



**Environmental
Planning
Commission**

**Agenda Number: 6
Project Number: 1008329
Case #10EPC-40029
June 10, 2010**

Staff Report

Agent	City of Albuquerque Planning Department
Applicant	City of Albuquerque Planning Department
Request	Text Amendment to the Nob Hill Highland Sector Development Plan
Location	sector plan area wide (see p. 3 of Plan)
Size	Approximately 770 acres
Existing Zoning	Various
Proposed Zoning	No change

Staff Recommendation

That a recommendation of APPROVAL of case #10EPC-40020 be forwarded to the City Council, based on the Findings beginning on page 10 and the Conditions of Approval beginning on page 12.

Staff Planner

Carol Toffaleti, Planner

Summary of Analysis

The City of Albuquerque Planning Department proposes a text amendment to the Nob Hill Highland Sector Development Plan in order to clarify the parking requirements for non-residential uses in the Community Commercial/Residential (CCR) zoning districts. These districts are generally located along Central Ave and other arterials in the Plan area. The Plan currently specifies the number of parking spaces for “commercial or retail uses”, restaurants and hotels, but not other C-2 uses allowed in the CCR-1, CCR-2 and CCR-3 districts. The proposed parking requirements for these other uses would be based on off-street parking regulations in the Zoning Code, up to a maximum of 3 spaces per 1000 s.f.. This level corresponds to current requirements for “commercial or retail uses” in the Plan.

The Nob Hill Highland sector development plan area is within the Established Urban Area of the Comprehensive Plan. The CCR districts abut a Major Transit Corridor (Central Ave.) and two Enhanced Transit Corridors (San Mateo and Lomas Blvds.).

The request is consistent with applicable goals and policies in City Plans that promote denser development in the commercial districts in these corridors, along with a variety and mix of uses and pedestrian-oriented design.

The affected neighborhood organizations and coalition were notified. There is no known opposition to the request.

The EPC is charged with reviewing the proposal and forwarding a recommendation to the City Council, which has authority to amend the sector development plan.

City Departments and other interested agencies reviewed this application from 5/3/2010 to 5/14/2010. Agency comments were used in the preparation of this report and begin on page 13.

I. INTRODUCTION

Request

The City of Albuquerque Planning Department is proposing a text amendment to the Nob Hill Highland Sector Development Plan in order to clarify the parking requirements for non-residential land uses in the commercial zoning districts located along Central Ave and other arterials in the Plan area (see map att.). The Plan currently specifies only the number of parking spaces for certain uses and categories of uses allowed in the Community Commercial/Residential zones (CCR-1, CCR-2 and CCR-3), which generally refer to C-2 uses (§14-16-2-17, att.).

The proposed text amendment would address other allowed uses that are not specifically mentioned in the CCR zones. The parking requirements would be based on the off-street parking regulations in the Zoning Code (§14-16-3-1 (A)), but only up to a maximum of 3 spaces per 1000 s.f., which corresponds to the current level required for commercial or retail uses in the Plan. The request is consistent with the Plan's intent of promoting a variety of uses that serve local residents, and encouraging access by alternative modes to the car, including walking, cycling and transit. By discouraging unnecessary parking, it also fosters design that is more pedestrian-oriented.

The language of the proposed text amendment was formulated by Long Range Planning Staff in coordination with Code Enforcement and Current Planning Staff.

For text amendments to sector development plans, the Zoning Code requires the same notification and other procedures as it does for changes to the text of the Zoning Code (§14-16-4-3 (A)(5) refers to §14-16-4-1(D)). Legal Department Staff were consulted about the nature of the request and they believe that the proposed text amendment is legislative in nature. The EPC is charged with evaluating the request and forwarding a recommendation to the City Council along with the text amendment resolution.

The Nob Hill - Highland sector plan area is within the Established Urban Area of the Comprehensive Plan. The CCR districts are generally located along Central Ave., a Major Transit Corridor, and parts of Lomas and San Mateo Blvds., which are Enhanced Transit Corridors.

