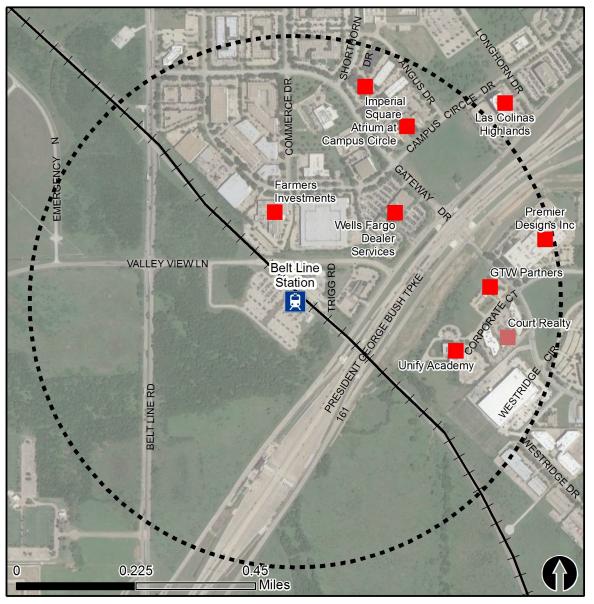
Rail Station Fact Sheet – Belt Line Station

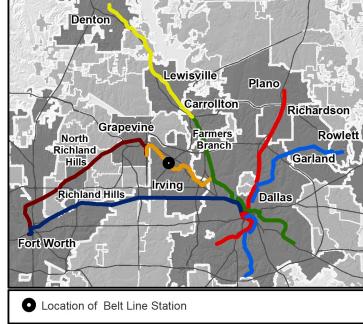


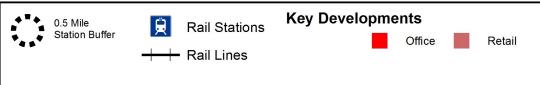


Station Overview

Belt Line Station is located on Valley View Lane east of Belt Line Road and west of SH 161 in Irving. The station opened in 2012 and is served by the DART Rail Orange Line.

Regional Rail Transit Lines





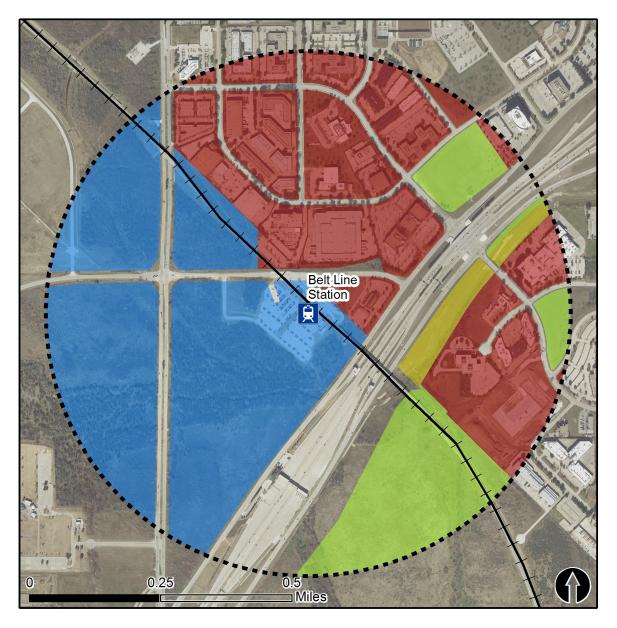
Rail Station Fact Sheet – Belt Line Station



