

OC.12-7

**CITY OF ALBUQUERQUE
CITY COUNCIL**

INTEROFFICE MEMORANDUM

TO: All Councilors
FROM: Trudy Jones, President, City Council
SUBJECT: Receipt of Impact Fee Study
DATE: September 17, 2012
CC: Laura Mason, Bruce Thompson, Jon Zaman

The City Council hereby receives the attached report prepared by Duncan Associates for the City of Albuquerque entitled "Impact Fee Land Use Assumptions and Capital Improvements Plan, 2012-2022" and dated September 2012.



Impact Fee Land Use Assumptions and Capital Improvements Plan, 2012-2022

prepared for the
City of Albuquerque, New Mexico

duncan | associates

**Sites Southwest
Parsons Brinckerhoff**

September 2012

FINAL DRAFT

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EXECUTIVE SUMMARY

The consultant team, led by Duncan Associates, has been retained by the City of Albuquerque to update the City's impact fee system for roads, parks and public safety (fire and police) facilities. While the City also has drainage impact fees, these will be updated by City staff and have been excluded from the consultant's scope of services.

Background

The City of Albuquerque adopted road, park, public safety (fire and police) and drainage impact fees in 2004. A temporary partial moratorium was enacted effective September 23, 2009 that reduced impact fees to 50% of the maximum rates. After twice being extended, the partial moratorium was slated to expire on March 23, 2012 (30 months after enactment), but was extended a third time pending completion of this study.

The first phase of this project involved an analysis of the current impact fee system and recommendations for changes.¹ The phase one report addressed policy issues involved in the impact fee update relating to service areas, the role of the capital plan, methodologies, fee reductions, land use categories and ordinance structure. Some of that analysis is replicated in this report, while other portions are only summarized here.

Overall Approach

The basic approach taken in the 2004 impact fee studies was to develop differential impact fees by geographic area to reflect actual differences in the cost to provide services. The differential fees would act as incentives to encourage new development in older, more established areas of the city, where the needed infrastructure is already largely in place and where it would be less expensive for the City to provide services. At the same time, higher impact fees in developing areas would serve to discourage urban sprawl and the accompanying costly investments in new infrastructure.

While these are laudable goals, the differential fees were primarily the result of policy preferences embedded in the methodology rather than objective cost differences. Nor is there clear evidence that they have had the desired effect. Designing the fees to further policy objectives has created a complex system of overlapping service areas, generated political controversy over significant fee differences by area, and spawned extensive waivers and exemptions that have sapped their revenue potential. In contrast, the updated system, with fewer service areas and recommended uniform city-wide fees, is designed to make the system simple to understand and administer and to focus on the primary rationale for impact fees – raising revenue to fund improvements necessitated by growth.

¹ Duncan Associates, *Impact Fee Policy Directions Memorandum*, February 2, 2012.

² Tindale-Oliver & Associates, *Roadway Facilities Impact Cost Study*, August 2004; James C. Nicholas and Arthur C Nelson, *Park, Recreation, Trail and Open Space Development Impact Fees*, November 2004; James C. Nicholas, *Public Safety Development*

Summary of Modifications

The major modifications from the current impact fee system that are reflected in this impact fee update are summarized as follows.

- **Number of Fees.** While the City nominally has only four impact fees (roads, parks, public safety and drainage), in practice it has eight (roads, parks, open space, trails, fire, non-city-wide police facilities, city-wide police facilities, and drainage). The City should formally adopt separate fire and police impact fees that would both be city-wide, thus eliminating the need to have separate fees for city-wide and non-city-wide police facilities. In addition, open space and trail fees should be structured as separate fees.
- **Road Service Areas.** Limit road impact fees to arterial street improvements, allowing larger service areas. Replace the current eight road service areas with a single, city-wide arterial street impact fee service area.
- **Park Service Areas.** Replace the current seven service areas with four larger service areas for park impact fees (see Figure 12 on page 41). Continue to assess open space and trail impact fees city-wide.
- **Public Safety Service Areas.** Separate public safety into fire and police impact fees, and use a city-wide service area for both types of fees.
- **Exemptions.** Waivers and exemptions have significantly eroded impact fee revenues. The residential “green path” reductions, in particular, are popular with builders, but have virtually eliminated impact fee revenue from new single-family housing. Given that the amount of the fee reduction may exceed the relatively low cost beyond current code requirements needed to qualify, and the likelihood that many builders would build green in the absence of the exemption to secure a marketing advantage, this exemption may act more as a subsidy than an incentive. The problem with impact fee waivers is that they are often perceived as not costing the City anything. If energy-efficient housing is a high priority, strengthening code requirements or providing targeted general fund-supported rebates would likely be more cost-effective approaches. It is recommended that all impact fee waivers/exemptions be eliminated.
- **Residential Land Use Categories.** Assess residential fees on a per dwelling unit basis, rather than the current approach of assessing by three housing unit size categories (roads), or per square foot (parks and public safety). Mobile home parks should be assessed per pad at the time of development of the mobile home park.
- **Nonresidential Land Use Categories.** Simplify the nonresidential road impact fee schedule by collapsing the current 39 categories into a fewer number of broader categories. This approach recognizes that commercial land uses often change, avoids extremely high fees for a small number of land uses (e.g., restaurants, convenience stores), eliminates most impact fee charges for change of use, thereby encouraging reuse of existing buildings, and simplifies impact fee administration.

Summary of Updated Fees

The updated city-wide impact fees are summarized for the recommended land use categories in Table 1. Comparisons with current adopted fees by service area are provided below.

Table 1. Summary of Updated Impact Fees

Land Use	Unit	Roads	Parks	Open Space	Trails	Fire	Police	Total
Single-Family Detached	Dwelling	\$2,797	\$1,804	\$897	\$98	\$266	\$116	\$5,978
Multi-Family	Dwelling	\$1,298	\$974	\$484	\$53	\$145	\$63	\$3,017
Mobile Home/RV Park	Space	\$902	\$1,551	\$771	\$84	\$229	\$100	\$3,637
Hotel/Motel	Room	\$1,856	\$0	\$0	\$0	\$162	\$70	\$2,088
Commercial	1,000 sq. ft	\$2,818	\$0	\$0	\$0	\$243	\$106	\$3,167
Public/Institutional	1,000 sq. ft	\$1,769	\$0	\$0	\$0	\$152	\$66	\$1,987
Industrial/Warehouse	1,000 sq. ft	\$1,176	\$0	\$0	\$0	\$37	\$16	\$1,229
Mini-Warehouse	1,000 sq. ft	\$456	\$0	\$0	\$0	\$20	\$9	\$485

Source: Table 29 (roads); Table 42 (parks); Table 55 (open space); Table 65 (trails); Table 78 (fire); Table 90 (police).

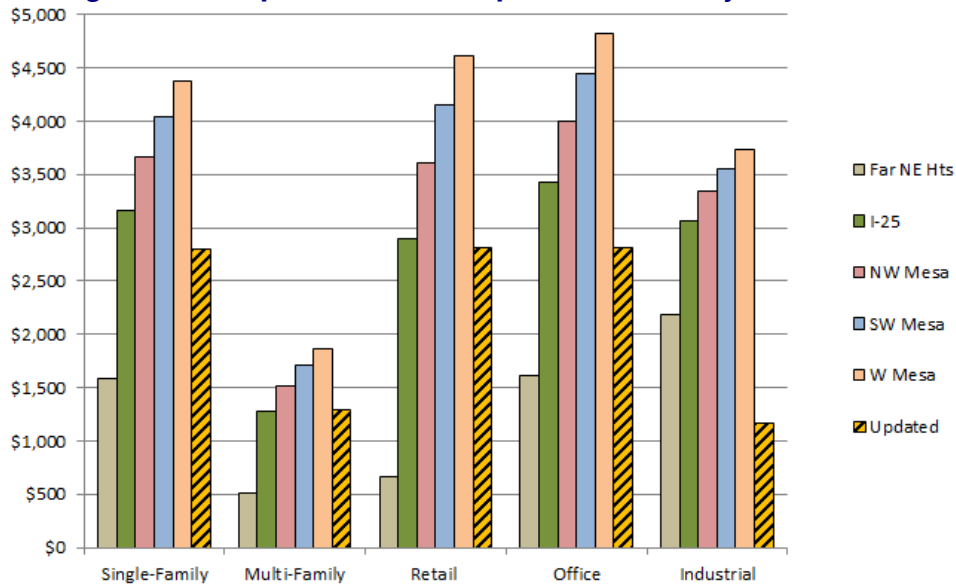
Roads. The road impact fee update is based on the same conservative consumption-based methodology used in the 2004 study. The updated cost of \$1.52 million per lane-mile is 22% lower than the cost of \$1.95 million per lane-mile used in the 2004 study. As with the 2004 study, this update uses a city-wide cost calculation. Unlike the 2004 study, however, differential revenue credits are not provided based on the amount of revenue that would be generated by existing development in each service area. Credit for revenue generated by existing development is not required, and essentially amounts to a policy-based reduction in fees that favors areas with a large amount of existing development.

This study excludes right-of-way (ROW) costs from the road impact fee calculations, for two reasons. First, ROW costs are extremely variable and difficult to estimate in advance. Second, excluding ROW costs will avoid the need to provide developers with credit for ROW dedications – avoiding an imbalance between developer credits and fee revenues.

Graphically comparing current adopted road impact fees (without the temporary 50% fee reduction) to updated fees is difficult because of the large number of service areas and land use categories (a detailed comparison table is presented in Table 30 in the Roads section). Figure 1 on the following page compares road impact fees for five major land use categories (fees are per unit for residential and per 1,000 square feet for nonresidential; current retail and office fees are based on 100,000 sq. ft. building). Excluded from the comparison are the three existing service areas (Downtown, Northeast Heights and Near North Valley), where road impact fees are not currently charged and which would not be represented by a visible column. In general, the updated fees for these major land use categories tend to fall in the mid-range of current fees by service area.

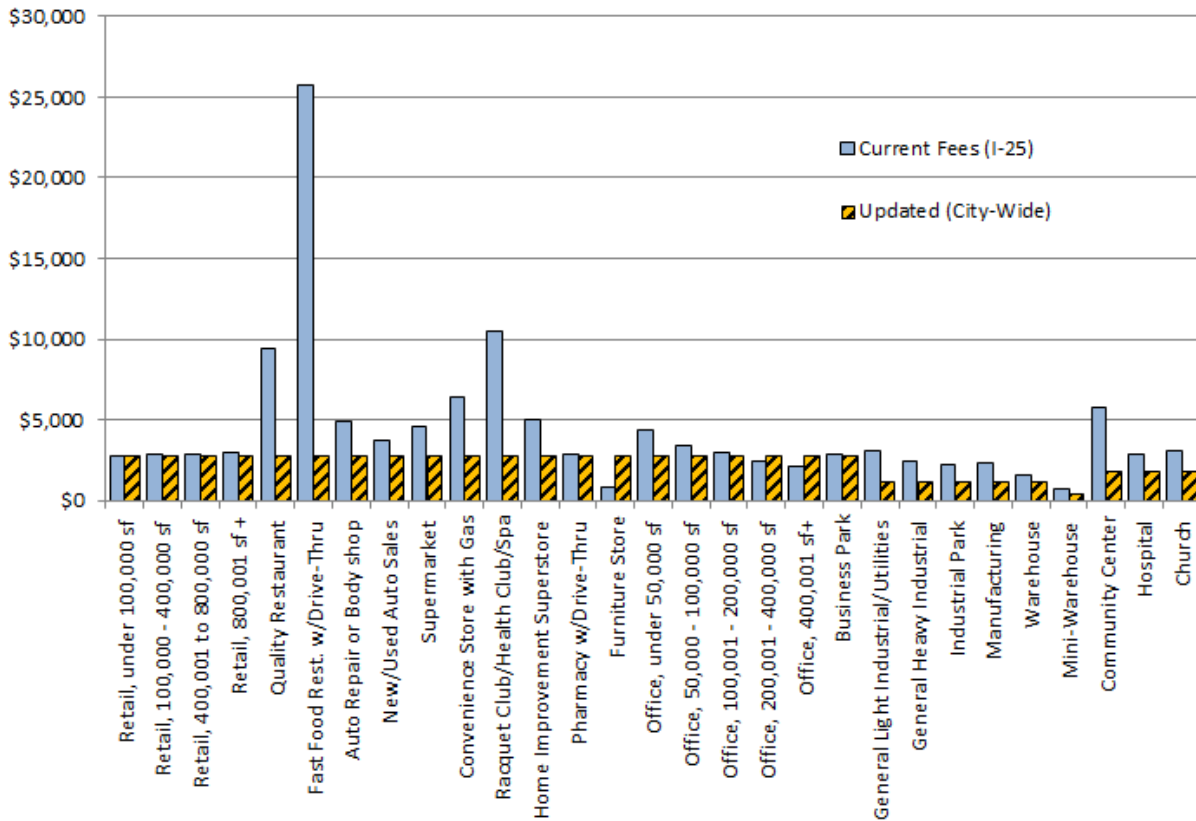
Looking only at a few major land use categories, however, does not fully capture the range of changes for more detailed categories. The updated fee schedule has a smaller number of broader nonresidential land use categories. This has the result of significantly reducing road impact fees for some specialized land uses. Figure 2 on the following page compares current adopted road fees per 1,000 square feet for the I-25 Corridor service area to the updated city-wide fees per 1,000 square feet.

Figure 1. Comparative Road Impact Fees for Major Land Uses



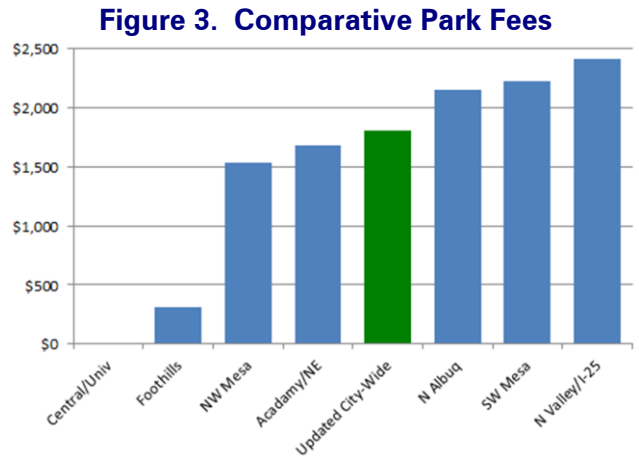
Note: residential fees are per unit, nonresidential fees are per 1,000 sq. ft.

Figure 2. Comparative Nonresidential Road Fees by Detailed Land Use

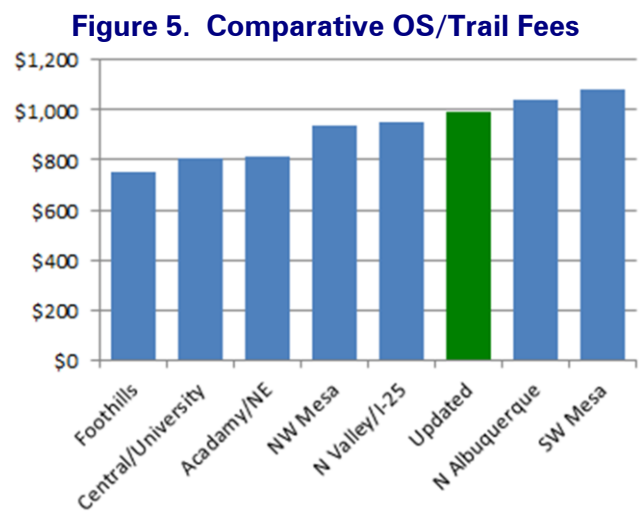


Note: Fees are per 1,000 sq. ft.

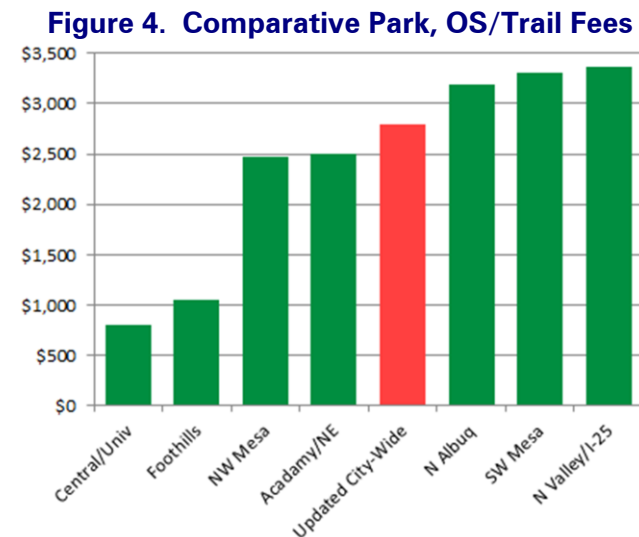
Parks. The updated park impact fees are recommended to be uniform city-wide, based on the lowest existing level of service for the four park service areas. Although the current fees are per square foot, they can be compared to the updated average fee per single-family unit based on the average size of a single-family unit (2,502 square feet in the western United States, according to the 2009 American Housing Survey). The updated fee for the average single-family unit is in the mid-range of the current fees by service area, as illustrated in Figure 3.



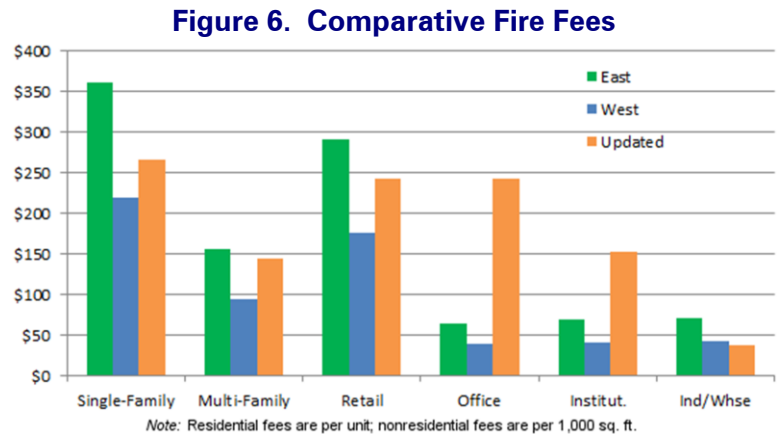
Open Space and Trails. The 2004 study calculated a city-wide cost per person for open space and trails, but varied the fee per square foot by service area based on different average persons per unit. The difference in persons per unit by subarea is primarily due to different mixes of single-family and multi-family units. Since this study calculates separate fees by housing type, and since single-family and multi-family occupancies tend to be relatively uniform throughout the city, the updated open space and trails impact fees are uniform city-wide, based on the existing city-wide level of service. Although the current fees are per square foot, they can be compared to the updated average fee per single-family unit based on the average size of a single-family unit (2,502 square feet in the western United States, according to the 2009 American Housing Survey). The updated combined open space/trail fee for the average single-family unit is compared to the current fees by service area in Figure 5.



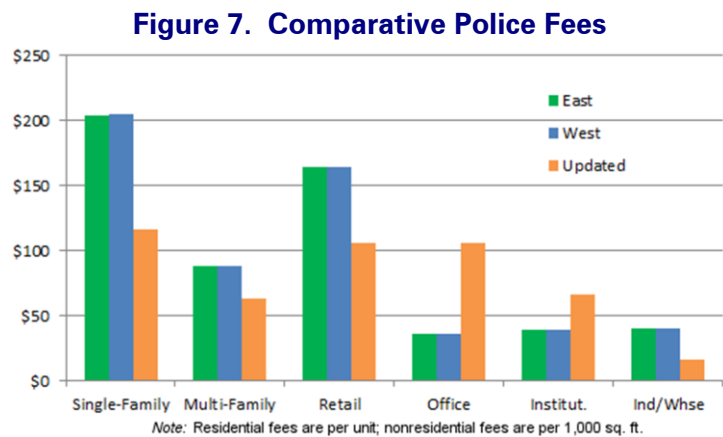
Combined Park, Open Space and Trail Fees. The combined park, open space and trail impact fees per single-family unit are compared in Figure 4. The updated combined fees are of course significantly higher than current fees in the Central/University and Foothills service areas, where there are essentially no park fees, but are in the mid-range of current fees charged in the other areas.



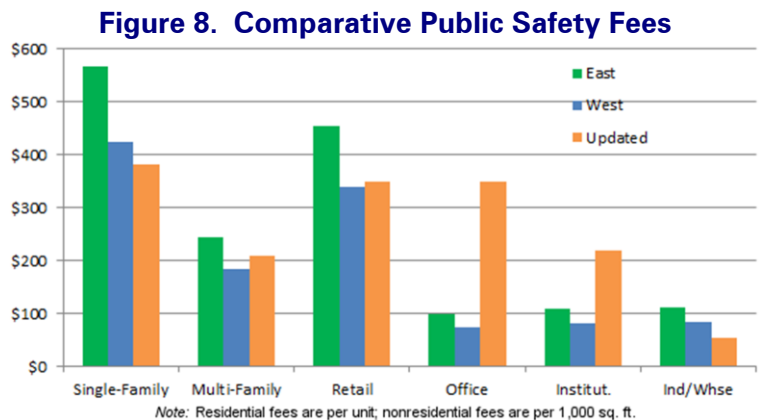
Fire. The 2004 study calculated higher fire impact fees on the east side of the Rio Grande, based in anticipated needs. The updated fees are based on the existing city-wide level of service, since fire facilities form an integrated response network. The updated fees are in the mid-range of current adopted fees for residential and retail; lower for industrial/warehouse, and higher for office and institutional uses, as illustrated in Figure 6.



Police. The 2004 study calculated virtually identical police impact fees east and west of the Rio Grande. The updated fees are based on the existing city-wide level of service, since most police facilities are centralized. As illustrated in Figure 7, the updated fees are lower than current adopted fees for all land use categories except office and institutional.

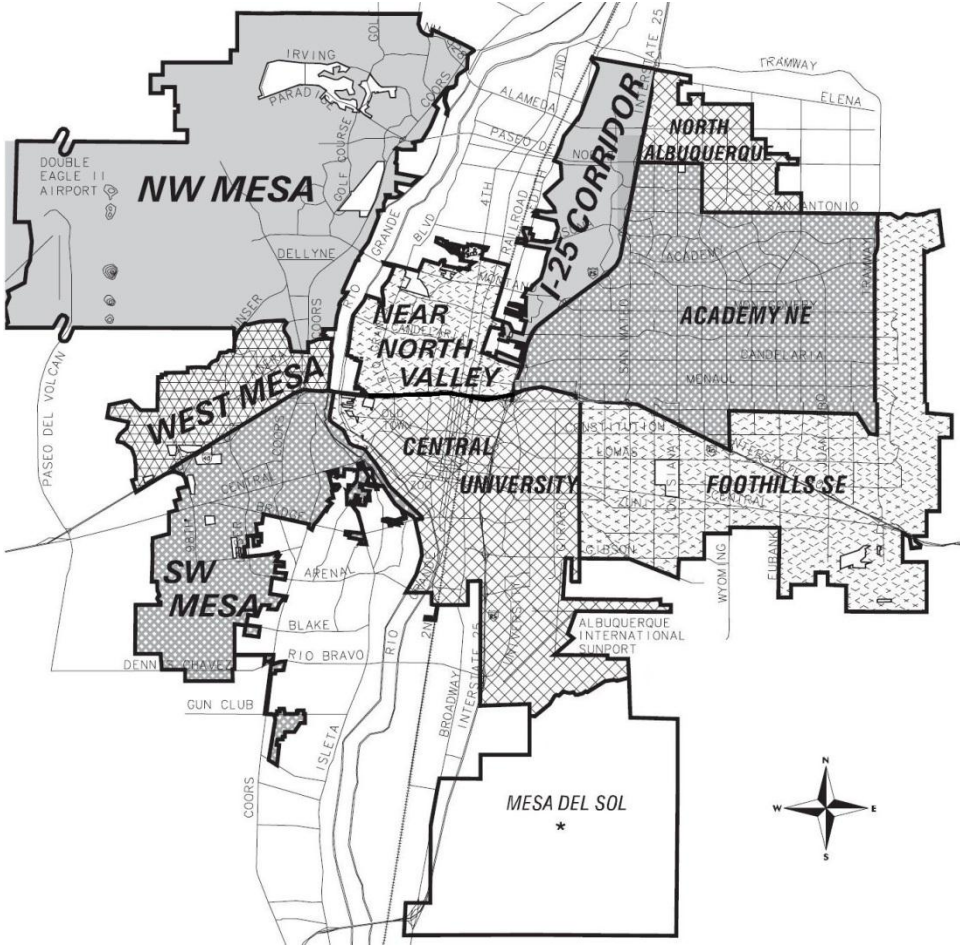


Combined Public Safety Fees. The combined public safety (fire and police) fees are compared in Figure 8. The updated combined fees are lower for single-family and industrial, in the mid-range of current fees for multi-family and retail; and higher for office and institutional uses. Higher fees for office and institutional uses correct for under-estimates of functional population for those land uses, although the reason for the under-estimate in the 2004 study cannot be determined, because that study did not provide any details about how the functional population multipliers were determined. This study documents the data sources and assumptions used in developing the functional population multipliers, and these types of differential increases and decreases should not occur in future updates.



Total Impact Fees. The total updated city-wide fees (sum of road, park, open space, trail, fire and police fees) are compared with current total adopted fees (before the temporary 50% reduction) by service area in Table 2. Some simplifications were required to make a manageable comparison table. The service areas shown are either road or park service areas (west of the river and north of I-40/west of I-25 are road service areas; the rest are park service areas). The Near North Valley road service area actually goes further south into the Central/University park service area and the North Albuquerque park service area covers only a portion of the Far Northeast Heights road service area. The consolidated service areas are illustrated in Figure 9.

Figure 9. Consolidated Service Areas for Comparison Table



Note that the current nonresidential fees are identical for the Central/University, Foothills, Academy/Northeast and Near North Valley park service areas, since only public safety fees are charged in these areas (nonresidential is not subject to park, open space or trail impact fees, and road fees are not currently charged in these areas, with a few exceptions). Ten current nonresidential land use categories are not shown, since the road fees for those categories are based on some measure other than building square footage (such as beds, students, acres, holes and screens), and they could not be combined with the public safety fees or compared to the revised fees. Assumptions were made about typical dwelling unit and hotel room size, as indicated in the notes at the bottom of the table.

Table 2. Comparison of Current and Updated Total Fees

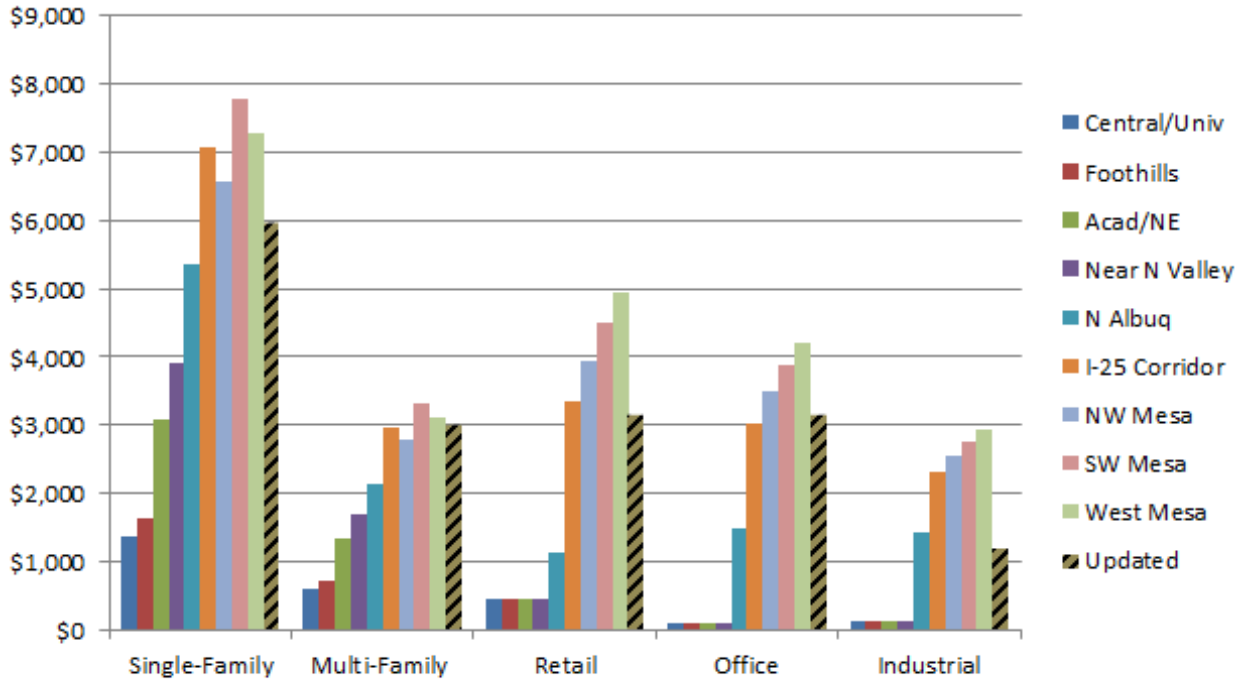
Land Use	Unit	Current Adopted Fees by Service Area									Updated Fees
		Cntrl/ Univ	Foot- Hills	Acad/ NE	Near N Valley	North Albuquerque	I-25 Corr	NW Mesa	SW Mesa	West Mesa	
Single-Family Det. (avg)	Dwelling	\$1,366	\$1,633	\$3,069	\$3,911	\$5,344	\$7,071	\$6,570	\$7,775	\$7,280	\$5,978
Multi-Family	Dwelling	\$591	\$706	\$1,326	\$1,689	\$2,135	\$2,965	\$2,775	\$3,315	\$3,119	\$3,017
Condominium/Townhouse	Dwelling	\$591	\$706	\$1,326	\$1,689	\$1,841	\$2,574	\$2,353	\$2,869	\$2,653	\$3,017
Mobile Home Park	Space	\$591	\$706	\$1,326	\$1,689	\$2,388	\$3,033	\$2,784	\$3,280	\$3,045	\$3,637
RV Park	RV Space	\$591	\$706	\$1,326	\$1,689	\$2,064	\$2,714	\$2,466	\$2,963	\$2,730	\$3,637
Retirement Home	Dwelling	\$1,366	\$1,633	\$3,069	\$3,911	\$3,833	\$4,246	\$3,326	\$4,210	\$3,443	\$5,978
Congregate Care Facility	Dwelling	\$591	\$706	\$1,326	\$1,689	\$1,690	\$1,882	\$1,489	\$1,873	\$1,545	\$3,017
Hotel	Room	\$228	\$228	\$228	\$228	\$228	\$1,097	\$1,324	\$1,542	\$1,726	\$2,088
Motel	Room	\$228	\$228	\$228	\$228	\$564	\$1,065	\$1,167	\$1,290	\$1,393	\$2,088
Retail, under 100,000 sf	1,000 sf	\$455	\$455	\$455	\$455	\$655	\$3,215	\$3,918	\$4,542	\$5,071	\$3,167
Retail, 100,000-400,000 sf	1,000 sf	\$455	\$455	\$455	\$455	\$1,117	\$3,349	\$3,948	\$4,492	\$4,954	\$3,167
Retail, 400,001-800,000 sf	1,000 sf	\$455	\$455	\$455	\$455	\$1,247	\$3,375	\$3,940	\$4,459	\$4,899	\$3,167
Retail, 800,001 sf +	1,000 sf	\$455	\$455	\$455	\$455	\$1,330	\$3,387	\$3,929	\$4,431	\$4,856	\$3,167
Quality Restaurant	1,000 sf	\$455	\$455	\$455	\$455	\$3,903	\$9,913	\$11,717	\$13,184	\$14,426	\$3,167
Fast Food w/Drive-Thru	1,000 sf	\$455	\$455	\$455	\$455	\$6,049	\$26,210	\$32,529	\$37,448	\$41,614	\$3,167
Auto Repair or Body shop	1,000 sf	\$455	\$455	\$455	\$455	\$2,679	\$5,375	\$6,121	\$6,779	\$7,336	\$3,167
New/Used Auto Sales	1,000 sf	\$455	\$455	\$455	\$455	\$899	\$4,213	\$5,156	\$5,965	\$6,650	\$3,167
Supermarket	1,000 sf	\$455	\$455	\$455	\$455	\$2,590	\$5,035	\$5,701	\$6,298	\$6,803	\$3,167
Convenience Store	1,000 sf	\$455	\$455	\$455	\$455	\$455	\$6,916	\$10,711	\$13,700	\$16,232	\$3,167
Racquet/Health Club/Spa	1,000 sf	\$455	\$455	\$455	\$455	\$6,686	\$10,895	\$12,124	\$13,151	\$14,021	\$3,167
Home Improvmt Superstore	1,000 sf	\$455	\$455	\$455	\$455	\$2,625	\$5,486	\$6,285	\$6,983	\$7,574	\$3,167
Pharmacy w/Drive-Thru	1,000 sf	\$455	\$455	\$455	\$455	\$1,537	\$3,340	\$3,802	\$4,242	\$4,614	\$3,167
Furniture Store	1,000 sf	\$455	\$455	\$455	\$455	\$866	\$1,304	\$1,330	\$1,437	\$1,527	\$3,167
Office, under 50,000 sf	1,000 sf	\$100	\$100	\$100	\$100	\$2,176	\$4,512	\$5,232	\$5,802	\$6,285	\$3,167
Office, 50,000 - 100,000 sf	1,000 sf	\$100	\$100	\$100	\$100	\$1,712	\$3,527	\$4,081	\$4,524	\$4,898	\$3,167
Office, 100,001 - 200,000 sf	1,000 sf	\$100	\$100	\$100	\$100	\$1,475	\$3,022	\$3,491	\$3,868	\$4,188	\$3,167
Office, 200,001 - 400,000 sf	1,000 sf	\$100	\$100	\$100	\$100	\$1,272	\$2,591	\$2,987	\$3,309	\$3,582	\$3,167
Office, 400,001 sf+	1,000 sf	\$100	\$100	\$100	\$100	\$1,099	\$2,224	\$2,558	\$2,832	\$3,065	\$3,167
Business Park	1,000 sf	\$100	\$100	\$100	\$100	\$1,377	\$2,995	\$3,486	\$3,881	\$4,215	\$3,167
General Light Industrial	1,000 sf	\$111	\$111	\$111	\$506	\$2,298	\$3,176	\$3,428	\$3,642	\$3,824	\$1,229
General Heavy Industrial	1,000 sf	\$111	\$1,156	\$1,156	\$1,990	\$2,375	\$2,564	\$2,597	\$2,643	\$2,682	\$1,229
Industrial Park	1,000 sf	\$111	\$111	\$111	\$111	\$1,419	\$2,296	\$2,548	\$2,762	\$2,943	\$1,229
Manufacturing	1,000 sf	\$111	\$111	\$111	\$961	\$1,943	\$2,424	\$2,550	\$2,667	\$2,767	\$1,229
Warehouse	1,000 sf	\$111	\$111	\$111	\$111	\$1,032	\$1,657	\$1,828	\$1,980	\$2,110	\$1,229
Mini-Warehouse	1,000 sf	\$111	\$111	\$111	\$111	\$505	\$820	\$893	\$969	\$1,035	\$485
Community Center	1,000 sf	\$108	\$108	\$108	\$108	\$2,877	\$5,926	\$6,872	\$7,616	\$8,246	\$1,987
Hospital	1,000 sf	\$108	\$108	\$108	\$108	\$1,062	\$3,010	\$3,604	\$4,079	\$4,482	\$1,987
Church	1,000 sf	\$108	\$108	\$108	\$426	\$2,316	\$3,242	\$3,511	\$3,737	\$3,929	\$1,987

Notes: Total fees are sum of road, parks, open space, trails, fire and police fees (do not include drainage); current adopted fees are before temporary 50% reduction; current single-family and retirement home fees assume 2,052 square feet; current multi-family, condo/townhouse, mobile home, RV park and congregare care fees assume 886 square feet; current hotel/motel fees assume 500 square feet per room.

Source: Current fees from City of Albuquerque website (<http://www.cabq.gov/council/impact-fees>); updated fees from Table 29 (roads); Table 42 (parks); Table 55 (open space); Table 65 (trails); Table 78 (fire); Table 90 (police).

The total adopted road, park, open space, trail, fire and police fees for the various service areas, per residential dwelling unit and per 1,000 square feet of nonresidential development, are compared to total updated city-wide fees in Figure 10 for five major land use categories. In general, the updated city-wide fees are in the mid-range of current adopted fees by service area.

Figure 10. Comparative Total Fees



Note: Residential fees are per unit; nonresidential fees are per 1,000 sq. ft.

INTRODUCTION

The City of Albuquerque adopted road, park, public safety (fire and police) and drainage impact fees in 2004, based on studies prepared by a group of consultants.² The fees went into effect at 34% of the maximum rates on July 1, 2005. The fees were increased to 67% on January 1, 2006 and to 100% on January 1, 2007. A temporary partial moratorium was enacted effective September 23, 2009 that reduced impact fees to 50% of the maximum rates and deferred the time of fee collection from building permit to certificate of occupancy. After twice being extended, the partial moratorium was slated to expire on March 23, 2012 (30 months after enactment), but was extended a third time pending completion of this study.

A precursor to this effort was an independent review of the City's impact fee system conducted by Colgan Consulting in March 2011 ("Colgan report").³ The Colgan report found few issues with the City's drainage impact fees, and an update of those fees was not included in the present consultant's scope of services, which includes only peer review of the in-house staff update of the drainage impact fees.

The first phase of this project was the preparation of an *Impact Fee Policy Directions Memorandum*,⁴ which provided an analysis of the City's current impact fee system and a number of recommendations. An initial draft of the policy memorandum was reviewed by the City's Impact Fees Capital Improvements Plan Advisory Committee, and some of the committee's comments were incorporated into the final draft presented to the City Council at a workshop on February 21, 2012. While the City Council took no formal action, the recommendations contained in the *Policy Directions Memorandum* formed the initial basis for this update. Some variations from the recommendations of the Memorandum were made in this final draft in response to local input.

Legal Framework

The New Mexico Development Fees Act (Article 8 of Chapter 5, NMSA 1978) is the State's enabling act for impact fees. It requires that local governments prepare "land use assumptions" (growth projections) covering at least a five-year period; define service units (a common measure of demand for service), and prepare a "capital improvement plan" (§ 5-8-2, NMSA 1978). Despite its name, the capital improvements plan is not primarily a list of improvements, but rather an impact fee study that must address all of the following requirements:

- Identify existing deficiencies that must be corrected in order to serve existing development;
- Identify existing levels of service;
- Identify capital improvements and costs "necessitated by and attributable to" new development in each service area based on approved land use assumptions;

² Tindale-Oliver & Associates, *Roadway Facilities Impact Cost Study*, August 2004; James C. Nicholas and Arthur C Nelson, *Park, Recreation, Trail and Open Space Development Impact Fees*, November 2004; James C. Nicholas, *Public Safety Development Impact Fees*, August 2004; Integrated Utilities Group, *Drainage Impact Fee Study*, September 2004.

³ Colgan Consulting Corporation, *Review of Albuquerque's Development Impact Fees*, March 25, 2011

⁴ Duncan Associates, *Impact Fee Policy Directions Memorandum*, February 2, 2012.

- Provide a demand schedule or “equivalency table” that identifies the number of service units attributable to various land use types;
- Estimate the number of new service units to be generated by new development based on the land use assumptions;
- Determine the demand for capital improvements required by the new service units over a period not to exceed ten years; and
- Identify “anticipated sources of funding independent of impact fees” (§ 5-8-6.A, NMSA 1978).

This consolidated report meets all of the requirements of the Development Fees Act for land use assumptions and capital improvements plans for the updated impact fees for roads, parks, open space and trails, and fire and police facilities. To distinguish between the impact fee capital improvements plan (impact fee study) and the list of capital improvements required to be included in the impact fee study, the latter will be referred to as the “list of planned improvements” or “capital plan.”

Alternative Methodologies

Despite the inclusion of all these detailed requirements, the Development Fees Act provides only general guidance on how impact fees are to be calculated. As noted above, it requires that the fees be based on costs that are “necessitated by and attributable to” new development. It also provides that the fee shall not exceed a “proportionate share” of the cost of planned improvements.

Determining the “proportionate share” of the cost of planned improvements that is “attributable” to growth is at the heart of any impact fee methodology. The most fundamental principle of impact fees is that the fees must not charge new development for a higher level of service than is provided to existing development. This is implicit in the requirements that the impact fee analysis must identify existing levels of service and existing deficiencies. Another important principle is that impact fees should not “double charge” new development, by taking into account future revenues that will be generated by new development and used to pay for the same types of facilities that are to be funded by the impact fees. This is implicit in the requirement that the impact fee analysis identify other sources of funding anticipated to be available.

The Development Fees Act is sometimes misunderstood to dictate a particular methodology for calculating impact fees. Because local governments must forecast anticipated growth over a fixed time period and identify improvements over the same time period, some are lead to think that a “plan-based” methodology is required, where the cost per service unit is calculated by dividing planned costs by anticipated new service units. In fact, however, the Development Fees Act does not dictate this methodology, and most impact fees in the state have not been calculated in this way. The reason is that, to support a plan-based methodology, the list of planned improvements must be developed using a rigorous analysis, such as the modeling used to develop a transportation master plan, in order to establish the required nexus between the anticipated growth and the specific list of improvements required to serve that growth. In most cases, such a master plan is not available and the resources are not available to develop such master plans as part of the impact fee study.

The principal alternative to the plan-based methodology is “standards-based.” The key difference is that the plan-based approach is based on a complex level of service (LOS) standard, such as “every road shall function at LOS D or better,” or “the average fire response time shall not exceed three minutes,” that requires projecting growth by small areas and using sophisticated modeling or analysis to determine the specific improvements needed to maintain the desired LOS. In contrast, a standards-based approach uses a generalized LOS standard, such as the ratio of park acres to population, that does not require an extensive master planning effort in order to determine the improvements and costs that are attributable to a specific quantity of growth. All of the City’s current impact fees have been calculated using the standards-based methodology. The consultant recommends continuing to use the standards-based methodology in this impact fee update.

Role of the Capital Plan

Under the standards-based approach, the fee is not determined based on the total cost for a particular list of planned improvements divided by projected growth, but rather on the average cost to add capacity (e.g., the average cost to add a lane-mile of roadway or to develop an acre of parkland) and the existing or desired level of service. This has important implications for the role of the list of planned projects required to be identified in the capital improvements plan. Under a plan-based methodology, the master planning analysis identifies the specific improvements that must be constructed to serve anticipated new development over the planning horizon. Any change to the list of planned improvement should only be undertaken on the basis of an updated master plan. In contrast, under the standards-based methodology, the list of planned improvement can be changed over time without affecting the basis for the impact fee calculation.

The City’s current approach to the capital plan is consistent with the standards-based methodologies that were used to calculate the fees. The impact fee capital plans, called Component Capital Improvements Plans (CCIPs),⁵ are included as a separate component in the City’s overall Capital Implementation Program (CIP), which is known as the *Decade Plan*. The CCIPs are amended every two years as part of the regular update of the CIP. The impact fee ordinance defines the CCIP as a plan required by the Development Fees Act that “identifies types of capital improvements or facility expansions for which impact fees may be assessed” (§ 14-19-1-3, § 14-19-2-3, § 14-19-3-3 and § 14-19-4-3, ROA 1994).

The Development Fees Act requires that impact fees be spent only on “capital improvement or facility expansions identified in the capital improvements plan” (§ 5-8-5.A, NMSA 1978). The City’s impact fee ordinance further stipulates that developers may receive credit against their impact fees only for improvements that are “listed on the CCIP” (§ 14-19-1-20(A), § 14-19-2-20(A), § 14-19-3-20(A) and § 14-19-4-20(A), ROA 1994). The primary role of the CCIP, then, is to identify projects on which impact fees may be spent and for which developer credits against the impact fees may be given.

⁵ not to be confused with the impact fee capital improvements plan, which is the impact fee study in which the CCIPs should be included by reference

LAND USE ASSUMPTIONS

The City of Albuquerque is required by the Development Fees Act to develop land use assumptions (LUAs) as the basis for its impact fees. Land use assumptions are to include “a description of the service area and projections of changes in land uses, densities, intensities and population in the service area over at least a five-year period.” This section develops land use assumptions for the ten-year period from 2012-2022.

