Land Valuation Impacts of AVs

Conversations on the connection between automation and land value
**Workshop Schedule**
1:30 – 4:30

- **Presentation** (30 min)
- **Small Groups** (30 min)
- **Large Groups** (30 min)
- **Break** (10 min)
- **Model** (30 min)
- **Outcomes / Policy** (30 min)

Report out
Our land use tells us about our society...
CLEVELAND'S SMART MILE TRACK

Randall Park
Randall Park Mall at opening - 1976
Euclid Square Mall interior rendering and photo
The 1940s = JOBS
The 1970s = RETAIL
The 2010s = FREIGHT
The 2040s = ???
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The 1970s = RETAIL
The 2010s = FREIGHT
The 2040s = ???
Assumptions:

• Automation will be a primary driving force in shaping the immediate future

• Land use and economics will be at the center of those near-term impacts for cities
What is one question that you’re hoping to answer today?
01 OVERVIEW
02 FRAMING OUR ASSUMPTIONS
03 OUTCOMES AND IDEAS
Introductions
YOUR PRESENTERS

Ian Carlton
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Jason Sudy
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Justin Robbins, AICP
AV/CV Transportation Planner
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Factor A: TRANSIT
FACTOR A: TRANSIT

- Will ridership go up or down for transit with the coming of autonomous vehicles?
  - Consider: individual AV ownership, shared AV use, AV transit

- Will routes remain relatively fixed or much more fluid?
  - Consider: tech and types of transit – BRT, Rail, Bus, other...

- Will decisions on where to live proximate to transit be more or less important with the coming of autonomous vehicles?
  - Consider: how commuting will change, the delivery economy
TRANSIT FACTOR OUTPUT:
Predict if there will be a more positive or negative correlation between proximity to transit and land value in the autonomous future
Factor B: PARKING
DEVELOPMENT IMPACTS

350 acres

Uses:
- Office
- Residential
- Hotel
- Restaurant
- Theater

case study
DEVELOPMENT IMPACTS

Roadway
14 acres
4%
DEVELOPMENT IMPACTS

Roadway
14 acres
4%

BLDGs
31.5 acres
9%

case study
DEVELOPMENT IMPACTS

- Greenspace: 112 acres (32%)
- Roadway: 14 acres (4%)
- BLDGs: 31.5 acres (9%)

case study
DEVELOPMENT IMPACTS

- Greenspace: 112 acres (32%)
- Roadway: 14 acres (4%)
- BLDGs: 31.5 acres (9%)
- Parking: 192 acres (55%)

case study
FACTOR B: PARKING

• Will parking demand go down with the advent of AVs? How much?
  ➢ Consider: shared AV usage, ability to disconnect parking from each use, “front door” service preference

• Are there certain uses where parking is likely to be reduced to a greater degree or more quickly?
  ➢ Consider: land use types – retail, office, industrial, warehousing, multi-family
PARKING FACTOR OUTPUT:
Predict if there will be a more positive or negative correlation between changes in parking demand and land value in the autonomous future.
Factor C: LOCATION OF GROWTH
FACTOR C: LOCATION OF GROWTH

• Will preferences for dense urban districts rise or fall with the advent of AVs?
  ➢ Consider: shared AV opportunities, reduction of parking demand

• Will preferences for suburban areas rise or fall with the advent of AVs?
  ➢ Consider: shared versus owned AVs, trends for land use change

• Will preferences for exurban areas rise or fall with the advent of AVs?
  ➢ Consider: individual AV ownership, change in commuting value and assessment of time
LOCATION OF GROWTH FACTOR OUTPUT: Predict if there will be a more positive or negative correlation for demand in these three general areas in the autonomous future:
- Urban
- Suburban
- Exurban
What now?
What do you think you should do next in your community?

- POLICY
- INFRASTRUCTURE
- ADVOCACY
Workshop discussion:

• What was most/least useful about the discussion today?

• What are the gaps in understanding that we all need to explore?

• What’s the one thing you are taking away from this workshop that is impacting the way you think about your city?