



Transit is Transformational

Erik J. Aulestia, AICP
TORTI GALLAS AND PARTNERS

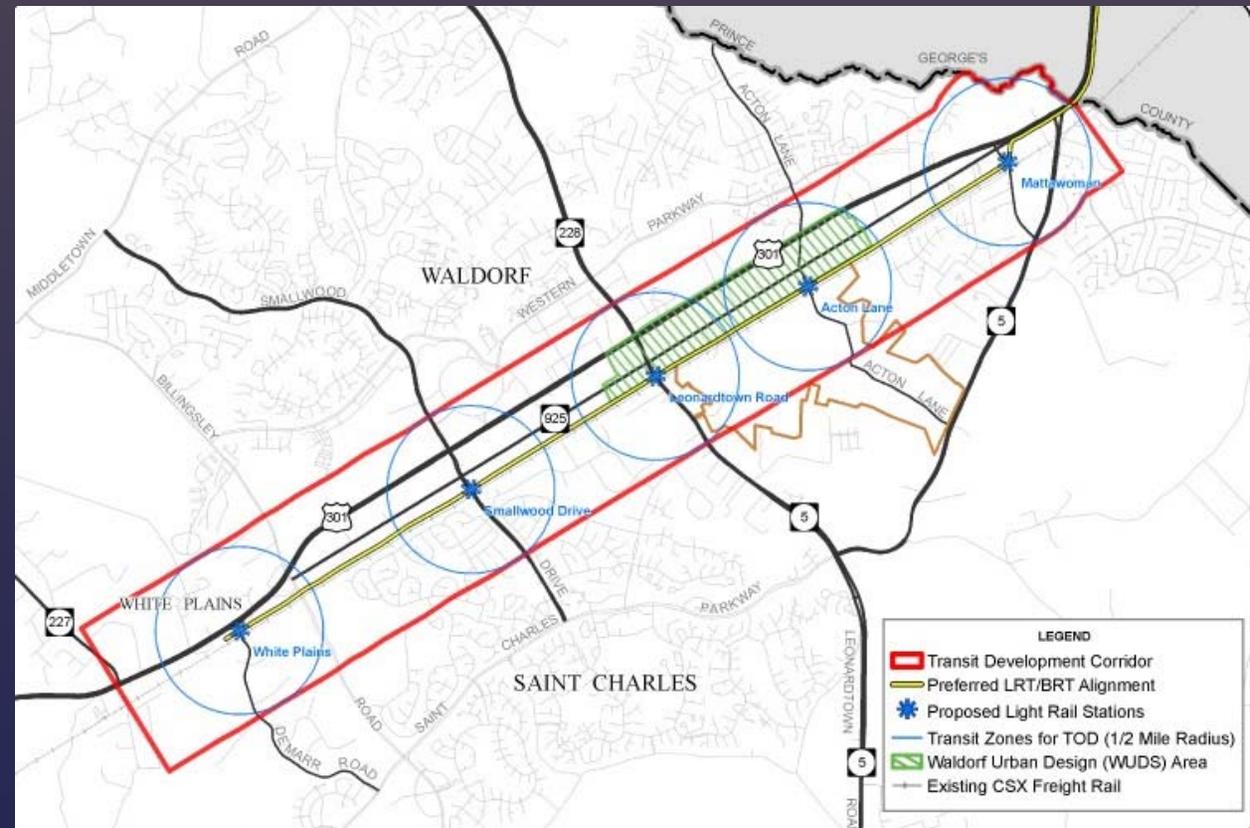
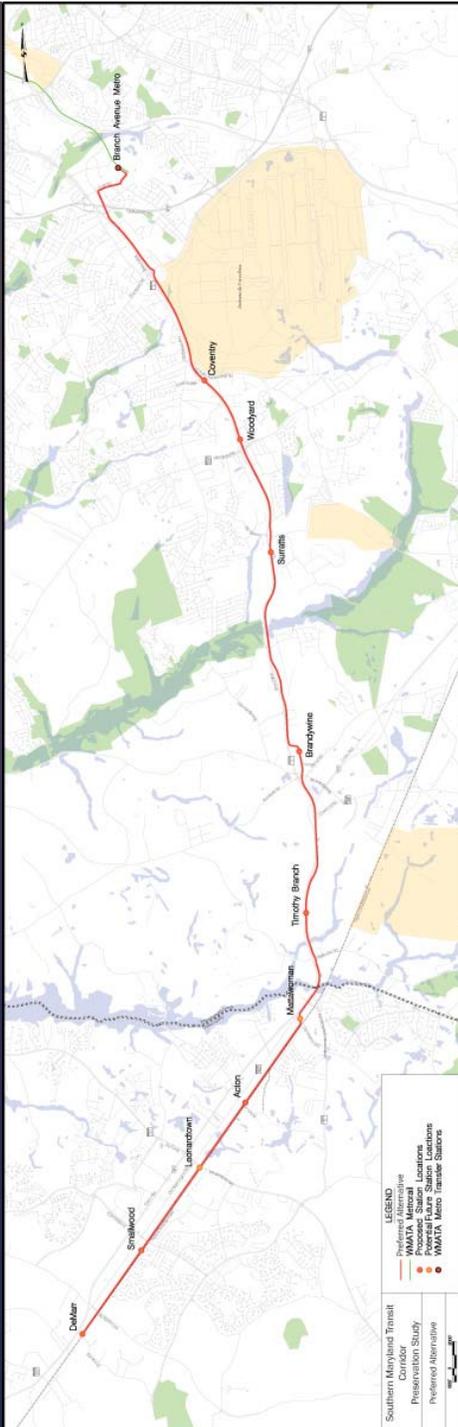
Torti Gallas and Partners, Inc. Transit Oriented Development

