WELCOME

Advisory Task Force Meeting # 7
Northwest Highway and Preston Road Area Plan

Thursday July 7, 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. Scenario Comparison Matrix Overview | Consultant Team |
| IV. Transportation/Land Use Triggers Overview | Consultant Team |
| V. Implementation/Priorities | Consultant Team |
| VI. Draft Report Summary | Consultant Team |
| 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.nctcog.org/planningstudies](http://www.nctcog.org/planningstudies).
NORTHWEST HIGHWAY AND PRESTON ROAD AREA PLAN

Advisory Task Force Meeting # 7
July 7, 2016
Agenda

- Welcome
- Recent Activities
- Scenario Comparison Matrix Overview
- Implementation / Priorities
- Transportation / Land Use Triggers Overview
- Draft Report Summary
- Next Steps
- Closing
Recent Activities
Recent Activities – Community Open House

- The second open house was conducted on June 2, 2016 at the University Park United Methodist Church.
- A total of 167 people attended this meeting.
- Attendees were shown possible future scenarios for the area and asked to provide comments.
- As of June 27, 2016, a total of 82 comments were submitted:
  - Seventy-three of those comments were comment forms either submitted at the open house or via postal mail.
  - Nine comments were sent via email.
Scenario Comparison Matrix Overview
## Overview

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Total Acres</th>
<th>Developed Land</th>
<th>Vacant Land</th>
<th>Development on Vacant Land</th>
<th>Redevelopment on Already Developed Land</th>
<th>Large Lot Single Family</th>
<th>Conventional Lot Single Family</th>
<th>Small Lot Single Family</th>
<th>Townhome</th>
<th>Multi-Family</th>
<th>Office &amp; Retail Square Footage</th>
<th>Parking Spaces</th>
<th>(Off-Site Spaces Only)</th>
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<tbody>
<tr>
<td>Existing Development 3</td>
<td>1,072</td>
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<td>116</td>
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<td>3,037,252</td>
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<tr>
<td>Incremental Change (Zone 1)</td>
<td>78</td>
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<td>-</td>
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<td>130</td>
<td>1,119,067</td>
<td>(563,586)</td>
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<td>130</td>
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<td>130</td>
<td>2,840</td>
<td>100,900</td>
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<td>Zone 1 - Preferred Scenario</td>
<td>78</td>
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<td>2,919</td>
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<td>2,256</td>
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<td>Incremental Change (Zone 4)</td>
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<td>1,670</td>
<td>(31,652)</td>
<td>56,493</td>
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<td>Incremental Change (Zone 4)</td>
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<td>3,926</td>
<td>23,546</td>
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<td>Incremental Change (Zone 4)</td>
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<td>1,760</td>
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<td>-</td>
<td>3,956</td>
<td>55,198</td>
<td>193,036</td>
<td>0.14</td>
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</table>

