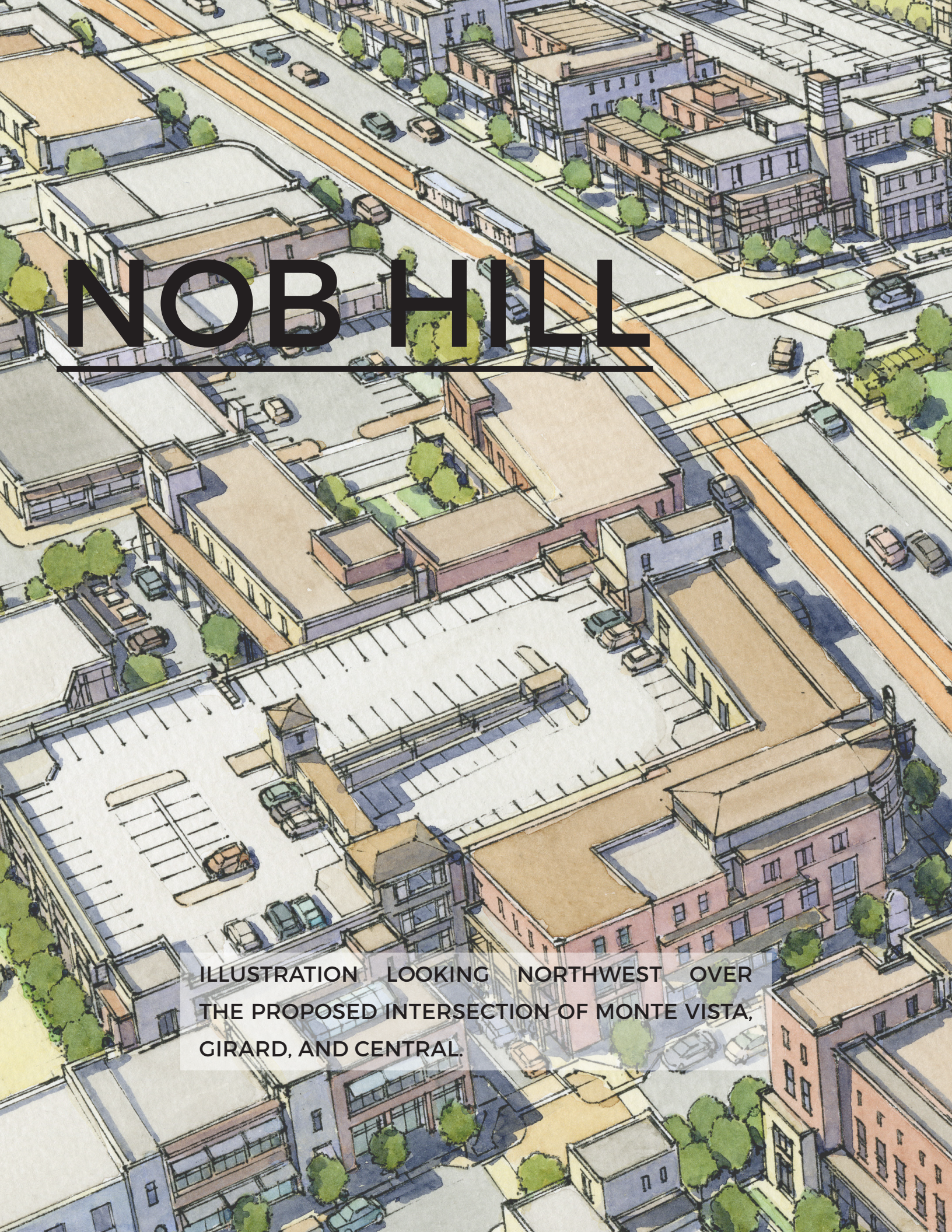


An aerial, isometric illustration of a city intersection. The scene shows a grid of streets with various buildings, including multi-story commercial structures and smaller residential-style buildings. A large, light-colored parking lot with several cars is prominent in the lower-left quadrant. The streets are lined with trees and sidewalks. The overall style is a detailed architectural sketch with a color palette of muted blues, greys, and earthy tones. The word "NOB HILL" is superimposed in large, bold, black capital letters across the upper-middle section of the image.

NOB HILL

ILLUSTRATION LOOKING NORTHWEST OVER
THE PROPOSED INTERSECTION OF MONTE VISTA,
GIRARD, AND CENTRAL.





MICHAEL THOMAS AS A CAFE EXAMPLE FROM SILVER STREET IN NOB HILL

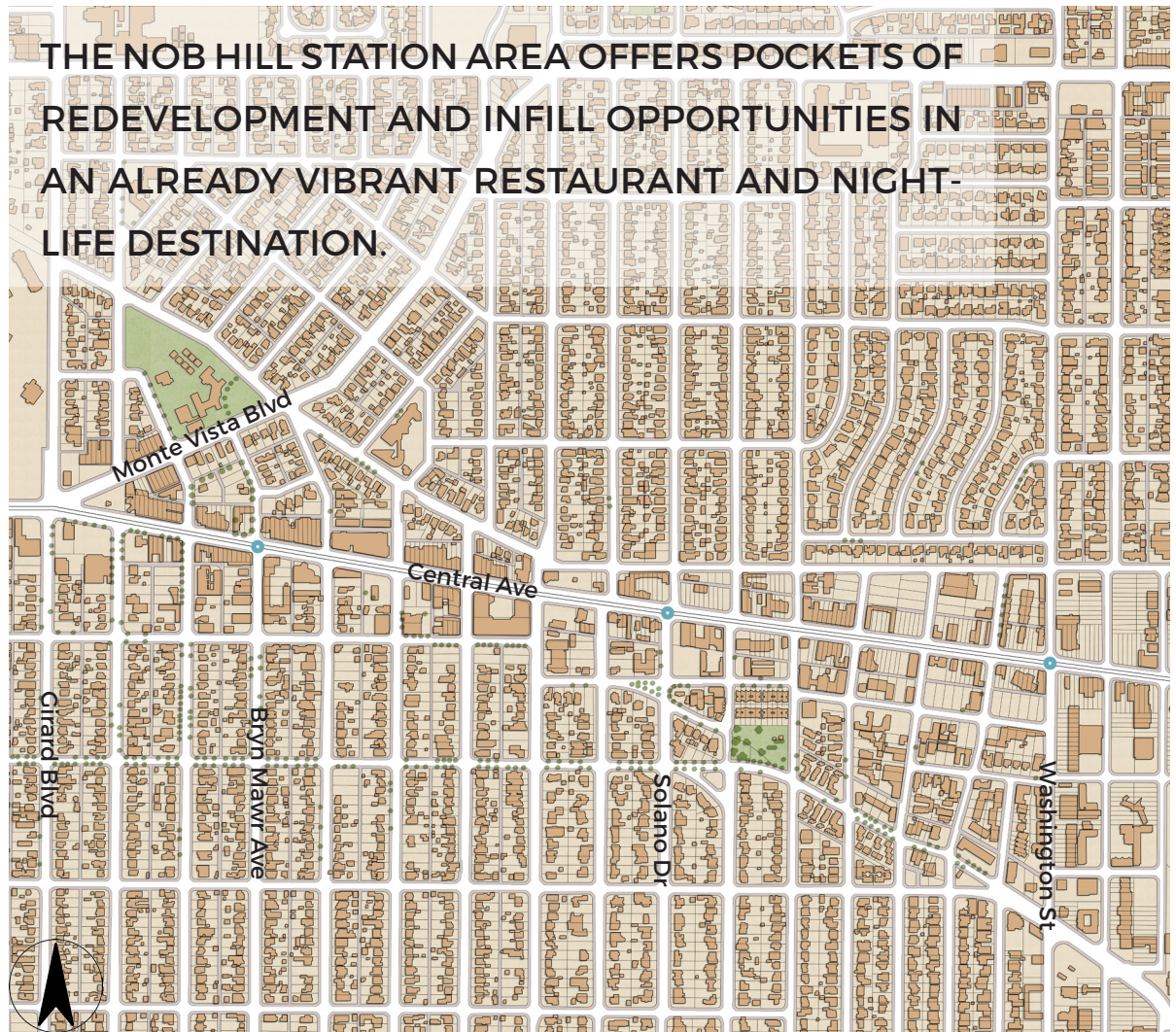
NOB HILL SUMMARY

Nob Hill has two distinct zones: Lower and Upper Nob Hill and while their redevelopment potential varies, their goals are aligned. Nob Hill wants to preserve its historic character and unique attributes, enhance its retail viability, and sensitively accommodate the anticipated new residential density as a result of ART. Nob Hill is distinguished by a variety of historic, characteristic and special, (even if non-contributing) buildings. With a greater concentration of buildings worthy of retaining, Lower Nob Hill should focus on preservation goals. With more empty parcels and properties likely to develop, Upper Nob Hill should focus on redevelopment goals.

