

From: [Jason Kent](#)
To: [Planning Comp Plan-UDO](#); [Lubar, Suzanne G.](#); [Brito, Russell D.](#); [Webb, Andrew](#); [Renz-Whitmore, Mikaela J.](#); [Herb Denish](#)
Cc: [Ed Garcia](#); [Andres Viamonte](#)
Subject: Follow Up Comments From Herb Denish Regarding IDO
Date: Friday, December 30, 2016 10:28:22 AM
Attachments: [IDO TEAM LETTER FOLLOW UP.pdf](#)

Suzanne and Russell,

Attached are follow up comments regarding the Integrated Development Ordinance proposal and properties of Sheilah P. Garcia and the Garcia Automotive Group.

Please feel free to contact me at hmd@denishconsulting.com or on my mobile at 505.250.0500.

Thank you,

Herb Denish

Denish Consulting

505.250.0500

hmd@denishconsulting.com

December 29, 2016

Integrated Development Ordinance Team

Via Email

abcto@cabq.gov

We are writing in follow-up to our letter of November 13, 2016 on behalf of the Sheilah P. Garcia family and the Garcia Automotive Group ("Garcia Family").

We appreciate having been able to meet with City staff to become better educated about the impact of the proposed consolidated and updated City of Albuquerque IDO on properties currently undergoing development by the Garcia Family, as well as on other properties owned and occupied by them within the City.

Based on our current (better) understanding of the updated IDO, the Garcia Family should be in a position to support the IDO as it progresses through City processes, subject to further review of various details.

A general suggestion we have at this time is that the IDO could be improved with more specific language in the adopting ordinance which would accomplish 2 things:

(1) Allow owners with properties now in the development process to retain current zoning for applications first submitted during a 6 to 12 month transition period **after** adoption of the IDO, so that investments in planning which have been made based on existing zoning (but which were not submitted or finalized by the adoption date) will not have to start over from scratch under new zoning concepts.

(2) Allow a similar 6 to 12 month transition period after adoption within which owners may submit minor zoning correction and rationalization suggestions to the Planning Department for contiguous parcels which wind up with inconsistent internal spot-zones (for example - or other anomalies), so that they can be administratively corrected by the Planning Department without formal rezoning, as long as such corrections are not materially detrimental to or otherwise inconsistent with the IDO as adopted.

Thank you,

Herb Denish

hmd@denishconsulting.com

CC: S. Lubar
Russell Brito
Andrew Webb
Mikaela Renz-Whitmore
Ed Garcia
Andres Viamonte

From: [Catherine Mexal](#)
To: [Renz-Whitmore, Mikaela J.](#); [Webb, Andrew](#)
Subject: residential facilities
Date: Monday, January 02, 2017 11:22:47 AM

Hello, Mikaela and Andrew.

My searches aren't yielding anything of value so I have to resort to asking you.

Where is it defined exactly who can reside in those 18-person facilities that are proposed to be permitted in Wells Park? We've already got sex offenders 2 blocks away on 3rd and 6 blocks away on 4th.

Somewhat like the "bail bond" issue*, if it probably can't ever happen in Wells Park, why permit it in the first place? We were told at a WPNA meeting that our homes and lots are too small to actually accommodate such a facility, so why is it even permitted?

Or better yet, why is Wells Park being proposed as R-T? Is it because we've been bundled with Sawmill which has the space available for such facilities? Maybe it's time to de-couple Sawmill from Wells Park? We are consistently small- and medium-sized homes, just like much of Downtown which is R-1A and -1B.

(* As nearly as I can tell, it looks like bail bond offices are no longer an issue for Wells Park. Thank you!)

Catherine

From: Webb, Andrew
To: abqding@gmail.com
Cc: [Planning Comp Plan-UDO](#); [Renz-Whitmore, Mikaela J.](#)
Subject: FW: R-1..B etc
Date: Wednesday, January 04, 2017 11:41:33 AM

Good morning, Mr. Fisher -- Council Clerk Crystal Ortega forwarded me your comment, as it pertains more to the Integrated Development Ordinance, the regulatory part of the ABC-Z project that is headed to its first Environmental Planning Commission hearing in February. The policy-oriented Comprehensive Plan, currently under consideration by the City Council, does not directly address specifics like duplexing, etc.

I've cc'd the project team so that your comment can be considered and made part of the record as the Integrated Development Ordinance heads into the first stages of consideration.

Your comment is timely and addresses an extremely controversial issue in Albuquerque -- the allowance of second dwelling units in the single-family zones. As you may or may not be aware, the City Council did consider legislation that would have amended the zoning code to allow what you propose in late 2014/early2015, but the effort ultimately failed in the face of community pushback. I am hopeful that the concept can be revisited at a future date as more residents become aware of the potential benefits of allowing more density in this manner.

Thanks for your input,
Andrew

Andrew Webb
Policy Analyst/Planning
Albuquerque City Council
505-768-3161

-----Original Message-----

From: Jim Fisher [<mailto:abqding@gmail.com>]
Sent: Saturday, December 31, 2016 8:00 AM
To: Ortega, Crystal L.
Subject: R-1..B etc

Please add my comments as a former residential general contractor and Realtor

The term "..single family detached" should be reconsidered to allow for the now popular duplex style of residence where just two families occupy one dwelling. They are basically two separate attached dwellings and differentiated from multi-family. This allows for slightly higher density in residential zones and better use of traditional services. It also addresses the aging population who don't want to move to higher density areas. This concept is being used in other states and communities for that exact reason.

Jim Fisher
505 980=-6260

From: [Carl Schroeder](#)
To: [Planning Comp Plan-UDO](#)
Subject: IDO - Official Comments for EPC
Date: Thursday, January 05, 2017 6:59:50 AM

Greetings,

Regarding the use and value of my property at Lyons and Paradise Blvd, I am not shocked that the Planning Department continues to align with corporate and special interests, to consciously create those previously discussed "unintended consequences", in a plan to disrupt the life long plans of everyday Albuquerque land owners and tax payers. I do not approve of removing my property from SU-1 designation and demand that you respect small landowners in your grand IDO plan, leaving Special Use-1 (SU-1) the designation for my property, as it has been for at least the past 30 years.

Carl E.Schroeder
(505) 828-3456

From: [Bonnie Anderson](#)
To: [Lehner, Catalina L.](#); [Renz-Whitmore, Mikaela J.](#); [Webb, Andrew](#)
Cc: [a.louisa.carson@gmail.com](#); [kathy.grassel@gmail.com](#); [lspittler@ntc.doe.gov](#); [zoeyrae@gmail.com](#);
[bsturge@gmail.com](#); [josephboyd00@gmail.com](#); [kthornton@salud.unm.edu](#); [moises3@mac.com](#);
[pleverick@levemuss.com](#); [salley@firststandcentral.com](#); [skgrants@gmail.com](#); [tpantano@icloud.com](#);
[svogle@icloud.com](#); [Dolan, Diane R.](#); "[C. David Day](#)"
Subject: Proposed changes to IDO - HHHDA
Date: Saturday, January 07, 2017 9:15:06 AM



HUNING

HIGHLANDS

HISTORIC Est. 1880 DISTRICT

January 6, 2017

Ms. Catalina Lehner
Ms. Mikaela Renz-Whitmore
Mr. Andrew Webb
City of Albuquerque Planning Department & City Council Services
One Civic Plaza
P.O. Box 1293
Albuquerque, New Mexico, 87103
clehner@cabq.gov
mrenz@cabq.gov
awebb@cabq.gov

Regarding: ABQ IDO: 14-16-2.2-7.3.B.4 Huning Highland HPO-4

Dear Ms. Lehner, Ms. Renz-Whitmore, and Mr. Webb,

We applaud your efforts on this vast and important undertaking. We have reviewed the current EPC Draft of the ABQ IDO, and at our recent Huning Highlands Historic District Association Board meeting, with the assistance and advice of C. David Day, we voted to request the following changes and additions:

1. HPO-4 Standards & Guidelines, Huning Highland Overlay Zone Development Guidelines, page 31 Map: Huning Highland Historic District: Significant, Contributing, Non-contributing buildings, 1982.

CONTEXT: This map is 35 years old, and needs to be updated to preserve the fabric of the

HHHDA district. During the intervening years, many buildings originally deemed Non-contributing have gained age and importance in the area. In addition, some styles, such as Moderne and Mid-Century modern, have since become respected architectural contributors. Until a Map update can occur, Non-Contributing structures should be included with Significant and Contributing buildings procedure for review in cases of demolition. This will allow a case-by-case update of buildings (threatened by demolition) by L.U.C.C.. Please update page 31 map with asterisk or a note:

ADDITION "Update 2017: Buildings marked 'Non-contributing' on this map which are 50 years of age or older as of the year 2017 (age as determined by historic maps such as the Sanborn Insurance Maps) might now contribute value to the district. Such structures shall require a Certificate of Appropriateness for demolition, following the review procedure for Contributing buildings."

2.HPO-4 Standards & Guidelines, Huning Highland Overlay Zone Development Guidelines, page 86 Demolition, please add to the current language:

ADDITION "Appropriateness - Major, for Demolition (Significant, Contributing, and Non-Contributing Building of 50 yrs. age or older) Timeliness: from the day of filing the application of Certificate of Appropriateness for demolition with the City, a minimum of 120 day demolition delay will occur to allow due diligence of Landmarks Commissions in determining preservation and economic viability of the property / structure. Subsequent Landmarks hearings may extend the time period if conditions warrant it. A demolition delay is best practice for active historic districts and preservation institutions in the U.S.."

3. HPO Demolition 14-16-5.5-5.2.a.3.g Certificate of Appropriateness - Major, for Demolition (Significant, Contributing), please add to current language:

ADDITION "Appropriateness - Major, for Demolition (Significant, Contributing, and Non-Contributing Building of 50 yrs. age or older Timeliness: from the day of filing the application of Certificate of Appropriateness for demolition with the City, a minimum of 120 day demolition delay will occur to allow due diligence of Landmarks Commissions in determining preservation and economic viability of the property / structure. Subsequent Landmarks hearings may extend the time period if conditions warrant it. A demolition delay is best practice for historic districts and preservation institutions in the U.S.."

Please let us know if there are questions you have about these proposed changes.

Sincerely,

Bonnie Anderson
President, HHHDA
522 Edith SE, ABQ, 87102
andersonbonnie505@gmail.com

From: [Banu B. McKinley](#)
To: [Renz-Whitmore, Mikaela J.](#)
Cc: [Kendra Montanari](#)
Subject: ULI NM Letter to EPC
Date: Monday, January 09, 2017 12:27:25 PM
Attachments: [ULI UNM IDO Testing Workshop Summary.pdf](#)
[ULI NM Letter to EPC.pdf](#)

Banu Büngül McKinley | ULI NEW MEXICO | TEL +1 505.269.7695 | www.newmexico.uli.org | www.uli.org
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Urban Land New Mexico
Institute

Monday, January 9, 2017

Dear Karen Hudson, EPC Chair

Urban Land Institute's New Mexico District Council is writing to submit comment and the attached report regarding the City of Albuquerque's Integrated Development Ordinance.

The Urban Land Institute (ULI) is a multidisciplinary real estate forum with over 40,000 members worldwide representing the entire spectrum of land use and real estate development professionals working in both the private and public realm. The mission of the ULI is to provide leadership in the responsible use of land and in creating and sustaining thriving communities worldwide.

ULI New Mexico's District Council brings that mission to the local level by creating opportunities for an open exchange of ideas and by bringing information and experience together to address current and future challenges. Oftentimes this is accomplished through inviting national experts to speak about best practices that relate to urban planning, sustainability and development. Other times we take a more hands on approach by bringing together key stakeholders in order to learn, engage, and enable positive steps forward for the betterment of our communities.

ULI New Mexico conducted such an effort recently for the City of Albuquerque in order to test their proposed Integrated Development Ordinance (IDO) among developers, planners, bankers, architects, and neighborhood leaders. Several important takeaways were revealed through this process which are summarized in the attached report. ULI NM commends the City of Albuquerque's planning staff for its forward thinking approach in pursuing this intentional process to ensure that the IDO achieves a simpler, streamlined, and predictable development process and promotes quality development in Albuquerque.

Thank you for this opportunity.

A handwritten signature in black ink, appearing to read 'Banu Bungul McKinley', is written over a light yellow rectangular background.

Banu Bungul McKinley
New Mexico District Council

Integrated Development Ordinance Testing Workshop: Process, Place & Project



Fall 2016

Contents

Background 1

Partnerships 1

Goals and Purpose 1

Workshop Attendees & Preliminary Polling 2

Workshop Highlights 3

 Wildcards 3

 Pro Forma 3

 Group Presentations 4

Existing Code Feedback 5

Proposed IDO Feedback 6

Post-Workshop Debrief 9

APPENDIX A - Attendees 10

APPENDIX B - Agenda 12

APPENDIX C - Site Map 13

APPENDIX D - Site Specifications 14

APPENDIX E – DRB Assessments 15

Integrated Development Ordinance Testing Workshop: Process, Place & Project

Summary and Conclusions

Background

The City of Albuquerque is currently in the process of integrating their zoning code, subdivision regulations, and other land use regulations in an effort to simplify and streamline the development process. This effort will result in a single Integrated Development Ordinance (IDO). The intent of this work is to package and preserve the important sections of myriad individual regulations while simplifying *and consolidating them* to remove redundancies and inconsistencies. The result will be a user-friendly and predictable set of regulations that *will* guide development in Albuquerque into the 21st Century.

One and a half years into this two-year process, City of Albuquerque's Planning Department, Council Services, and the consultant team completed a draft of the proposed IDO *in August 2016*. Prior to finalizing the IDO for *introduction to the City's adoption process*, the City of Albuquerque requested the assistance of the Urban Land Institute's New Mexico's District Council (ULI) and the University of New Mexico's School of Architecture and Planning (UNM) to host a workshop to test the draft IDO "in action" in order to ensure that it achieves its intended results.

Partnerships

The IDO-testing workshop was *held as a partnership between* ULI, UNM, and the City of *Albuquerque's* Planning and Economic Development Departments (CABQ). ULI was primarily responsible for convening key players, registration, schedule, facilitation, and write-up. UNM hosted and participated in all planning sessions, provided materials and table facilitators for the workshop, and summarized notes. CABQ managed the planning and program for the workshop, chose potential development sites, developed maps and table guides, provided presentations and table facilitation, compiled

materials and feedback from the workshop, and provided funding.

Goals and Purpose

The purpose of the IDO testing workshop was to assemble diverse groups that included a developer, a banker/lender, a neighborhood leader, a designer/architect, and a planner/engineer and simulate the development of a mock project on a real site in Albuquerque using both the existing code and the proposed IDO. The goal of this exercise was to answer three *core questions*:

1. Process: Is the proposed IDO better organized, clearer, and easier to use than the existing code?
2. Place: Does the proposed IDO result in better development and design that fits in with the context of the surrounding area?
3. Project: Will the projects that are allowed using the proposed IDO be financially feasible for the developer?

Workshop Attendees & Preliminary Polling

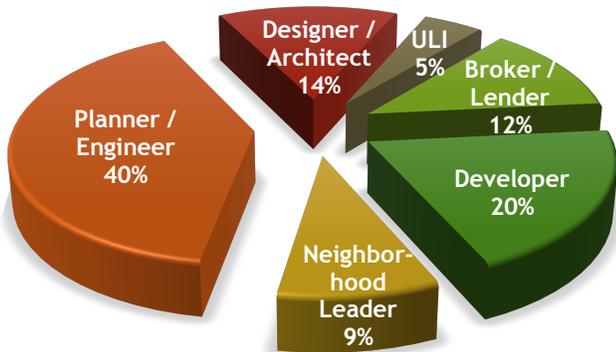
Approximately 60 people attended the workshop, which was held from 7:30 am until noon on Tuesday, September 13, 2016. The attendees represented a diverse set of players related to land use planning and project development.

“It’s better to let the market dictate how much parking you decide to build instead of the city”.

– Local developer

When asked how registrants felt about doing business in Albuquerque, the results varied, but skewed toward the positive end of the spectrum as shown below:

Participant Registration



How do you feel about the future of doing business in Albuquerque?



Registrants were required to complete a survey for the workshop, which allowed organizers to take a pulse on sentiments related to development in Albuquerque prior to the workshop. The following information was collected about the registrants:

79 percent believe that solutions for new development need to balance developer and community interest, as opposed to just one or the other.

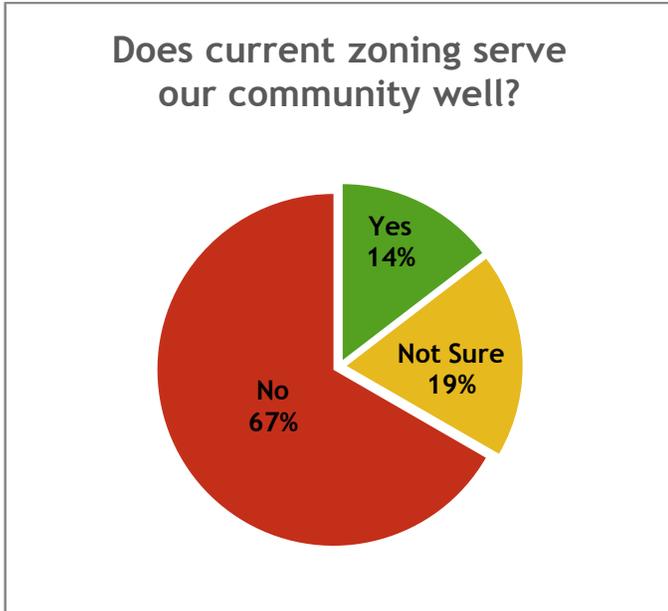
- 81 percent believe access to public transportation is important or very important to development.
- 79 percent believe that it is important or very important that new development accommodate walk, bike, and transit.
- 67 percent think it is important or very important that the zoning code incorporate the desires of Millennials.
- 74 percent stated that developments should prioritize really nice streetscapes, 21 percent said landscaping and site treatment, and 5 percent said building façade.

Finally, registrants were asked an open-ended question about what they saw as the biggest impediment to high quality development today. The responses fit into several broad categories. They are listed here in order of frequency, starting with the most frequent responses:

1. Regulations / Approval Process
2. Financing / Project Costs
3. Urban Design
4. The Economy
5. Sprawl / Auto-centric Development Patterns
6. Lack of Quality Development
7. Low Market Demand / Incomes
8. Neighborhood Opposition
9. Lack of Vision
10. Tax Structure

Workshop Highlights

The workshop opened with introductions and a short presentation describing the agenda and the goals for the day. Using a clicker poll, the room was surveyed about whether they felt that current zoning served the community well, with a clear majority responding 'no'.



Groups were formed to represent a balance of *stakeholder* interests at each table, and then each group selected a project site. Each group was provided with an *area map*, a *site map*, and necessary zoning information and codes. The first task for each group was to decide on a team name and mission, which served as an icebreaker exercise to engage participants. Then the groups were asked to come up with a development concept on their chosen site given the existing land use regulations and the context of the surrounding area. Upon completion, each group *submitted their plans to a mock Development Review Board*.

Following a short break, the same exercise was performed for the proposed IDO. Groups could change their project concepts between the old and proposed zoning if they desired. There was a *formal resource table of City staff available for questions related to the zoning regulations*.

“Even with the right zoning, it is challenging to develop high density mixed use projects without more incentives that are financial in nature, such as waiving impact fees.”

– Local developer

Wildcards

ULI staff designed a “Wildcard” exercise that was introduced *toward* the end of *the* IDO test. Several tables were presented with wildcards that were intended to simulate an “unexpected bump” in the process, not unlike what might occur during the development review process. These wildcards were as follows:

- Add more mixed use
- Add senior housing
- Put the parking in the back
- Add public open space
- Add bike racks

Groups readily accepted the challenge; however, some successfully integrated the request into their concepts while others did not. This was a lively activity that helped to educate many of the attendees on the challenges that often accompany project development.

Pro Forma

ULI staff also introduced a mock pro forma worksheet to each table. The pro forma contained space for the team to enter key information, such as construction costs and market rents in order to simulate whether or not their planned development made financial sense to the developer; in other words, could the developer recoup his or her costs and make a profit?

This added a valuable element to the discussion at each table. For one, it rooted the project plans in reality and provided a framework for determining feasibility. However, perhaps more importantly, it allowed all participants, including neighborhood leaders and planners who are often not privy to this type of detail, to better understand the financial challenges and tradeoffs that are a critical component of building quality development.

Group Presentations

After the concepts were developed, both under the existing zoning and the proposed IDO, groups reported back to the larger audience. This allowed groups to showcase their findings, while City staff members were alerted to some important feedback related to land use regulation and the proposed IDO. In addition to the oral reports, participants filled out an evaluation form with further reflections on the process. Lastly, team facilitators took notes. The following is a summary of the feedback received under the existing code and the proposed IDO as they relate to the three core questions regarding process, place, and project.



“I worry about neighborhood input value. Good things can happen with negotiations in real-time.”

– Neighborhood leader



“With low-income tax credits, you’re just trying to break even; you’re not trying to make money.”

– Local developer

Existing Code Feedback

Process

- Groups developing a project using the "straight zones" out of the existing Zoning Code (e.g. C-1 Community Commercial Zone) to be fairly flexible and well-defined.
- Sector Development Plans (SDPs) were straightforward and participants were mostly familiar with their structure and content.

Place

- The required step backs in the Nob Hill SDP present major challenges to designing the building's floor plans, corridors, elevators, and the lifecycle costs of the building.
- Creative designs are less feasible under existing zoning.
- Layered sector and corridor plans in some areas made it very confusing.
- All groups complained about the excessive page turning required to understand existing regulations. Groups reported feeling frustrated and confused and that they spent the majority of the time researching regulations.

- Groups reported that going back and forth between the SDP and zoning code was cumbersome, and they were not sure they could do what they wanted to do.
- Some groups cited redundancy between the SDP and zoning code.
- Nearly all groups claimed parking regulations were difficult to find and determine. One group reported that when they discovered their eligible parking reductions at the last minute their development was able to go from 4 to 18 dwelling units per acre.
- It is hard to create a high-density project on a premium transit corridor and fit enough usable space for the residents.
- Parking requirements are excessive.

Project

- Groups that wanted to exercise some creativity found the code restrictive and they couldn't build dense or high enough to make the project work.
- One group chose to use the existing SU-1 Form-Based Zone, and once they did that they found that they could successfully build the development they had in mind.
- The parking requirements and height limits negatively affected the feasibility of several projects.



“Do you want to do anything more ambitious than that?” – Local developer

Proposed IDO Feedback

Process

- The IDO is an improvement over the existing code both in regulation and in clarity.
- Groups almost all agreed that it was a lot easier to find what they needed in the new IDO.
- Users may have a learning curve in trying to understand the new organization and structure. The development standard summary tables are a great start to use in conjunction with the narrative sections, but it is hard to determine where you need to look for other standards and requirements that are not listed in the summary tables.
- One participant asked for more cross-references among sections that relate.
- The code needs to specify which regulations apply when a corner site has dual corridor designations.
- Groups could not find solar requirements.
- Groups could not find the setback chart.
- Several participants asked for clarification on basic definitions; ie. adjacent, abut.
- One group requested credit for elevated planters and rooftop gardens as usable open space and landscaping.
- Landscaping requirements and standards need to be more clear and precise.
- It was difficult to understand the differences between open space, landscaping, and drainage, and if they could double count among the different requirements.
- The landscaping section was challenging and had large sections that were more philosophical and conceptual with the actual standards buried near the end.
- All groups agreed that the parking requirements still need some work. Parking comments included:
 - Parking requirements are difficult to calculate (please add a parking worksheet/calculator).
 - It is difficult to determine which parking reductions apply.
 - Parking terms need to be better defined, e.g. 'frontage, 'directly in front'.
 - Parking is restrictive.

- Parking isn't consistent with market demand in auto-oriented areas of the City.
- Lenders will not finance projects with too little parking.
- Shared use parking is unwieldy and old-fashioned. Consider APA's version.
- Further reductions should be allowed for projects receiving tax credits for below market rate housing; this population is shown to have fewer cars.
- One group requested greater specificity regarding incentives available along specific corridors. For example, would new apartments on the corner of Montgomery and Wyoming qualify for the density bonuses and parking reductions available to the Montgomery corridor if they face Wyoming?
- Neighborhood representatives were concerned that the new IDO will be challenging to learn and review.
- There were questions about whether the zoning is by right or if there is a still a neighborhood process and what delays / obstructions that could present.

Place

- In general, groups felt that the IDO allowed for greater density than the current zoning code. This had some exceptions:
 - The 4-story MX-M height is not sufficient. It may not allow as much density as current C-2 with angle planes on a large lot and inhibits development and financial potential. A project on a large suburban lot (Montgomery and Wyoming) fared worse under the IDO than current zoning.
 - Existing SU-1 Form-Based Zoning allowed for greater density than the IDO in one location (Tennessee and Central). 55 ft. building height is not sufficient; 60 ft. is better.
 - It was hard to go high enough with the IDO. Would prefer 5 stories on top of podium (San Mateo and Montgomery)
- One participant expressed concern that the IDO promotes too much retail and multi-family, and this is not appropriate everywhere. This type of development should be targeted only in areas where the market supports it.

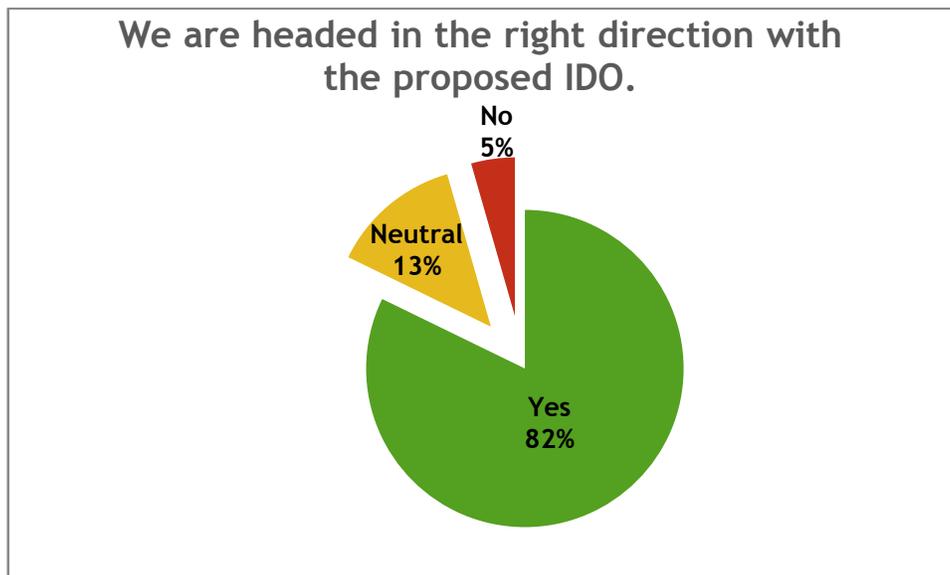
- The IDO does not disallow building signage which is good; however, do all illuminated signs require a permit?
- Groups appreciated that the IDO makes it explicitly clear how to increase density without resulting in adverse impacts, e.g. rules for development adjacent to single-family residences or Areas of Consistency.
- Neighborhood representatives expressed concern that straight zones will not offer as much protection as the existing code, SU-2 and overlay zones.
- Neighborhoods believe SU-1 is successful to preserve natural features, Bosque, and ecological systems.
- Neighborhood representatives explained that residents are concerned with density because they fear parking spill-over impacts in areas that don't have transit access or if they don't get the expected ridership. Therefore, parking expectations need to be realistic or they won't work.

- Lot sizes are problematic. In particular, large lots were difficult to do a financially feasible concept due to a perceived lack of market demand and inability to achieve market rents in specific areas.

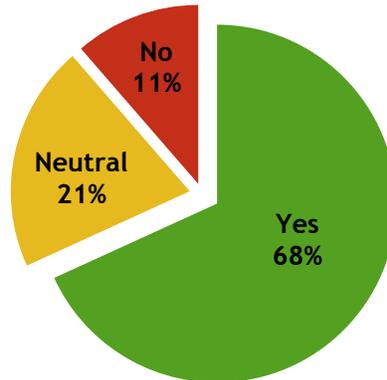
Project

- Height allowances and dwelling unit setbacks allowed projects to be more viable under the IDO.
- The new IDO does not require setbacks, which removes a clear barrier to project design.
- Higher transit bonuses are beneficial in the IDO.
- Some groups did not find the parking requirements or reductions to be an improvement over the existing code and reported that they were still too high. This compromises the potential feasibility of projects, given that more density is allowed under the IDO but the parking requirements were almost the same.

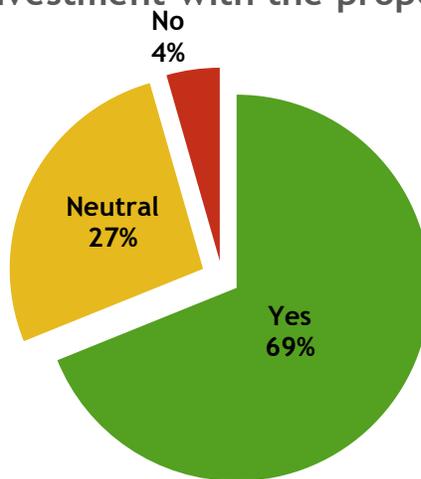
Following the group exercise, the session facilitator provided a wrap up along with key highlights from the workshop. As a final item, participants were surveyed using clicker polls on their thoughts surrounding three key statements following the exercise:



I feel good about the prospects for better development in Albuquerque.



We are more likely to attract Millennials & private investment with the proposed IDO.

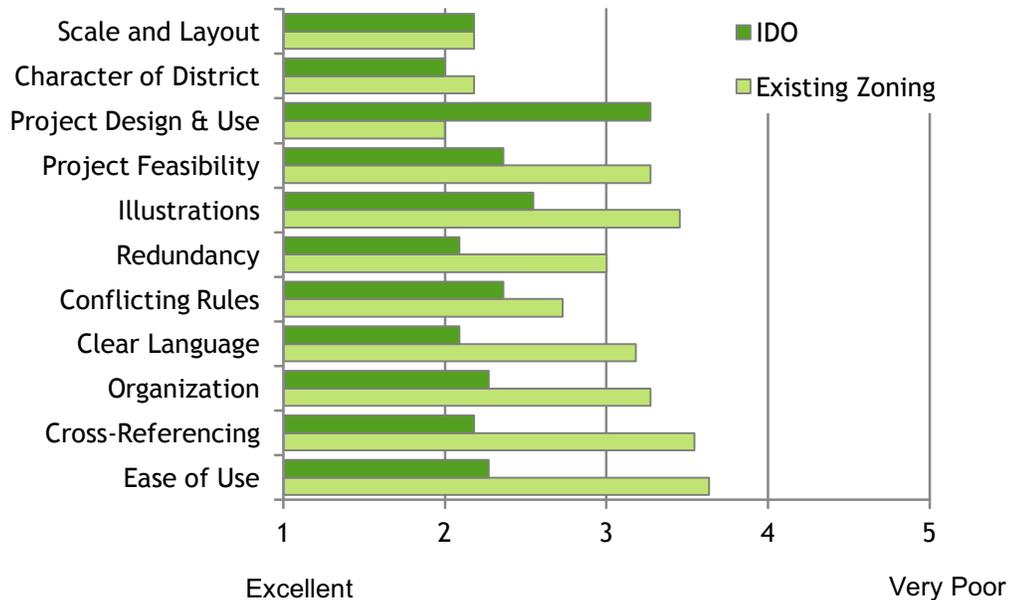


It is notable to compare the final clicker poll results to the initial clicker poll at the start of the workshop. While 67 percent felt that the current zoning did not serve the community well, 68 percent felt good about the prospects for better development in Albuquerque under the proposed IDO.

