



Environmental Planning Commission

Agenda Number: 8
Project Number: 1009243
Case #: 13EPC 40118
October 10th, 2013

Supplementary Staff Report

Agent	City of Albuquerque Planning Dept.
Applicant	City of Albuquerque
Request	Text Amendments to Nob Hill Highland Sector Development Plan
Current Zoning	As described in Nob Hill Highland SDP
Proposed Zoning	No change

Staff Recommendation

That a recommendation of APPROVAL of 13EPC 400118 be forwarded to the City Council, based on the Findings on page 10 and the conditions on page 14 .

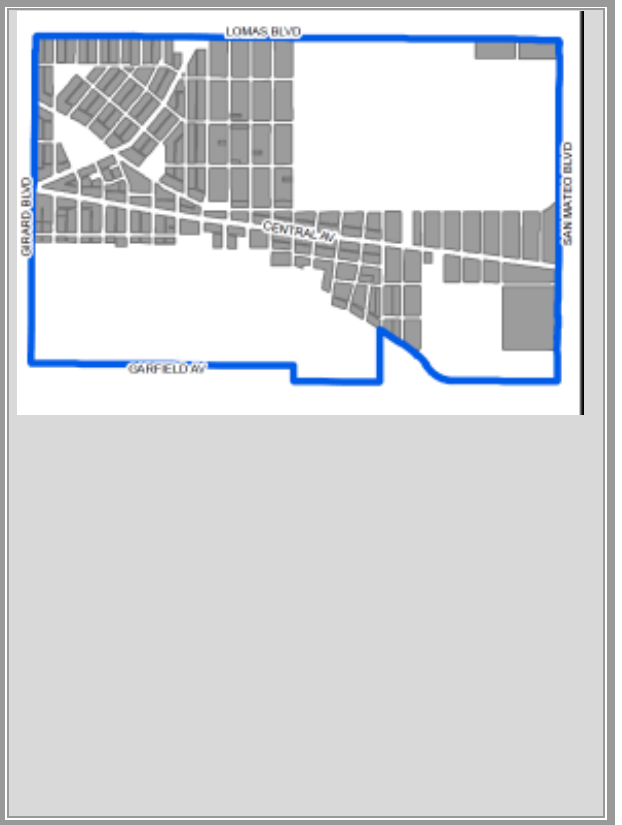
Staff Planner
Maggie Gould, Planner

Summary

The proposed text amendments would:

- Add a demolition review process for buildings in the CCR-1, CCR-2, CCR-3, OR-1, OR-2, SFHD, RTHD and MRHD zones.
- Add a process for new buildings that cannot meet the plan standards
- Clarify the measurement of the building façade for window placement
- Increase the front building setback to 10 feet
- Propose a smaller building setback
- Allow a consistent building height along Central Avenue
- Decrease parking for multi-family development
- Clarify parking reductions near transit stops
- Clarify the rules for walls and carports in the historic residential zones

There is support for many of the proposed changes, but concerns about the changes to height, setback and parking. The required property owners and neighborhood associations were notified.



City Departments and other interested agencies reviewed this application from 6/3/2013 to 6/14/2013. Agency comments used in the preparation of this report begin on Page 26.

Deferral

This was initially heard by the EPC on August 8th. At the hearing staff presented the proposed amendments and asked for feedback from the Commission. A deferral was recommended to allow additional time to work on some of the issues that were brought up by neighborhood representatives and to allow the Nob Hill Neighborhood more to discuss the proposed changes. The proposed changes were:

- 1. Adding the demolition review process for buildings in the CCR-1, CCR-2, CCR-3, OR-1, OR-2, SFHD, RTHD and MRHD zones** –The sector plan calls for preservation of historic buildings and neighborhoods, but does not provide any tools to do so. This addition would offer a review of demolition permits and a hearing and review process to determine if a building is significant. This process would allow up to 120 days to work out a preservation plan. If a plan could not be worked out, then a demolition permit could be issued.
- 2. A process for new buildings that cannot meet the plan standards-** This language allows existing business in the area to expand and remain in place even if they cannot meet the standards of the plan.
- 3. Clarify the measurement of the building façade for window placement-** the plan requires windows on a percentage of the façade, but does is unclear about how to measure the façade.
- 4. Increase the front building setback to 10 feet** – the current setback does not allow space for outdoor seating, accessibility ramps, utility easements and pedestrian amenities.
- 5. Propose a smaller building setback** – the current building setbacks may be too large and may limit building design options.
- 6. Allow a consistent building height along Central Avenue** – the current height regulations vary depending on the amount of the block developed and the adjacent building.
- 7. Decrease parking for multi-family development-** the parking requirement would be reduced to one space per unit. This change would be consistent with the recent changes to the C-1 and C-2 zones.
- 8. Clarify parking reductions near transit stops-** the word “transit stop” would replace “bus stop” and “street car stop”. The distance requirement would be consistent with changes recently made to the C-1 and C-2 zones.
- 9. Clarify the rules for walls and carports in the historic residential zones-** the language in the historic residential zones regarding walls and carports in the front setback has been interpreted differently by different entities. This would clearly call them out as prohibited uses.

