

**DESIGN, PARKING,  
AND THE ELUSIVE  
CAR-OPTIONAL  
NEIGHBORHOOD**

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# CLEMATIS STREET

1960s





# CLEMATIS STREET

Today







1

**WE DRIVE TOO MUCH...**











STOREFRONTS  
PARKS & OPEN SPACES

TRANSIT

**DESIGN MATTERS:**

STREETS

ARCHITECTURE

PARKING

HOUSING VARIETY

WORKPLACE VARIETY





# THE PUBLIC REALM





# THE PUBLIC REALM

“Auto Sewer”



A man in a light blue shirt and brown pants is riding a bicycle away from the camera on a cobblestone street. The bicycle has a large blue bag on the back and a yellow basket. A small black dog is running alongside the bicycle. The street is lined with historic buildings. On the right, a boutique named 'CALYPSO' has a large window display with mannequins and a pink awning. Flower boxes with pink flowers are hanging from the building's facade. On the left, there are trees and a clear view of mountains in the distance. The text 'THE PUBLIC REALM' is overlaid in white capital letters at the bottom center of the image.

# THE PUBLIC REALM





**THE PUBLIC REALM**

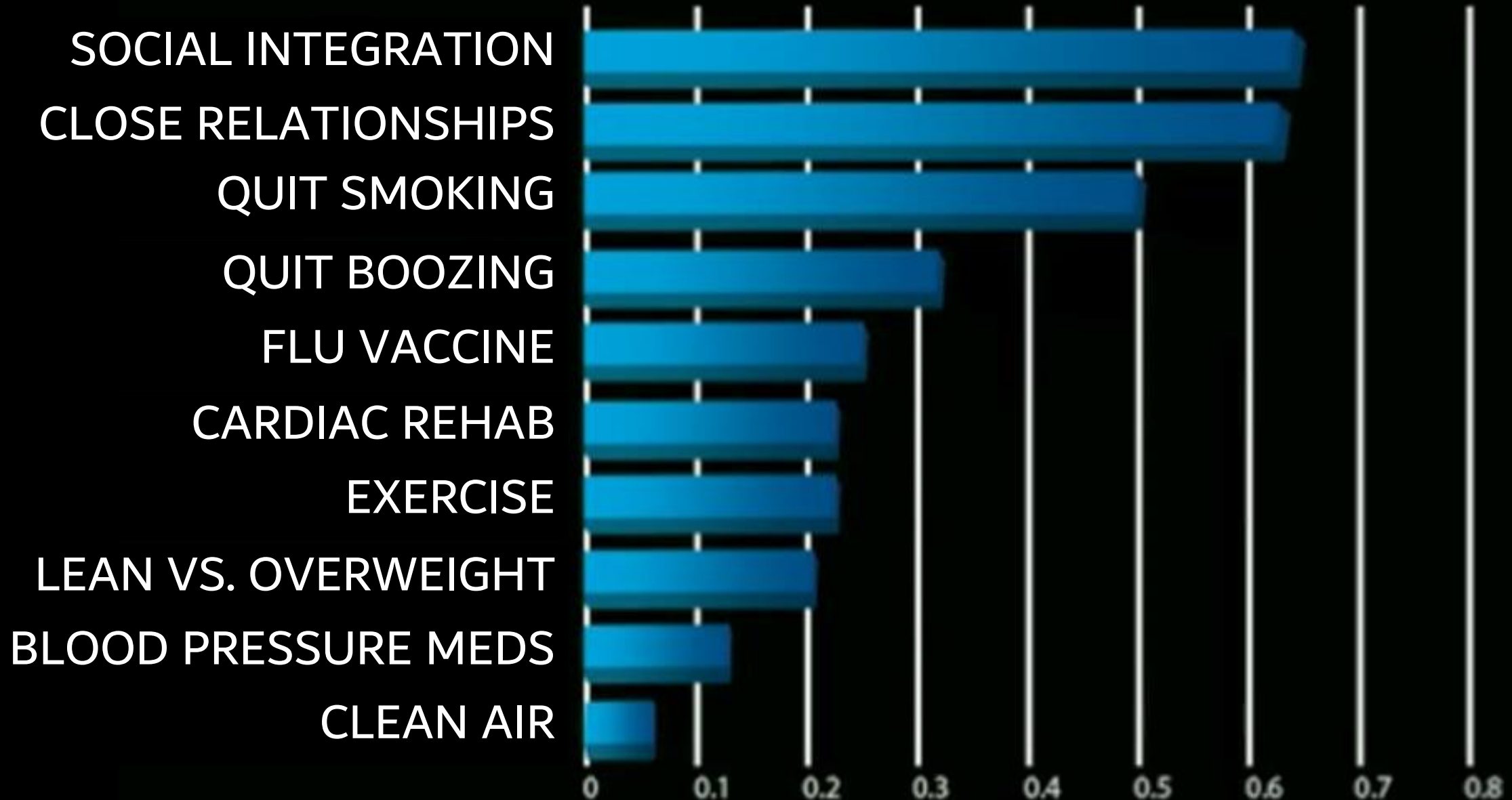




THE PUBLIC REALM



# STAYING ALIVE: THE TOP FACTORS





“PROTECT THE PUBLIC HEALTH, SAFETY & WELFARE”