Post-Workshop Debrief

Based on participant feedback and written evaluations, there was a clear consensus overall that the proposed IDO is an improvement over the existing code in its ability to serve as a simple and user-friendly regulation, in its ability to develop projects that fit with the character and context of the surrounding area, and its ability to create financially feasible projects. The following table shows an aggregation of evaluation results from the participant groups comparing development under the existing zoning and the proposed IDO.

Evaluating Existing Zoning vs. Proposed IDO



The individual evaluations and group feedback should be reviewed carefully by City staff. While overall participants found the IDO to be an improvement, there were individual cases where it did not result in a better or financially feasible development. Individual site plan drawings, forms, and flip chart records have been preserved and should be investigated to identify location specific areas where the proposed IDO falls short of what current zoning allows.

In addition, while the development process itself is easily superior with the proposed IDO, it is less clear whether the ability to develop better projects in terms of their financial viability or overall fit with the character of the zoning district will improve. This is likely related to a

couple factors. One, participants expressed that development limitations are not always related to zoning; market-demand plays an important role in the success of a project. And two, many felt that that even with supportive zoning, Albuquerque wouldn't realize the kind of high quality projects that we'd all like to see without additional investments or incentives. As one developer put it, "Higher zoning sets the table... but there's no salt." The takeaway was that while the proposed IDO is an improvement over the current zoning, it must be considered in combination with other efforts and be supported by the market in order to successfully realize the type of development design and uses that the proposed IDO allows.

APPENDIX A - Attendees

IDO Testing Workshop, September 13, 2016

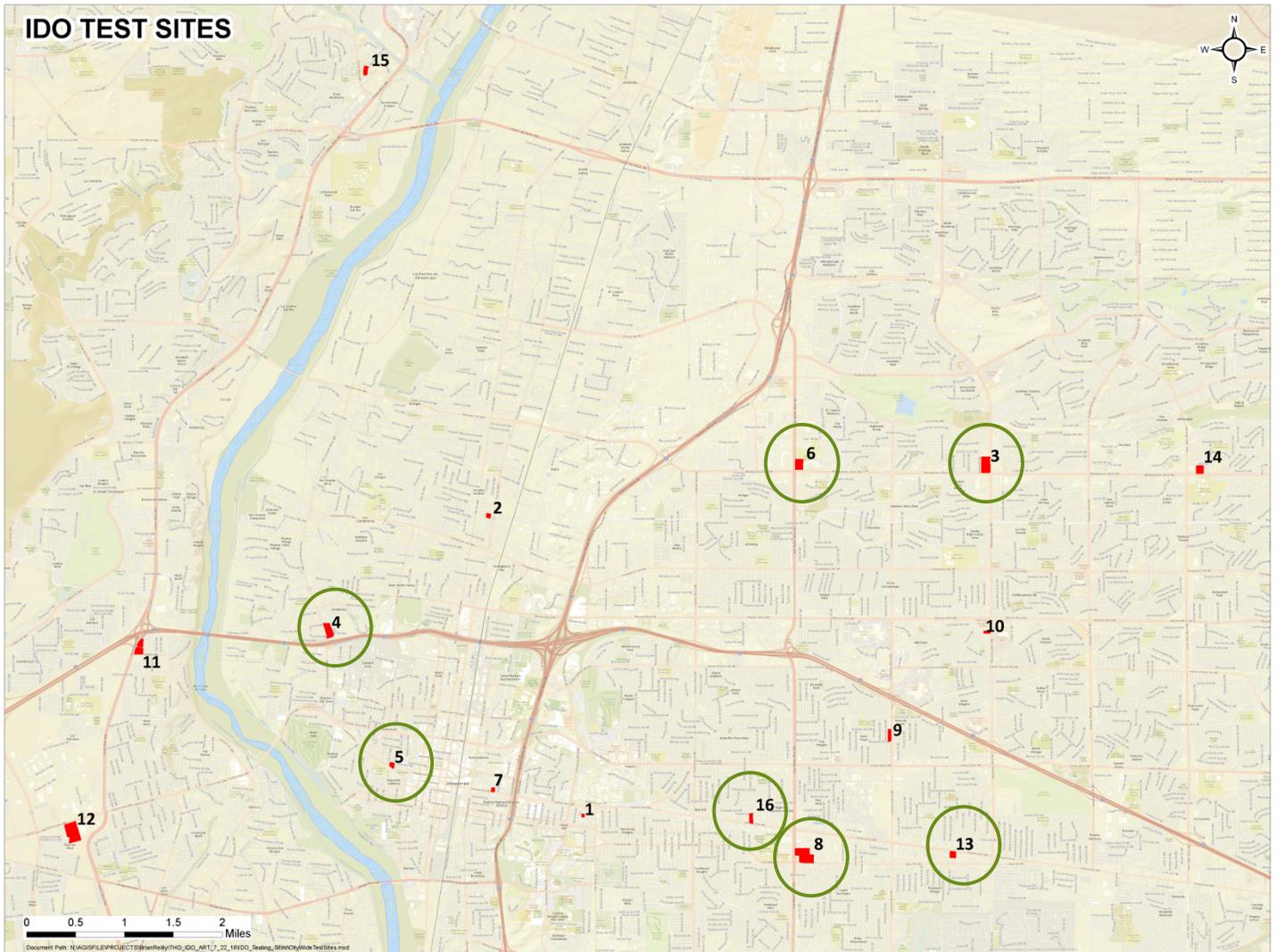
First Name	Last Name	Group Represented	Event Staff
Lia	Armstrong	broker	
Matthew	Butkus	broker	CABQ
Jessica	Carr	broker	
Todd	Clarke	broker	ULI
Keith	Meyer	broker	
John	Ransom	broker	
Jim	Wible	broker	
Banu	Bungul-McKinley	designer / architect	ULI
Amy	Coburn	designer / architect	
Jeremy	Dreskin	designer / architect	
David	Hassard	designer / architect	
Bob	Heiser	designer / architect	
Susan	Henderson	designer / architect	
Michelle	Negrette	designer / architect	CABQ
Michael	Pride	designer / architect	UNM
Roger L.	Schluntz	designer / architect	
Jeremy	Trumble	designer / architect	
Kalvin	Davis	developer	
Marianne	Dickinson	developer	
Ben	McIntosh	developer	
Logan	Patz	developer	
Jay	Rembe	developer	
Josh	Rogers	developer	
Jim	Rogers	developer	
Lance	Sigmon	developer	
Paul	Silverman	developer	
Deirdre	Firth	economic development	
Brian	Reilly	economic development	
Crystal	Conine	lender	
Joshua	Smith	lender	
Susan	Deichsel	neighborhood leader	
Doyle	Kimbrough	neighborhood leader	
Jolene	Wolfley	neighborhood leader	
Joel	Wooldridge	neighborhood leader	
Diane	Baca	planner / engineer	CABQ
Carrie	Barkhurst	planner / engineer	CABQ
Shahab	Biazar	planner / engineer	CABQ
Russell	Brito	planner / engineer	CABQ
Grant	Brodehl	planner / engineer	
Kym	Dicome	planner / engineer	CABQ

First Name	Last Name	Group Represented	Event Staff
Renia	Ehrenfeucht	planner / engineer	
Andrew	Gingerich	planner / engineer	MRCOG
Jaime	Jaramillo	planner / engineer	
Lawrence	Kline	planner / engineer	CABQ
Dan	Majewski	planner / engineer	CABQ
Rob	McKinley	planner / engineer	CABQ
Racquel	Michel	planner / engineer	CABQ
Kendra	Montanari	planner / engineer	MRCOG
Vincent	Montano	planner / engineer	CABQ
Laurie	Moye	planner / engineer	
Terra	Reed	planner / engineer	CABQ
Mikaela	Renz-Whitmore	planner / engineer	CABQ
Maida	Rubin	planner / engineer	MRCOG
Linda	Rumpf	planner / engineer	CABQ
Shanna	Schultz	planner / engineer	CABQ
Judith	Suiter	planner / engineer	
Tony	Sylvester	planner / engineer	
Caeri	Thomas	planner / engineer	MRCOG
Carol	Toffaleti	planner / engineer	CABQ
Andrew	Webb	planner / engineer	CABQ

APPENDIX B - Agenda

Start	Finish	Time (mins)	Assignment	Facilitator
Introduction				
7:30 AM	7:50 AM	0:20	Individuals map out on wall points of interest and find a space at each table that matches the tent card with their role	
7:50 AM	8:00 AM	0:10	Introductions to what the day is about	Todd, Mikaela
8:00 AM	8:10 AM	0:10	Clicker poll - 2 questions	Todd, Kendra
8:10 AM	8:22 AM	0:12	Ask Team to form logo, name, mission, and assign roles	Todd
8:22 AM	8:30 AM	0:08	Teams choose site - by registration order	Todd
Current Zoning <i>Based on existing zoning, determine what your site will support</i>				
8:30 AM	8:50 AM	0:20	Research what zoning allows	Facilitators
8:50 AM	9:10 AM	0:20	Design	Facilitators
9:10 AM	9:11 AM	0:01	Introduce research team (city zoning staff) as resource / Pre-Application Review Team	Todd
9:11 AM	9:30 AM	0:19	Complete the evaluation sheets and prepare to turn into Development Review Board (DRB)	Facilitators
9:30 AM	9:35 AM	0:05	Submit to DRB	Team
Break				
9:35 AM	9:42 AM	0:07	Break	Todd
New Tools / New Plan				
9:42 AM	10:02 AM	0:20	IDO Presentation	Mikaela
New Zoning (IDO) <i>Based on new zoning, determine what your site will support</i>				
10:02 AM	10:22 AM	0:20	Research what zoning allows	Facilitators
10:22 AM	10:42 AM	0:20	Design	Facilitators
10:42 AM	11:02 AM	0:20	Pull together a presentation (optional use of financial model)	Facilitators
Team Presentations <i>Teams present based on order they "post"</i>				
11:02 AM	11:06 AM	0:04	Team 1 presents	Team
11:06 AM	11:10 AM	0:04	Team 2 presents	Team
11:10 AM	11:14 AM	0:04	Team 3 presents	Team
11:14 AM	11:18 AM	0:04	Team 4 presents	Team
11:18 AM	11:22 AM	0:04	Team 5 presents	Team
11:22 AM	11:26 AM	0:04	Team 6 presents	Team
11:26 AM	11:30 AM	0:04	Team 7 presents	Team
11:30 AM	11:34 AM	0:04	Team 8 presents	Team
Wrap up and Thank you				
11:34 AM	12:00 PM	0:26	Clicker poll on excitement level	Todd, Mikaela, Kendra, Banu

APPENDIX C - Site Map



indicate projects chosen during the workshop for the exercise.

APPENDIX D - Site Specifications

Testing Site	Address	Acres	Existing Zoning	IDO Zoning	Walk Score	Transit Score	Bike Score
1	2000 Gold SE	0.34	SU-2 UC	MX-M	86	51	98
2	2nd Street & Mescalero	0.87	R-2	R-ML	56	28	53
3	8333 Montgomery NE	7.86	C-2	MX-M	70	31	63
4	Rio Grande Blvd. at I-40	5.89	SU-2 LD MUD-2	MX-M	62	37	82
5	10th & Central	0.98	SU-2 DNA-CC	MX-M	90	55	86
6	San Mateo & Montgomery - NE Corner	4.54	C-2	MX-M	76	40	61
7	601 Central Ave NE	0.64	SU-2 CRZ	MX-L	88	57	90
8	5555 Zuni Rd SE	15.53	C-2	MX-M	78	48	75
9	1311 Louisiana Blvd. NE	1.58	R-3	R-MH	56	40	73
10	2203 Wyoming NE	0.72	C-1	MX-L	83	31	65
11	Coors - 57th & Iliff	5.19	C-2	NR-C	40	25	60
12	7226 Central SW	13.59	C-2	NR-C	62	44	69
13	8020 Central SE	1.92	C-2	MX-M	74	42	56
14	11301 Montgomery	3.04	C-1	MX-L	66	30	48
15	99999 Eagle Ranch Rd (Coors/Irving)	1.74	C-2	NR-C	53	33	58
16	4501 Central SE	1.61	SU-2 CCR	MX-H	90	48	99

*Green highlighted addresses indicate projects chosen during the workshop for the exercise.

APPENDIX E – DRB Assessments

Existing Zoning – Site Proposals

* **Blue highlighted** notes indicate additional staff commentary based on the DRB feedback.

Location	Existing Zoning	Project Type - Existing Zoning	Existing Zoning Determination (MV Interpretation from comments in most instances)	DRB Assessment/Comments
Site 3 - 8333 Montgomery Blvd NE	C-2	Mixed Use with 20,000 sf commercial and 300 dwelling units	Denied/deferred - Need more information	Requires site development plan for building permit thru EPC for residential in a commercial zone, Grading and Drainage w/ first flush, and TIS (clarify access). 395 parking spaces - 10% transit reduction. Height must meet 45 degree angle plane. Need to provide usable open space and 15% landscaping including street trees along Wyoming and Montgomery.
Site 4 - Rio Grande / I-40	SU-2/LD MUD-2	Mixed Use 15,000 sf grocery and 30 2-bedroom apartments (two-story)	Approvable	Requires site development plan thru DRB (public hearing), grading and drainage w/ first flush (could be tricky in the valley). 115 parking spaces - no transit deduction (met as labeled but details such as trees, etc. not on plan). Height 26' with 45 degree angle plane above. 15% landscaping, parking lot and street trees required. Setbacks = landscape buffers.
Site 5 - 10th & Central	SU-2/DNA-CC	Mixed Use 14 dwelling units above 6,250 sf retail and 3,600 sf restaurant	Approvable	Demo permit review by LUCC/Staff for existing building; straight to building permit; grading and drainage w/ first flush; TCL (traffic circulation layout) required and unused curb cuts must be closed. 35 parking spaces + ? Required for restaurant use (1 per 4 seats). 47 are provided. 15% landscaping with street trees along central.

Site 6 - San Mateo & Montgo mery	C-2	Mixed Use with 30,000 sf retail, 60,000 sf office, and 100 dwelling units	Denied/deferred - Need more information, parking requirements (request variance?), relocate access (share with school)	Requires site development plan for building permit thru EPC for residential uses in commercial zone. Grading and drainage w/ first flush. Possible TIS; access limitations because of proximity to intersection. 435 parking spaces minus 10% transit reduction = 392 (only 280 provided), height 26' then angle plane, 15% landscaping w/ street trees, usable open space per R-3 needed.
Site 8 - 5555 Zuni Road SE	C-2	Commercial Retail, Gymnasium, and 12 Townhomes	Not approved. See comments.	Requires site development plan for building permit thru EPC. Grading and drainage w/ first flush, TIS may be required. Remove access point between Madeira and Palomas. Align San Mateo access with Highland Ave. Provide parking around commercial pads, need fire occupancy to verify parking calcs. Parking = 98 spaces plus additional 1 per 3 persons occupancy of gym. May use transit reduction for San Mateo. Setbacks per O-1, choose which side is front. 10' building separation. 15% net lot area landscaping.
Site 13 - 8020 Central SE	C-2	Mixed Use grocery and 148 dwelling units	Denied/deferred - more info needed, parking requirements, and landscaping	Requires site plan for building permit thru EPC. Grading and drainage w/ first flush. 219 parking spaces needed, 169 noted on site plan, only get 1/2 credit for on street. Height 26' with 45 degree angle plane above. 15% net lot landscaping required with street trees along Central. Setbacks (driven by landscape buffers) 10' minimum in front must be landscaping.

Site 16 - 4501 Central NE	SU-2/CCR-2	Mixed use 16,500 sf retail with 96 apartment units MV: elsewhere in notes indicates 2,000 sf as restaurant w/ 14,500 retail/office, which would affect parking calculations depending on seats in restaurant.	Approvable	Straight to building permit. Grading and drainage w/ first flush. Access off Copper too close to existing alley, use alley or adjust entry to center of lot (depending on dimensions). Need traffic circulation layout approval. 117 parking spaces required. 10% parking lot landscaping, 15% net lot with street trees along Central and Copper. Abutting existing building, requires 10' separation or firewall. Must meet frontage type (CCR-2 #7). Must meet general design standards of Nob Hill SDP, signage 103-104. Need info on building articulation.
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IDO Zoning – Site Proposals

Location	IDO Zoning	Project Type - IDO Zoning	DRB Assessment	IDO Procedure
Site 3 - 8333 Montgomery Blvd NE	MX-M	Mixed Use 208 flats, 15 townhouses, 20,000 square feet restaurant, and 15,000 square feet retail. MV: assumptions used by DRB and written on site plan, but hard to tell if the non-res. square footages add up on drawing.	Indefinite deferral - must address parking. 60 spaces for retail, 160 spaces for restaurant, 30 for townhouses, and 369 for multi-family. 619 before reductions. 15% transit reduction to 527. Required parking = 439 after additional reduction. Hard to tell on site plan, but not close to meeting. 45' height, 10' setback along Wyoming (side), 0' setback along Montgomery (front), not sure about 100' buffer to residential with 26' height limit, 15% net lot area landscaping required.	Site Plan - DRB

Site 4 - Rio Grande / I-40	MX-M	Mixed Use 15,000 square foot grocery and café with beer/wine. 12 units above and an additional 2-story 30 DU apartments (60 units) MV: Group may have meant 30 total, not per floor which would affect parking determination	Indefinite deferral - must address parking. Grocery = 60 spaces, 72 dwelling units + guest spaces = 122. 182 total spaces required, 152 with shared reduction. Does not meeting parking - 109 spaces shown on site plan. No reduction for transit.	Site Plan - Admin
Site 5 - 10th & Central	MX-M	Same as under current zoning with 7 additional dwelling units	1 week deferral to address parking and setbacks. Main Street/Premium Transit. Need 10' setback along 10th. 37 parking spaces required after transit and other reductions. Showing 50 on-site. 10% landscaping for Main Street.	Site Plan - Admin
Site 6 - San Mateo & Montgomery	MX-M	Mixed Use with retail, office, and 80 dwelling units MV: DRB parking calculation was for 45k sf each of retail and office use - not sure that is the actual amount used on site plan vs. amount talked about elsewhere in notes as desirable.	Indefinite deferral to address parking. 136 parking spaces for residential, 180 spaces for office, and 180 spaces for general retail = 496 spaces required. Transit reduction of 74 and shared parking reduction bring requirement down to 351 spaces. Worksheet indicates 280. Only a 5' setback is needed on east property line. 90k sf office and commercial is too much for lot size (response to comment on site info sheet). DRB Question: do you reduce parking # based on transit 15%, then do shared parking reduction?	Site Plan - DRB
Site 8 - 5555 Zuni Road SE	MX-M	12 Townhouses, 109 multi-family units, 12,500 square feet of retail, and 164,000 square foot health club/gym	Indefinite deferral - not enough parking. 131 for multi-family, 24 for 3-bedroom townhouses, 52 for retail, and 410 spaces for gym. 617 total. Transit reduction of 92 = 525 required and only 439 were provided on the site. Revise/adjust bicycle and motorcycle parking according to the required parking count. MV: group had lower requirement in notes based on an additional shared parking reduction. It appears they started close to the same number as the	Site Plan - DRB

DRB before reductions.

<p>Site 13 - 8020 Central SE</p>	<p>MX-M</p>	<p>5 floors with 49 units of affordable housing per floor.</p>	<p>Indefinite deferral - not enough information. Missing IDO sheet. 49 units per floor x 5 floors = 245 units. With guest spaces = 294 parking spaces required. 15% reduction to 250 parking spaces. Height - 55' for Main Street/Premium Transit. Must meet all requirements of the MX-M zone of IDO.</p>	<p>Site Plan - DRB</p>
<p>Site 16 - 4501 Central NE</p>	<p>MX-H</p>	<p>Mixed use 11,500 sf retail, 2,000 sf restaurant, and 138 dwelling units</p>	<p>Conditionally approved: must have 10' setback from property line along Adams (corner lot) . Can reduce/move back parking. DRB parking calculation = 10 for restaurant, 30 for retail/office, and 138 for residential for a total of 206 spaces. Transit reduction = 61 with additional shared parking brings required parking down to 121 spaces. 150 spaces provided. 10% landscaping for Main Street.</p>	<p>Site Plan - DRB</p>

* **Blue highlighted** notes indicate additional staff commentary based on the DRB feedback.



From: [Mike Contreras](#)
To: [Planning Comp Plan-UDO](#)
Cc: [Toffaleti, Carol G.](#)
Subject: RE: Central Ave. SW
Date: Wednesday, January 11, 2017 11:17:18 AM
Attachments: [7226 Central Flyer 1216 \(2\).pdf](#)

It was a pleasure meeting with all of you yesterday in your office. This site located at 7226 Central Ave. SW, it being on a high traffic corridor, and with the adjacent parcels being zoned MX-H, I believe this parcel needs to have the same designation as well. Any other designation will not work for any of the developers I am currently working with.

Please contact me if you have any questions. Thank you for your consideration.

Sincerely,

Michael Contreras, CCIM
SENTINEL REAL ESTATE & INVESTMENT
PO Box 91088
Albuquerque, New Mexico 87199
OFFICE: 505-888-1500
Mobile: 505-263-7334
EMAIL: mike@sentinelrealestate-inv.com



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From: Reed, Terra L. [mailto:treed@cabq.gov] **On Behalf Of** Planning Comp Plan-UDO
Sent: Monday, January 9, 2017 3:11 PM
To: Mike Contreras
Cc: Toffaleti, Carol G.
Subject: RE: Central Ave. SW

Mike,

That sounds good. Just come up to the third floor of the Planning building (Plaza del Sol, 600 2nd St NW) and let the receptionist know you are here to meet with the ABC-Z team.

Thank you,
Terra

From: Mike Contreras [<mailto:mike@sentinelrealestate-inv.com>]
Sent: Monday, January 09, 2017 11:54 AM
To: Planning Comp Plan-UDO
Cc: Toffaleti, Carol G.
Subject: Re: Central Ave. SW

Terra,

Tomorrow at 3:30pm will work.

Thank you,

Sent from my iPhone
Mike Contreras

On Jan 9, 2017, at 11:22 AM, Planning Comp Plan-UDO <abcto@cabq.gov> wrote:

Mike,

Thank you for sending the property information for the properties you are concerned about.

Here are some days/times that we can schedule a meeting with you:
Tuesday, January 10 (tomorrow): 3:30 pm or 4:15 pm
Tuesday, January 17: 3pm, or 4pm
Friday, January 20: 3pm or 4pm

If none of those times work, please let me know and we can try to find something different.

Thank you,

Terra L. Reed, *Associate Planner*
Urban Design & Development/Long Range
City of Albuquerque Planning Department
505-924-3475
treed@cabq.gov
<[image001.jpg](#)>

From: Mike Contreras [<mailto:mike@sentinelrealestate-inv.com>]
Sent: Monday, January 09, 2017 9:09 AM
To: Toffaleti, Carol G.
Cc: Planning Comp Plan-UDO
Subject: RE: Central Ave. SW

Carol,

Thank you for getting back with me. Attached are flyers of the three properties in question.

I look forward to hearing back from you.

Thank you,

Michael Contreras, CCIM

SENTINEL REAL ESTATE & INVESTMENT

PO Box 91088

Albuquerque, New Mexico 87199

OFFICE: 505-888-1500

Mobile: 505-263-7334

EMAIL: mike@sentinelrealestate-inv.com

<image002.jpg>

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From: Toffaleti, Carol G. [<mailto:cgtoffaleti@cabq.gov>]

Sent: Monday, January 9, 2017 8:55 AM

To: 'Mike Contreras'

Cc: Planning Comp Plan-UDO

Subject: RE: Central Ave. SW

Hello Mike,

I'd be happy to, and will want to include other member(s) of the ABC-Z team as well.

We'll get back to you with some date/time options.

I could guess which properties you want to focus on, but can you please identify them prior to the meeting so we can do some research and make best use of our joint time?

Best Regards,

Carol Toffaleti, Senior Planner

Urban Design & Development/Long Range

City of Albuquerque Planning Department

Direct line 924-3345

cgtoffaleti@cabq.gov

<image003.jpg>

<http://www.abc-zone.com/>

From: Mike Contreras [<mailto:mike@sentinelrealestate-inv.com>]

Sent: Sunday, January 08, 2017 2:45 PM

To: Toffaleti, Carol G.
Subject: Central Ave. SW

Carol,

I would like to meet with you regarding the proposed zoning changes in the IDO draft.
Let me know what will be convenient for you.

Thank you,

Michael Contreras, CCIM

SENTINEL REAL ESTATE & INVESTMENT

PO Box 91088

Albuquerque, New Mexico 87199

OFFICE: 505-888-1500

Mobile: 505-263-7334

EMAIL: mike@sentinelrealestate-inv.com

<image002.jpg>

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FOR SALE



VACANT LAND

LOCATION: 7226 Central Ave. SW, Albuquerque, NM 87121
LEGAL: Tracts 54 & 55, Unit 6, Town of Atrisco Grant & Tract 1, Coors Plaza
ZONING: SU-1, PDA Planned Development Area (Mixed Use)
TRAFFIC COUNT: 18,524 cars per day
TAXES: \$10,178.43 (2011)
LAND AREA: 13.50 +/- acres
PRICE: \$2,499,255.00 (\$4.25/sf)
TERMS: Cash upon closing

DEMOGRAPHICS:	1 Mile	3 Mile	5 Mile
Total Population:	14,018	97,508	188,194
Median HH Income:	\$43,244	\$49,121	\$45,634
Average HH Income:	\$51,437	\$58,130	\$62,568

REMARKS: This property is located very close to Smith's, Albertson's, Verizon Call Center and many smaller strong national, regional and local retailers. This site is zoned for mixed use, and the owners will consider selling all or part of the property. I-40 is very close by and the site is on the rapid bus route.

Sentinel
REAL ESTATE & INVESTMENT

Mike Contreras, CCIM

BROKER

OFFICE: (505) 888-1500

CELL: (505) 263-7334

EMAIL: mike@sentinelrealestate-inv.com

From: [Carol Krause](#)
To: [Planning Comp Plan-UDO](#)
Subject: Re: IDO concern
Date: Friday, January 13, 2017 8:45:58 AM
Attachments: [image001.png](#)

Wow I do not know how I missed that, thank you for following up. This alleviates a big concern.

Much appreciated.

Carol

From: Planning Comp Plan-UDO <abcto@cabq.gov>
To: Carol Krause <ckrause95@yahoo.com>
Sent: Friday, January 13, 2017 8:08 AM
Subject: RE: IDO concern

Carol,

We did a little research yesterday after looking at your email and realized that the table may have caused some confusion. There are two types of Variance – Development Standard and Public R-O-W Sidewalk, so it looks like there is no notice for “Variance” because the line is more like a header for the two options (see below) – this happens a couple of times in the table. We will work to make that more clear, but hopefully this addresses your concern.

You may also want to take a look at the Solar Access provisions, which are on page 265 of the [EPC draft](#). If you have feedback about these provisions, please feel free to share them with us and we will add them to the record.

Table 5-1-1: Summary of Development Review Procedures														
R = Review and/or Recommend D = Review and Decide														
AR = Appeal Review and Recommend AD = Appeal Review and Decision														
[] = Public Meeting <> = Public Hearing														
Application Type	Section 5-5- Published ¹¹⁰⁴	Notice				Mtgs.		Review and Decision Authorities ¹¹⁰³						
		Mailed	Posted Sign	Electronic Mail	Web Posting ¹¹⁰⁵	Pre-Application ¹¹⁰⁶	Neighborhood ¹¹⁰⁷	City Staff / Zoning Enforcement Officer ¹¹⁰⁸	Zoning Hearing Examiner ¹¹⁰⁸	Development Review Board	Landmarks Commission	Environmental Planning Commission	Land Use Hearing Officer	City Council ¹¹⁰⁹
Decisions Requiring a Public Meeting and/or Hearing														
Certificate of Appropriateness – Major	2.A	X	X	X	X	X	X	R			<D>		<AR>	<AD>
Conditional Use Approval ¹¹¹⁴	2.B	X	X	X	X	X	X	R	<D>				<AR>	<AD>
Demolition of Non-Designated Structure Outside of HPO	2.C		X	X	X	X	X	R/D			<D> ¹¹¹⁵		<AR>	<AD>
Expansion of Nonconforming Use or Structure	2.D		X	X	X	X	X	R	<D>				<AR>	<AD>
Major Electric Facility [6] ¹¹¹⁶			X	X	X	X	X	R				<D>	<AR>	<AD>
Site Plan – DRB ¹¹¹⁷	2.E	X	X	X	X	X	X	R		[D]			<AR>	<AD>
Site Plan – EPC ¹¹¹⁸	2.F	X	X	X	X	X	X	R				<D>	<AR>	<AD>
Solar Rights Permit	2.G		X	X	X	X		R	<D>				<AR>	<AD>
Subdivision of Land – Minor	2.H				X	X		R		[D]			<AR>	<AD>
Subdivision of Land – Major ¹¹¹⁹														
Preliminary Plat (Including Variance and/or Improvement Agreement) ¹¹²⁰	2.I	X	X	X	X	X	X	R		<D>			<AR>	<AD>
Final Plat ¹¹²¹	2.I		X	X	X	X		R		[D]			<AR>	<AD>
Vacation of Public Easement or Right-of-Way	2.J	X ^[4]	X	X ^[4]	X	X		X	R		<D>		<AR>	<AD>
Variance														
Development Standard	2.K	X	X	X	X	X	X	R	<D>				<AR>	<AD>
Public R-O-W Sidewalk ¹¹²²	2.L	X	X	X	X	X	X	R		<D>			<AR>	<AD>
Wireless Telecommunication Facility Waiver ¹¹²³	2.M	X	X	X	X	X		R				<D>	<AR>	<AD>
Policy Decisions														
Adoption or Amendment of Certain Plans ¹¹²⁴	3.A	X			X	X	X	R					<R>	<D>
Amendment to Zoning Map – EPC ¹¹²⁵	3.B	X	X	X	X	X	X	R				<D>	<AR>	<AD>
Amendment to Zoning Map – Council ^[9]	3.C	X	X	X	X	X	X	R				<R>		<D>
Creation or Amendment of Text or Map for an HPO zone or Designation of a Landmark Structure or Site	3.D	X	X	X	X	X	X	R				<R> ¹¹²⁶		<D>

Thank you again for sharing your comments.

