

TRE TOD STRATEGIC PLAN

EXISTING CONDITIONS REPORT

West Irving Station

FTA TOD Pilot Grant

September 2026



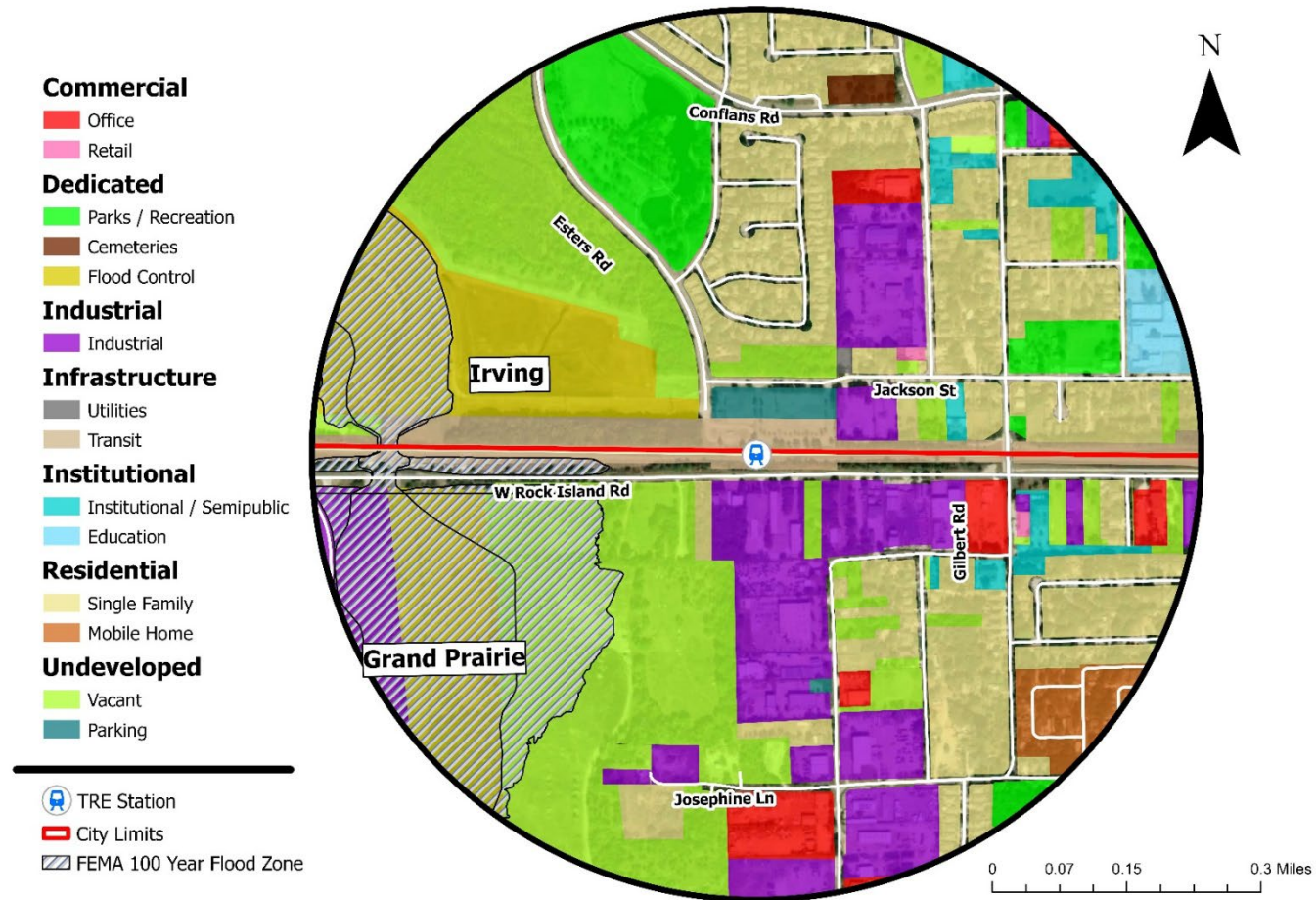
North Central Texas
Council of Governments

