

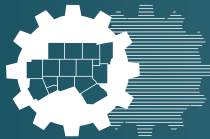
TRE TOD STRATEGIC PLAN

EXISTING CONDITIONS REPORT

Trinity Lakes Station

FTA TOD Pilot Grant

September 2026



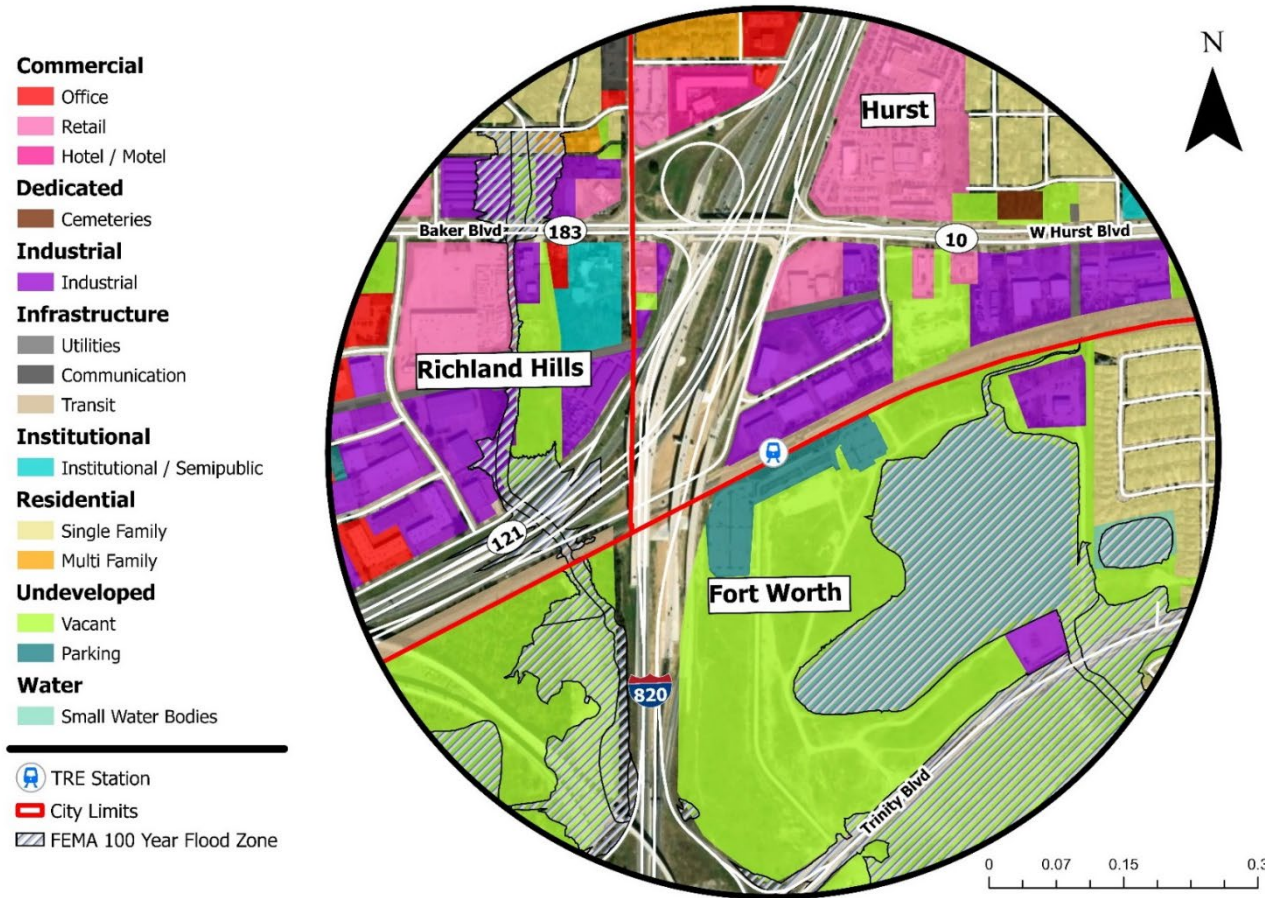
North Central Texas
Council of Governments