Terra L. Reed, Associate Planner
 Urban Design & Development/Long Range
 City of Albuquerque Planning Department
 505-924-3475
treed@cabq.gov



From: Carol Krause [mailto:ckrause95@yahoo.com]
Sent: Thursday, January 12, 2017 2:27 PM
To: Planning Comp Plan-UDO
Subject: IDO concern

First I would like to thank members of the planning department for the tolerance and patience with all of us

community members who are trying to work our way through these drafts. Their help and guidance has been immeasurable when it comes to understanding and locating the information in the Drafts that address our areas of concern.

One area of concern that has yet to be fully diminished is the lack of notification when it comes to variances.

According to page 253 of the IDO (#3) table 1-16-5 Administration and Enforcement no notice of variance needs to be sent at all to neighbors or NA regarding variances.

In a community such as ours (SBMT), which is notorious for its mismatched use vs zoning, one of the few protections we have is the building code itself when it comes to buildings, setbacks and allowances. For someone else to decide if a variance is ok, which may seem harmless at the desk level, but on site with our close neighbors and narrow streets it becomes detrimental. I find it alarming that no notice needs to be given.

While speaking for myself in this email I am also a SBMTNA board member so the needs of the community are always on my mind.

We already have instances of paved lots draining directly onto neighbors property and tall buildings blocking the Right to Sunlight.

While the new Areas of Consistency is going to help with this, it is not a guarantee and to be certain I would very much like to see notification to the neighbors and NA's of Variances.

Thank you,
Carol Krause

Citizens Information Committee of Martineztown

501 Edith NE
Albuquerque, NM 87102
505-250-6704
kris042898@live.com

January 17, 2017

City of Albuquerque Planning Dept
Attn: Catalina Lehner, Staff Planner
600 2nd St NW
Albuquerque, NM 87103

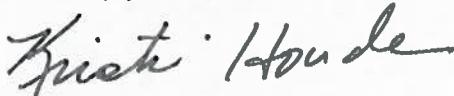
RECEIVED
JAN 17 2017

BY:

Dear Ms. Lehner,

Attached are comments regarding South Martineztown issues and concerns regarding the the Environmental Planning Commission (EPC) draft of the proposed Integrated Development Ordinance. Thank you for considering our comments and suggestions in preparing your staff report for EPC consideration.

Sincerely yours,



Kristi Houde, President
Citizens Information Committee of Martineztown

KH for SM
Steven Maynard, President
Villa de San Martin HOA

cc: Frank Martinez, Spokesman
Citizens Information Committee of Martineztown

Attachments:

South Martineztown comments on EPC draft IDO
Letter of Memorandum from Lovelace Hospital re: vacating Walter St
City of Albuquerque Notice of Decision to vacate Walter St

Photos

- Unscreened fencing between Lovelace valet parking and neighborhood
- Unscreened HVAC equipment visible from towns homes across High St
- Open storm drainage vault allowing standing water to accumulate
- High St slope needing maintenance

South Martineztown Comments on EPC Draft IDO

- **Chapter 14-16-5: Administration and Enforcement**, we request you consider expanding the Electronic Mail notification requirement to RNA's to include all Application Types unless Application Type requires a Mailed Notice to the RNA. This expanded notification allows more transparency of proposed development to residents.
- **Regarding required Section 5-4.3A Neighborhood Meeting**: we request that you require the applicant have at least one meeting with a Recognized Neighborhood Association located partially or completely within on-quarter (1/4) mile of the proposed project or facility. This request is to allow neighborhoods in "areas of consistency" near proposed new development in "areas of change" an opportunity to uphold good planning, protect the environment, and promote community welfare. Neighborhood residents need information about proposed development close to the RNA boundary to be informed residents.
- **Current zoning code violations**: how will the IDO treat these:
 - will enforcement or remedies be strengthened in the IDO?
 - Or could violations be grandfathered as permitted use?
- **Additional site specific concerns are**:
 - unscreened HVAC equipment and generators on the Lovelace Medical Campus
 - open standing water storm drainage catch basin installed by Lovelace on City property at the east end of Martineztown Park
 - unscreened vents installed on Medical Office building
 - globe lighting recently activated on top of rehabbed parking lot adjacent to the Medical Office building.
 - Another concern is the drainage issue from the east end of Martineztown Park and from the Fruit/High St corner: In 2006 and on 1 August 2014 heavy rainstorms resulted in flooding one of the Villa de San Martin townhouse units (517 Roma NE.)

How does the proposed IDO address these issues? Is there a process to address these concerns?

- **Buffers and setbacks** - Identify location of the buffers and set-backs between areas of consistency, areas of change; transit corridors; open space city park; and our elementary school. Specifically:
 - Lomas and adjacent single family residences on cul-de-sacs within South Martineztown;
 - Broadway and adjacent low density public housing on Arno;
 - Martin Luther King and adjacent single family homes on Marquette and low-density public housing units on Arno; and

January 16, 17

- the residential townhomes on High St adjacent to the Lovelace Medical Campus.
- **Maintenance of the High St slope landscape** - does the IDO clarify who is responsible?
- **Allowances** - Our experience with Administrative Amendments issued to the Lovelace Medical Campus causes concern that a generic city-wide up to 25% expansion of usage may be detrimental to adjacent residential neighborhoods. Additional lighting, signage, un-screened HVAC, and un-screened venting equipment have negatively affected our residential quality of life. The less than 25% allowance is too generous to avoid public hearings on expanded development city-wide. We request you consider reducing the maximum from less than 25% expansion to 5% expansion for “large” projects to 10% for “smaller” projects. City planning staff should define “large” and “small” according to accepted standards.
- **Hospital expansion:** On January 12, 2016, the Albuquerque Journal reported that Lovelace Health System and UNM Medical Group are forming a new venture to deliver rehabilitation services at the Lovelace Medical Campus and plan to launch a new residency program in physical medicine and rehabilitation on the Lovelace Medical campus.
 - Is this an example of the less than 25% expansion that would avoid the need for public hearings and Required Neighborhood Meetings?
 - Does the current St Joseph/Civic Auditorium Sector Plan allow this development/expansion?
 - Is there enough parking for the additional outpatient services and for additional student parking?
 - Is City Planning staff involved in this proposed development/expansion?
 - Neighborhood residents were alerted by the newspaper article to the proposed development/expansion. Did the recent addition of the CVS Pharmacy to the Medical Office Building increase the parking requirements on the site?
- **Administrative Amendments** permitting additional uses on St Joseph/Civic Auditorium SDP have had a deleterious effect on our neighborhood quality of life. Permitting additional ambulatory services, a retail pharmacy and a helipad increased noise, air pollution, traffic access and congestion. These now permitted uses increase visual pollution of light at night emitting from enlarged windows, and visual pollution from un-screened venting on the Medical Office Building. As an aside, what’s being vented into the neighborhood? Lovelace Hospital still has not complied with their 1998 agreement to vacate Walter St (see attached.) Continued noncompliance and additional ambulatory services with retail pharmacy usage worsen traffic access and congestion issues with Longfellow Elementary School on Walter St that spill over into the residential neighborhood.
- **The current St Joseph/Civic Auditorium SDP** as amended is now a patchwork of permitted uses.

January 16, 17

- Will a Facility/Redevelopment Plan address this SU-1 area to review and upgrade standards to ensure minimal impact on our residential quality?
- Or would a Community Planning Area Assessment address this large site in the proposed IDO?

- **Martineztown Park –**
 - What is the buffer or a set-back allowance from the SU-1 boundary to the adjacent Martineztown Park?
 - Will the IDO permit high-rise development to be built along the park without a set-back or buffer?
 - Does the IDO require visual screening between the Lovelace Medical campus valet parking lot and the east end of Martineztown Park?
 - Currently, no screening exists; the fencing is open iron work with no landscaping. Is the absence of screening/buffering a current zoning code violation?

- **Ugly Billboards –** Billboards should be eliminated along Lomas from Railroad tracks to top of hill just east of I-25 northbound frontage road and along the I-25 Frontage roads to protect historic downtown views.

Vogel, Campbell, Hoffman & Blueher, P.C.

ATTORNEYS AT LAW

6100 UPTOWN BLVD. NE, SUITE 500
ALBUQUERQUE, NM 87110-4143

TELEPHONE
(505) 984-8444
FACSIMILE
(505) 875-9021

STEPHEN JOSEPH VOGEL
DAVID S. CAMPBELL
MARY F. HOFFMAN
THOMAS F. BLUEHER

VIA HAND DELIVERY

January 13, 1998

Mr. Frank H. Martinez
Citizen's Information Committee of Martineztown
501 Edith, NE
Albuquerque, NM 87102

Re: Z-98-08; Site Plan Amendment of
St. Joseph Development Corporation

Dear Mr. Martinez:

This firm represents St. Joseph Development Corporation ("St. Joseph") with respect to the above-referenced city zoning application. We are writing to confirm the discussions and agreements reached by St. Joseph and you, as a representative of the Citizen's Information Committee of Martineztown ("Martineztown") with respect to Z-98-08.

The application is for an amendment of a site development plan for the St. Joseph property. The amendment is for the purpose of deleting from the existing plan an approved 12 story hotel and an adult day care facility and replacing them with a 2 story specialty heart hospital. The heart hospital is proposed to be located on the northeast corner of the St. Joseph Hospital complex, on the site of the former Albuquerque Civic Auditorium. You have previously been provided with a copy of the proposed amended site plan.

You have requested, on behalf of Martineztown, certain landscaping, traffic control, and other measures to mitigate the impact of the proposed new development on the community and neighborhood. St. Joseph has agreed to these, and is willing to bind itself to their performance by asking the Environmental Planning Commission ("EPC") to include them as Findings and/or Conditions in the Commission's approval of the Site Development Plan amendment. Irrespective of whether the EPC actually does include such matters in its Findings or Conditions, St. Joseph is, by this letter, committing itself to their performance on the condition of your Board's support at the EPC. If the Martineztown Board approves of these Findings and Conditions, the Board will affirmatively support St. Joseph's pending application Z-98-08 at the January 15, 1998 EPC hearing.

The proposed Findings and/or Conditions are as follows:

1. St. Joseph will undertake its best efforts to seek and obtain approval from the City of Albuquerque, Albuquerque Public Schools, and any applicable public utility to reconfigure Walter Street between Martin Luther King, Jr. Drive and Marquette Avenue. The reconfiguration shall result in additional parking spaces for use by Longfellow Elementary School and St. Joseph, required parking for landscaping, relocation of refuse dumpsters in accordance with public requirements, and elimination of the current northernmost access drive from Walter Street to the St. Joseph Medical Towers complex.
2. St. Joseph shall install facade treatment on the northernmost sides of its parking garage which borders on Martineztown Park. The new facade treatment shall be in a color and texture acceptable to Martineztown; sample colors, texture, and plans shall be presented to, and approved by, Martineztown prior to their installation.
3. St. Joseph shall use its best efforts to obtain approval from the City of Albuquerque for certain improvements to Martineztown Park. The improvements shall first be approved in writing by Martineztown, and shall include creating a berm with appropriate landscaping along the southernmost boundary of the Park which borders the northern edge of the St. Joseph parking garage. St. Joseph and Martineztown shall attempt to obtain financial participation of the City of Albuquerque or the State of New Mexico in accomplishing such park improvements.
4. St. Joseph will commit to provide funding for the foregoing improvements in an amount not to exceed Two Hundred Thousand Dollars (\$200,000.00).

We believe that the foregoing represent the agreements reached between Martineztown and St. Joseph. If you agree, we propose giving the EPC the foregoing conditions at or before the January 15 hearing for incorporation into their Findings and Conditions. If these require modification or if you have questions, please contact me at the letterhead phone number. Your prompt attention to this matter is appreciated.

Sincerely,

VOGEL, CAMPBELL,
HOEEMAN & BLUTHER, P.C.


David S. Campbell

cc: St. Joseph Development Corporation
Robert McCabe & Mark Wade, FMSM Architects
D. James Sorenson, Esq



OFFICIAL NOTICE OF DECISION

**CITY OF ALBUQUERQUE
PLANNING DEPARTMENT
DEVELOPMENT REVIEW BOARD**

September 9, 2009

**Project# 1007918
09DRB-70259 VACATION OF PUBLIC RIGHT-OF-WAY**

WILSON AND COMPANY INC agent(s) for ALBUQUERQUE PUBLIC SCHOOLS request(s) the referenced/ above action(s) for WALTER STREET NE adjacent to Loughfallow Elementary School located on the north side of DR MARTIN LUTHER KING AVE between EDITH BLVD NE and ELM ST NE. (J-14 & K-14)

At the September 9, 2009, Development Review Board meeting, the subject vacation request was approved as shown on Exhibit B in the Planning file per section 14-14-7-2(A)(1) and (B) (1), (2), (3) of the Subdivision Ordinance, based on the following Findings and subject to the following Conditions:

FINDINGS:

(A)(1) The vacation request was filed by the owners of a majority of the footage of land abutting the proposed vacation.

(B)(1) The public welfare is in no way served by retaining the right of way; the City of Albuquerque does not anticipate any need to utilize the existing right of way for public roadway purposes, based on the subject right of way being a cul de sac with only two adjoining institutional uses on both sides of the entire length of the vacated right of way.

(B)(2) There is a net benefit to the public welfare because the development made possible by the vacation is clearly more beneficial to the public welfare than the minor detriment resulting from the vacation based on the anticipated relief from vehicular congestion in this area, and based on the adjacent parcels having existing alternate access to public right of way.

(B)(3) Both adjoining property owners were present or represented at this hearing; after public testimony and clarification from the Development Review Board regarding maintaining of access through easements, there is no convincing evidence that any substantial property right is being abridged against the will of the owner of the right. Conditions that will be enforced at replat will provide appropriate and comparable access for all properties and shall be noted on the required replat. As such, this vacation abridges no substantial property right.

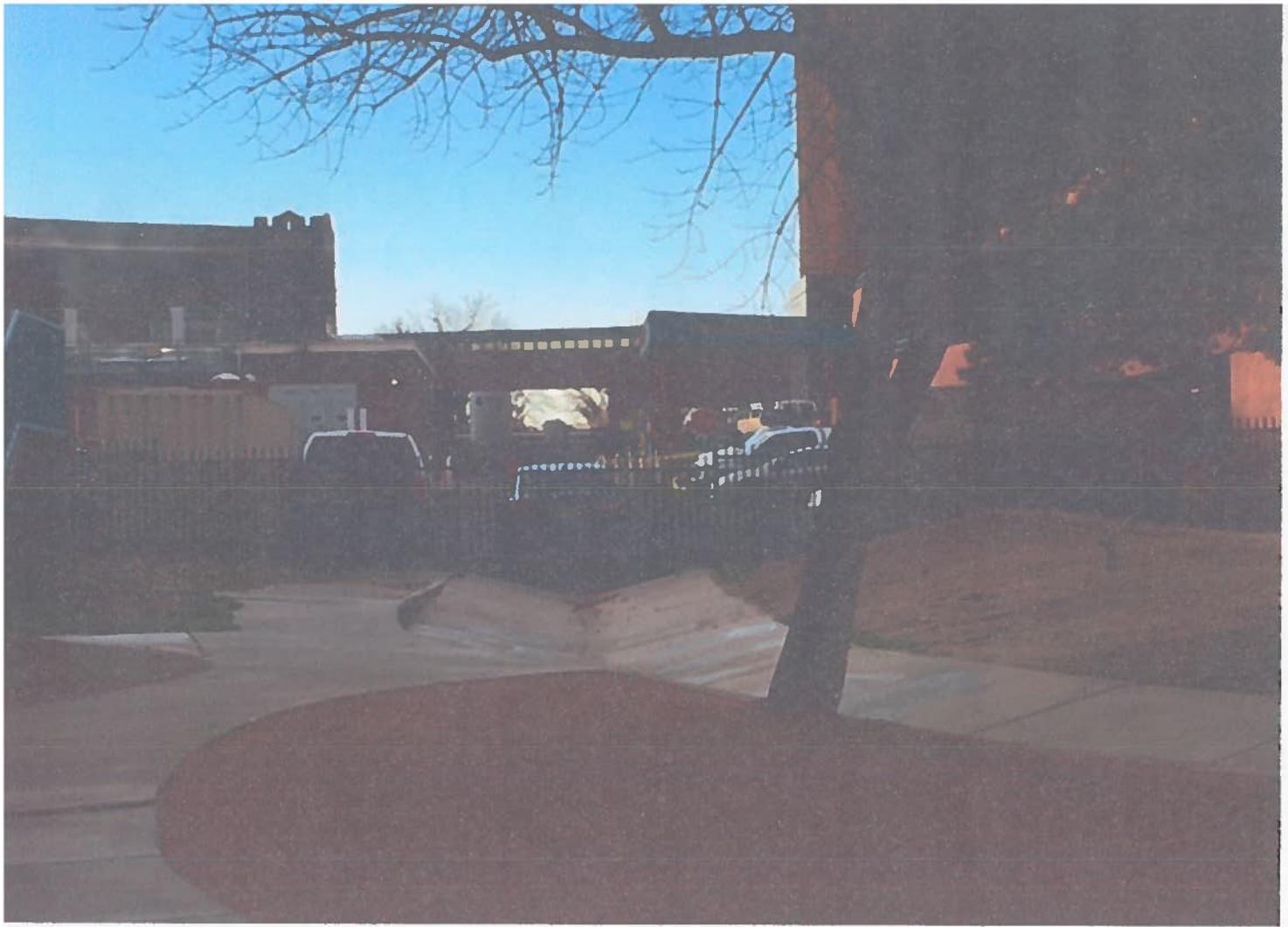


Photo attachment 1/4

- Unscreened fencing between Lovelace Valet parking and neighborhood



Photo attachment 2/4

· Unscreened HVAC equipment visible from town homes across High St



Photo attachment 314

Open storm drainage vault allowing standing water to accumulate



Photo attachment 4/4

- High st slope needing maintenance

From: [Jim](#)
To: [Planning Comp Plan-UDO](#)
Cc: [Bob Smith](#)
Subject: NENA Comments on IDO and Conversion Map
Date: Tuesday, January 17, 2017 10:39:36 AM
Attachments: [NENA IDO Comments 20170117.pdf](#)

Greetings,

The Nor Este Neighborhood Association (NENA) would like to express our thanks for meeting with us on 1/13/2017 to go over the IDO and Zone Conversion Map issues we had identified within the Association's boundaries. The meeting was very informative and professional and did indeed address our most important concerns. I've attached a .pdf file with a few remaining comments/concerns that we wanted to pass along for your consideration.

James Griffee
Nor Este Neighborhood Association (NENA)

Nor Este Neighborhood Association would like to express our thanks for meeting with us on 1/13/2017 to go over the IDO and Zone Conversion Map issues we had identified within the Associations boundaries. The meeting was very informative and professional and did indeed address our most important concerns. The following are a few remain comments/concerns that we wanted to pass along for your consideration.

James Griffiee
VP Nor Este North and Publications Committee Chair
Nor Este Neighborhood Associations

CONVERSION MAP COMMENTS

1. The current conversion map shows all parcels in Nor Este Estates (Wyoming to Barstow, Modesto to Alameda) zoned R-1B. We believe most of the parcels along both sides of the La Cueva Channel and then North to Modesto are at or more than the 7000 sqft minimum size for R-1C but not all satisfy the 10' minimum side lot setback requirements for R1-C. Since the Nor Este Estates if fully developed and there is no distinction in terms of land uses between R-1B and R-1C there is no real concern but it does tend to distort the housing density and housing density gradient "picture" in the area.
2. There is a zoning error in the existing zoning map for the parcels at the South East corner of Barstow and Modesto. The density in this development is probably 5DU/A, not 3DU/A as shown on the existing zoning map and therefore probably should be R-1C rather than R-1D as shown on the IDO map.
3. Assuming the zone conversion map is adopted at the same time as the IDO, it would seem advisable to have a streamlined process (something other than the normal zone change request process) for correcting conversion errors for some period of time after the adoption. We also hope the pre-adoption zoning/land use data in maintained in ABQ Maps (AGIS) for a period time (possibly years) after the new zoning map is adopted.

IDO COMMENTS

1. We recommend that the records that document the transition from the current zoning ordinance to the IDO are retained and kept available to the public for quite some time, possibly even as recorded public records. Examples include the final draft of the IDO with all of its foot notes, staff responses to public comments, and policy tracking matrices.
2. The residential development unit densities identified in the La Cueva SDP that are explicitly identified in the current zoning (i.e. R-D xDU/A) are being replaced by the minimum lot area requirement of R-1A through D in the IDO. Our calculations (see following) find that this approach does not yield an exact match and seems to move toward slightly higher densities. We believe the IDO should explicitly address this aspect of the conversion.

R-1B	5,000sqft min = .11 net acre or 9DU/net acre (~8DU/gross acre) The Conversion Map is using R-1B for 7DU/A
R-1C	7,000sqft min = .16 net acre or 6DU/net acre (~5DU/gross acre) The Conversion Map is using R-1C for 5DU/A
R-1D	10,000sqft min = .23 net acre or 4DU/net acre (~3DU/gross acre) The Conversion Map is using R-1D for 3 and 4DU/A

3. 14-6-3-3.6J Accessory Uses : Home Occupation has expanded the scope of what is considered "Home Occupation" from that of the current code with a potential residential neighborhood impacts. Of particular note is the number of Non Resident Family Employees. In the current code, only Resident Family members can be employees while the IDO permits up to 2 non-family member employees. This would seem to muddy the distinction between Home Occupation and Live-Work and Live-Work.
4. There are numerous references to 14-16-4-11 Operation and Maintenance in the current draft that are incorrect. 14-16-4-12 is the current section number for Operation and Maintenance.

From: [John Massey](#)
To: [Planning Comp Plan-UDO](#)
Subject: Comments on ABC to Z Consolidated Plan Dec 2016
Date: Tuesday, January 17, 2017 11:10:17 AM
Attachments: [ABC to Z Dec 2016 Plan review for EPC consideration.pdf](#)

Dear EPC Commissioners:

I attach my comments on the Consolidated Plan for your review. I commend the work of the City Council and the City Planning Department. I am hopeful that their efforts, and yours, will significantly advance the turnaround of the economic difficulties in Albuquerque.

Regards,

John P. (Pat) Massey
3616 Campus Blvd NE
Albuquerque, NM 87106

505-249-8067

JOHN P. MASSEY
3616 CAMPUS BLVD NE
ALBUQUERQUE, NM 87106

January 17, 2017

Dear EPC Commissioners,

Because I have lived and worked in the Nob Hill area over a course of decades,¹ I have closely followed and on multiple occasions provided written and verbal comments to City officials on the ABC to Z zoning code recompilation. My significant research on professional articles dealing with zoning and bus rapid transit systems² convinces me that the City's work on this zoning matter will provide a great public benefit consistent with the guiding public policies of improving mobility, economic vitality, equity in housing and transportation, all in a sustainable and economically feasible manner.

The interplay between zoning changes and the construction of the Albuquerque Rapid Transit (ART) is quite heartening. ART is designed to be more than a transportation upgrade. ART will be a much needed economic boon due to the multipliers that will directly accompany this public construction project and those that will accompany the associated increased private construction and commercial activities. (The DOT and Fed Reserve studies of other such systems referenced in ART literature are appropriately encouraging on this public - private economic relationship.)

¹I have owned and worked out of my Campus Blvd business property since 1997. I lived in Nob Hill homes on Sierra, Wellesley, Graceland and Amherst Drives beginning in 1950. I attended Bandelier Elementary and graduated from Highland High School. I walked to and watched movies in the Hiland and Lobo Theaters. Ned's, Stromberg's, and a functioning fire station are in my memory banks. So, too, are the times when open drug sales and prostitution and murders visited our neighborhood. I know this area well, its good history and its bad.

²Some of the studies upon which I base my conclusions:

1. National League of Cities, Sustainable Cities Institute, Characteristics of Bus Rapid Transit for Decision Making, Feb 2009. (This report was prepared for the United States Department of Transportation's (U.S. DOT) Federal Transit Administration (FTA) by a consortium of organizations led by the National Bus Rapid Transit Institute (NBRTI) at the Center for Urban Transportation Research, University of South Florida.)
2. July 2012 GAO Study (GA)-12-811 Bus Rapid Transit: Bus Rapid Transit Projects Improve Transit Service and Can Contribute to Economic Development
3. National Study of BRT Development Outcomes, Final Report, NITCU-UU-14-650, by Arthur C. Nelson, Joanna Ganning, University of Utah for National Institute for Transportation and Communities (NITC), November 19, 2015
4. US DOT Characteristics of Bus Rapid Transit for Decision Making, BRT System Benefits
5. How Walkability Raises Home Values in US Cities, For CEOs of Cities, August 2009
6. Examining Successful Bus Rapid Transit (BRT) Implementation Model to Develop a Pre-Implementation Evaluation Criterion (PIEC): An Application to Ft. Collins, Colorado and Gainsville, Florida by Kevin O'Bannon Biegler for his Masters' Thesis, U of Florida, 2011
7. Increasing Density: A Small-Town Approach to New Urbanism, by Andrew Pack, for Federal Reserve Bank of St. Louis, Fall 2013

To facilitate economic, transportation and environmental component success, the ABC-Z Consolidated Plan of December 2016 largely encourages the private developments that must accompany ART.³ The increased uses allowed in the MX- zones will set the stage for additional commercial, business and multi-residential construction. The realization of these opportunities, however, requires density. If you don't have the population to support the businesses, the businesses won't come. If the businesses don't come you won't have the much desired "walkability" of our affected neighborhood.

This brings me to my current suggestion on how to improve the Consolidated Plan with respect to Nob Hill's potential density increase.

The area east of Carlisle to Washington has much open or delapidated existing spaces. This area appears ideal for greater residential and commercial density. The Nob Hill Character Protection Overlay unnecessarily inhibits that density opportunity in that area.⁴ Accordingly, I recommend the application of the CPO be limited to the area between Girard and Carlisle. If the CPO boundaries cannot be reduced then please allow the height bonuses available elsewhere in Main Street and Premium Transit corridor designations to be applied throughout the Nob Hill area, from Girard to Washington. If that is too extensive then allow the bonuses to be applied at least to the developments between Carlisle and Washington.

There is a practical and legitimate need to permit developers a reasonable return on their capital and their experience. My concern is that without the associated bonuses available elsewhere under the new plan, the private construction activity in the Nob Hill area will be restricted. Contributing projects may not be undertaken. That would imperil the realistic vision and potential success of both ART and this much needed zoning overhaul.

Thank you for considering this request.

Sincerely,

/s/ John P. Massey

John P. Massey

³National League of Cities, Sustainable Cities Institute, [Characteristics of Bus Rapid Transit for Decision Making](#), Feb 2009 at page 2-23:

Good transit service and higher densities tend to go together. Higher density development, particularly development designed with transit use in mind, will result in higher transit use. More transit ridership, in turn, supports better transit service.

This theme is strongly repeated in Samuel Schwartz' 2015 book, [Street Smarts, The Rise of Cities and The Fall of Cars](#). Mr. Schwartz, a leading transportation expert in the United States, states that one of the four key aspects of sustainable and useful urban transportation systems (that would be ART) is "enough density and connectivity to make *active transportation*—mobility that comes from muscle power: walking and biking—a practical choice for significant numbers of people."

⁴2-7.2: Character Protection Overlay Zone (CPO) at page 79 of the December 2016 Consolidated Draft indicates that properties east of Carlisle up to Washington may not be allowed sufficient height bonuses associated with main street and premium transit corridors.

From: [Kalvin Davis](#)
To: [Planning Comp Plan-UDO](#)
Cc: [Paul Silverman](#)
Subject: IDO Comments for EPC
Date: Tuesday, January 17, 2017 11:43:16 AM
Attachments: [Geltmore EPC IDO Comments.pdf](#)

Please see attached original signed copy of our comments.

Kalvin Davis
Geltmore, LLC

505-294-8625 Office
505-559-0587 Cell



January 17, 2017

Mrs. Karen Hudson, Chairwoman
City of Albuquerque
Environmental Planning Commission
600 2nd Street NW
Albuquerque, NM 87102

Re: Official EPC Comments on the Integrated Development Ordinance EPC Draft December 2016 with emphasis on the Premium Transit development height bonus

Dear Planning Staff and EPC Commissioners,

We support the City's extensive effort in updating the zoning code through the Integrated Development Ordinance (IDO) and their combined effort with the County in completing the revised Comprehensive Plan.

The City has taken great measures to simplify the rules and regulations that protect existing neighborhoods, while also accommodating much needed new development and redevelopment. The move from a convoluted system of overlapping and confusing Sector Plans to an integrated model, in which all the rules and regulations are contained within a single document, will allow the Planning Department to administer their duties more fairly and perform more efficiently when reviewing proposed new development projects.

In addition to increased fairness and efficiency, the new integration of the IDO zoning with the goals and policies outlined in the Comprehensive Plan related to land use regulations, transportation, housing, and jobs will connect them in a thoughtful manner, with an eye towards accommodating future growth. The combination of mixed-use zoning categories with height bonuses made available to properties in appropriate locations, like near Premium Transit, Urban Centers, Main Streets, and Downtown, represents the best in current techniques of land use,

transportation, and housing planning. The most thoughtful bonus criteria, which best aligns the goals and policies of the Comprehensive Plan with the zoning and supports the future growth of the City, is the Premium Transit bonus.

New mixed-use residential/commercial projects in the applicable bonus areas will create much needed housing near to jobs and transportation. Those individuals that live, work, and play in these new mixed-use development areas will be able to reduce their vehicle miles traveled and help to not only normalize the City's jobs/housing balance but to keep our skies blue and our air clean. We believe that mixed-use projects that create new housing and commercial space near Premium Transit, Urban Centers, Main Streets, and Downtown will be of a great benefit to the City as noted in the study done by the Center for Neighborhood Technologies. We support the City's effort to encourage these types of projects and we believe that the more quality housing that can be added to these areas the better.

We recognize the benefit of development height bonuses, and having recognized that, we do not believe that development height bonuses should be limited in any mixed-use zoned areas. While reviewing the IDO draft prepared for the EPC we noticed that the Nob Hill CPO section on building standards and building heights [section 2-7.2(5)(d)(i)(b)] has limited the ability of properties to qualify for development height bonuses. We believe that limiting development height bonuses in areas where they should be applicable is contrary to goals and policies outlined in the Comprehensive Plan. The Planning Department, the EPC Commissioners, and the City Councilors should act to modify this section of the Nob Hill CPO. The most thoughtful bonus criteria, which best aligns the goals and policies of the Comprehensive Plan with the zoning and supports the future growth of the City, is the Premium Transit bonus. *Therefore, the Premium Transit bonus should be applied normally within the Nob Hill CPO (i.e. within 660 feet of a station) instead of the vague "within one block" as it is currently written.* At the minimum, the Premium Transit bonus should be applied normally between Carlisle and Washington while retaining the "within one block" language for the area between Girard and Carlisle. Also, note that no other area along a Premium Transit corridor will experience a restriction of the Premium Transit bonus. Please see the attached map.