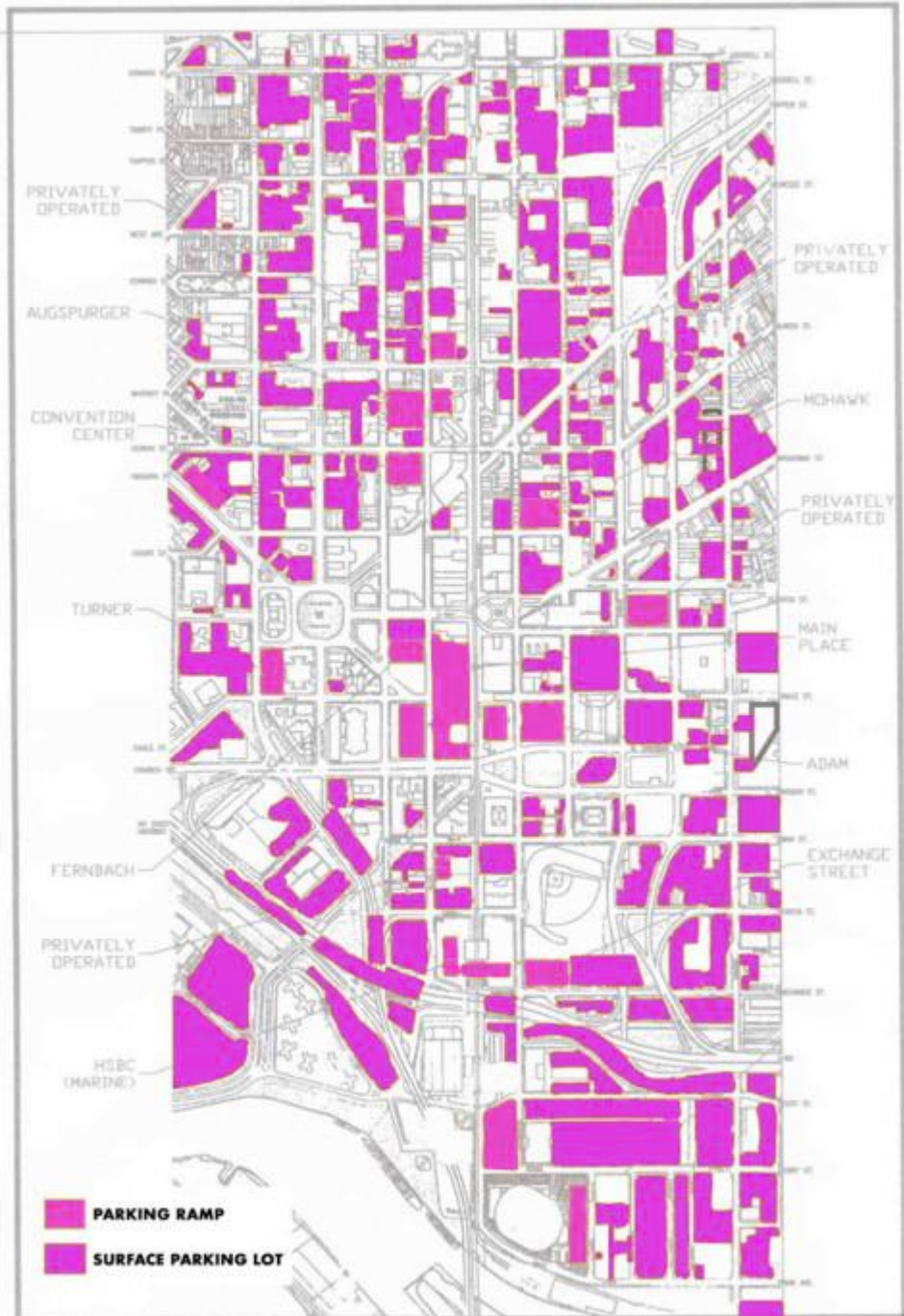






**EVERYTHING IS CONNECTED**





**DOWNTOWN BUFFALO PARKING 2019**







# IMAGINE LIFE AFTER THE PARKING BUBBLE BURSTS

Downtown Atlanta



