

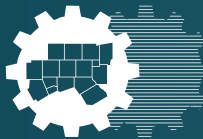
TRE TOD STRATEGIC PLAN

EXISTING CONDITIONS REPORT

CentrePort/DFW Airport 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 CentrePort/DFW Airport Station



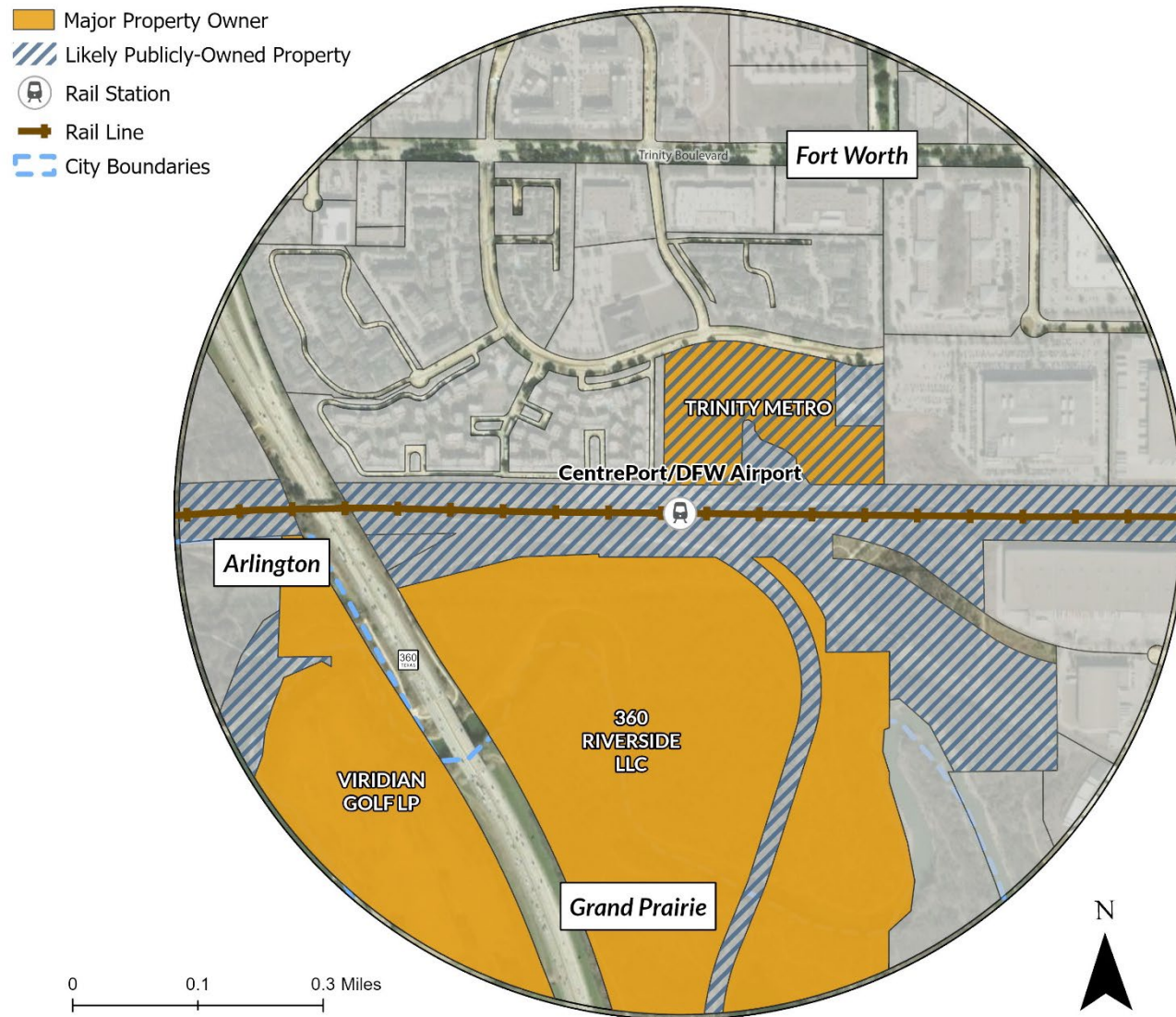
Land Use Data and Notes

While vacant land is the largest share of land as shown in **Figure 1** and **Table 1**, a substantial portion is environmentally constrained by the floodplain. Multi-family accounts for 15.5% of the station area while office accounts for 14.0%. Identified as “Parking” in **Figure 1**, the transit station park and ride lot contains 1,001 parking spaces spanning approximately 15 acres.

Table 1: Land Use Distribution

Land Use Category	Station Area Coverage
<i>Vacant</i>	31.3%
<i>Multi-family</i>	15.5%
<i>Office</i>	14.0%
<i>Roadway</i>	11.9%
<i>Transit</i>	6.5%
<i>Parks/recreation</i>	6.1%
<i>Industrial</i>	5.4%
<i>Water</i>	3.8%
<i>Parking</i>	3.1%
<i>Retail</i>	0.8%
<i>Hotel/motel</i>	0.7%
<i>Institutional/semi-public</i>	0.4%
<i>Education</i>	0.2%
<i>Flood control</i>	0.1%

Figure 2: Property Ownership within CentrePort/DFW Airport Station Area



Property Ownership

Figure 2 shows the consolidated property ownership of land near CentrePort/DFW Airport Station based on county appraisal district parcel-level data. Public ownership of property within the CentrePort/DFW Airport station area is the Trinity Metro owned parking lot at the station. Planning efforts for this study will include evaluating redevelopment opportunities for this property. **Table 2** provides additional insight into the large property landowners near CentrePort/DFW Airport Station.

Table 2: Large Landowners Near CentrePort/DFW Airport Station

Property Owner	Total Property Acreage Estimate within Station Area	Primary Land Use Category
<i>360 Riverside LLC</i>	98	Vacant
<i>Trinity Metro</i>	15	Parking
<i>Viridian Golf LP</i>	35	Parks/recreation

Building Density Estimates

Table 3 shows housing and commercial building densities for CentrePort/DFW Airport station area compared to the TRE Corridor and Regional North Texas TOD area. Building density estimates between CentrePort/DFW Airport Station, TRE Corridor, and the Regional North Texas TOD area are similar, indicating that the station is likely representative of the average North Texas rail station for housing and commercial building square footage. Additionally, the building density estimates at CentrePort/DFW Airport Station account for nearly 17% of the corridor’s estimated housing units and 11% of the corridor’s commercial building square footage.