HIGHLIGHTS

- + Residents want to preserve the character of Nob Hill, protecting historic and contributing structures from tear-downs.
- + Central and Girard should serve as a gateway to Nob Hill, active with people and reflecting community character.
- + Residents and business owners want to activate and beautify alleys throughout the district.
- + Nob Hill's street presence along Central Avenue is inconsistent, small infill buildings along currently empty street frontages should be encouraged.

THE NOB HILL STATION AREA OFFERS POCKETS OF REDEVELOPMENT AND INFILL OPPORTUNITIES IN AN ALREADY VIBRANT RESTAURANT AND NIGHT-LIFE DESTINATION.

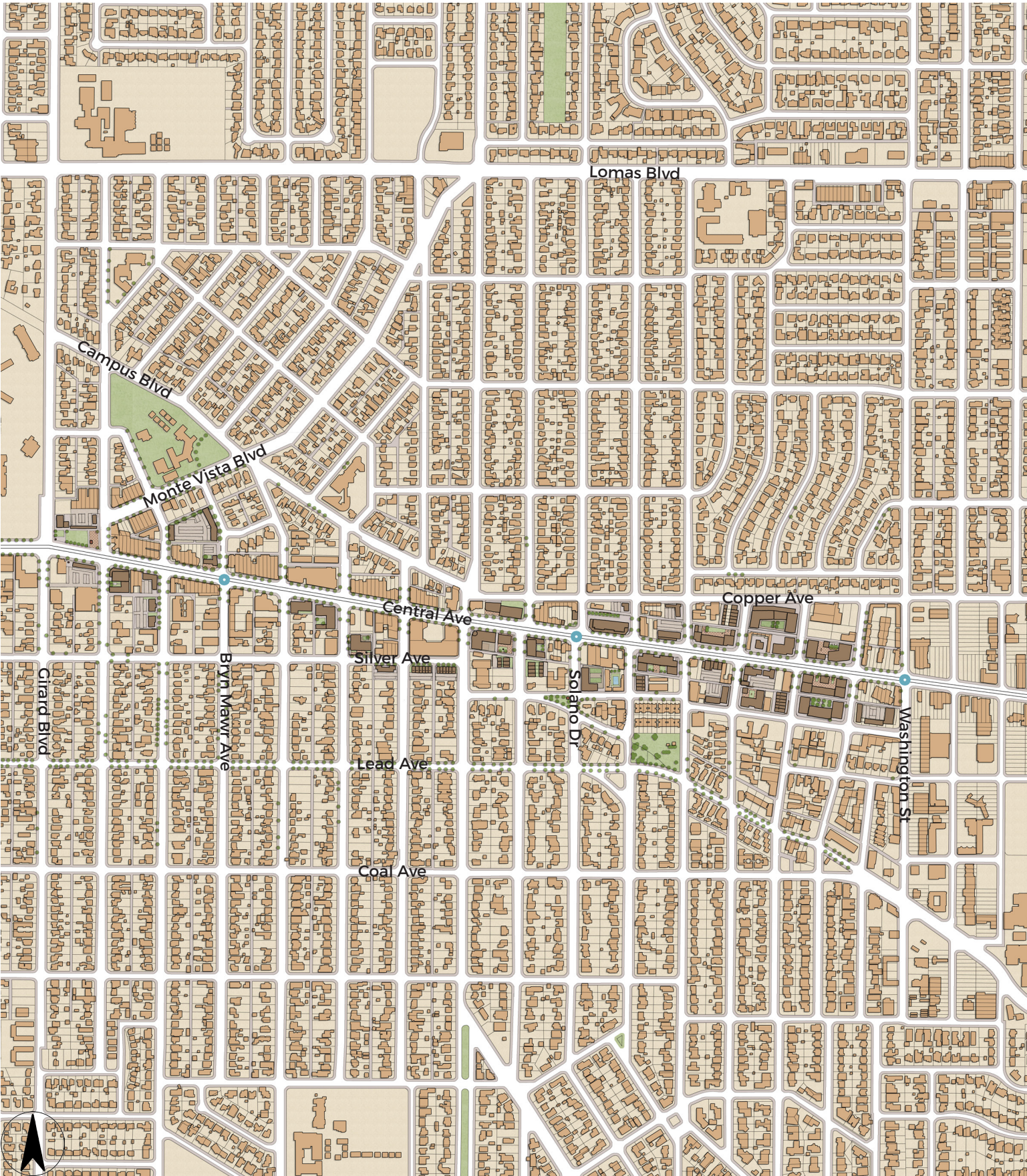


■ N.1 Nob Hill Existing Conditions

STATION AREA TYPE

The Nob Hill station area includes multiple Neighborhood Center Stations. At Bryn Mawr, the station area serves the existing, active neighborhood center of Lower Nob Hill. At Solano, the station area serves Upper Nob Hill and is likely to see more redevelopment than Lower Nob Hill. As neighborhood center stations, Bryn Mawr and Solano primarily service surrounding residents. However, the main street of Lower Nob Hill is a destination for many people who live outside of the area.





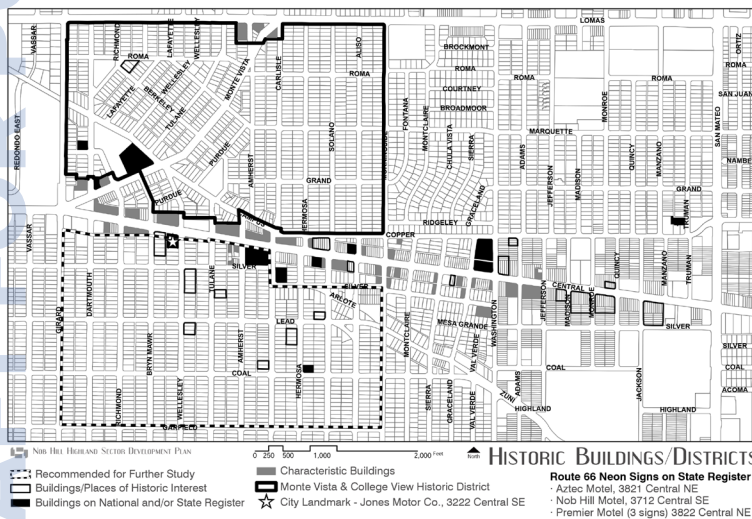
■ N.2 Nob Hill Illustrative Plan

DESTINATIONS

The Nob Hill main street serves as the primary destination in the region. The main street is active and generally successful, drawing neighborhood residents and people from across the city. The University of New Mexico is also nearby, serving as a secondary destination. If additional housing is developed along the University Edge, the Bryn Mawr Station will be the nearest ART station to that new center.

