

# JOURNAL CENTER LOFTS

## *PARKING NEEDS STUDY*



**MARCH  
2020**

# Journal Center Lofts Multi-Family Parking Needs Study

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## Introduction

This parking needs study supports the Journal Center Lofts, a proposed 158-unit apartment complex located on about 3.9 acres along Jefferson St NE and Headline Blvd in the Journal Center area of Albuquerque, NM. The site is zoned as a Mixed Use – Moderate Intensity Zone District (MX-M), which provides a wide array of retail, commercial, institutional, and medium-density residential uses. The site currently sits vacant and is a prime candidate for apartments due to its location adjacent to the Journal Center employment center, as well as its proximity to transit and bicycle facilities. With almost two-thirds of units being either one-bedroom or studio apartments, the Journal Center Lofts will be an attractive option for working professionals seeking to live within walking distance to employment sites. The site is currently designed with 214 parking spaces (at a rate of 1 space per bedroom or 1.35 spaces/unit), which falls short of the Albuquerque IDO requirement of 238 spaces (1.5 spaces/unit) by 23 spaces, or about 10%. **Figure 1** details the proposed site plan of the Journal Center Lofts.

**Table 1: Journal Center Lofts Parking Supply by Unit**

Multi-family Unit Type	Units	Proposed Spaces Provided		IDO-Required Spaces		Difference
Studio	8	1 per bedroom	8	1.5 per unit	12	+4
1 Bedroom	93	1 per bedroom	93	1.5 per unit	140	+47
2 Bedroom	57	1 per bedroom	113	1.5 per unit	85	-28
<b>Total</b>	<b>158</b>		<b>214*</b>		<b>237</b>	<b>23</b>

*\*An additional parking space will be provided for maintenance use only, totaling 215 spaces overall.*

Location, types of users, available transportation options, proximity to employment, and many other issues can all influence the level of parking demand at a given site. The purpose of this study is to provide the Planning Director for the City of Albuquerque with the information necessary to consider a reduction of parking requirements for this project. This needs study evaluates the factors influencing parking demand and their applicability to the site, as well as the appropriateness of developing the Journal Center Lofts site with 23 fewer parking spaces than required by the IDO. The study also considers the extent to which the proposed development can further the city’s transit and infill development goals. Ultimately, this study asserts that a reduction in parking supply is warranted and appropriate given adopted city policies, existing and proposed transportation facilities, and available research on parking utilization practices for multi-family developments.

### **City of Albuquerque Integrated Development Ordinance (IDO)**

#### **5-5(C)(5)(i) - Parking Study Allowance**

*The Planning Director may approve a reduction of parking requirements if the applicant provides a parking needs study, prepared by a consultant with expertise in that area recognized by the City, and using parking generation assumptions acceptable to the City, demonstrates that off-street parking at a rate lower than that otherwise required by this Section 14-16-5-5, will adequately accommodate all anticipated demand for off-street parking and will not result in either traffic congestion or parking congestion in surrounding neighborhoods, and the Planning Director determines that the parking study provides a more accurate measure of parking needs for the site than application of the standards in this Section 14-16-5-5 that would otherwise apply.*



## Site Characteristics

### Proximity to Employment

The Journal Center Lofts site is located directly within the Journal Center, one of the state’s largest employment centers. Overall, there are over 6,300 jobs within the immediate vicinity of the site, as measured by a 20-minute walking radius.<sup>1</sup> The area is also emerging as a node of mixed-use activity with nearby retail and restaurants, in addition to a wide range of office sites. This development project would create additional housing opportunities in the area and increase the number of residents with access to job sites, as well as retail and entertainment opportunities, without the need for a private vehicle. At the same time, additional housing means that employers in the area can draw from a growing nearby labor pool.

Walking Contour	Employment (2017)
10-Minute	3,249
20-Minute	3,058
<b>Total</b>	<b>6,307</b>

The Journal Center Lofts will be an especially attractive option for young professionals seeking out a live/work/play lifestyle. The site’s proximity to the Journal Center will allow future tenants the opportunity to walk or bike to nearby job sites for both business and pleasure. Additionally, the proposed mixture of units and number of bedrooms provided should cater towards young professionals, as 63.9% of the proposed units (101 of 158 total) are either one bedroom or studio lofts. As young professionals own vehicles at lower rates – and therefore require fewer spaces for parking – providing housing near employment centers like the Journal Center will allow future residents the opportunity to walk or bike to employment sites. See ***Changing Transportation Preferences*** section for more discussion.

### Transportation Access

The Journal Center Lofts site is connected to the greater City of Albuquerque area via public transit, bikeways, and pedestrian facilities. The Diversion Channel multi-use trail, which connects with many of the city’s other bike trails, is accessible to the southwest of the site, while connections to the city’s on-street bike network and other trails are possible through Jefferson St and the crossing at Paseo del Norte (accessed via Headline Rd) . Transit service is available through nearby stops along Jefferson St. The stop serves three of the city’s bus routes, including one of ABQ Ride’s most highly utilized routes (Rt 140 San Mateo) a connection to the New Mexico Rail Runner Express (Rt 251), which allows for regional travel. See **Table 2** for transit routes and service frequencies.

**Table 2: Transit Routes Serviced at Jefferson and Headline Stop**

Route Number	Name	Frequency	Busses per Day	Busses per Hour
140	San Mateo	<i>Every 30 minutes</i>	24*	2.0
251	ABQ-Rio Rancho/ Rail Runner Connection	<i>Every 90 minutes</i>	11	0.91
551	Jefferson/ Paseo del Norte Express	<i>Peak period only</i>	4	0.33

<sup>1</sup> Calculated using the Census Bureau’s OnTheMap webtool and based on sites that are accessible using the road network, assuming a walking speed of 3 MPH.

