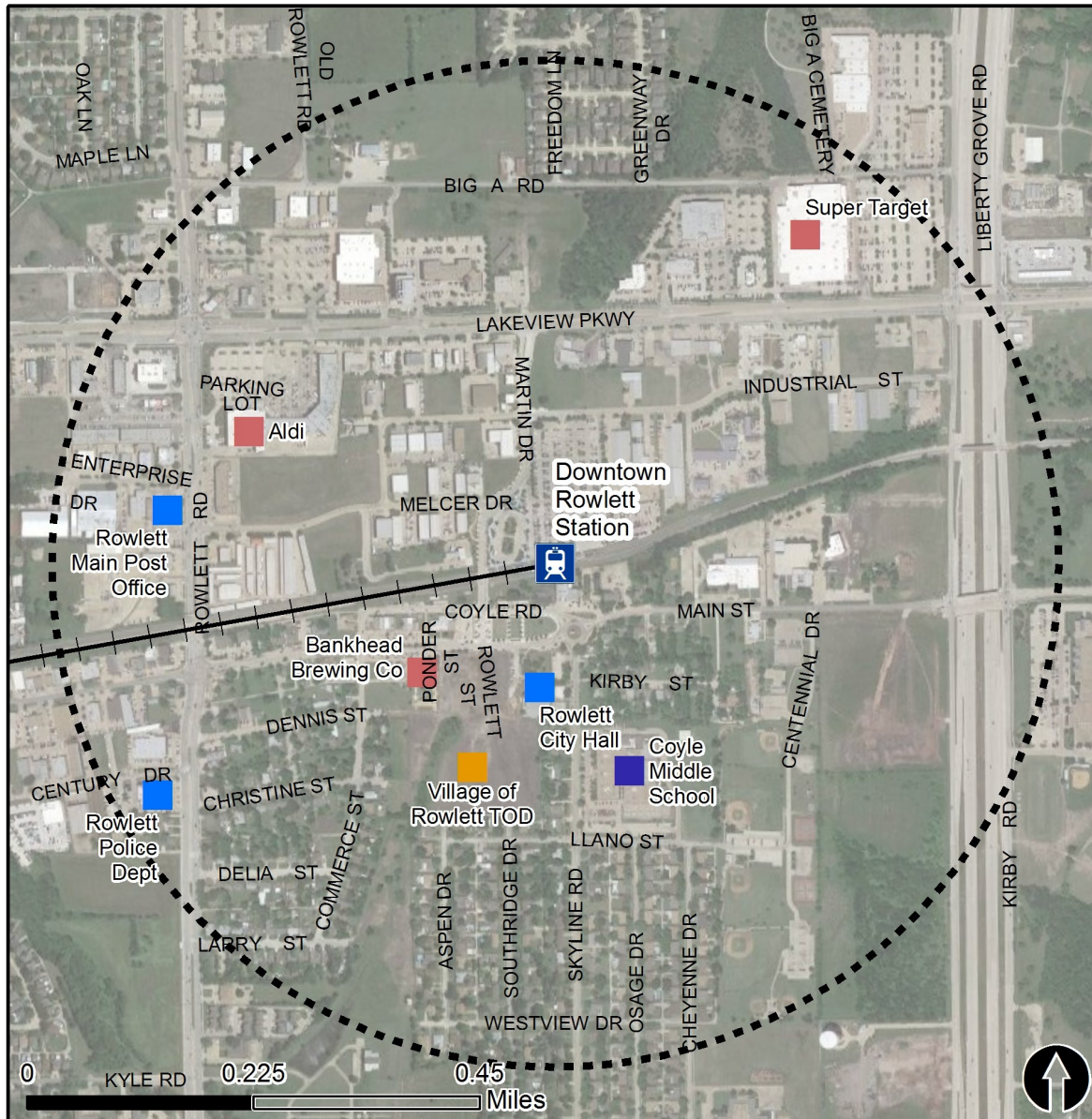


Rail Station Fact Sheet – Downtown Rowlett Station



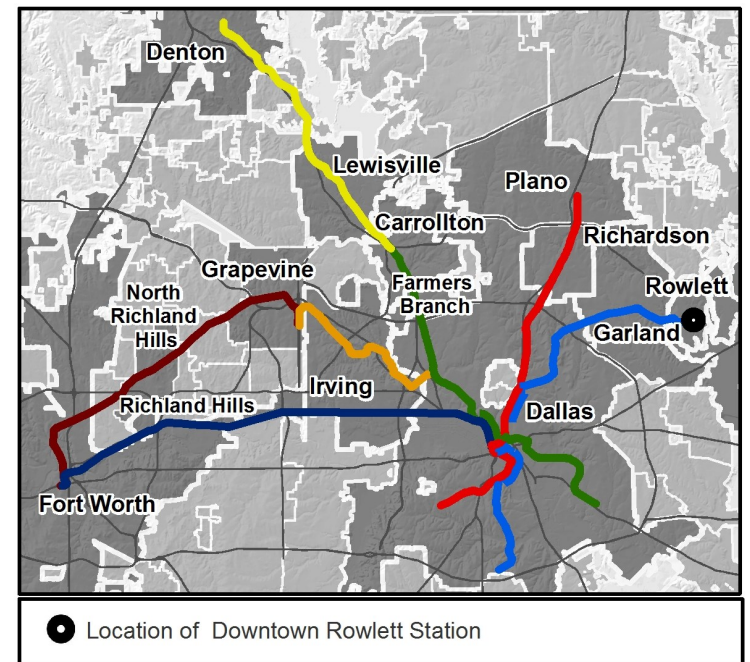
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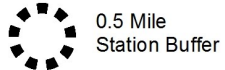
Station Overview

Downtown Rowlett Station is located near the intersection of Coyle Street and Martin Drive in Rowlett. The station opened in 2012 and currently serves as the eastern terminus of the DART Rail Blue Line.

Regional Rail Transit Lines



● Location of Downtown Rowlett Station



0.5 Mile
Station Buffer



Rail Stations



Rail Lines

Key Developments

Education

Government

Multi-Family

Retail

Rail Station Fact Sheet – Downtown Rowlett Station



Station Characteristics¹

Address	5000 Martin Drive
City	Rowlett
Agency	Dallas Area Rapid Transit
Rail Line(s)	Blue Line
Corridor	Northeast (NE)
Year Opened	2012
Park & Ride Spaces	750

Ridership¹

2015 Avg. Weekday	1,273
2015 Avg. Saturday	539
2015 Avg. Sunday	363

2014 On-Board Transit Survey: Access Mode to Station²

Bike	2.9%
Drive Alone	48.7%
Carpool	1.4%
Walk	13.1%
Drop Off	26.5%
Other	0.4%
Transit Transfer	7.0%

Station Area Plans and Studies

Title	Realize Rowlett 2020, Appendix 5, page 171 Old Town Plan
Publisher	City of Rowlett
Year	2012
Web Location	http://www.rowlett.com/DocumentCenter/View/8858

Station Area Characteristics (1/2 mile radius)

Demographics³

Total Population	8,376
Population Density (pop/sq. mile)	2,169
Average Median Age	40
Average Median Income	\$70,852.00

Housing³

Total Housing Units	2,890
Housing Density (units/sq. mile)	748
Percent Occupied	93%
Percent Owner-Occupied	85%
Percent Renter-Occupied	15%