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Land Use and Context

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



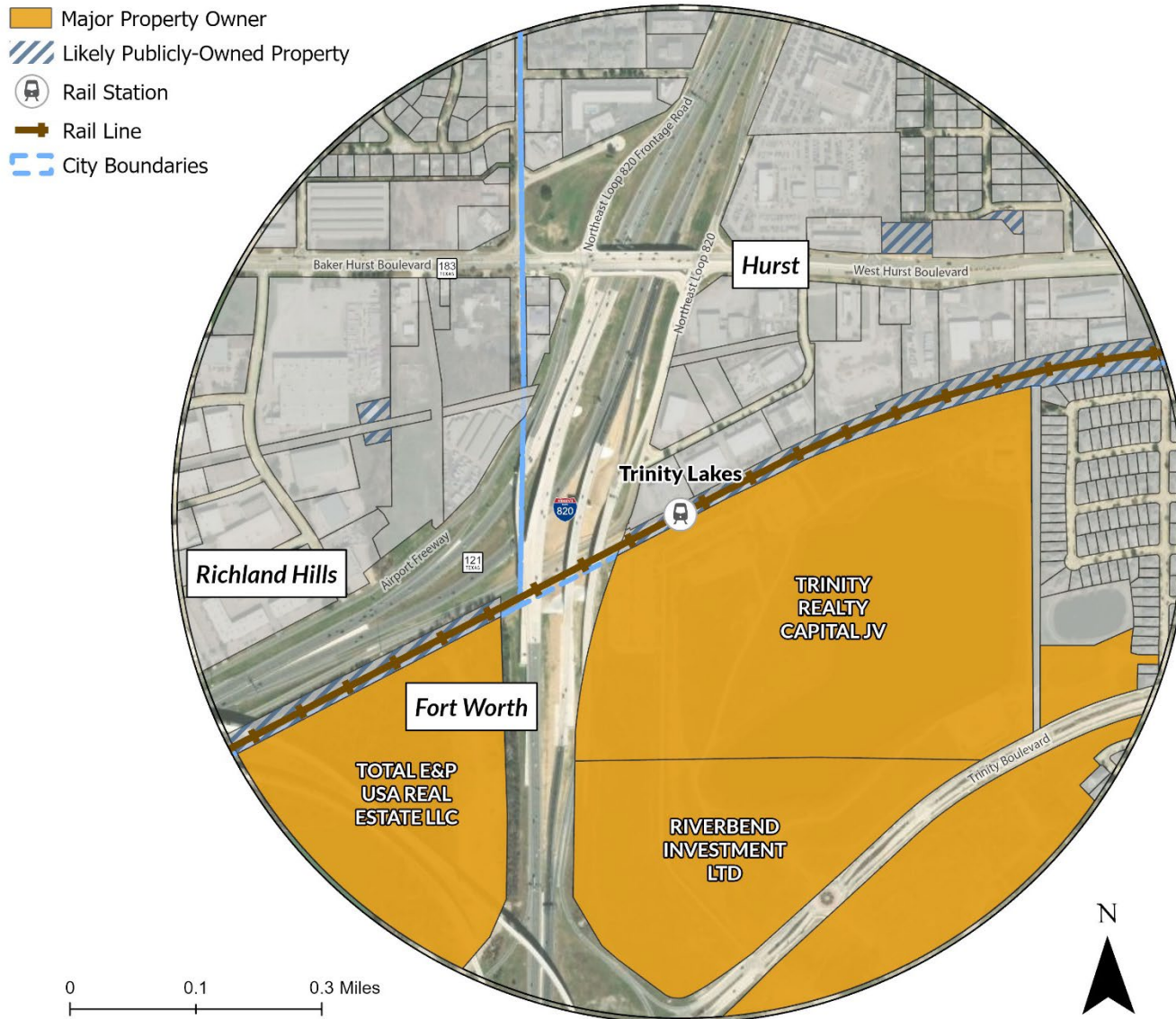
Land Use Data and Notes

While vacant land is the largest share of land, as shown in **Figure 1** and **Table 1**, a substantial portion of that is environmentally constrained by the floodplain and physically constrained by road infrastructure. Identified as “Parking” in **Figure 1**, the transit station park and ride lot contains 500 parking spaces spanning approximately 7 acres.

Table 1: Land Use Distribution

Land Use Category	Station Area Coverage
<i>Vacant</i>	30.4%
<i>Roadways</i>	26.5%
<i>Industrial</i>	11.7%
<i>Retail</i>	8.2%
<i>Small water bodies</i>	7.5%
<i>Single family</i>	6.0%
<i>Transit</i>	2.4%
<i>Office</i>	1.7%
<i>Parking</i>	1.5%
<i>Institutional/semi-public</i>	1.1%
<i>Multi-family</i>	0.9%
<i>Utilities</i>	0.9%
<i>Hotel/motel</i>	0.7%
<i>Communication</i>	0.2%
<i>Cemeteries</i>	0.2%

Figure 2: Property Ownership within Trinity Lakes Station Area



Property Ownership

Figure 2 shows the consolidated property ownership of land near Trinity Lakes Station based on county appraisal district parcel-level data. Public ownership of property within the Trinity Lakes station area is minimal. Significant portions of the station area are owned by single property owners, especially south of the station within the City of Fort Worth. **Table 2** provides additional insight into the large property landowners near Trinity Lakes Station.

Table 2: Large Landowners Near Trinity Lakes Station

Property Owner	Total Property Acreage Estimate within Station Area	Primary Land Use Category
<i>Trinity Realty Capital JV</i>	82 acres	Vacant
<i>Riverbend Investment LTD</i>	63 acres	Vacant
<i>Total E&P USA Real Estate LLC</i>	35 acres	Vacant

Building Density Estimates

Table 3 shows these housing and commercial building densities for Trinity Lakes station area compared to the TRE Corridor and Regional North Texas TOD area averages. The significant difference in building density estimates between Trinity Lakes Station, TRE Corridor and the Regional North Texas TOD area is reflected by the station area having significant vacant land and low density uses. Additionally, the building density estimates at Trinity Lakes Station account for only 3% of the corridor's estimated housing units and only 6% of the corridor's estimated commercial building square footage.

Table 3: Building Density Estimates

	Trinity Lakes Station	TRE Corridor	North Texas TOD Area *
Total Housing Unit Estimate (units)	483	16,355	248,130
Housing Density Estimate (housing units/acre)	1	5	6
Commercial Building Density Estimate (SQFT/acre)	5,600	12,781	8,336

*North Texas TOD Area is the half-mile radius around the region's 89 rail stations

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**.