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Land Use and Context

Figure 1: Map of Land Uses in the Half-Mile Radius Around West Irving Station



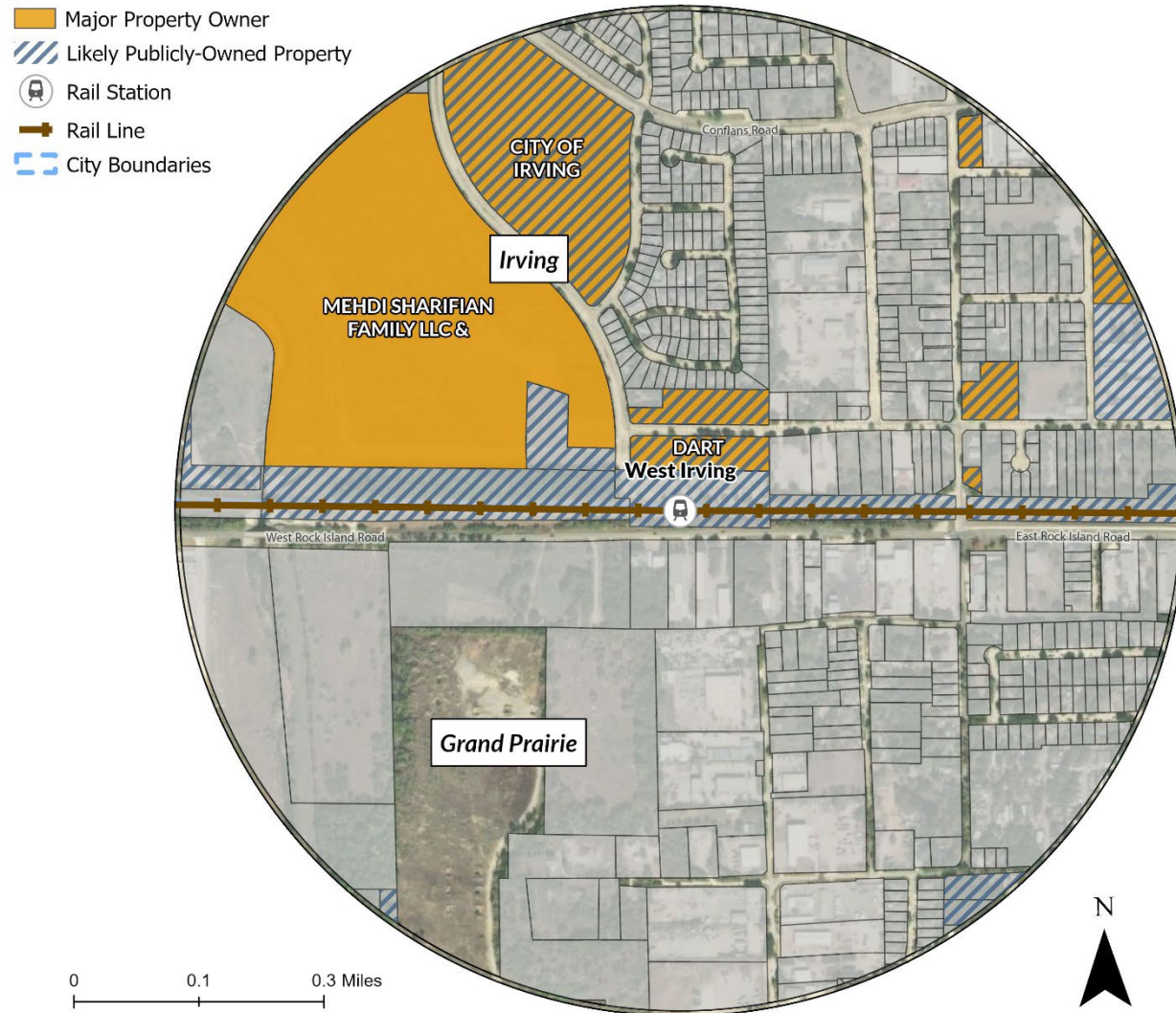
Land Use Data and Notes

Shown in **Figure 1** and **Table 1**, vacant land is the largest share of land within the West Irving station area. Additionally, a notable portion of land within the station area is single-family, reflecting the station’s lower density, suburban characterization. Western portions of the station area are environmentally constrained by the floodplain; however, this land is primarily categorized as flood control. Adjacent to the station and partially identified as “parking” in **Figure 1**, the transit station parking lot contains roughly 537 parking spaces spanning approximately 5 acres.

Table 1: Land Use Distribution

Land Use Category	Station Area Coverage
<i>Vacant</i>	25.3%
<i>Single-family</i>	19.9%
<i>Flood control</i>	11.7%
<i>Roadway</i>	11.4%
<i>Industrial</i>	10.2%
<i>Parks/recreation</i>	5.7%
<i>Office</i>	5.1%
<i>Transit</i>	5.0%
<i>Institutional/semi-public</i>	2.1%
<i>Mobile home</i>	1.6%
<i>Education</i>	0.9%
<i>Parking</i>	0.7%
<i>Cemeteries</i>	0.3%
<i>Retail</i>	0.1%
<i>Utilities</i>	0.1%

Figure 2: Property Ownership within West Irving Station Area



Property Ownership

Figure 2 shows the consolidated property ownership of land near West Irving Station based on county appraisal district parcel-level data. There is likely some publicly owned property within the station area; however, most have been developed into community spaces. **Table 2** provides additional insight into the large property landowners near West Irving Station.

Table 2: Large Landowners Near West Irving Station

Property Owner	Total Property Acreage Estimate within Station Area	Primary Land Use Category
<i>Mehdi Sharifian Family LLC</i>	57	Vacant
<i>City of Irving</i>	24	Parks/recreation
<i>DART</i>	6	Parking

Building Density Estimates

Table 3 shows these housing and commercial building densities for West Irving station area compared to the TRE Corridor and Regional North Texas TOD area. The significant difference in building density estimates between West Irving Station, TRE Corridor, and the Regional North Texas TOD area is reflected by the station area having significant vacant land and low density, residential uses. Additionally, the building density estimates at West Irving Station accounts for only 5% of the corridor's estimated housing units and only 4% of the corridor's estimated commercial building square footage.

Table 3: Building Density Estimates

	West Irving Station	TRE Corridor	North Texas TOD Area
Total Housing Unit Estimate (units)	866	16,355	248,130
Housing Density Estimate (housing units/acre)	2	5	6
Commercial Building Density Estimate (SQFT/acre)	3,858	12,781	8,336

Demographic Context

Figure 3 provides a demographic snapshot for the station area and **Table 4** compares station demographics with the Regional North Texas TOD area totals and averages. A complete methodology on demographic data collection and synthesis as well as a list of the specific data tables used can be found in **Appendix A**.

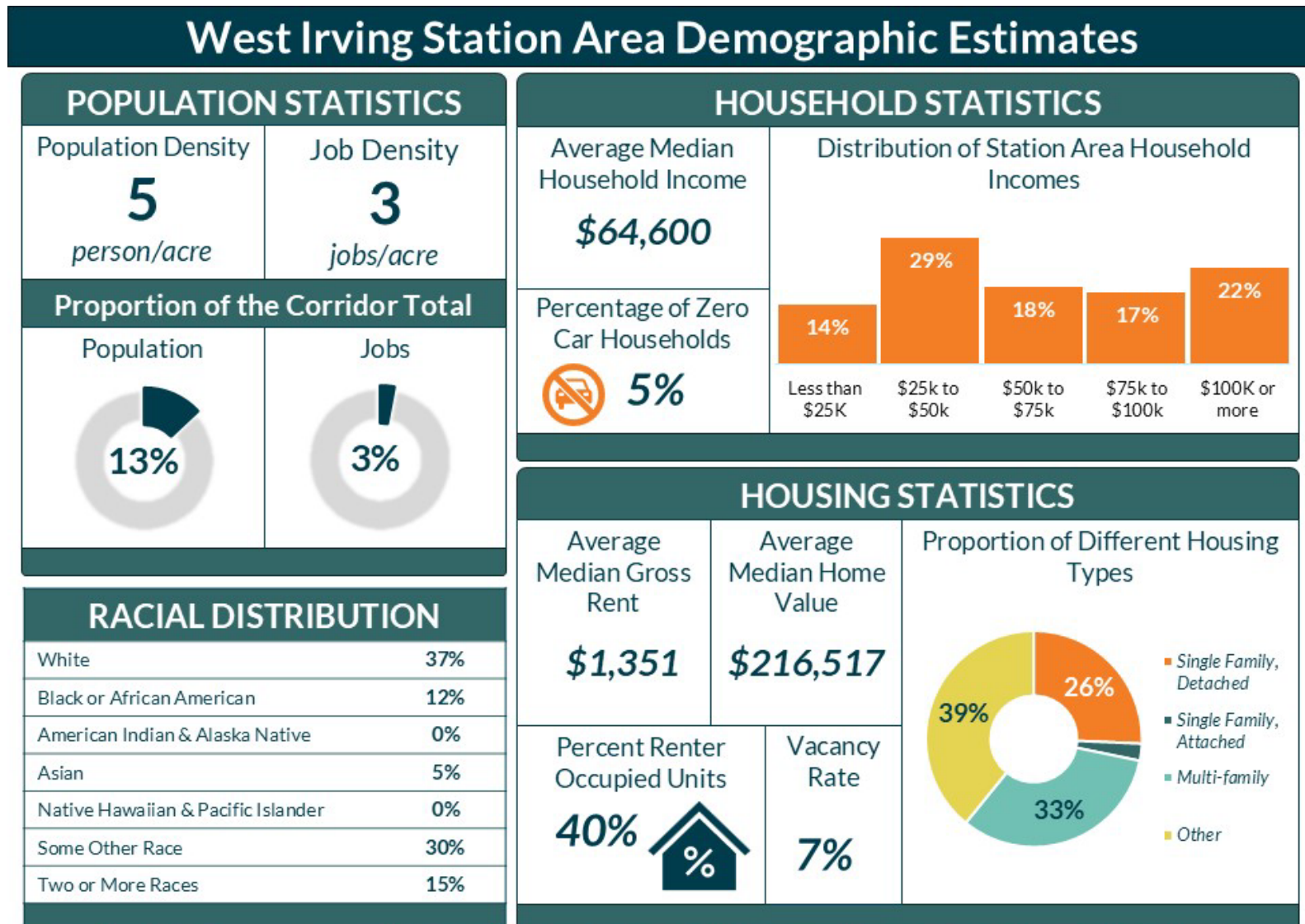
Based on the station area's demographic context, West Irving station area is less dense than the average rail station in North Texas for both jobs and population. Station area residents are likely younger and educational attainment is likely lower than the average station in North Texas.