<b>Total</b>	-	<b>39</b>	<b>3.25</b>
<b>Overall Frequency</b>	<i>≈ Every 20 minutes</i>	<i>*Based on a 12-hour service schedule</i>	

## Studies and Policies Supporting Reduced Parking Supplies

Albuquerque, like most US cities, actually has an oversupply of parking. Researchers at the University of California-Berkeley's Department of Civil and Environmental Engineering found that there are nearly four parking spaces for every American.<sup>2</sup> The provision of high levels of parking regularly results in inefficient use of land and parking lots that are rarely, if ever, full. This section describes the policies that municipalities are embracing, including Albuquerque, to ensure appropriate parking levels are provided.

### Multi-Family Parking Utilization

Parking minimums for multi-family housing are frequently higher than the demand observed by researchers. In a study of over 50 multi-family housing developments in Madison, WI, it was observed that an average of “30 percent of the parking spaces are vacant during peak demand hours.”<sup>3</sup> This oversupply of parking observed in Madison is especially notable as it occurs even though the city’s parking minimums for multi-family housing are currently lower than those required in Albuquerque (i.e. 1 space/unit in Madison vs. 1.5 spaces/unit in Albuquerque). If the same 30% vacancy rate were applied to the residential spaces within the Journal Center Lofts development, the required amount of parking spaces could be reduced from the 237 spaces currently required by the IDO to only 167 spaces.

### Municipal Responses to Parking Oversupply

In response to parking oversupply, many cities are moving to significantly reduce or to eliminate mandatory minimum parking requirements altogether as part of their efforts to reduce dependency on single-occupancy vehicles, lower vehicle miles traveled, and increase housing supply while lowering housing costs.<sup>4</sup> **Figure 2** shows a crowdsourced map by the organization Strong Towns of cities throughout North America that have either reduced or eliminated their parking requirements.<sup>5</sup> It should be noted that Albuquerque’s multi-family parking minimums are relatively high when compared to other major cities, though fairly comparable to peer cities. Noteworthy examples of peer cities with less stringent requirements include Salt Lake City, UT, which only 0.75 spaces per studio unit and 1 space for s-bedroom apartments, and Boulder, CO, which only requires 1 parking space per unit for studio, 1, and 2-bedroom apartments. See Appendix A for additional discussion.

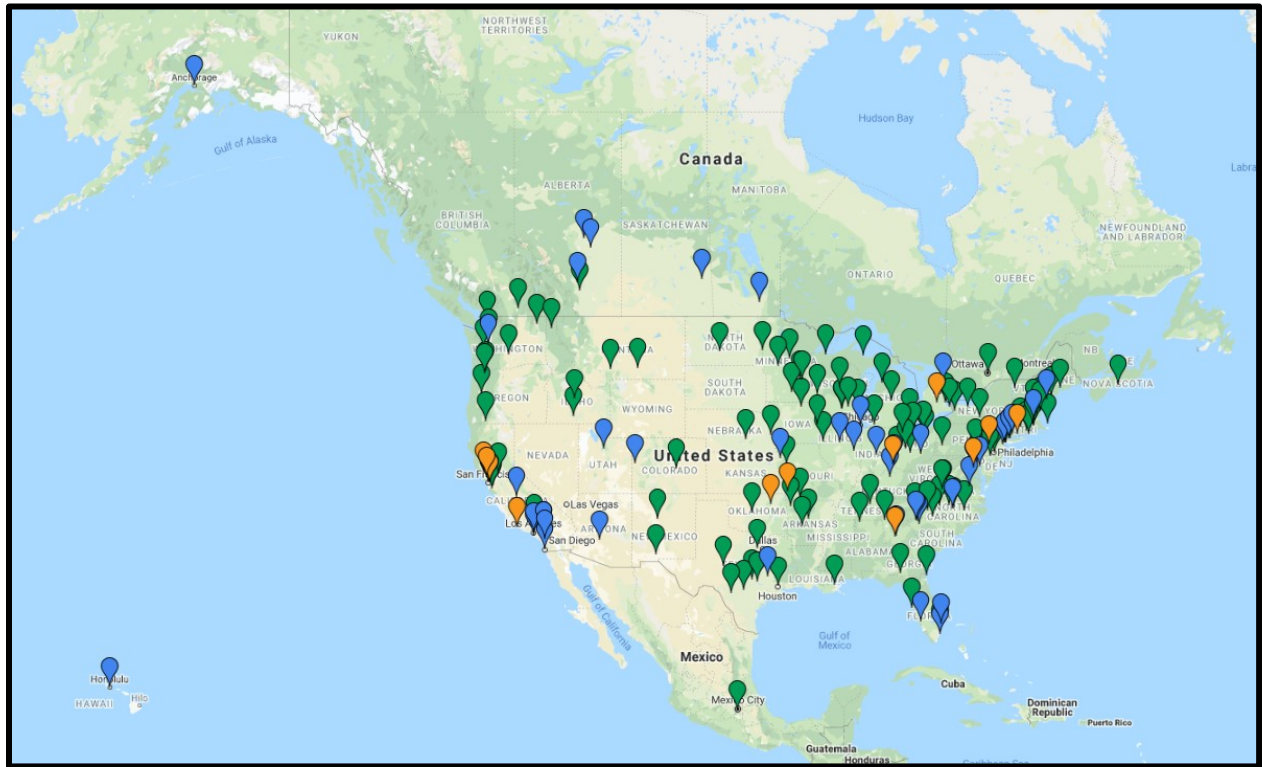
<sup>2</sup> Mikhail Chester, Arpad Horvath and Samer Madanat. (2010). “Parking infrastructure: energy, emissions, and automobile life-cycle environmental accounting.” *Environmental Research Letters, Volume 5 (3)*. Retrieved from: <https://iopscience.iop.org/article/10.1088/1748-9326/5/3/034001/meta>

<sup>3</sup> Daniel Handel. *Insights into Multifamily Residential Parking Demand for Madison, WI*. University of Wisconsin. 2016