There was general support for the addition of the demolition ordinance, flexibility for additions to existing buildings, the changes to the setback and window placement and clarification of the parking reduction near transit stops. There was concern about and opposition to the proposed changes to the setback, height and multi-family parking. The proposed changes to the wall and carport language in the Historic Residential zones were met with both support and opposition.

Additional Clarification about Height

The Nob Hill Highland Sector Develop Plan regulates height in the zones specific to plan area in three ways. The allowable height is listed for each zone. This height is listed as a maximum, but also has restrictions depending on how much of the block is developed or re-developed and in the CCR-2 zone the height of adjacent building is a factor. There is also the Allowable Heights map on page 89 of the plan. This map shows height and setback requirements for properties in the zones specific to the plan. In some cases the height allowed by this map is more restrictive than what would be allowed in the underlying zone. The proposed amendments would not alter the height restriction show on the Allowable height map. The proposed amendments would alter the building heights in each zone and allow the maximum, regardless of the block redevelopment or adjacent buildings.

Costs

Generally, construction costs start at about \$120 per square foot, any additional framing or the addition of corners adds to the cost.

The figure of \$50 per square foot over construction costs was provided as the cost for finishing the outdoor surfaces of the setbacks. This is due to the need for a weatherproof surface.

The average cost per parking space is \$2,000 to \$4,000 per surface space and \$10, 000 to \$25,000 per structured space.

Some of concerns cited about the setbacks were the lack of flexibility in site design and the loss of buildable area. Staff spoke to a local builder, apartment developer and two architects about the setbacks. All of them cited the lack of design flexibility and the loss buildable area as possible issues with the setbacks that could add to the cost of a project.

Another concern regarding costs was that any time a project has to undergo a public hearing; it adds uncertainty to the process. This can negatively impact the ability of a project to secure funding. Even small changes in cost can derail a project.

Setbacks, Parking and Height in Similar Zones in other Jurisdictions

In order to find information about how other cities address these design standards, staff looked at zoning requirements in Denver and Fort Collins, Colorado, Phoenix and Tempe, Arizona, El Paso, Texas and

Salt Lake City, Utah. The cities were chosen because of their proximity to Albuquerque, and because they have previously been used as comparison cities. The stepback requirements from the 2012 Downtown Neighborhoods Sector Plan are included; this plan governs the neighborhoods to the west of the Downtown Core. This plan was recently adopted and addresses historic character and redevelopment along Central Avenue.

(see chart at the end of the report for more details; the text of the individual zones is in the case file for review)

Stepbacks

Staff looked for zones that included a requirement for stepbacks near shorter buildings or near less intense uses. Staff also looked for zones with similar intents and similar entitlements to the zones in the Nob Hill Sector Development Plan, and zones that allowed medium to high density residential or a mix of residential and commercial uses. For most of the zones, the location was on a transit corridor or in an urban context.

The size and placement of the stepbacks varied from jurisdiction to jurisdiction. In some cases the stepback was larger than the 15 feet required by the NHHSDP, in other cases all that was required was an architectural feature to delineate the base of the building.

In all of the other jurisdictions, the stepback was only required when buildings were abutting (directly adjacent) or across an alley from each other. The NHHSDP requires the stepbacks on buildings that are across the street from single family residential uses, as well as on buildings that are abutting.

Recommendation:

Amend the stepback requirements so that the current 15 foot stepback could be required for buildings abutting or across an alley from existing single-family development. The proposed smaller stepback of 6 feet could be applied to buildings that are not abutting the existing single-family development. Alternately, a 15 foot stepback could be required at the second story and 6 feet at each additional story.

Parking

The parking requirements also varied from jurisdiction to jurisdiction. In areas where density and transit use were encouraged, the parking requirements were similar to the one space per unit. Denver, Colorado uses this standard for development in the urban neighborhood areas. Fort Collins, Colorado has no parking requirement for the areas in the Transit Oriented Development overlay zone. El Paso, Texas uses 1 space per unit for the form based, mixed-use zones and a range of .7 to 2, for zones in the regular zoning districts. In Albuquerque, the Downtown Neighborhoods Sector Development Plan, adopted in 2010, uses the one space per unit. This plan governs the neighborhoods and commercial areas to the west of the downtown core.

In the areas where cities were actively trying to promote a mixed-use, urban, transit friendly environment, the parking requirements were at the 1 per unit level or lower. The intent of the NHHSDP is create a walkable, urban environment where transit use is an option. The lower parking standard is appropriate in the NHHSDP because there are transit options and the area is wakable and bikeable. The reduced parking would not be mandatory, but would be an option.

The Silver Gardens apartments charge \$25 to \$40 dollars per parking space per month and several residents have given up a car because it is not necessary. The Uptown Apartments charge \$50 to \$80 per parking space per month. The 700 Second Street apartments offer no on-site parking. This development primarily serves residents with lower incomes; however there are 12 market rate units. Many of these units have been rented by UNM students. The students take advantage of the Lomas and Central bus lines. Transit service acts as an incentive to drive less and the parking charge and lack of parking act as disincentives.

Height

The allowable height varied in the zones that were analyzed. Most of the districts that were similar to Nob Hill Highland, established urban neighborhoods, along transit corridors, allowed at least up 5 stories. As with the parking requirements, where the intent was to have a more urban, mixed-use, pedestrian oriented, transit supportive environment, the height was generally higher.

