

THE HIGH COST OF FREE PARKING:

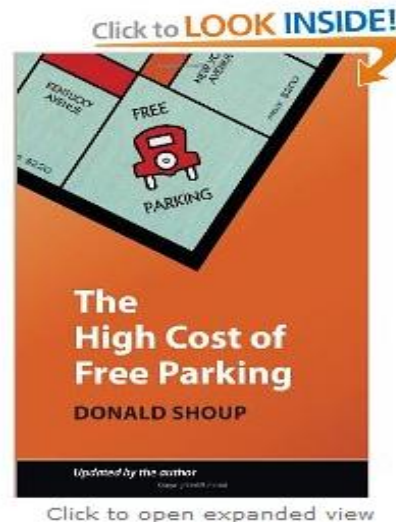
How minimum parking standards can interfere with the creation of vibrant communities



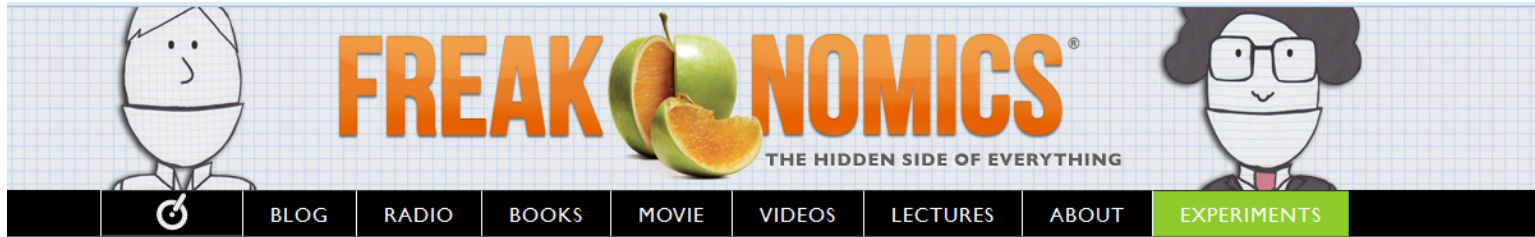
WHAT DOES THE CURRENT PLANNING LITERATURE RECOMMEND?


Shoup argues that free parking has contributed to auto dependence, rapid urban sprawl, extravagant energy use, and a host of other problems. Planners mandate free parking to alleviate congestion but end up distorting transportation choices, debasing urban design, damaging the economy, and degrading the environment.

Shoup proposes new ways for cities to regulate parking - namely, charge fair market prices for curb parking, use the resulting revenue to pay for services in the neighborhoods that generate it, and remove zoning requirements for off-street parking. Such measures, according to the Yale-trained economist and UCLA planning professor, will make parking easier and driving less necessary.



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Parking Is Hell: A New Freakonomics Radio Podcast




KATHERINE WELLS
03/13/2013 | 6:47 pm

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Our latest Freakonomics Radio podcast is called "Parking Is Hell." (You can subscribe at [iTunes](#), get the [RSS feed](#), or listen via the media player above. You can also read the transcript below; it includes credits for the music you'll hear in the episode.)


The episode begins with **Stephen Dubner** talking to parking guru **Donald Shoup**, a professor of urban planning at UCLA and author of the landmark book *The High Cost of Free Parking*. In a [famous Times op-ed](#), Shoup argued that as much as one-third of urban congestion is caused by people cruising for curb parking. But, as Shoup tells Dubner, there ain't no such thing as a free parking spot:

One Question Site Survey
IT TAKES ONLY SECONDS TO ANSWER BELOW

Which of the following providers of Ethernet services for BUSINESS would you consider?
SELECT UP TO 5 ANSWERS:

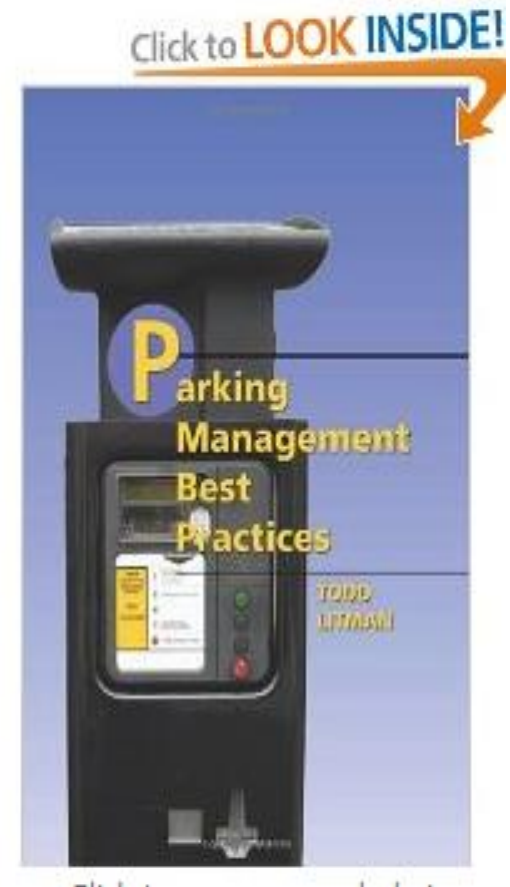
- AT&T
- Century Link/Qwest
- XO
- Comcast
- Verizon
- None of These

[VOTE TO SEE RESULTS](#)

POWERED BY  SAFER & ANONYMOUS

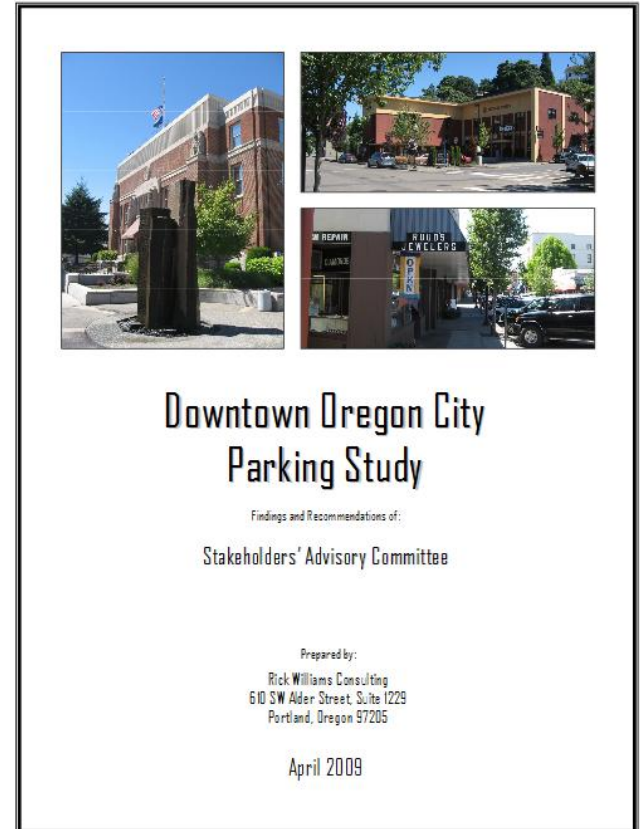
Parking management offers an alternative to **traditional predict** and provide parking planning, which has contributed to widespread auto dependency and urban sprawl.

Instead of providing plentiful free parking, parking management provides optimal parking supply and pricing. Its benefits include support for transit-oriented development; reduced stormwater management costs, water pollution, and heat island effects; improved travel options for nondrivers; lower housing costs; and more livable communities.



PARKING STUDY RECOMMENDATIONS

Minimum parking development ratios are common to many downtowns. For the most part they are imposed to assure that new development does not have an adverse impact on parking supplies and access systems that serve existing uses in a development area. Conversely, in order to support a viable parking system and to encourage multi-modal growth in Oregon City, there should be a direct relationship between the City's minimum parking requirements, actual parking demand and broader goals for use of alternative transportation modes.



PARKING REDUCTIONS IN THE LAND USE CODE IS ONLY ONE OF THE TOOLS OF THE PARKING MANAGEMENT PROGRAM THAT WAS LAID OUT IN THE 2009 PARKING STUDY.



R7-108

Sign image from the Manual of Traffic Signs - <http://www.trafficdesign.com>. The sign image copyright Richard C. Mowat. All rights reserved.

Downtown Parking Information

PUBLIC PARKING -- Please contact 503-496-1559 to purchase. ([Parking Map and Pricing](#))

VISITOR PARKING - See visitor map below.

