Policy Direction

VI. Regional Transportation and Parking Michael Morris

VII. Next Steps Mark Bowers

VIII. Closing Councilmember Gates

More information about the Northwest Highway and Preston Road Area Plan may be found at www.nctcoq.org/planningstudies.
Agenda

- Welcome
- Recent Activities
- Alternative Scenario Comparison and Analysis
- Vision - Development Attributes
- Draft Implementation Approach
  - Short to Mid Term Improvements
  - Long Term Improvements
  - Preliminary Implementation / Policy Direction
- Regional Transportation and Parking
- Next Steps
- Closing
Recent Activities

- Based upon ATF input at the March 30th meeting related to alternative scenarios to be evaluated, the team has modeled the scenarios and developed supporting documentation of implications.

- The team has also developed a Vision which includes the preferred development scenario, transportation improvements and public realm improvements. We include both short-term and long-term recommendations to achieve this vision.
Draft Vision Statement / Guiding Principles
Overview

Vision

- Describes where we want to go (i.e., the desired result, not the process to get there)
- Succinct and memorable statement
- Developed from input from the Advisory Task Force, Open House #1, Neighborhood Interviews, and Community Survey

Guiding Principles

- Cover issues that provide overall guidance related to multiple topics (Future Development, mobility, urban design, economic development, etc.)

Implementation

- Outline the process / steps to move towards the desired vision (Preliminary ideas covered later in the meeting)
DRAFT Vision Statement

The Northwest Highway and Preston neighborhood is a desirable place to be in Dallas, offering a variety of living, working, shopping, entertainment and recreation choices, with Preston Center at its heart, a premier place of employment with a vibrant mixed-use environment, surrounded and nurtured by strong, stable, protected neighborhoods, and well connected by multiple local and regional transportation options.
Alternative Scenario Comparison and Analysis
Overview

- We are presenting 3 scenario alternatives: residential focus, mixed use focus and baseline scenario (as refined by the ATF on March 30th). The residential focus and mixed use focus scenarios are measured against the baseline scenario and existing development. The baseline “no action scenario” is a model of the maximum allowable development under existing zoning.

- This modeling process examined the entire study area (all zones), however, this presentation focuses on parcels that have significant additional capacity for development within Zone 1, and Zone 4.

- All scenarios will be presented in terms of net new development over existing development.
Zone 1 Scenarios
Zone 1 – Residential focus, updated existing garage (1A Map)
Zone 1 – Residential focus, updated existing garage (1A)

- Preston Center with *moderate* level of redevelopment as a mixed-use center

- Upgrade the existing parking structure and area with architectural, streetscape, and wayfinding improvements
Zone 1 – Residential focus, updated existing garage (1A)

- 1,222 net new residential units with parking accommodated within each residential building

- Reduction of Retail – 39,805 sf net lost retail

- Reduction of Office – 127,871 sf net lost office

- Appropriate Level of Civic and Parking

- Regulatory
  - Maintain existing residential proximity slope
  - Allow residential development through mixed-use zoning
  - Introduce higher standards for streetscape and pedestrian and bicycle amenities
Zone 1 – Mixed-use focus, new underground garage (1B Map)
Zone 1 – Mixed-use focus, new underground garage (1B)

- Preston Center with *robust* level of redevelopment as a mixed-use center
- Underground parking structure (on site of existing structure) with signature open space, pedestrian and streetscape improvements on the surface
Zone 1 – Mixed-use focus, new underground garage (1B)

- 2,704 net new multi-family units (apartments / condos)
- Retail – 457,978 sf net new retail
- Office – 382,521 sf net new office
- Appropriate Level of Civic and Parking

- Regulatory
  - Maintain existing residential proximity slope
  - Allow residential development through mixed-use zoning
  - Allow for underground parking structure and associated open space improvements
  - Introduce higher standards for streetscape and pedestrian and bicycle amenities
Comparing the two Scenarios for Zone 1

Net new multi-family units (apartments / condos)

<table>
<thead>
<tr>
<th>Housing Units</th>
<th>Residential focus, updated existing garage (1A)</th>
<th>Mixed-use focus, new underground garage (1B)</th>
<th>Baseline Scenario</th>
<th>Existing Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>Net new multi-family units</td>
<td>1,222</td>
<td>2,704</td>
<td>2,428</td>
<td>129</td>
</tr>
</tbody>
</table>

Residential focus, updated existing garage (1A)
Mixed-use focus, new underground garage (1B)
Baseline Scenario
Existing Development
Comparing the two Scenarios for Zone 1