Compared with the regional TOD average, household incomes are significantly lower while households are significantly larger. Additionally, the share of zero-car households is lower than the TOD area average, suggesting that station area residents have a greater dependence on automobiles.

Housing costs are lower than the regional TOD area average, indicating housing is likely more affordable. However, housing density is low compared with the average station. A significant share of the station area housing stock is mobile homes and single-family residences, reflecting a more suburban housing pattern.

Data source notes on statistics in Figure 3 and Table 4: Population Estimate, Population Density (people/acre), Employment Estimate, Job Density (jobs/acre) are sourced from the NCTCOG 2050 Demographic forecast available at the 30 x 30-meter grid cell level. This allows more accurate analysis within the half-mile radius. The NCTCOG 2050 Demographic forecast only has data on population totals and employment. It does not have other demographic characteristics. For other demographic characteristics, the Census American Community Survey is the only source. It uses predetermined geographies (Tract, Block Groups, Blocks) that do not conform to the half-mile radius. Data from both sources should be treated as approximate estimates, not exact measurements for all statistics.

Figure 3: Station Area Demographic Snapshot



Sources: Population Statistics on density and jobs are estimates from the NCTCOG 2050 Demographic Forecast. Racial Distribution, Household and Housing Statistics are estimates from US Census ACS 2020-2024 data tables at the block group level. See **Data Appendix** for more details.

Table 4: Key Demographics Compared to North Texas TOD Area

Population Statistics		
	Station Area	North Texas TOD Area
<i>Population Estimate</i>	2,523	293,617
<i>Population Density (people/acre)</i>	5	7
<i>Employment Estimate</i>	1,669	795,575
<i>Job Density (jobs/acre)</i>	3	14
<i>Estimated Median Age</i>	32	36
<i>Percent High School Diploma or Higher (%)</i>	67%	80%
<i>Percent Bachelor's Degree or Higher (%)</i>	18%	41%

Household Statistics		
	Station Area	North Texas TOD Area
<i>Estimated Median Household Income (\$)</i>	\$64,600	\$85,575
<i>Estimated Average Household Size</i>	3.1	2.5
<i>Percent Zero Car Households</i>	5%	8%

Housing Unit Statistics		
	Station Area	North Texas TOD Area
<i>Housing Unit Estimate</i>	866	248,130
<i>Housing Density (units/acre)</i>	2	6
<i>Estimated Median Gross Rent (\$)</i>	\$1,351	\$1,666
<i>Estimated Median Home Value (\$)</i>	\$216,517	\$371,881
<i>Percent Renter Occupied</i>	40%	60%
<i>Vacancy Rate</i>	7%	9%
<i>Percent Single-Family, Detached (%)</i>	25.7%	35.3%
<i>Percent Single-Family, Attached (%)</i>	2.5%	3.6%
<i>Percent Multi-family (%)</i>	32.6%	59.6%
<i>Percent Other (%)</i>	39.1%	1.5%

Planning and Policy Context

Planning Studies

West Irving station does not have an adopted station-specific TOD area plan. However, other planning efforts have occurred, likely impacting the station area. **Table 5** outlines plans and studies that may influence recommendations and implementation strategies for the FTA TRE TOD Study.

Table 5: Relevant Planning Studies

Name of Plan or Study	City	Year	Link
<i>Imagine Irving Comprehensive Plan</i>	Irving	2017	https://irvingtx.gov/corecode/storage/uber_resource/uploaded_pdfs/corecode/Imagine%20Irving%202023%20Interim%20Approved%20Updates%20for%20Web_202401191249008043_5036.pdf
<i>City of Irving Housing Plan</i>	Irving	2021	https://irvingtx.gov/corecode/storage/uber_resource/uploaded_pdfs/corecode/Irving%20Housing%20Plan_FINAL%2006232021_202210141517539021_5000.pdf
<i>2024-2028 HUD Consolidated Plan</i>	Irving	2023	https://irvingtx.gov/corecode/storage/uber_resource/uploaded_pdfs/ConPlan_CPP_Public%20Notice%20and%20Outreach-compressed_1741110657.pdf
<i>Economic Development Strategic Plan</i>	Irving	2024	https://irvingtx.gov/corecode/storage/uber_resource/uploaded_pdfs/Irving%20Economic%20Development%20Strategic%20Plan%202025-2030_FINAL_2024.09.27_1741214136.pdf