Service Areas

The complexity of the City’s current impact fee system is largely due to the number of overlapping service areas. There are 19 different combinations of service areas for road, park, public safety and drainage impact fees, although fees in three of these areas are the same, due to the fact that the road and drainage impact fees are zero in the Downtown, Near North Valley and Northeast Heights service areas. This results in 17 different fee schedules applicable to different areas of the city (for a breakdown of fees see the *Policy Directions Memorandum*).

The Mesa del Sol area is subject to a development agreement to provide infrastructure and is exempt from impact fees. However, the updated land use assumptions include existing and projected land use and population projections for the Mesa del Sol area.

While the updated road impact fees are based on a single, city-wide service area, an option was originally developed to have two service areas, replacing the current eight service areas. This simplification is made possible by the exclusion of collector road costs from the updated impact fees. The City has tentatively decided to collapse the two service areas into a single city-wide (excluding Mesa del Sol) service area. However, the land use assumptions continue to show two potential service areas. The East service area is defined all of the area within the city limits (excluding Mesa del Sol) east of I-25, while the West service area includes all areas of the city west of I-25. A map of the potential road service areas can be found in Figure 11 in the Roads section.

The updated open space, trail, fire and police impact fees are based on a single city-wide service area, excluding Mesa del Sol. The city-wide service area for open space and trails is consistent with the current service area structure. The city-wide fire and police service areas will replace the current east and west (and city-wide for centralized police facilities) service areas for those facilities. Since only road, fire and police fees are assessed on nonresidential development, existing and projected nonresidential development estimates and forecasts are provided only for the East and West road impact fee service areas.

The updated park impact fees are based on four service areas: Northeast, Southeast, Northwest and Southwest. The east/west boundary line is I-25, which is consistent with the boundary for road impact fees. To the west of I-25, the north/south boundary is I-40. To the east of I-25, the north/south boundary is Candelaria Road. The Southeast service area excludes Mesa del Sol. A map of the proposed park service areas can be found in Figure 12 in the Parks section.

Background

The City developed its initial set of LUAs in late 2003 and its impact fee capital improvements plan in late 2004. The City updated the land use assumptions and the capital improvements plan in 2009. This study updates the assumptions for 2012, with projections for 2017 and 2022. This second update of the LUAs and capital improvements plan is taking place concurrently with a general revision in the impact fees program, including revising impact fee service areas.

By Ordinance O-02-39, which adopted the City's Planned Growth Strategy (PGS), the City's Land Use Assumptions must be based on an Infrastructure and Growth Plan, which is guided by the following principles that underlie the PGS:

- Grow efficiently by developing where infrastructure and facilities already exist.
- Take into consideration topological and geological constraints, environmental constraints and aquifer recharge zones.
- Take into consideration market absorption rates in different areas.
- Locate more jobs where people reside and locate more residences where jobs exist
- Where neighborhoods develop at the urban fringe, each ideally should contain a school, local serving businesses, park and pedestrian and bicycle friendly streets.
- Foster community in older and newer neighborhoods.
- Prioritize the needs of the older parts of Albuquerque in terms of vitality and development. Encourage infill and redevelopment.
- Support Centers and Corridors, especially transportation oriented corridors.
- Protect the character of the North and South Valley, including the more rural parts of the valley, and preserve farmland there.

The initial (2003) Infrastructure and Growth Plan and the initial Land Use Assumptions were based on a series of special county-level runs of the Mid-Region Council of Government (MRCOG) Land Use Analysis Model (LAM), with projections for growth in population, housing and employment for 2025. These special runs were designed to reflect PGS principles.

The 2009 LUAs reflect a number of changes in the impact fee program and in development patterns:

- The 2009 LUAs focus on the City only and recognize limitations on future annexations and extraterritorial planning and zoning due to legislative actions prior to 2009.
- The LAM was modified to run as a regional model, making it an inappropriate choice for developing the 2009 LUAs.
- The impact fee study areas were modified to include only the City boundaries and were renamed.
- The 2003 LUAs based on the PGS 2025 Scenario B were compared to the MRCOG Metropolitan Transportation Plan (MTP) 2030 projections, which reflected post-2003 actual development trends and adopted plans. These projections emphasized land use characteristics, recent decisions and post-2003 plans.
- The land use projections of each methodology were not radically different and were used to bracket the choices discussed for the 2009 update.

Ten years have passed since the adoption of the Planned Growth Strategy, and actual counts are available for population and housing from the 2010 Census and actual 2010 employment is available for Bernalillo County. The base year for the LUAs can be reset for these characteristics based on recent data. It is now possible to track actual development trends in relation to both the original PGS projections and the 2009 LUAs and compare the current trend to the prior projections.

New master plan communities have been approved since the 2009 LUAs were developed. In addition, economic conditions since 2008 have depressed new home construction, delaying the start of communities that were included in the MRCOG 2030 projections. Employment dropped dramatically from 2008 to 2010, with nearly 21,000 jobs lost in Bernalillo County. An additional 6,000 jobs were lost from 2010 to January of 2011. As of the fourth quarter of 2011, these trends are beginning to moderate and reverse, with employment back to the 2010 level.

The MRCOG completed new projections in early 2011 for the 2035 MTP. The beginning point for these projections was 2008 estimates. The methodology notes that land consumption and travel are growing at a faster rate than population, indicating that the compact land use scenario supported by PGS policies is slow to come about in the short term. The 2035 forecasts, which are based on current land use patterns and adopted plans for the region, incorporate the City of Albuquerque's PGS policies regarding infill and higher density centers and corridors.

The proposed methodology for the 2012 update to Albuquerque's impact fees changes service areas and the information needed from the land use assumptions. The key information for the update includes single-family and multi-family housing estimates and projections and estimates and projections of nonresidential square feet by type. The updated land use assumptions include population, housing, employment and nonresidential square feet.

The methodologies used to estimate current conditions and projections to 2017 and 2022 are described below, along with data tables for the updated land use assumptions.

The calculations of existing level of service are based on 2012 housing units and nonresidential square footage, by housing/land use type and by impact fee service area. The updated Land Use Assumptions begin with housing, employment and land use, which are then used to estimate population and building square footage.

The Data Analysis Subzone (DASZ)-level data for the 2009 Interim Land Use Assumptions were aggregated to the new park service areas and compared to 2010 Census counts. There were significant differences between the interim land use assumptions and Census counts in the northeast, northwest and southwest. Slower growth than projected and a different distribution of growth contributed to these differences. Actual housing and population counts in the 2010 Census were used as the new starting point for the 2012 base year estimates.

Existing Population and Housing

Preliminary Analysis Based on 2010 Census Data. The population and housing estimates and projections in the MTP 2035 datasets for 2008, 2015 and 2025 were aggregated to park service areas. The 2008 data were reviewed because they are the base year for the 2035 forecasts. However, new base year data based on the 2010 Census of population and housing were used as the starting point

for the updated land use assumptions. 2010 Census population and total housing counts were aggregated by Census block into park service areas.

The impact fees distinguish between single-family and multi-family housing types. The single-family category includes single-family detached units. Mobile homes and recreational vehicles, while not conventional housing, are included in the single-family category. Single-family attached units (townhouses) and units in multi-unit structures (from duplexes up) are included in the multi-family category.

Estimates of housing units by the number of units in the structure are available by Census tract through the American Community Survey (ACS). The American Community Survey is an ongoing survey of detailed population and housing characteristics from a sample of households. These sample data are compiled for multiple years to estimate detailed household characteristics not asked in surveys for the official Census count. The most recent ACS data are for 2006-2010. Because the ACS figures are based on a sample, the totals reported vary slightly from the Census counts. The number of single-family detached housing units and multi-family housing units in each park service area were calculated by applying the percentages in the ACS samples to the 100% Census counts. The resulting population and housing counts for 2010 are shown in Table 3.

Update to 2012. City of Albuquerque building permit records were reviewed to develop estimates of 2012 housing totals. New single-family detached permits were added to single-family housing. Townhouses, duplexes and units in multi-family structures were added to multi-family housing. Some duplicate permits were eliminated based on identical permit number, date, unit address and description, so the permit totals used in the impact fee analysis vary slightly from the reported City of Albuquerque totals for residential permits. Townhouses were reclassified as multi-family for the impact fee analysis. A total of 1,228 single-family homes and 737 multi-family units were permitted from January 2010 through March 2012. This indicates that 1,965 units were added to the city's housing stock by early 2012. Current 2012 housing estimates for the four park impact fee service areas (which can be aggregated to East and West road impact fee service areas as well as city-wide service areas for open space/trails, fire and police) and Mesa del Sol are shown in Table 3.

2015 and 2025 Projections. MTP 2035 projections are considered to be the official socioeconomic projections for the impact fee study area. Relevant projection years for the impact fee analysis are 2015 and 2025. Projections of population and housing were aggregated to park service areas. The MTP 2035 forecasts include both single-family detached and attached in the single-family category, so the number of single-family and multi-family units was revised based on the 2012 estimates to account for shifting single-family attached units into the multi-family category. Housing estimates and projections for park service areas and Mesa del Sol are shown in Table 3.

Table 3. Housing Units by Type and Area, 2010-2025

Housing Type/Area	2010	2012	2015	2025	2012-15 Growth	2015-25 Growth
Single-Family, Northeast	35,543	35,592	35,798	36,043	206	245
Single-Family, Northwest	42,999	43,598	47,458	52,348	3,860	4,890
Single-Family, Southeast	48,783	49,036	50,722	53,199	1,686	2,477
Single-Family, Southwest	30,258	30,569	31,914	34,125	1,344	2,212
Single-Family, Mesa del Sol	0	16	1,598	24,304	1,582	22,706
Total, Single-Family	157,583	158,811	167,490	200,019	8,678	32,530
Multi-Family, Northeast	24,702	24,763	24,907	25,077	144	170
Multi-Family, Northwest	13,803	14,015	15,256	16,828	1,241	1,572
Multi-Family, Southeast	35,106	35,389	36,605	38,393	1,216	1,788
Multi-Family, Southwest	7,795	7,976	8,727	8,904	752	176
Multi-Family, Mesa del Sol	0	0	0	4,405	0	4,405
Total, Multi-Family	81,406	82,143	85,495	93,607	3,353	8,111
Total, Northeast	60,245	60,355	60,705	61,120	350	415
Total, Northwest	56,802	57,613	62,714	69,176	5,101	6,462
Total, Southeast	83,889	84,425	87,327	91,592	2,902	4,265
Total, Southwest	38,053	38,545	40,641	43,029	2,096	2,388
Total, Mesa del Sol	0	16	1,598	28,709	1,582	27,111
Total Housing Units	238,989	240,954	252,985	293,626	12,031	40,641

Note: Single-family category includes single-family detached and mobile home/RV; multi-family category includes single-family attached (townhouses) and all other housing with more than one unit per structure.

Source: Prepared by Sites Southwest in May 2012, based on 2010 US Census 100% counts, 2006-2010 American Community Survey sample data, City building permits issued from January 2010 through March 2012, and Mid-Region Council of Governments Metropolitan Transportation Plan projections from 2008 to 2035.

Existing Nonresidential Development

The methodology for establishing impact fees for nonresidential development relies on estimates of square footage for nonresidential development. Calculations of existing level of service and projected revenues include four major categories of nonresidential development: retail, office, institutional and industrial.

Data Sources. There is no comprehensive data source for nonresidential square footage in the City of Albuquerque. However, there are several information sources that provide a basis from which to estimate nonresidential square feet by the four nonresidential categories for the east and west road impact fee areas. The data sources used for this analysis are as follows:

Current City of Albuquerque Land Use GIS database. This database classifies land use polygons by four-digit land use codes. These data were used to estimate the total acres of developed land designated retail, office, institutional and industrial. Acres were then converted to building square footage using typical floor-to-area ratios.

MRCOG MTP 2035 Employment Data by DASZ. Estimates of retail, service and basic employment by DASZ for 2008, 2015, and 2025. These data were used as a “reality check” to compare with 2012 employee estimates derived from square footage, using average local occupancy rates and typical square feet per employee ratios.

Grubb & Ellis and CBRE quarterly real estate trends reports. These reports contain estimates of retail, office and industrial space compiled by local real estate firms, with the following caveats:

- Retail buildings include all multi-tenant and single tenant buildings at least 10,000 square feet. Shopping malls are not included in calculations. Retail data were available for the 4th quarter of 2011.
- Office buildings include all multi-tenant and single tenant buildings of at least 10,000 square feet. Owner-occupied, government and medical buildings are not included. Office data were available for the first quarter of 2012.
- Industrial buildings include all multi-tenant, single tenant and owner occupied buildings at least 10,000 square feet. Industrial data were available for the first quarter of 2012.

Data provided by local real estate trends reports include total square footage for the samples and occupancy rates by market area. This information was compiled by road service area. Reported building space is a portion of each market segment, but is representative of overall occupancy rates.

New Mexico Department of Workforce Solutions, Quarterly Census of Employment by Industry, 2010 and 2011 Annual Estimates. Annual and monthly estimates of employment (jobs) in Bernalillo County are available from reported wage and salary employment for workers covered by New Mexico unemployment insurance and for federal government employees covered by the Unemployment Compensation for Federal Employees (UCFE). Unemployment insurance does not cover all workers.

Acres by Land Use. The City of Albuquerque’s geographic information system (GIS) database classifies land use polygons by four-digit land use codes. These data were used to estimate the total acres of existing developed land designated retail, office, institutional and industrial. The City uses four-digit land use codes, with the first digit indicating the major land use category. Retail uses are classified by the 2000 land use codes. Services (office) are classified by the 3000 land use codes. Industrial uses are classified by the 4000, 5000 and 6000 land use codes. Institutional uses are classified by the 7000 land use codes. Land uses in the 8000 and 9000 land use codes are primarily open space and recreational uses and vacant and agricultural land, and were not utilized in this analysis. The numbers of developed acres for major land use type by area are shown in Table 4.

Table 4. Nonresidential Acres by Land Use, 2012

Land Use	Northwest	Southwest	Northeast	Southeast	Mesa del Sol	City Total
Retail	1,026.7	402.3	695.2	1,351.2	0.0	3,475.4
Office	1,154.5	555.0	798.7	1,428.1	111.2	4,047.5
Institutional	1,004.1	681.8	1,085.6	2,244.9	25.5	5,041.9
Industrial	2,100.9	1,028.8	484.9	2,741.3	118.2	6,474.1
Total	5,286.2	2,667.9	3,064.4	7,765.5	254.9	19,038.9

Source: Sites Southwest, based on City of Albuquerque GIS database, May 2012.

Employment. The Mid-Region Council of Governments prepared small-area employment projections in 2009 by Data Analysis Subzones for the 2035 Metropolitan Transportation Plan. The projections prepared by MRCOG for the MTP 2035 include 2008 estimates and projections for 2035, with interim projections for 2015 and 2025. The estimates and interim projections frame the time period of interest for the 2012 land use assumptions. Employment projections by land use type for the two road impact fee service areas and Mesa del Sol are shown in Table 5.

Table 5. Employment by Area, 2008-2015

Land Use/Area	2008	2015	2025
Retail, East	36,787	36,581	37,330
Retail, West	22,925	23,763	29,773
Retail, Mesa del Sol	19	94	1,203
Total, Retail	59,731	60,437	68,306
Service, East	101,454	103,906	114,765
Service, West	62,095	67,801	86,403
Service, Mesa del Sol	163	1,002	17,748
Total, Service	163,712	172,709	218,917
Basic, East	30,906	31,227	31,523
Basic, West	38,950	37,790	38,537
Basic, Mesa del Sol	383	602	2,960
Total, Basic	70,239	69,618	73,020
Total, East	169,147	171,714	183,618
Total, West	123,970	129,354	154,713
Total, Mesa del Sol	565	1,697	21,912
Total, City-Wide	293,682	302,765	360,243

Source: Sites Southwest, based on Mid-Region Council of Governments projections for the 2035 Metropolitan Transportation Plan, May 2012.

More current estimates of employment are available from the New Mexico Department of Workforce Solutions' *Quarterly Census of Employment by Industry* for 2010 and 2011. Annual and monthly estimates of employment (jobs) in Bernalillo County are available from reported wage and salary employment for workers covered by New Mexico unemployment insurance and for federal government employees covered by the Unemployment Compensation for Federal Employees (UCFE). Unemployment insurance does not cover all workers.

The Department of Workforce Solutions (DWS) reports employment data by county. To arrive at an estimate of City of Albuquerque employment, the ratios of reported employment to the MTP 2035 total estimated employment and of City of Albuquerque employment to the County total were used to estimate total employment in the city. DWS estimates for Bernalillo County by major industry classification were compared to MTP 2035 estimates for 2008 by employment type. The two datasets are from different sources. MRCOG used as its primary source data from a third party vendor, InfoUSA, which tracks business addresses, number of employees and NAICS category. DWS data rely on the reported NAICS category of businesses that cover workers with either New Mexico or Federal unemployment insurance. The two data sources appear to be incompatible, with, as an example, the State estimating employment in retail trade of 38,081 in 2008 for all of Bernalillo County, compared to the MRCOG estimate of 66,439. The finer grained data used by MRCOG allowed more detailed assignments of businesses to employment types. Rather than reconcile the two datasets, the analysis assumes that the MTP 2035 ratio of retail, service and

industrial employment holds true for the land use assumptions, both for the city total and for the road service areas.

Development Intensity. Floor-to-area ratios (FARs) are used to convert land area to square footage estimates and to check the validity of these estimates. A floor-to-area ratio is the ratio of building floor area to land area. While these numbers vary widely from building to building, the ratios used are intended to represent averages. Typical FARs were obtained through research of fiscal impact and land use studies in suburban communities. High, medium and low FARs for retail, office, institutional and industrial development were estimated for Albuquerque based on the ranges in these studies, and are shown in Table 6.

Table 6. Typical Floor-to-Area Ratios

Land Use	Low	Medium	High
Retail	0.180	0.211	0.250
Office	0.150	0.275	0.350
Institutional	0.100	0.110	0.150
Industrial	0.190	0.230	0.270

Source: Sites Southwest (retail is actually 0.21075).

Floor-to-area ratios vary by area of the city. The following assumptions were used to estimate floor area for building types by park service area.

Table 7. FAR Assumptions by Service Area

Land Use	Northwest	Southwest	Northeast	Southeast
Retail	High	High	High	High
Office	Low	Medium	Low	Low
Institutional	Low	Medium	Medium	High
Industrial	Medium	High	High	Medium

Source: Sites Southwest.

Nonresidential Square Feet. Estimates of existing nonresidential square footage in 2012 by land use and area were developed using land use acreage estimates and floor-to-area ratios, as shown in Table 8.

Table 8. Nonresidential Square Feet, 2012

Land Use	West	East	Mesa del Sol	City Total
Retail	15,561,810	22,285,296	0	37,847,106
Office	14,191,848	14,549,911	298,000	29,039,759
Institutional	7,640,772	19,869,938	0	27,510,710
Industrial	33,148,419	33,167,542	579,600	66,895,561
Total	70,542,849	89,872,687	877,600	161,293,136

Source: Sites Southwest, based on acres of developed land by land use from City GIS data in Table 4 and floor-to-area ratios and area assumptions in Table 6 and Table 7.

Reasonableness Check Using Employment. To check the estimates of building area for reasonableness, they were converted to employment estimates using occupancy rates and employee density ratios, and then compared to actual employment. Occupied space was estimated using the information in the most recent real estate trends reports. Occupied space was then compared to the expected space used based on retail, office (includes institutional), and industrial employment for the service area. Occupancy estimates from real estate trend reports were assumed to apply across all

buildings. Institutional buildings, which are not included in the trends reports, are assumed to be fully occupied. Occupancy assumptions by building type and road impact fee area are shown in Table 9.

Table 9. Occupancy Rates

Land Use	West	East
Retail	91.5%	91.0%
Office	79.4%	82.9%
Institutional	100.0%	100.0%
Industrial	89.0%	86.3%

Source: Sites Southwest.

As with floor area ratios, the number of square feet occupied per employee varies considerably from business to business. The following averages used in fiscal impact studies were assumed in the calculations (see Table 10).

Table 10. Average Square Feet per Employee

Land Use	Sq. Feet
Retail	650
Service (Office)	225
Service (Institutional)	500
Industrial	1,000

Source: Sites Southwest.

Using the occupancy rates and employee per square foot averages above, the building area in Table 8 would account for 271,846 employees. The estimated number of employees in the City of Albuquerque in 2012 is 275,157. Since the estimated number of employees associated with building square footage estimates closely match actual city-wide employment (within one percent), the square footage estimates would appear to be reasonable.

In addition to 2012 base year estimates, projections for five years in the future are required by statute. The updated land use assumptions include projections of housing, population and nonresidential square footage for five and ten years, 2017 and 2022.

Housing Projections

The Mid-Region Council of Government housing forecasts for 2015 and 2025 (shown above in Table 3) are accepted as small area forecasts for the Albuquerque region. The forecasts for the City of Albuquerque are consistent with the trends observed in 2010 Census counts. Therefore, the 2015 and 2025 forecasts are the foundation of the 2017 and 2022 land use assumptions, with minor modifications to housing projections to account for including townhouses in the multi-family category in the land use assumptions. The 2015 projections are reasonable relative to the 2012 estimates. Therefore, the 2017 and 2022 projections are assumed to fall with a straight line projection between 2015 and 2025. Land use assumptions for housing are shown in Table 11.

Table 11. Housing Projections, 2012-2022

Housing Type/Area	2012	2017	2022	2012-17 Growth	2017-22 Growth
Single-Family, Northeast	35,592	35,847	35,970	255	123
Single-Family, Northwest	43,598	48,436	50,881	4,838	2,445
Single-Family, Southeast	49,036	51,217	52,456	2,181	1,239
Single-Family, Southwest	30,569	32,356	33,462	1,787	1,106
Single-Family, Mesa del Sol	16	6,139	17,492	6,123	11,353
Total, Single-Family	158,811	173,995	190,261	15,184	16,266
Multi-Family, Northeast	24,763	24,941	25,026	178	85
Multi-Family, Northwest	14,015	15,570	16,356	1,555	786
Multi-Family, Southeast	35,389	36,963	37,857	1,574	894
Multi-Family, Southwest	7,976	8,763	8,851	787	88
Multi-Family, Mesa del Sol	0	881	3,084	881	2,203
Total, Multi-Family	82,143	87,118	91,174	4,975	4,056
Total, Northeast	60,355	60,788	60,996	433	208
Total, Northwest	57,613	64,006	67,237	6,393	3,231
Total, Southeast	84,425	88,180	90,313	3,755	2,133
Total, Southwest	38,545	41,119	42,313	2,574	1,194
Total, Mesa del Sol	16	7,020	20,576	7,004	13,556
Total Housing Units	240,954	261,113	281,435	20,159	20,322

Source: Table 3 (2017 projections based on 2015 plus two years of average annual new units from 2015-2025; 2022 projections based on 2017 projections plus five years of average annual new units from 2015-2025).

Population Projections

Population projections are based on housing units and persons per unit, which accounts for both household size and occupancy rates. Generally, household sizes are decreasing over time, and this trend is expected to continue in all areas of the City. The MTP 2035 project decreasing household sizes as well. Persons per unit assumptions by year and by park service area are shown in Table 12.

Table 12. Average Persons per Dwelling Unit

Area	2010	2012	2017	2022
Northeast	2.12	2.12	2.10	2.07
Northwest	2.42	2.42	2.36	2.33
Southeast	2.10	2.10	2.02	1.99
Southwest	2.73	2.73	2.56	2.50
Mesa del Sol	n/a	2.67	2.51	2.35

Source: Sites Southwest, May 2012.

The estimates of persons per unit were applied to the housing estimates and projections. The resulting population estimates and projections are shown in Table 13.

Table 13. Population Projections

Area	2010	2012	2017	2022
Northeast	127,719	127,953	127,655	126,261
Northwest	137,461	139,423	151,055	156,663
Southeast	176,167	177,293	178,124	179,722
Southwest	103,885	105,228	105,264	105,782
Mesa del Sol	0	43	20,938	51,458
City Total	545,232	549,939	583,035	619,886

Source: Population is product of housing units from Table 11 (2010 units from Table 3) and persons per unit from Table 12.

Nonresidential Projections

Projections of future development are based on projected employment and occupancy. As with housing, employment projections for 2017 and 2022 are tied to the MTP 2035 projected employment trends. Employment projections by type and service area are shown in Table 14.

Table 14. Employment Projections

Land Use/Area	2012	2017	2022
Retail, East	33,597	36,731	37,105
Retail, West	21,298	24,965	27,970
Retail, Mesa del Sol	46	316	870
Total, Retail	54,941	62,011	65,945
Service, East	95,459	106,078	111,507
Service, West	61,288	71,522	80,823
Service, Mesa del Sol	495	4,351	12,724
Total, Service	157,242	181,951	205,054
Basic, East	28,682	31,286	31,434
Basic, West	33,995	37,939	38,313
Basic, Mesa del Sol	297	1,073	2,253
Total, Basic	62,975	70,299	71,999
Total, East	157,738	174,095	180,047
Total, West	116,581	134,426	147,105
Total, Mesa del Sol	839	5,740	15,847
Total, City-Wide	275,157	314,261	342,999

Source: Sites Southwest, May 2012.

Vacancy rates in 2012 are higher than average for the Albuquerque metro area, so in the short term, employment growth will in part fill existing vacant space rather than trigger new construction. New construction is projected to meet the needs of projected employment at the current level of square feet per employee and occupancy rates as follows: retail 95%, office 90%, institutional 100% and industrial 90%. Retail development is based on projected growth in retail employment, office and institutional development are based on growth in service employment, and industrial development is based on growth in basic employment. While retail, service and basic employment do not match perfectly with the building types – an office may locate in a retail strip center, for example – employment growth in each employment type is a good predictor of future nonresidential development in that land use type. Projections of growth in nonresidential square footage are shown in Table 15.

Table 15. Nonresidential Square Footage Projections

Land Use/Area	2012	2017	2022	2012-2017 Growth	2017-2022 Growth
Retail, East	22,285,296	23,337,453	23,581,492	1,052,157	244,039
Retail, West	15,561,810	17,569,545	19,688,913	2,007,735	2,119,368
Retail, Mesa del Sol	0	220,785	607,856	220,785	387,071
Total, Retail	37,847,106	41,127,783	43,878,261	3,280,677	2,750,478
Office, East	14,549,911	14,899,495	15,666,314	349,584	766,819
Office, West	14,191,848	14,705,268	16,583,736	513,420	1,878,468
Office, Mesa del Sol	298,000	934,943	2,734,132	636,943	1,799,189
Total, Office	29,039,759	30,539,706	34,984,182	1,499,947	4,444,476
Institutional, East	19,869,938	22,078,581	23,207,670	2,208,643	1,129,089
Institutional, West	7,640,772	8,961,796	10,189,886	1,321,024	1,228,090
Institutional, Mesa del Sol	0	243,007	510,248	243,007	267,241
Total, Institutional	27,510,710	31,283,384	33,907,804	3,772,674	2,624,420
Industrial, East	33,167,542	34,676,082	34,855,636	1,508,540	179,554
Industrial, West	33,148,419	36,605,541	36,957,612	3,457,122	352,071
Industrial, Mesa del Sol	579,600	1,704,354	4,705,382	1,124,754	3,001,028
Total, Industrial	66,895,561	72,985,977	76,518,630	6,090,416	3,532,653
Total, East	89,872,687	94,991,611	97,311,112	5,118,924	2,319,501
Total, West	70,542,849	77,842,150	83,420,147	7,299,301	5,577,997
Total, Mesa del Sol	877,600	3,103,089	8,557,618	2,225,489	5,454,529
Total	161,293,136	175,936,850	189,288,877	14,643,714	13,352,027

Source: 2012 square footage from Table 8; projections by Sites Southwest, June 1, 2012.

ROADS

The City currently charges a road impact fee. The New Mexico Development Fees Act authorizes road impact fees for “arterial and collector streets and roads” and “any local components of state or federal highways.” The 2004 road impact fee study covered all functionally-classified roads (i.e., it excluded local streets), with the exception of the interstates. The City programs road impact fees primarily for City arterial improvements, but the cost of City collectors and State roads is reflected in the average trip lengths used to calculate the fees. This update restricts the road impact fees to cover only the cost of capacity expansions to City-maintained arterial streets.

Service Areas

The City currently has eight road impact fee service areas, as illustrated in Figure 11. While the eight road service areas might be reasonable for collector roads, it is probably too many for arterials. For example, arterials that serve the downtown area are heavily impacted by development in all parts of the city. The road impact fees could be simplified by restricting them to only arterial streets. This approach could have several advantages. It would allow larger service areas, even a single, city-wide service area, thus significantly simplifying the impact fee system. It would relieve the City from the obligation to provide developers with credit against their road impact fees for collector improvements, easing the burden on staff by relieving them of the need to determine the value of and track credits for those types of more localized improvements. The consultant’s recommendation is to exclude collector roads, and to have one or two arterial road impact fee service areas. The City initially indicated a preference for east and west service areas, using I-25 as the dividing line (see Figure 11), but has now indicated a preference for a single service area. The fees calculated in this report are identical for the two service areas. Consequently, the east and west service areas, if implemented, would function solely as benefit districts, so that funds collected in each service area will be earmarked to be spent for improvement in the same service area.

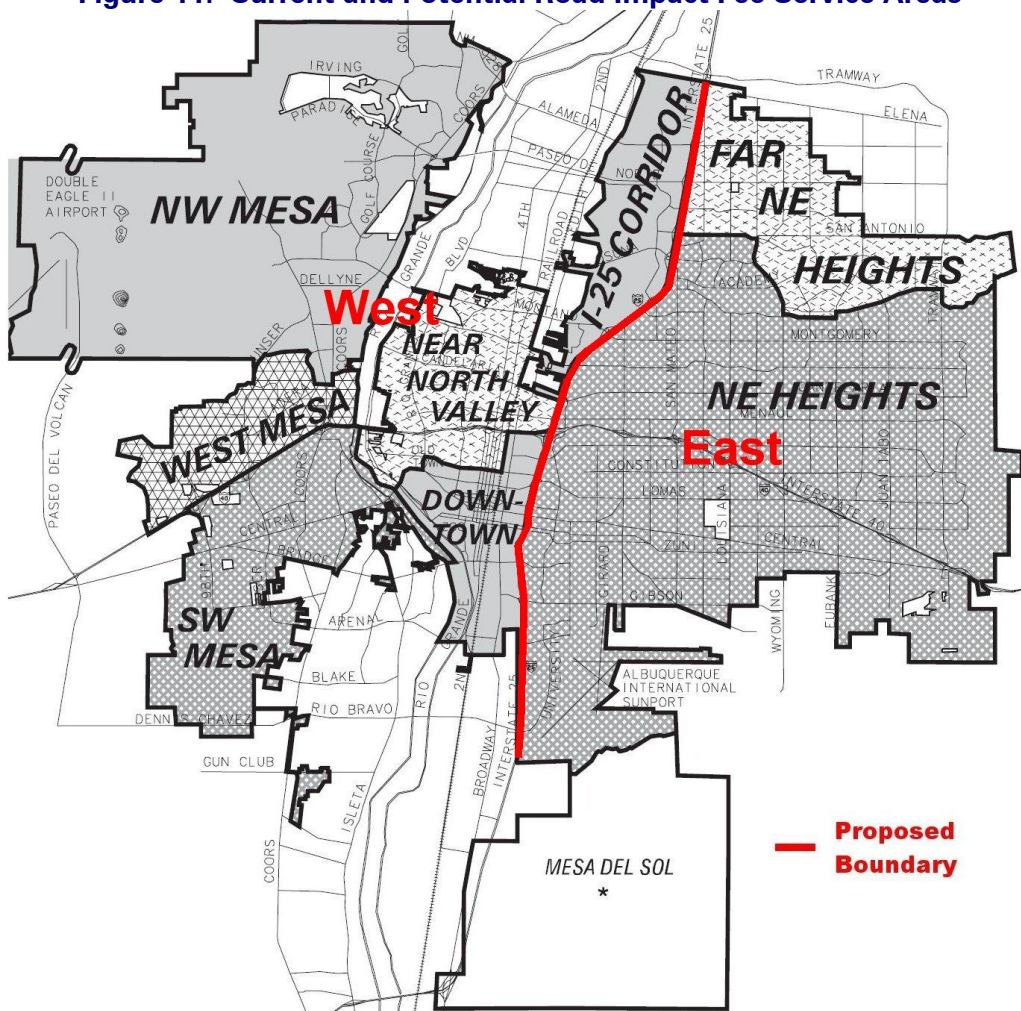
Methodology

The Colgan review correctly points out that the consumption-based methodology (a variant of the standards-based approach), as used in the 2004 road impact fee study, was calculated city-wide and results in identical gross impact fees in all of the service areas. The fee differentials are entirely due to the rather unorthodox approach to revenue credits. The study gave new development in already heavily-developed service areas credit for the tax revenue generated by existing development in those areas that is used for road improvements. Since tax revenues generated by existing development are not earmarked for growth-related improvements, nor are they earmarked to be spent in the same service area in which they were paid, there are no technical reasons for providing a revenue credit at all, much less allocating it in this fashion. This approach puts a technical gloss on what was basically a policy decision to reduce fees in more developed service areas. Without this adjustment, the calculated fees would have been higher than the maximum fees calculated for the Southwest Mesa and uniform for the entire city.

The Colgan report argues that the “hypothetical consumption analysis” used in the 2004 study does not address “actual improvement needs,” and suggests an alternative plan-based approach coupled with extensive modeling in the form of select-link analysis. The consultants must take some issues

with our respected colleague’s recommendation. But first, it may be useful to provide a brief overview of road impact fee methodologies.

Figure 11. Current and Potential Road Impact Fee Service Areas



Alternative Road Methodologies. There are two basic road impact fee methodologies: consumption-based and plan-based. In the standard consumption-based approach (used in the 2004 study), the total cost of a representative set of improvements in each service area is divided by the capacity added by those improvements in order to determine an average cost per vehicle-mile of capacity (VMC). This cost per VMC is then multiplied by the vehicle-miles of travel (VMT) generated by a unit of development of a particular land use type to determine the gross impact fee. A variant is the modified consumption-based approach, which uses a system-wide VMC/VMT ratio higher than the 1:1 ratio implicit in the standard approach.

The alternative is the plan-based approach. While the majority of the road impact fee studies the consultants have prepared, including those for Albuquerque, Bernalillo County, Rio Rancho, Santa Fe and Las Cruces, have utilized the standard or modified consumption-based approach, the consultants have also prepared numerous studies that use the plan-based approach. The key to a defensible plan-based methodology is a well-designed transportation master plan that establishes a

strong nexus between anticipated growth over a 10-20 year period and the improvements that will be required to accommodate growth over that planning horizon. The cost per VMT (or per trip) is determined by dividing the cost of the planned improvements by the growth in VMT. The cost per VMT is then multiplied by the vehicle-miles of travel (VMT) generated by a unit of development of a particular land use type to determine the gross impact fee.

There are advantages and disadvantages to the two methodologies. The consumption-based approach, at least in its standard form, tends to be conservative and generally results in lower impact fees than the plan-based approach. This is because most roadway systems need more than one unit of capacity (VMC) for each unit of travel demand (VMT) in order to function at an acceptable level of service (the modified consumption-based approach addresses this issue and is less conservative). Plan-based fees using a transportation plan that identifies all of the improvements needed to provide acceptable levels of service on all roadways will almost always result in higher fees.

The major advantage of a consumption-based methodology is that it is more flexible, since the fees are not dependent on the specific projects included in the list of improvements, only on the average cost to construct a vehicle-mile of capacity. Changing the list of planned projects typically does not require recalculation of consumption-based road impact fees, since a single project is likely to have an insignificant impact on the average cost of capacity added by all of the improvements. This allows the capital plan to change in response to unforeseen development without triggering the need for an impact fee update.

That flexibility can also be seen as a major disadvantage of the consumption-based approach, although the consultants disagree. Many people, particularly developers and builders, tend to like the certainty of knowing which projects will be funded with their impact fees. This advantage of plan-based fees can be over-rated, however. The Development Fees Act requires that there be a list of planned improvements, and that the impact fees be spent only on listed projects, regardless of the methodology on which the fees are based. In addition, the impact fee capital plan must be updated at least every five years, and many communities find it necessary to modify their plan even between updates. The real difference between the methodologies is that any change to the capital plan for a plan-based fee would require a new transportation plan and impact fee update. There may not be as much more certainty with a plan-based fee as appears to be commonly believed, but there definitely is more rigidity.

The major advantage of a plan-based fee is that it can better reflect the actual marginal costs of improvements needed to serve new development in geographic subareas, as is pointed out in the Colgan review. This is a particularly important aspect of an impact fee system if the primary goal is not cost recovery, but the direction of growth to areas that already have roadways with significant excess capacity. A potential problem with this strategy, however, is that areas where infill and redevelopment are desired often have the most congested roadways, whereas roadways in more remote areas often have more excess capacity. This was a criticism often leveled at Florida's concurrency requirements, for example, which tended to discourage growth in urban areas and encourage sprawl.

The consultants tend to prefer the consumption-based approach because of its greater flexibility and the fact that its soundness is not dependent on the availability and quality of a transportation master plan. It is also really the only practical approach for this update, since the City does not have a recently-prepared transportation master plan that could serve as the basis for a plan-based approach.

Cost Components. The cost components that go into the road impact fee calculation are also key variables. Communities can get into trouble if they adopt fees that are only a fraction of the true cost, since this can create an imbalance between fee revenues and developer credits, since developers receive credit for the full cost of their improvements, regardless of whether the fees are based on full costs. For example, a former client of ours, the Washoe County Regional Transportation Commission (Reno, Nevada), had failed to charge full-cost impact fees for years. Developers amassed enormous credits in excess of the fees due for their subdivisions, and the RTC now is in a position where the outstanding developer credits could potentially be used to pay all future impact fees for development anticipated in the next 20 years, threatening their impact fee revenue stream.

If there is not the political will to charge full cost road impact fees, it is much better to remove some of the cost components in order to reduce the cost than to simply adopt the fees at a fraction of the full cost. One way to do this is to remove collector streets from the road impact fee program, as suggested earlier. When the consultants recently updated Phoenix's road impact fees, the City went much farther, ultimately deciding that they were only willing to charge a fee that would cover the cost of major bridges and drainage structures. Under their revised system, developers will no longer receive credit for right-of-way (ROW) dedication or road-way construction, which will revert to a system of negotiated developer exactions.

Recommendation. The consultant's recommendation is that the City's updated road impact fees continue to be calculated using the consumption-based methodology. Not only does this approach provide greater flexibility in updating the capital improvements plan to reflect changing needs and priorities, it is also really the only practical approach, since the City does not have a suitable transportation master plan on which to base the alternative plan-based calculation. The consultants also recommend that the City exclude collector street improvement costs and ROW costs from the updated road impact fee calculations. Eliminating collector road costs allows larger service areas and simplifies the impact fee system, while excluding both collector road and ROW costs will result in lower fees that are more likely to be adopted at full cost, thereby helping to ensure a reasonable balance is maintained between the amount of the fees and the value of developer credits. This study calculates road fees for arterial streets only, and excludes ROW costs. With ROW costs excluded, the City will not be obligated to give impact fee credits for ROW dedications.

Service Units

A service unit is a unit of measurement that expresses the demand for facilities resulting from different types of development. For the purpose of road impact fees, the service unit is a vehicle-mile of travel (VMT). Road impact fees may be based on either daily or peak hour travel demand. The 2004 study used peak hour travel for determining costs, and daily travel for calculating revenue credits. This resulted in some service areas having no fees for most uses, but fees for selected uses that did not have credits that exceeded costs. To simplify the system, and because the available traffic counts are in terms of average daily trips, this study uses average daily VMT as the service unit.

The average daily VMT generated by specific land use types in Albuquerque is a product of four factors: 1) trip generation, 2) percent new trips, 3) average trip length and 4) a local adjustment factor to calibrate VMT based on national travel characteristics to reflect local travel demand.

Trip Generation. Trip generation rates are based on information published in the most recent edition of the Institute of Transportation Engineers’ (ITE) Trip Generation manual. Trip generation rates represent trip ends, or driveway crossings at the site of a land use. Thus, a single one way trip from home to work counts as one trip end for the residence and one trip end for the work place, for a total of two trip ends. To avoid over counting, all trip rates have been divided by two. This places the burden of travel equally between the origin and destination of the trip and eliminates double charging for any particular trip.

New Trip Factor. Trip rates must also be adjusted by a “new trip factor” to exclude pass by and diverted-linked trips. This adjustment is intended to reduce the possibility of over-counting by only including primary trips generated by the development. Pass by trips are those trips that are already on a particular route for a different purpose and simply stop at a development on that route. For example, a stop at a convenience store on the way home from the office is a pass by trip for the convenience store. A pass by trip does not create an additional burden on the street system and therefore should not be counted in the assessment of impact fees. A diverted-linked trip is similar to a pass by trip, but a diversion is made from the regular route to make an interim stop. The reduction for pass by and diverted-linked trips was drawn from ITE and other published information.

Average Trip Length. In the context of a road impact fee based on a consumption-based methodology, it is important to determine the average length of a trip on the major roadway system within Albuquerque. This study uses national data for both trip generation rates and average trip lengths and calibrates total VMT to local conditions using a local adjustment factor. The local adjustment factor is derived by dividing the VMT that is actually observed on the major roadway system by the VMT that would be expected using national average trip lengths and trip generation rates.

Table 16 below shows national average trip lengths by trip purpose from the U.S. Department of Transportation’s 2009 *National Household Travel Survey*. The national survey identifies average trip lengths for specific trip purposes, including home-to-work trips, doctor/dentist, school/church, shopping, and other personal trips.

Table 16. National Average Trip Lengths

Trip Purpose	Miles
To or from work	11.98
Single-Family Detached	9.75
Multi-Family	6.51
Mobile Home	6.03
Medical/Dental	9.61
Average	9.28
School/Church	8.47
Family/Personal	6.61
Shopping	6.27

Source: US. Department of Transportation, *National Household Travel Survey*, 2009 (multi-family based on ratio of multi-family to single-family trip lengths from Tindale-Oliver & Associates, *Roadway Facilities Impact Cost Study*, August 2004).

Local Adjustment Factor. The adjustment factor is used to calibrate national data on trip generation and average trip length to local conditions in Albuquerque. The first step in developing

the adjustment factor for local travel demand is to estimate the total daily vehicle-miles of travel (VMT) that would be expected on Albuquerque’s major roadway system based on national travel demand characteristics. Existing land use data for each of the major land use categories are multiplied by average daily trip generation rates, new trip percentages and national average trip lengths and summed to estimate total city-wide VMT. As shown in Table 17, existing city-wide land uses, using national trip generation and trip length data, would be expected to generate approximately 15.5 million VMT during a weekday.

Table 17. Expected City-Wide Vehicle-Miles of Travel

Land Use Type	ITE Code	Unit	Existing Units	Trip Rate	New Trips	Trip Length	Daily VMT
Single-Family	210	Dwelling	158,811	4.79	100%	9.75	7,416,871
Multi-Family	220	Dwelling	82,143	3.33	100%	6.51	1,780,721
Retail	820	1,000 Sq. Ft.	37,847	21.47	43%	6.27	2,190,784
Office	710	1,000 Sq. Ft.	29,040	5.51	92%	9.28	1,366,105
Institutional	620	1,000 Sq. Ft.	27,511	3.79	92%	8.47	812,488
Industrial/Warehouse	110/150	1,000 Sq. Ft.	66,896	2.63	92%	11.98	1,939,102
Total Expected VMT							15,506,071

Source: Existing units from Table 11 (housing) and Table 15 (nonresidential); average trip lengths from Table 16; trip rates and new trips factors from Table 19; daily VMT is product of trip rate, new trips factors and average trip length.

The next step in developing the local trip length adjustment factor is to determine actual city-wide VMT on Albuquerque’s major roadway system. An inventory of the existing major roadway system was prepared as part of this update (see Appendices C and D). Roadway segment lengths and recent traffic counts are used to determine actual daily VMT.