Sincerely,

Geltmore LLC



Paul L. Silverman

CEO/Manager

Geltmore LLC

201 Coal Avenue SW

Albuquerque, NM 87102

Map



This map was created using the boundary outlined in the Nob Hill CPO. It shows those properties between Carlisle and Washington impacted by the restriction of the Premium Transit bonus. The thick red outline shows properties that are located within the Nob Hill CPO and within ~660 feet of a new Premium Transit station. The thinner red outline filled with red hatch marks shows properties that are located “within one block” of a new Premium Transit station.

There is a net negative impact to transit oriented development in the City by restricting the Premium Transit bonus. The negative impact is significant as it impacts eight city blocks that have frontage on Central which are within short walking distance of a Premium Transit station. This restriction has the potential to redirect several hundred million dollars in new mixed-use investments into other areas and halt the creation of new multifamily units in those blocks that are within 660 feet of a Premium Transit station but not “within one block.” Also, this area is covered by a Metropolitan Redevelopment Area, so new investment should be encouraged here and not restricted more than other areas along the Premium Transit corridor. Restricting the Premium Transit bonus in this area does not represent good land use, transportation, or housing planning and is contrary to many goals and policies outlined in the Comprehensive Plan.

From: [Jaime Jaramillo](#)
To: [Planning Comp Plan-UDO](#); [Renz-Whitmore, Mikaela J.](#); [Barkhurst, Kathryn Carrie](#); [Brito, Russell D.](#)
Cc: [Jim Strozier](#)
Subject: Consensus Planning IDO Comments
Date: Tuesday, January 17, 2017 11:37:34 AM

Good afternoon IDO team,

First and foremost, thank you for such a strong December draft! We believe that most of the issues we raised throughout this process were addressed in the December draft.

With that said, there are several items we still believe should be addressed. Now that the IDO draft is under EPC consideration, we understand that each comment we submit will be addressed and if not addressed in the draft with a change, an explanation will be provided as to why it is not recommended for a change.

The following list addresses the issues we have identified in the December draft:

- Master Development Plans (e.g. Balloon Fiesta Master Development Plan) – Section 14-16-1-10.3 states that Master Plans are listed in Section 14-16-2-5.2, which they are not. Section 14-16-1-10.3 also states that Master Plans are subject to Section 14-16-5-4.23 (Expiration of Approvals), which Master Plans are not found in the table of approvals and expirations.
- Restaurants are currently an accessory use in the O-1 zone. This use was this not carried over into the MX-T (O-1 conversion) zone, please revise.
- “Storage of household goods, office records, equipment or material reasonable to neighborhood function” is a current conditional use classification in the C-1 zone. The IDO renamed this use “Self-storage” and it is no longer allowed at all (not even conditionally) in the MX-L (C-1 conversion). With the existing popularity and market potential in Albuquerque for storage, this use should be added back to the MX-L zone as a conditional use. Additionally, the proposed use specific standard for self-storage (3-3.4.X.1.) severely restricts storage in the MX-M and MX-H zones, which is a large change from the existing C-2/C-3 storage use standards and should be removed.
- Retail uses allowed in the C-2 and C-3 conversions to MX-M and MX-H were changed significantly. This is a significant taking of the existing C-2 and C-3 property rights. We continue to request removal of this arbitrary restriction. As a compromise, we suggest modifying the threshold from 50,000 to 75,000 SF to match the current Large Retail Facility definition and making over 75,000 SF retail a conditional use.
- Also in the C-3 conversion to MX-H, the provision of a drive through facility changed from permissive in C-3 to conditional if vacant for five or more years in MX-H. This is an issue which should be resolved for all C-3 to MX-H conversions city-wide.

Please contact me with any questions or if you need additional information/clarification.

Thank you again,

Jaime Saramillo

Planner

Consensus Planning, Inc.

302 Eighth St. NW

Albuquerque, NM 87102

505.764.9801



PLANNING

CONSENSUS



From: [Kim Murphy](#)
To: [Planning Comp Plan-UDO](#); [Renz-Whitmore, Mikaela J.](#); [Barkhurst, Kathryn Carrie](#); [Toffaleti, Carol G.](#)
Subject: IDO Comments (EPC Dec 2016 Draft)
Date: Tuesday, January 17, 2017 12:40:05 PM
Attachments: [ABC-Z ~ IDO Comments AA \(EPC Draft Dec 2016\).pdf](#)

Please see the attached comments on the December 2016 draft of the IDO.

Regards & Best Wishes.

Kim D. Murphy
Altura Real Estate LLC
505-610-1001

Altura Real Estate, LLC

Kim D. Murphy, Principal
kim@altura-real-estate.com

Memo

To: ABC-Z Team

From: Kim Murphy, ARE *KDM*
Representing Albuquerque Academy

Date: January 17, 2017

RE: Questions, Comments & Concerns
Integrated Development Ordinance (EPC Draft, Dec. 2016)

Thank you for the opportunity to comment on the latest draft of the Integrated Development Ordinance (IDO). Many of my earlier comments on the previous draft (November 14, 2016 Memo) have been addressed, for which I am very appreciative. I continue to be very supportive of the IDO project overall, but have some additional questions and comments set forth in this memo.

Section 1-10.1 (page 4)

- First sentence deals with timing of applications prior to the Effective Date of the IDO. The second sentence is confusing in that it addresses amendments and changes to applications, but references Subsection 5-4.24 which deals with minor and major amendments to “permits, approvals or plans.” Obviously, these are two different things.

Section 1-10.3 (page 4)

- This subsection states (in part): “Any permit or development.. prior to the Effective Date.. shall remain valid.” What is meant by “valid” should be clarified. I’m assuming that with respect to use, “valid” means either conditional or nonconforming, if not permitted.
- However, the meaning of “valid” with respect to development standards for permits and development approvals prior to IDO is less clear. Is the intent that they become nonconforming and therefore subject to Section 5-6 and Subsection 5-5.2D? Please clarify.
- Are there any instances when an inconsistency of prior approved development standards with IDO development standards would become an Approved Variance (new term used herein)?
- Also, with respect to amendments to prior development approvals, does this subsection mean that minor amendments to development approvals prior to IDO

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are processed in compliance with the requirements of the original approval? And major amendments are processed in compliance with the IDO?

- Also, if a use was previously permitted, but now conditional under the IDO, then use would be “Approved Conditional” pursuant to Section 3-1.4 (page 103). Correct?
- What’s the rationale for the specific reference to Master Plans listed in NR-BP? Is there linkage to the Comp Plan, which refers to City Master Plans (Table A-3, Appendix C and Master Development Plans (Appendix H). Should not this provision apply to all approved “Master Plans”, including Site Plans for Subdivision aka Master Development Plans?

Section 2-5.2 (page 44) Can Planning Department provide a current list of approved Master Plans?

Section 3-1.4 (page 103) This subsection deals primarily with use and secondarily, by implication, with development standards related to “continue(d) operation”, as well as expansion of use.

- Is it correct to assume that Approved Conditional encompasses both use and development standards? The statement “continue operations in structures” seems to suggest so. If not, do they become nonconforming with respect to development standards? Or alternatively, should they become Approved Variances (new term used herein)?
- How does this situation dovetail with Subsection 1-10.3 (page 4)? Seems like there is overlap.

Table 3-2-1 (Permitted Use Table)

- MX-L Zone: Seems reasonable to include Personal and business services, large (page 111) and General retail, medium (page 113) as “conditional” uses.
- MX-M Zone: Seems reasonable to include Hospital (page 107) as a “conditional” use.
- MX-M Zone: General retail, large is a “conditional” use. Many of the existing large format retail properties (Costco, Wal-Mart, & Target) are programed to be zoned MX-M under the IDO (based on NE ABQ only), and would continue as Approved Conditional under Section 3-1.4. Would they however become “nonconforming” as to structures, signs and site features under Section 5-6?
- All MX & NR Zones: With respect to General retail (page 113), I would suggest increasing the square foot parameters somewhat to better align with market realities as follows:

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General retail, small	<15,000 sf	(Allows drug & hardware anchors)
General retail, medium	15,000-65,000 sf	(Allows hobby, sports, home & fashion anchors)
	-80,000 sf	(Grocery)
General retail, large	>65,000 sf	
	>80,000 sf	(Grocery)

- All MX Zones: Building and home improvement, large (>50,000 sf) is neither a permitted or conditional use. Several existing Home Depot and Lowes properties will be zoned MX under the IDO. I assume that they would become Approved Conditional under Section 3-1.4, but perhaps “nonconforming” as to structures, signs and site features. Please clarify?

Section 3-3.1 (page 120) Subsection C states that prior approved uses and plans “remain valid”. See comments on Subsection 1-10.3 above.

Table 4-5.1 (Off-street Parking Requirements)

- General retail (page 209) establishes a maximum 4 spaces per 1,000 GFA for structures larger than 100,000 GFA. I believe that many large format retailers commonly use 4.5 space per 1,000 GFA.

Section 4-8 (Neighborhood Edges)

- It would appear that 4-8.3 relating to building “stepdowns” would apply to properties that are “adjacent” as defined on page 382, which includes properties separated by a public street. While 4-8.5 dealing with buffering applies only to properties that “abut”, also defined on page 382, which means having a contiguous boundary. Is this the intent?

Section 5-4.23 (Expiration of Approvals)

- In Subsection B.2 the phrase “whichever date occurs sooner” should be changed to “whichever date occurs later”, because a) the prior approved expiration date should prevail and b) the current regulation at 14-16-3-11 provides “grandfathering” period for approved Site Development Plans prior to the effective date of 14-16-3-11 which may not have yet expired.
- Subsection C:
 - Cite referenced in footnote 1255 (page 326) should be “current 14-16-3-11”. Correct?

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- Subsection C.2.c refers to “Master Site Plan”. Should this be “Site Plan”?

Section 5-4.24 (Amendments of Existing Approvals)

- While this Subsection 5-4.24 deals with “approval(s) under this IDO”, Subsection 1-10.3 regarding amendments to prior development approvals references Subsection 1-10-1 which in turn references this subsection as applying to major amendments to prior development approvals. Perhaps a cross-reference back to Subsection 1-10.3 would be useful.
- Considerable additional coordination between the provisions of Subsection 1-10.3, Subsection 3-1.4, Subsection 5-5.2.D, Section 5-6 and this Subsection 5-4.24 regarding amendments to prior development approvals is in order with respect to:
 - Minor and major amendments
 - Decisions requiring public meetings verses public hearings
 - Amendments dealing with use verses those involving development standards
 - Amendments concerning approved conditional uses and nonconforming uses
- Subsection A.2:
 - Reference to Facility Plans, Master Plans and Metropolitan Redevelopment Plans is odd. These have been adopted by the City as policy documents. However, Master Plans can also mean City-approved plans that guide and regulate development of private land, e.g. Master Development Plans. Can be confusing.
 - In Subsection A.2 add “Master Plans” to the last phrase so it reads: “or by the procedures specified in the relevant Facility Plan, Master Plan or Metropolitan Redevelopment Area.”
- Subsection B Reference in provision #3 should be Table 4-1.1 (page 165), I believe.
- Subsection C Add “plans” to line 1 of the first sentence.

Section 5-5.2 (Decisions Requiring a Public Meeting and/or Hearing)

- Subsection B (Conditional Use Approval)
 - The reference should be 14-16-5-5.2.B not 14-16-5-5.2A.
 - There’s a conflict regarding the decision maker for conditional uses. Table 5-1-1 says the decision maker is the ZEO. Subsection B.2.b (page 339) says the decision maker is the ZHE. And footnote 1285 (page 338) says the decision maker is EPC.
- Subsection D (Expansion of a Nonconforming Use or Structure)
 - Statement in Subsection 1 that “Nonconforming site features may not be expanded.” may conflict with Section 5-6.6 (page 376). What would

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happen in the instance where the primary structure is expanded less than 2,500 sf and, as a consequence, nonconforming site features require modification also?

- Criteria “a” (page 342) is very subjective.
- Criteria “c” was 25% but now is 25% or 2,500 sf or less. This appears excessively limiting. Also, the 2,500 sf limitation appears to apply to both building floor area and site area equally.
- Criteria “d” (page 343) seems to be a re-statement of “c”, unless “c” is intended to address uses and “d” structures. In which case, some clarification is needed.
- Criteria “e” would be largely unavoidable, would it not?

Section 5-6 (Nonconformities)

- Many of the questions, comments and concern expressed in my November 14, 2016 memo remain. Perhaps a meeting with City staff will clarify, particularly in light of the items present above.

Section 6-1 (Definitions)

- As noted above “Abut” is defined differently from “Adjacent”. I assume this is intentional, and that the particular use of these terms in the IDO document have been carefully chosen.
- Note that “Contiguous” is very similar to “Abut”. Definitions appear to overlap.
- “Amendment” deals with policy and regulations; while minor and major amendment is document related to permits and development approvals. Can be confusing.
- “Area of Change” uses the term “master planned areas” which I believe is a reference to “master development plans” and not City-adopted Master Plans.
- “Dwelling, Multifamily” refers to “townhome” which I believe should be “townhouse”.
- “Master Plan” seems to refer to City-adopted policy documents. The Comp Plan refers to Master Development Plans as City-approved plan governing private development. Confusing.

NOTE: Additional review and comment may be forthcoming on the following subsections:

- Section 4-6 (Landscaping, Buffering & Screening)
- Section 4-7 (Outdoor Lighting)
- Section 4-9 (Solar Access)
- Section 4-10 (Building Design)
- Section 4-11 (Signs)
- Section 4-12 (Operation and Maintenance)

From: [Michelle Negrette](#)
To: [Renz-Whitmore, Mikaela J.](#)
Cc: [Brian Reilly](#); [Firth, Deirdre M.](#); [Kline, Lawrence S.](#)
Subject: IDO comments for staff report, based on Placemakers and Gibbs reviews
Date: Tuesday, January 17, 2017 12:55:28 PM
Attachments: [IDO TOD GrantReview and Recommendations.docx](#)
[TR170114_ABO-IDO.docx](#)
[Nob Hill IDO Retail Review 12-5-2016 for Client.pdf](#)

Mikaela,

Please find a compiled list of major change requests identified by our team of consultants of current IDO draft regulations which negatively impact potential development. We have also attached the reports from Gibbs Planning and Placemakers for your review. We will be providing additional comments in the next comment period which focus on more minor details.

Please let me know if you have any questions.

Thank you,
Michelle

IDO TOD Grant Review and Recommendations

December 2016 IDO Draft

Albuquerque, NM

January 16, 2017

Content

This memo provides recommendations to the December 2016 draft of the IDO base on consultant and staff review with respect to the Central Corridor and potential reinvestment in the ART station areas. As part of the 2016 Central Avenue TOD initiative grant, Economic Development has contracted with Gibbs Planning Group to conduct a retail review and provide recommendations and Susan Henderson, with Placemakers, LLC to conduct a technical review with respect to the \$2B/\$1B reinvestment opportunities demonstrated in the 2015 by the CNT (Center for New Technology) Study, "The Scale of the Prize." Additional review of site requirements was provided by Strata Design with respect to development opportunities and neighborhood areas. Review comments are included as attachments.

Due to the limitation in time between receipt of consultant reports and staff report comment deadlines, recommendations are focused on major issues. More minor issues will be address for the public comment period.

We have included digital copies of consultant reports in our email, and will provide additional requests for the public comment period.

General Observations

Overall, the consultant reviews are in accord regarding key issues with respect to properties fronting Central:

- Building side setbacks on interior lot lines do not allow a mainstreet development
- Building frontage requirements, though they vary by zone, do not create a predictable environment that attracts retail. In some areas, additional building articulation standards are required. These seem superfluous and are often hard to find and difficult to know where they apply.
- Glazing requirements for retail are too low and should have clear glass
- Parking standards, though improved, are too high and while much of Central has robust parking location standards, one consistent problem is the requirement to build at the corner for corner lots. Many parcels require buildings at 50% of the frontage, but the regulations do not indicate that if it's a corner parcel, the 50% must begin at the corner. This is critical for the other three corners' success, particularly in a retail/mixed use environment.
- In general, reviewers found the organization of the document to be challenging, with regulations found in multiple areas. Reviewers recommended additional instructions be included on how to use the document.
- Most important, height restrictions due to proximity to residential areas prevent or severely limit development to one story along Central Avenue, the area that has been identified in the Comprehensive plan as higher density, transit oriented development.

In addition, reviewers have noted that it is very difficult to discern which regulations prevail and where to find them with respect to the CPO and HPO areas.

Section 2-3

Requested Change: The percentage of the façade with glazing on the first floor on any MS or PT corridor should be a minimum of 60%.

Rationale: This percentage also varies across zones and overlay zones, but for a walkable pedestrian environment that assures successful retail and incentivizes redevelopment, 60% is the minimum. Residential buildings could be as low as 30% at the first floor.

Table B. F Recommend the corner condition is 5' min. – 15' max for US-MS-PT.

Rationale: Promotes greater predictability that is important to the success of the urban condition.

Section 4-1

Table 4-1-2:

Requested Change: No side setback requirements on internal lots in MX zones.

Rationale: The 5' side setback prohibits a main street condition. Zero side setbacks should be permitted within the limitations of fire code. Section 2-3 allows for a zero-rear setback on the alley, but that isn't indicated in this table. It should be included for clarity.

Section 4-3

4-3.4 B.2.b.

Requested Change: Width of sidewalk should be tied to level of pedestrian activity and should be greatest near the stations and in MX-FB and MX-H. Recommend the following change for the MX zones:

- MX-T and MX-L: 8' wide
- MX-M: 10' wide
- MX-H and MX-FB: 15' wide
- All sidewalks along PT corridors within 680 ft. of the station: 10' wide minimum unless in MX-H or MX-FB

Rationale: Tying sidewalk width to property size won't assure adequate sidewalks in TOD areas.

Section 4-5

4-5.7. A.2.

Change Request: Change façade articulation standard to 50'.

Rationale: Requires a 25' change in material or architectural elements and at that frequency will likely result in very expensive, hyperactive structures.

4-5.7. B and C.

Change Request: The garage standards for MX-FB should be applied to station areas as well.

Rationale: Streets should be active and pedestrian oriented along Central. MS and PT should be included under C. for a predictable built environment that incentivizes private investment.

Section 4-8

4-8.3.

Change Request: Reduce step down to within 50'.

Rationale: Requires a stepdown to 30' within 100' of a low density single-family zone. This stepdown is a common practice, but the best practice is to use a distance of 50'. The will usually be covered with the ROW if the change is zone is across the street and is normally adequate, particularly with the reduced heights in Albuquerque, to assure solar access. The R-T and R-1 zones abut much of the Central corridor, so this regulation could limit the anticipated private sector investment.

4-8.5.

Change Request: Clarify that 25' buffer is not needed if property is separated by a public ROW.

Rationale: Requires a 25' buffer for any lot developed after 1990. This could be considered excessive in the TOD environment. If the ROW could contribute to the buffer, it wouldn't be an issue.

4-10

4-10.4

Requested Change: Simplify and clarify design standards.

Rationale: This section applies a series of architectural requirements that aren't rational nor regulated with clarity. This is quite unfortunate, and while it does not preclude density or mixed use, it most likely will assure a stylistic mess when it comes to architecture. The rational, restrained American Mercantile style of historic Downtown and the more eclectic, but simple forms of Nob Hill and Old Town cannot be replicated with the requirements of this section. Fortunately, the regulations do not apply to MX-FB, but one should expect these requirements to create hyperactive, overly embellished facades that do not reflect the simple massing and composed facades of Albuquerque.



ABQ IDO TECHNICAL REVIEW

To: Brian Reilly, Michelle Allison
From: Susan Henderson, PlaceMakers, LLC
Date: [January 17, 2017](#)

Content

This memo will provide a technical review the Albuquerque IDO, EPC Draft dated December 2016. This review will focus on the impacts on development along the ART corridor and benefits or detriments on the expected ROI for future development.

Only zoning districts that directly impact the Central corridor will be discussed in detail. These include MX-T, MX-L, MX-M, MX-H, MX-FB and NR-BP. In addition, other regulatory issues such as overlay zones, parking, premium transit benefits, and open space requirements will be addressed.

General Comments

Mapping:

While the current map indicates a direct zone translation from the existing to the IDO, this includes some poor zoning practices from mid 20th-century. For example, most of Central is zoned commercial one parcel deep for its length. While the translation to mixed use assists with this over zoning of commercial, the depth of one parcel precludes any meaningful redevelopment in many areas. The upcoming

TOD planning process could be a City-sponsored shift in the zoning map to provide a more meaningful physical plan, if supported by the adjacent neighborhoods.

Comment [M1]: This would require a major rezoning in the areas where this would be most successful.

Glazing:

There are numerous ways to address percentage and type of clarity of glazing throughout Sections 2-3 and 2-7. Likely this migrated over from the sector plans, but there should be a consistent method of measurement. In general, all TOD areas should require 100% clear glass at the street. The percentage of the façade with glazing on the first floor on any MS or PT corridor should be a minimum of 60%. This percentage also varies across zones and overlay zones, but for a walkable pedestrian environment that assures successful retail and incentivizes redevelopment, 60% is the minimum. Residential buildings could be as low as 30% at the first floor.

Comment [M2]: For Susan: How is this typically balanced with heat/solar gain management requirements?

Parking Location:

While much of Central has robust parking location standards, one consistent problem is the requirement to build at the corner for corner lots. Many parcels require buildings at 50% of the frontage, but the regulations do not indicate that if it's a corner parcel, the 50% must begin at the corner. This is critical for the other three corners' success, particularly in a retail/mixed use environment.

Comment [M3]: How is this measured?
Example: Can the Second floor meet the corner, but the first floor pull back to create an entrance?

Section 2-3

General Comments

The mixed-use districts are very different in character along the Central corridor, and likely should remain so. Permitting a zero-front setback is very good, but having a uniform 15' max is a little contrived. A better reflection of character and likely a more palatable range in the blocks off Central that include the MX-T and MX-L zones would be to have an 8' – 20' range, with 0' – 12' directly on Central, or in the MX-M and MX-H zones. The homogeneous setback standard is conventional for suburbia and does not reflect local character that can be leveraged in a TOD

Comment [M4]: Doesn't 20' setback on the public ROW feel suburban. In most of the developed areas on Central, older residential setbacks are 10-20' from sidewalk. Is 0 -15' max not a range which allows the needed flexibility. Might need clarification on this.

reinvestment strategy. Nor does it assist in a publically acceptable transition to the single-family neighborhoods.

2-4.1 – 2-4.H

Table B. F has no minimums for US-MS-PT. While this may permit greater flexibility, it removes the predictability that is important to the success of the urban condition. Recommend the corner condition is 5' min. – 15' max.

Comment [M5]: Of which section? Maybe its been modified since Susan's draft.

2-4.5 Mixed-Use Form-Based Zone (MX-FB)

Mapping issue: While this is a robust and very useful zone for Downtown, its expansion with a single level of intensity will likely have unintended consequences. It has effectively up zoned the edges and could create a problem with land-banking as a result. The 2025 plan allocated districts within Downtown that permitted and excluded various building types, and created immersive environments while directing economic development. The loss of that nuance could be a problem for Downtown over the long term.

Comment [M6]: Can you clarify this?

Comment [M7]:

The language of **2.b.ii.** works well, but the example illustration at c. misrepresents the intent of b. The "enter" sign should be the last thing required if the building is properly designed. The marquee illustrated as well as the central location of the door are all that is needed to illustrate the regulations of b.

Comment [M8]: Agreed.

2.c.i.b. is written in an unclear manner. The last sentence is giving a pass on the regulation rather than enforcing the regulation. A better practice is to simply require 65% or 75% minimum clear glazing at the frontage line. This assures an active pedestrian environment and simplifies the administration of the code. It also eliminates the problem that Downtown currently has with reflective or dark glazing that does not contribute to walkability.

Comment [M9]: For Susan: Is this under e. Building facades?

2.v.c. illustrates a building in the middle of a corner parcel on the right. The building should always hold the corner, and even if you do not elect to regulate that, you certainly should not illustrate the worst-case scenario. Recommend moving the building to the right corner of the illustration.

2-5.2 Non-Residential Business Park Zone (NR-BP)

This zone, with its restrictions on residential use, is not the ideal tool for incentivizing TOD. Additionally, its suburban lot size and setbacks will assure an auto-dependent environment. Since it occurs at Unser and Central, the Councilor of that district as well as the landowners and adjacent residents should seriously consider if this is the environment they are hoping to achieve. This zoning district works for business park solutions, but not for the needs of a TOD condition.

Section 2-7

Coors Boulevard Corridor – CPO-1

No standards in this subsection were of critical concern and the area is limited to the north side of the Coors | Central intersection.

Downtown Neighborhood Area – CPO-2

2.c.i. requires the building setback to relate to adjacent setbacks. This could be a problem when the adjacent buildings are a suburban format such as the 20' minimum front yard setback. If this is unintended for Central Avenue, it should be clarified in this paragraph.

2.c.iv. states a 10-ft. minimum which is more appropriate, but contradicts i. In addition to the contradiction, the existing conditions of much of Central has a zero-front setback. While this is permitted in the second sentence of 2.c.i., it is prohibited in the last sentence. This section needs a good bit of clean-up for clarity and harmony with the built environment. To reflect existing conditions, the overlay should permit 0 – 15 front setbacks for parcels that face Central.

2.d.ii.a.ii has no metrics to judge what a “darkly tinted” window is. The best practice in a walkable, TOD environment is to require “clear glass.” This eliminates issues with tinting and mirroring.

East Downtown – CPO-3

There were no problems in this overlay for TOD.

Nob Hill Highland – CPO-5

5. D. on page 79 has a photograph that appears before the text it illustrates, thus creating confusion to its relevance. It is a best practice to regulate with illustrations rather than photography.

Rio Grande Boulevard Corridor CPO-6

There were no problems in this overlay for TOD.

East Downtown HPO-1, Fourth Ward HPO-3, Huning Highland HPO-4, Old Town HPO-5, Silver Hill HPO-6

There may be some missed near-term value with requiring the HPOs to match scale and the limitation on expansion, but the long-term value of the character-rich historic districts offset this loss. These overlays can't be assessed for lost ROI in the near term because of the long-term value capture.

Section 3-2

This table will be reviewed from top to bottom and left to right for the zones in consideration: MX-T, MX-L, MX-M, MX-H, MX-FB and NR-BP. Comments will not be included for every missing use in NR-BP that is appropriate to TOD as the limitations of this zone were discussed in detail under Section 2-3.

Dwelling, townhouse	The townhouse dwelling type is too low in density for MX-H and the core of MX-FB.
Dwelling, live-work	The live-work is also too low in intensity for MX-H as its usually no more than a 3-story building.
High school	The inclusion of high schools, with their excessive parking and sports demands is inappropriate in TOD areas. The large use of land for a very limited time-frame has a very poor ROI
Religious Institution	The inclusion of large religious institutions, with their excessive parking and low use is inappropriate in TOD areas. Recommend this use is CV

Sports field	The inclusion of sports fields, with their excessive parking and limited use is inappropriate in TOD areas. The large use of land for a very limited time-frame has a very poor ROI.
Food, Beverage, etc.	This section is extremely limited for MX-T. Neighborhood pubs and cafes are an asset in this transition area.
Motor Vehicle-Related	For the purposes of TOD ROI, the permissive use of auto-dependent facilities is excessive along the Central corridor. Many of these may be built in an urban format, but they are all heavy non-transit trip generators. At a minimum car wash, light vehicle repair, and light vehicle sales and rental should be conditional uses. Particularly since many of these uses were prohibited in the base sector plans.
Self-storage	This use is entirely inappropriate on a MS or PT corridor as well as in a TOD due to the lack of public space activation, high trip generation, lack of pedestrian activity, and blank walls. Recommend removal from all station areas, MS and PT corridors unless limited to upper floors of a multistory building.
Retail	With the limitation on non-residential uses across all general categories in the MX-T zone, it is apparent that this zoning district will not be meaningful for the flexibility required by TOD. Recommend revisiting the definition of the district in 2-4.1. The inclusion of cafes, bakeries, and small retail all perfectly fit the description, but are prohibited in this table. There needs to be a realignment of the stated character with the permitted uses.
Pawn shop	The permissive use of pawn shops across most mixed-use zones could have negative consequences. Recommend C in all MX zones.
Drive-through etc.	These should be conditional in all MX zones since this is

the base of the urban fabric for Albuquerque and represents most of the sector plans. While the overlays and 3-3.6 D. will supersede this table, for clarity there is no reason they should be permitted in areas where they are largely excluded and there is a priority on premium transit.

Section 3-3

3-3.2 Residential

3-3.2 F. Townhouses should require rear garages in all MX zones.

3-3.2 H.1. Has a test calculation been done to see how many trees would be required on a possible lot? For example, the condo development on the SW corner of Central and Carlisle could require 20 trees on site. This standard should be calibrated to change based upon context – more trees required in suburban conditions and fewer in urban contexts.

3-3.4 X. If self-storage is permitted in MX zones it should be limited to stories above the first level and be required to have fenestration on the upper levels.

Section 4-1

Table 4-1-2: setback and build-to regulations were discussed in section 2-3. The 5' side setback prohibits a main street condition. Zero side setbacks should be permitted within the limitations of fire code. Section 2-3 allows for a zero-rear setback on the alley, but that isn't indicated in this table. It should be included for clarity.

Were studies done to show that the densities permitted can actually be achieved with these bulk standards? The bulk and density should match.

Table 4-1-4: Awnings, canopies, sills, etc. should all be allowed to encroach into the right-of-way to within 2' of the curb. This is common along Central and critical to successful retail.

Section 4-3

4-3.4 B.2.b. Tying sidewalk width to property size won't assure adequate sidewalks in TOD areas. Width should be tied to level of pedestrian activity and should be greatest near the stations and in MX-FB and MX-H. Recommend the following change for the MX zones:

- MX-T and MX-L: 8' wide
- MX-M: 10' wide
- MX-H and MX-FB: 15' wide
- All sidewalks along PT corridors within 680 ft. of the station: 10' wide minimum unless in MX-H or MX-FB

Section 4-5

Table 4-5-1. The new parking requirements are definitely an improvement however they are still unreasonably high for station areas across most uses. This can be a major barrier to redevelopment unless there is a municipal parking reserve that the applicant may utilize for a portion of their requirements.

4-5.3 D. The shared parking reductions and proximity to transit assist in the parking burden, but some of the reduction factors are non-standard. Residential and office usually share at 1.4.

The calculation for station proximity is unclear. How is the 60' calculated? To the edge of the property? If the station is in the center lane, does the crossing distance count, or is it calculated along the street? This distance only benefits the directly adjacent property in most situations. A best practice is to do significant reductions for a minimum of a block, so in the historic blocks of Albuquerque, it should be 400'. Ideally, parking quotas would be market-based rather than regulated within that distance of a station.