Figure 4: West Irving Zoning Map

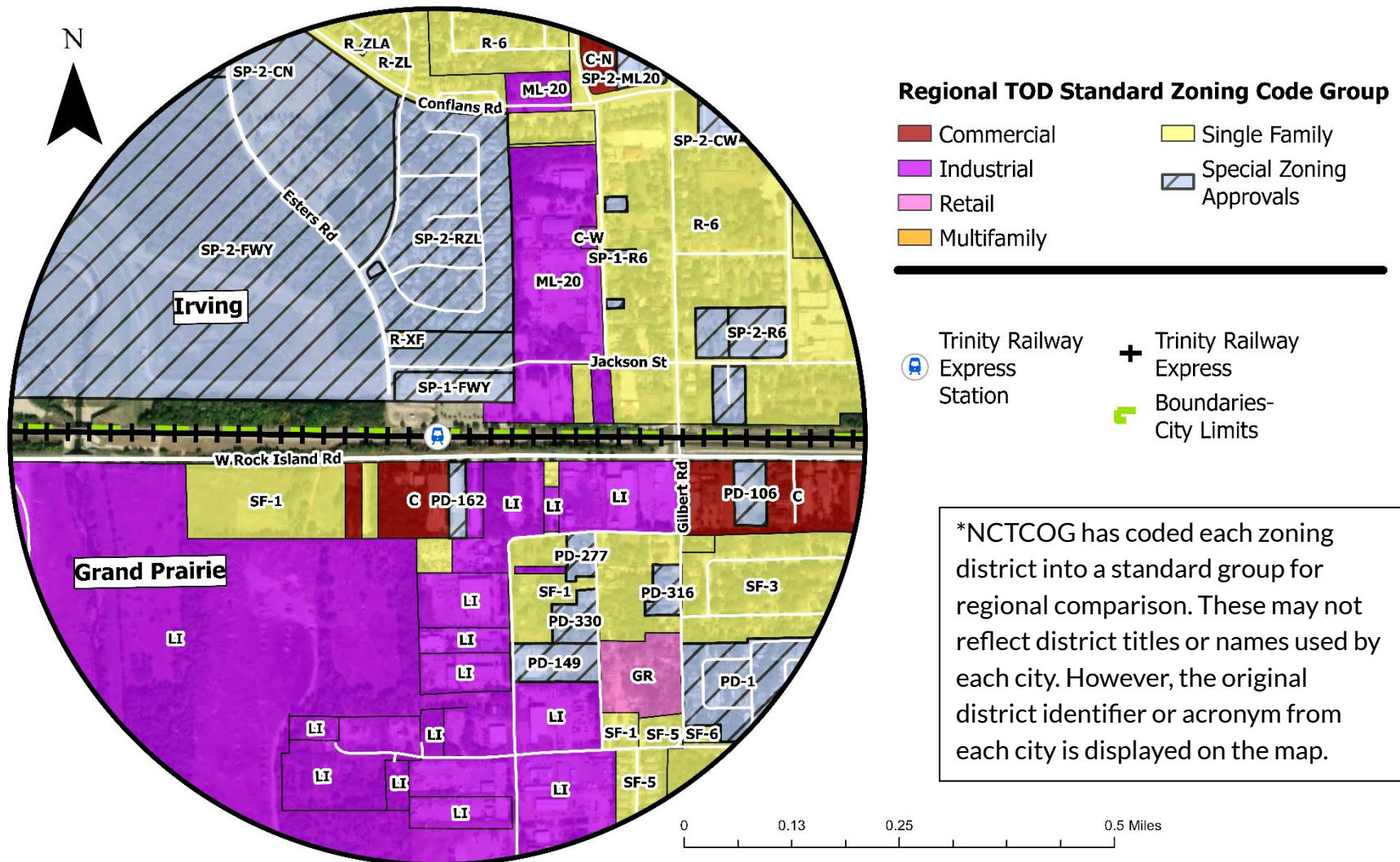
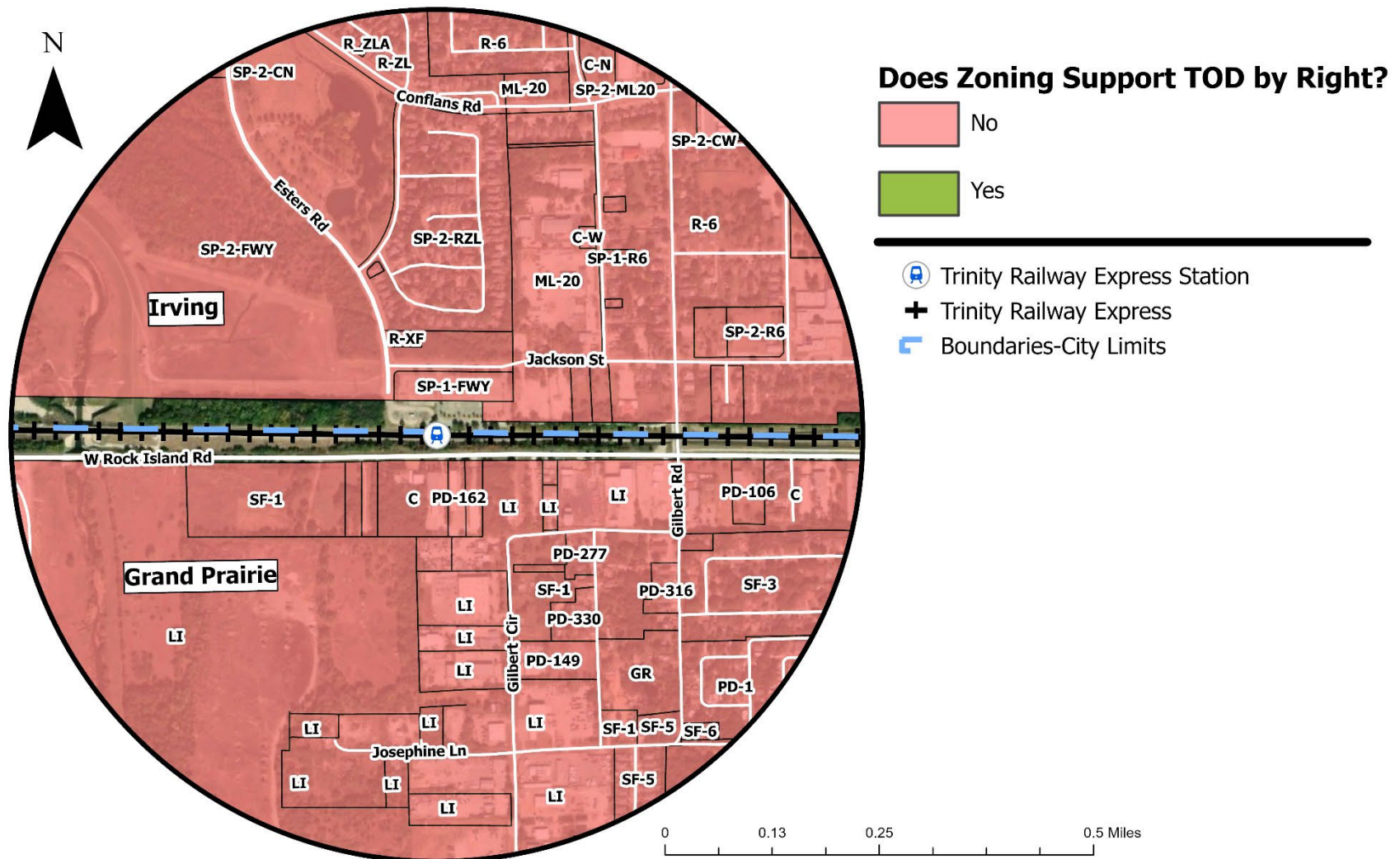