The VMT based on existing land use data and national travel demand characteristics over-estimates VMT actually observed on the major roadway system. This is not surprising, given that the major roadway system excludes travel on local and collector roads, State roads and roads outside the city. Consequently, it is necessary to develop an adjustment factor to account for this variation. The local trip length adjustment factor is the ratio of actual to projected VMT on the major roadway system. As shown in Table 18, the average daily demand for each land use should be multiplied by a local adjustment factor of 0.322.

Table 18. Local Travel Adjustment Factor

Actual Daily Vehicle-Miles of Travel (VMT)	4,998,067
÷ Expected Daily Vehicle-Miles of Travel (VMT)	15,506,071
Local Adjustment Factor	0.322

Source: Actual daily VMT from is sum of VMT from East and West service areas from Table 110 and Table 111 in the Appendix; projected locally-generated VMT from Table 17.

Travel Demand Summary. The result of combining trip generation rates, new trip factors, average trip lengths and the local adjustment factor is the travel demand schedule. The travel demand schedule establishes the average daily VMT generated by various land use types per unit of development for Albuquerque. The updated demand schedule reflects updated trip generation rates from the Institute of Transportation Engineers (ITE), *Trip Generation*, 8th edition (2008), as well as average trip lengths from the 2009 *National Household Travel Survey*. The resulting VMT per development unit derived from national data is then multiplied by the local adjustment factor. The

recommended travel demand schedule is presented in Table 19. For each land use, the daily VMT is the product of trip rate, trip length, new trip factor and the local adjustment factor.

Table 19. Travel Demand Schedule

Land Use Type	ITE Code	Unit	1-Way Trips	Trip Length	% New Trips	Adjust. Factor	Daily VMT
Single-Family Detached	210	Dwelling	4.79	9.75	100%	0.322	15.04
Multi-Family	220	Dwelling	3.33	6.51	100%	0.322	6.98
Mobile Home Park	240	Space	2.50	6.03	100%	0.322	4.85
Hotel/Motel	310/320	Room	3.45	11.98	75%	0.322	9.98
Retail/Commercial	820	1,000 sq. ft.	21.47	6.03	43%	0.322	17.93
Office	710	1,000 sq. ft.	5.51	9.28	92%	0.322	15.15
Public/Institutional	620	1,000 sq. ft.	3.79	8.47	92%	0.322	9.51
Industrial	110	1,000 sq. ft.	3.48	11.98	92%	0.322	12.35
Warehouse	150	1,000 sq. ft.	1.78	11.98	92%	0.322	6.32
Mini-Warehouse	151	1,000 sq. ft.	1.25	6.61	92%	0.322	2.45

Source: 1-way trips are 1/2 of trip ends from Institute of Transportation Engineers (ITE), *Trip Generation*, 8th Edition, 2008 (commercial based on office; public/institutional on nursing home and industrial/warehouse on warehouse) ; new trip percentages for retail/commercial uses from ITE, *Trip Generation Handbook*, June 2004; new trip percentage for other uses from Tindale-Oliver & Associates, *City of Albuquerque Road Facilities Impact Cost Study*, August 2004; average trip lengths from Table 16; local adjustment factor from Table 18; VMT is product of trip rate, new trips, trip length and local adjustment factor.

Using the travel demand schedule and the amount of existing and projected development from the land use assumptions, existing service units in 2012 and projected service units in 2022 can be estimated (see Table 20).

Table 20. Existing and Projected Road Service Units, 2012-2022

Land Use Type	Unit	Development Units			VMT/Unit	Vehicle-Miles of Travel (VMT)			
		East	West	M d Sol		East	West	M d Sol	Total
Single-Family, 2012	Dwelling	84,628	74,167	16	15.04	1,272,805	1,115,472	241	2,388,518
Multi-Family, 2012	Dwelling	60,152	21,991	0	6.98	419,861	153,497	0	573,358
Retail/Comm., 2012	1,000 sf	22,285	15,562	0	17.93	399,570	279,027	0	678,597
Office, 2012	1,000 sf	14,550	14,192	298	15.15	220,433	215,009	4,515	439,957
Institutional, 2012	1,000 sf	19,870	7,641	0	9.51	188,964	72,666	0	261,630
Indust./Whse, 2012	1,000 sf	33,168	33,148	580	9.34	309,789	309,602	5,417	624,808
Total VMT, 2012						2,811,422	2,145,273	10,173	4,966,868
Single-Family, 2022	Dwelling	88,426	84,343	17,492	15.04	1,329,927	1,268,519	263,080	2,861,526
Multi-Family, 2022	Dwelling	62,883	25,207	3,084	6.98	438,923	175,945	21,526	636,394
Retail/Comm., 2022	1,000 sf	23,581	19,689	608	17.93	422,807	353,024	10,901	786,732
Office, 2022	1,000 sf	15,666	16,584	2,734	15.15	237,340	251,248	41,420	530,008
Institutional, 2022	1,000 sf	23,208	10,190	510	9.51	220,708	96,907	4,850	322,465
Indust./Whse, 2022	1,000 sf	34,856	36,958	4,705	9.34	325,555	345,188	43,945	714,688
Total VMT, 2022						2,975,260	2,490,831	385,722	5,851,813

New VMT, 2012-2022 163,838 345,558 375,549 884,945

Source: 2012 and 2022 development units from Table 11 (housing) and Table 15 (nonresidential); VMT per unit from Table 19 (industrial/warehouse is average of the two); VMT is product of units and VMT per unit.

Table 21 below compares estimated 2012 service units (VMT) based on the travel demand schedule and existing land uses to the actual current VMT observed on the major road system (which are based on 2010 traffic counts). The fact that the travel demand schedule estimates actual vehicle-miles of travel within less than one percent indicates that the calibration of the travel demand schedule worked well.

Table 21. Comparison of Estimated to Actual Road Service Units, 2012

Estimated 2012 VMT Based on Demand Schedule	4,966,868
Actual 2010 VMT Based on Road Inventory	4,998,067
Ratio, Estimated to Actual Vehicle-Miles of Travel	99.38%

Source: Estimated 2012 VMT from Table 20; actual VMT in 2010 from Table 18.

Existing Level of Service. As described in the previous section, the level of service measure used in the consumption-based approach is expressed in terms of the ratio of system-wide capacity (vehicle-miles of capacity or VMC) to demand (vehicle-miles of travel or VMT). The existing VMC/VMT ratio is similar for the potential east and west service areas, as shown in Table 22. While the fees could be based on any VMC/VMT ratio lower than the existing level, most road impact free studies that use the consumption-based approach, including the 2004 study for Albuquerque, use 1.0. However, some communities have used higher ratios. For example, Rio Rancho's road impact fees are based on a 2.0 VMC/VMT ratio (they had an existing ratio of 2.15). To be conservative, and consistent with the approach used in the 2004 study, this study will use a 1.0 VMC/VMT ratio in the fee calculations. It should be noted that there are no existing deficiencies for the purpose of updated road impact fees based on this level of service.

Table 22. Existing Arterial Roadway Level of Service

	East	West	Total
Daily Vehicle-Miles of Capacity (VMC)	4,947,777	3,562,196	8,509,973
÷ Daily Vehicle-Miles of Travel (VMT)	2,832,874	2,165,193	4,998,067
Existing VMC/VMT Ratio	1.75	1.65	1.70

Source: Table 110 and Table 111 in the Appendix.

Cost per Service Unit

In a consumption-based impact fee system, roadway construction costs are entered into the formula as an average cost for providing new roadway capacity. One of the key inputs into the road impact fee formula is the cost per vehicle-mile of capacity to construct new roadway capacity. Using this method, assuming there are no dramatic changes to the type of construction contemplated, it is not necessary to revisit impact fees each time that the capital improvement program changes. Updates at reasonable periodic intervals are sufficient to analyze potential changes to average costs.

Generalized construction costs were generated by Parsons Brinckerhoff using recent City of Albuquerque arterial construction projects. Bid tabs were collected from the City of Albuquerque and include the following projects: Paradise Boulevard Improvements, Wyoming Boulevard Widening Project, McMahan Boulevard Extension, Fortuna Road Improvements, Wyoming Boulevard Widening Phase II, Unser Boulevard SW Improvements Phase II and Universe Boulevard Improvement Project. Average unit costs were calculated for major bid items using the provided bid tabs and used to calculate five types of road widening or new road projects. The construction cost per lane-mile added by the various types of improvement ranges from \$1.2 million for a new six-lane roadway to \$2.0 million for a widening from two to four lanes (see Table 23).

While right-of-way (ROW) costs can be a significant part of road improvement costs, they have been excluded from the impact fee calculations, for two reasons. First, ROW costs are extremely variable and difficult to estimate in advance. Second, excluding ROW costs will avoid the need to

provide developers with credit for ROW dedications – avoiding an imbalance between developer credits and fee revenues.

Table 23. Generalized Roadway Costs per Lane-Mile

Cost Items (Notes)	Unit Cost	Unit	New 2-Lane	New 4-Lane	New 6-Lane	2-4 Lane	4-6 Lane
Asphalt Pavement (1)	\$350,000	Lane-Mile	\$700,000	\$1,400,000	\$2,100,000	\$700,000	\$700,000
Standard Curb and Gutter (2)	\$90,000	Side, Mile	\$180,000	\$180,000	\$180,000	\$180,000	\$0
Median Curb and Gutter (3)	\$80,000	Side, Mile	\$0	\$160,000	\$160,000	\$0	\$160,000
Sidewalk, 6 Foot Standard (4)	\$120,000	Side, Mile	\$240,000	\$240,000	\$240,000	\$240,000	\$0
On-Street Bicycle Lanes (5)	\$100,000	Side, Mile	\$0	\$200,000	\$200,000	\$200,000	\$0
Landscaping, Outboard (6)	\$180,000	Side, Mile	\$360,000	\$360,000	\$360,000	\$360,000	\$0
Landscaping, Median (7)	\$460,000	Mile	\$0	\$460,000	\$460,000	\$0	\$460,000
Street Lighting (8)	\$240,000	Mile	\$240,000	\$240,000	\$240,000	\$240,000	\$0
Traffic Signals (9)	\$160,000	Intersection	\$0	\$320,000	\$480,000	\$320,000	\$160,000
Removals (10)	\$120,000	Mile	\$120,000	\$120,000	\$120,000	\$120,000	\$120,000
Roadway Drainage (11)	\$260,000	Mile	\$260,000	\$260,000	\$260,000	\$260,000	\$57,200
Construction Cost per Mile			\$2,100,000	\$3,940,000	\$4,800,000	\$2,620,000	\$1,657,200
Preliminary Engr. & Design	10.0%		\$210,000	\$394,000	\$480,000	\$262,000	\$165,720
Contingencies	15.0%		\$315,000	\$591,000	\$720,000	\$393,000	\$248,580
NMGRT	7.0%		\$147,000	\$275,800	\$336,000	\$183,400	\$116,004
Traffic Control	3.0%		\$63,000	\$118,200	\$144,000	\$78,600	\$49,716
Mobilization	3.5%		\$73,500	\$137,900	\$168,000	\$91,700	\$58,002
Demobilization	2.0%		\$42,000	\$78,800	\$96,000	\$52,400	\$33,144
Testing and Survey	5.0%		\$105,000	\$197,000	\$240,000	\$131,000	\$82,860
Construction Management	7.0%		\$147,000	\$275,800	\$336,000	\$183,400	\$116,004
Development Cost per Mile	52.5%		\$1,102,500	\$2,068,500	\$2,520,000	\$1,375,500	\$870,030
Construction/Development Cost per Mile			\$3,202,500	\$6,008,500	\$7,320,000	\$3,995,500	\$2,527,230
ROW Cost per Mile			\$495,000	\$495,000	\$495,000	\$495,000	\$495,000
Total Cost per Mile			\$3,697,500	\$6,503,500	\$7,815,000	\$4,490,500	\$3,022,230
÷ Number of New Lanes			2	4	6	2	2
Construction/Development Cost per Lane-Mile			\$1,601,250	\$1,502,125	\$1,220,000	\$1,997,750	\$1,263,615

- Notes: (1) Includes all earthwork, construction signage.
 (2) For 2 to 4 lane expansions, assume the existing outside curb and gutter does not exist or must be rebuilt in a new location. For 4 to 6 lane expansions, assume outside curb and gutter to be correctly placed.
 (3) Assumes the inside curb and gutter is constructed when the roadway expansion goes from 4 to 6 lanes.
 (4) For 2 to 4 lane expansions, assume there are no existing sidewalks or that they must be rebuilt in a new location.
 (5) Assume on-street bicycle lanes are constructed with the 2 to 4 lane expansion.
 (6) For 2 to 4 lane expansions, assume existing streets do not already have outside landscaping or substantial modifications to the existing streetscape are necessary.
 (7) Assumes the median landscaping is constructed when the additional 5th and 6th lanes are added to the median.
 (8) For the 2 to 4 lane expansion, assume that existing street lighting does not exist or must be relocated to a new location
 (9) For a mile of urban arterial roadway, 3 signalized intersections are assumed. For 2 to 4 lane expansions, two signals are assumed. When the 4 to 6 lane expansion occurs, the third signal is added.
 (10) Covers the cost of removing and disposing of existing improvements (e.g. removing non-standard arterial pavement, curb and gutter in the wrong location, broken sidewalk etc.)
 (11) Assumes road related storm drain improvements are installed at the time the roadway is expanded from 2 to 4 lanes. When the 4 to 6 lane expansion occurs, work is limited to minor extensions to laterals and inlet adjustments.
 Source: Parsons Brinckerhoff, May 31, 2012.

Arterial roadway capacity was established through coordination with the Mid Region Council of Governments (MRCOG). The MRCOG has established 1,000 vehicles per lane per hour (vphpl) for urban principal arterials and 900 vphpl for minor arterials for the Albuquerque Metropolitan Area.⁶ MRCOG does not take into account the impact of lane width, shoulders, vehicle mix, directional split, land use and other friction factors on roadway/lane capacity at a macro level. The City of

⁶ Middle Rio Grande Regional Travel Model, Table 73: Akcelik Delay Parameters and Capacity.

Albuquerque commonly utilizes MRCOG model output and therefore the capacities utilized by the MRCOG were used as the basis for calculating capacity by cross section type.

MRCOG has not established a peak hour factor for the City of Albuquerque. As part of this effort, Parsons Brinckerhoff randomly collected counts from 20 arterial intersections and calculated an average PM peak hour factor of 0.124. This means that 12.4% of daily traffic occurs in the PM peak hour. This peaking factor is used to convert hourly capacities to average daily capacities. As shown in Table 24, the capacity per lane for principal and minor arterials averages 7,794 vehicles per day.

Table 24. Generalized Capacity per Lane

	Principal Arterial	Minor Arterial	Weighted Average
Hourly Capacity per Through Lane	1,000	900	n/a
÷ Peaking Factor	0.124	0.124	n/a
Daily Capacity per Through Lane	8,065	7,258	n/a
x Percent of Existing Lane-Miles	66.4%	33.6%	100.0%
Weighted Capacity per Lane	5,355	2,439	7,794

Source: Hourly capacity per lane from MRCOG; peaking factor from Parsons Brinckerhoff; percent of existing lane-miles derived from existing major roadway inventory in Appendix Table 110 (east) and Table 111 (west).

Three steps are required to calculate the average cost per vehicle-mile of travel (VMT). First, the average cost per lane-mile is derived by taking the average of the five improvement types. The average cost per lane-mile is \$1.52 million. This updated average cost (without ROW) is 22% lower than the average cost (including ROW) of \$1.95 million used in the 2004 study. The average lane-mile cost is then divided by the average capacity per lane to determine the cost per vehicle-mile of capacity (VMC). Finally, the cost per VMC is multiplied by the VMC/VMT ratio to determine the cost per VMT. As noted earlier, to be conservative and consistent with the previous study, a VMC/VMT ratio of 1.0 is used, so that the cost per VMC and the cost per VMT are identical. The average cost per VMT is \$195, as shown in Table 25.

Table 25. Cost per Vehicle-Mile of Travel

Improvement Type	Construction Cost
New 2-Lane Road	\$1,601,250
New 4-Lane Road	\$1,502,125
New 6-Lane Road	\$1,220,000
2-4 Lane Widening	\$1,997,750
4-6 Lane Widening	\$1,263,615
Average Cost per Lane-Mile	\$1,516,948
÷ Capacity Added per Lane	7,794
Cost per Vehicle-Mile of Capacity (VMC)	\$195
x VMC/VMT Ratio	1.00
Cost per Vehicle-Mile of Travel (VMT)	\$195

Source: Costs per lane-mile by improvement type from Table 23; average capacity added per lane from Table 24; VMC/VMT ratio is default value of 1.00.

Net Cost per Service Unit

To calculate the net impact of new development, credit needs to be given for revenue generated by new development that will be used to pay for capacity-related capital improvements. For road improvements, several types of revenue will be generated by new development that will be used to fund capacity-expanding road improvements. These include property tax payments used to repay debt used for past road improvements, motor fuel taxes returned to the City in the form of Federal and State highway funding for City arterial road improvements, and Transportation Infrastructure Tax payments used to fund arterial road improvements.

The City has an estimated \$24 million in outstanding general obligation debt for past arterial road capacity improvements, as detailed in Appendix C. The most straight-forward way to calculate a credit for outstanding road debt is to divide current outstanding debt by existing road impact fee service units (i.e., city-wide VMT). This puts new development on an equal footing with existing development, by assuming that new development will be able to fund the same portion of its share of capacity-expanding capital costs through general obligations bonds as existing development. The result is shown in Table 26.

Table 26. Road Debt Credit

Outstanding Eligible Road Debt	\$23,920,476
÷ Existing VMT	4,998,067
Road Debt Credit per VMT	\$5

Source: Outstanding eligible road debt from Table 102 in Appendix C; existing VMT is city-wide VMT from Table 22.

A credit for motor fuel taxes paid by new development is not warranted, since no Federal or State funds are currently programmed in MRCOG’s adopted Transportation Improvement Program (TIP) to make capacity-expanding improvements to any City-maintained arterial roadways.

In October 2009, Albuquerque voters approved an excise tax equal to one-quarter of one percent of gross receipts to be used for transportation infrastructure improvements. While most of the approximately \$109 million that is estimated to be generated over the ten-year life of the tax will be devoted to rehabilitation, maintenance or transit improvements, approximately \$25.8 million is earmarked for capacity-expanding improvements to City arterial roadways, or an average of about \$2.6 million annually. If no growth was factored into these estimates, existing development would be expected to generate about \$0.52 per vehicle-mile of travel (VMT) each year. Over the ten-year life of the current authorization, existing development would generate a net present value of \$4 per VMT, as shown in Table 27. This is a conservative (i.e. high) estimate, since it does not assume any growth, and new development will be assumed to generate this same amount.

Table 27. Transportation Infrastructure Tax Credit

Arterial Roadway	Limits of Improvement	Funding
Wyoming Widening	San Antonio to Paseo del Norte	\$2,950,000
Unser Widening	Irving Blvd. to County Line	\$2,000,000
Unser Widening	Interstate 40 to Ouray Road	\$3,000,000
Osuna Widening	Edith to I-25	\$2,950,000
Alameda Widening	Edith to I-25	\$4,950,000
Intersection LOS Improvements	City Wide	\$3,500,000
Paradise Blvd Widening	Golf Course Rd to Eagle Ranch Rd	\$2,450,000
Menaul Widening	Wyoming Blvd to Tramway Blvd	\$3,950,000
Total Transportation Infrastructure Tax Funding		\$25,750,000
÷ 10 Years		10
Annual Transportation Infrastructure Tax Funding		\$2,575,000
÷ Existing VMT		4,998,067
Annual Transportation Infrastructure Tax Funding per VMT		\$0.52
x Net Present Value Factor (10 Years)		8.13
Transportation Infrastructure Tax Credit per VMT		\$4

Source: Project funding from City of Albuquerque, *Transportation Infrastructure Tax Expenditure Plan for Fiscal Years July 1, 2010 to June 30, 2020*, provided on April 19, 2012; existing VMT from Table 22; net present value factor based on discount rate of 3.95%, which is the April 2012 average interest rate on state and local bonds from the U.S. Federal Reserve at <http://www.federalreserve.gov/datadownload/Build.aspx?rel=H15>.

Deducting the general obligation bond debt credit and the Transportation Infrastructure Tax credit from the cost per service unit (VMT) results in a net cost per service unit of \$186 per VMT, as shown in Table 28.

Table 28. Road Net Cost per Service Unit

Cost per VMT	\$195
- Debt Credit per VMT	-\$5
- Transportation Infrastructure Tax Credit per VMT	-\$4
Road Net Cost per VMT	\$186

Source: Cost per VMT from Table 25; debt credit from Table 26; Transportation Infrastructure Tax credit from Table 27.

Potential Impact Fee Schedule

The updated road impact fees for the recommended land use categories are shown in Table 29. The impact fee calculation for each land use category is the product of daily VMT per development unit on the major roadway system and the net cost per VMT, which takes into account the average cost to add roadway capacity as well as future revenue that will be generated by new development to help offset those costs. Since the updated fees exclude ROW costs, credit against the fees would not be provided to developers who dedicate ROW.

Table 29. Potential Road Impact Fee Schedule

Land Use Type	Unit	Daily VMT/Unit	Net Cost/VMT	Net Cost/Unit
Single-Family Detached	Dwelling	15.04	\$186	\$2,797
Multi-Family	Dwelling	6.98	\$186	\$1,298
Mobile Home/RV Park	Space	4.85	\$186	\$902
Hotel/Motel	Room	9.98	\$186	\$1,856
Commercial	1,000 sq. ft.	15.15	\$186	\$2,818
Public/Institutional	1,000 sq. ft.	9.51	\$186	\$1,769
Industrial/Warehouse	1,000 sq. ft.	6.32	\$186	\$1,176
Mini-Warehouse	1,000 sq. ft.	2.45	\$186	\$456

Source: Daily VMT per development unit from Table 19 (commercial based on office; industrial/warehouse based on warehouse); net cost per VMT from Table 28.

The updated fees are compared to current adopted fees, without the temporary 50% moratorium, in Table 30. Due to the proposed consolidation of nonresidential land use categories, the updated fees for many of the land use types included in the current fee schedule are the same under the proposed broader nonresidential categories. Since some of the current nonresidential fees are based on characteristics other than building square footage, it is not possible to directly compare those fees. Since some areas of the city current pay no fees, the updated fees would of course represent an increase. For the areas where fees are currently charged, the updated fees are generally lower for most service areas and land use categories.

Table 30. Comparative Road Impact Fees

Land Use	Unit	Current Road Impact Fees (without reductions/waivers)								Updated Fees
		Down-town	NE Hts	Near N Valley	Far NE Hts	I-25	NW Mesa	SW Mesa	West Mesa	
Single-Family Detached (avg)	Dwelling	\$0	\$0	\$0	\$1,585	\$3,160	\$3,662	\$4,046	\$4,372	\$2,797
Less than 1,500 sf	Dwelling	\$0	\$0	\$0	\$1,069	\$2,113	\$2,447	\$2,702	\$2,918	\$2,797
1,500 sf to 2,499 sf	Dwelling	\$0	\$0	\$0	\$1,585	\$3,160	\$3,662	\$4,046	\$4,372	\$2,797
2,500 sf+	Dwelling	\$0	\$0	\$0	\$1,754	\$3,521	\$4,085	\$4,516	\$4,881	\$2,797
Multi-Family	Dwelling	\$0	\$0	\$0	\$512	\$1,276	\$1,520	\$1,706	\$1,864	\$1,298
Condominium/Townhouse	Dwelling	\$0	\$0	\$0	\$218	\$885	\$1,098	\$1,260	\$1,398	\$1,298
Mobile Home Park	Space	\$0	\$0	\$0	\$765	\$1,344	\$1,529	\$1,671	\$1,790	\$902
RV Park	RV Space	\$0	\$0	\$0	\$441	\$1,025	\$1,211	\$1,354	\$1,475	\$902
Retirement Home	Dwelling	\$0	\$0	\$0	\$74	\$335	\$418	\$481	\$535	\$2,797
Congregate Care Facility	Dwelling	\$0	\$0	\$0	\$67	\$193	\$234	\$264	\$290	\$1,298
Hotel	Room	\$0	\$0	\$0	\$0	\$869	\$1,153	\$1,371	\$1,555	\$1,856
Motel	Room	\$0	\$0	\$0	\$336	\$837	\$996	\$1,119	\$1,222	\$1,856
Retail, under 100,000 sf	1,000 sf	\$0	\$0	\$0	\$200	\$2,760	\$3,577	\$4,201	\$4,730	\$2,818
Retail, 100,000 - 400,000 sf	1,000 sf	\$0	\$0	\$0	\$662	\$2,894	\$3,607	\$4,151	\$4,613	\$2,818
Retail, 400,001 to 800,000 sf	1,000 sf	\$0	\$0	\$0	\$792	\$2,920	\$3,599	\$4,118	\$4,558	\$2,818
Retail, 800,001 sf +	1,000 sf	\$0	\$0	\$0	\$875	\$2,932	\$3,588	\$4,090	\$4,515	\$2,818
Quality Restaurant	1,000 sf	\$1	\$0	\$0	\$3,448	\$9,458	\$11,376	\$12,843	\$14,085	\$2,818
Fast Food Rest. w/Drive-Thru	1,000 sf	\$2	\$0	\$0	\$5,594	\$25,755	\$32,188	\$37,107	\$41,273	\$2,818
Auto Repair or Body shop	1,000 sf	\$0	\$0	\$0	\$2,224	\$4,920	\$5,780	\$6,438	\$6,995	\$2,818
New/Used Auto Sales	1,000 sf	\$0	\$0	\$0	\$444	\$3,758	\$4,815	\$5,624	\$6,309	\$2,818
Supermarket	1,000 sf	\$0	\$0	\$0	\$2,135	\$4,580	\$5,360	\$5,957	\$6,462	\$2,818
Convenience Store with Gas	1,000 sf	\$1	\$0	\$0	\$0	\$6,461	\$10,370	\$13,359	\$15,891	\$2,818
Movie Theater w/Matinee	Screen	\$0	\$0	\$0	\$4,644	\$9,422	\$10,947	\$12,112	\$13,100	n/a
Racquet Club/Health Club/Spa	1,000 sf	\$0	\$0	\$0	\$6,231	\$10,440	\$11,783	\$12,810	\$13,680	\$2,818
Home Improvement Superstore	1,000 sf	\$0	\$0	\$0	\$2,170	\$5,031	\$5,944	\$6,642	\$7,233	\$2,818
Pharmacy w/Drive-Thru	1,000 sf	\$0	\$0	\$0	\$1,082	\$2,885	\$3,461	\$3,901	\$4,273	\$2,818
Furniture Store	1,000 sf	\$0	\$0	\$0	\$411	\$849	\$989	\$1,096	\$1,186	\$2,818
Office, under 50,000 sf	1,000 sf	\$0	\$0	\$0	\$2,076	\$4,412	\$5,157	\$5,727	\$6,210	\$2,818
Office, 50,000 - 100,000 sf	1,000 sf	\$0	\$0	\$0	\$1,612	\$3,427	\$4,006	\$4,449	\$4,823	\$2,818
Office, 100,001 - 200,000 sf	1,000 sf	\$0	\$0	\$0	\$1,375	\$2,922	\$3,416	\$3,793	\$4,113	\$2,818
Office, 200,001 - 400,000 sf	1,000 sf	\$0	\$0	\$0	\$1,172	\$2,491	\$2,912	\$3,234	\$3,507	\$2,818
Office, 400,001 sf+	1,000 sf	\$0	\$0	\$0	\$999	\$2,124	\$2,483	\$2,757	\$2,990	\$2,818
Business Park	1,000 sf	\$0	\$0	\$0	\$1,277	\$2,895	\$3,411	\$3,806	\$4,140	\$2,818
General Light Industrial/Utilities	1,000 sf	\$0	\$0	\$395	\$2,187	\$3,065	\$3,345	\$3,559	\$3,741	\$1,176
General Heavy Industrial	1,000 sf	\$0	\$1,045	\$1,879	\$2,264	\$2,453	\$2,514	\$2,560	\$2,599	\$1,176
Industrial Park	1,000 sf	\$0	\$0	\$0	\$1,308	\$2,185	\$2,465	\$2,679	\$2,860	\$1,176
Manufacturing	1,000 sf	\$0	\$0	\$850	\$1,832	\$2,313	\$2,467	\$2,584	\$2,684	\$1,176
Warehouse	1,000 sf	\$0	\$0	\$0	\$921	\$1,546	\$1,745	\$1,897	\$2,027	\$1,176
Mini-Warehouse	1,000 sf	\$0	\$0	\$0	\$394	\$709	\$810	\$886	\$952	\$456

Table 30. Continued

Land Use	Unit	Current Road Impact Fees (without reductions/waivers)								Updated Fees
		Down-town	NE Hts	Near N Valley	Far NE Hts	I-25	NW Mesa	SW Mesa	West Mesa	
Golf Course	Hole	\$0	\$0	\$0	\$3,513	\$8,206	\$9,703	\$10,848	\$11,818	n/a
General Recreation (City Park)	Acre	\$0	\$0	\$0	\$162	\$374	\$442	\$493	\$537	n/a
Community Center	1,000 sf	\$0	\$0	\$0	\$2,769	\$5,818	\$6,791	\$7,535	\$8,165	\$1,769
Hospital	1,000 sf	\$0	\$0	\$0	\$954	\$2,902	\$3,523	\$3,998	\$4,401	\$1,769
Nursing Home	Bed	\$0	\$0	\$0	\$200	\$358	\$409	\$447	\$480	n/a
Elementary School	Student	\$0	\$0	\$265	\$502	\$618	\$655	\$683	\$707	n/a
Middle School	Student	\$0	\$0	\$252	\$630	\$814	\$873	\$919	\$957	n/a
High School	Student	\$0	\$0	\$141	\$551	\$752	\$816	\$865	\$906	n/a
Junior/Community College	Student	\$0	\$0	\$0	\$146	\$329	\$387	\$432	\$470	n/a
University	Student	\$0	\$0	\$0	\$299	\$661	\$777	\$865	\$940	n/a
Church	1,000 sf	\$0	\$0	\$318	\$2,208	\$3,134	\$3,430	\$3,656	\$3,848	\$1,769
Cemetery	Acre	\$0	\$0	\$521	\$2,324	\$3,208	\$3,490	\$3,706	\$3,889	n/a

Source: Current fees from City of Albuquerque website (<http://www.cabq.gov/council/impact-fees>), without temporary 50% reduction on jobs/housing balance reductions; updated fees from Table 29.

Capital Plan

The New Mexico Development Fees Act requires the preparation of a description of “capital improvements or facility expansions and their costs necessitated by and attributable to new development in the service area based on the approved land use assumptions.” As noted earlier, the capital plan does not drive the calculation of the fees – instead, the fees are based on the existing level of service. Consequently, the capital plan required by the Act functions as a guide to spending impact fee funds on eligible improvements. A first step in preparing the capital plan is to estimate future impact fee revenues. Assuming that the updated road impact fees are adopted at the full net costs calculated in this study, potential impact fees over the ten-year planning period are estimated to be about \$89 million, as shown in Table 31.

Table 31. Potential Road Impact Fee Revenue, 2012-2022

Land Use Type	Unit	New Units*	Fee/Unit	Potential Revenue
Single-Family Detached	Dwelling	13,974	\$2,797	\$39,085,278
Multi-Family	Dwelling	5,947	\$1,298	\$7,719,206
Commercial	1,000 sf	8,931	\$2,818	\$25,167,558
Institutional	1,000 sf	5,887	\$1,769	\$10,414,103
Industrial/Warehouse	1,000 sf	5,498	\$1,176	\$6,465,648
Total				\$88,851,793

* excluding Mesa del Sol

Source: New development units from Table 20; fee per unit from Table 29.

The initial ten-year capital plan for the expenditure of anticipated road impact fees is shown in Table 32. Based on the growth projections in the land use assumptions, and assuming adoption of the updated fees at 100% with few reductions or waivers, anticipated impact fee revenues will not cover the total estimated cost of planned improvements. Impact fees are not committed to any particular project, and not all of the projects will necessarily be completed in the ten-year period. This capital plan will be incorporated into the Component Capital Improvements Plan (CCIP), which is part of

the City's *Decade Plan*. The CCIP will be amended every two years as part of the regular update of the *Decade Plan*.

Table 32. Road Impact Fee Ten-Year Capital Plan, 2012-2022

Project Description	Construction Cost	Antic. Fee Funding
98th Street, Colobell-Blake	\$3,200,000	
Alameda Blvd, I-25 to 2nd St	\$7,500,000	
Irving Blvd Widening, Unser-Rio Los Pinos	\$4,500,000	
McMahon Blvd Widening Universe-Rockcliff	\$4,200,000	
Osuna, NDC to 2nd Street	\$8,000,000	
Paradise Blvd, Unser-Eagle Ranch (w/in city)	\$2,900,000	
Paseo Del Norte Widening (II), Golf Course-Universe	\$9,300,000	
Paseo Del Norte Widening (I), Universe-Ventana W	\$5,000,000	
St Joseph's, Coors-Atrisco	\$1,300,000	
Tower Road, Unser-Coors	\$600,000	
Universe Blvd, Paseo-Unser	\$5,000,000	
Unser Blvd Widening (III), Paseo del Norte-Paradise	\$6,300,000	
Unser Blvd Widening (IV), Rainbow-Paseo del Norte	\$5,300,000	
Westside Blvd Widening, NM 528-City Limits	\$5,700,000	
Irving/Universe Intersection	\$500,000	
Blake/98th Intersection	\$1,000,000	
Paradise Blvd/Golf Course Intersection	\$300,000	
Paradise Blvd/Eagle Ranch Intersection	\$100,000	
Unser and Central Intersections	\$5,000,000	
Unser/Ladera Interchange	\$10,000,000	
Alameda Blvd Widening, San Pedro to Louisiana	\$2,100,000	
Eubank Blvd Widening, Central-Southern	\$800,000	
San Pedro Widening, Alameda to Carmel	\$3,500,000	
University Blvd Widening, Rio Bravo-Mesa del Sol	\$11,000,000	
Wyoming Extension, Elena-Tramway	\$3,500,000	
Academy/Eubank Intersection	\$300,000	
Alameda/Louisiana Intersection	\$500,000	
Carmel/Holly and Barstow Intersection	\$400,000	
Central/Juan Tabo Intersection	\$3,000,000	
Copper/Eubank Intersection	\$800,000	
Eubank/Central Intersection	\$900,000	
Lomas/Louisiana Intersection	\$300,000	
Menaul/Wyoming Intersection	\$300,000	
Montgomery/Eubank Intersection	\$1,000,000	
San Pedro/Constitution Intersection	\$2,000,000	
University/Lomas Intersection	\$2,000,000	
Zuni/Alvarado Intersection	\$1,200,000	
City-Wide Total	\$119,300,000	\$88,851,793

Source: City of Albuquerque Department of Municipal Development, June 20, 2012; potential impact fee revenue from Table 31.

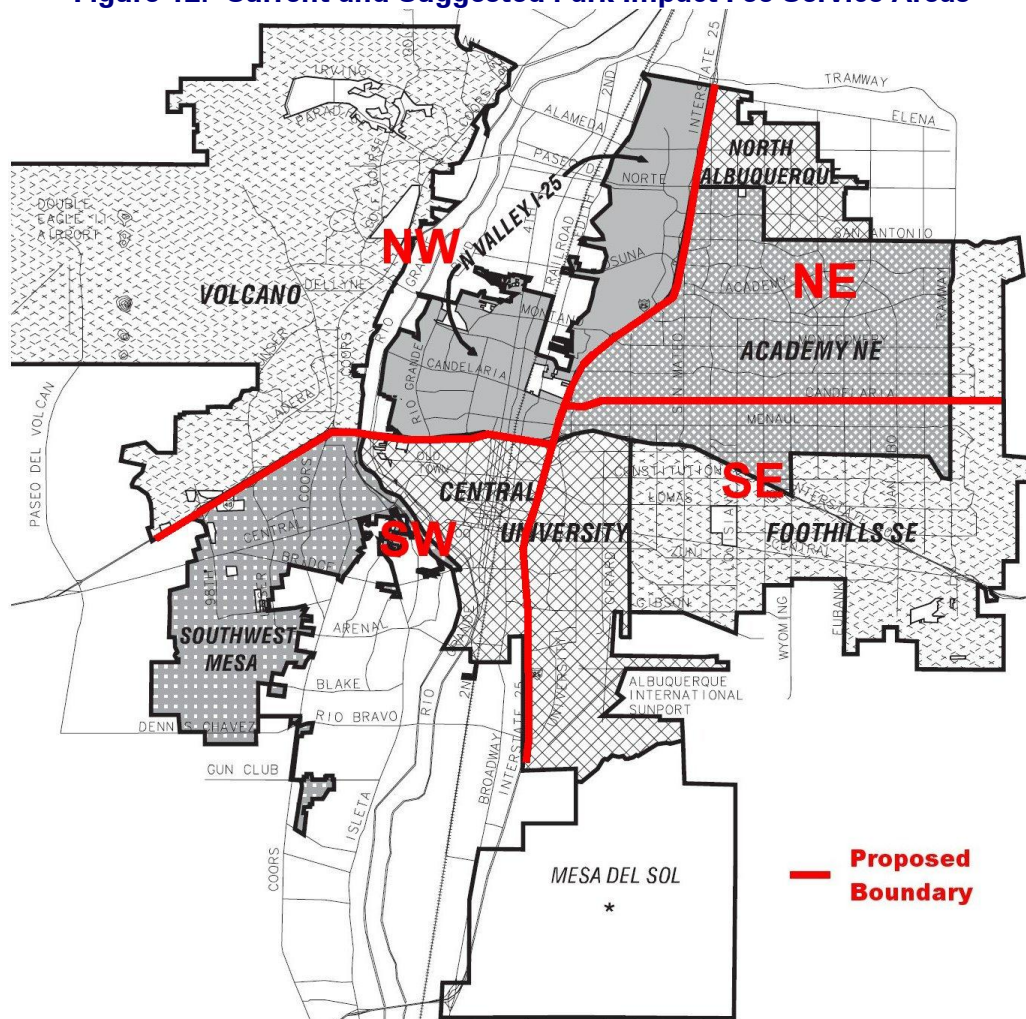
PARKS

The City currently charges new residential development a park impact fee. While the park impact fee is technically a single fee with seven service areas, the City maintains separate accounts for parks (multiple service areas), open space (city-wide) and trails (city-wide). This study recommends three separate impact fees – for parks, open space and trails. The park impact fee is the subject of this section.

Service Areas

The City currently has seven park impact fee service areas, which were based on combinations of cash-in-lieu areas that preceded the impact fees (see Figure 12). The consultant's recommendation is to reduce the number of park impact fee service areas from the current seven to four. The recommended park service areas use I-25 as the east-west boundary (as with the road impact fee service area), I-40 as the north-south boundary to the west and Candelaria Road as the north-south boundary to the east, as illustrated in Figure 12.

Figure 12. Current and Suggested Park Impact Fee Service Areas



Methodology

The City has only a few regional park facilities, such as Balloon Fiesta, Civic Plaza and 118th Street Regional Sports Complex. These were not included in the 2004 park impact fee calculation, and will be excluded from the updated park impact fees. Even though community centers are often located in parks, they are also excluded from the park impact fees.

The 2004 park impact fee study used a city-wide average of 2.6 acres of developed parkland per 1,000 population as the basis for the park fee calculation in all service areas. While a ratio of acres to population may be a useful level of service (LOS) measure for park planning purposes, it is less appropriate as the basis for impact fee calculation. An acre developed with ball fields represents a much lower capital investment than an acre developed with a swimming pool. The proposed approach is to inventory actual improvements and use current replacement costs to quantify the capital investment in each service area. The existing LOS will be defined in terms of capital investment per service unit. Basing the fees on the existing LOS will avoid creating existing deficiencies and the need to deal with the accompanying complexities. The fees could be based on the existing LOS in each service area, or, if the City desires to have a fee that is uniform across the city, the fees could be based on the existing LOS for the service area that currently has the lowest level of service.

Service Units

A service unit is a unit of measurement that expresses the demand for facilities resulting from different types of development. Park impact fees are typically assessed only on residential development, and generally use population as the indicator of demand for parks. This was the approach used in the City's 2004 impact fee study. In this update, population is used indirectly as the indicator of demand for parks. The proposed service unit is an Equivalent Dwelling Unit, or EDU. A typical single-family home represents one EDU, while the EDUs for other housing types are based on the average persons per unit relative to a typical single-family unit. The proposed EDU multipliers by housing type are shown in Table 33.

Table 33. Park Service Unit Multipliers by Housing Type

Housing Type	Persons/ Unit	EDU Multiplier
Single-Family Detached	2.58	1.00
Multi-Family (all)	1.65	0.64
Multi-Family, 50+ units	1.40	0.54
Mobile Home/RV Park	2.23	0.86

Source: Persons per unit from Table 95; EDU multiplier is the ratio of the persons per unit for the housing type to the persons per unit for the average single-family detached unit.

The total number of existing park service units in each service area, and projected new EDUs anticipated over the next ten years, are calculated in Table 34 based on the land use assumptions.

Table 34. Total Park Service Units, 2012-2022

	Southeast	Southwest	Northeast	Northwest	Mesa del Sol	Total
Single-Family EDU Multiplier	1.00	1.00	1.00	1.00	1.00	1.00
Multi-Family EDU Multiplier	0.64	0.64	0.64	0.64	0.64	0.64
Single-Family Units, 2012	49,036	30,569	35,592	43,598	16	158,811
Multi-Family Units, 2012	35,389	7,976	24,763	14,015	0	82,143
Total Housing Units, 2012	84,425	38,545	60,355	57,613	16	240,938
Single-Family EDUs, 2012	49,036	30,569	35,592	43,598	16	158,811
Multi-Family EDUs, 2012	22,649	5,105	15,848	8,970	0	52,572
Total Park EDUs, 2012	71,685	35,674	51,440	52,568	16	211,367
Single-Family Units, 2022	52,456	33,462	35,970	50,881	17,492	190,261
Multi-Family Units, 2022	37,857	8,851	25,026	16,356	3,084	91,174
Total Housing Units, 2022	90,313	42,313	60,996	67,237	20,576	260,859
Single-Family EDUs, 2022	52,456	33,462	35,970	50,881	17,492	190,261
Multi-Family EDUs, 2022	24,228	5,665	16,017	10,468	0	56,378
Total Park EDUs, 2022	76,684	39,127	51,987	61,349	17,492	229,147
New Park EDUs, 2012-2022	4,999	3,453	547	8,781	17,476	35,256

Source: EDU multipliers from Table 33; 2012 and 2022 housing units from Table 11; EDUs are the product of housing units and EDU multipliers.

Cost per Service Unit

As noted in the Methodology section, the cost per service unit will be measured as the ratio of the total current replacement cost of existing land and park improvements in each service area to the number of existing service units in that service area.

The City's recent park land purchases were all in 2011. Costs per acre varied widely, from a low of \$35,000 to a high of \$310,400. Because of the difficulty of determining differential land costs by service area from such a small sample, the lowest cost of \$35,000 per acre will be used for all four service areas.

Table 35. Park Land Cost per Acre

Location	Cost	Acres	Cost/Ac.
Four Hills	\$250,000	1.50	\$166,667
Vista del Norte	\$1,552,000	5.00	\$310,400
Balloon Fiesta	\$5,276,800	17.00	\$310,400
118th St Reg Sports Complex	\$350,000	10.00	\$35,000
Total	\$7,428,800	33.50	\$221,755

Source: City of Albuquerque Parks & Recreation Department, January 4, 2012.

A detailed inventory of land and improvements for each of the City's existing parks was prepared and is provided in the Appendix. Multiplying the existing quantities of land and improvements by the unit cost and summing yields the total replacement cost of existing facilities by service area (see Table 36).