- Established in 1953 with offices in Metropolitan Washington DC, Los Angeles and Istanbul
- National Leader in Planning and Designing Mixed-Use, Urban Infill Development
- **70+ TOD Projects Completed**
- **36 + Cities** in which Torti Gallas has Designed a TOD
- 5 Integration of different transit systems (subway, light rail, heavy rail, bus, ferry)
- 50+ TODs at Subway Sites
- 15+ TODs at Heavy Rail Sites
- 12+ TODs with a Multiplicity of Transit Systems
- **162,000** Population living/working in Torti Gallas designed **TODs**
- **81,000 Cars Off the Road** with Mixed-Use TODs
- 843,300 Metric Tons of CO2 Eliminated
- **96.1 mil Gallons of Gas Eliminated per Year**
- 117,400 Homes powered Energy Savings
- 300,000 Tons of Waste Eliminated from Recycle Centers/ Landfills



The Transformational Opportunity

- Make a Place With Appropriate Density and Mix of Uses
- Create Value / Conserve Resources
- Respond to the Market



What is Appealing about a Mixed-Use Lifestyle?

For Young Professionals and New Families

INSTANT GRATIFICATION



DIVERSITY



CONNECTIONS



COST CONSCIOUS



IDENTITY



B U O N U

What is Appealing about a Mixed-Use Lifestyle?

For Older Empty Nesters

AGING IN PLACE



CONVENIENCE



SECURITY

ACTIVITY



SHOPPING

Quantifying the Qualitative: Walk Score

Walk Score ranks a place with a score between zero and 100. Amenities within a quarter mile of the central location are given the most points -- the greater the distance, the fewer points are awarded.

Places farther than one mile away are given zero points. Scores are broken into five categories. The most desirable scores are between **70 and 100**:

- 90 to 100 is a walkers paradise where residents don't need to own a car;
- 70-89 is very walkable and residents probably don't need a car.
- Below 70 and you get into the neighborhoods that are somewhat walkable but probably necessitate public transportation, a [bike](#) or a car for getting around.
- A score below 50 means the community is car-dependent, and a score below 25 means residents need to drive everywhere.

New “Gotta Have” Apartment Search from Walk Score

March 19th, 2012 by Josh Herst

Coffee? Groceries? Schools? Car share? Yoga studio? What’s on your Gotta Have list?