Table 3: Building Density Estimates

	CentrePort/DFW Airport Station	TRE Corridor	North Texas TOD Area
Total Housing Unit Estimate (units)	2,843	16,355	248,130
Housing Density Estimate (housing units/acre)	6	5	6
Commercial Building Density Estimate (SQFT/acre)	9,723	12,781	8,336

Demographic Context

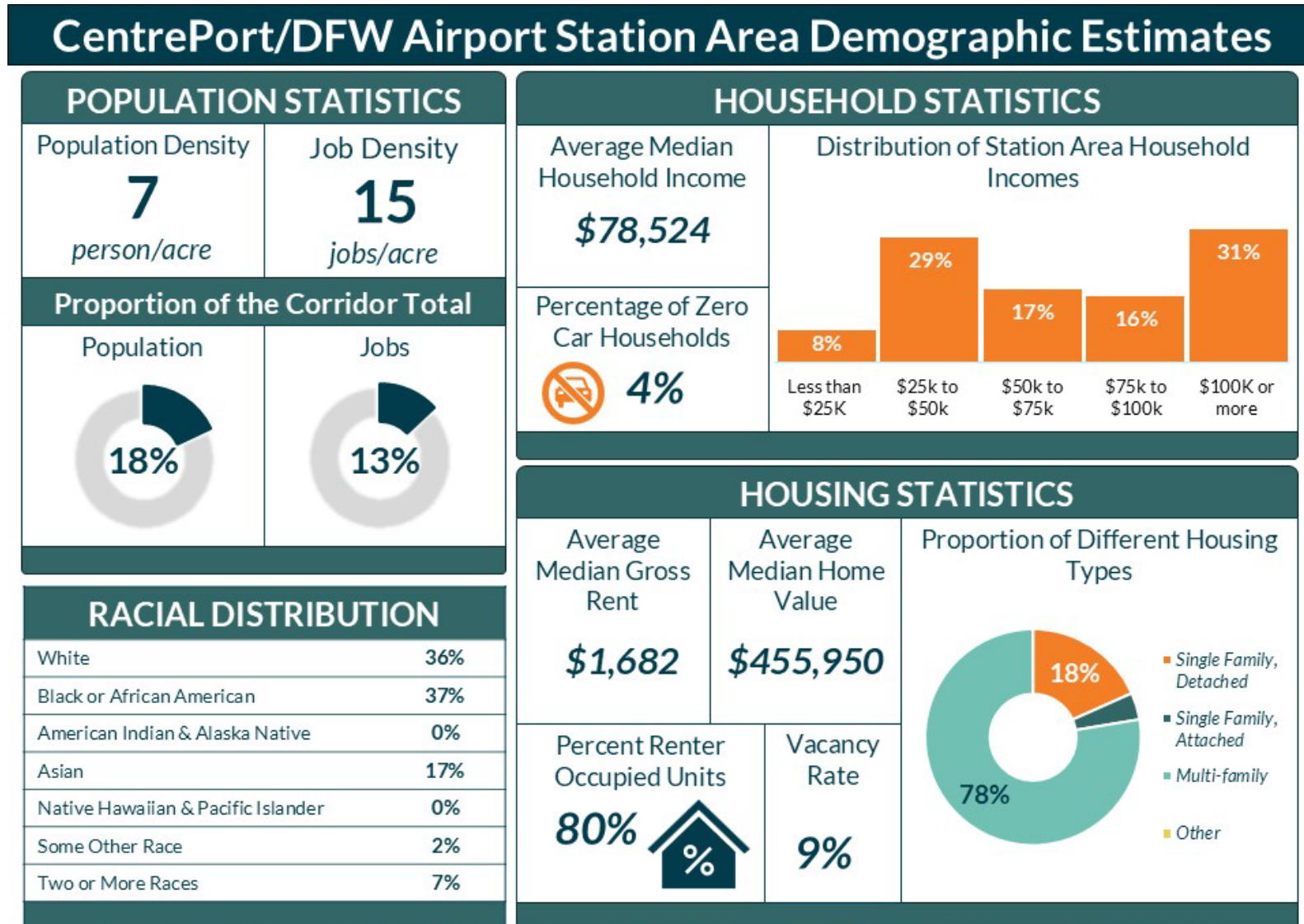
Figure 3 provides a demographic snapshot for the station area and **Table 4** compares station demographics with the North Texas TOD area totals and averages. A complete methodology on demographic data collection and synthesis as well as a list of the specific data tables used can be found in **Appendix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

Based on the station area's demographic context, CentrePort/DFW Airport station area is comparable to the average rail station in North Texas for both jobs and housing. Station area residents are likely younger and likely more educated. Household incomes are likely lower than the regional TOD area average. The average household size is notably smaller, suggesting a larger presence of individuals living alone or couples without children. The share of zero-car households is lower than the regional average, likely indicating a continued dependence on automobiles despite residing near transit.

Multi-family housing represents a significant portion of the station area's housing units. Additionally, rental-occupied units are a large share of the housing stock. Rents within the station area are likely comparable with other rail stations across North Texas; however, home values are substantially higher.

*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>	3,651	293,617
<i>Population Density (people/acre)</i>	7	7
<i>Employment Estimate</i>	7,643	795,575
<i>Job Density (jobs/acre)</i>	15	14
<i>Estimated Median Age</i>	32	36
<i>Percent High School Diploma or Higher (%)</i>	92%	80%
<i>Percent Bachelor's Degree or Higher (%)</i>	50%	41%

Household Statistics		
	Station Area	North Texas TOD Area
<i>Estimated Median Household Income (\$)</i>	\$78,524	\$85,575
<i>Estimated Average Household Size</i>	1.9	2.5
<i>Percent Zero Car Households</i>	4%	8%

Housing Unit Statistics		
	Station Area	North Texas TOD Area
<i>Housing Unit Estimate</i>	2,843	248,130
<i>Housing Density (units/acre)</i>	6	6
<i>Estimated Median Gross Rent (\$)</i>	\$1,682	\$1,666
<i>Estimated Median Home Value (\$)</i>	\$455,950	\$371,881
<i>Percent Renter Occupied</i>	80%	60%
<i>Vacancy Rate</i>	9%	9%
<i>Percent Single Family, Detached (%)</i>	18.3%	35.3%
<i>Percent Single Family, Attached (%)</i>	4.0%	3.6%
<i>Percent Multi-family (%)</i>	77.6%	59.6%
<i>Percent Other (%)</i>	0.0%	1.5%