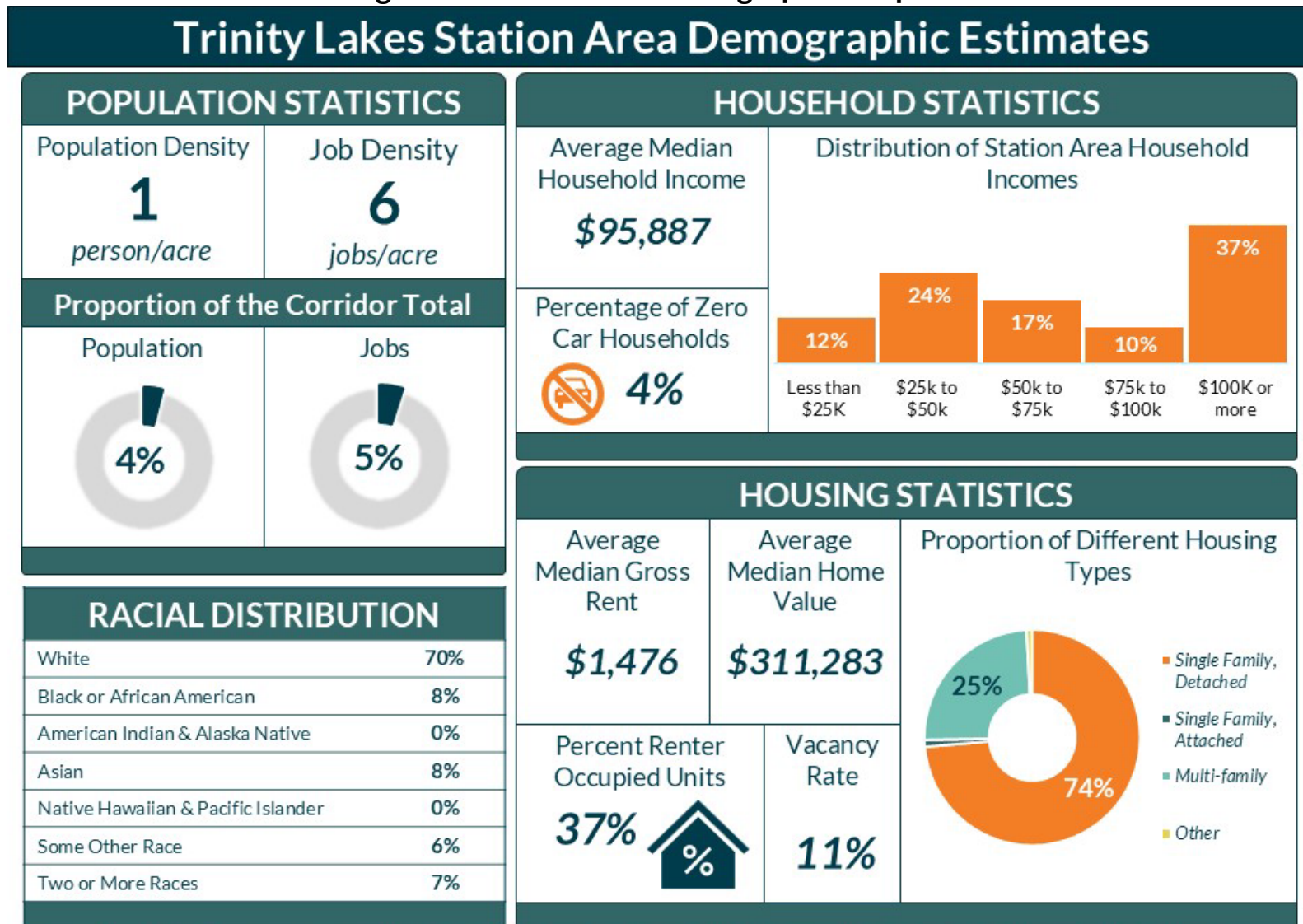
Based on the station area's demographic context, Trinity Lakes station area is less dense than the average rail station in North Texas for both jobs and housing. Station area residents are likely older. While Trinity Lakes Station residents are more likely to have at least a high school diploma than the average rail station in North Texas, residents are less likely to have at least a bachelor's degree.

Compared to the regional TOD average, household incomes are higher and households are slightly larger. Additionally, the share of zero-car households is significantly lower, suggesting a dependence on automobiles.

Housing costs are lower than the regional TOD average, indicating that housing is likely more affordable. Single family housing represents the largest share of the station's housing stock, reflecting a more suburban housing pattern. Most housing units are likely owner-occupied; however, the vacancy rate is slightly higher than the regional TOD average, suggesting that housing supply is likely greater than demand within the station area.

*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>	746	293,617
<i>Population Density (people/acre)</i>	1	7
<i>Employment Estimate</i>	3,027	795,575
<i>Job Density (jobs/acre)</i>	6	14
<i>Estimated Median Age</i>	39	36
<i>Percent High School Diploma or Higher (%)</i>	85%	80%
<i>Percent Bachelor's Degree or Higher (%)</i>	33%	41%

Household Statistics		
	Station Area	North Texas TOD Area
<i>Estimated Median Household Income (\$)</i>	\$95,887	\$85,575
<i>Estimated Average Household Size</i>	2.9	2.5
<i>Percent Zero Car Households</i>	4%	8%

Housing Unit Statistics		
	Station Area	North Texas TOD Area
<i>Housing Unit Estimate</i>	483	248,130
<i>Housing Density (units/acre)</i>	1	6
<i>Estimated Median Gross Rent (\$)</i>	\$1,476	\$1,666
<i>Estimated Median Home Value (\$)</i>	\$311,283	\$371,881
<i>Percent Renter Occupied</i>	37%	60%
<i>Vacancy Rate</i>	11%	9%
<i>Percent Single Family, Detached (%)</i>	73.6%	35.3%
<i>Percent Single Family, Attached (%)</i>	1.0%	3.6%
<i>Percent Multi-family (%)</i>	24.5%	59.6%
<i>Percent Other (%)</i>	0.8%	1.5%

