



# Urbanism Next

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# Urbanism Next

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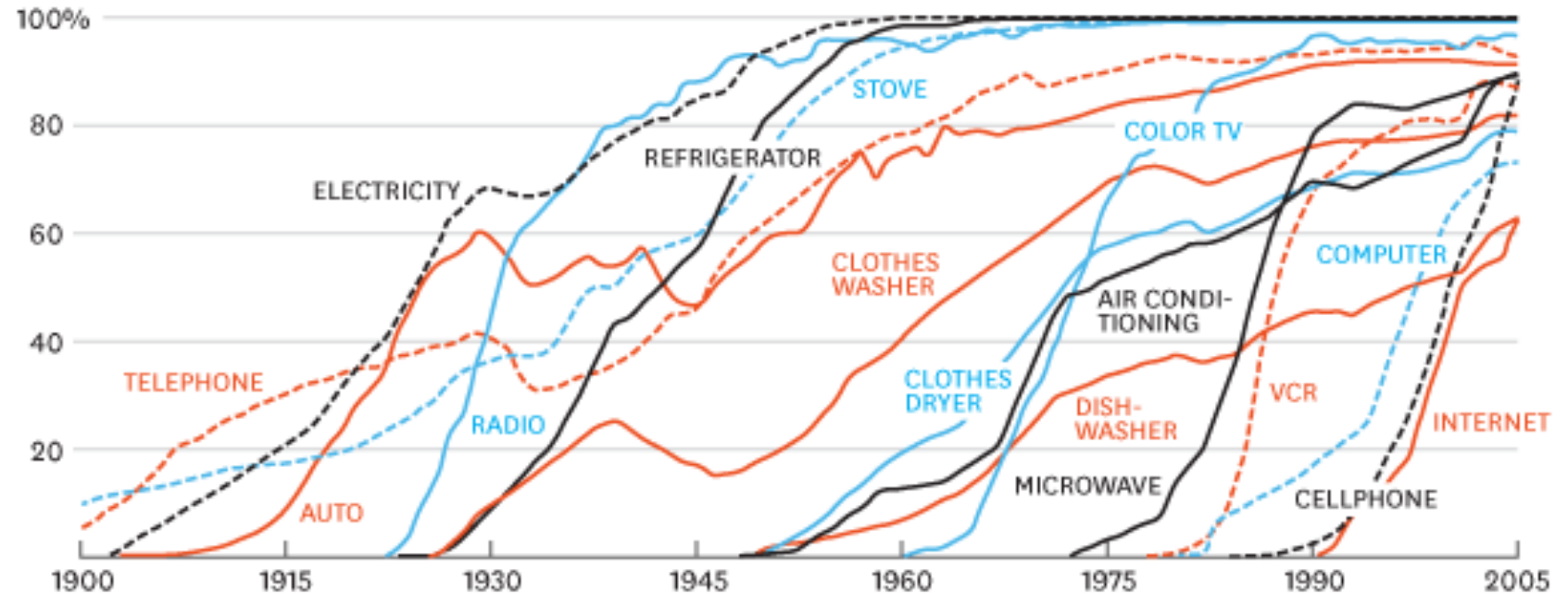




