

TRE TOD STRATEGIC PLAN

EXISTING CONDITIONS REPORT

Appendices

FTA TOD Pilot Grant

September 2026



North Central Texas
Council of Governments

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Appendix A - Data Sources and Descriptions

Many data sources used in the TRE Station Areas existing conditions memorandum are unique to NCTCOG and the product of significant manual editing by NCTCOG staff. The list below is organized by order of their section in the memo.

<u>Land Use and Context</u>			
Data Measure	Source Name	Source Year	Hyperlink
Land Use	NCTCOG Station Area Parcels	2025	https://data-nctcoggis.hub.arcgis.com/datasets/NCTCOGGIS::2020-nctcog-land-use-county/about
Source Description & Notes:	Information on the distribution of land uses within the station area comes from the NCTCOG 2020 Land Use Inventory. NCTCOG Transportation staff have edited the layer to reflect the most recent changes. Additionally, extra detail was added to include vertically mixed-use sites with that land use type. Due to frequent development and difficulties in remote data collection these calculations should be considered approximate. See Housing Unit Density for description of how land use was combined with parcel data. While based on the US Geological Survey (USGS) coding system, NCTCOG has modified the land use classification system to suit organization's purposes. For example, use of the term vacant as a land use category should not be considered equal to indicating the land is ready for development. More information on NCTCOG 2020 Land Use Layer can be found using the link provided.		
Housing Unit Density	NCTCOG Station Area Parcels	2025	N/A
Source Description & Notes:	NCTCOG Station Area Parcels start with input data from Dallas, Tarrant, Denton, and Collin counties appraisal district property level parcel data. NCTCOG staff performed significant quality control to update missing values for housing units and building square feet using multiple additional data sources. Additionally, each parcel is joined with NCTCOG's Land Use Inventory and land uses are manually updated and edited to further refine housing unit or commercial space estimates.		
Commercial Building Square Feet (sqft) Density	NCTCOG Station Area Parcels	2025	N/A
Source Description & Notes:	See Housing Unit Density for Source Description		

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Demographics

Data Measure	Source Name	Source Year	Hyperlink
Population Density	NCTCOG 2050 Demographic Forecast	2025	https://rdc.dfwmaps.com/pdfs/NCTCOG%202050%20Forecast%20Methodology.pdf
<i>Source Description & Notes:</i> NCTCOG 2050 Demographic Forecast used by Mobility 2050, the Region's Metropolitan Transportation Plan. For this report, data for the forecast year of 2026 was available to NCTCOG Staff at 30-by-30-meter grid cell.			
Jobs Density	NCTCOG 2050 Demographic Forecast	2025	https://rdc.dfwmaps.com/pdfs/NCTCOG%202050%20Forecast%20Methodology.pdf
<i>Source Description & Notes:</i> See Population Density for Source Description			
Population, Household, and Housing Demographics	Census ACS 2020-2024 Data Tables	2020-2024	https://data.census.gov/
<i>Source Description & Notes:</i> Select Population, Household, and Housing Demographics were obtained from Census ACS 2020-2024 survey data.			

Station Area Projects

Data Measure	Source Name	Source Year	Hyperlink
Public & Private Projects	Online and City Staff	2025	N/A
<i>Source Description & Notes:</i>	NCTCOG staff identified known projects within the station area using online searches and news articles. To obtain additional information, NCTCOG staff informally requested public and private project data from city staff, focusing on the use within their station areas. This IS NOT a comprehensive dataset but rather a sample.		

