

3. Design Standards

3.8 On-Street Parking

3.8.1 General Provisions

Space within the Travel Way may be allocated to meet the parking needs of adjacent businesses and land uses. On-street parking also provides a buffer between pedestrians and moving traffic, reduces the need for off-street parking, and can serve as a speed management technique. On-street parking is generally located alongside the curb.

3.8.1.1 Appropriateness of On-Street Parking

1. On-street parking is generally permitted on local streets unless prohibited or restricted by street signage.
2. On Collectors and above, on-street parking is most appropriate within designated Centers, along Main Street Corridors, and near other high pedestrian-activity areas. See the Priority Street Element Matrix (Comp Plan, Table 7-5) for the level of appropriateness for different Comp Plan-designated corridors.
3. On-street parking is generally prohibited outside of designated Centers and Main Streets where posted vehicle speeds exceed 30 MPH and traffic volume is greater than 10,000 vehicles per day except at the discretion of the City Engineer.
4. Outside of designated Centers, along Main Street Corridors, and other high pedestrian-activity areas, the City of Albuquerque in its sole discretion may consider on-street parking along arterial roadways in limited circumstances. Areas that may be considered include Metropolitan Redevelopment Areas and other locations that support economic development.
5. Consideration of on-street parking may require studies of parallel routes, operating speeds, traffic volume, drainage concerns, sight lines, and available right-of-way.

Comment [RMM1]: This language about arterials comes from the current DPM.

3.8.1.2 Types of On-Street Parking

On-street parking options includes reverse angle parking (also referred to as back-in angle parking), parallel, and head-in angle parking.

3.8.1.2.1 Reverse Angle Parking

1. Per the Comp Plan, reverse angle parking is the preferred arrangement for on-street parking, where right-of-way permits. Reverse angle parking offers

the clearest sightlines for motorists to see approaching cyclists and other vehicles.

2. Where practical and where sufficient right-of-way exists, reverse angle parking should be used on bicycle routes, bicycle boulevards, and roadways with bicycle lanes.
3. Reverse angle parking is most appropriate on low-speed (25 MPH or less) and low-volume roadways.

3.8.1.2.2 Parallel Parking

1. Parallel on-street parking is a desirable option in locations with limited right-of-way and higher volume streets.
2. Parallel parking shall be prohibited on streets with speed limits above 35 MPH.

3.8.1.2.3 Head-in angle parking

1. Head in angle parking is the least preferred option, but is most appropriate on roadways with speeds below 35 mph and without bike facilities.

3.8.1.3 ADA/PROWAG accessible on-street parking

1. ADA/PROWAG accessible on-street parking shall be placed where sufficient right-of-way exists for the loading/unloading area.
2. See section 23-3.11 for ADA/PROWAG parking space dimensions.

3.8.2 Design Guidance

3.8.2.1 General Provisions

1. The type of on-street parking treatment depends on the location, roadway conditions (i.e. vehicle travel speeds and traffic volume), corridor designation or functional classification, and available right-of-way.
2. On-street parking may be combined with curb extensions to reduce pedestrian crossing distance, to create additional space in the landscape / buffer zone, or to improve access to transit stops.
3. Adequate clear sight triangles must be provided for all on-street parking spaces.

3.8.2.2 Reverse Angle Parking Design Guidance

1. Sufficient right-of-way is required to ensure 20' of clear roadway width located between the end of the parking stall and the face of curb or the parking stall on the opposite side of the street. See Figure 3.8-1.
2. Signage demonstrating the appropriate technique is strongly recommended for back-in angle parking.

Comment [RMM2]: From ITE, *Designing Walkable Urban Thoroughfares*

Comment [RMM3]: From ITE, *Designing Walkable Urban Thoroughfares*

3. The preferred angle for reverse angle parking is 60°.
4. The minimum stall width should accommodate a minimum 8.5' wide and 18' long vehicle space. See Figure 3.8-1 and Table 3.8-1 for dimensions of angled parking.
5. Parking barriers and/or extended shy zones in the landscape/buffer zone are desirable to ensure vehicles with long rear overhangs do not reduce pedestrian access route, strike furnishings or other streetside elements.