DISABLED PERSON PARKING PERMIT INFORMATION - Please see the link below or visit the DMV website at oregon.gov/ODOT/DMV

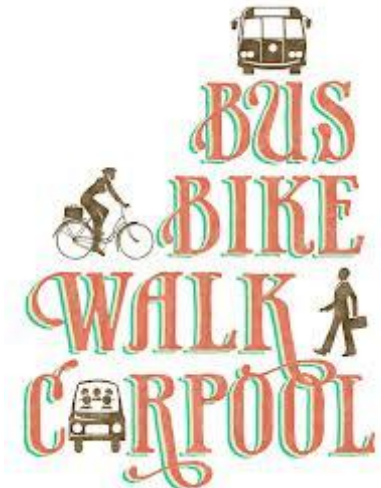
PRIVATE PARKING -- Additional parking is available using private off-street parking spaces provided by private property owners. These are available in and near the Historic Downtown Area Please contact the owners by telephone to arrange use of these spaces.

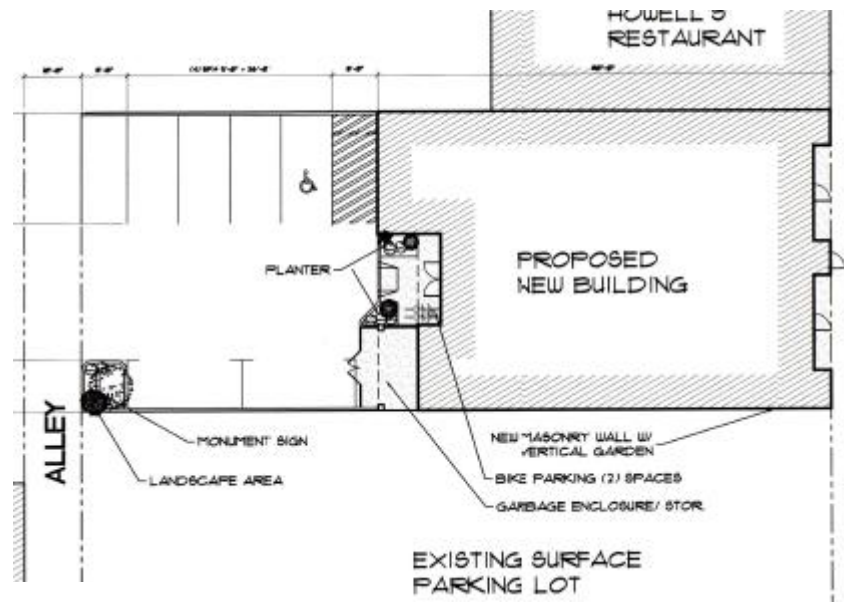
SURVEY - Please take a moment and participate in a Downtown Parking Survey.



Parking Permit Contacts:

Lot #	Location	Phone	Contact
1	6th & Center, near elevator	503-617-7662	Nick Veroske
2	6th between Center & High	503-722-8818	Kari Mitchell
3	Railroad Ave. at 5th St	503-656-7052	
4	99E between 8th & 7th	503-655-4227	Herb
5	Main between 5th (McLoughlin) & 6th	503-617-7662	Nick Veroske