Figure 5: West Irving TOD-By-right Zoning Analysis



Zoning

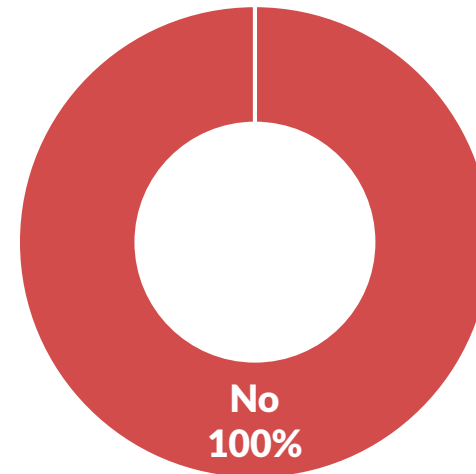
The West Irving station area overlaps with City of Irving and City of Grand Prairie. Shown in **Figure 4** and **Table 6**, industrial accounts for the largest share of zoning within the station area and is primarily located south of the station in Grand Prairie. A notable portion of the zoning within the station area is planned development or PD, indicated as “Special zoning approvals” in **Table 6**. As PD zoning is a property-specific entitlement, it can support TOD but in this case they do not.

No zoning in the West Irving Station area allows TOD by-right (see **Figure 5** and **Figure 6**).

Table 6: West Irving Station Zoning Composition

Zoning	Acreage	Percentage (%)
<i>Industrial</i>	170	36.6%
<i>Special zoning approvals</i>	150	32.3%
<i>Single-family</i>	121	26.2%
<i>Commercial</i>	17	3.6%
<i>Retail</i>	5	1.2%
<i>Multi-family</i>	0.4	0.1%

Figure 6: Does Zoning Support TOD By-Right



Completed, Planned, Ongoing, and Postponed Projects

Private Developments

No transit-oriented developments are currently in progress, nor have any been proposed for this station area.

Public Projects

Table 7: List of Known Public Projects

Project name	Description	Funding Amount	Status	Year completed	Entity/ funding source
<i>DFW Discovery Trail Wayfinding Signage</i>	Installing wayfinding signage along the DFW Discovery trail including pedestrian and bicycle count equipment. Funding total is for multiple station areas.	\$775,000	Funded	*2029	Implemented by various agencies with funding from NCTCOG

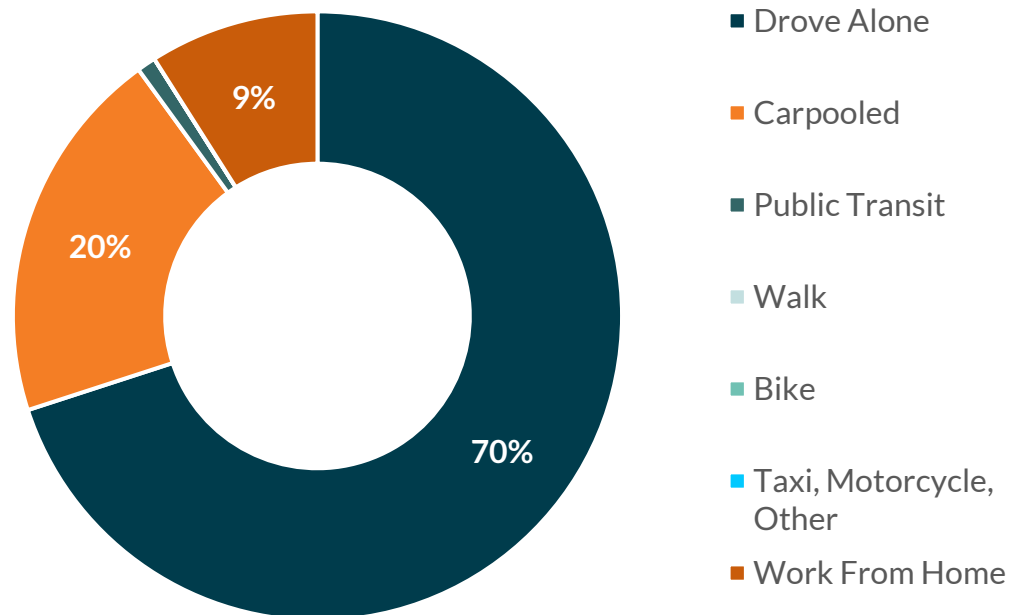
*Future completion years are based on the NCTCOG Transportation Improvement Program (TIP) listing and are subject to change.

Travel Behavior and Context

ACS Commute Mode Split

Based on US Census ACS 2020-2024 data, residents from Census block groups near West Irving Station are primarily driving for commutes. A notable portion of commuters reported carpooling or working from home. Few commuters likely walk to work and little to no commuters likely use public transit or bike.

Figure 7: West Irving Commute Mode Split



Ridership Summary

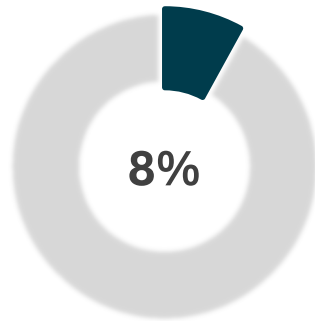
As shown in **Table 8**, the average daily weekday and Saturday ridership from Fiscal Year 2024 (FY 24) for West Irving Station is low when compared to the Region’s averages of 876 weekday riders and 606 weekend riders. West Irving Station only accounts for less than 10% of the TRE corridor’s total ridership in that Fiscal Year (see **Figure 8**).