Figure 3.8-1 Preferred Dimensions for Angle Parking

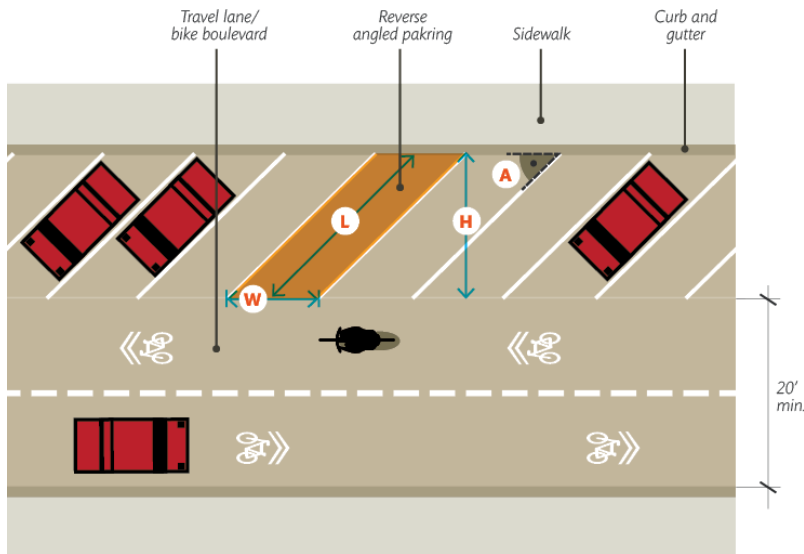


Table 3.8-1 Preferred Dimensions for Angle Parking

Angle (A)	Stall Length (L)	Stall Width (W)	Stall Depth (H)
30°	32.7'	17'	16.36'
45°	26.5'	12'	18.7'
60°	22.9'	9.8'	11.5'
75°	20.3'	8.8'	19.6'

3.8.2.3 Parallel Parking Design Guidance

1. The width of on-street parallel parking stalls is 7-8.5', with wider stalls preferred on commercial streets with higher levels of parking turnover and on streets with speeds greater than 25 MPH. See Table 3.8-2.

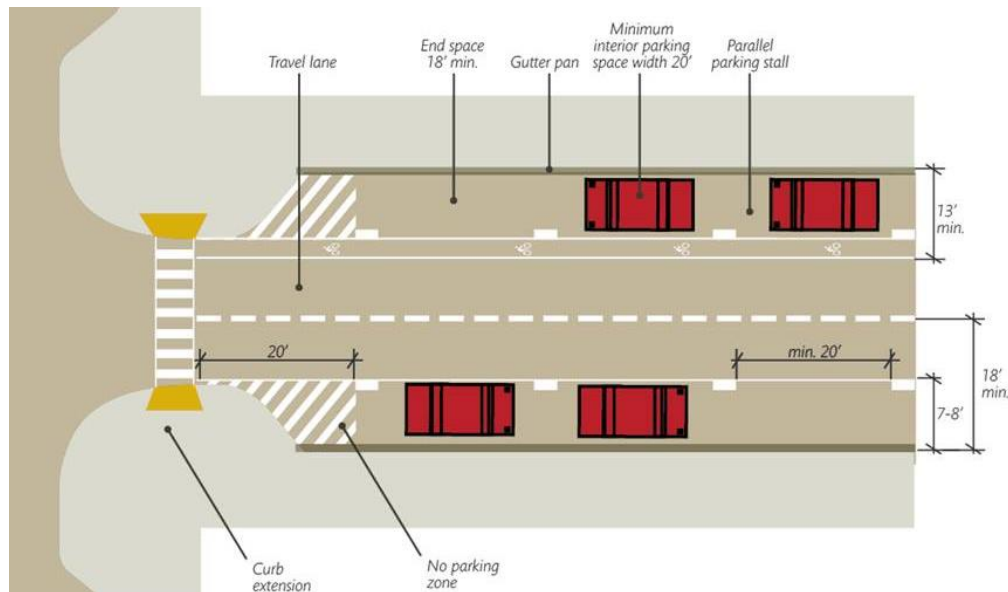
Comment [RMM4]: Based on guidance from NACTO and ITE Designing Walkable Urban Thoroughfares as well as leaving it flexible for use by DMD

