

CHAPTER 23: TRANSPORTATION DESIGN

SECTION 7. PARKING AREA AND DRIVE THROUGH FACILITY CRITERIA

G. On-Street Parking

The addition of on-street parking may be permitted on streets classified as local or major local roadways (collectors and above may be considered in certain circumstances on a case-by-case basis). A pre-design meeting to review the conceptual layout is required with the Traffic Engineer or designee.

1. Approval Criteria

Local/ Major Local

For approval of angled, perpendicular, or parallel parking (collectively referred to as “on-street parking”) on Local or Major Local Streets, the following criteria must be met:

- Adequate sight distance must be demonstrated.
- Immediately adjacent travel lane must be a minimum of twelve feet wide.
- If the roadway is a designated bike lane or route, back-in parking is to be preferred.
- The parking and adjacent sidewalk must be within City of Albuquerque right of way or public roadway easement.
- Perpendicular parking will only be allowed for local or major local streets.

Collector Streets

For consideration of on-street parking on Collector Streets, the following criteria must be met:

- The criteria for Local or Major Local Streets must be met.
- The 85th percentile speed must be less than 30 miles per hour. If this data is not available, a speed study must be conducted and approved by the Traffic Engineer. This study is the responsibility of the applicant.
- An average daily traffic of 10,000 vehicles per day or less.
- Existing conditions, including traffic flow and bicycle/pedestrian movements, will be considered.

Arterial Streets

The City of Albuquerque in its sole discretion may consider on street parking along arterial roadways in limited circumstances. The areas that may be considered include Metropolitan Redevelopment Areas and other areas that support economic development as defined in the City’s Comprehensive Plan such as Centers and Corridors.

Engineering and implementation of parking may include studies of parallel routes, operating speeds, traffic volume, drainage concerns, sight lines and available right-of-way.

2. Maintenance of On-Street Parking:

- a) If the City elects to build on-street parking in the public right-of-way, then the city will maintain it, including restriping and repaving.
- b) If the applicant develops or redevelops on-street parking in the public right-of-way for its exclusive use, then the applicant shall enter into a parking agreement with the City. The parking agreement shall require the applicant to pay an annual fee to the City for the right to post signs permitting private, exclusive parking, and will require the applicant to construct and maintain the parking spaces, including the routine sweeping, debris removal, snow removal, ice removal, and any necessary re-striping. Under the parking agreement, the City may re-pave the parking spaces when it repaves adjacent right-of-way.
- c) If the applicant develops or redevelops on-street parking in the public right-of-way for public, non-exclusive use, then the applicant will enter into a parking agreement with the City. The parking agreement will not require the payment of an annual fee, but will require the applicant to construct and maintain the parking spaces, including the routine sweeping, debris removal, snow removal, ice removal, and any necessary re-striping. Under the parking agreement, the City may re-pave the parking spaces when it repaves adjacent right-of-way.
- d) If the construction of on-street parking is shared by the City and the applicant, the parties shall enter into a parking agreement concerning the maintenance responsibilities of each party.

3. Other Conditions:

- A work order must be obtained for initial construction. Work orders require engineered plans. Barricading and excavation permits will be required for the work order and for any maintenance.

Meeting the above criteria does not guarantee approval if there is a significant safety issue that would be created by allowing on-street angled or perpendicular parking. If approval is granted by the City of Albuquerque, this approval does not grant vested rights for on-street parking. The City of Albuquerque retains the right, at its discretion, to remove on-street parking and the applicant shall agree to waive any claim of damage if on-street parking is removed. The standard criteria for on-street parking credits, pursuant to *Section 14-16-3-1(E)(6)(d)* of the *City of Albuquerque Zoning Code*, or governing Sector Development Plan will apply.

Any person aggrieved by any determination of the Traffic Engineer acting pursuant to this article may appeal to the City Council by submitting a written application, which is received by the Planning Director within 15 days after the date of the City's decision. The day the determination in question is issued is not included in the 15-day period for filing an appeal, and if the fifteenth day falls on a Saturday, Sunday, or City-observed holiday, the next working day is considered as the deadline for filing the appeal. Such appeal shall be heard and decided by the City Council or the Land Use Hearing Officer within 60 days of its filing.