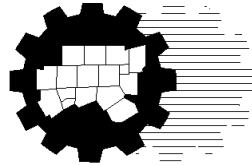


# **Transit-Oriented Development**

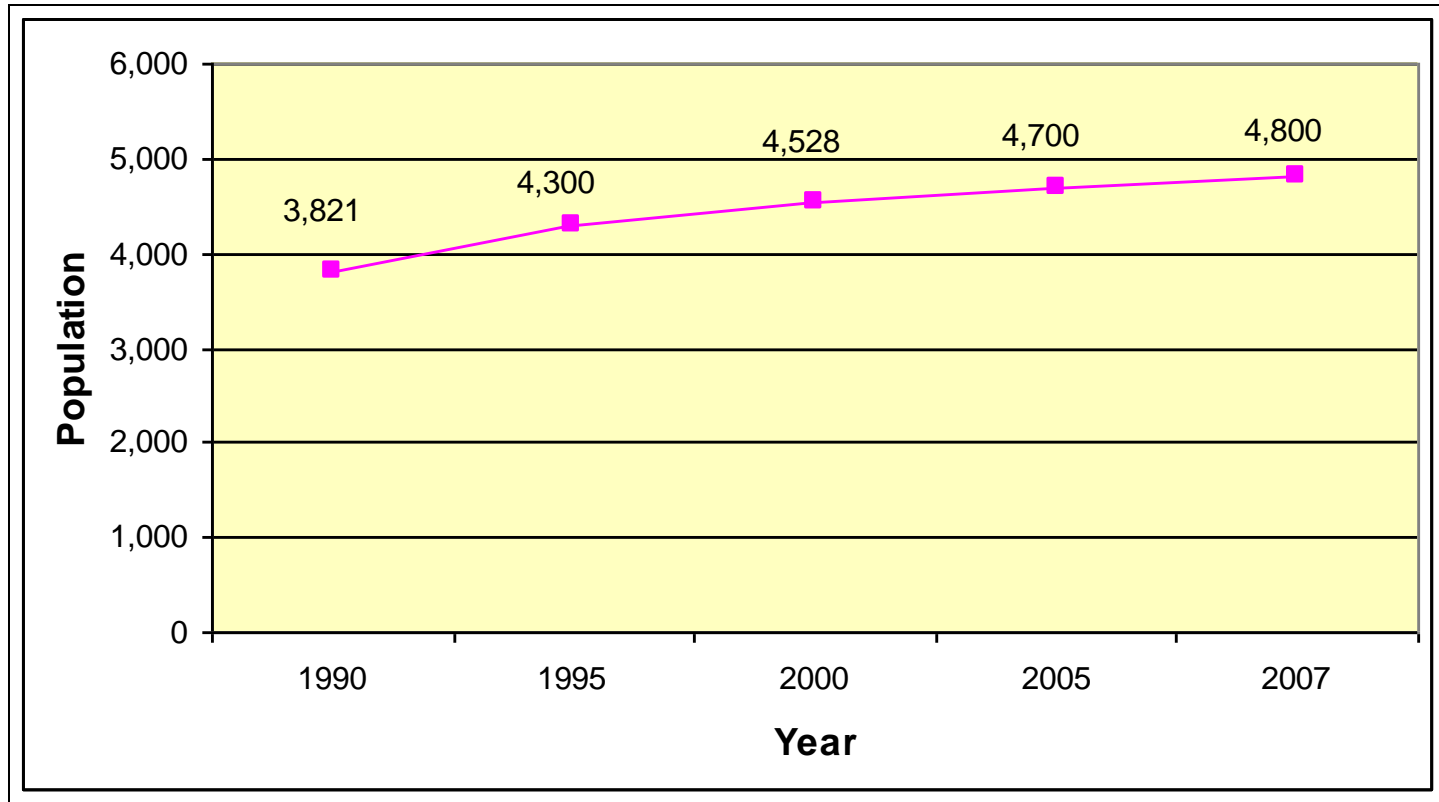
**Joshua Planning and Zoning Board  
Working Session  
August 6, 2007**



