



### 3.2 SOCIOECONOMIC CHARACTERISTICS AND NEIGHBORHOODS

In this section of the report, the Irving/DFW Corridor (also referred to as the Project Corridor) is defined as a geographic area one-half mile wide on either side of the proposed light rail line alignment. For the light rail stations, a one-half mile radius around each station footprint was defined as part of the Project Corridor.

The socio-economic profile was developed from several data sources: United States Census Bureau (1990 and 2000), North Central Texas Council of Governments, City of Irving, City of Dallas, and other local sources of information. This section describes characteristics of the population and economy that are important to transportation planning. This includes characteristics of employment in the region and the Project Corridor, development and growth trends, population distribution patterns, demographic profile of existing population, and population projections for the future. Neighborhoods within the Project Corridor are also identified.

#### 3.2.1 Population Dynamics and Demographic Profiles

This section describes the population distribution patterns and trends within the region, Dallas County, the City of Irving, the City of Dallas, and the Project Corridor. It also provides a demographic profile of the populations residing in these areas.

##### Region, County and Corridor Cities Population Dynamics

According to the 2000 U.S. Census, the Dallas/Fort Worth Metroplex is one of the ten most populated metropolitan areas in the United States and is the most populated metropolitan region in Texas. It ranked number nine in total population in the United States in 2000 and had experienced the highest population growth rate among the top ten urban areas during the previous decade. The growth rate was 29.3 percent between 1990 and 2000. This growth rate is more than twice the national rate of 13 percent for the same time period. In 1990, the Dallas/Fort Worth area had over 4 million residents. By 2000, that number had grown to over 5.2 million. This growth accounted for nearly one third of the total population growth in the State of Texas for that time period.

Within the Metroplex, Dallas County experienced the highest population increase. It grew during the 1990's by 366,089 residents from 1,852,810 to 2,218,899. It had the second largest population increase in the State. Among Metroplex cities, the City of Dallas led in total absolute growth during that same period. Dallas experienced an 18 percent growth rate adding 181,703 residents bringing the 2000 population total to 1,188,580. Dallas was the 8<sup>th</sup> largest city in the United States in the Year 2000. Irving also experienced high growth during this time period. The City was among the top five cities in the region for population growth from 1990 to 2000. Irving grew by 23.6 percent adding 36,578 to a total 2000 population of 191,615 residents.

Table 3-5 outlines these population changes.

TABLE 3-5 POPULATION CHANGE 1990-2000 REGION, COUNTY AND CORRIDOR CITIES				
Area	1990 Population	2000 Population	1990-2000 Change	% Change
Dallas-Fort Worth CMSA	4,037,282	5,221,801	1,184,519	29.3%
Dallas County	1,852,810	2,218,899	366,089	19.8%
City of Dallas	1,006,877	1,188,580	181,703	18.0%
City of Irving	155,037	191,615	36,578	23.6%

Source: 1990 and 2000 U.S. Census

NCTCOG, which is the governmental agency responsible for preparing long range forecasts for the ten counties surrounding Dallas and Fort Worth, is projecting these trends to continue. By 2030, NCTCOG predicts population growth of over 4 million bringing the region total to over 9.1 million persons. (The region as defined by NCTCOG is a slightly smaller geographic area than the CMSA)

as defined by the U. S. Census Bureau.) Dallas County is predicted to grow by over 26 percent during this timeframe, from just over 2.2 million residents to over 2.8 million. The corridor cities, Dallas and Irving, are also projecting double digit increases – 16.8 percent and 14.8 percent respectively. Dallas’ 2030 population is estimated to be 1,404,847; Irving’s is projected to be 225,714. **Table 3-6** below outlines the Census Bureau’s 2000 population and NCTCOG’s 2030 population projections for these areas.

TABLE 3-6 DEMOGRAPHIC FORECAST REGION, COUNTY AND CORRIDOR CITIES				
Area	2000 Population	2030 Population	Projected Growth	% Growth
Region <sup>1</sup>	5,067,400	9,107,900	4,040,500	79.7%
Dallas County	2,232,476	2,817,191	584,715	26.2%
City of Dallas	1,202,592	1,404,847	202,255	16.8%
City of Irving	196,632	225,714	29,082	14.8%
<sup>1</sup> Ten County Region forecast by NCTCOG - a slightly smaller geographic area than the U.S. Census Bureau’s Dallas-Fort Worth CMSA.				

Source: 2000 U.S. Census; NCTCOG, 2005

#### Irving/DFW Corridor Population Dynamics

**Table 3-7** below provides NCTCOG population projections for the Las Colinas community and the Project Corridor. In 2000, 25,066 persons resided in Las Colinas and 66 percent of those residents lived in the Project Corridor (16,473 persons). The Las Colinas area is projected to grow by 52.4 percent between 2000 and 2030 to total of 38,203. The Project Corridor is also projected to grow, although the rate increase is projected to be less than Las Colinas as a whole. The population of the corridor in 2030 is predicated to be 21,850.

