

PARK ONCE - PEDESTRIAN FIRST

PLANNING CONCEPT FOR DOWNTOWN ALBUQUERQUE

PREPARED FOR
SUNTRAN BUS COMPANY
AND THE CITY OF ALBUQUERQUE

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IN COOPERATION WITH
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The *Park Once - Pedestrian First* concept shifts the priority for using downtown's streets. For several decades, moving vehicular traffic had the highest claim on the use of downtown streets, and for understandable reasons. There was considerably more activity and occupancy of buildings than in today's downtown Albuquerque. In the pre-Interstate days, downtown Albuquerque streets carried major interstate highways, most notably the famous Route 66. Off-street parking was scarce several decades ago, and, therefore, the demand for on-street parking (for example, diagonal on-street parking on Central Avenue) claimed much of the street space, fueling other compensating measures (one-way streets for example) to compensate for the lost traffic capacity.

All of the conditions that gave highest priority to moving as much traffic as fast as possible are now giving way to a new "balance point" on downtown streets. It is now accepted that downtown is no longer the sole hub of the urban region, but rather is the most important of several commercial centers within the region. The Interstate highway system (not downtown streets) now carries all longer-distance travel, as well as much of the suburban travel within the region. Much off-street parking is now available, permitting the on-street parking to be configured in ways (e.g., parallel rather than diagonal) that permit greater traffic capacity than before. Most importantly, there is now a solid understanding that downtown's ability to compete with its rivals (suburban shopping/office concentrations) does not depend on its ability to move more traffic faster, but rather on its ability to exploit the human-scaled urban fabric inherited from many decades ago.

The new concept for downtown circulation is termed *Park Once - Pedestrian First*. The operation of the park once/ped first concept can best be understood by comparing it (Figure 1) with its antithesis, the conventional suburban pattern of travel.

In the conventional suburban pattern of travel, the motorist attempts to drive as near as possible to the ultimate destination. Once out of the car, the traveler walks as little as possible to reach the final destination. Since this walk is typically in the suburban parking lot, this minimizing of distance is a completely understandable goal. Each destination involves a separate pair of vehicular trips, since destinations are never combined in a way that invites walking between them. As subsequent destinations are visited, the traveler repeats the process of parking as close as possible to the final destination and walking as little as possible.

A number of problems, now well understood by the public, stem from the conventional suburban pattern. The pattern generates a large and unnecessary volume of vehicular travel, due to the need to drive to and from each destination separately. Even the quantity of vehicular travel within the parking lots is significant, as drivers seek the best available parking space. The pattern also generates a large number of vehicular turning movements from parking onto the street serving the destinations. Invariably, this street is a multi-lane arterial street, or is destined to become one because of the emerging land use pattern. Turning movements from/onto such arterial streets drastically reduce the capacity of the street by demanding green time from the limited amount of travel signal capacity at each intersection.

The conventional suburban pattern assures that the future of the arterial highway lies in continuous strip development. Once underway, the arterial street is fit for almost no other use, such as residential, institutional or smaller scale entrepreneurial retail. Master planning and zoning actions are ineffective in attempting to control the land

use among such arterials. Property owners can reasonably claim (frequently in court) that additional strip development is the only reasonable use of the land and that depriving them of this use is unreasonable confiscation.

The *Park Once - Pedestrian First* pattern of travel is fundamentally different in every respect from the conventional suburban pattern. In the *Park Once - Pedestrian First* pattern, motorists are encouraged to drive as little as possible, by being invited into the first available parking. This parking is clearly "public" in operation, conveying a clear message to the driver that all destinations within downtown can be reached by walking from this parking. The traveler then walks to multiple destinations within the *Park Once - Pedestrian First* district. Everything about the design of the district is calculated to induce walking, and to minimize the sense of distance walked. Similar design elements are routinely implemented in the standard indoor suburban mall, where their expert application has now resulted in an average walking distance within the mall of over one-half mile. The open-air environment in downtown, with its potential for continuously interesting street level views and an endless combination of walking routes provides the opportunity for even longer walking tours than its competitors in the malls.

ELEMENTS OF THE PARK ONCE - PEDESTRIAN FIRST DISTRICT

Parking is the first activity that the incoming visitor encounters in a *Park Once - Pedestrian First* district (Figure 2). In the district, parking is dispersed to a number of locations, rather than concentrated into a single large structure. This dispersal insures that incoming motorists will be greeted by parking regardless of their route of arrival. The visibility of multiple parking entrances scattered throughout downtown further adds to the reassurance that parking is available and plentiful. Dispersal of parking into a number of different locations assures multiple, equivalent choices for the incoming motorist. The motorist, therefore, need not worry about finding the *best* parking location. Rather, the motorist is assured that a number of locations are all acceptable. The decision and searching process is eliminated. In the *Park Once - Pedestrian First* district, it is essential that the parking feel *public* in nature, regardless of its ownership by either public agency or private entity. The parking is a unified system that presents the user with highly predictable fees, availability, hours of operation and directions to a fully public *landing*.

In the district, the presence of parking is advertised strongly, but without the visual blight of large areas of parked cars. This advertising is accomplished through: (1) on-street parking, which informs drivers that parking is an expected and permitted part of the district and (2) prominent identification of parking deck entrances, by means of signs and symbols as well as the design of the portals.

A critical element of the park once environment is the concealment of parking (other than on-street parking) from view from the street. This is accomplished by locating parking in the interior of blocks, by fronting parking decks with a veneer of retail floor space (Figure 3) and by designing the exterior of the parking structures to disguise their interior use (Figure 4).

Once the visitor is out of their parked vehicle, the next important element of the *Park Once - Pedestrian First* district is the *landing* of the pedestrian into a public space. Typically, this is accomplished through delivering the pedestrian (via ramp, stairs, elevator, escalator, etc.) to a clearly public space such as the sidewalk, an arcade, or public building lobby. Privatized pedestrian spaces, such as skywalks to private buildings, upper floors of private buildings, direct connection into a

single retail store, etc., are detrimental to the park once-ped first atmosphere. Considered to be "good planning" a few decades ago, these devices are now considered ruinous to downtown vitality. It is also critical that parking spaces serve multiple users. As a result, it is important that parking spaces *not* be dedicated to a single building or use but rather shared between nearby uses (such as office, restaurant, retail and entertainment).

WHY HAVE A PARK ONCE- PEDESTRIAN FIRST DISTRICT?

Creating a strong downtown is critical in creating a strong urban region. The idea that various centers within the region are in a win/lose competition with each other is outdated. Rather, it is now understood that modern urban regions will develop as multiple nodes, each taking on a distinct speciality. In prosperous regions such as Albuquerque, downtowns' reemerging role includes entertainment, speciality shopping, a fair share of commercial office space, ground transportation hub, branch operations of educational establishments, revitalized old-line churches and rediscovered close-in neighborhood living. A vibrant *Park Once - Pedestrian First* area is essential for these downtown activities.

The *Park Once - Pedestrian First* pattern of travel has some clearly defined benefits for vehicular travel. A *Park Once - Pedestrian First* district will significantly reduce the number of vehicular trips for a given amount of economic activity. In the conventional suburban pattern (Figure 5), the disconnected nature of destinations requires that every visit result in two vehicular trips: one from the origin (predominately home) to the destination (work, shopping, etc.) and a second trip returning to the origin. Multiple destinations (for example, to shopping as well as work) typically require a separate pair of vehicular trips. This pattern of trip making is detailed in the bible of trip generation, the ITE Trip Generation Handbook.

In a *Park Once - Pedestrian First* district, a number of vehicle trips simply disappear because they are replaced by walking trips. In the example involving the destinations above, a pair of vehicle trips would still be required to reach the primary destination (for example, work). However, in the presence of a *Park Once - Pedestrian First*, additional destinations (for example, shopping) are reached by a pair of walking trips from the primary destination, rather than by an additional pair of vehicle trips as in the conventional suburban pattern (Figure 5). Thus, for the example considered, the number of vehicular trips is reduced to half.

This reduction in vehicular trips has been well documented. A notable example is Walt Disney World's Celebration new town, in which the quantity of vehicular travel is less than half (46%) of the quantity projected by the ITE trip generation rates. This reduction, rigorously analyzed, was acknowledged by skeptical public agencies granting development approval to the Celebration new town.

The quantity of parking required is greatly reduced in a park once/ped first environment, compared to conventional suburban development. In conventional development, each destination requires its own supply of parking (Figure 6). Different destinations have a different profile of parking accumulation throughout the day; for example, the work parking demands peaks in the mid-morning and mid-afternoon periods, restaurant parking demand peaks at noon and after six p.m. and entertainment destinations (for example movies) peaks between 8-10 p.m. These differing profiles of parking demand are of little impact in the conventional suburban development, since there is no opportunity for one destination to claim the temporarily idle parking capacity of another dissimilar destination. Consequently, the total parking

demand for all development is simply the sum of the parking demands for the individual land uses within that development. Typically, this results in an overall parking requirement of 4.5 - 5.5 spaces per thousand square feet of commercial floor area. There is no "dovetailing" of parking supply between any of the individual uses. Spaces are idle for large parts of the day, even as other destinations are experiencing their peak demand.