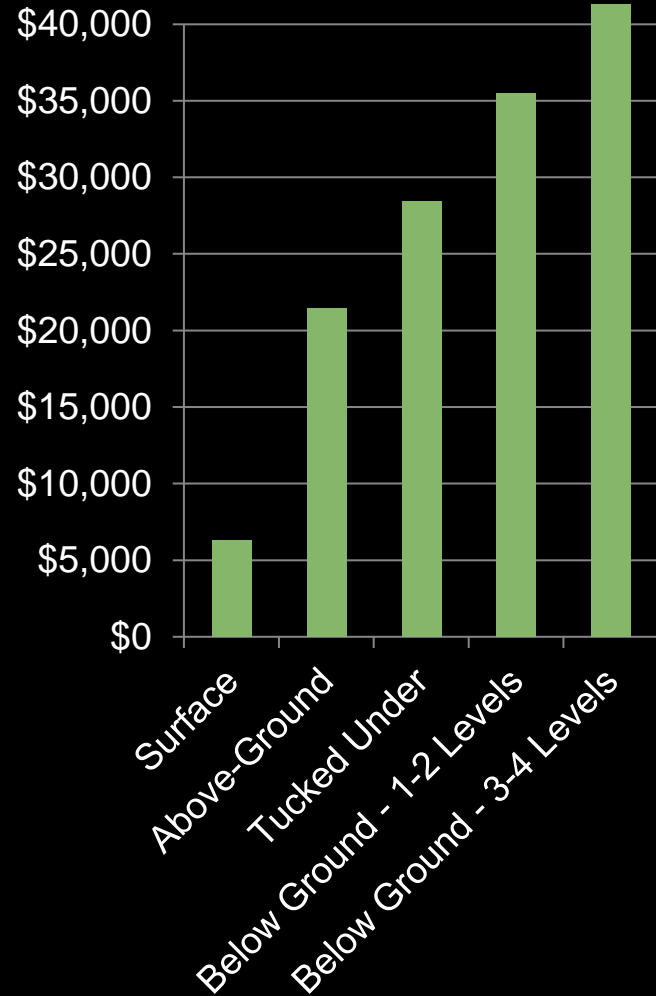








# ECON 101: THE HIGH COST OF [ALL THAT] PARKING



Surface Lot

\$5,000 - 7,000 / space

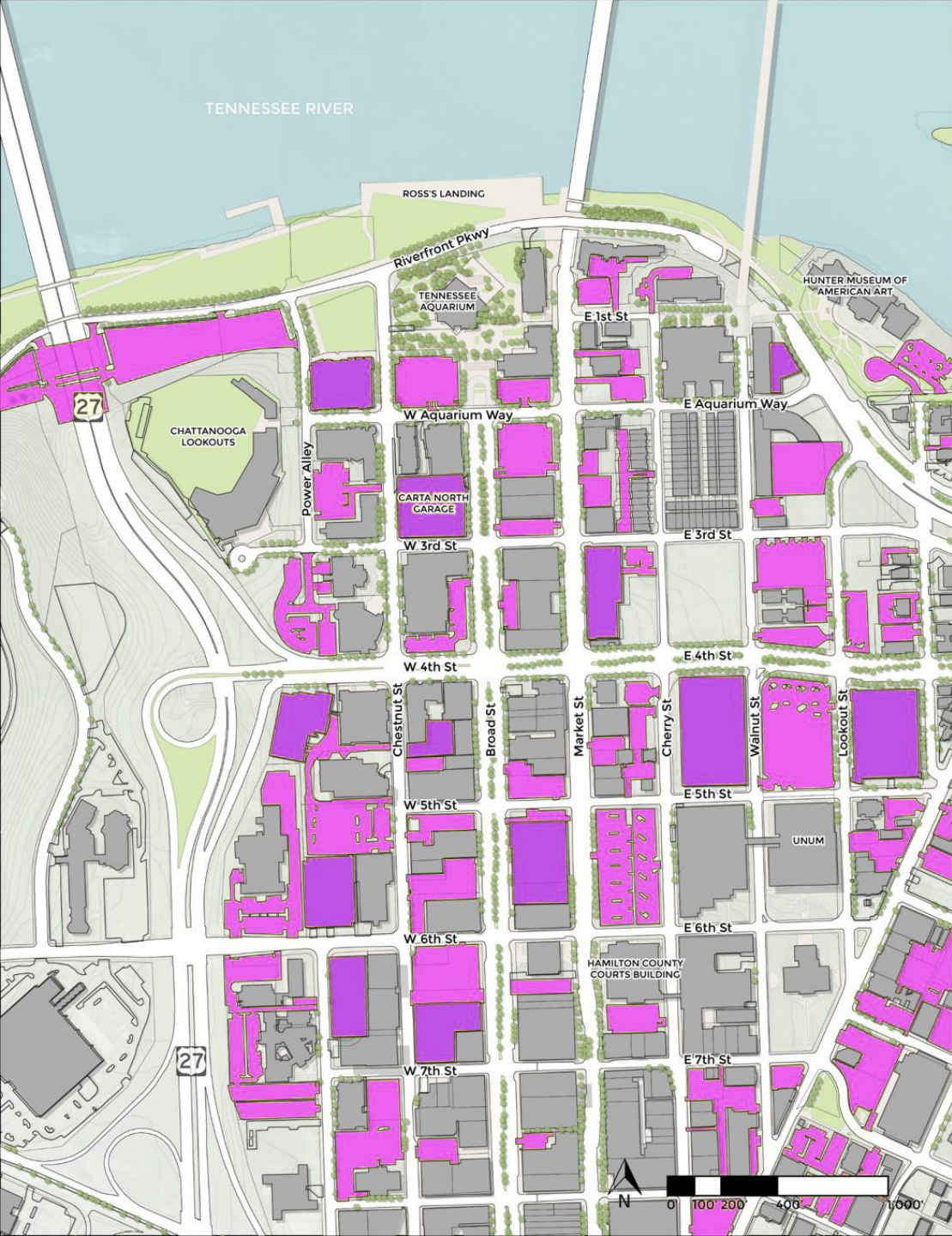


Parking Structure

