



TABLE 3-2 IRVING/DFW CORRIDOR LAND USE		
Land Use Category	Acres	% Land Area
Total Acres	6,247	
Vacant	1,755	28.1%
Single Family	33	0.5%
Multi Family	214	3.4%
Mobile Home & Group Qtrs. ¹	84	1.3%
Industrial	538	8.6%
Commercial ²	538	8.6%
Institutional ³	641	10.3%
Infrastructure ⁴	1,697	27.2%
Parks and Flood Plain	322	5.2%
Water	425	6.8%
¹ Includes Mobile Homes and Hotel/Motel ² Includes Retail, Office and Related Parking Garages ³ Includes Schools, Universities, Other Public Facilities and Stadium Uses ⁴ Includes Transportation, Roadways, Utilities, Runways and Airport		

Source: Lopez-Garcia Group, NCTCOG Land Use Data, 2005

3.1.3 Local Land Use Plans and Policies

Local plans and policies related to land use and growth in the Irving/DFW Corridor were taken into consideration when examining existing conditions. A review of the plans and policies that affect property within the Study Area is summarized below. They are outlined by geographic area.

City of Dallas

- **Forward Dallas** was developed by the City of Dallas in 2006. It is a comprehensive plan focusing on three primary elements: land use, transportation and economic development. One of the stated objectives of the transportation element is to support development around DART stations while also using the road network more efficiently and reducing congestion. The plan's "Vision Illustration Map" identifies transit corridors and station areas and a major objective often cited is to promote transit and encourage a range of transportation options for residents. The development guidelines have been developed to promote accessibility to transit and encourage transit oriented development in certain land use districts. The plan states that residents recognize the need to better utilize the existing and proposed investment in transit services within the City and state a desire to increase housing and jobs around DART stations. The plan proposes new zoning and development standards to achieve this objective.
- **Growth Policy Plan** (adopted in 1987 and amended in 1990 and 1993) is a policy framework for land use and development within the City. It is both a long-range planning tool as well as a guide for current land development issues. The **Growth Policy Plan** addresses DART, particularly in the area of development of property around transit stations. The plan calls for the City to support growth nodes, where appropriate, to utilize the transportation capacity provided by the DART system. The plan encourages transit-supportive development by encouraging higher density mixed-use development around transit stations in areas appropriate for redevelopment or new development.
- **Northwest Highway Urban Design Study** (1999) This study supports planning efforts by DART and recognizes the economic potential for redevelopment with the construction of a light rail station at the intersection of UP (DART) railroad right-of-way and Northwest Highway.