In the *Park Once - Pedestrian First* environment (Figure 6), the available parking supply is used by more than one destination. In any mixed use concentration of destinations, such as downtown Albuquerque, the variety of destination types (work, restaurant, entertainment, etc.) assures a high degree of "dove tailing" of parking requirements throughout the day. Thus, for example, some of the restaurant parking demand for their mid-day peak period can be met by parking spaces filled the rest of the day by employees. In the evening the possibilities for "dove tailing" become much greater, as the entertainment destinations use the parking that, during the day, is filled by workers and shoppers. With moderately successful joint use of parking, a total parking requirement of 2.3 - 3.0 spaces per thousand square feet is fully adequate. Obviously, at these higher levels of utilization, the revenue per space increases.

Examples of successful mixed use districts operating as a park once environment abound. Pasadena, Santa Monica, Boise, Denver and Santa Fe are but a few of the western examples of park once districts in cities of all sizes and economic background.

HOW MANY PARKING SPACES IS ENOUGH?

Over the next eleven year period (1999-2010), we estimate the need for around 3,000 more parking spaces downtown. At present, there are 14,400 parking spaces in downtown Albuquerque. The peak occupancy of these spaces (1998 Desman Study) is 9,800 spaces, yielding an occupancy rate of 68%.

Our estimate of future parking demand (Figure 7) is based on the following assumptions:

- A 20% growth in parking demand over the eleven year period 1999-2010. This rate of growth, approximately 2% annually, will result in an increase in parking demand from the current peak demand of 9,800 vehicles to a demand of 11,800 vehicles in the year 2010. This rate of growth in downtown demand is higher than the growth over the past eleven year period, but is likely given the already committed elements of new growth in downtown.
- A loss of 1,800 parking spaces in surface lots over the eleven year period 1999-2010. This loss is a result of re-occupying land now used for surface parking with higher value uses (new buildings and infill residences).
- An increase in occupancy from the existing 68% to a projected occupancy of 76% by the year 2010. This increase in occupancy reflects the continued improvement in management of the city's parking resources. The theoretical maximum occupancy of the total parking resource is around 85%. The existing (i.e., 1999) occupancy is 68%. A reasonable estimate of the occupancy for the year 2010 is the midpoint between the existing occupancy (68%) and the theoretical maximum (85%). This yields a target occupancy of 76% by the year 2010. This target appears to be readily attainable given the continued improvement in management of the city's parking resource, more efficient use of private spaces, and vigorous development of the *Park*

Once - Pedestrian First district in downtown.

Computing the above factors (year 2010 demand for 11,800 spaces, losses of 1,800 surface spaces and target occupancy of 76%) yields a total parking supply projection of 5,500 spaces. This is an increase of 2,900 spaces over the projected supply in year 2010 of 12,600 spaces. Thus, the projection of around 3,000 spaces of new parking needed by the year 2010.

Some lower and upper limits to the range of new parking needed can be readily established:

- If no new parking is added, the projected supply in the year 2010 (12,600 spaces) will barely cover the projected demand (11,800 spaces). The resulting occupancy (94%) significantly exceeds the maximum reasonable capacity of 85 percent occupancy. Thus, there is little question that a substantial increase beyond the projected 12,800 spaces will be required.

- One estimate of the maximum possible new parking need that assumes that there is no improvement in occupancy above the current 68%. If the occupancy rate remains at 68% in the year 2010, a need for 18,500 spaces is indicated. This translates to the need for an increase in 5,900 spaces over the number of spaces (12,600) projected to exist in the year 2010. Thus, there is little likelihood of a new demand of more than 5,000 spaces.

LOCATION OF NEW PARKING SPACES

A ten-year program of adding 3,000 spaces to downtown Albuquerque's parking supply can be accommodated through a series of 7-10 new garages (Figure 8). Several of these can be precisely located at the present time, and the remainder can be placed with a lesser degree of precision.

In their projected order of priority, the new parking facilities are:

Garage #1 - The Alvarado Redevelopment Area.

This garage will serve the new hotel, multi-screen cinema, transportation terminals, retail, and office development already committed for this area. This garage also serves an area of downtown that is currently not served at all (within 500 feet walking distance of a parking structure). It is located on Gold Avenue between First and Second Streets.

Garage #2 - PNM/South of Federal Area.

This garage serves commercial activity in the southern part of downtown. It will serve PNM and Federal Office expansion. It is located on Silver between Fifth and Sixth Streets.

Garage #3 - located south of Lomas Blvd. to the West of Fourth Street. The demand for this garage will come predominately from the new judicial buildings.

Garage #4 north of Lomas Blvd. to the east of Fourth Street. This is an alternate, privately funded, to the public garage #3.

Garage #5 located at the Albuquerque High School Reuse Site. This small garage serves not only the uses in the recycled high school, but also walk-in visitors to downtown Albuquerque.

Garage #6 located at Copper Avenue between 6th and 7th. This garage will anchor the revised commercial activity in the west end of downtown, including a possible supermarket. Its location one block

north of Central Avenue will help fill out a matrix of parking decks along either side of Central Avenue.

Garage #7 - located at Central Avenue and 9th Street. This is an alternative site for Garage #5 activity.

Garage #8 - This garage is a counterpart to garage #5 and will anchor the southwest sector of the central business district. Its demand will derive from revitalized retail along Central Avenue, as well as new occupation of the now vacant land in the southwest sector of downtown. Similar to garage #5, it flanks Gold Avenue from 7th to 11th Streets, creating multiple options for visitors to Central Avenue and the streets crossing it.

- Garage #9 - Alternative location on Gold Street between 5th and 6th Streets.

Garage #10 located along Copper Avenue to the east of 3rd Street. This small garage will serve the new Duque Hotel, an expansion of La Posada Hotel, as well as increased retail activity in the eastern part of downtown.

Garage #11 north of Central Avenue to the east of First Street. This large garage would serve a new arena and increased activity at the Convention Center.

Garage #12 located on First Street between Lead and Cole Avenue. This garage serves the revitalized southeastern sector of downtown.

Garage #13 - located in the northeast sector of downtown.

Three options are suggested to serve future commercial growth in the northeastern sector of downtown.

The immediate needs which can be precisely located at the present time are garages #1 and #2, in the Alvarado and Social Security impact areas, respectively. Garages #3-#8 are all candidates for more detailed study and a first level of conceptual design over the next five year period. This time period will also afford the opportunity to gauge the impact of the current spurt of development in downtown Albuquerque. Garages #9 and #10 are projected to serve impact areas which may be more than five years out.

PARKING AUTHORITY OR MUNICIPAL DEPARTMENT?

We were asked several times if there are advantages to the city's parking operation becoming an authority, as contrasted to remaining in its current status as a municipal department.

Operation as an authority has advantages when:

- The parking operation is financially strong, in a city that is otherwise financially weak. This situation prevails, for example, in some northeastern cities with downtowns strongly recovering from several decades of recession, but with the city as a whole struggling financially. In these cases, a parking authority can secure a substantially lower borrowing rate than the city in general.

- Parking revenues are not being reinvested in parking or related activities, but are being "raided." In such circumstances, an authority can maintain control over parking revenues. Frequently, lenders to the authority further dictate a narrow use of parking revenues, preventing their diversion to use outside the authority.

- Multiple local government jurisdictions share a common parking

need. In some cities, major parking needs occur not only in downtown areas, but also in outlying activity centers (medical complexes, stadiums, airports), and the provision of parking is greatly improved by a single parking entity. In such circumstances, an authority can transcend the competing interests of the various activity centers, and provide a system that benefits the region as a whole.

- Eminent domain is frequently needed to supply sites for parking. In such circumstances, an authority can be designated as the legal entity to exercise eminent domain, thereby relieving other departments and elected officials of the onus of this unpopular task.

- City staff is unwilling to man the day-to-day operation of a parking system. In such circumstances, an authority can devote full attention to the single task of operating parking, leaving the city management with only the strategic direction of the operation.

None of the above conditions apply in Albuquerque. The city is fiscally strong, and can command as low a borrowing rate as an authority. Parking revenues are already being reinvested within a parking enterprise operation. There is no threat of parking revenues being "raided" for non-enterprise uses outside the downtown area. The public parking needs are all downtown, and not spread about in a number of outlying jurisdictions. Parking sites are readily available, either already in city ownership or available for purchase. There is little need for eminent domain to be exercised for acquiring parking sites. Finally, city staff wants to continue the day-to-day operation of parking, and is improving this operation continuously.

None of the obvious reasons for creation of an authority seem to be present in Albuquerque. Nor are there any trends that suggest that conditions indicating the need for an authority are in progress. The operation as an enterprise division within existing city departments is, by all measures, highly successful. We see no reason to change this operation. However, there may be many advantages to developing a more formalized working relationship with downtown's private parking facilities to coordinate usage, rates and hours for parking customers.

