1. Introduction and Motivation

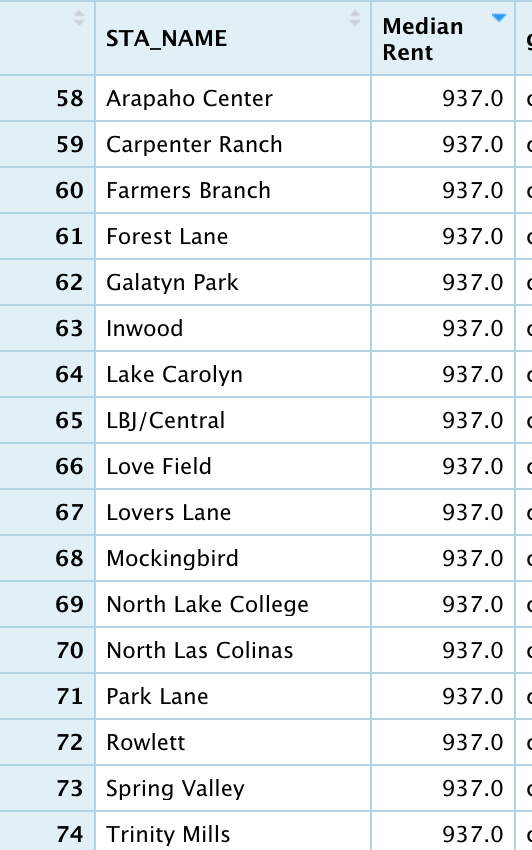
Why Dallas?

Whether will people would like to pay the premium?

1. Setup
2. Data Manipulation and Visualization
3. Data Wrangling
4. TOD vs. Non-TOD: Four Variables

2.2 Median Rent Comparison

1. Grouped Bar Plot
2. Comparison Table
3. Graduated population



1. Rent as a function of distance to subway stations
2. Crime Rate and

Conclusion

Transit-Oriented Development, or TOD for short, is at the heart of the City of Dallas' long-range land use plan, forwardDallas!. Dallas is home to forty-six (46) passenger rail stations, each presenting a unique opportunity to develop a new mixed-use neighborhood. A new study looking at construction near Dallas Area Rapid Transit (DART) light rail stations shows just how productive and important it is to the overall North Texas economy, generating billions of dollars in revenue, taxes and jobs.

<https://www.dart.org/about/economicimpact.asp>

When DART originally proposed the system back in the 1980s, the hope was that new rail stations would spur on new developments of dense housing and commercial real estate.

Only 9 percent of the city’s total land mass is within a half-mile of a light rail station,

Part of the problem is that the city hasn’t acted to create the conditions for development around the approximately 2,700 acres of vacant land near transit. (<https://www.dmagazine.com/frontburner/2020/04/dallas-finally-seeks-to-take-active-role-in-transit-oriented-development/>)

Jeff

<file:///Users/penguin/Downloads/Homework1-JeffStern.html>