

PARKING!

Goals!

Why does Francis care about PARKING?

Why should you care about PARKING?

What can't you do about PARKING?

What can you do about PARKING?



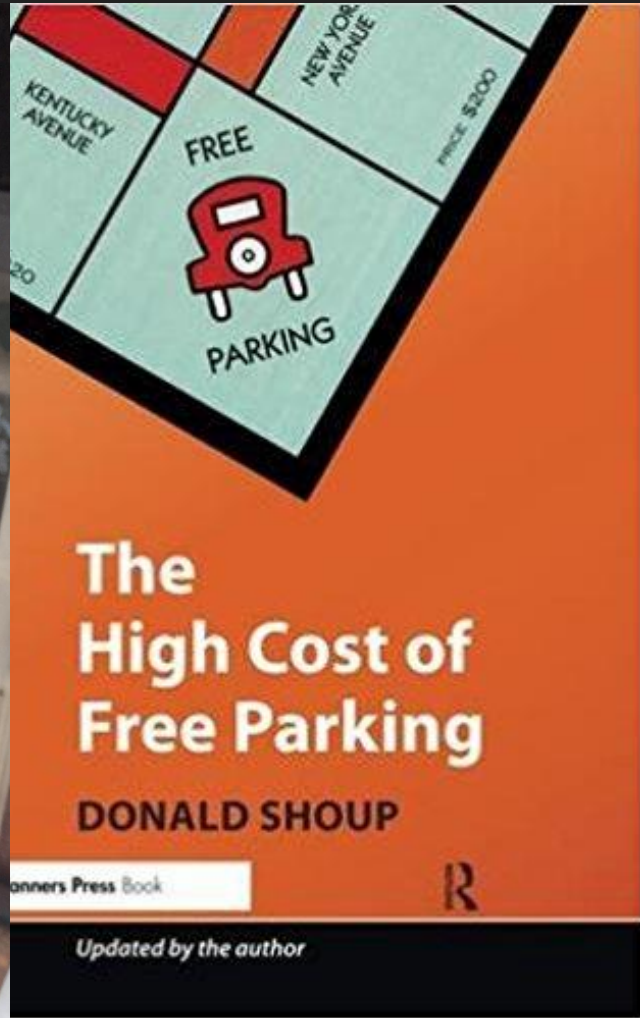
DICHOTOMY :HUNGRY

23

LAUNCH PARTY

COME JOIN US FOR OUR PUBLIC
RELEASE AND A READING BY
OUR CONTRIBUTORS FOLLOWED
BY FOOD AND REFRESHMENTS
FROM BANDHU GARDENS

WEDNESDAY, DEC. 13th 6-9pm
@ THE BAGLEY MANSION
2921 EAST JEFFERSON AVE, DETROIT



Downtown Detroit Private Parking Lot License Modernization



Parking Study Working Group

Francis Grunow

- Partner: New Solutions Group

new solutions group
LLC

Alok Sharma

- Founding Partner: Sharma Analytics

Sharma Analytics
DATA INTO INFORMATION

Downtown Detroit Surface Parking Lots

Total Square Feet of Parking:

Need to validate since 5/1

Approximately 40% of land

Number of Parking Facilities:

50 garages

100 surface lots

Approximate Number of Spaces:

50,000 in garages

11,000 on surface lots



Current Detroit Fee Structure

PARKING LOT-PLATE (1- 25 CARS)	250.00
PARKING LOT-PLATE (26- 50 CARS)	500.00
PARKING LOT-PLATE (51-100 CARS)	750.00
PARKING LOT-PLATE (101-200 CARS)	1,000.00
PARKING LOT-PLATE (201- 300 CARS)	1,250.00
PARKING LOT-PLATE (301 CARS & UP)	1,500.00

from "City of Detroit Business License Center"

Annual License Revenue for Downtown Surface Parking Lots:

Smallest Lot: ___ Spaces; Largest Lot: ___ Spaces; Median: 80 Spaces; Average: 119 Spaces