The TOD planning charrette will address the parking issues in detail with Nelson\Nygaard consulting on the issue. It would be ideal if their recommendations could be considered for the final draft of the IDO.

4-5.6. Parking location and design is well written and will produce a predictable, walkable TOD environment.

4-5.7. A.2. requires a 25' change in material or architectural elements and at that frequency will likely result in very expensive, hyperactive structures. The common requirement for façade articulation is 50'.

4-5.7. B and C. The garage standards for MX-FB should be applied to station areas as well. Streets should be active and pedestrian oriented along Central. MS and PT should be included under C. for a predictable built environment that incentivizes private investment.

Section 4-6

4-6.3. B.1. requires a minimum of 10% of the lot is landscaped in the most urban environments including Downtown, Urban Centers, and Main Streets. This is an excessive area, and other than street trees and parking lot landscaping, landscape should not be required on urban lots. The city of London, with its many parks and squares is approximately 5% open space. This requirement precludes a zero-setback urban frontage, and will make it difficult to meet the parking requirements of UCs and MSs.

4-6.3. B.3. requires any area greater than 36 sf be covered with living, vegetative materials. The question is if this includes plazas? How are street trees calculated?

Sub-section c. requires a minimum of five species but that seems to be for any area larger than 36 sf This should be scaled to reflect area rather than a single standard. Five different plants will be very chaotic for an area as small as 6' x 6'.

4-6.5. B.1. and C.1. requirements are not a problem.

4-6.7. is a suburban standard. There should be a separate exemption for Downtown UCs, and MSs since most of these conditions will have a 0' front setback.

Section 4-8

4-8.3. requires a stepdown to 30' within 100' of a low density single-family zone. This stepdown is a common practice, but the best practice is to use a distance of 50'. The will usually be covered with the ROW if the change is zone is across the street and is normally adequate, particularly with the reduced heights in Albuquerque, to assure solar access. The R-T and R-1 zones abut much of the Central corridor, so this regulation could limit the anticipated private sector investment.

4-8.5. requires a 25' buffer for any lot developed after 1990. This could be considered excessive in the TOD environment. If the ROW could contribute to the buffer, it wouldn't be an issue.

4-8.6. Requires a 40' separation from parking. This is excessive and would equal 2/3 of a parking bay. This subsection also requires the same edge lot buffering requirements as Industrial which is entirely inappropriate for mixed-use or TOD.

4-10

4-10.4 applies a series of architectural requirements that aren't rational nor regulated with clarity. This is quite unfortunate, and while it does not preclude density or mixed use, it most likely will assure a stylistic mess when it comes to architecture. The rational, restrained American Mercantile style of historic Downtown and the more eclectic, but simple forms of Nob Hill and Old Town cannot be replicated with the requirements of this section. Fortunately, the regulations do not apply to MX-FB, but one should expect these requirements to create hyperactive, overly embellished facades that do not reflect the simple massing and composed facades of Albuquerque.

4-10.4.B.2 only requires 10% doors and windows while Section 2 has multiple requirements, most around 60% glazing at the first floor. It isn't clear if this is a contradiction, or if it is meant to cover other areas outside of those regulated in Section 2.

4-10.5 also applies a series of regulations that will likely produce a hyperactive, non-contextual façade. The following in particular are problematic:

A.1.a. would not permit the following storefronts:



PLANNING

CODING

IMPLEMENTATION

MARKETING

A.1.c.ii. prohibits the historic American Mercantile common on Central Avenue, particularly in Downtown unless it is clear that tall windows are an acceptable solution to this requirement.

A.1.c.iii. is inappropriate in a zero setback TOD environment. Applying this specifically to the Downtown, Urban Center, Main Street and Premium Transit Areas is a misunderstanding of the urban context.

A.1.c.iv. is inappropriate in a zero setback TOD environment. Applying this specifically to the Downtown, Urban Center, Main Street and Premium Transit Areas is a misunderstanding of the urban context.

A.1.e.ii is yet another standard for glazing. There should be a single location, probably best served in the zoning district standards, that governs glazing.

B.1. and 2. have good intent, but to require public gathering areas for each 40' or 60' of a MS or TOD environment is expecting the building to provide a neighborhood amenity on a single parcel. One plaza or seating area per block is sufficient. This regulation is giving up a large percentage of marketable area unless sidewalk dining could be considered part of it. And even then, it is requiring every building to have food service.

4-11

Table 4-11-2 limits projecting signs to buildings 100' or greater in width. This is unfortunate as blade signs and hanging signs are very common historic types in Albuquerque and are appropriate on narrow buildings. This table also permits monument signs which are suburban in type and inappropriate in MS, UC, PT contexts.

Conclusion

Organization

The scattered regulations make it difficult to find everything that applies to a specific parcel and will introduce the possibility of applicant frustration. However, it is a vast improvement over the current disparate ordinances. In addition, there is further opportunity for confusion with zoning districts, overlays, and place types all

having overlapping and contradictory standards. A user's manual will likely be needed to show all the regulations that may apply to a single parcel.

Predictability

While it is quite possible to achieve close to the anticipated ROI from premium transit along the Central corridor with this draft of the IDO, it is also quite possible to build less than urban standards within all the MX districts, with the current parking regulations, and with specific standards associated with Downtown, Main Streets, Urban Centers and Premium Transit. Many of the requirements of 4-10, while the intent is good, will likely result in fussy, excessive architectural expression and buildings that are more expensive and less urban due to the offsets required. This lack of predictability will likely disincentivize private sector development.

IDO Retail Review & Recommendations

Nob Hill Highland Neighborhood

Albuquerque, New Mexico

Gibbs Planning Group

5 December 2016



Figure 1: The Nob Hill Highland neighborhood contains an eclectic mix of shops, restaurants and activities along Central Avenue.

Summary of Findings: This review of the proposed Integrated Development Ordinance (IDO) finds that the present draft is a forward-thinking advancement of the existing zoning regulations and the adopted sector development plan, that has the potential to positively impact existing and future retail development in the Nob Hill Highland neighborhood. The IDO removes many of the onerous regulations of the Comprehensive City Zoning Code, while improving and complimenting the form-based aspirations of the sector development plan. However, there are improvements that should be considered to better support existing retailers, promote retail industry development standards and further the vibrancy and sustainability of retail commerce in the Nob Hill neighborhood. They are as follows:

- Addition of a frontage-type or architectural standard for buildings facing Central Avenue that promotes retail industry standards.
- Remove side-yard setbacks for interior lots to allow for continuous frontage along Central Avenue.
- Eliminate maximum building height and replace with maximum building floors.
- Expand sign code to allow for 3-dimensional signage.
- Allow flexibility in street tree requirements to prevent visual blockage of building entrances, displays or signage.

Background: Gibbs Planning Group (GPG) has been retained by Strata Design to review the proposed Integrated Development Ordinance that is currently under public consideration in Albuquerque, New Mexico and to analyze the potential effect on neighborhood retail in the Nob Hill Highland neighborhood. The Nob Hill Highland neighborhood is a 1.5-square mile area within Albuquerque approximately bound by Girard Boulevard to the west, Lomas Boulevard to the north, San Mateo Boulevard to the east and Garfield Avenue/Zuni Road to the south. Development of the Nob Hill Highland neighborhood began in the 1920s and rapidly expanded following World War II as the historic Route 66 was realigned along Central Avenue. Today, the Nob Hill Highland Area plays host to a range of businesses, restaurants and activities, and has benefitted from the nearby presence of the University of New Mexico. A sector

development plan was completed in 2007, which sought to promote reinvestment and improve the experience of residents, workers and visitors alike. Enhancements to the surrounding streetscape and the pending arrival of a rapid transit system along Central Avenue signal that Nob Hill Highland is moving towards a more walkable, mixed-use, urban environment desired by today's consumer and necessitated by current economic and environmental realities.



Figure 1: New requirements for corner buildings and proximity to public transit parking credit represent a number of key progressive ideas presented by the proposed Integrated Development Ordinance.

Analysis: GPG finds that the proposed IDO contains several provisions which are improvements on previously established code or introduce new progressive requirements that favor retail development.

These include:

- **Chapter 14-16-2-4.5 (e-iv) Corner Buildings** - Corner buildings shall encourage intersection activity through their design.
- **Chapter 14-16-4-5 Parking and Loading:** Parking requirements establish progressive minimums with advantageous adjustments and credits based on shared parking, proximity to transit and on-street parking.
- **Chapter 14-16-4-6.6 Parking Lot Landscaping:** Screening requirements for surface parking lots located within 30 feet of the front lot line.

Additionally, GPG recommends that many requirements of the IDO be improved to better support or encourage desirable retail development. These include:

- **Recommendation:** *Chapter 14-16-4 Development Standards* should include a retail-specific frontage-type or architectural standard.
Discussion: The proposed development standards improve upon previous regulations; however, the generalized Mixed-Use Medium Intensity classification is less prescriptive for retail development because it must apply to a wide variety of blocks along Central Avenue. There is an effort to promote retail frontage through the Nob Hill Character Protection Overlay Zone and the Mixed-Use Form-Based Standards, yet retail industry standards could more effectively be enforced through a frontage-type or architectural standard. A retail-specific standard should address storefront design, store lighting, store maintenance, visual merchandising, signage and awnings. See Chapter 9 of *Principles of Urban Retail Planning and Development*.

-
- **Recommendation:** *Chapter 14-16-2-7.4 Nob Hill Character Protection Overlay Zone* should require 75 percent fenestration on the ground floor as prescribed in *MU-FB District Standards*.
Discussion: The Nob Hill CPO requirement of 60 percent fenestration is more appropriate for northern climates. The 75 percent requirement in the MU-FB District Standards is more suitable for the character of retail along Central Avenue.
 - **Recommendation:** *Chapter 14-16-4-1.4 Mixed-Use District Dimensional Standards* should eliminate minimum lot size for residential land uses.
Discussion: Most Nob Hill Highland blocks have a parcel depth of 100 to 150 feet suggesting that a residential development would need at least 145' (approximately three existing residential parcels) of block frontage to satisfy the minimum lot size. Ultimately, this prevents the type of "missing middle" housing that would be most appropriate for the Nob Hill Highland neighborhood.
 - **Recommendation:** *Chapter 14-16-4-1.4 Mixed-Use District Dimensional Standards* should eliminate side-yard setbacks.
Discussion: Typical "Main Street" type development places buildings side-by-side with no side setbacks and there are many blocks along Central Avenue that exist in this layout. Side yard setbacks break apart an otherwise continuous urban block frontage. There should be a requirement for at least one midblock break in building frontage when public parking is located in the rear.
 - **Recommendation:** *Chapter 14-16-4-1.4 Mixed-Use District Dimensional Standards* should eliminate maximum building height and instead limit the number of stories.
Discussion: Modern retail development characteristically includes 14- to 18-foot floor to ceiling heights on the ground level, while office and residential heights can vary according to use and type. The current 55-foot maximum may limit 4-story development. GPG recommends the IDO considers allowing 5-story development, as long as it appears like 4 stories from the street, as this represents the most efficient development under current building-type construction limitations.
 - **Recommendation:** *Chapter 14-16-4-6.4 Street Frontage and Front Yard Landscaping* should be flexible in street tree planting requirements to prevent the blockage of building entrances, displays or signage.
Discussion: Many retailers do not have robust marketing budgets and are dependent on their visibility from the street as advertising. Street tree planting requirements should allow for asymmetrical planting, small variations in the spacing between street trees and encourage planting near property lines or the edges of buildings.
 - **Recommendation:** *Chapter 14-16-4-10.6 Signs in Mixed Use and Non-Residential Zones* should allow for and encourage 3-dimensional sculptural projecting signs.
Discussion: Giving retailers an incentive to fabricate creative and unique signage contributes to the overall character of a neighborhood retail district. Visually appealing signage should be encouraged with size bonuses.
 - **Recommendation:** *Chapter 14-16-4-10.6 Portable Sign Standards* should be more explicit in prohibiting plastic or generic portable signs.
Discussion: Plastic or generic portable signs can portray a retail area as cheap and poorly managed. Portable signs should have the appearance of being hand-made and use durable materials.

Further Considerations

In addition to a review of the proposed IDO, GPG has been asked to provide suggestions to improve the retail commerce in Nob Hill and Albuquerque more broadly. These include short-term considerations for operations during the construction of the Albuquerque Rapid Transit (ART) and long-term strategies for tenant mix, anchor attraction and transit-oriented development. The following includes a discussion of each topic with key recommendations:

- **Suggest tools (outside of the zoning ordinance) that can be implemented at the city level to encourage a good retail mix.**
 - Conduct a retail feasibility analysis to find opportunities for new retailers or existing retailer expansion. A feasibility analysis will study the demand and existing supply across more than 25 retail categories to determine the amount of additional retail (in square feet and/or stores) that could be supported over the next five years and what sales might be achieved. The feasibility analysis will serve to determine, alter or implement policy, educate existing tenants and allow local brokers to market the area to prospective new retailers. The analysis should be updated every five years.
 - Prepare a master merchandising plan for the corridors and districts showing ideal locations for restaurants, retailers and service businesses. A balanced merchandising plan will include a mixture of local, regional and nation tenants, representation from several retail categories and no more than 35 percent of the number of businesses being restaurants. This plan should be based on the feasibility analysis and can be achieved by meeting with various businesses and property owners to determine existing tenants, existing or near future vacancies, rent roles and the stakeholders' plans for their businesses or properties.
 - Consider implementing a business recruitment measure with city staff or by retaining a consultant. The business recruitment director/consultant can attend leasing trade shows and identify key retailers and restaurants to target for Nob Hill and contact them directly to potentially deploy in the district. Local brokers are pressured to fill a vacancy quickly with a tenant that can afford the advertised rent - often taking the path of least resistance rather than considering community desires or the vacancy in context of the overall shopping area. The business recruitment personnel are equal parts community advocate, match-maker, sales person and information source.
 - Consider conducting office and residential feasibility analyses. Urban retail is best supported in mixed-use environments where a steady supply of consumers are living, working and playing nearby. Mixed-use development should be encouraged if not required. Furthermore, since the Great Recession, many retailers are more willing to explore proven or up-and-coming urban sites over suburban or speculative sites due to the more dense and consistent trade areas that urban locations command.

- **Suggestions for recruiting new retail anchors, including size, type and which small businesses they benefit.**
 - Anchors come in all shapes and sizes, but generally serve to drive traffic to nearby, in-line retailers. Traditionally, grocery stores ranging from 15,000-60,000+ sf are the most sought after anchor in neighborhood- or community-scaled retail and support a significant amount of surrounding retail by the constant flow of daily shoppers. Department stores (75,000+ sf) or junior department stores (20,000-60,000 sf) can be similarly effective anchors for a variety of soft goods tenants and advertise heavily. Entertainment anchors drive customers to restaurants and bars, but may harm other retailers because of their high parking requirements and tendency to attract disruptive customers. In urban retail, a

signature tenant, such as a unique restaurant, flagship store or retailer not found elsewhere in the market can serve an anchor's purpose, as can a collection of 4-5 similar stores adjacent or proximate to one another. When a traditional anchor cannot be supported or attracted, institutional or civic anchors can be substituted with similar effect. These include a branch of a public library, post office, community center and a public square or park.

- As a rule, form or design follows anchor. Most anchors have strict and well-known site requirements. Finding specific sites that meet the requirements or planning for an anchor can increase the likelihood of attracting one. In some instances, municipalities have assembled properties in a desirable location to attract an anchor tenant; however, this can be costly and does not guarantee success.
- Implement a business recruitment plan and hire appropriate staff. A national brokerage representative will understand the potential for future retail deployments and have the breadth of contacts to search for the ideal candidate.
- **Guidance on leveraging anchors to benefit small business.**
 - Anchors inherently benefit small businesses because of regular marketing campaigns, name recognition, extensive trade areas and steady streams of customers. However, in urban areas anchors should be encouraged to engrain themselves into the neighborhood with contextual design, by eliminating blank exterior walls or dead streets and mutually beneficial parking practices.
 - Encourage cross-promotion between anchors and businesses with shared marketing and in-store displays.
 - Design anchor stores with retail liners to activate long stretches of otherwise banal storefront.
 - Create a way-finding system that illustrates the name and location of other nearby retailers and locate near the entrances of anchors and key parking locations.
 - Encourage small businesses to keep store hours consistent with anchors.
- **Potential impact (positive/negative) of transit-oriented development (TOD) on supporting retail.**
 - Investments in transit have a multiplier effect on private investment in the areas immediately adjacent to the proposed line. The guarantee of regular service and consistent supply of potential residents, workers and consumers provides developers with an added level of security in an otherwise volatile industry.
 - The transit will expand the district's trade area by improving access for other areas of the region. The transit will also improve the ability of existing businesses to attract talent and employees, reducing their operational expenses.
 - Generally, retail within one-half mile of a transit stop will see improved visibility and sales after the opening of the transit line. These areas should be well-signed and pedestrian connections should be regularly maintained to encourage walkability.
 - For-sale and for-rent residential within one-mile of transit will be in demand, potentially spurring new or expanded development. Retailers often consider the residential density of prospective locations when making decisions on new store deployments.
 - The transit line can potentially negatively impact businesses if the stops are located too close to shop fronts, outside dining patios and business entries.
 - If the transit lines remove on street parking, businesses will potentially lose needed shopper traffic and sales. Off-street parking should be closely monitored to ensure sufficient customer parking in retail areas.

-
- **Suggestions for supporting businesses on the Central Corridor during the construction of the Albuquerque Rapid Transit (ART) project.**
 - Many existing businesses will potentially be negatively impacted during the transit construction period. Promotions, sales, cross-merchandising and extra special attention to customer needs, especially parking, should be implemented to offset the construction impact.
 - Construction sites should be held to a high standard of cleanliness and organization and interruptions to surrounding traffic and businesses should be limited. If sidewalks or street crossings are interrupted, temporary walkways or workarounds should be of the highest quality and well-signed.
 - Consider a shuttle service to serve businesses that are impacted by temporary parking or traffic limitations.
 - Consider opportunities for pop-up retail locations in areas not effected by construction and negotiate affordable or subsidized lease agreements with effected businesses.
 - The construction time periods and progress time tables should be advertised to keep shoppers fully informed of the activity.
 - A grand re-opening should be organized to celebrate the new transit and completion of the construction.

From: [Govinda Haines](#)
To: [Webb, Andrew](#); [Renz-Whitmore, Mikaela J.](#); [Gary & Melodie Eyster](#); [Susan Michie-Maitlen](#); [Veronica Salinas](#); [Davis, Pat](#); [Foran, Sean M.](#)
Subject: Feedback Regarding 29 December 2016 IDO EPC Draft
Date: Tuesday, January 17, 2017 12:45:36 PM

Dear Planning Committee,

Please consider the following changes to the 29 December 2016 draft of the IDO:

1. Nob Hill Highland CPO-5 (page 78): Please limit building heights (page 79) from Girard to Aliso to 39 feet and do not allow any bonuses for premium transit locations. This is consistent with the current sector plan and essential to the historic character and walkability of Nob Hill. Also, we do not want 39 feet uninterrupted walls along Central, which would block off the residential neighborhood from the commercial zone and damage the historic commercial streetscape. It is imperative that the requirement to vary massing is preserved. Please use the language (or closely equivalent) from amendment 7 to the 2007 Nob Hill Highland Sector Development Plan, "If 75% or more of the block frontage along Central is being developed or redeveloped, one third of the new development is limited to 2 stories (26 feet) in height." The seamless integration of the commercial and residential zones is fundamental to the historic character and walkability of Nob Hill. Please prohibit premium transit bonuses all the way to Graceland to provide an appropriate transition to the very tall building heights from Aliso to Graceland. The premium transit bonuses up to 65 ft are not consistent with the current Nob Hill-Highland Sector Development Plan.
2. Nob Hill Highland CPO-5 (page 78): Please limit MX-T zones to 26 feet to be consistent with our current sector plan and provide an appropriate transition to historic residential properties that are typically 12 feet high.
3. Part C, Exception to Maximum Height (page 252): Please eliminate condition (a); this condition is true for almost all properties in Nob Hill (residential standard front yard setback is 20 feet). We do not want to see any non-transparent walls greater than 3 feet in the front yard setback in Nob Hill since they damage streetscape, walkability, and community safety. Transparent fences are acceptable up to 5 feet as well as living fences (i.e. landscaping). If this change is not possible for the entire city, please prohibit non-transparent walls greater than 3 feet for all of Nob Hill residential zones (expand the mapped area on page 252 to include all of Nob Hill).
4. Use, Carports (page 221): Please expand the map of the prohibited area in section 1.b.ii. (Page 222) to include all of Nob Hill.

Sincerely,

Govinda Haines
336 Aliso Dr. NE
Albuquerque, NM 87108
505.268.0064

From: [Gary & Melodie Eyster](#)
To: [Renz-Whitmore, Mikaela J.](#); [Planning Comp Plan-UDO](#)
Cc: [Gary Eyster](#)
Subject: IDO Public Comment Gary Eyster
Date: Wednesday, January 18, 2017 11:11:56 AM

Mikaela, I sent the following in on the ABCtoZ website. Here they are in just in case.
Thanks again for your open, earnest assistance. You are a champ! Gary

-CHARACTER PROTECTION OVERLAY ZONES...Nob Hill Highland- CPO-5...Applicability Area...The CPO-5 standards apply in the mapped area shown... (map runs from Girard Blvd to Washington St)...The mapped area does not include any of Highland. Don't you want the name of the CPO to match the area it covers?

-BUILDING HEIGHT, MX-M ZONE, CENTRAL AVE FROM GIRARD BLVD TO ALISO ST...The draft proposes that Building Heights will be governed by the city wide standard for MX-M, 45 feet....The draft states: "Bonuses associated with Premium Transit are only available within one block of a Premium Transit Station".....This will allow another 20 feet of building height in these areas (65 ft). The community hammered out a 39 foot building height through the sector plan process in 2007. Neighbors gave a lot so others could get the heights up to 39 feet...I appreciate the desire to make standards consistent citywide but the purpose of a CPO is to recognize unique character that is worthy of preservation and preserve it.
Building height in the CPO-5 zone between Girard Blvd and Aliso St should remain 39 ft and bonuses should not be available. The district creates city wide value from its historic character. Its historic character derives to a major extent from the heights of buildings being somewhat consistent with building heights during the historic period of significance.

CARPORTS...The draft states: "Carports for single family, two family detached dwellings, and attached townhouse dwellings are prohibited in the following mapped areas. (map of Monte Vista and College View Historic District)....This mirrors the current ordinance and I support it in the strongest terms. I would recommend making it larger, say the Nob Hill Highland Sector Plan area. I note that there are several three family dwellings in the mapped area. The language needs to cover them and perhaps it does.

FENCE AND WALL STANDARDS...The drawing "In front of the primary building front façade" should probably refer to the front setback, 20 ft from the front property line, instead of in front of the primary building façade. It should show wall height of 36" max, not 42" max. The 36" max wall height is not high; why not allow max opacity of 100%?...Wall height behind the front setback should be 6 ft unless owner has an engineer's design, then 8 ft. max.

-The draft states: "WALLS, FENCES, AND RETAINING WALLS GREATER THAN THREE FEET are not allowed in the front setback area of parcels with single family detached dwellings, two family detached dwellings, and attached townhouse dwellings in the mapped areas shown. (map of Monte Vista and College View Historic District)....This mirrors the current ordinance and I support it in the strongest terms. I would recommend making it larger, say the Nob Hill Highland Sector Plan area. I note that there are several three family dwellings in the mapped area. The language needs to cover them and perhaps it does.

From: [Brito, Russell D.](#)
To: [Renz-Whitmore, Mikaela J.](#); [Reed, Terra L.](#); [Barkhurst, Kathryn Carrie](#); [Toffaleti, Carol G.](#); [Webb, Andrew](#)
Cc: [Susan Michie-Maitlen](#)
Subject: Fwd: Pew Report
Date: Wednesday, January 18, 2017 3:34:59 PM

ABC-Z Team,

Please see Susan's comments below and include them in the EPC file as new comments.

Thank you,
- Russell

Begin forwarded message:

From: Susan Michie-Maitlen <sgm150@ymail.com>
Date: January 18, 2017 at 3:25:40 PM MST
To: "Brito, Russell D." <RBrito@cabq.gov>
Subject: Re: Pew Report

Absolutely!

Thank you.

Susan

Sent from my iPhone

On Jan 18, 2017, at 3:11 PM, Brito, Russell D.
<RBrito@cabq.gov> wrote:

Susan,

May I submit this as an official comment for the IDO, if you have not already done so?

Thank you,

- Russell

On Jan 18, 2017, at 2:22 PM, Susan Michie-Maitlen
<sgm150@ymail.com> wrote:

Below is the quote I referred to at the meeting yesterday, the full report published Dec. 2016 is attached.

"A substantial majority of Americans are online shoppers, but for most this behavior is a relatively infrequent occurrence. Some 15% of Americans say that they make purchases online on a weekly basis (4% do so several times a week, while 10% do so about once a week) and 28% shop online a few times a month. On the other hand, nearly six-in-ten Americans say they buy online less often than a few times a

month (37%) or they never make any online purchases (20%)."

As for Hey Johnny - despite their lament about online shopping, if you go to their website you will see they promised an online shopping option in November, but chose not to do it. If you read the news article it also states....Ford also cited a change in the Nob Hill area itself. He said the area has become more for breweries and restaurants rather than retailers.

My point being there is still plenty of room to attract brick and mortar retail to Nob Hill if we provide an attractive environment for them. We are not doing that now. The 1965 rule that exempts all parking for any change in use benefits a few property owners at the expense of everyone else in the community, including local residents, businesses, and other property owners. Given the current revamping of the zoning code (IDO) now will be the best time to remedy this issue. It is not unfair to apply the new standard "change in use" parking policy below for all commercial buildings to pre-1965 buildings too.

3. A change in use of a primary building that complies with the requirements of Tables 4-5-1 and 4-5-2 before the change in use, and that

increases the minimum off-street parking requirements for the building, by more than 25 percent. Changes in use that result in a smaller increase in off-street parking spaces shall not be required to provide additional parking. (See IDO p. 202)

Doing so could...

- 1) Limit some new restaurant/bar activity, but not all
- 2) Stop the upward rent creep, that works against retail
- 3) Slow the agglomeration of alcohol outlets and related rise in violent street crime.
- 4) Help to buffer existing restaurants/bars against coming changes in liquor policy (i.e. SB 37)
- 5) Encourage a more diversified business mix to serve both local and visiting consumers.
- 6) Still allow new options for "change in use" for pre-1965 buildings also enhanced by other new "parking credits and adjustments" in the IDO (See IDO p.217).

There will be no better time than now to change this policy.....just my two cents.

Susan

From: "Oppedahl, Gary L." <garyo@cabq.gov>

To: Izzy Martin Ltd <info@izzymartin.net>; chris smith <nmrealestatenow@gmail.com>; Carolyn

Chavez <carolynachavez@gmail.com>; Susan
Michie-Maitlen <sgm150@ymail.com>; "Davis, Pat"
<patdavis@cabq.gov>; "Foran, Sean M."
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<sbrc.abq@gmail.com>; "Crawford, Dayna G."
<dayna@cabq.gov>; "john@sedberrynm.com"
<john@sedberrynm.com>;
"lisak@sedberrynm.com"
<lisak@sedberrynm.com>

Cc: "Brito, Russell D." <RBrito@cabq.gov>

Sent: Friday, January 13, 2017 5:01 PM

Subject: RE: nob hill

Izzy,

Let's meet as soon as possible to discuss. How about 2pm Tuesday at O'Neill's? I've confirmed Dayna Crawford will be there, and we'll have Russel Brito from Planning as Suzy Lubar is out sick.

Hope that works for you?

Gary O

Gary Oppedahl

Director, Economic Development

City of Albuquerque

505-768-3275

One Civic Plaza NW, 11th Floor
Albuquerque, NM 87103

Cabq.gov

[Description:
cid:image001.png@01CEF4FE.82AB7BB0]

From: Izzy Martin Ltd [<mailto:info@izzymartin.net>]

Sent: Friday, January 13, 2017 3:27 PM

To: chris smith <nmrealestatenow@gmail.com>;
Carolyn Chavez <carolynachavez@gmail.com>;
Susan Michie-Maitlen <sgm150@ymail.com>;
Davis, Pat <patdavis@cabq.gov>; Foran, Sean M.
<seanforan@cabq.gov>; Oppedahl, Gary L.
<garyo@cabq.gov>; janet moses
<jlm429@comcast.net>; Robert Munro
<robert.munro@earthlink.net>; gary@abq.org;
bwalton@abq.org; sbrc.abq@gmail.com; Crawford,
Dayna G. <dayna@cabq.gov>;
john@sedberrynm.com; lisak@sedberrynm.com

Subject: nob hill

Hi folks

Sorry for this unsolicited group email, but I feel we need to be in communication (again) regarding the loss of yet another retail anchor in Nob Hill. Hey Jhonny is the latest to close, and as a fellow retailer I would say this puts Nob Hill at a final crossroads.

The tools exist to maintain and grow the retail sector in neighborhoods like Nob Hill; at this point the lack of any such action by the city looks willful. It's hard to feel that this is an environment that is conducive to keeping Izzy Martin open.

The Hey Jhonny space cannot become another restaurant or bar. The non-response to Elsa Ross becoming Frenchish and Kurts becoming one maybe two restaurants can't be repeated. We need to go to the top of the Planning Department and the Mayors office to ensure that landlords are made to understand the limits on their spaces. 3418 Central SE is a retail space, it is not historical, and it has no parking. We need enforcement of the neighborhood's rules intended to restrict restaurant conversions.

Having a retail specialist like Robert Gibbs directly involved could help us guide new developments with the goal of securing serious retail anchors.

We need to know what mechanisms/investments are smart and available to the city; Mr Gibbs is uniquely qualified to prescribe those solutions. A council declaration of commitment to Nob Hill Retail would be a start, and incentives to attract smart retail development should be on the table. The current contract with Gibbs through Economic Development should be accelerated and expanded.

Contrary to official assertions, ART's street improvements are NOT a retail plan. While I am not an opponent of the project overall, I think the Small Business support aspect during construction has been ill-conceived and poorly implemented, and the funds for it either mis-appropriated or absent. There needs to be substantial and guaranteed financial assistance established immediately, whether through the SBRC or some other entity. Money currently being spent on promotional "events" needs to be spent on actual marketing and messaging.

I am available to participate in any of the above but running two businesses leaves me a little short on time and unable to spearhead new initiatives.

Any thoughts about what might be done next
would be much appreciated.

Sincerely

Rufus

@Izzy Martin

<image001.png>

<PI_2016.12.19_Online-Shopping_FINAL (2).pdf>

<image001.png>

From: [Michelle Negrette](#)
To: [Renz-Whitmore, Mikaela J.](#)
Subject: John Anderson IDO Testing Workshop Summary.rev.pdf
Date: Tuesday, January 17, 2017 6:15:36 PM
Attachments: [John Anderson IDO Testing Workshop Summary.rev.pdf](#)

Hi Mikaela,

Sorry, I just got back to the computer. Here you go.