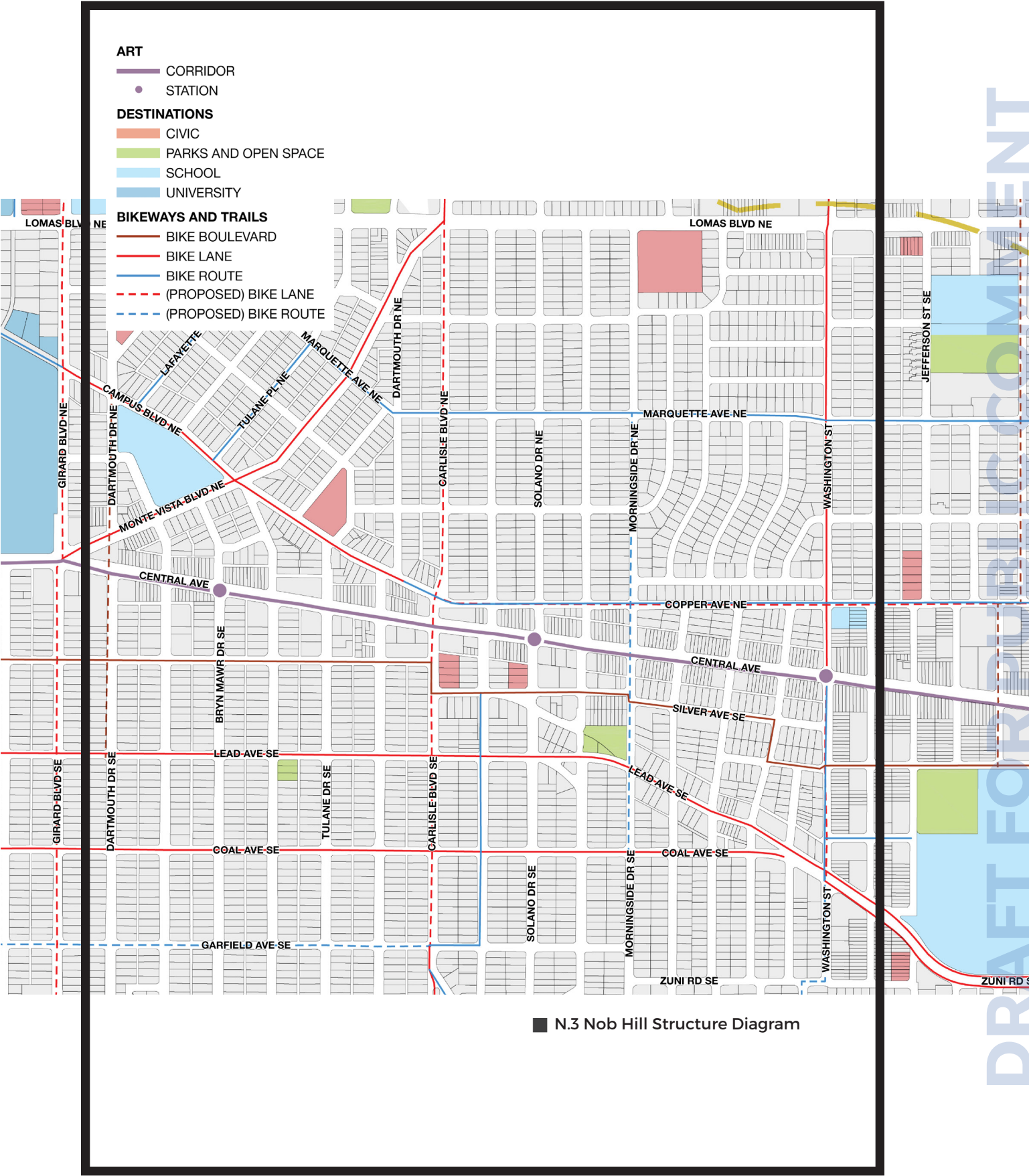
Upper Nob Hill is not a significant destination for those outside of the adjacent neighborhood at this time. As the area redevelops, it is likely to primarily serve nearby residents.

STATION AREA STRUCTURAL ANALYSIS



HISTORIC DESIGNATIONS





TRANSPORTATION

THE TRANSPORTATION NETWORK SHIFTS
AT A NUMBER OF POINTS THROUGHOUT
THE NEIGHBORHOOD CREATING CALMER
STREETS, BUT FEW DIRECT THRU-STREETS.

NETWORKS

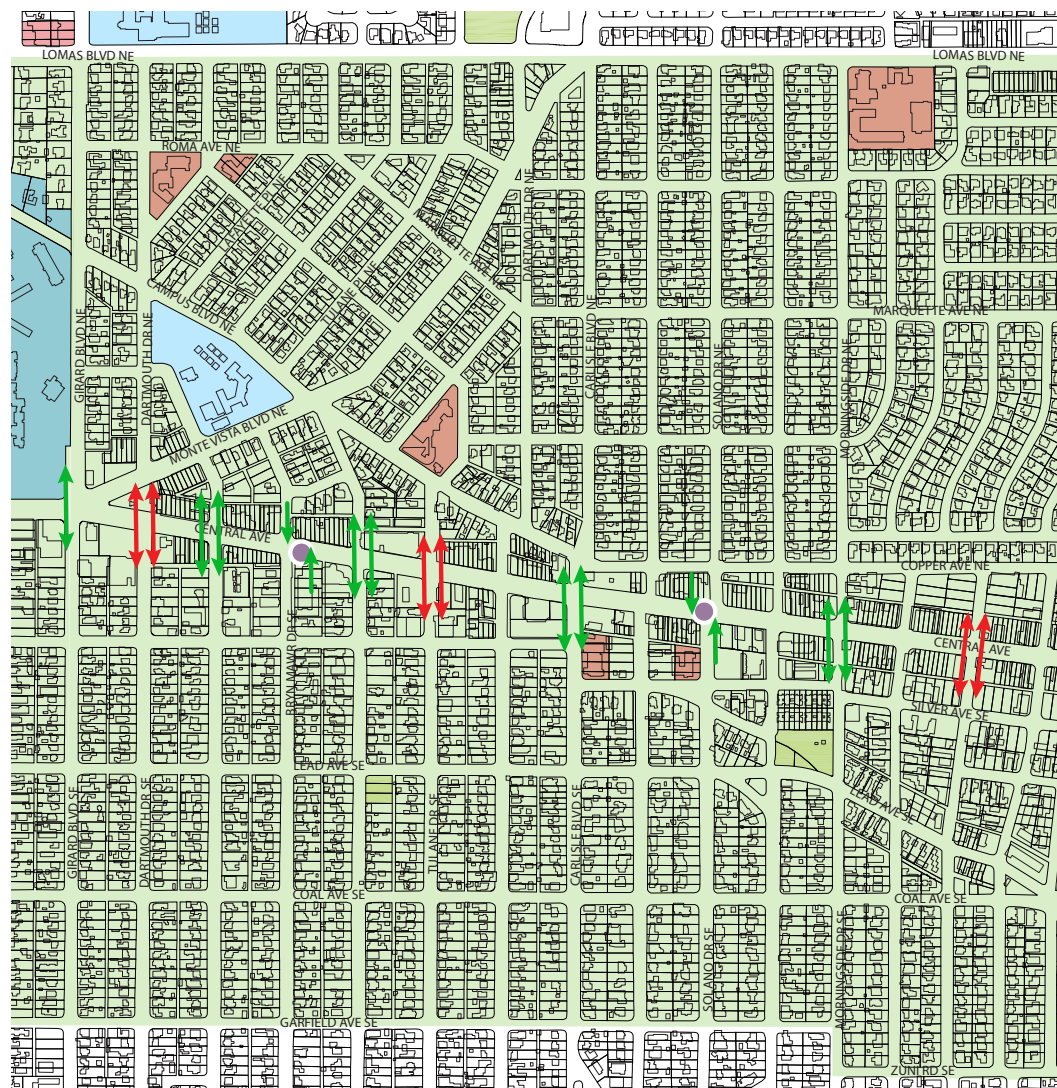
Nob Hill is a collection of early 20th century developments on either side of Central Avenue. A few of these diverge from the standard block layout of Albuquerque's early neighborhood grids. Between Girard and Carlisle Boulevards, north of Central Avenue, the grid shifts in a few interesting ways. This shift creates Monte Vista Boulevard, which intersects with Central Avenue and Girard Boulevard in a problematic 5-way intersection. Additional, less substantial shifts occur further east throughout the neighborhood. These grid shifts limit the directness of thru-streets, creating calmer streets for low to medium density housing but fewer direct vehicular connections. To the west, part of the grid is disrupted by the University, however this does not have a significant effect in Nob Hill. Because of the grid shifts and University, vehicular traffic east-west is pushed to major roads, increasing their volumes while limiting traffic through the neighborhood.