NORTHWEST HIGHWAY AND PRESTON ROAD AREA PLAN
## Overview

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Total Existing Parking (in Millions)</th>
<th>Valuation (in Millions)</th>
<th>New Parking Costs (in Millions)</th>
<th>Mode Split (Cinema)</th>
<th>Mode Split (Internal)</th>
<th>Daily Trips</th>
<th>PM Peak Hour of Adjacent Street</th>
<th>NM Peak Hour of Adjacent Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>Existing Development (All Zones)</td>
<td>$1,580</td>
<td>$1,000</td>
<td>3.1%</td>
<td>5.2%</td>
<td>91.7%</td>
<td>39.7%</td>
<td>60.8%</td>
<td>57,543</td>
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<td>Existing Development (Zone 1)</td>
<td>$301</td>
<td>$858</td>
<td>3.1%</td>
<td>5.2%</td>
<td>91.7%</td>
<td>39.2%</td>
<td>60.8%</td>
<td>33,251</td>
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<tr>
<td>Incremental Change (Zone 1 Residential Focus)</td>
<td>$2,114</td>
<td>$215</td>
<td>$114</td>
<td>0.4%</td>
<td>0.0%</td>
<td>93.2%</td>
<td>2.3%</td>
<td>-2.8%</td>
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<tr>
<td>Current Allowed Parking - Residential Focus (Zone 1)</td>
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<td>$873</td>
<td>3.5%</td>
<td>5.2%</td>
<td>91.3%</td>
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<td>$225</td>
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<td>0.0%</td>
<td>-0.4%</td>
<td>2.1%</td>
<td>-2.2%</td>
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<td>Current Allowed Parking - Office Focus (Zone 1)</td>
<td>$301</td>
<td>$755</td>
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<td>5.2%</td>
<td>91.3%</td>
<td>41.4%</td>
<td>58.6%</td>
<td>28,297</td>
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<td>Incremental Change (Zone 1 Preferred Scenario)</td>
<td>$500</td>
<td>$493</td>
<td>$412</td>
<td>1.2%</td>
<td>1.1%</td>
<td>-2.3%</td>
<td>4.3%</td>
<td>-4.3%</td>
</tr>
<tr>
<td>Zone 1 - Preferred Scenario</td>
<td>$301</td>
<td>$1,151</td>
<td>4.3%</td>
<td>6.3%</td>
<td>89.4%</td>
<td>43.5%</td>
<td>56.5%</td>
<td>51,791</td>
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<tr>
<td>Existing Development (Zone 2)</td>
<td>$114</td>
<td>$326</td>
<td>3.1%</td>
<td>5.2%</td>
<td>91.7%</td>
<td>39.2%</td>
<td>60.8%</td>
<td>19,823</td>
</tr>
<tr>
<td>Incremental Change (Zone 2)</td>
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<td>$130</td>
<td>$10</td>
<td>0.1%</td>
<td>-0.3%</td>
<td>0.2%</td>
<td>2.3%</td>
<td>-2.8%</td>
</tr>
<tr>
<td>Current Allowed Parking (Zone 2)</td>
<td>$114</td>
<td>$456</td>
<td>3.3%</td>
<td>4.8%</td>
<td>91.9%</td>
<td>42.9%</td>
<td>58.0%</td>
<td>29,537</td>
</tr>
<tr>
<td>Incremental Change (Zone 2 Preferred)</td>
<td>$9</td>
<td>$117</td>
<td>$33</td>
<td>0.6%</td>
<td>0.8%</td>
<td>-1.7%</td>
<td>1.1%</td>
<td>-1.1%</td>
</tr>
<tr>
<td>Zone 2 - Preferred</td>
<td>$114</td>
<td>$443</td>
<td>4.9%</td>
<td>6.0%</td>
<td>90.0%</td>
<td>40.3%</td>
<td>59.7%</td>
<td>29,643</td>
</tr>
</tbody>
</table>

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Northwest Highway and Preston Road Area Plan

Dallas, Texas
Scenario Comparison Zone 1

Development Attributes Preferred Scenario

- Assumed Mix of New Development
  - 43% Multi-family Residential
  - 43% Office
  - 14% Commercial / Retail

- 2,600 – 3,000 Net New Multi-family Units (Apartments / Condos)

- New Office Along Northwest Highway:
  300,000 – 400,000 SF Net New Office

- New Retail: 375,000 – 475,000 SF Net New Retail

- Appropriate Level of Civic and Parking
Comparing the three Scenarios for Zone 1

Net new multi-family units (apartments / condos)

Housing Units

- Current Allowed Zoning - Residential Focus: 1,264
- Current Allowed Zoning - Office Focus: 129
- Preferred Scenario: 2,800

Total: 1,393

Total: 129

Total: 2,929
Comparing the three Scenarios for Zone 1

Net new retail square footage

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Sq Ft Retail</th>
</tr>
</thead>
<tbody>
<tr>
<td>Current Allowed Zoning - Residential Focus</td>
<td>Existing Development: 528,358, New Retail: 8,197, Total: 945,161</td>
</tr>
<tr>
<td>Current Allowed Zoning - Office Focus</td>
<td>Existing Development: 156,563, New Retail: 363,598, Total: 520,161</td>
</tr>
<tr>
<td>Preferred Scenario</td>
<td>Existing Development: 0, New Retail: 425,000, Total: 425,000</td>
</tr>
</tbody>
</table>

 existing development + new retail = total

Diagram showing the comparison of retail square footage for different scenarios.
Comparing the three Scenarios for Zone 1