<sup>4</sup> Cities that have eliminated parking requirements in their city include Minneapolis, MN; Buffalo, NY; Hartford, CT; Fayetteville, AR; Fargo, ND; and San Francisco, CA. The recently approved **Minneapolis 2040 Plan** acknowledges that “demand for parking will still result in new supply being built.” However, that supply is at the discretion of the developer and subject to the preferences of the consumer

<sup>5</sup> StrongTowns. 2015. “A Map of Cities That Got Rid of Parking Minimums.” Retrieved from: <https://www.strongtowns.org/journal/2015/11/18/a-map-of-cities-that-got-rid-of-parking-minimums>. Accessed March 3, 2020

**Figure 2: StrongTowns Crowdsourced Map of Reduced Parking Minimums**



**Green pins** = parking minimums completely eliminated in at least one area of the city

**Blue pins** = parking minimums lowered or removed for certain uses

**Orange pins** = currently discussing their parking minimum laws

### City of Albuquerque Policies in Support of Parking Reductions

Reducing parking minimums is not a novel idea for Albuquerque as the city has already identified reducing parking as a key goal for development going forward. According to the **Albuquerque & Bernalillo County Comprehensive Plan**, one of the policies under the goal “Context Sensitive Parking” is to “discourage oversized parking facilities” through lower parking requirements for “urban development contexts and within walking distance of high-capacity or high-frequency transit stops or stations.”<sup>6</sup> Regarding the city’s parking standards, Section 7.1.2.4 of the **Comprehensive Plan** states:

*High parking requirements increase development costs by forcing developers to either find a larger site for a proposed building (increasing land costs) or dedicate more space to parking (lowering potential revenue). Parking requirements are especially onerous for potential redevelopment projects because land costs are often higher in areas best suited for walkable districts.*

<sup>6</sup> Albuquerque City Council (2017), *Albuquerque/Bernalillo County Comprehensive Plan*, pg. 7-24.

## City of Albuquerque and Regional Policies in Support of Infill Development

In response to widespread parking oversupply – and ever-increasing sprawl which has come as a result of decades of favoring single-family development – communities across the country have now begun to increasingly promote infill development. According to the Municipal Research and Services Center of Seattle, Washington, infill development is the process of “developing vacant or under-used parcels within existing urban areas that are already largely developed.”<sup>7</sup> Successful infill development is characterized by overall residential densities high enough to support a variety of transportation choices, including transit, as well as a wider variety of convenience services and amenities.

In order to plan for balanced growth in appropriate locations, the ***Albuquerque & Bernalillo County Comprehensive Plan*** designates places in the city and county where most development is expected and encouraged. Identifying and mapping these areas helps decision-makers and stakeholders target, plan, and implement new growth and infill. Instead of growing primarily the edges of the city, growth is encouraged in designated Centers and along Corridors, where development can be connected by transportation networks and efficiently served by utility infrastructure. Centers and Corridors policies encourage higher-density and higher-intensity development in appropriate places to create “vibrant, walkable districts that offer a wide range of services and recreational opportunities.”<sup>8</sup>

The Centers and Corridors approach to growth management is supported by academic research and best practices in housing and transportation policy. Per noted transportation scholar Robert Cervero, one of the greatest contributors to regional congestion and excessive auto use – and their resulting costs to residents – is an imbalance of jobs to housing in a given area (a ratio of 1:1 is desired). Cervero has found that workers in areas with a job surplus average “longer duration commutes, more [vehicle miles traveled] per person, and higher rates of solo-commuting.”<sup>9</sup> Providing housing near employment has the clearest benefits in terms of reduced rates of driving, as opposed to the more traditional approach of bringing additional employment to residential areas, which does not have a discernible impact on transportation patterns. Additionally, locations with high levels of jobs have high concentrations of services by nature, meaning there is less of a need for nearby residents to drive long distances to access basic necessities.

### Regional Center Designations

Particularly relevant to the proposed Journal Center Lofts is the emphasis in the ***2040 Metropolitan Transportation Plan (MTP)*** for the development of housing near employment centers to reduce commuting, congestion, VMT, and overall dependency on single-occupancy vehicles. In response to

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<sup>7</sup> MRSC of Washington. “Infill Development.” Retrieved from from: <http://mrsc.org/Home/Explore-Topics/Planning/Development-Types-and-Land-Uses/Infill-Development-Completing-the-Community-Fabric.aspx>

<sup>8</sup> Albuquerque City Council (2017), *Albuquerque/Bernalillo County Comprehensive Plan*, pg. 5-10.

<sup>9</sup> Robert Cervero (1996): “Jobs-Housing Balance Revisited: Trends and Impacts in the San Francisco Bay Area,” *Journal of the American Planning Association*, Volume 62 (4), 492-511. In another recent study which explores the jobs-housing balance and commute times in the Atlanta metro area, the authors conclude that the “imbalance between the location of jobs and housing is the most important determinant for longer commuting.” They then go on to suggest that “higher quality housing growth close to the job-rich communities may benefit the workers to economize the commuting time.” Selima Sultana. 2002. “Job/Housing Imbalance and Commuting Time in the Atlanta Metropolitan Area: Exploration of Causes of Longer Commuting Time.” *Urban Geography*.



growing congestion and emissions, the Metropolitan Transportation Board adopted a Preferred Scenario as part of the 2040 MTP that considers regional centers where new growth should be concentrated, including the Journal Center area. (The Metropolitan Transportation Board includes representatives from the City of Albuquerque City Council. A revised “Target Scenario” is being considered as part of the 2040 MTP Update.) One of the guiding principles of Preferred Scenario is “greater emphasis on affordable and diverse housing options in closer proximity to jobs, shopping, and medical facilities east of the Rio Grande will increase household location choices while reducing travel demand.” The Journal Center Lofts would act as one of the first of the diverse housing options which are currently lacking near the Journal Center.