Planning and Policy Context

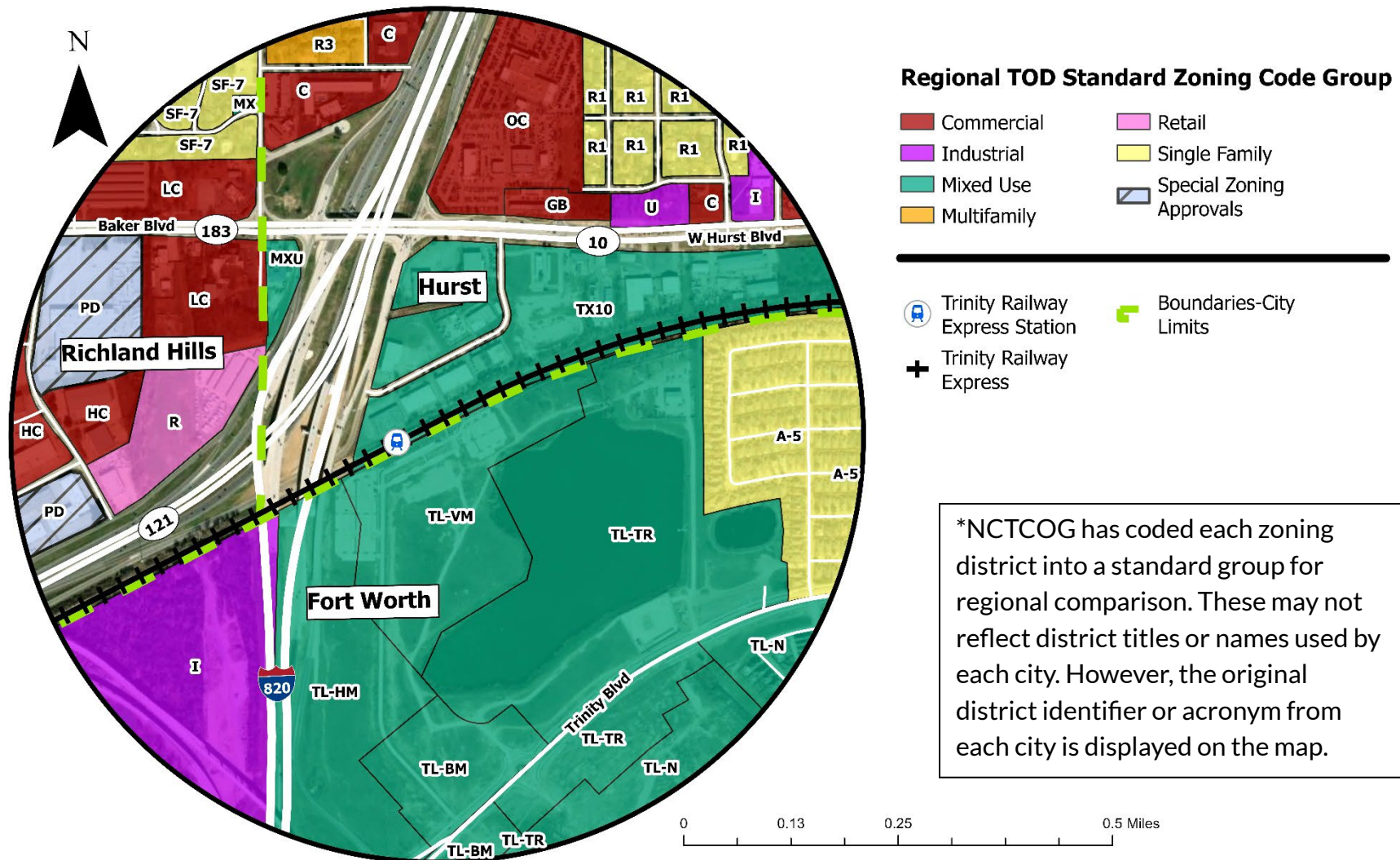
Planning Studies

Trinity Lakes 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 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
<i>GREENprint Fort Worth</i>	Fort Worth	2025	https://www.fortworthtexas.gov/departments/parks/services/greenprint-fort-worth
Non-Fort Worth Plans and Studies			
Name of Plans or Study	City	Year	Link
<i>Hurst Boulevard Vision / SH 10 Corridor Redevelopment Plan</i>	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: Trinity Lakes Zoning Map



Does Zoning Support TOD by Right?

- No
- Yes

Trinity Railway Express Station
Trinity Railway Express
Boundaries-City Limits

0 0.13 0.25 0.5 Miles

Zoning

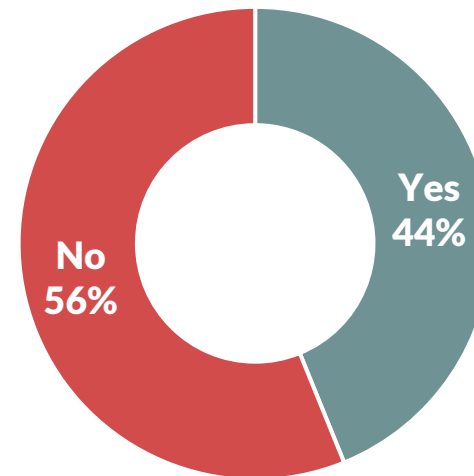
The Trinity Lakes station area overlaps with multiple jurisdictions. While zones near the station in both Hurst and Fort Worth already allow mixing of uses, a key characteristic of TOD, some zones like Hurst TX10 don't allow multi-family by-right in that mix of uses.

Within the City of Fort Worth, TOD-by-right zones of the Trinity Lakes station area are covered by the Trinity Lakes Form-Based Development Code,¹ amended June 2025 and indicated by “TL-“in the previous maps. The Trinity Lakes Development Code was created to encourage economic development within East Fort Worth. These urban form and design guidelines are intended to help develop the area into an attractive and vibrant location through a pedestrian-oriented mix of uses. This code was originally adopted prior to the building of Trinity Lakes station.

Table 6: Trinity Lakes Station Zoning Composition

Zoning	Acreage	Percentage (%)
<i>Mixed use</i>	227	58.4%
<i>Commercial</i>	63	16.2%
<i>Single family</i>	50	9.1%
<i>Industrial</i>	40	8.5%
<i>Special zoning approvals</i>	17	4.2%
<i>Retail</i>	11	2.9%
<i>Multi-family</i>	3	0.8%

Figure 6: Does Zoning Support TOD By-Right



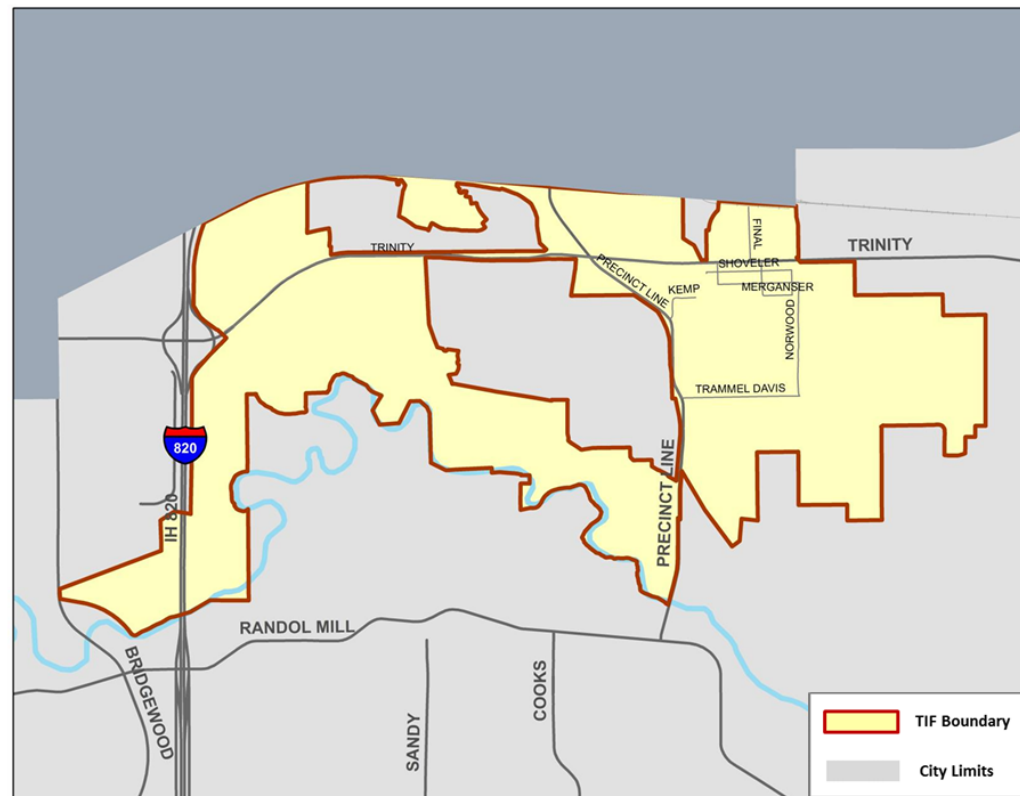
¹ https://www.fortworthtexas.gov/files/assets/public/v/1/development-services/documents/all-preservation-and-design/urbandesign/form-base-code/trinity-lakes/trinity_lakes_development_code-amendment_final-19june25_1.pdf