Table 36. Existing Park Capital Cost

Land/Improvements	SE	SW	NE	NW	Unit Cost	Southeast	Southwest	Northeast	Northwest
Owned Park Land (ac.)	472.89	265.88	285.90	387.45	\$35,000	\$16,551,150	\$9,305,800	\$10,006,500	\$13,560,820
Landscaping (acres)	463.60	271.38	288.10	305.85	\$150,000	\$69,540,000	\$40,707,000	\$43,215,000	\$45,877,500
Tennis Court, Lit	15	6	0	4	\$205,000	\$3,075,000	\$1,230,000	\$0	\$820,000
Tennis Court, Unlit	40	18	28	22	\$115,000	\$4,600,000	\$2,070,000	\$3,220,000	\$2,530,000
Basketball Court, Full	17	31	9	6	\$100,000	\$1,700,000	\$3,100,000	\$900,000	\$600,000
Basketball Court, Half	24	26	10	43	\$50,000	\$1,200,000	\$1,300,000	\$500,000	\$2,150,000
Soccer Field	36	13	27	24	\$350,000	\$12,600,000	\$4,550,000	\$9,450,000	\$8,400,000
Ballfield, Lit	8	10	0	0	\$420,000	\$3,360,000	\$4,200,000	\$0	\$0
Ballfield, Unlit	3	0	1	10	\$300,000	\$900,000	\$0	\$300,000	\$3,000,000
Youth Ballfield	12	5	10	10	\$250,000	\$3,000,000	\$1,250,000	\$2,500,000	\$2,500,000
Pool, Indoor	2	1	1	1	\$6,500,000	\$13,000,000	\$6,500,000	\$6,500,000	\$6,500,000
Pool, Outdoor	2	3	2	1	\$4,000,000	\$8,000,000	\$12,000,000	\$8,000,000	\$4,000,000
Horseshoe Pit	2	0	0	3	\$10,000	\$20,000	\$0	\$0	\$30,000
Volleyball Court	3	1	1	9	\$60,000	\$180,000	\$60,000	\$60,000	\$540,000
Backstop	5	7	8	3	\$25,000	\$125,000	\$175,000	\$200,000	\$75,000
Play Area	61	67	39	94	\$350,000	\$21,350,000	\$23,450,000	\$13,650,000	\$32,900,000
Exercise Station	2	1	1	0	\$15,000	\$30,000	\$15,000	\$15,000	\$0
Skate Board Facility	2	2	2	2	\$500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Shade Structure	46	46	25	82	\$100,000	\$4,600,000	\$4,600,000	\$2,500,000	\$8,200,000
Parking Space	1,583	1,104	563	433	\$5,000	\$7,915,000	\$5,520,000	\$2,815,000	\$2,165,000
Total						\$172,746,150	\$121,032,800	\$104,831,500	\$134,848,320

Source: Existing quantities from Table 112 in the Appendix; park land cost per acre is lowest cost from Table 35; other unit costs from City of Albuquerque Parks & Recreation Department, March 13, 2012.

Dividing total existing capital costs in each service area by the existing number of service units results in the cost per service unit by service area. As seen in Table 37, the Northeast service area has the lowest level of service, while the Southwest service area has the highest (the level of service in the Southwest would be somewhat lower, but still the highest, if the portion of the service area east of the river were excluded). If the City adopts uniform city-wide fees, they should be based on the existing level of service in the Northeast service area.

Table 37. Existing Park Cost per Service Unit

	Southeast	Southwest	Northeast	Northwest
Existing Replacement Cost	\$172,746,150	\$121,032,800	\$104,831,500	\$134,848,320
÷ 2012 Equivalent Dwelling Units	71,685	35,674	51,440	52,568
Existing Level of Service (Cost/EDU)	\$2,410	\$3,393	\$2,038	\$2,565

Source: Existing costs from Table 36; existing EDUs from Table 34.

Net Cost per Service Unit

To calculate the net impact of new development, credit needs to be given for revenue generated by new development that will be used to pay for capacity-related capital improvements. For parks, these include property tax payments used to repay debt used for past park improvements and anticipated future grant funding.

The City has an estimated \$33 million in outstanding general obligation debt for past park improvements, as detailed in Appendix C. The most straight-forward way to calculate a credit for outstanding debt is to divide current outstanding park-related debt by existing park service units (i.e.,

EDUs). This puts new development on an equal footing with existing development, by assuming that new development will be able to fund the same portion of its share of capacity-expanding capital costs through general obligations bonds as existing development. The credit is calculated city-wide, because property throughout the city will be repaying the debt, regardless of the service area in which the bonded project was located. The city-wide debt credit is shown in Table 38.

Table 38. Park Debt Credit

Outstanding Eligible Park Debt	\$32,884,744
÷ Existing EDUs	211,367
Park Debt Credit per EDU	\$156

Source: Outstanding eligible park debt from Table 102; existing EDUs is 2012 city-wide EDUs from Table 34.

The credit for grant funding is based on the assumption that the City will continue to receive funding at the same level as it has over the past five years. The City has received \$5.22 million in grant funding for improvements to neighborhood and community parks over the last five years (see Table 41 on the following page). If this rate of funding continues, the City will receive the present value equivalent over the next 25 years of \$78 in grant funding per service unit, as shown in Table 39.

Table 39. Park Grant Credit

Grant Funding, 2007-2011	\$5,218,973
÷ Years	5
Annual Grant Funding	\$1,043,795
÷ Existing EDUs	211,367
Annual Funding per EDU	\$4.94
x Present Value Factor (25 years)	15.70
Grant Funding Credit per EDU	\$78

Source: Grant funding from 2007 through 2011 from Table 41; existing EDUs from Table 34; present value factor based on discount rate of 3.95%, which is the average interest rate on state and local bonds in April 2012 from the U.S. Federal Reserve at <http://www.federalreserve.gov/datadownload/Build.aspx?rel=H15>.

Subtracting the city-wide debt and grant credits per service unit from the cost per service unit yields the net costs per service unit by service area summarized in Table 40.

Table 40. Net Park Cost per Service Unit

	Southeast	Southwest	Northeast	Northwest
Cost per EDU	\$2,410	\$3,393	\$2,038	\$2,565
– Debt Credit per EDU	-\$156	-\$156	-\$156	-\$156
– Grant Credit per EDU	-\$78	-\$78	-\$78	-\$78
Net Park Cost per EDU	\$2,176	\$3,159	\$1,804	\$2,331

Source: Cost per EDU from Table 37; debt credit from Table 38; grant credit from Table 39.

Table 41. Park Grants, 2007-2011

Grant Purpose	Year	Amount
Alameda Little League Park	2007	\$256,140
Alameda Little League Park	2009	\$67,519
Albuquerque Southwest Velodrome	2007	\$50,000
Arroyo Del Oso Tennis	2007	\$75,000
Burton Park Playground	2007	\$120,000
Casa Verde Comm Park	2007	\$3,776
Dog Park Eubnk San Antonio	2007	\$10,000
Eastdale Little League Field Improvements	2007	\$142,328
Garfield Park	2008	\$4,155
Grecian Park Improvement	2007	\$32,736
Highland Pool Renovation	2007	\$14,518
Jade Park Equipment	2007	\$46,380
Jade Park Equipment	2008	\$9,807
Jerry Kline Park	2007	\$220,279
Korean Veteran Memorial	2007	\$34,285
Lassetter Park Equipment	2007	\$87,877
Laurelwood Linear Pk	2007	\$120,000
Martineztown Santa Barbara Park	2008	\$19,967
Martineztown Santa Barbara Park	2007	\$227,383
Mesa Verde Park Light	2007	\$20,000
Mile High Baseball Complex	2007	\$14,112
N Domingo Baca	2008	\$611,827
Novella Park Playground	2007	\$166,866
Off Leash Dog Parks	2007	\$22,482
Pat Hurley Park	2007	\$275,000
Petroglyph Little League	2007	\$107,196
Rancho Encantada Park	2008	\$11,052
Roadrunner Little League	2007	\$546,789
Roadrunner Little League	2008	\$225,000
Robinson Park	2008	\$37,741
Sandia Vista Park	2007	\$7,904
Snow Heights Park	2007	\$304,400
Sunduro South Park	2008	\$25,000
Sunport Pool Circulation Building	2007	\$39,851
Supper Rock Park	2007	\$46,902
Swml Wls Prk	2007	\$3,780
Thunderbird Little League Fields	2007	\$52,648
Tom Bolack Park	2007	\$4,090
Tower Community Park	2007	\$200,000
Tower Westgate Little League	2007	\$195,011
USS Bullhead Park	2007	\$45,577
Valley Pool	2007	\$99,646
Ventana Ranch Park	2007	\$170,000
Ventana Ranch Park	2008	\$25,000
West Mesa Little League	2007	\$219,381
West Side Soccer Field	2007	\$84,568
Workers Park Equipment	2007	\$75,000
Zia Little League	2007	\$40,000
Total Park Grants, 2007-2011		\$5,218,973

Source: City of Albuquerque Parks & Recreation Department, March 23, 2012.

Potential Impact Fee Schedule

The City has the option to adopt differential fees by service area to reflect the existing levels of service in the four quadrants of the city. However, the consultant’s suggestion is to adopt a uniform fee for all four service areas, based on the lowest level of service, which is in the Northeast service area. Based on that recommendation, the potential park impact fees by housing type are calculated by multiplying the EDUs per unit by the net cost per EDU in the Northeast service area, as shown in Table 42.

Table 42. Potential Park Impact Fee Schedule

Housing Type	Unit	EDUs per Unit	Net Cost per EDU	Net Cost per Unit
Single-Family Detached	Dwelling	1.00	\$1,804	\$1,804
Multi-Family	Dwelling	0.54	\$1,804	\$974
Mobile Home/RV Park	Space	0.86	\$1,804	\$1,551

Source: EDUs per unit from Table 33 (multi-family based on apartment complexes with 50 or more units); net cost per EDU is for the Northeast service area from Table 40.

Comparing the updated fees calculated above to current park impact fees is difficult because the current fees are assessed per 1,000 square feet regardless of housing type, whereas the updated fees are assessed per dwelling unit and vary by housing type. The table below compares the updated fee for a typical single-family unit to the current fee for a 2,052 square foot residential unit (the average size of a single-family unit in the western US). The updated fee for a typical single-family unit is in the mid-range of current fees by service area.

Table 43. Comparative Park Impact Fees per Single-Family Unit

Current Service Area	New Service Area	Current Fee	Updated Fee	Percent Change
Central/University	SW and SE	\$0	\$1,804	n/a
Foothills	Southeast	\$308	\$1,804	486%
NW Mesa	Northwest	\$1,538	\$1,804	17%
Acadamy/NE	SE and NE	\$1,684	\$1,804	7%
N Albuquerque	SE and NE	\$2,151	\$1,804	-16%
SW Mesa	Southwest	\$2,228	\$1,804	-19%
N Valley/I-25	Northwest	\$2,414	\$1,804	-25%

Source: Current fees for a 2,052 square foot unit (average size of a single-family unit in the western region from the 2009 American Housing Survey) and the parks portion of the parks, trails and open space fee from the 2004 study, without temporary 50% reduction; updated fee for average single-family unit from Table 42.

Capital Plan

The New Mexico Development Fees Act requires the preparation of a description of “capital improvements or facility expansions and their costs necessitated by and attributable to new development in the service area based on the approved land use assumptions.” As noted earlier, the capital plan does not drive the calculation of the fees – instead, the fees are based on the existing level of service. Consequently, the capital plan required by the Act functions as a guide to spending impact fee funds on eligible improvements. A first step in preparing the capital plan is to estimate future impact fee revenues. Assuming that the updated park impact fees are adopted at the full net costs calculated in this study, potential impact fees over the ten-year planning period are estimated

to range from a low of about \$0.9 million in the Northeast service area to a high of \$15.4 million in the Northwest service area, as shown in Table 44.

Table 44. Potential Park Impact Fee Revenue, 2012-2022

	Southeast	Southwest	Northeast	Northwest	City-Wide
New Single-Family Units	3,420	2,893	378	7,283	13,974
New Multi-Family Units	2,468	875	263	2,341	5,947
Fee per Single-Family Unit	\$1,804	\$1,804	\$1,804	\$1,804	\$1,804
Fee per Multi-Family Unit	\$974	\$974	\$974	\$974	\$974
Potential Revenue	\$8,573,512	\$6,071,222	\$938,074	\$15,418,666	\$31,001,474

Source: New units from Table 34; potential fee per unit from Table 42.

The initial ten-year capital plan for the expenditure of park impact fees is shown in Table 45 on the following page. Based on the growth projections in the land use assumptions, and assuming adoption of the updated fees at 100% with few reductions or waivers, anticipated impact fee revenues will not cover all of the total estimated cost of planned improvements in any of the four service areas. Impact fees are not committed to any particular project, and not all of the projects will necessarily be completed in the ten-year period. This capital plan will be incorporated into the Component Capital Improvements Plan (CCIP), which is part of the City's *Decade Plan*. The CCIP will be amended every two years as part of the regular update of the *Decade Plan*.

Table 45. Park Impact Fee Ten-Year Capital Plan, 2012-2022

Description	Total Cost	Antic. Fee Funding
Four Hills Park	\$525,000	
Los Altos Swimming Pool Expansion	\$3,000,000	
Manzano Mesa Park	\$1,020,000	
New Day Park	\$500,000	
Phil Chacon Park	\$500,000	
Sunport Park	\$250,000	
Korean War Veterans Park	\$500,000	
Land Acquisition	\$500,000	
New Park Development	\$3,000,000	
Balduini Park	\$400,000	
Crestview Heights Park	\$700,000	
Veloport/BMX facility	\$250,000	
Total, Southeast Service Area	\$11,145,000	\$8,573,512
North Domingo Baca Park	\$2,500,000	
Lafayette Park	\$175,000	
Arroyo del Oso Park	\$1,000,000	
Comanche North Park	\$1,000,000	
San Antonio Corridor Park	\$500,000	
Tanoan Corridor Park	\$700,000	
Land Acquisition	\$200,000	
Total, Northeast Service Area	\$6,075,000	\$938,074
Silver Tree Park	\$1,400,000	
El Rancho Grande Park	\$875,000	
El Rancho Grande Unit 17 Park	\$2,500,000	
Anderson Heights Park	\$700,000	
Sunrise Terrace Park	\$861,000	
Tower Pond Park	\$500,000	
Westgate Community Park	\$1,000,000	
Land Acquisition	\$500,000	
New Park Development	\$1,000,000	
Total, Southwest Service Area	\$9,336,000	\$6,071,222
Ridgeview Village	\$700,000	
Andalucia Park	\$850,000	
Shawn McWethy Park	\$1,800,000	
Creighton Park	\$2,300,000	
Piedras Marcadas Dam Park	\$350,000	
Vista Alegre Park	\$3,000,000	
Ventana Ranch Community Park	\$1,000,000	
Vista del Norte Park	\$5,000,000	
Land Acquisition	\$1,000,000	
New Park Development	\$2,000,000	
Country Meadows Park	\$1,500,000	
Ouray Off Leash Dog Area/Ladera Pond	\$800,000	
Paradise Skies Park	\$1,000,000	
Tuscany Park	\$1,000,000	
Tres Placitas Park	\$600,000	
East Atrisco Park	\$900,000	
Total, Northwest Service Area	\$23,800,000	\$15,418,666

Source: City of Albuquerque Parks & Recreation Department, June 19, 2012; potential impact fee revenue from Table 44.

OPEN SPACE

The City currently charges impact fees for open space. Technically, the open space fee is a component of the park impact fee. However, the City deposits the portion of the fees attributable to open space into a separate city-wide account that can be spent anywhere in the city. Effectively, the City has a separate city-wide open space impact fee. This section updates the calculation of the open space fee.

Service Areas

The consultant's recommendation is to have a city-wide open space impact fee. Open space provides a regional benefit.

Methodology

The proposed methodology for the open space impact fee is the same as for the park impact fee. The fees will be based on the existing level of service, measured in terms of the replacement value of existing land and facilities per service unit.

Service Units

A service unit is a unit of measurement that expresses the demand for facilities resulting from different types of development. As with park impact fees, open space impact fees are typically assessed only on residential development, and generally use population as the indicator of demand. The proposed service unit is same as for the park impact fee – an Equivalent Dwelling Unit, or EDU. A typical single-family home would be one EDU, while the EDUs for other housing types are based on the average persons per unit relative to a typical single-family unit. The proposed EDU multipliers by housing type are the same as for the park impact fee (see Table 33 in the parks section).

Cost per Service Unit

There are two major cost components of the open space system: open space land and open space improvements. Existing City-owned open space land is listed in Table 46. The City currently owns 24,849 acres of open space.

Table 46. Existing Open Space Land Inventory

Property Name	Acquired	Acres
Golden Park	1963	1,180.30
Gutierrez (Nature Center)	1963	300.60
Four Hills Park	1963	40.00
Carolino Canyon	1963	27.50
Shooting Range	1964-1968	4,596.00
Montesa Park	1965	577.40
Placitas	1966	560.00
La Boca Negra Park	1967	1,527.60
San Antonito	1968	168.50
Sandia Foothills	1973	490.10
Indian Petroglyph State Park	1973	75.30
Glenwood Hills	1974	70.00
Volcanoes	1976	1,320.00
Marsh Peninsula	1977	230.00
Sandia Foothills	1977	120.00
Candelaria Farms	1977	176.00
Embudo Dam	1978	49.00
Volcano Park	1978	2,120.00
Bear Canyon	1978	79.50
Glenwood Hills	1978	74.80
Volcano Park	1978	760.00
Manzano-Four Hills	1979	146.00
West Mesa O.S.	1979	3,247.50
Rinconada Canyon (Katherine Nicole)	1980	36.50
Sandia Foothills	1981	39.00
Volcano Cliffs Park	1981	61.40
Rebonito	1982	139.90
Simms Park/Elena Gallegos	1983	640.00
Piedras Marcadas	1986	28.70
Piedras Marcadas Pueblo	1988	13.80
Rounds Estate	1988	324.00
Piedras Marcadas	1988	106.90
Grevey, Torres	1989	66.00
Piedras Marcadas	1989	87.50
Piedras Marcadas	1990	73.70
Los Metates	1991	16.00
Bear Canyon	1991	35.00
Piedras Marcadas	1991	81.40
Boca Negra Canyon	1991-2003	138.00
Piedras Marcadas	1992	32.80
High Desert	1993	29.40
Piedras Marcadas	1993	87.60
Rio Grande/Alameda	1994	8.50
Sedillo/Juan Tomas	1994	1,295.00
Piedras Marcadas	1994	49.70
Roberson Ranch	1994	23.50

Table 46. Continued

Property Name	Acquired	Acres
Piedras Marcadas	1995-1996	10.80
Mann Tract	1996	9.00
Montano Bridge Mitigation	1996	18.00
Alamo Farm (Blanchard Property)	1996-1998	20.00
Poblanos Field (Anderson Fields)	1997	138.00
Carolino Canyon	1997	2.50
Manzano/Four Hills	1998	120.00
Tres Pistolas	1998	106.00
Calabacillas Arroyo	1998	40.00
Calabacillas Arroyo	1998	70.00
Roberson Residence	1999	3.00
Hubbell Oxbow	1999	87.00
Piedras Marcadas	1999	20.00
San Antonio Oxbow	1999	9.90
San Antonio Oxbow	1999	49.00
Atrisco Terrace	2001	675.00
Pueblo Site Buffer	2002	6.50
Paseo del Volcan (Monument buffer)	2002	525.00
Black Ranch	2002	200.00
Pueblo Montano Parking	2002-2003	2.20
Pueblo Site Buffer	2003	4.00
Tijeras Canyon (State Land)	2004	327.00
Montano SW Bosque (Graham Property)	2004	126.00
Tijeras Arroyo	2004	90.00
Tijeras Arroyo	2004	26.90
Montano NW Bosque (Taylor/Christian Children's)	2005	125.60
Calabacillas Arroyo	2005	15.00
Tijeras Arroyo/Juan Tabo	2006	36.00
North Geologic Window	2006	40.00
Unser/Ouray	2006	9.80
HawkWatch	2006	67.00
Milne/Gutierrez	2008	420.00
Bosquecito	2009	6.80
La Cuentista	2009	26.90
Tijeras Canyon/Route 66	2010	65.90
Total		24,849.20

Source: City of Albuquerque Parks & Recreation Department, March 23, 2012.

The City has acquired a number of open space properties over the last six years. The cost has averaged \$22,682 per acre (see Table 47). The 2004 study used an average cost of \$12,200 per acre. To be conservative, the same land cost of \$12,200 used in the 2004 study will also be used in this update.

Table 47. Open Space Land Cost per Acre

Property	Date	Cost	Acres	Cost/Acre
North Geologic Window	8/1/2006	\$1,760,000	40.00	\$44,000
HawkWatch	12/1/2006	\$750,000	67.00	\$11,194
Milne/Gutierrez	4/1/2008	\$2,200,000	420.00	\$5,238
Bosquecito	5/1/2009	\$2,300,000	6.80	\$338,235
La Cuentista	9/1/2009	\$3,900,000	26.90	\$144,981
Tijeras Canyon/Route 66	12/1/2010	\$2,900,000	65.90	\$44,006
Volcano Cliffs lots	12/1/2011	\$851,400	19.80	\$43,000
Total		\$14,661,400	646.40	\$22,682
Assumed				\$12,200

Source: City of Albuquerque Parks & Recreation Department, March 26, 2012.

Using a land cost of \$12,200 per acre, the replacement cost of existing City-owned open space is approximately \$303 million, as shown in Table 48. However, the 2004 study reduced the open space cost by about one-third, “because projected open space fee receipts would generate more revenue than the expected cost of proposed improvements.” While the reason for this adjustment is not completely clear, the same reduction factor will be applied to be consistent with the previous study. The result is a utilized replacement cost of about \$200 million.

Table 48. Existing Open Space Land Cost

Open Space Acres	24,849.20
x Cost per Acre	\$12,200
Open Space Land Cost	\$303,160,240
x Assumed Utilization Factor	0.66
Utilized Open Space Land Cost	\$200,085,758

Source: Open space acres from Table 46; cost per acre from Table 47; utilization factor from James C. Nicholas and Arthur C. Nelson, *Park, Recreation, Trail and Open Space Costs of Accommodating New Development and Recommended Park, Recreation, Trails and Open Space Development Impact Fees*, November 2004.

In addition to land costs, there are also costs of open space improvements and facilities, including visitor centers and maintenance facilities. The estimated replacement costs of these facilities totals about \$5.8 million, as shown in Table 49.

Table 49. Existing Open Space Facility Cost

Facility	Address	Sq. Ft.	Cost/Sq. Ft.	Cost
Open Space Visitor Center	6500 Coors Blvd NW	7,845	\$200	\$1,569,000
Elena Gallegos OS Visitor Station	7100 Tramway Blvd NE	1,200	\$200	\$240,000
Montessa Park OS Maintenance/Whse	3615 Los Picaros Rd SE	12,000	\$125	\$1,500,000
Montessa Park OS Administrative Office	3615 Los Picaros Rd SE	9,000	\$200	\$1,800,000
Montessa Park OS Maintenance Office	3615 Los Picaros Rd SE	3,500	\$200	\$700,000
Total		33,545		\$5,809,000

Source: Building square feet from City of Albuquerque Energy Star Building List, December 21, 2011; costs per square foot from City of Albuquerque Parks & Recreation Department, February 27, 2012.

The cost per service unit is computed by adding the cost of existing open space land and facilities, and dividing the total cost by the number of existing service units. The result is a cost of \$974 per equivalent dwelling unit, as shown in Table 50.

Table 50. Existing Open Space Cost per Service Unit

Open Space Land	\$200,085,758
Open Space Facilities	\$5,809,000
Total, Open Space Cost	\$205,894,758
÷ Existing Equivalent Dwelling Units (EDUs)	211,367
Cost per EDU	\$974

Source: Open space land cost from Table 48; open space facility cost from Table 49; existing 2012 EDUs from Table 34.

Net Cost per Service Unit

To calculate the net impact of new development, credit needs to be given for revenue generated by new development that will be used to pay for capacity-related capital improvements. For open space, these include property tax payments used to repay debt used for past open space land and improvements and anticipated future grant funding.

The most straight-forward way to calculate a credit for outstanding debt is to divide current outstanding debt by existing service units (i.e., EDUs). This puts new development on an equal footing with existing development, by assuming that new development will be able to fund the same portion of its share of capacity-expanding capital costs through general obligations bonds as existing development. The credit is calculated city-wide, because property throughout the city will be repaying the debt, regardless of the service area in which the bonded project was located. The city-wide debt credit is shown in Table 51.

Table 51. Open Space Debt Credit

Outstanding Eligible Open Space Debt	\$7,015,389
÷ Existing EDUs	211,367
Open Space Debt Credit per EDU	\$33

Source: Outstanding eligible open space debt from Table 102; existing EDUs is city-wide EDUs from Table 34.

The credit for grant funding is based on the assumption that the City will continue to receive funding at the same level as it has over the past five years. The City has received \$2.9 million in grant funding for open space land acquisition and improvements over the last five years (see Table 52 on the following page).

Table 52. Open Space Grants, 2007-2011

Grant Purpose	Amount
Milne/Gutierrez 420 acre purchase	\$1,700,000
Route 66 County Property	\$100,000
Open Space Visitor Center	\$69,000
West Side Open Space Vist Ctr	\$27,903
Rg Valley State Park	\$19,252
Shooting Range Improvements	\$1,025,000
Reforestation	\$8,311
Total, Open Space Grants, 2007-2011	\$2,949,466

Source: City of Albuquerque Parks & Recreation Department, March 23, 2012.

If this rate of funding continues, the City will receive the present value equivalent over the next 25 years of \$44 in grant funding per service unit, as shown in Table 53.

Table 53. Open Space Grant Credit

Grant Funding, 2007-2011	\$2,949,466
÷ Years	5
Annual Grant Funding	\$589,893
÷ Existing EDUs	211,367
Annual Funding per EDU	\$2.79
x Present Value Factor (25 years)	15.70
Grant Funding Credit per EDU	\$44

Source: Grant funding from 2007 through 2011 from Table 52; existing EDUs from Table 34; present value factor based on discount rate of 3.95%, which is the average interest rate on state and local bonds in April 2012 from the U.S. Federal Reserve at <http://www.federalreserve.gov/datadownload/Build.aspx?rel=H15>.

Subtracting the city-wide debt and grant credits per service unit from the cost per service unit yields the net cost per service unit, as summarized in Table 54.

Table 54. Open Space Net Cost per Service Unit

Open Space Cost per EDU	\$974
– Debt Credit per EDU	-\$33
– Grant Credit per EDU	-\$44
Net Open Space Cost per EDU	\$897

Source: Cost per EDU from Table 50; debt credit from Table 51; grant credit from Table 53.

Potential Impact Fee Schedule

The updated open space impact fees by housing type are calculated by multiplying the EDUs per unit by the net cost per EDU, as shown in Table 55.

Table 55. Potential Open Space Impact Fee Schedule

Housing Type	Unit	EDUs per Unit	Net Cost per EDU	Net Cost per Unit
Single-Family Detached	Dwelling	1.00	\$897	\$897
Multi-Family	Dwelling	0.54	\$897	\$484
Mobile Home/RV Park	Space	0.86	\$897	\$771

Source: EDUs per unit from Table 33; net cost per EDU from Table 54.

Comparing the updated fees calculated above to current open space impact fees is difficult because the current fees are assessed per 1,000 square feet regardless of housing type, whereas the updated fees are assessed per dwelling unit and vary by housing type. The table below compares the updated fee for the average single-family unit to the current fee for a 2,052 square foot unit (the average size of a single-family unit in the western US). The updated city-wide fee is about the same as the average of current fees for all areas of the city.

Table 56. Comparative Open Space Impact Fees per Single-Family Unit

Old Service Area	Current Fee	Updated Fee	Percent Change
Foothills	\$717	\$897	25%
Central/University	\$769	\$897	17%
Acadamy/NE	\$780	\$897	15%
NW Mesa	\$894	\$897	0%
N Valley/I-25	\$907	\$897	-1%
N Albuquerque	\$996	\$897	-10%
SW Mesa	\$1,032	\$897	-13%
Average	\$871	\$897	3%

Source: Current fees for a 2,052 square foot unit (average size of a single-family unit in the western region from the 2009 American Housing Survey) and the open space portion of the parks, trails and open space fee from the 2004 study, without temporary 50% reduction; updated fee for average single-family unit from Table 55.

Capital Plan

The New Mexico Development Fees Act requires the preparation of a description of “capital improvements or facility expansions and their costs necessitated by and attributable to new development in the service area based on the approved land use assumptions.” As noted earlier, the capital plan does not drive the calculation of the fees – instead, the fees are based on the existing level of service. Consequently, the capital plan required by the Act functions as a guide to spending impact fee funds on eligible improvements. A first step in preparing the capital plan is to estimate future impact fee revenues. Assuming that the updated open space impact fees are adopted at the full net costs calculated in this study, potential impact fees over the ten-year planning period are estimated to be about \$15.4 million, as shown in Table 57.

Table 57. Potential Open Space Impact Fee Revenue, 2012-2022

New Single-Family Units	13,974
New Multi-Family Units	5,947
Fee per Single-Family Unit	\$897
Fee per Multi-Family Unit	\$484
Potential Revenue	\$15,413,026

Source: New units from Table 34 (excluding Mesa del Sol); potential fee per unit from Table 55.

The initial ten-year capital plan for the expenditure of open space impact fees is shown in Table 58. Based on the growth projections in the land use assumptions, and assuming adoption of the updated fees at 100% with few reductions or waivers, anticipated impact fee revenues will cover about 20% of the estimated cost of planned land acquisition and improvements. Impact fees are not committed to any particular project, and not all of the projects will necessarily be completed in the ten-year period. This capital plan will be incorporated into the Component Capital Improvements Plan (CCIP), which is part of the City’s *Decade Plan*. The CCIP will be amended every two years as part of the regular update of the *Decade Plan*.

Table 58. Open Space Impact Fee Ten-Year Capital Plan, 2012-2022

Description	Total Cost	Antic. Fee Funding
Land: Calabacillas Arroyo	\$1,500,000	
Land: North Geologic Window	\$3,500,000	
Land: Northern Sand Dunes	\$2,000,000	
Land: North Rio Puerco Escarpment	\$23,000,000	
Land: Volcano Cliffs/Volcano Heights Master Plan	\$3,750,000	
Land: Cerro Colorado Volcano	\$2,250,000	
Land: Southwest Mesa / "Ceja"	\$17,500,000	
Land: South Rio Puerco Escarpment	\$5,850,000	
Land: Southern Sand Dunes	\$1,350,000	
Land: Tijeras Arroyo	\$3,750,000	
Land: Tijeras Canyon	\$1,250,000	
Fencing/Protection/Access Control	\$1,500,000	
Atrisco Terrace Trails & Parking	\$250,000	
Calabacillas Arroyo Facilities	\$200,000	
Candelaria Farm	\$200,000	
Equestrian Complex	\$250,000	
Maloof Airfield	\$250,000	
Northern Sand Dunes Trails & Parking	\$350,000	
Petroglyph / West Mesa Trails & Parking	\$500,000	
Piedras Marcadas Pueblo	\$1,000,000	
Poblanos Fields	\$250,000	
Shooting Range	\$1,000,000	
Visitor Center	\$1,000,000	
Hubbell Farm	\$200,000	
Southwest Mesa / "Ceja" - Trails & Parking	\$200,000	
Rio Grande Valley State Park Improvements	\$2,000,000	
Elena Gallegos / Foothills	\$500,000	
Tijeras Arroyo/Canyon Facilities	\$250,000	
Manzano / Four Hills	\$250,000	
Montessa Park	\$200,000	
Tres Pistolas/ East Mountains Facilities	\$200,000	
Total	\$76,250,000	\$15,413,026

Source: City of Albuquerque, Parks & Recreation Department, June 18, 2012; potential impact fee funding from Table 57.

TRAILS

The City currently charges impact fees for open space and trails. Technically, they are components of the park impact fee. However, the City deposits the portion of the fees attributable to open space and trails into separate city-wide accounts that can be spent anywhere in the city. Effectively, the City has separate city-wide open space and trail impact fees. This section calculates updated trail fees.

Service Areas

The consultant's recommendation is to have a city-wide trail impact fee. Trails provide a regional network that has city-wide benefit.

Methodology

The proposed methodology for the trail impact fee is the same as for the park impact fee. The fees will be based on the existing level of service, measured in terms of the replacement value of existing land and facilities per service unit.

Service Units

A service unit is a unit of measurement that expresses the demand for facilities resulting from different types of development. As with park impact fees, trail impact fees are typically assessed only on residential development, and generally use population as the indicator of demand. The proposed service unit is same as for the park impact fee – an Equivalent Dwelling Unit, or EDU. A typical single-family home would be one EDU, while the EDUs for other housing types are based on the average persons per unit relative to a typical single-family unit. The proposed EDU multipliers by housing type are the same as for the park impact fee (see Table 33 in the parks section).

Cost per Service Unit

Paved trails cost about \$200,000 per mile, although the City has one trail that has a cheaper type of surfacing. The estimated replacement cost of the existing 131 miles of trail is about \$26.2 million, as summarized in Table 59. However, this total cost includes 4.88 miles of bridges and other structures that are much more expensive per mile and are generally paid for using federal grant funding. Excluding these crossing structures results in the net trail cost of \$25.2 million used in the impact fee calculations.

Table 59. Existing Trail Inventory and Cost

Trail Name	Surface	Miles	Cost/Mile	Cost
Alameda Drain	Paved	1.75	\$200,000	\$350,000
Amole Arroyo	Paved	2.45	\$200,000	\$490,000
Amole del Norte	Paved	1.66	\$200,000	\$332,000
Bear Canyon Arroyo	Paved	3.60	\$200,000	\$720,000
Boca Negra	Paved	2.73	\$200,000	\$546,000
Embudo	Paved	1.60	\$200,000	\$320,000
Four Hills	Paved	1.10	\$200,000	\$220,000
Gail Ryba Memorial Bridge	Paved	0.80	\$200,000	\$160,000
Gibson/Kirtland	Paved	3.00	\$200,000	\$600,000
I-40 East	Paved	4.00	\$200,000	\$800,000
I-40 West	Paved	3.90	\$200,000	\$780,000
Juan Tabo Hills	Paved	2.40	\$200,000	\$480,000
La Cueva Arroyo	Paved	0.90	\$200,000	\$180,000
Ladera	Paved	1.10	\$200,000	\$220,000
Learning Road	Paved	0.48	\$200,000	\$96,000
Mariposa/Riverview	Paved	2.90	\$200,000	\$580,000
McMahon/Black	Paved	7.40	\$200,000	\$1,480,000
North Diversion Channel	Paved	8.60	\$200,000	\$1,720,000
North Domingo Baca Arroyo	Paved	1.10	\$200,000	\$220,000
North Pino Arroyo	Paved	6.00	\$200,000	\$1,200,000
Paseo del la Mesa	Paved	3.95	\$200,000	\$790,000
Paseo del las Montansas	Paved	4.80	\$200,000	\$960,000
Paseo del Bosque	Paved	14.40	\$200,000	\$2,880,000
Paseo del Nordeste	Paved	3.00	\$200,000	\$600,000
Paseo del Norte	Paved	6.60	\$200,000	\$1,320,000
Peidras Marcadas	Paved	3.00	\$200,000	\$600,000
Rio Bravo	SCF*	1.19	\$140,000	\$166,600
Snow Vista	Paved	2.50	\$200,000	\$500,000
South Diversion Channel Loop	Paved	4.10	\$200,000	\$820,000
South Domingo Baca Arroyo	Paved	2.40	\$200,000	\$480,000
Tramway	Paved	9.60	\$200,000	\$1,920,000
University/Mesa del Sol	Paved	2.30	\$200,000	\$460,000
Unser	Paved	11.40	\$200,000	\$2,280,000
Ventana Ranch Trails	Paved	2.73	\$200,000	\$546,000
Vista del Norte/Osuna	Paved	2.00	\$200,000	\$400,000
Total Trail Cost		131.44		\$26,216,600
- Crossing Structures	Paved	-4.88	\$200,000	-\$976,000
Net Trail Cost		126.56		\$25,240,600

* SCF stands for stabilized crusher fine

Source: City of Albuquerque Parks & Recreation Department, January 4, 2012, March 2, 2012 and June 18, 2012.

The cost per service unit is computed by dividing the total replacement cost of existing trails by the number of existing service units. The result is a cost of \$119 per equivalent dwelling unit, as shown in Table 60.

Table 60. Existing Trail Cost per Service Unit

Net Trail Improvement Cost	\$25,240,600
÷ Existing Equivalent Dwelling Units (EDUs)	211,367
Cost per EDU	\$119

Source: Trail improvement cost from Table 59; existing 2012 EDUs from Table 34.

Net Cost per Service Unit

To calculate the net impact of new development, credit needs to be given for revenue generated by new development that will be used to pay for capacity-related trail improvements. For trails, these include property tax payments used to repay debt used for past trail improvements and anticipated future grant funding.

The most straight-forward way to calculate a credit for outstanding debt is to divide current outstanding debt by existing service units (i.e., EDUs). This puts new development on an equal footing with existing development, by assuming that new development will be able to fund the same portion of its share of capacity-expanding capital costs through general obligations bonds as existing development. The credit is calculated city-wide, because property throughout the city will be repaying the debt, regardless of the service area in which the bonded project was located. The city-wide debt credit is shown in Table 61.

Table 61. Trail Debt Credit

Outstanding Eligible Trail Debt	\$1,537,264
÷ Existing EDUs	211,367
Trail Debt Credit per EDU	\$7

Source: Outstanding eligible trail debt from Table 102; existing EDUs is city-wide EDUs from Table 34.

The credit for grant funding is based on the assumption that the City will continue to receive funding at the same level as it has over the past five years. The City has received almost \$9.1 million in grant funding for trail improvements over the last five years (see Table 62). However, most of that funding has been for expensive crossing structures that are not included in the trail impact fee cost. Excluding those grant funds, the City has received just under \$1.0 million in eligible grant funding.

Table 62. Trail Grants, 2007-2011

Grant Purpose	Total	Eligible
North Diversion Crossings	\$1,650,000	\$0
Bikeway/Trail Bridge over Rio Grande	\$4,118,518	\$0
I-40 Trail Xing @ RG Phase II	\$1,240,264	\$0
Bear Canyon Arroyo Trail/I-25 Crossing	\$1,100,000	\$0
Regional East-West Bicycle & Trail	\$973,834	\$973,834
Total Trail Grants, 2007-2011	\$9,082,616	\$973,834

Source: City of Albuquerque Parks & Recreation Department, March 23, 2012.

If this rate of funding continues, the City will receive the present value equivalent over the next 25 years of \$14 in grant funding per service unit, as shown in Table 63.

Table 63. Trail Grant Credit

Grant Funding, 2007-2011	\$973,834
÷ Years	5
Annual Grant Funding	\$194,767
÷ Existing EDUs	211,367
Annual Funding per EDU	\$0.92
x Present Value Factor (25 years)	15.70
Grant Funding Credit per EDU	\$14

Source: Grant funding from 2007 through 2011 from Table 62; existing EDUs from Table 34; present value factor based on discount rate of 3.95%, which is the average interest rate on state and local bonds in April 2012 from the U.S. Federal Reserve at <http://www.federalreserve.gov/datadownload/Build.aspx?rel=H15>.

Subtracting the city-wide debt and grant credits per service unit from the cost per service unit yields the net cost per service unit, as summarized in Table 64.

Table 64. Trail Net Cost per Service Unit

Trail Cost per EDU	\$119
– Debt Credit per EDU	-\$7
– Grant Credit per EDU	-\$14
Net Trail Cost per EDU	\$98

Source: Cost per EDU from Table 60; debt credit from Table 61; grant credit from Table 63.

Potential Impact Fee Schedule

The updated trail impact fees by housing type are calculated by multiplying the EDUs per unit by the net cost per EDU, as shown in Table 65.

Table 65. Potential Trail Impact Fee Schedule

Housing Type	Unit	EDUs per Unit	Net Cost per EDU	Net Cost per Unit
Single-Family Detached (average)	Dwelling	1.00	\$98	\$98
Multi-Family	Dwelling	0.54	\$98	\$53
Mobile Home/RV Park	Space	0.86	\$98	\$84

Source: EDUs per unit from Table 33; net cost per EDU from Table 64.

Comparing the updated fees calculated above to current trail impact fees is difficult because the current fees are assessed per 1,000 square feet regardless of housing type, whereas the updated fees are assessed per dwelling unit and vary by housing type. Table 66 below compares the updated fee for the average single-family unit to the current fee for a 2,052 square foot unit (the average size of a single-family unit in the western US). The updated fee is more than twice the current fee for all areas of the city.

Table 66. Comparative Trail Impact Fees per Single-Family Unit

Old Service Area	Current Fee	Updated Fee	Percent Change
Foothills	\$32	\$98	206%
Central/University	\$35	\$98	180%
Acadamy/NE	\$35	\$98	180%
NW Mesa	\$41	\$98	139%
N Valley/I-25	\$41	\$98	139%
N Albuquerque	\$45	\$98	118%
SW Mesa	\$47	\$98	109%
Average	\$39	\$98	151%

Source: Current fees for a 2,052 square foot unit (average size of a single-family unit in the western region from the 2009 American Housing Survey) and the trails portion of the parks, trails and open space fee from the 2004 study, without temporary 50% reduction; updated fee for average single-family unit from Table 65.

Capital Plan

The New Mexico Development Fees Act requires the preparation of a description of “capital improvements or facility expansions and their costs necessitated by and attributable to new development in the service area based on the approved land use assumptions.” As noted earlier, the capital plan does not drive the calculation of the fees – instead, the fees are based on the existing level of service. Consequently, the capital plan required by the Act functions as a guide to spending impact fee funds on eligible improvements. A first step in preparing the capital plan is to estimate future impact fee revenues. Assuming that the updated trail impact fees are adopted at the full net costs calculated in this study, potential impact fees over the ten-year planning period are estimated to be about \$1.7 million, as shown in Table 67.

Table 67. Potential Trail Impact Fee Revenue, 2012-2022

New Single-Family Units	13,974
New Multi-Family Units	5,947
Fee per Single-Family Unit	\$98
Fee per Multi-Family Unit	\$53
Potential Revenue	\$1,684,643

Source: New units from Table 34 (excluding Mesa del Sol); potential fee per unit from Table 65.

The initial ten-year trail impact fee capital plan for the expenditure of trail impact fees is shown in Table 68. Based on the growth projections in the land use assumptions, and assuming adoption of the updated fees at 100% with few reductions or waivers, anticipated impact fee revenues will cover about 43% of the total estimated cost of planned improvements. Impact fees are not committed to any particular project, and not all of the projects will necessarily be completed in the ten-year period. This capital plan will be incorporated into the Component Capital Improvements Plan (CCIP), which is part of the City’s *Decade Plan*. The CCIP will be amended every two years as part of the regular update of the *Decade Plan*.

Table 68. Trail Impact Fee Ten-Year Capital Plan, 2012-2022

Description	Total Cost	Antic. Fee Funding
Central/Unser Gap	\$100,000	
Unser Trail (Montano – Dellyne)	\$125,000	
Unser Trail (McMahon – City Limits, Rio Rancho)	\$75,000	
Unser Trail (McMahon – Bandelier)	\$100,000	
Boca Negra Dam Trail (Around Dam)	\$187,500	
Piedras Marcadas Trail	\$300,000	
MRGCD Drain from Paseo del Norte along Coors to Eagle Ranch Rd	\$300,000	
I-40 West Trail – Continue La Presa Dam to 98th St.	\$260,000	
University Blvd Trail from Gibson to Rio Bravo	\$800,000	
East I-40 Trail from 6th St. to University	\$500,000	
Balloon Museum Dr. to Jefferson	\$100,000	
North Diversion Channel Trail @ Paseo del Norte to Edith Connection	\$200,000	
98th Tt. Gibson to Dennis Chavez	\$350,000	
Skyview Trail	\$250,000	
Ventana Ranch Community Park Trail (Around Dam)	\$300,000	
Total	\$3,947,500	\$1,684,643

Source: City of Albuquerque Parks & Recreation Department, June 18, 2012; potential impact fee revenue from Table 67.

FIRE

The City currently charges a public safety impact fee. While the public safety fee is technically a single fee, the City maintains separate accounts for fire and police impact fees. This study develops separate impact fees for fire and police. Updated fire impact fees are calculated in this section.