\$21,500 / space or more\*

\* Source: Gary Cudney, WGI, 2020

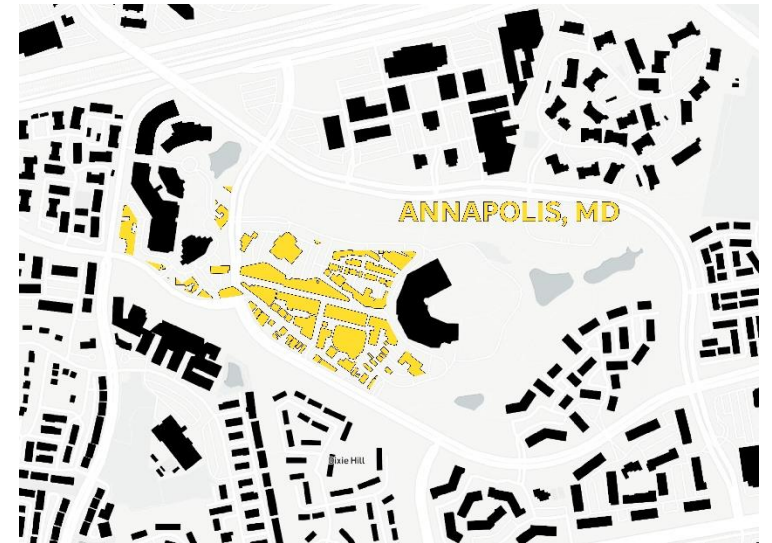
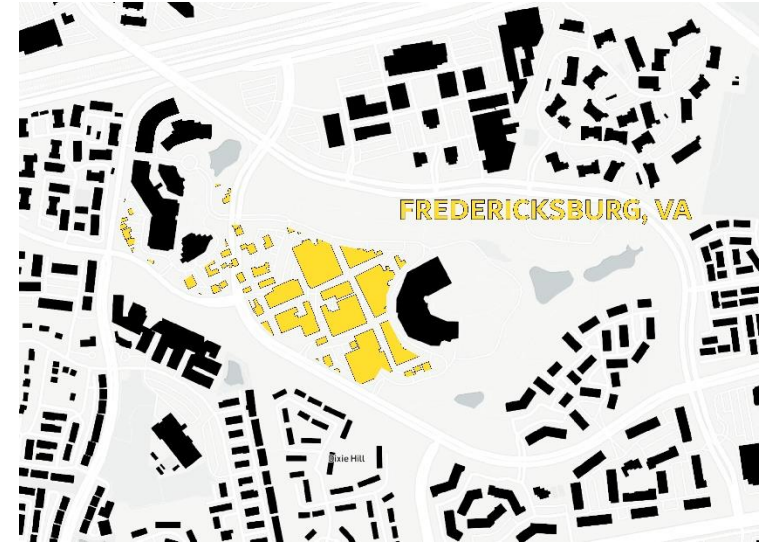
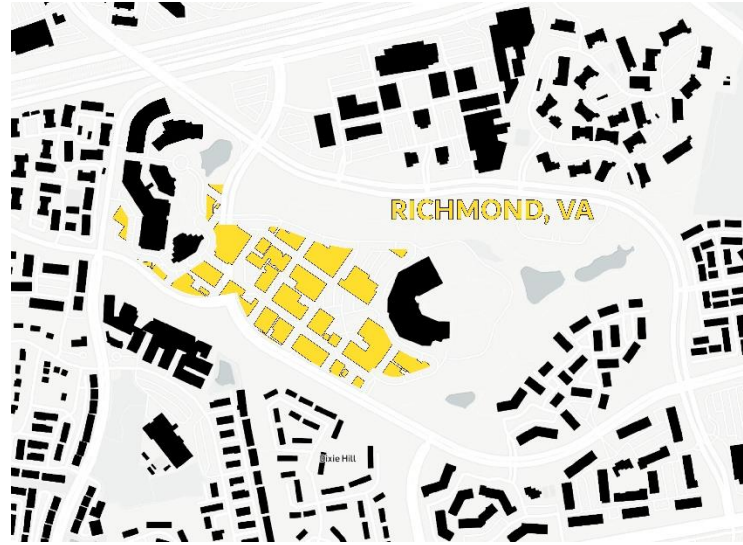