Net new retail square footage

<table>
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<tr>
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<td>457,978</td>
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<td>173,519</td>
</tr>
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<td>Existing Development</td>
<td>520,161</td>
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</table>
Comparing the two Scenarios for Zone 1

Net new office square footage

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<tr>
<td>Baseline Scenario</td>
<td>-537,599</td>
</tr>
<tr>
<td>Scenario</td>
<td></td>
</tr>
<tr>
<td>Existing Development</td>
<td>3,037,252</td>
</tr>
<tr>
<td>Development</td>
<td></td>
</tr>
</tbody>
</table>
Comparing the two Scenarios for Zone 1

Total Additional Daily Trips (All Modes)

<table>
<thead>
<tr>
<th>Scenario Description</th>
<th>Total Daily Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential focus, updated existing garage (1A)</td>
<td>867</td>
</tr>
<tr>
<td>Mixed-use focus, new underground garage (1B)</td>
<td>18,619</td>
</tr>
<tr>
<td>Baseline Scenario</td>
<td>10,810</td>
</tr>
<tr>
<td>Existing Development</td>
<td>33,253</td>
</tr>
</tbody>
</table>
Comparing the three Scenarios for Zone 1 – Mode Split

Residential focus, updated existing garage (1A)
- Vehicle: 90.9%
- Transit: 5.7%
- Walk: 3.4%

Mixed-use focus, new underground garage (1B)
- Vehicle: 89.4%
- Transit: 6.3%
- Walk: 4.3%

Baseline Scenario
- Vehicle: 92.0%
- Transit: 4.8%
- Walk: 3.2%

Existing Development
- Vehicle: 91.7%
- Transit: 5.2%
- Walk: 3.1%
Comparing the three Scenarios for Zone 1 – Internal Mode Split

Residential focus, updated existing garage (1A)

- Vehicle: 39.5%
- Walk: 60.5%

Mixed-use focus, new underground garage (1B)

- Vehicle: 43.5%
- Walk: 56.5%

Baseline Scenario

- Vehicle: 42.0%
- Walk: 58.0%

Existing Development

- Vehicle: 39.2%
- Walk: 60.8%
Zone 4 Scenarios
Zone 4 – Lower density residential (4A Map)
Zone 4 – Lower density residential (4A)

- Predominately a housing and mixed-use area. The difference between 4A and 4B is a higher level of residential redevelopment and units in 4B as compared to 4A
- Majority of new growth multi-family (condos / apartments)
- Some office and commercial at the corner of Hillcrest and Northwest Highway (Same amount in both 4A and 4B)
Zone 4 – Lower density residential (4A)

- 834 net new multi-family units (apartments / condos)
- 67,768 sf net new retail
- 13,499 sf net new office

Regulatory
- Deed restrictions would have to be removed
- Maintain existing residential proximity slope and include other provisions to ensure adequate buffer from existing homes at the rear
- On-site parking requirements reduced
- Change zoning to allow for increased density
Zone 4 – Alternative Scenario 4B Map
Zone 4 – Higher density residential (4B)

- Predominately a housing and mixed-use area with a increased intensity of redevelopment compared to 4A
- Majority of new growth multi-family (condos / apartments)
- Some office and commercial at the corner of Hillcrest and Northwest Highway (Same amount in both 4A and 4B)
Zone 4 – Higher density residential (4B)

- 1,670 net new multi-family units (apartments / condos)
- 67,768 sf net new retail
- 13,499 sf net new office

Regulatory
- Deed restrictions would have to be removed
- Maintain existing residential proximity slope and include other provisions to ensure adequate buffer from existing homes at the rear
- On-site parking requirements reduced
- Change zoning to allow for increased density
Comparing the three Scenarios for Zone 4

Net new multi-family units (apartments / condos)

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Housing Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lower density residential (4A)</td>
<td>834</td>
</tr>
<tr>
<td>Higher density residential (4B)</td>
<td>1,670</td>
</tr>
<tr>
<td>Baseline Scenario</td>
<td>1,957</td>
</tr>
<tr>
<td>Existing Development</td>
<td>2,256</td>
</tr>
</tbody>
</table>
Comparing the three Scenarios for Zone 4

Net new retail square footage

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Sq Ft Retail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lower density residential (4A)</td>
<td>56,000</td>
</tr>
<tr>
<td>Higher density residential (4B)</td>
<td>56,000</td>
</tr>
<tr>
<td>Baseline Scenario</td>
<td>56,493</td>
</tr>
<tr>
<td>Existing Development</td>
<td>123,036</td>
</tr>
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</table>
### Comparing the three Scenarios for Zone 4