Background

The Nob Hill Highland Sector Development Plan (NHHSDP) has been in effect since August 2007. In early 2010, the Planning Department became aware of the lack of clarity in the Plan concerning parking requirements. A property-owner in the SU-2/CCR-2 zone wished to redevelop a site with a multi-story building containing retail and office at ground-level and indoor self-storage at upper levels. The redevelopment met the allowances and standards of the Plan. An indoor self-storage is accessed intermittently and does not generate much traffic. Considered a warehouse use under the Zoning Code, it has a parking requirement of 1 space per 2,000 sf of net leasable area. Although indoor self-storage is allowed in the CCR-2 zone, it is not a use or category mentioned in the Plan's parking requirements. A minor change to the Plan was approved by the Planning Director to enable the applicant to utilize off-street parking regulations for the self-storage use, pursuant to §14-16-4-3(D)(2) (see att. Notification of Decision, 4/15/2010). The Planning Department is following through on Finding 6.m by

proposing a text amendment to clarify parking requirements, in order to accommodate a variety of uses and prevent unnecessary parking. To staff's knowledge, this is the first text amendment proposed to the Plan.

II. OVERVIEW

The Planning Department in its role as applicant submitted a revised packet, that includes a text amendment and memo dated 5/25/2010, which is summarized below and analyzed in the policy section of this staff report.

Summary

The proposal consists of the following changes to the regulatory section of the Plan (new text is underlined):

- p. 92. Community Commercial/Residential One CCR-1
 - “8. *Parking Requirements*
 - B. Parking requirements below are subject to reductions due to credits allowed by the zone code:
 - 2. 3 parking spaces: office, commercial or retail per 1000 s.f.
 - 5. Other uses allowed in this zone may utilize the appropriate parking requirements in the Off-Street Parking Regulations listed in the City Albuquerque Comprehensive Zoning Code (§14-16-3-1), but shall not exceed 3 parking spaces per 1000 s.f. of net leasable area.”
- p. 95, Community Commercial/Residential Two CCR-2
 - “8. *Parking Requirements*
 - B. Parking requirements below are subject to reductions due to credits allowed by the zone code:
 - 2. 3 parking spaces: office, commercial or retail per 1000 s.f.
 - 5. Other uses allowed in this zone may utilize the appropriate parking requirements in the Off-Street Parking Regulations listed in the City Albuquerque Comprehensive Zoning Code (§14-16-3-1), but shall not exceed 3 parking spaces per 1000 s.f. of net leasable area.”
- p. 98, Community Commercial/Residential Three CCR-3
 - “8. *Parking Requirements*
 - B. Parking requirements below are subject to reductions due to credits allowed by the zone code:
 - 2. 3 parking spaces: office, commercial or retail per 1000 s.f.

5. Other uses allowed in this zone may utilize the appropriate parking requirements in the Off-Street Parking Regulations listed in the City Albuquerque Comprehensive Zoning Code (§14-16-3-1), but shall not exceed 3 parking spaces per 1000 s.f. of net leasable area.”

III. ANALYSIS OF APPLICABLE ORDINANCES, PLANS AND POLICIES

Policy Citations are in Regular Text; *Staff Analysis is in Bold Italics.*

A. Charter of the City of Albuquerque

The citizens of Albuquerque adopted the City Charter in 1971. Applicable articles include:

ARTICLE I. INCORPORATION AND POWERS

The municipal corporation now existing and known as the City of Albuquerque shall remain and continue to be a body corporate and may exercise all legislative powers and perform all functions not expressly denied by general law or charter. Unless otherwise provided in this Charter, the power of the city to legislate is permissive and not mandatory. If the city does not legislate, it may nevertheless act in the manner provided by law. The purpose of this Charter is to provide for maximum local self government. A liberal construction shall be given to the powers granted by this Charter.

Clarification of a sector development plan is an exercise in local self-government and falls within the City’s powers.

ARTICLE IX. [ENVIRONMENTAL PROTECTION]

The Council (City Commission) in the interest of the public in general shall protect and preserve environmental features such as water, air and other natural endowments, insure the proper use and development of land, and promote and maintain an aesthetic and humane urban environment. To effect these ends the Council shall take whatever action is necessary and shall enact ordinances and shall establish appropriate Commissions, Boards or Committees with jurisdiction, authority and staff sufficient to effectively administer city policy in this area.

