

The Industrial Age Parking Dilemma

K.I.D.S.

Keep it Dense Stupid

What's the problem?

- No-one is happy with parking.
 - Too much.
 - Too little.
 - Hassle to get to.
 - Too hot.
 - Too cold.
 - Not enough time.

What's the problem

The more downtown is broken up and interspersed with parking lots and garages, the duller and deader it becomes...and there is nothing more repellent than a dead downtown.

Jane Jacobs, 1961

The problem

The right to access every building in the city by private motorcar, in an age when everyone owns such a vehicle, is actually the right to destroy the city.

Lewis Mumford

1961

The problem

- Public parking is subsidized somewhere between 100-400 billion in 2002 (land, capital, and operating costs) for U.S. off-street.
- Comes to \$10k per vehicle.

How did we get here?

Cities

*Cain has built a city...for
God's Eden he substitutes his
own.*

-French Theologian Jacques Ellul

History of Cities

- Humankind's greatest creations has always been its cities.
- 8000 B.C. beginning of animal husbandry in middle east
- 7000 B.C. end of ice age
- Ur, Agade, Babylon, Ninevah, Memphis, Knossos, and Tyre follow later.

What makes cities great?

- Sacredness of place
 - A striking landscape is the skeleton in which city dwellers construct their socially important myths.

Great cities

- Ability to provide security and project power
 - Many cities were places of refuge from marauding nomads

Great cities

- Animating role of commerce
 - Priests, soldiers, and bureaucrats provide prerequisites for urban success, but they cannot themselves produce enough wealth to sustain large populations for a long period of time.
 - Artisans, merchants, working people, and (sadly) throughout history, slaves

Cars

Cars

- It all started with Colonel Edwin L. Drake

Cars

- Drake discovered rock oil (petroleum) in Titusville, PA in 1859
- 1886 Karl Benz received first patent for gas-fueled car

The Parking Sickness

- Parking can't be solved in isolation
- Parking problems are indicator of sick urban system
- Interplay of city and cars

...for North America, the increasingly imbalanced relationship between the car and the city is a crux issue—a problem that lurks unattended behind scores of others. Painful as it is, we must face squarely the fact that unless North America can rearrange the furniture of their cities, neither cars nor cities will function terribly well.

- Alan Thein Durning

Solutions

1. Read *The Car and the City* (Alan Thein Durning)
2. Make streets in grid
3. Lay out small blocks with small lots
4. Surround sidewalk with greenery
5. Mix offices, shops, and homes
6. Install bike racks
7. THE BIG IDEA

Solutions cont'd

8. Fight urban crime
9. Factor auto dependence into mortgage qualification rules
10. Surround downtown with pedestrian voters
11. Don't exempt gasoline from retail sales tax
12. Eliminate mortgage interest deduction
13. **Calm traffic**

Solutions

14. **Build front porches**
15. **Fill in suburban neighborhoods**
16. Get Vision
17. Sell insurance by the slice
18. **THE BIG IDEA**
19. **Use parking meter proceeds for neighborhood funds**

Solutions

20. Ask your employer to take back parking space and give you \$2000.00 raise
21. Exempt buildings from property tax
22. Shift taxes off work and onto pollution
23. Give the book to a neighbor