# Urbanism Next – (when?)

## CONSUMPTION SPREADS FASTER TODAY

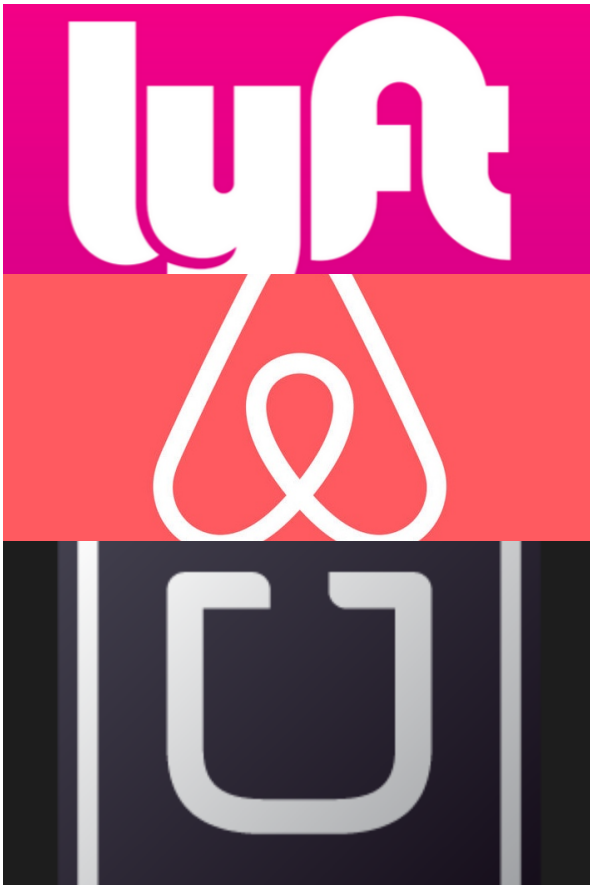
PERCENT OF U.S. HOUSEHOLDS



SOURCE MICHAEL FELTON, THE NEW YORK TIMES

HBR.ORG

- Sept. 2016 – AV Ridesourcing (Pittsburgh, Singapore)
- June 2017 – 10 Top Car Manufacturers Say AVs by 2021
- Nov. 2017 – Waymo – Level 4 Automation







# Parameters / Inputs

- Role of Transit (and Ridesourcing)



## Parameters / Inputs

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- Role of Transit (and Ridesourcing)
- Fleets vs. Individual Ownership



Despite high costs and fast depreciation, substantial utilization can make shared, high-tech "mobility vehicles" economically compelling

#### Today's car



The "mobility vehicle" is based on a small sedan that costs \$25,000 and is completely replaced every three years with no residual value. It is shared and, therefore, driven 40,000 miles per year. The average NYC cab is driven an average of 70,000 miles per year.

#### Future mobility car



**Fixed Costs (per mile)**  
Depreciation, insurance, finance, and registration-related costs

**Operating Costs (per mile)**  
Gas, maintenance, and tires

Sources: AAA, NYC Taxi and Limousine Commission, "XPM's LLP's My, my vehicle, my life... in the ultra connected age"

## Parameters / Inputs

- Role of Transit (and Ridesourcing)
- Fleets vs. Individual Ownership
- Cost of AV's

# Preferred Communities – NAR National Survey

*Houses with smaller yards  
and you would have a  
shorter commute to work.*

57%

36%

*Houses with larger yards  
and you would have a  
longer commute to work.*

*The neighborhood has a  
mix of houses and stores  
and other businesses that  
are easy to walk to.*

60%

35%

*The neighborhood has houses  
only and you have to drive to  
stores and other businesses.*

Please select the community where you would prefer to live:



Slide 26



NAR 2016

## Parameters / Inputs

- Role of Transit (and Ridesourcing)
- Fleets vs. Individual Ownership
- Cost of AV's
- General Desire for Proximity / Open Space





# **Design / Development Effects**

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- Land Use
- Space / Physical Design
- Density / Proximity
- Dispersion / Sprawl



# Land Use

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- Parking Re-Use / Elimination
- Fleet Storage
- Where Do We Live?





# Space / Physical Design

## – Parking Related

- Lots/Structures Re-Used, No Longer Gaps
- Increase in Bldg Density/Height (Reduced Parking Req.)
- Increase in Density as Lots Filled (Urban / Suburban)



# Space / Physical Design

- Street Design
  - Reduction/Elimination of On-Street Parking
  - Drop-Off Zones
  - Reduced or Increased Lanes? (Width and Number)