Neighborhood Permit Parking

The City has a Neighborhood Permit Parking process. This process allows neighborhoods to set up a permit system for residents. This program is coordinated through the Department of Municipal Development and is available in all parts of the city. The permit system could be an option if spillover parking becomes an issue.

Article review

Staff looked at existing article and studies that were related to proposed changes. Staff looked for trends in housing, neighborhood preference, driving habits and household size.

Staff found several references to both younger people (Millennials) and older people (Baby Boomers) looking for smaller, more urban housing products.

Staff also found several articles regarding a decrease in miles driven per year. Most sources cited a combination of cost, access to transit and preference for using social media by younger people as factors in decreased car usage. All of the articles state that driving is the predominant form of transportation for most people, but transit use has increased steadily during the past several years.

In both articles and census data, there was an increase in single person households. This trend holds nationwide, with cities like Denver, Washington D.C. and San Francisco reporting 40% of households are single person. For Albuquerque about 30% of the household are single person.

A study from the Urban Land Institute, released in March of this year, showed that younger people are much more likely to use transit. This report also states that about half of the general population would like a more urban setting while the other half prefers a more rural setting. This points to a need for cities to offer a variety of housing options.

The articles are included in full at the end of the report, a summary is attached.

Downtown Development

The Downtown 2010 Sector Development Plan, adopted in 2000, also calls for a pedestrian-friendly, mixed use, urban development pattern similar to the Nob Hill Highland Sector Development Plan. This plan has a much more flexible set of regulations and design standards. The Downtown 2010 Plan does not have minimum parking requirements; a project can provide parking at whatever level is deemed appropriate. In many cases parking is provided on site or in a parking garage. The table on page 6 shows new multi-family development in the downtown area during the past 4 years. Most of the recent development is at a scale that would be appropriate in Nob Hill and Highland. The development is a mix of public/private partnerships and private development.

A change in the regulations could result in similar new development in the Nob Hill Highland area.

Since the adoption of the Nob Hill Highland Sector Plan there has been no new construction in the area from Carlisle to San Mateo. This is the area where there is the most opportunity for new development. In the area from Girard to Carlisle one new development had been built, 110 Richmond, a 26 unit condominium development that was built in 2008. The Place at Nob Hill, the development at Central and Wellesley, was built before the Plan was adopted and was developed under the interim design guidelines during the planning process.

The loss of small retail has been expressed as a concern by some members of the neighborhood. The addition of more mixed-use and multi-family development in the area could provide new retail space and new customers for new and existing retail business.

Downtown Multi-Family Development							
Development	Year Completed	Cost	Height	Owner/rental	Parking provided	Number of Units	Commercial Component
Silver Gardens	2010 phase 1 2011 phase 2	21.3 million	4 stories	Mixed income rentals	Parking garage	103 units	no
Elements Townhomes	2009	Not Available	3 stories	Owner occupied, market rate	On-site garages	8 units	no
Casitas del Colores townhomes	2013	16.3 million	3 stories	Mixed income rentals	Tuck-under parking	71 units	no
700 Second Street NW Apartments	2010	Not Available	4 stories	Mixed income rentals	No on-site parking	72 units	Cafe
Anasazi Condos	2013 (started in 2007, stopped in 2008, redeveloped in 2013)	Not Available	9 stories	Owner occupied, market rate	51 spaces on-site, Off-site parking for others	45 units phase 1, More units to follow	Ground floor retail
Silver Moon Apartments	2014 (under construction)	13.5 million	4 stories	Mixed income rentals	Off- site and on-site	151 units	May be for residents only

Mid Region Council of Governments (MRCOG) Information

Forecasts

The MRCOG is a multi-county governmental agency that is helping our region plan responsibly for the future, in light of anticipated growth in New Mexico's mid-region. Representing the counties of Bernalillo, Valencia, Tarrant, and Sandoval, they provide planning services in the areas of transportation, agriculture, workforce development, employment growth, land-use, water, and economic development. The MRCOG provides growth forecasts for the region. The current predictions are that Bernalillo County will grow by approximately 300, 000 people over the next 30 years. The MRCOG also projects that the current traffic congestion on the river crossings will continue to increase.

Impacts for Housing

Although many people will still be looking for a traditional single-family home; the need for other housing options also exists. The data from the MRCOG points to some of the same trends that were

discussed in the article review. Portions of the Boomer and Millennial generations are looking for housing options that are smaller, flexible and near transit and amenities. In the Nob Hill Highland area, it would be possible to live, work, shop and be entertained, all within walking or biking distance of your home; longer trips could be accommodated with transit or car sharing.

The data from MRCOG also show that most of the multi-family housing in the Albuquerque metro area is old, built in the 1960's. Many of the people in the two demographic groups that are looking for multi-family rental products do not like the products that are available. There is a lack of quality, modern multi-family development in the Albuquerque. The market seems to be responding to this need. The data show an increase in building permits for multi-family development in Albuquerque over the past four years.

Data from the 2000 and 2010 Census show the number of single person households in Albuquerque rose from about 30 percent of the household or 55, 804 people in 2000 to about 32 percent of the households, or 71,528 people in 2010.