Daily life can be hectic. So living near the places that matter most to you is important.

Our new “Gotta Have” search makes it easy to find apartments and rentals within walking distance of coffee, groceries, restaurants, schools, and more. And now, when you drill in to learn more about the location of a property, you can view nearby amenities and add your own gotta have search to find your perfect place.



Building Equity: Commercial and Home Values

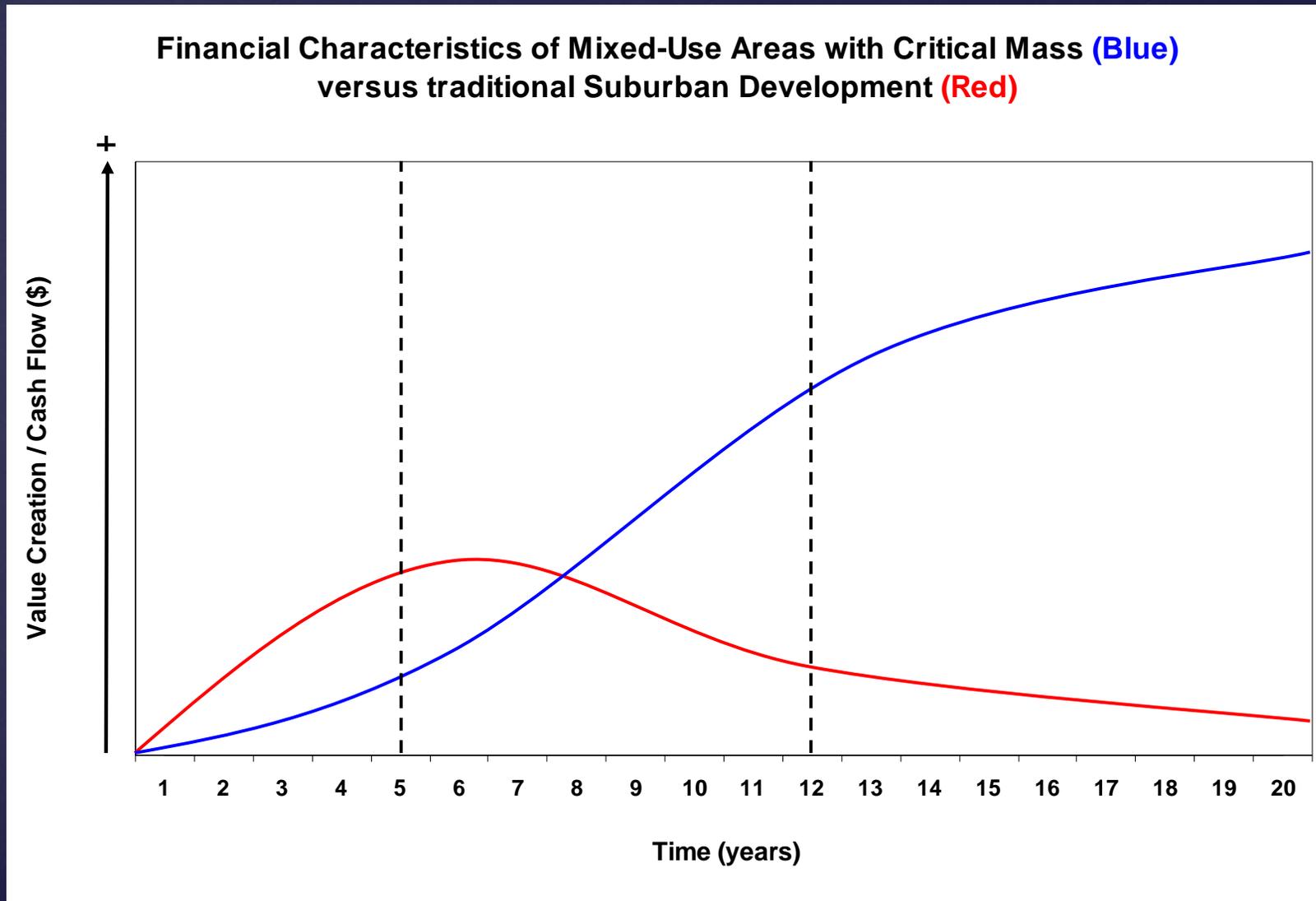
In D.C. metropolitan neighborhoods, “each step up the walkability ladder adds \$9 per square foot to annual office rents, \$7 per square foot to retail rents, over \$300 per month to apartment rents, and nearly \$82 per square foot to home values, ”

