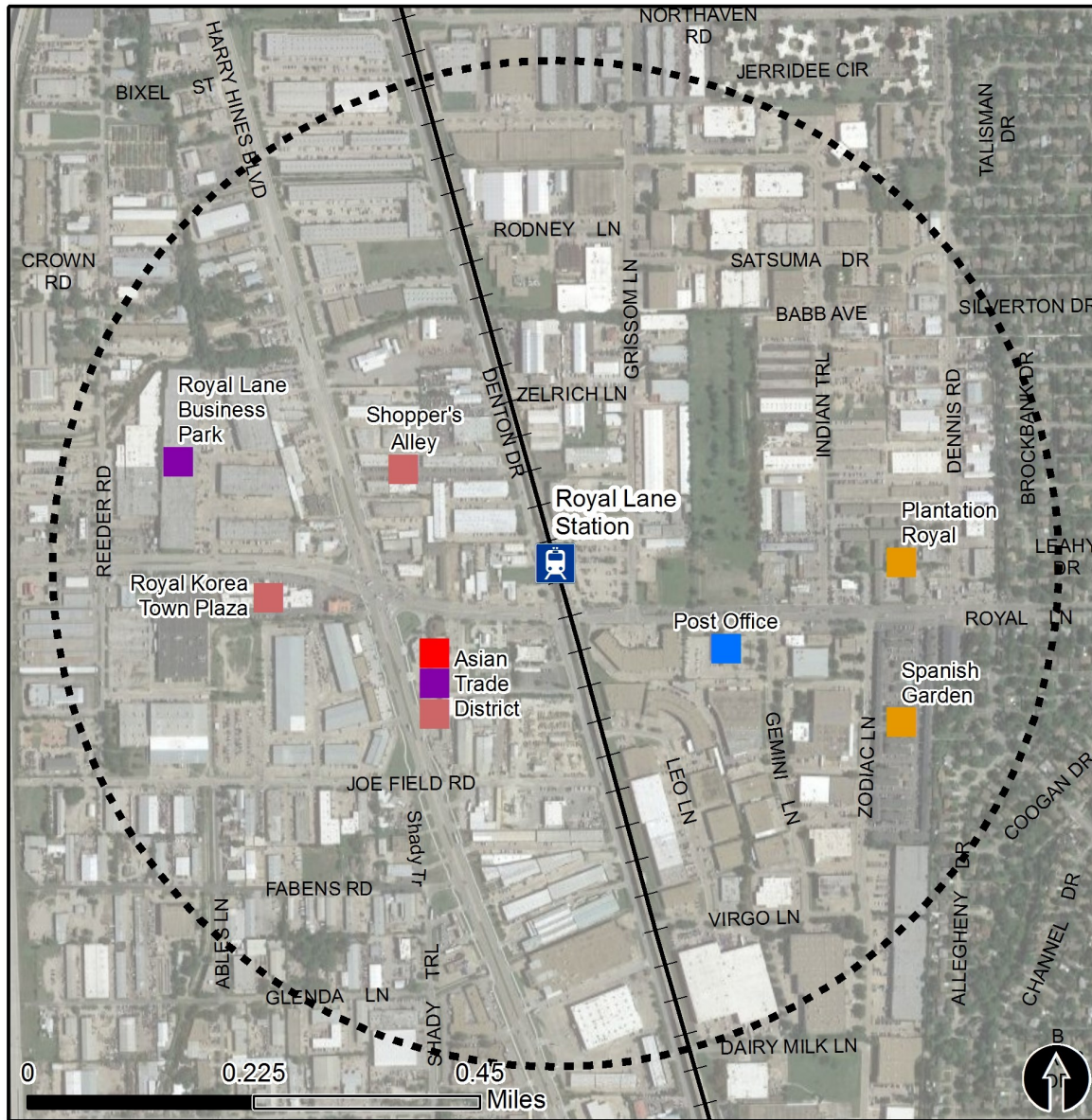


Rail Station Fact Sheet – Royal Lane Station



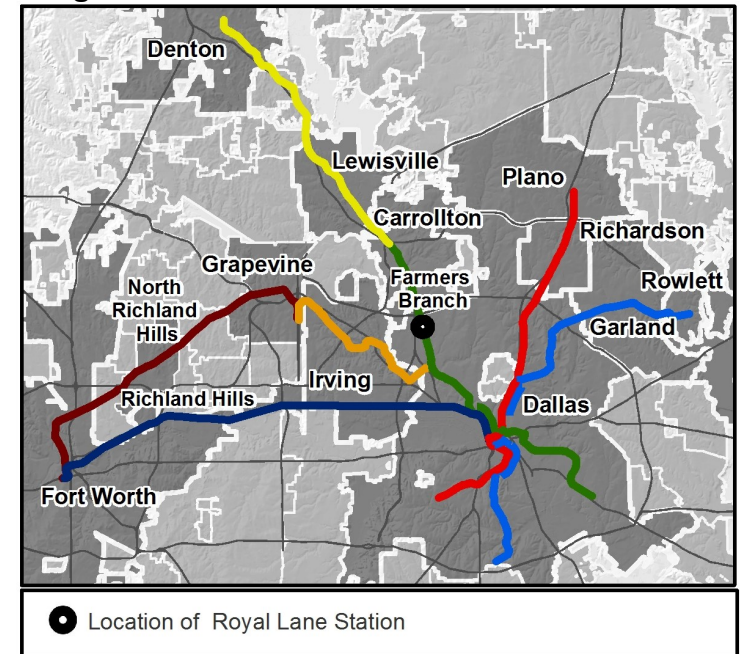
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Station Overview

Royal Lane Station is located northeast of Denton Drive and Royal Lane in Dallas' Asian Trade District. The station opened in 2010 and is served by DART Rail Green Line.

Regional Rail Transit Lines



0.5 Mile
Station Buffer



Rail Stations



Rail Lines

Key Developments



Government



Industrial



Multi-Family



Office



Retail

Rail Station Fact Sheet – Royal Lane Station



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Station Characteristics¹

Address	11310 Denton Drive
City	Dallas
Agency	Dallas Area Rapid Transit
Rail Line(s)	Green Line
Corridor	Northwest (NW)
Year Opened	2010
Park & Ride Spaces	221

Ridership¹

2015 Avg. Weekday	687
2015 Avg. Saturday	383
2015 Avg. Sunday	247

2014 On-Board Transit Survey: Access Mode to Station²

Bike	0.1%
Drive Alone	9.0%
Carpool	0.3%
Walk	40.2%
Drop Off	19.3%
Other	0.0%
Transit Transfer	31.0%

Station Area Plans and Studies

Title	
Publisher	
Year	
Web Location	

Station Area Characteristics (1/2 mile radius)

Demographics³

Total Population	9,621
Population Density (pop/sq. mile)	1,008
Average Median Age	30
Average Median Income	\$45,340.67

Housing³

Total Housing Units	2,976
Housing Density (units/sq. mile)	312
Percent Occupied	95%
Percent Owner-Occupied	43%
Percent Renter-Occupied	57%