Service Areas

Currently there are two fire impact fee service areas: Eastside and Westside, with the boundary being the Rio Grande. The Colgan review suggests that the public safety impact fee service areas could be combined into a single city-wide service area, and the consultants agree. Fire stations tend to form an integrated response system, so that a new station on either side of the Rio Grande could benefit new development wherever it is located. A city-wide service area is recommended.

Service Units

A service unit is a unit of measurement that expresses the demand for facilities resulting from different types of development. For the purpose of fire and police impact fees, there are two commonly-used alternatives: calls-for-service and functional population. The calls-for-service approach allocates costs between land uses based on historical local data on the number of calls to various land uses. This approach uses the ratio of the number of calls to the amount of existing development in each land use category to determine calls per unit of development by land use. Functional population is a widely-use and reasonable alternative that allocates the cost of public safety improvements between various types of land uses based on the presence of people at the site of a land use (a functional person is the equivalent of a person occupying a land use for 24 hours a day).

The consultants have used the calls-for-service approach on many occasions, but have come to realize its limitations. The major problem with calls-for-service ratios is that they tend to change over time. In our experience, there are often wild swings in fees for various land uses when the fees are updated. In addition, a comparison of calls-for-service and functional population ratios from a large number of studies has found that the average ratios are relatively similar.⁷ The 2004 study used the functional population approach, and that approach will be used in this update as well. Appendix B explains the concept of functional population, calculates functional population per unit of development by land use, and determines total city-wide existing and projected functional population based on the land use assumptions.

Cost per Service Unit

The cost per service unit is calculated as the ratio of the total replacement cost of existing capital facilities to the number of existing service units. The first step in determining the cost per service unit is to compile an inventory of existing capital facilities. Existing facilities for fire protection are summarized in Table 69.

⁷ Clancy Mullen, *Fire and Police Demand Multipliers: Calls-for-Service versus Functional Population*, proceedings of the National Impact Fee Roundtable in Arlington, VA, October 5, 2006 (http://growthandinfrastructure.org/proceedings/2006_proceedings/fire%20police%20multipliers.pdf)

Table 69. Existing Fire Facilities

Facility Name	Physical Address	Acres	Building
			Sq. Ft.
Station 1	724 Silver SW	0.620	23,082
Station 2	301 High SE	0.475	2,641
Station 3 (1)	141 Girard NW	n/a	5,700
Station 4	301 McKnight NW	4.090	8,151
Station 5	123 Dallas NE	0.830	10,000
Station 6	623 Griegos NW	0.430	3,100
Station 7	116 47th NW	0.386	3,400
Station 8	1400 Indian View NE	0.990	5,000
Station 9	9601 Menaul NE	0.179	3,500
Station 10	2841 Rio Grande NW	0.150	3,100
Station 11	5403 Southern SE	0.478	3,100
Station 12	201 Muriel NE	0.296	3,668
Station 13	4901 Prospect NE	1.242	7,000
Station 14	9810 Eucariz SW	0.170	2,000
Station 15	6600 Academy NE	2.000	8,000
Station 16	4727 Juan Tabo NE	0.517	4,370
Station 17	3630 Yucca NW	0.634	7,100
Station 18	6100 Taylor Ranch NW	1.070	4,400
Station 19	3520 San Andres NE	2.139	7,000
Station 20 (2)	7520 Corona NE	1.500	10,032
Station 21	10400 Cibola Loop NW	1.551	10,000
Fire Admin/Academy (3)	11500 Sunset Gardens SW	2.882	47,000
Communications Center (4)	11510 Sunset Gardens SW	0.823	7,203
Logistics / Fleet	1801 4th NW	3.271	13,800
Arson	2510 Quincy NE	1.242	4,392
Facilities Maintenance	517 98th NW	1.765	3,500
Records Management (5)	400 Roma NW	n/a	1,500
Plans Checking (6)	600 2nd NW	n/a	3,500
Total		29.730	215,239

Notes: (1) land leased from UNM; (2) excludes acreage used for park and building sq. ft. occupied by police; (3) acres utilized assumed to be one-tenth of 28.82 acre site; (4) excludes portion of building sq. ft. occupied by police, as well as proportionate share of acreage; (5) housed with Police Dept. building; housed in Plaza del Sol

Source: City of Albuquerque Fire Department, December 23, 2011.

The City currently has two fire stations under construction. They are being constructed as part of a consolidated bid. The cost of construction is \$254 per square foot, as shown in Table 70.

Table 70. Fire Station Cost per Square Foot

New Fire Station 2 Square Feet	7,962
New Fire Station 7 Square Feet	8,883
Total Building Square Feet	16,845
Combined Construction Cost	\$4,270,452
÷ Building Square Feet	16,845
Cost per Square Foot	\$254

Source: City of Albuquerque Fire Department, May 3, 2012.

The cost of land for the two fire stations under construction averaged \$343,863 per acre, as shown in Table 71.

Table 71. Fire Station Cost per Acre

	Station 2	Station 7	Total
Land Cost	\$831,125	\$1,263,000	\$2,094,125
÷ Acres	1.09	5.00	6.09
Cost per Acre	\$762,500	\$252,600	\$343,863

Source: City of Albuquerque Fire Department, May 3, 2012.

The Development Fees Act authorizes fire impact fees for “essential equipment costing ten thousand dollars (\$10,000) or more and having a life expectancy of ten years or more. The original cost of existing fire equipment meeting these criteria total \$23.5 million, as summarized in Table 72.

Table 72. Existing Fire Equipment Cost

Description	In Service	Orig. Cost
Amer LaFrance Pumper	Jan-65	\$14,000
Clark Pumper FTCO 2070	Jun-75	\$59,966
Spartan Pumper	Dec-80	\$93,990
Ford Hazard Truck	Nov-82	\$78,055
Communication Control Console (3)	Jul-85	\$62,409
Breathing Air Compressor	Feb-87	\$10,816
Sutphen Telescopic Aerial Platform	Apr-90	\$453,560
Thunderbird Fire Engine (2)	Aug-91	\$432,214
Brush Truck	Mar-92	\$56,617
Quint Ladder/Pumper	Sep-93	\$369,989
Integrated Breathing Air Station	Oct-94	\$38,260
Chevrolet Suburban (4)	Jul-95	\$99,636
HazMat Rescue Unit	Sep-95	\$280,323
Chevrolet Van (2)	Sep-95	\$39,954
HazMat Wireless Repeater	Nov-95	\$22,882
Chevrolet K1500	Apr-96	\$20,369
Pierce Dash Pumper (5)	Jun-96	\$947,770
SCBA Air Compressor	Nov-96	\$36,950
Crown Victoria 4D Sedan (4)	Feb-97	\$76,516
Ford Taurus Sedan (4)	Jan-98	\$57,884
Crown Victoria 4D Sedan	Feb-98	\$19,629
Pierce Pumper	Mar-98	\$502,377
Pierce Pumper	Mar-98	\$245,959
Ford 15-Passenger Club Wagon	Sep-98	\$21,618
Ford Excursion Pick-Up 4x4 (4)	May-00	\$126,444
Chevrolet Cavalier 4D Sedan	Jun-00	\$12,582
Crown Victoria 4D Sedan (3)	Aug-00	\$57,474
Heart Monitor and Battery Pack (17)	Sep-00	\$236,130
Defibrillator Monitor	May-01	\$35,139
Ford Expedition 4x4	Jul-01	\$28,671
Pierce Dash Pumper	Oct-01	\$201,763
Pierce Dash Pumper (6)	Nov-01	\$1,781,508
Pierce 105' Aerial Ladder Truck	Dec-01	\$557,557
Ford F-450 Ambulance Rescue Truck (9)	Dec-01	\$809,100
Pierce Dash Pumper	Mar-02	\$202,730
Mobile Trailer System	May-02	\$69,124
Mass Casualty Trailer Module (2)	Jun-02	\$77,490
Ford F-250 4x4 Supercab	Aug-02	\$30,975
First In 105' Aerial Ladder Truck	Sep-02	\$559,672

Table 72. Continued

Description	In Service	Orig. Cost
Crown Victoria Sedan	Oct-02	\$23,973
Pierce 2,000 gpm Dash Pumper (3)	Feb-03	\$958,956
Ford Pick-Up 4x2	Nov-03	\$23,034
Ford 4WD Utility Vehicle	Dec-03	\$20,534
Ford 4WD Utility Vehicle	Dec-03	\$19,846
Ford 4WD Utility Vehicle	Dec-03	\$19,598
Dodge Stratus Sedan, Flex Fuel (9)	Jan-04	\$123,201
Ford E-350 4D 4x4	Jun-04	\$31,920
Pierce Aerial Platform	Oct-04	\$748,040
Pierce Aerial Platform	Oct-04	\$637,728
Pierce Dash Pumper (6)	Oct-04	\$2,331,546
Ford F-550 Brush Truck 4x4 (2)	Oct-04	\$132,490
Polaris Ranger ATV 6x6	Jan-05	\$10,042
Chevrolet Pick-Up Crew Cab	Apr-05	\$22,368
Pierce 95' Mid Mount Aerial Platform	May-05	\$822,799
Dodge Ram Pick-Up Truck	May-05	\$31,025
Ford Expedition	May-05	\$24,338
Dodge Ram Pick-Up Truck	May-05	\$23,535
Chevrolet Impala Sedan 4D	May-05	\$16,709
Dodge Stratus Sedan (6)	May-05	\$93,318
Defibrillator (2)	May-05	\$24,996
Chevrolet Impala Sedan 4D	Dec-05	\$16,941
Dodge Stratus Sedan, Flex Fuel (2)	Dec-05	\$32,294
Ford Expedition 4D 4WD (4)	Jan-06	\$113,492
Crown Victoria Marked Fire Patrol	Jan-06	\$21,483
Crown Victoria Marked Fire Patrol	Jan-06	\$20,208
Pierce Dash Rescue Truck	Feb-06	\$377,361
Mazda Fork Lift	Mar-06	\$18,444
Chevrolet Ambulance C45000 (3)	Apr-06	\$422,583
Chevrolet Ambulance C45000 (3)	Apr-06	\$383,613
Air Conditioning Unit	Jun-06	\$30,957
Dodge Stratus Sedan, Flex Fuel (10)	Jul-06	\$156,520
First In Rescue Truck	Aug-06	\$507,961
First In Rescue Truck (5)	Aug-06	\$2,146,245
First In Pumper	Aug-06	\$198,843
Ford F-550 Truck	Jan-07	\$43,851
Bauer Compressor	Feb-07	\$56,538
Chevrolet Impala Sedan (8)	May-07	\$140,304
First In Pumper	Jun-07	\$437,527
Professional Ambulance C4500 (11)	Jun-07	\$1,290,718
Ford F-250 Pick-Up (3)	Aug-07	\$100,554
Chevrolet Tahoe	Mar-08	\$29,140
Chevrolet Tahoe (3)	May-08	\$95,001
Skid-Steer Loader w/bucket	Jun-08	\$19,375
Utility Vehicle w/nerf bars (2)	Jun-08	\$25,926
First Defender (2)	Jun-08	\$70,000
Pierce Dash Pumper	Oct-08	\$678,857
Pierce Dash Pumper (2)	Oct-08	\$904,014
Chevrolet Impala Sedan (12)	Oct-08	\$219,096
Cargo Trailer	Oct-08	\$14,750
Total		\$23,540,694

Source: City of Albuquerque Fire Department, December 20, 2011.

Adding up the cost of existing fire buildings, land and vehicles results in a total replacement cost of about \$88.4 million. Dividing by the number of existing service units (functional population) yields a cost of \$162 per service unit, as shown in Table 73.

Table 73. Fire Cost per Service Unit

	Units	Unit Cost	Total Cost
Fire Station Buildings (Sq. Feet)	215,239	\$254	\$54,670,706
Fire Station Land (Acres)	29.73	\$343,863	\$10,223,047
Equipment	n/a	n/a	\$23,540,694
Total, Fire Replacement Cost			\$88,434,447
÷ Existing Functional Population			546,387
Cost per Functional Population			\$162

Source: Building square feet and acres of land from Table 69; cost per building square foot from Table 70; cost per acre from Table 71; equipment cost from Table 72; existing functional population from Table 101.

Net Cost per Service Unit

To calculate the net impact of new development, credit needs to be given for revenue generated by new development that will be used to pay for capacity-related capital improvements. For fire, these include property tax payments used to repay debt used for past fire improvements and anticipated future grant funding.

The City has a small amount of outstanding debt for past fire improvements (see detail in Appendix C). The most straight-forward way to calculate a credit for outstanding debt is to divide current outstanding debt by existing service units (i.e., functional population). This puts new development on an equal footing with existing development, by assuming that new development will be able to fund the same portion of its share of capacity-expanding capital costs through general obligations bonds as existing development. The fire debt credit is shown in Table 74.

Table 74. Fire Debt Credit

Outstanding Eligible GO Bond Fire Debt	\$385,584
Outstanding NMFA Loan for Station 7	\$1,393,530
Total Outstanding Debt	\$1,779,114
÷ Existing Functional Population	546,387
Fire Debt Credit per Functional Population	\$3

Source: Outstanding eligible GO bond fire debt from Table 102 in Appendix C; outstanding NMFA loan from Albuquerque Fire Department, June 13, 2012; existing functional population Table 101.

The credit for grant funding is based on the assumption that the City will continue to receive funding at the same level as it has over the past five years. The City has received \$0.95 million in grant funding for fire land acquisition and improvements over the last five years (see Table 75 on the following page).

Table 75. Fire Grants, 2007-2011

Year	Granting Agency	Description	Amount
2009	FEMA	Driving Simulator	\$148,111
2009	EMS Fund Act	Oxygen Generator	\$20,000
2011	ARRA	Self-Contained Breathing Apparatus	\$685,000
2011	NM PRC	Self-Contained Rehab Vehicle	\$100,000
Total			\$953,111

Source: City of Albuquerque Fire Department, December 20, 2011 and June 13, 2012.

If this rate of funding continues, the City will receive the present value equivalent over the next 25 years of \$5 in grant funding per service unit, as shown in Table 76.

Table 76. Fire Grant Credit

Grant Funding, 2007-2011	\$953,111
÷ Years	5
Annual Grant Funding	\$190,622
÷ Existing Functional Population	546,387
Annual Funding per Functional Population	\$0.35
x Present Value Factor (25 years)	15.70
Grant Funding Credit per Func. Population	\$5

Source: Grant funding from 2007 through 2011 from Table 75; existing functional population from Table 101; present value factor based on discount rate of 3.95%, which is the average interest rate on state and local bonds in April 2012 from the U.S. Federal Reserve at <http://www.federalreserve.gov/datadownload/Build.aspx?rel=H15>.

Subtracting the city-wide debt and grant credits per service unit from the cost per service unit yields the net cost per service unit, as summarized in Table 77.

Table 77. Fire Net Cost per Service Unit

Cost per Functional Population	\$162
– Debt Credit per Functional Population	-\$3
– Grant Credit per Functional Population	-\$5
Net Park Cost per Functional Population	\$154

Source: Cost per functional population from Table 73; debt credit from Table 74; grant credit from Table 76.

Potential Impact Fee Schedule

The updated fire impact fees by housing type are calculated by multiplying the functional population per unit by the net cost per functional population, as shown in Table 78.

Table 78. Potential Fire Impact Fee Schedule

Land Use	Unit	Functional Pop./Unit	Net Cost/Func. Pop.	Net Cost/Unit
Single-Family Detached	Dwelling	1.73	\$154	\$266
Multi-Family	Dwelling	0.94	\$154	\$145
Mobile Home/RV Park	Space	1.49	\$154	\$229
Hotel/Motel	Room	1.05	\$154	\$162
Commercial	1,000 sq. ft.	1.58	\$154	\$243
Public/Institutional	1,000 sq. ft.	0.99	\$154	\$152
Industrial/Warehouse	1,000 sq. ft.	0.24	\$154	\$37
Mini-Warehouse	1,000 sq. ft.	0.13	\$154	\$20

Source: Functional population per unit from Table 100 (multi-family based on apartment complexes with 50 or more units; commercial based on office; industrial/warehouse based on warehouse); net cost per functional population from Table 77.

The updated fees are compared to current fire impact fees in Table 79. The updated fees are in the mid-range of current fees for residential and commercial, are lower for industrial/warehouse, and are single higher for office and public/institutional. Higher fees for office and institutional uses correct for under-estimates of functional population for those land uses, although the reason for the under-estimate in the 2004 study cannot be determined, because that study did not provide any details about how the functional population multipliers were determined. This study documents the data sources and assumptions used in developing the functional population multipliers, and these types of differential increases and decreases should not occur in future updates.

Table 79. Comparative Fire Impact Fees

Land Use	Unit	Current Fee		Updated Fee	Percent Change	
		East	West		East	West
Single-Family Detached	Dwelling	\$362	\$219	\$266	-27%	21%
Multi-Family	Dwelling	\$156	\$95	\$145	-7%	53%
Retail/Commercial	1,000 sq. ft.	\$291	\$176	\$243	-16%	38%
Office	1,000 sq. ft.	\$64	\$39	\$243	282%	530%
Public/Institutional	1,000 sq. ft.	\$69	\$42	\$152	121%	264%
Industrial/Warehouse	1,000 sq. ft.	\$71	\$43	\$37	-48%	-14%

Source: Current fire fees derived from the 2004 study for public safety fees, without temporary 50% reduction (single-family based on average 2,052 sq. ft. unit; multi-family based on average 886 sq. ft. unit from 2009 American Housing Survey for the western region); updated fees from Table 78.

Capital Plan

The New Mexico Development Fees Act requires the preparation of a description of “capital improvements or facility expansions and their costs necessitated by and attributable to new development in the service area based on the approved land use assumptions.” As noted earlier, the capital plan does not drive the calculation of the fees – instead, the fees are based on the existing level of service. Consequently, the capital plan required by the Act functions as a guide to spending impact fee funds on eligible improvements. A first step in preparing the capital plan is to estimate future impact fee revenues. Assuming that the updated fire impact fees are adopted at the full net costs calculated in this study, potential impact fees over the ten-year planning period are estimated to be about \$7.8 million, as shown in Table 80.

Table 80. Potential Fire Impact Fee Revenue, 2012-2022

Land Use Type	Unit	New Units	Fee per Unit	Potential Revenue
Single-Family	Dwelling	13,974	\$266	\$3,717,084
Multi-Family	Dwelling	5,947	\$145	\$862,315
Commercial	1,000 Sq. Ft.	8,931	\$243	\$2,170,233
Public/Institutional	1,000 sq. ft.	5,887	\$152	\$894,824
Industrial/Warehouse	1,000 Sq. Ft.	5,498	\$37	\$203,426
Total				\$7,847,882

Source: New units (excluding Mesa del Sol) from Table 31; potential fee per unit from Table 78.

The initial ten-year capital plan for the expenditure of fire impact fees is shown in Table 81. Based on the growth projections in the land use assumptions, and assuming adoption of the updated fees at 100% with few reductions or waivers, anticipated impact fee revenues will cover about 49% of the total eligible cost of planned improvements. Impact fees are not committed to any particular project, and not all of the projects will necessarily be completed in the ten-year period. This capital plan will be incorporated into the Component Capital Improvements Plan (CCIP), which is part of the City’s *Decade Plan*. The CCIP will be amended every two years as part of the regular update of the *Decade Plan*.

Table 81. Fire Impact Fee Ten-Year Capital Plan, 2012-2022

Description	Total Project Cost	Eligible Cost	Antic. Fee Funding
New Volcano Vista Fire Station*	\$4,800,000	\$4,800,000	
Logistics/Fleet	\$9,683,500	\$3,001,885	
Station 9 Reconstruction	\$4,903,750	\$2,451,875	
New SW Mesa Fire Station	\$5,053,000	\$5,053,000	
Communications Center and Equipment	\$2,350,000	\$705,000	
Total	\$26,790,250	\$16,011,760	\$7,847,882

* excludes land costs, since City already owns the land

Source: City of Albuquerque Fire Department, June 15, 2012; 31% of the replacement logistics/fleet facility eligible, based on existing 13,800 sq. ft. and new 20,000 sq. ft.; 50% of Station 9 reconstruction eligible, since replacement station will be twice the size of current 3,500 sq. ft.; 30% of communications center improvements eligible, based on added capacity for five additional dispatchers; total potential impact fee funding from Table 80.

POLICE

The City currently charges a public safety impact fee. While the public safety fee is technically a single fee, the City maintains separate accounts for fire and police impact fees. This study develops separate impact fees for fire and police facilities. Updated police impact fees are calculated in this section.

Service Areas

Currently there are two police impact fee service areas: Eastside and Westside, with the boundary being the Rio Grande. The public safety impact fee ordinance provides that impact fees for police facilities collected in either service area may be spent on city-wide police facilities (§ 14-19-1-15(A)). Note that this provision implies that public safety impact fees should be divided into police and fire impact fees, and this is how the City tracks the funds. In fact, the City allocates public safety impact fees into five separate accounts based on a percentage distribution derived from the 2004 impact fee study: Fire Westside, Fire Eastside, Police Westside, Police Eastside and Police City-Wide. Since the ordinance does not mandate a separate city-wide service area for police, the City is limiting its flexibility in spending police impact fees to a greater extent than is actually required.

The Colgan review suggests that the public safety impact fee service areas could be combined into a single city-wide service area, and the consultants agree. There is little difference in the police impact fees between the two service areas. The bulk of police facilities are of city-wide benefit. A city-wide service area is recommended for police fees.

Service Units

A service unit is a unit of measurement that expresses the demand for facilities resulting from different types of development. For the purpose of fire and police impact fees, there are two commonly-used alternatives: calls-for-service and functional population. Calls-for-service allocate costs between land uses based on historical local data on the number of calls to various land uses. This approach uses the ratio of the number of calls to the amount of existing development in each land use category to determine calls per unit of development by land use. Functional population is a widely-used and reasonable alternative that allocates the cost of public safety improvements between various types of land uses based on the presence of people at the site of a land use (a functional person is the equivalent of a person occupying a land use for 24 hours a day).

The consultants have used calls-for-service on many occasions, but have come to realize its limitations. The major problem with calls-for-service ratios is that they tend to change over time. In our experience, there are often wild swings in fees for various land uses when the fees are updated. In addition, the consultants have compared calls-for-service and functional population ratios from a large number of studies, and found that the average ratios are relatively similar.⁸ The 2004 study used the functional population approach, and that approach will be used in this update as well.

⁸ Clancy Mullen, *Fire and Police Demand Multipliers: Calls-for-Service versus Functional Population*, proceedings of the National Impact Fee Roundtable in Arlington, VA, October 5, 2006 (http://growthandinfrastructure.org/proceedings/2006_proceedings/fire%20police%20multipliers.pdf)

Appendix B explains the concept of functional population, calculates functional population per unit of development by land use, and determines total existing and projected city-wide functional population based on the land use assumptions.

Cost per Service Unit

The cost per service unit is calculated as the ratio of the total replacement cost of existing capital facilities to the number of existing service units. The first step in determining the cost per service unit is to compile an inventory of existing capital facilities. Existing facilities for police protection are summarized in Table 82.

Table 82. Existing Police Facilities

Facility	Address	Acres	Sq. Ft.
APD Old Main	401 Marquette	1.50	83,502
Law Enforcement Center*	400 Roma NW	0.55	49,388
Metropolitan Forensic Science Center	5350 2nd St NW	6.25	64,000
Communications Center (APD portion)	11510 Sunset Gardens SW	0.77	6,745
Gerald Kline Valley Area Command	5408 2nd St NW	2.60	13,208
John Carrillo Northeast Area Command	8201 Osuna NE	1.89	8,907
Phil Chacon Southeast Area Command	800 Louisiana SE	1.80	11,436
Russell Foothills Area Command	12800 Lomas NE	1.62	14,824
Shawn McWethy Southwest Area Command	6404 Los Volcanes NW	1.33	9,554
Smith/King Northwest Area Command	10401 Cibola Loop	3.56	26,000
James J. Dwyer Substation	12700 Montgomery	1.00	4,700
Old Town Mini Substation	2060 Central SW	0.59	4,362
South Broadway Substation	1501 Broadway SW	1.45	3,088
Triangle Substation	2901 Central NE	0.40	400
APD Prisoner Transfer Center	401 Roma Avenue NW	0.76	1,800
APD Traffic 20	7520 Corona NE	1.61	3,848
Hoisington Police Academy	5412 2nd NE	4.10	24,600
APD Tactical Range	3701 Drag Strip Rd SW	7.60	1,200
Leadership Academy / Recruiting	5412 2nd NE	0.25	3,400
Total		39.63	334,962

* excludes 1,500 sq. ft. used by Fire Department

Source: City of Albuquerque Police Department, January 12, 2012.

The City completed construction of the Smith/King Memorial substation in 2011. The cost of construction was \$235 per square foot and the cost of the land was \$308,466 per acre, as shown in Table 83.

Table 83. Police Station Unit Costs

Substation Construction/FFE Cost	\$6,100,000
÷ Building Square Feet	26,000
Cost per Square Foot	\$235
Substation Land Cost	\$583,000
÷ Acres	1.89
Cost per Acre	\$308,466

Source: City of Albuquerque Police Department, January 12, 2012.

The Development Fees Act authorizes police impact fees for “essential equipment costing ten thousand dollars (\$10,000) or more and having a life expectancy of ten years or more. The original costs of existing police equipment meeting these criteria total about \$4 million, as summarized in Table 84.

Table 84. Existing Police Equipment Cost

Police Equipment Type	Year	Amount
Helicopter	2002	\$1,505,973
Air Support Night Vision (2)	2006	\$20,028
Air Support Video Unit	2011	\$10,304
Portable Directional Radar Trailer (3)	2005	\$31,131
Munitions Storage Unit (2)	2005	\$20,790
Copier BIZHUB C550	2008	\$10,923
Copier MX M620R	2010	\$10,951
Microfilm Reader	1999	\$11,075
Refrigerated Lockers	2008	\$11,494
Ranger 4-Wheeler	2008	\$11,726
Bait Car Deluxe	2008	\$11,995
Microscope	2009	\$110,763
Portable Classroom Building	2005	\$113,158
Copier BIZHUB (2)	2011	\$24,588
Print System	2007	\$12,476
DLP Projector and Installation System (2)	2010	\$25,080
Munitions Storage Unit (2)	2010	\$25,168
Advanced BQ-90 BASI Target	2010	\$12,590
Copier MP C5000	2010	\$12,624
Generation IV Bomb Robot	2008	\$124,998
Copier/Scanner/Printer C4500	2008	\$13,040
I610 Document Scanner	2009	\$13,109
DLP Projector and Installation System	2011	\$13,211
Gas Chromatograph DNA Multiplier	2008	\$13,412
Cisco Catalyst 3750E Ethernet	2009	\$13,799
QFS-T15 Film Processor	2008	\$13,900
Copier MP-C45000	2008	\$14,024
Microscope Stand	2001	\$14,972
Portable Classroom Building (2)	2009	\$287,528
ACS Video Network Bundle	2009	\$15,196
235 Xeon "Cry Wolf" Server	2004	\$15,547
Forensic Cabinets (2)	2002	\$31,210
Copier AFICIO 3045	2008	\$16,026
CPU T-5500	2008	\$16,623
Mcyntyre 4000 Gun Shear	2008	\$16,950
Crime Lab Server	2004	\$17,042
In-Car License Plate Reader (2)	2007	\$35,000
Gas Chromatograph 7890A	2008	\$18,272
Crime Lab Microscope-Firearm Comparison	2008	\$22,583
Dual Sensor 60 HZ Laser	2010	\$207,869
Crime Lab Headspace Sampler	2008	\$21,583
Helicopter Spotlight	2008	\$22,000
Rover RTK Mapper w/Digital UHF	2010	\$25,812
Bombtec Kit	2010	\$21,513
GPS Mapping Sys Power Unit for Helic	2005	\$32,200
Security System with Camera	2008	\$25,855
Bore Scope	2008	\$21,620

Table 84. Continued

Police Equipment Type	Year	Amount
Precision T7400 Security System	2008	\$24,769
Mass Spectrometer DNA Magnifier	2008	\$31,485
Chemical Identifier	2008	\$34,207
Envelope Stuffer M7000	2008	\$19,080
Simulator	2003	\$19,500
Interface Software for Use w/AFIS	2006	\$30,000
Copier MP 8000	2008	\$19,138
Hostage Response System Phone Link	2008	\$23,500
Auto License Plate Recognition System	2010	\$35,386
Altimeter - Air Support	2011	\$38,860
3000 MAX Recording System Server	2010	\$39,333
Livescan Workstation 3000	2006	\$40,000
Print Scanner	2010	\$40,906
Finger Printing ID System	2006	\$400,000
DNA Robot	2009	\$98,362
Total		\$3,992,257

Source: City of Albuquerque Police Department, December 22, 2011.

Adding up the cost of existing police buildings, land and equipment results in a total replacement cost of about \$94.9 million. Dividing by the number of existing service units (functional population) yields a cost of \$174 per service unit, as shown in Table 85.

Table 85. Police Cost per Service Unit

	Units	Cost/Unit	Cost
Building (sq. ft.)	334,962	\$235	\$78,716,070
Land (acres)	39.63	\$308,466	\$12,224,508
Equipment	n/a	n/a	\$3,992,257
Total Cost			\$94,932,835
÷ Existing Functional Population			546,387
Cost per Functional Population			\$174

Source: Building square feet and acres of land from Table 82; cost per building square foot and per acre from Table 83; equipment cost from Table 84; existing functional population from Table 101.

Net Cost per Service Unit

To calculate the net impact of new development, credit needs to be given for revenue generated by new development that will be used to pay for capacity-related capital improvements. For police, these include property tax payments used to repay debt used for past police improvements and anticipated future grant funding.

The most straight-forward way to calculate a credit for outstanding debt is to divide current outstanding debt by existing service units (i.e., functional population). This puts new development on an equal footing with existing development, by assuming that new development will be able to fund the same portion of its share of capacity-expanding capital costs through general obligations bonds as existing development. The police debt credit is shown in Table 86.

Table 86. Police Debt Credit

Outstanding Eligible Police Debt	\$6,151,159
÷ Existing Functional Population	546,387
Police Debt Credit per Functional Population	\$11

Source: Outstanding eligible police debt from Table 102; existing functional population Table 101.

The credit for grant funding is based on the assumption that the City will continue to receive funding at the same level as it has over the past five years. The City has received \$16.7 million in grant funding for police land acquisition and improvements over the last five years, as summarized in Table 87.

Table 87. Police Grants, 2007-2011

Year	Source	Grant	Amount
2007	Target	Albuquerque Safe City	\$100,000
2007	USDOJ	COPS Methamphetamine Initiative	\$446,454
2008	USDOJ	COPS Technology Grant	\$2,057,660
2008	USDOJ	COPS Technology Grant	\$222,134
2008	USDOJ	Edward Byrne Memorial Justice Assistance	\$232,022
2009	USDOJ	STOP Violence Against Women	\$106,006
2009	USDOJ	Recovery Act: Combatting Criminal Narcotics	\$826,422
2009	USDOJ	Recovery Act: Justice Assistance Grant	\$3,355,443
2009	NM Dept. of Transportation	Operation DWI - BATmobile	\$180,000
2009	USDOJ	Edward Byrne Memorial Justice Assistance	\$797,215
2009	NM Dept. of Finance	E911 Grant Program	\$1,839,017
2009	NM Dept. of Pub Safety	DNA Identification System	\$400,000
2009	NM Dept. of Pub Safety	DNA Identification System	\$100,000
2009	USDOJ	COPS Technology Grant	\$500,000
2010	USDOJ	Edward Byrne Memorial Justice Assistance	\$755,341
2010	NM Dept. of Finance	E911 Grant Program	\$3,247,970
2010	USDOJ	COPS Technology Grant	\$400,000
2011	NM Dept. of Pub Safety	Forensic DNA Backlog Reduction Grant	\$385,175
2011	USDOJ	Edward Byrne Memorial Justice Assistance	\$605,476
2012	NM Dept. of Pub Safety	Traffic Safety Educ & Enforcement	\$113,717
Total			\$16,670,052

Source: City of Albuquerque Police Department, January 10, 2012.

If this rate of funding continues, the City will receive the present value equivalent over the next 25 years of \$96 in grant funding per service unit, as shown in Table 88.

Table 88. Police Grant Credit

Grant Funding, 2007-2011	\$16,670,052
÷ Years	5
Annual Grant Funding	\$3,334,010
÷ Existing Functional Population	546,387
Annual Funding per Functional Population	\$6.10
x Present Value Factor (25 years)	15.70
Grant Funding Credit per Functional Population	\$96

Source: Grant funding from 2007 through 2011 from Table 87; existing functional population from Table 101; present value factor based on discount rate of 3.95%, which is the average interest rate on state and local bonds in April 2012 from the U.S. Federal Reserve at <http://www.federalreserve.gov/datadownload/Build.aspx?rel=H15>.

Subtracting the city-wide debt and grant credits per service unit from the cost per service unit yields the net cost per service unit, as summarized in Table 89.

Table 89. Police Net Cost per Service Unit

Cost per Functional Population	\$174
– Debt Credit per Functional Population	-\$11
– Grant Credit per Functional Population	-\$96
Net Cost per Functional Population	\$67

Source: Cost per functional population from Table 85; debt credit from Table 86; grant credit from Table 88.

Potential Impact Fee Schedule

The updated police impact fees by housing type are calculated by multiplying the functional population per unit by the net cost per functional population, as shown in Table 90.

Table 90. Potential Police Impact Fee Schedule

Land Use Type	Unit	Func. Pop. per Unit	Net Cost per Func. Pop.	Net Cost per Unit
Single-Family Detached	Dwelling	1.73	\$67	\$116
Multi-Family	Dwelling	0.94	\$67	\$63
Mobile Home/RV Park	Space	1.49	\$67	\$100
Hotel/Motel	Room	1.05	\$67	\$70
Commercial	1,000 sq. ft.	1.58	\$67	\$106
Public/Institutional	1,000 sq. ft.	0.99	\$67	\$66
Industrial/Warehouse	1,000 sq. ft.	0.24	\$67	\$16
Mini-Warehouse	1,000 sq. ft.	0.13	\$67	\$9

Source: Functional population per unit from Table 100 (multi-family based on apartment complexes with 50 or more units; commercial based on office; industrial/warehouse based on warehouse); net cost per functional population from Table 89.

The updated fees are compared to current police impact fees in Table 91. The updated fees are lower than current fees for residential, retail and industrial uses, but higher for office and institutional uses. Higher fees for office and institutional uses correct for under-estimates of functional population for those land uses, although the reason for the under-estimate in the 2004 study cannot be determined, because that study did not provide any details about how the functional

population multipliers were determined. This study documents the data sources and assumptions used in developing the functional population multipliers, and these types of differential increases and decreases should not occur in future updates.

Table 91. Comparative Police Impact Fees

	Unit	Current Fee		Updated Fee	Percent Change	
		East	West		East	West
Single-Family Detached	Dwelling	\$204	\$205	\$116	-43%	-43%
Multi-Family	Dwelling	\$88	\$88	\$63	-28%	-28%
Retail/Commercial	1,000 sq. ft.	\$164	\$164	\$106	-35%	-36%
Office	1,000 sq. ft.	\$36	\$36	\$106	195%	194%
Public/Institutional	1,000 sq. ft.	\$39	\$39	\$66	70%	69%
Industrial/Warehouse	1,000 sq. ft.	\$40	\$40	\$16	-60%	-60%

Source: Current police fees derived from the 2004 study for public safety fees, without temporary 50% reduction (single-family based on average 2,052 sq. ft. unit; multi-family based on average 886 sq. ft. unit from 2009 American Housing Survey for the western region); updated fees from Table 90 (industrial/warehouse is average of the two).

Capital Plan

The New Mexico Development Fees Act requires the preparation of a description of “capital improvements or facility expansions and their costs necessitated by and attributable to new development in the service area based on the approved land use assumptions.” As noted earlier, the capital plan does not drive the calculation of the fees – instead, the fees are based on the existing level of service. Consequently, the capital plan required by the Act functions as a guide to spending impact fee funds on eligible improvements. A first step in preparing the capital plan is to estimate future impact fee revenues. Assuming that the updated police impact fees are adopted at the full net costs calculated in this study, potential impact fees over the ten-year planning period are estimated to be about \$3.4 million, as shown in Table 92.

Table 92. Potential Police Impact Fee Revenue, 2012-2022

Land Use Type	Unit	New Units	Fee per Unit	Potential Revenue
Single-Family	Dwelling	13,974	\$116	\$1,620,984
Multi-Family	Dwelling	5,947	\$63	\$374,661
Commercial	1,000 Sq. Ft.	8,931	\$106	\$946,686
Public/Institutional	1,000 Sq. Ft.	5,887	\$66	\$388,542
Industrial/Warehouse	1,000 Sq. Ft.	5,498	\$16	\$87,968
Total				\$3,418,841

Source: New units from Table 80; potential fee per unit from Table 90.

The initial ten-year capital plan for the expenditure of police impact fees is shown in Table 93 below. Based on the growth projections in the land use assumptions, and assuming adoption of the updated fees at 100% with few reductions or waivers, anticipated impact fee revenues will cover about 87% of the total eligible cost of planned improvements. Impact fees are not committed to any particular project, and not all of the projects will necessarily be completed in the ten-year period. This capital plan will be incorporated into the Component Capital Improvements Plan (CCIP), which is part of the City’s *Decade Plan*. The CCIP will be amended every two years as part of the regular update of the *Decade Plan*.

Table 93. Police Impact Fee Ten-Year Capital Plan, 2012-2022

Description	Total Cost	Eligible Cost	Antic. Fee Funding
Communications Center and Equipment*	\$3,975,000	\$1,192,500	
Land for Permanent Family Advocacy Center	\$1,280,476	\$1,280,476	
Acquire Firearms Training Solution (Simulator)	\$200,000	\$200,000	
Expand Communications Center Call Capacity	\$100,000	\$100,000	
SW Area Command Parking Lot Expansion	\$419,539	\$419,539	
NE Area Command Expansion/Parking	\$227,000	\$227,000	
Expansion of Fleet of Marked and Unmarked Vehicles	\$500,000	\$500,000	
Total	\$6,702,015	\$3,919,515	\$3,418,841

* Police share of replacement facility cost; new facility will accommodate approximately 186 police dispatcher FTEs, compared to 130 FTEs in existing facility.

Source: City of Albuquerque Police Department, June 19, 2012; potential impact fee funding from Table 92.

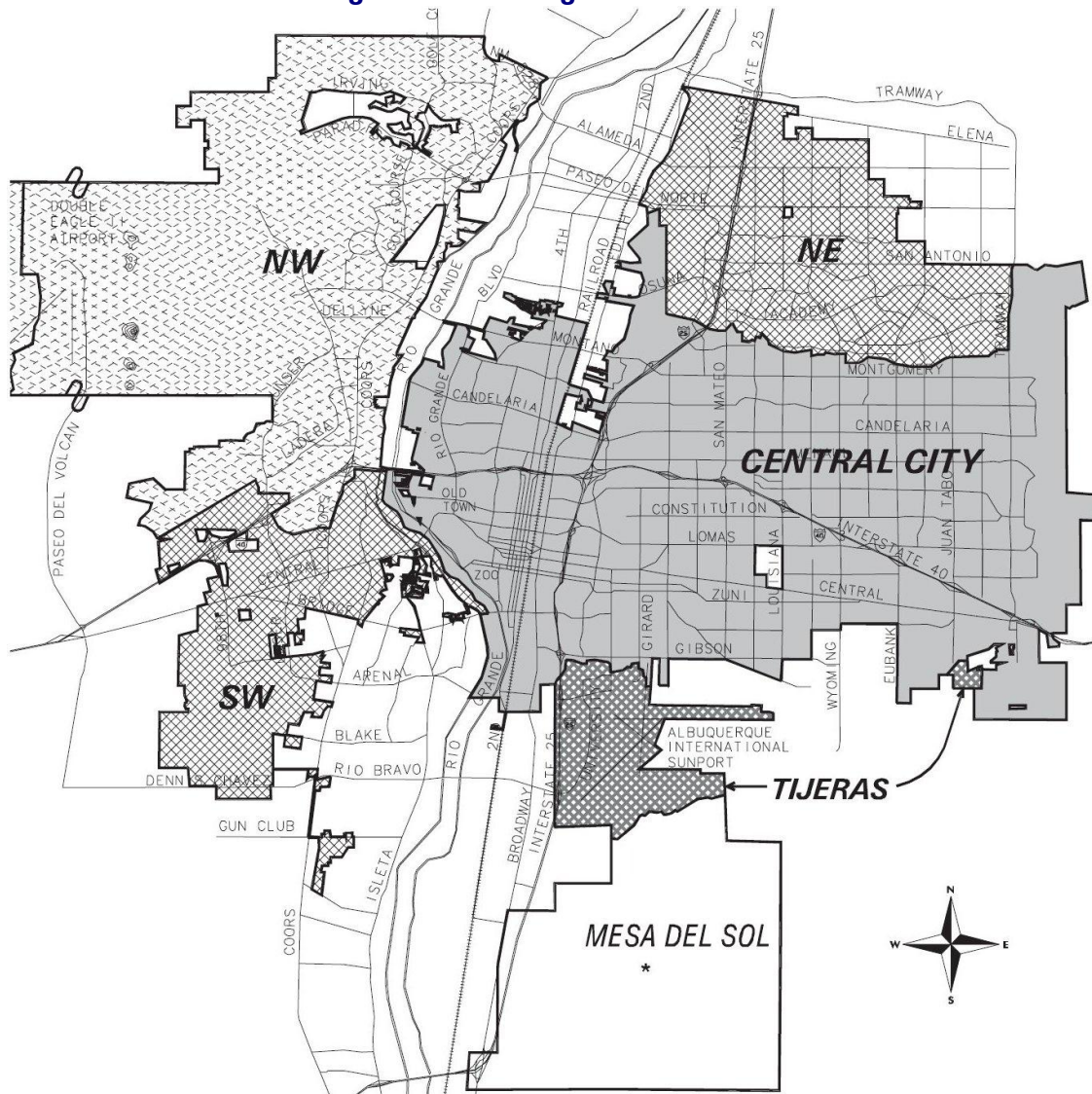
DRAINAGE

The City currently charges a drainage impact fee. The update of the drainage impact fees is excluded from the consultant's scope of service, except for reviewing work done by City staff. The City has determined that no update of the land use assumptions for the drainage impact fee service areas and no update of the impact fee capital improvements plan is required, except to update the list of projects on which drainage impact fee will be spent.

Service Areas

The City of Albuquerque is divided into five drainage impact fee service areas, as illustrated in Figure 13. No drainage fees are charged in the Central City service area. Mesa del Sol is not included in any drainage service area, and is exempt from impact fees based on a development agreement.

Figure 13. Drainage Service Areas



Capital Plan

The New Mexico Development Fees Act requires the preparation of a description of “capital improvements or facility expansions and their costs necessitated by and attributable to new development in the service area based on the approved land use assumptions.” The capital plan required by the Act functions as a guide to spending impact fee funds on eligible improvements.

The updated ten-year capital plan for the expenditure of drainage impact fees is shown in Table 94 below. Impact fees are not committed to any particular project, and not all of the projects will necessarily be completed in the ten-year period. This capital plan will be incorporated into the Component Capital Improvements Plan (CCIP), which is part of the City’s Decade Plan. The CCIP will be amended every two years as part of the regular update of the Decade Plan.