By not requiring unnecessary parking, the request aims to insure the proper development of land within CCR districts of the Plan area and to promote and maintain an aesthetic and humane urban environment.

Staff finds that the request is consistent with the City Charter.

B. Albuquerque Comprehensive Zoning Code

The Preface of the Zoning Code includes the following applicable paragraphs:

Authority and Purpose (p. v, summarized): The Zoning Code is Article 16 within Chapter 14 of the Revised Code of Ordinances of Albuquerque, New Mexico, 1994 (often cited as ROA 1994). The administration and enforcement of the Zoning Code is within the City’s general police power authority for the purposes of promoting the health, safety, and general welfare of the

public. As such, the Zoning Code is a regulatory instrument for controlling land use activities for general public benefit.

Role of Land Use Boards (p. viii, summarized): The City Council is the zoning authority for the City of Albuquerque and has sole authority to amend the Zoning Code. Through the City Charter, the City Council has delegated broad planning and zoning authorities to the Environmental Planning Commission (EPC). The EPC is advisory to the City Council regarding proposed text amendments to the Zoning Code.

The proposed text amendment generally furthers the intent of the Zoning Code to promote the health, safety and general welfare of the public because it would support improvements to the pedestrian environment and conditions for multiple modes of transportation. However, as the zoning authority for the City of Albuquerque, the City Council will make the final determination.

C. Albuquerque / Bernalillo County Comprehensive Plan

Applicable goals and policies include:

Land Use

Goal: To create a quality urban environment, which perpetuates the tradition of identifiable, individual but integrated communities within the metropolitan area and which offers variety and maximum choice in housing, transportation, work areas, and life styles, while creating a visually pleasing built environment.

The request promotes maximum choice in transportation, work areas and lifestyles, and will help create a more visually pleasing built environment, which furthers this goal.

Policy II.B.5.a: The Developing Urban and Established Urban Areas as shown by the Plan map shall allow a full range of urban land uses, resulting in an overall gross density up to 5 dwelling units per acre.

The request will allow development of the full range of uses allowed in the commercial districts of the sector plan, which furthers this policy.

Policy II.B.5b: The location, intensity, and design of new development shall respect existing neighborhood values, natural environmental conditions and carrying capacities, scenic resources, and resources of other social, cultural, recreational concern.

The request aims to support an intensity and design of new development in the CCR districts that generally respect neighborhood values and promote social and cultural resources. This includes an emphasis on creating a pedestrian-oriented environment. The request furthers the policy.

Policy II.B.5o: Redevelopment and rehabilitation of older neighborhoods in the Established Urban Area shall be continued and strengthened.

The NHHSDP area encompasses older, established neighborhoods. By clarifying parking requirements for the full range of uses allowed in the commercial districts and minimizing the

quantity required, the request will facilitate their redevelopment and rehabilitation. The request furthers the policy.

Air Quality

Goal: to improve air quality to safeguard public health and enhance the quality of life.

Policy II.C.1.b: Automobile travel's adverse effects on air quality shall be reduced through a balanced land use/transportation system that promotes the efficient placement of housing, employment and services.

The parking requirements for the affected zoning districts are already low relative to the Zoning Code. The request will allow the development of parking at less than or equal to the current standard in the NHSDP for commercial, retail and office uses. This encourages more efficient use of land and a mix of uses, which will help reduce the need to travel by car and enhance quality of life in the Nob Hill and Highland neighborhoods. The request furthers this goal and policy.

Transportation and Transit

The Goal is to develop corridors, both streets and adjacent land uses, that provide a balanced circulation system through efficient placement of employment and services, and encouragement of bicycling, walking, and use of transit/paratransit as alternatives to automobile travel, while providing sufficient roadway capacity to meet mobility and access needs

The request minimizes parking requirements, which encourages walking, biking and transit use, and a more balanced circulation system, which furthers this policy.

Policy II.D.4.b: The City will structure capital expenditures and land use regulations in support of creating additional housing and jobs within Major Transit and Enhanced Transit Corridors, and will promote ongoing public/private cooperation necessary to create private market conditions that support intensified development of jobs and housing in these corridors.