Net new office square footage

**Sq Ft Office**

- **Existing Development**
- **New Office**

<table>
<thead>
<tr>
<th>Scenario</th>
<th>Existing Sq Ft</th>
<th>New Office Sq Ft</th>
<th>Total Sq Ft</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Focus</td>
<td>3,037,252</td>
<td>-69,708</td>
<td>2,967,554</td>
</tr>
<tr>
<td>Office Focus</td>
<td>1,119,067</td>
<td>350,000</td>
<td>1,469,067</td>
</tr>
<tr>
<td>Preferred Scenario</td>
<td>3,387,252</td>
<td></td>
<td>3,387,252</td>
</tr>
</tbody>
</table>

Total Office Sq Ft: 4,156,319
Comparing the three Scenarios for Zone 1 – Land Use Mix

**Existing Development**
- Residential: 82.8%
- Office: 14.1%
- Retail: 3.0%

**Current Allowed Zoning - Office Focus**
- Residential: 2.9%
- Office: 93.6%
- Retail: 3.5%

**Current Allowed Zoning - Residential Focus**
- Residential: 11.0%
- Office: 40.0%
- Retail: 49.0%

**Preferred Scenario**
- Residential: 43.0%
- Office: 43.0%
- Retail: 14.0%
Comparing the three Scenarios for Zone 1

Total Additional Daily Trips (Vehicle, Walk & Transit)

Total Daily Trips

- Existing Daily Trips
- Additional Daily Trips

- **Current Allowed Zoning - Residential Focus**
  - Total: 36,704
  - Existing: 33,251
  - Additional: 3,453

- **Current Allowed Zoning - Office Focus**
  - Total: 28,297
  - Existing: 28,297
  - Additional: -4,954

- **Preferred Scenario**
  - Total: 51,792
  - Existing: 33,251
  - Additional: 18,541

Total:

- **3,453**
- **-4,954**
- **18,541**

**Total:** 51,792
Comparing the three Scenarios for Zone 1 – Mode Split

**Existing Development**
- Vehicle: 91.7%
- Walk: 3.1%
- Transit: 5.2%

**Current Allowed Zoning - Office Focus**
- Vehicle: 91.3%
- Walk: 3.5%
- Transit: 5.2%

**Current Allowed Zoning - Residential Focus**
- Vehicle: 92.0%
- Walk: 3.2%
- Transit: 4.8%

**Preferred Scenario**
- Vehicle: 89.4%
- Walk: 4.3%
- Transit: 6.3%
Comparing the three Scenarios for Zone 1 – Internal Mode Split

Existing Development

- Vehicle: 60.8%
- Walk: 39.2%

Current Allowed Zoning - Office Focus

- Vehicle: 58.6%
- Walk: 41.4%

Current Allowed Zoning - Residential Focus

- Vehicle: 58.0%
- Walk: 42.0%

Preferred Scenario

- Vehicle: 56.5%
- Walk: 43.5%
Scenario Comparison Zone 4

Development Attributes Preferred Scenario

- Assumed Mix of New Development
  - 94% Multi-family Residential
  - 2% Office
  - 4% Commercial / Retail

- 1,200 – 1,800 Net New Multi-family Units (Apartments / Condos)

- No New Office Development

- New Retail: 60,000 – 80,000 SF Net New Retail

- Appropriate Level of Civic and Parking
Comparing the two Scenarios for Zone 4

Net new multi-family units (apartments / condos)

<table>
<thead>
<tr>
<th></th>
<th>Current Allowed Zoning - Residential Focus</th>
<th>Preferred Scenario</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>3,926</td>
<td>3,956</td>
</tr>
<tr>
<td>Existing</td>
<td>2,256</td>
<td></td>
</tr>
<tr>
<td>New Multi-Family</td>
<td>1,670</td>
<td>1,700</td>
</tr>
</tbody>
</table>