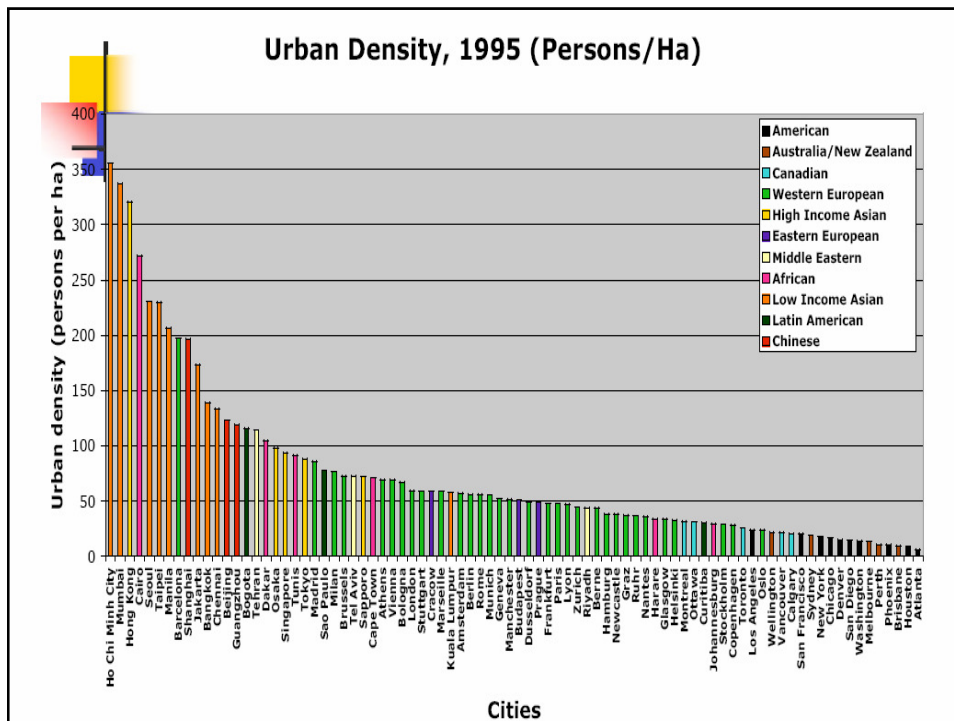
THE BIG IDEAS

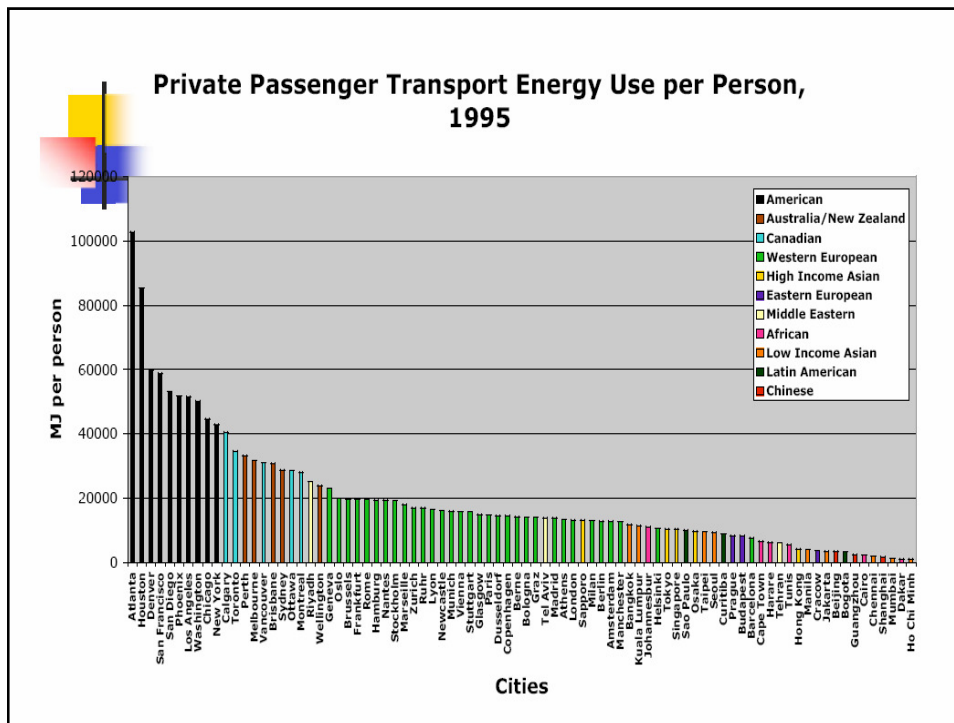
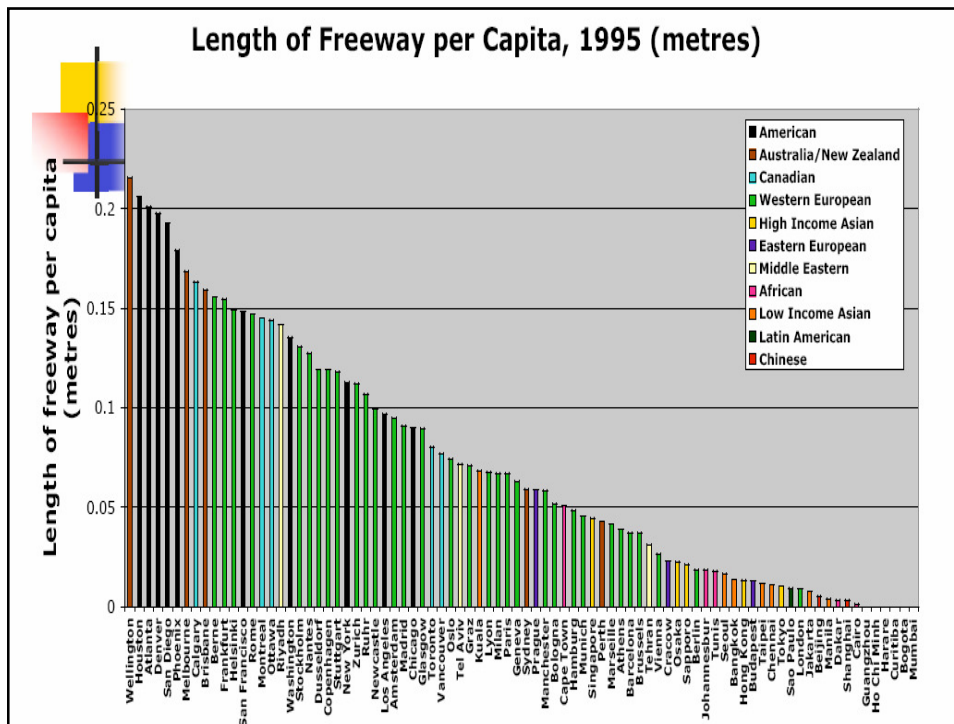
BIG IDEA 1: Radically Increase Density