The amendment addresses the full range of C-2 uses allowed in the CCR districts and precludes unnecessary parking, both of which support the intensified development of jobs and housing in the Major Transit and Enhanced Transit Corridors within the NHSDP area. The request furthers the policy.

In conclusion, staff finds that the request furthers applicable goals and policies of the Comprehensive Plan.

D. Nob Hill Highland Sector Development Plan

The Nob Hill Highland Sector Development Plan was adopted by the City Council in August 2007 (R-07-185, att.). The Plan replaced the 1987 Nob Hill Sector Development Plan and expanded the Plan area to include the Highland Metropolitan Redevelopment Plan area. The Plan generally encompasses properties between Girard Blvd. to the west, Lomas Blvd. to the north, San Mateo Blvd. to the east, and Zuni and Garfield St. to the south. Specific boundaries are shown in Figure 2 (p. 3 of the Plan). The main goals of the Plan are to protect the established character of the neighborhood, its walkability, its successful business community and its historic

structures. It will also act as a guide to manage future residential density levels along Central Ave., as transit service continues to grow.

Guiding Principles

The Introduction of the NHSDP contains a list of guiding principles that informed the creation of the Plan (p. 3). This request will further many of them, as follows:

- a. Improve the pedestrian environment

The amendment will facilitate the development of parking that is less than or equal to the current requirements. The current parking requirement for other non-residential uses was designed to support a pedestrian-friendly environment.

- b. Identify and preserve the existing character of residential and commercial areas

The request addresses an oversight in the Plan's requirements, and will not change the character of the existing residential and commercial areas.

- c. Encourage a mixture of compatible uses

The request will allow the development of the full range of uses in the current underlying zoning, including mixtures of uses that are complementary in terms of parking demand.

- f. Enhance public safety

The change will negate the need for excessive parking that could mostly be unutilized and attract unwanted activities.

- h. Improve conditions to emphasize multiple modes of transportation (pedestrian, bicycle, vehicular and transit)

The proposed amendment will set parking requirements for most non-residential uses at a lower level than the Zoning Code, which will still accommodate vehicles but will also encourage the use of other transportation modes.

- i. Stimulate economic development

This change facilitates economic development by minimizing parking requirements for a variety of activities not currently listed in the Plan, and enabling more productive use of land.

- m. Establish zoning regulations appropriate to areas of distinctive character and which address smooth transitions between commercial and residential areas

The purpose of this text amendment is to establish parking requirements at a level appropriate to the Plan area, which will accommodate the full range of uses allowed by the existing zoning categories. Excessive, unused parking detracts from both commercial and residential areas.

Goals and Policies

In Section IV, the Plan sets forth goals and policies regarding land use that are grouped into themes. The following are applicable to the request:

- A. Movement Systems (p. 27) – Goal: “Identify areas for improvement and enhancement, establishing the area as exemplary with regards to transportation—a place of truly great streets.” There are specific goals for pedestrian, bicycle, vehicular and transit circulation, and for parking.

The request helps create an area that is exemplary with regards to transportation by discouraging unnecessary parking.

A.5. Parking (p. 50)

Goal: Optimize parking choices and modes throughout the Plan Area to facilitate “park once and walk” approach to parking.

Policy 1. The City shall emphasize and promote a “park once and walk” approach for business nodes using a variety of on-street, off-street, and shared parking strategies.

By clarifying and minimizing parking requirements, the request supports the “park once and walk” approach in the commercial districts.

Policy 3. The City shall control overflow parking in residential areas.

The request provides applicants’ some flexibility in relation to parking provision, but does not undermine the City’s ability to control overflow parking if it becomes a problem.

- B. Community Form (p. 54) – Goal: “Reinforce the Nob Hill Highland district as a vibrant, high quality, pedestrian-oriented urban community and a destination for greater Albuquerque.” Individual commercial and residential districts are identified within the plan area, and policies specific to each one are set out in the Plan.

The request helps specify the requirements for the CCR districts, and supports the objectives of a high-quality, pedestrian-oriented urban community.

B.2. Commercial Districts (p. 55)

Policy 9. The City shall emphasize pedestrian-oriented design in the area.

