

TRE TOD STRATEGIC PLAN

EXISTING CONDITIONS REPORT

Bell Station

FTA TOD Pilot Grant

September 2026



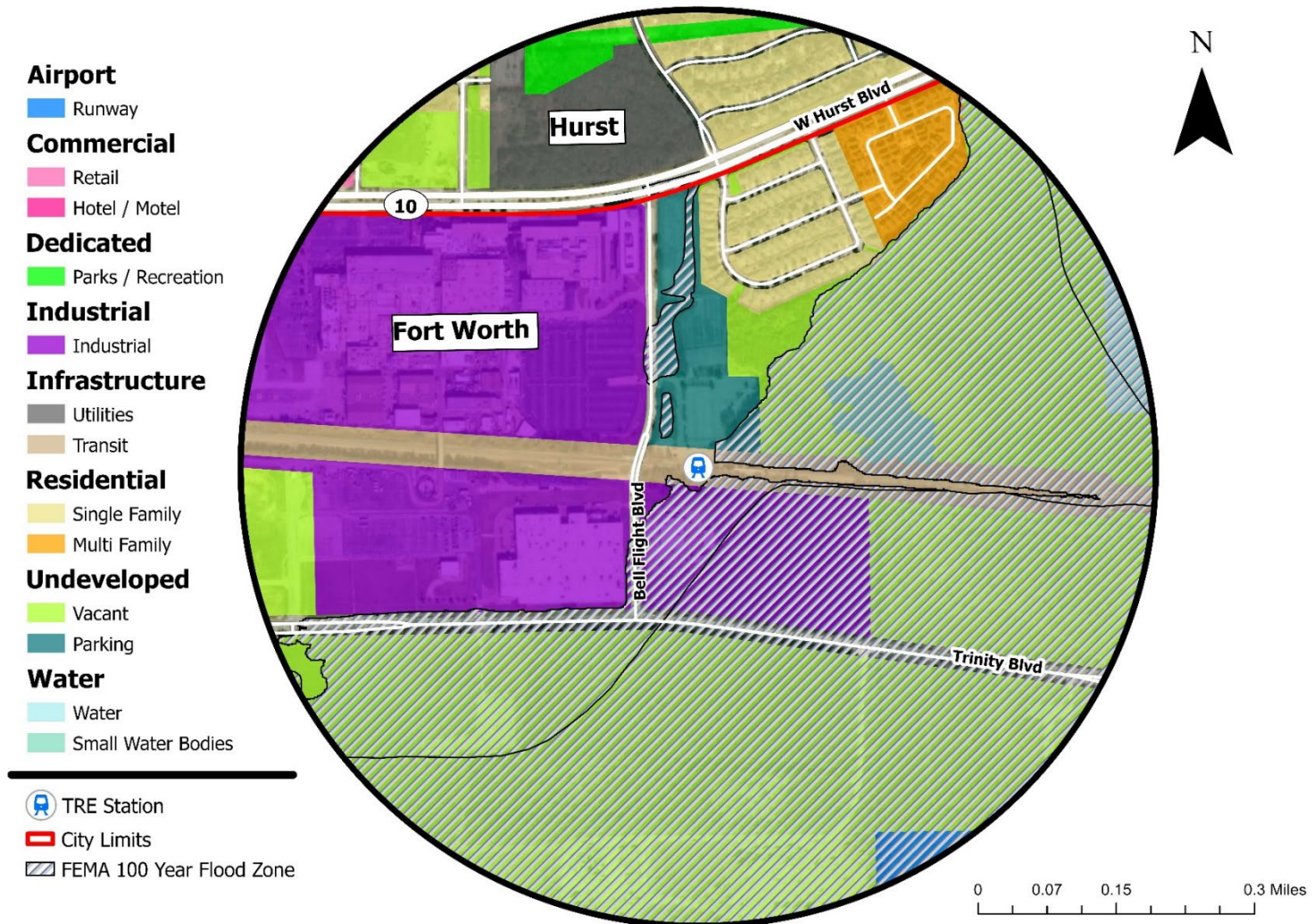
North Central Texas
Council of Governments

Contents

Land Use and Context.....	3
Demographic Context	8
Planning and Policy Context	11
Completed, Planned, Ongoing, and Postponed Projects	16
Travel Behavior and Context	17
Transportation Connections.....	22
Bell Station Key Opportunities and Challenges	25