Trinity Lakes TIF

City of Fort Worth's Tax Increment Reinvestment Zone Number Fourteen,² 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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² <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. Past proposed projects have not yet materialized. This includes:

- Serenity at Trinity Lakes, multifamily buildings (Ken Newell)

Various mixed-use projects have been previously proposed by Ken Newell for the properties directly south of the transit station. This included a master-planned community offering a mix of uses as illustrated in **Figure 8**³, but none have progressed past the conceptual phase in nearly a decade.

Figure 8: Rendering of Trinity Lakes Redevelopment Project



Rendering of Trinity Lakes station development. Source from MC/A Architects, Inc., created by Milosav Cekic.

³ <https://milosavcekic-architects.com/trinity-lakes.html>

Public Projects

The major public project within the Trinity Lakes station area is the Trinity Boulevard Improvements project.⁴ The Trinity Boulevard Improvements project, valued at roughly \$40 million, involves reconstructing Trinity Boulevard into a four-lane, divided concrete arterial roadway. The project will include landscape medians, multi-use trails on each side of the roadway, and drainage improvements. **Table 7** provides an overview of the project phases and funding mechanisms.

Table 7: List of Known Public Projects

Project name	Description	Funding Amount	Status	Year completed	Entity/ funding source
<i>Trinity Boulevard Improvement</i>	Reconstruct undivided road without sidewalks into 4 lane divided context sensitive street with 10 foot sidewalks and 12 foot side-path, landscaping, and drainage improvements	\$40 M	Complete	2026	City of Fort Worth with funding from NCTCOG
<i>Trail from Conductor Rd to Trinity Blvd</i>	Shared use path/trail connecting the Trinity Lakes Station to side paths on Trinity Blvd.	\$1.9 M	Funded	*2029	City of Fort Worth with funding from NCTCOG

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

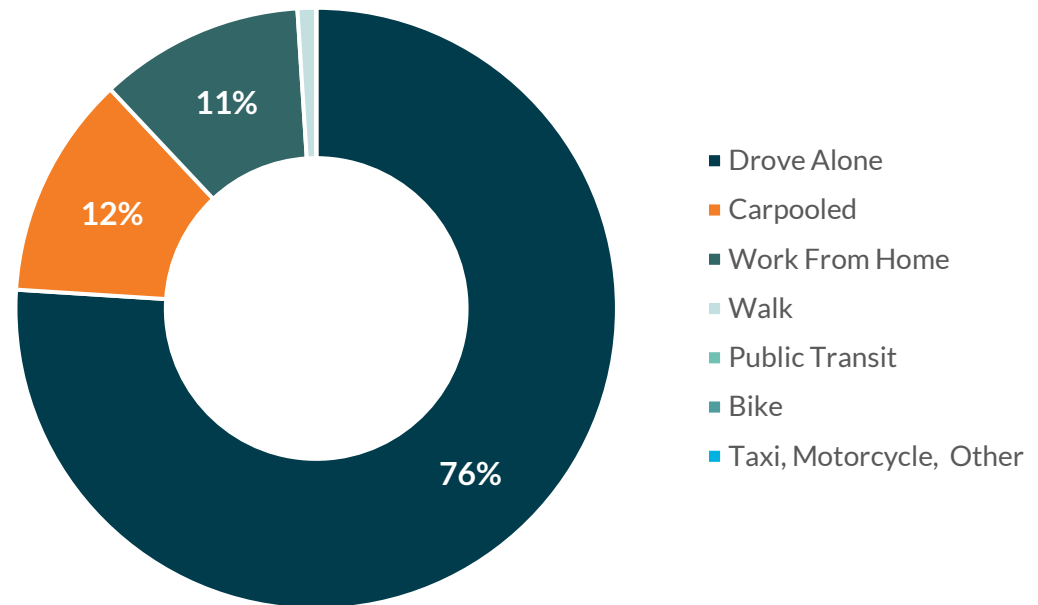
⁴ <https://www.fortworthtexas.gov/projects/cfw-trinity-boulevard-improvements>

Travel Behavior and Context

ACS Commute Mode Split

Based on US Census ACS 2020-2024 data, residents from Census block groups near Trinity Lakes Station are primarily driving for commutes. Few commuters likely walk to work and little to no commuters likely use public transit or bike.