Average 119 Spaces x \$1,000 Plate Fee = \$119,000

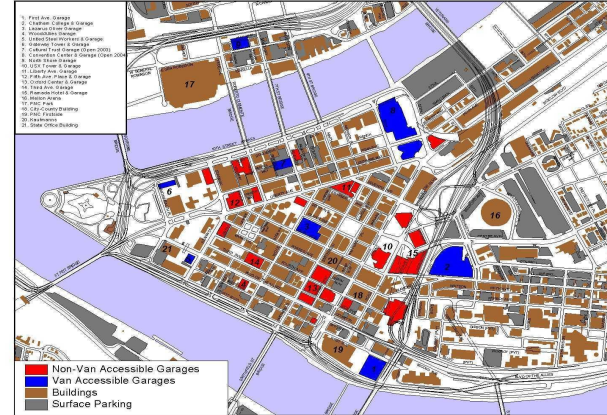
(Actual Annual Revenue is ~\$85,000)

Detroit vs. Pittsburgh Comparison



Parking Downtown Detroit
Fee Rate: x%
Annual Licensing Revenue:
About \$250,000 (Citywide)
Property Tax Rate: ?

[They say it's available at room 804 CAYMAC;](#)
[otherwise 84.5 mills, according to](#)
<http://www.detroitmi.gov/data/citycode/FAY569/202012-16>



Parking Downtown Pittsburgh
Tax Rate: 37.5% (had been 50%)
Annual Revenue: \$50 million

Revenue Opportunity #1

Just Add Zeros

- Minimal administrative costs
- Large percentage of costs borne by non CoD residents
- Offsets negative PR for meter-related increase
- An effective rate increase of $x\%$ = \$ million in additional revenue



Revenue Opportunity #2

Incentivize Construction

Current policy: encourages unsightly surface lots.

Policy Change will:

- Encourage new development;
- Encourage density, walkability, transit use;
- Increase property value.



Appendix slides need to be cleaned up and go below

1. Did Progressive Parking Policies Propel Pittsburgh Past Detroit

<http://usa.streetsblog.org/2013/08/23/pittsburgh-vs-detroit-a-case-study-in-parking-contrasts/>

2. City of Detroit Parking License Fees

<http://www.detroitmi.gov/Portals/0/docs/bsee/Business%20Licenses/Business%20License%20Center%20Rate%20Report.pdf>

3. City of Pittsburgh Tax Rate for Parking Lots

<http://www.downtownpittsburgh.com/doing-business/downtown-resources/tax-structure>

4. Maps provided by Rob Linn



- **Remove Off Street Parking Requirements**
- **Institute Dynamic/ Performance Pricing**
- **Parking Revenue Goes Back to Neighborhoods**

A parking requirement sampler

Barber shop	2 spaces per barber
Beauty shop	3 spaces per beautician
Nunnery	1 space per 10 nuns
Rectory	3 spaces per 4 clergymen
Sex novelty shop	3 spaces per 1,000 square feet
Gas station	1.5 spaces per fuel nozzle
Swimming pool	1 space per 2,500 gallons
Mausoleum	10 spaces per maximum number of interments in a one-hour period

One structured parking space costs more than the entire retirement savings of most families.

Table A. Cost of Parking

Parking Type	Parking Costs Per Space
Surface	\$3,000
Podium/Structured (above ground)	\$20,000
Underground	\$55,000
Internal (Tuck Under or Sandwich)	\$20,000
Mechanical	\$45,000

Source: Author's analysis of 2010 SCF microdata. Universe is households with heads age 25-64. Race is primary race reported for head of household.

