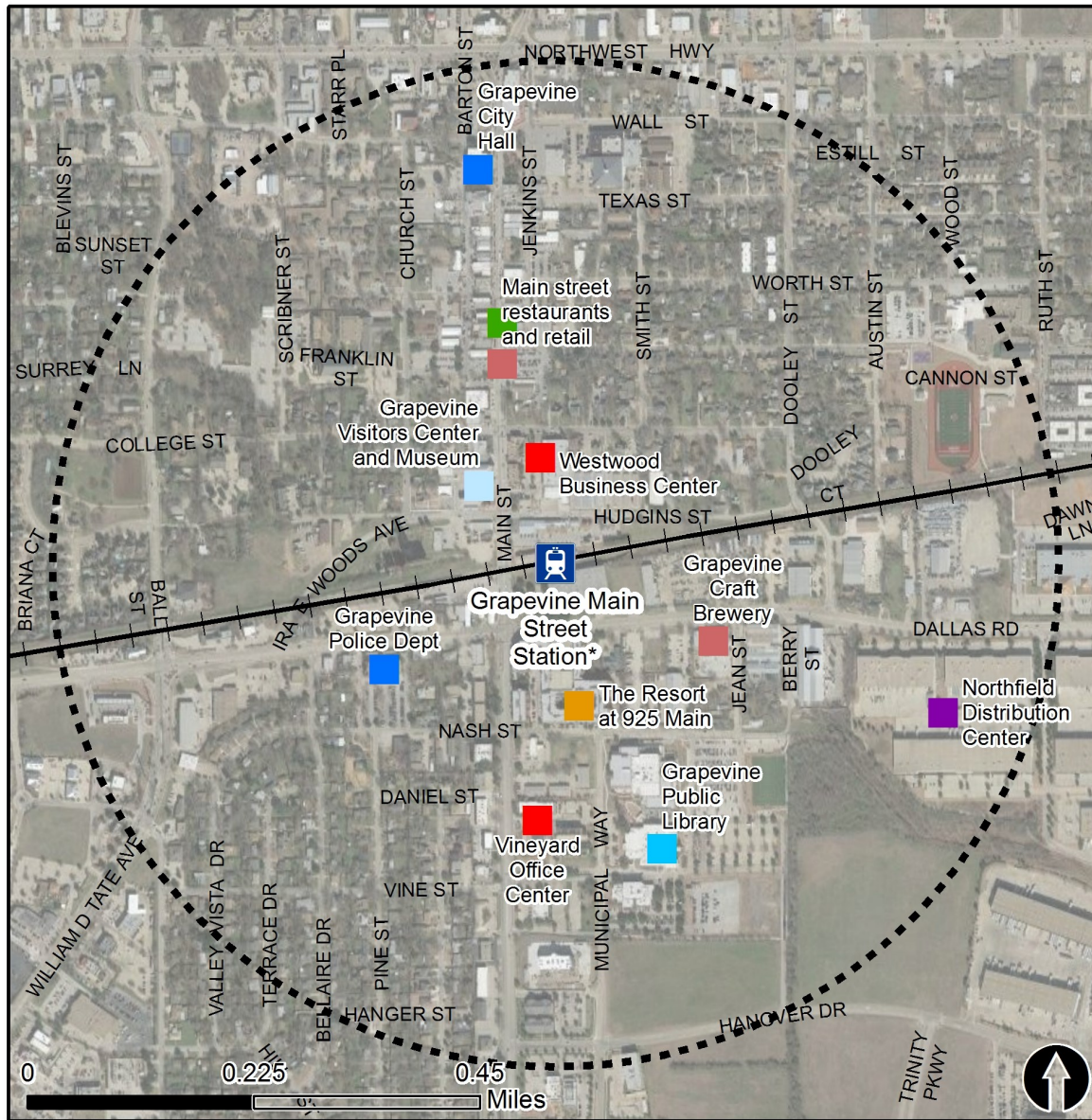


Rail Station Fact Sheet – Grapevine Main Street Station*

(*station under construction with anticipated start of service in late 2018)