**North Central Texas Council of Governments  
Transportation Department**

# Transit-Oriented Development

## Joshua Population Growth



**The City of Joshua's population grew 26% between 1990 and 2007.**

*Source: NCTCOG historical population data*

# Transit-Oriented Development

## City of Joshua Demographics

	2005	2030 <sup>2</sup>
<b>Population</b>	4,700 <sup>1</sup>	10,583
<b>Employment</b>	1,358 <sup>2</sup>	3,529

1 NCTCOG 2005 Population Estimate

2 NCTCOG 2030 Demographic Forecast

# Transit-Oriented Development Definition

Development located within walking distance  
of a rail station.



# Transit-Oriented Development

## What is a Successful Transit Oriented Development (TOD)?

Centered around a transit station.

Compact, mixed-use, walkable community.

Improves quality of life.

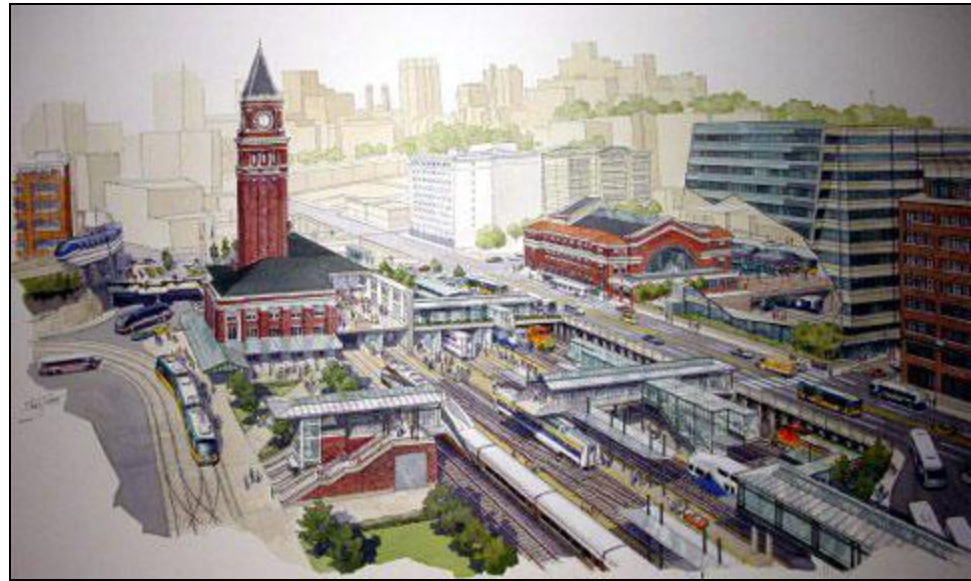


Source: Scott Polikov

# Transit-Oriented Development

## What is a Successful Transit Oriented Development (TOD)?

Offers a multi-modal  
experience with vehicular,  
bicycle, pedestrian, and rail  
modes of travel.



# Transit-Oriented Development

## What is a Successful Transit Oriented Development (TOD)?

Mix of uses reduces vehicle miles traveled.