Figure 9: Trinity Lakes Commute Mode Split



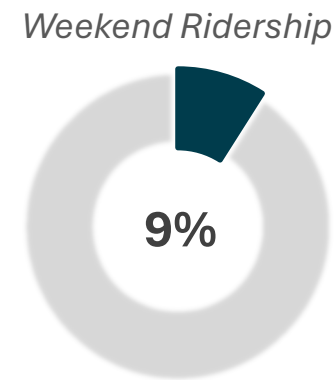
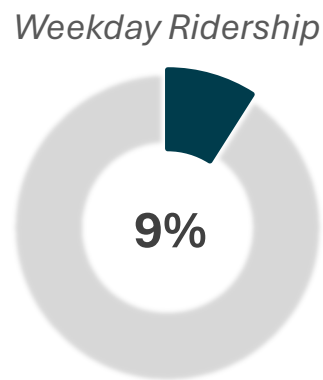
Ridership Summary

As shown in **Table 8**, the average daily weekday and Saturday ridership from Fiscal Year 2024 for Trinity Lakes station is low when compared to the Region’s averages of 876 weekday riders and 606 weekend riders. Trinity Lakes Station also accounts for only 9% of the TRE corridor’s total ridership in that Fiscal Year (see **Figure 10**).

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

FY 24 Average Daily Weekday Ridership	FY 24 Average Daily Weekend Ridership
223	137

Figure 10: Proportion of the TRE Corridor Total Estimates



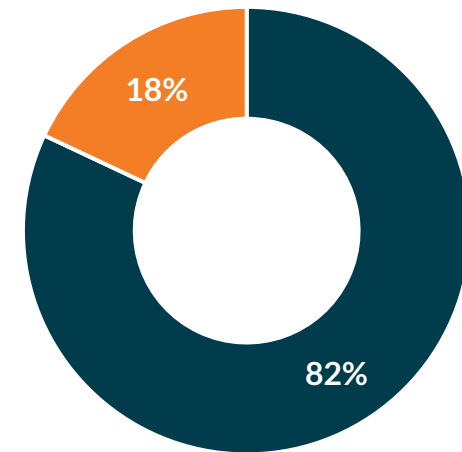
Transit Destinations/Travel Behavior

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 A** 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 Trinity Lakes Station, indicating that rail transit riders are most likely taking the TRE from Trinity Lakes Station to travel to other locations across the region.

Figure 11: Productions v. Attractions at the Station



■ Trips Produced ■ Trips Attracted

TRE TOD Strategic Plan – Existing Conditions: Trinity Lakes Station

When compared with total rail transit travel of the 7 TRE study stations along the corridor, nearly 15% of corridor trips are produced from Trinity Lakes Station (see **Figure 12**). 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 Trinity Lakes Station, **Figure 13** shows most trips are for work.

Figure 13: Purpose of Rail Transit Trips to Station

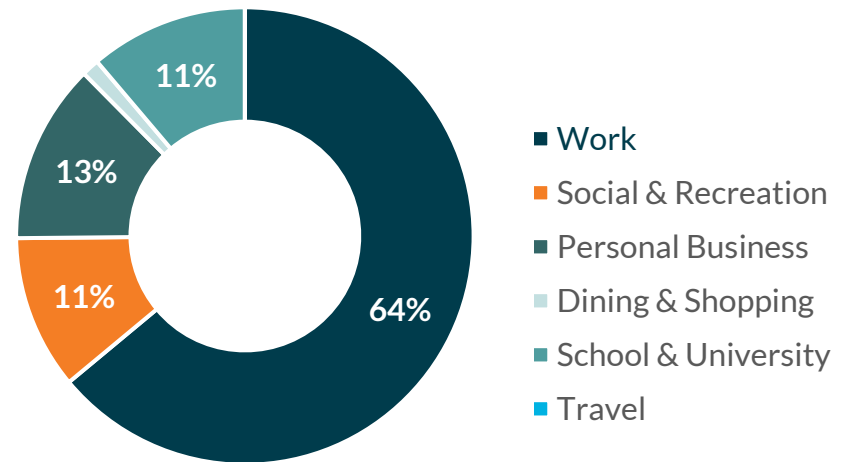


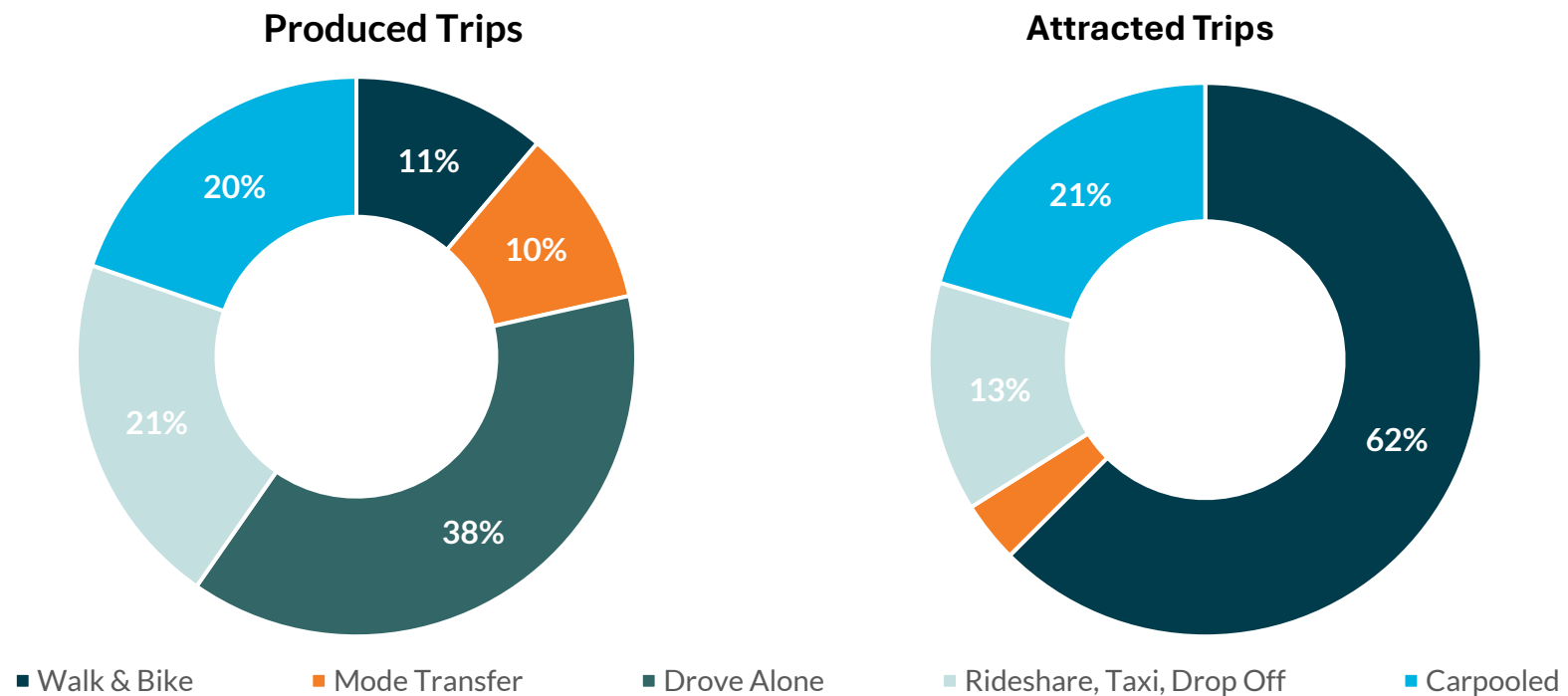
Figure 12: Proportion of the TRE Corridor's Total Productions and Attractions