#### Net new office square footage

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<td>13,449</td>
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<tr>
<td>Baseline Scenario</td>
<td>-31,652</td>
</tr>
<tr>
<td>Existing Development</td>
<td>55,198</td>
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Comparing the three Scenarios for Zone 4

Total Additional Daily Trips (All Modes)

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<th>Scenario</th>
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<tr>
<td>Lower density residential (4A)</td>
<td>6,401</td>
</tr>
<tr>
<td>Higher density residential (4B)</td>
<td>10,697</td>
</tr>
<tr>
<td>Baseline Scenario</td>
<td>12,313</td>
</tr>
<tr>
<td>Existing Development</td>
<td>18,823</td>
</tr>
</tbody>
</table>
Comparing the three Scenarios for Zone 4 – Mode Split

Lower density residential (4A)
- Vehicle: 5.6%
- Transit: 3.4%
- Walk: 91.0%

Higher density residential (4B)
- Vehicle: 6.0%
- Transit: 4.0%
- Walk: 90.0%

Baseline Scenario
- Vehicle: 4.8%
- Transit: 3.2%
- Walk: 92.0%

Existing Development
- Vehicle: 5.2%
- Transit: 3.1%
- Walk: 91.7%
Comparing the three Scenarios for Zone 4 – Internal Mode Split

- **Lower density residential (4A)**
  - Vehicle: 40.2%
  - Walk: 59.8%

- **Higher density residential (4B)**
  - Vehicle: 40.3%
  - Walk: 59.7%

- **Baseline Scenario**
  - Vehicle: 42.0%
  - Walk: 58.0%

- **Existing Development**
  - Vehicle: 39.2%
  - Walk: 60.8%
Vision – Development Attributes
How did we get to recommending a preferred scenario?

Here's how we arrived at proposing a preferred scenario:

- Considering input from the ATF, citizens attending public meetings, an online survey and interviews with neighborhood leaders and business and commercial interests from Zone 1 (in terms of the desired amount and type of new development)

- Conducting an inventory of current conditions

- Studying market conditions

- Testing several “bookend” scenarios and the “baseline” scenario in January and February

- Exploring the potential for redevelopment based on year built, improvement to land value ratio and additional development capacity under current zoning

- Referencing forwardDallas! goals and objectives
Vision – Zone 1 Development Attributes
Zone 1 – Vision

- A vibrant and lively Preston Center with a mix of adaptive reuse and continuing redevelopment as a mixed-use center
Zone 1 – Vision

- A vibrant and lively Preston Center with a mix of adaptive reuse and continuing redevelopment as a mixed-use center

- Underground parking structure (on site of existing structure) with signature open space, pedestrian and streetscape improvements on the surface
Zone 1 – Vision

- A vibrant and lively Preston Center with a mix of adaptive reuse and continuing redevelopment as a mixed-use center

- Underground parking structure (on site of existing structure) with a signature open space (with programmed activities), pedestrian and streetscape improvements on the surface

- Enhanced pedestrian environment that accommodates a range of adjacent uses that can change a building uses change
Zone 1 – Vision

- A vibrant and lively Preston Center with a mix of adaptive reuse and continuing redevelopment as a mixed-use center
- Underground parking structure (on site of existing structure) with a signature open space (with programmed activities), pedestrian and streetscape improvements on the surface
- Enhanced pedestrian environment that accommodates a range of adjacent uses that can change as the building uses change
- Better, safer connectivity for pedestrians and bicyclists with surrounding neighborhoods
Zone 1 – Vision Development Attributes

- Assumed mix of new development:
  - 35% Multi-family residential
  - 40% Office
  - 20% Commercial / Retail
  - 4% Civic / Institutional
  - 1% Open Space

- 2,600 – 3,000 net new multi-family units (apartments / condos)

- New retail – 375,000-475,000 sf net new retail

- New office along Northwest Hwy – 300,000-400,000 sf net new office

- Appropriate Level of Civic and Parking
Zone 1 – Vision Development Attributes (Cont’d)

- Regulatory
  - Maintain existing residential proximity slope
  - Allow residential development through mixed-use zoning
  - Allow for underground parking structure and associated open space improvements
  - Introduce higher standards for streetscape and pedestrian and bicycle amenities
Zone 1 - Comparing the vision scenario to other scenarios

Net new multi-family units (apartments / condos)

