



NEAR NORTH VALLEY NEIGHBORHOOD ASSOCIATION

**VOLUNTEERS WORKING INCLUSIVELY TO PROTECT,
PRESERVE, AND ENHANCE THE COMMUNITY**

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January 18, 2022

Jolene Wolfley
Chair, Development Review Board
jwolfley@cabq.gov

Copy: jrodenbeck@cabq.gov, mgould@cabq.gov

Re: Brown Property (Calle Cuarta) redevelopment
PR-2020-003847; site plan for the East Parcel

Dear Chair Wolfley,

I'm writing again on behalf of the Near North Valley Neighborhood Association (NNVNA) Board.

We continue to have concerns about the proposed site plan for the Brown property.

4th Street Streetscape

We believe the current design for the 4th Street streetscape does not meet City requirements. This stretch of 4th Street is within the City's North 4th Corridor Character Protection Overlay zone (CPO-9), which requires that all development comply with DPM requirements related to transportation design standards, including street cross sections (IDO 14-16-3-4(J)(4)(b)). The DPM requires that cross sections developed as part of a City-approved planning process or study within the past 10 years be used as the basis for development (DPM 7-3(C)(6)(ii)). The City's North Fourth Street Redevelopment Study, dated November 26, 2014 (copy attached; also available at cabq.legistar.com/Legislation.aspx as Appendix 1 to R-19-162), includes a desired profile for this stretch of 4th Street. This profile, identified as the "Proposed Ultimate Typical Section" (page 6), calls for a landscape buffer between the curb and sidewalk.

This stretch of 4th Street also is a designated "Main Street" area. As such, a 10- to 12-foot sidewalk width is required (DPM Table 7.2.29), and where that

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sidewalk is next to the curb, a 12- to 14-foot sidewalk width is required (DPM 7-4(E)(1)(iii)(4)).

Regardless of the widths of the landscape/buffer zone and the sidewalk, it's clear that City policy supports buffering pedestrians from vehicles, both for safety and comfort (Comp Plan Policy 7.2.1(b)). And, it's been clear throughout City planning processes for North 4th Street, and for individual properties along 4th Street, that the community desires a highly walkable and pedestrian-safe North 4th Street.

Renderings of the 4th Street frontage are attached, starting with the rendering submitted by YES Housing, Inc., to the City on February 5, 2021, in response to the City's Request for Proposals, followed by the rendering presented to NNVNA at its August 18, 2021, Annual Meeting, and the rendering presented at the November 17, 2021, Facilitated Meeting.

It appears from the last and current rendering that the proposed streetscape is neither practical nor sustainable and possibly not ADA-compliant. Based on the *rendering*, it appears that other than the existing sidewalk, there are no concrete landings at the doorways of the businesses, and no concrete pathways to those doorways. There does appear to be a concrete pathway to the breezeway. It's possible to read the *site plan* itself differently, but there are no notes confirming that the pathways from the sidewalk to the doorways are concrete (nor how they satisfy ADA) nor is the concrete pathway to the breezeway indicated on the site plan.

We again request that a detailed profile of the 4th Street streetscape—from curb to building—be provided so that this important frontage can be properly evaluated by the DRB.

Vehicle barrier between East Parcel and West Parcel.

We appreciate that the applicant's Supplemental Submittal dated January 14, 2022, includes an additional note on SDP1.1 indicating that an emergency-access-only gate is to be installed between the East and West Parcels. The note is numbered "17." The note next to the gate, however, is numbered "8." This is just a typo, for sure, but it needs to be corrected so there's no question.

ADA Parking.

The Jan 14, 2022, Supplemental Submittal indicates that two handicapped parking spaces have been added near the community open space/play area. None of the handicapped parking, however, is covered.

Pedestrian/bike path along the south.

Same comment as December 15, 2021. In addition, it appears the sidewalk is narrower than we

understood from prior discussions—it's only five feet in width. It might be best to eliminate the landscape buffer along the wall in order to widen the sidewalk. It doesn't look like the landscape strip is wide enough to sustain trees and bushes anyway, and they will spill out onto the already narrow sidewalk. There has been talk previously between YES Housing and the community about doing a mural on the wall. We also note that the connection between this pedestrian/bike sidewalk east of 6th Street and the pedestrian sidewalk along Fairfield Place (across from the school) is awkward. The sidewalk from 7th Street to 4th Street should be a continuous public sidewalk. Otherwise, people going east at 6th Street will just walk across the dirt.

Step-back/facades/articulation, along Fitzgerald Road.

We accept the DRB's conclusion that step-backs are not required along Fitzgerald Road. We still question whether the articulation, particularly on the westernmost block of apartments along Fitzgerald and the southern face of the building next to the tire store, meets the Main Street façade requirements under IDO 14-16-5-11(E)(2)(b), including the requirement for recessed windows on upper floors.

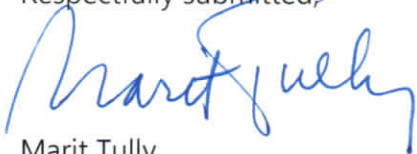
DRB Review of West Parcel

The applicant has committed to submitting the site plan for the West Parcel to the DRB for review and approval. Given that the East and West are meant to be an integrated whole, this is wise. We ask that DRB review of the West Parcel be made a condition of approval for the East Parcel site plan.

For all other issues raised in Near North Valley Neighborhood Association's December 15, 2021, letter to the DRB, our comments remain the same.

Thank you for your consideration of our concerns.

Respectfully submitted,



Marit Tully
Brown Project Ad Hoc Committee
Past President, Near North Valley Neighborhood Association