(Chris Leinberger and Mariela Alfonzo in a Brookings Institution study. New York Times, 2012)

A 10-point increase in Walk Score increases commercial property values by 5% to 8%. (University of Arizona & Indiana University, 2010)

A one-point increase in Walk Score (based on number of destinations within a short distance) is associated with between a \$700 and \$3,000 increase in home values. (CEOs for Cities, 2009)

Mixed-Use = Long Term Value



SOURCE: The Brookings Institution

Building City Coffers: Increased Tax Base and Decreased Costs

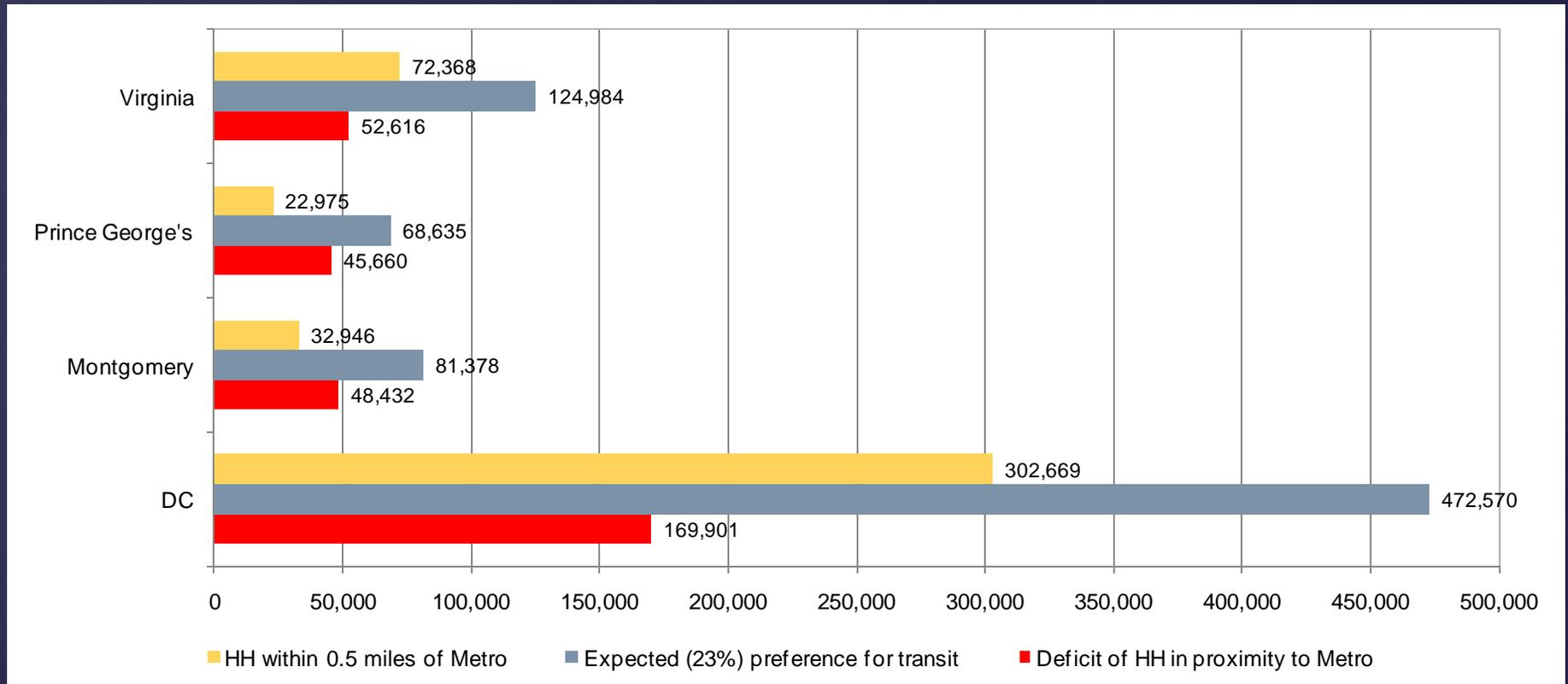
Urban mixed-use mid-rise is **25 to 59 times more revenue per acre than its suburban counterparts** (PlaceMakers on Woodstock, GA, 2012; Minnicozzi on Sarasota, FL, 2011)

