



February 16, 2026

Jay Rodenbeck, Planning Manager
Albuquerque Planning Department
Development Review Services
600 North 2nd Street NW
Albuquerque, NM 87102
jrodenbeck@cabq.gov

Landscape Architecture
Urban Design
Planning Services

Re: Sketch Plat/Plan Submittal – La Curva Multi-family

Dear Mr. Rodenbeck,

302 Eighth St. NW
Albuquerque, NM 87102

(505) 764-9801
Fax 842-5495
cp@consensusplanning.com
www.consensusplanning.com

On behalf of Palindrome, we submit this request for review and comment on a Sketch Plat and Sketch Plan for a property that consists of three lots located at 2411, 2401, & 2403 Central Avenue NW. The property owner intends to replat the three existing lots into two and develop the site as a phased multi-family workforce housing project. It will be constructed in two phases, aligned with the proposed lot configuration. Each phase will consist of 71 units, for a total of 141 units.

The property is zoned MX-M, is vacant, and falls within the Central Avenue Main Street Corridor, Major Transit Corridor, and is within a Premium Transit Station Area 1,320-foot buffer. The adjacent properties are predominantly zoned MX-M, except to the north, which is zoned R-1A, subjecting development to Neighborhood Edges standards. Soto Avenue and Simonds Street abut the subject property to the north and west, respectively. These streets function more as alleyways, lacking curbs, gutters, or sidewalks and currently dead ends to the east of the subject property.

As part of the Sketch Plat/Plan application, the Applicant would like the following questions answered:

Vacation of Soto Avenue and Simonds Street:

- The Applicant is evaluating the potential vacation of Soto Avenue and Simonds Street and allow a dedicated entrance to the site from the existing Simonds Street curb-cut. The site plan currently shows on-street parking along these two streets. We request guidance on the feasibility of the vacation. A public access easement could be retained.

Central Avenue Setback:

- Please confirm how the front setback on Central Avenue should be measured where the roadway curves. The setback at the corner of Simonds Street measures 19 feet because of the curvature of the roadway. Can a determination be considered for exceeding the maximum setback?

PRINCIPALS

James K. Strozier, FAICP

Driveway Design

- Would driveway throat depth requirements change if Simonds Street and Soto Avenue were vacated?
- If the site entrance on Central Avenue were restricted to one-way traffic, can the depth requirement be reduced due to the absence of queuing?

ASSOCIATES

Ken Romig, PLA, ASLA



- Please confirm the required drive aisle width for 90-degree parking, given the discrepancy between DPM Table 7.4.78 (24 feet minimum) and Table 7.4.82 (22 feet minimum).

Existing Signage

- There is one remaining sign on the property that does not appear to have historic significance. Can this sign be removed as part of the site plan or is there an additional process to remove the sign?

EV Parking

- The IDO does not require EV charging stations for projects under 250 parking spaces. However, we understand that the City will require EV spaces during the building permit process. Please confirm the City's current requirements for EV spaces (ready and fully charged) for this site.

Thank you in advance for your review of this application and for your assistance in determining compliance with the IDO. Please contact me if you require further details or clarifications.

Sincerely,



Charlene A. Johnson
Senior Planner II