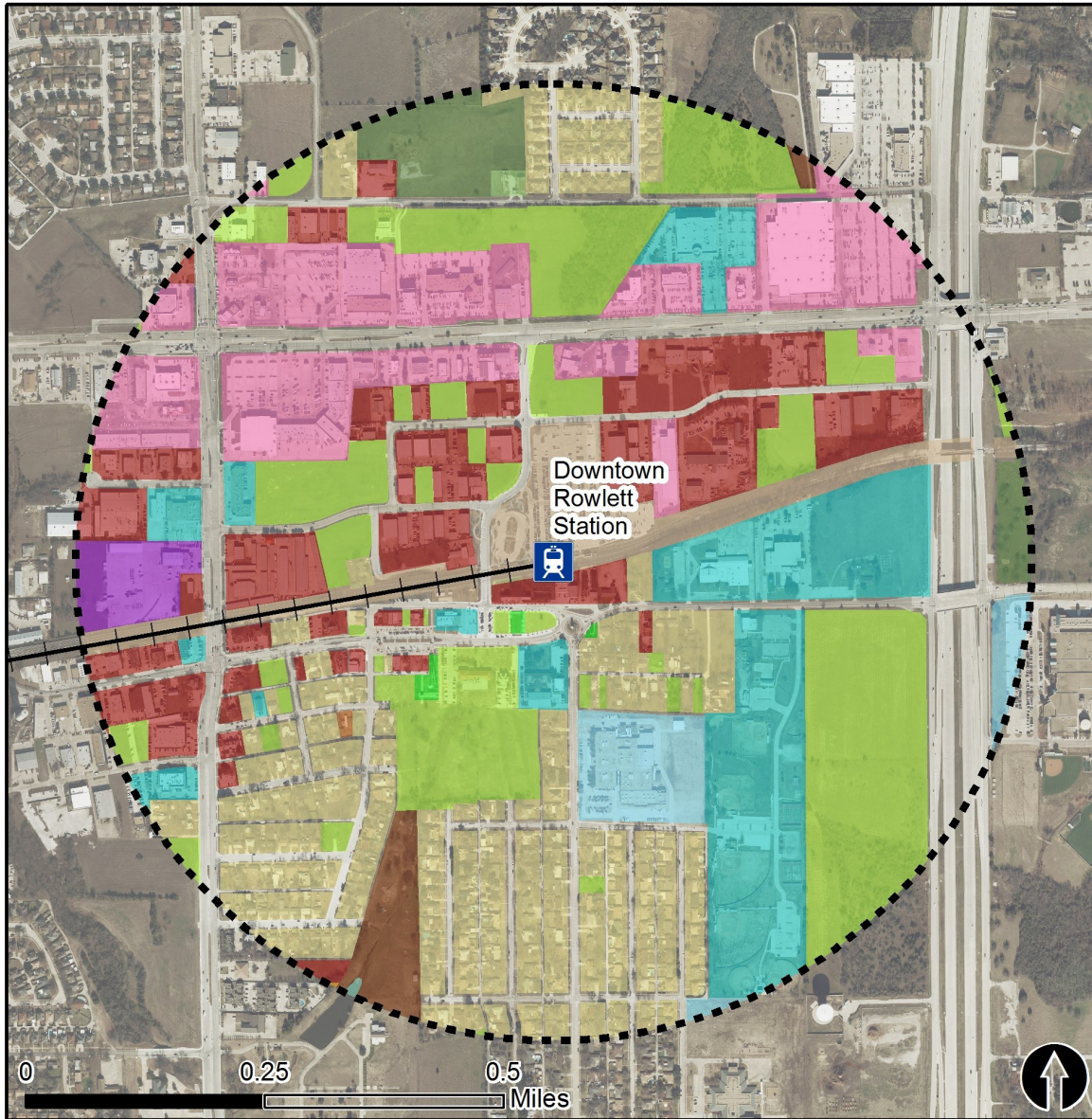
Commute To Work³

Percent Automobile	94.8%
Percent Drive Alone	82.3%
Percent Carpool	12.5%
Percent Transit	1.0%
Percent Bike	0.0%
Percent Walk	0.0%
Percent Other	1.3%
Percent Work from Home	2.9%
Percent Zero-Vehicle Households	2.6%