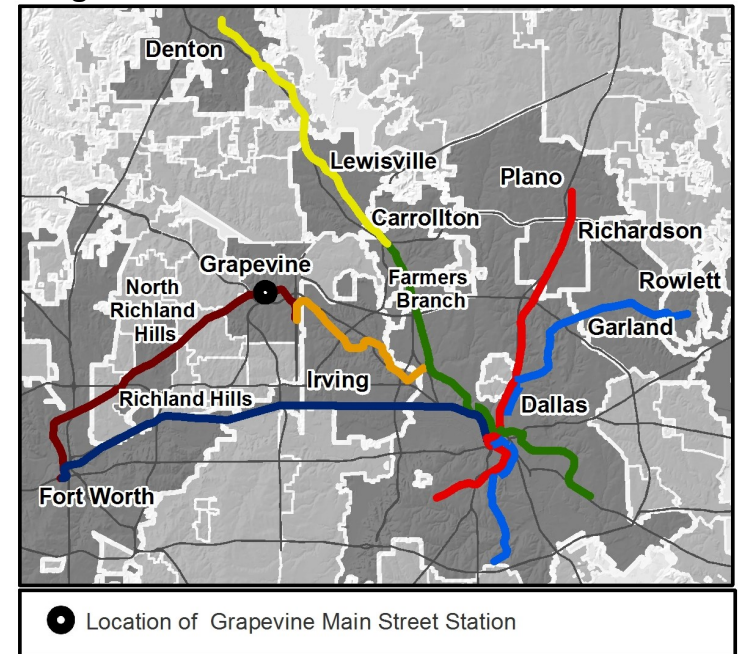
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Station Overview

Grapevine Main Street Station will be located near Historic Grapevine Main Street at the intersection of Main Street and Dallas Road in Grapevine. The station is expected to open in late 2018 and will be served by TEX Rail commuter rail operated by the Fort Worth Transportation Authority.

Regional Rail Transit Lines



0.5 Mile
Station Buffer

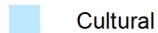


Rail Stations

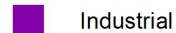


Rail Lines

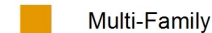
Key Developments



Cultural



Industrial



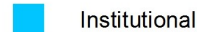
Multi-Family



Recreation



Government



Institutional



Office



Retail

Rail Station Fact Sheet – Grapevine Main Street Station*

(*station under construction with anticipated start of service in late 2018)



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Station Characteristics¹

Address	815 S. Main Street
City	Grapevine
Agency	Fort Worth Transportation Authority
Rail Line(s)	TEX Rail
Corridor	TEX Rail
Year Opened	2018
Park & Ride Spaces	149

Ridership¹

2015 Avg. Weekday	N/A
2015 Avg. Saturday	N/A
2015 Avg. Sunday	N/A

2014 On-Board Transit Survey: Access Mode to Station²

Bike	N/A
Drive Alone	N/A
Carpool	N/A
Walk	N/A
Drop Off	N/A
Other	N/A
Transit Transfer	N/A

Station Area Plans and Studies

Title	
Publisher	
Year	
Web Location	

Station Area Characteristics (1/2 mile radius)

Demographics³

Total Population	8,020
Population Density (pop/sq. mile)	2,074
Average Median Age	38
Average Median Income	\$58,303.00

Housing³

Total Housing Units	3,572
Housing Density (units/sq. mile)	924
Percent Occupied	93%
Percent Owner-Occupied	54%
Percent Renter-Occupied	46%

Commute To Work³

Percent Automobile	92.1%
Percent Drive Alone	78.0%
Percent Carpool	14.1%
Percent Transit	0.0%
Percent Bike	2.9%
Percent Walk	1.9%
Percent Other	1.0%
Percent Work from Home	2.1%
Percent Zero-Vehicle Households	5.0%

