

Northwest Highway & Preston Road Area Plan
Draft Summary of Policies and Strategic Actions

December 15th 2016

Northwest Highway & Preston Road Area Plan

Area Wide Recommendations

Sr. No	Land Development Policies	Pg No
1	The overall vision for the Study Area is for Preston Center to become a revitalized and expanded urban core, surrounded by vibrant, high-quality residential neighborhoods that are protected from commercial and multi-family encroachment within their current boundaries.	11
2	Existing zoning rights for property owners would not be removed or downgraded, and additional zoning incentives should be established to encourage particular types of redevelopment	22
3	City of Dallas proximity slope requirements should be maintained for the benefit of existing residential neighborhoods	22
4	Neighborhood support for the increased density that is incorporated into the Preferred Vision will likely follow an active, multi-governmental program to address current and future traffic and parking issues.	22

Sr. No	Strategic Actions	Pg No
1	TxDOT, NCTCOG, the City of Dallas and University Park should study the feasibility of adding one or more pedestrian bridges or tunnels across Northwest Highway.	30
2	<p>NTCCOG should work with the North Texas Tollway Authority (NTTA) and the Texas Department of Transportation (TxDOT), to develop a plan to improve the Northwest Highway/Dallas North Tollway interchange. (See Dallas North Tollway attachment)</p> <ul style="list-style-type: none"> • A Texas U-turn should be built on the south side of Northwest Highway • The northbound Tollway exit ramp at Northwest Highway should be redesigned. • New exit ramps should be built (where none exist now) along southbound Dallas North Tollway at Walnut Hill and at Lovers Lane 	31
3	The signal light installed in 2015 in front of the City of Dallas Fire Station No. 27 should be deactivated	31

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Zone 1 Recommendations

Sr. No	Land Development Policies	Pg No
1	Multi-family residential developments would be encouraged in Preston Center (Zone 1). The City of Dallas should support more density, building height, Floor to Area Ratios (FAR), and other zoning related incentives, to encourage Zone 1 property owners to develop residential projects where commercial office could be built now by right. This should be done without compromising proximity slope protections for surrounding neighborhoods and while traffic solutions for the area are being actively pursued.	11
2	Encourage the development of multi-story buildings that feature retail space on the ground floor with residential and/or office uses on the upper floors, particularly on the sites that surround the parking garage.	25
3	Most of the envisioned new development would occur in the eastern half of Zone 1, which is currently dominated by one-story retail establishments.	25,28
4	The community desires better and safer pedestrian and bicycle connectivity to Zone 1 from the surrounding neighborhoods.	29
5	The City of Dallas should actively support both design and operational initiatives to encourage the development of a vibrant, pedestrian friendly environment at the core of Preston Center. The City of Dallas must work with adjacent property owners to create a consistent streetscape design with wider sidewalks, enhanced landscaping, decorative lighting, and to encourage the use of sidewalk areas for outdoor dining, entertainment and other desirable activities that would add life and vitality to the neighborhood.	26, 30
6	The following pedestrian improvements are recommended: <ul style="list-style-type: none"> • Maximize widths of sidewalks in the City of Dallas right of way, with a minimum of eight-foot sidewalks. • Improve walkways along building frontages (on the south side of Northwest Highway) through signage and markings. • Provide sidewalk and trees along the north side of Northwest Highway as properties develop. • Provide publicly accessible small open space areas integrated into developments. • Provide streetscape enhancements such as outdoor seating areas, landscape zones, street trees, shade structures and lighting. • Provide bicycle parking and bicycle rack zones. • Provide crosswalk improvements. • Provide way finding throughout the zone. • Provide dedicated loading and valet zones. 	Appendix III-8,III-9