<table>
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<tr>
<th>Housing Units</th>
<th>Proposed Range</th>
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</tr>
<tr>
<td>Baseline Scenario Development</td>
<td>2,428</td>
</tr>
<tr>
<td>Existing Development</td>
<td>129</td>
</tr>
<tr>
<td>Proposed Preferred Scenario (1P)</td>
<td>3,000</td>
</tr>
<tr>
<td>Proposed Preferred Scenario (1P)</td>
<td>2,600</td>
</tr>
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Zone 1 - Comparing the vision scenario to other scenarios

Net new retail square footage

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<td>Existing Development</td>
<td>520,161</td>
</tr>
<tr>
<td>Proposed Preferred Scenario (1P)</td>
<td>375,000</td>
</tr>
<tr>
<td>Proposed Range</td>
<td>475,000</td>
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Zone 1 - Comparing the vision scenario to other scenarios

Net new office square footage

<table>
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<tr>
<th>Scenario Description</th>
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<td>3,037,252</td>
</tr>
<tr>
<td>Proposed Preferred Scenario (1P)</td>
<td>400,000</td>
</tr>
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Vision – Zone 4 Development Attributes
Zone 4 – Vision

WEST

- A desirable, multi-generational residential neighborhood providing a range of choices in urban residential products
Zone 4 – Vision

WEST

- A desirable, multi-generational residential neighborhood providing a range of choices in urban residential products

- High quality public realm with street trees and sidewalks connecting to surrounding neighborhoods, adjacent neighborhood supporting retail, and to Preston Center
Zone 4 – Vision

WEST

- A desirable, multi-generational residential neighborhood providing a range of choices in urban residential products

- High quality public realm with street trees and sidewalks connecting to surrounding neighborhoods, adjacent neighborhood supporting retail, and to Preston Center

EAST

- Neighborhood supporting retail at the corner of Hillcrest and Northwest Highway
Zone 4 – Vision Development Attributes

- Assumed mix of new development:
  - 30% Multi-family residential tower (condo)
  - 40% Low-rise multi-family residential (condo / apartment)
  - 10% Townhome
  - 5% Office
  - 10% Commercial / Retail
  - 5% Open Space

- 1,200 - 1,800 net new multi-family units (apartments / condos)

- 60,000 – 80,000 sf net new retail

- No new office development

Note: These alternative scenarios and their resulting implications are intended to isolate the implications of differing land use decisions in the study area - they are not to be considered as future plans for the area.
Zone 4 – Vision Development Attributes (Cont’d)

- Regulatory
  - Deed restrictions would have to be removed
  - Maintain existing residential proximity slope and include other provisions to ensure adequate buffer from existing homes at the rear
  - On-site parking requirements reduced
  - Change zoning to allow for increased density
Zone 4 - Comparing the vision scenario to other scenarios

Net new multi-family units (apartments / condos)

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<tr>
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</tr>
<tr>
<td>Existing Conditions</td>
<td>2,256</td>
</tr>
<tr>
<td>Proposed Preferred Scenario (4P)</td>
<td>1,800</td>
</tr>
<tr>
<td></td>
<td>1,200</td>
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Zone 4 - Comparing the vision scenario to other scenarios

Net new retail square footage

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<tbody>
<tr>
<td>Lower density residential (4A)</td>
<td>67,768</td>
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<td>67,768</td>
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<tr>
<td>Baseline Scenario</td>
<td>56,493</td>
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<tr>
<td>Existing Conditions</td>
<td>123,036</td>
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<tr>
<td>Proposed Preferred Scenario (4P)</td>
<td>80,000</td>
</tr>
<tr>
<td>Proposed Range</td>
<td></td>
</tr>
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</table>

Notes: Lower density residential (4A) and Higher density residential (4B) are both compared to the Baseline Scenario, which is then compared to the Existing Conditions Scenario. The Proposed Preferred Scenario (4P) is proposed to increase retail square footage.
Zone 4 - Comparing the vision scenario to other scenarios

Net new office square footage

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<td>Proposed Preferred Scenario (4P)</td>
<td>0</td>
</tr>
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NORTHWEST HIGHWAY AND PRESTON ROAD AREA PLAN
Vision – Zones 2, 5, 6 and 7
Zones 2, 5, 6 and 7 – Vision

- Highly desirable, single family detached neighborhoods
- Better, safer connectivity for pedestrians and bicyclists with surrounding neighborhoods and with Preston Center
- Traffic calming on key streets where supported by residents
Draft Implementation Approach
Short to Mid Term Improvements
(1 - 7 Years)
Short Term Framework Plan
Northwest Highway Short Term Improvements

In the short-term (1-3 years), surface, signal and turning improvements are made to Northwest Highway. Pedestrian enhancements are made to improve the walking environment, and access management improvements increase traffic safety by consolidating or eliminating unneeded curb cuts.