Nob Hill has a relatively complete east-west bicycle network south of Central, but is less complete to the north, due in part to disconnection at the University. In the north-south direction, the area lacks regular bicycle connections. The pattern of existing and proposed bicycle facilities creates an incomplete network with a series of major gaps.

Nob Hill is one of the most vibrant commercial destinations in Albuquerque, and as such demands pedestrian connectivity that facilitates activity on both sides of Central Avenue. Gaps identified range from 800 feet to 1,300 feet, just short of a quarter mile. In order to facilitate retail activity, a pedestrian network that is easy to navigate is critical. Due to an existing context that supports high pedestrian volumes, recommendations are all anticipated to occur in the short term.

PARKING ASSESSMENT

Concerns exist about the availability of parking due to the popularity of neighborhood bars and restaurants. Potential redevelopment along Richmond Drive and



Bryn Mawr Drive directly north of Central Avenue that would provide structured parking could produce a surplus of approximately 170 spaces for public use. This would provide a concentrated pool of off-street parking that could be the cornerstone of management strategies such as a districtwide valet program or shared parking policy.

In December 2016, the City initiated a year-long shared parking pilot program in collaboration with the Nob Hill Main Street advocacy group. The program brings on line an additional 100 off-street parking spaces rented from businesses in the area for visitors to Nob Hill. Each space is leased at a rate of \$1 per day. A majority of the spaces are made available after 6:00 p.m. when parking demand in Nob Hill is highest.

Preliminary observations of the program's utilization suggest that most of the lots are operating below 50% occupancy, which may suggest need for better marketing and wayfinding.

Potential parking management strategies for the area include the following:

- Adjusted Meter Times
- Benefit District
- Communications & Wayfinding
- Demand-based Pricing
- Employee Parking Program
- Updated RPP Program
- Shared Parking
- Valet Program

NEIGHBORHOODS

Nob Hill's series of developments create some clear neighborhoods north and south of Central but east of Morningside Drive, the neighborhood structure tends to break down as historic development patterns transition to early suburban patterns. Central Avenue also transitions from a neighborhood main street around the Bryn Mawr station to a suburban commercial strip further east.

Following the grid deviations mentioned in the network section, another key difference from the typical Albuquerque grid occurs where most rectangular blocks along Central Avenue are oriented towards Central, rather than alleys intersecting with Central. This orientation puts the short side of lots along Central Avenue which creates a more successful main street pattern than occurs elsewhere. The pattern is expressed in Nob Hill's active main street, creating the regular pattern of small, 50-foot wide shops. This pattern exists further east but has been generally cleared of buildings to provide for parking.



■ N.4 Nob Hill Pedestrian Improvements



NOB HILL BUSINESS MURALS

OPPORTUNITIES

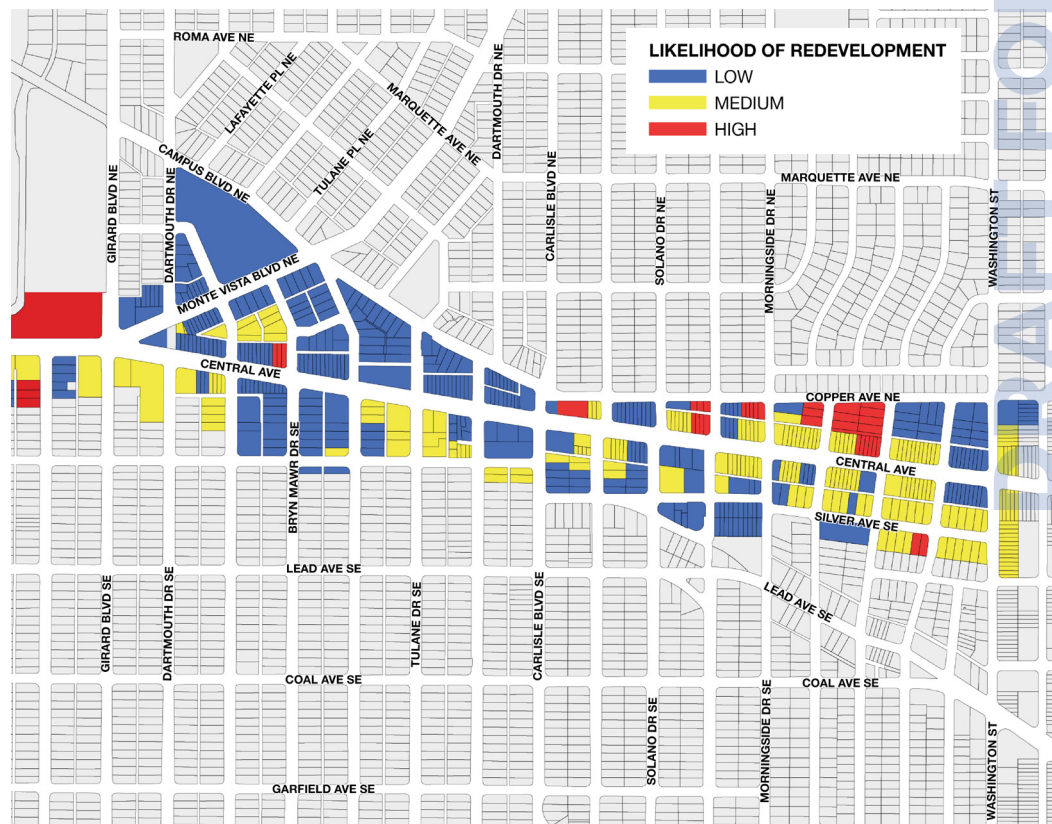


Lower Nob Hill provides a varied mixture of compatible uses that creates a diverse and vibrant community within walking distance of many neighborhoods. Its main street is the most active and successful main street in Albuquerque. With increased interest locally and nationally in urban living and main streets, there is significant development interest in the area.

NOB HILL

Retaining the right tenant mix, within a walkable environment is critical to ensuring its long-term viability and success.