Planning and Policy Context

Planning Studies

CentrePort/DFW Airport 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

Fort Worth Plans and Studies			
Name of Plan or Study	City	Year	Link
<i>City of Fort Worth 2050 Comprehensive Plan</i>	Fort Worth	Ongoing	https://www.fortworthtexas.gov/departments/city-manager/department-divisions/planning/comprehensiveplan/2050-comprehensive-plan
<i>Fort Worth Active Transportation Plan</i>	Fort Worth	2019	https://www.fortworthtexas.gov/departments/tpw/atmn
<i>Fort Worth Economic Development Strategic Plan</i>	Fort Worth	2022	https://www.fortworthtexas.gov/departments/econdev/edplan
<i>Fort Worth Master Transportation Plan</i>	Fort Worth	2026	https://www.fortworthtexas.gov/departments/tpw/mtp

Figure 4: CentrePort/DFW Airport Station Zoning Map

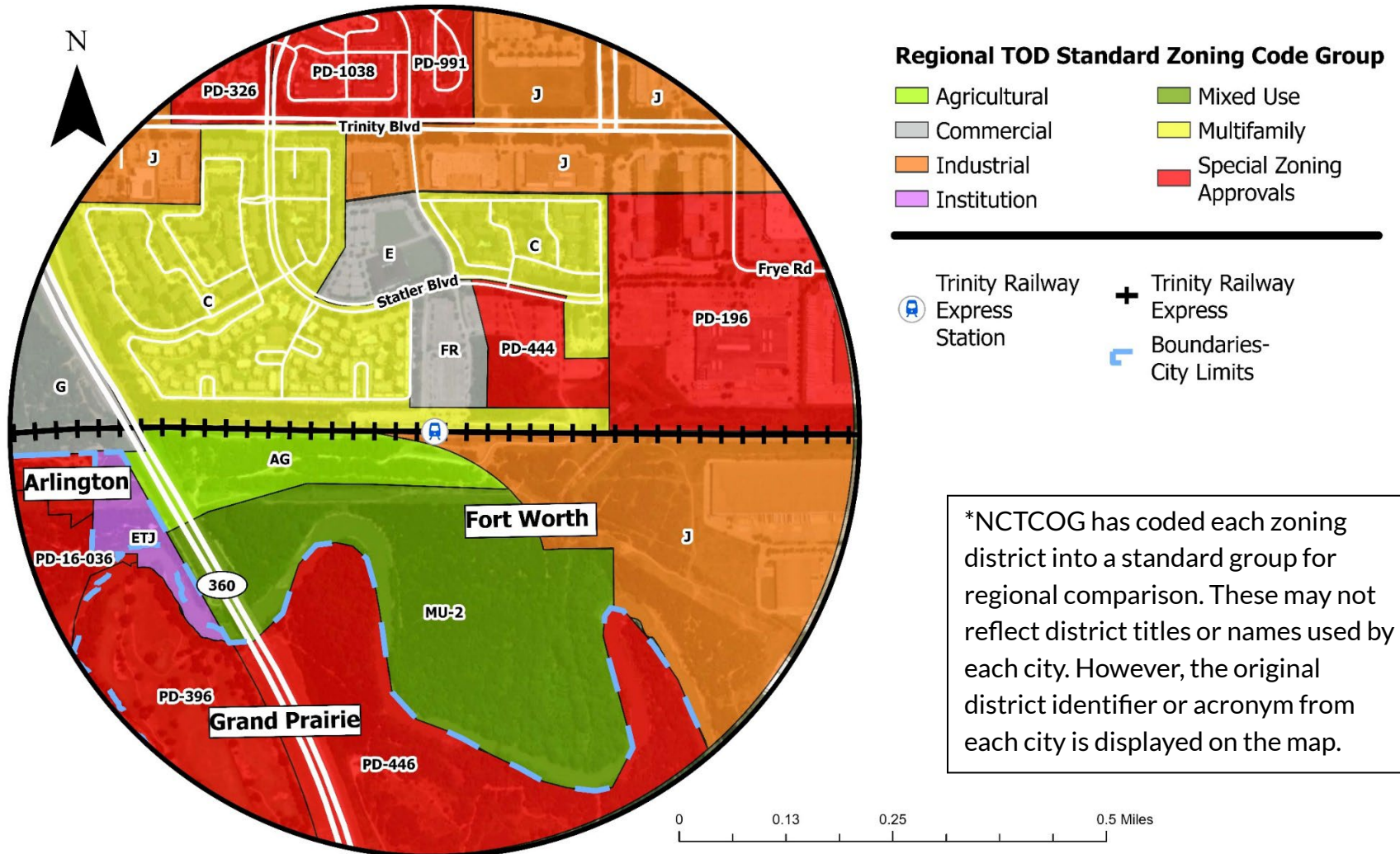
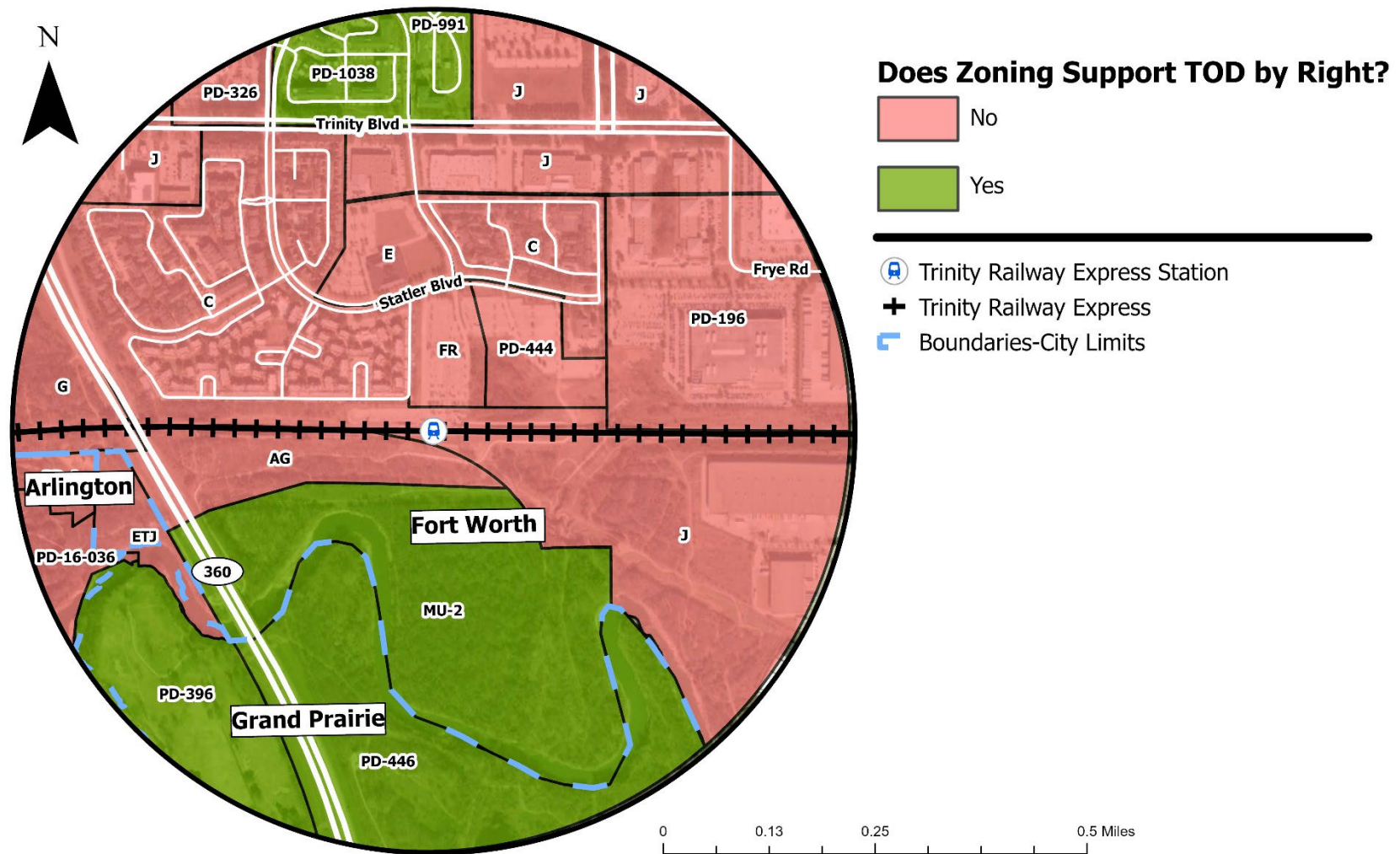