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 Trinity Lakes Station. Shown in **Figure 14**, when rail transit trips are produced at Trinity Lakes Station, rail transit riders mostly report auto-oriented first/last mile travel modes. However, when rail transit trips are attracted to Trinity Lakes Station, rail transit riders mostly report walking for their first/last mile travel.

Figure 14: Rail Transit Trip First/Last Mile Travel

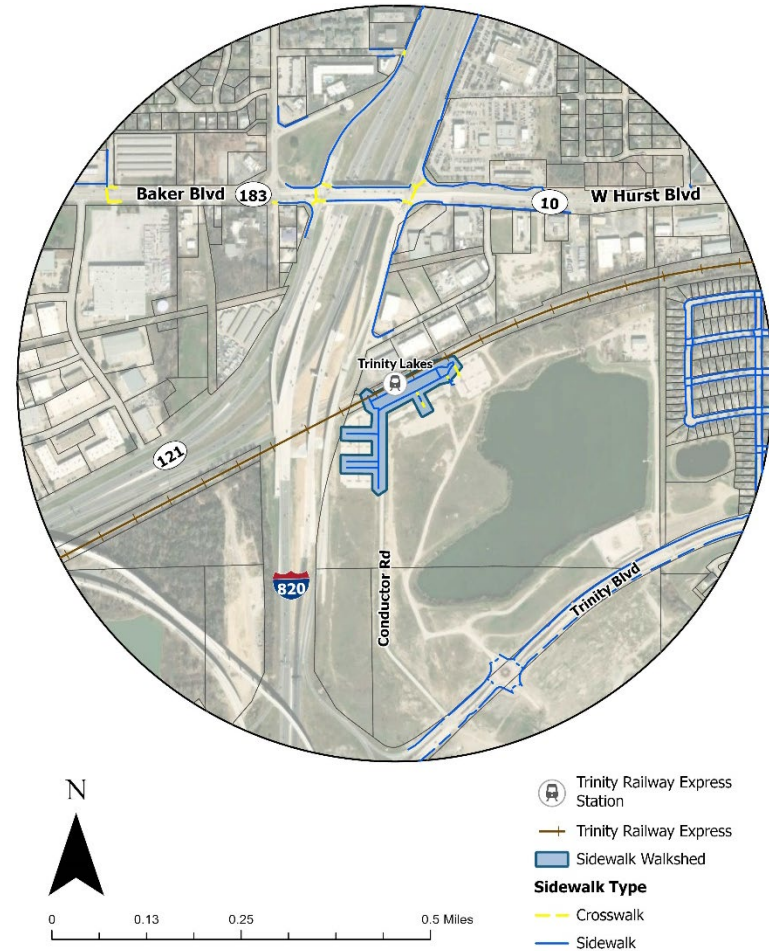


Transportation Connections

Existing Sidewalk Network

Trinity Lakes station area contains 4.9 miles of existing sidewalks; however, most of the sidewalks are not located in close proximity to the station, as shown in **Figure 15**. The sidewalk walkshed connected area is only about 2.7 acres and isolated to the immediate station area shown on the map.