FIGURE 2

Performance Prices Balance
Occupancy on Every Block

Before SFpark



Block A – Central Business District Location

No Open Spots



Block B – Nearby Location

3 Open Spots

After SFpark



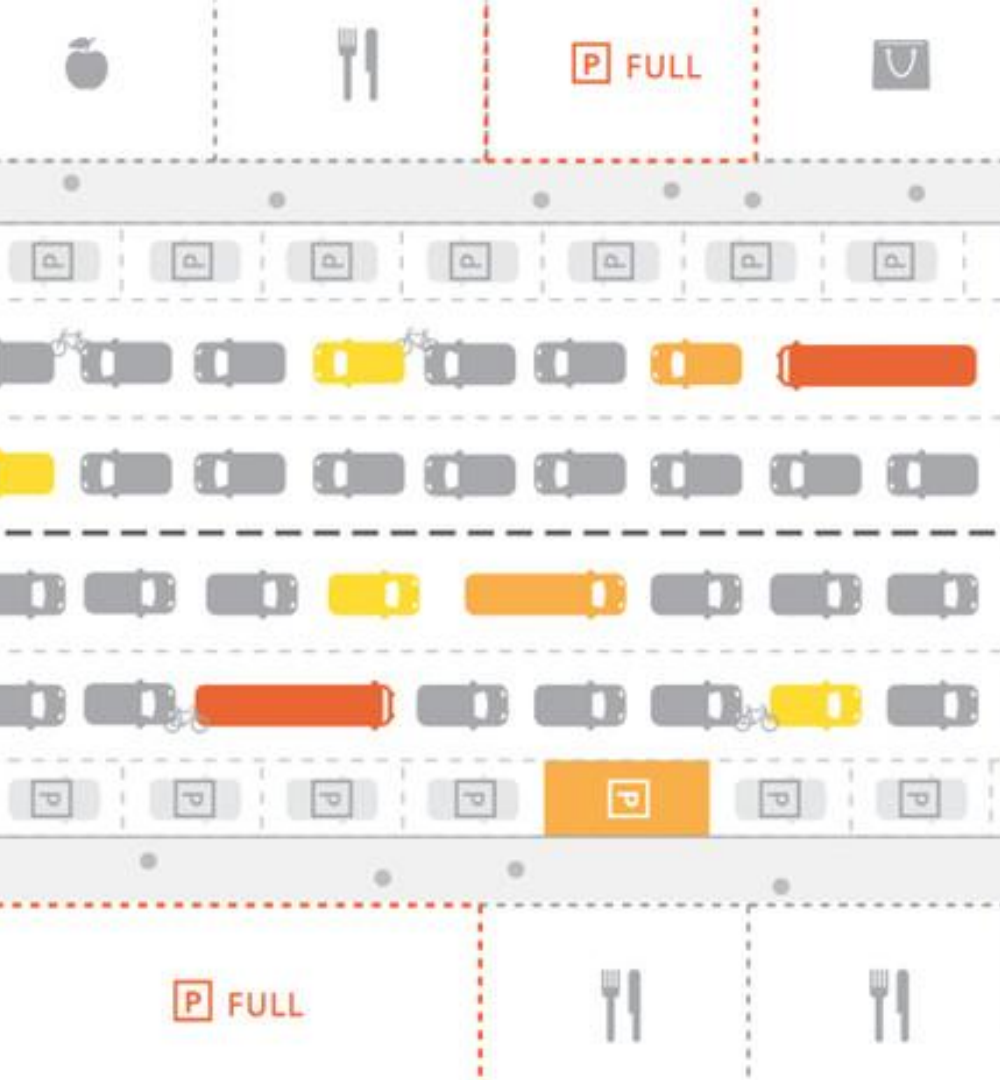
Block A – Central Business District Location

1 Open Spot



Block B – Nearby Location

2 Open Spots





**UNIVERSITY OF DETROIT-MERCY
SCHOOL OF ARCHITECTURE DICHOTOMY SUBMISSION:**

*When Hunger Creates Void
In the Heart of Motor City
February, 2017*

Text:
Francis Grunow
Photographs:
Mark Hall



Surface Parking West of Woodward, near Foxtown, 2017.



1916



1950



1960



1994

Richard Plunz, "Detroit is Everywhere," *Architecture Magazine*, April 1996.

- Loss of unique high-quality structures
- Change in character of urban streetscapes
- Clearing of entire districts to be used for surface lots

HIGH QUALITY STRUCTURES

Empire Building



Empire Building ca. 1920.



SE Corner of Clifford and Washington Boulevard, 2017.
Parking Spaces: 25.

Hotel Ste. Claire



Hotel Ste. Claire ca. 1920.



NE Corner of Monroe and Randolph, 2017.
Parking Spaces: 14.

Detroit Times Building



Detroit Times Building ca. 1930.



NE Corner of Cass Avenue and Times Square, 2017.
Parking Spaces: 120.

Real Estate Exchange Building



Real Estate Exchange Building ca. 1940s.



NW Corner Cadillac Square, 2017.
Parking Spaces: 25.

STREETSCAPES

North Side of Gratiot at Beaubien

Cass Theatre - Lafayette and Washington Boulevard



Cass Theatre ca. 1950s.

North side of Gratiot at Beaubien ca. 1960.



NW Corner Lafayette and Washington Boulevard, 2017.
Parking Spaces: 100.

North side of Gratiot at Beaubien, 2017.
Parking Spaces: 200.