Figure 5: CentrePort/DFW Airport TOD-By-right Zoning Analysis



Zoning

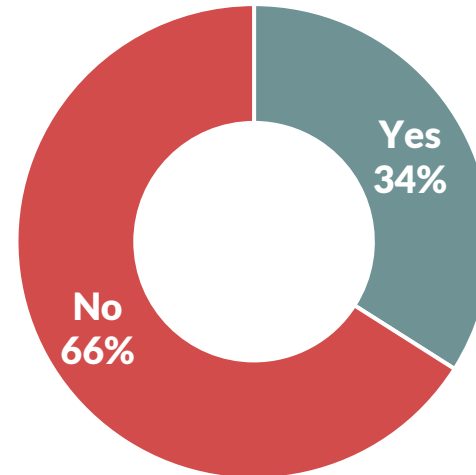
While most of the CentrePort/DFW Airport station area is within the City of Fort Worth, a notable amount of the southern portion of the station area is within the City of Grand Prairie and a small section west of the station is within the City of Arlington. Shown in **Figure 4**, the zoning within the station area is primarily planned development or PD, indicated as “Special zoning approvals” in **Table 6**. While planned developments can provide entitlement for TOD, the regulations set in most of those from the City of Fort Worth nearest the station do not.

Approximately 66% of the zoning within the station area does not support TOD by right. Zoning supporting TOD by-right is primarily located south of the station and within a PD from the City of Grand Prairie, likely corresponding with the proposed location of the River Central development. Also related to River Central, City of Fort Worth land zoned High-Intensity Mixed-Use (MU-2) supports compact, walkable, higher-density, mixed-use development. (see **Figure 5** and **Figure 6**).

Table 6: CentrePort/DFW Airport Station Zoning Composition

Zoning	Acreage	Percentage (%)
<i>Special zoning approvals</i>	177	35.3%
<i>Industrial</i>	110	21.9%
<i>Multi-family</i>	90	17.9%
<i>Mixed use</i>	67	13.3%
<i>Commercial</i>	31	6.3%
<i>Agricultural</i>	19	3.8%
<i>Institution</i>	7	1.5%

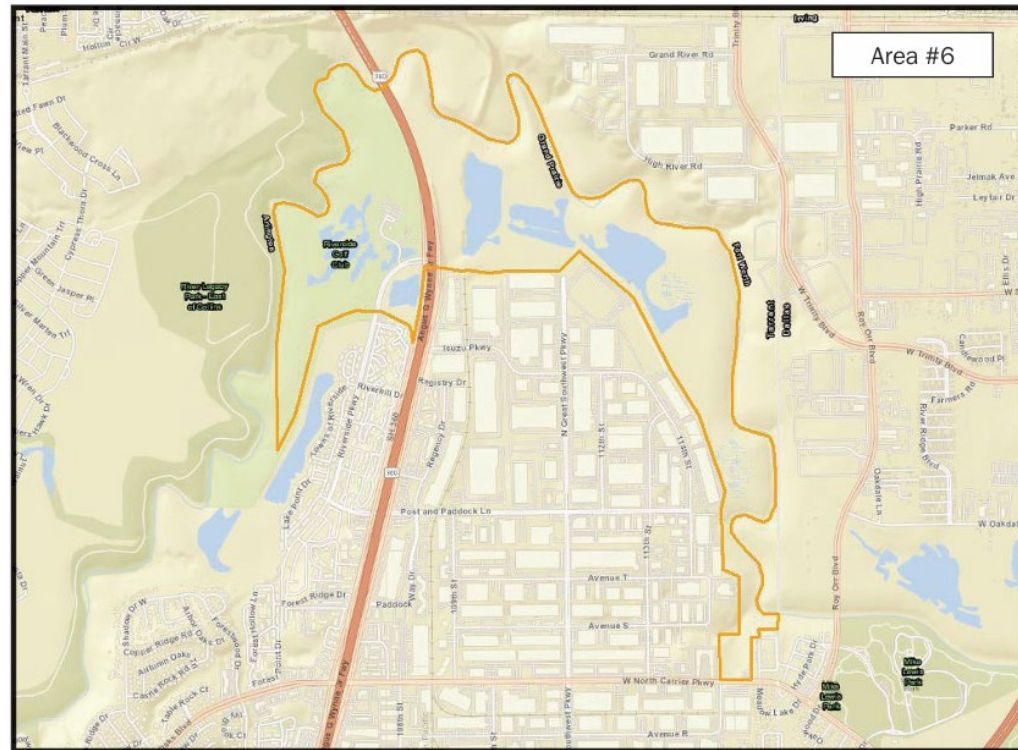
Figure 6: Does Zoning Support TOD By-Right