Approximately 70 percent of the jobs in the city are east of the river. Housing options on the east side of the river are attractive because there are no traffic issues related to river crossings and many people work on the east side of town. Adding more housing to the east side of Albuquerque that has access to transit could help decrease traffic congestion.

All of these factors point to a need for additional quality multi-family housing in our area.

The presentation containing this information is in the case file.

New Neighborhood Comments

The Nob Hill Neighborhood Association (NHNA) submitted additional comments. At the August hearing, the NHNA was opposed to the proposed changes to height, parking and stepbacks. The NHNA had not come to a conclusion regarding the proposed clarification to the language about carports and walls over 3 feet in height in the front setback.

In the comments for the October EPC Hearing, the NHNA is now opposed to the clarification to the wall and carport language. Staff received several letters of support for this change for the August hearing. If this clarification is not added, carports and walls over 3 feet could be allowed in the front setback, if the property owner went through the variance process through the Zoning Hearing Examiner. This is a public process and requires notification of adjacent property owners and neighborhood associations. The NHNA states that they have not gotten a request for a wall or carport variance in the past two years. It may be sufficient to leave the regulation as it is.

Some members of the NHNA have expressed an interest in exploring additional historic preservation measures for the area. If this occurs, the walls and carports could be addressed through a larger process.

One of the neighborhood concerns is that the proposed changes are too significant to be addressed in this process. Changes were recently heard by the EPC to allow more height in the Downtown 20 10 Plan, lowered landscaping and open space requirements in the Uptown Sector Development Plan and an administrative deviation process to the East Gateway Sector Development Plan. These changes are similar to what is proposed here. Also, any amendments to the zoning code, which have a similar impact, are heard by the EPC and the City Council. This is the process that these amendments will go through. The justification per R-270-1980 is included.

The letter from the NHNA, dated September 20th, 2013 characterizes the current regulations regarding height, stepback and parking as “existing trench lines between two armies.” The feeling of the NHNA is that the current requirements are necessary to maintain the quality of the neighborhood and that these regulations are the result of a lengthy, contentious process.

The NHNA comments ask that the proposed language regarding existing buildings be clarified. The current proposed language reads:

[All new construction shall comply with the regulations of this plan.
For additions to existing building square footage that cannot comply with the standards of the plan due to placement of the existing building; the planning director or director's designee may approve an alternate site configuration, provided that the alternate configuration meets the intent of the plan].

This language allows additions or remodeling that would meet the intent of the plan, if not the exact regulations. This provision would not allow features that do not meet the intent of the plan, such as front parking or a drive-up service window, where not allowed by the plan.

This is similar to deviation language that has been added to other Sector Development Plans and allows for administrative approval minor deviations to the plan standards.

Staff would agree with NHNA that it is not the job of the neighborhoods to craft regulations, but rather to comment to what has been proposed and offer feedback. The current staff report does address similar regulations in other jurisdictions and may offer some guidance as this request moves from EPC to the City Council. It is possible to conduct additional research or hold additional meetings at any point in this process.

Resource use

The per capita water use rate for multi-family development is generally lower than the use rate for single family development. Much of this difference is due to the lack of outdoor watering. According to the Albuquerque Bernalillo County Water Authority, single family residents used about 108 gallons of water per person per day and multi-family residents used about 54 gallons per person per day in 2012. Additional multi-family residential development could help the city meet water conservation goals.

Conclusion

This is a request to amend the Nob Hill Highland Sector Development Plan (NHHS DP). The NHHS DP was adopted in 2007 and has been amended to clarify parking requirements, add alcohol sales for off premise consumption for small brew's and allow pervious paving. The plan boundary encompasses the area from Girard boulevard to San Mateo boulevard and Lomas boulevard to Garfield avenue /Zuni road. The NHHS DP calls for a pedestrian friendly, mixed use urban environment. The proposed changes are intended to facilitate this urban pattern.

There is general support for the addition of the demolition ordinance, process for additions to existing buildings, façade measurement, increased setback and clarification of parking reduction on transit stops. Opposition has been expressed by neighborhood residents to the proposed changes in height stepback and parking. Both support and opposition have been expressed for the changes in the wall and carport language.

The EPC is a recommending body to the City Council for this request. Staff is recommending approval with conditions.

