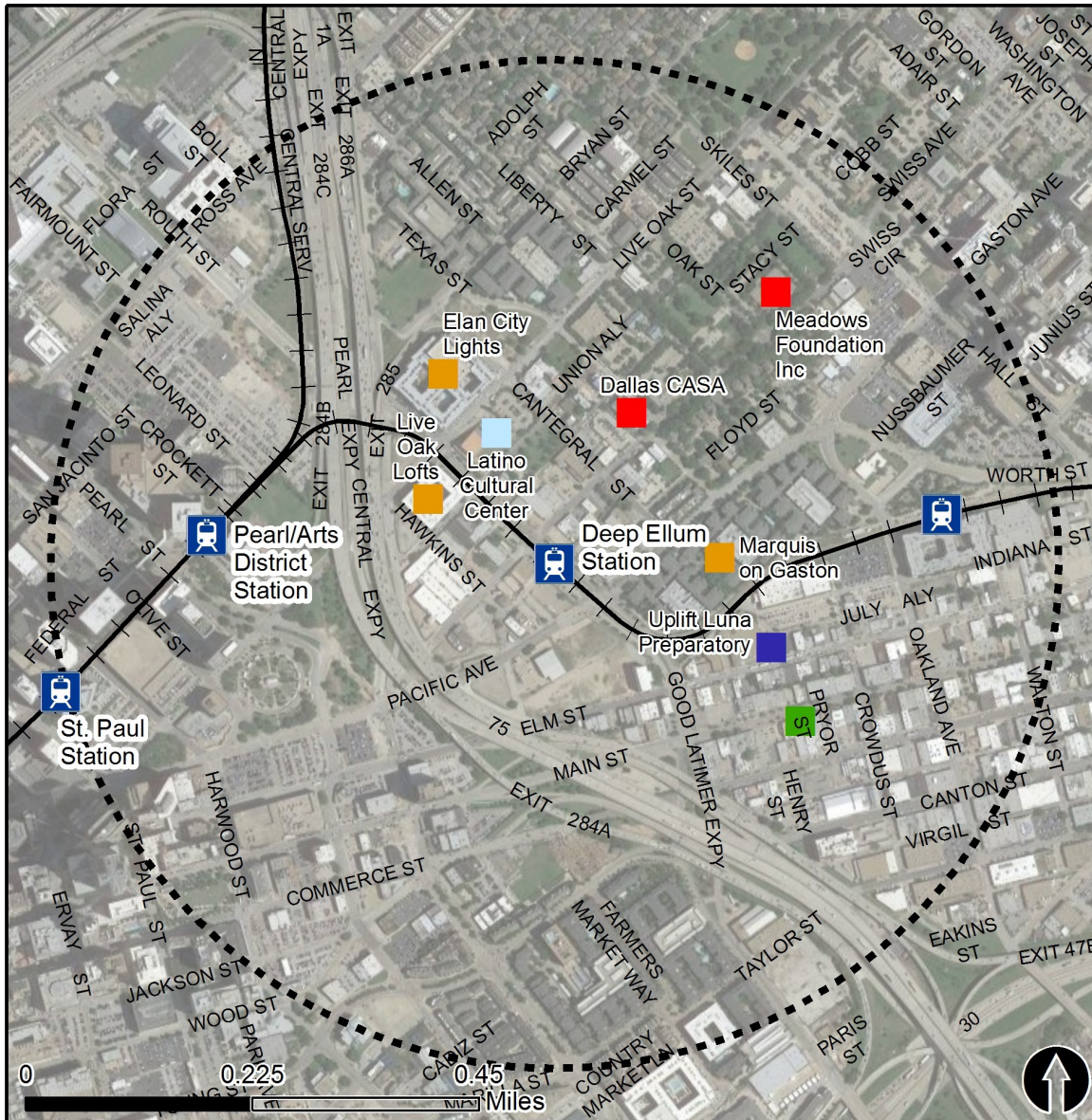


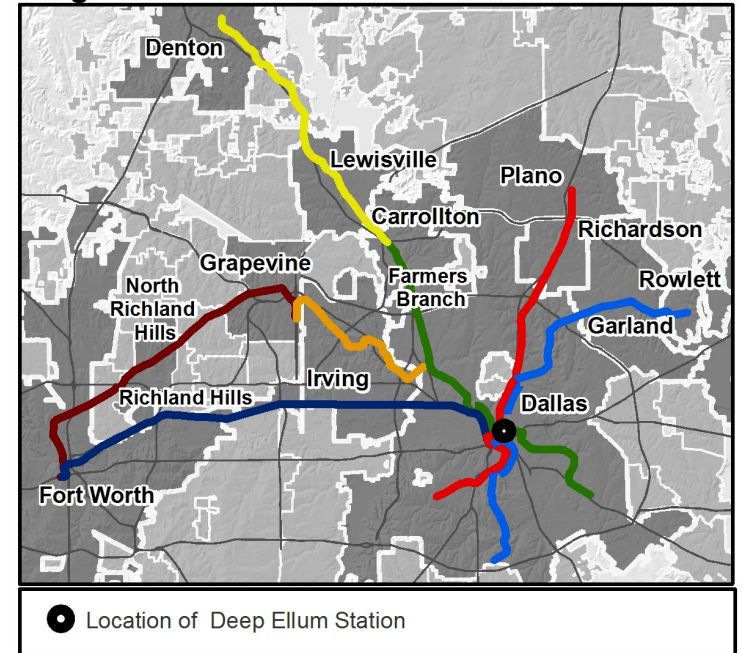
Rail Station Fact Sheet – Deep Ellum Station



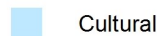
Station Overview

Deep Ellum station is located at the intersection of Good-Latimer Expressway and Gaston Avenue near the Latino Culture Center in Dallas. The station opened in 2009 and is served by the DART Rail Green Line.

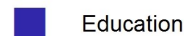
Regional Rail Transit Lines



Key Developments



Cultural



Education



Multi-Family



Office



Recreation

Rail Station Fact Sheet – Deep Ellum Station



Station Characteristics¹

Address	450 N. Good-Latimer Expressway
City	Dallas
Agency	Dallas Area Rapid Transit
Rail Line(s)	Green Line
Corridor	Southeast (SE)
Year Opened	2009
Park & Ride Spaces	0

Ridership¹

2015 Avg. Weekday	322
2015 Avg. Saturday	513
2015 Avg. Sunday	318