**Surface, Signal and Turning Improvements**
- Provide signalization on 6 intersections (TxDOT Underway)
- Provide turning lane and intersection improvements (TxDOT Underway)

**Improved Access**
- Conduct access management study to potentially recapture driveway cuts and increase landscaping improvements while increasing traffic safety and flow
Northwest Highway Short Term Improvements (Cont’d)

**Street Character / Public Realm / Pedestrian Improvements**

- Provide enhanced crosswalks / pavement markings (TXDOT Underway)
- Maximize widths of sidewalks overall as property redevelops
- Initiate a sidewalk improvement program funded through private/public funds
- Improve walkways along building frontages (south side) through signage and markings
- Provide crosswalks at cross streets within Preston Center at Northwest Highway
- Provide sidewalk and trees on vacant property on north side and designate a sidewalk on the office at NW corner at Preston
- Explore underground crossings from neighborhoods to the north to retail areas
Northwest Highway Short Term Improvements

Key Plan
Zone 1 Short Term Improvements
Zone 1 Short Term Improvements (Cont’d)

In the short-term (1-3 years), the parking structure is retained with no change in internal circulation. Buildings are anticipated to continue in adaptive reuse in response to market demands. The only new significant development occurs on consolidated properties that provide onsite parking.

Parking Structure
- Enforce employee parking in parking garage

Street Character / Public Realm
- Provide on street parking
- Provide streetscape enhancements where possible (see map)
- City provides crosswalk improvements
- Continue pedestrian crossing on Kate Street to highlight walkway along buildings (south side of NW Highway)
- Provide organized walkway along buildings fronting NW Highway to replace continuous sidewalk
Zone 1 Short Term Improvements (Cont’d)

Circulation / Roadway Improvements
- Reconfigure roads around parking garage to one travel lane with one-way circulation
- Provide wayfinding throughout zone

Open Space
- Small open space areas integrated into development
- Provide public realm enhancements including seating areas, small planting areas, etc.
Zone 1 Existing

Existing Parking Garage & Perimeter R.O.W.
Zone 1 Existing

Existing Parking Garage & Perimeter R.O.W.
Zone 1 Short Term Improvements (Cont’d)

Mixed Use Street Type A – Existing Parking Garage & Perimeter R.O.W.

NOTES:
1. ONE-WAY CIRCULATION; (WESTCHESTER & KATE – TWO TRAVEL LANE) & (BERKSHIRE & LUTHER – ONE TRAVEL LANE)
Zone 1 Short Term Improvements (Cont’d)

Mixed Use Street Type A – Existing Parking Garage & Perimeter R.O.W.
Zone 1 Mid-Term Improvements

In the mid-term (4-7 years), the parking structure is enhanced internally and externally. New development is focused predominately on residential development in a mixed-use environment with onsite parking.

Parking and Loading

- Provide enhancements to internal and external parking structure
- Remove parking garage exits to improve circulation (retain 2 in and 2 out)
- Provide dynamic parking management in garages
- Reconfigure parking to angled parking with a one-way loop around garage
- Explore option to have 90-degree parking in garage to maximize parking
- Provide a dedicated loading area to replace on-street loading
- Provide bike parking within garage and throughout district

Building Character

- Provide facade improvements through PID or other funding mechanism
- Provide outdoor seating opportunities in existing and new restaurant and retail areas
Zone 1 Mid-Term Improvements (Cont’d)

Street Character / Public Realm
- Line parking structure with trees
- Provide street trees and shade structures to improve pedestrian environment

Circulation / Roadway Improvements
- Provide angled parking on both sides of east-west streets
- Provide bike and pedestrian improvements such as crosswalks, sharrows, bike parking
- Redesign streets entering Zone 1 to create entry boulevards with enhanced pedestrian activity and double sided parking

Open Space
- Provide increased landscaping and amenities around parking garage
Zone 1 Mid-Term Improvements (Cont’d)

Mixed Use Street Type A – Existing Parking Garage & Perimeter R.O.W.