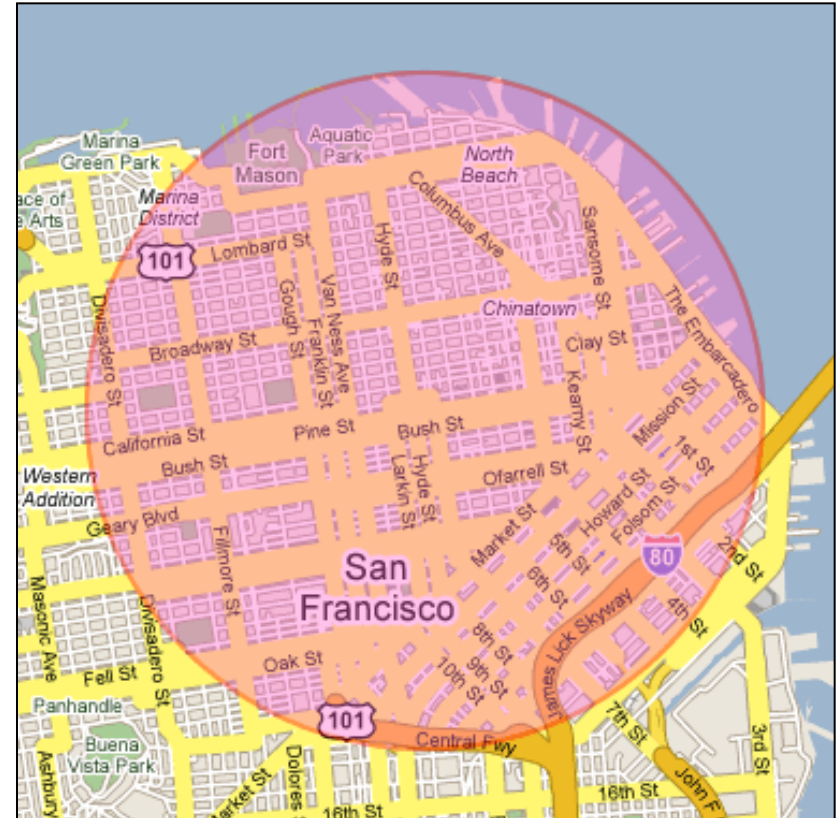
Creates a unique sense of place.



# Transit-Oriented Development

## Features of Successful TOD

An average radius of approximately one-half mile, which is intended to represent a 'comfortable walking distance' for most people.



# Transit-Oriented Development

## Features of Successful TOD

A mix of uses to promote pedestrian activity in the TOD area.

Uses should include retail for everyday living (such as grocery stores and dry cleaners), specialty retail, office space, restaurants, public space, and housing.



# Transit-Oriented Development

## Features of Successful TOD

Development oriented to the street, the pedestrian, and the human scale.

Buildings should have entries, windows, balconies, porches, and architectural features that create safe, functional, and interesting walking environments.



# Transit-Oriented Development

## Features of Successful TOD

### Local Government Factors:

**Tax Relief, Regulatory Flexibility,  
and Other Development Incentives**

**Zoning/Design Guidelines/Master  
Plans**

**Design/Maintenance of Public  
Infrastructure**

**Bike/Pedestrian/Feeder Bus Access**

**Assembled Parcels/Urban Renew  
Strategy (if applicable)**

**Adequate Code Enforcement**

**Block Structure**



# Transit-Oriented Development

## Benefits of TOD

Decreases traffic congestion.

Provides an alternative to suburbia and strip development.

Provides a quality urban lifestyle.

Addresses a changing market: empty-nesters, singles, couples without children.

Reduces household spending on transportation, resulting in more affordable housing.

Allows the choice of walking for short trips and the option of driving shorter distances.



# Transit-Oriented Development

## Benefits of TOD

Improves air quality and reduces greenfield development.

Maximizes use of public infrastructure.

Improves safety for drivers, bicyclists, and pedestrians.

Promotes healthier lifestyle with more walking and less stress.

Promotes higher, more stable property values.

Creates better places to live, work, and play.



# Transit-Oriented Development

## Market for TOD

AARP reports that 71% of older households want to live within walking distance of transit.

Real estate forecasters and investment experts are advising their clients to invest in mixed use communities.

A recent market assessment shows that at least a quarter of all new households (14.6 million) could be looking for housing in transit zones over the next 25 years.

*Source: Reconnecting America, 2005*



# Transit-Oriented Development

## TOD and Property Value

Between 1997 and 2001, median values of residential properties increased 32.1% near the DART rail stations compared to 19.5% in non-rail station areas.