Land Use and Context

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



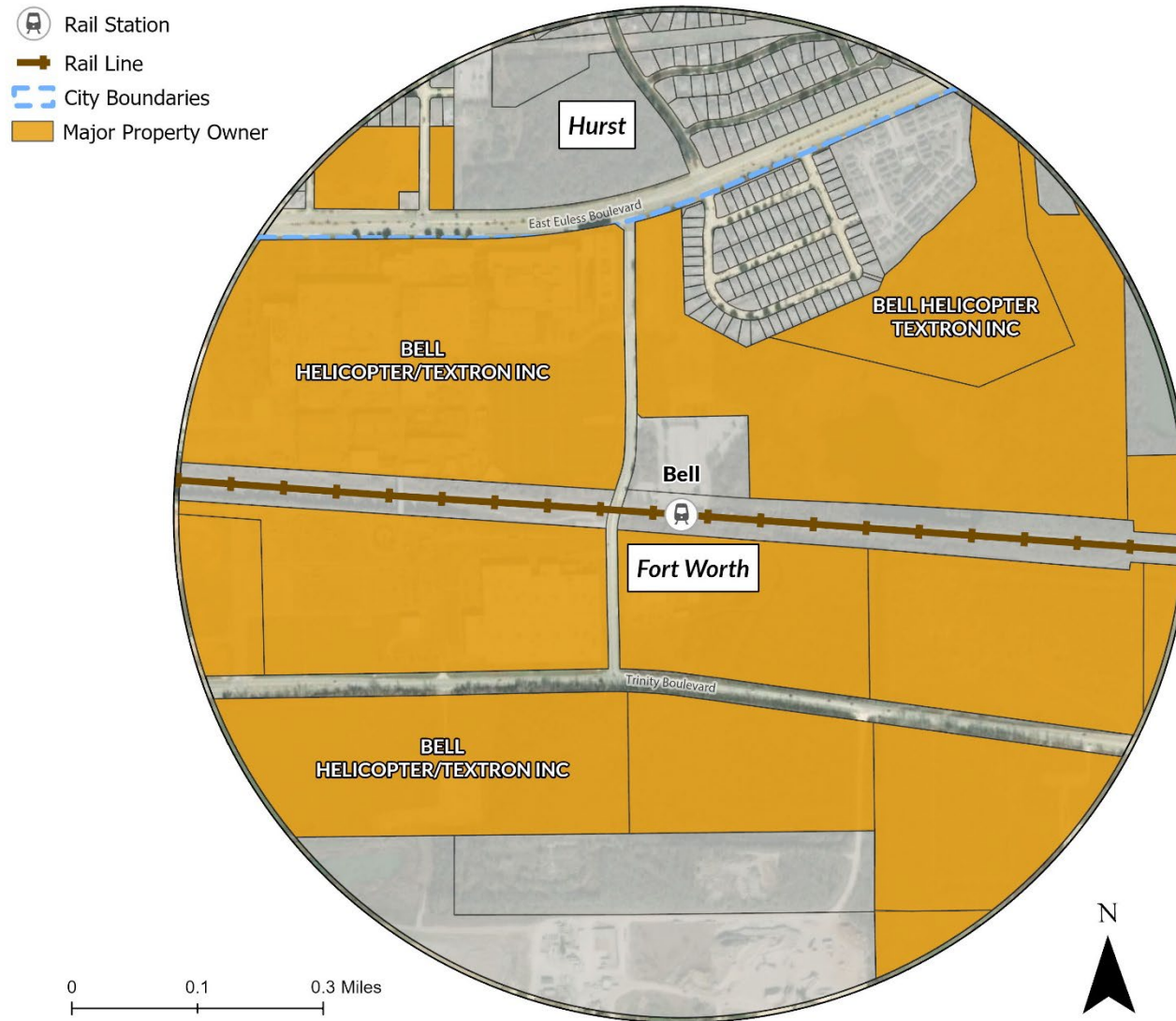
Land Use Data and Notes

Most of the Bell station area can be categorized as vacant land. However, shown in **Figure 1**, nearly all the vacant land is environmentally constrained by the floodplain. A significant share of the station area is classified as industrial and occupied by one business, Bell Helicopter/Textron, Inc. (see **Table 1**). Identified as “Parking” in **Figure 1**, the transit station park and ride lot of 407 spaces plus Bell Helicopter/Textron employee parking spans over 13 acres.

Table 1: Land Use Distribution

Land Use Category	Station Area Coverage
<i>Vacant</i>	46.6%
<i>Industrial</i>	23.9%
<i>Roadway</i>	7.7%
<i>Single family</i>	5.3%
<i>Transit</i>	5.2%
<i>Utilities</i>	3.3%
<i>Parking</i>	2.7%
<i>Multi-family</i>	1.9%
<i>Parks/recreation</i>	1.1%
<i>Small water bodies</i>	1.0%
<i>Water</i>	0.7%
<i>Runway</i>	0.5%
<i>Retail</i>	0.04%
<i>Hotel/motel</i>	0.01%

Figure 2: Property Ownership within Bell Station Area



Property Ownership

Figure 2 shows the consolidated property ownership of land near Bell Station based on county appraisal district parcel-level data. The City of Hurst owns some property within the Bell station area, including approximately 22 acres south of the station in Fort Worth. However, this property is completely within the floodplain. Most of the station area is owned by Bell Helicopter/Textron Inc. **Table 2** provides additional insight into the large property landowners near Bell Station.

Table 2: Large Landowners Near Bell Station

Property Owner	Total Property Acreage Estimate within Station Area	Primary Land Use Category
<i>Bell Helicopter/Textron, Inc.</i>	316 acres	Vacant
<i>City of Hurst</i>	27 acres	Vacant

Building Density Estimates

Table 3 shows housing and commercial building densities for Bell station area compared to the TRE Corridor and Regional North Texas TOD area. The significant difference in building density estimates between Bell Station and both the TRE Corridor and Regional North Texas TOD area is reflected by the station area having significant vacant land within the floodplain and low density uses. Compared with the corridor, Bell Station's housing and commercial building estimates account for only 3% of the corridor's estimated housing units and 5% of the building square footage.

Table 3: Building Density Estimates

	Bell Station	TRE Corridor	North Texas TOD Area
Total Housing Unit Estimate (units)	413	16,355	248,130
Housing Density Estimate (housing units/acre)	1	5	6
Commercial Building Density Estimate (SQFT/acre)	4,884	12,781	8,336

Demographic Context

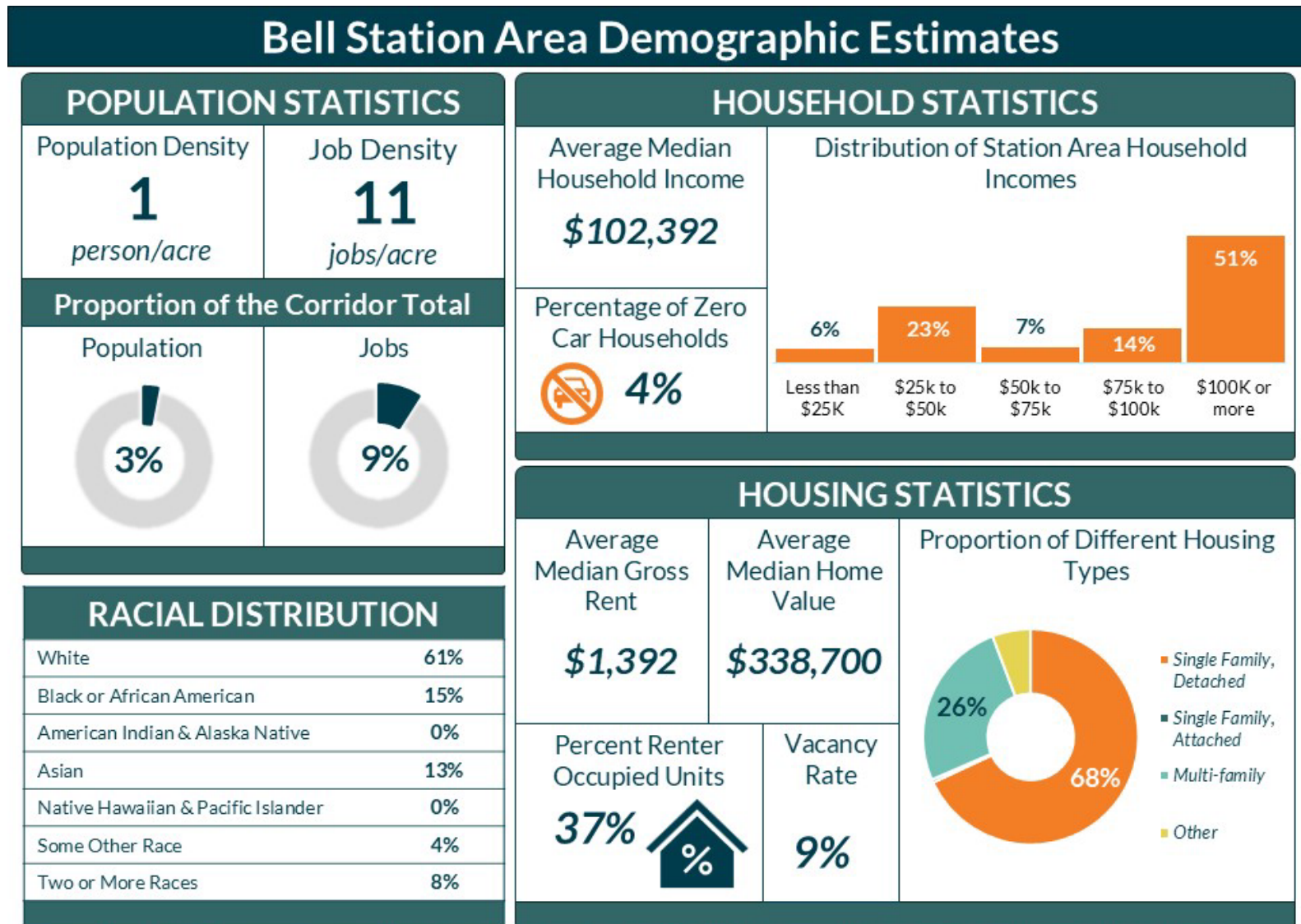
Figure 3 provides a demographic snapshot for the station area and **Table 4** compares station demographics with the Regional North Texas TOD area totals and averages. A complete methodology on demographic data collection and synthesis as well as a list of the specific data tables used can be found in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