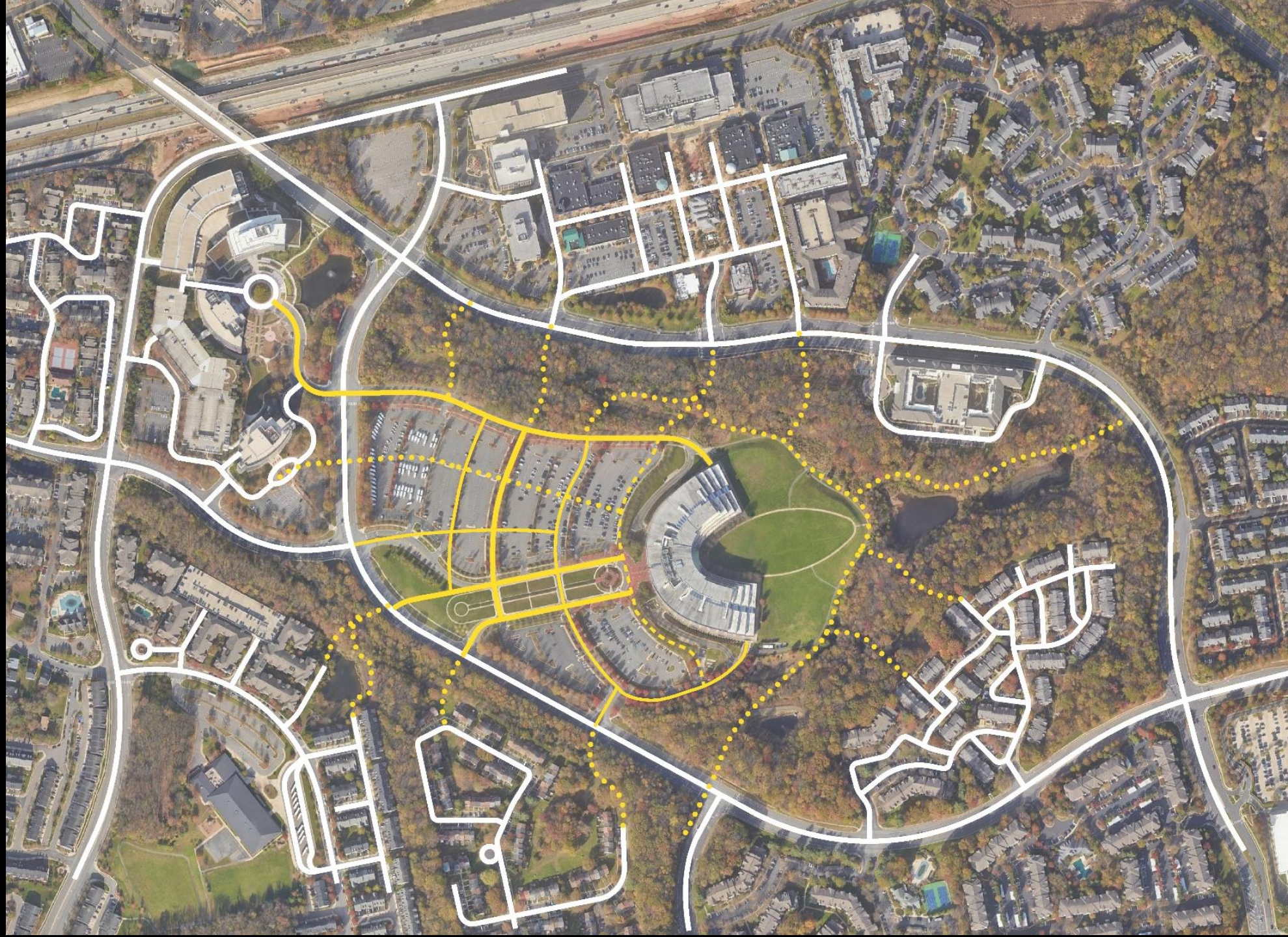
Cartoon by Eran Ben-Joseph



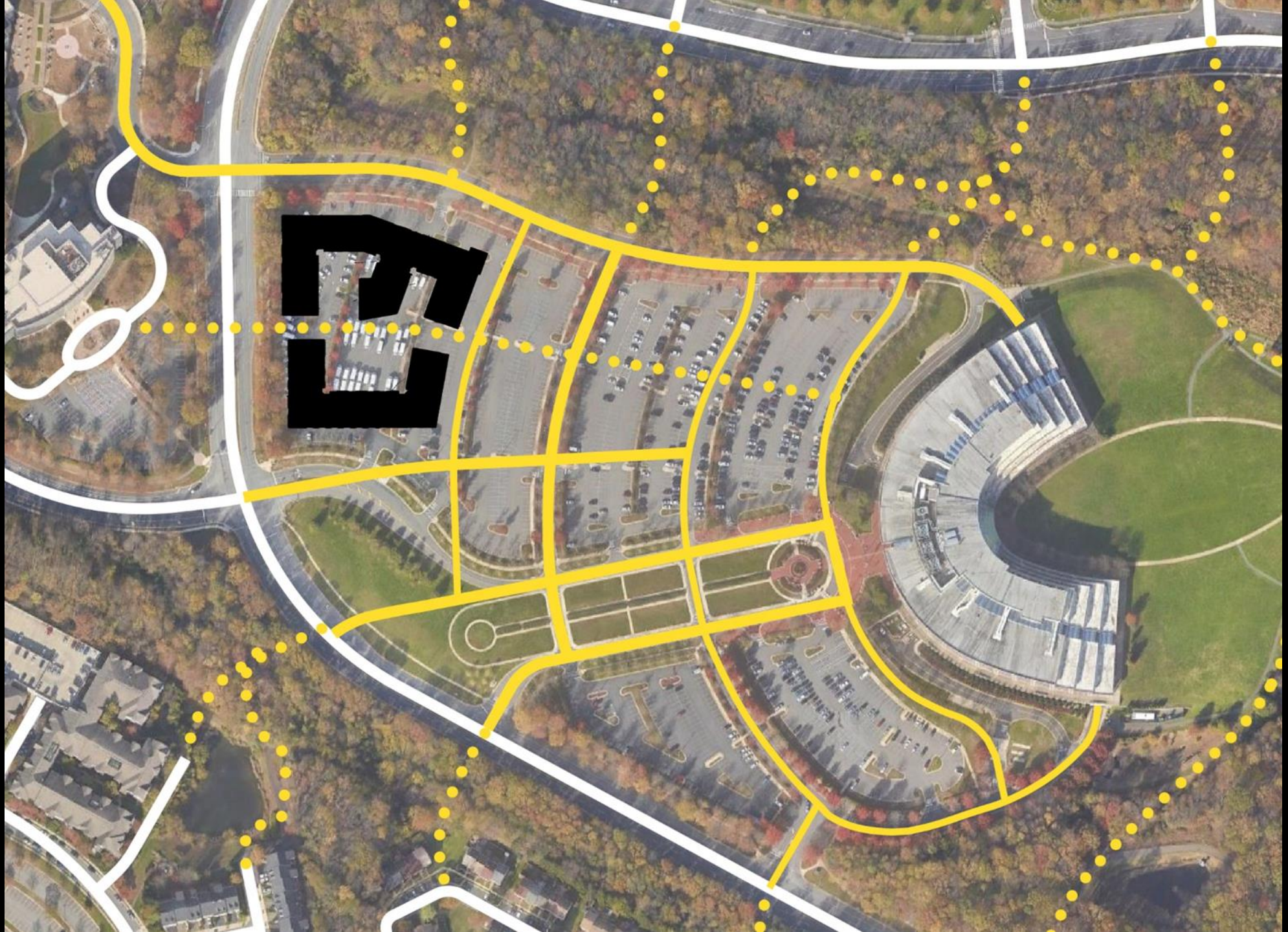
# GOVERNMENT CENTER















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**PARKING ISN'T THE ONLY  
THING BEING QUESTIONED.**

**BUT IT'S CRUCIAL.**





# Is traffic metric Level of Service stuck in the Stone Ages?

By Ethan Goffman - November 19, 2018

For over 50 years, Level of Service (LOS), the predominant method of measuring traffic generated by new developments, has done more harm than good.

To mitigate traffic, LOS has often required developers to widen streets and augment intersections to move cars more efficiently – at least in the short term. But in the long term, LOS brings more and more traffic.

“If you just add capacity in hopes of maintaining LOS, you end up in [ . . . ] a vicious cycle where you induce more demand, you squeeze out other modes, and you end up with more cars and



# California Has Officially Ditched Car-Centric “Level of Service”

In short, instead of measuring whether or not a project makes it less convenient to drive, it will now measure whether or not a project contributes to other state goals, like reducing greenhouse gas emissions, developing multimodal transportation, preserving open spaces, and promoting land uses and infill development.

## California officially dumped the outdated “level of service” metric — your state should too

Though there are no formal or federal requirements to do so, most DOTs, metropolitan planning organizations and traffic engineers rely on a metric known as **level of service (LOS)**. According to Jason Henderson, professor of geography at San Francisco State University, “Every city I’ve ever come across has some use of [LOS].” Because of the largely misunderstood measurement has profound influence on the design of

### Levels of Service and Travel Projections: The Wrong Tools for Planning Our Streets

Let’s not be fooled by the appearance of science behind Levels of Service and Traffic Modeling. LOS standards are easy to understand -- and that’s exactly what makes them so dangerous.



THE WRONG QUESTION

HOW CAN WE KEEP MORE &  
MORE CAR TRAFFIC MOVING  
AT ALL COSTS?