### Guiding Principles of the Preferred Scenario

The Futures 2040 MTP identifies a series of guiding principles for the “Preferred Scenario” related to future growth and development. Many of the preferred scenario principles are directly related to the Journal Center Lofts :

- *Concentrated development within key centers and transit nodes create the mix of activity and connections that enable transit to succeed.*
- *A diverse mix of uses coupled with appropriate design standards within key centers and transit nodes increase the potential for shorter trips and enhance the propensity for bicycle and pedestrian trips.*
- *A greater emphasis on affordable and diverse housing options in closer proximity to jobs, shopping, and medical facilities east of the Rio Grande will increase household location choices while reducing travel demand.*

## Employment Center Designation

The **Comprehensive Plan** designates the Journal Center as an Employment Center, which generally refers to auto-oriented areas that serve industrial, business, and retail centers. This designation has few implications for urban form, but no impacts to parking policy. However, per the Comprehensive Plan, “once Employment Centers are largely developed, it may be appropriate and beneficial to introduce mixed-use and/or higher-density residential development.”<sup>10</sup>

## Transit Considerations

### Current and Proposed Transit Service Levels

Presently, the Jefferson St corridor has modest levels of existing transit service. While Jefferson St/San Mateo Blvd has two interlined transit routes (140/141) that collectively offer service every 15 minutes from Ellison Rd to the south, service on Route 140 – which passes by the proposed Journal Center Lofts site and connects to the CNM Workforce Training Center north of Alameda Blvd – operates only every 30 minutes. When the commuter route (551) and Rail Runner connector (251) are included, the cumulative frequency of transit service at the site is about one bus every 20 minutes.

Importantly, the northern portion of Jefferson St is identified in the long-range transit system as a Primary Transit Corridor in the updated **2040 MTP**. MRCOG has set the goal of increasing the mode share by transit to 20% by 2040 along the primary transit routes. The designation also makes the corridor eligible for additional capital funding for transit purposes. The desired service level for a Primary Transit Corridor is a frequency of at least every 15 minutes.

The section of Jefferson St which borders the Journal Center Lofts site is also designated as a Premium Transit Corridor. According to the **Comprehensive Plan**:

*Premium Transit Corridors are anticipated to be served by high-quality, high-capacity, and high-frequency public transit. These Corridors are planned for mixed-use and transit-oriented development within walking distance of transit stations, with transitions to single-family neighborhoods beyond the Corridor. Interactive public spaces should be encouraged to add vitality, pedestrian amenities, and “eyes on the street” to aid public safety.<sup>11</sup>*

The designation of Jefferson St as a Premium Transit Corridor is based on the **Paseo del Norte High-Capacity Transit Study**, which evaluates opportunities for implementing bus rapid transit along the main northerly east–west corridor in the Albuquerque region between Northwest Albuquerque/Rio Rancho and the Journal Center. The proposed route follows Jefferson St through the Journal Center with a station at San Francisco Rd, about ¼-mile from the Journal Center Lofts site.

A key consideration of the study is the potential ridership that would be generated and the ability to support more frequent service if parcels near proposed station locations develop in a transit-supportive manner. The study also contains a land use analysis of the Journal Center, which states:

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<sup>10</sup> Albuquerque City Council (2017), *Albuquerque/Bernalillo County Comprehensive Plan*, pg. 5-15.

<sup>11</sup> Albuquerque City Council. *Albuquerque/Bernalillo County Comprehensive Plan*. Pg. 5-16

The North I-25/Journal Center employment corridor is in a position to diversify its current mix of land uses. Large parking ratios that result in underutilized parking lots, along with vacant parcels throughout the area present development opportunities that could potentially lead to mixed-use districts in the future. Significant amounts of parking act as land banks, providing the capability to convert to higher intensity, mixed uses.

Regarding the parking requirements of the area, the study states:

Parking requirements should be reduced to ratios less than one space per dwelling unit to encourage higher densities and encourage transit use. Reducing the amount of space dedicated to parking will help to free up additional land for more development within transit zones and encourage transit use. On-street parking should also be encouraged to alleviate parking concerns, free up developable land, and contribute to traffic-calming.