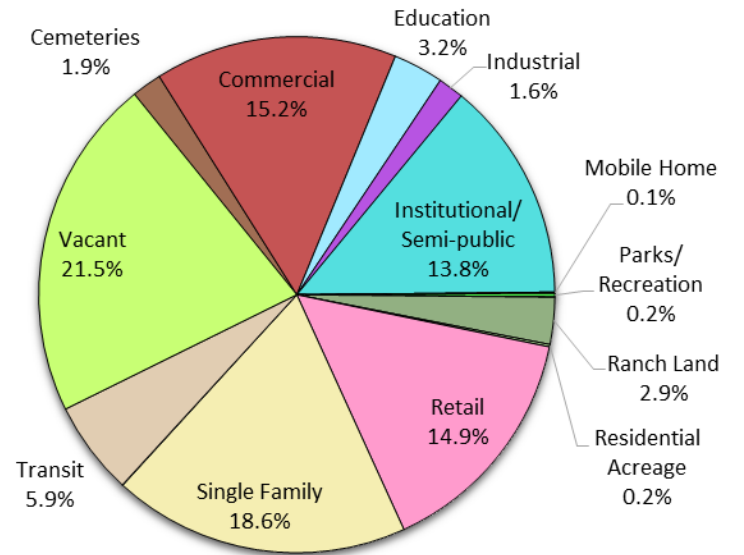
Traffic Survey Zone 2017 Employment Forecast²