TABLE 3-7 DEMOGRAPHIC FORECAST LAS COLINAS AND IRVING/DFW CORRIDOR				
Area	2000 Population	2030 Population	Projected Growth	% Growth
Las Colinas	25,066	38,203	13,137	52.4%
Irving/DFW Corridor	16,473	21,850	5,377	32.6%

Source: 2000 U.S. Census, NCTCOG, Lopez Garcia Group

For transportation planning purposes, it is important to identify where population growth is occurring within the Project Corridor. To analyze demographic trends and patterns in the Irving/DFW Corridor, a Geographic Information Systems analysis was conducted to determine the census tracts located in the corridor and the percentage of their land area located in the corridor. **Table 3-8** below lists the census tracts located in the Irving/DFW Corridor and the land area percentages.

It should be noted that Census Tract boundaries and numbers have changed for some areas of the corridor between 1990 and 2000. **Figures 3-7** and **3-8** show Census Tract boundaries for 1990 and 2000. Specific changes are noted in the footnotes in the tables. There are eleven tracts in the corridor using 2000 census tract boundaries. **Table 3-9** below examines the population change from 1990 to 2000 by census tract providing an overview of demographic trends and patterns within the Irving/DFW Corridor.

There is a wide range of population changes among Census Tracts within the corridor - three tracts lost residents from 1990 to 2000 while three tracts experienced growth rates in the triple digits.



Eight of the eleven census tracts within the corridor gained population from 1990 to 2000. Overall, the corridor tracts experienced a 65 percent population increase during the 1990's.

TABLE 3-8 LAND AREA BY CENSUS TRACT IRVING/DFW CORRIDOR (2000 CENSUS TRACTS)			
Tract Number	% Land Area in Corridor	Land Area in Corridor (Sq. Miles)	Total Land Area in Tract (Sq. Miles)
4.03	25.40%	83	327
72.01	19.10%	229	1,200
99	19.60%	299	1,523
100	26.30%	477	1,814
141.03	31.60%	612	1,934
141.12	26.70%	627	2,346
141.25	21.90%	648	2,953
142.01	29.70%	889	2,991
142.04	15.40%	930	6,026
143.04	14.00%	943	6,741
148.01	15.10%	1,190	7,881

Source: 2000 U.S. Census; Lopez Garcia Group, 2005

TABLE 3-9 POPULATION CHANGE 1990-2000, IRVING/DFW CORRIDOR					
1990 Census Tracts	1990 Population	2000 Census Tracts	2000 Population	1990-2000 Change	% Change
4.03	5,415	4.03	6,425	1,010	18.7%
72.01	4,935	72.01	10,690	5,755	116.6%
99	1,451	99	1,390	-61	-4.2%
100 <sup>1</sup>	3,265	100	9,614	6,349	194.5%
141.03	2,587	141.03	3,465	878	33.9%
141.11	3,491	141.24 & 141.25 <sup>2</sup>	8,835	5,344	153.1%
141.12	4,154	141.12	3,582	-572	-13.8%
142.01	1,714	142.01	2,207	493	28.8%
142.02	5,593	142.03 & 142.04 <sup>3</sup>	5,541	-52	-0.9%
143.04	4,573	143.04	7,729	3,156	69.0%
148.01	1,141	148.01	1,199	58	5.1%
Total Census Tracts	32,904		54,252	21,348	64.9%