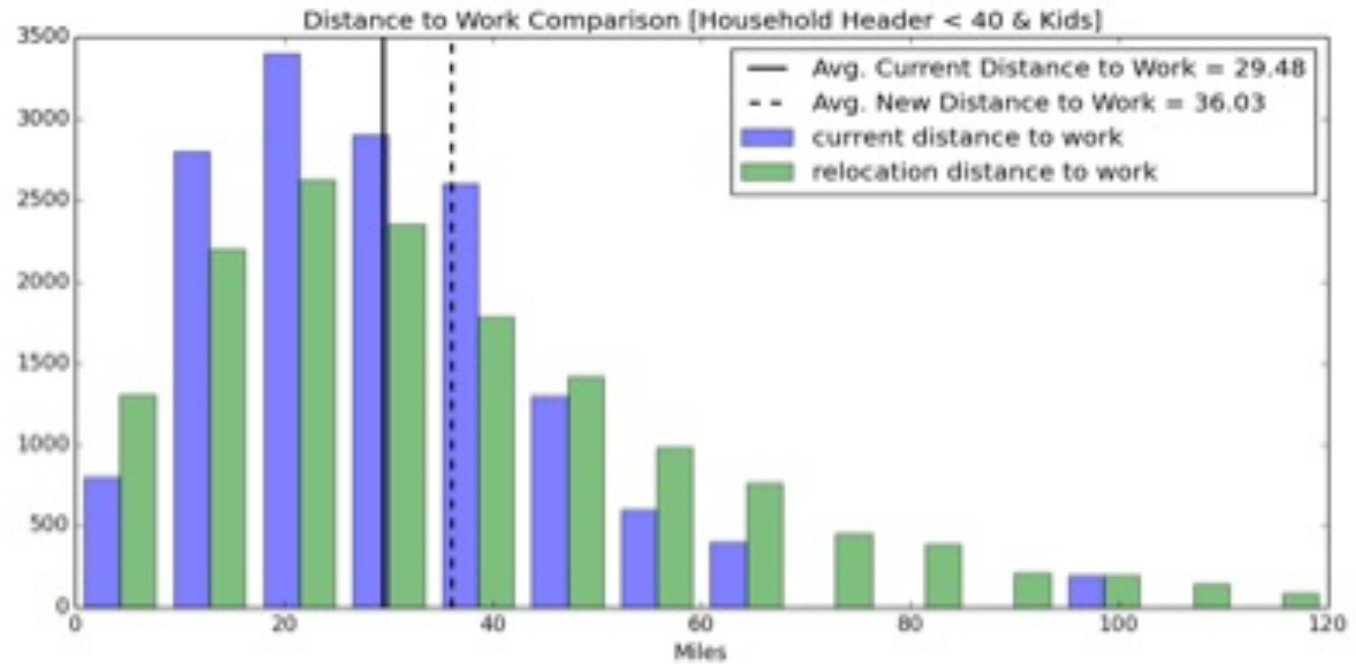




# Density / Proximity

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- Increase?
  - Urban Centers (continuation of trend)
  - Suburban Centers (no more parking...)
  - End of TOD's?



Zhang – Georgia Tech

## Dispersion / Sprawl

- Reduced ‘Friction’ of Travel Cost
- Appetite for Further Commute
- What Will Limit Urban Dispersion?



## Additional Effects

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- Municipal Budgets (Parking Rev, Gas Tax, New Tech)
- Labor (4 Million Driving Jobs)
- Equity (Accessibility, Service Areas, Affordable Housing, Labor)





# Think Ahead to Stay Ahead - What We Can Do

- Start with Community Goals
- Communicate and Consider (Public and Private Sector)
- Streets as a Utility (Operating Environment)
- Consider Pricing Strategies / Incentives
- Responsive Regulations (eg. Parking)
- Prepare for Economic/Social Impacts

# URBANISM NEXT NATIONAL CONFERENCE

Portland - March 5-7, 2018

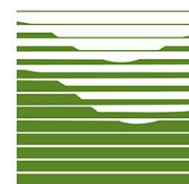


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ASLA



AIA







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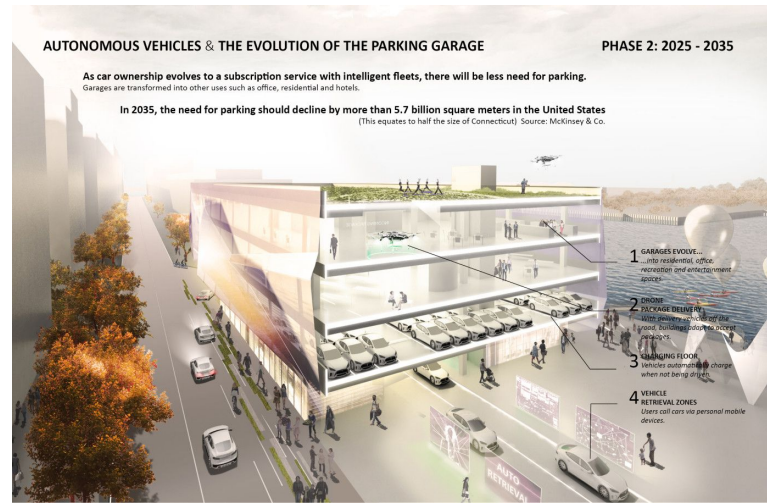
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# Urbanism Next

- Urbanism Next National Network
- AIA / APA / ASLA / ULI Urbanism Next Conf. (March 5-7<sup>th</sup>)
- PBOT / BPS / TriMet / Metro / ODOT Group
- Parking Impacts / Dynamic Regulations Research
- Municipal Budgets Research (Pub Admin, UD, Law)
- Urbanism Next Blog / Clearinghouse
- <http://urbanismnext.uoregon.edu>