An EPA study indicates **compact infrastructure is up to 47% less expensive** than conventional development patterns. (Morris Beacon)

Calgary estimated compact development will save the City \$11 billion in infrastructure costs, making it **33% less costly** to build the roads, transit, water, recreation, fire, and schools that it expects to need over the next 60 years.

DC/MD/VA METRO AREA

MORE DEMAND FOR TOD THAN SUPPLY



SOURCE: Robert Charles Lesser & Co.

Measuring Success in the R/B Corridor

1970
22,000 jobs



2010
98,500 jobs



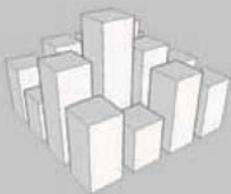
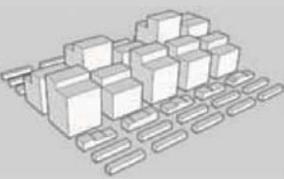
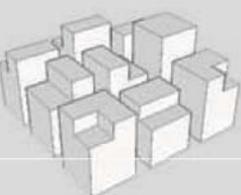
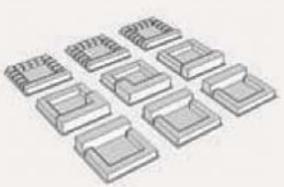
- . R/B Corridor trend for over 40 years
- . Over 37 million sq. ft. of new development
- . AND a **reduction** in auto traffic

The 3-Ds of Transit Oriented Development

Density
Diversity
Design



Not All Transit Oriented Development is the Same

	Typology	Density	Scale	Station Entrances	Station Portal Type
Major Urban Center		High	High-rise Mid/high-rise Mid-rise Low-rise	At least three	Joint development restricted right-of-way Existing building intermodal transportation centre
Urban Corridor		High along the corridor Low/mid-rise to mid-rise adjacent	Mid/high-rise along the corridor Mid-rise adjacent	At least two	Plaza Joint development restricted right-of-way existing building intermodal transportation centre
Urban Center		Mid Low/mid	Mid/high-rise Mid-rise	Two preferred	Plaza Joint development restricted right-of-way existing building
Neighborhood Center		Low/mid Low	Mid-rise Low-rise	One or more	Plaza Restricted right-of-way