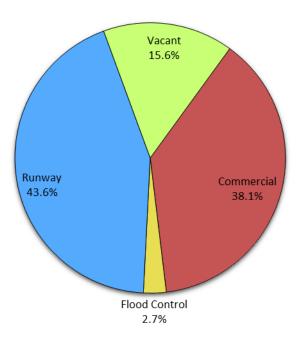
Year Opened 2012 Park & Ride Spaces 597 Ridership¹ Total Housing Units 2015 Avg. Weekday 673 Percent Occupied 2015 Avg. Saturday 278 Percent Owner-Occupied 2015 Avg. Sunday 241 Percent Renter-Occupied 2014 On-Board Transit Survey: Access Mode to Station² Commute To Work³ Bilke 1.0% Percent Automobile 8 Drive Alone 18.8% Percent Drive Alone 8 Carpool 3.1% Percent Carpool 3 Walk 6.4% Percent Transit 1 Drop Off 21.3% Percent Bike 9 Other 0.0% Percent Walk 9 Transit Transfer 49.4% Percent Work from Home 9 Station Area Plans and Studies 1 Traffic Survey Zone 2017 Employment Forecast²	Station Characteristics ¹		Station Area Characteristics (1/2 mile radius)	
Agency Dallas Area Rapid Transit Rail Line(s) Orange Line Corridor Northwest (NW)-Irving/DFW Year Opened 2012 Park & Ride Spaces 597 Ridership¹ Housing Density (units/sq. mile) 2015 Avg. Weekday 673 2015 Avg. Saturday 278 2015 Avg. Sunday 241 Percent Owner-Occupied 9 2014 On-Board Transit Survey: Access Mode to Station² Bike 1.0% Drive Alone 18.8% Carpool 3.1% Percent Drive Alone 8 Carpool 3.1% Percent Carpool 3.1% Walk 6.4% Drop Off 21.3% Other 0.0% Transit Transfer 49.4% Percent Work from Home 9 Station Area Plans and Studies Title Publisher Population Density (pop/sq. mile) Average Median Age Average Media	Address	5800 Valley View Lane	Demographics ³	
Rail Line(s) Orange Line Corridor Northwest (NW)-Irving/DFW Year Opened 2012 Park & Ride Spaces 597 Ridership¹ Total Housing Units Ridership⁴ Percent Occupied 2015 Avg. Weekday 278 2015 Avg. Saturday 278 2015 Avg. Sunday 241 Percent Renter-Occupied 9 2014 On-Board Transit Survey: Access Mode to Station² Commute To Work³ Bike 1.0% Drive Alone 18.8% Carpool 3.1% Percent Drive Alone 8 Carpool 3.1% Percent Carpool 3.1% Percent Transit 11 Drop Off 21.3% Other 0.0% Percent Walk Percent Work from Home Percent Zero-Vehicle Households 1 Title Publisher Traffic Survey Zone 2017 Employment Forecast²	City	Irving	Total Population	433
Corridor Northwest (NW)-Irving/DFW Year Opened 2012 Park & Ride Spaces 597 Ridership¹ Total Housing Density (units/sq. mile) 2015 Avg. Weekday 673 Percent Occupied 2015 Avg. Saturday 278 Percent Owner-Occupied 2015 Avg. Sunday 241 Percent Renter-Occupied 1 2014 On-Board Transit Survey: Access Mode to Station² Commute To Work³ Bike 1.0% Percent Automobile 8 Drive Alone 18.8% Percent Drive Alone 8 Carpool 3.1% Percent Carpool 8 Walk 6.4% Percent Transit 1 Drop Off 21.3% Percent Walk Percent Work from Home Percent Work from Home Percent Work from Home Percent Work from Home Percent Zero-Vehicle Households 1. Title Publisher Traffic Survey Zone 2017 Employment Forecast²	Agency	Dallas Area Rapid Transit	Population Density (pop/sq. mile)	32
Year Opened 2012 Park & Ride Spaces 597 Housing³ Ridership¹ Total Housing Units 2015 Avg. Weekday 673 Percent Occupied 2015 Avg. Saturday 278 Percent Owner-Occupied 2015 Avg. Sunday 241 Percent Renter-Occupied 2014 On-Board Transit Survey: Access Mode to Station² Commute To Work³ Bike 1.0% Percent Automobile 8 Drive Alone 18.8% Percent Drive Alone 8 Carpool 3.1% Percent Carpool 9 Walk 6.4% Percent Transit 1 Drop Off 21.3% Percent Bike 9 Other 0.0% Percent Walk 9 Transit Transfer 49.4% Percent Other 9 Percent Work from Home 9 9 Station Area Plans and Studies 1 Traffic Survey Zone 2017 Employment Forecast²	Rail Line(s)	Orange Line	Average Median Age	31
