Appendix A

Environmental Resource Technical Memorandum
Assessment of Land Use Impacts
INTRODUCTION AND METHODOLOGY

This technical memorandum describes the land uses within the Union Station to Oak Cliff Dallas Streetcar study area, and provides supplemental information on the assessment of the resource category referenced in the Environmental Re-evaluation of Union Station to Oak Cliff Dallas Streetcar. Moreover, this technical memorandum details the assessment of potential land use impacts as a result of the addition of the passing track to the environmentally cleared streetcar alignment. This proposed action is known as the Passing Track for Union Station to Oak Cliff Dallas Streetcar. The passing track would be placed in the median of Zang Boulevard at the Oakenwald Street stop located at the Zang and Oakenwald intersection. The purpose of the proposed action is to provide an area where disabled streetcar vehicles can be removed from service. The need of the proposed action is to have the ability to maintain headways. No operational changes are planned at this time.

For this update the Union Station to Oak Cliff Dallas Streetcar Project Study Area has been modified to focus the assessment of land uses to the relevant area surrounding the proposed passing track. In addition, a field investigation has been conducted (December 2011) by project staff to determine any changes in land use classifications. Local land use plans and policies have been reviewed to determine if updates have occurred.

DESCRIPTION OF EXISTING CONDITIONS

This section describes the existing conditions with respect to land uses in the modified study area containing the streetcar alignment and passing track. The study area includes a one quarter mile corridor centered on the existing roadway centerline and generally extends south from the Trinity River to the southern terminus of the streetcar alignment.
Existing Land Use
South of the Trinity River the majority of land uses stated in the Environmental Assessment (EA) are unchanged with the exception of the lot adjacent to the southwest corner of Zang Boulevard and Oakenwald Street. At the time of the EA, the parcel had been identified as a demolished commercial zone. Please see Map Code 44 in Table 1 in Appendix D-1 of the EA. The recent field investigation revealed that the parcel has been developed as a multi-family apartment complex called Zang Triangle Apartments. Please see Photo 1.

![Photo 1](Zang Triangle Apartments)

In 2011 the Zang Triangle Apartments opened at the southwest intersection of Zang Boulevard and Oakenwald Street. The development has 260 apartment homes and would house approximately 500 persons at occupancy according to the leasing officer, interviewed in December 2011. Zang Triangle Apartments participates in the Oak Cliff Gateway affordable housing program. Under this program, the development belongs to a tax increment financing (TIF) district and also reserves 20 percent of their housing stock for rent by qualifying households (those earning 80 percent or less of the median family income for the Dallas metropolitan area).

Figure 1 on Page 3 shows 2005 (the most current) land use types as determined by North Central Texas Council of Governments (NCTCOG) along with a map code number accompanied by a dot indicating land use type based on recent field observation. Numbers on the map correlate with numbers listed in Table 1 of Appendix D-1 in the EA. One land use change, Map Code 44, identified as a demolished commercial use, is now developed as Zang Triangle Apartments, a multi-family residential use. Beckley Brewhouse, Map Code 20, restaurant and bar and is now Jonathon’s Oak Cliff restaurant. Land use on the site remains commercial.

Land Use Plans and Policies
Local transportation, area, and land use plans and policies in the vicinity of the passing track are discussed below. These local plans are adopted by the City of Dallas.
**Dallas Complete Streets**

Inspired by the 2006 forwardDallas! Plan, the Dallas Complete Streets project is intended to shift the city’s emphasis from streets primarily designed for cars to building streets that are safer and more livable via a range of transportation choices (walking, cycling, transit and automobile) complemented by land development patterns. The City of Dallas initiated the project on June 26, 2011, and will host multiple public outreach events before city council reviews, which are scheduled for summer 2012. Please see **Illustration 1 – Complete Streets Concept**.

![Illustration 1](image)

**2011 Dallas Bike Plan**

As of June 2011, the City of Dallas has adopted the 2011 Dallas Bike Plan. This bike plan recommends both bicycles-only (dedicated bike lanes) and shared facilities. Shared facilities typically entail wide outside lanes and paths to share with pedestrians. The 2011 Dallas Bike Plan includes a proposed bike route along the Houston Street Viaduct and Zang Boulevard. Please see **Illustration 2 – Excerpt from Dallas Bike Plan** (the full map legend indicates that red lines represent east-west routes and blue lines represent north-south routes). The project is designed to allow for pedestrian uses and bike lanes.

![Illustration 2](image)
North Oak Cliff Transportation System Network Plan
The City has identified a need for public transportation that reflects a thoughtful integration of mixed-use and mixed income developments. The plan will combine current transportation and land use plans and stakeholder and developer interest, and will integrate Dallas Complete Streets and the Dallas Bike Plan. The City’s development of this plan is ongoing.

Major Activity Centers
Due to the urban location of the proposed passing track, several major activity centers are found within the Union Station to Oak Cliff Dallas Streetcar project study area, which encompasses the modified study area detailed in this technical memorandum. The identified activity centers discussed in the EA are unchanged and no new activity centers have developed.

DISCUSSION OF POTENTIAL IMPACTS
Because the design modification for the passing track would be constructed entirely within the existing paved transportation right-of-way, no direct impact to existing land uses (i.e. conversion of existing land uses to transportation use) would occur. Furthermore, the passing track would not require new right-of-way, thus no relocations or displacements of homes or businesses would occur as a result of the proposed passing track.
LITERATURE/SOURCES CITED


