

1 WHEREAS, Section 7-5(H)(5) of the 2019 update to the DPM establishes a
2 definition, appropriateness, and design guidance for future Parklets; and

3 WHEREAS, Section 7-5(H)(5) is attached to this Resolution as Exhibit A.

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

6 **SECTION 1.** The City Council hereby adopts the following attached Exhibit
7 **A** as the City Policy for the establishment of Parklets, until such time as the
8 2019 update to the DPM is enacted.

9 **SECTION 2.** For the duration of the COVID-19 Public Health Orders (defined
10 as Public Health Orders associated with COVID-19 that require social
11 distancing measures, including the limitation on the occupancy of indoor
12 spaces, as issued by the New Mexico State Governor and or the Mayor of
13 Albuquerque.) permit fees associated with Parklets will be \$20.

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Section. 7-5(H)(5) Parklets

7-5(H)(5)(i) [Definition and Appropriateness](#)

1. Parklets, also locally referred to as parquitos, are small public areas or commercial spaces supporting an adjacent business in which a curbside parking space is replaced with a seating area or gathering space that encourages additional activity along a street. Parklets may span one or more on-street parking spaces (or the equivalent curbside space).

2. Parklets are generally the result of an agreement between the City and the business or property owner that is converting the parking space for commercial purposes. Coordination with the Parking Division is required, including agreement over fees associated with lost parking revenue.
3. Parklets require approval by the City Engineer and a revocable permit or other agreement to convert a public parking space for commercial use.
4. The City reserves the right to reject a parklet if it will interfere with upcoming street improvements, affects drainage, or creates challenges for street maintenance.
5. Construction and maintenance is the responsibility of the developer.
6. Parklets are most appropriate on streets with speed limits of 25 mph or less, and may be considered on streets with speed limits over 25 mph on a case-by-case basis.
7. Parklets may be sited along the curb on streets where on-street parking spaces exist, or sufficient space for on-street parking is available.

7-5(H)(5)(ii) Design Guidance

1. The width of the parklet must not be greater than the designated on-street parking spaces. See [FIGURE 7.5.91](#).
2. Parklets may not be constructed over access points for utilities such as manhole covers, storm drain inlets, or in front of fire hydrants.
3. Parklets shall not be located at street corners and shall be located a minimum 20 ft from the edge of the on-street parking zone.
4. A minimum buffer of 4' is required between the edge of the parklet and the adjacent parking space(s).
5. A minimum 2' buffer is required between the edge of the parklet and any active driveway(s).
6. All parklets must comply with the ADA/PROWAG and be accessible to all users. Parklets are generally not permitted on streets with a grade greater than 5%, unless the parklet provides safe access for all users.
7. The parklet shall be flush against the curb or connected via an ADA/PROWAG accessible ramp.
8. A vertical separation from the adjacent roadway is required. The separation shall be located adjacent to the roadway as well as on the end on the parklet.
9. Where a parklet is located next to a bicycle lane, there must be a minimum 5' of space from the edge of the parklet to the nearest general purpose travel lane.
10. All parklets shall accommodate street drainage.
11. All parklet designs shall be approved by the City Engineer and should reference the [San Francisco Parklet Manual \(2015\)](#) or approved alternative for additional considerations.

FIGURE 7.5.92 Parklet Location and Examples