Table 8: West Irving Station Ridership for Fiscal Year 2024 (FY 24)

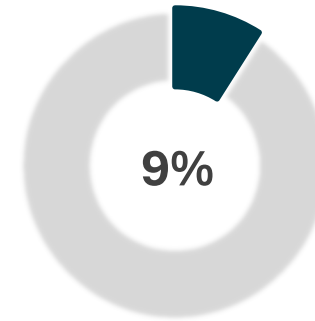
FY 24 Average Daily Weekday Ridership	FY 24 Average Daily Weekend Ridership
204	138

Figure 8: Proportion of the TRE Corridor Total Estimates

Weekday Ridership



Weekend Ridership



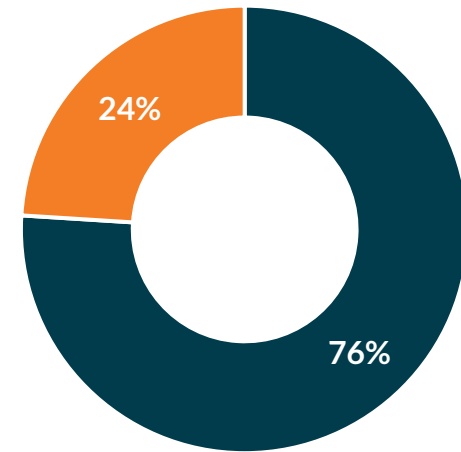
Transit Destinations/Travel Behavior

Information on transit destinations and travel behavior for rail transit riders comes from the 2022-2023 North Central Texas Regional Transit On-Board Survey. 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 (see **Appendix X** for more details). For more information on the survey, visit the NCTCOG website:

<https://www.nctcog.org/trans/data/info/travel-surveys>.

Shown in **Figure 9**, more rail transit trips are produced rather than attracted to West Irving Station, indicating that rail transit riders are most likely taking the TRE from West Irving Station to travel to other locations across the region.

Figure 9: Productions v. Attractions at the Station



■ Trips Produced ■ Trips Attracted

TRE TOD Strategic Plan – Existing Conditions: West Irving Station

When compared with total rail transit travel of the 7 TRE study stations along the corridor, nearly 10% of corridor trips are produced from West Irving Station (see **Figure 10**). However, as reflected by the high concentration of low density, residential uses, minimal rail transit trips are attracted to the station. Shown in **Figure 11**, most trips attracted to the station come for work.

Figure 11: Purpose of Rail Transit Trips to Station

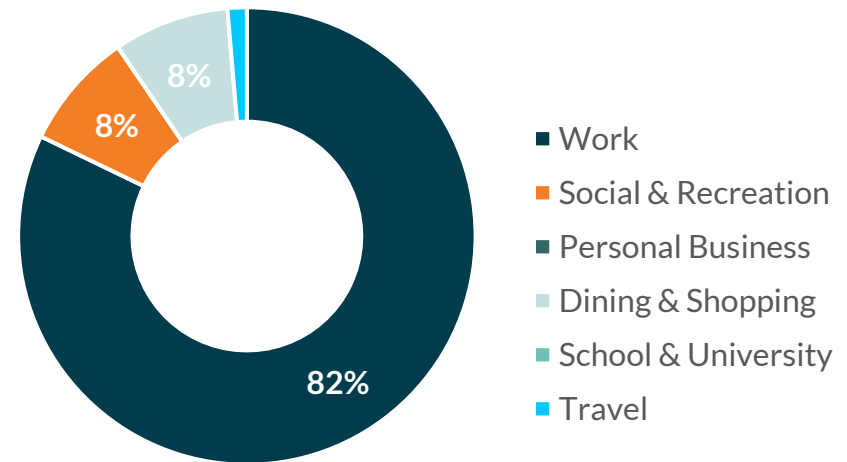


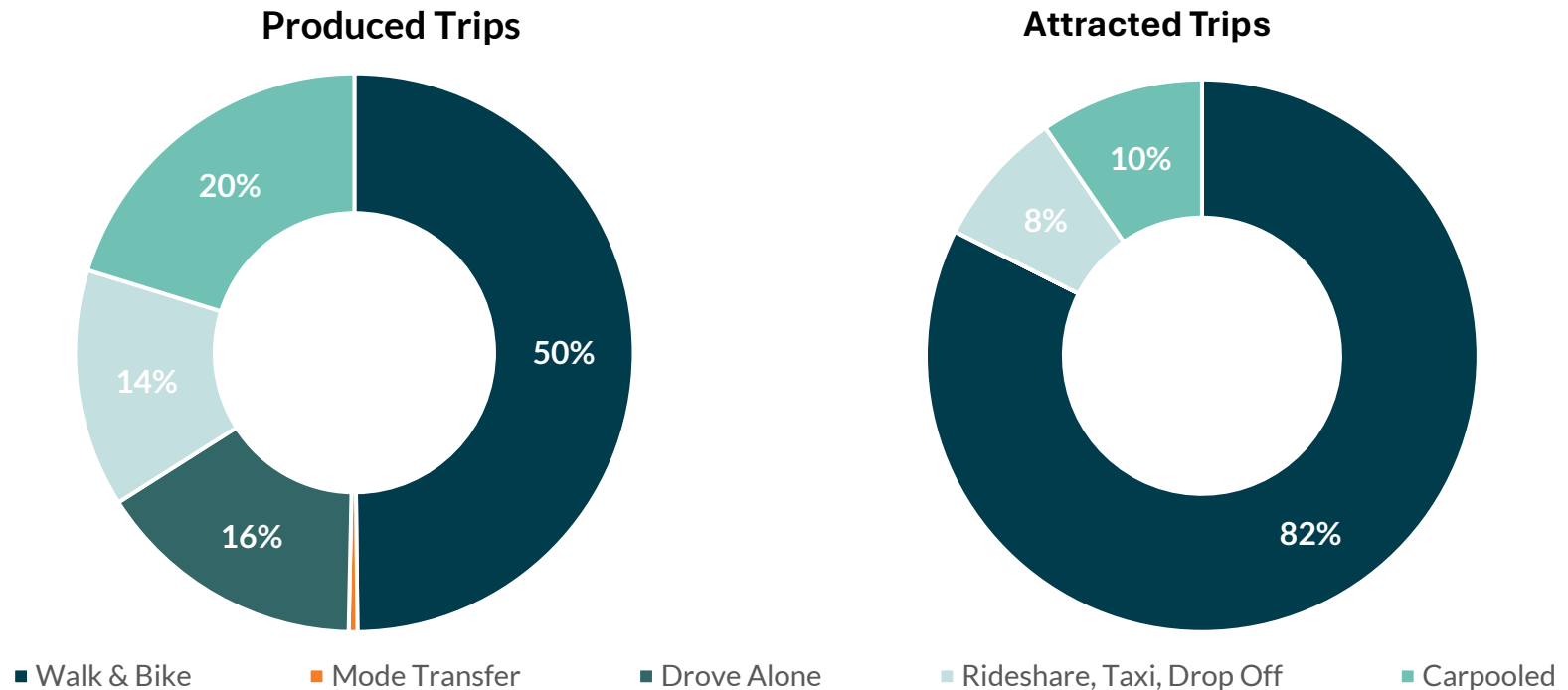
Figure 10: Proportion of the TRE Corridor's Total Productions and Attractions