Grand Prairie TIRZ #1 Area 6

City of Grand Prairie's Tax Increment Reinvestment Zone (TIRZ) #1 was originally created in 1999. In 2018, the original boundary was amended to include Area 6 which lies within the CentrePort/DFW Airport station area. The TIRZ #1 Area 6 Boundary is shown in **Figure 7**.¹ The goals of TIRZ #1 includes funding the construction of public infrastructure and encouraging tax-generating development.

Figure 7: Grand Prairie TIRZ #1 Area #6 Boundary



¹ <https://www.gptx.org/files/sharedassets/public/v/4/government/boards-and-commissions/documents/tax-increment-financing-reinvestment-zone-1-plan-v2.pdf>

Completed, Planned, Ongoing, and Postponed Projects

Private Developments

River Central is a transit-oriented development project proposed for the vacant land south of the CentrePort/DFW Airport Station. The project has been proposed by Hasen Development with Gensler serving as the architecture firm supporting the project. The development is illustrated in **Figure 8**.² Concepts for the development include a mixture of uses, such as:

- Luxury apartments
- Townhomes
- Office space
- Hotel
- Open space

It is unclear currently if the project is proceeding past the conceptual proposal phase.

Figure 8: Rendering of River Central TOD Project



Rendering of River Central TOD Project. Source from Hasen Real Estate Development Firm.

² <https://hasendevlopment.com/>

Public Projects

Table 7: List of Known Public Projects

Project name	Description	Funding Amount	Status	Year completed	Entity/ funding source
<i>Trail to American Airlines HQ</i>	A shared-use path/trail from Arlington River Legacy trail at IH-360 to Trinity Blvd and Skyview Dr intersection	\$6.2 M	Funded	*2029	City of Fort Worth with funding from NCTCOG
<i>DFW Discovery Trail – Centerport to Fort Worth/Grand Prairie City Limits</i>	A shared-use path/trail from Centreport Station will extend east along the TRE rail line to Trinity Blvd to the Grand Prairie City Limits	\$15.9 M	Funded	*2028	City of Fort Worth with funding from NCTCOG
<i>DFW Discovery Trail Wayfinding Signage</i>	Installing wayfinding signage along the DFW Discovery trail. Funding total is for the entire trail corridor from Fort Worth to Dallas.	\$250,000	Funded	*2027-28	Implemented by various agencies with funding from NCTCOG

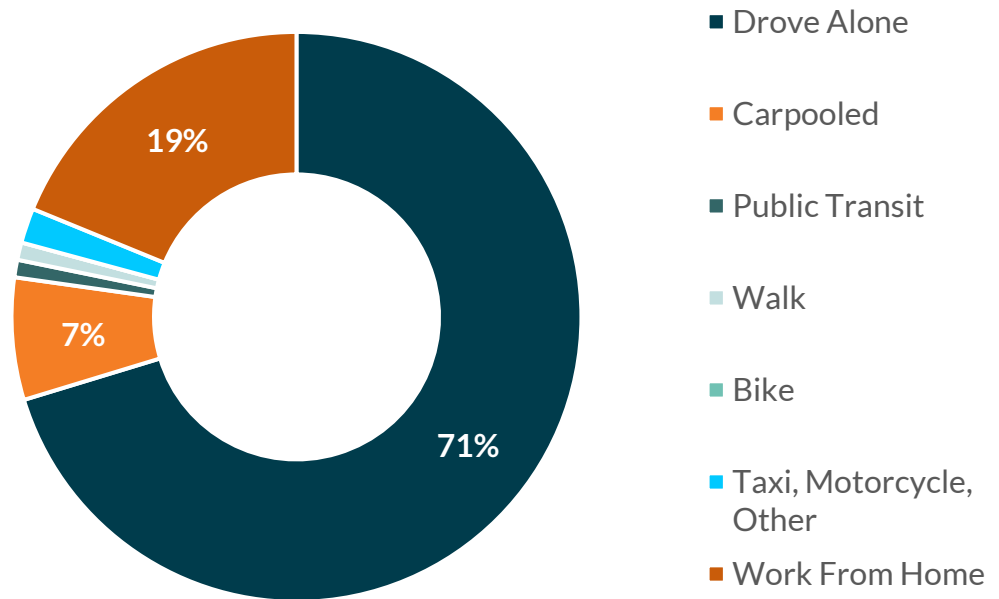
*Future completion years are based on the NCTCOG Transportation Improvement Program (TIP) listing and are subject to change.

Travel Behavior and Context

ACS Commute Mode Split

Based on US Census ACS 2020-2024 data, residents from Census block groups near CentrePort/DFW Airport Station are primarily driving for commutes. A significant portion of residents reported working from home. Few commuters likely walk or use public transit.

**Figure 9: CentrePort/DFW Airport Station
Commute Mode Split**



Ridership Summary

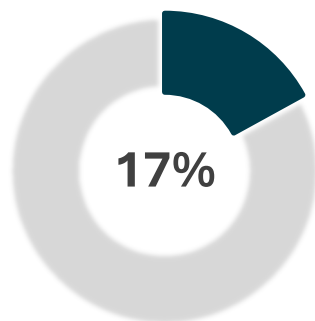
As shown in **Table 8**, the average daily weekday and Saturday ridership from Fiscal Year 2024 (FY 24) for CentrePort/DFW Station is low when compared to the Region’s averages of 876 weekday riders and 606 weekend riders. However, compared with other study stations along the TRE corridor, CentrePort/DFW Airport Station accounts for a notable portion of the TRE corridor’s total ridership in that Fiscal Year (see **Figure 10**).