**THE RIGHT QUESTIONS**

**HOW CAN WE REDUCE THE  
VEHICLE-MILES-TRAVELED  
PER PERSON?**

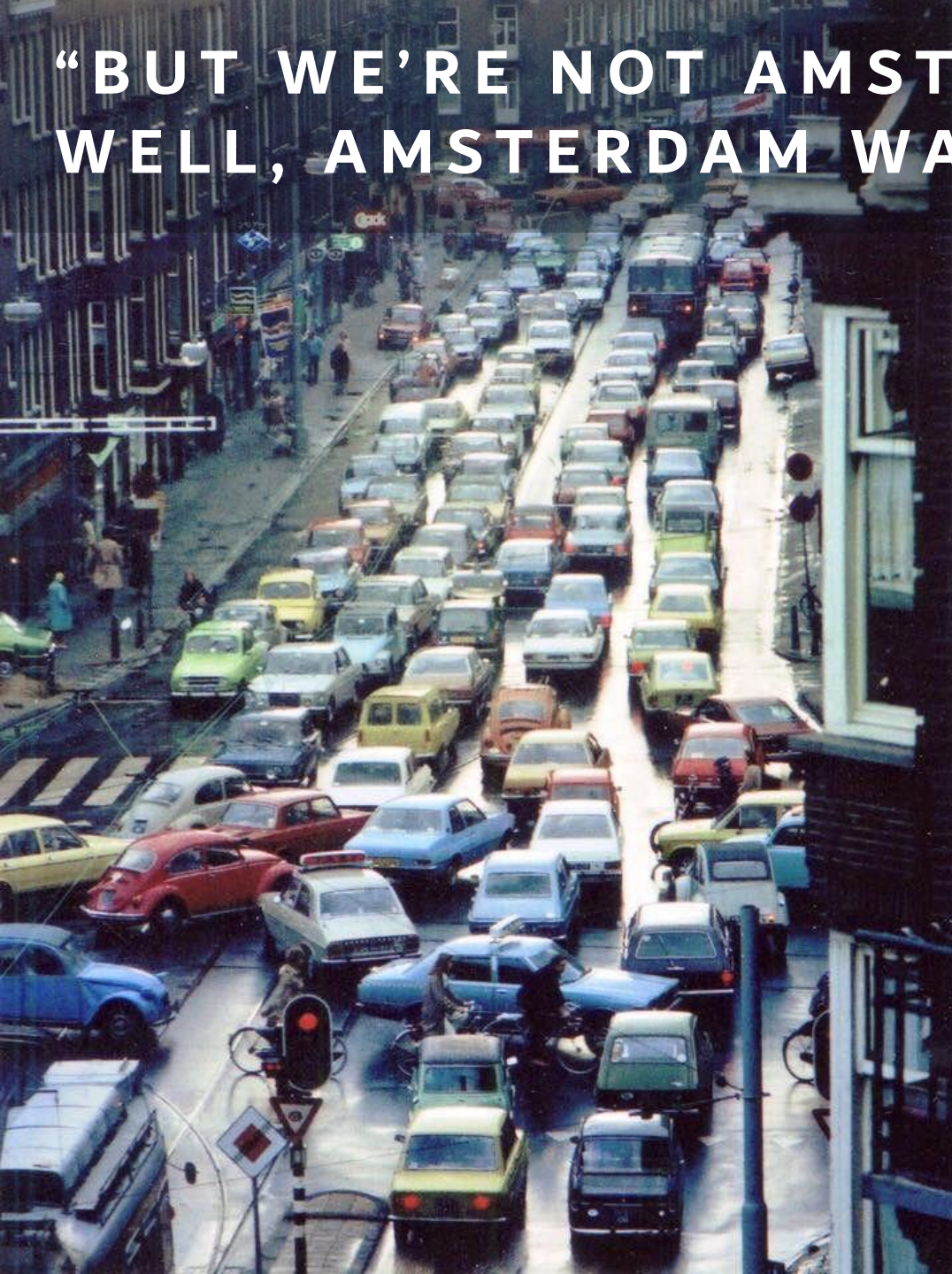




**“BUT WE’RE NOT AMSTERDAM.”**



“BUT WE’RE NOT AMSTERDAM.”  
WELL, AMSTERDAM WASN’T ALWAYS AMSTERDAM.







5

**IMAGINE:  
CAR-OPTIONAL  
NEIGHBORHOODS**





Bring things closer together:  
Assemble practical mixed-use,  
in an in-town location



2

**Design slow, safe, highly-walkable,  
bikable streets.**



An aerial perspective of a city planning model. The scene shows a dense urban layout with various building types, including multi-story residential or commercial structures with flat roofs, some featuring solar panels. A central green space with a winding path and trees is on the left. A body of water is visible in the upper left. In the foreground, there's a large black cylindrical structure, possibly a water tower or storage tank, and a parking area with yellow umbrellas. A large white circle with the number '3' is overlaid on the left side of the image.