Traffic Survey Zone 2017 Employment Forecast²

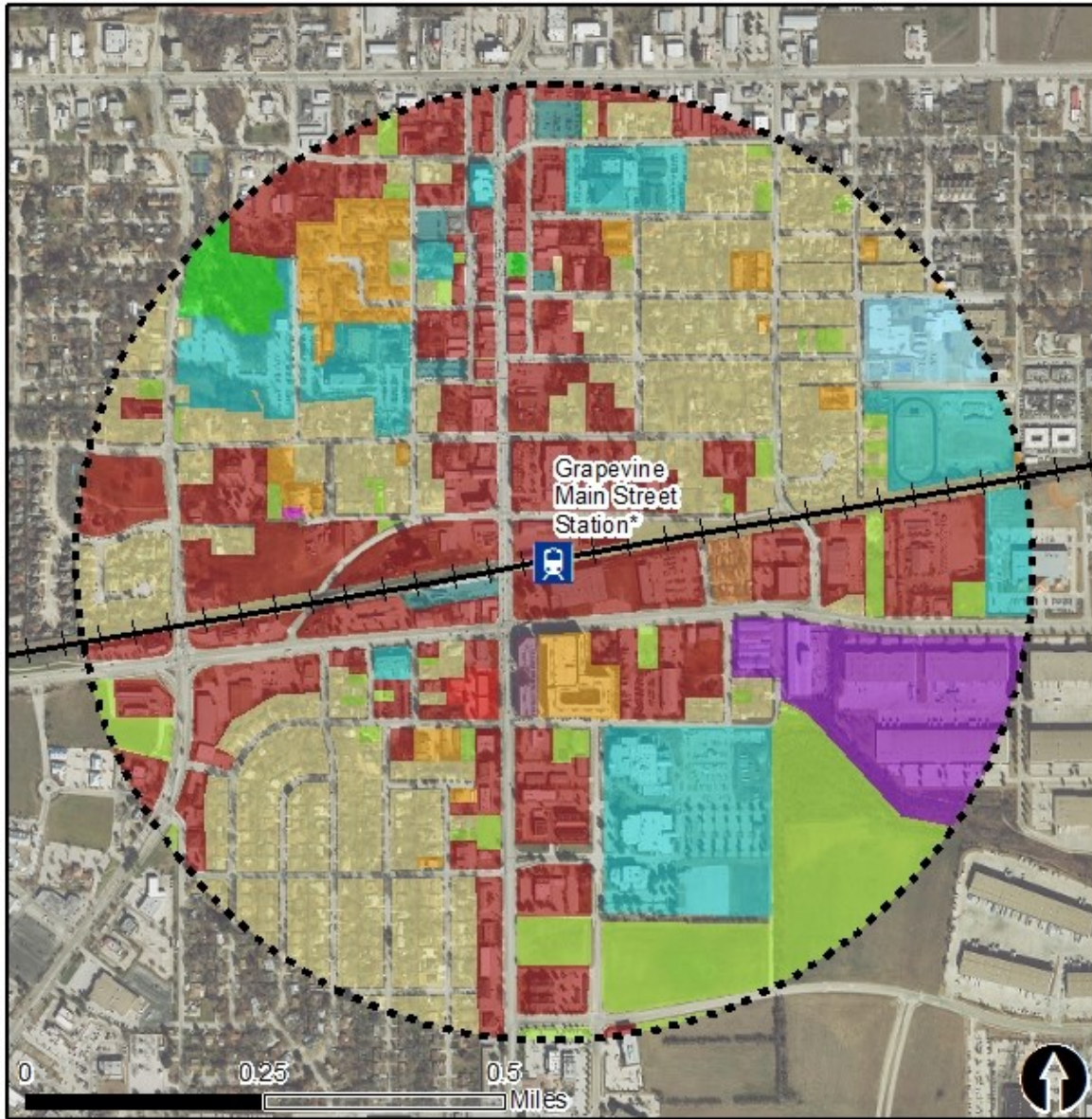
Total Jobs	14,298
Job Density (jobs/sq. mile)	4,613