Figure 15: Active Transportation Network at Trinity Lakes*

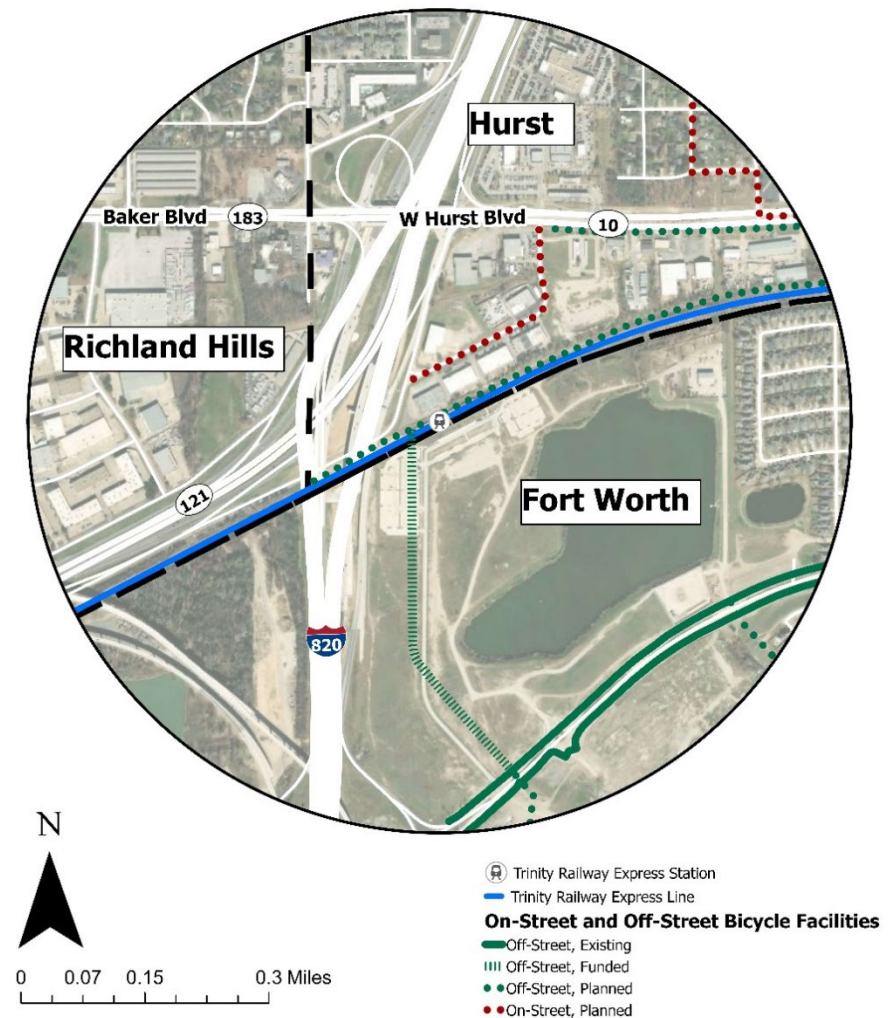


*The sidewalk walkshed represents the area a person could walk following connected sidewalks for a half-mile.

Bicycle Connectivity

There is currently no direct bicycle connection between the Trinity Lakes station and the surrounding street network. However, there is a funded sidepath along Conductor Rd that will connect the station to Trinity Boulevard. The Bikeways to Trinity Railway Express (TRE) Rail Stations Study, part of the full FTA-funded study will include evaluating feasibility of bikeways beyond Trinity Lakes station half-mile to provide access to development areas west of IH-820.

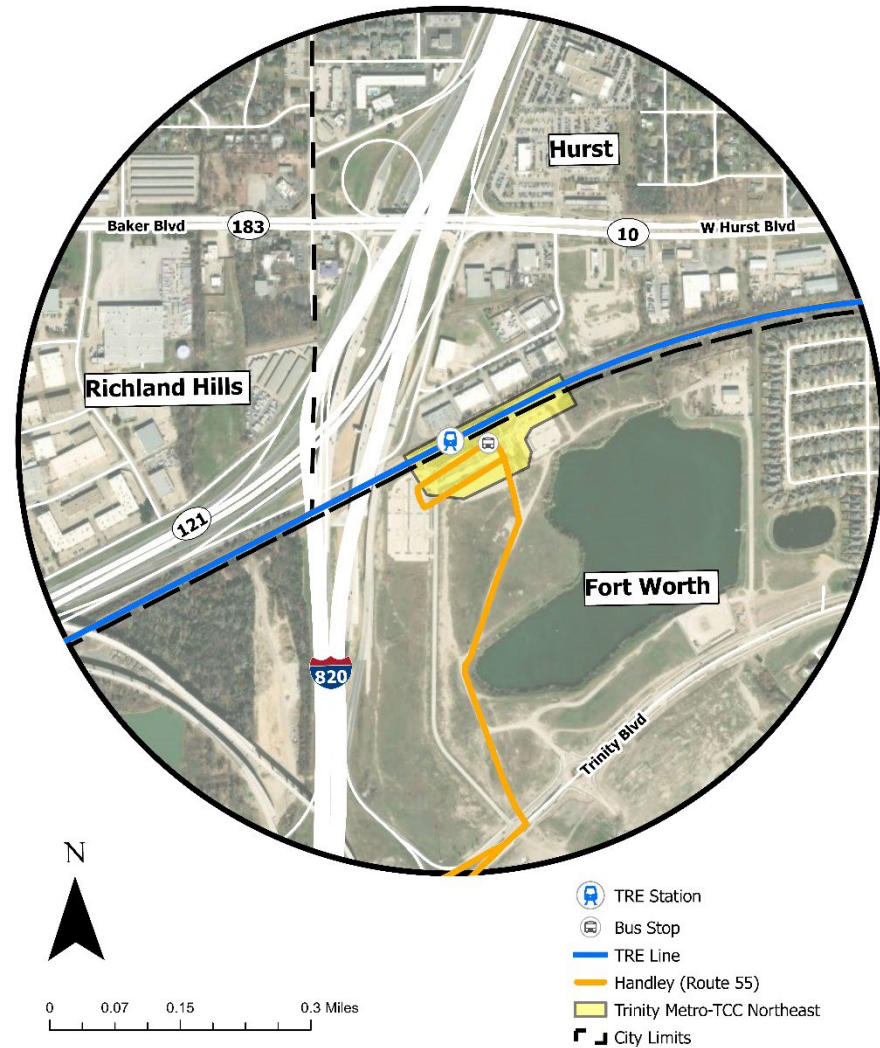
Figure 16: Bicycle Connectivity at Trinity Lakes



Bus/ Shuttle Connections

Trinity Lakes Station is served by the Handley Route 55 Trinity Metro bus. It also is part of Trinity Metro's On-demand service for the TCC Northeast zone.

Figure 17: Bus/Shuttle Connections at Trinity Lakes



Trinity Lakes Key Opportunities and Challenges

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

Challenges

- While the large share of vacant land within the Trinity Lakes station area may present a growth opportunity, the overlapping and adjacent floodplain may limit development.
- Because public ownership of property within the Trinity Lakes station area is minimal, redeveloping the area will likely rely heavily on private property owners. However, only a couple owners control the vacant parcels that have not yet moved forward with proposed development.
- The lack of pedestrian and vehicular connections from the station and north into the City of Hurst and lack of sidewalks south limits station accessibility. In addition, the City of Hurst is not a transit member city, complicating next steps before the northern half can be utilized for TOD.
- While density, land use, and active transportation infrastructure likely impact ridership, the commuting behavior of residents near the station may indicate a lack of demand for public transit use.

Opportunities

- The properties south of the station in the City of Fort Worth are within the Trinity Lakes form-based zoning code, allowing zoning approval for the development of a walkable, mixed-use community by-right.
- The lack of development south of the station provides a “blank slate” to create a strong framework for creating successful TOD where Fort Worth can proactively ensure that streets and roadways are pedestrian-first to promote walkability.
- The City of Fort Worth is actively investing in the station area through the Trinity Lakes TIF and related Trinity Boulevard Improvement Project, highlighting the city’s interest in providing greater opportunities for TOD.