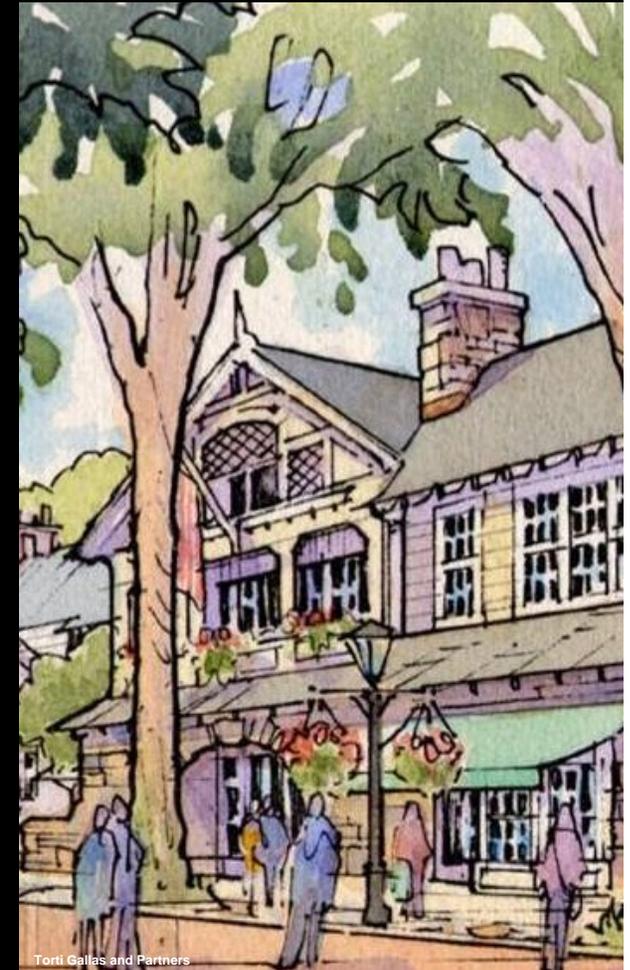
Contextual Response to Scale and Cultural Character