MEASURING THE PERFORMANCE OF A PARKING ENTERPRISE DIVISION

One approach to measuring the performance of a parking enterprise division regards it as a private business, delivering the *product* of parking spaces. From this viewpoint, the performance would be judged as are most businesses: by the amount of product (parking spaces) produced, by the growth in production and by the net revenue returned. This approach to measuring the performance of a parking enterprise division takes a narrow, tightly focused view of the mission of the parking division.

Another contrasting way to measure the success of a parking enterprise division is by the overall success of downtown, rather than in the more narrow terms of how much parking is provided, and at what level of profitability. In this more broad view of enterprise division performance, the performance of all downtown activity is considered as a whole. Total occupied downtown retail space, dollar volume of retail sales, dollar volume of downtown payroll and annual visitors to special events would be typical measures of effectiveness.

We recommend that the broad definition of performance of the parking enterprise be adopted, and, correspondingly, the narrow definition be avoided because:

- The ultimate goal of downtown parking is to serve downtown vitality,

not to maximize the size or profitability of the parking operation.

- If operated as a narrowly defined enterprise, downtown parking would maximize its rates, in an attempt to earn the highest possible yield on the parking spaces. High parking rates conflict directly with other downtown goals, such as encouraging new visitors to come to downtown.

- The narrow definition of parking enterprise would result in parking revenues being reinvested in only more parking. A vibrant downtown, on the other hand, requires that parking revenues, in addition to financing new parking, also be directed to expenditures that improve the attractiveness of downtown in general.

The United States abounds with examples of parking operations that are operated as aggressive enterprise divisions, but that are operating at cross purposes to the broader goal of downtown vitality. A number of good management practices found in some parking operations are in fact detrimental to the attractiveness and viability of downtown. These practices include high parking violation fines, rates that vary according to "what the traffic will bear," zealous enforcement of parking regulations, and construction of the cheapest possible parking decks.

Parking is but one element of many in the visitor's traveling experience to downtown. There is no sense in having an aggressive, tightly run parking enterprise operation that efficiently and profitably gets the visitor into a parking space and then deposits the visitor, once on foot, into a bleak downtown.

The narrow definition of a transportation agency's mission is more likely than not to produce results that are ultimately counterproductive to the original purpose of the agency. This has been well demonstrated in the case of vehicular traffic. By defining the mission as moving vehicles (not moving people), transportation planning has degenerated into cycles of attempting to provide capacity for the very traffic that was induced because of the last round of capacity added, for ostensibly the same purpose. Downtown parking is smarter than this.

SHOULD PARKING RATES BE RAISED?

There are several measures that suggest that parking rates in downtown Albuquerque are relatively low. Downtown rates are lower than in peer cities, with comparable number of parking spaces downtown. In the opinion of private parking operators, the rate structure in downtown Albuquerque is low. One clear evidence of this is the existing difference between rates in private facilities compared to the public rates. Further, private parking owners feel that the existing city rates are depressing the rates that they can charge as private operators.

Yet another indication of low parking rates is the fact that recent past increases in parking fees have yielded an increase in revenue. From the viewpoint of a private enterprise, rates are too low as long as revenue can be increased by raising them.

There are, however, competing interests involved in the question of parking rates in downtown Albuquerque:

- In Favor of High Parking Rates -- Increased parking rates would yield more revenue to the city. An increase in revenue, in turn, further improves the standing of the parking division as an aggressive, well-run enterprise department. More parking revenue, if contained within the parking division, increases the ability to fund further increases in parking. An increase in revenue also support the ability to fund elements of the "park once" district such as sidewalks, landscaping and

numerous other non-parking elements.

Also, higher public rates would enable private operators to charge correspondingly higher rates.

- **Against Higher Parking Rates** -- Downtown competes with suburban and shopping/entertainment destinations. An important part of the competitors' appeal is "free" parking. Although this parking is by no means cost-free to the suburban destinations, the visitor (i.e., customer) regards it as free, and, therefore, as a major competitive advantage to suburban destinations. Maintaining low cost or partially free (for example, first sixty minutes free) parking in downtown is a critical factor in competing with the suburbs.

Downtown Albuquerque is at a critical lift-off point in its redevelopment history, with a large increment in activity poised to develop within the next eighteen to thirty-six months. A strong argument can be made that, during this sensitive lift-off period, that downtown does everything possible to support an inviting, attractive presence. Low-cost parking is an important part of this interim strategy. It can be argued that the appropriate time to raise parking rates is after the current increment of development is in place and open, and after a period of inviting visitors in to experience the new downtown.

PAYING FOR A PARKING PROGRAM OF 3,000 NEW SPACES

Assume that 3,000 new spaces of parking will be needed in downtown Albuquerque over the next eleven years, as identified in Sections 4 and 5 of this report.

It appears that \$25 million of funding for new parking is available from the current bond issue, making it possible to build 1,700 spaces as an initial phase of the parking increment in downtown Albuquerque. Tentatively, these new spaces will be located in the Alvarado renewal district, the PNM Federal Area, and in the high school reuse site. The location of the spaces is not an issue in the larger financial picture. What is important is that the first \$25 million in investment in the eleven year program is available from sources outside the enterprise fund.

After the first phase of the program therefore, a balance of 1,300 parking spaces will be required over the period ending in the Year 2010. From the parking enterprise, we estimate a borrowing power of \$13 million, based on the following assumptions:

- Annual enterprise revenue available for debt service after the Year 2003: \$1 million.
- Borrowing terms available to the City: 6.5% annual interest rate, 25 year amortization.

Allocating this borrowing power of \$13 million to the proposed program of 1,300 spaces yields an average funding per space of \$10,000. We can take several important inferences from these admittedly sketchy numbers:

- The City could indeed provide the number of spaces (1,300) with a combination of some low cost spaces (possibly even temporary use of vacant sites) and some expensive spaces fully incorporated into the urban design of downtown. Obviously, we could not build all 1,300 spaces at the "full loaded" design, at around \$15,000 each.
- The assumption of a steady level of revenue available for debt service of \$1 million annually is quite conservative. Given the City's more

aggressive management of parking, we could reasonably expect annual revenue available for debt service, and, therefore the available funding, to be greater than the levels estimated above.

- There is a possibility that private owners will provide some of the future deficit. This is even more likely as parking rates increase in the future.

TRANSIT CIRCULATOR SERVICE

We concur with proposals that have been made for downtown transit circulator routes (frequent service on a short segment of routes serving important downtown destinations).

The primary ridership market for downtown circulator service are visitors who arrive by automobile, park their automobile in a parking garage and wish to travel to several destinations (not just a primary destination) in downtown. Downtown circulator service extends the usefulness of the available parking. With good circulator service, parking locations that might otherwise be considered inaccessible are made into attractive, fully useable locations. Downtown circulator service opens up new parking "products" for downtown. Downtown circulator service frees parking locations from having to be within convenient walking distance of the destination of the user. At present, the only parking "product" in downtown Albuquerque is the parking space within walking distance of final destination. Downtown circulator service permits the parking operation to balance its loadings more effectively. More distant, and therefore less accessible, parking facilities can be more fully used.

Another important user of downtown circulation service is the downtown employee. Downtown employment continues to grow in the northern downtown area along Lomas Boulevard. Meanwhile, shopping, dining and entertainment activity continues to increase along Central Avenue and Gold Avenue. These two centers of activity -- employment along Lomas Boulevard and retail business along Central Avenue -- are slightly beyond walking distance, particularly for employees who have limited lunch or break periods. Downtown circulator shuttle service would greatly reduce the hindrance to mid-day travel between the employment and retail centers in downtown. Shuttle service would also be valuable for downtown employees after normal working hours, giving them the opportunity to conveniently travel to retail destinations along Central Avenue and return to their parking in the vicinity of Lomas Boulevard.

Non-daily visitors to downtown are a significant source of ridership for the downtown circulator system. The number of downtown visitors will increase as retail destinations, entertainment and public agencies continue to grow in the downtown area. Non-daily visitors are generally on a more flexible schedule than daily downtown workers, and are likely to visit other downtown destinations beyond their primary destination. Downtown circulator shuttle service is an important part of their ability to visit such destinations.

Tourists visiting the downtown are a predictable source of ridership for a downtown circulator shuttle. Typically, tourist visitors to a downtown area prefer to leave their automobile parked for an extended duration (several hours), and prefer to visit multiple destinations either by walking or with the assist of a downtown circulator shuttle.

Public assembly venues (Convention Center and at a later date the proposed downtown arena) are another likely source of downtown shuttle ridership. A substantial portion of convention attendees do not have an automobile available, and are therefore candidates for

using a downtown circulator shuttle. Events in the proposed downtown arena need access to all the available parking in downtown. Consequently, downtown circulator shuttle service between the major downtown parking locations and the arena is an important component of the parking system.

Finally, residents of downtown and near-downtown locations are potential riders on a downtown shuttle, particularly as the growing volume of retail activity in downtown starts to provide for some of the regular needs (dining, shopping, personal service) of the surrounding population.