■ N.5 Hob Hill Likelihood of Redevelopment

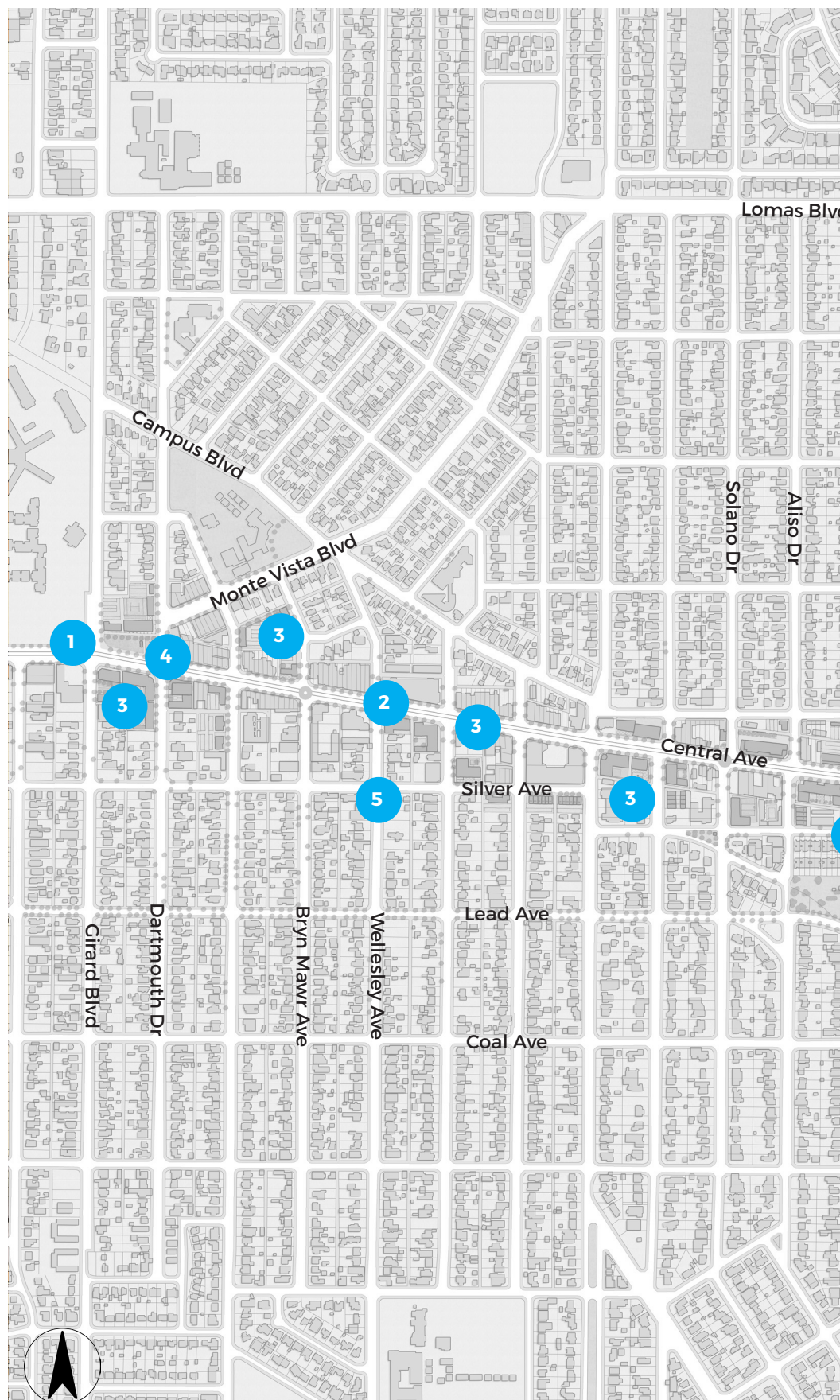


Lower Nob Hill redevelopment opportunities come with a danger of teardowns of historic and contributing buildings that the neighborhood wishes to preserve. Currently historic main street buildings are not registered which leaves them vulnerable. As a result, during the workshop the team developed a map to clarify the likelihood of redevelopment in Nob Hill (N.5), giving a clearer picture of development pressures. Stakeholders decidedly want to see the scale and unique character of Nob Hill preserved and enhanced.

Preservation of Nob Hill's character must be balanced with the need for sensitive development on vacant parcels, especially in Upper Nob Hill where many parcels are ripe for redevelopment or infill. Upper Nob Hill is generally occupied with lower value, non-historic buildings that do not have the character of Lower Nob Hill. Promoting Upper Nob Hill for intensification and infill and clearly communicating neighborhood support for infill development there would help reduce development risk. Such opportunities could bring additional residents to the main street which would contribute to the vitality and business diversity of the area. Currently non-food related businesses struggle to survive in Nob Hill as well as in many other main streets. An increase in area residents can help address this issue.

Building heights that are consistent with plans the Nob Hill community endorsed should be respected, even if it is not unreasonable to expect additional height given the advent of ART. Additional height, up to 65 feet, has been proposed for premium transit and affordable housing within two blocks of each station, creating the potential of a slow erosion of the one to two story buildings that characterize Nob Hill. Additional height is appropriate east of Carlisle rather than between Carlisle and Girard.

Locations for new parking garages embedded in blocks, and lined with shallow buildings are proposed to accommodate the existing parking short-fall. They are proposed between one-half and two blocks from the new Art stations.



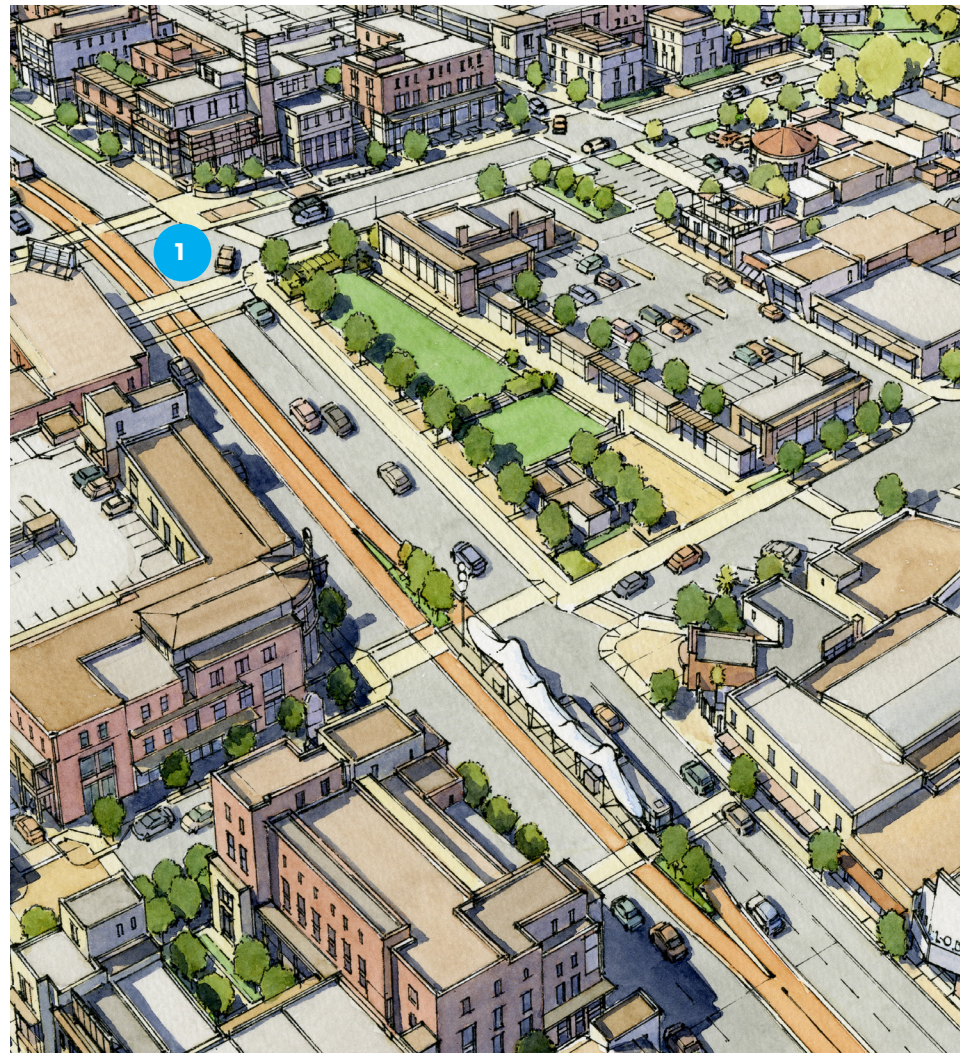
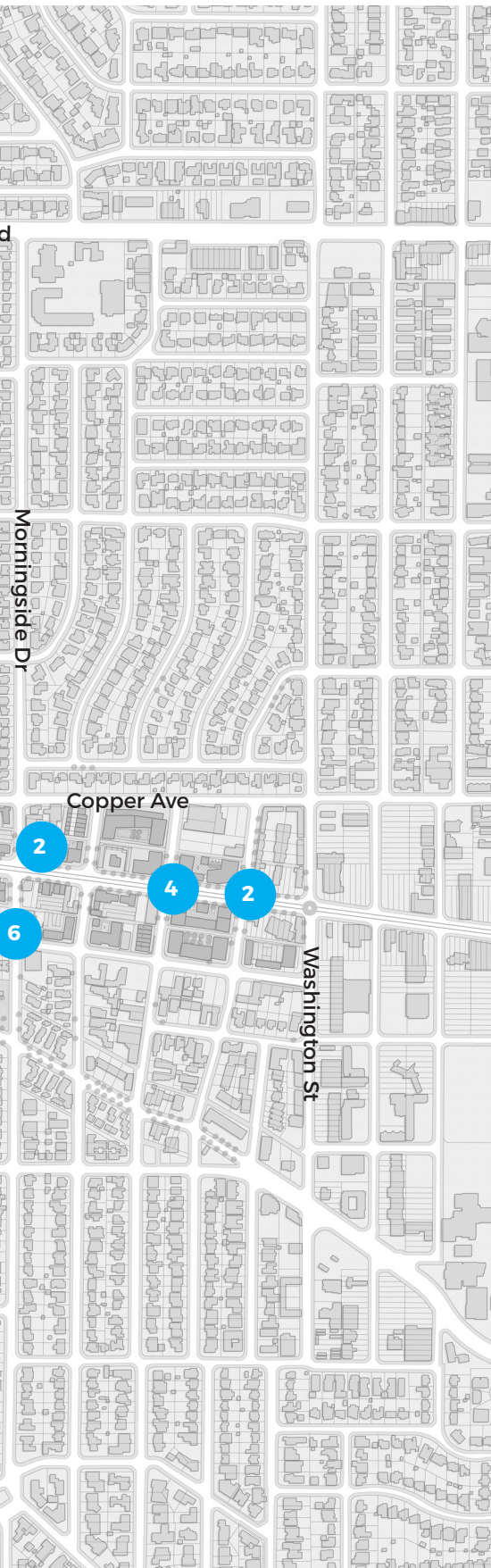
KEY ELEMENTS