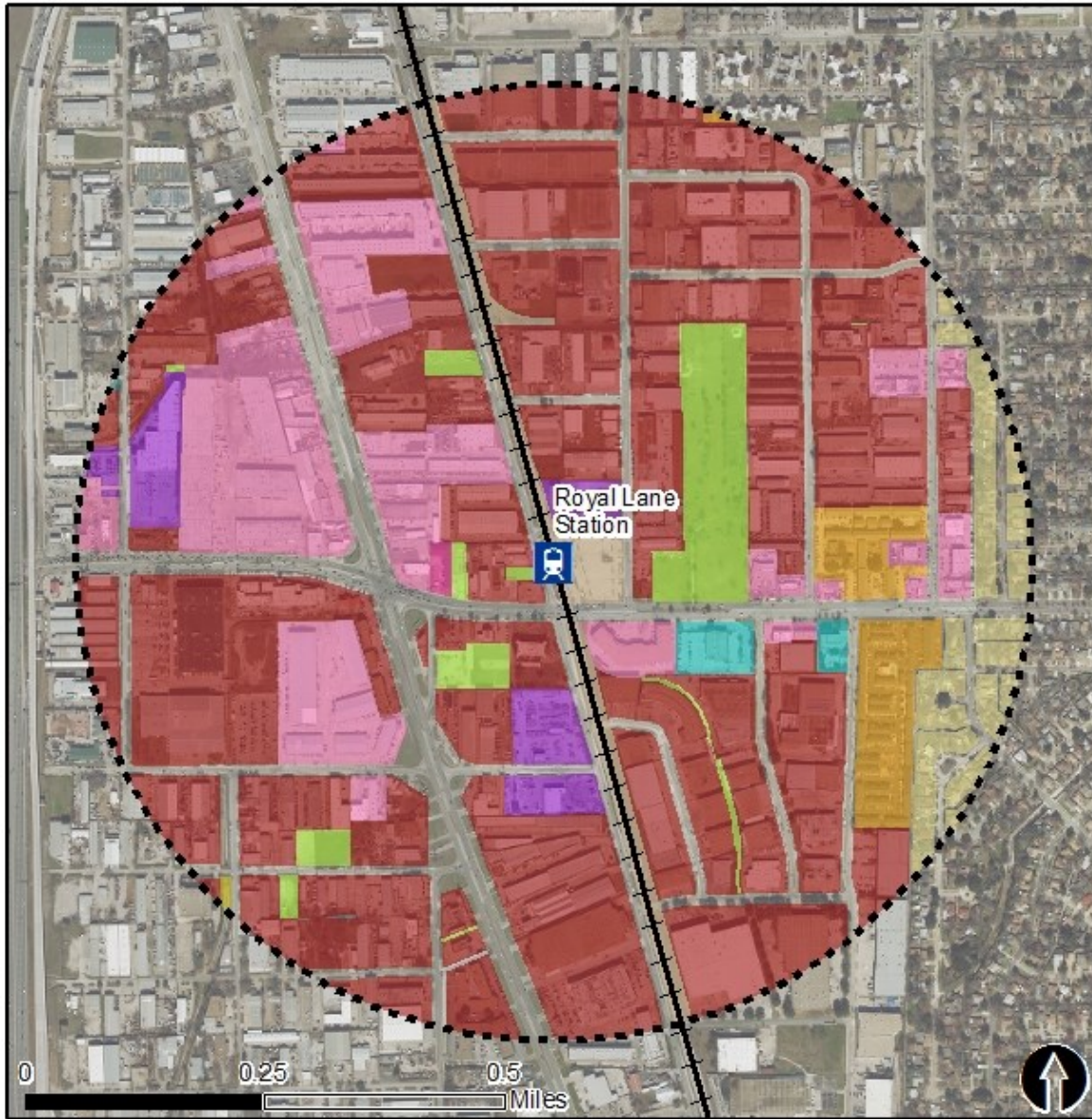
Commute To Work³

Percent Automobile	90.9%
Percent Drive Alone	65.3%
Percent Carpool	25.6%
Percent Transit	2.3%
Percent Bike	0.0%
Percent Walk	3.0%
Percent Other	0.8%
Percent Work from Home	3.0%
Percent Zero-Vehicle Households	5.8%

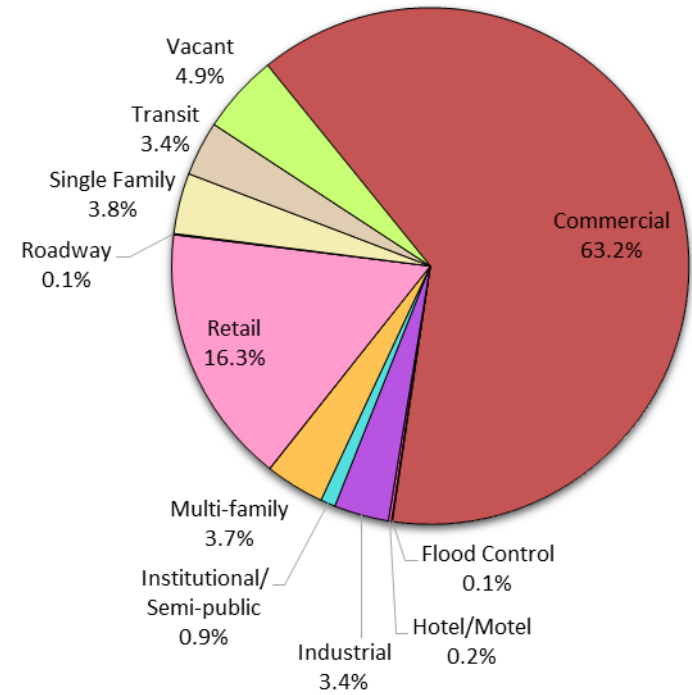
Traffic Survey Zone 2017 Employment Forecast²