Three downtown circulator routes (Figure 9) have been proposed for Albuquerque:

A. Downtown Shuttle Loop

This 1.8 mile loop connects the employment area along Lomas Boulevard with the commercial and retail area to the south of Central Avenue. This loop is important for mid-day travel by employees in the Lomas Boulevard area. This loop is also an important factor in increasing the use of available parking to the south of Central Avenue. It should operate on five to seven minute headways to be effective.

B. Old Town Shuttle Between downtown and Bio Park.

This is an express route, stopping at three stops outside downtown: Laguna, Old Town and Bio Park. Primarily users are tourists and non-daily visitors to downtown. A thirty-minute headway is proposed for this route.

C. Express Shuttle to the University

This route would operate along Central Avenue, making stops at the University of New Mexico West, University of New Mexico East and Nob Hill. Primary source of ridership are University students, employees and visitors wishing to visit downtown. A seven-minute headway is proposed for this service.

The cost of the three shuttle services is estimated in Table 1.

PEDESTRIAN FIRST ZONES

In support of the park once/pedestrian first concept, we recommend that two zones within downtown (Figure 10) be designated for high priority sidewalk and streetscape treatment:

- The first priority streetscape zone is the retail center of downtown, bounded by Copper and Gold Avenues to the north and south and by Robinson Park and First Street to the east and west.

Part of the streetscape treatment for some of the north/south streets will include a change in pavement width, with a corresponding increase in sidewalk size.

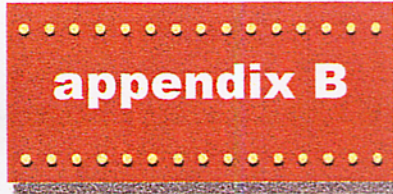
- The second priority should be improving the 4th Street sidewalks and streetscape to connect the Central Avenue Retail and Entertainment District to the emerging judicial office zone along Loams Blvd. in the north part of downtown.

- Then, the employment district along Lomas Boulevard, between Fifth Street and First Street should receive streetscape improvements as the third priority.

The pedestrian first treatments also include major public spaces at the Courthouse Square and at the Civic Plaza on Fourth Street.

CONVERSION OF THE ONE WAYS

In further support of the *Park Once - Pedestrian First* concept, we want to applaud and encourage the efforts already begun by the City to convert its one way couplets to two way traffic. This conversion will encourage pedestrian activity by calming traffic and providing additional very visible on-street parking. Similar efforts in other communities have proven to be highly successful in enhancing Pedestrian First environments. The conversions should be completed as soon as practical.



Education

We will:

Make Downtown schools among the best and most innovative in the community in order to attract families and businesses to Downtown.

By:

1. Encouraging the investment and growth of K-12 educational opportunities in Downtown.

Actions:

- Convert each Downtown elementary school into a “magnet school” with increased pre-school programs at each school. (Public)
- Use Downtown schools as a pilot cluster to experiment with innovations in education. (Public)
- Implement a “lab school” at Washington Middle School, with a curriculum developed by a team of experts comprised of APS teachers and professors from the UNM College of Education. (Public)
- Move the Career Enrichment Center (CEC) to a Downtown location in order to achieve its desired increase in capacity, and to provide a central location for serving students from throughout the city. (Public)
- Develop school-to-career partnerships between Downtown high school students and Downtown businesses, as well as provide “concurrent education” courses for Downtown high school students through TVI. (Public/Private)

2. Making higher education convenient for Downtown residents, workers, employers, and visitors.

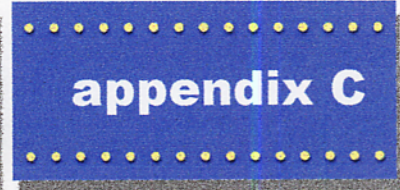
Actions:

- Encourage a variety of institutions of higher education to locate facilities and programs in Downtown, with an emphasis on Fine Arts and Planning & Architecture programs. (Public)
- Provide better transit connections between UNM/TVI and Downtown. (Public)
- Build new student housing Downtown. (Public / Private)
- Develop a joint-use continuing education complex Downtown. (UNM, TVI, College of Santa Fe, University of Phoenix, etc.). (Public/Private)

3. Demonstrating the City’s commitment to the education community in Downtown.

Actions:

- Build or acquire new public education facilities in the Downtown that make a grand civic statement regarding the importance of education, and serve as the center for the Downtown education community. (Public)
- A computer lab will be added to the Downtown Library. (Public)



Minimizing the Impact of Homelessness

We will:

Reduce the number of homeless people in Albuquerque and minimize the impact of homeless population on businesses and surrounding neighborhoods.

.....

By:

- 1. Creating a centralized detoxification and mental health center to serve the entire city.**

Action:

- A centralized detoxification center operated by the City shall be built jointly by the City and the private sector. (Private/Public)
-

- 2. Aggressively enforcing panhandling laws. (Public)**

Actions:

- Adhere to a “zero tolerance” of panhandling and enforce it. (Public)
 - Downtown business and property owners must fund increased security through a “business improvement district” (BID) to assist in enforcement of panhandling laws and create a sense of security. (Private)
-

- 3. Creating employment opportunities for the homeless in Downtown.**

Actions:

- Downtown business and property owners should fund a “clean and safe” program through a BID; homeless should be hired by the BID to assist in Downtown clean-up efforts. (Private)
 - A system of transportation shall be developed to assist the homeless in getting to and from essential services and employment. (Public)
-

CITY of ALBUQUERQUE

FOURTEENTH COUNCIL

COUNCIL BILL NO. R-21 ENACTMENT NO. 50-2000

SPONSORED BY: Adele Baca-Hundley

RESOLUTION

ADOPTING THE DOWNTOWN 2010 SECTOR DEVELOPMENT PLAN FOR AN URBAN CENTER, REPEALING THE 1989 DOWNTOWN CORE REVITALIZATION STRATEGY (THE CENTER CITY REVITALIZATION STRATEGY) ADOPTED BY RESOLUTION 34-1989; REPEALING THE 1992 DESIGN STANDARDS & GUIDELINES FOR DOWNTOWN CENTRAL AVENUE; AND AMENDING THE BOUNDARIES OF THE DOWNTOWN NEIGHBORHOOD AREA SECTOR DEVELOPMENT PLAN, THE HUNING CASTLE AND RAYNOLDS ADDITION SECTOR DEVELOPMENT PLAN, AND THE MCCLELLAN PARK SECTOR DEVELOPMENT PLAN.

WHEREAS, the Council, the Governing body of the City of Albuquerque, has the authority to adopt and amend plans for the physical development of areas within the planning and platting jurisdiction of the City authorized by statute, Section 3-19-3 NMSA 1978, and by its home rule powers; and

WHEREAS, the Council recognizes the need for sector development plans to guide the City of Albuquerque and other agencies and individuals to ensure orderly redevelopment and effective utilization of funds; and

WHEREAS, the Downtown Core, as shown on the map and described in the attached text, is designated as an urban center in the Albuquerque/Bernalillo County Comprehensive Plan; and

WHEREAS, the DOWNTOWN PLAN was originally adopted in 1975 with subsequent amendments (Resolution No. 189-1976, 102-1977 and 58-1988), and the Downtown Core Revitalization Strategy and Rank III Sector Development Plan was adopted in 1989 (Resolution 34-1989) with an amendment (Resolution 44-1990) and Design Standards & Guidelines for Downtown Central Avenue were

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1 adopted in 1992; and

2 WHEREAS, the Downtown 2010 Sector Development Plan was jointly
3 developed by the City of Albuquerque and the Downtown Action Team with
4 assistance from area property owners, business people, residents, institutions
5 and neighborhood representatives; and

6 WHEREAS, the Downtown is a key element in the City's overall economic
7 program and as an important part its efforts to promote and market Albuquerque
8 to new investments; and

9 WHEREAS, the Environmental Planning Commission, in its advisory role
10 on all matters relating to Planning, Zoning and Environmental Protection, has
11 approved and recommended adoption of the Downtown 2010 Sector Development
12 Plan; which includes amending the Downtown core boundary; and

13 WHEREAS, the City of Albuquerque originally adopted the Downtown
14 Neighborhood Area Sector Development Plan in 1976 through action on Council
15 Resolution 158-1976 and subsequently adopted additional amendments; and

16 WHEREAS, the Downtown 2010 Sector Development Plan addresses
17 protecting surrounding neighborhoods from intrusion of commercial and office
18 land uses; and

19 WHEREAS, the Downtown 2010 Sector Development Plan proposes
20 expanding the Downtown core boundary and controlling development in the
21 western area of Downtown to residential uses only; and

22 WHEREAS, the expanded Downtown core boundary will help stabilize and
23 conserve the Downtown Neighborhood Area (DNA); and

24 WHEREAS, the City of Albuquerque adopted the Huning Castle and
25 Raynolds Addition Neighborhood Sector Development Plan through Council
26 Resolution 22-1981; and

27 WHEREAS, the City of Albuquerque McClellan Park Sector Development
28 Plan through Council Enactment 10-1984, and amended that plan through Council
29 Resolution R-230; and

30 WHEREAS, the Downtown 2010 Sector Plan contains goals and objectives
31 encouraging new neighborhood oriented commercial development; and

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1 WHEREAS, the Downtown 2010 Sector Development Plan addresses
2 protecting surrounding neighborhoods while providing mixed used
3 developments; and

4 WHEREAS, the expanded Downtown core boundary will encourage
5 residential development, neighborhood serving retail and ancillary office activity.