Park & Ride Spaces 597 Housing 3 Ridership¹ Housing Density (units/sq. mile) 2015 Avg. Weekday 673 Percent Occupied 2015 Avg. Saturday 278 Percent Owner-Occupied 2015 Avg. Sunday 241 Percent Renter-Occupied 2014 On-Board Transit Survey: Access Mode to Station² Commute To Work³ Bike 1.0% Percent Automobile 8 Drive Alone 18.8% Percent Carpool 8 Carpool 3.1% Percent Transit 1 Walk 6.4% Percent Bike 1 Other 0.0% Percent Walk 1 Transit Transfer 49.4% Percent Other Percent Work from Home 1 Station Area Plans and Studies Percent Zero-Vehicle Households 1 Title Traffic Survey Zone 2017 Employment Forecast²	Corridor	Northwest (NW)-Irving/DFW	Average Median Income	\$16,812.50
Total Housing Units Housing Density (units/sq. mile) 2015 Avg. Weekday 2015 Avg. Saturday 2015 Avg. Sunday 2015 Avg. Sunday 2016 Avg. Sunday 2017 Avg. Sunday 2018 Percent Occupied 2019 Percent Renter-Occupied 2019 Percent Automobile 2019 Percent Drive Alone 2019 Renter Drive Alone 2019 Percent Carpool 2019 Percent Carpool 2019 Percent Transit 2019 Percent Transit 2019 Percent Transit 2019 Percent Transit 2019 Percent Bike 2019 Percent Walk 2019	Year Opened	2012		
Ridership¹ Housing Density (units/sq. mille) 2015 Avg. Weekday 673 Percent Occupied 2015 Avg. Saturday 278 Percent Owner-Occupied 2015 Avg. Sunday 241 Percent Renter-Occupied 1 2014 On-Board Transit Survey: Access Mode to Station² Commute To Work³ Bike 1.0% Percent Automobile 8 Drive Alone 18.8% Percent Drive Alone 8 Carpool 3.1% Percent Carpool 2 Walk 6.4% Percent Transit 1 Drop Off 21.3% Percent Bike 2 Other 0.0% Percent Walk 2 Transit Transfer 49.4% Percent Other 2 Percent Work from Home 2 2 Station Area Plans and Studies Percent Zero-Vehicle Households 1 Title Traffic Survey Zone 2017 Employment Forecast²	Park & Ride Spaces	597	Housing ³	
2015 Avg. Weekday 673 Percent Occupied 2015 Avg. Saturday 278 Percent Owner-Occupied 2015 Avg. Sunday 241 Percent Renter-Occupied 1 2014 On-Board Transit Survey: Access Mode to Station² Commute To Work³ Bike 1.0% Percent Automobile 8 Drive Alone 18.8% Percent Drive Alone 8 Carpool 3.1% Percent Carpool 2 Walk 6.4% Percent Transit 1 Drop Off 21.3% Percent Bike Percent Walk Transit Transfer 49.4% Percent Other Percent Work from Home Station Area Plans and Studies Traffic Survey Zone 2017 Employment Forecast²			Total Housing Units	290
2015 Avg. Saturday 278 Percent Owner-Occupied 2015 Avg. Sunday 241 Percent Renter-Occupied 2014 On-Board Transit Survey: Access Mode to Station² Commute To Work³ Bike 1.0% Percent Automobile Drive Alone 18.8% Percent Drive Alone 8 Carpool 3.1% Percent Carpool 1 Walk 6.4% Percent Transit 1 Drop Off 21.3% Percent Bike 1 Other 0.0% Percent Walk 2 Transit Transfer 49.4% Percent Other 2 Percent Work from Home 2 2 Station Area Plans and Studies Percent Zero-Vehicle Households 1 Title Traffic Survey Zone 2017 Employment Forecast²	Ridership ¹		Housing Density (units/sq. mile)	22
2015 Avg. Sunday 241 Percent Renter-Occupied 1 2014 On-Board Transit Survey: Access Mode to Station² Commute To Work³ Bike 1.0% Percent Automobile 8 Drive Alone 18.8% Percent Drive Alone 8 Carpool 3.1% Percent Carpool 1 Walk 6.4% Percent Transit 1 Drop Off 21.3% Percent Bike 1 Other 0.0% Percent Walk 1 Transit Transfer 49.4% Percent Other 1 Percent Work from Home 1 1 Station Area Plans and Studies Percent Zero-Vehicle Households 1 Title Traffic Survey Zone 2017 Employment Forecast²	2015 Avg. Weekday	673	Percent Occupied	89%