Figure 3: Summary Figures from the Paseo del Norte High Capacity Transit Study

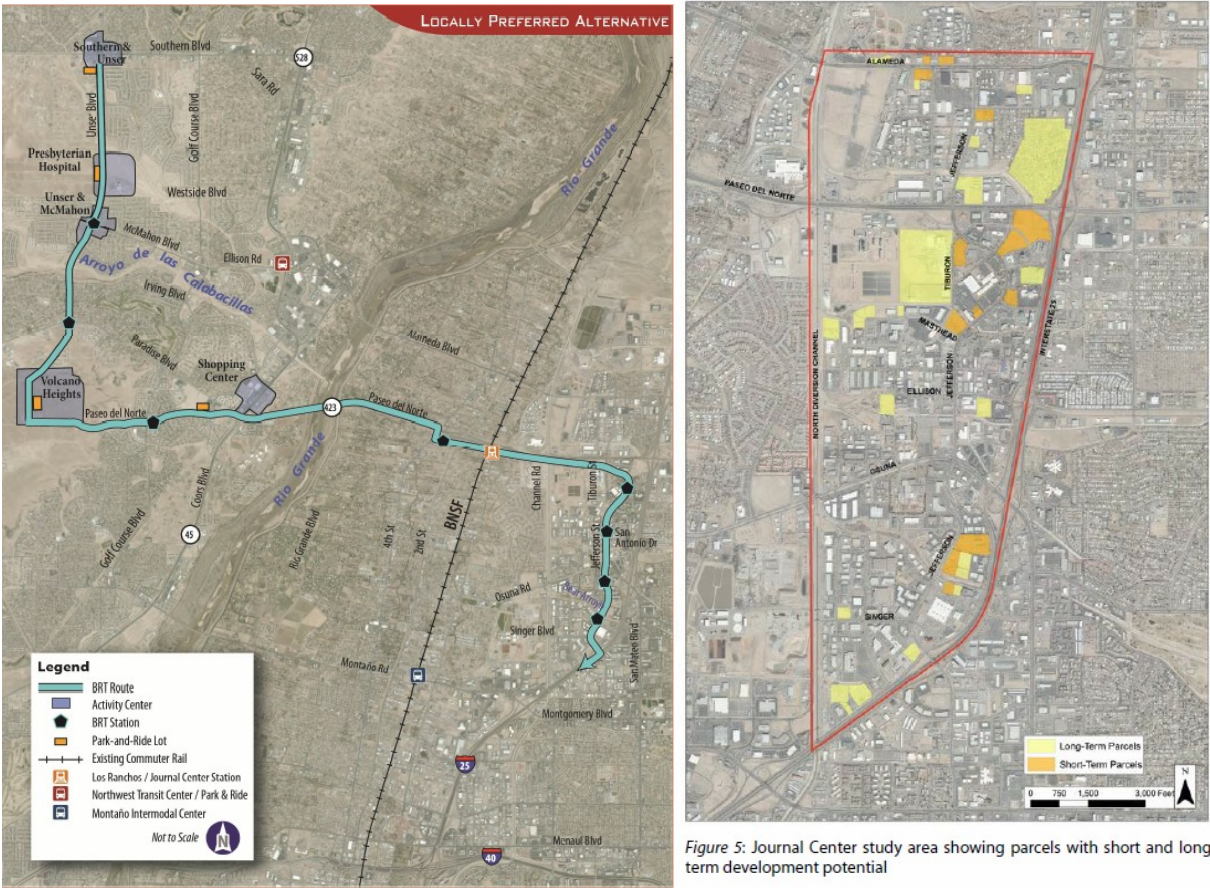


Figure 5: Journal Center study area showing parcels with short and long-term development potential

The map on the left depicts the proposed route and station locations. The map on the right indicates parcels where infill and transit-oriented development could occur, including the Journal Center Lofts site.

## Creating the Conditions Necessary for Premium Transit

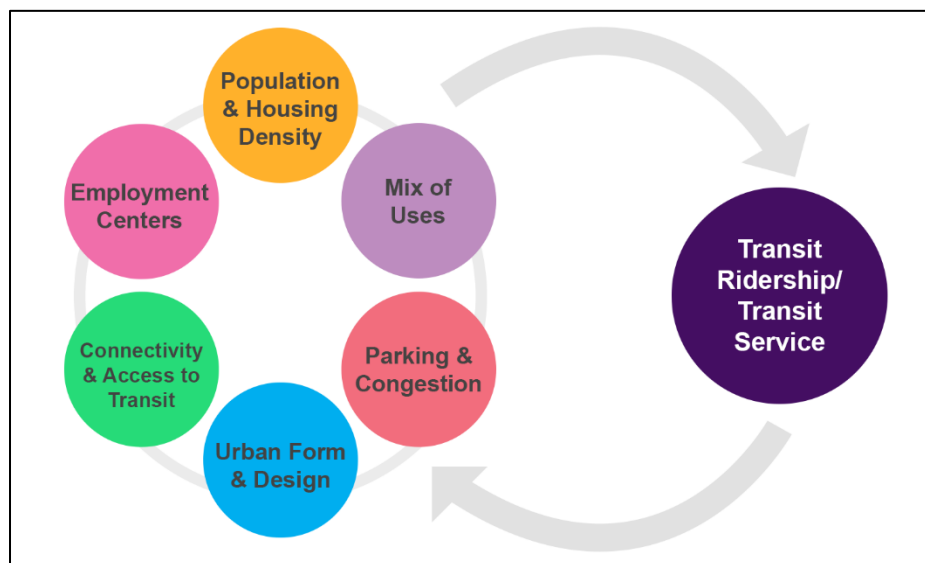
While designating transit routes is the first step towards their success, truly successful transit must be supported with land use in order for ridership to grow. If the Journal Center is to act as a regional center, as indicated in the **2040 MTP**, it must feature a greater variety of uses. With additional density and transit-supportive land uses, it would be appropriate to increase transit service frequency on Jefferson St north of Ellison Rd.

Increasing density and a greater mix of uses are among the most important conditions needed for premium transit to succeed. Currently, the greatest obstacles to transit in the Journal Center are the monolithic nature of the land uses as well as the high ratio parking regulations and large building setbacks from the street. The Journal Center Lofts project addresses each of these deficiencies. It is also important to note the role that policy can play in precluding transit uses as high parking requirements acts to limit density by reducing the amount of land dedicated to parking lots, rather than buildable space.

In a guidance paper written by the Puget Sound Regional Council, entitled “**Transit-Supportive Densities and Land Uses**,” oversupply of parking is highlighted as a major hindrance to transit ridership.<sup>12</sup> The study further states:

*Parking management is another area where public policy can greatly influence the costs of driving to a station area vs. taking transit or other alternative mode. Policies and practices that undercut transit-supportive planning include free on-street parking, minimum parking requirements for new development, and land dedicated for transit station parking that may conflict with potential for residential or commercial TOD in close proximity to the station.*

**Figure 4: Interdependence of Transit and Land Use**<sup>13</sup>



<sup>12</sup> Puget Sound Regional Council. (2015). *Transit-Supportive Densities and Land Uses: A PSRC Guidance Paper*.

<sup>13</sup> Recreated from *Transit-Supportive Densities and Land Uses: A PSRC Guidance Paper*

## Reduced Parking Demand Through Transit-Oriented Development (TOD)

Transit-Oriented Development (TOD) is a type of community development that includes a mixture of housing, office, retail and/or other commercial development and amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation. The Federal Transit Authority contends that “dense, walkable, mixed-use development near transit attracts people and adds to vibrant, connected communities.”<sup>14</sup> In order to improve the overall transit system, the **Connections 2040 MTP** calls for the usage of TOD as part of its target scenario for transit.