2014 On-Board Transit Survey: Access Mode to Station²

Bike	3.0%
Drive Alone	0.4%
Carpool	0.0%
Walk	75.2%
Drop Off	13.5%
Other	0.0%
Transit Transfer	7.9%

Station Area Plans and Studies

Title	
Publisher	
Year	
Web Location	

Station Area Characteristics (1/2 mile radius)

Demographics³

Total Population	11,278
Population Density (pop/sq. mile)	3,805
Average Median Age	33
Average Median Income	\$69,456.25

Housing³

Total Housing Units	7,117
Housing Density (units/sq. mile)	2,401
Percent Occupied	90%
Percent Owner-Occupied	20%
Percent Renter-Occupied	80%

Commute To Work³

Percent Automobile	77.4%
Percent Drive Alone	69.6%
Percent Carpool	7.8%
Percent Transit	5.8%
Percent Bike	0.6%
Percent Walk	9.3%
Percent Other	1.1%
Percent Work from Home	5.8%
Percent Zero-Vehicle Households	4.5%

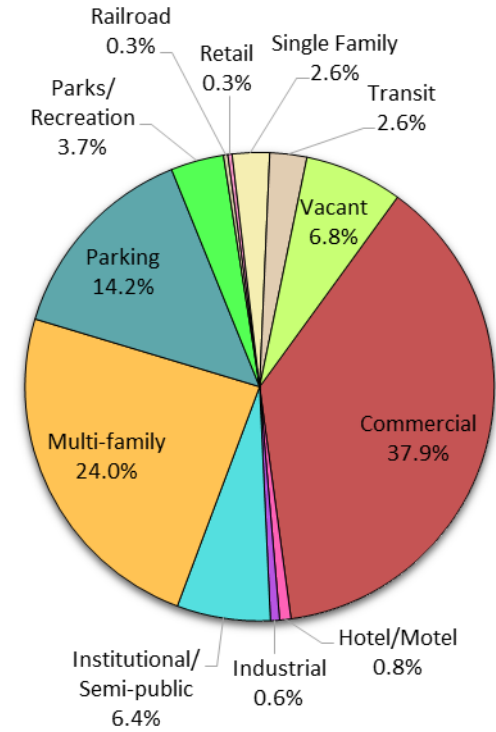
Traffic Survey Zone 2017 Employment Forecast²