Total Jobs	13,613
Job Density (jobs/sq. mile)	7,072

Land Use (2016) – Royal Lane Station



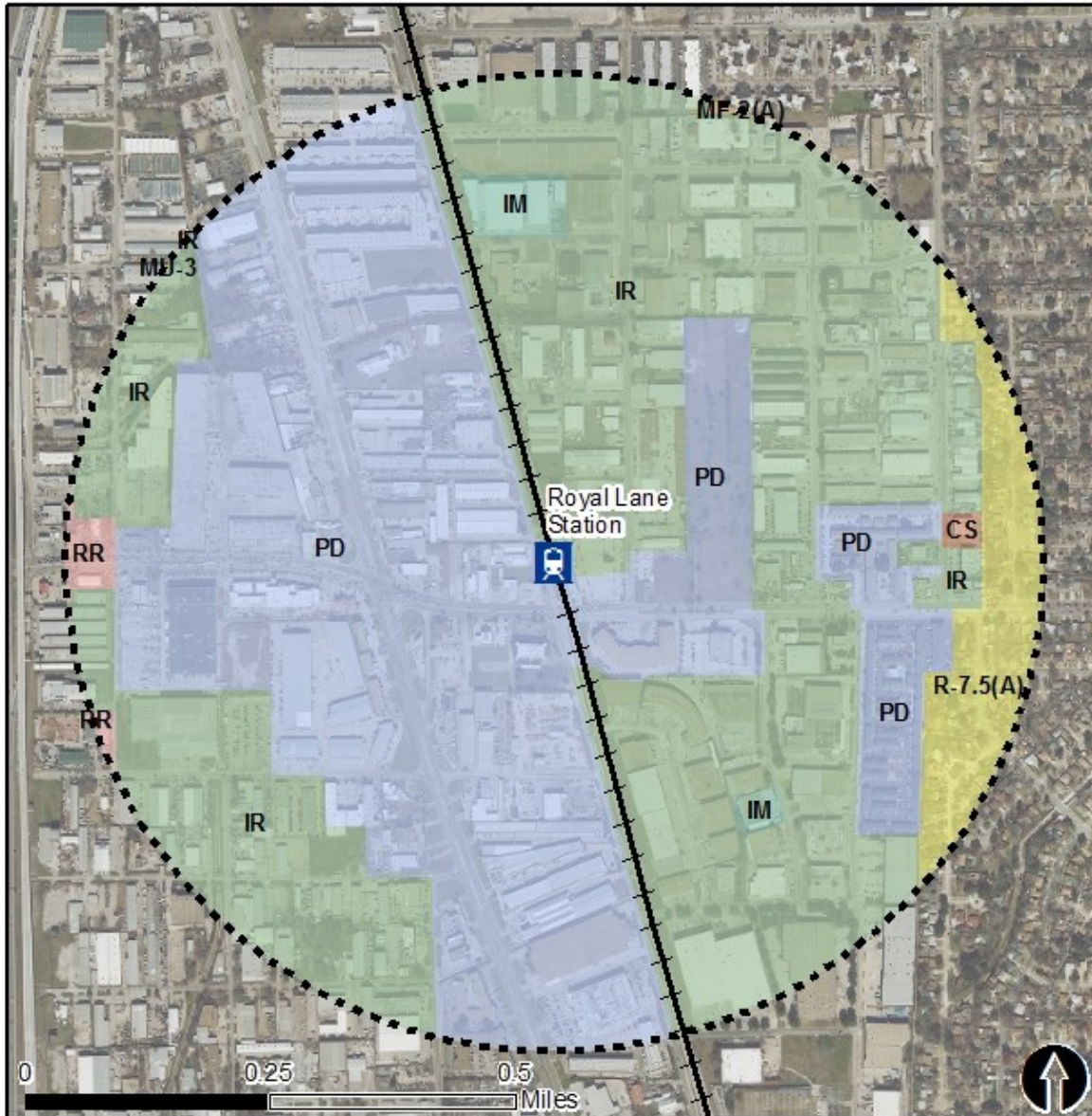
Land Use Percentages



0.5 Mile
Station Buffer

Rail Stations Rail Lines

Zoning (2016) – Royal Lane Station



Zoning Districts

- CS – Commercial Service
- IM – Industrial Manufacturing
- IR – Industrial Research
- MU-3 – Mixed-Use
- PD – Planned Development
- R-7.5(A) – Single Family
- RR – Regional Retail