Total Jobs	6,934
Job Density (jobs/sq. mile)	1,524

Land Use (2016) – Downtown Rowlett Station



Land Use Percentages

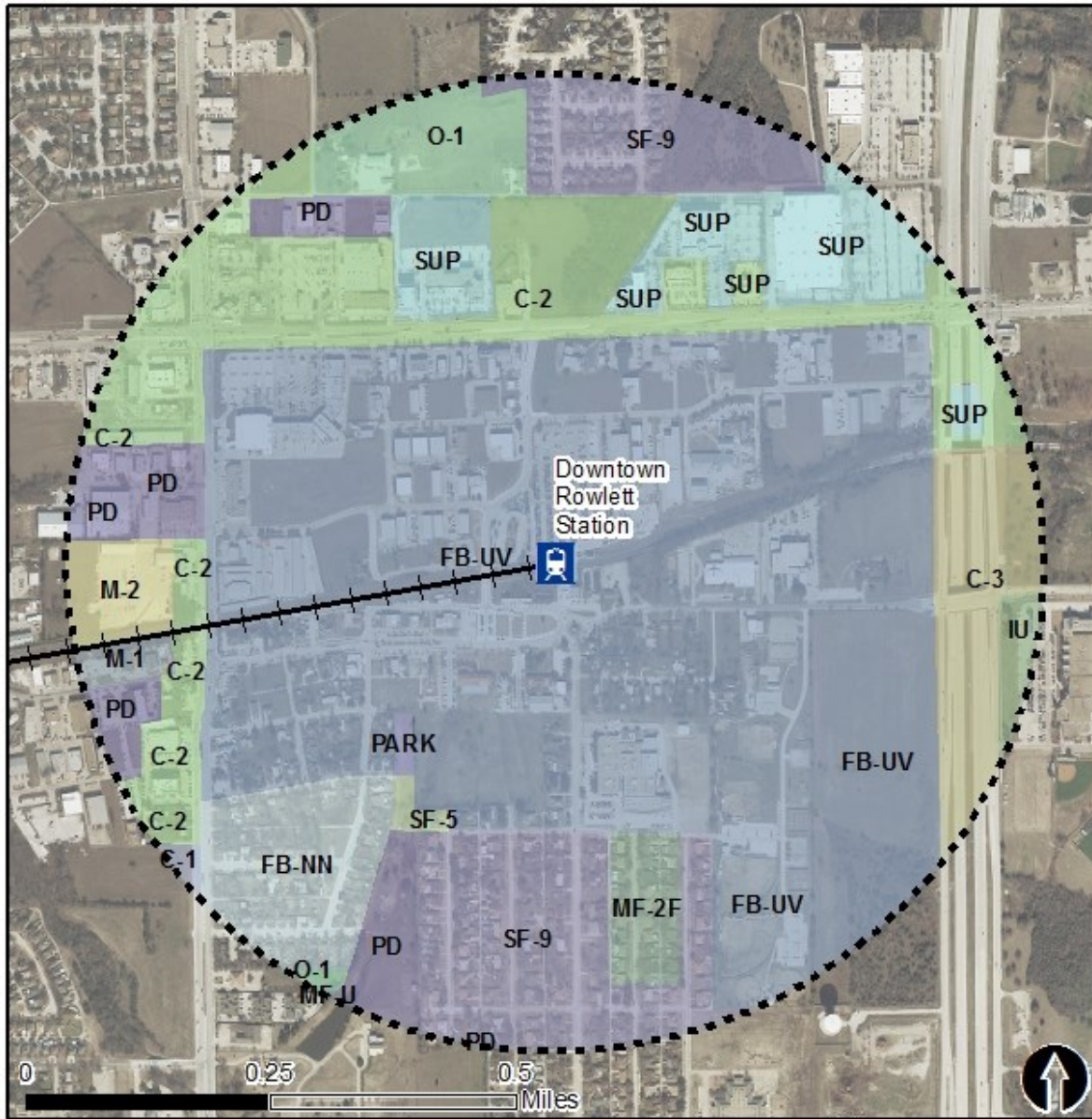


0.5 Mile
Station Buffer



Rail Stations —+— Rail Lines

Zoning (2016) – Downtown Rowlett Station

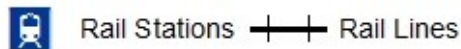
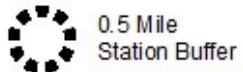


Zoning Districts

- FB-UV – Form-Based Urban Village
- FB-NN – Form-Based New Neighborhood
- O-1 – Limited Office
- SF-9, SF-5 – Single Family Residential
- PD – Planned Development
- SUP – Special Use Permit
- C-3, C-2 – Commercial
- MF-2F – Multi-Family
- M-1, M-2 – Manufacturing
- IU – Institutional Urban

For more information on zoning, please visit the City of Rowlett Planning and Zoning website at:

<http://www.rowlett.com/index.aspx?NID=230>

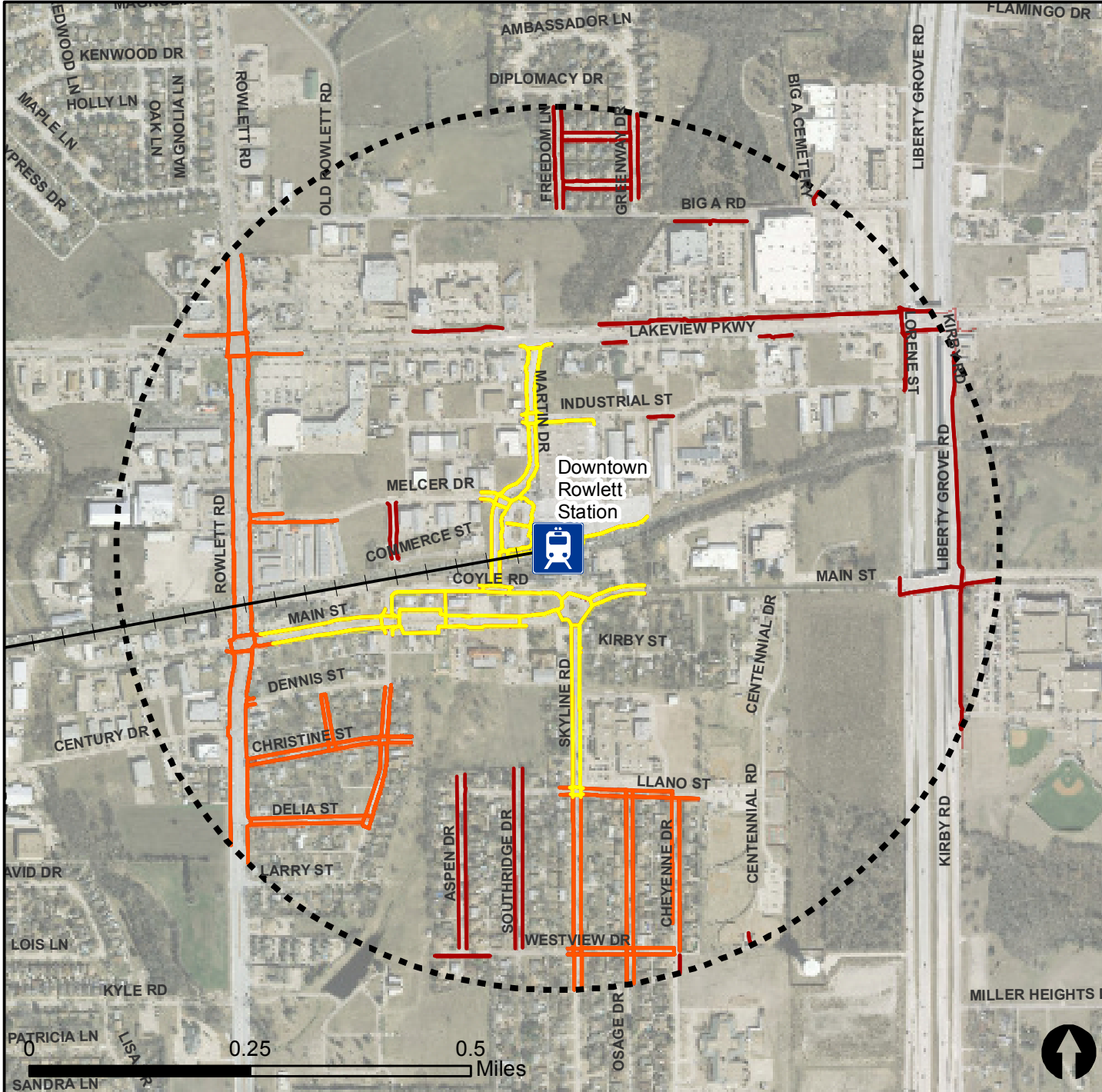


Pedestrian Routes to Rail - Downtown Rowlett Station



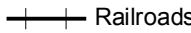



Last Updated: February 2015



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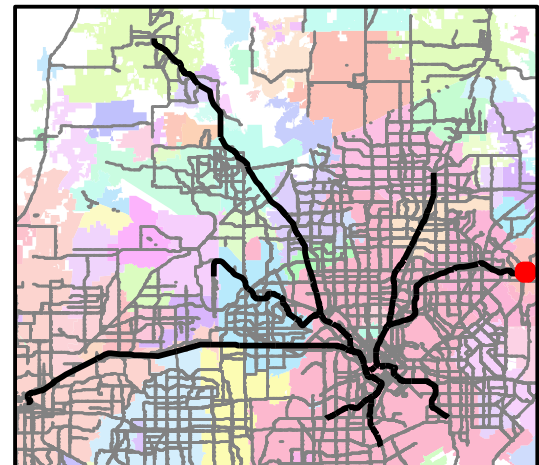


Legend

-  Rail Stations
-  0.5 Mile Station Buffer
-  Railroads
-  Existing sidewalk facilities within a 0.5 mile walk distance
-  Existing sidewalk facilities greater than a 0.5 mile walk distance
-  Existing sidewalk facilities that are 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