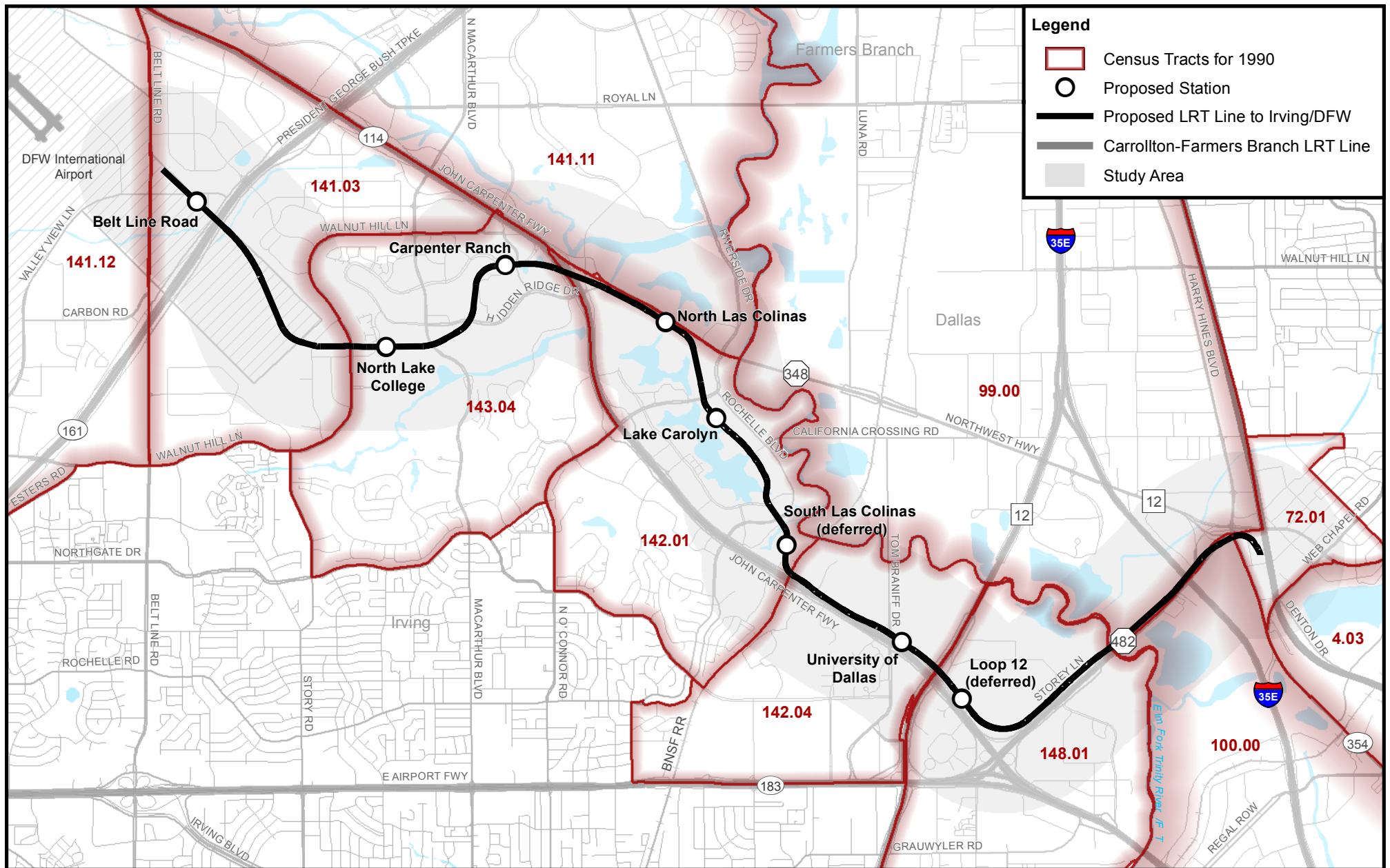
<sup>1</sup> Most of the growth in Tract 100 was due to increases in correctional institution populations.

<sup>2</sup> Tract 141.25 did not exist in the 1990 Census but was part of Tract 141.11 that was split into 141.25 and 141.24 in the 2000 Census

<sup>3</sup> Tract 142.04 did not exist in the 1990 Census but was part of Tract 142.02 that included 2000 Tracts 142.04 and 142.03.

Source: 1990 U.S. Census and 2000 U.S. Census

Two of the areas that lost population are Census Tracts 99 and 141.12. Approximately 20 percent of Tract 99 lies within the corridor and the land use in this area is primarily industrial and warehouse uses. Tract 141.12 is the most western portion of the Project Corridor that lies on DFW Airport property. There was a reduction in residential uses in this area when the airport expanded its eastside runway. The third tract that lost residents (142.02) is located in an older residential section of Irving. The population change was less than 1 percent.



Source: NCTCOG, 1990

Figure 3-7

## 1990 Census Tracts

NW Corridor LRT Line to Irving/DFW  
Environmental Impact Statement



0 2,000 4,000 8,000  
Feet









The sections of the Project Corridor experiencing the highest rates of population growth are in the eastern portions of the corridor in Dallas and in the Hackberry Creek Neighborhood of Las Colinas. In Dallas, Tract 72.10 is the most populated tract within the corridor and also experienced one of the highest rates of growth in the 1990's. The tract grew by almost 117 percent to 10,690 persons in 2000. This tract is also the second smallest in the corridor in terms of land area and therefore has one of the highest residential densities in the Project Corridor.

Tract 100 in Dallas had the highest rate of growth in the corridor – almost 195 percent. Detailed examination of the census tables showed that the majority of this growth was due to increases in the population of the correctional institutions in the southern portion of the tract (which lie outside of the Project Corridor).

The third tract experiencing a high growth rate is the Hackberry Creek Neighborhood in Las Colinas (Tract 141.11). It is located just north of SH 114 near SH 161. This area contains the third most populated tract in the corridor and grew by 153 percent to a 2000 population of 8,835. Another portion of the corridor also had significant population gains – Tract 143.04 just south of SH 114 and centered along MacArthur Boulevard. This area had a 69 percent gain, bringing the total to 7,729, making it the fourth most populated tract in the corridor.

### Demographic Profiles

A profile of the demographic characteristics of the corridor should take into consideration the demographics of the larger community. In this way, the corridor can be compared to the cities and region in which it is based. **Table 3-10** below provides a demographic profile of the DART Service Area, Dallas County and the Cities of Dallas and Irving.