6 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
7 ALBUQUERQUE:

8 SECTION 1. The Downtown 2010 Sector Development Plan attached hereto
9 and made a part hereof; is hereby adopted, serving as a guide to partial
10 implementation of the Albuquerque/Bernalillo County Comprehensive Plan and
11 the investment of public and private funds.

12 SECTION 2. The 1989 Downtown Core Revitalization Strategy including the
13 Rank III Sector Development Plan and plan amendments adopted by Resolution
14 44-1990, and the 1992 Design Standards & Guidelines for Downtown Central
15 Avenue are hereby repealed.

16 SECTION 3. The Downtown Neighborhood Area (DNA) Sector Development
17 Plan boundaries are amended as per the attached map.

18 SECTION 4. The Huning Castle and Raynolds Addition Neighborhood
19 Sector Development Plan boundaries are amended as per the attached map.

20 SECTION 5. The McClellan Park Sector Development Plan boundaries are
21 amended as per the attached map.

22 SECTION 6. The boundaries, districts, and design standards as proposed
23 by the Downtown 2010 Sector Development Plan are more advantageous to the
24 community than the existing boundaries and uses, and will encourage the
25 development of the sector plan area as an urban center, consistent with the
26 Comprehensive Plan.

27 SECTION 7. SEVERABILITY CLAUSE. If any section, paragraph, sentence,
28 clause, word or phrase of this resolution is for any reason held to be invalid or
29 unenforceable by any court of competent jurisdiction, such decision shall not
30 affect the validity of the remaining provisions of this resolution. The Council
31 hereby declares that it would have passed this resolution and each section,
32 paragraph, sentence, clause, word or phrase thereof irrespective of any
33 provisions being declared unconstitutional or otherwise invalid.

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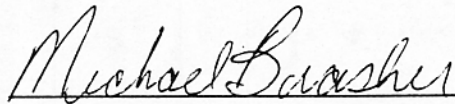
SECTION 8. EFFECTIVE DATE AND PUBLICATION. This resolution shall become effective five or more days after publication in full when a copy of the resolution is filed in the office of the County Clerk.

1 PASSED AND ADOPTED THIS 1st DAY OF MAY, 2000

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4 BY A VOTE OF: 8 FOR 1 AGAINST.

5
6 Yes: 8

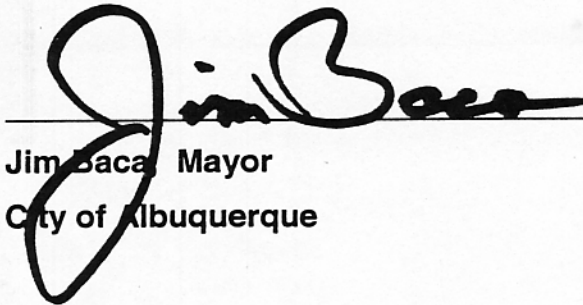
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12 Michael Brasher, President
13 City Council

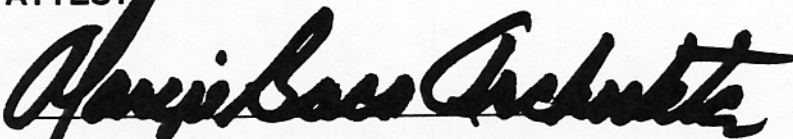
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17 APPROVED THIS 22nd DAY OF May, 2000 26

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19 Bill No. R-21

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22 Jim Baca, Mayor
23 City of Albuquerque

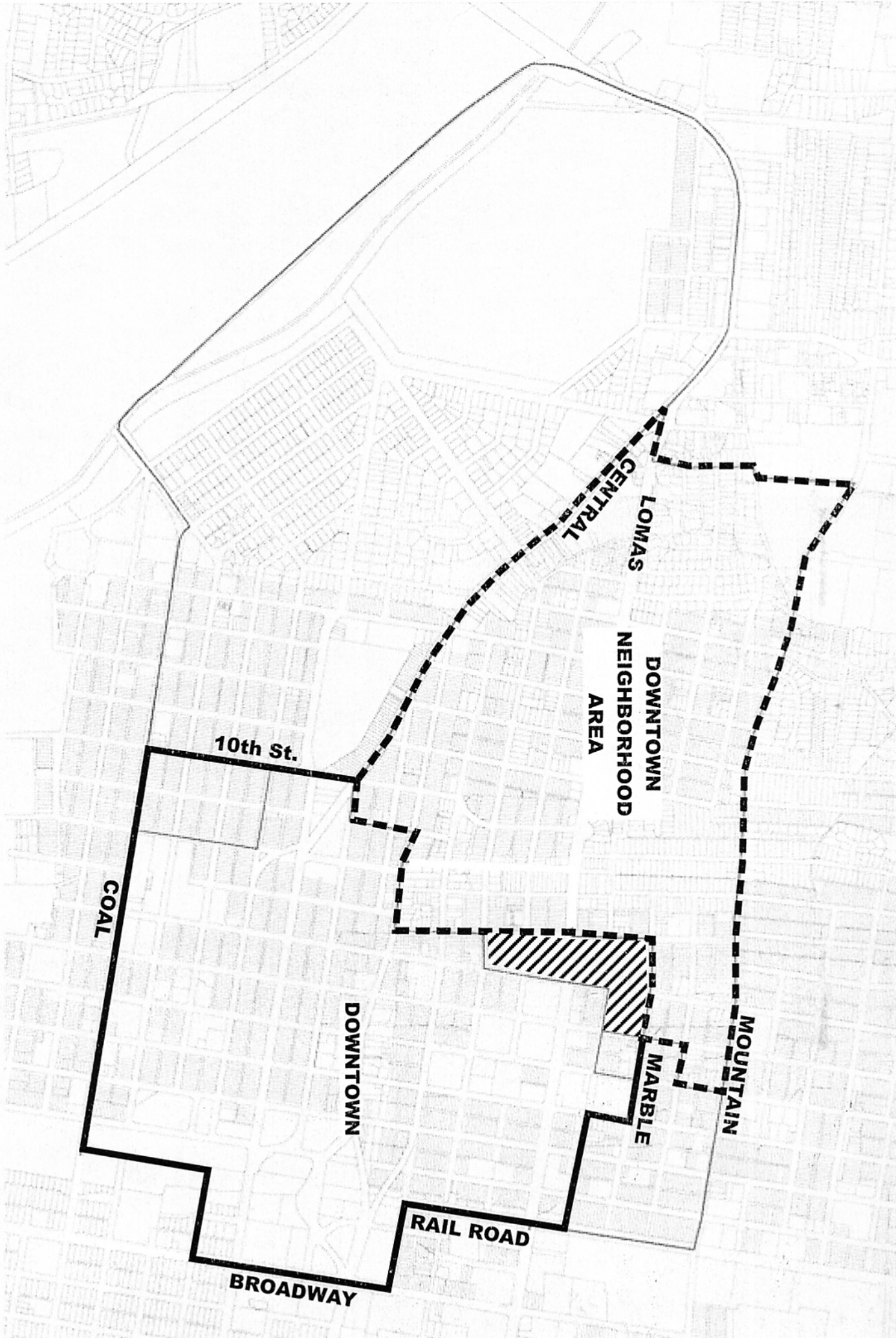
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25 ATTEST:

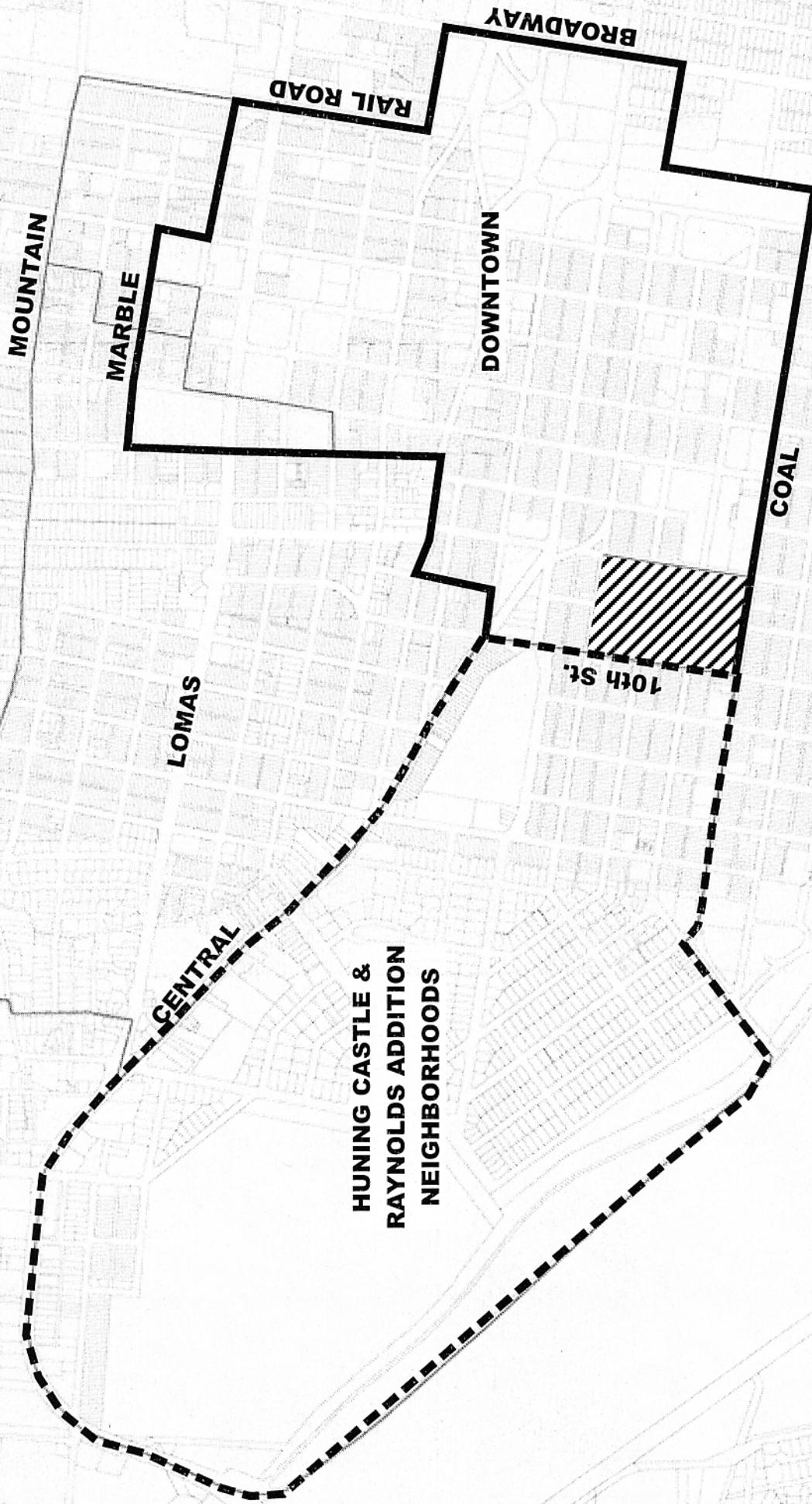
26 

27
28 City Clerk

DOWNTOWN NEIGHBORHOOD AREA (DNA) PLAN

- Sector Development Plan Boundary
- ▨ Area deleted from the DNA Neighborhood Plan





HUNING CASTLE AND RAYNOLDS ADDITION NEIGHBORHOOD PLAN

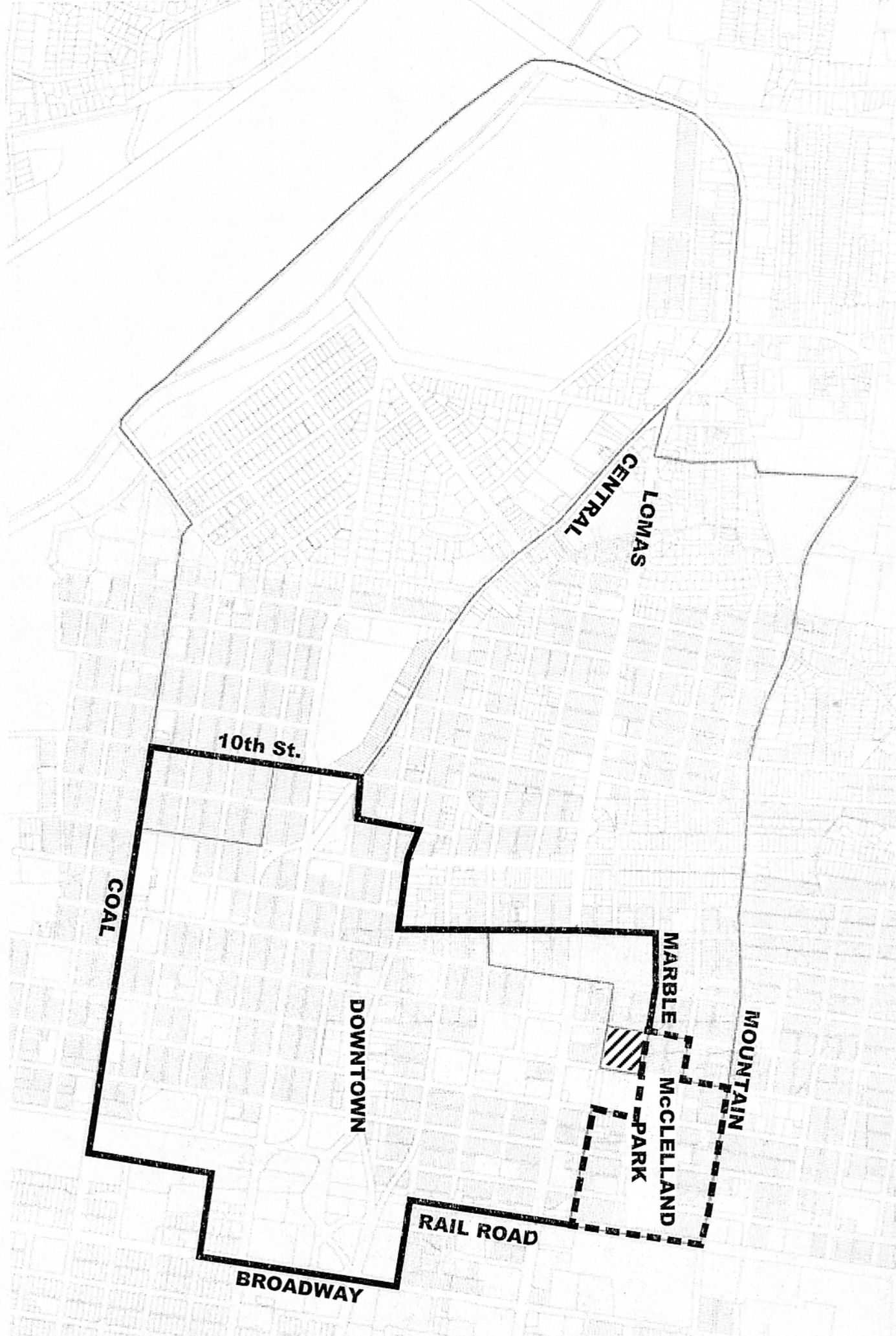
--- Sector Development Plan Boundary



AREA Deleted from the Huning Castle & Raynolds Addition Neighborhood Plan

MCCLELLAND PARK NEIGHBORHOOD AREA PLAN

- ■ ■ ■ ■ Sector development Plan Boundary
- ▨ Area deleted from the McClelland Park Sector Plan



CITY of ALBUQUERQUE

SEVENTEENTH COUNCIL

COUNCIL BILL NO. R-07-183

ENACTMENT NO. R-2007-027

SPONSORED BY: Isaac Benton, by request

RESOLUTION

1
2 AMENDING THE PROHIBITED USES SECTION OF THE DOWNTOWN 2010
3 SECTOR DEVELOPMENT PLAN TO PROHIBIT ADULT AMUSEMENT
4 ESTABLISHMENTS AND ADULT STORES.

5 WHEREAS, the City adopted the Downtown 2010 Sector Development Plan
6 as the Metropolitan Redevelopment Plan for the Downtown Metropolitan
7 Redevelopment Area in May of 2004 through Council Enactment No. 44-2004;
8 and

9 WHEREAS, the City Council has the authority to not only adopt but amend
10 such a sector plan; and

11 WHEREAS, the adverse secondary effects associated with adult
12 amusement establishments and adult stores are the types of problems that
13 may interfere with the redevelopment of the Downtown Core; and

14 WHEREAS, an amendment to the Downtown 2010 Sector Development Plan
15 preventing the future location of adult uses in the Downtown Core would
16 enhance the continued revitalization of the Downtown Core; and

17 WHEREAS, an amendment prohibiting future adult uses in the Downtown
18 Core will minimize the adverse secondary effects potentially generated by
19 adult use businesses and at the same time continue to satisfy the first
20 amendment rights of the adult uses to exist in the City of Albuquerque as
21 mandated by the Constitution and federal courts; and

22 WHEREAS, this amendment leaves open sufficient reasonable alternative
23 locations for adult uses, and the City allows reasonable alternative avenues of
24 communication to owners of adult businesses; and

25 WHEREAS, SU-3 references C-2 zone for allowed uses and adult activity is
26 no longer allowed in C-2.

1 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
2 ALBUQUERQUE:

3 SECTION 1. The Prohibited Uses Section, Page 34, of the Downtown 2010
4 Sector Development Plan is hereby amended to read:

5 "Some uses are clearly prohibited or regulated in all Downtown districts.
6 Following is a list of those uses:

- 7 • Drive-in/drive through facilities are not allowed, except that unenclosed
8 outdoor seating is permitted. Existing drive-in/drive through uses shall be
9 legal, non-conforming uses.
- 10 • Adult amusement establishments and adult stores are not allowed.
11 Existing adult amusement establishments and adult stores shall be legal,
12 nonconforming uses.
- 13 • Commercial surface parking lots are not allowed. Existing commercial
14 surface parking lots shall be legal, non-conforming uses and must meet the
15 landscaping, lighting, buffering and paving requirements identified in the
16 building standards section of The Plan.
- 17 • Alcoholic drink sales for consumption off-premises are allowed, provided
18 however:
 - 19 a) there shall be no dispensing (sales) of any miniatures;
 - 20 b) there shall be no dispensing (sales) of any fortified wines by volume
21 of alcohol no more than twelve percent; and
 - 22 c) there shall be no dispensing (sales) of any alcoholic beverages in
23 broken packages (singles).
- 24 Existing establishments engaged in the sale of alcoholic drink sales for
25 consumption off-premises shall be required to meet the above restrictions
26 within ninety (90) days of The Plan adoption.
- 27 d) Alcoholic drink sales within 500 feet of the boundary of a residential
28 zone in an adjacent neighborhood or within 500 feet of the boundary of any
29 adjacent sector development plan shall be Review Required, except this
30 provision shall not apply to a full service grocery store.
- 31 • Jails or correctional institutions are not allowed, but temporary detention
32 facilities shall be allowed to accommodate police investigative activities and
33 related activities.

1 • Off-premise free-standing signs are not permitted.

2 • Existing uses within the Housing district area between Central Avenue and
3 Lomas Boulevard that are inconsistent with the District/Use Matrix are
4 nonconforming and the City's nonconformance regulations shall apply."

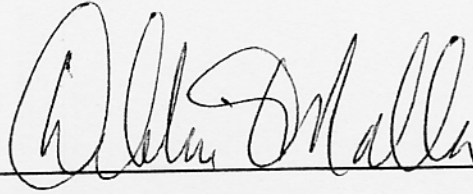
5 SECTION 2. SEVERABILITY CLAUSE. If any section, paragraph, sentence
6 clause, word or phrase of this resolution is for any reason held to be invalid or
7 unenforceable by any court of competent jurisdiction, such decision shall not
8 affect the validity of the remaining provisions of this resolution. The Council
9 hereby declares that it would have passed this resolution and each section,
10 paragraph, sentence, clause, word or phrase thereof irrespective of any
11 provisions being declared unconstitutional or otherwise invalid.

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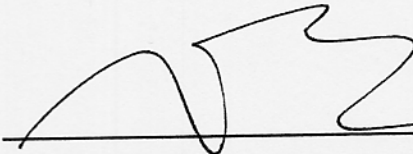
1 PASSED AND ADOPTED THIS 19th DAY OF March 2007
2 BY A VOTE OF: 9 FOR 0 AGAINST.
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9 Debbie O'Malley, President
10 City Council
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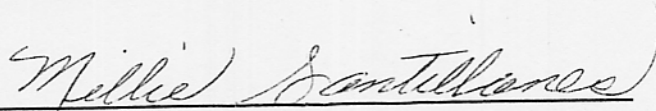
12
13 APPROVED THIS 30th DAY OF March, 2007
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16 Bill No. R-07-183
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20 Martin J. Chavez, Mayor
21 City of Albuquerque
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23 ATTEST:
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27 City Clerk
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CITY of ALBUQUERQUE

NINETEENTH COUNCIL

COUNCIL BILL NO. F/S R-09-5

ENACTMENT NO. 8-2010-141

SPONSORED BY: Isaac Benton

1 RESOLUTION

2 AMENDING THE DOWNTOWN 2010 SECTOR DEVELOPMENT PLAN;
3 ADDING A SECTION TO SPECIFICALLY DEFINE AND REGULATE
4 COMMERCIAL SURFACE PARKING LOTS.

5 WHEREAS, the City adopted the Downtown 2010 Sector Development
6 Plan on May 1, 2000; and

7 WHEREAS, the City Council has the authority both to adopt and to
8 amend a sector development plan; and

9 WHEREAS, the Downtown 2010 Sector Development Plan, at page 7,
10 established as one of its policies a prohibition on new commercial surface
11 parking lots and a requirement to pave, landscape (15% minimum), light
12 and maintain existing commercial surface parking lots both public and
13 private; and

14 WHEREAS, the Downtown 2010 Sector Development Plan established
15 as a policy goal a "park once environment" where visitors would get out of
16 their cars and walk rather than drive from location to location within the
17 downtown area and at page 18 recognized that a critical element of that
18 policy goal was the concealment of parking from the view of the street; and

19 WHEREAS, in furtherance of these Downtown 2010 Sector Development
20 Plan policies the Plan at page 34 provided the following specific
21 prohibition:

22 Commercial surface parking lots are not allowed. Existing
23 commercial surface parking lots shall be legal, non-
24 conforming uses and must meet the landscaping, lighting,
25 buffering and paving requirements identified in the building
26 standards section of *The Plan*;

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1 determination of whether the landscaping requirements are met is
2 sufficiently ambiguous so as to be arbitrarily enforced; the Plan does
3 not specify the period to bring a non-conforming parking lot into
4 compliance.

5 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY
6 OF ALBUQUERQUE:

7 SECTION 1. This amendment shall supersede any existing provisions in
8 the Downtown 2010 Sector Development Plan regarding Commercial
9 Surface Parking Lots. Unless otherwise defined in the Plan, the
10 "Definitions" section of the Zoning Code, 14-16-1-5(B), shall apply. The
11 City of Albuquerque's Downtown 2010 Sector Development Plan is hereby
12 amended by adding the following mandatory provisions governing
13 commercial surface parking lots, which shall be used in place of the
14 "landscaping, lighting, buffering and paving requirements identified in the
15 building standards section of *The Plan*" referenced in the third bullet on
16 page 34 of the Downtown 2010 Sector Development Plan:

17 "COMMERCIAL SURFACE PARKING LOTS.

18 A. Definition and Prohibition

19 1. A "commercial surface parking lot" is an area of land used to
20 provide parking, as a commercial enterprise, for four or more motor
21 vehicles for a fee. Such a parking lot is not primarily associated with any
22 other use. The term does not include a commercial parking garage which
23 is a building primarily used for the provision of parking for a fee.

24 2. New Commercial Surface Parking Lots are not allowed within
25 the area covered by the Downtown 2010 Sector Development Plan.

26 3. Commercial Surface Parking Lots that legally existed prior to
27 the adoption of the Downtown 2010 Sector Development Plan in May 2000
28 shall continue to be non-conforming uses and must meet the landscaping,
29 lighting, buffering and paving requirements as defined herein and within
30 the time frames herein specified.

31 4. Such Commercial Surface Parking Lots shall also comply with
32 certain requirements of the O-1 zone regarding barriers (A)(12)(b) and
33 ingress and egress (A)(12)(e).

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1 and

2 WHEREAS, the Downtown 2010 Sector Development Plan at page 67
3 specifically requires that there be provided “sufficient lighting for safe
4 pedestrian passage” and that “adequate lighting must be provided for
5 safety and visibility at night”; and

6 WHEREAS, at page 55 of the Downtown 2010 Sector Development Plan
7 it is provided that parking between a building and a side lot line must be
8 screened from the street by a solid fence or wall at a minimum height of 48
9 inches (4 feet), except on Central Avenue between 1st Street and 8th Street,
10 where surface parking must be located behind buildings; and

11 WHEREAS, at page 55 of the Downtown 2010 Sector Development Plan
12 it is provided that: “at least 15% of the ground area of parking lots
13 (including driveways) shall be devoted to landscaping along the street
14 right-of-way”; and

15 WHEREAS, the City’s Zoning Code provides at section 14-16-3-4(B) that:

16 (1) A legally nonconforming use of land, except a legally
17 nonconforming mobile home, shall be made to conform within:

18 (b) One year after the activity becomes
19 nonconforming...;

20 and

21 WHEREAS, the City’s Zoning Code provides at section 14-16-3-4(E) that:

22 Nonconforming Landscaping. Premises which, when they
23 were developed, were not required to be developed according
24 to a landscaping plan approved by the city shall be made to
25 conform to such a plan within two years of the time they were
26 required to so conform due to amendment of the map or text
27 of this Zoning Code;

28 and

29 WHEREAS, it has been argued that the regulations governing non-
30 conforming commercial surface parking lots under the Downtown 2010
31 Sector Development Plan are unenforceable because: there is no
32 definition of what constitutes a “commercial surface parking lot”; there
33 is no definition for what constitutes “adequate lighting”; the

1 **B. Lighting Requirements for Legal Non-Conforming Commercial**
2 **Surface Parking Lots.**

3 1. A commercial surface parking lot which qualifies as a legal
4 non-conforming use shall provide adequate lighting for safety and visibility
5 at night.

6 2. Adequate lighting requires that commercial surface parking
7 lots shall be illuminated with a minimum maintained one half (0.5) foot-
8 candle of light at ground level during the hours of darkness, maximum to
9 minimum uniformity ratio lighting in parking areas shall be 15:1. (This
10 means that when the minimum is at 0.5 footcandle of light, the maximum
11 footcandle level shall not be higher than 7.5 footcandles.)