Land Use (2016) – Grapevine Main Street Station*

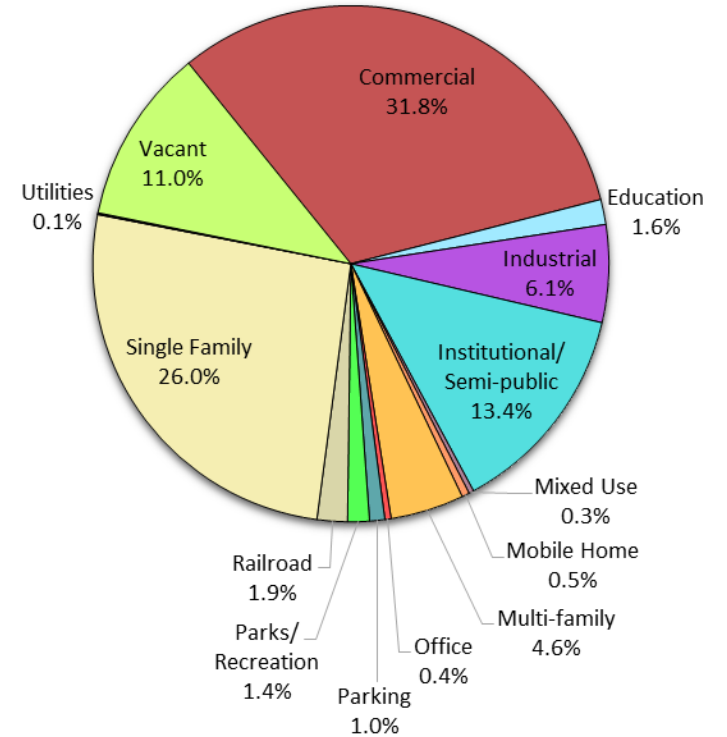
(*station under construction with anticipated start of service in late 2018)