First/Last Mile Travel

According to responses from the 2022-2023 Transit On-Board Survey, the first/last mile travel differs on whether the trip is produced at or attracted to the West Irving Station, but most riders report walking and biking. Shown in **Figure 12**, when rail transit trips are produced at West Irving Station, first mile travel is equally split between pedestrian-oriented and auto-oriented modes. However, when rail transit trips are attracted to West Irving Station, rail transit riders mostly report walking for their last mile travel.

Figure 12: Rail Transit Trip First/Last Mile Travel

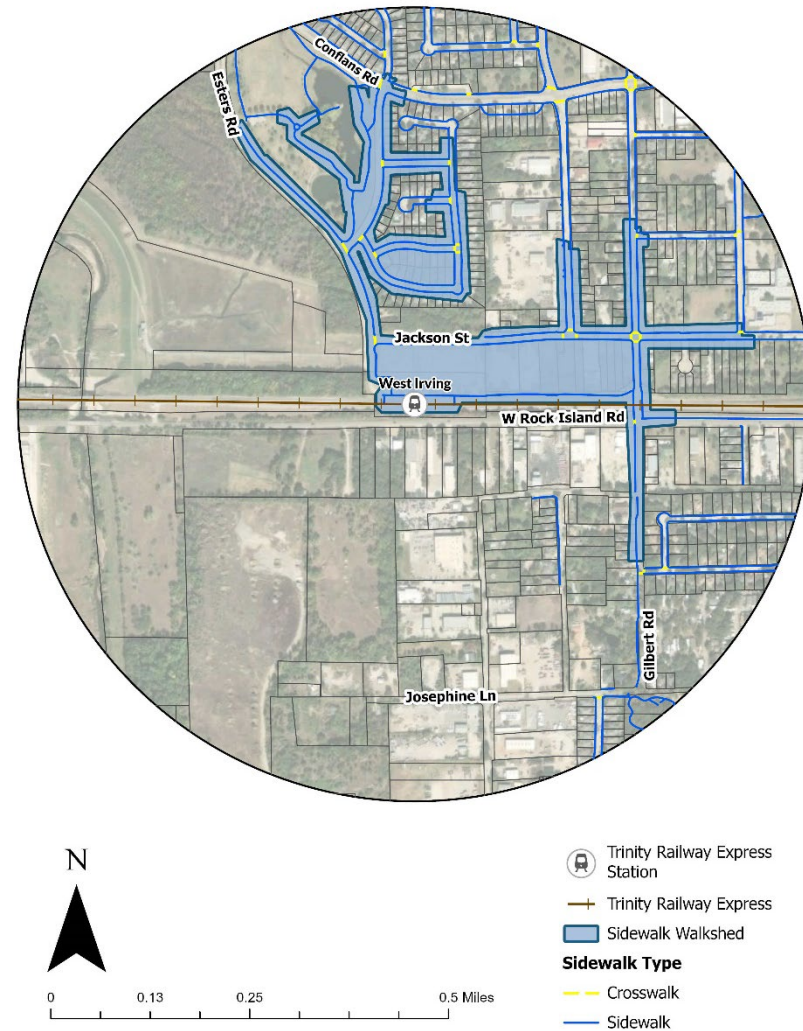


Transportation Connections

Existing Sidewalk Network

West Irving station area contains roughly 10 miles of existing sidewalks and trails as shown in **Figure 13**. The blue polygon on the map indicates the approximately 46.4-acre walkable connected sidewalk area. While Grand Prairie is not a DART member, it does have indirect sidewalk access via trails and sidewalks adjacent to TRE right-of-way with a crossing at Gilbert Road.

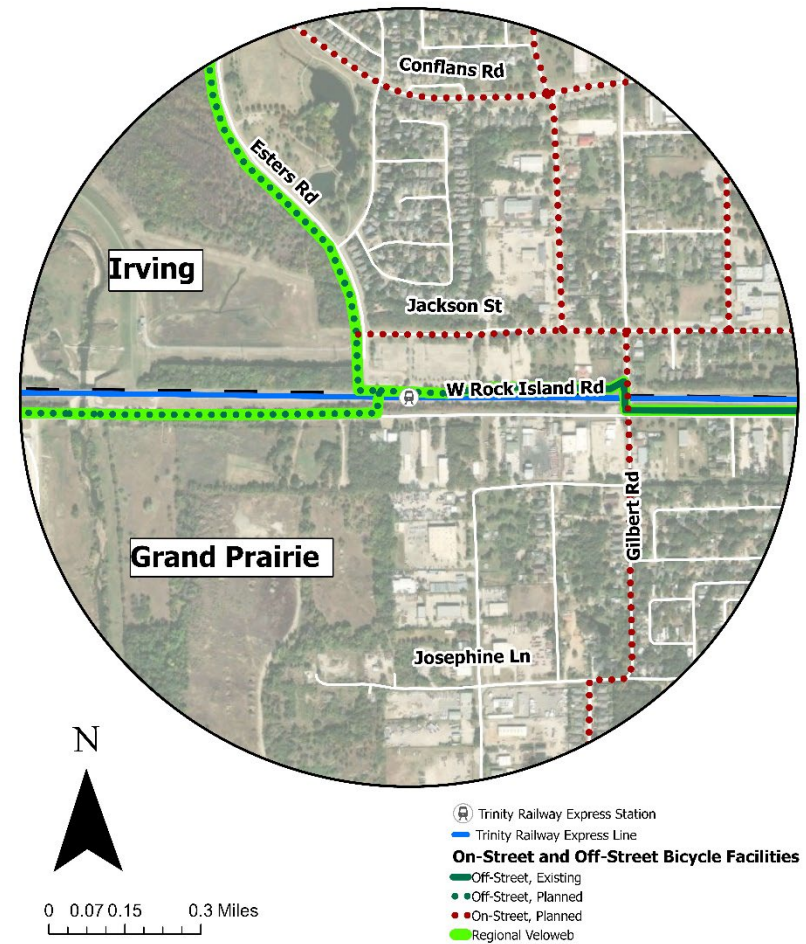
Figure 13: Active Transportation Network at West Irving Station*