Table 94. Drainage Impact Fee Ten-Year Capital Plan, 2012-2022

Project Description	Construction Cost	Antic. Fee Funding
La Cueva Channel Improvements (MAAMDP-C-4), Barstow-Ventura	\$2,000,000	
Misc. System Improvements in the N Albuq Acres Master Drainage Plan	\$2,800,000	
Misc. System Improvements in the Far NE Heights Master Drainage Plan	\$500,000	
Total, Far Northeast Service Area	\$5,300,000	\$5,300,000
Paseo Del Norte Storm Drain Improvements (PMDMP-B and C), Unser-escarpment	\$4,500,000	
Scenic Road Box Culvert Crossin, South of Rainbow	\$500,000	
Universe Blvd Storm Drain Improvements, Ave de Jamito-Boca Negra Dam	\$2,400,000	
Unser Storm Drain Improvements, Rainbow-Paseo	\$3,500,000	
Unser Storm Drain Improvements (PMDMP-A), Paseo-Paradise	\$4,900,000	
North Boca Negra Channel Stabilization (BNMDMP-7)	\$1,000,000	
Cactus Hill Detention Pond (NCDMP-3), Subdivision Pond Outlet	\$150,000	
Ladera Pond (NWMDMP-602.00A), 3-Acre Detention Pond at Ladera and Coors	\$600,000	
Las Ventanas Dam Storm Water Quality Facility	\$200,000	
Misc. Storm Water Quality Features within Regional Drainage Facilities	\$2,000,000	
Total, Northwest Service Area	\$19,750,000	\$19,750,000
Tower Road Storm Drain, Unser-Coors	\$1,500,000	
Powerline ROW Detention Basins (AHDMP-SB1)	\$2,600,000	
Rudolfo Anaya Diversion Channel (AHDMP-SB3), near 98th and Blake	\$1,800,000	
Benevidez Storm Drain System (AHDMP-SV1A & SV1B)	\$2,500,000	
Misc. System Imp. West Mesa NA, from Isleta Watershed Study	\$3,700,000	
Total, Southwest Service Area	\$12,100,000	\$12,100,000
Bank Stabilization on the Tijeras Arroyo within the City Limits (TDMP-3A and 7)	\$1,000,000	
Total, Tijeras Service Area	\$1,000,000	\$1,000,000
Grand Total	\$38,150,000	\$38,150,000

Source: City of Albuquerque Department of Municipal Development, June 21, 2012.

APPENDIX A: PERSONS PER UNIT

A key input in several of the impact fee calculations is the average number of persons per unit for various housing types in Albuquerque. Persons per unit is the ratio of the number of household residents to the number of total units (including vacant units) of that housing type.

The starting point is the 2000 U.S. Census for Albuquerque. The 2000 Census contains information by housing type based on a 1-in-6 sample (16.7%) of housing units. These data are presented in Table 95. The upper portion of the table shows the housing categories proposed for this update. Single-family attached units (townhomes) are proposed to be classified with multi-family. The lower portion of the table shows single-family attached separately, along with other multi-family (i.e., non-single-family attached) and a category that combines single-family detached and attached units. These categories are needed to be able to compare with more recent data, as discussed below.

Table 95. Persons per Unit, 2000 Census

Housing Type	Total Units	Household Population	Persons/Unit
Single-Family Detached	114,632	295,478	2.58
Multi-Family	75,296	124,339	1.65
Mobile Home	8,653	19,290	2.23
Other	133	190	1.43
Total	198,714	439,297	2.21
Single-Family Attached	12,011	23,173	1.93
Other Multi-family	63,285	101,166	1.60
Multi-Family, 50+ units	18,016	25,236	1.40
Single-Family Detached/Attached	126,643	318,651	2.52

Source: 2000 U.S. Census, City of Albuquerque, SF-3 (1-in-6 sample data).

Starting with the 2010 Census, the Census Bureau no longer collects sample data with the decennial census. Instead, the Bureau conducts annual surveys of 1% of housing units as part of its American Community Survey (ACS). The most current dataset available is a 5% sample, consisting of combined 1% samples for the years 2006-2010. These data combine single-family detached and attached units, as shown in Table 96.

Table 96. Persons per Unit, 2006-2010 ACS

Housing Type	Total Units	Household Population	Persons/Unit
Single-Family Detached/Attached	158,399	387,609	2.45
Multi-Family	66,885	111,034	1.66
Mobile Home	9,538	23,484	2.46
Other	69	111	1.61
Total	234,891	522,238	2.22

Source: U.S. Census, American Community Survey, City of Albuquerque, weighted 5% sample data set based on 1% samples for years 2006 through 2010

A side-by-side comparison of average persons per unit from the 2000 Census and the 2006-2010 American Community Survey is provided in Table 97 below. There appears to have been very little change in average persons per unit in Albuquerque since the 2000 Census. The figure for all housing types is virtually unchanged at about 2.22 persons per unit. Unfortunately, it is not possible to directly compare the recommended categories (single-family detached and multi-family including

single-family attached), because the ACS groups single-family attached with single-family detached. The average persons per unit for the combined single-family detached/attached category appears to have declined slightly, while the multi-family category without single-family attached is slightly higher (as is the mobile home category). However, these minor deviations could well be attributed to the smaller sample size and larger margin of error in the ACS data. For example, the largest change is for the mobile home category, but this is based on an ACS sample of less than 500 units, compared to a 2000 Census sample of almost 1,500 units. The larger sample size and the fact that there was no change in overall persons per unit indicate that the 2000 Census data remains the best available source of data on persons per unit for Albuquerque.

Table 97. Persons per Unit Comparison

Housing Type	Persons per Unit	
	2000	2006-10
Single-Family Detached	2.58	n/a
Single-Family Detached/Attached	2.52	2.45
Multi-Family	1.65	n/a
Single-Family Attached	1.93	n/a
Non-Single-Family Attached	1.60	1.66
Mobile Home	2.23	2.46
All Housing Types	2.21	2.22

Source: 2000 Census data from Table 95; 2006-10 ACS data from Table 96.

APPENDIX B: FUNCTIONAL POPULATION

The two most common methodologies used in calculating public safety service units and impact fees are the “calls-for-service” approach and the “functional population” approach. This approach is a generally-accepted methodology for these impact fee types and is based on the observation that demand for public safety facilities tends to be proportional to the presence of people at a particular site.

Functional population is analogous to the concept of “full-time equivalent” employees. It represents the number of “full-time equivalent” people present at the site of a land use, and it is used for the purpose of determining the impact of a particular development on the need for facilities. For residential development, functional population is simply persons per unit times the percent of time people spend at home. For nonresidential development, functional population is based on a formula that factors trip generation rates, average vehicle occupancy and average number of hours spent by visitors at a land use.

While the previous 2004 public safety impact fee study also used functional population, it did not provide the assumptions used. Consequently, it is not possible to determine why the functional population multipliers used in that study differ from the ones calculated in this update.

Determining residential functional population multipliers is considerably simpler than the nonresidential component. It is estimated that people, on average, spend 16 hours, or 67 percent, of each 24-hour day at their place of residence and the other 33 percent away from home. A similar approach is used for the hotel/motel category. The functional population per unit for these uses is shown in Table 98.

Table 98. Residential Functional Population Multipliers

Housing Type	Unit	Average Occupancy	Occupancy Rate	Func. Pop./Unit
Single-Family Det. (average)	Dwelling	2.58	0.67	1.73
Multi-Family (All)	Dwelling	1.65	0.67	1.11
Multi-Family, 50+ units	Dwelling	1.40	0.67	0.94
Mobile Home	Dwelling	2.23	0.67	1.49
Hotel/Motel	Room	1.57	0.67	1.05

Source: Average occupancy (persons per unit) from Table 95; residential occupancy factor assumed; hotel/motel room occupancy based on one-half of average vehicle occupancy on vacation trips from U.S. Department of Transportation, National Household Travel Survey, 2009.

The functional population methodology for nonresidential land uses is based on trip generation data utilized in developing the transportation demand schedule prepared for the updated transportation impact fee update. Functional population per 1,000 square feet is derived by dividing the total number of hours spent by employees and visitors during a week day by 24 hours. Employees are estimated to spend 8 hours per day at their place of employment, and visitors are estimated to spend one hour per visit. The formula used to derive the nonresidential functional population estimates is summarized in Figure 14.

Figure 14. Nonresidential Functional Population Formula

FUNCPOP/UNIT	=	$(\text{employee hours}/1000 \text{ sf} + \text{visitor hours}/1000 \text{ sf}) \div 24 \text{ hours/day}$
<u>Where:</u>		
$\text{Employee hours}/1000 \text{ sf}$	=	$\text{employees}/1000 \text{ sf} \times 8 \text{ hours/day}$
$\text{Visitor hours}/1000 \text{ sf}$	=	$\text{visitors}/1000 \text{ sf} \times 1 \text{ hour/visit}$
$\text{Visitors}/1000 \text{ sf}$	=	$\text{weekday ADT}/1000 \text{ sf} \times \text{avg. vehicle occupancy} - \text{employees}/1000 \text{ sf}$
$\text{Weekday ADT}/1000 \text{ sf}$	=	$\text{one-way avg. daily trips} (\text{total trip ends} \div 2)$

Using this formula and information on trip generation rates, vehicle occupancy rates from the National Household Travel Survey and other sources and assumptions, nonresidential functional population estimates per 1,000 square feet of gross floor area are calculated in Table 99.

Table 99. Nonresidential Functional Population Multipliers

Land Use	Unit	Trip Rate	Persons/ Trip	Employee/ Unit	Visitors/ Unit	Functional Pop./Unit
Retail/Commercial	1,000 sq. ft.	21.47	1.96	1.54	40.54	2.20
Office	1,000 sq. ft.	5.51	1.24	4.44	2.39	1.58
Public/Institutional	1,000 sq. ft.	3.79	2.59	2.00	7.82	0.99
Industrial	1,000 sq. ft.	3.48	1.24	1.00	3.30	0.47
Warehouse	1,000 sq. ft.	1.78	1.24	0.50	1.70	0.24
Mini-Warehouse	1,000 sq. ft.	1.25	2.00	0.10	2.40	0.13

Source: Trip rates based on one-half of average daily trip rate from ITE, Trip Generation, 8th ed., 2008 (retail/commercial based on shopping center, institutional based on nursing home); persons/trip is average vehicle occupancy from Federal Highway Administration, Nationwide Household Travel Survey, 2009; employees/unit from U.S. Department of Energy, Commercial Buildings Energy Consumption Survey, 2003; visitors/unit is trips times persons/trip minus employees/unit; functional population/unit calculated based on formula from Figure 7.

The functional population multipliers for the recommended residential and nonresidential land use categories are summarized in Table 100.

Table 100. Functional Population Multipliers

Land Use	Unit	Functional Pop./Unit
Single-Family Detached (average)	Dwelling	1.73
Multi-Family (All)	Dwelling	1.11
Multi-Family, 50+ units	Dwelling	0.94
Mobile Home/RV Park	Space	1.49
Hotel/Motel	Room	1.05
Retail/Commercial	1,000 sq. ft.	2.20
Office	1,000 sq. ft.	1.58
Public/Institutional	1,000 sq. ft.	0.99
Industrial	1,000 sq. ft.	0.47
Warehouse	1,000 sq. ft.	0.24
Mini-Warehouse	1,000 sq. ft.	0.13

Source: Residential dwelling unit functional population per unit from Table 98; nonresidential functional population per unit from Table 99.

The total existing and projected functional population for the city is determined by multiplying the existing and projected units of development for each land use category from the land use assumptions by the functional population multiplier for that land use, and summing for all land use categories. The results are displayed in Table 101.

Table 101. Functional Population, 2012-2022

Land Use	Unit	Units	Functional Population	
			per Unit	Total
Single-Family Detached/MH, 2012	Dwelling	158,811	1.73	274,743
Multi-Family, 2012	Dwelling	82,143	1.11	91,179
Retail/Commercial, 2012	1,000 sq. ft.	37,847	2.20	83,263
Office, 2012	1,000 sq. ft.	29,040	1.58	45,883
Public/Institutional, 2012	1,000 sq. ft.	27,511	0.99	27,236
Industrial/Warehouse, 2012	1,000 sq. ft.	66,896	0.36	24,083
Total, 2012 Functional Population				546,387
Single-Family Detached/MH, 2022	Dwelling	172,785	1.73	298,918
Multi-Family, 2022	Dwelling	88,090	1.11	97,780
Retail/Commercial, 2022	1,000 sq. ft.	43,270	2.20	95,194
Office, 2022	1,000 sq. ft.	32,548	1.58	51,426
Public/Institutional, 2022	1,000 sq. ft.	33,398	0.99	33,064
Industrial/Warehouse, 2022	1,000 sq. ft.	72,393	0.36	26,061
Total, 2022 Functional Population*				602,443
Functional Population Growth, 2012-2022*				56,056

* excludes growth in Mesa del Sol, which is exempt from impact fees

Source: Units of development from Table 11 (housing) and Table 15 (nonresidential); functional population multipliers from Table 100 (industrial/warehouse is average of industrial and warehouse).

APPENDIX C: OUTSTANDING DEBT

Table 102. Summary of Outstanding Debt

Bond Issue	Year Issued	Total Bond Issue	Impact Fee Eligible Projects					
			Streets	Parks	Open Sp.	Trails	Fire	Police
2001 Authorized		\$116,558,343	\$15,851,000	\$8,796,000	\$1,500,000	\$15,000	\$1,560,000	\$250,000
2001 Issued	2003	\$81,805,000	\$11,124,824	\$6,173,361	\$1,052,756	\$10,528	\$1,094,866	\$175,459
2001 Outstanding		\$5,230,000	\$711,238	\$394,679	\$67,305	\$673	\$69,998	\$11,218
2003 Authorized		\$93,884,597	\$0	\$16,827,000	\$1,639,000	\$0	\$1,318,000	\$2,511,400
2003 Issued	2005	\$90,595,000	\$0	\$16,237,403	\$1,581,572	\$0	\$1,271,819	\$2,423,404
2003 Outstanding		\$22,480,000	\$0	\$4,029,106	\$392,447	\$0	\$315,586	\$601,337
2005 Authorized		\$43,045,000	\$8,622,400	\$3,200,000	\$2,200,000	\$1,080,000	\$0	\$400,000
2005 Issued	2007	\$43,045,000	\$8,622,400	\$3,200,000	\$2,200,000	\$1,080,000	\$0	\$400,000
2005 Outstanding		\$21,645,000	\$4,335,738	\$1,609,107	\$1,106,261	\$543,074	\$0	\$201,138
2007 Authorized		\$39,000,000	\$6,485,000	\$5,100,000	\$1,300,000	\$300,000	\$0	\$2,100,000
2007 Issued A	2008	\$39,000,000	\$6,485,000	\$5,100,000	\$1,300,000	\$300,000	\$0	\$2,100,000
2007 Outstanding		\$24,675,000	\$4,103,010	\$3,226,731	\$822,500	\$189,808	\$0	\$1,328,654
2007 Authorized		\$54,970,000	\$4,115,000	\$8,120,000	\$2,360,000	\$850,000	\$0	\$1,005,000
2007 Issued B	2009	\$54,970,000	\$4,115,000	\$8,120,000	\$2,360,000	\$850,000	\$0	\$1,005,000
2007 Outstanding		\$42,750,000	\$3,200,223	\$6,314,899	\$1,835,365	\$661,042	\$0	\$781,585
2009 Authorized		\$135,000,000	\$12,165,000	\$18,200,000	\$2,935,000	\$150,000	\$0	\$3,393,113
2009 Issued	2011	\$135,000,000	\$12,165,000	\$18,200,000	\$2,935,000	\$150,000	\$0	\$3,393,113
2009 Outstanding		\$128,400,000	\$11,570,267	\$17,310,222	\$2,791,511	\$142,667	\$0	\$3,227,227
Total Outstanding		\$245,180,000	\$23,920,476	\$32,884,744	\$7,015,389	\$1,537,264	\$385,584	\$6,151,159

Source: Total bond amounts authorized, issued and outstanding from Table 103; impact fee-eligible project authorized amounts by facility type from Table 104 through Table 109; for 2001 and 2003 bonds, where bond amounts issued were less than authorized, issued amounts were reduced proportionately for all facility types; outstanding amounts by facility type based on ratio of outstanding to issued amounts for the entire bond package.

Table 103. Outstanding Non-Stormwater GO Bonds

Bond Issue	Original	Outstanding
2001 Authorized	\$116,558,343	n/a
2001, Issued July 2003	\$81,805,000	\$5,230,000
2003 Authorized	\$93,884,597	n/a
2003, Issued June 2005	\$90,595,000	\$22,480,000
2005, Issued September 2007	\$43,045,000	\$21,645,000
2007, Issued June 2008	\$39,000,000	\$24,675,000
2007, Issued June 2009	\$54,970,000	\$42,750,000
2009, Issued January 2011	\$135,000,000	\$128,400,000

Source: City of Albuquerque Finance Department, January 16, 2012.

Table 104. 2001 Bond Project Authorizations

Project Description	Total	Eligible
Relocation of Fire Station 5*	\$2,000,000	\$1,560,000
Rehabilitation of Fire Department Facilities	\$250,000	\$0
Allocation for Art/Fire	\$42,000	\$0
Allocation for Art/Admin/Fire	\$10,500	\$0
Fire Total	\$2,302,500	\$1,560,000
Shawn McWethy Police Substation	\$250,000	\$250,000
Allocation for Art	\$42,000	\$0
Allocation for Art/Admin	\$10,500	\$0
Police Total	\$302,500	\$250,000
Swimming Pool Renovation	\$3,000,000	\$0
West Mesa Aquatic Center	\$250,000	\$125,000
Recreation Facility Improvements and Renovations	\$300,000	\$0
Park and Playground Equipment Renovation	\$5,000,000	\$0
Neighborhood Park Development	\$1,000,000	\$1,000,000
Community and Regional Park Development	\$6,414,000	\$6,414,000
Parks and Recreation Building Improvements	\$500,000	\$0
Land Acquisition - Parks	\$100,000	\$100,000
Tennis Center Jerry Cline, Phase 1	\$150,000	\$0
Recreational Shelter	\$50,000	\$0
Tiguex Park Playground	\$150,000	\$0
New Play Equipment for 4-H Park	\$200,000	\$0
Quality of Life Improvements at Hoffmantown Park	\$80,000	\$0
New Play Equipment for Graves Park	\$120,000	\$0
Spruce Park Playground Equipment Addition	\$100,000	\$0
Mini Skate Park and Shade Trees at New Stage	\$100,000	\$0
Bellehaven Neighborhood Park	\$120,000	\$0
Recreation Amenities (Play Structure)	\$150,000	\$150,000
Columbus Park Shade and Shelter Structure	\$40,000	\$0
Tennis Court Enhancement	\$50,000	\$0
Pat Hurley Skate Park	\$100,000	\$0
Park Tables and Benches	\$15,000	\$0
Cibola High School Pool	\$250,000	\$0
Westgate Pool	\$250,000	\$0
West Mesa Aquatic Center Development	\$250,000	\$125,000
Rio Grande Swimming Pool	\$300,000	\$0
Kirtland Park	\$200,000	\$0
Vineyard Estates Park	\$170,000	\$170,000
Tennis Courts at Arroyo del Oso Park	\$150,000	\$0
North Domingo Baca Park and Community Center	\$580,000	\$580,000
Playground Equipment and Fencing	\$100,000	\$0
Tall Tree Replacement	\$10,000	\$0
Wilson Tennis Court Resurfacing and Improvements	\$50,000	\$0
District 6 Park Amenity Improvements	\$100,000	\$0
Volleyball Courts at Phil Chacon Park	\$100,000	\$0
Phil Chacon Park Lighting	\$125,000	\$0

* new 10,000 sq. ft. station replaced old 2,200 sq. ft. station

Table 104. Continued

Project Description	Total	Eligible
Sand Volleyball in District 8	\$50,000	\$0
Manzano Mesa Park Development	\$106,000	\$106,000
Singing Arrow Park	\$15,000	\$0
La Luz de Amistad Park	\$25,000	\$0
Zia Little League Facility Improvements	\$21,000	\$21,000
Mile High Little League Field Improvements	\$20,000	\$0
Volleyball Court in District 9	\$5,000	\$5,000
Arbolera de Vida Community Plaza / Park	\$40,000	\$0
Allocation for Art	\$182,848	\$0
Allocation for Art/Admin	\$45,712	\$0
Parks Total	\$21,134,560	\$8,796,000
Open Space Facility Renovations	\$500,000	\$0
Open Space Building Facilities	\$1,000,000	\$1,000,000
Rio Grande Valley State Park/Bosque Action Plan	\$250,000	\$250,000
Open Space Land Acquisition & Protection	\$250,000	\$250,000
Open Space Total	\$2,000,000	\$1,500,000
Urban Trail Development	\$15,000	\$15,000
Trail Renovation, Planning and Development	\$500,000	\$0
Repair Existing Trails	\$150,000	\$0
Tramway Bike Trail Rehab. and Enhancements	\$100,000	\$0
Trails Total	\$765,000	\$15,000
Major Paving Rehab.	\$5,900,000	\$0
Gibson Reconstruction	\$3,000,000	\$0
North West Arterials	\$1,250,000	\$1,250,000
Bridge Repair	\$500,000	\$0
Intersection Signalization	\$1,500,000	\$1,500,000
Safety & Intersection Improvements	\$1,110,100	\$0
Reconstruct Major Intersections	\$1,500,000	\$0
Reconstruct Major Streets	\$1,500,000	\$0
Advance Right-of-way Acquisition	\$500,000	\$500,000
Advance Transportation Planning and Engineering	\$750,000	\$750,000
Sidewalk Improvements	\$1,000,000	\$0
Street Lighting	\$500,000	\$0
Public Works Funding	\$1,000,000	\$0
Traffic Sign Replacement/Pavement Markings	\$100,000	\$0
Signal Control Expansion/ Synchronization	\$450,000	\$450,000
Zoo Access	\$1,000,000	\$0
Eubank Boulevard South	\$4,500,000	\$4,500,000
Second Street	\$250,000	\$250,000
Unser Boulevard Extension	\$2,000,000	\$2,000,000
Neighborhood Traffic Improvements	\$200,000	\$0
Railroad Crossing Improvements	\$200,000	\$200,000
SAD (Special Assessment District) Program	\$500,000	\$0
98th Street	\$750,000	\$750,000

Table 104. Continued

Project Description	Total	Eligible
Alameda Boulevard	\$750,000	\$750,000
Unser Boulevard Corridor Study	\$250,000	\$250,000
McMahon Boulevard Extension	\$300,000	\$300,000
Infill/Community Vitality Projects	\$3,000,000	\$0
Bikeways within Roadways	\$1,857,000	\$0
Valley Pool Road	\$100,000	\$100,000
North Valley Sidewalks	\$200,000	\$200,000
Speedhumps - District 2	\$75,000	\$0
Unser Road	\$300,000	\$300,000
Median Landscaping - Comanche, Eubank to Morris	\$400,000	\$0
Speedhumps in District 7	\$35,000	\$0
Uptown Loop Road	\$50,000	\$50,000
Pedestrian Improvements at Juan Tabo North of	\$50,000	\$0
Sidewalk S side of Lomas, E of Manzano High School	\$16,000	\$0
NTMP / CPTED Projects in District 5	\$100,000	\$100,000
CIP Overhead	\$80,000	\$0
Los Candelarias Village Center	\$650,000	\$650,000
International Marketplace	\$750,000	\$750,000
Crime Prevention through Env Design (CPTED)	\$200,000	\$0
International Market Streetscape	\$150,000	\$0
North Valley Village Center	\$150,000	\$150,000
West Central Facade Improvements	\$40,000	\$0
Copper Ave Beautification/Neighborhood Protection	\$40,000	\$0
City-wide Median Landscape Improvements	\$2,450,000	\$0
Renewing the Streetscape of Silver Hill	\$60,000	\$0
Dr. Martin Luther King, Jr. Avenue Streetscape Imp	\$300,000	\$0
E. Central Stscp., Girard to San Mateo	\$300,000	\$0
Landscaping Lomas	\$35,000	\$0
12th Street Renewal Project	\$300,000	\$0
Sidewalk, W.C. Ramps and Irrigation	\$25,000	\$0
PANA Neighborhood Improvement Program	\$30,000	\$0
Zuni SE, Median Landscaping	\$300,000	\$0
Montgomery Medians Landscaping, Wyoming-	\$300,000	\$0
PRORA Sidewalks Project	\$90,000	\$0
Feasibility Studies	\$101,000	\$101,000
District 3 Landscaping	\$145,000	\$0
Median Landscaping - Design and Development	\$100,000	\$0
Median Landscaping Construction	\$100,000	\$0
Median Landscaping San Mateo, Central-Constitution	\$390,000	\$0
Street Lighting - Nob Hill on Central	\$275,000	\$0
Median Landscaping - Wyoming, Indian School-Mont.	\$500,000	\$0
Median Landscaping on Spain	\$150,000	\$0
Median Landscaping on Juan Tabo North of	\$150,000	\$0
Median Landscaping on Eubank, N of Spain to Juan	\$100,000	\$0
Median Landscaping on Candelaria East of Juan Tabo	\$100,000	\$0
Median Landscaping on Lomas	\$300,000	\$0
Allocation for Art	\$384,553	\$0
Allocation for Art/Admin	\$96,138	\$0
Roads Total	\$46,584,791	\$15,851,000

Source: Total amounts authorized from City of Albuquerque Finance Department, January 16, 2012; impact-fee eligible amounts by Duncan Associates based on project descriptions.

Table 105. 2003 Bond Project Authorizations

Project Description	Total	Eligible
Fire Station 1 Renovation	\$150,000	\$0
Fire Station 10 Renovation	\$100,000	\$0
Fire Station 12 Renovation	\$150,000	\$0
Fire Station 16	\$58,000	\$58,000
Fire Station 2 Renovation	\$150,000	\$0
Fire Station 4 Renovation	\$150,000	\$0
Heavy Technical Rescue Vehicle	\$0	\$0
Fire Station 5	\$325,000	\$325,000
New Fire Station 21	\$850,000	\$850,000
Station Renovation and Rehabilitation	\$735,000	\$0
Allocation for Art/Admin	\$45,252	\$0
Allocation for Art/Admin/Fire	\$11,313	\$0
Apparatus Replacement	\$3,230,000	\$0
Technical Services Enhancements	\$85,000	\$85,000
Fire Total	\$6,039,565	\$1,318,000
John Carrillo Memorial Substation (NE)	\$67,000	\$67,000
Police Area Command Renovation	\$500,000	\$500,000
Police Stations	\$84,000	\$84,000
Public Safety Enhancements	\$134,000	\$0
Renovation of Old Police Main Facility: Phase 1	\$959,000	\$0
Sixth Area Command Phase 1	\$870,000	\$870,000
Allocation for Art/Police	\$64,288	\$0
Allocation for Art/Admin/Police	\$16,072	\$0
Marked Police Vehicles*	\$5,791,000	\$890,400
Police Department	\$100,000	\$100,000
Police Total	\$8,585,360	\$2,511,400
Albuquerque Southwest Velodrome	\$1,964,000	\$0
Alvarado Park	\$70,000	\$0
Desert Springs Park	\$150,000	\$150,000
East Atrisco Park	\$150,000	\$150,000
Indoor Running Track	\$500,000	\$0
Lavaland Park	\$150,000	\$0
Linear Park	\$250,000	\$250,000
Little League Improvements	\$55,000	\$0
Little Leagues in District 9	\$30,000	\$30,000
Los Altos Park and Garden Center	\$75,000	\$0
Los Altos Pool	\$35,000	\$0
Los Angeles Landfill Rehabilitation (LALF)	\$1,500,000	\$0
McCollum Elementary	\$30,000	\$0
Miscellaneous Facilities	\$175,000	\$0
Modular Skate Park Facilities	\$1,200,000	\$1,200,000
Old Town Plaza Improvements	\$20,000	\$0
Park Development	\$3,589,000	\$3,589,000
Park Improvements	\$75,000	\$0
Park Improvements	\$300,000	\$0

* percentage non-replacement based on 15.4% growth in sworn officers from Sept. 1999-Sept. 2005.

Table 105. Continued

Project Description	Total	Eligible
Park Improvements, Amenities and Rehabilitation	\$380,000	\$0
Park Water Conservation	\$2,000,000	\$0
Park Way Park	\$25,000	\$25,000
Parks in District 9	\$165,000	\$0
Parks / Neighborhood Association Improvements	\$200,000	\$0
Regional Park Development - Veterans Memorial Park	\$6,300,000	\$6,300,000
Rinconada Park	\$150,000	\$150,000
Rio Grande Bosque Restoration	\$1,000,000	\$0
Roadrunner Little League/Hahn Park Property Acquisition	\$100,000	\$100,000
Soccer Fields at Ventana Ranch	\$183,000	\$183,000
Tiguex Park - Tricentennial Celebration	\$1,133,000	\$0
Tower Park	\$150,000	\$150,000
Vineyard Estates Park	\$200,000	\$200,000
West Mesa Aquatic Center Phase 2	\$4,500,000	\$2,250,000
Westgate Community Park	\$150,000	\$150,000
Westside Skate Park	\$1,950,000	\$1,950,000
Allocation for Art/Parks & Recreation	\$236,158	\$0
Allocation for Art/Admin/Parks & Recreation	\$59,039	\$0
Civic Plaza Stage	\$20,000	\$0
Park Mgmt.: Field Equip & Vehicle Rep. Set-Aside	\$540,000	\$0
Park Mgmt.: Large Vehicles Set-Aside	\$450,000	\$0
Recreation: Vehicle Replacement Set-Aside	\$200,000	\$0
Parks Total	\$30,409,197	\$16,827,000
Manzano Open Space and Four Hills	\$150,000	\$150,000
Open Space Acquisition and Protection	\$1,489,000	\$1,489,000
Open Space: Vehicle Replacement Set-Aside	\$500,000	\$0
Open Space Total	\$2,139,000	\$1,639,000

Source: Total amounts authorized from City of Albuquerque Finance Department, January 16, 2012; impact-fee eligible amounts by Duncan Associates based on project descriptions.

Table 106. 2005 Bond Project Authorizations

Project Description	Total	Eligible
Sixth Area Command	\$400,000	\$400,000
1% for Public Art	\$52,000	\$0
1% for Public Art-Administration	\$13,000	\$0
Police Total	\$465,000	\$400,000
Albuquerque Tennis Complex	\$300,000	\$0
Bosque Restoration and Revitalization	\$200,000	\$0
Facility Improvements and Equipment - District 2	\$150,000	\$0
Los Altos Park – District 9	\$50,000	\$50,000
Neighborhood Park Development	\$1,500,000	\$1,500,000
Park Improvements and Amenities - District 1	\$650,000	\$650,000
Park Improvements and Amenities - District 2	\$400,000	\$0
Park Improvements and Amenities - District 3	\$201,000	\$0
Park Improvements and Amenities - District 4	\$506,000	\$0
Park Improvements and Amenities - District 5	\$500,000	\$500,000
Park Improvements and Amenities - District 6	\$301,500	\$0
Park Improvements and Amenities - District 7	\$500,000	\$0
Park Improvements and Amenities - District 8	\$200,000	\$0
Park Improvements - District 9	\$300,000	\$0
Park Renovation: Water Conservation	\$1,500,000	\$0
Pat Hurley Park, Phase 2 - Hillside Development	\$500,000	\$500,000
Roosevelt Park	\$1,000,000	\$0
Softball Field Renovation	\$500,000	\$0
Swimming Pool Renovation	\$1,065,000	\$0
Tennis Court Improvements	\$150,000	\$0
1% for Public Art	\$242,988	\$0
1% for Public Art-Administration	\$60,747	\$0
Parks Total	\$10,777,235	\$3,200,000
Improvements to Paths and Trails (Open Space) - District 8	\$50,000	\$50,000
Open Space Facility Renovation	\$200,000	\$0
Open Space Land Acquisition	\$2,150,000	\$2,150,000
Open Space Total	\$2,400,000	\$2,200,000
Trails and Bikeways	\$1,080,000	\$1,080,000
Advance Right-of-Way Acquisition (Streets)	\$400,000	\$400,000
Advance Trans. Planning & Eng. (Streets)	\$600,000	\$600,000
Albuquerque Traffic Management System	\$320,000	\$320,000
Atrisco Drive	\$360,000	\$360,000
Bridge Repair	\$160,000	\$0
Coors / I-40 Improvements	\$800,000	\$800,000
Eubank Boulevard North Widening	\$720,000	\$720,000
Louisiana Boulevard Widening	\$200,000	\$200,000
Major Paving Rehabilitation	\$3,840,000	\$0
Median Landscaping, Sidewalks, & Interstate Enhancements	\$5,221,503	\$0
Median Renovation: Water Conservation	\$600,000	\$0
Neighborhood Enhancements - District 7	\$240,000	\$0

Table 106. Continued

Project Description	Total	Eligible
Neighborhood Improvements / Enhancements - District 6	\$282,800	\$0
NW Arterial Roadway Improvements	\$800,000	\$800,000
Public Works Funding (Streets)	\$360,000	\$0
Reconstruction Major Intersections	\$1,200,000	\$0
Reconstruction Major Streets	\$1,200,000	\$0
Safety & Intersection Improvements	\$296,000	\$0
Sidewalk / Street Improvements - District 6	\$68,000	\$68,000
Street Projects - District 1	\$240,000	\$240,000
Street Projects - District 2	\$280,000	\$280,000
Street Projects - District 3	\$499,200	\$499,200
Street Projects - District 4	\$383,200	\$383,200
Street Projects - District 5	\$400,000	\$400,000
Street Projects - District 8	\$552,000	\$552,000
Street Projects - District 9	\$400,000	\$400,000
SW Arterial Roadway Improvements	\$800,000	\$800,000
Unser Boulevard North, Central to County Line	\$800,000	\$800,000
1% for Public Art	\$250,250	\$0
1% for Public Art-Administration	\$62,562	\$0
Roads Total	\$22,335,515	\$8,622,400

Source: Total amounts authorized from City of Albuquerque Finance Department, January 16, 2012; impact-fee eligible amounts by Duncan Associates based on project descriptions.

Table 107. 2007 Series A Bond Project Authorizations

Project Description	Total	Eligible
Fire Station Rehab.	\$100,000	\$0
Fire Total	\$100,000	\$0
Sixth Area Command & Headquarters	\$2,095,000	\$2,095,000
Shawn McWethey Sub Station	\$5,000	\$5,000
District 7, APD Facilities Renov. / Upgrade	\$100,000	\$0
Police Total	\$2,300,000	\$2,100,000
Community Park Development	\$1,000,000	\$1,000,000
Neighborhood Park Development	\$200,000	\$200,000
Pat Hurley Park	\$1,200,000	\$1,200,000
Park Imp. & Amenities, District 8	\$50,000	\$0
East Gateway Park (La Luz de Amistad Park)	\$200,000	\$0
Ventana Ranch Regional Park	\$500,000	\$500,000
Dog Park in District 7	\$50,000	\$0
Vista de Estrella Park	\$200,000	\$200,000
North Domingo Baca Park	\$1,200,000	\$1,200,000
Swimming Pool Facility Development & Renov.	\$900,000	\$0
Park Renov., Water Conserv., Tree & Amenity Replacement	\$900,000	\$0
Recreation Facility Renov.	\$300,000	\$0
Shooting Range Park Imp.	\$300,000	\$0
Bosque Restoration & Revitalization	\$100,000	\$0
Jerry Cline Recreation Center	\$350,000	\$350,000
District 1, Park Imp. & Amenities	\$150,000	\$150,000
District 2, Park Imp. & Amenities	\$200,000	\$0
District 3, Park Imp. & Amenities	\$100,000	\$0
District 4, Park Imp. & Amenities	\$500,000	\$0
District 5, Ventana Ranch Regional Park	\$300,000	\$300,000
District 6, Park Imp. & Amenities	\$150,000	\$0
District 6, Shooting Range Park	\$25,000	\$0
District 7, Park Imp. & Amenities	\$225,000	\$0
District 8, Park Imp. & Amenities	\$250,000	\$0
District 9, Park Imp. & Amenities	\$250,000	\$0
Parks Total	\$10,900,000	\$5,100,000
Tijeras Canyon Open Space Acquisition	\$100,000	\$100,000
Open Space Land Acquisition, Fencing, & Protection	\$1,185,000	\$1,185,000
Petroglyph National Monument Trails Management Plan	\$15,000	\$15,000
Open Space Total	\$1,300,000	\$1,300,000
Trails & Bikeways	\$300,000	\$300,000
Fourth Street Corridor Imp.	\$250,000	\$250,000
West Central MRA Proj.	\$100,000	\$100,000
Reconstruction of Lead & Coal Avenues - Council District 6	\$150,000	\$0
Reconstruction of Lead & Coal Avenues	\$150,000	\$0
Reconstruction Major Streets	\$700,000	\$0
Reconstruction Major Intersections	\$700,000	\$0

Table 107. Continued

Project Description	Total	Eligible
Advance Trans. Planning & Eng. (Streets)	\$300,000	\$300,000
Advance Right-of-Way Acquisition (Streets)	\$100,000	\$100,000
Major Paving Rehab.	\$1,000,000	\$0
Intersection Signalization	\$500,000	\$500,000
Safety & Intersection Imp.	\$100,000	\$0
Bridge Repair	\$250,000	\$0
NW Arterial Roadway Imp.	\$750,000	\$750,000
SW Arterial Roadway Imp.	\$750,000	\$750,000
Traffic Sign Replacement / Lighted Street Signs / Pavement	\$1,000,000	\$0
Sidewalk Imp.	\$250,000	\$0
Street Lighting	\$100,000	\$0
Public Works Funding (Sts) / LOS Study	\$250,000	\$0
Golf Course Road Medians	\$1,500,000	\$0
Albuquerque Traffic Management System	\$200,000	\$200,000
Atrisco Drive, SW	\$300,000	\$300,000
Neighborhood Traffic Imp.	\$100,000	\$0
Median Renov. & Water Conservation	\$250,000	\$0
Median Landscaping & Interstate Enhancements	\$475,000	\$0
Medians: San Mateo, Central to Zuni	\$150,000	\$0
Medians: Candelaria, San Mateo to Eubank	\$750,000	\$0
Medians: Council District 8	\$250,000	\$0
Medians: Coors, Central to Bridge	\$500,000	\$0
Barelas Pedestrian & Traffic Calming Imp.	\$50,000	\$0
Replace / Install Missing Sidewalks - Council District 2	\$100,000	\$0
86th & Sage Street Imp.	\$100,000	\$100,000
Fortuna Road Imp.	\$50,000	\$50,000
Pedestrian Imp., District 6, East Central	\$200,000	\$0
Paseo / I-25 / Jefferson Roadway Imp.	\$200,000	\$200,000
12th Street & Menaul Imp.	\$50,000	\$50,000
District 1, Street Projects	\$525,000	\$525,000
District 2, Street Projects	\$500,000	\$500,000
District 3, Landscaping, Sidewalks, Medians	\$400,000	\$0
District 3, Street Projects	\$100,000	\$100,000
District 6, Street Projects	\$510,000	\$510,000
District 7, Street Projects	\$450,000	\$450,000
District 8, Street Projects	\$500,000	\$500,000
District 9, Street Projects	\$250,000	\$250,000
Art in Public Places / Streets	\$40,000	\$0
Roads Total	\$16,200,000	\$6,485,000

Source: Total amounts authorized from City of Albuquerque Finance Department, January 16, 2012; impact-fee eligible amounts by Duncan Associates based on project descriptions.

Table 108. 2007 Series B Bond Project Authorizations

Project Description	Total	Eligible
Fire Station Rehab.	\$650,000	\$0
Fire Station 2 Rehab.	\$858,000	\$0
Fire Total	\$1,508,000	\$0
Sixth Area Command & Headquarters	\$1,005,000	\$1,005,000
Art in Public Places / Public Safety	\$96,800	\$0
Art Admin / Public Safety	\$24,200	\$0
Police Total	\$1,126,000	\$1,005,000
Community Park Development	\$2,000,000	\$2,000,000
Neighborhood Park Development	\$1,050,000	\$1,050,000
Pat Hurley Park	\$1,550,000	\$1,550,000
Park Imp. & Amenities, District 8	\$100,000	\$0
East Gateway Park (La Luz de Amistad Park)	\$400,000	\$0
Sandia Vista Park Imp.	\$200,000	\$0
Ventana Ranch Regional Park	\$1,000,000	\$1,000,000
Vista de Estrella Park	\$50,000	\$50,000
North Domingo Baca Park	\$1,550,000	\$1,550,000
Swimming Pool Facility Development & Renov.	\$1,600,000	\$0
Park Renov., Water Conservation, Tree & Amenity Replace	\$600,000	\$0
Recreation Facility Renov.	\$450,000	\$0
Shooting Range Park Imp.	\$300,000	\$300,000
Bosque Restoration & Revitalization	\$100,000	\$0
Jerry Cline Recreation Center	\$363,000	\$0
Therapeutic Pool Feasibility Study	\$50,000	\$0
District 1, Park Imp. & Amenities	\$270,000	\$270,000
District 2, Park Imp. & Amenities	\$200,000	\$0
District 3, Park Imp. & Amenities	\$100,000	\$0
District 4, Park Imp. & Amenities	\$500,000	\$0
District 5, Ventana Ranch Regional Park	\$350,000	\$350,000
District 6, Park Imp. & Amenities	\$215,000	\$0
District 7, Park Imp. & Amenities	\$225,000	\$0
District 8, Park Imp. & Amenities	\$250,000	\$0
District 9, Park Imp. & Amenities	\$250,000	\$0
Art in Public Places / Parks & Recreation	\$296,800	\$0
Art Admin / Parks & Recreation	\$74,200	\$0
Parks Total	\$14,094,000	\$8,120,000
Open Space Land Acquisition, Fencing, & Protection	\$2,315,000	\$2,315,000
Petroglyph National Monument Trails Management Plan	\$45,000	\$45,000
Open Space Total	\$2,360,000	\$2,360,000
Trails & Bikeways	\$850,000	\$850,000
Fourth Street Corridor Imp.	\$250,000	\$250,000
Reconstruction of Lead & Coal Avenues - Council District 6	\$1,850,000	\$0
Reconstruction of Lead & Coal Avenues	\$1,850,000	\$0

Table 108. Continued

Project Description	Total	Eligible
Reconstruction Major Streets	\$800,000	\$0
Reconstruction Major Intersections	\$800,000	\$0
Major Paving Rehab.	\$4,500,000	\$0
Intersection Signalization	\$575,000	\$575,000
Safety & Intersection Imp.	\$400,000	\$0
Bridge Repair	\$250,000	\$0
NW Arterial Roadway Imp.	\$750,000	\$750,000
SW Arterial Roadway Imp.	\$750,000	\$750,000
Traffic Sign Replace/Lighted St Signs/Pavement Markings	\$1,000,000	\$0
Atrisco Drive, SW	\$300,000	\$300,000
Neighborhood Traffic Imp.	\$150,000	\$0
Median Renov. & Water Conservation	\$250,000	\$0
Median Landscaping & Interstate Enhancements	\$1,550,000	\$0
Medians: Wyoming, Paseo del Norte to Burlison	\$750,000	\$0
Medians: Central, Tramway to Eubank	\$625,000	\$0
Medians: Council District 8	\$250,000	\$0
Barelas Pedestrian & Traffic Calming Imp.	\$200,000	\$0
86th & Sage Street Imp.	\$650,000	\$650,000
72nd & Ladera Landscaping	\$150,000	\$0
Fortuna Road Imp.	\$450,000	\$450,000
Pedestrian Imp., District 6, East Central	\$800,000	\$0
Paseo / I-25 / Jefferson Roadway Imp.	\$50,000	\$50,000
12th Street & Menaul Imp.	\$340,000	\$340,000
Art in Public Places / Streets	\$318,400	\$0
Art Admin / Streets	\$89,600	\$0
Roads Total	\$20,698,000	\$4,115,000

Source: Total amounts authorized from City of Albuquerque Finance Department, January 16, 2012; impact-fee eligible amounts by Duncan Associates based on project descriptions.