Housing Units

- **Existing Development**
- **New Multi-Family Units**

**Graph:**
- **Current Allowed Zoning - Residential Focus**
  - Total: 3,926
  - Existing: 2,256
  - New Multi-Family: 1,670
- **Preferred Scenario**
  - Total: 3,956
  - Existing: 2,256
  - New Multi-Family: 1,700
Comparing the two Scenarios for Zone 4

Net new retail square footage

<table>
<thead>
<tr>
<th></th>
<th>Current Allowed Zoning - Residential Focus</th>
<th>Preferred Scenario</th>
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</thead>
<tbody>
<tr>
<td>Existing Development</td>
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<tr>
<td>New Retail</td>
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<tr>
<td>Total</td>
<td>179,529</td>
<td>193,036</td>
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</table>

Sq Ft Retail

- Existing Development
- New Retail

123,036 Existing Retail Sq Ft
Comparing the two Scenarios for Zone 4

Net new office square footage

**Sq Ft Office**

- **Existing Development**
- **New Office**

<table>
<thead>
<tr>
<th>Current Allowed Zoning - Residential Focus</th>
<th>Preferred Scenario</th>
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</thead>
<tbody>
<tr>
<td>-31,652</td>
<td>Total 23,546</td>
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<tr>
<td>Total 55,198</td>
<td>Total 55,198</td>
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</tbody>
</table>

Existing Office Sq Ft
Comparing the two Scenarios for Zone 4 – Land Use Mix

Existing Development
- Residential: 93.0%
- Office: 2.0%
- Retail: 5.0%

Current Allowed Zoning - Residential Focus
- Residential: 95.0%
- Office: 1.0%
- Retail: 4.0%

Preferred Scenario
- Residential: 94.0%
- Office: 2.0%
- Retail: 4.0%
Comparing the two Scenarios for Zone 4

Total Additional Daily Trips (Vehicle, Walk & Transit)

Total Daily Trips

- **Current Allowed Zoning - Residential Focus**
  - Existing Daily Trips: 18,823
  - Additional Daily Trips: 10,714
  - Total: 29,537

- **Preferred Scenario**
  - Existing Daily Trips: 18,823
  - Additional Daily Trips: 10,820
  - Total: 29,643

The difference in total daily trips between the two scenarios is 107 trips.
Comparing the two Scenarios for Zone 4 – Mode Split

**Existing Development**

- Vehicle: 91.7%
- Walk: 5.2%
- Transit: 3.1%

**Current Allowed Zoning - Residential Focus**

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

**Preferred Scenario**

- Vehicle: 90.0%
- Walk: 6.0%
- Transit: 4.0%
Comparing the two Scenarios for Zone 4 – Internal Mode Split

Existing Development

- Vehicle: 39.2%
- Walk: 60.8%

Current Allowed Zoning - Residential Focus

- Vehicle: 42.0%
- Walk: 58.0%

Preferred Scenario

- Vehicle: 40.3%
- Walk: 59.7%
Feedback Needed from ATF

- Final direction / consensus related to Zone 1 development
- Final direction / consensus related to Zone 4 development
Implementation / Priorities
Implementation / Priorities

Policies, Strategies and Actions are provided:

- Policies: Provide guidance to decision-makers
- Strategies: Support policies and address the allocation of resources
- Actions: List the steps needed to implement the strategies and policies

Policies, Strategies and Actions are divided into 5 geographic groups:

- General Recommendations
- Northwest Highway and Preston Road
- Zone 1
- Zone 4
- Zone 2, 3, 5, 6 and 7

Timing for Policies, Strategies and Actions

- Short-term (0-3 years)
- Mid-term (4 to 7 years)
- Long-term (more than 7 years)
## Implementation / Priorities