Bicycle Connectivity

The West Irving station is connected by the Rock Island Trail starting on the east end of its platform continuing eastward along the TRE rail line and Rock Island Road. A future extension of the Rock Island Trail will continue west of the rail station to Trinity Blvd in Fort Worth. However, this trail extension is expected to be contingent upon future roadway widening (currently not funded) and the roadway and trail construction will be under the jurisdiction of the City of Grand Prairie.

Figure 14: Bicycle Connectivity at West Irving Station



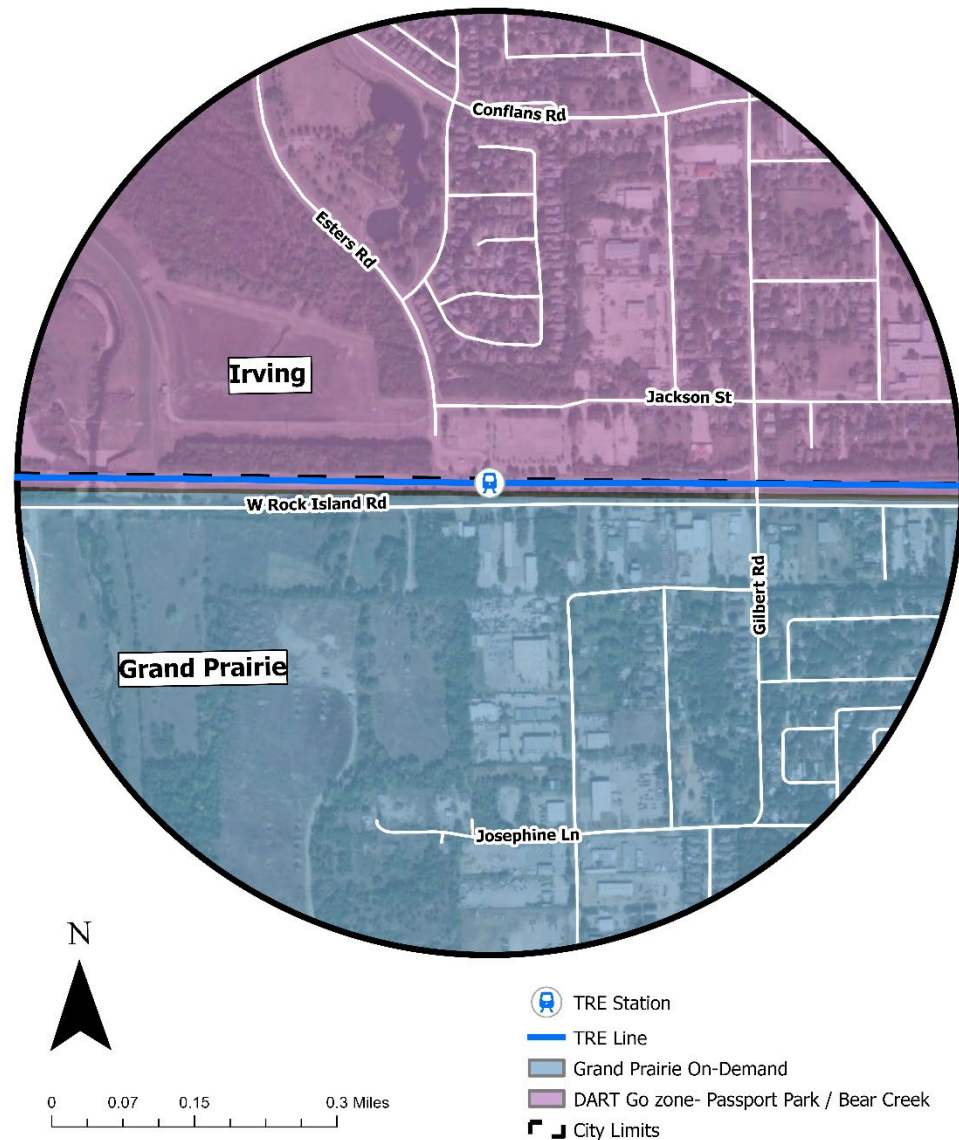
*The sidewalk walkshed represents the area a person could walk following connected sidewalks for a half-mile.

Bus/Shuttle Connections

West Irving Station is additionally served by DART's Passport Park/ Bear Creek Go Zone on-demand service. This zone generally serves parts of Irving along and west of Beltline Road.

Non-DART first/last mile service to the station is provided by City of Grand Prairie through their on-demand service "Via Grand Prairie" serving connections to anywhere in the City of Grand Prairie.

Figure 15: Bus/Shuttle Connections at West Irving Station



West Irving Station Area Key Opportunities and Challenges

Based on the existing conditions of West Irving Station, there are several key opportunities and challenges to redeveloping the station area.

Challenges

- The low-density development of the station area, approximately 2 housing units per acre and approximately 3 jobs per acre, suggests higher density TOD may be challenging to implement.
- Current zoning does not support TOD by-right with very little land zoned for multi-family or mixed-use development.
- There is an industrial site located in the middle of a residential area that has no intention of leaving.
- The area has experienced significant disinvestment with past planning decisions serving as a burden to historic residents of the Bear Creek community. Engagement with the community will need to be inclusive and likely in partnership with community members.
- The DART park-and-ride for the station has overhead power lines limiting possible vertical development

Opportunities

- There is a significant amount of vacant land adjacent to the station and outside of the floodplain that could provide redevelopment opportunities.
- The City of Irving has adopted several plans to assist in providing support for future investments within the city. There could be opportunities to align broad city objectives with future TOD recommendations for West Irving Station.