

Transit Oriented Development (TOD) & Economic Benefits

What is TOD?

Transit Oriented Development is a mixed residential, commercial and employment district built around a train station or rail corridor with design features that encourage the use of public transit and maximize accessibility to transit.

- Highly walkable design and amenities that give preeminence to the pedestrian
- Residential development is concentrated no more than 5 to 10 walking minutes from the train station
- Serves as a hub for access to other forms of transportation
- Anchors a unique place in the city with destination appeal
- Streets with short block lengths conducive to walking and storefront retail
- Commerce includes desirable "third places" that thrive as spots for social networking
- Parking management to minimize parking footprint and neighborhood impacts

What are the Benefits of TOD?

- Reduced traffic congestion and lost work time
- More property tax revenue per acre of development than big boxes and malls
- Smaller share of household spending on transportation, resulting in more disposable income
- Preferred location by young professionals and the creative class
- Magnet for higher-end employment centers looking for workforce availability
- Healthier lifestyle with more walking and cycling, and less stress
- Efficient for local government to serve versus the equivalent amount of residential and commercial sprawl
- Greatly reduced dependence on foreign oil, reduced pollution and environmental degradation
- Value premiums of 40% to 200% for real estate around transit stations
- Concentration of households necessary to support small businesses

What Might it Look Like?

Lake Highlands
 http://lakedesigncenter.com/
 55 acres
 60% development
 35% open space

Metro West
 Fairfax, Virginia
 Mixed-Use Development
 EDAP & RTKL
 55 acres
 60% development
 35% open space

Eastside Village
 Plano, Texas
 Mixed-Use Development
 RTKL
 3.6 acres
 85% development
 15% open space

"Make no little plans; they have no magic to stir men's blood and probably themselves will not be realized. Make big plans; aim high in hope and work, remembering that a noble, logical diagram once recorded will never die, but long after we are gone will be a living thing, asserting itself with ever-growing insistence."

-Daniel Burnham

REAL ESTATE Development near rail line under way

By STEVE BROWN
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Developers broke ground Thursday afternoon on a mixed-use development that will take advantage of Denton County's first commuter rail line.

The 90-acre Hebron 121 Station project is being built in Lewisville by Huffines Communities.

The \$300 million development will have more than 1,700 apartments and 250,000 square feet of retail and office space. The project is near Vista Ridge Mall and Interstate 35E and is next to Denton County Transit Authority's new rail station.

The rail line, which will link Denton with downtown Dallas, is set to open next year.

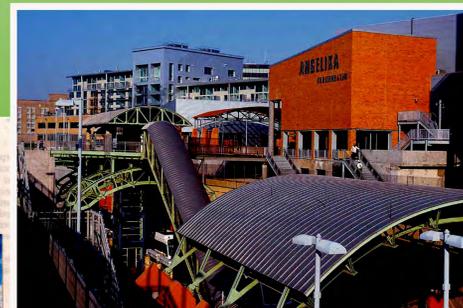
The first phase of the Huffines project is 234 apartments on Lakeway Circle that will open next spring.

The Caribbean resort-style buildings were designed by architect Humphreys and Partners.

"We are not aware of any existing residential transit-oriented developments in Texas that are of the size and scope of Hebron 121 Station," said Phillip Huffines, one of the owners of Huffines Communities.

"At completion, the project will offer residents world-class retail and restaurant choices and resort-style amenities."

Huffines Communities projects that the entire project will be finished in six to eight years.



Mockingbird Station
 Dallas, Texas
 Mixed-Use Development
 RTKL & Envirodesign
 10 acres
 85% development
 15% open space

Amenities
 Transportation
 -Adjacent to DART Red and Blue Line
 -1,580 on-site parking spaces
 Residential
 -211 loft apartments
 -contemporary industrial design
 -rooftop pool
 Retail/Office
 -178,000 square feet of retail
 -includes retail, restaurant, and cinema space
 -137,000 square feet of offices in 10-story office building
 -Location of TBG Dallas

Successes
 -Clear definition and organization of mixed-use: The Station, The Lofts, The Offices
 -Appropriate architectural vernacular for Dallas
 -Variety of Retail spaces including Angelika Movie Theatre

Failures
 -Fails to provide a range of housing choices
 -Fails to create sense of community
 -Lack of any open public space besides store front

Addison Circle
 Addison, Texas
 Mixed-Use Development
 SWA & HKS
 80 acres
 70% development
 30% open space

Amenities
 Transportation
 -Bus lines pass through the community of multiple locations
 -On-site parking shared between Office, Housing, and Retail
 Residential
 -Range of housing choices including multifamily apartments, condominiums, townhomes
 Parks
 -Addison Circle Park serves as a gathering space for residents and events
 -Pocket parks throughout development for each community
 Retail
 -Retail corridor through the main entrance
 -First floor retail throughout

Successes
 -Pedestrian oriented community with walkable streetscapes and Eplonade
 -"Neighborhood Branding" or creating nodes within the community
 -Bus line between public and private

Failures
 -Public Transportation is included, but not emphasized
 -No proximity to the DART Rail
 -No significant destinations near development

Key Projects

- Initial College Buildings (Concept)
- Mixed-Use Projects Around College
- "Wireless" Pocket Park
- Mixed-Use Lofts Around Library
- Enhanced Transit Platform (Loft Infill Around Plaza Theater) (Redesigned Downtown Square)