One of the key elements of TOD, according to the Center for Transit-Oriented Development (CTOD), is reduced parking requirements in favor of pedestrian improvements, infill development, and improved transit. According to a report published by the CTOD entitled *Effects of TOD on Housing, Parking, and Travel*, “[f]ast, frequent, and comfortable transit service will increase ridership, as will high parking charges and/or constrained parking supply. The availability of free or low-cost parking is a major deterrent to transit ridership.”<sup>15</sup> Reducing the supply of parking spaces within a given area can encourage the use of transit and alternative forms of transportation, while simultaneously reducing single-occupancy vehicle travel. In order for the Journal Center to begin creating the conditions necessary for transit to thrive, parking must be deemphasized in favor of infill development like the Journal Center Lofts.

## Parking Reductions Allowed in the Integrated Development Ordinance

Section **5-5(C)(5)(a) General Reductions for Urban Centers and Main Street Areas** of the *Albuquerque IDO* currently states that a “10 percent reduction in required off-street parking requirements shall apply to properties in [Urban] Center and Corridor areas.” Employment Centers are not one of the centers currently allowed a parking reduction and the Journal Center Lofts site does not currently qualify for parking reductions; however, Center designations are not meant to be static as places evolve and redevelop. The Journal Center Lofts site would promote a mix of land uses that more closely resembles an Urban Center than the Employment Center designation that currently applies to the office park areas to the immediate south of the project site. In particular, the Journal Center area is transforming from an Employment Center to more of a mixed-use environment and is now home to an increasing number of retail and restaurant sites. These new uses help diversify the types of trips to the area and the time of day of those trips, making additional transit activity and greater numbers of walking and biking trips highly plausible.

Jefferson St’s designation as a Primary Transit Corridor in the MTP and as a Premium Transit Corridor in the Comprehensive Plan should also be taken into consideration when considering reducing parking requirements for the Journal Center Lofts site. Section **5-5(C)(5)(c) Reduction for Proximity to Transit** of the *Albuquerque IDO* currently states that “the minimum number of off-street parking spaces required may be reduced by 30 percent if the proposed development is located within 1,320 feet of any transit stop or transit station with a peak service frequency of 15 minutes or better.” If the 10% reduction that is afforded for Urban Centers were applied to the Journal Center, the site could effectively operate with only 214 spaces.

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<sup>14</sup> Federal Transit Administration. (2018). *Transit-Oriented Development*. Retrieved from <https://www.transit.dot.gov/TOD>.

<sup>15</sup> Center for Transit Oriented Design. (2007). *Effects of TOD on Housing, Parking, Travel*.

## Proposed Revisions before City Council

It is the understanding of the authors of this study that revisions have been proposed to the IDO that would provide for a 10% reduction in required parking for all Comprehensive Plan-designated Centers if a development project is located near a transit route with 30-minute frequency (or greater) as opposed to the current requirement of proximity to a transit route operating every 15 minutes. This site would qualify if either transit service frequency is increased – as proposed in the Long Range Transit Network – or if a modest reduction in transit requirements is approved (e.g. every 25 minutes).

## Changing Transportation Preferences

Automobile usage rates are an important consideration in parking generation, as young adults demonstrate lower licensure and vehicle ownership rates than other generations. Overall vehicle ownership rates have fallen by 4.4 percent from peak levels in the 2000s, with decreased rates of vehicle use are most acute among young adults.<sup>16</sup> Nationwide vehicle licensure rates among individuals age 16-44 has also dropped from 92 percent in 1983 to 77 percent in 2014.<sup>17</sup> Lower vehicle use rates are part of a trend among young adult and zero-children households for more walkable, urban housing options.<sup>18</sup> Emerging research on the impacts of ridesharing services such as Uber and Lyft also indicates that vehicle ownership rates decline as these services become more widely available.<sup>19</sup> If these trends hold true, then parking demand will only continue to diminish, and unless parking supplies match this diminished demand, parking oversupply will only be exacerbated along with its negative side-effects.

The profile of expected tenants for the Journal Center Lofts site is an important consideration in parking generation. In particular, lower vehicle use rates are part of a trend among young adult and zero-children households for more walkable, urban housing options (Urban Land Institute, 2015). These trends are not just evident in national research; similar findings in terms of housing preferences and travel behavior were documented in the Albuquerque metropolitan area in a report called “Taking the Wheel” (Urban Land Institute-New Mexico and the Mid-Region Council of Governments, 2016). If the Journal Center Lofts attracts young professional tenants, as expected by the site characteristics, it is reasonable to expect that a moderate reduction in parking supply would not hinder future residents.

## Conclusion

The Journal Center Lofts are currently designed with 214 parking spaces, a difference of 23 spaces from the amount required by the City Code (i.e. 237 spaces), or about 10%. However, research shows that the amount of parking spaces mandated by minimum parking requirements exceeds the actual amount necessary for multi-family developments such as the Journal Center Lofts to operate effectively. The modest difference between available and required parking should also be considered against the fact that the development aligns with stated policies of the city and region that support infill development, reducing the amount of space within the city dedicated to parking lots, as well as increasing the housing

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<sup>16</sup> Michael Sivak. (2018). *Has Motorization in the U.S. Peaked? Part 10: Vehicle Ownership and Distance Driven, 1984 to 2016*. University of Michigan Sustainable Worldwide Transportation.

<sup>17</sup> Sivak and Schoettle. (January 2018). *Recent Decreases in the Proportion of Persons with a Driving License Across all Age Groups*, University of Michigan Transportation Research Institute.

<sup>18</sup> M. Leanne Lachman and Deborah L. Brett. (2015). *Gen Y and Housing*. Urban Land Institute.

<sup>19</sup> Hampshire, et al. (May 31, 2017) *Measuring the Impact of an Unanticipated Disruption of Uber/Lyft in Austin, TX*, University of Michigan Transportation Research Institute.

supply near employment centers to reduce vehicle miles traveled and GHG-causing emissions. Critically, transit service enhancements are proposed along Jefferson St – including a BRT route and service frequency of the local bus of every 15 minutes – but those enhancements require development projects that increase the ridership base and enhance the pedestrian environment.