DISTRICTS

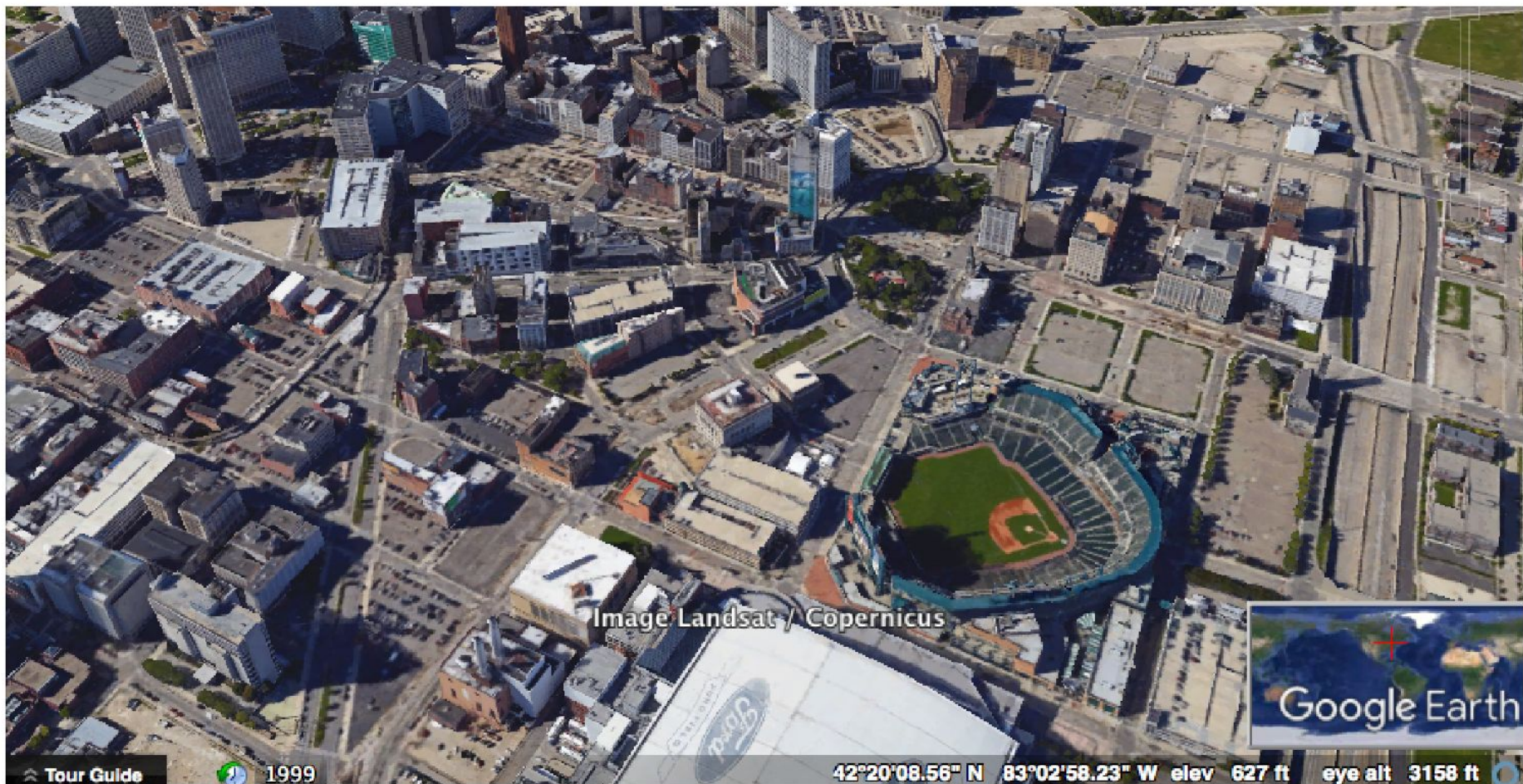


Image Landsat / Copernicus

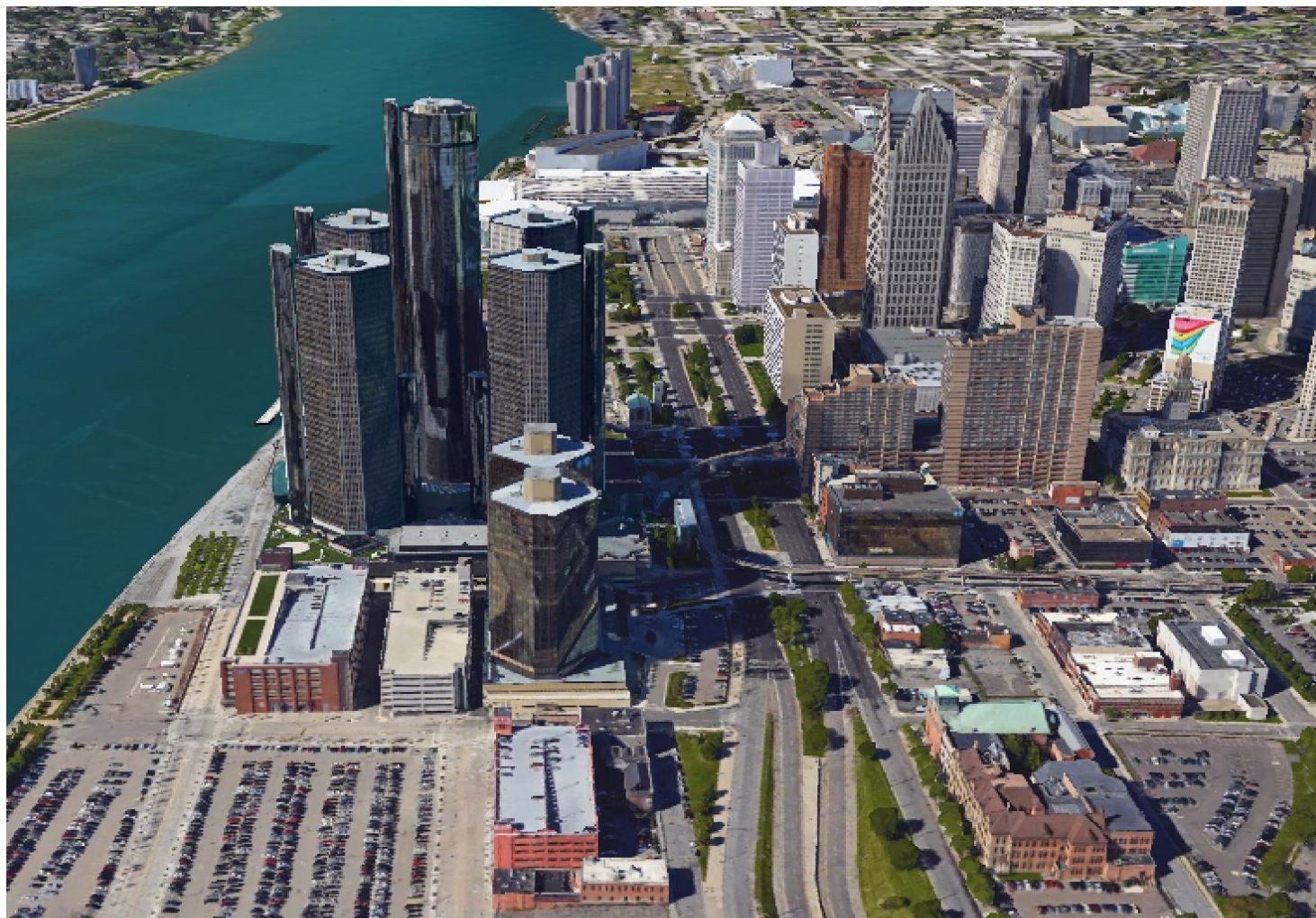


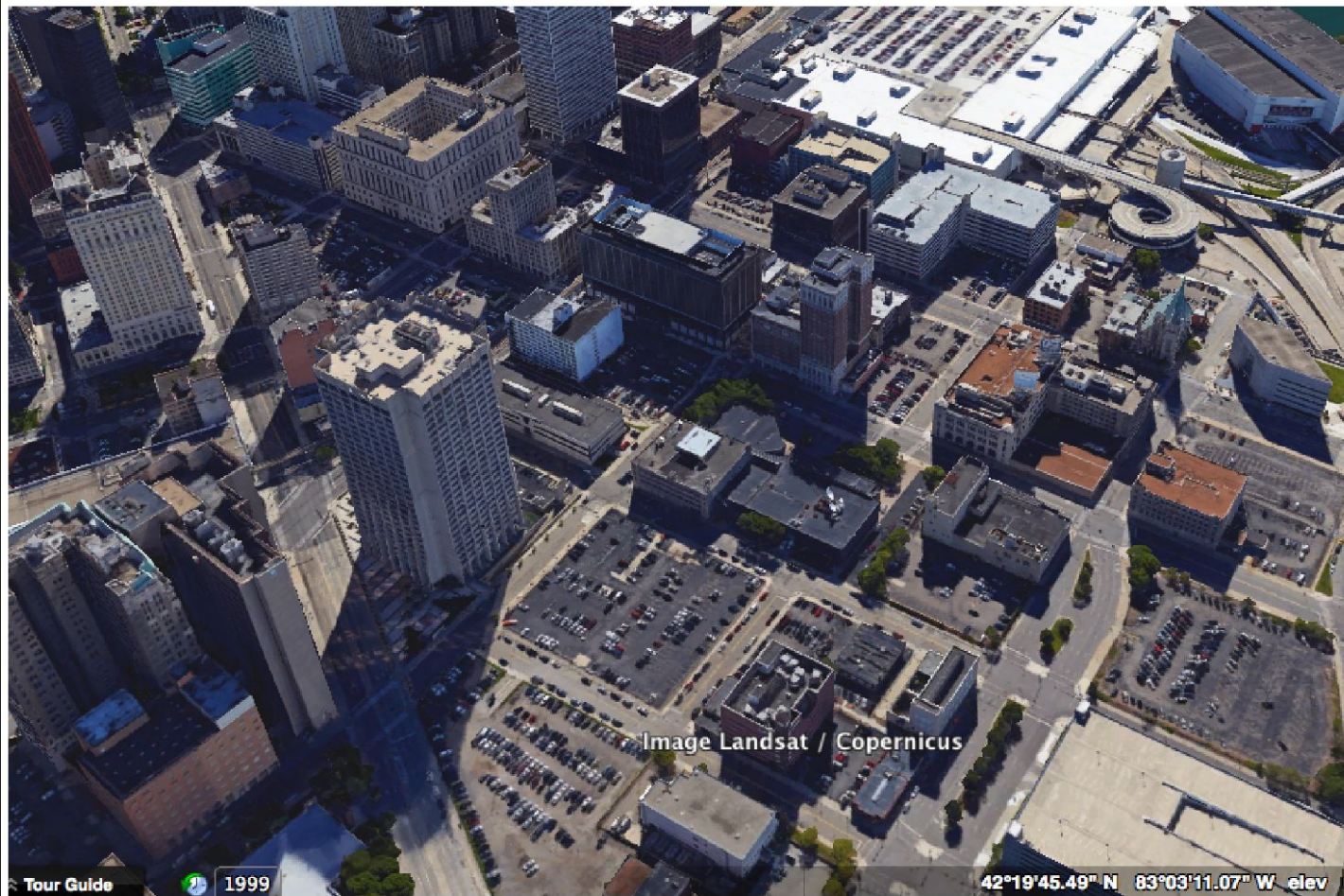
🔍 Tour Guide

🌐 1999