Sr. No	Strategic Actions	Pg No
1	NCTCOG should expedite further study of design, cost and transportation system connections for the proposed underground parking facility in Zone 1. <ul style="list-style-type: none"> • The ideal plan would be to build a new underground parking garage with increased capacity (potentially doubling the 800-space capacity of the current garage), a new public park as a centerpiece for the neighborhood, additional street level parking, and a very pedestrian friendly environment.(See Conceptual Illustration of Signature Park and Long-term Parking Garage Perimeter Cross-section attachments) • However, if public/private financing for the ideal solution cannot be identified within 24 months of the date of this report, an alternative plan to expand and upgrade the current garage should be pursued. 	12, 26, 30
2	As soon as a decision is made regarding the replacement versus renovation/expansion of the Preston Center Parking Garage, the City of Dallas should immediately develop recommendations on how to best improve circulation and reduce traffic congestion within Preston Center and should support the creation of a Public Improvement District (PID) or Tax Increment Financing District (TIF), or other funding mechanisms, in order to create a revenue stream for public improvements and ongoing maintenance of city-owned infrastructure and facilities.	30
3	Proposed Physical Improvements (See Long Term Framework Plan attachment) <ul style="list-style-type: none"> • Provide enhanced crosswalks/pavement markings at Northwest Highway and Hillcrest, Thackery, Preston, Pickwick, Douglas, and the Dallas North Tollway. Also provide same along Douglas from Northwest Highway to Sherry Lane at every intersection. • Assess potential for six-foot pedestrian refuge islands at the intersection of Preston and Northwest Highway (explore potential to narrow each traffic lane by one foot to obtain sufficient median width). • Complete missing sidewalks on Northwest Highway and Preston Road. (Initiate a sidewalk improvement program funded through private/public funds.) • Consider narrowing traffic lanes where possible within Preston Center street grid in order to widen sidewalks and calm traffic. • Continue pedestrian crossing on Kate Street to highlight walkway along buildings (south side of Northwest Highway). • Delineate a sidewalk through the wide driveway area on the outside of the office building at the northwest corner of Northwest Highway and Preston Road. • Reconfigure streets connecting with Zone 1 to enhance entrances, control access and improve landscaping. • Coordinate with Northwest Bible Church to replace their existing wall along Northwest Highway, just west of the Dallas North Tollway, to allow a sidewalk along Northwest Highway. • Provide underground or above-ground crossings from neighborhoods on the north side of Northwest Highway to Preston Center and reconfigure streets connecting with Zone 1 to enhance entrances, control access and improve landscaping. 	Appendix III-8,III-9

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Zone 4 Recommendations

Sr. No	Land Development Policies	Pg No
1	Zone 4 should remain residential in nature, and retail and office development should be limited to the existing commercial area at the southeastern corner of the zone. Zone 4 is envisioned as a renewable, multifamily enclave giving preference to owner-occupied condominium units and senior living facilities.	18,24
2	Current zoning will be changed as this area is redeveloped, permitting increased height as a tradeoff for reduced lot coverage. Up to four-story structures would be acceptable in return for smaller building footprints that would preserve open spaces. Highest density developments are to be concentrated along the Northwest Highway frontages. The two existing high-rise residential structures would continue to be the only such buildings in the zone.	9, 24,18
3	New developments should meet City codes for on-site parking for residents and visitors, and underground parking would be greatly preferred whenever feasible.	18
4	New developments should include greater landscaping and open space, and pedestrian-friendly amenities.	24

Sr. No	Strategic Actions	Pg No
1	There are serious deficiencies in the storm water drainage system. The City of Dallas needs to address these problems in order to accommodate the increased density that is permitted under current zoning.	9
2	<p>Proposed Physical Improvements (See Long Term Framework Plan attachment)</p> <ul style="list-style-type: none"> • Provide perimeter sidewalk connections along Preston, Walnut Hill, Hillcrest and Northwest Highway. • Support resident requests to install sidewalks on a block-by-block basis • Complete sidewalks on Edgemere and Hillcrest. • Improve crosswalks from Zone 4 across Northwest Highway at Edgemere. • Redesign Bandera to 12' lanes and 5' sidewalks on the south side. • Follow the City Bike Plan to place a shared-use trail along the east side of Preston Road from Northwest Highway to Walnut Hill Lane. 	Appendix III-10