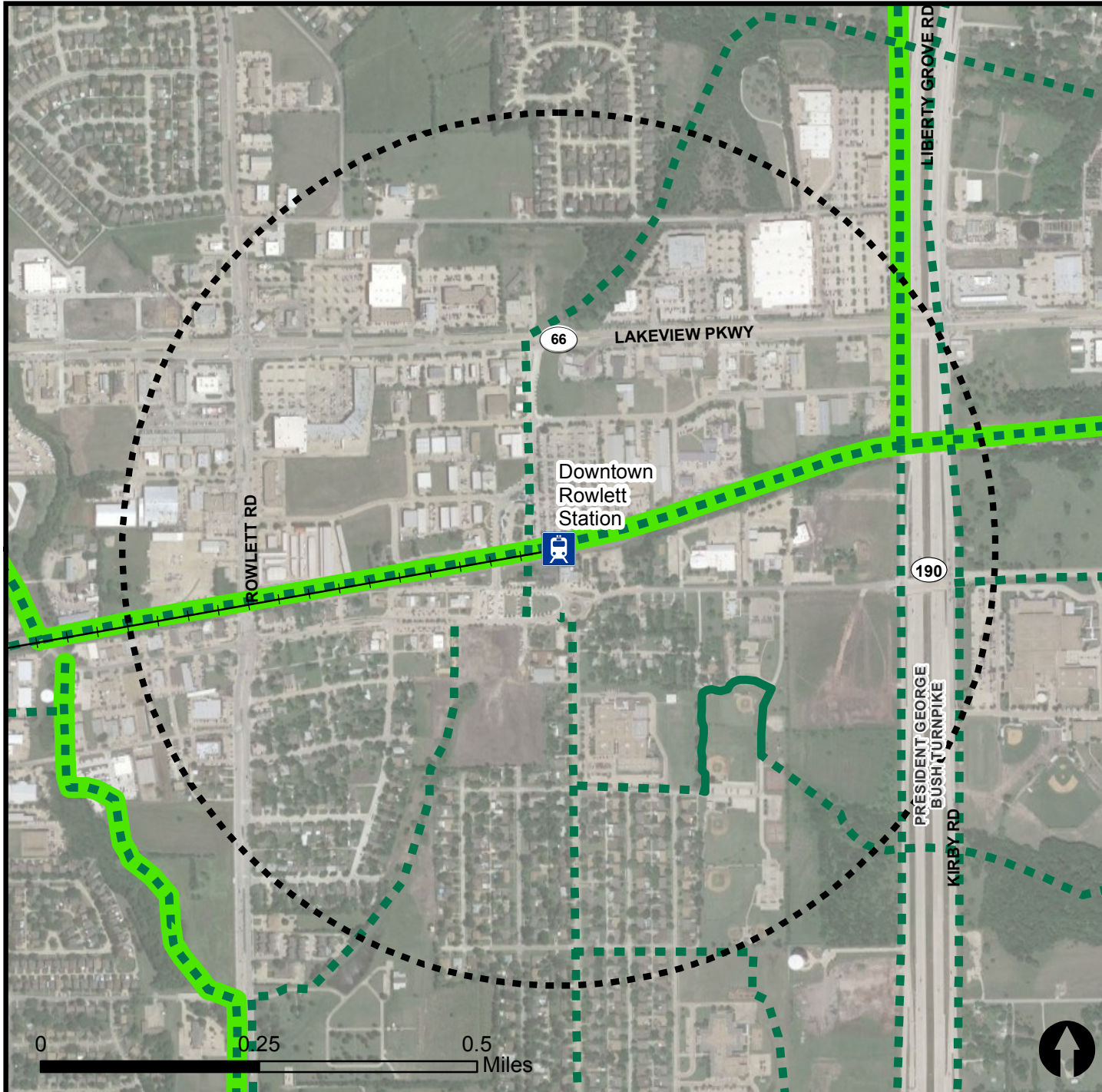


Bicycle Routes to Rail - Downtown Rowlett Station

Last Updated: October 2016



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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