1 RECONFIGURE THE INTERSECTION AT GIRARD AND CENTRAL

Due to its limited length and low traffic counts, Monte Vista could terminate at Dartmouth, turning south to meet Central. This would change the Girard and Central Avenue intersection into a standard 4-way intersection which would increase safety and improve light timing. The park could expand to include the right-of-way of Monte Vista providing an amenity to the existing shops to the north. The enlarged park could eventually be activated along the northern edge, and would provide space for a variety of activities while drawing shoppers and diners to the adjacent businesses. See the illustration below.

2 LOWER NOB HILL IS ACTIVE AND POPULAR, DRIVING DEVELOPMENT INTEREST.

Development demand in Lower Nob Hill provides an opportunity to redevelop Upper Nob Hill, where there are fewer historic and contributing buildings. Upper Nob Hill has significant infill potential. Clearly communicating neighborhood support for Upper Nob Hill infill development would help reduce the potential change of character to Lower Nob Hill. In Lower Nob Hill, incentives should be developed to protect historic and contributing structures as a result of increased development in Upper Nob Hill.



5-WAY TO 4-WAY INTERSECTION

Currently Central Avenue, Girard Boulevard, and Monte Vista Boulevard meet at a 5-way signalized intersection in Lower Nob Hill. The intersection can create hectic conditions, resulting in travel delays, and presents dangerous conflicts between all road users.

Between 2010 and 2013, 99 collisions occurred at this intersection, including three collisions involving bicyclists. This accounts for over eight percent of collisions throughout the Nob Hill study area during this period.

Reimagining this intersection as a 4-way intersection by closing off Monte Vista Boulevard as designed, would increase safety due to a decreased number of potential conflict points, facilitate the development of public space and pedestrian oriented developments. In addition, it would bring congestion relief by simplifying the operations at the intersection. Whereas a 5-leg intersection assigns approximately 20 seconds of time for throughput in each direction (over four phases), a 4-leg intersection only has two phases, each at approximately 43 seconds, facilitating the flow of traffic through the intersection.

The closing of a 5-way intersection has been accomplished successfully in other cities, such as Los Angeles and Atlanta, shown to the right. In the case of Los Angeles, the closure prevents potential conflicts between pedestrians and vehicles as vehicles would previously enter a residential street at relatively high speeds, while creating a community space. In Atlanta, pedestrian activity is fostered within the active Midtown District.