For office buildings, the increase was 24.7% for the DART properties versus 11.5% for the non-DART properties.

Based on a recent study, the average DART Station produces \$3 million in revenue for local governments annually.



# Transit-Oriented Development

## Economic Impacts of TOD

Between 1994 and 1998 strip retailers near DART stations registered a 50% gain in occupancy and a 65% improvement in rental rates.<sup>1</sup>

A recent study shows that there is not a negative impact on single family home values when proximate to multi-family housing.<sup>2</sup>



<sup>1</sup> (Research by Drs. Bernard Weinstein and Terry Clower of the University of North Texas Center for Economic Development and Research)

<sup>2</sup> North Central Texas Council of Governments

# Transit-Oriented Development

## Regional Success: Mockingbird Station

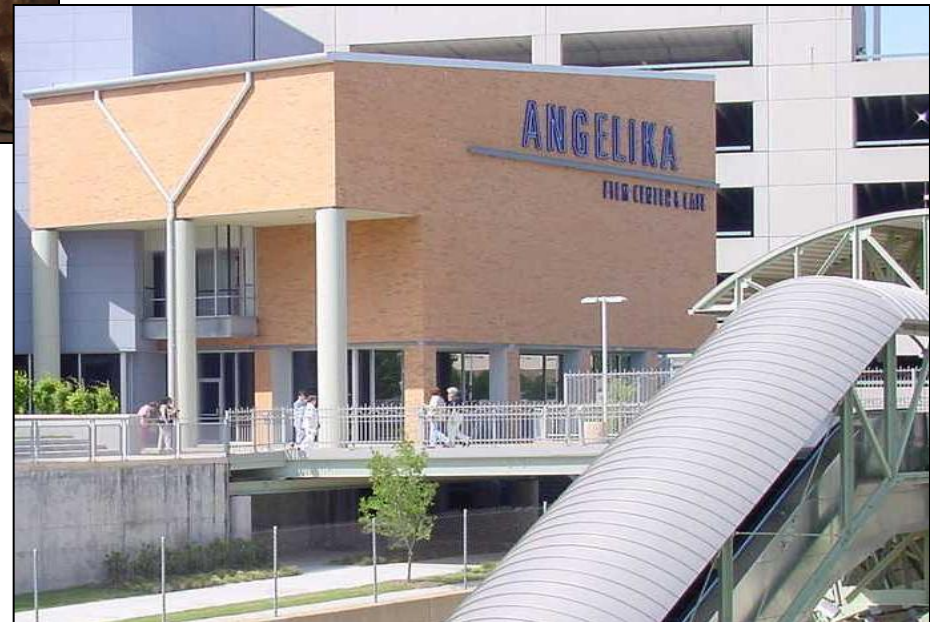


**Private Investment: \$150 million**

**Public Investment: \$2.4 million  
CMAQ Funds for Katy Trail  
improvements**

**Rail Investment: About \$50  
million for station construction**

**Mockingbird Station has created an urban environment that offers living, shopping, and dining directly accessible by DART light rail.**



# Transit-Oriented Development

## Regional Success: 15<sup>th</sup> Street Station (Plano)



Private Investment: \$34 million

Public Investment: \$2.1 million  
Joint Venture Funds for  
bike/pedestrian improvements

Rail Investment: About \$3 million  
for station construction

Downtown Plano Transit Center  
has revived the heart of Plano  
through revitalization efforts  
first envisioned in their 1997  
Downtown Development Plan.



# Transit-Oriented Development

## Regional Success: Addison Circle

The City of Addison has invested \$10.7 million in the Addison Circle project.

Initial land value: \$23.7 million

Current property values in the Addison Circle District total \$213.2 million, a 20:1 investment ratio.

Annual property tax revenue from the assessed values, at the current tax rate, would provide over \$1 million in revenue.



# Transit-Oriented Development

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