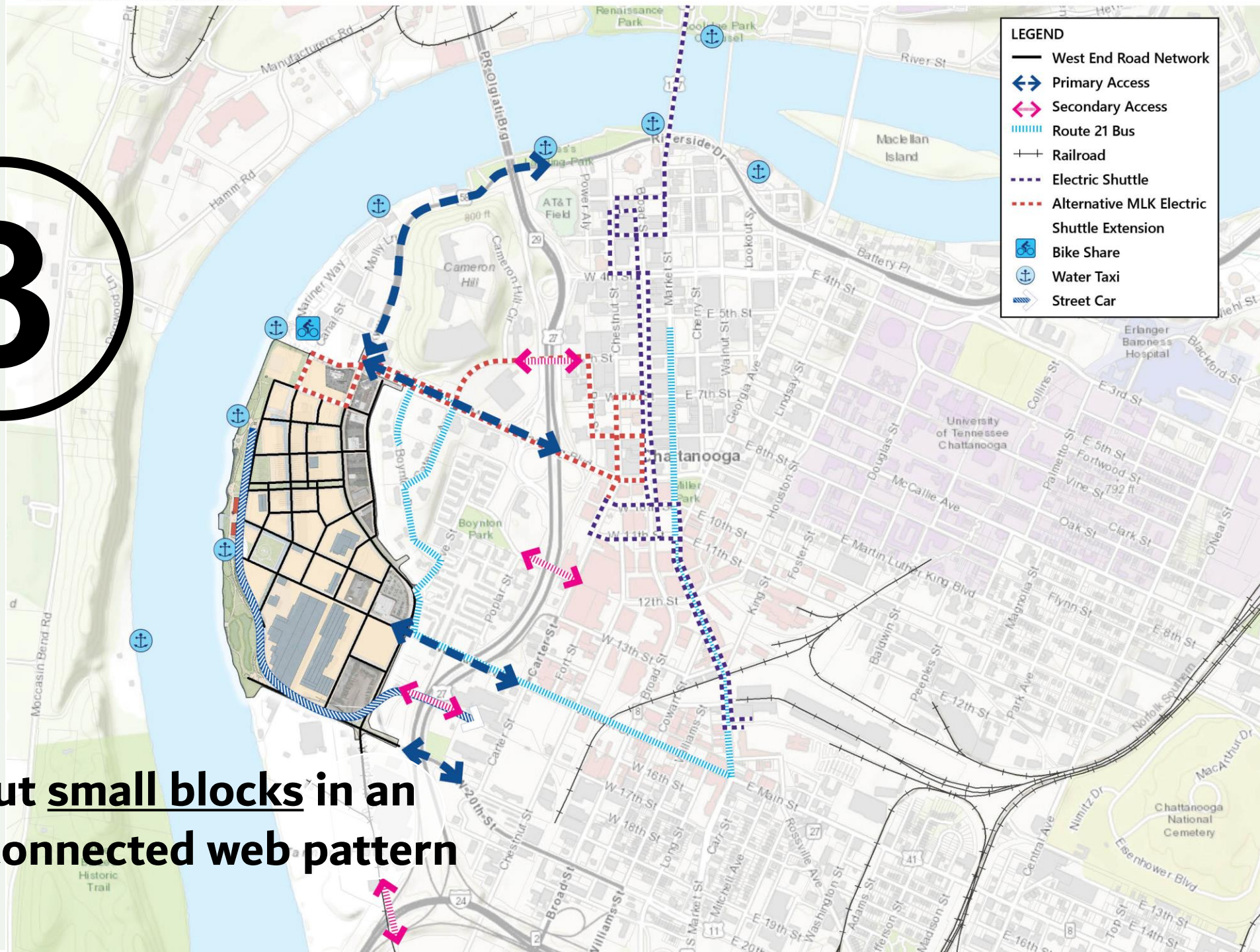
3

Lay out small blocks in  
an interconnected web  
pattern



3

Lay out small blocks in an interconnected web pattern





4

Require street-oriented, street-shaping  
architecture & green, comfortable public spaces





# STREET-ORIENTED ARCHITECTURE

4





5

Plant street trees. Then plant more



6

Connect to surroundings via high-quality bike infrastructure







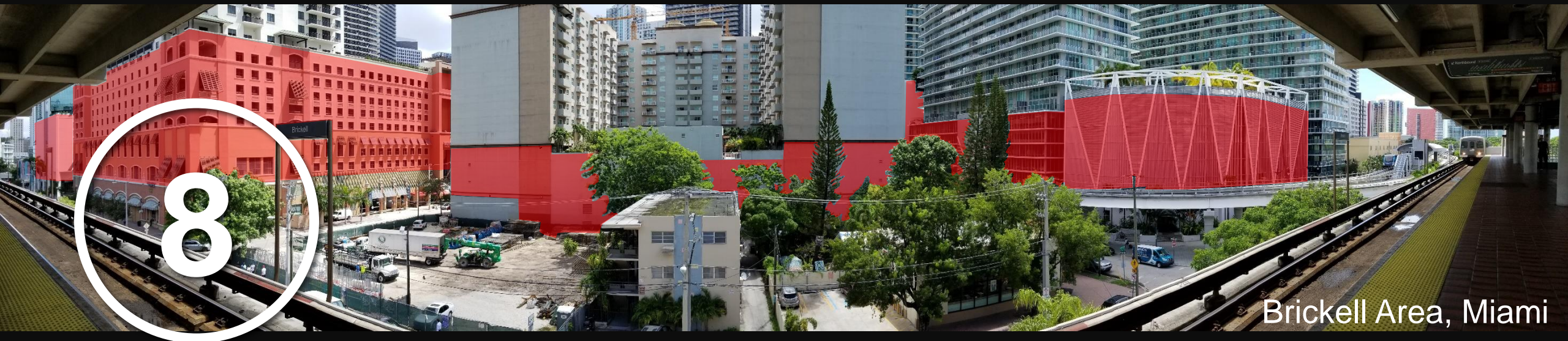
7

**Optimize for new mobility: ride-hailing, bikeshare, scooters, car-share, EVs, ACVs, delivery bots, UEVs, and whatever's next**





Downtown Austin



Brickell Area, Miami

**Right-size parking: Have just enough, not too much. Repeal minimums!**



An aerial rendering of a city development plan. The scene includes a mix of architectural styles: a historic-style building with a clock tower, modern blue industrial-style buildings, a large green sports field with a baseball diamond, a red brick warehouse, and a Tudor-style house. A winding river or canal flows through the area, bordered by green spaces and trees. A large white circle with the number '9' is overlaid on the left side.

9

**Plan for showers (& covered bike parking) at many workplaces**



Develop around a transit-connected  
mobility hub, linking region and  
neighborhood

10





# GROWING A CAR-OPTIONAL NEIGHBORHOOD

1. Bring things closer together: Achieve **livable density** and practical mixed-use, in an in-town location.
2. Design slow, safe, highly-walkable, bikable **streets**.
3. Lay out **small blocks** in an interconnected web pattern.
4. Require street-oriented, **street-shaping architecture** & green, comfortable **public spaces**.
5. Plant **street trees**. Then plant more.
6. Connect to surroundings via high-quality **bike infrastructure**.
7. Optimize for **new mobility**: ride-hailing, bikeshare, scooters, car-share, EVs, ACVs, delivery bots, UEVs, and whatever's next.
8. **Right-size parking**: Have just enough, not too much. Abolish minimum parking demands.
9. Plan for showers (& covered bike parking) at many **workplaces**.
10. Develop around a transit-connected **mobility hub**, linking region and neighborhood.



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