2014 On-Board Transit Survey: Access Mode to Station ² Bike 1.0% Percent Automobile 8 Drive Alone 18.8% Percent Drive Alone 8 Carpool Walk 6.4% Percent Transit 1 Drop Off 21.3% Percent Bike Other 0.0% Percent Bike Transit Transfer 49.4% Percent Walk Percent Walk Transit Transfer 49.4% Percent Other Percent Work from Home Percent Work from Home Title Publisher Traffic Survey Zone 2017 Employment Forecast ²	2015 Avg. Saturday	278	Percent Owner-Occupied	0%
Bike 1.0% Percent Automobile 8 Drive Alone 18.8% Percent Drive Alone 8 Carpool 3.1% Percent Carpool Walk 6.4% Percent Transit 1 Drop Off 21.3% Percent Bike Other 0.0% Percent Walk Transit Transfer 49.4% Percent Walk Transit Transfer 49.4% Percent Walk Transit Transfer 49.4% Percent Uther Percent Work from Home Station Area Plans and Studies Percent Zero-Vehicle Households 1 Title Publisher Traffic Survey Zone 2017 Employment Forecast²	2015 Avg. Sunday	241	Percent Renter-Occupied	100%
Drive Alone 18.8% Percent Drive Alone 8 Carpool 3.1% Percent Carpool Walk 6.4% Percent Transit 1 Drop Off 21.3% Percent Bike Other 0.0% Percent Walk Transit Transfer 49.4% Percent Other Percent Work from Home Station Area Plans and Studies Percent Zero-Vehicle Households 1 Title Publisher Traffic Survey Zone 2017 Employment Forecast ²	2014 On-Board Transit Survey: Access Mode to Station ²		Commute To Work ³	
Carpool 3.1% Percent Carpool Walk 6.4% Percent Transit 1 Drop Off 21.3% Percent Bike Other 0.0% Percent Walk Transit Transfer 49.4% Percent Other Percent Work from Home Station Area Plans and Studies Percent Zero-Vehicle Households 1 Title Publisher Traffic Survey Zone 2017 Employment Forecast ²	Bike	1.0%	Percent Automobile	85.6%
Walk Drop Off 21.3% Other Other Transit Transfer 49.4% Station Area Plans and Studies Percent Transit Publisher 6.4% Percent Transit Percent Bike Percent Walk Percent Walk Percent Other Percent Work from Home Percent Zero-Vehicle Households Traffic Survey Zone 2017 Employment Forecast ²	Drive Alone	18.8%	Percent Drive Alone	83.2%
Drop Off 21.3% Percent Bike Other 0.0% Percent Walk Transit Transfer 49.4% Percent Other Percent Work from Home Percent Zero-Vehicle Households 1 Title Publisher Traffic Survey Zone 2017 Employment Forecast ²	Carpool	3.1%	Percent Carpool	2.5%
Other 0.0% Percent Walk Transit Transfer 49.4% Percent Other Percent Work from Home Station Area Plans and Studies Title Publisher Traffic Survey Zone 2017 Employment Forecast²	Walk	6.4%	Percent Transit	11.9%
Transit Transfer 49.4% Percent Other Percent Work from Home Percent Zero-Vehicle Households Title Publisher Traffic Survey Zone 2017 Employment Forecast ²	Drop Off	21.3%	Percent Bike	0.0%
Percent Work from Home Percent Zero-Vehicle Households 1 Title Publisher Praffic Survey Zone 2017 Employment Forecast ²	Other	0.0%	Percent Walk	2.5%
Station Area Plans and Studies Percent Zero-Vehicle Households 1 Title Traffic Survey Zone 2017 Employment Forecast²	Transit Transfer	49.4%	Percent Other	0.0%
Title Publisher Traffic Survey Zone 2017 Employment Forecast ²			Percent Work from Home	0.0%
Publisher Traffic Survey Zone 2017 Employment Forecast ²	Station Area Plans and Studies	S	Percent Zero-Vehicle Households	13.1%
	Title			
Year Total Jobs 22	Publisher		Traffic Survey Zone 2017 Employment Forecast ²	
	Year		Total Jobs	22,002
Web Location Job Density (jobs/sq. mile)	Web Location		Job Density (jobs/sq. mile)	4,308