**NOTES:**
1. TWO-WAY CIRCULATION; (WESTCHESTER & KATE – TWO TRAVEL LANE) & (BERKSHIRE & LUTHER – TWO TRAVEL LANE)
Zone 1 Mid-Term Improvements (Cont’d)

Mixed Use Street Type A – Modified Parking Garage & Perimeter R.O.W.
Zone 1 Mid-Term Improvements (Cont’d)

Existing Parking Garage
Ground Level Parking Layout

Modified Parking Garage (Retain 2 in and 2 out Ground Level 90° Parking)

Existing Garage Ground Floor Spaces - 388

Garage Ground Floor Spaces – 376 (-12) with additional on-street parking in front of businesses
Zone 2 Short Term Improvements
Zone 2 Short Term Improvements (Cont’d)

In the short-term (1-3 years), no change in use is anticipated; 7 to 9 additional single family residential units are provided on the vacant property.

**Building Character**
- Allow estate lots oriented away from Northwest Highway

**Street Character / Public Realm**
- Provide wide sidewalk and trees along Northwest highway
- Provide on street bike facilities on Douglas, north of Northwest Highway (sharrows)

**Zone 2 Short Term Improvements**
In the long term, when the wall needs to be replaced, coordinate with the church to replace existing fence to allow a sidewalk along Northwest Highway
Zone 2 Short Term Improvements (Cont’d)

Northwest Highway Existing (Douglas to Preston)
Zone 2 Short Term Improvements (Cont’d)

Northwest Highway Short Term & Long Term (Douglas to Preston)
Zone 3 Short Term Improvements
Zone 3 Short Term Improvements (Cont’d)

In the short-term (1-3 years), there is no change in land uses, and pedestrian and bike amenities are enhanced to reflect community desires.

Street Character / Public Realm

- Provide perimeter sidewalk connections
- Follow bike plan to place a shared-use trail along the east side of Preston Road from NW Highway to Walnut Hill
- Support resident requests to install sidewalks on a block-by-block basis, with owner initiation per City policy
- Complete sidewalks on Edgemere and Hillcrest
- Address traffic calming on street by street basis
Zone 4 Short Term Improvements
Zone 4 Short Term Improvements (Cont’d)

In the short-term (1-3 years), public and private improvements prepare the area for redevelopment of new residential uses and limited office and service uses.

Street Character / Public Realm

- Add to streetscape amenities
- Upgrade street trees and provide new street trees in areas with gaps in tree cover
- Provide perimeter sidewalk connections
- Support resident requests to install sidewalks on a block-by-block basis, with owner initiation per city policy
- Complete sidewalks on Edgemere and Hillcrest
Zone 4 Short Term Improvements (Cont’d)

Northwest Highway Existing (Preston to Pickwick & Turtle Creek to Hillcrest)
Zone 4 Short Term Improvements (Cont’d)

Northwest Highway Short Term (Preston to Pickwick & Turtle Creek to Hillcrest)
Zone 4 Short Term Improvements (Cont’d)

Northwest Highway Existing (Pickwick to Turtle Creek)
Zone 4 Short Term Improvements (Cont’d)

Northwest Highway Short Term (Pickwick to Turtle Creek)
Zone 5, 6 & 7 Short Term Improvements

Legend
- Study Area
- Zones
  - Funded Signal Improvements
  - Signal Improvements Needed
  - NWH (Meadowbrook to Douglas)
  - NWH (Douglas to Preston)
  - Preston (Surface Improvements)
- Sidewalk Connection
- Existing Sidewalks
- Parcels
- Crosswalk Improvement

NORTHWEST HIGHWAY AND PRESTON ROAD AREA PLAN
Zone 5, 6 & 7 Short Term Improvements (Cont’d)

In the short-term (1-3 years), there are no changes in land use or circulation patterns.

**Building Character**
- Retain large lot residential character

**Street Character / Public Realm**
- Sidewalk connections should be available on a block by block basis as desired by neighborhoods
- Address traffic calming on street by street basis
Zone 5, 6 & 7 Short Term Improvements (Cont’d)

Northwest Highway Existing (Meadowbrook to Douglas)

6 TRAVEL LANES DIVIDED +/- 78'

EXISTING SIDEWALK/VARIES

ZONE 1 & 6

NORTHWEST HIGHWAY R.O.W. VARIES

ZONE 2 & 7
Zone 5, 6 & 7 Short Term Improvements (Cont’d)

Northwest Highway Short Term (Meadowbrook to Douglas)
Long Term Improvements (8+ Years)
Long Term Framework Plan

Legend
- Study Area
- Zones
  - Funded Signal Improvements
  - Signal Improvements Needed
  - NWH (Meadowbrook to Hillcrest)
  - Mixed Use Street Type A
  - Mixed Use Street Type B
  - Bandera (Turtle Creek to Hillcrest)
  - Preston (Surface Improvements)
  - Sidewalk Connection
  - Existing Sidewalks
  - Parcels
  - Signature Open Space
  - Park / Open Space
  - Crosswalk Improvement

NORTHWEST HIGHWAY AND PRESTON ROAD AREA PLAN
Northwest Highway Long Term Improvements

In the long term (8-plus years) regional traffic is diverted to other existing and/or new roadway facilities resulting in reduced traffic and opportunities to enhance the public realm.