Based on the station area's demographic context, Bell station area appears to be less dense than the average rail station in North Texas for both population and jobs. Yet, the density of 11 jobs per acre likely suggests a strong employment presence within the station area. Station area residents likely are slightly older, have notably higher incomes, and greater educational attainment than the TOD area average.

The low housing density for Bell Station likely indicates a limited residential presence. The higher proportion of single-family v. multi-family housing likely reflects a more suburban character for the station area. Additionally, station area housing tends to lean towards owner occupancy rather than rental units.

*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>	577	293,617
<i>Population Density (people/acre)</i>	1	7
<i>Employment Estimate</i>	5,447	795,575
<i>Job Density (jobs/acre)</i>	11	14
<i>Estimated Median Age</i>	38	36
<i>Percent High School Diploma or Higher (%)</i>	90%	80%
<i>Percent Bachelor's Degree or Higher (%)</i>	44%	41%

Household Statistics		
	Station Area	North Texas TOD Area
<i>Estimated Median Household Income (\$)</i>	\$102,392	\$85,575
<i>Estimated Average Household Size</i>	3.1	2.5
<i>Percent Zero Car Households</i>	4%	8%

Housing Unit Statistics		
	Station Area	North Texas TOD Area
<i>Housing Unit Estimate</i>	413	248,130
<i>Housing Density (units/acre)</i>	1	6
<i>Estimated Median Gross Rent (\$)</i>	\$1,392	\$1,666
<i>Estimated Median Home Value (\$)</i>	\$338,700	\$371,881
<i>Percent Renter Occupied</i>	37%	60%
<i>Vacancy Rate</i>	9%	9%
<i>Percent Single Family, Detached (%)</i>	68.1%	35.3%
<i>Percent Single Family, Attached (%)</i>	0.5%	3.6%
<i>Percent Multi-family (%)</i>	25.7%	59.6%
<i>Percent Other (%)</i>	5.8%	1.5%

Planning and Policy Context

Planning Studies

Bell 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
City of Fort Worth 2050 Comprehensive Plan	Fort Worth	Ongoing	https://www.fortworthtexas.gov/departments/city-manager/department-divisions/planning/comprehensiveplan/2050-comprehensive-plan
Fort Worth Economic Development Strategic Plan	Fort Worth	2022	https://www.fortworthtexas.gov/departments/econdev/edplan
Fort Worth Master Transportation Plan	Fort Worth	2026	https://www.fortworthtexas.gov/departments/tpw/mtp
GREENprint Fort Worth	Fort Worth	2025	https://www.fortworthtexas.gov/departments/parks/services/greenprint-fort-worth
Non-Fort Worth Plans and Studies			
Name of Plan or Study	City	Year	Link
Hurst Boulevard Vision / SH 10 Corridor Redevelopment Plan	Hurst	2026	https://www.nctcog.org/getContentAsset/534be49f-2651-4d8b-af65-9d38aa253402/dfc3d011-8f63-43f6-9ed8-4b444333a1d0/Final-Plan_Hurst-Boulevard_SH10-Redevelopment_Adopted-6-23-26.pdf?language=en-US