Thanks,
Michelle

Integrated Development Ordinance Testing Workshop: Incremental Development on the Central Corridor



Fall 2016



Contents

Background..... 3

Partnerships..... 3

Goals and Purpose 3

 Project Sites 6

 Zoning 6

 Wildcards..... 6

 Pro Forma 7

 Group Report Out..... 7

Post-Workshop Debrief..... 13

APPENDIX A - Attendees 14

APPENDIX B - Agenda 17

APPENDIX C - Site Map..... 18

APPENDIX D - Site Specifications..... 19

APPENDIX E - Site Examples and Templates 20

APPENDIX F – Example Pro Forma..... 25

APPENDIX G - Handout 26

Integrated Development Ordinance Testing Workshop: Incremental Development on the Central Corridor

Summary and Conclusions

Background

The City of Albuquerque is currently in the process of integrating their zoning code, subdivision regulations, and other land use regulations in an effort to simplify and streamline the development process. This effort will result in a single Integrated Development Ordinance (IDO). The intent of this work is to package and preserve the important sections of myriad individual regulations while simplifying *and consolidating them* to remove redundancies and inconsistencies. The result will be a user-friendly and predictable set of regulations that *will* guide development in Albuquerque into the 21st Century.

One and a half years into this two-year process, City of Albuquerque's Planning Department, Council Services, and the consultant team completed a draft of the proposed IDO *in August 2016*. Prior to finalizing the IDO for *introduction to the City's adoption process*, the City of Albuquerque requested the assistance of John Anderson and the University of New Mexico's School of Architecture and Planning (UNM) to host a workshop to test the draft IDO "in action" in order to ensure that it achieves its intended results.

Partnerships

The IDO-testing workshop was held as a *partnership between UNM*, and the City of *Albuquerque's Planning and Economic Development Departments (CABQ)*. Economic Development was primarily responsible for

convening key players, registration, schedule, facilitation, and write-up. UNM hosted and participated in all planning sessions, provided materials and table facilitators for the workshop, and summarized notes. CABQ managed the planning and program for the workshop, chose potential development sites, developed maps and table guides, provided presentations and table facilitation, compiled materials and feedback from the workshop, and provided funding.

Goals and Purpose

The purpose of the second IDO testing workshop was to assemble diverse groups that included a developer, a banker/lender, a neighborhood leader, a designer/architect, and a planner/engineer and simulate the development of a mock project on small fictitious site on Central Avenue in Albuquerque using the proposed IDO. The goal of this exercise was to answer the following *questions*:

1. Can the proposed IDO work on small size lots?
2. Does the IDO create context sensitive design?
3. Are small sized developments using the proposed IDO be financially feasible for the developer?



Overview

On September 21, 2016, the CABQ Economic Development Department (ED), along with planning staff and UNM hosted a two and a half hour workshop to test the proposed draft of the IDO with respect to small scale residential and mixed use development along the Central corridor. Many neighborhoods have expressed concern about new development respecting the existing scale and character and the potential affects adjacent to existing residential areas.

ED invited **John Anderson, of Anderson Kim Architecture and Design**, to talk and share an exercise he developed to train people on how to do what he has coined “incremental development,” smaller scale development that can be built in phases which can be developed with financing tool that are accessible to the general public.

ED tailored John Anderson’s exercised in order to create a testing scenario for the proposed IDO. Invitations were sent out to neighborhood associations, the development, planning, architectural, financial and real estate communities in order to develop teams to look at potential development from various perspectives. Eight tables with eight participants were formed from the RSVP list, with an effort to give each group an architect, a planner, a developer, a neighborhood representative, a realtor and financial representative. The response to the activity exceeded expectations and the event attracted enough participants for two additional tables.

The exercise focused on seven development areas along the Central Corridor – Atrisco, Rio Grande, East Downtown, the University Area, Nob Hill, Highland and the International District. Due to community interest, two sites focused on Nob Hill. Sites were pre-selected for each table, ranging from a small single lot 50 x 150 feet to a triple lot 50 x 150 feet. Some lots were corner lots, while others were a mid-block condition. Some lots had rear alleys, while others did not. The intent was to look at the various existing development conditions in these areas without focusing on a particular existing lot.

Each team received a packet of information consisting of a site, project location, templates of buildings square footages, parking layouts and a pro-forma worksheet. In addition to the proposed IDO, each table received a “chance” card that expressed a community concern, such as limiting height or providing underground parking and a “community chest” card which offered a bonus, such as no parking, an addition story, etc. Each team had an hour and a half to determine what they wanted to develop, design it with respect to the site constraints and IDO requirements and determine if it penciled as a viable development scenario. Teams provided feedback as to what issues and opportunities the proposed IDO presented on feedback sheets and in report out sessions.

Teams engaged the activity quickly, and expressed frustration generally with parking requirements, lot size minimums and the difficulty in understanding how CPO (Character Protection Overlay) worked with the general IDO zoning requirements. Many people commented that proposed setback requirements were greater than the existing zoning code and not in keeping with the existing character. Others noted that the open space requirements should be clearer and landscaping requirements should be used to enhance the streetscape environment. Parking requirements posed the greatest challenge to the participants, tables without required parking where more successful in achieving team goals than those who needed to meet specified parking spaces.



Why Incremental Development?

From John Anderson and the Incremental Development Alliance

WHAT DO WE MEAN BY INCREMENTAL DEVELOPMENT?

Today, real estate development mostly happens in big, expensive chunks - picture large scale subdivisions and condo towers. You need to be a professional development firm to be a part of that action. But the neighborhoods we love most were built in little pieces. That's the way great cities work - places are way more loveable and flexible when many people have been a part of building them. That is what we mean by incremental development: city-building in small steps. We see incremental development as way for anyone and everyone to get involved in building and improving their neighborhood. In an incremental approach, no project is too small and because of that, we can allow our neighborhoods to evolve in a natural, community-led way. Incremental development actually helps neighborhoods become stronger with time by allowing them to mature gradually instead of locking them into boom-and-bust cycles that are common with larger developments.

WHY IS INCREMENTAL DEVELOPMENT SO IMPORTANT?

Incremental development is a common sense, can-do response to three major problems plaguing our cities.

The US housing supply is 63% single-family detached dwellings. Our financial and building regulations strongly favor the building of even more single-family detached dwellings. However, as average household sizes continue to shrink and demand for urban living continues to grow, what we desperately need is more quality rental

housing assembled into charming, human-scaled neighborhoods.

You can read about the evidence for this at length in the work of Arthur C Nelson or the Brookings Institution. We need a diversity of owner-occupied housing and quality rentals, adjacent to commercial mixed-use buildings. To do that, we need small developers.

As with most things in life, scale makes all the difference. The small scale developer is limited by their size to a certain scope of project. So instead of meeting rental demand through the creation of extra-large apartment complexes, small developers are more likely to build what is commonly called the "missing middle" - such as duplexes, triplexes, fourplexes, live-work buildings, and backyard cottages. Small developers benefit from living or working in their own buildings as well, which fosters accountability.

The demand for "missing middle" housing far outstrips supply in the US, because while these time-honored buildings used to be common, they are rarely built in today's development landscape.

The "missing middle" is a terrific economic proposition for the small developer, but too small for a big development company's business model. No one is coming to save us from the status quo. We've got to do it ourselves.

That's why the Incremental Development Alliance is training people how to become small developers and working with cities and foundations to help create a friendlier regulatory environment for bottom-up building.

Workshop Attendees

Approximately 75 people attended the workshop, which was held from 6:00 am until 8:30 on Wednesday, September 21, 2016. Dinner was provided by Economic Development and attendees sat at assigned tables, grouped by neighborhood area of interest. The attendees represented a diverse set of players related to land use planning and project development.

Workshop Highlights

The workshop opened with introductions and a short presentation by planning staff describing the proposed Integrated Development Ordinance (IDO), project timeline, and the purpose of the evening's exercise; to test the IDO with respect to small lot conditions in a Transit Oriented Environment.

John Anderson, a local planner and partner of Anderson Kim Architects and Urban Design, provided an overview of Incremental Development. His talk focused on his work with the Incremental Development Alliance and the "missing middle" in housing. The presentation set the tone for the evening's exercise which was design to see if the regulations of the IDO and the small lot conditions of the Central Avenue corridor to generate development which penciled out while address neighborhood concerns regarding character and scale.

Following the John Anderson lecture, each table began the two hour timed exercise. Each table was provided with a site map, building and parking templates and necessary zoning information and codes. Sites and project templates were pre-selected in order to assure that a variety of sites were tested in a measurable and efficient manner. In addition, participants were asked to run a project pro-forma and keep a list of project constraints or other issues encountered that might hinder the development process.

The table developed a project concept for their site given the existing land use regulations and the context of the surrounding area. Each team had approximately 1.5 hours to complete the exercise. City staff was on hand for questions related to the zoning regulations.

Project Sites

Project sites were fictional, but generated based on lot sizes and conditions in the area. Lots were based on a parcel of 50' x 150,' ranged from 1 to the 3 parcels, typical of traditional early platting sizes and available land in older neighborhoods along Central Avenue.

Other factors influencing development considered at each table included corner lots, alleys and lots internal to the block. The intent was to have teams explore how the IDO might affect not only height and parking, but also access, internal circulation and setbacks on sites with limited area.

Lots were fictionalized in order to minimize focus on specific lot conditions or potential development agendas and to examine more generalized conditions.

- *Atrisco*
- *Rio Grande*
- *EDo*
- *University*
- *Nob Hill*
- *Highland*
- *International District*

Zoning

The proposed IDO zoning tested in this exercise was primarily MX-M and MX-L due to the focus on the Central Corridor. Various Character Protection Overlays (CPO's) were encountered, including CPO Nob Hill, CPO 2 and CPO 6.

Wildcards

Project staff developed two "Wildcards" designed to further explore the realities of real world development. These two cards, one "chance" which provided a potential stumbling block, and another "community chest" which offered potential development incentives. Cards were provided at the beginning of the project. These wildcards were as follows:

Chance

- *Neighborhood only wants two stories*
- *Neighborhood wants underground parking*
- *Neighborhood wants mixed use*



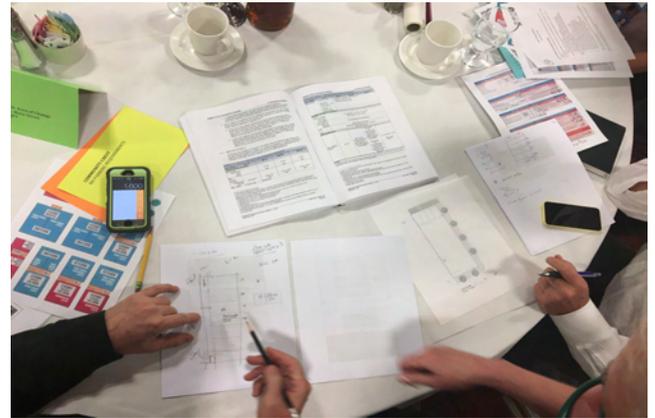
Community Chest

- Additional Story Permitted
- No parking requirements
- No density cap

“Community Chest” and “Chance” cards greatly affected the development potential of the team. Tables without parking requirements typically penciled out, while tables with underground parking faced financial challenges that were most often than not insurmountable. These cards, while deal killers for some, generated awareness amongst team members of the realities of neighborhood desires and their affects on project feasibility.

Pro Forma

Each table also ran a mock pro forma worksheet to determine if their proposed project would pencil out. The pro forma, developed by John Anderson, contained space for the team to enter key information, such as construction costs and market rents and determine if their proposed development would make financial sense to a developer. This component of the exercise provided a real world aspect to the teams aspect and provided valuable insight to both participants and project staff as to what aspects of the IDO and comment concerns impact development cost and the feasibility of a project.



“Had to assume higher rents. – Lose 40%/year.”

– Local developer

Group Report Out

At 7:45 teams stopped working and were asked to share their experiences. About half the teams finished the exercise with a feasible development. The majority of successful projects were one’s that received a no parking requirements card. Other teams reported that parking requirements, particularly underground parking, were deal killers. A few teams could not complete the exercise due to time, budget or other site constraints. City staff members took notes on areas where proposed zoning regulations impeded development.

In addition to facilitated discussion, participants filled out an evaluation form provided feedback on issues with respect to regulations and the ease of use of the IDO. Participants also provided various comments and notes pertaining to the experience. The following is a summary of the feedback received from the process with respect to the proposed IDO as they relate to specific areas along the Central Corridor.

“Parking requirements should be maximum not minimum. City should build lots at intervals if they really want to see density/infill happen”

– Local developer

Observations

Of the 8 groups, 4 tables result in a developable project, 3 did not pencil and 1 did not finish. All tables initially realized their lots were undevelopable by current zoning limit of .5 acres. Lots ranged from 50' x 150' to 150' x 150.' Tables with a CPO had difficulty determining what triggered the requirements, which requirements trumped and some did not follow them. Parking generally was an issue, particularly on lots smaller than 100' x 100.'

Typical community demands, such as height limits and underground parking generally negatively impacted a development to happen. However, if no parking was required, heights could be limited. Additional height bonuses did not help underground parking pencil. Generally, participants had difficulty understanding where requirements were located and how to use the pro forma.

Participants generally were constrained by the following:

1. All lots were under developable limit of .5 acres. This precludes small scale infill development, supports buildings that have at least ½ block frontage, requires land aggregation and renders many smaller lots undevelopable.
2. Parking requirements difficult to meet in almost all cases. Underground parking does not pencil, guest parking for residential is difficult to accommodate, hotel parking is not realistic.
3. Setback requirements are confusing and sideyard setbacks are introduced where not currently required, creating 10' alleys between buildings. Setbacks are limiting developable land area on small lots.
4. Open space and landscaping requirements are difficult to understand, landscape requirements do not necessarily benefit streetscape, open space requirements are not clear if roofs and balconies count.

Recommendations MX-M and MX-L zones based on IDO exercise

1. Remove lot size limitation.
2. Remove side and rear setback requirements.
3. Clarify the open space requirements, allow rooftop and balcony to count.
4. Encourage landscape requirements to be used in public realm, provide incentives.

5. Reduce required parking for hotel use.
6. Modify parking requirements, suggestions include regulating only uses which generate heavy parking needs, increasing parking reductions for residential in transit areas, reducing guest parking requirements, removing parking requirements on small lots.
7. CPO needs to be clearly identified as how and when it trumps straight zoning, what variance process can be applied and which areas have CPO. Should indicate CPO overlay on a map.
8. Clarify if alley is considered a street for setback purposes and parking access.

General Comments

- Many of the successful projects would not have worked with current parking requirements.
- All lots were too small for zoning.
- Min lot size would have prevented development.
- 3rd floor made project pencil.
- Open space requirement met by courtyard for residents.
- Added retail store frontage
- On street parking and transit bonuses for parking made project work.
- Had to assume higher rents – lose 40%/year
- 14% return.
- Underground parking desired by neighbors made project numbers fail. ½ the rents needed for cost.
- CPO lower density, maybe less development that appropriate on high-density corridor.
- Landscape requirements met by side setbacks. No meaningful landscaping on street. Require streetwise minimum.
- Density definition, units may give false picture, (500 sf unit =6000 sqft) – what you count and how you count it – add in sf/unheated sf, etc.
- 5 foot setback is required no matter what, may not match character.
- Allow landscape requirement to count if on roof in urban areas.
- CPO gave advantages – no setbacks, higher building heights, but parking requirements killed \$ based on boutique hotel.
- Parking is driving the design, suggest no min, max requirements only.
- 1 parking space/room for hotel seems high.

“Hotel parking should not be as stringent as residential.”

– Participant

Comments by Table

Table 1: Highland

What was attempted: 3 Story assisted living – 12, 1 bedroom units

Did it pencil: YES

Zoning: MX-M
Development Area: Area of Change
Center/Corridor: Main Street
Lot Type: Triple alley lot on corner

Land Value: \$6/sqft
Chance Card: You are building next to single family
Community Chest: No Density cap

Comments:

- Lot size too small
- Not clear on options for opens space, does balconies count, landscape areas?
- No dimensional standards in zone
- Not sure what area of change means
- Difficult to find things in the document

Table 2: EDO

What was attempted: 11 studio apartments, 4 one bedroom, with 6000 sqft retail

Did it pencil: YES, but only because no parking requirements.

Zoning: MX-L
Development Area: Area of Change
Center/Corridor: Main Street
Lot Type: Double Alley lot on corner

Land Value: \$8/sqft
*CPO 2
Chance Card: Next to single family
Community Chest: NO parking requirements

Comments:

- Would not have worked if there had been parking requirements.
- Redefine density, more than just habitable unit. Density is also height, setback, FAR unheated spaces, etc.

Table 3: Nob Hill

What was attempted: 11 residential units, 6800 sqft retail.

Did it pencil: Not sure, ran out of time.

Zoning: MX-M
Development Area: Area of Change
Center/Corridor: Main Street
Lot Type: Single lot, mid lot, alley

Land Value: \$8/sqft
*CPO Nob Hill
Chance Card: Neighborhood wants only 2 stories
Community Chest: No parking requirements

Comments:

- Non conforming lot size.
- Neighborhood height limit difficult.
- Landscape regulations difficult to find.
- Could not find *CPO – 3.
- No parking requirements is not a positive thing for resale or occupancy in NM.
- 5' side setbacks are problematic for our site (.15 acres).

Table 4: Atrisco

What was attempted: 3 story mixed use, 9 One bedroom apartments and 2 commercial spaces, 640 sqft and 1280 sqft.

Did it pencil: YES

Zoning: MX-M

Development Area: Area of Change

Center/Corridor: Main Street

Lot Type: Triple lot on corner – no alley

Land Value: \$6/sqft

*CPO 6

Change Card: Neighborhood only wants 3 stories

Community Chest: No Density Cap

Comments:

- CPO – typos.
- CPO organization – more bullets and lettering.
- Hierarchy needs to be clear. Where does it say that CPO regs trump regular regs?
- Parking requirements: instead of 1 spot per 5 du for guests, use 1 spot for up to 4 du.
- Where does it say that regular parking requirements apply to the regular regulations.
- IDO is not intuitive.
- If the new standards allow for the development you are planning, how long before we'll be able to utilize it without having to ask for special permitting?
- 6 foot buffer between landscaping and parking was a challenge.

Table 5: International District

What was attempted: 52 one bedroom units, 8400 sf commercial with underground parking

Did it pencil: NO

Zoning: MX-M

Development Area: Area of Change

Center/Corridor: Main Street

Lot Type: triple lot, mid block, no alley

Land Value: \$6/sqft

Chance Card: Neighborhood wants underground parking

Community Chest: You can build an extra story

Comments: none found

Table 6: Rio Grande

What was attempted: 12 units at 1200 sqft , 12 units at 800 sqft and 12,000 sf retail.

Did it pencil: No

Zoning: MX-M

Development Area: Area of Change

Center/Corridor: Main Street

Lot Type: Double Alley lot, mid block

Land Value: \$6/sqft

Chance Card: Neighborhood wants underground parking

Community Chest: Bonus story allowed.

Comments:

- Lot too small for zoning.
- What is meaning of landscaping? No requirement for front setback pushes landscaping to alley side where it is irrelevant to the streetscape.
- No standard for OS/Landscaping.
- Are alleys included in definition of street?
- Need more subsidies for parking.
- Referring to DPM in zoning code is tandscene.
- Setback at 60% angle is limiting – boo.
- Can't tell if there s an alley setback – can you use alley for parking access?
- Landscaping should not be a minimum, it should mandate where it goes.
- Parking is driving whole project – no transit and no parking on street – until corridor is redeveloped this project makes no sense.
- Parking requirements should be maximum not minimum. City should build lots at intervals if they really want to see density/infill happen.

Table 7: University

What was attempted: 8 studio apartments, 8 1 bedroom apartments.

Did it pencil? YES, but not if parking had been required.

Zoning: MX-M

Development Area: Area of Change

Center/Corridor: Main Street

Lot Type: Double lot, corner, alley

Land Value: \$6/sqft

Chance Card: Neighborhood only wants 3 stories

Community Chest: No parking requirements

Comments:

- If we put as much parking as ABQ expects we'd never meet the req'ts.
- Would have learned more without the no parking req't from the neighborhood.
- Uses not difficult to identify, but filling out the pro-forma was.
- Provide parking maximums, not minimums
- 1 space/room for a hotel too high.
- Does not take into account renting a lot off site for parking.
- Density – small unit and large unit are treated the same.
- Landscaping should be allowed on roof.

Table 8: Nob Hill

What was attempted: Boutique Hotel and Retail

Required 44 parking spaces, parking killed development even with extra story.

Did it pencil: NO

Zoning: MX-M

Development Area: Area of Change

Center/Corridor: Main Street

Lot Type: Double Alley lot on corner

Land Value: \$8/sqft

*CPO Nob Hill

Chance Card: Neighborhood wants first floor retail

Community Chest: Bonus story allowed

Comments:

- Can density be defined as cubic ft rather du/acre?
- Hotel parking should not be as stringent as residential.
- Landscaping on streetscape should be requirement
- Does not allow for rented off site parking in numbers.

Post-Workshop Debrief

In general, the majority of the eight tables were able to produce projects that met the regulations of the proposed IDO and produce a respectable return on investment. However, the IDO does have regulatory issues which need to be address in order for small scale and lot development to be realized on the Central Corridor, and several regulations provide development constraints which impact the implementation of good Transit Oriented Development (TOD).

Of major concern is that all of the lots that were tested through this exercise would have been deemed undevelopable due to minimum lots size requirements of the proposed IDO. In order to meet the minimum lot size of x sqft, land would need to be either aggregated or small infill lots would remain vacant. In addition, these larger lot requirements preclude small-scale development that more appropriately relates to neighborhood scale and characteristics.

In addition, tables that did not get to waive parking requirements found the number of parking spaces to be challenging to meet on small lots. Despite transit reductions, the number of parking spaces still exceeded what site conditions would allow and what potential developments warranted from a developer perspective. Many felt the proposed parking requirements, though considered by many to be much improved over current parking calculation tables, were far too high for hotel, senior housing and apartments. The hotel and senior housing projects failed to pencil due to the parking requirements.

Other issues related to site setback requirements and landscape requirements. Many tables felt the intent behind setbacks was unclear. In particular, side setbacks, which are currently not required, and would create gaps along the streetscape. Landscape requirements did not contribute to the streetscape environment and many participants would like to see

rooftop gardens and balconies count as usable open space.

Height limitations and density caps were seen as barriers to good development. Without an additional story, many projects failed to pencil or development would not produce the numbers required for better building articulation and streetscape enhancement.

Overall, most tables struggled with the organization of the code. Character Protection Overlays (CPO) were difficult to locate and understand. Two teams chose to skip the requirements of the CPO, one because they could not locate it, the other because they could not determine when regulations superseded. Use tables were noted as improved, but still not user friendly. Other participants noted that the sequencing of information was not intuitive.

City staff should perform a careful review of the materials from each table in order to assess the development affect on the IDO. While many projects did pencil (though some only as a result of the waiver of parking requirements or additional height allowances), the quality and scale of development will probably not meet the quality and character desired by the neighborhoods.

In addition, good Transit Oriented Development, relies on a strong multi-modal environment. It is imperative that development is pedestrian friendly and creates a walkable environment in order to support transit, cycling and walkability. Special care should be take to encourage smaller scale development, limit large areas of parking along the streetscape and provide development incentives to provide an attractive environment. The proposed IDO, while streamlining the regulatory process, does not yet clearly acknowledge and support the specialized nature of a Transit Oriented environment.

APPENDIX A – Attendees and Table Assignments

IDO Testing Workshop, September 13, 2016

Tabled			No-Table
Aaron Sussman	2		Brito, Russell D.
Banu B. McKinley	6		Cecilia McKinnon
Barb Maddox	2		Cynthia Denise Jacobs
Barbara Grothus	3		Dan Majewski
Carrie Barkhurst	2		Daniel Michel
Claude Morelli	3		David Silverman
Claudia (Taudy) Miller	7		Deirdre Firth
Darin Sand	5		Gary Eyster
David Fite	3		Gary Oppedahl
David Hassard	3		James Montalbano
Doreen Kelsey	4		Jessica Carr
Dory Wegrzyn	4		Jesus Manuel Rendon
Doug Heller	5		Marcus Garcia
Elvira Lopez	5		Michael Hendragsman
Gabriel J. Campos	4		Michel, Racquel M.
Garrett Smith	2		Michelle Negrette
George Radnovich	4		Mikaela Renz-Whitmore
Geraldine Forbes Isais	7		Pablo Fernando Lituma
Govinda Haines	2		Shanna M. Schultz
Helen Doherty	6		
Henry Rael	5		

Isaiah Parra	1		
Jessica Lawlis			
Jitka Dekojova			
Jonathan Siegel	6		
Juno Raby	3		
Kalvin Davis	7		
katrina arndt			
Katy Braziel	7		
Laurie Tarbel	2		
Lawrence Kline	6		
Logan Patz	5		
Maggie S. Gould	5		
Mari Simbana	4		
Marianne Dickinson	6		
Michael Pride	3		
Mike Loftin	6		
Nathan Paul Masek	7		
Patrick Scott	5		
Phyllis Taylor	1		
Ramie Chavez	4		
Ric Higginbotham	6		
Rob Cronin	1		
Rob Dickson	2		

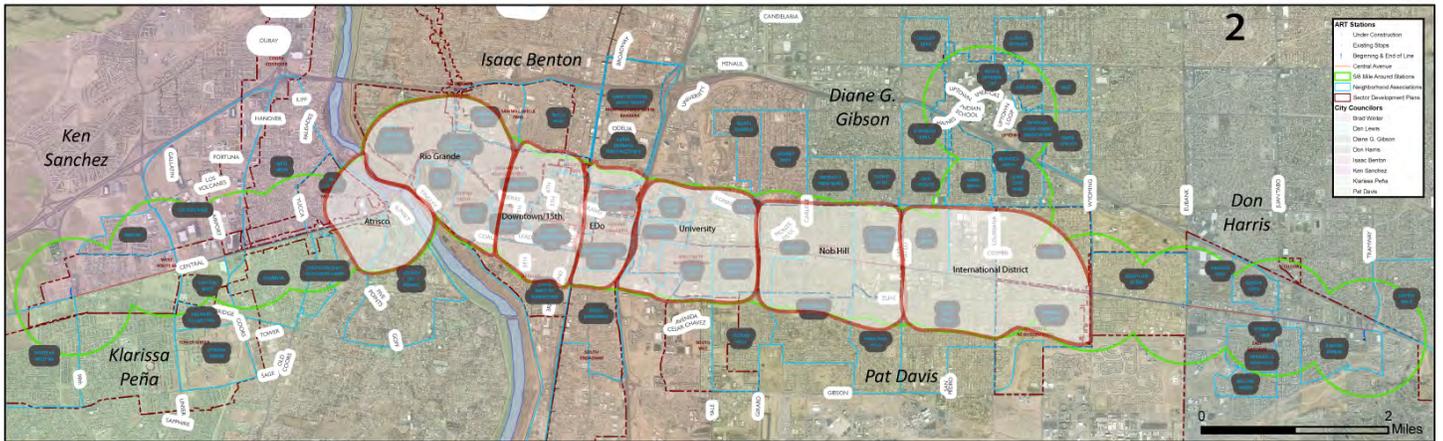
Rowan Wymark	1		
Ryan Hebert	6		
Sara Osborne	7		
Sara Rich-Jackson	1		
Serge Kalajdzic	4		
Susan Deichsel	2		
Terra L. Reed	7		
Trest Pollina	1		
Veronica Salinas.	1		
Vicente M. Quevedo	1		
William Luther	3		

APPENDIX B - Agenda

Start	Finish	Time (mins)	Assignment	Facilitator
Introduction				
5:30 PM	5:45 AM	0:15	Check in and find a space at each table that matches the tent card with their role	Planning Staff
5:45 PM	6:00 PM	0:15	Welcome	Gary
6:00 PM	6:10 PM	0:10	Introductions to what the evening is about and overview of the Integrated Development Ordinance (IDO)	Mikaela
6:10 PM	6:30 PM	0:20	John Anderson Presentation	John Anderson
6:30 PM	8:00 PM	1:30	Groups perform IDO exercise	Facilitators
8:00 PM	8:30 PM	0:30	Group report out and general discussion	Facilitators
Wrap up and Thank you				
8:30 PM	8:45 PM	0:15	Thank you and summary of next steps	Todd, Mikaela, Brian Reily



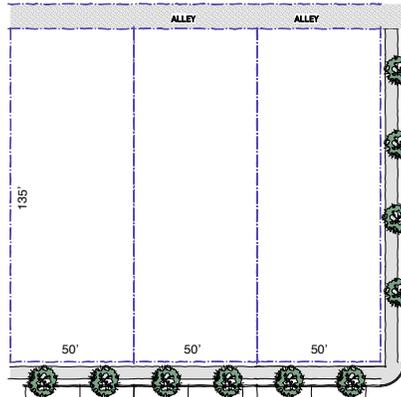
APPENDIX C - Site Map



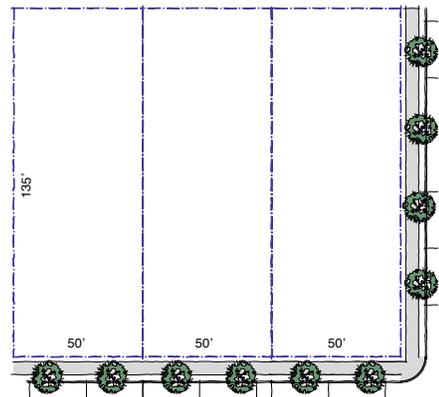
APPENDIX D - Site Specifications

Testing Site	Location	Acres	Existing Zoning	IDO Zoning	Walk Score	Transit Score	Bike Score
1	Highland	0.51	SU-2 CCR	MX-M	90	48	99
2	EDo District	0.34	SU-2 CRZ	MX - L	88	57	90
3	Nob Hill	0.15	SU-2 CCR	MX-M			
4	Atrisco	0.51		MX-M			
5	International District	0.51	C-2	MX-M	74	42	56
6	Rio Grande	0.34	C-2	MX-M	76	40	61
7	University	0.34		MX-M	88	57	90
8	Nob Hill	0.34	SU-2 CCR	MX-M	78	48	75

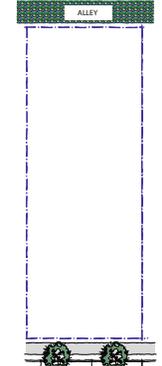
APPENDIX E - Site Examples and Templates