City
Contemporary
~10+ Stories

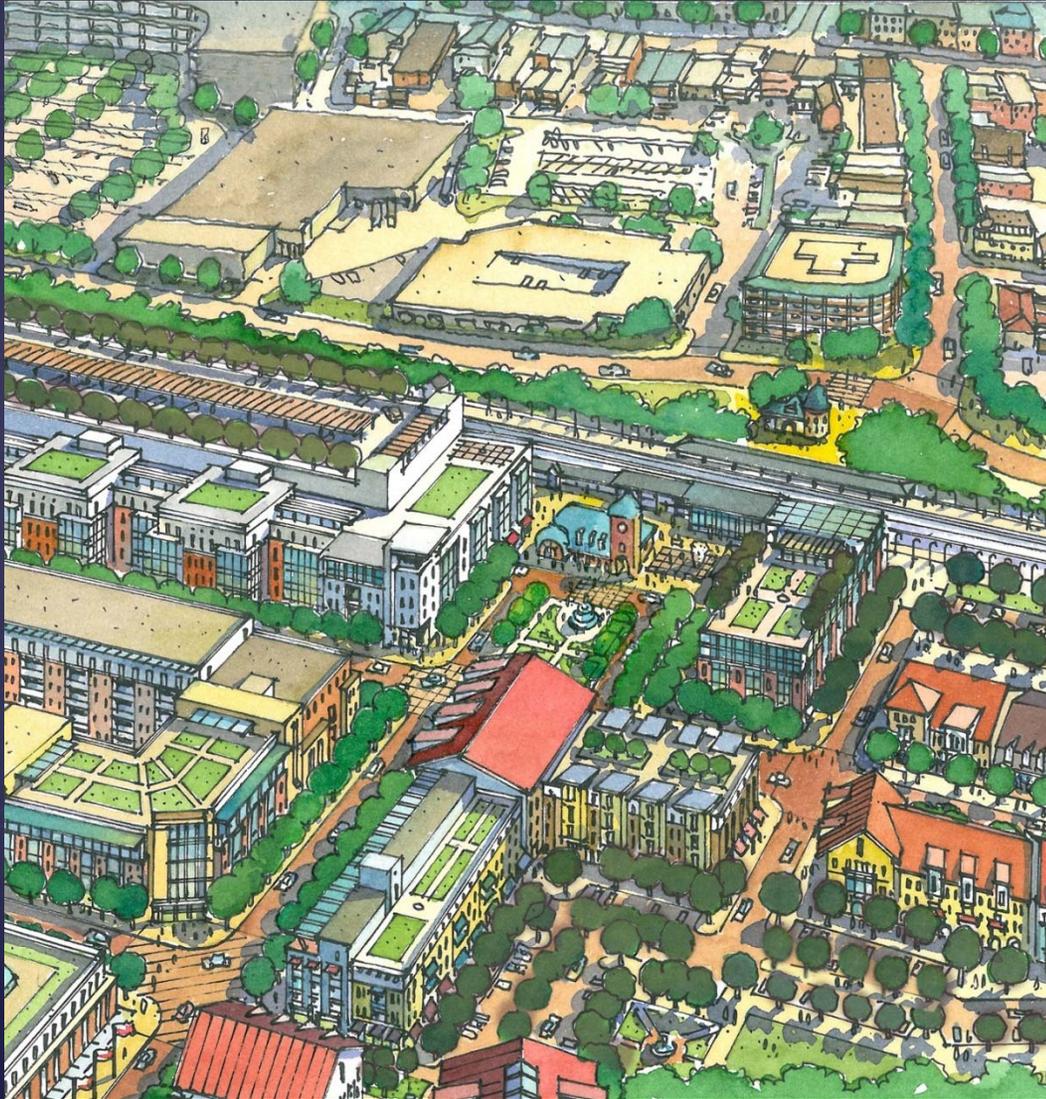


Town & Village
Traditional
~3-5 Stories



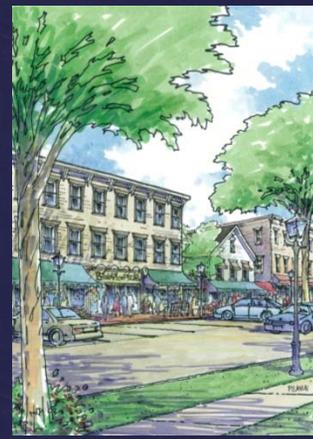
Hamlet
Vernacular
~2-3 Stories

Design Principles for Transit Oriented Development



- **Provide Mixed-Use Walkability**
- **Facilitate Diversity & Flexibility through Multiple Building Types**
- **Create an Exciting, Powerful, Public Realm**
- **Leverage Transit Assets**

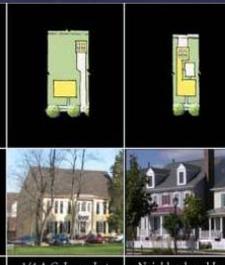
Wyandanch, New York:



Planned for no Type1 construction and two alternate densities to accelerate implementation/construction