<b>TABLE 3-10 DEMOGRAPHIC PROFILE DART SERVICE AREA, COUNTY AND CORRIDOR CITIES</b>				
<b>Demographic Characteristics</b>	<b>DART Service Area</b>	<b>Dallas County</b>	<b>City of Dallas</b>	<b>City of Irving</b>
Total Population 2000	2,149,381	2,218,899	1,188,580	191,615
Median Household Income <sup>1</sup>	\$47,799	\$43,324	\$37,628	\$44,956
% Persons Low Income <sup>2</sup>	12.8%	13.2%	17.8%	10.6%
% Racial Minority <sup>3</sup>	39.8%	41.6%	49.2%	35.8%
% Hispanic Origin	28.6%	29.9%	35.6%	31.2%
Median Age of Residents	32.4	31.1	30.5	30.3
% Population Under 18	27.1%	27.9%	26.6%	25.2%
% Population Over 64	7.7%	8.1%	8.6%	6.1%
% Occupied Housing Units with no vehicle available	7.8%	8.1%	10.9%	5.7%
<sup>1</sup> For the DART Service Area, this number is a Weighted Average Median Household Income for the 13 DART Member Cities.				
<sup>2</sup> Individuals with incomes below the poverty level in 1999 as reported in the 2000 Census.				
<sup>3</sup> Racial Minority is defined as the population identifying themselves as non-white in the 2000 Census.				

Source: 2000 U.S. Census

To assess the demographics of the Project Corridor population, a socio-economic profile was developed for each census tract in the corridor. It was assumed that the population residing in the portion of the tract that lies within the Project Corridor had a similar socio-economic profile to that of the tract as a whole. **Table 3-11** below contains socio-economic data for the individual census tracts within the Irving/DFW Corridor (see **Figures 3-7** and **3-8** for the 1990 and 2000 Census Tract boundaries).

**TABLE 3-11**  
**DEMOGRAPHIC PROFILE IRVING/DFW CORRIDOR CENSUS TRACTS**

Census Tracts	Demographic Characteristics							
	Median Household Income	Percent Persons Low Income <sup>1</sup>	Percent Racial Minority <sup>2</sup>	Percent Hispanic Origin	Median Age of Residents	Percent Population Under 18	Percent Population Over 64	%Occupied Housing Units with no vehicle available
<b>4.03</b>	\$31,961	16.1%	40.2%	89.1%	27.4	34.1%	7.0%	10.5%
<b>72.01</b>	\$26,525	27.4%	54.1%	90.9%	24.5	31.6%	1.0%	15.8%
<b>99.00</b>	\$22,950	28.8%	55.1%	45.8%	29.5	29.6%	8.3%	19.0%
<b>100.00</b>	\$29,063	43.0%	50.8%	17.7%	34.5	4.7%	4.0%	6.7%
<b>414.03</b>	\$30,550	16.6%	64.5%	34.1%	25.6	28.9%	0.7%	6.3%
<b>141.12</b>	\$36,399	7.8%	51.1%	14.1%	28.9	20.4%	1.4%	7.6%
<b>141.25</b>	\$51,130	5.4%	38.4%	9.1%	29.2	12.0%	0.9%	4.1%
<b>142.01</b>	\$74,531	2.7%	13.0%	6.3%	38.4	10.8%	10.1%	2.2%
<b>142.04</b>	\$34,667	18.8%	48.1%	17.5%	23.3	18.1%	4.6%	7.7%
<b>143.04</b>	\$54,792	6.3%	37.2%	9.4%	30.1	14.9%	2.2%	2.5%
<b>148.01</b>	\$34,348	14.4%	27.6%	48.1%	31.0	26.4%	6.8%	5.1%

<sup>1</sup> Individuals with incomes below the poverty level in 1999 as reported in the 2000 Census.

<sup>2</sup> Racial Minority is defined as the population identifying themselves as non-white in the 2000 Census.

Source: 2000 U.S. Census

The weighted average median household income for all census tracts in 2000 was \$42,817. This is lower than the median household income for the DART Service Area, Dallas County and the City of Irving. However, there is a very wide range among the tracts within the corridor. Tract 99 had the lowest income level with a median household income of \$22,950. Tract 142.01 had the highest income level at \$74,531. The corridor tracts in the City of Dallas (4.03, 72.01, 99 and 100) all had median household income levels below the Citywide median income of \$37,628. They also had the lowest income levels in the Project Corridor. The tracts with the highest income levels were all located in the City of Irving with the greatest concentration found in the Las Colinas area.

The percentage of the corridor population with income in 1999 below poverty level was just above 13 percent. This is comparable to the DART Service Area as a whole. However within the corridor, there is a wide variation among Census Tracts in the number of low income persons. Tract 100 had 43 percent below the poverty level in 1999 and Tract 142.01 had less than 3 percent. The residents in the eastern portions of the corridor in Dallas had the highest percentage of low income residents. The population in the central portions of the corridor in the Las Colinas area had the lowest percentage of low income populations.

The number of persons identified as belonging to a racial minority was approximately 40 percent for the DART Service Area and 42 percent for the County. The City of Dallas has a higher percentage (49 percent) and Irving a lower percentage (36 percent). The tracts within the Project Corridor vary considerably, ranging from 65 percent to only 13 percent. The tract with the highest percentage is located in Irving in the western portion of the corridor next to SH 161 (Tract 141.03). An adjacent tract at the end of the line is also high with 51 percent. The other tracts with high percentages are in the far eastern portions of the corridor in the City of Dallas.

