

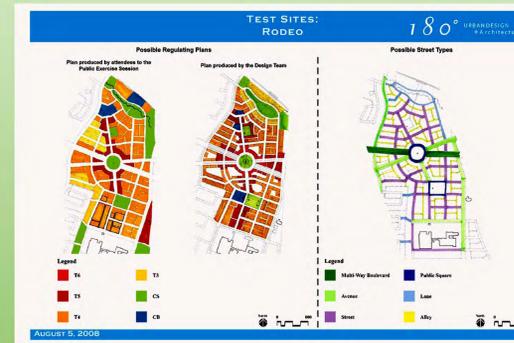
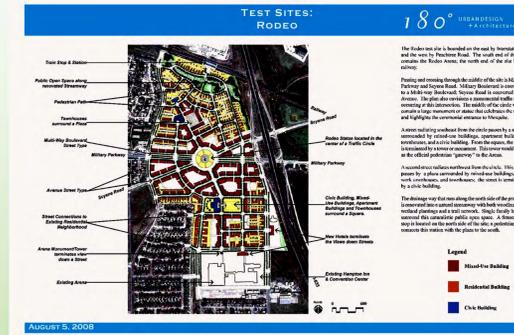
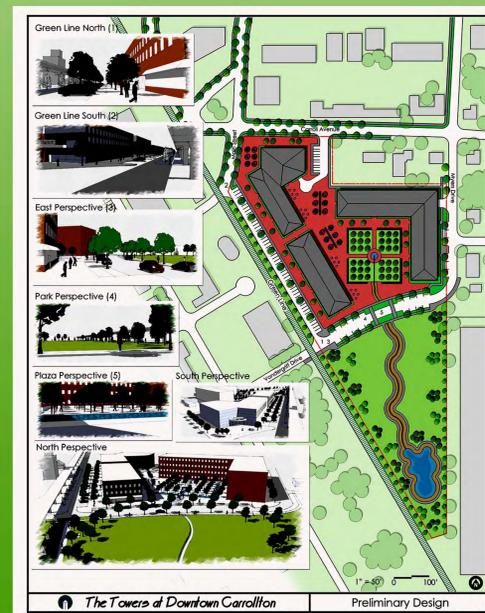
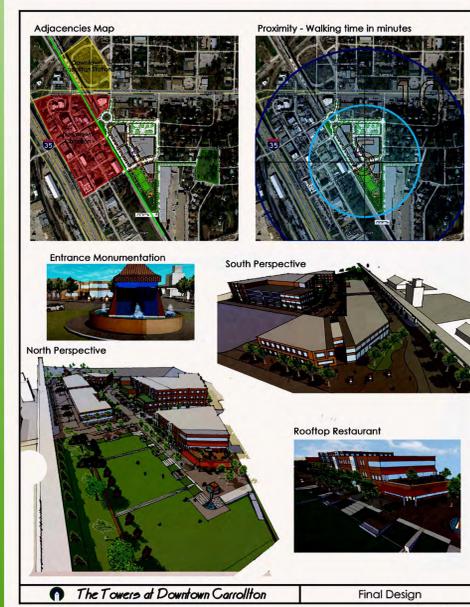
# Transit Oriented Development (TOD) & Economic Benefits

## How do we create TOD?

Once a rail path and station locations are identified, the real planning begins to identify the type of transit oriented development that is suitable for each station location. All TODs have certain design elements in common, such as a high degree of walkability. But the design must establish the character of the place that is sought for a particular stop along the rail line. That character is referred to as typology. The transit oriented development for the Rodeo Area, for example, should be built according to a Regional Entertainment typology. The housing mix would be geared more toward hotels rather than permanent apartment living. The Downtown station would be at the center of a Main Street typology with apartments and lofts. Housing in the Airport Area, which is already identified as the nucleus of a future Major Urban Center, might include very dense apartment living for local workers and commuters.

Once typology is established, the rough boundary of the TOD around each station is identified using a 5 to 10 minute walk as a rough guide. Walkable access to the station would be a priority. New streets and blocks are laid out at a pedestrian scale, with ample provision for public places, such as plazas, parks, vistas and civic buildings. A parking management plan would be formulated to deal with permanent and temporary demand for structured or on-street parking. Surface parking lots would be allowed only behind buildings. Attention to design would continue down to the lot level. How buildings front a public space and sidewalks influences the amount of street activity and the viability of storefront retail. Many of these fine details would be decided in charrettes — a series of design sessions — that would be open to public input.

Finally, the layout and characteristics of each TOD area are enacted into the City's codes. These codes will allow property owners to build the residential and commercial components of the TOD as a matter of right, without having to wait on regulatory approval. The codes would also protect owner investment because the character and quality of all adjacent development would advance the same vision for the area.



## What are the economic benefits?

### Rodeo Area

"The availability of transit rail services could become a key catalyst for planned development around the Rodeo Station."

### Downtown

"A transit rail station in downtown Mesquite could provide the impetus for transformative developments that would re-invent this area of town"

"... investment in transit rail with an associated downtown station could literally change the face of downtown Mesquite creating a town center environment that would be a source of pride for residents and a force multiplier in attracting new businesses and residents to the city."

"... taxable property values for land and improvements in the study area would increase by almost \$100 million generating an additional \$636,000 in city property tax revenues ..."

"... total values in the TOD area could rise by \$143 million generating an additional \$919,000 in annual property taxes."

### Airport Area

"... the city could see \$173 million in property value added to local tax rolls east of the Mesquite Metro Airport generating \$1.1 million in tax revenues."

"... there are revenue generation opportunities associated with the development of transit rail stations ..."

Source: T. Clower & Associates

"Across America, properties that are within a 5 to 10 minute walk to a train stop are selling for 20-25 percent more than comparable properties further away." (1)

"More than \$922 million worth of mixed-use projects have recently emerged along the Dallas DART light rail system, bringing total DART-related development to more than \$1 billion..." (2)

(1) www.transitvillages.org/pages/448645/page448645.html?refresh=1059744143399  
 (2) Mineta, Norman Y., U.S. Secretary of Transportation, "Smart Growth and Transportation," On Common Ground: REALTORS & Smart Growth, National Association of Realtors, Winter 2002, p.10

"Mesquite should see an increase in annual tax revenues ranging from almost \$5.7 million to \$6 million per year when the three station areas are fully developed."

STATION	DESCRIPTION	IMPACTS
RODEO STATION	New Property Tax Revenues	\$2,178,000
	New Sales Tax Revenues	\$1,322,000
DOWNTOWN STATION	New Property Tax Revenues	\$777,500
	New Sales Tax Revenues	\$317,000
AIRPORT STATION	Park N Ride Facility Revenues	\$137,000
	New Property Tax Revenues	\$1,107,000
<b>TOTAL NEW CITY REVENUES</b>		<b>\$5,838,500</b>

Source: T. Clower & Associates