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

<http://gis.dallascityhall.com/zoningweb/>



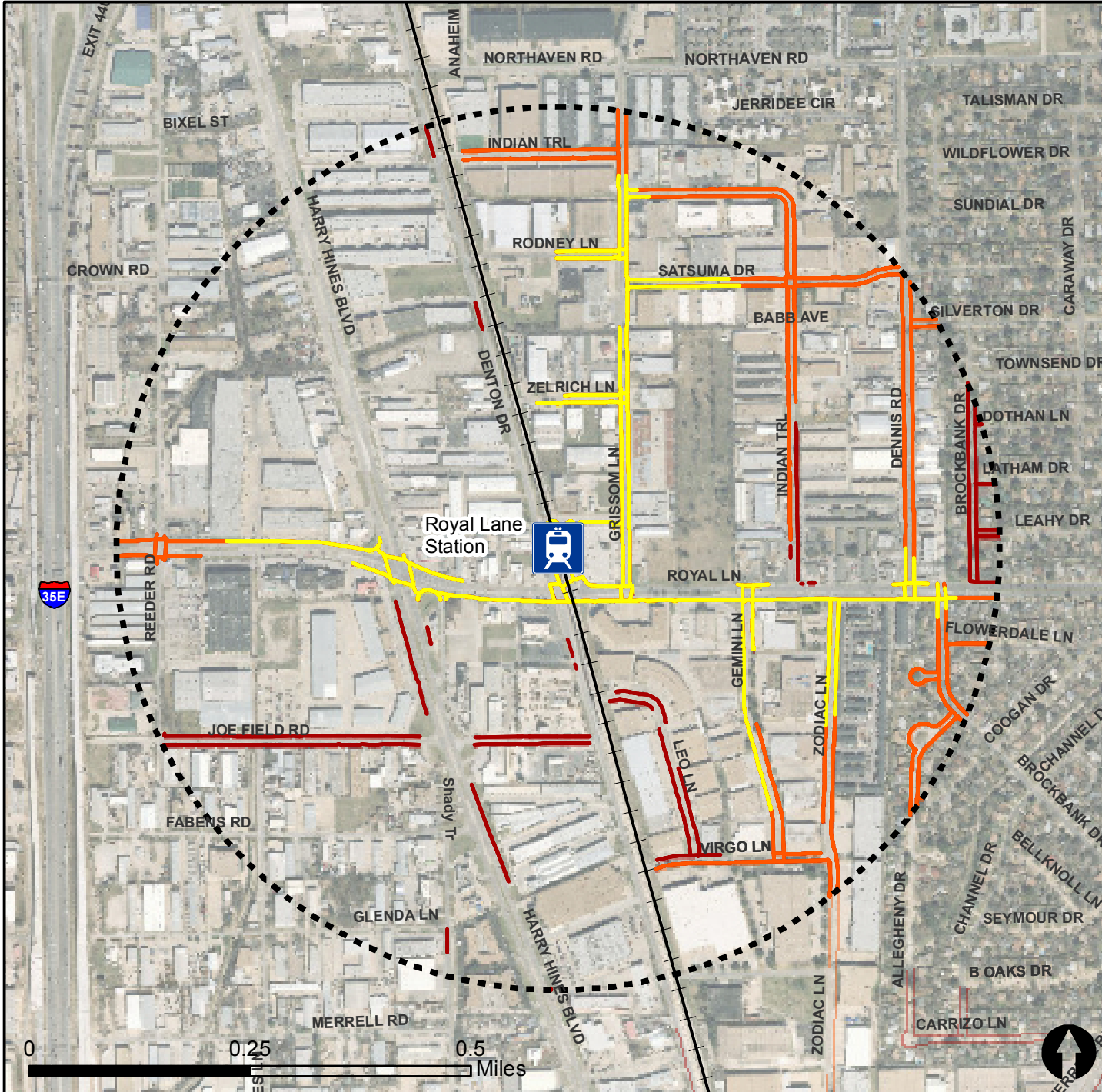
Rail Stations + + Rail Lines

Pedestrian Routes to Rail - Royal Lane Station







Last Updated: February 2015



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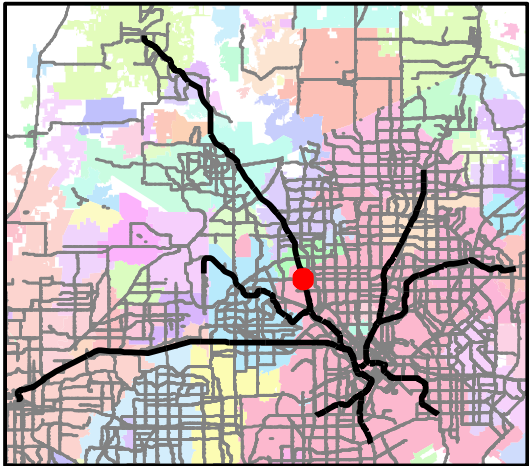