The DART Service Area, Dallas County and the Corridor Cities have similar percentages of persons of Hispanic Origin – ranging from 29 percent to 36 percent. Five of the eleven corridor tracts fall within this range. The tracts within Las Colinas are much lower. The eastern portion of the Project Corridor has tracts with much higher concentrations – Tracts 4.03 and 72.01 are both around 90 percent and Tract 99 is 46 percent. In the western portion of the Project Corridor a high concentration is found in Tract 148.01 – 48 percent.



The median age of the Service Area, County and Corridor Cities are also similar – 30 to 32 years in age. Tracts within the Project Corridor tend to be much younger – seven of the eleven tracts have a median age below 30 with Tract 142.04 in eastern Irving having a median age of 23.3 years. Only two tracts have a median age higher than the Service Area – Tract 142.01 in Las Colinas is 38.4 and Tract 100 in Dallas is 34.5. When examining the percentage of the population under the age of 18, only two tracts stand out when compared to the larger community – Tracts 4.03 and 72.01 located in the eastern portion of the corridor in Dallas. When examining the percentage of the population over the age of 64, the corridor tracts in general have less of their population elderly than the Service Area. Three of the tracts fall within the 6 to 8 percent range (the range for the larger geographic areas), one tract is higher at 10.8 percent and the remaining seven tracts are all lower.

The Service Area, County and Corridor Cities vary in the percentage of occupied housing units with no vehicle available. The City of Dallas has the highest percentage with almost 11 percent. The City of Irving is the lowest at just under 6 percent. The Service Area and the County are around 8 percent. The tracts within the Project Corridor vary significantly. Tracts 72.10 and 99 in Dallas have 16 percent and 19 percent of their household with no vehicle. The households in the Las Colinas area have the lowest percentages – around 2 percent for Tracts 142.01 and 143.04.

Overall, the demographic analysis highlights that the populations within the Project Corridor are very diverse. There are very low income areas and very wealthy areas within the corridor. There are areas with very high concentrations of Hispanic and racial minority individuals and those with very low percentages. The transportation needs of the corridor also vary – certain portions of the corridor are very transit dependent while more affluent areas within the corridor offer opportunities for capturing choice riders.

### **3.2.2 Labor Force and Employment Centers**

This section outlines employment trends and projections for the region, Dallas County, the Corridor Cities and the Project Corridor.

#### **Employment Trends**

Employment in the North Central Texas region was impacted by the 2001 recession. The area suffered employment losses due to its high concentration of high technology, telecommunication and aviation industries. However, all indicators monitored by the Federal Reserve indicate that the area is rebounding. The Federal Reserve is reporting job growth, declining office vacancies and a strong construction market for the area (Federal Reserve Bank Dallas, June 2005).

Prior to the recession, the region experiences phenomenal employment growth. From 1990 to 2000, the region added 935,107 jobs, increasing total employment by 46 percent. Dallas County had a 39 percent increase in total employment, bringing total jobs to 1.75 million in 2000. The City of Dallas led the region by capturing 228,664 jobs, bringing its total employment base to 1,038,314. The City of Irving was third in the region for total employment growth – bringing its total employment to 165,435 in 2000. According to NCTCOG, the City of Dallas has the greatest concentration of major employers within the region with 260 major employers located in the City. The City of Irving has the third highest concentration of major employers in the DFW region with 103. **Table 3-12** outlines employment growth for these areas from 1990 to 2000.

The Irving/DFW Corridor has also been impacted by the recession. In the Las Colinas office market, overall vacancy reached 31 percent in 2003. In addition, DFW Airport suffered from the economic problems of the major airlines. However recent studies of the market indicate that the corridor is headed for a rebound. Office vacancies are predicted to drop to 10 percent in Las Colinas by the end of 2010. (“Study Shows New Life in Las Colinas”, *Dallas Business Journal*, July 4, 2005.) In addition, the corridor is experiencing new corporate investment activity – Fluor





Corporation recently announced their plans to relocate their headquarters to the area in 2006. Real estate brokers in the area have seen a steady increase in office leasing activity in the market.

<b>TABLE 3-12 EMPLOYMENT CHANGE 1990-2000 COUNTY AND CORRIDOR CITIES</b>				
<b>Area</b>	<b>1990 Employment</b>	<b>2000 Employment</b>	<b>1990-2000 Change</b>	<b>% Change</b>
Dallas County	1,254,974	1,745,109	490,135	39.1%
City of Dallas	809,650	1,038,314	228,664	28.2%
City of Irving	106,600	165,435	58,835	55.2%

Source: NCTCOG, 2005

While DFW Airport has suffered from the loss of most Delta Airlines' flights and the cuts at American Airlines, it still remains the third busiest airport in the world (measured in number of flight operations). It also serves more than 55 million passengers annually. The airport is a major employment center within the DFW region and within the Project Corridor with 268,000 full-time jobs. The airport is the "regional central business district" (CBD) of the North Central Texas region according to NCTCOG. Approximately 83 percent of the region's total employment is located within a 20-mile radius of the airport.

