Brooklyn
Portland
You can’t design a street like this…
...and expect this to result.
Facility-Centered Approach
Start by asking:

What role does each street play in the economic, social & environmental functioning of the city?

(Besides having “capacity” to carry traffic)
Two Kinds of Commercial/Mixed Use Streets – Land Use Economics

Pass-By Traffic Streets

Destination Streets
Pass-By Traffic Streets

- Auto-oriented retail
- Gas, cigarettes, tires, fast food, cleaners, drive-through banks, grocery stores, convenience retail, liquor stores
- Low employment per square foot
- High parking turn over rate
- High traffic counts, but most of the traffic is pass-by, not “generated” by the land uses
- Low land value & tax base
Destination Streets

- Pedestrian-oriented retail
- Apparel stores, book stores, specialty retail
- Destination restaurants and bars
- Higher employment per square foot
- Lower parking turn over rate
- Lower traffic counts, but much of the traffic is actually generated by the land uses
- High land value & tax base
Redmond, Washington
Desirable Project Outcomes

D1. Pedestrian – Improved pedestrian environment
D2. Mobility – Clear mobility benefits – balanced across all modes
D3. Circulation – Improved way-finding, navigation & circulation (all modes)
D4. Transit – Improved access to transit & transit operations
D5. Safety – Improved traveler safety (all modes)
D6. Economics – Improved storefront mixed use & retail environment
D7. Utilities – Achieve good utility coordination, addressing future need
D8. Investment – Project induces private investment with good urban design
D9. Character – Design creates a traditional “main street”
Undesirable Project Outcomes

U1. LOS – Reduced level of service – any mode
U2. Redevelopment – Inhibit infill or redevelopment of Downtown
U3. Cost – Infeasible or unaffordable project cost
U4. Property – Major negative impacts to property
U5. Trucks/Buses – Downtown inaccessible for larger motor vehicles
U6. Surprises – Unanticipated negative consequences
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# Two-Way Alternative

## Desirable Project Outcomes

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  - 4: D3
One-Way Alternative
Undesirable Project Outcomes

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## Two-Way Alternative
### Undesirable Project Outcomes

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“This project is about creating a vibrant, connected, pedestrian-friendly, downtown district.”

(Consensus Goal)
Great Streets – Resources

- Book: “Great Streets” by Alan Jacobs
- Web Sites:
  - St. Louis (East-West Gateway COG)
    www.greatstreetsstlouis.net
  - APA
    www.planning.org/greatplaces/streets/index.htm
  - Great Streets
    http://www.greatstreets.org/
  - Our site
    www.charlier.org
What is the St. Louis Great Streets Initiative?

**East-West Gateway** launched the St. Louis Great Streets Initiative in early 2006 to expand the way communities think of their streets. Rather than viewing a roadway project as solely a way to move more cars and trucks faster, the goal of the St. Louis Great Streets Initiative is to trigger economic and social benefits by centering communities around interesting, lively and attractive streets that serve all modes of transportation. [Learn More »](#)

💡 **What is a Place Type? Click Here to Learn More!**

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### How to Use this Guide -

**Design Tutorial** - The Design Tutorial is a Flash based guide to help users understand the many elements of the street and provide direct links to related articles for all eight place types.

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### Why Great Streets?

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### Resources
- Document Library
- Design Tutorial
- Related Events
- Demonstration Projects
- Why Great Streets?
- Glossary
- Site Map
- Credits
What Works – Peer Experiences

- Streets
- Parking Management
- Walkable Places – The Intermodal Downtown
- Transit
Parking Management
Downtown Parking Is A Public Utility

Boulder
Politics of Parking

SUPPLY

85%

Crisis zone

Endless complaint zone

50%

General grousing zone

DEMAND
Boulder
Downtown Parking Supply

not enough

- discourages infill & redevelopment
- limits pedestrian presence
- reduces retail sales & downtown income
- causes continual parking issues

right amount

too much

- devotes too much land area to parking
- dampens commercial synergy
- negative influence on community character
- imposes unnecessary capital costs
Managing Parking As a Utility

Diagram showing the relationship between parking demand and supply over time.
Bainbridge Island, WA (pop. 25,000)
Bainbridge Island, Washington
Guiding Principles – Parking

- Achieve pedestrian supportive downtown
- Support & retain existing businesses
- Encourage infill & redevelopment consistent with Winslow Tomorrow
- Achieve equity in management & finance
Winslow Parking Objectives

- Make Downtown a “Park Once” District
- Manage Parking Supply Strategically
- Solidify Parking Enforcement
- Provide Foundation for Parking Finance
- Provide Employee Parking
- Manage Delivery Truck Access
- Establish Parking District
- Manage Ferry Terminal District Parking
# Max FAR

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<tr>
<th>Type of Parking</th>
<th>FAR Constraint</th>
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<td>2-Levels under parcel</td>
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<td>1.68</td>
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## Max FAR

Assume: parking under building, 2 story bldg

<table>
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<th>Parking Spaces Required per 1000 sq. ft.</th>
<th>0 %</th>
<th>10 %</th>
<th>25 %</th>
<th>50 %</th>
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### % Parking met Off Site

- 0 %
- 10 %
- 25 %
- 50 %
- 75 %

### FAR Constraint
Floor area

Area of Parcel

2-Levels Under parcel

Max FAR Reached

1-Level Under parcel

1-Level Under building

Surface Parking
Manage Parking Supply

1. Maximize availability of on-street parking
2. Improve utilization of on-street parking supply
3. Plan for paid public parking in the future
4. Support alternative modes
5. Ensure the right amount of off-street parking
6. Encourage redevelopment & infill on small parcels
Parking Objectives

Solidify Parking Enforcement

1. Increase probability of time limit offenders receiving tickets
2. Eliminate 2-hour shuffle
3. Establish escalating fines for scofflaws (repeat offenders)
4. Maintain customer-friendly environment
5. Establish a neighborhood parking program
Parking Objectives

Provide Foundation for Parking Finance

1. Retool Fee-in-Lieu (FIL) program
2. Establish parking enterprise fund (PEF)
3. Set stage for public/private partnerships
4. Prepare for paid parking
Aspen

Portland