<table>
<thead>
<tr>
<th>Transportation Element</th>
<th>Agency Lead</th>
<th>Timeframe (Short/Mid/Long)</th>
<th>Impact (Local or Regional)</th>
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<tbody>
<tr>
<td>Traffic Calming in Neighborhoods</td>
<td>City</td>
<td>Short</td>
<td>Local</td>
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<tr>
<td>Parking Management Plan for Preston Center</td>
<td>City/Private</td>
<td>Short</td>
<td>Local</td>
</tr>
<tr>
<td>Garage Improvement. (Short term: enforcement/circulation/etc)</td>
<td>City/Private</td>
<td>Short</td>
<td>Local</td>
</tr>
<tr>
<td>Access Management Plan</td>
<td>City</td>
<td>Short</td>
<td>Local/Regional</td>
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<tr>
<td>Sidewalks / Crosswalks / ADA improvements</td>
<td>City/Private</td>
<td>Short/Mid</td>
<td>Local/TxDOT</td>
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<tr>
<td>Bicycle Connection Improvements</td>
<td>City/NCTCOG</td>
<td>Short/Mid</td>
<td>Local</td>
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<td>DART Bus Stop Improvements</td>
<td>City/DART</td>
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<td>Local</td>
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<tr>
<td>Landscape Enhancements</td>
<td>City/Private</td>
<td>Short/Mid</td>
<td>Local</td>
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# Implementation / Priorities (Continued)

## Northwest Highway and Preston Road Area Action Plan

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<th>Transportation Element</th>
<th>Agency Lead</th>
<th>Timeframe (Short/Mid/Long)</th>
<th>Impact (Local or Regional)</th>
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<tbody>
<tr>
<td>Traffic Signals / Pedestrian Signalization</td>
<td>City / NCTCOG / TxDOT</td>
<td>Short / Mid</td>
<td>Local / Regional</td>
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<tr>
<td>Wayfinding Improvements</td>
<td>City / Private</td>
<td>Short / Mid</td>
<td>Local / Regional</td>
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<tr>
<td>Traffic Circulation - Turn Lane reconfigurations</td>
<td>City</td>
<td>Short / Mid</td>
<td>Local / Regional</td>
</tr>
<tr>
<td>Pedestrian Lighting</td>
<td>City / TxDOT</td>
<td>Mid</td>
<td>Local</td>
</tr>
<tr>
<td>Garage Improvement. (Long: Study of Rebuild Options &amp; Rebuild)</td>
<td>NCTCOG / City / Private</td>
<td>Short / Long</td>
<td>Local</td>
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<tr>
<td>Texas U-Turn at NWHWY/DNT</td>
<td>NTTA / TxDOT / NCTCOG</td>
<td>Mid / Long</td>
<td>Regional</td>
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<tr>
<td>Tollroad DNT Imbalanced Interchanges</td>
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<td>Mid / Long</td>
<td>Regional</td>
</tr>
<tr>
<td>Tollroad Tunnel under NW HWY (East-West Connectivity)</td>
<td>NTTA / NCTCOG / TxDOT</td>
<td>Long</td>
<td>Regional</td>
</tr>
</tbody>
</table>
Feedback Needed from ATF

- Feedback on proposed implementation elements and additional elements to be included
Transportation / Land Use Triggers Overview
## Transportation / Land Use Triggers

### Development Triggers for Zone 4

<table>
<thead>
<tr>
<th></th>
<th>Transportation</th>
<th>Urban Design</th>
<th>Land Use</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Short to Mid-term</strong></td>
<td>Perimeter sidewalks</td>
<td>Streetscape amenities</td>
<td>500 net new multi-family units (apartments / condos)</td>
</tr>
<tr>
<td></td>
<td>Signalize Edgemere and Northwest Highway if warrants are met</td>
<td></td>
<td>40,000 square feet net new retail</td>
</tr>
<tr>
<td><strong>Long-term Vision</strong></td>
<td>Access management plan</td>
<td>Streetscape amenities</td>
<td>1,200 – 1,800 net new multi-family units (apartments / condos)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Street tree gaps completed</td>
<td>60,000-80,000 square feet net new retail</td>
</tr>
</tbody>
</table>
### Development Triggers for Zone 1