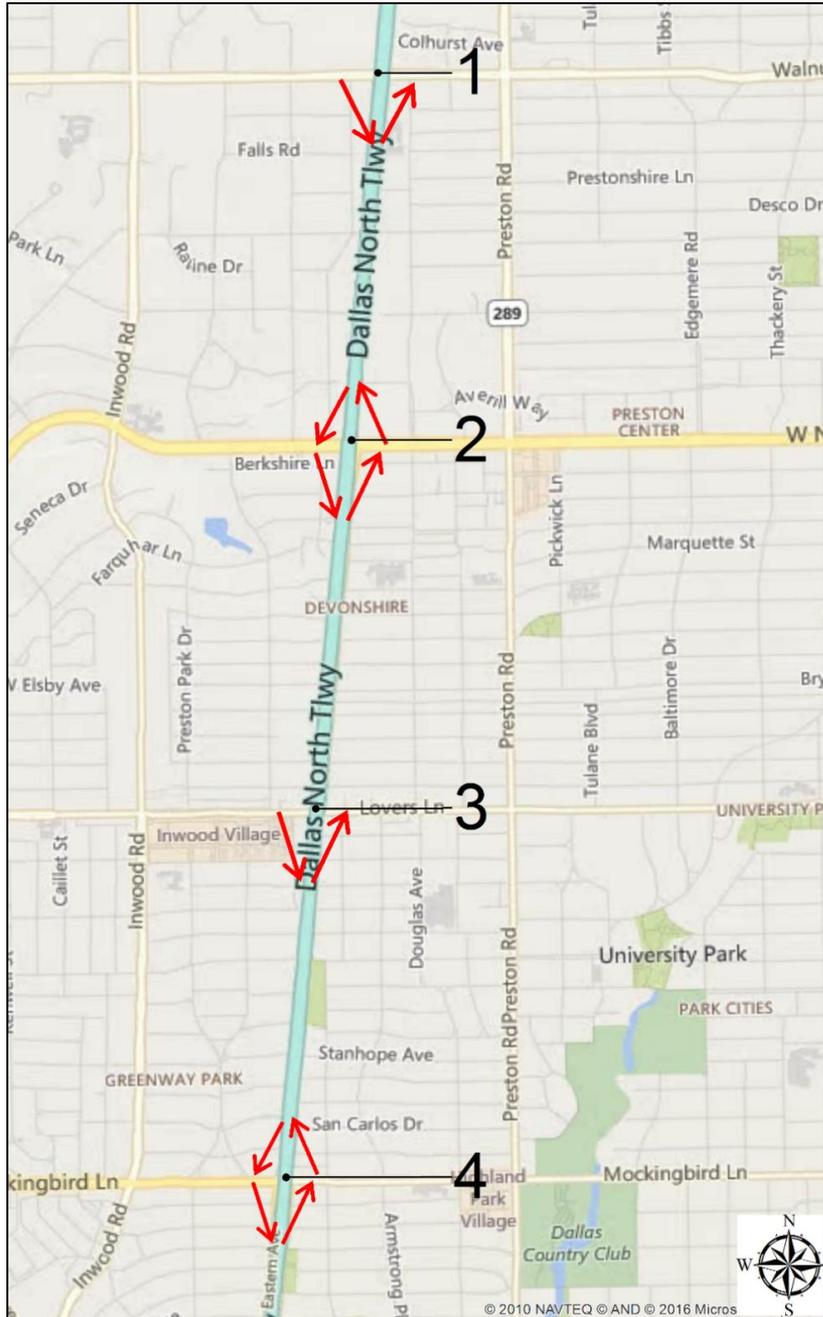
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Zone 2,3,5,6,7 Recommendations

Sr. No	Land Development Policies	Pg No
1	Maintain existing single-family residential zoning. No multi-family or commercial development is envisioned within these zones.	23
2	Efforts should be made to enhance pedestrian and bicyclist mobility within the neighborhoods.	23

Sr. No	Strategic Actions	Pg No
1	<p>Proposed Physical Improvements (See Long Term Framework Plan attachment)</p> <ul style="list-style-type: none"> • Improve quality and safety of pedestrian and bicycle connections within neighborhoods as well as to adjacent neighborhoods, while recognizing that neighborhoods have differing needs and desires. • Provide sidewalk connections, curb and gutter and other roadway improvements where requested by neighborhoods. • Provide underground or above-ground crossings from neighborhoods on the north side of Northwest Highway to Preston Center and reconfigure streets connecting with Zone 1 to enhance entrances, control access and improve landscaping. • Provide access and shelter to the Dallas Area Rapid Transit (DART) bus stops along Northwest Highway in Zone 2. • Complete sidewalks on Edgemere and Hillcrest in Zone 3. • Follow the City Bike Plan to place a shared-use trail along the east side of Preston Road from Northwest Highway to Walnut Hill Lane in Zone 3. 	Appendix III-11