Table 109. 2009 Bond Project Authorizations

Project Description	Total	Eligible
Fire Apparatus Replacement	\$2,000,000	\$0
Fire Station Rehab.	\$500,000	\$0
Fire Total	\$2,500,000	\$0
Sixth Area Command Phase II	\$3,200,000	\$3,200,000
Marked Police Vehicles*	\$2,500,000	\$183,113
District 1 Shawn Mcwethy Substation	\$10,000	\$10,000
District 7 APD Facility Renovation & Upgrade	\$150,000	\$0
Art in Public Places / Public Safety	\$67,200	\$0
Art Admin. / Public Safety	\$16,800	\$0
Police Total	\$5,944,000	\$3,393,113
Vista del Norte Rec. Fields	\$3,400,000	\$3,400,000
New Community Park Development	\$2,300,000	\$2,300,000
New Neighborhood Park Development	\$2,500,000	\$2,500,000
Pat Hurley Park	\$500,000	\$500,000
Martineztown Phase 2 & 3	\$300,000	\$0
Ventana Ranch Community Park	\$6,600,000	\$6,600,000
Bullhead Park	\$1,500,000	\$1,500,000
Sandia Vista Park	\$1,000,000	\$0
Reforest - City Wide	\$500,000	\$0
Park Management Facilities & Park Amenities	\$1,750,000	\$0
Swimming Pool Renovation	\$2,000,000	\$0
Recreation Facilities Renovation	\$1,500,000	\$0
Ladera Golf Irrigation	\$1,500,000	\$0
Jerry Cline Recreation Center	\$1,200,000	\$0
Bosque Restoration & Revitalization	\$200,000	\$0
District 1 Park Improvements & Amenities	\$400,000	\$400,000
District 2 Park Improvements & Amenities	\$300,000	\$0
District 3 Park Improvements & Amenities	\$100,000	\$0
District 4 Playground Equipment	\$100,000	\$0
District 5 Rancho Encantado Park	\$450,000	\$450,000
District 5 Seville Park	\$450,000	\$450,000
District 5 Chantilly Park	\$50,000	\$50,000
District 5 Park Hill Park	\$50,000	\$50,000
District 6 Park Improvements & Amenities	\$500,000	\$0
District 7 Park Improvements & Amenities	\$330,000	\$0
District 8 Park Improvements & Amenities	\$400,000	\$0
District 9 Park Improvements & Amenities	\$750,000	\$0
Art in Public Places / Parks & Recreation	\$272,000	\$0
Art Admin / Parks & Recreation	\$68,000	\$0
Parks Total	\$30,970,000	\$18,200,000
Open Space Facility Renovation	\$500,000	\$0
Open Space Land Acquisition & Fencing	\$2,935,000	\$2,935,000
Open Space and Trails Total	\$3,435,000	\$2,935,000
Trails & Bikeways	\$150,000	\$150,000

* percentage non-replacement based on 7.3% growth in sworn officers from Sept. 2005-Sept. 2011.

Table 109. Continued

Project Description	Total	Eligible
Fourth Street Corridor Imp.	\$4,000,000	\$4,000,000
West Central MRA Proj.	\$250,000	\$250,000
Reconstruction of Lead & Coal Avenues - Council District 6	\$750,000	\$0
Reconstruction of Lead & Coal Avenues	\$325,000	\$0
Reconstruction Major Streets	\$1,750,000	\$0
Reconstruction Major Intersections	\$1,500,000	\$0
Advance Trans. Planning & Eng. (Streets)	\$1,000,000	\$1,000,000
Advance Right-of-Way Acquisition (Streets)	\$1,000,000	\$1,000,000
Major Paving Rehab.	\$1,000,000	\$0
Intersection Signalization	\$500,000	\$500,000
Safety & Intersection Imp.	\$750,000	\$750,000
Bridge Repair	\$500,000	\$0
NW Arterial Roadway Imp.	\$735,000	\$735,000
SW Arterial Roadway Imp.	\$1,000,000	\$1,000,000
Traffic Sign Replace/Lighted St Signs/Pavement Markings	\$1,000,000	\$0
Sidewalk Imp.	\$225,000	\$0
Street Lighting	\$750,000	\$0
Public Works Funding (Sts) / LOS Study	\$1,000,000	\$0
East - West River Crossing Planning & Location Study	\$1,250,000	\$1,250,000
Golf Course Road Medians	\$500,000	\$0
Albuquerque Traffic Management System	\$430,000	\$430,000
Replace Street Maintenance Heavy Equipment	\$300,000	\$0
Atrisco Drive, SW	\$200,000	\$200,000
Neighborhood Traffic Imp.	\$250,000	\$0
Median Renov. & Water Conservation	\$1,450,000	\$0
Median Landscaping & Interstate Enhancements	\$250,000	\$0
Medians: Wyoming, Paseo del Norte to Burlison	\$1,584,000	\$0
Medians: San Mateo, Central to Zuni	\$1,500,000	\$0
Medians: Candelaria, San Mateo to Eubank	\$1,000,000	\$0
Medians: Central, Tramway to Eubank	\$1,500,000	\$0
Medians: Council District 8	\$75,000	\$0
Medians: Coors, Central to Bridge	\$500,000	\$0
Barelas Pedestrian & Traffic Calming Imp.	\$200,000	\$0
Replace / Install Missing Sidewalks - Council District 2	\$300,000	\$0
86th & Sage Street Imp.	\$800,000	\$800,000
72nd & Ladera Landscaping	\$150,000	\$0
Fortuna Road Imp.	\$250,000	\$250,000
Pedestrian Imp., District 6, East Central	\$450,000	\$0
Art in Public Places / Streets	\$248,800	\$0
Art Admin / Streets	\$62,200	\$0
Roads Total	\$31,435,000	\$12,165,000

Source: Total amounts authorized from City of Albuquerque Finance Department, January 16, 2012; impact-fee eligible amounts by Duncan Associates based on project descriptions.

APPENDIX D: EXISTING ROAD INVENTORY – EAST

Table 110. Existing Road Inventory, East of I-25

Street Name	From	To	Feet	# Lns	Existing VMC	2010 Volume	2010 VMT
Academy Rd	San Mateo Blvd	Burlison Dr	3,759	5	28,709	35,300	25,131
Academy Rd	Burlison Dr	Truchas Dr	2,386	4	14,578	22,400	10,122
Academy Rd	Truchas Dr	Wyoming Blvd	3,830	4	23,401	18,300	13,274
Academy Rd	Wyoming Blvd	Layton Av	4,584	4	28,008	20,000	17,364
Academy Rd	Layton Av	Eubank Blvd	4,891	4	29,883	19,200	17,785
Academy Rd	Eubank Blvd	Lowell St	5,663	4	34,600	15,200	16,303
Academy Rd	Lowell St	Tramway Blvd	2,844	4	17,376	11,300	6,087
Alameda Blvd	Pan Am Fwy N	San Pedro	849	5	6,484	9,400	1,511
Alameda Blvd	San Pedro Dr	Louisiana Blvd	2,630	2	8,034	9,400	4,682
Alameda Blvd	Louisiana Blvd	Wyoming Blvd	2,645	4	16,161	7,700	3,857
Alameda Blvd	Wyoming Blvd	Barstow St	2,601	4	15,892	4,000	1,970
Alameda Blvd	Barstow St	Ventura Blvd	2,646	2	8,083	700	351
Ave Cesar Chavez	I-25 Fwy	University Blvd	2,743	6	22,624	26,200	13,611
Ave Cesar Chavez	University Blvd	Yale Blvd	2,716	6	22,401	16,300	8,385
Candelaria Rd	University Blvd	Carlisle Blvd	7,067	4	43,178	24,000	32,123
Candelaria Rd	Carlisle Blvd	San Mateo Blvd	5,273	4	32,217	18,100	18,076
Candelaria Rd	San Mateo Blvd	San Pedro Dr	2,572	4	14,142	14,000	6,820
Candelaria Rd	San Pedro Dr	Louisiana Blvd	2,612	4	14,362	14,700	7,272
Candelaria Rd	Louisiana Blvd	Pennsylvania St	2,700	4	14,846	16,900	8,642
Candelaria Rd	Pennsylvania St	Wyoming Blvd	2,639	4	14,511	18,300	9,147
Candelaria Rd	Wyoming Blvd	Moon St	2,599	4	14,291	18,800	9,254
Candelaria Rd	Moon St	Eubank Blvd	2,595	4	14,269	15,200	7,470
Candelaria Rd	Eubank Blvd	Morris St	2,596	4	14,274	17,900	8,801
Candelaria Rd	Morris St	Juan Tabo Blvd	2,581	4	14,192	14,900	7,284
Candelaria Rd	Juan Tabo Blvd	Chelwood Pk Bvd	2,682	4	14,747	12,400	6,299
Candelaria Rd	Chelwood Pk Bvd	Tramway Blvd	2,655	4	14,598	8,900	4,475
Carlisle Blvd	Gibson Av	Ridgecrest Dr	5,282	2	14,521	5,400	5,402
Carlisle Blvd	Ridgecrest Dr	Central Av	1,738	2	4,778	7,000	2,304
Carlisle Blvd	Central Av	Lomas Blvd	2,752	2	7,566	9,800	5,108
Carlisle Blvd	Lomas Blvd	Constitution Av	2,760	2	7,588	16,800	8,782
Carlisle Blvd	Constitution Av	Indian School Rd	2,848	4	15,660	18,700	10,087
Carlisle Blvd	Indian School Rd	Menaul Blvd	2,398	6	19,778	23,150	10,514
Carlisle Blvd	Menaul Blvd	Candelaria Rd	2,592	6	21,378	27,600	13,549
Carlisle Blvd	Candelaria Rd	Comanche Rd	2,593	5	17,822	22,400	11,001
Carlisle Blvd	Comanche Rd	Montgomery Blvd	2,598	6	21,428	21,800	10,727
Central Av	Four Hills Rd	Municipal Limits	3,458	2	10,564	11,250	7,368
Central Av	Oak St	University Blvd	2,848	4	17,401	22,500	12,136
Central Av	University Blvd	Girard Blvd	5,392	6	49,416	31,300	31,964
Central Av	Girard Blvd	Carlisle Blvd	378	6	3,464	23,600	1,690
Central Av	Carlisle Blvd	Washington St	2,763	6	25,322	25,300	13,239
Central Av	Washington St	San Mateo Blvd	2,748	6	25,185	27,700	14,417
Central Av	San Mateo Blvd	San Pedro Dr	535	6	4,903	32,300	3,273
Central Av	San Pedro Dr	Louisiana Blvd	2,670	6	24,470	21,700	10,973
Central Av	Louisiana Blvd	Pennsylvania St	5,016	6	45,971	31,100	29,545
Central Av	Pennsylvania St	Wyoming Blvd	4,856	6	44,504	27,500	25,292
Central Av	Wyoming Blvd	Zuni Rd	1,789	6	16,396	26,100	8,843
Central Av	Zuni Rd	Eubank Blvd	3,628	6	33,250	32,400	22,263

Table 110. Continued

Street Name	From	To	# Feet Lns	Existing VMC	2010 Volume	2010 VMT
Central Av	Eubank Blvd	Elizabeth St	2,293 6	21,015	27,100	11,769
Central Av	Elizabeth St	Juan Tabo Blvd	2,895 6	26,532	20,000	10,966
Central Av	Juan Tabo Blvd	Tramway Blvd	5,314 6	48,702	22,600	22,746
Central Av	Tramway Blvd	Four Hills Rd	748 4	4,570	11,300	1,601
Coal Av	Oak St	University Blvd	3,140 2	9,592	11,400	6,780
Coal Av	University Blvd	Yale Blvd	1,726 3	7,909	10,300	3,367
Coal Av	Yale Blvd	Girard Blvd	2,686 3	12,308	12,400	6,308
Coal Av	Girard Blvd	Carlisle Blvd	2,594 2	7,924	11,100	5,453
Coal Av	Carlisle Blvd	Washington St	2,768 2	8,456	8,300	4,351
Comanche Rd	Pan American Fwy	Carlisle Blvd	4,977 2	13,683	23,400	22,057
Eubank Blvd	Southern Av	Innovation Pkwy	5,289 6	48,472	19,100	19,133
Eubank Blvd	Southern Av	Central Av	1,725 6	15,809	29,000	9,474
Eubank Blvd	Central Av	I-40 Fwy	4,068 6	37,282	46,500	35,826
Eubank Blvd	I-40 Fwy	Lomas Blvd	1,506 6	13,802	41,150	11,737
Eubank Blvd	Lomas Blvd	Constitution Av	2,662 6	24,397	35,800	18,049
Eubank Blvd	Constitution Av	Indian School Rd	2,614 6	23,957	28,300	14,011
Eubank Blvd	Indian School Rd	Menaul Blvd	2,634 6	24,140	32,200	16,063
Eubank Blvd	Menaul Blvd	Candelaria Rd	2,625 6	24,058	31,500	15,661
Eubank Blvd	Candelaria Rd	Comanche Rd	2,628 6	24,085	33,900	16,873
Eubank Blvd	Comanche Rd	Montgomery Blvd	2,599 6	23,819	32,200	15,850
Eubank Blvd	Montgomery Blvd	Spain Rd	2,956 4	18,061	27,600	15,452
Eubank Blvd	Spain Rd	Layton Av	2,782 4	16,998	24,200	12,751
Eubank Blvd	Layton Av	Juan Tabo Blvd	1,338 4	8,175	19,900	5,043
Eubank Blvd	Juan Tabo Blvd	Academy Rd	2,226 4	13,601	25,600	10,793
Eubank Blvd	Academy Rd	San Antonio Dr	1,961 6	17,972	17,200	6,388
Eubank Blvd	Alexandria Rd	Coronado Av	2,108 4	12,880	16,700	6,667
Gibson Blvd	I-25 Fwy	University Blvd	2,251 6	20,630	28,600	12,193
Gibson Blvd	University Blvd	Yale Blvd	2,630 6	24,103	26,900	13,399
Gibson Blvd	Yale Blvd	Girard Blvd	2,658 6	24,360	27,800	13,995
Gibson Blvd	Girard Blvd	Carlisle Blvd	2,696 6	24,708	33,500	17,105
Gibson Blvd	Carlisle Blvd	San Mateo Blvd	5,361 6	49,132	31,200	31,679
Gibson Blvd	San Mateo Blvd	San Pedro Dr	2,636 6	24,158	25,200	12,581
Gibson Blvd	San Pedro Dr	Louisiana Blvd	2,623 6	24,039	16,200	8,048
Indian School Rd	I-25 Fwy	University Blvd	1,528 4	8,402	9,100	2,633
Indian School Rd	University Blvd	Girard Blvd	4,700 4	25,843	9,100	8,100
Indian School Rd	Girard Blvd	Carlisle Blvd	2,641 4	14,521	10,400	5,202
Indian School Rd	Carlisle Blvd	Washington St	2,661 4	14,631	15,700	7,912
Indian School Rd	Washington St	San Mateo Blvd	2,623 4	14,423	9,500	4,719
Indian School Rd	San Pedro Dr	Americas Pkwy	1,940 4	10,667	9,500	3,491
Indian School Rd	Americas Pkwy	Louisiana Blvd	800 4	4,399	11,200	1,697
Indian School Rd	Louisiana Blvd	Uptown Loop Rd	700 4	3,849	13,200	1,750
Indian School Rd	Uptown Loop Rd	Pennsylvania St	1,931 4	10,618	12,500	4,571
Indian School Rd	Pennsylvania St	Wyoming Blvd	2,675 2	7,354	15,200	7,701
Indian School Rd	Wyoming Blvd	Moon St	2,630 4	14,461	12,400	6,177
Indian School Rd	Moon St	Eubank Blvd	2,629 4	14,456	10,600	5,278
Indian School Rd	Eubank Blvd	Morris St	2,541 2	6,986	10,600	5,101

Table 110. Continued

Street Name	From	To	Feet	# Lns	Existing VMC	2010 Volume	2010 VMT
Indian School Rd	Morris St	Juan Tabo Blvd	2,597	2	7,140	8,900	4,378
Indian School Rd	Juan Tabo Blvd	Chelwood Pk Bvd	2,630	2	7,231	7,600	3,786
Indian School Rd	Chelwood Pk Bvd	Constitution Av	3,004	2	8,259	6,100	3,471
Indian School Rd	Constitution Av	Tramway Blvd	738	2	2,029	8,100	1,132
Jefferson St	Montgomery Blvd	Mc Leod Rd	2,346	4	12,899	15,100	6,709
Jefferson St	Mc Leod Rd	I-25 Fwy	1,690	4	9,292	15,100	4,833
Juan Tabo Blvd	Central Av	I - 40 Fwy	2,275	6	20,850	22,200	9,565
Juan Tabo Blvd	I-40 Fwy	Copper Av	1,091	6	9,999	27,600	5,703
Juan Tabo Blvd	Copper Av	Lomas Blvd	2,612	6	23,938	33,000	16,325
Juan Tabo Blvd	Lomas Blvd	Constitution Av	2,448	6	22,435	26,600	12,333
Juan Tabo Blvd	Constitution Av	Indian School Rd	2,863	6	26,239	27,000	14,640
Juan Tabo Blvd	Indian School Rd	Menaul Blvd	2,698	6	24,727	26,400	13,490
Juan Tabo Blvd	Menaul Blvd	Candelaria Rd	2,674	6	24,507	27,700	14,028
Juan Tabo Blvd	Candelaria Rd	Comanche Rd	2,613	6	23,948	20,500	10,145
Juan Tabo Blvd	Comanche Rd	Montgomery Blvd	2,540	4	15,519	22,500	10,824
Juan Tabo Blvd	Montgomery Blvd	Osuna Rd	2,816	4	17,205	19,600	10,453
Juan Tabo Blvd	Spain Rd	Osuna Rd	1,338	4	8,175	21,400	5,423
Juan Tabo Blvd	Spain Rd	Eubank Blvd	3,815	4	23,309	13,800	9,971
Juan Tabo Blvd	Singing Arrow Av	Pompano Pl	7,351	4	44,913	9,800	13,644
Juan Tabo Blvd	Cochiti Rd	Southern Av	473	4	2,890	15,100	1,353
Layton Av	Academy Rd	Eubank Blvd	4,070	2	11,189	7,300	5,627
Lead Av	Oak St	Yale Blvd	4,407	2	13,463	11,900	9,932
Lead Av	Yale Blvd	Girard Blvd	2,596	2	7,931	13,400	6,588
Lead Av	Girard Blvd	Carlisle Blvd	2,583	2	7,891	13,400	6,555
Lead Av	Carlisle Blvd	Washington St	2,912	2	8,896	10,500	5,791
Lomas Blvd	I-25 Fwy	University Blvd	3,077	6	28,200	32,400	18,882
Lomas Blvd	University Blvd	Girard Blvd	3,201	6	29,336	23,700	14,368
Lomas Blvd	Girard Blvd	Carlisle Blvd	2,619	6	24,003	17,400	8,631
Lomas Blvd	Carlisle Blvd	Washington St	2,690	6	24,653	24,900	12,686
Lomas Blvd	Washington St	San Mateo Blvd	2,668	6	24,452	15,300	7,731
Lomas Blvd	San Mateo Blvd	San Pedro Dr	2,552	6	23,389	27,700	13,388
Lomas Blvd	San Pedro Dr	Louisiana Blvd	2,601	6	23,838	25,000	12,315
Lomas Blvd	Louisiana Blvd	Dallas St	2,570	6	23,553	27,300	13,288
Lomas Blvd	Dallas St	Wyoming Blvd	2,788	6	25,551	31,600	16,686
Lomas Blvd	Wyoming Blvd	Eubank Blvd	5,438	6	49,838	19,900	20,495
Lomas Blvd	Eubank Blvd	Hotel Cir	1,759	6	16,121	24,500	8,162
Lomas Blvd	Hotel Cir	Juan Tabo Blvd	3,423	6	31,371	21,400	13,874
Lomas Blvd	Juan Tabo Blvd	Chelwood Pk Bvd	2,639	4	16,124	16,400	8,197
Lomas Blvd	Chelwood Pk Bvd	Tramway Blvd	2,618	4	15,996	9,600	4,760
Louisiana Blvd	Zuni Rd	Gibson Blvd	5,198	5	35,726	13,500	13,290
Louisiana Blvd	Gibson Blvd	Central Av	1,125	5	7,732	17,700	3,771
Louisiana Blvd	Central Av	Copper Av	1,435	5	10,960	19,400	5,273
Louisiana Blvd	Copper Av	Lomas Blvd	4,416	5	33,726	21,100	17,647
Louisiana Blvd	Lomas Blvd	Constitution Av	2,659	6	24,369	24,000	12,086
Louisiana Blvd	Constitution Av	Winrock Loop	1,890	6	17,321	31,000	11,097
Louisiana Blvd	Winrock Loop	Indian School Rd	776	8	9,482	36,600	5,379

Table 110. Continued

Street Name	From	To	# Feet Lns	Existing VMC	2010 Volume	2010 VMT
Louisiana Blvd	Indian School Rd	Arvada Av	987 8	12,061	30,200	5,645
Louisiana Blvd	Arvada Av	Menaul Blvd	1,607 8	19,637	24,500	7,457
Louisiana Blvd	Menaul Blvd	Candelaria Rd	2,594 5	17,829	16,900	8,303
Louisiana Blvd	Candelaria Rd	Comanche Rd	2,589 4	14,236	18,500	9,071
Louisiana Blvd	Comanche Rd	Montgomery Blvd	2,531 4	13,917	17,300	8,293
Louisiana Blvd	Montgomery Blvd	Osuna Rd	2,717 4	14,939	8,300	4,271
Menaul Blvd	I-25 Fwy	University Blvd	1,180 6	10,814	28,100	6,280
Menaul Blvd	University Blvd	Carlisle Blvd	5,870 6	53,797	26,000	28,905
Menaul Blvd	Carlisle Blvd	Washington St	2,548 6	23,352	27,000	13,030
Menaul Blvd	Washington St	San Mateo Blvd	2,720 6	24,928	34,000	17,515
Menaul Blvd	San Mateo Blvd	San Pedro Dr	2,584 6	23,682	35,000	17,129
Menaul Blvd	San Pedro Dr	Louisiana Blvd	2,623 6	24,039	20,300	10,085
Menaul Blvd	Louisiana Blvd	Pennsylvania St	2,684 6	24,598	32,100	16,318
Menaul Blvd	Pennsylvania St	Wyoming Blvd	2,651 6	24,296	35,100	17,623
Menaul Blvd	Wyoming Blvd	Moon St	2,620 6	24,012	23,500	11,661
Menaul Blvd	Moon St	Eubank Blvd	2,612 6	23,938	28,100	13,901
Menaul Blvd	Eubank Blvd	Morris St	2,531 4	15,464	20,400	9,779
Menaul Blvd	Morris St	Juan Tabo Blvd	2,618 4	15,996	19,300	9,570
Menaul Blvd	Juan Tabo Blvd	Chelwood Pk Bvd	2,663 4	16,271	12,900	6,506
Menaul Blvd	Chelwood Pk Bvd	Tramway Blvd	2,694 4	16,460	7,500	3,827
Monte Vista Blvd	Campus Blvd	Girard Blvd	1,296 2	3,563	5,500	1,350
Monte Vista Blvd	Carlisle Blvd	Campus Blvd	2,309 2	6,348	6,900	3,017
Montgomery Blvd	N Diversion Chnl	Carlisle Blvd	905 6	8,294	43,600	7,473
Montgomery Blvd	Carlisle Blvd	Washington St	2,637 6	24,168	40,300	20,127
Montgomery Blvd	Washington St	San Mateo Blvd	2,638 6	24,177	46,700	23,332
Montgomery Blvd	San Pedro Dr	San Mateo Blvd	2,637 6	24,168	39,000	19,478
Montgomery Blvd	San Pedro Dr	Louisiana Blvd	2,678 6	24,543	27,700	14,049
Montgomery Blvd	Louisiana Blvd	Pennsylvania St	2,638 6	24,177	31,700	15,838
Montgomery Blvd	Pennsylvania St	Wyoming Blvd	2,658 6	24,360	47,000	23,660
Montgomery Blvd	Wyoming Blvd	Moon St	2,639 6	24,186	30,000	14,994
Montgomery Blvd	Moon St	Eubank Blvd	2,633 6	24,131	29,000	14,462
Montgomery Blvd	Eubank Blvd	Morris St	2,639 6	24,186	30,300	15,144
Montgomery Blvd	Morris St	Juan Tabo Blvd	2,634 6	24,140	24,200	12,073
Montgomery Blvd	Juan Tabo Blvd	Bermuda Dr	2,891 6	26,495	16,500	9,034
Montgomery Blvd	Bermuda Dr	Tramway Blvd	2,394 6	21,940	15,500	7,028
Osuna Rd	Pan American Fwy	San Mateo Blvd	1,161 2	3,192	11,500	2,529
Osuna Rd	San Mateo Blvd	San Pedro Dr	5,609 2	15,421	17,000	18,059
Osuna Rd	San Pedro Dr	Louisiana Blvd	2,856 2	7,852	11,500	6,220
Osuna Rd	Louisiana Blvd	Pennsylvania St	2,680 2	7,368	9,100	4,619
Osuna Rd	Pennsylvania St	Wyoming Blvd	2,665 2	7,327	10,400	5,249
Paseo del Norte	I-25 Fwy	Eubank Blvd	12,144 4	74,198	38,933	89,546
Randolph Rd	University Blvd	Yale Blvd	2,694 2	7,406	9,800	5,000
San Antonio Dr	Pan American Fwy	San Pedro Blvd	2,640 4	14,516	16,400	8,200
San Antonio Dr	San Pedro Blvd	Louisiana Blvd	2,627 4	14,445	22,100	10,996
San Antonio Dr	Louisiana Blvd	Wyoming Blvd	2,631 4	14,467	19,800	9,866
San Mateo Blvd	Central Av	Lomas Blvd	3,482 6	31,912	25,500	16,816

Table 110. Continued

Street Name	From	To	Feet	# Lns	Existing VMC	2010 Volume	2010 VMT
San Mateo Blvd	Central Av	Zuni Rd	2,090	6	19,154	23,800	9,421
San Mateo Blvd	Zuni Rd	Kathryn Av	6,135	4	37,484	17,600	20,450
San Mateo Blvd	Gibson Blvd	Kathryn Av	3,234	4	19,759	13,000	7,963
San Mateo Blvd	Lomas Blvd	Constitution Av	2,636	6	24,158	37,400	18,672
San Mateo Blvd	Constitution Av	Indian School Rd	2,657	6	24,351	40,400	20,330
San Mateo Blvd	Indian School Rd	Menaul Blvd	2,847	6	26,092	32,200	17,362
San Mateo Blvd	Menaul Blvd	Candelaria Rd	2,630	6	24,103	24,200	12,054
San Mateo Blvd	Candelaria Rd	Comanche Rd	2,584	6	23,682	27,000	13,214
San Mateo Blvd	Comanche Rd	Montgomery Blvd	2,767	6	25,359	39,100	20,490
San Mateo Blvd	Montgomery Blvd	Mc Leod Rd	2,715	6	24,882	28,800	14,809
San Mateo Blvd	Mc Leod Rd	Osuna Rd	2,290	6	20,987	33,100	14,356
San Mateo Blvd	Osuna Rd	I-25 Fwy	3,311	6	30,345	42,300	26,526
San Pedro Dr	Gibson Blvd	Kathryn Av	2,585	2	7,897	6,900	3,378
San Pedro Dr	Kathryn Av	Zuni Rd	2,620	2	8,004	11,600	5,756
San Pedro Dr	Zuni Rd	Central Av	1,403	4	8,572	12,900	3,428
San Pedro Dr	Central Av	Lomas Blvd	3,740	4	20,564	12,600	8,925
San Pedro Dr	Lomas Blvd	Constitution Av	2,666	4	14,659	14,300	7,220
San Pedro Dr	Constitution Av	I-40 Fwy	2,287	4	12,575	14,500	6,281
San Pedro Dr	I-40 Fwy	Indian School Rd	953	4	5,240	15,400	2,780
San Pedro Dr	Indian School Rd	Uptown Blvd	651	4	3,580	17,100	2,108
San Pedro Dr	Uptown Blvd	Menaul Blvd	1,273	4	7,000	20,100	4,846
San Pedro Dr	Menaul Blvd	Candelaria Rd	2,587	2	7,112	11,100	5,439
San Pedro Dr	Candelaria Rd	Comanche Rd	3,080	2	8,468	14,600	8,517
San Pedro Dr	Comanche Rd	Montgomery Blvd	2,086	2	5,735	11,800	4,662
San Pedro Dr	Montgomery Blvd	McLeod Rd	2,910	2	8,890	12,100	6,669
San Pedro Dr	McLeod Rd	Osuna Rd	1,366	2	4,173	7,500	1,940
San Pedro Dr	Forest Hills Dr	San Antonio Dr	387	3	1,773	7,500	550
San Pedro Dr	San Antonio Dr	San Antonio Dr	140	4	855	7,500	199
San Pedro Dr	San Antonio Dr	San Francisco Rd	2,590	2	7,912	9,700	4,758
San Pedro Dr	San Francisco Rd	Paseo del Norte	2,549	2	7,787	11,900	5,745
San Pedro Dr	Paseo del Norte	Alameda Blvd	3,672	4	22,435	13,700	9,528
San Pedro Dr	Alameda Blvd	N End Of Street	4,611	2	14,086	3,400	2,969
Spain Rd	Wyoming Blvd	Moon St	2,694	2	7,406	10,700	5,459
Spain Rd	Moon St	Eubank Blvd	2,593	2	7,129	8,000	3,929
Spain Rd	Eubank Blvd	Morris St	2,164	2	5,949	10,800	4,426
Spain Rd	Eubank Blvd	Juan Tabo Blvd	2,666	2	7,329	7,400	3,736
Spain Rd	Juan Tabo Blvd	Chellwood Pk Blvd	3,317	4	18,238	9,200	5,780
Spain Rd	Chellwood Pk Blvd	Tramway Blvd	2,611	4	14,357	5,600	2,769
Sunport Blvd	Transport St	University Blvd	1,343	2	4,103	17,400	4,426
University Blvd	Central Av	Lomas Blvd	3,195	6	26,351	21,600	13,070
University Blvd	Lomas Blvd	Indian School Rd	3,214	4	17,672	22,900	13,940
University Blvd	Indian School Rd	I-40 Fwy	3,245	4	17,843	19,000	11,677
University Blvd	I-40 Fwy	Menaul Blvd	1,035	5	7,114	15,700	3,078
University Blvd	Menaul Blvd	Candelaria Rd	1,742	5	11,973	12,400	4,091
University Blvd	Ochoa Av	University Divide	4,811	2	13,227	13,750	12,529
University Blvd	Central Av	Coal Av	2,048	6	16,891	15,100	5,857

Table 110. Continued

Street Name	From	To	Feet	# Lns	Existing VMC	2010 Volume	2010 VMT
University Blvd	Coal Av	Ave Cesar Chavez	2,855	6	23,547	11,100	6,002
University Blvd	Ave Cesar Chavez	Gibson Blvd	3,615	4	19,877	6,700	4,587
University Blvd	Randolph Rd	Sunport N Ramp	1,330	4	7,313	10,700	2,695
University Blvd	Sunport N Ramp	Sunport S Ramp	344	7	3,310	<i>12,450</i>	811
University Blvd	Sunport S Ramp	Rental Car Entrance	2,905	4	15,973	14,200	7,813
University Blvd	Rental Car Entrance	1625 N of Rio Bravc	5,098	4	28,031	5,300	5,117
University Blvd	1625 N of Rio Bravc	Rio Bravo Blvd	1,585	4	8,715	6,800	2,041
University Blvd	Rio Bravo Blvd	Los Picaros Rd	7,072	3	29,164	3,000	4,018
University Blvd	Los Picaros Rd	Stryker Rd	5,436	2	14,945	3,600	3,706
Uptown Blvd	San Pedro Dr	Americas Pky Blvd	1,915	4	10,530	4,500	1,632
Uptown Blvd	Americas Pkwy	Louisiana Blvd	799	4	4,393	4,100	620
Ventura St	Academy Rd	Harper Rd	2,270	4	12,482	14,500	6,234
Ventura St	Harper Rd	San Francisco Rd	2,895	4	15,918	11,600	6,360
Ventura St	San Francisco Rd	Paseo delNorte	3,365	4	18,502	8,500	5,417
Wyoming Blvd	Zuni Rd	Susan Av	2,403	6	22,023	15,800	7,191
Wyoming Blvd	Zuni Rd	Copper Av	2,605	6	23,874	27,200	13,420
Wyoming Blvd	Copper Av	Lomas Blvd	2,602	6	23,847	30,600	15,080
Wyoming Blvd	Lomas Blvd	Constitution Av	1,734	6	15,892	24,700	8,112
Wyoming Blvd	Constitution Av	Indian School Rd	2,698	6	24,727	26,400	13,490
Wyoming Blvd	Indian School Rd	Menaul Blvd	2,623	6	24,039	26,200	13,016
Wyoming Blvd	Menaul Blvd	Candelaria Rd	2,635	6	24,149	35,200	17,567
Wyoming Blvd	Candelaria Rd	Comanche Rd	2,611	6	23,929	27,800	13,747
Wyoming Blvd	Comanche Rd	Montgomery Blvd	2,541	6	23,288	37,400	17,999
Wyoming Blvd	Montgomery Blvd	Osuna Rd	2,412	6	22,105	42,400	19,369
Wyoming Blvd	Osuna Rd	Academy Rd	3,289	6	30,143	44,100	27,471
Wyoming Blvd	Academy Rd	Burlison Dr	3,067	6	28,108	31,300	18,181
Wyoming Blvd	Burlison Dr	Harper Rd	2,442	6	22,380	31,400	14,523
Wyoming Blvd	Harper Rd	San Francisco Dr	2,946	4	18,000	26,600	14,842
Wyoming Blvd	San Francisco Dr	Paseo delNorte	2,565	4	15,672	26,900	13,068
Yale Blvd	Central Av	Coal Pl	1,344	2	3,695	11,000	2,800
Yale Blvd	Coal Pl	Ave Cesar Chavez	4,517	2	12,418	19,600	16,768
Yale Blvd	Ave Cesar Chavez	Gibson Blvd	3,961	4	21,779	12,600	9,452
Yale Blvd	Gibson Blvd	Randolph Rd	1,662	6	13,708	18,800	5,918
Yale Blvd	Randolph Rd	Airport Entrance	902	6	7,439	4,500	769
Zuni Rd	Washington St	San Mateo Blvd	2,949	6	27,027	18,800	10,500
Zuni Rd	San Mateo Blvd	San Pedro Dr	2,567	4	15,684	18,200	8,848
Zuni Rd	San Pedro Dr	Louisiana Blvd	2,608	4	15,934	18,300	9,039
Zuni Rd	Louisiana Blvd	Pennsylvania St	3,064	4	18,721	20,900	12,128
Zuni Rd	Pennsylvania St	Wyoming Blvd	2,596	4	15,861	16,600	8,162
Zuni Rd	Wyoming Blvd	Central Av	1,823	3	8,354	9,100	3,142
Total, East Service Area					4,947,777	2,832,874	

Source: Parsons Brinckerhoff, March 29, 2012; "Feet" is length of road segment; "# Lns" is number of through lanes; "Existing VMC" is daily vehicle-miles of capacity, based on 1,000 vehicles per lane per hour used by the Mid Region Council of Governments in their regional travel demand model, and 0.124 pm peaking factor (12.4% of daily trips in the pm peak hour) from Parsons Brinckerhoff analysis of 20 intersections; "2010 Volume" based on average daily traffic counts (numbers in italics are estimated based on adjacent roadway volumes or 7,000 trip average for 2-lane roadways with traffic counts; "2010 VMT" is daily vehicle-miles of travel, calculated by multiplying segment length in miles and traffic volume.

APPENDIX E: EXISTING ROAD INVENTORY – WEST

Table 111. Existing Road Inventory, West of I-25

Street Name	From	To	Feet	# Lns	Existing VMC	2010 Volume	2010 VMT
2nd St	Woodward Rd	3rd St	7,559	2	20,782	4,800	6,872
2nd St	Coal Av	Lead Av	315	2	866	4,300	257
2nd St	Lead Av	Gold Av	673	2	1,850	4,000	510
2nd St	Gold Av	Central Av	330	2	907	6,900	431
2nd St	Central Av	Tijeras Av	752	3	3,101	5,800	826
2nd St	Tijeras Av	Marquette Av	536	3	2,210	6,300	640
2nd St	Marquette Av	Lomas Bvd	1,058	4	5,817	5,200	1,042
2nd St	Lomas Bvd	Mountain Rd	1,416	2	3,893	5,700	1,529
2nd St	Mountain Rd	I-40 Frwy	3,970	2	10,914	4,600	3,459
2nd St	I-40 Frwy	Menaul Bvd	1,725	4	9,485	13,800	4,509
2nd St	Menaul Bvd	Candelaria Rd	3,167	4	17,414	17,900	10,737
2nd St	Candelaria Rd	Griegos Rd	4,053	4	22,285	18,900	14,508
2nd St	Griegos Rd	Montano Rd	3,109	4	17,095	23,400	13,779
2nd St	Montano Rd	City Limits	2,590	4	14,241	21,800	10,694
2nd St	City Limits	Woodward Rd	3,602	2	9,903	9,000	6,140
3rd St	Ave Cesar Chavez	Coal Av	3,770	2	10,365	3,000	2,142
3rd St	Coal Av	Lead Av	317	2	872	4,200	252
3rd St	Lead Av	Gold Av	634	2	1,743	3,200	384
3rd St	Gold Av	Copper Av	333	3	1,373	5,100	322
3rd St	Copper Av	Tijeras Av	374	3	1,542	6,700	475
3rd St	Tijeras Av	Marquette Av	513	3	2,116	6,300	612
3rd St	Marquette Av	Lomas Bvd	1,057	4	5,812	6,000	1,201
3rd St	Lomas Bvd	Mountain Rd	1,412	2	3,882	4,400	1,177
3rd St	Mountain Rd	2nd St	3,643	2	10,015	4,700	3,243
4th St	Central Av	Gold Av	330	2	907	1,500	94
4th St	Gold Av	Lead Av	698	2	1,919	3,300	436
4th St	Lead Av	Coal Av	311	2	855	3,800	224
4th St	Coal Av	Ave Cesar Chavez	3,810	2	10,475	6,600	4,763
4th St	Marquette Av	Lomas Bvd	1,055	2	2,900	3,900	779
4th St	Lomas Bvd	Mountain Rd	1,410	2	3,876	11,600	3,098
4th St	Mountain Rd	I-40 Frwy	4,090	2	11,244	9,300	7,204
4th St	I-40 Frwy	Menaul Bvd	1,695	4	9,320	15,100	4,847
4th St	Menaul Bvd	Candelaria Rd	3,317	4	18,238	19,300	12,125
4th St	Candelaria Rd	Griegos Rd	3,816	4	20,982	23,500	16,984
4th St	Griegos Rd	Montano Rd	3,065	4	16,853	29,100	16,892
4th St	Montano Rd	City Limits	4,018	4	22,093	12,700	9,665
5th St	Coal Av	Lead Av	315	2	866	1,500	89
5th St	Lead Av	Gold Av	333	2	915	4,000	252
5th St	Gold Av	Copper Av	327	2	899	5,000	310
5th St	Copper Av	Tijeras Av	415	2	1,141	4,500	354
5th St	Tijeras Av	Marquette Av	520	2	1,430	6,700	660
5th St	Marquette Av	Lomas Bvd	1,069	2	2,939	4,900	992
5th St	Lomas Bvd	Mountain Rd	1,410	2	3,876	5,600	1,495
5th St	Mountain Rd	I 40 Frwy	4,224	2	11,613	6,200	4,960
6th St	Tijeras Av	Copper Av	496	4	2,727	5,400	507
6th St	Copper Av	Gold Av	650	2	1,787	3,600	443

Table 111. Continued

Street Name	From	To	# Feet Lns	Existing VMC	2010 Volume	2010 VMT
6th St	Gold Av	Lead Av	637 2	1,751	3,100	374
6th St	Lead Av	Coal Av	315 2	866	2,700	161
6th St	Tijeras Av	Marquette Av	480 4	2,639	8,300	755
6th St	Marquette Av	Lomas Bvd	1,056 4	5,806	6,300	1,260
6th St	Lomas Bvd	Mountain Rd	1,412 2	3,882	5,100	1,364
6th St	Mountain Rd	I-40 Frwy	4,190 2	11,519	6,600	5,238
6th St	I-40 Frwy	Menaul Bvd	1,697 6	13,996	12,200	3,921
12th St	Central Av	Tijeras Av	200 2	550	4,200	159
12th St	Tijeras Av	Marquette Av	342 2	940	3,700	240
12th St	Marquette Av	Lomas Bvd	1,029 2	2,829	6,200	1,208
12th St	Lomas Bvd	Mountain Rd	1,215 2	3,340	10,700	2,462
12th St	Mountain Rd	Sawmill Rd	1,490 2	4,096	9,300	2,624
12th St	Sawmill Rd	I-40 Frwy	2,426 4	13,339	10,800	4,962
12th St	I-40 Frwy	Menaul Bvd	2,166 4	11,910	14,300	5,866
12th St	Menaul Bvd	Matthew Av	2,186 2	6,010	2,000	828
12th St	Matthew Av	Candelaria Rd	1,668 2	4,586	11,300	3,570
98th St	86th St	Gibson Bvd	1,192 4	6,554	7,000	1,580
98th St	Gibson Bvd	Blake Rd	1,350 4	7,423	7,000	1,790
98th St	Blake Rd	Colobel Av	4,329 2	11,901	7,000	5,739
98th St	Ladera Dr	I-40 Frwy	2,810 4	15,451	6,300	3,353
98th St	I-40 Frwy	Central Av	4,834 4	26,580	26,200	23,987
98th St	Central Av	Tower Rd	3,266 4	17,958	36,900	22,825
98th St	Tower Rd	Sage Rd	2,858 4	15,715	23,400	12,666
98th St	N end of street	Dennis Chavez Bvd	1,783 4	9,804	7,000	2,364
Alameda Bvd	2nd St	Edith Bvd	2,366 4	13,009	23,800	10,665
Alameda Bvd	Edith Bvd	Jefferson St	4,848 4	26,657	30,500	28,005
Alameda Bvd	Jefferson St	Pan Am Frwy S	2,990 4	16,440	31,000	17,555
Alameda Bvd	Coors Rd	E City Limits Bvd	760 4	4,179	34,700	4,995
Arenal Rd	Don Aragon Dr	Unser Bvd	4,817 4	26,486	10,100	9,214
Atrisco Vista Bvd	I-40 Frtg Rd	Shoot Rg Access	22,609 2	62,158	3,000	12,846
Atrisco Vista Bvd	Shoot Rg Access	Paseo del Volcan	12,874 2	35,394	2,400	5,852
Atrisco Vista Bvd	Paseo del Volcan	Paseo del Norte	10,811 2	29,722	1,800	3,686
Ave Cesar Chavez	Barelas Rd	4th St	215 4	1,182	40,300	1,641
Ave Cesar Chavez	4th St	3rd St	385 4	2,117	36,000	2,625
Ave Cesar Chavez	3rd St	Broadway Bvd	2,225 4	12,234	35,400	14,918
Ave Cesar Chavez	Broadway Bvd	I-25 Frwy	1,751 6	14,442	28,600	9,485
Bridge Bvd	City Limits	4th St	2,623 4	14,423	40,300	20,020
Bridge Bvd	Goff Bvd	City Limits	1,881 4	10,343	21,400	7,624
Bridge Bvd	City Limits	Old Coors Dr	455 4	2,502	14,800	1,275
Bridge Bvd	Old Coors Bvd	Coors Bvd	3,221 2	8,855	7,600	4,636
Broadway Bvd	City Limits	Woodward Rd	1,640 4	9,018	8,800	2,733
Broadway Bvd	Woodward Rd	Gibson Bvd	1,592 4	8,754	17,000	5,126
Broadway Bvd	Gibson Bvd	Ave Cesar Chavez	3,175 4	17,458	16,700	10,042
Broadway Bvd	Ave Cesar Chavez	Coal Av	3,665 4	20,152	15,000	10,412
Broadway Bvd	Coal Av	Lead Av	358 4	1,968	15,500	1,051
Broadway Bvd	Lead Av	Central Av	1,056 4	5,806	14,900	2,980