FINDINGS – 13 EPC 40118, OCTOBER 10TH, SECTOR PLAN AMENDMENT

1. This is a request to amend the Nob Hill Highland Sector Development Plan sponsored by the Planning Department. The request will:
 - Add the demolition review process for buildings in the CCR-1, CCR-2, CCR-3, OR-1, OR-2, SFHD, RTHD and MRHD zones.
 - Add a process for new buildings that cannot meet the plan standards
 - Clarify the measurement of the building façade for window placement
 - Increase the front building setback to 10 feet
 - Propose a smaller building setback
 - Allow a consistent building height along Central Avenue
 - Decrease parking for multi-family development
 - Clarify parking reductions near transit stops
 - Clarify the rules for walls and carports in the historic residential zones
 2. This request was initially heard by the EPC on August 8th, 2013 and was deferred to allow additional time for discussion of neighborhood issues and research.
 3. The Charter of the City of Albuquerque, the Albuquerque Comprehensive Plan, Nob Hill Highland Sector Development Plan and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
 4. The proposed text amendments generally further the intent of City policies and regulations to promote the health, safety and general welfare of the public. As the zoning authority for the City of Albuquerque, the City Council will make the final determination on this request.
 5. The requested amendments are not in significant conflict with adopted elements of the Comprehensive Plan, the Nob Hill Highland Sector Development Plan, Central/Highland/Upper Nob Hill Metropolitan Redevelopment Plan. Many of the goals and policies of the plans are furthered by this request.
- A. Comprehensive Plan Established Urban Area Policies**
1. The request will encourage redevelopment, while protecting neighborhood character and will maintain the design standards that insure quality develop in the plan area. The clarification of the maximum height near residential uses will allow the development of multi-family housing in areas where it is appropriate, such as Central Avenue. The area has excellent

access to transit and a major street network. The flexibility in the plan will encourage new development and provide employment and services. Policies II.B.5.d: New development shall respect existing values, II.B.5h, Higher density housing in activity centers and areas with excellent street access, II.B.5i, Employment and services, II.B.5j New Commercial development & II.B.5o., Redevelopment and rehabilitation of older neighborhoods.

2. The request clarifies the regulations in the NHSDP, provides for building additions that cannot meet the plan standards, provides a more flexible setback. These changes should help encourage development of both local and outside business. Policies II.D.6.b, Development of local business and II.D.6.f, Remove obstacles to growth management and economic development.
3. The request will encourage mixed use and infill development along a transit corridor. This could increase transit and walking and biking, thus improving air quality. Policy II.C.1.b, Auto travel adverse effects on air quality
4. The NHSDP provides design standards for Central Avenue. The proposed demolition review, clarification of wall height and carports in the front setback. These amendments help support this identity by clarifying the plan requirements. Policy II.C.9.e, Corridors design to reinforce community identity.
5. The residential use will add to the ridership of transit along the Comprehensive Plan designated Major Transit Corridor along Central Avenue. Policy II.D.4.c, Additional dwelling units on transit corridors

B. Nob Hill Highland Sector Development Plan Policies

1. Section IV.A.1. : pedestrian circulation and Section IV B. community form- are furthered because increased setbacks will allow the development of outdoor seating, pedestrian amenities and streetscapes that will promote pedestrian activity.
2. IV. B policy 2: diversity in housing- is furthered because the consistent height along Central, smaller setback, increased setback and general clarification of regulations may encourage the development of housing.
3. IV. B policy 3: support historic districts- The addition of the Demolition Ordinance and the changes to the Historic Residential zones will further policy 3 by providing additional protection and review of projects.
4. Section IV .B. 2.1.: Commercial Districts: increase density in MRA area- The allowance for consistent height in the CCR-3 zone furthers this policy by allowing a height that will allow the development of higher density housing.

5. Section IV B 2.4.: increase housing choice, 5 Different types of housing and 6, retain retail and services-The increased setbacks, consistent height and smaller stepback will support the development of a variety of housing and services by allowing more flexibility.
6. Section IV B 2.8. The City shall support the preservation of historic landmarks and streetscapes-The Demolition Review Ordinance and the changes to the Historic Residential zones further this policy by protecting the existing character of the area and giving the City options for preservation.
7. Section IV B 2.9: Emphasize pedestrian design and 12, Creation of outdoors and patios- The increased setback will allow a better pedestrian area and allow the creation of better outdoor space and will further these policies.
8. Section IV B 3: Monte Vista College View Historic District policies 1: support efforts to protect character and 2: protect integrity of registered properties and action 3, Streetscape-are furthered by the Demolition Review Ordinance and clarification of wall and carport regulations.
9. Section IV D Economic Vitality Policy1: work with residents and business to improve economic conditions- Is furthered by this request. The proposed changes are based on feedback from area residents, business owners and City staff.

C. Central/Highland/Upper Nob Hill Metropolitan Redevelopment Area Plan

1. Strategy 1: Improve aesthetics, vitality and image- is furthered by the proposed Demolition Review and the requirement for additions to be consistent with the existing character of the building.
 2. Strategies, 2: Encourage development of mix of pedestrian oriented development- 3: Attract public and private investment- and 5 redevelop vacant or underutilized properties-are furthered by the proposed changes to height, stepbacks, setbacks because they may encourage redevelopment and development of the kind mixed used projects that are called for in the plan.
 3. Strategies, 8: identify and preserve existing residential characteristics- and 9: preserve buildings and areas of architectural significance -are furthered by the Demolition Review and the wall and carport language changes because these changes may preserve buildings and area character.
6. The request is justified per R-270-1980:
- A. The request is consistent with the health, safety, morals and general welfare of the City because it has been demonstrated to further a preponderance of Comprehensive Plan and Nob Hill Highland Sector Development Plan policies.