While proposed transportation improvements are likely to reduce parking demand over time, site conditions around the Journal Center Lofts – including easy access to employment, bikeways, and transit – currently provide opportunities to travel without the need for a private vehicle. These opportunities will expand as the Journal Center transitions to becoming a more complete urban center. As the units provided by the development will mostly be 1-bedroom or studio units (63.9%), future tenants are also expected to be young (and single) professionals seeking residence near employment, who are likely to own vehicles at rates below the population at-large.

Finally, the parking needs for the site should be considered along with the proposed IDO amendments which are being presented to City Council. If passed, these amendments would allow for a 10% reduction in parking to the site, thus nullifying the need for this study.

## Appendix A: Comparison of Required Parking for Journal Center Lofts Site by Jurisdiction

Albuquerque's multi-family parking minimums are relatively high when compared to other major cities. **Table A-1** shows a comparison of the minimum parking requirements for studio, 1, and 2-bedroom multi-family dwelling units from a selection of comparable cities throughout the country, as assembled by BHI. Noteworthy examples of peer cities with less stringent requirements include Salt Lake City, UT, which only 0.75 spaces per studio unit and 1 space for 1-bedroom apartments, while Boulder, CO only requires 1 parking space per unit regardless of the size of the apartment.

Of the 16 cities surveyed for this study, 10 would require lower parking amounts than what is required in Albuquerque, and 6 would require less than what is provided in the current site plan (**see Table A-2 A**). It should also be noted that many comparable cities offer parking reductions depending on the location. For example, El Paso offers up to a 100% reduction for "any other redevelopment area or transit oriented development corridor as may be recommended by the city plan commission and approved by the city council."<sup>20</sup>

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<sup>20</sup> City of El Paso Zoning Code, Section 20.14 (February 26, 2020)



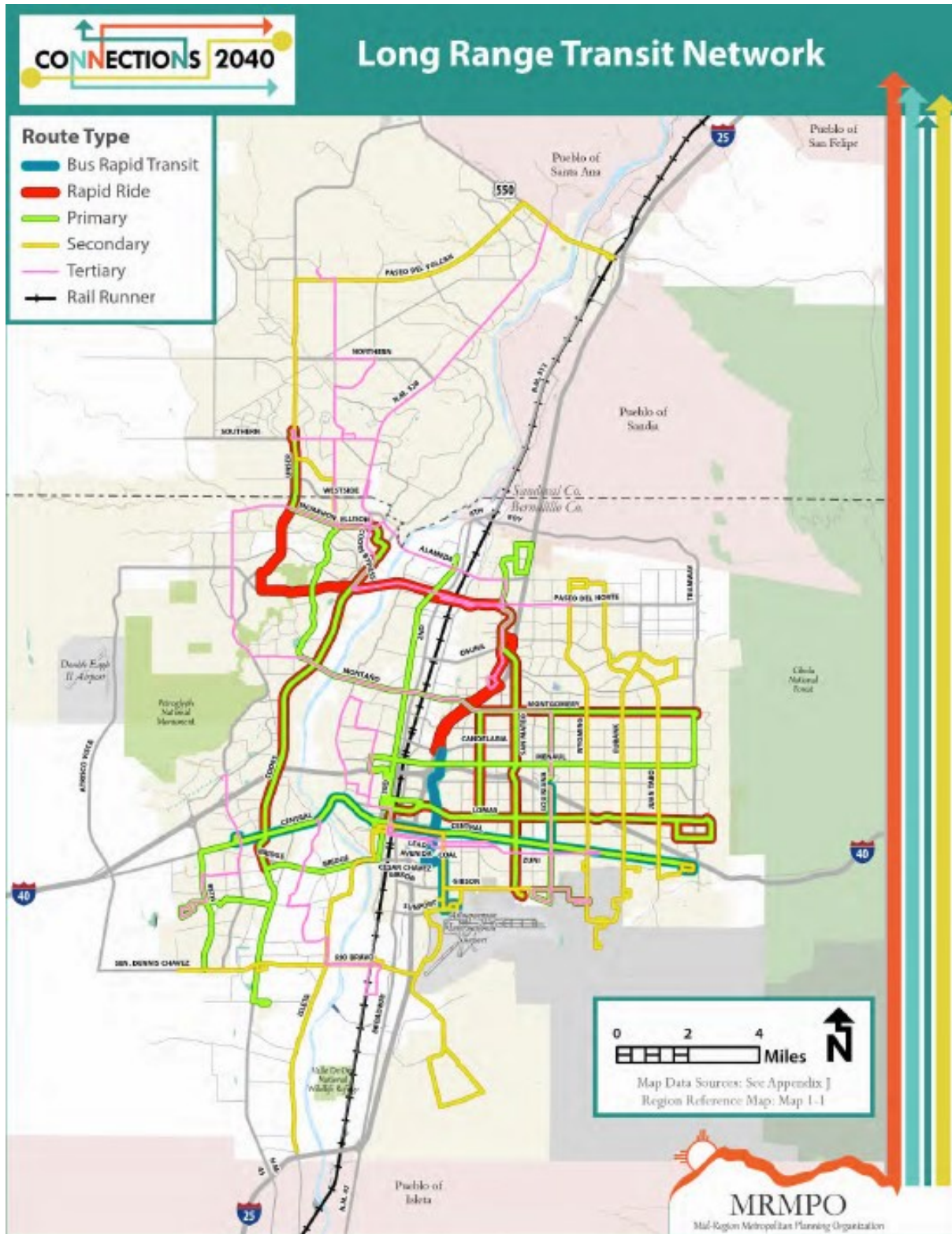
**Table A-1: Selected Parking Minimums for Multi-Family Parking**