Legend

-  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

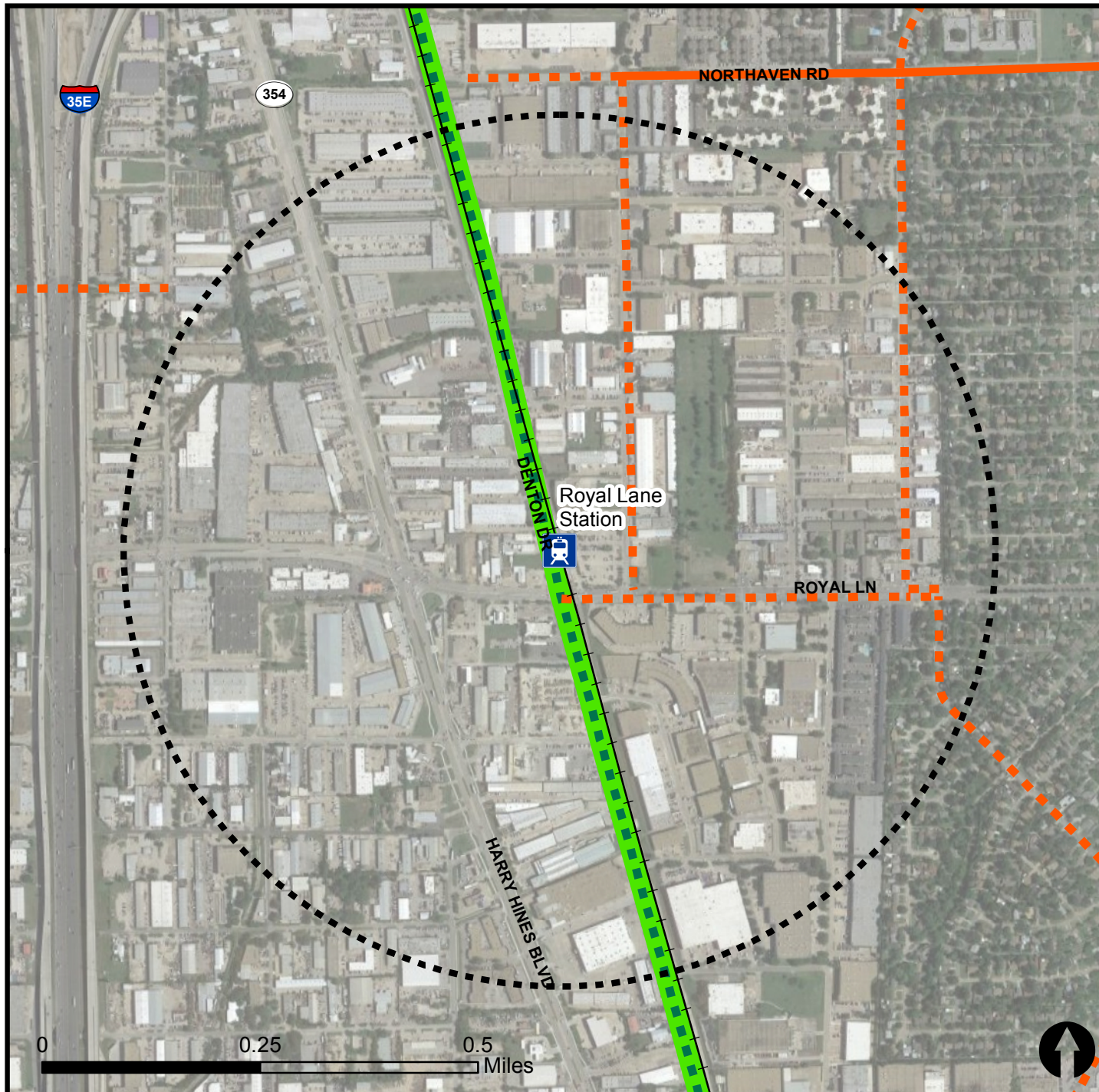


Bicycle Routes to Rail - Royal Lane Station

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