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Land Use Percentages



0.5 Mile
Station Buffer



Rail Stations



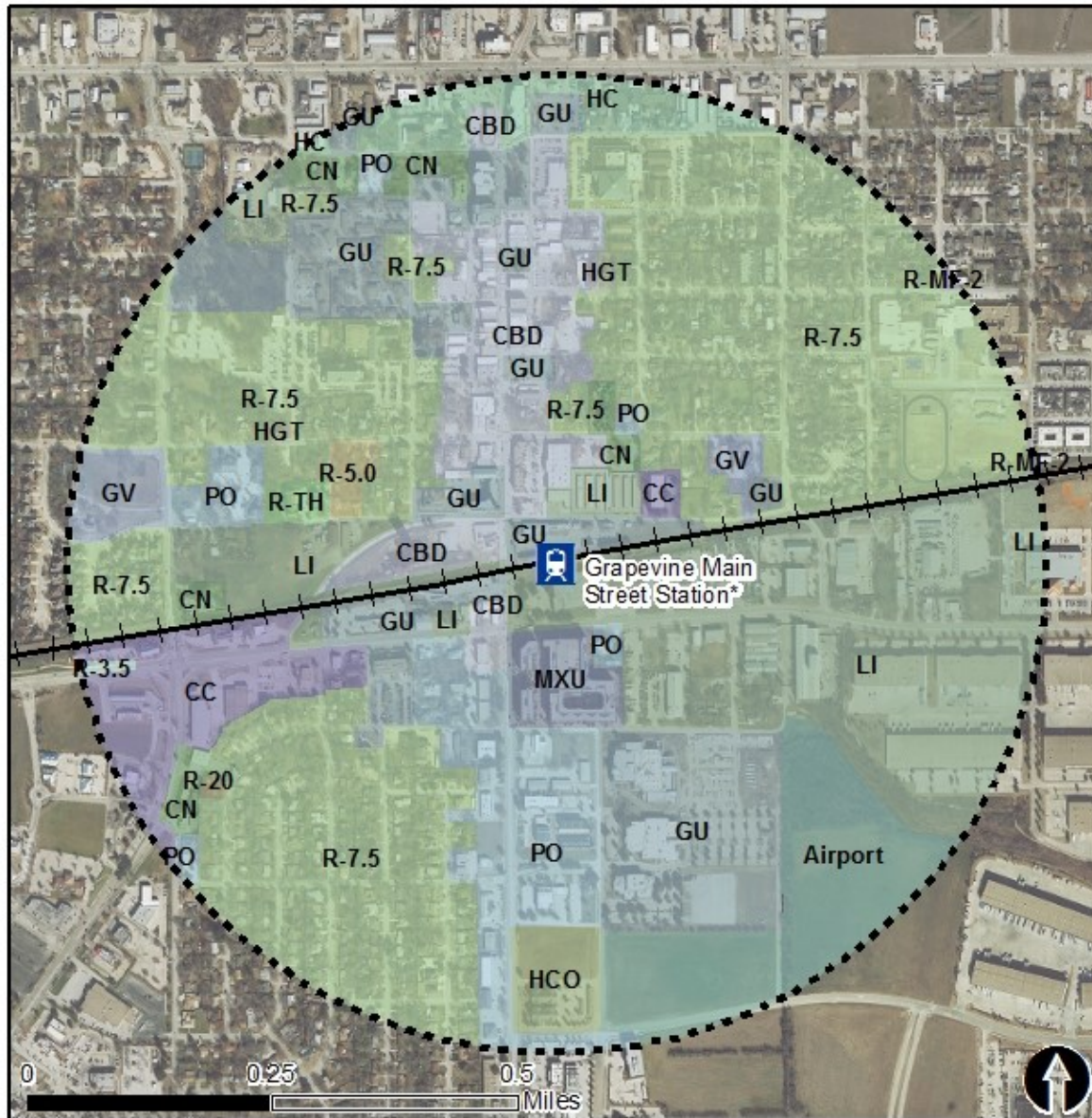
Rail Lines

Zoning (2016) – Grapevine Main Street Station*

(*station under construction with anticipated start of service in late 2018)



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Zoning Districts

- Airport – DFW International Airport Property
- CBD – Central Business Districts
- CC – Community Commercial
- CN – Neighborhood Commercial
- GV – Grapevine Vintage
- GU – Governmental Use
- HC – Highway Commercial
- HCO – Hotel Corporate Office
- HGT – Historic Grapevine Township District
- LI – Light Industrial
- MXU – Mixed-Use
- PO – Professional Office
- R-20 – Single Family Residential 20K sq ft Lots
- R-7.5 – Single Family Residential 7.5K sq ft Lots
- R-5.0 – Zero-Lot-Line 5K sq ft Lots
- R-TH – Townhouse District

For more information on zoning, please visit the City of Grapevine Zoning website at:

<http://www.grapevintexas.gov/index.aspx?NID=149>



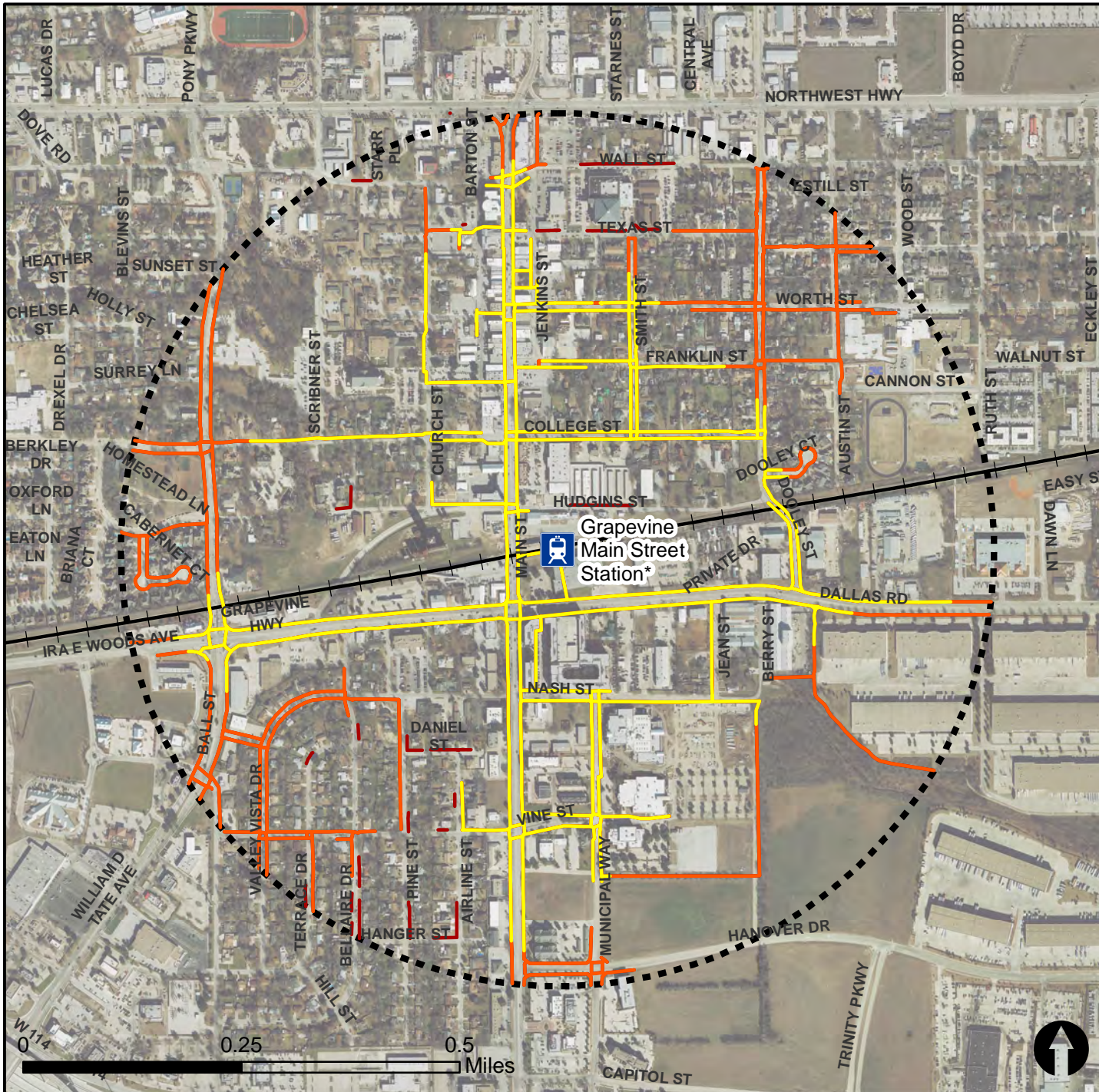
0.5 Mile
Station Buffer









Rail Stations +—+ Rail Lines

Pedestrian Routes to Rail - Grapevine Main Street Station*

Last Updated: October 2016 (*Station under construction with anticipated start of service in late 2018)

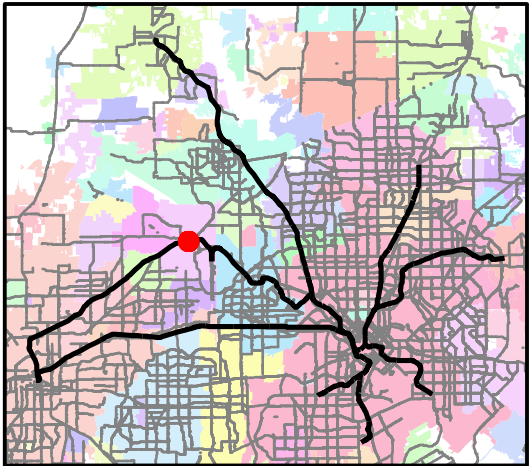


Legend

-  Rail Stations
-  0.5 Mile Station Buffer
-  Railroads
-  Existing sidewalk facilities within a 0.5 mile walk distance (*platform connections constructed with station)
-  Existing sidewalk facilities greater than a 0.5 mile walk distance
-  Existing sidewalk facilities that disconnected due to a gap in the network

Project Overview

The Pedestrian Routes to Rail study identifies all existing pedestrian facilities within a half-mile radius of existing light rail and commuter rail stations in the Dallas-Fort Worth region based on 2014 data. ArcGIS Network Analyst tool was used to identify continuous facilities that are less than or greater than a half-mile actual walking distance to a station. The maps also reflect existing facilities that are disconnected due to gaps or other barriers not allowing a continuous pedestrian route to a station. The maps do not reflect the condition or ADA compliance of the existing infrastructure. More information on the Routes to Rail study and methodology is available at: nctcog.org/RoutesToRail