■ Intersection Redesign

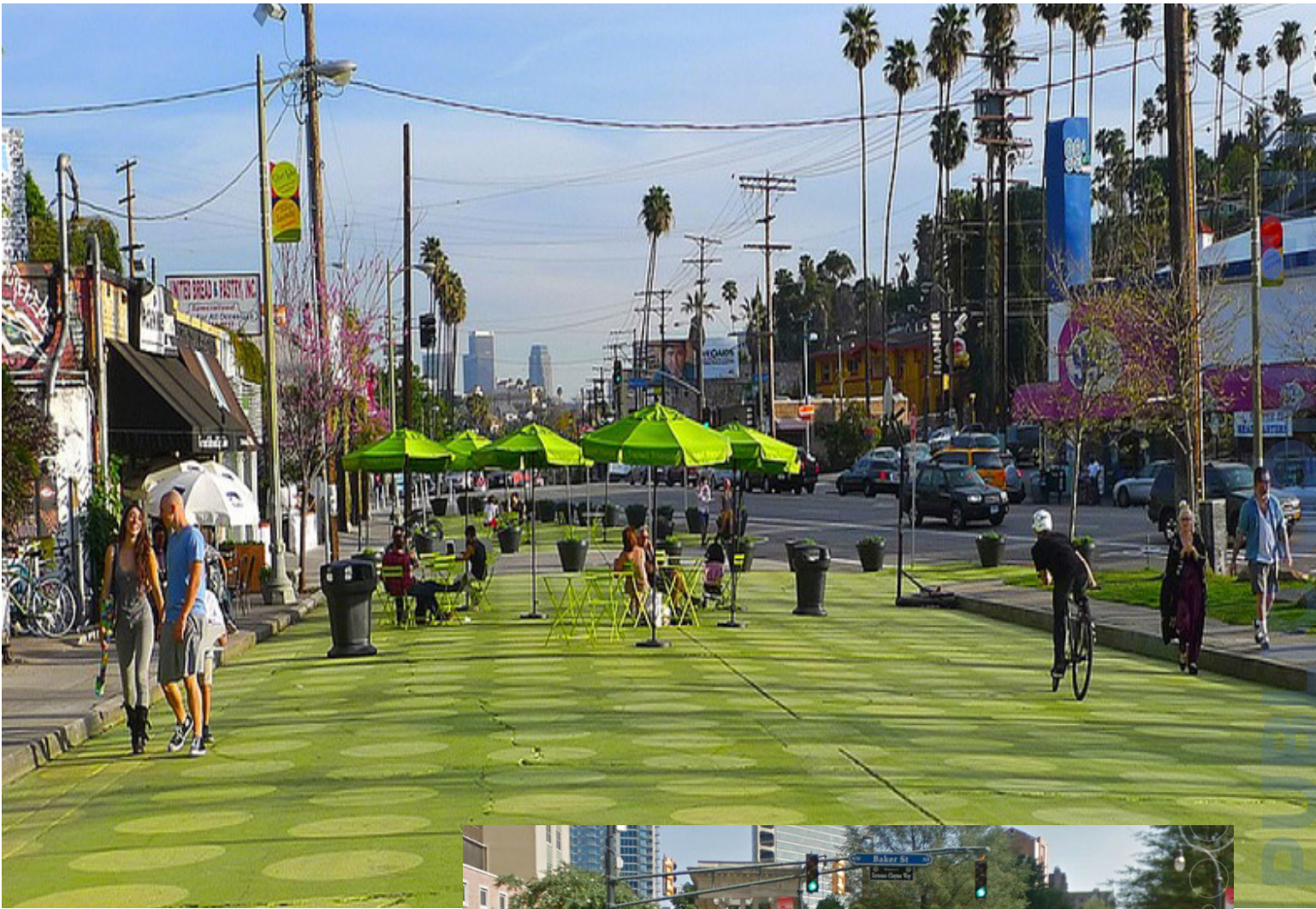
NOB HILL



EXISTING



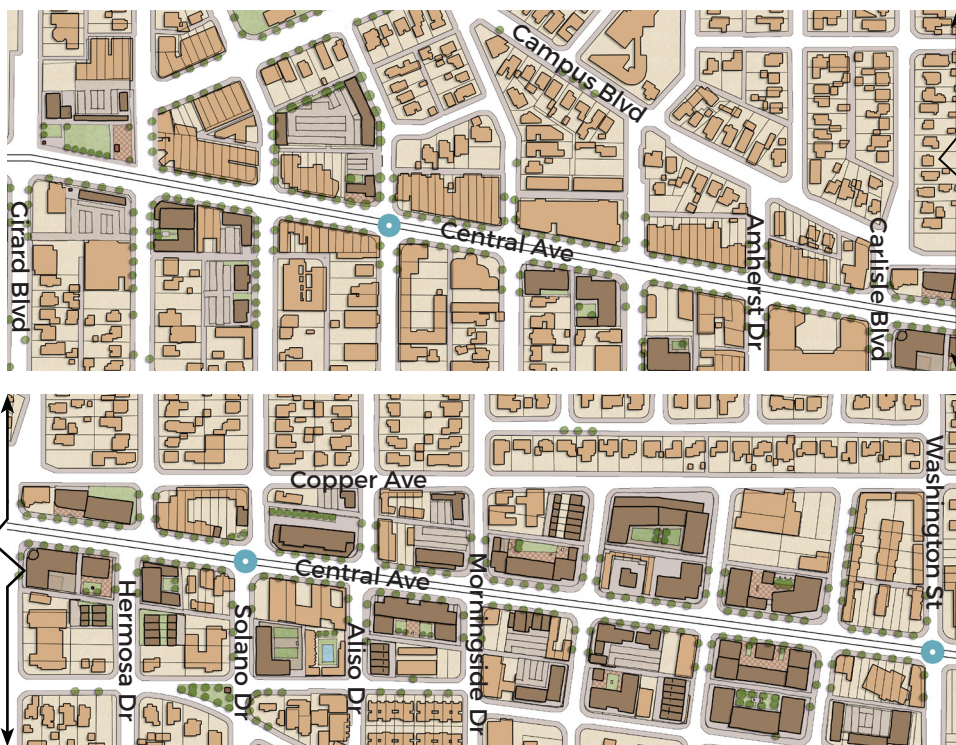
PROPOSED



■ **Los Angeles, CA**
Re visioning of Sunset Triangle for
pedestrians, instead of cars
(Source: Google)



■ **Peachtree Street, Atlanta, GA**
Pedestrian Esplanade and arch
where traffic used to flow on
Peachtree Street in Atlanta, GA
(Source Google)



■ N.7 Nob Hill Plan Detail

4 SITE PLAN STUDIES FOR A STANDARD CORNER LOT

An infill study was undertaken to understand the capacity of development on Nob Hill's small blocks, under the IDO. The study shows that a variety of intensities are supportable, with high intensity possible only when lots are aggregated to allow for structured parking.

VERY LOW INTENSITY: one to two story buildings, lined on at least two streets can manage its parking requirements with surface parking.

- + 1-story commercial: 7,000 SF
- + Parking required: 18 spaces
- + Parking provided: 21 spaces

LOW INTENSITY: three stories with partial fourth story on two streets with a two-level structured parking deck.

- + Commercial @ grade: 7,500 SF
- + Residential above (2 stories): 12 units
- + Parking required: 31 spaces
- + Parking pro'd.: 35 spaces (2+ roof deck)
- + Density provided: 30 dwellings/acre

MODERATE INTENSITY: two to four stories with one level of parking below grade.

- + Commercial @ grade: 6,000 SF
- + Residential @ grade: 3 dwelling units
- + Residential above (3 stories): 18 units
- + Parking required: 36 spaces
- + Parking pro'd.: 36 spaces (2+ roof deck)
- + Density provided: 44 dwellings/acre

HIGH INTENSITY: over four stories with one level of parking below grade and partial surface or structured parking.

- + Commercial @ grade: 5,700 SF
- + Residential @ grade: 6 dwelling units
- + Residential above (4 stories): 52 units
- + Parking required: 67 comm. + 58 res.
- + Parking provided: 80 spaces; lots must be aggregated to allow for structured parking
- + Density provided: 120 dwellings/acre

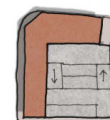
3 ACTIVATING MID-BLOCK WALKWAYS AND ALLEYS

The Nob Hill Business Center provides a starting point for a series of mid-block walkways through the district with its passages through the building at Carlisle and Amherst. Across Amherst, the passage aligns with an alley easement across the street next to SMPC Architects, which leads to a court and the front of Tractor Brewing then to another passage next to Field & Frame. This and other mid-block walkways could be coordinated as a system throughout the district, activating truly unique spaces and providing opportunities for incubator and destination spaces. See N.7, top image, to the left.

Nob Hill wants to preserve its historic attributes, enhance its retail and commercial character, and accommodate the anticipated growth as a result of ART.



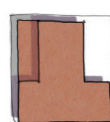
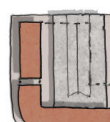
Very Low Intensity



Low Intensity

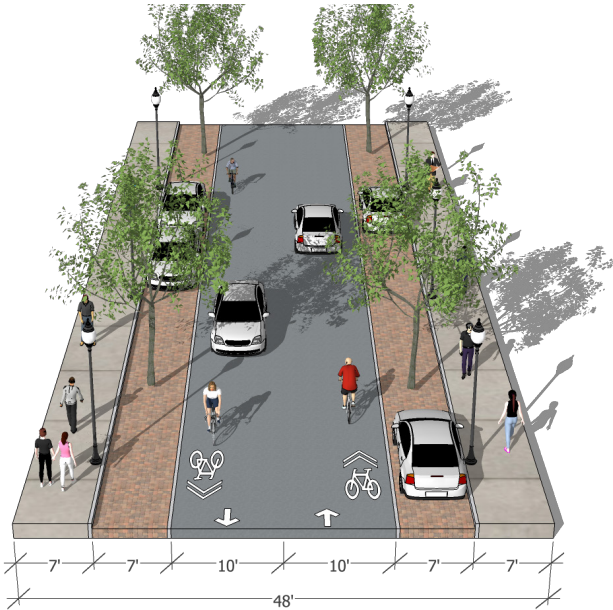


Moderate Intensity



High Intensity

■ N.8 Corner Lot Studies

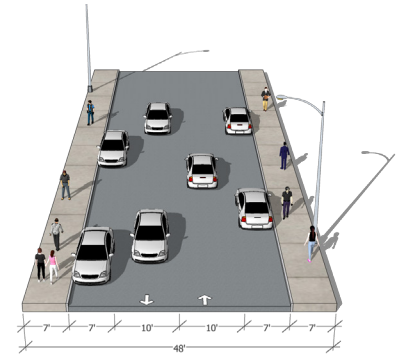


■ N.9 Wellesley Dr Streetscape Improvement

ve its character and unique
tail viability, and sensitively
ed new residential density as



■ N.11 Morningside Dr Streetscape Improvement

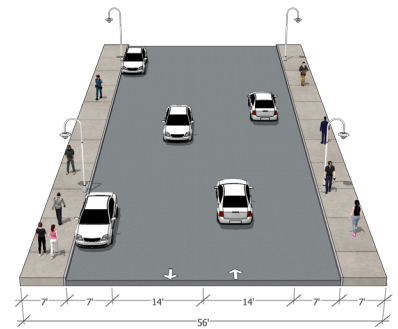


■ N.10 Wellesley Dr Existing Conditions

5

MAKING WELLESLEY COMFORTABLE FOR WALKING AND CYCLING

The existing design of Wellesley is adequate for neighborhood car traffic, but should be improved to encourage biking and walking. The proposed section converts the parking lane to pervious paving with street trees between cars. Pedestrian-scaled street lighting is recommended to replace existing lighting.