Land Use (2016) – Belt Line Station

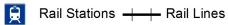




Land Use Percentages

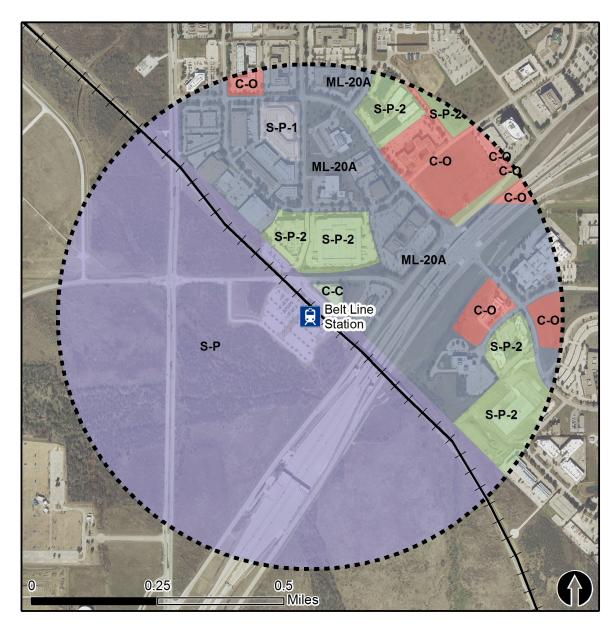






Zoning (2016) – Belt Line Station





Zoning Districts

C-O - Commercial Office

C-C – Community Commercial

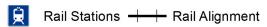
ML-20A – Light Industrial

S-P-1 – Site Plan detailed

S-P-2 - Site Plan generalized

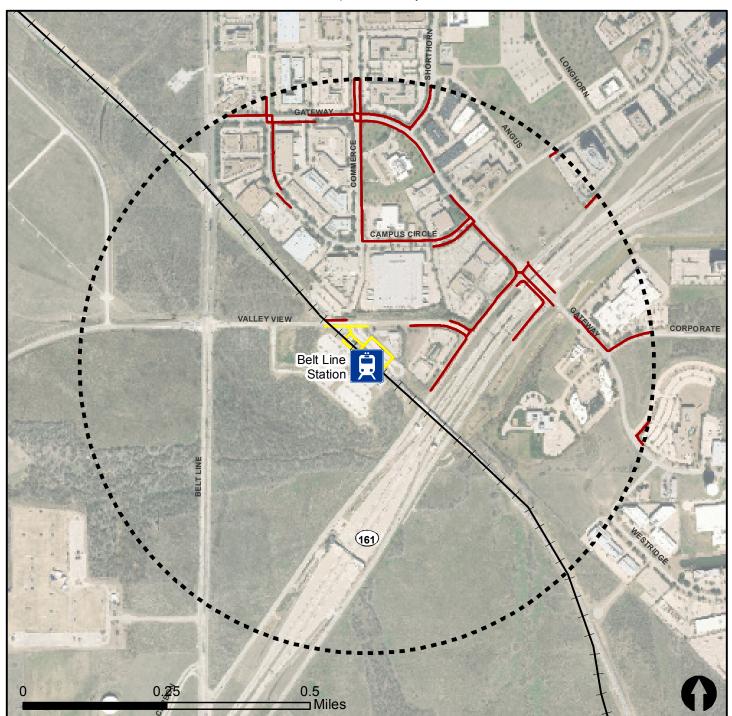
For more information on zoning, please visit the City of Irving Planning and Zoning website at: http://cityofirving.org/733/Codes-and-Ordinances