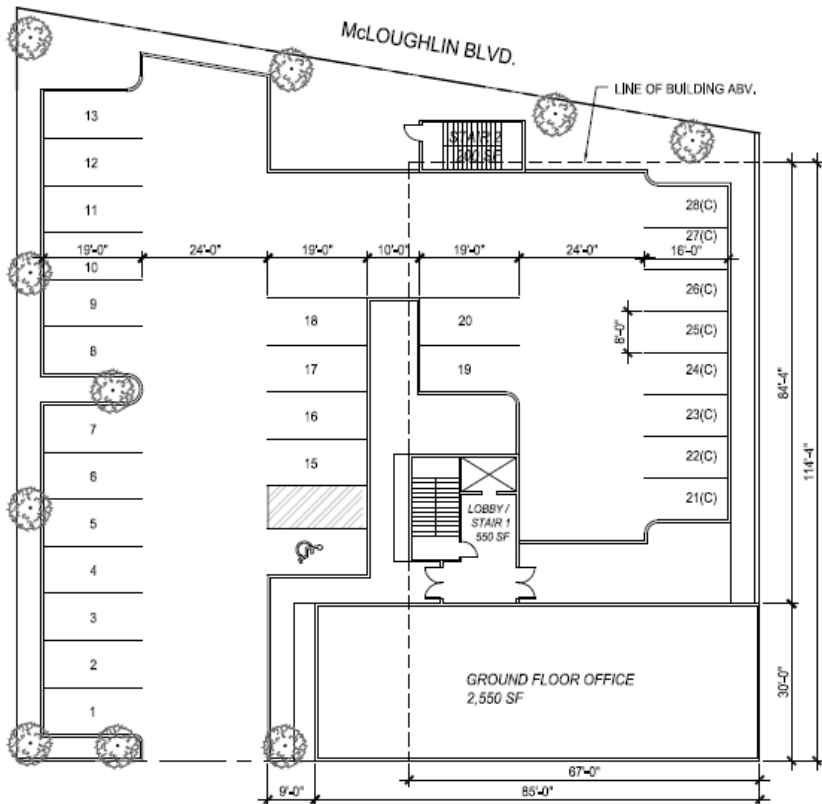




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EXAMPLES OF PROPOSED DEVELOPMENT



SITE SUMMARY

LOT AREA	= 18,744 SF
BUILDING AREA	= 3,300 (1st) GSF
	= 7,660 (2nd) GSF
	= 7,800 (3rd) GSF
	= 1,376 (Roof) GSF
	= 19,876 GSF TOTAL

BUILDING FOOTPRINT	= 3,300 GSF	A
SITE DEVELOPMENT PARAMETERS:		
LOT COVERAGE ALLOWED, MAX	= 90%	L
SETBACKS, MAX	= 20'	S
LANDSCAPED AREA, MIN	= 10%	L
BUILDING HEIGHT, MIN	= 25'	A
FAR	= .3	F.

PARKING REQUIREMENTS:		F
OFFICE @ 2,7/1000 GSF	= 52 STALLS	S
TOTAL PARKING REQUIRED	= 52 STALLS	S

T

Current Parking Requirements- *proposed changes as part of the TSP update*

Table 17.52.020

Downtown 50%

LAND USE

MINIMUM

Multi-Family: Studio	1.00 per unit	.50 per unit
Multi-Family: 1 bedroom	1.25 per unit	.62 per unit
Multi-Family: 2 bedroom	1.5 per unit	.75 per unit
Multi-Family: 3 bedroom	1.75 per unit	.88 per unit
Hotel/Motel	1.0 per guest room	.5 per guest room
Auditorium/Meeting Room/Stadium	.25 per seat	.12 per seat
Retail Store/Shopping Center/Restaurants	4.10 per 1,000 square feet	2.05 per 1,000 square feet
Office	2.70 per 1,000 square feet	1.35 per 1,000 square feet
Medical or Dental Clinic	2.70 per 1,000 square feet	1.35 per 1,000 square feet

Proposed Parking Overlay Districts Map



HOW DOES OREGON CITY COMPARE TO OTHER JURISDICTIONS?

City of Lake Oswego

(Approved by Planning Commission –currently tabled by City Council)

Fee in lieu parking (currently proposed at \$10,850)

Within the Downtown Parking District, the maximum area of the site that can be used as surface parking is 25%, or 20,000 sq. feet, whichever is less.

DOWNTOWN PARKING DISTRICT

Residential Use .75 Space per dwelling unit

Non-Residential Commercial Use 1 space per 1,000 sq. ft.

Non-Residential Use greater than 35,000 sq. ft. 2.5 spaces per 1,000 sq. ft.

DOWNTOWN REDEVELOPMENT DESIGN DISTRICT

OUTSIDE OF DOWNTOWN PARKING DISTRICT

25% across the board reduction



HOW DOES OREGON CITY COMPARE TO OTHER JURISDICTIONS?

City of Portland- Proposed

Apartments larger than 40 units on commercial streets would be required to provide one parking space per four units.

Fewer than 40 units- no off-street parking would be required

For every parking space a developer contracts with a car share company, it can cut two other required parking spaces. Car sharing will be allowed take up a quarter of parking

No parking is required in mixed-use zones for new commercial or office projects (no change in code)