The request is consistent with this policy, because it accommodates the different parking demands of uses allowed in the CCR zones, and gives designers more latitude to cater to pedestrians’ needs.

- D. Economic Vitality (p. 74) – The goal is to “create an environment where businesses, and particularly small, locally owned businesses, can thrive.”

The request aims to provide clarity and some flexibility in relation to parking requirements, which should benefit existing local businesses and foster new ones.

Regulations

The Implementation section of the Plan (V.) establishes new commercial districts along Central Ave. and other arterials, and new residential historic and mixed residential districts (p. 84). The new commercial districts, CCR-1, CCR-2, CCR-3 and OR-1, OR-2, allow a mix of commercial and residential uses and are “form based”. The Plan sets out uses and regulations specific to individual zones, and general regulations common to all of them. The regulations are mandatory for properties that front designated “Avenues” and “Boulevards”, and optional elsewhere (see p. 85) with the exception of uses and building height. The Plan retains existing conventional zones in other areas and includes SU-1 Special Use zoning.

The CCR zones reference the C-2 zone for non-residential activities (see §14-16-2-17, att.) with two or three exceptions including drive-up facilities. Potential permissive uses include clinic, club, office, animal hospital, and wholesaling of jewelry; conditional uses include community residential program, certain outdoor uses, retailing with on-site manufacturing, processing or assembly, and household storage. However, none of these fits neatly in the categories of “commercial” or “retail” mentioned in the CCR zones relative to parking requirements. Most of these uses would in fact require less parking under the off-street parking regulations than under the Plan’s requirements for “commercial and retail” (3 spaces per 1000 sf). For example, the Zoning Code requires day care centers to provide 1/ 500 sf + 2 spaces; the manufacturing component of a retail business or the wholesaling of jewelry, 1/1000 sf; greenhouses as an outdoor activity, 1/400 sf; and warehousing or storage, 1/2000 sf (see §14-16-3-1 (A), att.) .

The proposed parking requirement for office use is the same as the current requirement for office use in the Office/Residential zones (OR-1, OR-2, see p. 100 and 102 of the Plan). The proposed requirement for other uses is no more than the current requirement for office, commercial or retail uses in the CCR zones.

Staff finds that the following minor changes to the language of the amendment would provide greater clarity in terms of how the parking requirements should be applied:

- *p. 2, line 10 – change “zone” to “CCR district”.*
- *p. 2, line 10 – change “appropriate” to “applicable”.*

Conditions are recommended accordingly.

In conclusion, staff finds that the request is consistent with applicable elements of the NHSDP.

IV. COMMENTS AND NOTIFICATION

Concerns of Reviewing Agencies / Pre-Hearing Discussion

Comments begin on p. 13. The only significant comment was from the Solid Waste Management Department, which does not object to the change as long it does not hinder their driver service.

Neighborhood/Public Concerns

The Nob Hill Neighborhood Association, Highland Business and Neighborhood Association Southeast Heights NA, and the District 6 Coalition of NAs were notified. In addition, the City advertized the request in a legal ad and ran an article in the City's Neighborhood News. A facilitated meeting was not offered by the City or requested by any of the associations.

A representative of the Nob Hill NA met with Planning Department staff to discuss the language of the text amendment, with a view to preventing any unintended consequences.

The revised language was emailed to the NA contacts on June 2, 2010.

No written comments have been received to date, and there is no known opposition to the request.

V. CONCLUSIONS

The proposed text amendment to the Nob Hill Highland Sector Development Plan is to clarify parking requirements for allowed uses in the CCR zoning districts that are not currently covered in the Plan. The proposed requirements for these other C-2 uses are based on the off-street parking regulations in the Zoning Code, but limit the requirement to 3 spaces per 1000 sf, which is the current requirement for office, commercial and retail uses in the Plan.

The amendment does not set new parking standards, because it is consistent with current requirements for non-residential uses in the commercial districts and allows lower requirements per the Zoning Code if appropriate to a specific land use. The amendment would allow property-owners and developers more clarity and some flexibility. It would discourage the provision of unnecessary parking, that would detract from the pedestrian-oriented, mixed use development that the Plan seeks to encourage along Central and other arterials in the area.