Total Jobs	76,714
Job Density (jobs/sq. mile)	60,060



Land Use (2016) – Deep Ellum Station



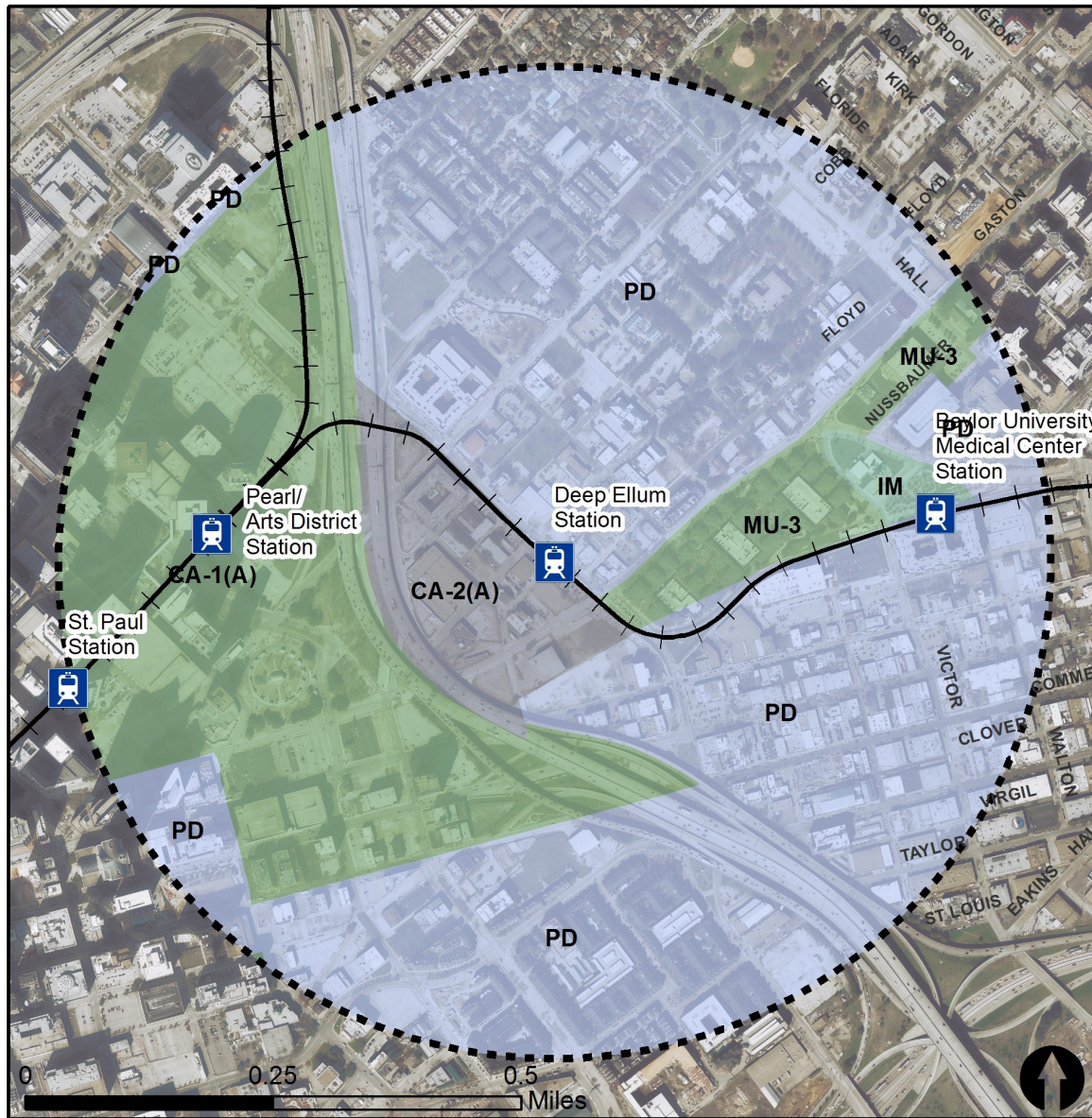
Land Use Percentages



 0.5 Mile
Station Buffer

 Rail Stations  Rail Lines

Zoning (2016) – Deep Ellum Station



Zoning Districts

- PD – Planned Development
- CA-1 (A) – Central Area
- CA-2(A) – Central Area
- MU-3 – Mixed-Use
- IM – Industrial Manufacturing