■ N.12 Morningside Dr Existing Conditions

6

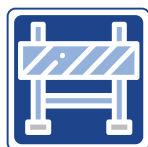
CALMING MORNINGSIDE

Morningside Drive is currently too wide to be comfortable or safe for pedestrians or cyclists. The current lanes, at 14' wide, encourage highway speeds in a pedestrian-dominant district. By reducing the lanes down to 11' or 12' and adding sharrows, the street will naturally become calmer. Due to the excess pavement, larger parking lanes are encouraged. Large tree bump outs define the parking lanes and add shade to the street. They also encourage slower driving and create a water retention system that would lessen the impact of heavy rains. Pedestrian-scaled street lighting is recommended to replace existing lighting.

Nob Hill is a desirable community fighting to maintain its character while growing to accommodate new residents and developments.



B.01



THERE ARE SIGNIFICANT HEIGHT INCREASES FROM THE EXISTING CODE TO THE DRAFT IDO.

Nob Hill stakeholders have lost trust in the public process. They were assured building heights would not be changed in the IDO, however heights have been increased by as much as 26 feet above existing limits.



A.01



- + Consider a reduced height between Girard and Carlisle to better align with the existing limits.
- + Restrict lot aggregation using a maximum lot size to restrict consolidation.
- + Remove the premium transit height bonus between Girard and Carlisle. Permit three stories and 45 feet. Revisit the height bonus in five years time when the full impact of ART can be more closely studied and measured.

BARRIERS

■ N.13 Nob Hill IDO Proposed Maximum Building Height



■ N.14 Nob Hill IDO Difference between Existing and Proposed





B.02



PROPERTY OWNERS ARE DISCOURAGED FROM UPDATING THEIR BUILDINGS DUE TO PARKING RESTRICTIONS.

Many existing historic and contributing buildings in Lower Nob Hill are not meeting their potential because owners are discouraged from renovating their buildings. The restriction stems from a measure meant to stop more restaurants and bars from filling storefronts, and requires onsite parking for a change in building area. However it can lead to the deterioration of the main street. ■



A.02



- + Increase the threshold under which property owners have to bring their buildings up to code and provide additional parking. The current standard is 200 square feet. Increase to at least 400 square feet.
- + Permit property owners rehabilitating their existing buildings to park off-site.



B.03



HEIGHT STANDARDS IN THE IDO WILL ENCOURAGE ILL-PROPORTIONED BUILDINGS.

Most zoning codes restrict height in feet, such as a maximum of 54 feet. There is another system used that measures height in the number of stories. Measuring height in feet has a number of problems: developers are encouraged to fit as many stories as possible within the height limit, resulting in low ceiling heights. It discourages appropriately scaled ground floor retail spaces which should be between 16 and 20 feet tall. It results in monotonous streets where every building is the same height.

When height is restricted by stories rather than feet, it allows developers to determine the height of each story according to its use and market. Apartment ceiling height, for instance, can vary depending upon the target market of the unit. Limits can carefully control this system so outcomes are still predictable and within a reasonable range. Historically, many cities developed in this manner, resulting in the variety that articulation requirements attempt to create. ■



A.03



- + Change the zoning maximum height measurement from feet to stories in urban areas.

Action Key

BARRIER



ACTION



LAST MILE



WALKABILITY



DESTINATIONS



MIXED-USE



MEDIUM DENSITY



RETAIL





B.04



SECTOR PLANS AND THE IDO DRAFT REQUIRE SHOPFRONTS ALONG CENTRAL IN NOB HILL.

Research has shown that retail streets only function successfully for short distances. Best practices today recommend retail streets be no longer than ¼ mile, up to ½ mile in rare cases. This is indirectly corroborated by the highly-studied design of malls, which are typically based upon a ¼ mile length. Historic main streets follow a similar rule. In order to produce successful retail in Nob Hill, requirements for shopfronts must be located strategically. ■



A.04



- + Require ground floor shopfronts from Girard Street to Carlisle Street. Encourage, but do not require, ground floor shopfronts from Carlisle Street to Washington Street. Permit, but do not require, ground floor shopfronts elsewhere along Central Avenue.



B.05



BUILDING TYPES IN NOB HILL ARE GENERALLY LIMITED TO SINGLE FAMILY HOMES, COMMERCIAL BUILDINGS, AND LARGER APARTMENT OR MIXED-USE BUILDINGS.

Nob Hill has great diversity of small building types that are being lost as the area redevelops principally with large-scale buildings that are threatening the fragility and uniqueness of Nob Hill's character. While infill housing is needed, it should not all be in the form of large apartment buildings or large mixed-use buildings.

The idea of “missing-middle housing” has developed recently, which describes the need for many different intensities and types of housing within neighborhoods and cities such as duplexes, triplexes, and small multi-family buildings (less than 8 units). ■



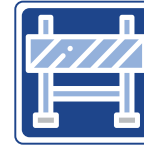
A.05



- + Prohibit the wholesale redevelopment of an entire block with less than 3 buildings of varying heights.
- + Incentivize middle-missing housing by preventing lot sizes greater than 80 feet wide on the interior of the block.



B.06



CENTRAL AVENUE IS LINED BY SURFACE PARKING LOTS IN MANY LOCATIONS, REDUCING ITS WALKABILITY.

Central Avenue has many surface parking lots along its sidewalk. People do not enjoy walking past parking lots, which are hot and unattractive. When parking lots interrupt a main street, it inhibits success. While Lower Nob Hill has been a successful main street, it has been limited because of gaps where parking lots interrupt the retail street, discouraging people from visiting more businesses. ■



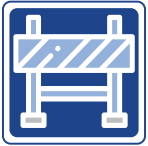
A.06



- + Permit properties with deep setback buildings to place liner buildings under 3,000 sf along sidewalks with no additional parking in order to enhance the sidewalk experience.



B.07



THERE IS A SIGNIFICANT PARKING SHORTAGE IN LOWER NOB HILL.

As one of the only active main streets in Albuquerque, Lower Nob Hill's success has caused a parking problem as the area attracts many people from outside of the neighborhood. The situation has been exacerbated by the rise of the food culture seen across the country. A number of new restaurants and brew pubs have located in Lower Nob Hill and generate significant parking demand but are on historic sites that have little or no parking supply. Even with bus rapid transit, parking will remain an issue for the foreseeable future given the auto-dependence of most of Albuquerque.

To manage parking, and allow existing surface parking lots to be redeveloped, structured parking will be required. While most lots are small, a number of larger lots and lot aggregations exist that could accommodate parking garages. Structured parking should be provided within a 2.5 minute walk from each ART station.

Lower Nob Hill can accommodate a 3-story parking structure north of Central, between Richmond and Bryn Mawr that could alleviate all of the current parking shortage. Upper Nob Hill can accommodate parking structures on multiple properties. And along with the development of the University Edge, one or more parking structures can be located at Girard and Central on the UNM campus, which can provide public parking close to the Lower Nob Hill main street. ■



A.07



- + Enter into Public-Private Partnerships to build parking garages on sites identified in the illustrative plan, N.2.
- + Provide residential neighborhoods immediately abutting Central with residential parking permits to restrict parking on residential streets between 6pm and 6am.
- + Disincentivize or prohibit off-site parking for any new construction between Girard and Carlisle.
- + Encourage restaurants to collectively create a valet parking management program to better serve evening parking demand.
- + Find an employee only parking site where employees could take a shuttle to work.



B.08



CENTRAL AVENUE IN NOB HILL LACKS STREET TREES.

Street trees are important in both commercial and residential areas. They provide shade and reduce heat islands. They also have significant psychological benefits. Throughout the Nob Hill main street area, very few streets have trees. Many of the streets also have limited right-of-way. In such cases, street trees can be added within the paved area of the street by removing sections of concrete, usually within parallel parking lanes. ■



A.08



- + Remove the turn lane from Carlisle Blvd. and add bicycle lanes buffered by trees.
- + Reduce the travel lane width on Morningside Dr. by cutting large tree planters out of the street intermittently between parallel parking spaces.
- + Add trees to Wellesly Dr. intermittently between parallel parking spaces and make the parallel parking strip pervious.