12 3. Landscaping shall not be planted so as to obscure required
13 light levels.

14 4. Parking lot lights shall be designed and arranged in such a
15 manner so that light is reflected away from adjoining residential properties
16 and streets.

17 5. All light poles, standards and fixtures shall not exceed a height
18 of twenty (20') feet above grade level.

19 6. All commercial surface parking lots shall comply with the
20 illumination requirements in section 14-16-3-9 (A) and (C) of the Area
21 Lighting Regulations of the City's Zoning Code.

22 7. Adequate lighting at commercial surface parking lots is a
23 public safety issue and, therefore, shall be provided within one year of the
24 effective date of this amendment to the Downtown 2010 Sector
25 Development Plan. There shall be no extension of the one-year compliance
26 timeframe.

27 **C. Landscaping Requirements for Legal Non-Conforming Commercial**
28 **Surface Parking Lots.**

29 1. Landscaping is the planting and maintenance of live plants
30 including trees, shrubs, ground cover, flowers, or low-growing plants that
31 are native or adaptable to the climatic conditions of the Albuquerque area.
32 In addition, landscaping may include some natural and manufactured
33 materials including but not limited to rocks, fountains, reflecting pools,

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1 works of art, screens, walls, fences, benches and other types of street
2 furniture.

3 2. Trees. Street trees meeting the requirements of Section 6-6-2-1
4 et seq. ROA 1994, Street Trees, are required along all street frontages.
5 Additionally, for lots that exceed 50 parking spaces, a minimum of one (1)
6 tree must be planted, either in the ground or in above-ground planters, for
7 every ten (10) parking spaces that are not adjacent to the public Right-of-
8 Way.

9 a. The tree species must be selected from the Approved List
10 of Downtown Trees included in the Plan. The following trees shall be added
11 to the Approved List of Downtown Trees: Rebud (*Cercis canadensis*),
12 Crape Myrtle (*Lagerstromia fauriei*) (cultivars over 15 ft. tall), Ash (*Fraxinus*
13 *pennsylvanica*) 'Urbanite', Apple (*Malus*) 'Thunderchild', Apple (*Malus*)
14 'Prairiefire', Box Elder (*Acer negundo*) 'Sensation', Lacebark Elm (*Ulmus*
15 *parvifolia*).

16 b. Trees may be planted in the ground or in above-ground
17 planters and shall have an area that is a minimum of 36 square feet with a
18 minimum width of 4 feet.

19 c. Trees that are installed and maintained in the adjacent
20 public right-of-way, such as an existing parkway, may count towards this
21 requirement.

22 3. For commercial surface parking lots with greater than 60' of
23 street frontage along the east/west arterial street immediately abutting the
24 property, a minimum landscaped strip of three feet shall be maintained
25 between parking areas and all street right-of-way lines. This landscape
26 strip shall be covered with live plants over at least 75% of the required
27 landscape area. Coverage will be calculated from the mature spread of
28 these live plants. Compliance with this requirement may be met, in whole
29 or in part, by providing street trees within the landscape strip or in public
30 right-of-way adjacent to a commercial surface parking lot. The ground area
31 occupied by a street tree for the purposes of coverage percentage shall be
32 calculated by determining the spread of the trees at 30 years. Credit shall
33 be given for ground area coverage of a street tree even if some or all of the

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1 mature spread of the street tree is not above the commercial surface
2 parking lot.

3 4. To minimize water consumption, the use of vegetative ground
4 cover other than turf grass is required. Landscaping that dies, including
5 street trees that are 50% dead, is the responsibility of the owner and shall
6 be replaced within 60 days.

7 5. Compliance with the landscaping requirements for
8 nonconforming commercial surface parking lots shall be provided within
9 two years of the effective date of this amendment to the Downtown 2010
10 Sector Development Plan. There shall be no extension of the two-year
11 compliance timeframe.

12 D. Paving Requirements for Legal Non-Conforming Commercial Surface
13 Parking Lots.

14 1. Non-conforming commercial surface parking lots shall be
15 paved with a minimum of two inches of asphalt or concrete or a surface of
16 equal or superior performance characteristics such as compacted,
17 stabilized crusher fines. For drive pads the minimum thickness shall be 6
18 inches of concrete.

19 2. Paving shall be maintained level and serviceable.

20 3. A standard parking space is 8.5 feet in width and 18 feet in
21 length, and a compact parking space is at least 8 feet in width and 15 feet
22 in length. Within the Downtown 2010 plan area, there is no minimum
23 requirement for the number of standard or compact spaces, meaning that a
24 parking lot may be comprised entirely of compact spaces.

25 4. Compliance with the paving requirements for nonconforming
26 commercial surface parking lots shall be provided within three years of the
27 effective date of this amendment to the Downtown 2010 Sector
28 Development Plan. There shall be no extension of the three-year
29 compliance timeframe.

30 E. Screening Requirements for Legal Non-Conforming Commercial
31 Surface Parking Lots.

32 1. Non-conforming commercial surface parking lots adjacent to
33 the sidewalk shall be screened by a fence, wall, or hedge of 36 inches (3

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1 feet). Existing screening in the form of a fence, wall, or hedge that achieves
2 the intent of this screening requirement is allowed to remain and shall be
3 considered compliant with this provision. This screening shall be in
4 addition to any required landscaping. Chain link fencing with or without
5 slats shall not constitute acceptable screening.

6 2. Compliance with the screening requirement for nonconforming
7 commercial surface parking lots shall be provided within two years of the
8 effective date of this amendment to the Downtown 2010 Sector
9 Development Plan. There shall be no extension of the two-year compliance
10 timeframe.”

11 SECTION 2. SEVERABILITY CLAUSE. If any section, paragraph,
12 sentence clause, word or phrase of this resolution is for any reason held to
13 be invalid or unenforceable by any court of competent jurisdiction, such
14 decision shall not affect the validity of the remaining provisions of this
15 resolution. The Council herby declares that it would have passed this
16 resolution and each section, paragraph, sentence, clause, word or phrase
17 thereof irrespective of any provisions being declared unconstitutional or
18 otherwise.

19 SECTION 3. This resolution shall take effect five days after publication
20 by title and general summary.
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1 PASSED AND ADOPTED THIS 1st DAY OF November, 2010
2 BY A VOTE OF: 5 FOR 4 AGAINST.

3
4 For: Benton, Cook, Garduño, Harris, O'Malley
5 Against: Jones, Lewis, Sanchez, Winter
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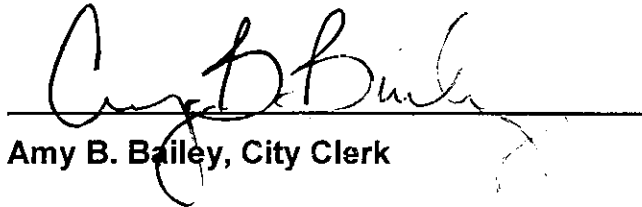
9 Ken Sanchez, President
10 City Council
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12
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14 APPROVED THIS _____ DAY OF _____, 2010
15

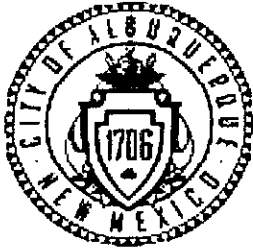
16 Bill No.F/S R-09-5
17

18 _____
19 Richard J. Berry, Mayor
20 City of Albuquerque
21

22 ATTEST:

23 
24 _____
25 Amy B. Bailey, City Clerk
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[+Bracketed/Underscored Material+] - New
[-Bracketed/Strikethrough Material-] - Deletion



Office of the City Clerk
P.O. Box 1293
Albuquerque, NM 87103
Phone (505) 768-3030 Fax (505) 768-2845
www.cabq.gov/clerk

Richard J. Berry, Mayor

Amy B. Bailey, City Clerk

November 17, 2010

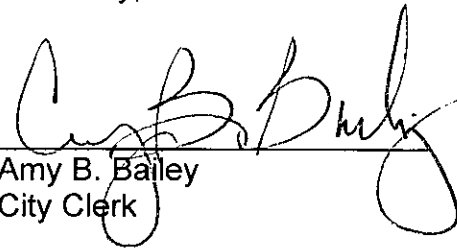
To: City Council

From: Amy B. Bailey, City Clerk

Subject: Bill No. R-09-5 Enactment No. R-2010-141

I hereby certify that on November 17, 2010, the Office of the City Clerk received Bill No. R-09-5 as signed by the president of the City Council, Ken Sanchez. Enactment No. R-2010-141 was passed at the November 1, 2010 City Council meeting. Mayor Berry did not sign the approved Resolution within the 10 days allowed for his signature and did not exercise his veto power. Pursuant to the Albuquerque City Charter Article XI, Section 3, this Resolution is in full effect without Mayor's approval or signature. This memorandum shall be placed in the permanent file for Bill No. R-09-5.

Sincerely,


Amy B. Bailey
City Clerk