Figure 4: Bell Station Zoning by Regional Standard Zoning Group*

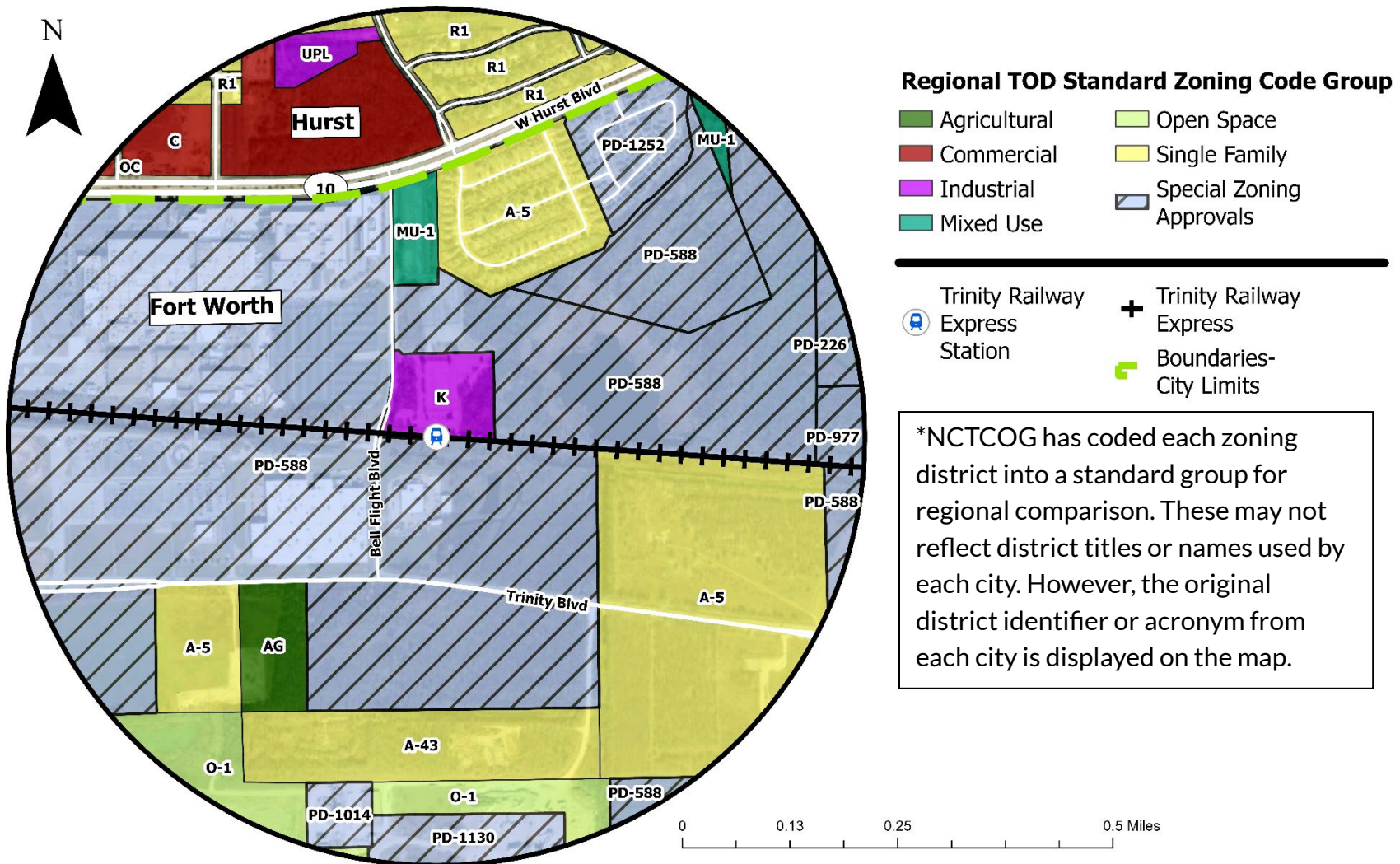
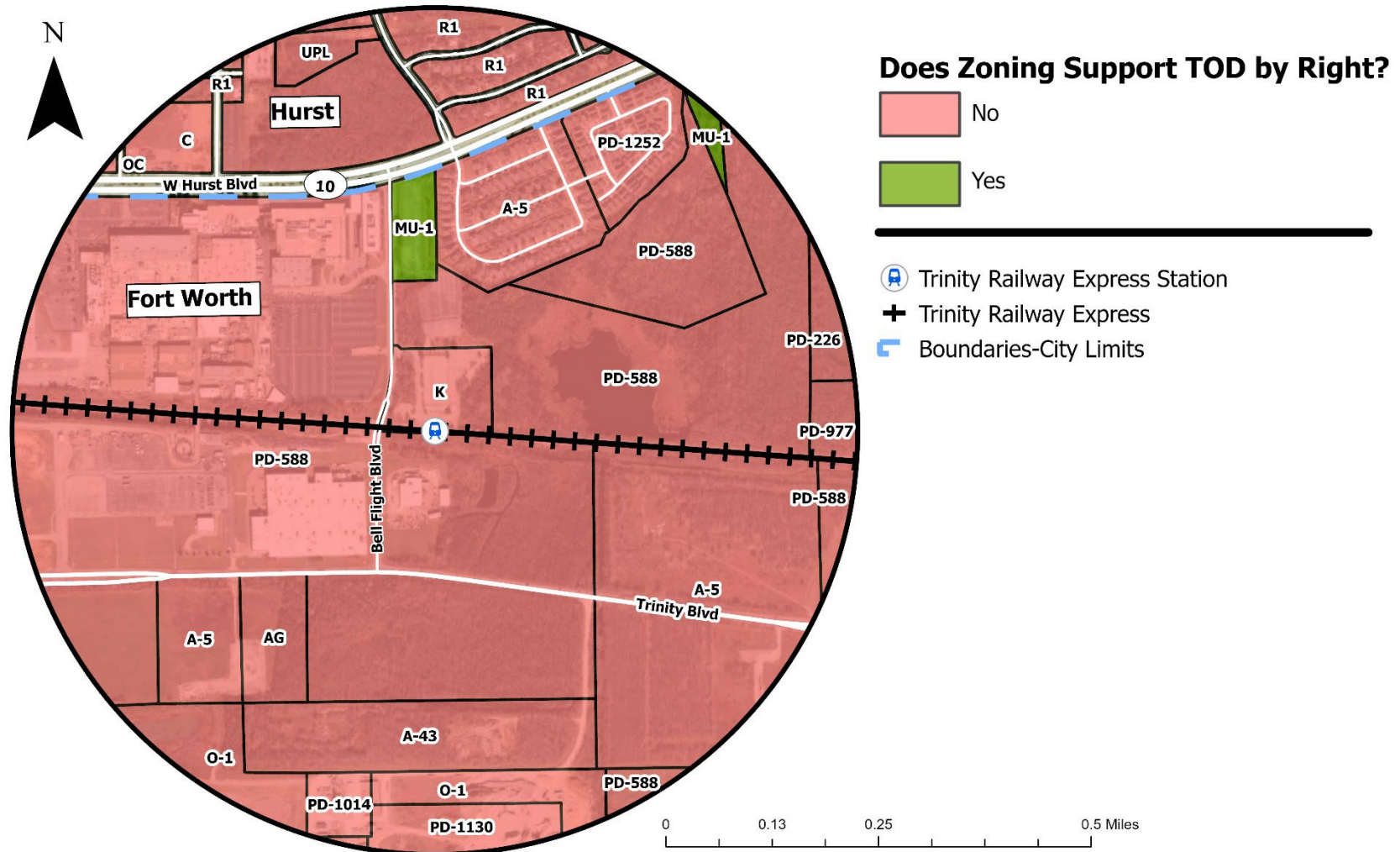