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Planning and Policy

Data Measure	Source Name	Source Year	Hyperlink
Zoning	Multiple Online Zoning Documents from Cities with Rail Transit Stations	2025	N/A
<i>Source Description & Notes:</i>	From online city websites, NCTCOG Staff reviewed available zoning information on supportiveness to TOD by-right. Staff obtained zoning data on certain planned developments from city staff.		
Station Area Plans	Multiple Online Station Area Planning Documents from Cities with Rail Transit Stations	2003-2025	N/A
<i>Source Description & Notes:</i>	From online city websites, NCTCOG Staff compiled a list of known, adopted station area plans. Station area plans were evaluated on the plan's ability to advance regional TOD goals and promote development within the station area.		
Tax Increment Financing (TIF)/Tax Increment Reinvestment Zones (TIRZ)	TIF	2024	N/A
<i>Source Description & Notes:</i>	Data was obtained from city websites where reports were available online. NCTCOG staff also obtained maps from county appraisal districts, cities, and other resources to create a GIS Layer of TIF districts that intersect with the station area half-mile radius.		

Transportation Connections

Data Measure	Source Name	Source Year	Hyperlink
Sidewalk Facilities	NCTCOG Sidewalk Data	2025	N/A
<i>Source Description & Notes:</i>	NCTCOG maintains sidewalk data derived from various sources built over time including GIS layers shared by cities, purchased from aerial imagery analysis, and edited by NCTCOG staff. Performing a GIS Network Analysis to identify a station's associated walkable area (walkshed), staff edited the data to ensure the most up to date sidewalks were included and the data met the basic criteria to perform the Network Analysis.		
Bicycle Facilities	NCTCOG Trails and Bikeways Database	2025	https://nctcog.org/trans/plan/lumo/bikeped/veloweb
<i>Source Description & Notes:</i>	NCTCOG maintains the NCTCOG Trails and Bikeways database composed of the Regional Veloweb, community paths, and on-street bikeways. The data is regularly updated by staff. For this report, bikeway data focused on facilities included in the database prior to December 8, 2025, and excluded "paved shoulders" and "shared lane markings" facility types.		
Bus Routes and Shuttles	General Transit Feed Specification (GTFS) & Agency websites	2026	Bus routes and stops are mapped using the General Transit Feed Specification (GTFS) in GIS from DART and Trinity Metro as obtained by NCTCOG Transportation Department. Maps were verified with online public information.

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Travel Behavior

Data Measure	Source Name	Source Year	Hyperlink
Commute Mode Split	ACS Commute Mode Split	2020-2024	https://data.census.gov/
<i>Source Description & Notes:</i> Census American Community Survey Commute Mode Split is derived from the ACS Census Data Table: Means of Transportation to Work			
Average Daily Weekday and Weekend Ridership	Fiscal Year 2021 to Fiscal Year 2024 Average Daily Weekday and Weekend Ridership	2021-2024	N/A
<i>Source Description & Notes:</i> NCTCOG Staff obtained ridership data from DART, DCTA, and Trinity Metro between Fiscal Year 2021 to Fiscal Year 2024. Stations under construction along the DART Silver Line do not have ridership data since these stations were not operational during the timeframe.			
Transit Trip First/Last Mile Travel & Trip Purposes and Destinations	2022-2023 NCTCOG Transit On-Board Survey	2022-2023	https://www.nctcog.org/trans/data/info/travel-surveys
From Fall 2022 to Spring 2023, NCTCOG partnered with DART, DCTA, and Trinity Metro to conduct an onboard, Origin-Destination Transit Survey, to understand the travel patterns and demographics of transit riders in North Central Texas Data obtained from the 2022-2023 Transit On-Board Survey is isolated to transit trips where the passenger either boarded or alighted from a rail transit station. These rail transit trips are further classified by whether the trip was produced or attracted to associated rail transit stations. Stations under construction along the DART Silver Line were not in this survey. <i>Source Description & Notes:</i> To get productions and attractions, any trip coming from “home” and going to “home” is classified as the “home-end” of the trip. The “home-end” is identified as the production end. The other end of the trip not associated with “home” is identified as the attraction end. For trips where “home” is not indicated, the trip starting location (origin) is the production end and the trip ending location (destination) is the attraction end. For example, if a rail transit rider boards the TRE at Bell Station to start their trip from home to downtown Fort Worth for work, the trip is categorized as being produced at Bell Station. However, if a rail transit rider’s home is downtown Fort Worth, but they are traveling to Bell Station for recreation, the trip is categorized as being attracted to Bell Station.			

