Railvolution

B04: Successful Public-Private Development: How [Not] to Do It

September 18, 2017
TOD Priority Tool

A Resource for Identifying TOD Opportunities to Support High-Capacity Transit

Prepared by Long Range Planning | TOD
Transit-Oriented Development

What is Transit-Oriented Development?

Transit-oriented development (TOD) is an attractive, walkable, and sustainable development pattern around high capacity transit that maximizes Capital Metro’s system ridership and offers Austin residents ample vibrant housing choices and convenient access to the City’s jobs, services and diverse amenities.

The TOD Priority Tool

Capital Metro is taking a system-wide approach to encourage TOD along the high capacity MetroRapid and MetroRail transit corridors and enable transit communities for all of Austin’s residents. These pages compose the new TOD Priority Tool, which provides a foundation to guide public and private investment around transit stations through:

- Creating an implementation action plan tool through research and analysis of the existing state of transit oriented development
- Providing on the ground, station-level action items with the intent to foster implementation of TOD at high capacity transit stations
- Establish a close interrelationship between land use decisions and transit system efficiencies to improve both.
Station Areas

This TOD Priority Tool is focused on areas within a ½ mile radius around high capacity transit stations on the MetroRapid and MetroRail system. The current version of the Tool provides information about MetroRapid 801 stations, and will roll out other station area information in 2016 and 2017.

MetroRapid 801

Select Station Area

MetroRapid 803

Select Station Area

MetroRail

Select Station Area

About TOD

Learn about the benefits and opportunities of TOD

Typology

See station areas organized according to character and readiness

Implementation

Find out what’s needed to bring TOD to reality

Interactive Map

Learn where the opportunities are
More healthy and active lifestyles
As a guide for:

- Making real estate decisions
- Indicating renovation value of home/business
- Opening or expanding their business

Property/Business Owners

An information resource on:

- Capital Metro’s TOD focus areas
- Funded infrastructure projects
- Potential development properties
- Leveraging potential with public sector investments in station areas

Developers/Builders

Public Sector Stakeholders

For key input in:

- Understanding the relationship of potential capital investments to TOD
- Directing finite resources for the biggest impact
- Prioritizing, funding, implementing civil infrastructure
- Informing planning decisions

General Public

The biggest stakeholder can:

- Evaluate where to live
- Find the best commute opportunities
- Be informed on good TOD land policy
- Learn about transit station locations and what there is around them
Benefits to Capital Metro

- Provide support for FTA grant awards
- Elevate the importance between supportive land use and vibrant transit services
- Improve connections/access to transit, increasing ridership
- Better manage our assets
Target Ridership

Score

Grading

Field Work

Funded Capital Projects
### Summary Data Charts

#### Table 1: Summary Data Chart

<table>
<thead>
<tr>
<th>Category</th>
<th>North</th>
<th>Central</th>
<th>South</th>
</tr>
</thead>
<tbody>
<tr>
<td>Population</td>
<td>123,456</td>
<td>678,901</td>
<td>234,567</td>
</tr>
<tr>
<td>Employment</td>
<td>45,678</td>
<td>123,456</td>
<td>78,901</td>
</tr>
<tr>
<td>Household Income (median)</td>
<td>$34,567</td>
<td>$23,456</td>
<td>$12,345</td>
</tr>
<tr>
<td>Homeownership Rate</td>
<td>67%</td>
<td>56%</td>
<td>78%</td>
</tr>
<tr>
<td>Median Household Size (sq ft)</td>
<td>1,234,567</td>
<td>1,345,678</td>
<td>1,456,789</td>
</tr>
<tr>
<td>Average Household Income ($)</td>
<td>$78,901</td>
<td>$67,890</td>
<td>$56,789</td>
</tr>
<tr>
<td>Median Age</td>
<td>34</td>
<td>35</td>
<td>36</td>
</tr>
<tr>
<td>Median Education</td>
<td>12</td>
<td>13</td>
<td>14</td>
</tr>
<tr>
<td>Average Commute Time (minutes)</td>
<td>23</td>
<td>24</td>
<td>25</td>
</tr>
<tr>
<td>Traffic Congestion</td>
<td>Low</td>
<td>Medium</td>
<td>High</td>
</tr>
<tr>
<td>Public Transportation Access</td>
<td>Good</td>
<td>Medium</td>
<td>Poor</td>
</tr>
<tr>
<td>Community Amenities</td>
<td>High</td>
<td>Medium</td>
<td>Low</td>
</tr>
<tr>
<td>Crime Rate</td>
<td>Low</td>
<td>Medium</td>
<td>High</td>
</tr>
<tr>
<td>Green Space</td>
<td>High</td>
<td>Medium</td>
<td>Low</td>
</tr>
<tr>
<td>Access to Amenities</td>
<td>High</td>
<td>Medium</td>
<td>Low</td>
</tr>
</tbody>
</table>

#### Table 2: Additional Data

- [Data Link](#)
- [Report Details](#)
4. IMPLEMENTATION

4.1 Strategies to Increase TOD Readiness

4.1.1 Community

Improvements to station area connectivity will improve physical access and through a series of on-site or off-site measures, as well as increasing access to the pedestrian path of riders who might not use the rail service.

- Strategies to Increase Readiness
  - Daily Ridership
  - Labor Market Community
  - Walkability
  - Bicycle Connectivity
  - Highway Connectivity

4.1.2 Market Strength

Improvements to station area Market Strength will improve the fundamental conditions necessary for successful mixed-use development and energize positive relationships with other areas within the Central Texas region.

- Strategies to Increase Readiness
  - Station Area Popularity
  - Station Area Employment Density
  - Development Activity
  - Residential Submarkets Performance
  - Office Submarkets Performance

4.1.3 Land Availability

Land is a finite resource, and the ability to increase the supply by limiting, efficiently in-use existing land may be the key to realizing great opportunities. Strategies to enhance economic development through urban planning and development opportunities may result in a sustainable and efficient pattern of development projects by identifying smaller parcels with unique features which can be redeveloped for new uses.

- Strategies to Increase Readiness
  - Developable Sites
  - Surface Parking
  - Sizable to Change
  - Key Strategies and Gaps

4.2 Station Area Needs

An analysis of the potential TOD impact in the Central Texas area identified station needs to improve the potential for future TOD success. To this end, work through the following recommendations in the next section, which identifies TOD opportunities and strategies for development.

- Safety and security
- Access to increased safety on property CANADA

4.3 Station Area Cargo Projects

Some of the key ideas are: (1) the requirement for an adequate number of TOD-related passenger-oriented development opportunities, and (2) the requirement for a larger number of TOD-related mixed-use or industrial projects.

- Strategies to Increase Readiness
  - Land Use
  - Infrastructure

4.4 Government Support

A key element of the need for TOD-oriented development is the ability to influence the local and state governments to support these initiatives.

- Strategies to Increase Readiness
  - Vision
  - Visionary Improvements