Table 3.8-2 Minimum Parallel Parking Stall Width by Speed Limit

Speed Limit	Stall Width
≤25 MPH	7'
30-35 MPH	8.5'

2. The gutter pan may be used as part of the stall width.
3. Where parallel on-street parking is adjacent to a bicycle lane (and there is insufficient space for reverse angle parking), the minimum combined width for the bike lane and the parallel parking stall is 13' (with a recommended 7'-wide parallel parking stall and a 6'-wide bike lane).
4. The combined width of a parallel on-street parking stall and the adjacent travel lane should be a minimum of 18'.
5. A 1.5' shy zone space or offset shall be provided between the curb edge and any vertical elements in the landscape / buffer zone.
6. Individual stalls may be marked to increase the parking capacity. The minimum stall length for interior spaces shall be 20', and all end spaces shall be a minimum 18' long. See Figure 3.8-2.
7. Per MUTCD, there shall be a 20' long space between the crosswalk or pedestrian crossing and the nearest on-street parking space. A curb extension may be used within that 20' area.

Figure 3.8-2 Parallel Parking Dimensions



3.8.2.4 Head-in Angle Parking Design Guidance

1. See Table 3.8-1 for preferred dimensions on angle parking.
2. See the ITE *Designing Walkable Urban Thoroughfares* or other manual approved by the City Engineer for guidance on head-in angle parking.

3.8.2.5 On-Street Bicycle and Motorcycle Parking

1. On-street parking for motorcycles and bicycles may be used in lieu of a parking stall at the discretion of the City Engineer.
2. Parallel parking stalls may be divided into smaller perpendicular stalls for motorcycles and scooters.
3. Bicycle parking should be in the form of a corral or other vertical feature that clearly demarcates the space as intended for bicyclists only. Corrals are most appropriate at street corners.

3.8.3 Maintenance and Parking Agreements

3.8.3.1 Publicly Maintained On-Street Parking

1. If the City elects to create on-street parking in the public right-of-way, the City will maintain the parking including the routine sweeping, debris removal, snow removal, ice removal, and any necessary re-striping and repaving

3.8.3.2 Private Parking Agreements

1. If an 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 repave the parking spaces when repaving the adjacent roadway.
2. 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 repave the parking spaces when repaving the adjacent roadway.
3. If the construction of on-street parking is shared by the City and an applicant, the parties shall enter into a parking agreement concerning the maintenance responsibilities of each party.

3.8.4 Creation of New On-Street Parking During Site Development

3.8.4.1 Procedures

1. The addition of on-street parking to support a site development may be permitted as described in 3.8.1.1. A pre-design meeting with the City Engineer to review the conceptual layout is required.
2. For approval of new on-street parking to support a site development, the following criteria must be met:
 - The parking and adjacent sidewalk must be within City of Albuquerque right-of-way or public easement.
 - Public notification must be given to owners/tenants who are within 200 feet of the proposed parking area.
 - The posted speed must be less than 35 miles per hour.
 - 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.
3. Meeting the above criteria does not guarantee approval if there is a significant safety issue that would be created by allowing on-street parking. If approval is

Comment [AS5]: Material in the current DPM is oriented toward the creation of new on-street parking at the request of a private developer. Existing guidance is included in the general provisions and design guidance sections, unless it is specific to the process to be followed by private applicants who are soliciting new on-street parking.

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 14-16-5-5(C)(4)(e) Parking & Loading of the IDO shall apply.