<table>
<thead>
<tr>
<th>Short term (0-3 years)</th>
<th>Transportation</th>
<th>Urban Design</th>
<th>Land Use (Recommend Approval of Zone Change When Transportation and Urban Design Improvements Made)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Parking Management Plan for Preston Center</td>
<td>Sidewalks / Crosswalks / ADA Improvements Bicycle Connection Improvements</td>
<td>• Vertical mixed use proposals</td>
</tr>
<tr>
<td></td>
<td>Garage Improvements (enforcement/circulation/etc.)</td>
<td>DART Bus Stop Improvements that do not create traffic operation conflicts</td>
<td>• Up to 1,100 net new units</td>
</tr>
<tr>
<td></td>
<td>Access Management Plan</td>
<td></td>
<td>• Up to 175,000 sf net new retail</td>
</tr>
<tr>
<td></td>
<td>Study of Garage Rebuild Options</td>
<td></td>
<td>• Up to 125,000 sf net new office on NWHWY</td>
</tr>
<tr>
<td></td>
<td>Traffic Signals / Pedestrian Signalization</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Development Triggers for Zone 1

<table>
<thead>
<tr>
<th>Mid-term (4-7 years)</th>
<th>Transportation</th>
<th>Urban Design</th>
<th>Land Use (Recommend Approval of Zone Change When Transportation and Urban Design Improvements Made)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>- Garage Improvements (reconfiguration, external and internal improvements)</td>
<td>- Landscape Enhancements</td>
<td>- Vertical mixed use proposals</td>
</tr>
<tr>
<td></td>
<td>- Traffic Circulation – Turn Lane reconfiguration</td>
<td>- Wayfinding Improvements</td>
<td>- 1,100-1,300 net new units</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Pedestrian Lighting</td>
<td>- 175,000-225,000 sf net new retail</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>- 125,000-150,000 sf net new office on NWHWY</td>
</tr>
</tbody>
</table>
**Transportation / Land Use Triggers (Continued)**

### Development Triggers for Zone 1

<table>
<thead>
<tr>
<th>Long-term Vision (More than 7 years)</th>
<th>Transportation</th>
<th>Urban Design</th>
<th>Land Use (Recommend Approval of Zone Change When Transportation and Urban Design Improvements Made)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Garage Rebuild</td>
<td>Signature Park and small parklets throughout</td>
<td>2,600 – 3,000 net new units</td>
</tr>
<tr>
<td></td>
<td>Texas U-Turn at NWHWY/DNT</td>
<td>Enhanced street landscaping and connections</td>
<td>375,000-475,000 sf net new retail</td>
</tr>
<tr>
<td></td>
<td>Tollroad DNT Imbalanced Interchanges</td>
<td></td>
<td>300,000-400,000 sf net new office on NWHWY</td>
</tr>
<tr>
<td></td>
<td>Tollroad Tunnel under NW HWY (East-West Connectivity)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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)
Feedback Needed from ATF

- Feedback on preliminary Transportation / Land Use Development Triggers
- Thoughts related to additional triggers that should be incorporated
Overview

Northwest Highway and Preston Road Area Plan Final Report

DRAFT JULY 1, 2016
Overview

The Draft Report is organized with the following chapters:

- Executive Summary
- Existing Conditions & Area Highlights
- Establishing a Community Vision
- Preferred Vision
- Policies, Strategies and Actions
- Seven Appendices
Feedback Needed from ATF

- Recommendations from tonight’s Advisory Task Force meeting will be incorporated into the draft report:
  - Recommendations related to levels of development in zones 1 and 4
  - Changes / additions to the transportation / land use triggers
  - Changes / additions to the implementation / priorities

- Additional comments related to key topics not covered in tonight’s meeting are desired from Advisory Task Force Members

- Please provide additional written comments to the NCTCOG by end of day on Friday July 22
Next Steps
Next Steps

- Based upon feedback to be received from the Advisory Task Force, the consultant team will refine the recommendations and Draft Report.

- August 18th – Urban Design Advisory Committee briefing (8:30 am) and City Plan Commission briefing (12:00 noon)

- Tentative September – Third Community Meeting

- September 15th – Urban Design Advisory Committee briefing and recommendation (8:30 am)

- October 6th – City Plan Commission briefing and recommendation (12:00 noon and 3:00 pm)

- October 26th – City Council consideration for approval

- Following approval by City Council – Additional Study related to Parking Garage and other implementation priorities
Project Website:  www.nctcog.org/planningstudies