**Enhance Public Realm**
- Widen sidewalks
- Provide street trees and other street amenities

**Circulation/Roadway Improvements**
- Divert a portion of regional traffic to other (existing and/or new) facilities
- Accommodate on street bike lanes
- Reconfigure circulation patterns into and out of Zone 1 and adjacent neighborhoods
Northwest Highway Long Term Improvements (Cont’d)

Street Character/ Public Realm/ Pedestrian Improvements

- Work with church to move screening wall to accommodate sidewalk along northern side to access bus stop
- Make connections to slip road to improve access and circulation
- Reconfigure streets connecting with Zone 1 to enhance entrances, control access and improve landscaping
Preston Road Long Term Improvements (Cont’d)

In the long term (8-plus years) circulation and public realm improvements are made to Preston Road.

**Circulation/Roadway Improvements**
- Coordinate with University Park to align Berkshire/Villanova signal with NW Highway signalization and improve intersection crosswalks

**Street Character/ Public Realm/ Pedestrian Improvements**
- Sidewalk improvements length of Preston Road
- Signals, access management to maximize traffic flow, sidewalks on western edge, streetscape improvements
- Ongoing interjurisdictional coordination to maximize road operations
Note: These alternative scenarios and their resulting implications are intended to isolate the implications of differing land use decisions in the study area - they are not to be considered as future plans for the area.
Zone 1 Long Term Improvements (Cont’d)

In the long term (8-plus years) a new, expanded underground parking structure is built to replace the existing above-grade structure. A signature open space is provide on top of the new garage. This new structure extends under existing public streets surrounding the current garage. New development enhances the public realm and focuses on residential structures which have a ground-floor retail component. To produce these developments, parcels are consolidated into larger development sites.

**Building Character**
- Provide underground garage with enhanced public realm
- Use shared parking throughout zone to maximize use of parking spaces
- Incentivize vertically integrated mixed use structures with ground floor retail
- Continue to provide onsite parking for large new developments

**Open Space**
- Provide signature open space on top of the garage
- Provide park amenities and programming with a citywide audience
Zone 1 Long Term Improvements (Cont’d)

**Street Character/ Public Realm**
- Enhance the streetscape including pedestrian amenities and outdoor dining around the central open space

**Parking and Loading**
- Provide parallel parking around park
- Maximize parking spaces and limit number of floors required by building underground parking all the way to right of way
- Enhance wayfinding throughout zone
- Use dynamic parking to identify parking availability using space sensor technology

**Circulation / Roadway Improvements**
- Reconfigure flow with two-way circulation
- Integrate bike and pedestrian improvements throughout zone
Zone 1 Long Term Improvements (Cont’d)

Existing Parking & Garage Perimeter R.O.W.
Zone 1 Long Term Improvements (Cont’d)

Mixed Use Street Type A – Long Term Parking Garage & Perimeter R.O.W.

- Mixed Use
- Long-Term Parking Garage Perimeter R.O.W. +/− 82'
- Signature Open Space
- Underground Parking

NOTES:
1. Two-way circulation; (Westchester & Kate – two travel lane) & (Berkshire & Luther – two travel lane)
Zone 1 Long Term Improvements (Cont’d)

Mixed Use Street Type A – New Underground Parking Garage & Signature Open Space
Zone 1 Long Term Improvements (Cont’d)

Mixed Use Street Type B – Long term
Zone 4 Long Term Framework
In the long term (8-plus years) Zone 4 is prepared to accommodate redevelopment of new residential uses and limited office and service uses. Similar densities are retained and additional parking such as tuck under and structured parking provided. Structures are updated and potentially increase in density and height as properties consolidate, if compatible with existing residential uses.