The amendment does not conflict with the City Charter and furthers a preponderance of applicable goals and policies in the Comprehensive Plan and the Nob Hill Highland Sector Development Plan.

The affected neighborhood organizations were notified and there is no known opposition to the request.

Staff recommends that the EPC forward a recommendation of approval of the attached text amendment ordinance to the City Council based on the following findings and subject to conditions of recommendation..

FINDINGS – 10EPC-40029, June 10, 2010, Text Amendment to Nob Hill Highland Sector Development Plan

1. The City of Albuquerque Planning Department is proposing a text amendment to the Nob Hill Highland Sector Development Plan (NHSDP, September 2007) in order to clarify parking requirements in the Community Commercial / Residential zoning districts (CCR-1, CCR-2 and CCR-3).
2. The NHSDP currently specifies the number of parking spaces for residential, commercial and retail uses, restaurants and hotels. The CCR zones refer to the C-2 zone, with a few exceptions. The proposed text amendment would address the parking requirements of other allowed C-2 uses that are not currently mentioned in the Plan.
3. The Charter of the City of Albuquerque, the Albuquerque / Bernalillo County Comprehensive Plan, the Nob Hill Highland Sector Development Plan (NHSDP, September 2007) and the City of Albuquerque Zoning Code are incorporated herein by reference and made part of the record for all purposes.
4. The Zoning Code requires the same notification and other procedures for text amendments to sector development plans, as it does for changes to the text of the Zoning Code (§14-16-4-3 (A)(5) refers to §14-16-4-1(D)). The EPC is charged with evaluating the request and forwarding a recommendation to the City Council.
5. The request meets the intent of the City Charter: Amending the text of an adopted sector development plan falls within the City's powers (Article I). Clarifying parking requirements at a level, that is consistent with requirements for other non-residential uses in the adopted NHSDP, ensures the proper use and development of land in the Plan area, and promotes and maintains an aesthetic and humane urban environment (Article XIX).
6. The proposed text amendment generally furthers the intent of the Zoning Code to promote the health, safety and general welfare of the public because it would support improvements to the pedestrian environment and conditions for multiple modes of transportation in the NHSDP area. As the zoning authority for the City of Albuquerque, the City Council will make the final determination.
7. The request furthers the following applicable goals and policies of the Comprehensive Plan (CP) and the NHSDP:

- a. It encourages development of the full range and mix of uses allowed in the commercial districts of the Nob Hill / Highland area (CP Established Urban Area (EUA) goal and policy II.B.5a; NHHSDP principle c.)
 - b. The proposed parking requirements will be lower or equal to requirements for other non-residential uses in the commercial districts, which does not conflict with the adopted Plan and respects the value the Nob Hill - Highland neighborhood places on its pedestrian-oriented character (CP EUA policy II.B.5b; NHHSDP principle m.)
 - c. The request supports economic development and redevelopment in these older neighborhoods, by clarifying parking requirements for all the uses allowed in the commercial districts and minimizing the quantity required (CP EUA policy II.B.5o; NHHSDP principle i. and Economic Vitality goal)
 - d. The text amendment keeps parking requirements low in the commercial districts of the Nob Hill – Highland area, which promotes the efficient placement of employment and services uses, more jobs in Major and Enhanced Transit Corridors, and a balanced land use/transportation system in the area (CP EUA policy II.C.1.b, Transportation and Transit goal and policy II.D.4.b; NHHSDP principle h and Movement System goal)
 - e. The request supports the pedestrian-orientation of the Nob Hill Highland community by minimizing unnecessary parking (NHHSDP principle a, Community Form goal, Commercial District policy B.2.9)
 - f. The request helps promote the “park once and walk approach” to parking in commercial districts by keeping parking requirements low (NHHSDP Parking goal and policy A.5.1)
8. Minor changes to the language of the text amendment in the resolution would further clarify how the parking requirements would be applied, and correct a typographical error.
 9. The Nob Hill Neighborhood Association (NA), Highland Business and Neighborhood Association, Southeast Heights NA, and the District 6 Coalition of NAs were notified. The request was advertized in the City’s Neighborhood News newsletter. No written comments have been received and there is no known opposition to the request.