Figure 5: Bell Station TOD-By-right Zoning Analysis



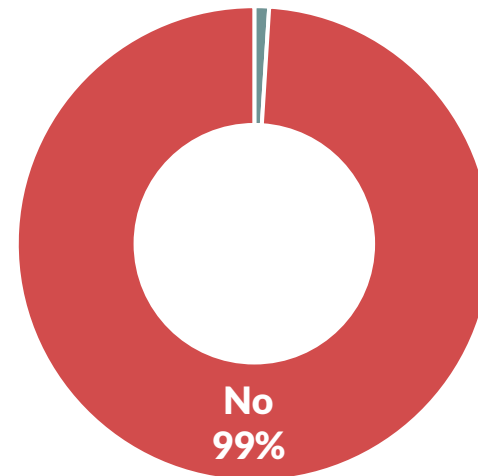
Zoning

While most of the Bell station area is in the City of Fort Worth, the northern portion of the station area overlaps with the City of Hurst. Shown in **Figure 4**, the zoning of Bell station area is primarily planned development or PD, indicated as “Special zoning approvals” in **Table 6**. While planned developments can provide entitlement for TOD, in this case it does not allow TOD by-right (see **Figure 5** and **Figure 6**).

Table 6: Bell Station Zoning Composition

Zoning	Acreage	Percentage (%)
<i>Special zoning approvals</i>	297	61.3%
<i>Single family</i>	122	25.2%
<i>Commercial</i>	23	4.8%
<i>Open Space</i>	18	3.7%
<i>Industrial</i>	11	2.3%
<i>Agricultural</i>	8	1.5%
<i>Mixed use</i>	6	1.1%

Figure 6: Does Zoning Support TOD By-Right



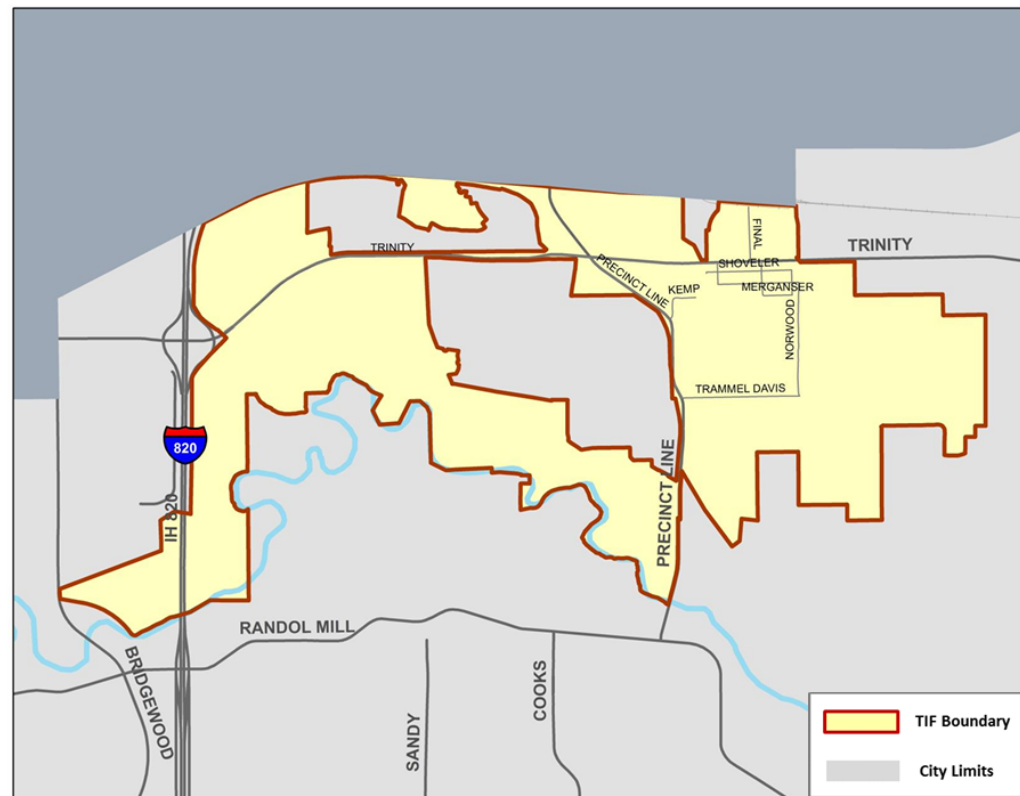
Trinity Lakes TIF

Trinity Lakes TIF is not intended to support redevelopment at Bell Station. However, a small portion of the TIF boundary overlaps with the Bell station area.

City of Fort Worth's Tax Increment Reinvestment Zone Number Fourteen,¹ Trinity Lakes TIF, was created in 2012, prior to the opening of the Trinity Lakes station. The Trinity Lakes TIF was established to support improvements to Trinity Boulevard as well as Precinct Line Road. Additionally, the TIF is intended to support the Trinity Trail System and other eligible projects that help encourage redevelopment in the Trinity Lakes area as a transit-oriented development.

Figure 7: Trinity Lakes TIF Boundary

TIF #14 (Trinity Lakes)



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¹ <https://www.fortworthtexas.gov/departments/econdev/tif>

Completed, Planned, Ongoing, and Postponed Projects

Private Developments

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

Public Projects

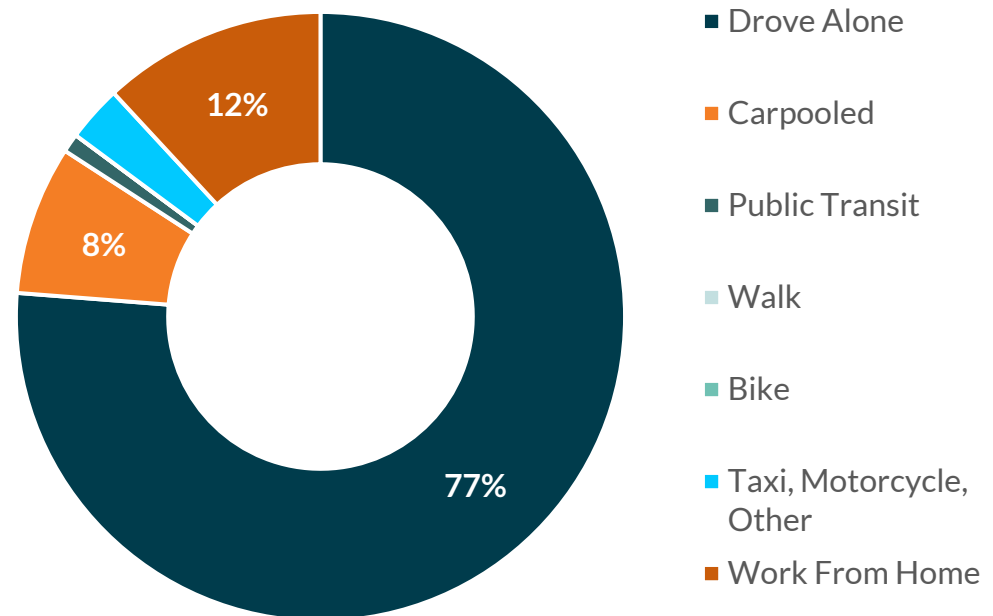
No public projects are currently in progress for this station area, nor have any projects been proposed.