Table 8: CentrePort/DFW Airport Station Ridership for Fiscal Year 2024 (FY 24)

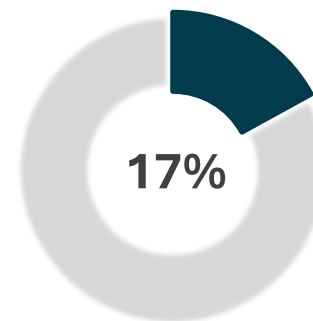
FY 24 Average Daily Weekday Ridership	FY 24 Average Daily Weekend Ridership
421	261

Figure 10: Proportion of the TRE Corridor Total Estimates

Weekday Ridership



Weekend Ridership

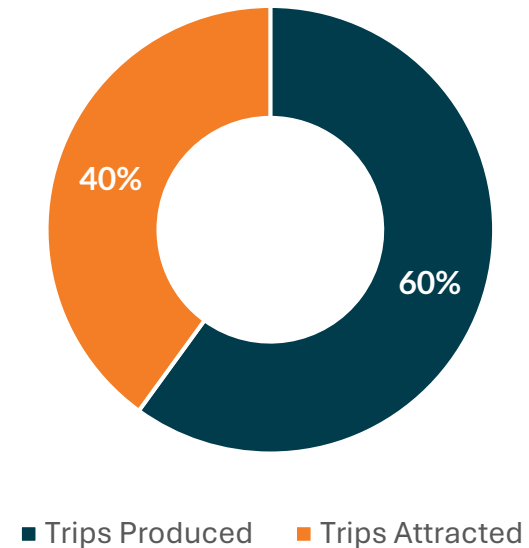


Transit Destinations/Travel Behavior

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 11**, more rail transit trips are produced rather than attracted to CentrePort/DFW Airport Station, indicating that rail transit riders are most likely taking the TRE from the station to travel to other locations across the region. However, 40% of trips are attracted to the station, indicating that a significant number of riders are traveling to the station.

Figure 11: Productions v. Attractions at the Station



When compared with total rail transit travel of the 7 TRE study stations along the corridor, nearly 12% of corridor trips are produced from CentrePort/DFW Airport Station (see **Figure 12**). Additionally, a significant amount of rail transit trips are attracted to the station, likely reflective of the station's moderate job density and most transits trips being for work (see **Figure 13**).