T1 NATURAL ZONE



\$55/SF

T2 RURAL ZONE



\$70/SF

3 SUB-URBAN ZONE



\$85/SF

T4 GENERAL URBAN ZONE



T5 URBAN CENTER ZONE



\$118/SF

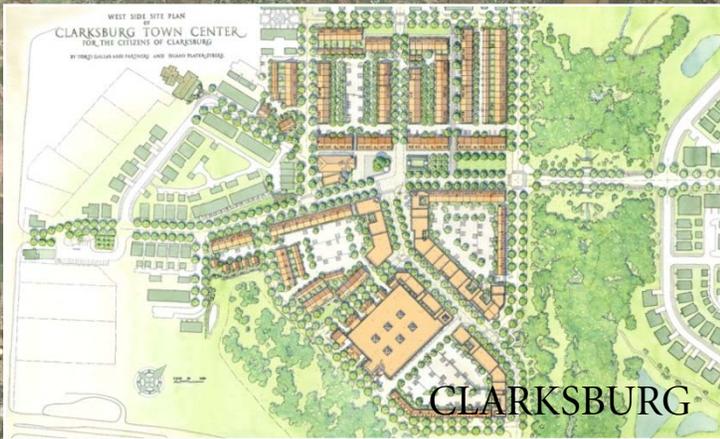
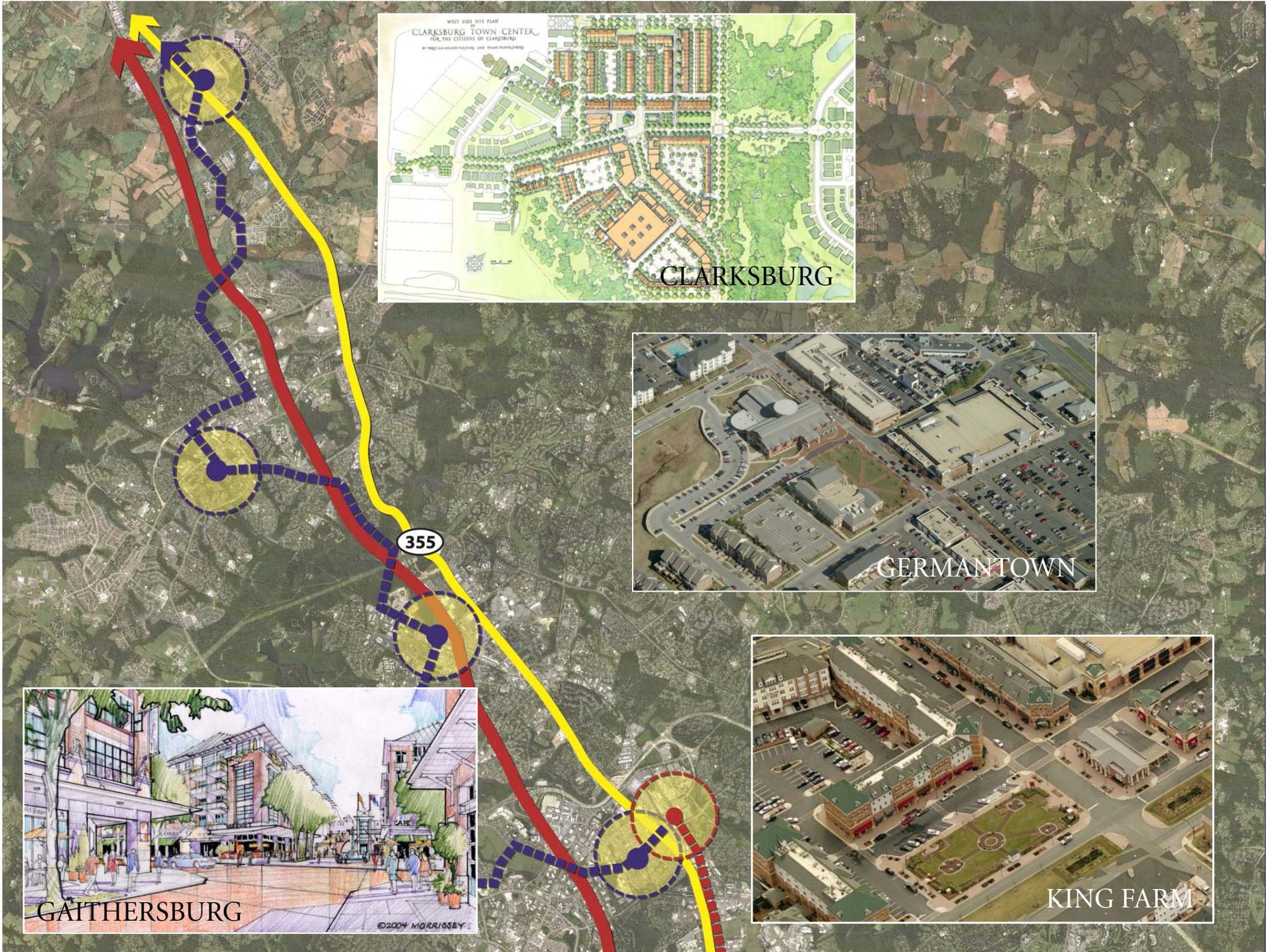
T6 URBAN CORE ZONE



\$175/SF

S SPECIAL DISTRICTS





CLARKSBURG



GERMANTOWN



KING FARM



GAITHERSBURG

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A large crowd of people is gathered on a city street, likely for an event. In the background, there is a multi-story brick building with several windows and balconies. A sign for "HARTMAN" is visible on the building. A yellow diamond-shaped pedestrian crossing sign is prominent in the foreground. The scene is set outdoors with trees and a clear sky.

Charles County Economic Summit



Torti Gallas and Partners