Travel Behavior and Context

ACS Commute Mode Split

Based on US Census ACS 2020-2024 data, residents from Census block groups near Bell Station are primarily driving for commutes. Some commuters likely carpool or work from home. Few commuters are likely using public transit and little to no commuters likely walking or biking.

Figure 8: Bell Station Commute Mode Split



Ridership Summary

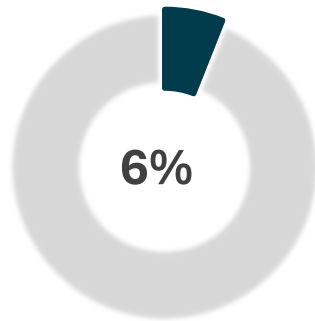
As shown in **Table 8**, the average daily weekday and Saturday ridership from Fiscal Year 2024 (FY 24) for Bell Station is low when compared to the Region’s averages of 876 weekday riders and 606 weekend riders. Additionally, when compared with other study stations along the TRE corridor, ridership at Bell station accounts for a small portion of the corridor’s total ridership for FY 24 (see **Figure 9**).

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

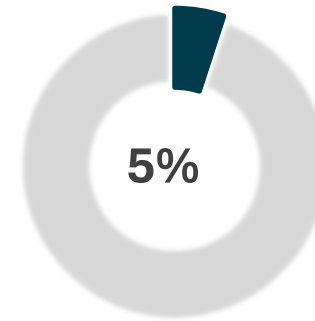
FY 24 Average Daily Weekday Ridership	FY 24 Average Daily Weekend Ridership
272	158

Figure 9: Proportion of the TRE Corridor Total Estimates

Weekday Ridership



Weekend Ridership



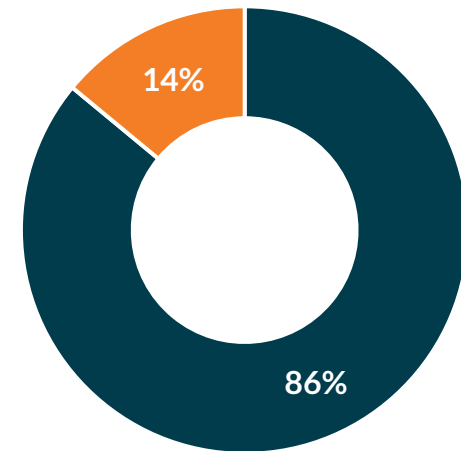
Transit Destinations/Travel Behavior

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 10**, more rail transit trips are produced rather than attracted to Bell Station, indicating that rail transit riders are most likely taking the TRE from Bell Station to travel to other locations across the region.

Figure 10: Productions v. Attractions at the Station



■ Trips Produced ■ Trips Attracted

TRE TOD Strategic Plan – Existing Conditions: Bell Station

When compared with total rail transit travel of the 7 TRE study stations along the corridor, nearly 13% of corridor trips are produced from Bell Station (see **Figure 11**). This is comparable with other study stations. However, as reflected by the significant vacant land and low density, minimal rail transit trips are attracted to the station. Of the few rail transit riders attracted to Bell Station, **Figure 12** shows most trips are for work.