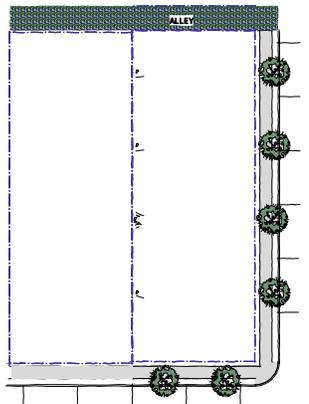
1 SITE PLAN
Scale: 1" = 20 ft



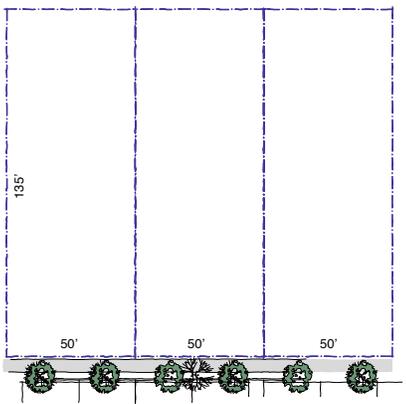
1 SITE PLAN
Scale: 1" = 20 ft



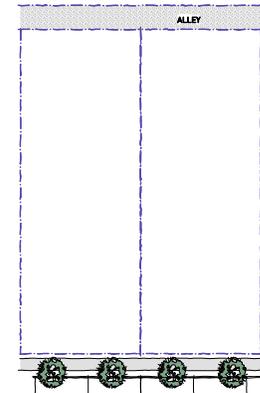
1 SITE PLAN
Scale: 1" = 20 ft



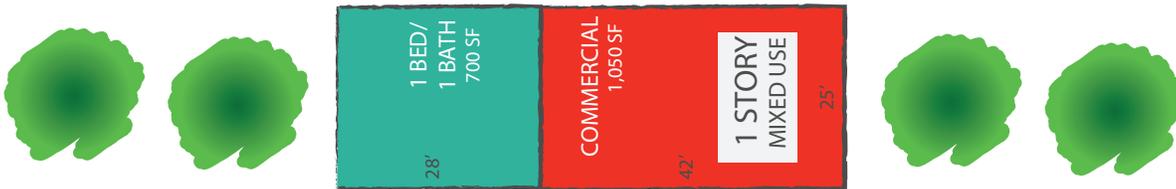
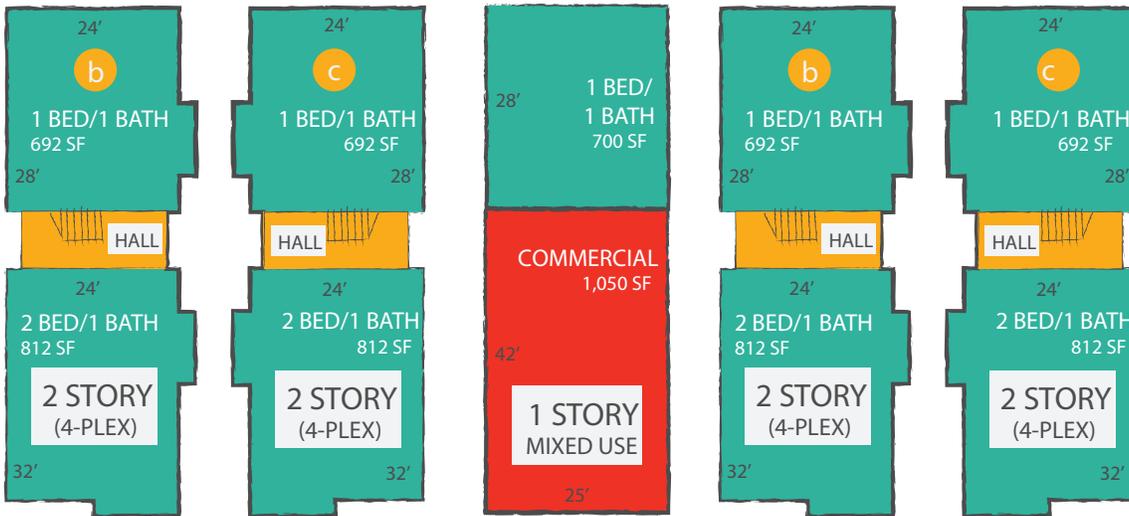
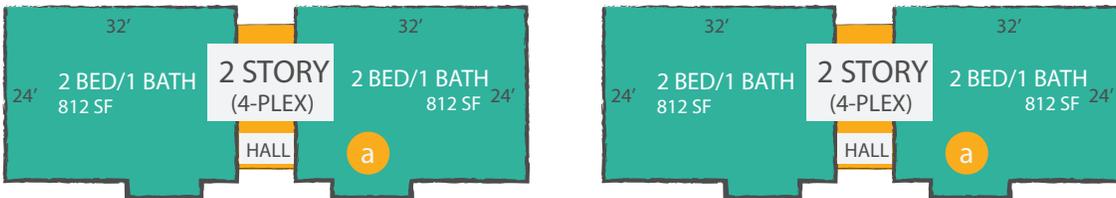
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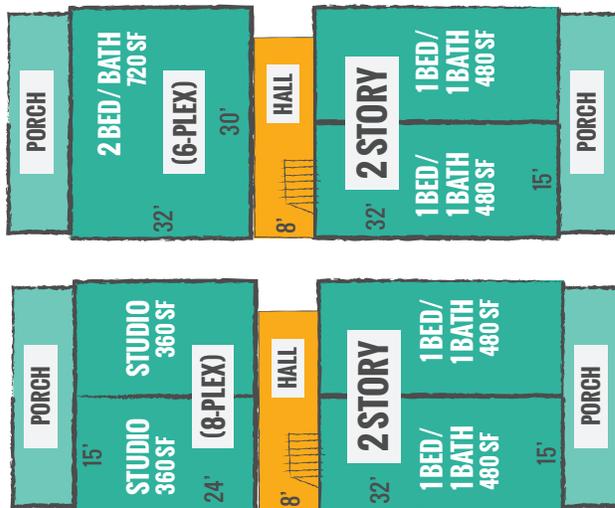
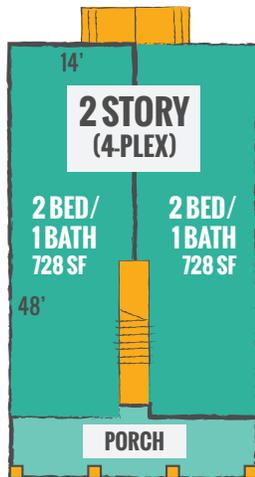
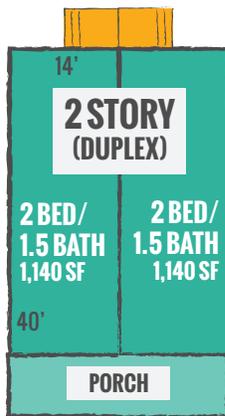
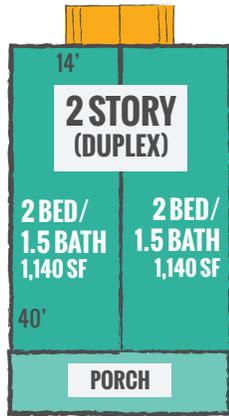
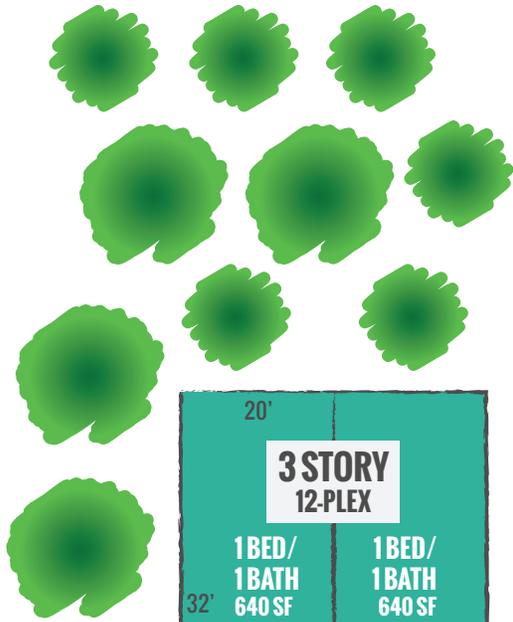


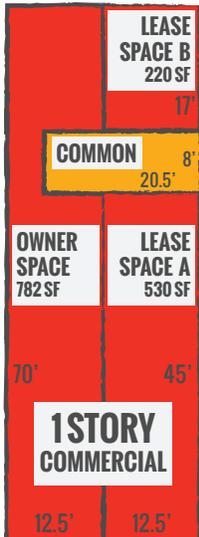
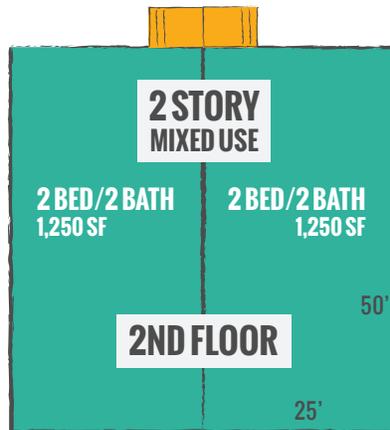
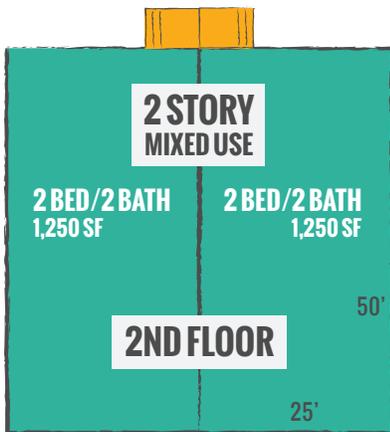
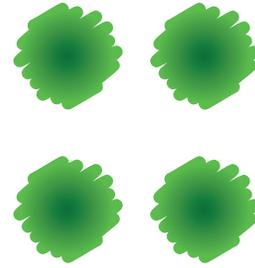
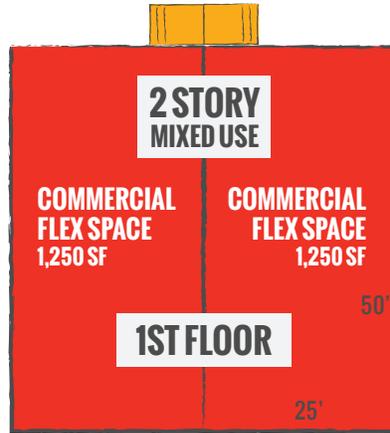
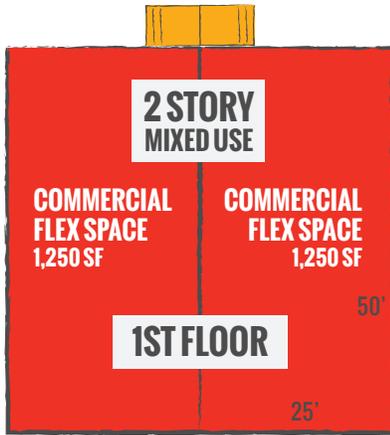
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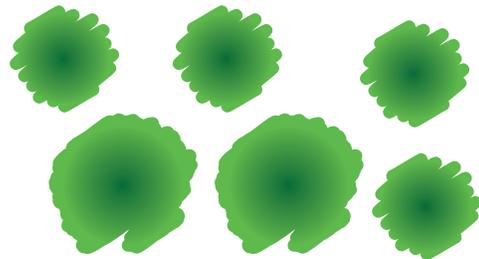
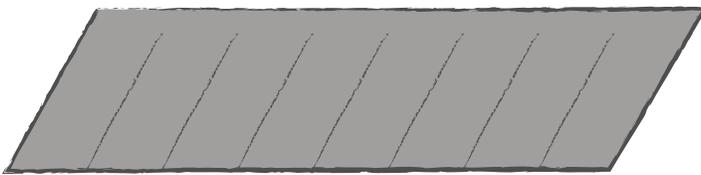
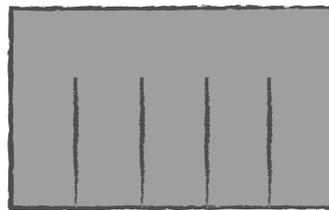
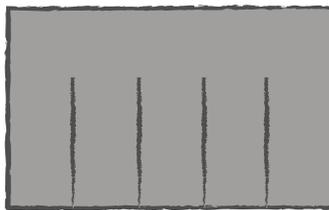
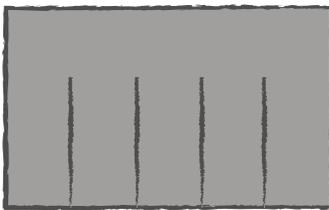
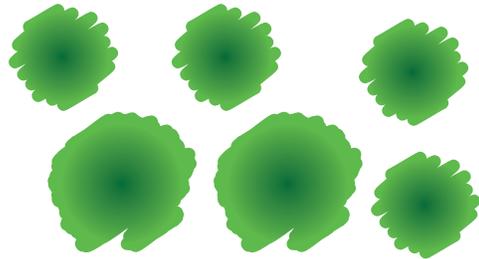
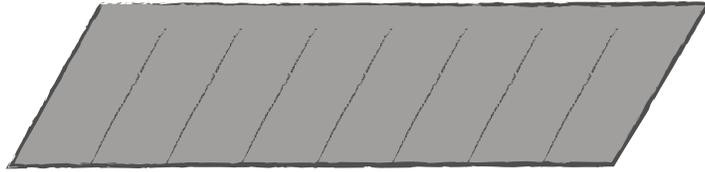
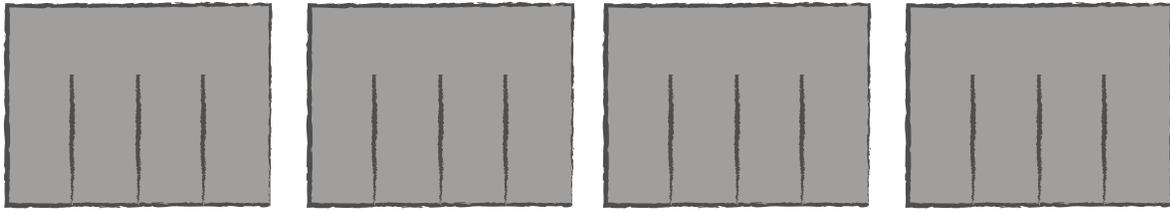


1 SITE PLAN
Scale: 1" = 20 ft









Small Scale Development Workshop - Static Pro Forma Worksheet

WHAT REVENUE CAN YOUR BUILDING PRODUCE?							
#1. MONEY IN	Quantity	Rent per Unit	SF per Unit	Rent/SF	Total SF	Total Monthly Rent	
Studio Apartments		\$	400 SF	\$	SF	\$	
One Bedrooms	4	\$ 800	720 SF	\$ 1.07	1,920 SF	\$ 3,200	
Two Bedrooms	2	\$ 1200	720 SF	\$ 1.67	1,440 SF	\$ 2,400	
Commercial Space		\$	SF	\$	SF	\$	
Common Area/Storage/Garages		\$	208 SF	\$	208 SF	\$	
					Total	3,568 SF	\$ 5,600

Gross Potential Annual Income - GPI (Monthly Rent x 12) \$ 67,200

WHAT WILL IT COST TO OPERATE THE BUILDING?			
#2. VACANCY AND OPERATING	% of Gross Income		#3. CALCULATE NET OPERATING INCOME
GPI - From #1		67,200	Take your Potential Gross Income (PGI) from #1
Vacancy Factor (% of GPI)	5%	3,360	Subtract the Vacancy Factor
Annual Operating Expenses (OpEx); Insurance, tax, property management, repairs, expenses, etc. (% of GPI-Vacancy)	25%	15,960	Sub-Total is the Gross Operating Income (GOI):
			Subtract the Operating Expenses GOI X 25% OpEx) from #2
			Remainder is the annual Net Operating Income (NOI):
			\$ 47,880

WHAT WILL IT COST TO BUILD? - WHAT IS YOUR RETURN ON PROJECT COST?				
#4. COST OF BUILDING THE PROJECT	Quantity	Cost per SF	Total	#5. CALCULATE ESTIMATED RETURN ON PROJECT COST
Land Cost	1	N/A	\$ 45,000	Take your Annual NOI from #3
Hard Costs (Total SF from #1 x Cost per SF)	3568 x	\$110	\$392,480	Divide that by your Total Project Cost from #4
Soft Costs (Total SF from #1 x Cost per SF)	3568 x	\$25	\$ 78,496	The product is your Estimated Return on Project Cost
Other (Off-site Improvement Costs)	1	N/A	\$ -0-	
			Total Project Cost: \$ 515,976	9.27%

HOW DO YOU FINANCE THE BUILDING? - HOW MUCH MONEY IS LEFT AFTER YOU PAY EXPENSES AND DEBT SERVICE?			
#6. DEBT SERVICE	\$		#7. CALCULATE CASH-ON-CASH RETURN
Total Project Cost from #4	\$ 515,976		Take your Annual Net Operating Income from #3
Assume 25% Equity (down payment) is required in cash and other equity (land, deferred fees, etc.)	128,994		Subtract your Annual Debt Service from #6
Assumed Loan Amount is 75% of the Total Project Cost. This is the Total Project Cost less the Equity provided:	\$ 386,982		This produces your Net Annual Income (or Cash Flow after OpEx and Debt Service):
How much do you have to pay each month to service that debt? (Assume 4.5% interest and 25 year amortization with no PMI) www.mortgagecalculator.org	\$ 2,688		Divide your Net Annual Income by the 25% Equity number from #6 to calculate your return on the Equity; your Cash on Cash Return:
Multiply Monthly Payment by 12 to produce your Annual Debt Service.	\$ 32,256		
			#8. ESTIMATE ANNUAL DEPRECIATION EXPENSE
Divide the Annual NOI by the Annual Debt Service to produce your Debt Service Coverage Ratio:	1.48		Multiply the Total Project Cost by .75 as a rough estimate of the value of improvements to the land. Divide the result by 27.5 years to determine the Annual Depreciation Expense:

$515,976 \times .75 = 386,982 / 27.5 \text{ yrs} = \$14,072$

What do these buildings look like?

DUPLEX, 6-PLEX, 8-PLEX

Similar frontage for each with small variations in size and porches. Potential for backyard cottages



4-PLEX

Potential for backyard cottages.



4-PLEX WITH LIVE/WORK

Ground floor commercial. Great for corner lots.



QUADPLEX COURT

3 two story 4-plexes, arranged around courtyard



12-PLEX

Four units per floor.



3 STORY MIXED USE

Ground floor: 2 Non-Res, 1 Res | Upper floors: 8 Residential





From: [Kalvin Davis](#)
To: [Planning Comp Plan-UDO](#)
Subject: EPC IDO Comments Revised
Date: Friday, January 20, 2017 2:31:20 PM
Attachments: [Geltmore EPC IDO Comments 1-20-17.pdf](#)

Please find attached our revised comments for the EPC, which now include notes from the Gibbs Planning Group IDO Retail Review & Recommendations – Nob Hill Highland Neighborhood.

Also, there is a typo on the website regarding the deadline for submitting comments at <https://abc-zone.com/document/abq-ido-epc-submittal-draft>

The date of the EPC hearing has not been updated in the following line - it now reads:

- To be included in the packet for EPC consideration **on February 2, 2017**, please submit comments by **1 p.m. Tuesday, April 4, 2017** (48-hours prior to the hearing).

Kalvin Davis
Geltmore, LLC

505-294-8625 Office
505-559-0587 Cell



January 20, 2017

Mrs. Karen Hudson, Chairwoman
City of Albuquerque
Environmental Planning Commission
600 2nd Street NW
Albuquerque, NM 87102

Re: Official EPC Comments on the Integrated Development Ordinance EPC Draft December 2016 with emphasis on the Premium Transit development height bonus

Dear EPC Commissioners,

We support the City's extensive effort in updating the zoning code through the Integrated Development Ordinance (IDO) and their combined effort with the County in completing the revised Comprehensive Plan.

The City has taken great measures to simplify the rules and regulations that protect existing neighborhoods, while also accommodating much needed new development and redevelopment. The move from a convoluted system of overlapping and confusing Sector Plans to an integrated model, in which all the rules and regulations are contained within a single document, will allow the Planning Department to administer their duties more fairly and perform more efficiently when reviewing proposed new development projects.

In addition to increased fairness and efficiency, the new integration of the IDO zoning with the goals and policies outlined in the Comprehensive Plan related to land use regulations, transportation, housing, and jobs will connect them in a thoughtful manner, with an eye towards accommodating future growth. The combination of mixed-use zoning categories with height bonuses made available to properties in appropriate locations, like near Premium Transit, Urban Centers, Main Streets, and Downtown, represents the best in current techniques of land use,

transportation, and housing planning. The most thoughtful bonus criteria, which best aligns the goals and policies of the Comprehensive Plan with the zoning and supports the future growth of the City, is the Premium Transit bonus.

New mixed-use residential/commercial projects in the applicable bonus areas will create much needed housing near to jobs and transportation. Those individuals that live, work, and play in these new mixed-use development areas will be able to reduce their vehicle miles traveled and help to not only normalize the City's jobs/housing balance but to keep our skies blue and our air clean. We believe that mixed-use projects that create new housing and commercial space near Premium Transit, Urban Centers, Main Streets, and Downtown will be of a great benefit to the City as noted in the study done by the Center for Neighborhood Technologies. We support the City's effort to encourage these types of projects and we believe that the more quality housing that can be added to these areas the better.

We recognize the benefit of development height bonuses, and having recognized that, we do not believe that development height bonuses should be limited in any mixed-use zoned areas. While reviewing the IDO draft prepared for the EPC we noticed that the Nob Hill CPO section on building standards and building heights [section 2-7.2(5)(d)(i)(b)] has limited the ability of properties to qualify for development height bonuses. We believe that limiting development height bonuses in areas where they should be applicable is contrary to goals and policies outlined in the Comprehensive Plan. The Planning Department, the EPC Commissioners, and the City Councilors should act to modify this section of the Nob Hill CPO. The most thoughtful bonus criteria, which best aligns the goals and policies of the Comprehensive Plan with the zoning and supports the future growth of the City, is the Premium Transit bonus. ***Therefore, the Premium Transit bonus should be applied normally within the Nob Hill CPO (i.e. within 660 feet of a station) instead of the vague "within one block" as it is currently written.*** At the minimum, the Premium Transit bonus should be applied normally between Carlisle and Washington while retaining the "within one block" language for the area between Girard and Carlisle. Also, note that no other area along a Premium Transit corridor will experience a restriction of the Premium Transit bonus. Please see the attached map at the end of this letter.

The suggestion we made above, related to increased building heights within 660 feet of Premium Transit stations, specifically in east Nob Hill between Carlisle and Washington, is made in the interest of regulatory consistency along the Premium Transit line and with the end goal of improving the long-term viability of local businesses in the area. The City recently commissioned the Gibbs Planning Group to perform a review of the IDO and make recommendations for changes that would better benefit retailers in the Nob Hill Highland Neighborhood. In their report, titled [IDO Retail Review & Recommendations – Nob Hill Highland Neighborhood](#) published on December 5th, 2016, the Gibbs Planning Group made several recommendations that echo our suggestion related to the Premium Transit bonus. Consider the following excerpts taken directly from the report (emphasis added):

- Recommendation: Chapter 14-16-4-1.4 Mixed-Use District Dimensional Standards should eliminate maximum building height and instead limit the number of stories.
Discussion: Modern retail development characteristically includes 14- to 18-foot floor to

ceiling heights on the ground level, while office and residential heights can vary according to use and type. **The current maximum may limit 4-story development. GPG recommends the IDO considers allowing 5-story development [...], as this represents the most efficient development under current building-type construction limitations.**

- Consider conducting office and residential feasibility analyses. Urban retail is best supported in mixed-use environments where a steady supply of consumers are living, working and playing nearby. **Mixed-use development should be encouraged if not required.** Furthermore, since the Great Recession, many retailers are more willing to explore proven or up-and-coming urban sites over suburban or speculative sites due to the more dense and consistent trade areas that urban locations command.
- Potential impact of transit-oriented development (TOD) on supporting retail: **Investments in transit have a multiplier effect on private investment in the areas immediately adjacent to the proposed line.** The guarantee of regular service and consistent supply of potential residents, workers and consumers provides developers with an added level of security in an otherwise volatile industry. Generally, **retail within one-half mile of a transit stop will see improved visibility and sales** after the opening of the transit line. These areas should be well-signed and pedestrian connections should be regularly maintained to encourage walkability. **For-sale and for-rent residential within one-mile of transit will be in demand, potentially spurring new or expanded development. Retailers often consider the residential density of prospective locations when making decisions on new store deployments.**

We urge the EPC Commissioners and City Council members to strongly consider our suggestion related to the Premium Transit bonus, as well as the recommendations of the Gibbs Planning Group report. Our suggestion, and the Gibbs recommendations, particularly the one related to maximum building height, are made in the interest of encouraging mixed-use, transit-oriented development and benefiting Nob Hill retailers. Increased building height is a critical component of mixed-use development. It would be extremely challenging, if not impossible, to finance a new mixed-use project that is three stories or less.

Sincerely,

Geltmore LLC



Paul L. Silverman

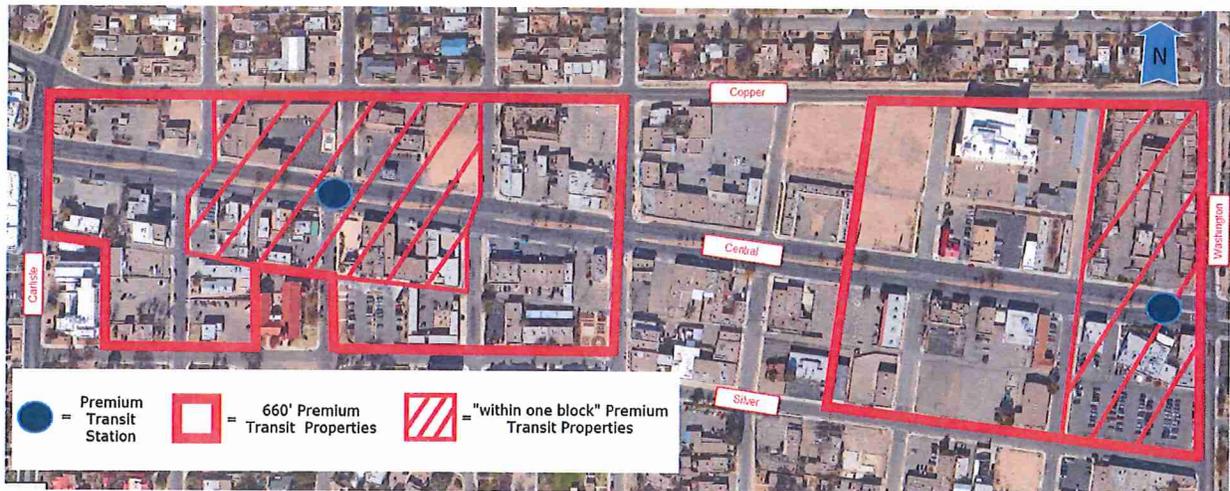
CEO/Manager

Geltmore LLC

201 Coal Avenue SW

Albuquerque, NM 87102

Map



This map was created using the boundary outlined in the Nob Hill CPO. It shows those properties between Carlisle and Washington impacted by the restriction of the Premium Transit bonus. The thick red outline shows properties that are located within the Nob Hill CPO and within ~660 feet of a new Premium Transit station. The thinner red outline filled with red hatch marks shows properties that are located “within one block” of a new Premium Transit station.

There is a net negative impact to transit-oriented development in the City by restricting the Premium Transit bonus. The negative impact is significant as it impacts eight city blocks that have frontage on Central which are within short walking distance of a Premium Transit station. This restriction has the potential to redirect several hundred million dollars in new mixed-use investments into other areas and halt the creation of new multifamily units in those blocks that are within 660 feet of a Premium Transit station but not “within one block.” Also, this area is covered by a Metropolitan Redevelopment Area, so new investment should be encouraged here and not restricted more than other areas along the Premium Transit corridor. Restricting the Premium Transit bonus in this area does not represent good land use, transportation, or housing planning and is contrary to many goals and policies outlined in the Comprehensive Plan.

From: [Naji, Leslie](#)
To: [Planning Comp Plan-UDO](#)
Subject: FW: Edits related to Landmarks responsibilities in the proposed IDO
Date: Friday, January 27, 2017 2:51:02 PM

From: Petra Morris [mailto:Morris@consensusplanning.com]
Sent: Friday, January 27, 2017 10:00 AM
To: Brito, Russell D.; Naji, Leslie
Subject: Edits related to Landmarks responsibilities in the proposed IDO

Good morning,

Sorry it has taken me a while to get around to sending this email. These are the small edits I suggested to Russell at the end of the hearing. They seemed a bit too detail oriented for discussion with the whole commission and they are more format oriented than substantive changes:

- For each of the HPO we include a link to the guidelines, we should also include the title of the document, in case the link goes down, gets scrambled, etc. People should know the name of the document that they are being linked to. For example HPO-2 would read The standards and guidelines applicable in the HPO-2 zone are found in the New Town Neighborhoods Development Guidelines, and are available online: link
 - The New Town guidelines are applicable for Huning Highland, 4th Ward, and 8th and Forester, so it will be the same document title. Also we should consider referencing this for the proposed EDO HPO, as I think it applicable to that as well, but Leslie can probably speak to that better on relevance.
- When a Landmark is adopted, it is usually adopted with its own standards and guidelines. On page 97, under C. add the following sentence: The standards and guidelines applicable to each City Landmark are available from the Historic Preservation Planner.
 - I'm not sure if we want to put each Landmarks standards online, or direct people to the planner, but somehow we should indicate that they exist and are to be followed.
- On page 333, in the box next to 5-5.1. remove the reference to the Zoning Enforcement Officer. This is something that is the responsibility of the LUCC planner. This will make the box consistent with the text and will avoid ambiguity in the future.

Kind regards,

Petra Morris as LUCC Commissioner

From: [Renz-Whitmore, Mikaela J.](mailto:Renz-Whitmore.Mikaela.J)
To: [Planning Comp Plan-UDO](#)
Subject: FW: CABQ Integrated Development Plan
Date: Monday, February 27, 2017 8:16:33 AM

Would you please add to the comment spreadsheet for IDO?

Thanks!

M

-----Original Message-----

From: Beth Silbergleit [<mailto:bsil@unm.edu>]
Sent: Saturday, February 25, 2017 4:58 PM
To: theboard@nobhill-nm.com
Cc: Davis, Pat; Foran, Sean M.; Renz-Whitmore, Mikaela J.
Subject: CABQ Integrated Development Plan

Dear Colleagues-

We are writing to you today as we will be unable to join you for the scheduled meetings on the next two Mondays. We have lived in the Monte Vista subdivision since 2000 and our home on Bryn Mawr N.E. is a contributing property to the historic district.

Professionally, as a former assistant NM State Historian (Dennis) and as archivist at the Center for Southwest Research (UNM) and former Nob Hill Neighborhood Association board member (Beth), we are committed to maintaining the historic character of the entire Nob Hill area.