RECOMMENDATION - 10EPC-40029, June 10, 2010

That a Recommendation of APPROVAL of 10EPC-40029, a Text Amendment to 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 Recommendation.

RECOMMENDED CONDITIONS OF RECOMMENDATION - 10EPC-40026, June 10, 2010, Text Amendment to Nob Hill Highland Sector Development Plan

1. p. 2, line 10 – change “zone” to “CCR district”.
2. p. 2, line 10 – change “appropriate” to “applicable”.
3. p. 2, line 12 – change “leaseable” to “leasable”.

**Carol Toffaleti
Planner**

cc: Maggie Gould, Long Range Planning, City of Albuquerque Planning Department
Jeffrey Gittelman, Nob Hill NA, 508 Amherst Dr. NE, Albuquerque, NM 87106
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Richard MacPherson, Southeast Heights NA, 601 Carlisle SE, Albuquerque, NM 87106
Nancy Bearce, District 6 Coalition of NAs, 600 San Pablo St. NE, Albuquerque, NM 87108

Attachments

Map of CCR zones
§14-16-2-17 C-2 zone
§14-16-3-1 (A) Off-Street Parking Regulations
Minor Change to NHSDP, Notification of Decision, 4/15/2010
R-07-185

CITY OF ALBUQUERQUE AGENCY COMMENTS

PLANNING DEPARTMENT

Zoning Code Services

Reviewed, No Comment

Office of Neighborhood Coordination

Nob Hill NA (R)

Highland Business and NA (R)

District 6 Coalition of NA's

5/15/10 – Article will be included in the May/June 2010 Neighborhood News Newsletter distributed to NA Reps – siw

5/20/10 - will be posted on ONC's homepage for the newsletter - siw

Long Range Planning

This amendment will help to facilitate development in the area by clarifying the parking requirements for uses not specifically listed in the plan.

Transportation Development Services

- Reviewed, no comments.

Utility Development

No comments received.

Hydrology

- The Hydrology Section has no objection to the text amendment.

DEPARTMENT OF MUNICIPAL DEVELOPMENT

Transportation Planning

- Reviewed, and no comments regarding on-street bikeways or roadway system facilities.

Traffic Engineering Operations

No comments received.

Street Maintenance:

- No comments received.

New Mexico Department of Transportation (NMDOT):

- No comments received.

**RECOMMENDED CONDITIONS FROM CITY ENGINEER, MUNICIPAL DEVELOPMENT
and NMDOT:**

Conditions of approval for the proposed Sector Development Plan Map Amendment shall include:

- a. None.

ENVIRONMENTAL HEALTH DEPARTMENT

Air Quality Division

- No comments received.

Environmental Services Division

- No comments received.

PARKS AND RECREATION

Planning and Design

Reviewed, no objection. Request does not affect our facilities.

Open Space Division

No comments received.

City Forester

- No comments received.

POLICE DEPARTMENT/Planning

Nearest Police Station – Phil Chacon SE Substation; 800 Louisiana Blvd. SE; Area between I-25 & Eubank, south of I-40

SOLID WASTE MANAGEMENT DEPARTMENT

Refuse Division

APPROVED: ON CONDITION THAT IT DOES'NT HINDER DRIVER SERVICE

FIRE DEPARTMENT/Planning

No comments received.

TRANSIT DEPARTMENT

Adjacent and nearby routes	None.
Adjacent bus stops	None.
Site plan requirements	None.
Large site TDM suggestions	N/A
Other information	None.

COMMENTS FROM OTHER AGENCIES

BERNALILLO COUNTY

No comments received.

ALBUQUERQUE METROPOLITAN ARROYO FLOOD CONTROL AUTHORITY

Reviewed, no comment.

ALBUQUERQUE PUBLIC SCHOOLS

The proposed amendment will not cause adverse impacts to the APS district.

MID-REGION COUNCIL OF GOVERNMENTS

MRCOG staff have no comment on the application.

MIDDLE RIO GRANDE CONSERVANCY DISTRICT

No comments received.

PUBLIC SERVICE COMPANY OF NEW MEXICO

- PNM has no comments based on information provided to date.