Figure 12: Purpose of Rail Transit Trips to Station

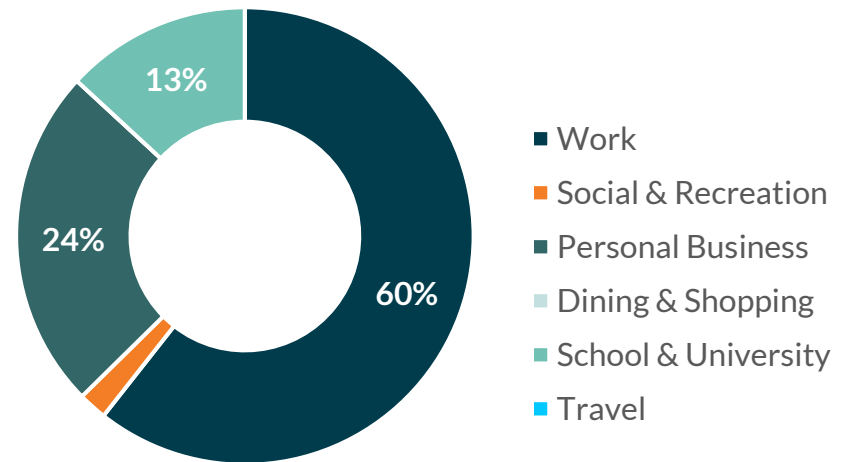


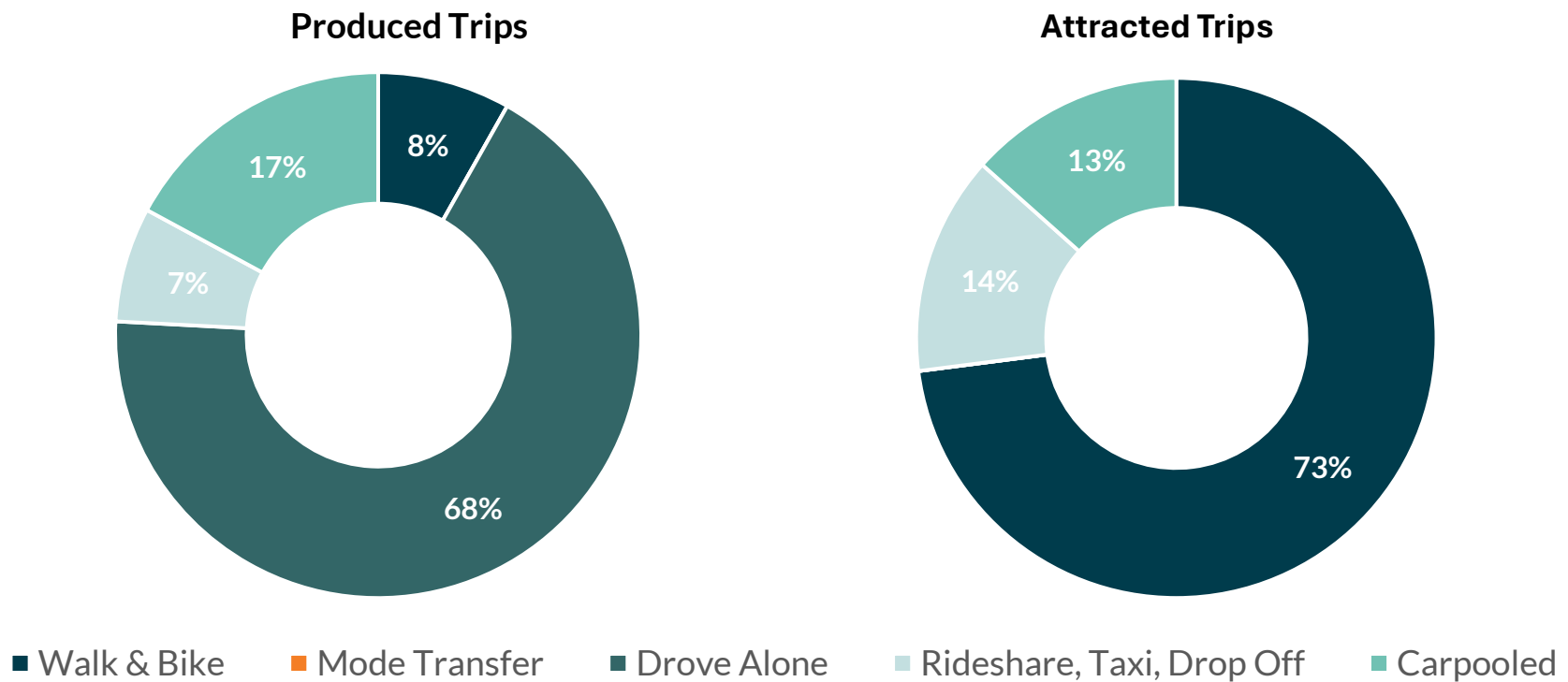
Figure 11: Proportion of the TRE Corridor's Total Productions and Attractions



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 Bell Station. Shown in **Figure 13**, when rail transit trips are produced at Bell Station, rail transit riders mostly report auto-oriented first/last mile travel modes. However, when rail transit trips are attracted to Bell Station, rail transit riders mostly report walking for their first/last mile travel.

Figure 13: Rail Transit Trip First/Last Mile Travel

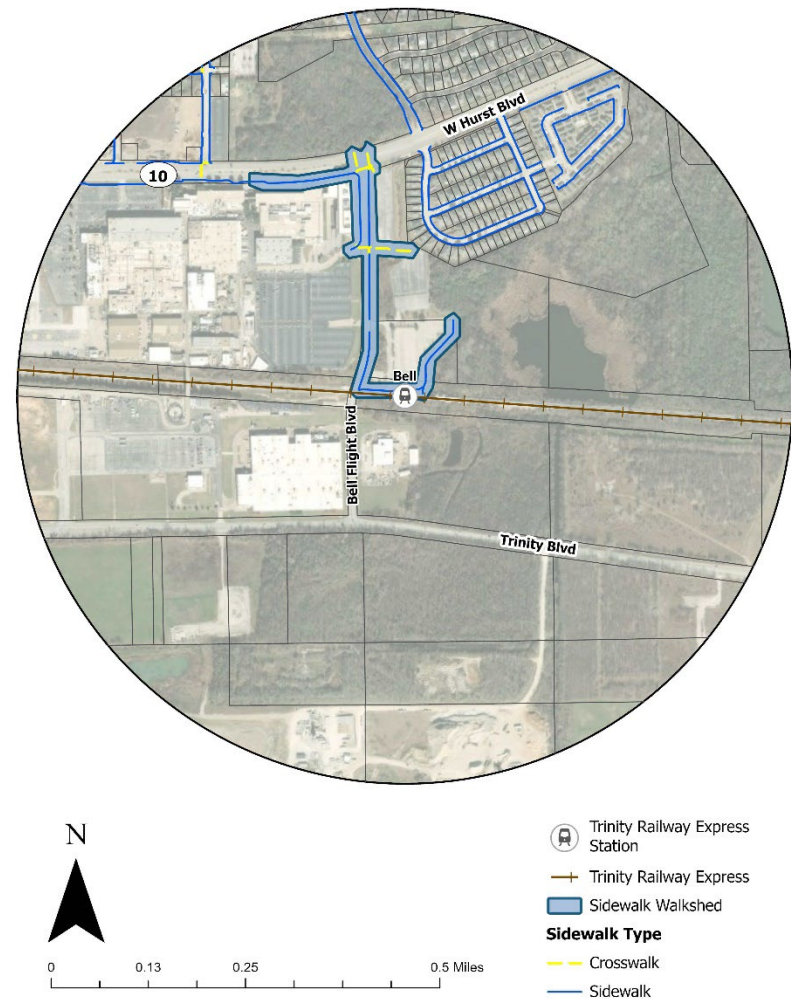


Transportation Connections

Existing Sidewalk Network

Bell station area contains 3.3 miles of existing sidewalks. The sidewalk network coverage with direct access to the station is limited as shown in **Figure 14**. The walkable sidewalk connected area is only about 8.2 acres shown by the blue walkshed in the figure, connecting the station to Hurst Boulevard/SH 10 to the north.