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

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

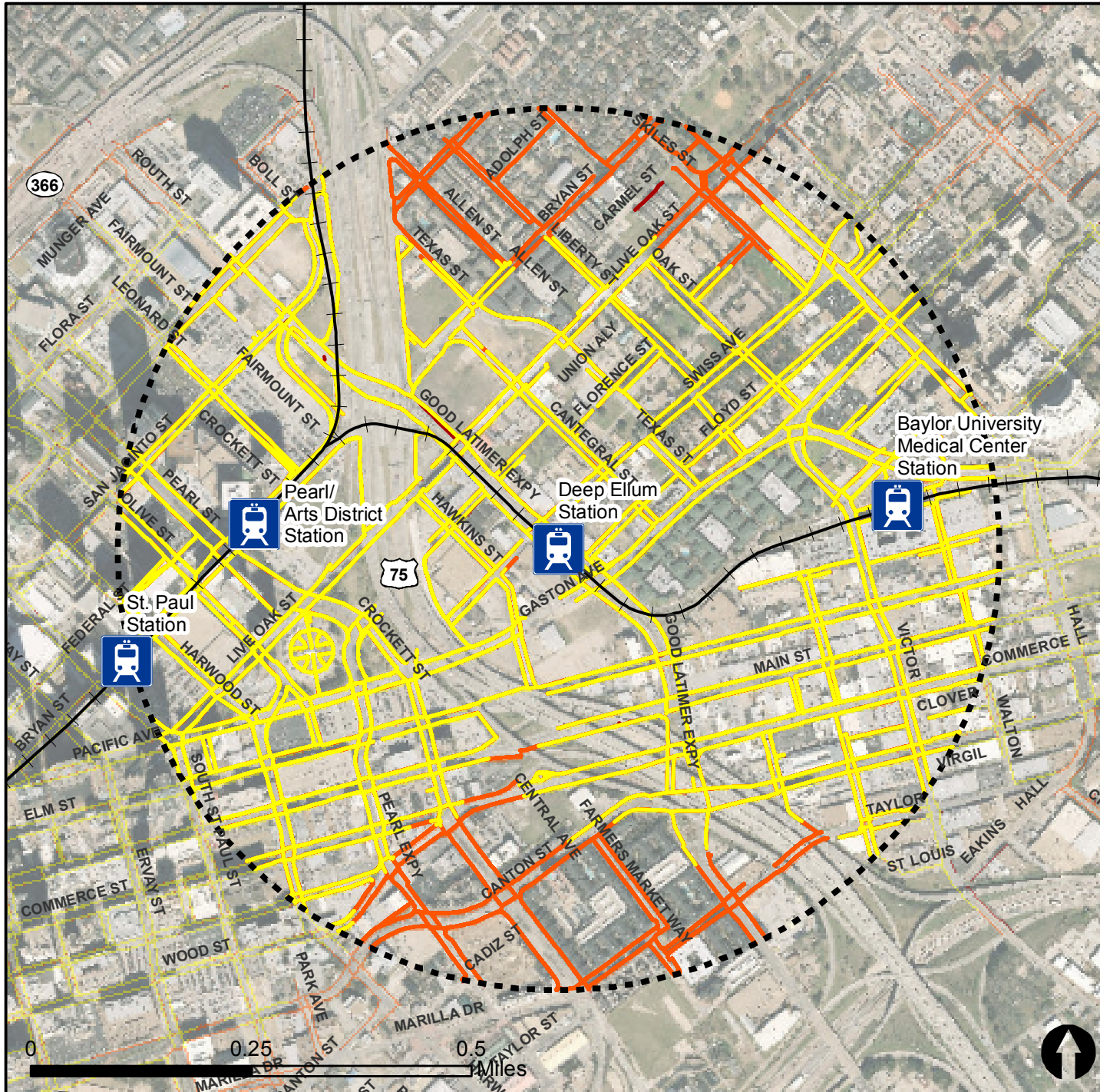


Pedestrian Routes to Rail - Deep Ellum Station







Last Updated: February 2015



North Central Texas
Council of Governments



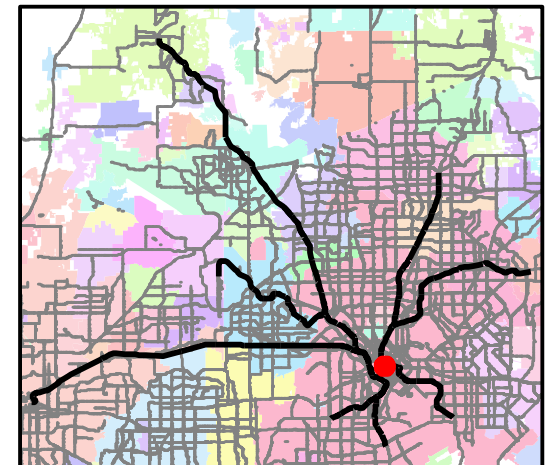
Legend

-  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 - Deep Ellum Station





Last Updated: October 2016



North Central Texas
Council of Governments



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