- B. The proposed changes provide clarity regarding the existing regulations, provide some flexibility in the current regulations without going against the intent of the sector plan and allow for the addition of a Demolition Review process. None of the proposed changes will add or remove uses that would cause
 - C. This request is not in conflict with the Albuquerque Bernalillo County Comprehensive Plan or the Nob Hill Highland Sector Development Plan and furthers several policies of both plans. See Finding 5.
 - D. The zone change request would be more advantageous to the community as articulated in the Comprehensive Plan; based on the following policies: II.B.5d, II.B.5h, II.B.5i, II.B.5j, II.B.5l, II.B.5o, Policy II.D.6.b, Policy II.C.9.e and Policy II.C.1.b. See also finding 4.
 - E. No new zoning is proposed. The change in uses in the historic residential zones will not cause harm.
 - F. There are no capital expenditures associated with this request.
 - G. The cost of land is not a factor in these changes.
 - H. Some of the properties affected by this request are located along Central Avenue. The intent of the plan is to revitalize the Central Avenue Corridor and preserve the area character. In this case the location on Central is relevant to the request.
 - I. The proposed changes will not create a spot zone. None of the existing zone designations are changed by this request.
 - J. The proposed changes will not create a strip zone. None of the existing zone designations are changed by this request.
7. Altura Addition NA, Altura Park NA, Alvarado Park NA, Campus NA, Clayton Heights/Lomas Del Cielo NA, Fair Heights NA, Fair West NA, Highland Business & NA, Kirtland Comm. Assoc., Mark Twain NA, Nob Hill NA, North Campus NA, Parkland Hills NA, Pueblo Alto NA, Silver Hill NA, South San Pedro NA, Southeast Heights NA, Spruce Park NA, Summit Park NA, Sycamore NA, University Heights NA, Victory Hills NA, District 6 Coalition of NA's, District 7 Coalition of NA's, and The Federation of University Neighborhoods were all notified as were property owners within 100 feet of the zones that would be affected by the request.
8. There is general support for the addition of the demolition ordinance, process for additions to existing buildings, façade measurement, increased setback and clarification of parking reduction on transit stops. Opposition has been expressed by neighborhood residents to the proposed changes in height setback and parking. Both support and opposition have been expressed for the changes in the wall and carport language.

9. Staff received official comments from the Nob Hill Neighborhood Association expressing support for the addition of the demolition ordinance, process for additions to existing buildings, façade measurement, increased setback and clarification of parking reduction on transit stops and opposition the proposed changes in height stepback and parking and the changes in the wall and carport language.

RECOMMENDATION – 13 EPC-40118, October 10th, 2013

That a Recommendation of APPROVAL of 13 EPC-40118, to amend the Nob Hill Highland Sector Development Plan be forwarded to the City Council, based on the preceding Findings and subject to the following Conditions of Approval.

CONDITIONS OF APPROVAL - 13 EPC-40118, OCTOBER 10TH, AMENDMENT TO THE NOB HILL HIGHLAND SECTOR DEVELOPMENT PLAN

1. The highlighted changes will be incorporated in a the final document, on page 89, add the following; [“If compliance with the plan poses a safety issue for new or existing development; the planning director or director's designee may approve an alternate site configuration provided that the alternate configuration meets the intent of the plan”] on pages 95 and 98, replace [650] with [660].
2. The map on page 89 will be amended to reflect new boundaries upon final adoption of any changes to stepbacks and will be titled correctly.
3. The diagrams on pages 91, 92, 95, 97, 98, 99, 100, 101, 102 and 105 will be amended to reflect any adopted changes and to clarify existing regulations before final adoption of changes.
4. PNM comments 1-5 will be added to the final document.

1. Add the following underlined text to Chapter III, Nob Hill Highland Today, Section H. Utilities, 3. Gas, Electric and Communications, on page 23 following the existing paragraph:

Electric Service

Public Service Company of New Mexico (PNM) provides electric service to the City of Albuquerque. PNM is an investor-owned electric/energy services utility regulated by the New Mexico Public Regulation Commission (NMPRC). As a regulated utility, PNM is charged with furnishing adequate, efficient, and reliable service to customers within its service territory. Safe, reliable electric power is a cornerstone of community growth and development. It is important to the health, welfare, and safety of its citizens.

PNM responds to City growth by adding or expanding the capacity of its electric facilities. PNM continuously monitors the electric transmission and distribution system and plans improvements based on system demands.

Distribution lines are typically located within public utility easements or PUEs either constructed overhead or underground. They are compatible with other “dry” utilities such as cable, telephone and fiber optic facilities. The width of the electric distribution PUE is typically 10 feet in order to provide necessary clearances for safety purposes. Water lines, sewer lines and storm water drainage or “wet” utilities are not compatible with “dry” utilities and do not share the same trench.

Utility easements are given by property owners, which allow utilities the permission to use a property for a specific purpose. The landowner who grants a utility easement cannot build structures within the easement area or use fencing that would hinder access. In addition, there may be limitations on the types of landscaping allowed.

There are numerous public utility easements throughout the City of Albuquerque and within the Plan area. Components of the electrical system in the Plan area may require upgrading in the future due to the age of the existing electrical system and to meet the growing electric service requirements. Any electric utility relocation costs associated with redevelopment will be paid for by the developer.