City	Population (2017)	Multi-family Parking Minimum		Parking Needed if Applied to Legacy Site				
		Studio	1 Bed	2 Bed	Studio (8 Units)	1 Bed (93 Units)	2 Bed (57 Units)	Total (158 units)
Albuquerque, NM	558,545	1.5 spaces/unit, or 1 space/unit in Urban Centers, Main Streets, and Premium Transit areas			12	140	86	238
Aurora, CO	366,623	1 space/unit	1.5 spaces/unit	2 spaces/unit	8	140	114	262
Boulder, CO	107,125	1 space/unit			8	93	57	158
Colorado Springs, CO	464,474	1.1 spaces/unit	1.5 spaces/unit	1.7 spaces/unit	8	140	97	244
Columbus, OH	879,170	1.5 spaces/unit			12	140	86	237
El Paso, TX	683,577	1 space/unit	1.5 spaces/unit	2 spaces/unit	8	140	114	262
Fresno, CA	530,093	1 space/unit			8	93	57	158
Gilbert, AZ	242,354	0.75 space/unit in mixed use	0.75 space/unit in mixed use	1 space/unit in mixed use	6	70	57	133
		1 space/unit	1 space/unit	2 spaces/unit	10	116	128	255
Greensboro, NC	290,222	plus .25 guest spaces/unit						
		1.25 spaces/unit	1.25 spaces/unit	1.5 spaces/unit	10	116	86	212
Houston, TX	2.3 million	0.75 space/unit in mixed use	1 space/unit in mixed use	1.25 spaces/unit in mixed use	6	93	71	170
		1.25 spaces/unit	1.33 spaces/unit	1.6 spaces/unit	10	124	91	225
Iowa City, IA	75,798	1 space/unit	1 space/unit	2 spaces/unit	8	93	114	215
Las Cruces, NM	101,712	1.5 spaces/unit			12	140	86	237
Madison, WI	52,932	1 space/unit			8	93	57	158
Rio Rancho, NM	96,159	1.5 spaces/unit	1.5 spaces/unit	1.75 spaces/unit	12	140	100	251
San Luis Obispo, CA	47,541	0.75 space/bedroom (no less than 1 space) plus 1 guest parking space/5 units			7	88	54	150
Salt Lake City, UT	200,544	0.5 spaces/unit	1 spaces/unit	2 spaces/unit	4	93	114	211
Tucson, AZ	535,677	1 space/unit	1.5 spaces/unit	2 spaces/unit	8	140	114	262

*Table A-2: Comparison of Spaces Required for Journal Center Lofts by Municipality*

<b>City</b>	<b>Total Spaces Needed (158 units)</b>	<b><i>Difference from Current Parking Supply Provided</i></b>
Fresno, CA - Mixed Use	133	-81
San Luis Obispo, CA	150	-65
Boulder, CO	158	-56
Fresno, CA	158	-56
Madison, WI	158	-56
Greensboro, NC - Mixed Use	170	-44
Salt Lake City, UT	211	-3
Greensboro, NC	212	-2
Iowa City, IA	215	1
Houston, TX	225	11
Columbus, OH	237	23
Las Cruces, NM	237	23
<b>Albuquerque, NM</b>	<b>237</b>	<b>23</b>
Colorado Springs, CO	244	30
Rio Rancho, NM	251	38
Gilbert, AZ	255	41
Aurora, CO	262	48
El Paso, TX	262	48
Tucson, AZ	262	48

Appendix B: Long Range Transit Network – the Connections 2040 MTP



## Appendix C: Puget Sound Regional Council Guiding Principles for Successful Transit

PSRC Guiding Principle	Description
<p><b>Increase Densities around Transit Stations and Stops to Increase Ridership</b></p>	<p>While the scale and mix of uses may vary, all types of station areas have a role to play in boosting demand for transit trips to and from nearby land uses. Strategies include planning for compact residential and commercial development, neighborhoods with a variety of housing choices, including housing that is affordable at a range of incomes, regional and sub-regional employment centers, major institutions, and mixed-use districts.</p>
<p><b>Establish Transit-Supportive Density Goals based on Locally Relevant Data and Policies</b></p>	<p>There is no one-size-fits-all threshold for what constitutes a “transit-supportive density.” Existing PSRC guidance on density around transit is consistent with minimum thresholds cited in the literature and is an appropriate starting point for further collaboration among regional, transit, and local agencies to tailor density goals for a full range of places in the region. Tailored density goals should consider transit mode type and level of service, cost- effectiveness goals for transit, and station area type and market demand.</p>
<p><b>Maximize Land Use Potential within Transit Walksheds</b></p>	<p>Research shows that riders will typically walk up to ½ mile to access high-capacity transit and ¼ mile or more to access bus transit. Planned land use and zoning designations should allow transit-supportive densities across as much of the corresponding transit walkshed as possible and investments in connectivity should be made to expand station area walksheds where feasible.</p>
<p><b>Promote Employment Growth at Station Areas in Transit Corridors</b></p>	<p>Connecting workers to employment centers in the region is a foundation for the regional transit system. Land use strategies and place-based economic development that concentrates employment within walking distance of key transit nodes, in tandem with residential development along the transit corridor, is most effective in generating ridership demand.</p>
<p><b>Plan for and Encourage Mixed Uses and Transit-Supportive Design</b></p>	<p>In locations with dense land uses, local jurisdictions should also promote a pedestrian-friendly public realm, mixed uses at both the station area and corridor scales, and regulations to discourage uses and building types and designs that are incompatible with transit-oriented development. These approaches complement land use density in maximizing transit ridership.</p>
<p><b>Incentivize Alternatives to Automobile Travel in Station Areas</b></p>	<p>Policies and requirements that support efforts to build ridership through transit-oriented development, rather than driving and parking, should be implemented. In higher density corridors, tools such as multimodal concurrency and innovative parking management can be more compatible with supporting transit ridership.</p>