**Table 3-13** below examines employment trends by census tract within the Irving/DFW Corridor. All tracts experienced double digit job growth from 1990 to 1998. Tract 141.11 had an 88 percent job growth rate during that time period. Total employment within tracts in the Project Corridor was 255,845 in 1990 and 307,699 in 1998 – reflecting an employment growth rate of 20 percent (see **Figures 3-7** and **3-8** for the 1990 and 2000 Census Tract boundaries.) (Note these figures represent employment for the entire Census Tract, not just the portion of the tract within the Project Corridor.)

<b>TABLE 3-13 EMPLOYMENT 1990 -1998 IRVING/DFW CORRIDOR CENSUS TRACTS</b>					
<b>Census Tract No.</b>	<b>% Land Area In Corridor</b>	<b>1990 Employment</b>	<b>1998 Employment</b>	<b>1990-1998 Growth</b>	<b>% Growth</b>
4.03	25.40%	27,121	31,432	4,311	16%
72.01	19.10%	2,093	2,365	272	13%
99	19.60%	35,202	40,056	4,854	14%
100	26.30%	112,062	127,299	15,237	14%
141.03	31.60%	19,535	24,773	5,238	27%
141.11 <sup>1</sup>	26.70%	11,930	22,435	10,505	88%
141.12	21.90%	2,771	3,695	924	33%
142.01	29.70%	23,403	28,750	5,347	23%
142.02 <sup>2</sup>	15.40%	3,566	4,341	775	22%
143.04	14.00%	9,835	12,494	2,659	27%
148.01	15.10%	8,327	10,059	1,732	21%
Total		255,845	307,699	51,854	20%

<sup>1</sup> Tract 141.25 did not exist in the 1990 Census but was part of Tract 141.11 that was split into 141.25 and 141.24 in the 2000 Census.  
<sup>2</sup> Tract 142.04 did not exist in the 1990 Census but was part of Tract 142.02 that included 2000 Tracts 142.04 and 142.03.

Source: NCTCOG, 2005



### **Distribution Patterns**

The Irving/DFW Line is located in one of the strongest employment corridors in the region. At the heart of the line is the Las Colinas community – a regional employment destination. At the western end of the line is DFW Airport – a major employer for the region as well as the “CBD” for employment within the North Central Texas region. At the eastern end of the Project Corridor, the Irving/DFW line would connect to DART’s Carrollton/Farmers Branch LRT line. That line provides transit access to the Stemmons Corridor, the Dallas Medical District and the Dallas Central Business District – all major employment destinations in the North Central Texas region.

A review of the previous table provides insight into the geographic distribution of employment within the Irving/DFW Corridor. The tracts with the highest total employment in 1998 were located in Dallas – Tracts 99 and 100. These areas both experienced growth from 1990 to 1998 of 14 percent. The tracts fall within the Stemmons Corridor – an area with one of the highest employment concentrations in the region. Several of the City of Dallas’ top employers are located within this corridor including Parkland Memorial Hospital, Children’s Medical Center and the University of Texas Southwestern Medical Center. Tract 4.03 in Dallas had the third highest concentration of employment in the corridor. This tract contains Love Field Airport and is home to another major Dallas employer – Southwest Airlines.

The next highest concentration of employment in the corridor is found in the Urban Center of Las Colinas. One tract included in this area experienced an 88 percent increase in total employment between 1990 and 1998. The remaining tracts in this area all experienced significant job growth in the 1990’s – with gains in the 20 to 30 percent range. Overall, job growth was distributed along the SH 114 Corridor, with significant gains in the SH 161 (George Bush Turnpike) area. This tract experienced 33 percent job growth.

### **Employment Projections**

A number of sources predict that the North Central Texas region will continue to rebound from the recession of the early 2000’s and will return to strong employment growth. NCTCOG projects total regional employment to increase from 3,158,200 in 2000 to 5,416,700 in 2030. This represents a 72 percent increase in total employment. Dallas County is projected to receive the greatest share of this growth, experiencing a 45 percent employment growth (784,262 jobs).

The City of Dallas’ employment is predicted to grow 34 percent during this time period. Dallas is projected to have the highest total absolute job growth in the region among all cities – employment is projected to increase by 351,905 jobs bringing total employment in 2030 to 1.39 million. The City of Irving is projected increase employment by 67 percent – to 276,941 jobs.

The Las Colinas area is projected to grow by 83 percent between 2000 and 2030 – from 77,992 to 142,985. During this same time period, population is anticipated to increase by 52 percent - from 25,066 to 38,203. The current trend of jobs increasing at a faster rate than population growth is predicted to continue increasing the transportation needs of the corridor. Las Colinas jobs will be filled not only by Irving residents but increasingly more by people residing outside of the area. Las Colinas’ position as a major employment destination is projected to continue well into the future.

Within the Project Corridor, employment is projected to increase by almost 88 percent. Total jobs will grow to 109,106 by 2030 almost doubling 2000 employment levels. **Table 3-14** below outlines the employment projections for these geographic areas.