42°20'08.56" N 83°02'58.23" W elev 627 ft eye alt 3158 ft

Google Earth, 2017.

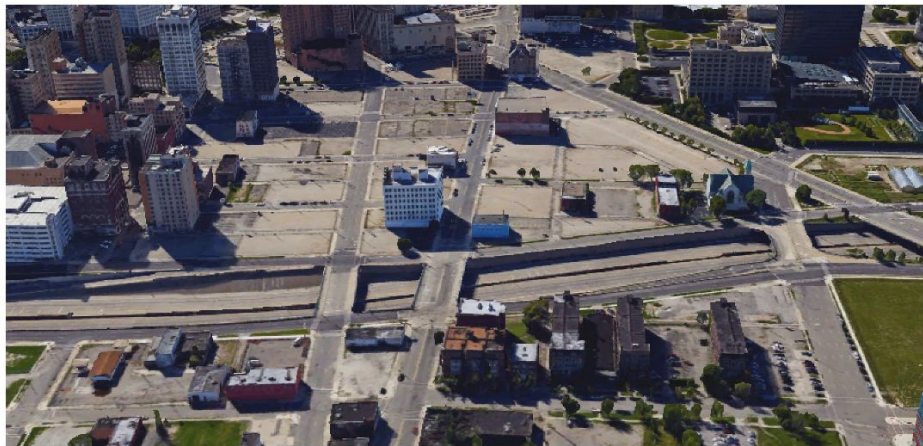




“Upper West Side”



Aerial photo ca. 1930s-60s.



Google Earth, 2017.

Do we have a problem?

We don't seem to manage our relationship with cars very well.

The city seems to suffer when we put the needs of cars before the needs of people.

How do we change our policies to change our behavior?

A moment about the future...

PARKING?