Figure 13: Purpose of Rail Transit Trips to Station

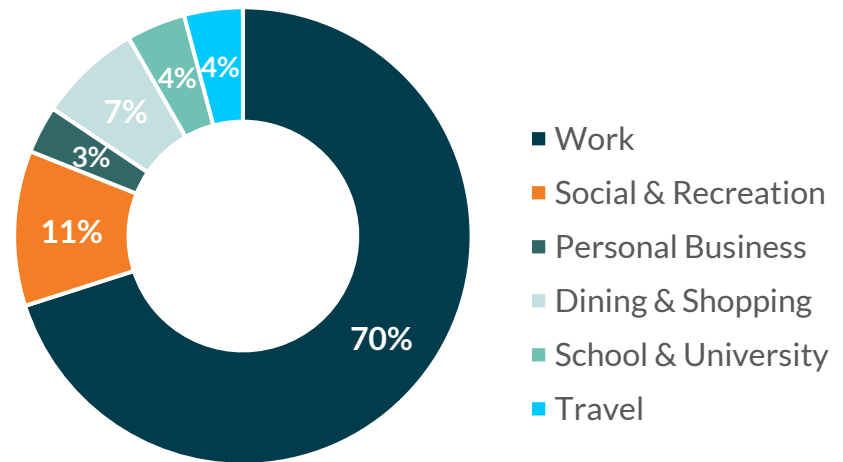


Figure 12: Proportion of the TRE Corridor's Total Productions and Attractions

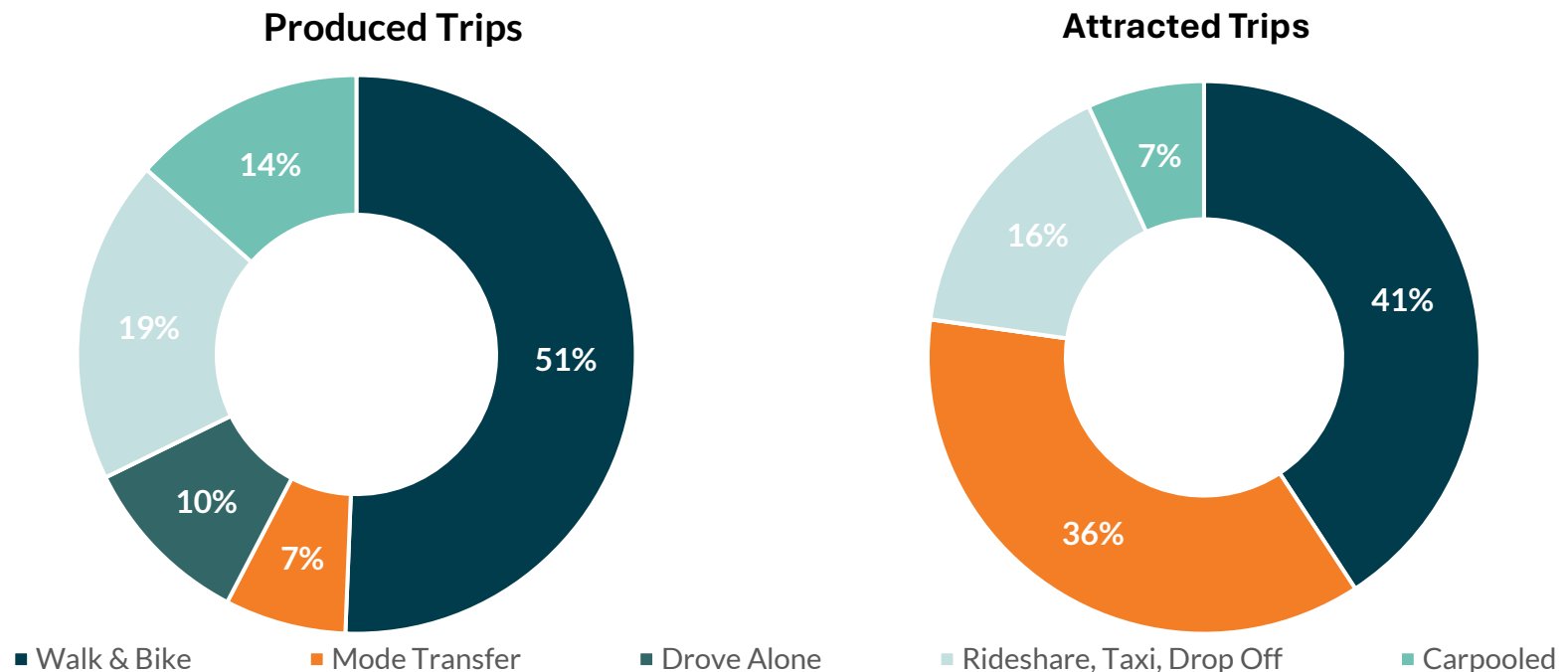


First/Last Mile Travel

According to responses from the 2022-2023 Transit On-Board Survey, the first/last mile trip for rail transit riders differs on whether the trip is produced at or attracted to the CentrePort/DFW Airport Station. Shown in **Figure 14**, when rail transit trips are produced at the station, roughly half of the first mile trips involve walking or biking. Few rail transit riders drive alone for the first mile travel, but a notable portion carpool or rideshare.

However, when rail transit trips are attracted to CentrePort/DFW Airport Station, rail transit riders mostly report walking for their last mile travel. Yet nearly 36% of last mile trips involve transferring modes, likely indicating that the station services as a key transfer hub for rail transit riders.

Figure 14: Rail Transit Trip First/Last Mile Travel

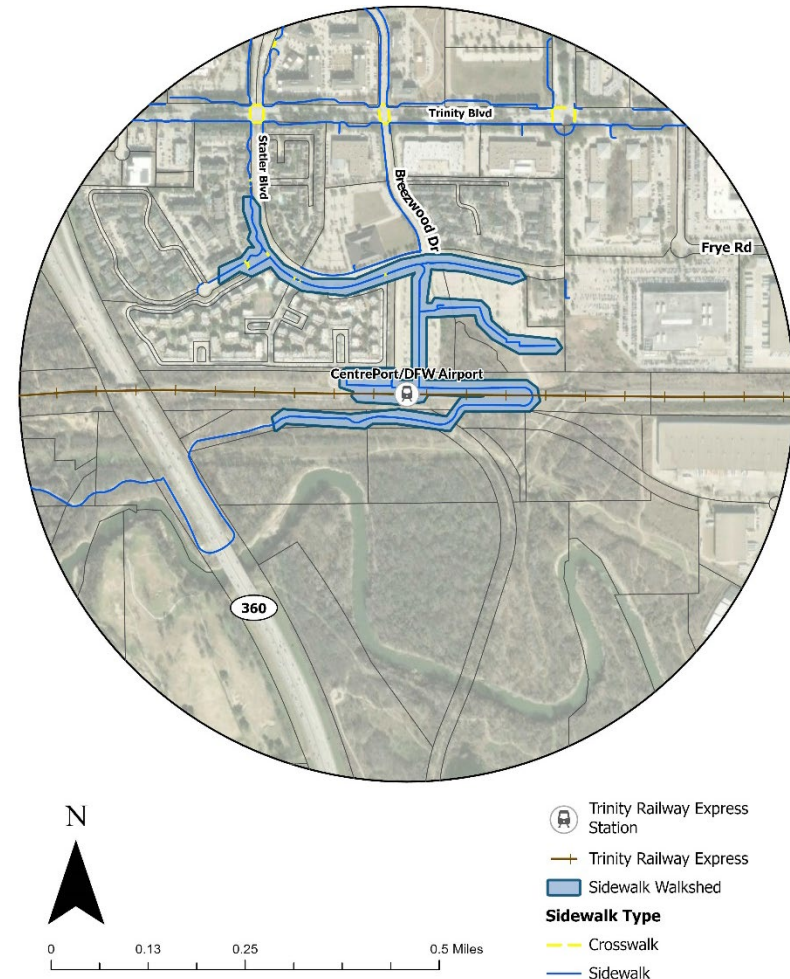


Transportation Connections

Existing Sidewalk Network

CentrePort/DFW Airport station area contains approximately 4.7 miles of existing sidewalks and trails, with the sidewalk network primarily located along roadways within the existing development area located north of the TRE rail line, as shown in **Figure 15**. The Sidewalk Walkshed is about 15.9 acres shown in the map. The Sidewalk Walkshed does not account for walking through parcels so the area is limited to just sidewalk access.

Figure 15: Active Transportation Network at CentrePort/DFW Airport Station*

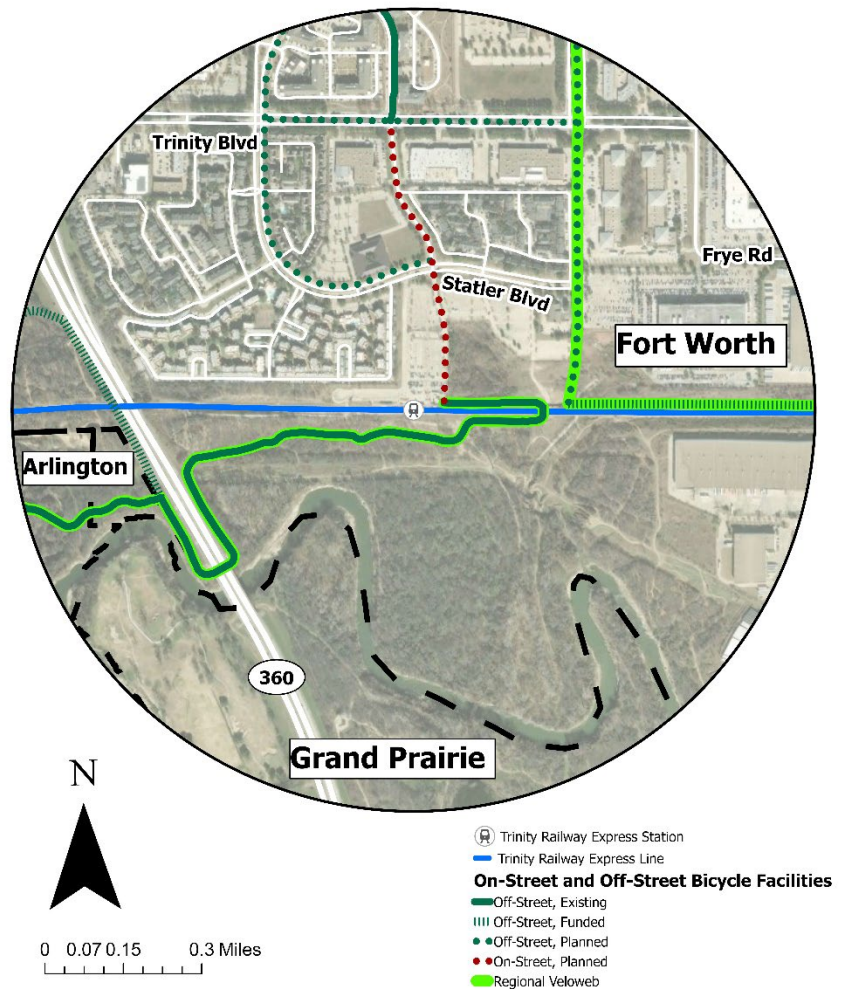


*The sidewalk walkshed represents the area a person could walk following connected sidewalks for a half-mile.