2. In Chapter IV., Plan Components, Section A. Movement Systems, 4. Transit, Policies, 1., Actions, 1. on page 48, revise the first paragraph to include the following underlined text:

Central Avenue is part of the Long Range High Capacity Transit System for the Metropolitan Planning Area. Currently it serves numerous bus routes as well as the RapidRide articulated express bus system. Lastly, an electric streetcar is expected to reach the intersection of Carlisle and Central in its first phase. The existing electric system in the Plan area could not adequately support an electric streetcar system. Upgrades would be necessary. In order for this emphasis on transit to be successful, transit stops must be established as friendly, shaded, visible, well-lit spaces that convey a feeling of safety.

3. In Chapter IV., Plan Components, Section B., Community Form, 1. The Vision, on page 54, insert the following underlined text in the third column after the third line as follows:

...areas will be protected from the impacts of noise, traffic and parking generated by commercial activity. Overhead utilities will be relocated underground. The City will identify the funding source to pay for undergrounding of these facilities and will provide or acquire the necessary utility easements for relocation.

4. In Chapter IV., Plan Components, Section B., Community Form, 1. The Vision, Policies, 8, on page 55, this policy is in conflict with the use of alleys as utility easements (see part 4. on page 38). It is suggested that Policy 8 be deleted or revised as follows:

8. The City shall support well-maintained alleys ~~that are enhanced with landscaping.~~

5. In Chapter V., Plan Implementation, Section B., Regulations, CCR-1, 1. General Rules: Uses, 6. Encroachments Allowed, on page 91 and CCR-3, 1. General Rules: Uses, 6. Encroachments Allowed, on page 97, add the following to 6. Encroachments Allowed in both zoning districts after the existing paragraph:

Projections such as, portals, stoops, colonnades, arcades, shop fronts, projecting signs in public utility easements and other projections should be coordinated with the electric utility to accommodate existing easements and to avoid conflicts with utility infrastructure. Adequate clearance must be allowed within setbacks for utility easements and the Plan needs to allow adequate clearance for utility infrastructure along the street front. Projections adjacent to electric utilities should be carefully located in order to avoid interference and to accommodate equipment for the maintenance and repair of electric utilities and to ensure the safety of the public and utility workers.

All encroachments shall require an encroachment agreement.

Maggie Gould

Planner

Notice of Decision cc list:

Laurie Jameson 5200 Copper NE 87106
Gary Wellman 202 Bryn Mawr NE 87106
Sharon Ahern 3005 Indian Farm NW 87107
Constance Pouls 114 Girard 87106
Laura Scholfield 211 Montclair se 87106
Angelika Schwamberger 308 Aliso se 87106
Claudia 4701 Central NE 87106
Owner of 201 bryn mawr SE 87106
Dean Pappas 812 laurel circle SE
Planned Parenthood 3625 Central Ave NE 87106
Susan Mitchie Maitlin 432 Lafayette NE 87106
Erik Zsemlye 3411 Purdue NE 87106
Gary Eyester
Tymn Waters
Jim Strozier 302 8th NW 87102
Jeanne Whitehouse and David Kammer 521 Aliso Drive, NE
Stephanie A. Zaslav 333 Aliso Drive NE 87108
Carolina Yahne 441 Solano NE 87106

Attachments

1. Proposed amendments
2. Article review and individual articles
3. Matrix of zones in other jurisdictions
4. Letters from the Nob Hill NA
5. Notice of Decision
6. Original staff report

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Enforcement

Office of Neighborhood Coordination

Altura Addition NA (R), Altura Park NA (R), Alvarado Park NA (R), Campus NA (R), Clayton Heights/Lomas Del Cielo NA (R), Fair Heights NA (R), Fair West NA (R), Highland Business & NA (R), Kirtland Comm. Assoc. (R), Mark Twain NA (R), Nob Hill NA (R), North Campus NA (R), Parkland Hills NA (R), Pueblo Alto NA (R), Silver Hill NA (R), South San Pedro NA (R), Southeast Heights NA (R), Spruce Park NA (R), Summit Park NA (R), Sycamore NA (R), University Heights NA (R), Victory Hills NA (R), District 6 Coalition of NA's, District 7 Coalition of NA's, The Federation of University Neighborhoods

Long Range Planning

CITY ENGINEER

Transportation Development Services

Traffic Engineering Operations

Hydrology

Hydrology has no adverse comments.

DEPARTMENT OF MUNICIPAL DEVELOPMENT

Transportation Planning

WATER UTILITY AUTHORITY

Utility Services

ENVIRONMENTAL HEALTH DEPARTMENT

Air Quality Division

Environmental Services Division

PARKS AND RECREATION

Planning and Design

Open Space Division

City Forester

POLICE DEPARTMENT/PLANNING

EPC 1009243 - This project is in the Southeast Area Command

- No Crime Prevention or CPTED comments concerning the proposed Amendment to Sector Development Map request at this time.

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division

FIRE DEPARTMENT/PLANNING

TRANSIT DEPARTMENT

Project # 1009243

13 PC-40118 AMEND SECTOR DEVELOPMENT PLAN MAP.

COA-AMENDMENTS TO NOB HILL, HIGHLAND SDP, LOCATED ON LOMAS, SAN MATEO, GIRARD, SILVER AND ZUNI. Adjacent and nearby routes Routes 66, 766, and 777

Adjacent bus stops Multiple within the sector plan area

Site plan requirements None.

Large site TDM suggestions None.