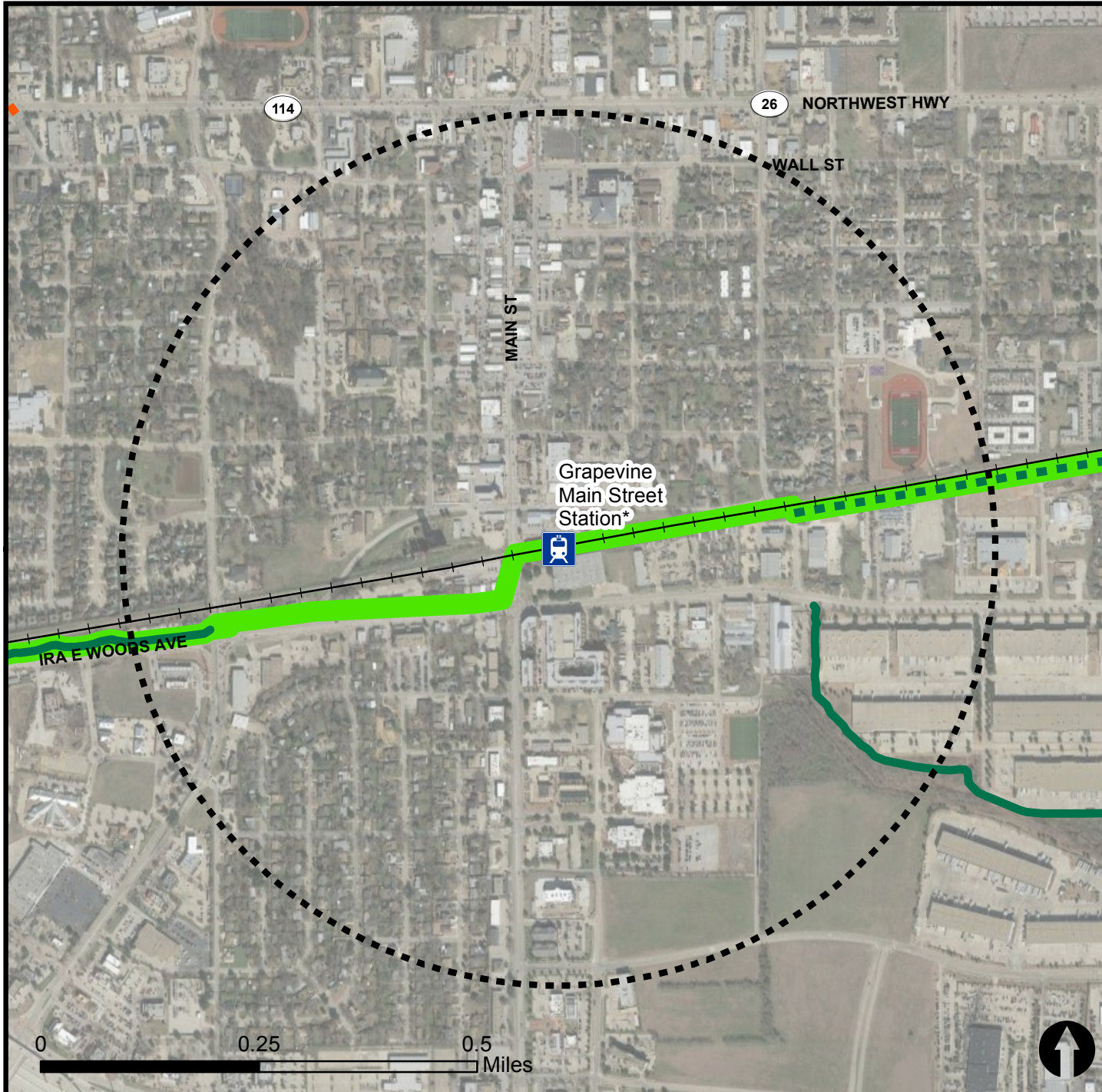


Bicycle Routes to Rail - Grapevine Main Street Station*

Last Updated: October 2016 (*Station under construction with anticipated start of service in late 2018)



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Legend



Rail Stations



0.5 Mile
Station Buffer

Rail Lines

On-Street Bikeway, Existing

On-Street Bikeway, Planned

2040 Veloweb

Off-Street Path, Existing

Off-Street Path, Planned

Project Overview

The Bicycle Routes to Rail study identifies all existing and planned bikeways in proximity to existing or under-construction light rail and commuter rail stations in the Dallas / Fort Worth region based on 2016 data. The maps reflect off-street paths (trails) and streets designated by local adopted master plans for dedicated bikeways (e.g. bike lanes, cycle tracks) located on the street. In accordance with the Texas Transportation Code, bicyclists have a right to the road. As such, the map does not reflect other roadways around the station that may have signed bike routes or by state law may be used by bicyclists. More information about the Routes to Rail study and methodology is available at:

nctcog.org/RoutesToRail