Dallas North Tollway

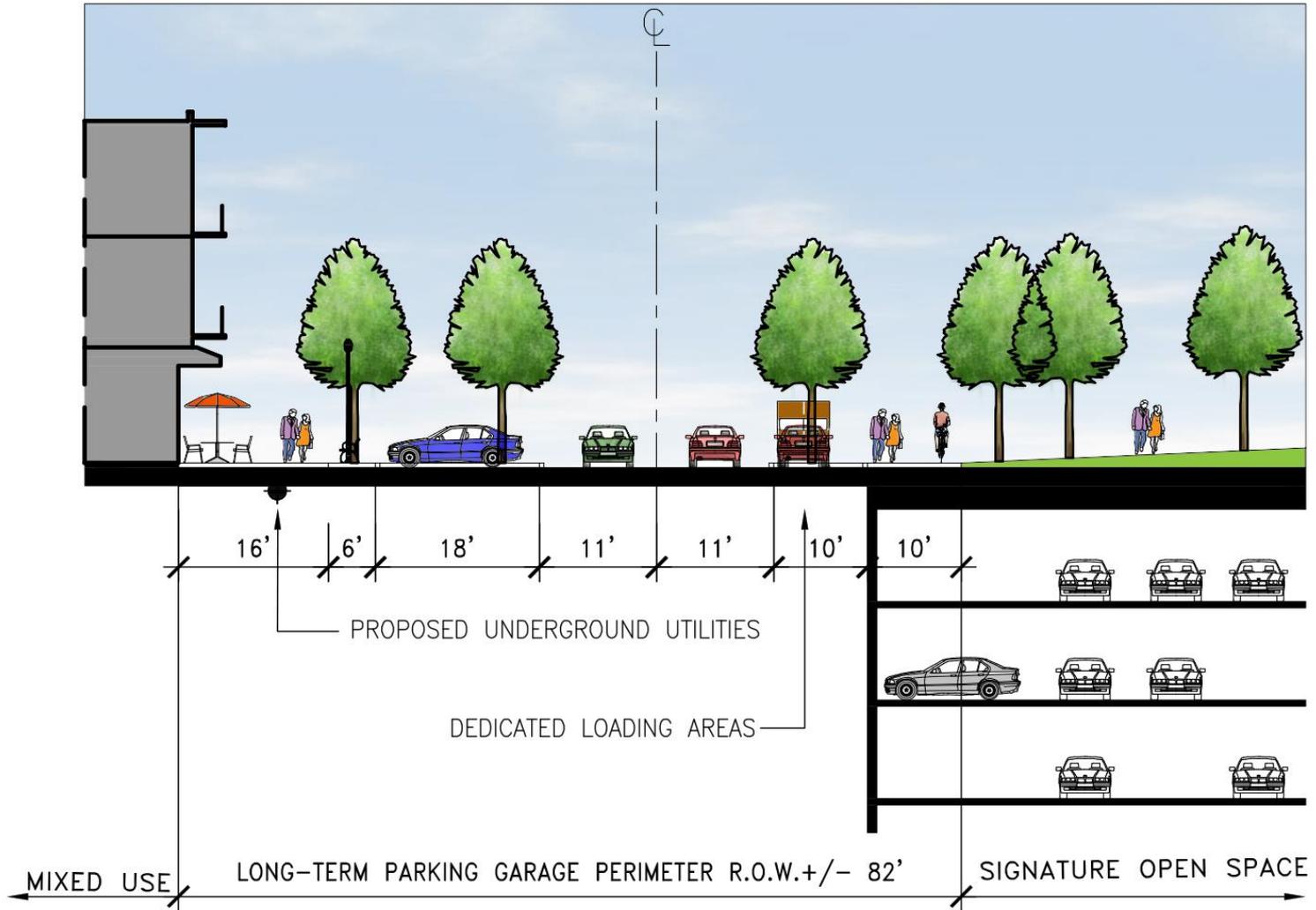


- **1. Walnut Hill Lane**
 - Entrance/exit ramps to/from the south only
 - Limited right-of-way (ROW) on east side
 - Neighborhood concerns for full access
- **2. Loop 12 (Northwest Highway)**
 - Full north/south access in place
 - Intersection improvements needed to accommodate heavy turning movements
 - 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)

Conceptual Illustration of Signature Park



Long-term Parking Garage Perimeter Cross-section



NOTES:

- 1. TWO-WAY CIRCULATION; (WESTCHESTER & KATE – TWO TRAVEL LANE) & (BERKSHIRE & LUTHER – TWO TRAVEL LANE)

Long-Term Framework Plan

Figure 4. Long-Term Framework Plan