Table 111. Continued

Street Name	From	To	#	Existing	2010	2010	
			Feet Lns	VMC	Volume	VMT	
Broadway Bvd	Central Av	Martin L King Av	941	4	5,174	18,700	3,333
Broadway Bvd	Martin L King Av	Lomas Bvd	1,411	4	7,758	14,000	3,741
Broadway Bvd	Lomas Bvd	Mountain Rd	1,469	4	8,077	15,800	4,396
Broadway Bvd	Mountain Rd	Odelia Rd	1,706	4	9,380	17,500	5,654
Broadway Bvd	Odelia Rd	Indian School Rd	4,568	4	25,117	11,600	10,036
Broadway Bvd	Indian School Rd	Menaul Bvd	1,923	2	5,287	7,000	2,549
Broadway Bvd	Menaul Bvd	Candelaria Rd	2,916	4	16,034	8,700	4,805
Candelaria Rd	University Bvd	Edith Bvd	3,560	4	19,575	15,400	10,383
Candelaria Rd	Edith Bvd	2nd St	2,241	4	12,322	13,400	5,687
Candelaria Rd	2nd St	4th St	923	4	5,075	11,200	1,958
Candelaria Rd	4th St	12th St	3,189	4	17,535	11,700	7,067
Candelaria Rd	12th St	San Isidro St	3,317	4	18,238	7,100	4,460
Candelaria Rd	San Isidro St	Rio Grande Bvd	534	2	1,468	6,700	678
Central Av	Locust St	Broadway Bvd	2,210	4	12,152	21,400	8,957
Central Av	Broadway Bvd	RR Tracks	710	4	3,904	16,100	2,165
Central Av	RR Tracks	3rd St	1,028	2	2,826	12,500	2,434
Central Av	3rd St	4th St	372	2	1,023	10,400	733
Central Av	4th St	5th St	356	2	979	11,100	748
Central Av	5th St	6th St	354	2	973	9,700	650
Central Av	6th St	8th St	750	2	2,062	7,500	1,065
Central Av	8th St	10th St	723	4	3,975	13,400	1,835
Central Av	10th St	Rio Grande Bvd	5,019	4	27,597	11,700	11,122
Central Av	Rio Grande Bvd	Tingley Dr	3,220	6	26,558	27,000	16,466
Central Av	Tingley Dr	Atrisco Dr	2,566	6	21,164	27,500	13,365
Central Av	Atrisco Av	Old Coors Dr	4,110	4	22,599	22,000	17,125
Central Av	Old Coors Dr	Coors Bvd	3,886	4	21,367	25,500	18,768
Central Av	Coors Bvd	75th St	2,623	4	14,423	20,400	10,134
Central Av	75th St	Unser Bvd	1,241	4	6,824	16,700	3,925
Central Av	Unser Bvd	86th St	2,190	4	12,042	21,800	9,042
Central Av	86th St	98th St	4,064	4	22,346	14,500	11,161
Central Av	98th St	City Limits	2,643	4	14,532	7,800	3,904
Coal Av	Oak St	Broadway Bvd	2,499	2	6,870	10,800	5,112
Coal Av	Broadway Bvd	2nd St	1,341	4	7,373	8,000	2,032
Coal Av	2nd St	3rd St	355	2	976	8,100	545
Coal Av	3rd St	4th St	363	2	998	7,500	516
Coal Av	4th St	5th St	358	2	984	6,200	420
Coal Av	5th St	6th St	363	2	998	5,300	364
Coal Av	6th St	8th St	714	2	1,963	3,900	527
Coal Av	8th St	Alcalde Pl	2,679	2	7,365	3,800	1,928
Comanche Rd	Edith Bvd	Pan Am Frwy	3,858	4	21,213	18,500	13,518
Coors Blvd	Alameda	Coors Bypass	4,224	4	23,226	18,800	15,040
Coors Blvd	Coors Bypass	Paseo del Norte	4,224	6	34,838	63,850	51,080
Coors Blvd	Paseo del Norte	Montano Rd	12,672	6	104,515	41,300	99,120
Coors Blvd	Montano Rd	I-40	17,424	6	143,708	46,067	152,021
Coors Blvd	I-40	Central Av	10,560	6	87,096	36,375	72,750

Table 111. Continued

Street Name	From	To	# Feet Lns	Existing VMC	2010 Volume	2010 VMT
Copper Av	1st St	2nd St	291 2	800	3,600	198
Copper Av	2nd St	3rd St	357 2	981	4,100	277
Copper Av	3rd St	5th St	724 2	1,990	3,500	480
Copper Av	5th St	6th St	357 2	981	3,200	216
Copper Av	6th St	8th St	727 2	1,999	2,400	330
Copper Av	8th St	Central Av	644 2	1,771	2,600	317
Corrales Rd	Cabezon Rd	State Hwy 528	2,132 3	8,792	17,200	6,945
Dennis Chavez	City Limits	City Limits	7,920 2	21,774	10,500	15,750
Edith Bvd	Candelaria Rd	Martinez La	743 4	4,085	12,100	1,703
Edith Bvd	Osuna Rd	City Limits	1,273 2	3,500	8,600	2,073
Edith Bvd	Paseo del Norte	City Limits	4,761 2	13,089	2,700	2,435
Edith Bvd	El Paraiso Rd	Osuna Rd	448 4	2,463	10,800	916
Edith Rd	Rankin Rd	City Limits	575 4	3,162	12,100	1,318
Edith Rd	Griegos Rd	City Limits S.	776 4	4,267	12,100	1,778
Edith Rd	City Limits N.	City Limits S.	401 4	2,205	11,100	843
Ellison Dr	Golf Course Rd	Seven Bar Lp Dr	593 4	3,261	21,400	2,403
Ellison Dr	Seven Bar Lp Rd	Coors Bvd Bypass	4,195 4	23,066	27,200	21,611
Ellison Dr	Coors Bvd Bypass	NM 528	15,604 4	85,798	21,400	63,243
Ellison Dr	NM 528	Calle Cuervo	485 4	2,667	21,400	1,966
Gold Av	1st St	2nd St	341 2	937	3,400	220
Gold Av	2nd St	3rd St	351 2	965	3,400	226
Gold Av	3rd St	4th St	365 2	1,003	3,900	270
Gold Av	4th St	5th St	361 2	992	3,200	219
Gold Av	5th St	6th St	354 2	973	3,100	208
Gold Av	6th St	8th St	590 2	1,622	2,600	291
Golf Course Rd	Taylor Ranch Dr	Paseo del Norte	8,206 4	45,121	26,100	40,564
Golf Course Rd	Paseo del Norte	Paradise Bvd	3,812 4	20,960	24,100	17,399
Golf Course Rd	Paradise Bvd	City Limits	324 4	1,782	20,300	1,246
Golf Course Rd	City Limits	Irving Bvd	792 4	4,355	20,300	3,045
Golf Course Rd	Irving Bvd	Ellison Dr	2,411 4	13,257	21,900	10,000
Golf Course Rd	Ellison Dr	Westside Bvd	4,456 4	24,501	1,600	1,350
Griegos Rd	Edith Bvd	2nd St	2,468 2	6,785	15,500	7,245
Indian School Rd	4th St	3rd St	601 3	2,478	7,000	797
Indian School Rd	Prospect Av	Rio Grande Bvd	3,601 4	19,800	9,000	6,138
Irving Bvd	Coors Bvd	Eagle Ranch Rd	1,060 4	5,828	15,300	3,072
Irving Bvd	Eagle Ranch Rd	Golf Course Bvd	7,406 4	40,722	14,500	20,338
Jefferson St	I-25 Frwy	Singer Bvd	1,210 4	6,653	16,000	3,667
Jefferson St	Singer Bvd	Osuna Rd	4,537 4	24,947	14,200	12,202
Jefferson St	Osuna Rd	Ellison St	1,700 4	9,347	15,500	4,991
Jefferson St	Ellison St	San Francisco Dr	2,943 4	16,182	26,300	14,659
Jefferson St	San Francisco Dr	Paseo del Norte	3,119 4	17,150	23,410	13,829
Jefferson St	Paseo del Norte	Alameda Bvd	3,713 4	20,416	10,600	7,454
Ladera Dr	Arroyo Vista Bvd	Gavin Rd	2,738 4	15,055	6,000	3,111
Ladera Dr	Gavin Rd	Unser Bvd	4,543 4	24,980	6,500	5,593
Ladera Dr	Unser Bvd	72nd St	4,085 4	22,461	13,800	10,677
Ladera Dr	72nd St	Ouray Rd	1,532 4	8,424	11,000	3,192
Ladera Dr	Ouray Rd	Sequoia Rd	4,190 4	23,039	14,700	11,665

Table 111. Continued

Street Name	From	To	# Feet Lns	Existing VMC	2010 Volume	2010 VMT
Ladera Dr	Sequoia Rd	Atrisco Dr	3,131 4	17,216	6,500	3,854
Lead Av	Locust St	Broadway Bvd	2,146 2	5,900	10,000	4,064
Lead Av	Broadway Bvd	2nd St	1,341 2	3,687	10,300	2,616
Lead Av	2nd St	3rd St	355 4	1,952	10,400	699
Lead Av	3rd St	4th St	360 3	1,485	6,400	436
Lead Av	4th St	5th St	363 3	1,497	7,600	523
Lead Av	5th St	6th St	358 3	1,476	6,300	427
Lead Av	6th St	8th St	720 3	2,969	5,700	777
Lead Av	8th St	San Carlos Dr	2,493 2	6,854	3,400	1,605
Lomas Bvd	2nd St	Broadway Bvd	1,398 6	11,530	25,500	6,752
Lomas Bvd	Broadway Bvd	I-25 Frwy	2,655 6	21,898	25,800	12,973
Lomas Bvd	2nd St	3rd St	355 6	2,928	25,200	1,694
Lomas Bvd	3rd St	4th St	367 6	3,027	25,000	1,738
Lomas Bvd	4th St	5th St	364 6	3,002	23,400	1,613
Lomas Bvd	5th St	6th St	362 6	2,986	19,400	1,330
Lomas Bvd	6th St	12th St	2,465 6	20,331	18,400	8,590
Lomas Bvd	12th St	San Pasquale Av	2,764 4	15,198	13,100	6,858
Lyon Bvd	Unser Bvd	Paradise Bvd	500 2	1,375	7,000	663
Marquette Av	2nd St	3rd St	288 3	1,188	3,900	213
Marquette Av	3rd St	4th St	335 2	921	4,300	273
Marquette Av	4th St	5th St	325 2	894	3,400	209
Marquette Av	5th St	6th St	298 2	819	3,100	175
Martin L King Av	2nd St	Broadway Bvd	1,523 4	8,374	2,500	721
Martin L King Av	Broadway Bvd	Oak St	2,536 4	13,944	17,300	8,309
McMahon Bvd	Golf Course Rd	Bandelier Dr	3,431 4	18,865	26,900	17,480
McMahon Bvd	Bandelier Dr	Unser Bvd	3,944 4	21,686	18,600	13,894
McMahon Bvd	Unser Bvd	W end of street	8,509 4	46,787	7,000	11,281
Menaul Extension	Indian School Rd	12th St	1,284 4	7,060	11,300	2,748
Menaul Bvd	12th St	4th St	3,447 4	18,953	13,800	9,009
Menaul Bvd	4th St	2nd St	695 6	5,732	15,800	2,080
Menaul Bvd	2nd St	Broadway Bvd	1,363 6	11,242	17,800	4,595
Menaul Bvd	Broadway Bvd	Edith Bvd	1,046 6	8,627	17,800	3,526
Menaul Bvd	Edith Bvd	I-25 Frwy	2,539 6	20,941	23,000	11,060
Montano Rd	City Limits R/R	2nd St	1,287 6	10,615	24,200	5,899
Montano Rd	4th St	2nd St	1,290 4	7,093	27,800	6,792
Montano Rd	2nd St	4th St	1,290 4	7,093	27,800	6,792
Montano Rd	4th St	12th St	2,529 4	13,906	26,700	12,789
Montano Rd	12th St	Poblanos Ct	3,567 4	19,613	22,500	15,200
Montano Rd	Poblanos Ct	Montano Bridge	4,341 4	23,869	29,800	24,500
Montano Rd	Montano Bridge	Taylor Ranch Dr	6,221 4	34,206	24,400	28,749
Montano Rd	Taylor Ranch Dr	Valle Vista Dr	900 4	4,949	18,600	3,170
Montano Rd	Valle Vista Dr	Golden Av	3,959 4	21,769	15,900	11,922
Montano Rd	Golden Av	Unser Bvd	752 4	4,135	13,100	1,866
Montano Rd	Pan Am Frwy	Renaissance Bvd	2,708 6	22,335	47,000	24,105
Montano Rd	Renaissance Bvd	Alameda Lateral	1,420 6	11,712	24,700	6,643

Table 111. Continued

Street Name	From	To	# Feet Lns	Existing VMC	2010 Volume	2010 VMT
NM 528 Bvd	Corrales Rd	Ellison Dr	2,261 4	12,432	4,100	1,756
NM 528 Bvd	Ellison Dr	Coors Bvd	2,296 4	12,625	38,000	16,524
Odelia Rd	Broadway Bvd	I-25 Frwy	2,904 4	15,968	7,800	4,290
Old Coors Dr	Central Av	Gonzales Rd	2,293 4	12,608	15,500	6,731
Old Coors Dr	Gonzales Rd	Bridge Bvd	3,283 4	18,052	11,700	7,275
Osuna Rd	RR Tracks	Edith Bvd	1,021 4	5,614	17,600	3,403
Osuna Rd	Edith Bvd	Chappell Rd	5,215 4	28,675	19,300	19,062
Osuna Rd	Chappell Rd	Jefferson St	3,966 4	21,807	27,000	20,281
Osuna Rd	Jefferson St	I-25 Frwy	1,845 6	15,217	25,300	8,841
Paradise Bvd	Eagle Ranch Rd	Golf Course Rd	3,661 4	20,130	17,900	12,411
Paradise Bvd	Golf Course Rd	City Limits	200 4	1,100	20,700	784
Paradise Bvd	Justin Dr	Lyon Bvd	2,110 2	5,801	24,200	9,671
Paradise Bvd	Lyon Bvd	Coneflower Dr	4,972 4	27,338	12,200	11,488
Paradise Bvd	Coneflower Dr	Universe Bvd	2,535 4	13,939	9,800	4,705
Paseo del Norte	End of transition	Begin raised med	7,562 2	20,790	13,500	19,335
Paseo del Norte	Eagle Ranch Rd	Golf Course Rd	3,930 4	21,609	27,700	20,618
Paseo del Norte	Golf Course Rd	End raised med	4,300 4	23,643	12,400	10,098
Paseo del Norte	End raised med	Universe Bvd	1,512 2	4,157	13,500	3,866
Paseo del Norte	Universe Bvd	Rainbow Bvd	2,628 2	7,225	10,000	4,977
Paseo del Norte	Rainbow Bvd	Paseo De Volcan	13,994 2	38,473	6,200	16,432
Paseo del Volcan	Dbl Eagle Airport	Atrisco Vista Bvd	4,258 2	11,706	1,400	1,129
Rainbow Bvd	City Limits	Woodmont Av	5,600 4	30,792	7,100	7,530
Rainbow Bvd	Woodmont Av	Paseo del Norte	2,819 4	15,500	14,300	7,635
Rainbow Bvd	Peseo Del Norte	Irving Bvd	6,076 4	33,409	7,300	8,401
Rio Grande Bvd	Central Av	Aspen Av	3,072 4	16,891	27,200	15,825
Rio Grande Bvd	Aspen Av	Indian School Rd	2,600 4	14,296	25,500	12,557
Rio Grande Bvd	Indian School Rd	Matthew Av	3,042 4	16,726	18,400	10,601
Rio Grande Bvd	Matthew Av	Candelaria Rd	2,480 4	13,636	13,900	6,529
Rio Grande Bvd	Candelaria Rd	Griegos Rd	4,502 4	24,754	10,400	8,868
Rio Grande Bvd	Griegos Rd	City Limit	2,004 2	5,509	11,100	4,213
St Josephs Rd	Coors Bvd	Atrisco Dr	1,410 2	4,307	8,600	2,297
Snow Vista Bvd	Sage Rd	86th St	3,460 2	9,512	2,800	1,835
Taylor Ranch Dr	Montano Rd	La Orilla Rd	2,487 4	13,675	19,600	9,232
Tijeras Av	2nd St	3rd St	288 2	792	4,000	218
Tijeras Av	3rd St	5th St	693 2	1,905	3,800	499
Tijeras Av	5th St	6th St	290 3	1,196	2,500	137
Tijeras Av	6th St	8th St	679 2	1,867	2,700	347
Tijeras Av	8th St	12th St	1,434 2	3,942	1,500	407
Unser Bvd	Spring Flower Rd	Arenal Rd	3,451 4	18,975	9,400	6,144
Unser Bvd	Arenal Rd	Sage Bvd	1,840 4	10,117	10,100	3,520
Unser Bvd	Sage Rd	Tower Rd	2,321 4	12,762	12,400	5,451
Unser Bvd	Tower Rd	Bridge Bvd	2,807 4	15,434	10,800	5,742
Unser Bvd	Bridge Bvd	Central Av	1,856 4	10,205	15,300	5,378
Unser Bvd	Central Av	Bluewater Rd	2,004 4	11,019	21,300	8,084
Unser Bvd	Bluewater Rd	Los Volcanes Rd	1,693 4	9,309	22,900	7,343
Unser Bvd	Los Volcanes Rd	Towne Crossing Av	1,020 6	8,413	31,600	6,105

Table 111. Continued

Street Name	From	To	#		Existing	2010	2010
			Feet	Lns	VMC	Volume	VMT
Unser Bvd	Ladera Dr	Vista Oriente St	2,171	4	11,937	19,000	7,812
Unser Bvd	Vista Oriente St	St Joseph Av	6,813	4	37,461	20,200	26,065
Unser Bvd	St Joseph Av	Western Trl	4,363	4	23,990	19,800	16,361
Unser Bvd	Western Trl	Dellyne Av	4,722	4	25,964	22,000	19,675
Unser Bvd	Black Arroyo Bvd	McMahon Bvd	655	2	1,801	26,800	3,325
Unser Bvd	McMahon Bvd	Irving Bvd	5,097	2	14,013	22,100	21,334
Unser Bvd	Blue Feather Av	Lyon Bvd	2,134	2	5,867	7,000	2,829
Unser Bvd	City Limits	Dennis Chavez Bvd	3,783	4	20,801	7,000	5,015
Western Trail	Unser Bvd	Atrisco Dr	1,815	4	9,980	7,200	2,475
Western Trail	Atrisco Dr	Coors Bvd	1,960	4	10,777	5,600	2,079
Westside Bvd	NM 528	Seven Bar Lp Rd	2,645	2	7,272	9,500	4,759
Westside Bvd	Seven Bar Lp Rd	Golf Course Rd	1,613	2	4,435	5,100	1,558
Westside Bvd	Golf Course Rd	W end of street	969	2	2,664	4,000	734
Total, West Service Area					3,562,196		2,165,193

Source: Parsons Brinckerhoff, March 29, 2012; "Feet" is length of road segment; "# Lns" is number of through lanes; "Existing VMC" is daily vehicle-miles of capacity, based on 1,000 vehicles per lane per hour used by the Mid Region Council of Governments in their regional travel demand model, and 0.124 pm peaking factor (12.4% of daily trips in the pm peak hour) from Parsons Brinckerhoff analysis of 20 intersections; "2010 Volume" based on average daily traffic counts (numbers in italics are estimated based on adjacent roadway volumes or 7,000 trip average for 2-lane roadways with traffic counts; "2010 VMT" is daily vehicle-miles of travel, calculated by multiplying segment length in miles and traffic volume.

APPENDIX F: PARK INVENTORY

Table 112. Existing Park Inventory

Park Name	Area	Total Acres	Owned Acres	Dev'd Acres	Tennis, Lit	Tennis, Unlit	Basketball, Full	Basketball, Half	Soccer	Ballfield, Lit	Ballfield, Unlit	Youth Ballfid	Pool, Indoor	Pool, Outdoor	Horseshoe Pit	Volleyball Court	Backstop	Play Area	Exercise Station	Skate Board	Shade Structure	Parking Space
Academy Hills	NE	16.60	16.60	16.60	0	0	1	0	2	0	0	0	0	0	0	0	0	1	0	0	2	0
Alameda Little League	NW	15.50	15.50	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alamosa	SW	4.70	4.70	4.70	0	4	0	2	0	0	0	0	0	0	0	0	0	1	0	0	2	0
Alamosa Center	SW	13.70	11.70	13.70	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
Albuquerque Veloport	SE	7.40	7.40	7.40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Altura	SE	6.20	6.20	6.20	0	2	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0
Alvarado	SE	3.70	3.70	3.70	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	0	0
Andalucia	NW	2.40	2.40	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Anderson Heights	SW	2.00	2.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Anderson Highlands	SW	2.20	2.20	2.20	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0
Anderson Mesa	SW	2.00	2.00	2.00	0	0	0	3	0	0	0	0	0	0	0	0	0	2	0	0	2	0
Arroyo Del Oso	NE	38.50	38.50	24.50	0	6	1	0	4	0	0	0	0	0	0	0	0	1	0	0	2	234
Arroyo Del Oso Elem	NE	2.70	0.00	2.70	0	0	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
Avalon	SW	3.00	3.00	3.00	0	2	0	1	0	0	0	0	0	0	0	0	0	3	0	0	1	0
Aztec	NE	5.50	5.50	5.50	0	6	0	0	1	0	0	0	0	0	0	0	0	2	0	1	1	0
Balduini	SE	8.70	8.70	6.80	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
Bandelier Elem School	SE	2.80	0.00	2.00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Barelas	SW	4.10	3.10	4.10	6	0	1	3	0	0	0	0	0	0	0	0	1	2	0	0	1	23
Barelas Railroad	SW	11.50	11.50	11.50	0	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	1	69
Barstow	NE	4.30	4.30	4.30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	7
Bataan Memorial	SE	4.50	4.50	4.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bel-Air/Miramontes	SE	3.40	3.40	3.40	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	2	5
Bellrose	NW	0.10	0.10	0.00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0
Bernardo Trails	NW	2.50	2.50	2.50	0	0	0	2	1	0	0	0	0	0	0	0	0	3	0	0	1	0
Beyer	SE	0.30	0.30	0.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bianchetti	SE	3.70	3.70	3.70	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	2	0
Black Arroyo	NW	4.25	4.25	4.25	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0
Briar Ridge	NW	2.00	2.00	2.00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	7
Burton	SE	8.50	8.50	8.50	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	0	3	0
Butterfield Well/Park	NW	0.10	0.00	0.10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Calle De Vida	NW	2.00	2.00	1.00	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	1	0
Cardwell	NE	0.90	0.90	0.90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Carlos Rey	SW	7.70	7.70	7.70	0	2	0	2	1	0	0	0	0	0	0	0	0	1	0	0	1	0
Carlos Rey Elem	SW	3.50	0.00	3.50	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
Casa Grande Linear	NE	19.00	19.00	19.00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0
Cedar Ridge Pond	SW	2.90	2.90	2.90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chantilly	NW	2.00	2.00	2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Chelwood	SE	3.90	3.90	3.90	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0
City View Estates	SE	4.10	4.10	4.10	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Cochiti Elem School	NW	3.60	0.00	3.60	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Columbus	NW	6.40	6.40	6.40	4	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	2	68
Comanche Elem	NE	1.70	0.00	1.70	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Comanche North	NE	7.90	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 112. Continued

Park Name	Area	Total Acres	Owned Acres	Dev'd Acres	Tennis, Lit	Tennis, Unlit	Basketball, Full	Basketball, Half	Soccer	Ballfield, Lit	Ballfield, Unlit	Youth Ballfid	Pool, Indoor	Pool, Outdoor	Horseshoe Pit	Volleyball Court	Backstop	Play Area	Exercise Station	Skate Board	Shade Structure	Parking Space
Comanche South	NE	8.30	8.30	8.30	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0
Conchas	SE	7.30	7.30	7.30	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	7
Coronado	SW	5.30	5.30	5.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
Country Hills	NW	2.00	2.00	2.00	0	0	0	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Country Meadows	NW	5.70	5.70	1.00	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	5
Creighton	NW	6.50	6.50	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crestview Heights	SE	3.80	3.80	1.70	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0
Cutler	SE	2.50	2.50	2.50	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0
Dale Bellemah	SE	6.00	6.00	6.00	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
Del Sol	SE	1.40	1.40	1.40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dennis Chavez	SW	7.60	7.60	7.60	0	0	1	2	0	0	0	0	0	0	0	0	2	1	0	0	0	0
Desert Ridge Middle	NE	2.50	2.50	2.50	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Desert Ridge Trails	NE	2.00	2.00	2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	5
Desert Springs	SW	3.70	3.70	3.70	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	1	0
Don Juan De Onate	SE	5.90	5.90	5.90	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Dulcinea	NW	1.30	1.30	1.30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Eagle Ranch	NW	2.80	2.80	2.80	0	2	0	3	0	0	0	0	0	0	0	0	0	2	0	0	0	0
East Atrisco	NW	2.40	2.40	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
East Atrisco Kimbar	NW	1.80	1.80	1.80	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	1	0
East San Jose	SW	3.80	2.80	3.80	0	0	3	0	0	1	0	0	0	1	0	0	1	1	0	0	0	35
Ed Leslie	NE	1.90	1.90	1.90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Eddie Garcia	SW	0.10	0.10	0.10	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
Eisenhower Pool	NE	1.40	0.00	1.40	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0
El Oso Grande	NE	12.40	12.40	12.40	0	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	0	0
El Rancho Atrisco	NW	2.50	2.50	2.50	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0
El Rancho Grande	SW	2.50	2.50	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
El Rancho Grande 17	SW	6.80	6.80	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Eldorado	SW	2.50	2.50	2.50	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3	0
Embudo Hills	SE	4.90	4.90	4.90	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	0
Ernie Taylor	NE	4.80	4.80	4.80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Eunice Kalloch	SE	0.90	0.90	0.90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Forest	SW	0.80	0.80	0.80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Four H	NW	3.30	0.00	3.30	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	3	0
Four Hills	SE	1.49	1.49	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Four Hills Ravine	SE	2.10	2.10	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fourth Street Mall	SW	0.90	0.90	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fox Memorial	SE	1.90	1.90	1.90	0	2	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Fred Calkins	SW	0.20	0.20	0.20	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
Garfield Middle School	NW	6.90	0.00	6.90	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	50
Georgia O Keeffe Elem	NE	3.70	0.00	3.70	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	14
Glenwood Hills	NE	1.00	1.00	1.00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Goodrich	NW	1.80	1.80	1.80	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	0	0
Grant Middle School	SE	11.10	0.00	11.10	0	0	0	0	1	0	2	0	0	0	0	0	1	1	0	0	1	0
Graves	NW	4.80	4.80	4.80	0	0	0	1	1	0	0	0	0	0	0	0	1	2	0	0	2	0
Grecian	NW	3.60	3.60	3.60	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0

Table 112. Continued

Park Name	Area	Total Acres	Owned Acres	Dev'd Acres	Tennis, Lit	Tennis, Unlit	Basketball, Full	Basketball, Half	Soccer	Ballfield, Lit	Ballfield, Unlit	Youth Ballfid	Pool, Indoor	Pool, Outdoor	Horseshoe Pit	Volleyball Court	Backstop	Play Area	Exercise Station	Skate Board	Shade Structure	Parking Space
Grisham	NE	5.20	5.20	5.20	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0
Guadalupe	SW	0.20	0.20	0.20	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Hahn	NE	9.30	9.30	8.20	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
Hawthorne Elem	SE	2.30	0.00	2.30	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	1	0
Hayes Middle School	SE	2.40	0.00	2.40	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Hazeldine	SW	0.10	0.10	0.10	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Heights	SE	2.40	0.00	1.70	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	137
Heritage Hills	NE	23.00	23.00	23.00	0	0	0	1	2	0	0	0	0	0	0	0	0	1	0	0	0	83
Hermosa Green	SE	0.20	0.20	0.20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
High Desert	NE	10.40	10.40	8.20	0	2	2	0	1	0	0	0	0	0	0	1	0	2	0	0	0	0
Highland	SW	2.30	2.30	2.30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	25
Highland Det. Pond	SE	4.40	4.40	4.40	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Highland Pool	SE	1.10	0.00	1.10	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Hoffman	SE	8.00	8.00	8.00	0	3	0	4	1	0	0	0	0	0	0	0	0	1	0	0	0	0
Holiday	NE	4.80	3.80	4.80	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	1	37
Hunter's Run	NW	3.30	3.30	3.30	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	4
Hyder	SE	4.10	4.10	4.10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Inez	SE	3.00	3.00	3.00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Inez Elem School	SE	0.80	0.00	0.80	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Jack And Jill	SE	0.90	0.90	0.90	0	0	0	1	0	0	0	0	0	0	0	0	0	1	1	1	2	0
Jade	NE	2.00	2.00	2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Jeanne Bellamah	SE	7.20	6.20	7.20	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	32
Jerry Cline	SE	13.90	13.90	13.90	9	3	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2	67
John Adams Middle	SW	3.20	0.00	3.20	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
John Carrillo	SE	2.60	2.60	2.60	0	0	3	2	0	0	0	0	0	0	0	0	0	2	0	0	1	0
Katherine Nicole	NW	4.50	4.50	4.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Kennedy Middle	SE	2.00	0.00	1.60	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Kirtland	SE	11.40	10.40	11.40	0	0	2	0	0	0	0	0	0	0	0	0	1	1	0	0	2	67
Kit Carson	SW	9.60	9.60	9.60	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	60
Kiva	NE	1.00	1.00	1.00	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Korean War Veterans	SE	14.20	13.20	12.70	0	0	2	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0
Krogh	NW	1.00	1.00	1.00	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0
La Paloma	NE	0.80	0.80	0.80	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
La Palomita	NE	1.60	1.60	1.60	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Ladera Pond	NW	20.60	20.60	20.60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lafayette	NE	1.10	1.10	0.60	0	0	0	2	0	0	0	0	0	0	0	0	0	2	1	0	1	0
Las Marcadas	NW	0.90	0.90	0.90	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	9
Lassetter	SE	1.80	1.80	1.80	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Laurel Circle	SE	0.50	0.50	0.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Laurelwood	NW	2.40	2.40	2.20	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	3	0
Lauren C Bolles	SE	4.70	4.70	4.70	0	4	0	2	1	0	0	0	0	0	0	0	0	2	0	0	0	0
Lavaland	SW	1.50	1.50	1.50	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0
Lazy Day	SW	2.00	2.00	2.00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
LBJ Middle School	NW	1.80	0.00	1.80	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Loma Del Norte	NE	9.70	9.70	9.70	0	2	1	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0

Table 112. Continued

Park Name	Area	Total Acres	Owned Acres	Dev'd Acres	Tennis, Lit	Tennis, Unlit	Basketball, Full	Basketball, Half	Soccer	Ballfield, Lit	Ballfield, Unlit	Youth Ballfid	Pool, Indoor	Pool, Outdoor	Horseshoe Pit	Volleyball Court	Backstop	Play Area	Exercise Station	Skate Board	Shade Structure	Parking Space
Loma Del Rey	NE	3.80	3.80	3.80	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Los Altos	SE	32.60	32.60	32.60	6	0	0	0	0	4	0	0	1	0	1	0	0	1	0	1	1	380
Los Duranes	NW	8.00	7.00	8.00	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	1	80
Los Tomasas	NW	1.00	1.00	1.00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
Lowell Elem School	SE	4.80	0.00	2.30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Luecking North	NE	3.70	3.70	3.70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Luecking South	NE	0.60	0.60	0.60	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Lynnewood	SE	9.40	9.40	9.40	0	2	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0
Madison Middle	NE	6.70	0.00	6.70	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0
Manzano Mesa	SE	57.90	56.90	33.30	0	0	0	0	0	0	0	5	0	0	0	0	0	1	0	0	3	0
Mariposa Basin	NW	51.00	51.00	51.00	0	0	1	0	3	0	0	5	0	0	1	1	0	2	0	0	3	0
Martineztown	SW	1.90	0.00	1.90	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0
Martineztown-S Barb	SW	10.20	10.20	10.20	0	0	2	0	1	1	0	0	0	0	0	0	0	1	0	0	1	42
Mary Fox	SW	0.80	0.80	0.80	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
Matheson	SE	7.40	7.40	7.40	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	0
Matthew Meadows	NW	3.80	3.80	3.80	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
McCollum Elem	SE	4.30	0.00	4.30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
McDuffie	SE	3.00	3.00	3.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
McKinley Middle	NE	3.00	0.00	3.00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Mesa Verde	SE	8.70	7.70	8.70	0	4	1	2	0	0	0	0	0	0	0	0	0	1	0	0	2	45
Mesa View	NW	1.10	1.10	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mitchell Elem School	NE	1.90	0.00	1.90	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	30
Monastery Gardens	SW	0.10	0.10	0.10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Montano West	NW	1.30	1.30	1.30	0	0	0	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Montecito	NW	1.20	1.20	1.20	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3	0
Montgomery	NE	24.30	22.30	24.30	0	4	0	0	2	0	0	0	0	1	0	0	0	1	0	0	0	75
Morningside	SE	1.20	1.20	1.20	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Mountain View	SW	3.80	0.00	3.80	0	2	0	2	0	0	0	0	0	0	0	0	0	2	0	0	1	0
Netherwood	SE	5.30	5.30	5.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Day	SE	7.50	7.50	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
New Kimo	SE	0.40	0.40	0.40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Nor Este	NE	6.50	6.50	6.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Domingo Baca	NE	40.30	21.80	14.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	5	0
NW Modular Skate	NW	2.50	2.50	0.70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
Novella	NE	1.70	1.70	1.70	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Old Town Plaza	SW	0.40	0.40	0.40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
Osuna Elem School	NE	3.80	0.00	3.30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	60
Ouray Off Leash Area	NW	5.00	5.00	2.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0
Oxnard	SW	0.48	0.48	0.48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Paradise Meadows	NW	9.70	9.70	1.10	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Paradise Skies	NW	4.60	4.60	4.60	0	2	1	0	1	0	0	0	0	0	0	0	0	4	0	0	2	0
Park Hill	NW	1.30	1.30	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parkway	NW	6.30	6.30	6.30	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	11
Parkwest	NW	2.60	2.60	2.60	0	0	1	0	0	0	0	0	0	0	0	1	0	2	0	0	1	0
Paseo De Estrella	NW	4.00	4.00	4.00	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	2	0

Table 112. Continued

Park Name	Area	Total Acres	Owned Acres	Dev'd Acres	Tennis, Lit	Tennis, Unlit	Basketball, Full	Basketball, Half	Soccer	Ballfield, Lit	Ballfield, Unlit	Youth Ballfield	Pool, Indoor	Pool, Outdoor	Horseshoe Pit	Volleyball Court	Backstop	Play Area	Exercise Station	Skate Board	Shade Structure	Parking Space
Pat Hurley Lower	SW	18.80	17.80	18.80	0	4	1	4	0	0	0	0	0	0	0	0	0	1	0	0	4	50
Pat Hurley Upper	SW	4.90	4.90	4.90	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	12
Phil Chacon	SE	51.30	50.30	45.30	0	0	1	0	1	0	1	0	0	0	0	0	1	1	0	0	10	173
Piedra Lisa	SE	3.20	3.20	3.20	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Piedras Marcadas	NW	0.50	0.50	0.30	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	1	0
Pinon Pointe	NW	2.20	2.20	2.20	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	1	0
Presidio	NW	1.40	1.40	1.40	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	2	0
Quigley	SE	2.90	2.90	2.90	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0
Quintessence	NE	5.30	5.30	5.30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Rancho De Palomas	NE	2.40	0.00	2.40	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	10
Rancho Encantado	NW	1.80	1.80	1.80	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	3	0
Redlands	NW	10.50	10.50	10.50	0	0	0	1	0	0	0	5	0	0	1	1	1	1	0	0	1	69
Richland Hills	NW	2.10	2.10	2.10	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2	0
Ridgecrest	SE	1.10	1.10	1.10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ridgeview Village	NW	2.00	2.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Rinconada Point	NW	7.20	7.20	7.20	0	2	1	0	1	0	0	0	0	0	0	0	0	1	0	1	2	0
Rio Grande Pool	SW	2.00	2.00	2.00	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	50
Rio Grande Triangle	SW	2.60	2.60	2.60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Riverview	NW	9.30	9.30	9.30	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0
Robinson	SW	1.60	1.60	1.60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Roosevelt	SE	3.80	0.00	3.80	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Ross	SE	0.60	0.60	0.60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ross Enchanted	SW	5.40	5.40	5.40	0	0	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0
Rotary	NE	4.80	4.80	4.80	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	0	1	0
Salida Del Sol	NW	6.80	6.80	6.80	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
San Antonio Corridor	NE	3.50	3.50	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sandia Pool	NE	1.60	0.00	1.60	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Sandia Vista	SE	1.90	1.90	1.90	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Santa Barbara	SW	0.60	0.00	0.60	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
Santa Fe Village	NW	16.00	15.00	16.00	0	0	0	1	1	0	0	0	0	0	0	1	0	1	0	0	0	30
Seville	NW	6.30	6.30	6.30	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	3	0
Shawn Mcwethy	NW	5.10	5.10	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sierra Vista West	NW	5.50	5.50	5.50	0	10	0	0	0	0	10	0	0	1	0	1	0	0	0	0	5	45
Silver Tree	SW	5.10	5.10	0.60	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	1	0
Singing Arrow	SE	16.00	15.00	8.40	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Sister Cities	NE	4.50	4.50	4.50	0	4	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0
Skyview West	SW	0.70	0.70	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Snow	SE	8.80	7.80	8.80	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	2	16
Snow Heights	SE	2.30	2.30	2.30	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
Soldiers And Sailors	SW	0.20	0.20	0.20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sombra Del Monte El	NE	2.20	0.00	2.20	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
South Broadway	SW	1.90	1.90	1.90	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	20
South San Jose	SW	4.70	3.70	4.70	0	2	1	0	0	0	0	0	0	0	0	0	0	2	0	0	1	38
Spruce	SE	0.80	0.80	0.80	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
St Pius High School	NW	8.50	0.00	8.50	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 112. Continued

Park Name	Area	Total Acres	Owned Acres	Dev'd Acres	Tennis, Lit	Tennis, Unlit	Basketball, Full	Basketball, Half	Soccer	Ballfield, Lit	Ballfield, Unlit	Youth Ballfld	Pool, Indoor	Pool, Outdoor	Horseshoe Pit	Volleyball Court	Backstop	Play Area	Exercise Station	Skate Board	Shade Structure	Parking Space
Stardust Skies	NE	9.00	0.00	9.00	0	2	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0
Summer Hills	SE	3.00	3.00	3.00	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0
Summit	SE	1.10	1.10	1.10	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Sundoro South	NW	3.30	3.30	3.30	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	0	1	0
Sunport	SE	3.20	3.20	2.60	0	2	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Sunrise Terrace	SW	4.90	4.90	2.40	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	7
Sunset Canyon	NE	2.90	2.90	2.90	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	7
Supper Rock	SE	6.00	6.00	6.00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
Tanoan Corridor	NE	11.60	11.60	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tapia Meadows	SW	0.50	0.50	0.50	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
Taylor	SE	2.70	2.70	2.70	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Terrazas	NW	2.10	2.10	2.10	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	7
Tiguex	SW	8.40	8.40	8.40	0	0	2	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0
Tingley	SW	10.40	10.40	10.40	0	0	6	0	1	2	0	0	0	0	0	0	0	1	0	0	1	118
Tom Bolack Urb Forest	SE	2.10	2.10	2.10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
Tom Cooper	SW	0.20	0.20	0.20	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Tower	SW	24.90	24.90	21.10	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0
Town Of Atrisco	NW	5.00	5.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trails	NW	6.10	6.10	4.60	0	0	0	2	0	0	0	0	0	0	0	1	0	3	0	0	1	0
Tramway Linear	SE	2.00	2.00	2.00	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	5
Tres Placitas	NW	5.10	5.10	3.40	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	1	0
Truman Middle School	SW	6.00	0.00	6.00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	30
Trumbull	SE	1.00	1.00	1.00	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	24
Trumbull Childrens	SE	0.40	0.40	0.40	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Tuscany	NW	8.20	8.20	0.90	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	2	6
Tuscarora	NW	2.00	2.00	2.00	0	0	0	1	0	0	0	0	0	0	0	0	0	3	0	0	1	0
Universe Sports Park	NW	7.80	0.00	0.00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
Urban Forest	SE	5.50	5.50	5.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
USS Bullhead	SE	46.60	46.60	46.60	0	0	0	0	7	4	0	0	0	0	0	0	0	2	0	0	0	564
Vail	SE	0.30	0.30	0.30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Valley Neighborhood	NW	3.10	0.00	3.10	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0
Valley Gardens	SW	4.80	4.80	4.80	0	0	1	0	0	0	0	0	0	0	0	1	0	2	0	0	0	2
Valley Haven	NW	0.60	0.60	0.60	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0
Valley Pool	NW	0.80	0.00	0.80	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Valley Tennis Courts	NW	0.30	0.00	0.30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ventana Ranch	NW	17.20	17.20	9.90	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	6	0
Ventana West 1	NW	4.30	4.30	4.30	0	0	0	2	0	0	0	0	0	0	0	0	0	5	0	0	2	0
Vietnam Vets Memoria	SW	12.20	0.00	12.20	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	205
Villella	NE	3.80	3.80	3.80	0	0	2	0	1	0	0	1	0	0	0	0	1	3	0	0	0	0
Vineyard	NE	3.50	3.50	3.50	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0
Vista Alegre	NW	11.60	11.60	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vista Del Norte Bln Ldg	NW	22.00	22.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vista Nueva	SW	2.20	2.20	2.20	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	1	6
Vista Verde	SE	3.60	3.60	3.60	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0
Wade Circle	SE	1.50	1.50	1.50	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0

Table 112. Continued

Park Name	Area	Total Acres	Owned Acres	Dev'd Acres	Tennis, Lit	Tennis, Unlit	Basketball, Full	Basketball, Half	Soccer	Ballfield, Lit	Ballfield, Unlit	Youth Ballfld	Pool, Indoor	Pool, Outdoor	Horseshoe Pit	Volleyball Court	Backstop	Play Area	Exercise Station	Skate Board	Shade Structure	Parking Space
Washington Middle	SW	3.70	0.00	3.70	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Wellesley	SE	0.50	0.50	0.50	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Wells	SW	2.20	1.20	2.20	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	21
West Bluff	NW	2.30	2.30	2.30	0	0	0	2	1	0	0	0	0	0	0	0	0	1	0	0	2	0
West Bluff Overlook	NW	2.10	2.10	2.10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
West Mesa	SW	9.70	9.70	9.70	0	0	0	0	0	1	0	0	1	1	0	1	0	1	0	0	0	247
W Mesa Comm Center	SW	3.90	2.90	3.90	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0
West Old Town	SW	0.90	0.90	0.90	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
Westgate Community	SW	30.50	30.50	14.80	0	0	1	0	2	0	0	0	0	0	0	0	0	3	0	0	4	40
Westgate Comm Ctr	SW	2.00	0.00	2.00	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0	0	1	4
Westgate Heights	SW	6.80	6.80	6.80	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0
Whittier Elem School	SE	1.40	0.00	1.40	0	0	2	0	0	0	0	0	0	0	0	1	0	1	0	0	1	15
Wildflower	NW	12.40	12.40	12.40	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	40
Wilson	SE	3.60	3.60	3.60	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	45
Workers Memorial	SE	3.50	3.50	3.50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Zia Elem School	SE	3.30	0.00	3.30	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Zuni	SE	2.50	2.50	2.50	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal, SE Service Area		523.39	472.89	463.60	15	40	17	24	36	8	3	12	2	2	2	3	5	61	2	2	46	1583
Subtotal, SW Service Area		310.78	265.88	271.38	6	18	31	26	13	10	0	5	1	3	0	1	7	67	1	2	46	1104
Subtotal, NE Service Area		355.40	285.90	288.10	0	28	9	10	27	0	1	10	1	2	0	1	8	39	1	2	25	563
Subtotal, NW Service Area		425.65	387.45	305.85	4	22	6	43	24	0	10	10	1	1	3	9	3	94	0	2	82	433
Total		1615.22	1412.12	1328.93	25	108	63	103	100	18	14	37	5	8	5	14	23	261	4	8	199	3683

Source: City of Albuquerque Parks & Recreation Department, January 12, 2012; "Owned" acres represent acres owned by the City and used for parks (community centers and libraries assumed to occupy one acre each).