Bicycle Connectivity

There are currently no direct bicycle connections between the CentrePort/DFW Airport station and the surrounding street network. However, the regional DFW Discovery Trail is connected from the station platform to the River Legacy Trail south of the station and rail line to the west of SH360 in Arlington. There is also a funded extension of the DFW Discovery Trail east of the station expected to begin construction in 2027. The Bikeways to Trinity Railway Express (TRE) Rail Stations Study, part of the full FTA-funded study, will include evaluating feasibility of bikeways on multiple streets north of the station.

Figure 16: Bicycle Connectivity at CentrePort/DFW Airport Station



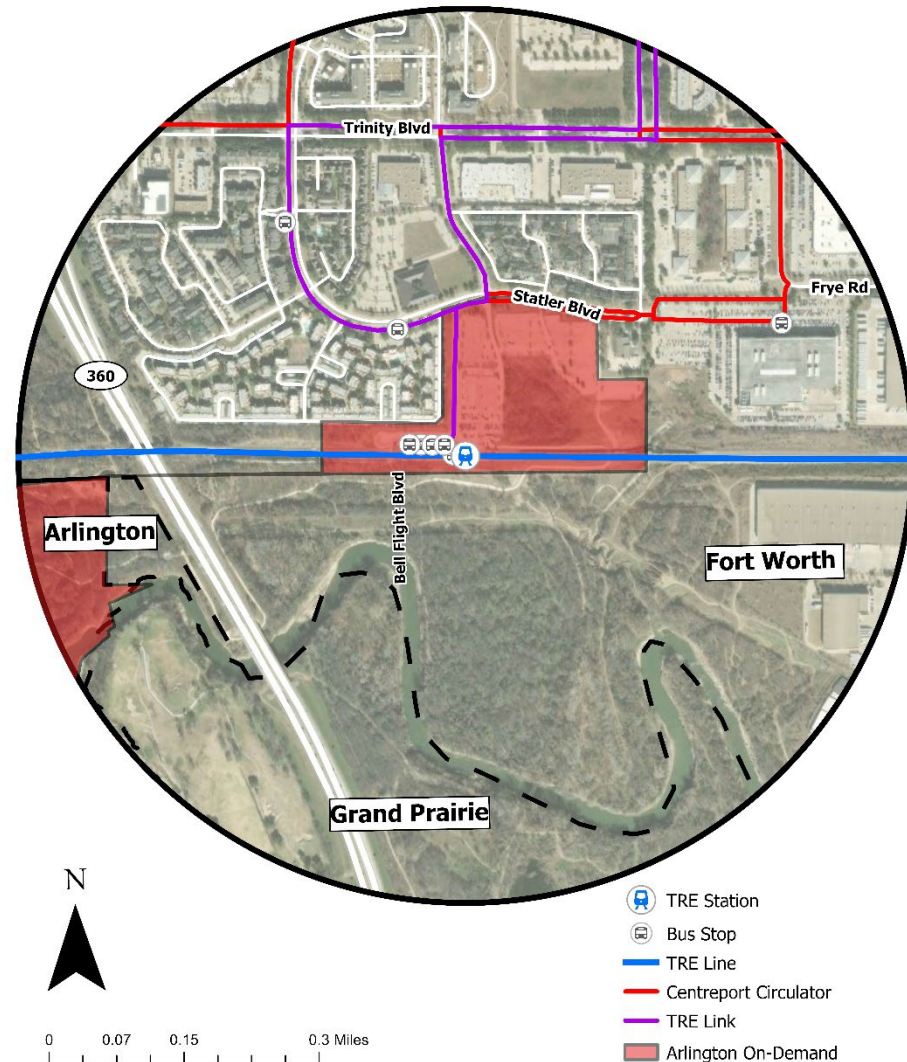
Bus/Shuttle Connections

Trinity Metro Route 30 CentrePort Circulator connects TRE commuters with employers in the CentrePort area.

TRE LINK connects TRE riders to DFW Airport. The free shuttle bus service provides continuous connections between the station and DFW Airport Terminal B.

Non-Trinity Metro services at this station include Arlington on Demand vans funded by and serving connections to destinations in the City of Arlington.

Figure 17: Bus/Shuttle Connections at CentrePort/DFW Airport Station



CentrePort/DFW Airport Station Key Opportunities and Challenges

Based on the existing conditions of the CentrePort/DFW Airport Station, there are several key opportunities and challenges to redeveloping the station area.

Challenges

- Even though there is a large amount of vacant south of the rail line, nearly all is environmentally constrained by the floodplain, especially adjacent to the station, and the land area elevation is significantly lower than the rail station.
- The location of the station relative to the street grid pattern and large parcels adjacent to the station limits the connected sidewalk area. Nearly half of the walk from the station is spent traversing the station's parking lot.
- Even with proximity to transit, zero-car households account for a small share, highlighting the dependence on automobiles.
- Design of nearly all properties in the station area today are automobile-oriented.

Opportunities

- The proposed River Central development likely indicates market interest in developing TOD near the station. There is a potential opportunity to coordinate TOD development between the River Central development and catalytic redevelopment of the CentrePort/DFW Airport Station parking.
- The significant share of multi-family and office uses within the station area suggests the existing development pattern could lean toward transit-supportive with strategic retrofits or redevelopment of property on the public and private side.
- The CentrePort/DFW Airport Station park and ride lot is a significant publicly owned parcel that may support increased Transit-Oriented Development if redeveloped.
- The regional DFW Discovery trail connection at Centreport/DFW Airport Station could make the area more attractive for development as the trail will connect to recreation at Arlington's River Legacy Park and future connections to American Airlines Headquarters.