Other information With regard to the proposed parking reductions based on proximity to bus stops: Upon inspection, application of a 650' radius from all the current fixed-route and Rapid Ride stops on Central essentially covers the entire length of Central within the Plan area. Question: Would it be worth considering changing from a radius approach to the same linear approach that was used in O-11-64, i.e. to a line 660 feet from and parallel to the centerline of Central? Covers pretty much the same area and is consistent with the density allowances.

COMMENTS FROM OTHER AGENCIES

BERNALILLO COUNTY

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

Reviewed, no comment.

ALBUQUERQUE PUBLIC SCHOOLS

MID-REGION COUNCIL OF GOVERNMENTS

MIDDLE RIO GRANDE CONSERVANCY DISTRICT

PUBLIC SERVICE COMPANY OF NEW MEXICO

Project #1009243 – Amendments to Nob Hill Highland Sector Development Plan

2. Add the following underlined text to Chapter III, Nob Hill Highland Today, Section H. Utilities, 3. Gas, Electric and Communications, on page 23 following the existing paragraph:

Electric Service

Public Service Company of New Mexico (PNM) provides electric service to the City of Albuquerque. PNM is an investor-owned electric/energy services utility regulated by the New Mexico Public Regulation Commission (NMPRC). As a regulated utility, PNM is charged with furnishing adequate, efficient, and reliable service to customers within its service territory. Safe, reliable electric power is a cornerstone of community growth and development. It is important to the health, welfare, and safety of its citizens.

PNM responds to City growth by adding or expanding the capacity of its electric facilities. PNM continuously monitors the electric transmission and distribution system and plans improvements based on system demands.

Distribution lines are typically located within public utility easements or PUEs either constructed overhead or underground. They are compatible with other “dry” utilities such as cable, telephone and fiber optic facilities. The width of the electric distribution PUE is typically 10 feet in order to provide necessary clearances for safety purposes. Water lines, sewer lines and storm water drainage or “wet” utilities are not compatible with “dry” utilities and do not share the same trench.

Utility easements are given by property owners, which allow utilities the permission to use a property for a specific purpose. The landowner who grants a utility easement cannot build structures within the

easement area or use fencing that would hinder access. In addition, there may be limitations on the types of landscaping allowed.

There are numerous public utility easements throughout the City of Albuquerque and within the Plan area. Components of the electrical system in the Plan area may require upgrading in the future due to the age of the existing electrical system and to meet the growing electric service requirements. Any electric utility relocation costs associated with redevelopment will be paid for by the developer.

3. In Chapter IV., Plan Components, Section A. Movement Systems, 4. Transit, Policies, 1., Actions, 1. on page 48, revise the first paragraph to include the following underlined text:

Central Avenue is part of the Long Range High Capacity Transit System for the Metropolitan Planning Area. Currently it serves numerous bus routes as well as the RapidRide articulated express bus system. Lastly, an electric streetcar is expected to reach the intersection of Carlisle and Central in its first phase. The existing electric system in the Plan area could not adequately support an electric streetcar system. Upgrades would be necessary. In order for this emphasis on transit to be successful, transit stops must be established as friendly, shaded, visible, well-lit spaces that convey a feeling of safety.

4. In Chapter IV., Plan Components, Section B., Community Form, 1. The Vision, on page 54, insert the following underlined text in the third column after the third line as follows:

...areas will be protected from the impacts of noise, traffic and parking generated by commercial activity. Overhead utilities will be relocated underground. The City will identify the funding source to pay for undergrounding of these facilities and will provide or acquire the necessary utility easements for relocation.

5. In Chapter IV., Plan Components, Section B., Community Form, 1. The Vision, Policies, 8, on page 55, this policy is in conflict with the use of alleys as utility easements (see part 4. on page 38). It is suggested that Policy 8 be deleted or revised as follows:

8. The City shall support well-maintained alleys ~~that are enhanced with landscaping.~~

6. In Chapter V., Plan Implementation, Section B., Regulations, CCR-1, 1. General Rules: Uses, 6. Encroachments Allowed, on page 91 and CCR-3, 1. General Rules: Uses, 6. Encroachments Allowed, on page 97, add the following to 6. Encroachments Allowed in both zoning districts after the existing paragraph:

Projections such as, portals, stoops, colonnades, arcades, shop fronts, projecting signs in public utility easements and other projections should be coordinated with the electric utility to accommodate existing easements and to avoid conflicts with utility infrastructure. Adequate clearance must be allowed within

setbacks for utility easements and the Plan needs to allow adequate clearance for utility infrastructure along the street front. Projections adjacent to electric utilities should be carefully located in order to avoid interference and to accommodate equipment for the maintenance and repair of electric utilities and to ensure the safety of the public and utility workers.

All encroachments shall require an encroachment agreement.

6. Chapter V, Plan Implementation/Regulations, General Regulations, 1. Signage, after the end of part D. on page 103, add a new part entitled, "E:

E. Electric overhead distribution lines are located in the public right-of-way, overhanging or in public road right-of-way, generally crossing or paralleling Central Avenue within the Nob Hill Highland Sector Development Plan area. All proposed neon installations at these locations must be approved by the electric utility to ensure safe vertical and horizontal clearances.