Mixed Use Multipliers

- 1 residential unit = 18 sq. ft. retail
- 1000 sq. ft. office = 12 sq. ft. retail
- 1 hotel unit = 9 sq. ft. retail

1000 units for 10 shops





How transport priorities shape cities...

MARCHETTI CONSTANT

The average travel time budget is around one hour per person per day.... (i.e. half an hour average for the journey to work). Found to apply across the world and throughout urban history.

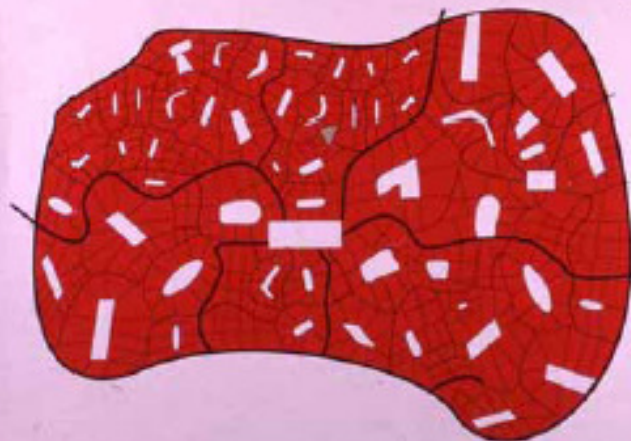
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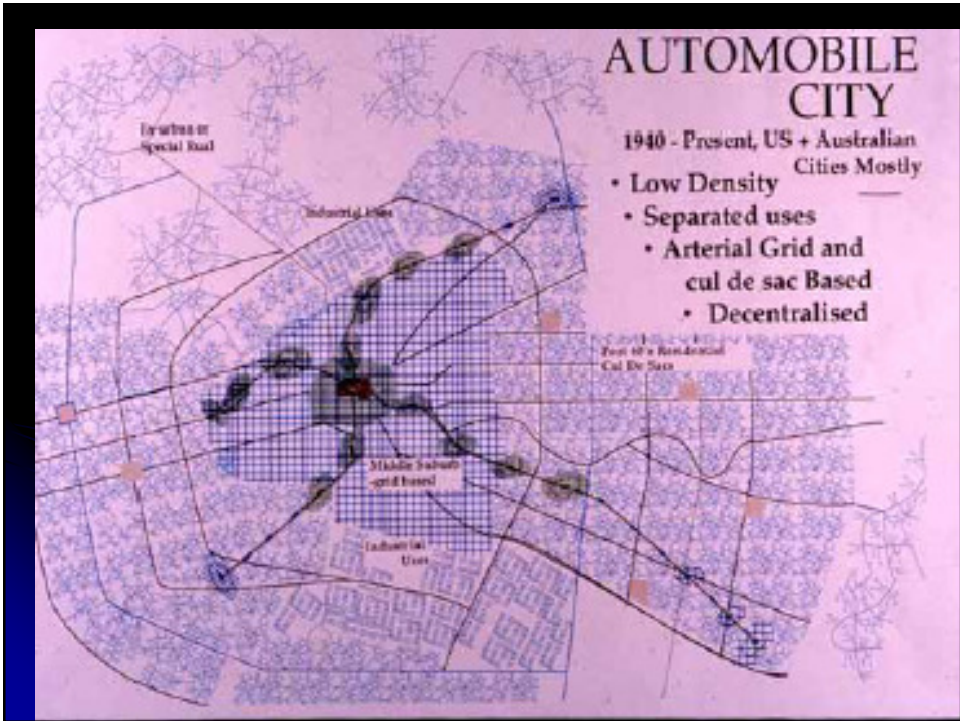
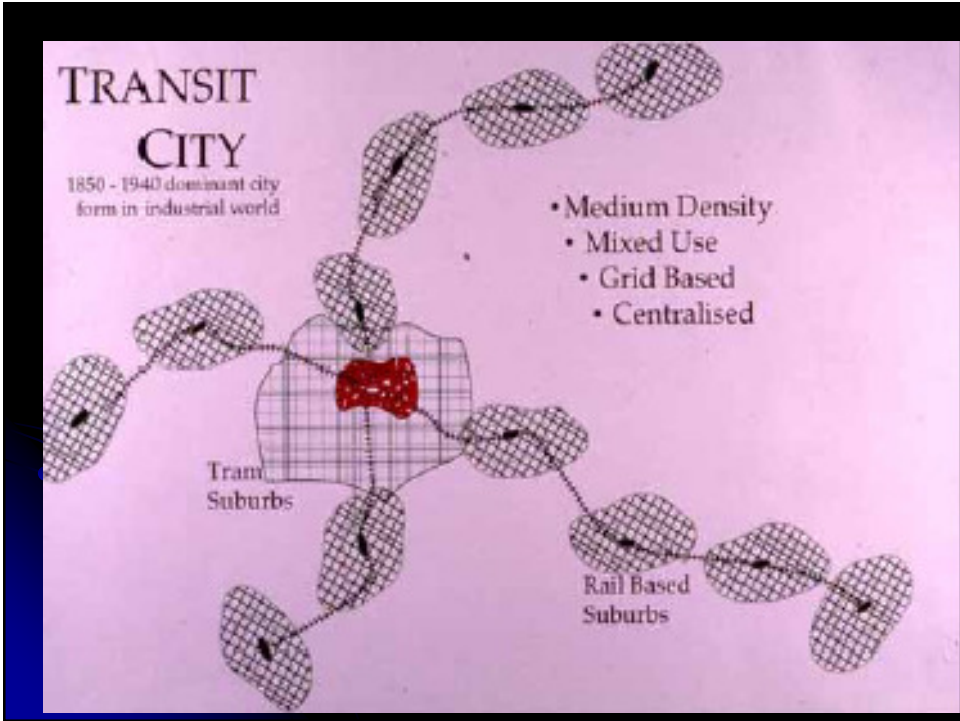
THE CITY IS ALWAYS 'ONE HOUR WIDE'.... And people will use the modes that keep them in that budget.

TRADITIONAL WALKING CITY

Up To 1850 In Europe

- High Density
- Mixed Use
- Organic Structure





CITY LIMITS.....

The Marchetti constant means that when a city grows beyond its 'one hour wide' size it will begin to become dysfunctional....depending on its average speed and its density.

Auto dependent cities are seeing these limits earlier than other cities. Result: road rage, anti-sprawl movements, market-based re-urbanisation especially TOD, 100 new rail projects across the US....

**Recommendation 1:
Build a whole lot of units in
mixed use projects**

BIG IDEA 2: Deregulate Parking

People, Parking, and Cities

- L.A. (urbanized area and suburbs) denser than New York
- L.A. is lifeless in comparison
- L.A. sees density as dilemma rather than solution
- L.A. requires off-street parking
- New York and San Francisco restrict it

Parking Coverage Rate

- Surface area of all private and public spaces divided by total land area
- New York = 18%
- San Francisco = 31%
- Los Angeles = 81%
- Orange = 10%

What sets L.A. apart from
New York and San Francisco
is human density and
PARKING DENSITY
combined.

Recommendation 2:

Make all off-street parking requirements maximum standards

or

Eliminate off-street parking requirements all together

References

- Alan Thein Durning, The Car and The City, Northwest Environment Watch
- Planning, May 2005, "Pay as Your Park", profile of Donald Shoup
- Joel Kotkin, The City
- Peter Newman, Murdoch University
- Manville and Shoup, People, Parking, and Cities
- Bay Area Economics and Retail Compass