**Building Character**
- Allow increased densities and height, consistent with existing residential.
- Provide subsurface parking on site

**Street Character/ Public Realm**
- Add to streetscape amenities
- Provide new street trees in areas with gaps in tree cover
- Provide perimeter sidewalk connections
- Follow bike plan to place a shared-use trail along the east side of Preston Road from NW Highway to Walnut Hill
Zone 4 Long Term Improvements (Cont’d)

Bandera Existing (Turtle Creek to Hillcrest)
Zone 4 Long Term Improvements (Cont’d)

Bandera Long Term (Turtle Creek to Hillcrest)
Preliminary Implementation / Policy Direction
Preliminary Implementation / Policy Direction

Recommendations for:

- **Land Use**
  - Use
  - Density Range
  - Height

- **Mobility**
  - Future Roadway Design
  - Bicycle and Pedestrian Improvements
  - Safety / Operations

- **Funding / Levels of Investment**
  - Public Improvement District (PID)
  - Tax Increment Financing (TIF)
  - Future bond programs
  - NCTCOG / NTTA / TxDOT / City of Dallas / Dallas County
  - City of Dallas Public/Private Partnerships
  - Parking Incentives for Mixed Use

- **Phasing and Triggers for Each Step**
Preliminary Implementation / Policy Direction

Underground Public Parking Garage (4-Levels Below Grade) & Signature Open Space

- Capacity
  - 1200 Vehicles

- Anticipated Construction Cost - Parking Garage
  - $54,000,000

- Anticipated Construction Cost - Signature Open Space
  - $4,000,000
Regional Transportation and Parking
Next Steps

- Based upon feedback received from the Advisory Task Force in this meeting, the consultant team will refine the vision and draft implementation approach.
- May 5th – Urban Design Committee will receive briefing from City Staff.
- May 17th – Community Open House to receive comment on the vision and strategies.
- May 19th – The City of Dallas Urban Design Advisory Committee and the City Plan Commission will receive briefings on the plan and Open House results.
- June 2nd – The City Planning Commission will receive a Briefing on the Northwest Highway and Preston Road Area Plan.
Closing

Project Website:  [www.nctcog.org/planningstudies](http://www.nctcog.org/planningstudies)
NORTHWEST HIGHWAY AND PRESTON ROAD AREA PLAN
Advisory Task Force Meeting # 6
May 3, 2016
## Scenario Comparison Matrix

**Draft 2016 01.28**

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<thead>
<tr>
<th>Scenario</th>
<th>Total Development (CMS)</th>
<th>Housing Units</th>
<th>Office &amp; Retail Space (CMS)</th>
<th>Parking Spaces</th>
<th>Zoning Density</th>
<th>Incremental Change</th>
<th>Costs/Change</th>
<th>Study Area (CMS)</th>
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**Note:**
1. Trip generation based on ITE Trip Generation 3/16 Edition. No user was included in this data. Internal capture and mode split reduction was included in the Trip generation analysis.
2. Existing Built Conditions: This data includes current built conditions. Based on existing and proposed changes.
3. Incremental Change: New built conditions, based on making each scenario.
4. **Zone A focus (Zone 1):** North of 63rd Street and west of 63rd Avenue. Includes all of the land west of 63rd Avenue.
5. **Zone B focus (Zone 2):** North of 80th Street and west of 83rd Avenue. Includes all of the land west of 83rd Avenue.

**Source:**

**Northwest Highway and Preston Road Area Plan**

**Abbreviations:**
S: Study Area
R: Reference Area
CMS: Current Market Scenario
Z: Initial Zoning Scenario

**Table: Incremental Change**

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Regional Transportation and Parking
Regional Transportation Council Actions

- Regional Transportation Council (RTC) approved a parking garage and transportation facility interface analysis for Northwest Highway / Preston Center on April 14, 2016

- The feasibility study will evaluate parking interfaces to identify parking availability to reduce congestion and aid in community development preferences

- Love Field Aviation Survey
  - October 2014: First Survey - Before Wright Amendment Repeal
  - October 2015: Second Survey - After Wright Amendment Repeal
Dallas North Tollway

1. Walnut Hill Lane
   - Entrance/exit ramps to/from the south only
   - Limited right-of-way (ROW) on east side
   - Neighborhood concerns for full access

2. Loop 12 (Northwest Highway)
   - Full north/south access in place
   - Intersection improvements needed to accommodate heavy turning movements
   - Texas U-turn (northbound-to-southbound)
   - Improvements that widen bridge deck must consider existing low vertical clearance on the tollroad

3. Lovers Lane
   - Restricted ROW on north side of interchange
   - Parallel local streets adjacent to DNT
   - Added effects if Lovers Lane is widened

4. Mockingbird Lane
   - Full north/south access in place
   - Improvements needed to accommodate increased demand (Love Field)