We are particularly pleased to see the CABQ Integrated Development Ordinance contain sections 4-5.6 prohibiting carports and section 4-6.9 prohibiting walls and/or fences higher than 3 feet in the front setback for single family, two family detached dwellings, and attached townhouse dwelling in the Monte Vista and College View Historic District. These provisions will help ensure that the historic streetscape in our neighborhood is maintained. Additionally, considering Albuquerque's increase in criminal activity, it is important to keep as many eyes on the street as possible. Lower walls help do this. Perhaps extending these regulations to the rest of Nob Hill should also be considered.

Thank you for your continued good work--- ¡VIVA NOB HILL!

Sincerely,
Beth Silbergleit
Dennis P. Trujillo, Ph.D.

From: [Renz-Whitmore, Mikaela J.](mailto:Renz-Whitmore.Mikaela.J.)
To: [Planning Comp Plan-UDO](#)
Cc: [Lehner, Catalina L.](#)
Subject: FW: [Neighbors] New building height allowances along Central in "upper" Nob Hill
Date: Friday, March 17, 2017 3:38:21 PM

For EPC IDO official record.

From: Tandi Hufnagel [mailto:tandiwe76@gmail.com]
Sent: Friday, March 17, 2017 1:29 PM
To: Foran, Sean M.; Schultz, Shanna M.; Renz-Whitmore, Mikaela J.; Reed, Terra L.
Subject: Fwd: [Neighbors] New building height allowances along Central in "upper" Nob Hill

Hello Sean, Shanna, Mikaela, and Terra,

I wrote to Pat and the Nob Hill newsletter to voice my concern over the "bonus" building height allowances within one block of the new ART stations in Nob Hill. From what I understand, that bonus has not been added at the Bryn Mayr station, but is at the Solano Station.

I would like to point out that there is some misinformation out there. We are hearing planners and others suggest that the historic core of Nob Hill runs from Girard to Carlisle when, in fact, studies during the Sector Plan work in 2007 clearly defined the historic core as Girard to Aliso. Attached are allowable building heights from the sector plan showing that they are the lower 39 ft. up to Aliso. So the new 45 ft. proposal, with an additional 20 ft bonus height near stations, would take the limit to 65 ft near the Solano station, which is within the historic core of Nob Hill.

This is of great concern to the NH residents, as seen in the big response to my original message, below. The surrounding buildings are almost all one story - a five story building would stand out in a very negative way, would block the views that neighbors south of Central enjoy of the mountains, and would loom over Central itself. Three stories is the most that should be allowed in the historic neighborhood. This would preserve the architectural texture, maintain the "big sky" character of old Rte 66, feel appropriate to the scale of surrounding buildings, and prevent any tunnel effect on Central.

I know that you are nearing the end of the planning stages, but please, consider that the neighborhood very strongly does not want buildings over three stories in Nob Hill. 45 feet should be the maximum allowed height near the Solano station.

Thank you,
Tandi Hufnagel
615-1149

----- Forwarded message -----

From: **Stephen Mullens** <mullens.stephen@gmail.com>
Date: Fri, Mar 10, 2017 at 8:28 PM
Subject: Re: [Neighbors] New building height allowances along Central in "upper" Nob Hill
To: Tandi Hufnagel <tandiwe76@gmail.com>, Pat Davis <patdavis@cabq.gov>
Cc: Hill Nob <neighbors_nobhill-nm@mailman.swcp.com>

I completely agree with Tandi and the others who have voiced their concerns in this thread. I'll add that 65 feet is absolutely ridiculous and obviously driven by developer greed and not neighborhood sensitivity or density realities. I'm really surprised we even have to consider it. Are there any organized opposition efforts to this proposal that I can support or help facilitate? Please let me know. Thank you.

Stephen Mullens

> On Mar 9, 2017, at 1:24 PM, Tandi Hufnagel via Neighbors_nobhill-nm
<neighbors_nobhill-nm@mailman.swcp.com> wrote:

>

> HI Pat and neighbors,

>

> I've been attending some of the recent zoning meetings that are planning new codes for the Central corridor, specifically relating to the new ART line and the stations. My concern is building heights being proposed nearby the stations, specifically the Solano station.

>

> The new height allowances would be 45 feet as a standard zoning height along Central, plus a 20 foot bonus for being near a station, equaling a total of 65 feet. This would apply to the old Aztec motel lot for example. That height is incredibly out of place for the surrounding neighborhood and the current commercial structures. 65 feet would allow for a FIVE story building - the idea of a five story building looming over Central as well as being an eyesore for many blocks in all directions is completely not in sync with historic preservation, community desires, or even basic aesthetics. The three story condo at Central and Silver is already pushing the limit of what many neighborhood residents feel is an acceptable building height.

>

> I've been to the business meetings and listened to the developers, and the neighborhood meetings and listened to residents. As both a resident and Nob Hill business manager I understand both sides. I agree that more density will benefit the neighborhood, adding vitality, more foot traffic, and increased business support. However, this needs to be done within reasonable growth limits, and 65 feet is way, way above what is appropriate.

>

> The current restrictions of 39 feet from Carlisle to Aliso, and 54 feet from Aliso to Washington, are the maximum that should be allowed, including near stations. This would allow for consistent building development without creating glaringly irregular massings of "old" vs "new" developments that would not flatter this historic neighborhood. These existing building heights restrictions are plenty high enough for a retail ground floor or wrap around a parking structure, and residential units above.

>

> Pat, since it sounds like you have a key hand in writing the new zoning for our district, I urge you to reconsider the 20 foot "bonus" proposed near the stations, and near the Solano station in particular.

>

> Thanks,

> Tandi Hufnagel

>

>

>

>

>

Neighbors_nobhill-nm mailing list

> Neighbors_nobhill-nm@mailman.swcp.com

> http://mailman.swcp.com/cgi-bin/mailman/listinfo/neighbors_nobhill-nm

From: [Jaime Jaramillo](#)
To: [Barkhurst, Kathryn Carrie](#); [Toffaleti, Carol G.](#); [Reed, Terra L.](#); [Brito, Russell D.](#); [Renz-Whitmore, Mikaela J.](#)
Cc: [Jim Strozier](#); [Tina Heinbach](#)
Subject: RE: IDO Commercial zone conversions
Date: Monday, March 13, 2017 3:38:20 PM
Attachments: [WALH IDO Response Comments 031317 submitted.pdf](#)

Good afternoon Carrie et. al.,

In response to our meeting last month, please find formal WALH comments attached for consideration. We are happy to discuss any of our responses or comments.

Mikaela, you delivered an outstanding presentation last week before City Council.

Thank you,



From: Barkhurst, Kathryn Carrie [mailto:kcbarkhurst@cabq.gov]
Sent: Wednesday, February 01, 2017 11:29 AM
To: Jaime Jaramillo <jaramillo@consensusplanning.com>; Toffaleti, Carol G. <cgtoffaleti@cabq.gov>; Reed, Terra L. <treed@cabq.gov>; Brito, Russell D. <RBrito@cabq.gov>
Cc: Renz-Whitmore, Mikaela J. <mrenz-whitmore@cabq.gov>; Jim Strozier <cp@consensusplanning.com>; Tina Heinbach <tina@gdc-az.com>
Subject: RE: IDO Commercial zone conversions

Jamie,

Thanks for sending the agenda in advance.

Our phones can make conference calls if you bring in all the numbers for us to call. We don't subscribe to the services where individuals can call in, so if it is important to have a shared visual screen it might be easiest if you set up a call line.

Carrie

From: Jaime Jaramillo [mailto:jaramillo@consensusplanning.com]
Sent: Wednesday, February 01, 2017 9:23 AM
To: Barkhurst, Kathryn Carrie; Toffaleti, Carol G.; Reed, Terra L.; Brito, Russell D.
Cc: Renz-Whitmore, Mikaela J.; Jim Strozier; Tina Heinbach
Subject: RE: IDO Commercial zone conversions

Thank you, Carrie. We look forward to it.

I shared your invite with Jim and Tina Heinbach from Garrett Development Corporation, who will be joining us via phone. Should I set up a conference call line for her or do you have the ability to do that from your conference room?

We would like to discuss the following items as they relate to the Westland Master Plan and the IDO:

- Clarify Planned Community Zone language;
- Confirm our understanding of how the Westland Master Plan will convert to the IDO under the PC Zone as it relates to uses and standards referenced in the current code;
- Share our Westland Town Center zone proposal which will tie the intent of the Master Plan more closely to IDO zoning; and
- Refine uses and standards in the IDO Phase II.

If you need clarification on any of these items before our meeting on Monday please feel free to reach out to me.

Thank you,



-----Original Appointment-----

From: Barkhurst, Kathryn Carrie [<mailto:kcbarkhurst@cabq.gov>]
Sent: Wednesday, February 01, 2017 8:38 AM
To: Barkhurst, Kathryn Carrie; Jaime Jaramillo; Toffaleti, Carol G.; Reed, Terra L.; Brito, Russell D.
Cc: Renz-Whitmore, Mikaela J.
Subject: IDO Commercial zone conversions
When: Monday, February 06, 2017 3:00 PM-4:00 PM (UTC-07:00) Mountain Time (US & Canada).
Where: Large Conference Room, 3rd Floor

Hi Jamie,

Feb. 6 works for us as well. If you have any specific questions or properties you would like us to research in advance, you can send those at any time.

Carrie

From: Jaime Jaramillo [<mailto:jaramillo@consensusplanning.com>]

Sent: Monday, January 30, 2017 5:25 PM
To: Barkhurst, Kathryn Carrie
Cc: Renz-Whitmore, Mikaela J.
Subject: RE: IDO Commercial zone conversions
Hi Carrie and Mikaela,

We have coordinated our schedules and are available the following times during your office hours in

February:

Monday, Feb. 6 any time after 2:00 PM

Monday, Feb. 13 any time after 10:30 AM

Friday, Feb. 17 any time before 12:00 PM

Monday, Feb. 27 any time after 11:00 AM

Please let us know which day and time works best for you.

Thank you,



From: Barkhurst, Kathryn Carrie [<mailto:kcbarkhurst@cabq.gov>]

Sent: Monday, January 30, 2017 12:22 PM

To: Jaime Jaramillo <jaramillo@consensusplanning.com>

Cc: Renz-Whitmore, Mikaela J. <mrenz-whitmore@cabq.gov>

Subject: RE: IDO Commercial zone conversions

Hi Jamie,

Yes, we are still holding office hours on Monday and Friday. Let us know when you would like to come in to talk with us. We can also do conference calls to loop in anyone who is not in town.

Carrie

From: Jaime Jaramillo [<mailto:jaramillo@consensusplanning.com>]

Sent: Monday, January 30, 2017 11:50 AM

To: Barkhurst, Kathryn Carrie

Cc: Renz-Whitmore, Mikaela J.

Subject: RE: IDO Commercial zone conversions

Good morning Carrie,

One follow up question I have is more related to process. Is your team still having meetings with individuals (similar to what we did before EPC submittal) to answer questions? WALH is interested in another sit down meeting, but we are happy to just submit comments if that is the process at this point.

Thanks,



From: Jaime Jaramillo

Sent: Thursday, January 26, 2017 11:49 AM

To: 'Barkhurst, Kathryn Carrie' <kcbarkhurst@cabq.gov>

Cc: Renz-Whitmore, Mikaela J. <mrenz-whitmore@cabq.gov>; Jim Strozier

(<cp@consensusplanning.com> <cp@consensusplanning.com>; 'Tina Heinbach' <tina@gdc-az.com>

Subject: RE: IDO Commercial zone conversions

Thank you, Carrie. We just had a meeting about WALH properties (related to the IDO) this morning

and this will help to inform that discussion further. I will let you know if we have any questions.
Thanks again!



From: Barkhurst, Kathryn Carrie [<mailto:kcbarkhurst@cabq.gov>]

Sent: Thursday, January 26, 2017 11:44 AM

To: Jaime Jaramillo <jaramillo@consensusplanning.com>

Cc: Renz-Whitmore, Mikaela J. <mrenz-whitmore@cabq.gov>

Subject: IDO Commercial zone conversions

Hi Jamie,

Here is the latest information about how the commercial zones were converted. These rules were applied to the data that is currently shown on the ABC-Z project website's interactive map.

As I spot checked these conversions, any apparent exceptions were related to specific rules within Sector Development Plans; I included the link to that document below. Please let us know if you see anything out of the ordinary, or have questions about anything.

C-1 Neighborhood Commercial

.ll straight C-1 zones were converted to MX-L

.ll SU-1 for C-1 or SU-1 for C-1 Uses were converted MX-L

.ll SDP SU-2 & SU-3 zones were converted per the [SDP District Conversion Table](#)

C-2 Community Commercial

.ll straight C-2 zones east of the river were converted MX-M

.ll straight C-2 zones west of the river were converted to NR-C.

.ll SU-1 for C-2 or SU-1 for C-2 Uses east of the river were converted MX-M

.ll SU-1 for C-2 or SU-1 for C-2 Uses west of the river were converted to NR-C

.ll SDP SU-2 & SU-3 zones were converted per the [SDP District Conversion Table](#)

C-3 Heavy Commercial

.ll straight C-3, SU-1 for C-3, and SU-1 for C-3 Uses east of the river within an Urban Center, Activity Center, within 660' of PT station, within 660' of the Main Street roads' centerline, and within 660' of the Major Transit roads' centerline converts to MX-H. All straight C-3 zones east of the river that does not meet those criteria converts to NR-C.

.ll straight C-3, SU-1 for C-3, and SU-1 for C-3 Uses west of the river within 660' of PT station converts to MX-H (N/A). All straight C-3 on the west side of the river that does not meet those criteria converts to NR-C.

.ll SDP SU-2 & SU-3 zones were converted per the [SDP District Conversion Table](#)

Carrie

Carrie Barkhurst, MCRP

Urban Design & Development/Long Range

City of Albuquerque Planning Department

Direct line 505-924-3879

kcbarkhurst@cabq.gov



WALH Properties: IDO Zoning

To: Urban Design and Development Division
City of Albuquerque Planning
Department
600 Second Street NW
Albuquerque, NM 87102

From: Consensus Planning, Inc.
On behalf of Western Albuquerque Land
Holdings
302 8th Street NW
Albuquerque, NM 87102

Date: March 13, 2017

Re: Proposed Integrated Development Ordinance Meeting Responses

The purpose of this memo is to (1) summarize the City of Albuquerque Planning Department responses to our questions during our meeting on February 6, 2017 regarding the IDO, (2) provide a draft WALH response to those responses, and (3) obtain approval to submit formal comments for staff and EPC consideration. The memo is organized into two topic areas; Planned Community Zone and Uses and Standards.

1. Planned Community Zone

- A. **WALH Comment:** Page 55: “Because of their large size, projects in this district include new traffic networks and infrastructure construction, are anticipated to impose significant impacts on the community and require additional study and analysis to document and mitigate those impacts.” – This statement is unnecessarily negative insinuating that Master Planned areas may inflict harmful or damaging impacts on the community, which is not the intent of Master Planned communities and should not be the purpose of the PC zone. Would the team consider rewording this?

Planning Staff response: Please suggest a rewrite.

WALH response: We propose the following language: “Because of their ~~large~~ size, projects in this district ~~will~~ include new ~~and expanded transportation traffic~~ networks and infrastructure construction, are anticipated to ~~accommodate future growth within impose significant impacts on~~ the community, and ~~this growth may~~ require additional study and analysis ~~to document and mitigate those impacts.~~”

- B. **WALH Comment:** Are the Planned Communities Criteria remaining in effect?

Planning Staff response: The PCC was not analyzed in the IDO transition process. This will be considered further.

WALH response: Agree with this, but reiterate that this is our understanding.

- C. **WALH Comment:** Page 55: “Permitted and conditional uses are negotiated on a case-by-case basis but may not include any use that is not included in Table 3-2-1 (Permitted Use Table).” –

Due to the IDO's reorganization/reclassification of uses that are in the current Zoning Code, what is the anticipated solution to any discrepancy in uses listed in the current code, which may fall into another category and/or may not be listed at all in the IDO Permitted Use Table? This relates to our later discussions in Agenda items 2-4.

Planning Staff response: Please submit a list of uses allowed in each zone during the IDO Phase II process. We commit to add something to mitigate any of these issues to the enactment ordinance.

WALH response: Agree with this, but reiterate that this is our understanding.

- D. **WALH Comment:** Page 57: "No phase of a Planned Community may develop more than 80 percent of the land area designated for residential or mixed-use development as single-family detached dwellings." – We are unsure what the intent of this statement is. Could this be problematic for the undeveloped PDA portion of Westland being that it is anticipated to be built out with single family homes?

Planning Staff response: Please submit this as a formal comment at EPC.

WALH response: Please accept this as a formal comment.

2. Uses and Standards

Generally, we believe that the following conversions are problematic because several uses are lost in the conversion.

A. **WALH Comment:** *Westland SU-2 for Town Center*

This zone is made up of C-2 permissive uses and R-2 permissive uses (excluding uses in R-T, R-LT, and R-1). The conversion from C-2 in this part of the City is NR-C (Non Residential Commercial). The primary issue with this conversion is that this area is intended to be a high intensity, mixed use zone, which is not allowed as the IDO is currently proposed.

The differences between what is allowed under C-2 today and what is proposed under NR-C is the following:

1. Club (nightclub) was a permissive use and is proposed to be prohibited.
2. R-3 residential uses were permissive (provided certain design standards are met) and are now prohibited.
3. Golf driving range, miniature golf course, and baseball batting range were permissive uses and are now conditional.
4. Stand or vehicle selling fruit, vegetables, or nursery stock was a permissive use and is now prohibited.

B. **WALH Comment:** *Westland SU-2 for Planned Development Area*

This zone is made up of R-T permissive uses. The conversion from R-T is (IDO) R-T. The differences between what is allowed under R-T today and what is proposed under the IDO R-T is the following:

1. Family day care use was permissive and is proposed to be conditional.

2. School was a permissive use and is proposed to be conditional. APS currently owns a 110-acre property in this zone and a new K-8 school is proposed for construction this summer. The schools are shown on the approved Land Use Plan.

C. **WALH Comment:** *Westland SU-2 for Town Center Village*

This zone is made up of C-1, R-2, R-T, and R-LT permissive uses. We are only concerned about the C-1 conversion: MX-L. The differences between what is allowed under C-1 today and what is proposed under the MX-L is the following:

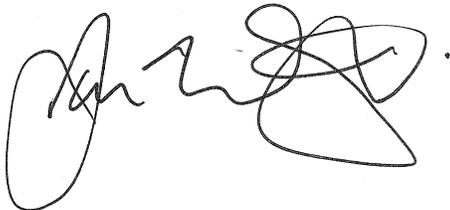
1. Church, or other place of worship was a permissive use and is proposed to be conditional.
2. Club (nightclub) was a permissive use and is proposed to be prohibited.
3. General retail was permissive in any size and is proposed to be limited to under 10,000 square feet. Restricted retail size is a concern within all mixed use zones (including our proposal in the next section related to MX-H).
4. Gasoline, oil, liquefied petroleum gas, including outside sales (gas station) was a permissive use (provided certain design standards are met) and is proposed to be prohibited.
5. Car washing was a permissive use and is proposed to be conditional.
6. Games, electronic and pinball was a permissive use and is proposed to be conditional.
7. Medical or dental laboratory was a permissive use and is proposed to be conditional, and will only be allowed conditionally if the site and/or building is vacant for five or more years.
8. Private Commons Development (cluster housing) was a permissive use and is proposed to be prohibited.

D. **WALH Comment:** *General Retail*

We are particularly concerned with the retail provisions proposed in the IDO. The large retail category should have a threshold of 75,000 square feet, like today's standard and to allow grocery stores to be categorized in medium retail. Also, very concerning is the downzoning which will occur in many zones if the retail provisions are adopted as is. Retail uses are not categorized by size now and are allowed in a wide variety of zones that way in the current code. It is our recommendation that the retail provisions for size and location in each zone are revisited.

We appreciate your time and consideration of these matters.

Sincerely,

A handwritten signature in black ink, appearing to read 'James K. Strozier', with a large, stylized flourish at the end.

James K. Strozier, AICP
Principal

From: [Besim Hakim](#)
To: [Planning Comp Plan-UDO](#)
Subject: Comment on the IDO
Date: Friday, March 17, 2017 2:20:48 PM
Attachments: [Hakim-comments IDO 10.15 Revised.pdf](#)

Dear Catalina,
In response to the email of March 16, 2017 I am attaching my comments on the IDO. Please include it in the collection of comments.
Thank you.
Besim Hakim

General observations on Module 1 of the IDO, dated October 2015

-- The general impression is that the IDO is an exercise in consolidation of the existing numerous documents into a more compact format so that users can find everything that is relevant in one place. In most cases the identification (name) of zone is new to comply with the general grouping of Residential, Mixed-use, and Non-residential.

-- The other general impression is the IDO does not depart from the contents and type of coding system that currently exists. No alternative coding mechanisms is evident in the document. It is suggested that existing standards be evaluated to determine if they should continue to be used, or revisions and improvements are necessary.

-- It is also suggested that the IDO include a section on repairing and improving existing sprawled neighborhoods. There are numerous methods of achieving that as shown by examples in the book *Sprawl Repair Manual* by Galina Tachieva, published in 2010.

-- Re graphics: all aerial axonometrics should be replaced with actual air photos of typical existing areas within Albuquerque, or examples from other cities. This will communicate better the character of each zone. Some of the axonometrics, as shown in the draft of Module 1, do not inform or relate to the District Standards sketches on the opposite page.

-- As for District Standards graphics: more than one sketch is needed to show other possible permutations. The intent behind the numeric standards shown in each sketch should be explained so that they do not convey arbitrariness.

-- The District Standards use of setback and height requirements are too specific and extreme. Introduction of performance and site contingent conditions will allow sensitive response to unforeseen special site conditions. These might also be communicated with generic sketches.

-- Sections 4.1 to 4.10 are not yet available. These might clarify how local applications might be tailored to specific site conditions.

-- From the box on the cover of Module 1 document: What will the IDO do?

- Integrate land development regulations and procedures in one place (This seems to be undertaken).

- Simplify the City's current rules and procedures (No evidence that this is forthcoming, or introducing innovative alternatives).

- Help implement the Comp Plan that is currently being updated (Wait and see to determine effectiveness).

These are general observations by Besim Hakim, FAICP, AIA.

November 17, 2015

From: [Gerald Landgraf](#)
To: [Planning Comp Plan-UDO](#)
Subject: Integrated Development Ordinance EPC Draft
Date: Monday, March 13, 2017 2:34:37 PM
Attachments: [Nib Hill Ordinance EPC.pdf](#)

Attached is a letter containing my comments on the above mentioned draft

Gerald Landgraf
Nob Hill Development Corporation
(505) 235-7901

Sent from [Mail](#) for Windows 10

March 13, 2017

Mrs. Karen Hudson, Chairwoman
City of Albuquerque
Environmental Planning Commission
600 2nd Street NW
Albuquerque, NM 87102

Re: Official EPC Comments on the Integrated Development Ordinance EPC Draft December 2016

Dear Planning Staff and EPC Commissioners,

I am a property owner of several developed and undeveloped properties in the east Nob Hill area and support the City's effort in updating the zoning code through the Integrated Development Ordinance and their combined effort with the County in completing the revised Comprehensive Plan.

The integration of the proposed IDO zoning with goals outlined in the Comprehensive Plan related to land use regulations, transportation, housing, and jobs will connect them in a thoughtful manner, with an eye towards accommodating future growth. The creation of the mixed-use zoning categories, in combination with height bonuses made available to development projects in appropriate locations like near Premium Transit, Urban Centers, Main Streets, and Downtown represents the best in current techniques of land use, transportation, and housing planning. The most thoughtful bonus criteria, which best aligns the goals of the Comprehensive Plan with the zoning and supports the future growth of the City, is the Premium Transit bonus.

New mixed-use residential/commercial projects in the applicable bonus areas will create much needed housing near to jobs and transportation, reducing those individual's vehicle miles traveled and helping to normalize the City's jobs/housing balance. I believe that mixed-use projects that create new housing and commercial space near Premium Transit, Urban Centers, Main Streets, and Downtown will be of a great benefit to the City. I support the City's effort to encourage these types of projects and I believe that the more housing that can be added to these areas the better.

Having experienced failed attempts at developing my properties in Nob Hill, I recognize the benefit of development height bonuses, and having recognized that, I do not believe that development height bonuses should be limited in the mixed-use zoned areas. While reviewing the IDO draft prepared for the EPC I noticed that the Nob Hill CPO section on building standards and building heights [section 2-7.2(5)(d)(i)(b)] has limited the ability of properties to qualify for development height bonuses. I believe that limiting development height bonuses in areas where they should be applicable is contrary to goals outlined in the Comprehensive Plan. The Planning Department, the EPC commissioners, and the City Councilors should act to modify this section of the Nob Hill CPO.

The most thoughtful bonus criteria, which best aligns the goals of the Comprehensive Plan with the zoning and supports the future growth of the City, is the Premium Transit bonus. ***Therefore, the Premium Transit bonus should be applied normally within the Nob Hill CPO (i.e. within 660 feet of a station) instead of the vague "within one block" as it is currently written. At the minimum, the Premium Transit bonus should be applied normally to the east of Carlisle while retaining the "within one block" language for the historic area between Girard and Carlisle. All other bonuses to development heights should also be available to properties to the east of Carlisle.***

Sincerely,

A handwritten signature in blue ink that reads "Gerald Landgraf". The signature is written in a cursive style with a large initial "G".

Gerald Landgraf, President
Nob Hill Development Corporation
4401 Central Avenue NE – Suite A
Albuquerque, New Mexico 87108

From: [Gary & Melodie Eyster](mailto:meyster1@me.com)
To: [Reed, Terra L.](#)
Cc: meyster1@me.com
Subject: IDO comment; page 221 Carports
Date: Monday, March 20, 2017 10:04:01 AM

Terra, I put this comment on the ABC-Zone website. I am copying you in case it doesn't get through. Thanks! Gary

4-5.6 B 1, page 221, **CARPORTS**, the draft states: no building wall may be built within any required setback area.

It seems clear that it means one cannot construct a "wall" of a carport in a front or even a side or rear setback.

I would love to think that it also meant a "very short wall" or what you and I would probably call a post....no vertical element....

This would effectively keep carports out of setback areas which would be a huge benefit to ABQ. People could still build them beside their house behind the front setback.

If it is to be left as "no building wall" you would have to define when a post becomes a wall. Structurally speaking a post wouldn't need to be over 4" if it's steel or 8" if it's wood to support a carport (with shear bracing at the connection to the roof structure). I might suggest that a wall is a structure with any horizontal dimension greater than 12"??? That would be an improvement over current ordinances.

Thank you, Gary Eyster

From: Gary & Melodie Eyster [mailto:meyster1@me.com]
Sent: Sunday, March 19, 2017 11:58 AM
To: 'Reed, Terra L.'
Cc: meyster1@me.com
Subject: RE: IDO page 221 Carports

Terra, I feared that would be too much to expect. I will comment formally as you suggest. As you would appreciate, if it is to be left as "no building wall" you would have to define when a post becomes a wall. Structurally speaking a post wouldn't need to be over 4" if it's steel or 8" if it's wood to support a carport (with shear bracing at the connection to the roof structure). I might suggest that a wall is a structure with any horizontal dimension greater than 12"??? That would be

From: [Susan Michie-Maitlen](#)
To: [Renz-Whitmore, Mikaela J.](#); [Schultz, Shanna M.](#); [Planning Comp Plan-UDO](#)
Cc: [Davis, Pat](#); [Foran, Sean M.](#); [Cisco McSorley](#); [Cisco McSorley](#); [MaggieHart Stebbins](#)
Subject: IDO Comments for EPC
Date: Monday, March 20, 2017 10:59:35 AM
Attachments: [michie_IDO_epc -final.pdf](#)

Hello Mikaela,

Please find attached my comments for the EPC draft of the IDO.

Thanks,
Susan

MARCH 17, 2017: IDO COMMENTS TO EPC

My comments refer the following policy in the Nob Hill CPO-5 p. 79 of the IDO (Section: d.i.b)

b. "On properties abutting Central from Girard Blvd. to Aliso Ave., height and density bonuses associated with the Main Street designation or Workforce Housing are not applicable. Bonuses associated with Premium Transit are only available within one block of a Premium Transit station."

This policy means that 65' tall buildings would be allowed within one block of a Premium Transit (PT) station. Please note several historic buildings are within the one block area of a PT station in Nob Hill and thus, vulnerable to demolition under the ABC-to-Z policies for the new Comp Plan and IDO. Including....



FORD MOTOR COMPANY BUILDING – NOW KELLY'S



MONTE VISTA FIRE STATION BUILDING – CONTINUED ON NEXT PAGE.....

1) Allowing 65-foot building heights within one block of the Bryn Mawr transit station location is very undesirable for the community as this area contains some of the most characteristic and historic buildings, including the Monte Vista Fire Station, Kelly's (Ford Motor Building), and the entire commercial strip west of Nob Hill "The Place". In addition, some of the commercial property on the east side of this station area is directly adjacent to R-1 residential zoning with no MX-T buffer. Thus, the potential for a 65' tall building to adversely affect properties that are held by zoning and character protections to single stories is greater than in other areas of the city.

2) The proximity of the Nob Hill commercial district to a major institution (UNM) has already created a "high density" area. We are one of the most diverse, high density, areas of the city in terms of demographics, income, and housing, including supportive group and community housing. UNM recently added 800 new living units to this area. We can support BRT in Nob Hill without adding incentives for more density that is likely to undermine future student housing on campus. On campus student housing encourages students to live on campus, where security and support are at a premium.

3) We have consistently asked the city to respect the building heights between Girard and Aliso in our Sector Plan (39' or 3 stories) that was updated in 2014 with much input from the community. Community members have already compromised on this issue by agreeing to higher building heights from Aliso to Graceland (which allows the Premium Transit bonus of 65' within ¼ mile of a PT station, plus an additional 12' for the Workforce Housing bonus). The area between Girard and Aliso has a history of being limited to 3-story buildings and changing that seems grossly unfair to existing housing development that invested in our area in recent years on that premise.

In general, I believe the UC-MS-PT credits/bonuses for building heights, parking requirements, landscaping requirements, etc. are even more confusing than the Sector Plans they are replacing. In addition, they are not represented in the zoning maps that compare the old and new zoning codes. Thus, the public is being misled by the new zoning maps and the city planners' claims that our zoning codes are not being substantially changed.

At the beginning of the ABC-to-Z process the consultants hired by the city promised that Sector Plan policies that could not be merged across the city would be honored. The Central Good to Great consultants also recommended that the building heights in Lower Nob Hill be limited to 3 stories. Nob Hill residents work harder than most communities to preserve and promote our history and cultural background - please don't undermine that work by allowing buildings that have little or no potential to contribute to the existing character and culture of our community.

Susan Michie, Ph.D

Professor of Strategic Management

Nob Hill Resident and Property Owner

Past Chair of the Nob Hill Main Street Economic Development Committee

Past President of the Nob Hill Neighborhood Association