Pedestrian Routes to Rail - Belt Line Station

Last Updated: February 2015









Rail Stations



+++-- Railroads



Existing sidewalk facilities within a 0.5 mile walk distance



 Existing sidewalk facilities greater than a 0.5 mile walk distance

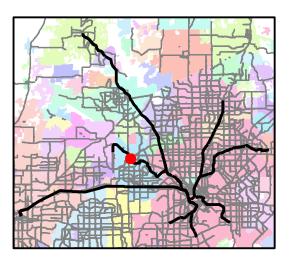


Existing sidewalk facilities that are disconnected due to a gap in the network

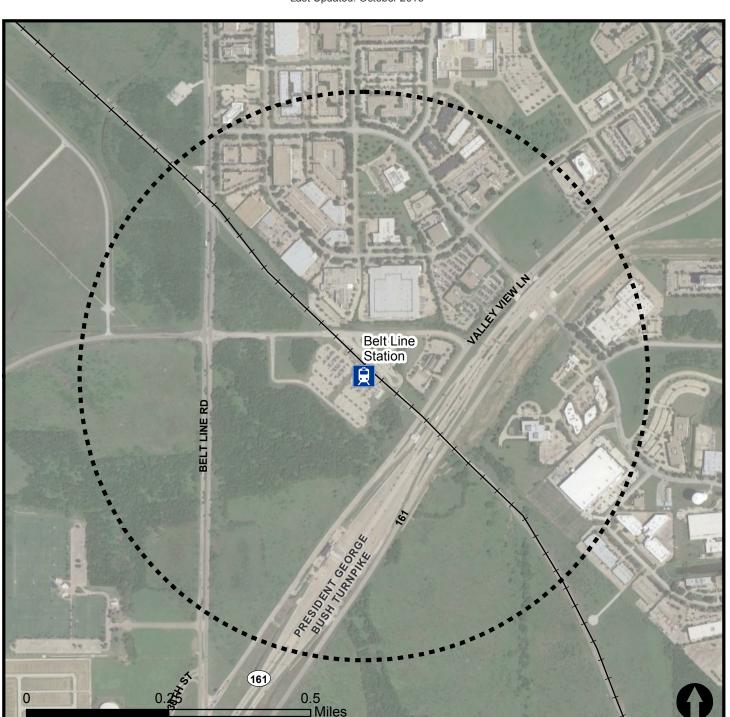
Project Overview

The Pedestrian Routes to Rail study identifies all existing pedestrian facilities within a half-mile radius of existing light rail and commuter rail stations in the Dallas-Fort Worth region based on 2014 data. ArcGIS Network Analyst tool was used to identify continuous facilities that are less than or greater than a half-mile actual walking distance to a station. The maps also reflect existing facilities that are disconnected due to gaps or other barriers not allowing a continuous pedestrian route to a station. The maps do not reflect the condition or ADA compliance of the existing infrastructure. More information on the Routes to Rail study and methodology is available at:

nctcog.org/RoutesToRail



Bicycle Routes to Rail - Belt Line Station Last Updated: October 2016









Rail Stations





Rail Lines



On-Street Bikeway, Existing



On-Street Bikeway, Planned



2040 Veloweb



Off-Street Path, Existing



Off-Street Path, Planned

Project Overview

The Bicycle Routes to Rail study identifies all existing and planned bikeways in proximity to existing or under-construction light rail and commuter rail stations in the Dallas / Fort Worth region based on 2016 data. The maps reflect off-street paths (trails) and streets designated by local adopted master plans for dedicated bikeways (e.g. bike lanes, cycle tracks) located on the street. In accordance with the Texas Transportation Code, bicyclists have a right to the road. As such, the map does not reflect other roadways around the station that may have signed bike routes or by state law may be used by bicyclists. More information about the Routes to Rail study and methodology is available at:

nctcog.org/RoutesToRail