Comment [RMM6]: Update reference

3.8.5 Parklets

3.8.5.1 Definition and Appropriateness

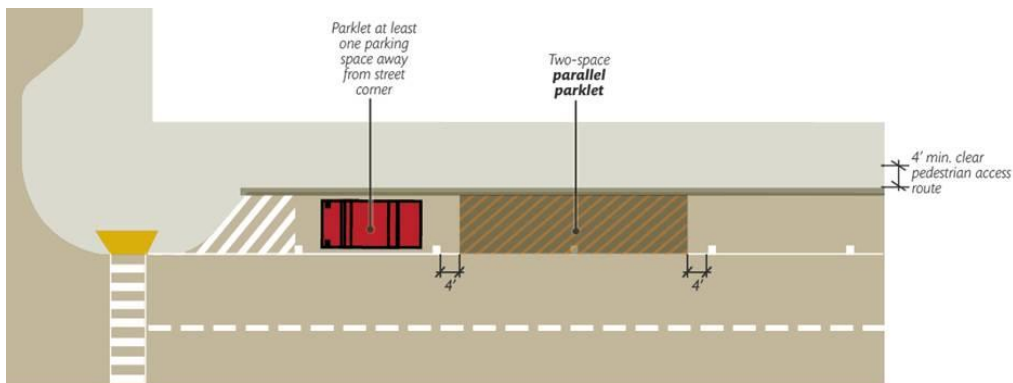
1. Parklets, also referred to as parquitos, are small public areas or commercial spaces supporting an adjacent business in which a curbside parking space is replaced with a seating area or gathering space that encourages additional activity along a street. Parklets may span one or more on-street parking spaces (or the equivalent curbside space).
2. Parklets are generally the result of a partnership between the City and the business or property owner that is converting the parking space for commercial purposes.
3. Parklets require approval by the City Engineer and a revocable permit or other agreement to convert a public parking space for commercial use.
4. The City reserves the right to reject a parklet if it will interfere with upcoming street improvements, affects drainage, or creates challenges for street maintenance.
5. Construction and maintenance is the responsibility of the developer.
6. Parklets are most appropriate on streets with speed limits of 25 mph or less, and may be considered on streets with speed limits over 25 mph on a case-by-case basis.
7. Parklets may be sited along the curb on streets where on-street parking spaces exist, or sufficient space for on-street parking is available.

3.8.5.2 Design Guidance

1. The width of the parklet must not be greater than the designated on-street parking spaces. See Figure 3.8-3.
2. Parklets may not be constructed over access points for utilities such as manhole covers, storm drain inlets, or in front of fire hydrants.
3. Parklets shall not be located at street corners and shall be located a minimum 20 ft from the edge of the on-street parking zone.

4. A minimum buffer of 4' is required between the edge of the parklet and the adjacent parking space(s).
5. A minimum 2' buffer is required between the edge of the parklet and any active driveway(s).
6. All parklets must comply with the ADA/PROWAG and be accessible to all users. Parklets are generally not permitted on streets with a grade greater than 5%, unless the parklet provides safe access for all users.
7. The parklet shall be flush against the curb or connected via an ADA/PROWAG accessible ramp.
8. A vertical separation from the adjacent roadway is required. The separation shall be located adjacent to the roadway as well as on the end on the parklet.
9. Where a parklet is located next to a bicycle lane, there must be a minimum 5' of space from the edge of the parklet to the nearest general purpose travel lane.
10. All parklets shall accommodate street drainage.
11. All parklet designs shall be approved by the City Engineer and should reference the San Francisco Parklet Manual (2015) or approved alternative for additional considerations.

Figure 3.8-3 Parklet Location



Note to DPM Executive Committee: These pictures are provided for reference and context. The first is an example of a publically constructed parklet and the second for a specific businesses use.



Source: cityofSacramento.org



Source: NextCity

<https://nextcity.org/daily/entry/relationships-key-to-successful-parklet-philadelphia>