Figure 14: Active Transportation Network at Bell Station*

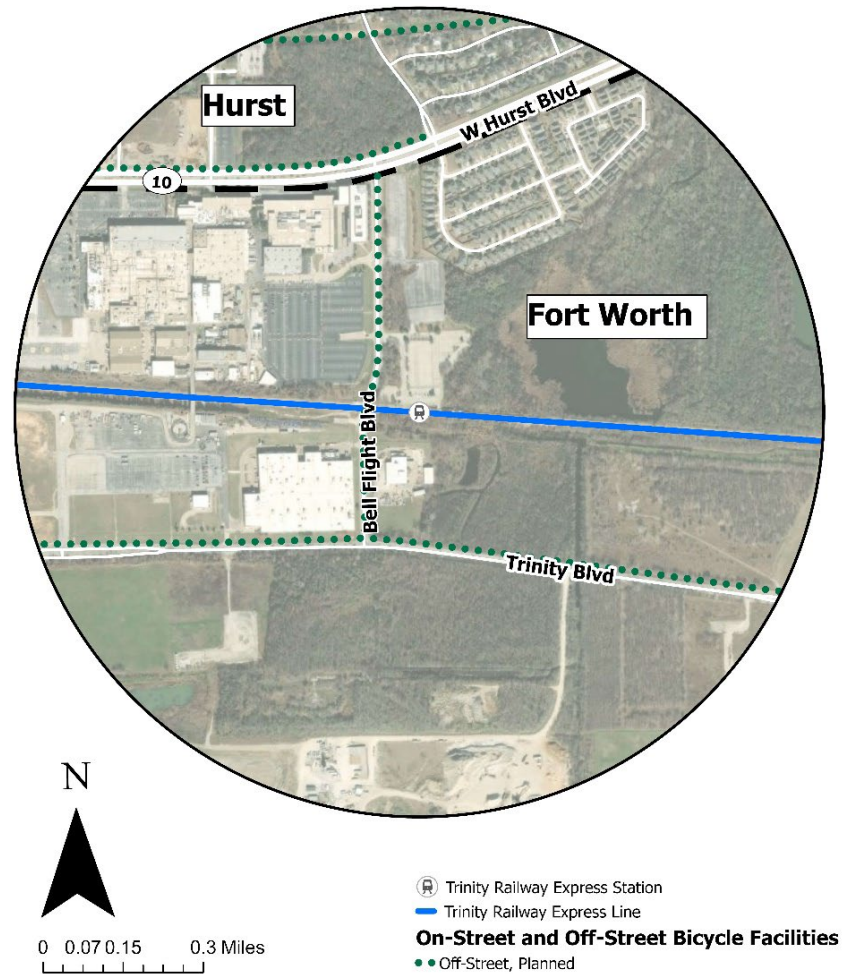


*The sidewalk walkshed represents the area a person could walk following connected sidewalks for a half-mile.

Bicycle Connectivity

There is currently no direct bicycle connection between Bell Station and the surrounding street network. Additionally, no bicycle connections between Bell Station and the surrounding street network have been funded.

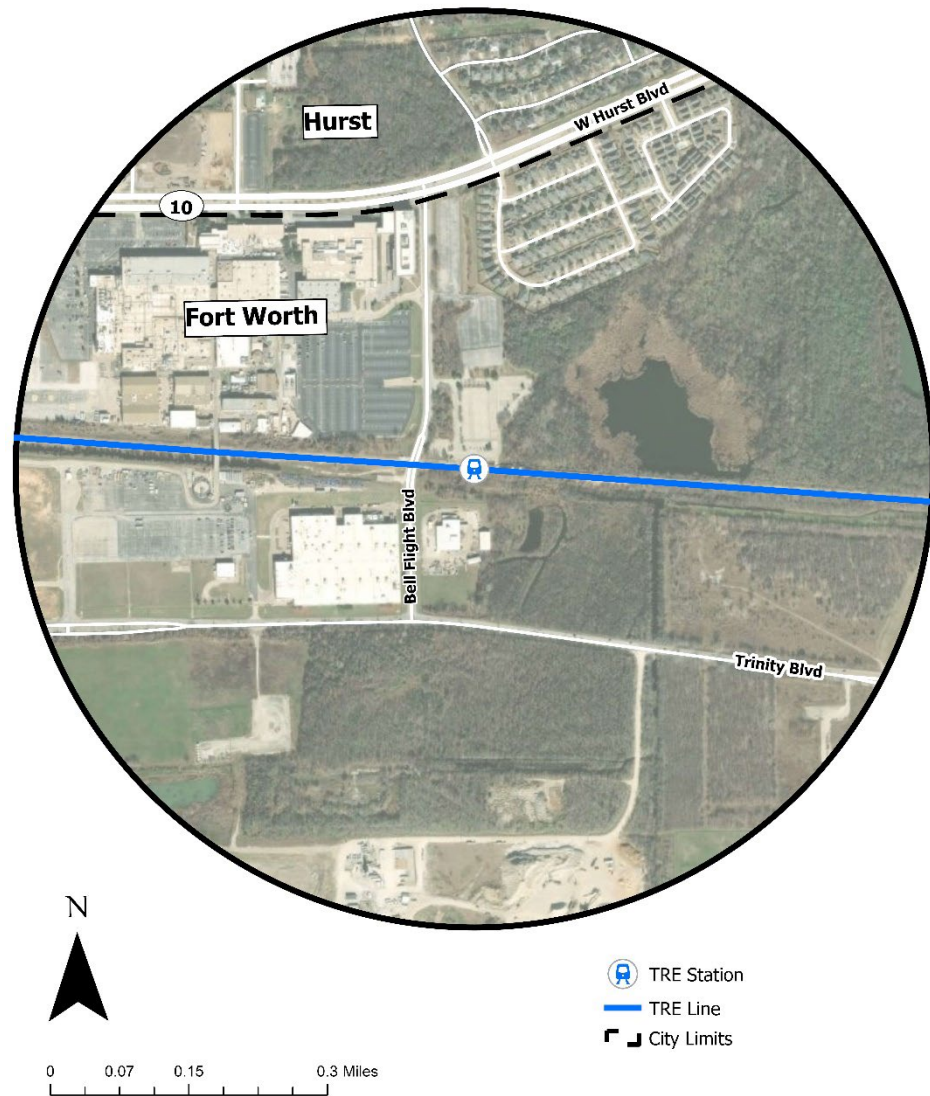
Figure 15: Bicycle Connectivity at Bell Station



Bus/Shuttle Connections

No Trinity Metro buses connect to Bell Station. There are no private or other shuttle services to the station.

Figure 16: Bus/Shuttle Connections at Bell Station



Bell Station Key Opportunities and Challenges

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

Challenges

- While there is a large amount of vacant land within Bell station area, nearly all of it is in the floodplain and may limit development.
- Bell Helicopter/Textron, Inc. owns nearly all the vacant land within the station area. Redevelopment of parcels will rely heavily on that private entity.
- The housing and population densities within the station area provides a limited residential base to support any walkable mixed-use development near the station

Opportunities

- The location of a major employer adjacent to Bell Station could be an opportunity for supporting employment-oriented uses.
- The approximately 5.6-acre park and ride lot owned by Trinity Metro may be a potential future transit-oriented development opportunity.
- Bell station is not far from the planned DFW Discovery Trail and improvements to area roads could better connect the station to regional bike and pedestrian trails.