Appendix B – Regional TOD Zoning Analysis and Evaluation

Methodology

Zoning Analysis Methodology

To present a corridor level summary and comparison, the zoning codes of the cities with rail stations are categorized into a regional code group as seen in **Table B**. Each city often uses specific district titles which are difficult to compare across the corridor. This only includes current zoning within a half-mile radius of each station area.

Table B: Regional TOD Standard Zoning Code Group

City Code	Regional Group	Description
Agricultural	Agricultural	Reserved for agricultural and its related activities.
Commercial Heavy Commercial Corridor Commercial Multiple Commercial Light Commercial Business Park Freeway District	Commercial	Regulates the varying intensity, development features and operation of business-related activities such as retail stores, offices, restaurants and other services.
Light Industrial Research Technology	Industrial	Regulates the location and operations of manufacturing, production, and assembly where there is housing and other industrial or development operations.
Extra-Territorial Jurisdiction Public Facilities Community Service University Campus District 1,2,3 School Church Institution Conservation District Public Use	Institution	Permits land uses dedicated to public or semi-public institutions such as schools, universities, government facilities, hospitals, religious institutions, and other community-serving facilities.
Mixed Use DFW Mixed Use	Mixed Use	Permits for the development of properties that allow for multiple uses within a single area.

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Duplexes Town Homes Attached Homes Multifamily	Multifamily	The allowance to accommodate two or more households within a single structure.
Retail / Office Office	Office	Permits the building and uses related to housing the administrative function for commercial, professional, administrative, financial services.
Open Space / Parks / Flood Plain	Open Space	Intended to provide land for recreational use and the provisions of natural and/or open spaces.
PD -xx Special Use XX Site Plan XX	Special Zoning Approvals	An alternative to traditional district-based zoning by offering greater flexibility in development projects that do not strictly comply with standard zoning code.
Local Retail Regional Retail Community Retail	Retail	Regulates the varying intensity, development features and operation of retail trade services such as stores, restaurants or supermarkets, bakeries.
Single Family Residential Districts	Single Family	Zoning districts limited to single-family detached dwelling units.
Transit Centers Central Business Districts, downtowns	Urban Core /TOD	Regulates the varying intensity and development features and operation that allows for the building of a high-density, mix of uses , and pedestrian-friendly environment.

Regional TOD Zoning District Inventory and Supportiveness Evaluation Methodology

Base zoning districts within a half-mile radius of each station were evaluated for their potential to allow Transit-Oriented Development (TOD) by-right. This assessment focused on zoning elements that influence development intensity and scale. The evaluation criteria were guided by the NCTCOG Sustainable Development Guidebook¹, which identifies key zoning metrics associated with walkable, transit-supportive design:

- **Higher Density:** Zoning districts that permit greater residential or mixed-use intensity (≥ 15 dwelling units per acre or floor area ratio (FAR) ≥ 1).
- **High Lot Coverage:** Allowable lot coverage of 59 percent or higher, promoting compact, space-efficient development.
- **Greater Building Height:** Minimum height standards encouraging transit-supportive density (e.g., at least two stories).
- **Minimal Setbacks:** Small or zero-foot setbacks that position buildings close to sidewalks, enhancing the pedestrian environment.

¹ https://www.nctcog.org/getmedia/4b65ba4e-fae5-4868-87cb-1aaa88a2b6de/Guidebook_FINAL_121316.pdf

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For classification purposes:

- Zoning districts meeting **three or more** of the four metrics were categorized as TOD-supportive.
- Districts meeting **two or fewer** metrics were categorized as non-TOD-supportive.

While these four characteristics capture core aspects of TOD zoning related to intensity and scale, they are not exhaustive. Other regulations—such as parking supply, design standards, and street orientation—can either reinforce or undermine TOD goals by prioritizing automobile use.