**TABLE 3-14  
EMPLOYMENT PROJECTIONS  
REGION, COUNTY, CORRIDOR CITIES AND IRVING/DFW CORRIDOR**

Area	2000 Employment	2030 Projected Employment	Projected Growth	% Growth
Region (10 county area)	3,158,200	5,416,700	2,258,500	71.5%
Dallas County	1,745,109	2,529,371	784,262	44.9%
Dallas	1,038,314	1,390,219	351,905	33.9%
Irving	165,435	276,941	111,506	67.4%
Las Colinas	77,992	142,985	64,993	83.3%
Irving/DFW Corridor <sup>1</sup>	58,081	109,106	51,025	87.9%

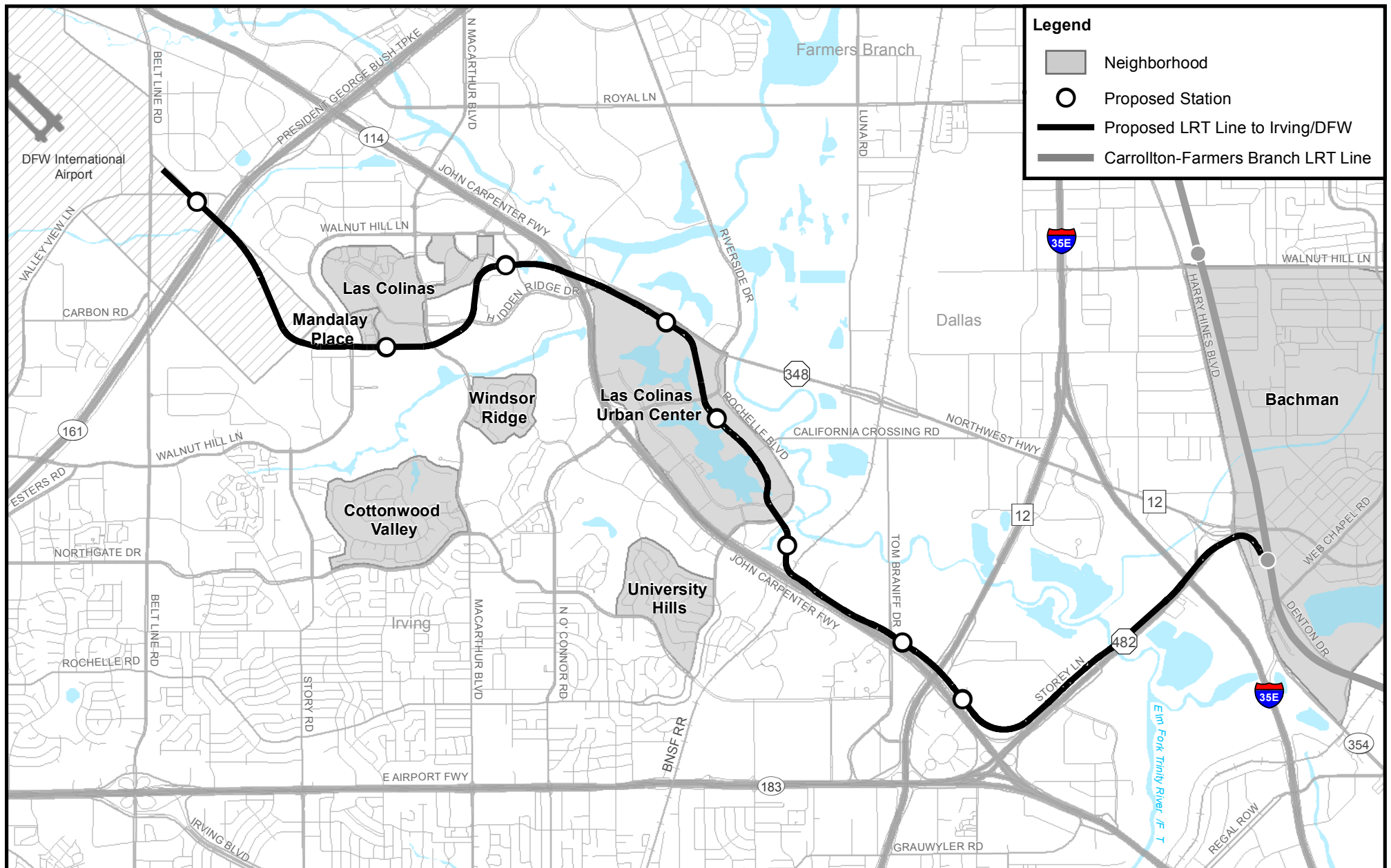
<sup>1</sup> Based on NCTCOG Traffic Survey Zone data

Source: NCTCOG, 2005

### 3.2.3 Neighborhoods

There are several residential areas throughout the Project Corridor. One is located in Dallas and the other six are located in the Las Colinas community. **Figure 3-9** depicts the general location of these neighborhoods. A brief description of each area is outlined below:

- Bachman Neighborhood (Also known as Love Field North Neighborhood) (Dallas)**  
 An area bound on the North by Walnut Hill Lane, on the south by Shorecrest Drive, on the east by Midway Road and on the West by Harry Hines Boulevard. This is a mixed use area with residential, commercial, institutional and industrial land uses. A significant amount of housing in this area is multi-family, primarily renter occupied units. The neighborhood includes Bachman Lake and Recreation Center and lies just north of Love Field Airport. This area has been the subject of several studies by the City including the ***Love Field North Land Use Study*** (1988) and the ***Northwest Highway Area Revitalization/Neighborhood Improvement Study*** (1992).
- Las Colinas Urban Center**  
 The core of the Las Colinas community is known as the Urban Center. The area is dominated by several high-rise office buildings and home to more than 400 multi-national companies. The Urban Center has a number of multi-family units, with several new ones under construction as of August 2005.
- Cottonwood Valley**  
 This single family residential neighborhood is located in the Las Colinas community. It lies just west of McArthur Boulevard, just east of Story Road, north of Northgate Drive and south of the North Lake College campus. The area is predominantly custom homes. Adjacent to this neighborhood is the Four Seasons Resort and Club.
- University Hill Neighborhood**  
 This single family neighborhood was the first residential area to be developed in Las Colinas. It is bound on the south and east by Rochelle Boulevard and on the north and west by the Las Colinas Country Club Golf Course.
- Windsor Ridge**  
 This single family residential neighborhood is located in the Las Colinas community. It lies east of McArthur Boulevard, south of the Cottonwood Branch Creek and north of the Four Seasons Resort.

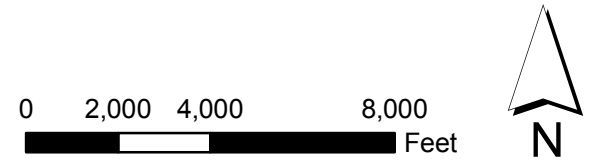


Source: Renee Jaynes, 2005

Figure 3-9

## Neighborhoods

NW Corridor LRT Line to Irving/DFW  
Environmental Impact Statement







- **Mandalay Place**

This single family neighborhood, which was constructed in the mid-1980's, is located directly north of North Lake College between Brangus Drive and Walnut Hill Lane.

- **Las Colinas**

This neighborhood encompasses several apartment complexes north of North Lake College, surrounding a creek, ponds and greenbelts. The neighborhood includes the Hidden Ridge, Jefferson Park, Jefferson Ridge, Knightsbridge, Rancho Mirage, Archstone at MacArthur (previously Rosemont Apartments), and Villas at Beaver Creek apartments.

### **3.3 TRANSPORTATION**

The proposed extension of light rail to Irving within the Northwest Corridor will have to interface with the existing transportation system of roadways, highways, railroads, pedestrian/bicycle facilities, bus routes, and transit centers. This section documents the existing conditions of that transportation system and lays the groundwork for determining what changes will have to be made to accommodate light rail and what impacts that will have. As such, this section focuses on the proposed alignment of the light rail extension and the transportation facilities that parallel or cross it. This study area extends from northwest Dallas westward through Irving towards Dallas/Fort Worth International Airport.

The existing conditions of the transportation system within the Irving/DFW LRT corridor were documented by collecting existing data from various transportation agencies and taking inventory of conditions within the corridor itself. This documentation includes a summary of regional traffic patterns and traffic volumes, intersection conditions, parking usage, bus service, and freight railroad operations.

Existing daily and peak hour traffic volumes at most locations were collected from TxDOT, NCTCOG, and the municipal agencies within the corridor. Traffic volumes at certain locations were collected manually in the field. Year 2030 traffic volume projections were obtained from the NCTCOG ***Mobility 2025 Plan*** (Amended April 2005) as modeled by DART. The existing configuration of transportation facilities was inventoried in the field. Roadway, rail, and transit facilities projected to exist in the year 2030 were estimated based upon committed and proposed changes to the transportation system as specified by and agreed to by the agencies involved.

Transit operation and ridership data were collected from DART. Data concerning bicycle and pedestrian facilities were collected from the cities in the corridor. Finally, any policies governing the use of or interaction between transportation facilities in the corridor were collected from the various government agencies within the corridor.

#### **3.3.1 Transportation Infrastructure**

This section describes the existing conditions of the transportation infrastructure within the Irving/DFW LRT corridor. This includes transit infrastructure, roads and highways, and railroads.

##### **Transit Infrastructure**

The Project Corridor is served by a network of 14 DART bus routes. Bus transit services operate in mixed traffic on city streets, SH 114, and IH 35E south of IH 635 (**Figure 3-10**). Just outside the Project Corridor, buses utilize high occupancy vehicle (HOV) lanes on IH 35E north of IH 635, and on IH 635 east of IH 35E. There are two express, eight circulator, one rail-feeder, and three cross-town routes in the corridor. The "circulator" routes operate between transit centers in outer Dallas and in the suburbs. Typically, express routes provide service to downtown Dallas, but one of the express routes is a cross-town route that provides east-west service on IH 635. The corridor bus network generally is oriented in a pattern radiating from downtown Dallas, which is located beyond the southeast edge of the Study Area. In addition, there are several circulator routes within Irving.