

BROWN PROPERTY PUBLIC PROCESS REPORT

FOR THE CITY OF ALBUQUERQUE

December 3, 2018

ACKNOWLEDGEMENTS

Mayor Tim Keller

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INTRODUCTION

The Brown Property is located at 3521 Fourth Street and the corner of Fitzgerald Road in Albuquerque's Near North Valley Neighborhood (as shown on the map on the previous page). The 5-acre, L-shaped series of parcels that make up the site were the home of the Brown Brothers Construction Company beginning in 1938. At the time the alignment of Route 66 transitioned from Fourth Street to Central Avenue; Fourth Street became Route 85 and continued to serve as a national highway. Garfield Middle School (now known as Garfield STEM School, just south of the property), the Northfields Addition (24 homes south of the property), and St. Therese Church (two blocks southeast of the property across Fourth Street) were built in 1951, 1953, and 1954, respectively.¹ By 1950, the intersection of Fourth Street and Candelaria Road (one block north) was considered the village center.

A series of construction and transportation related businesses have operated within the property in more recent years. These uses led to some conflict with the surrounding residential areas, in terms of fumes, noise, and other environmental concerns. In 2013, the City of Albuquerque acquired the property through an intergovernmental agreement with the County of Bernalillo to redevelop it as mixed use, with multifamily and retail in the east 2.8 acres and neighborhood-scale residential on the west 2.2 acres. The specifics of this agreement are described in the City Regulations and Funding requirements section.

This report summarizes the community's goals and priorities for the Brown Property to guide the City's redevelopment Request for Proposals (RFP) based on extensive input from the community.

¹ Joe Sabatini, Historian and Neighbor, Comment Letter, June 23, 2018.

PROJECT PURPOSE

The purpose of the project is to reclaim land used historically for heavy commercial and industrial uses for neighborhood retail and residential uses, thereby spurring economic development, adding housing, and bringing energy and life to this stretch of North Fourth Street. The Brown Property Community Goals and Objectives generated to help guide the public process describes the hoped-for result as follows:

"The Brown Property will be developed as a high-quality mixed-use site with neighborhood commercial and higher density residential uses on 4th Street and Fitzgerald Road ("East Parcel") and lower density residential to the rear along 7th Street, Fairfield Avenue, 6th Street, and Northfield Court ("West Parcel"), and with pedestrian and bicycle connections, public space, and quality landscaping throughout."²

The purpose of the public process was defined by the City in its Brown Property Community Workshop Request for Proposals as follows:

...to design and organize a collaborative, interactive workshop process for the design and development of 3521 4th Street NW, known as the "Brown Property". The goal is to develop an economically feasible, high-quality project that is responsive to the neighborhood context and market trends. The strategy is to conduct a design process that actively engages stakeholders to identify site concepts that are both desirable and feasible in order to:

- Help neighbors and other stakeholders understand the development process by grappling with its complexities through a hands-on, interactive "game";

² See Appendix A: Brown Property Community Goals and Objectives.

- Generate and evaluate alternative site concepts that are both economically realistic and acceptable to neighbors and stakeholders;
- Provide guidelines for a developer RFP that addresses the concerns and priorities of all stakeholders;
- Facilitate the design and development process by establishing stakeholder priorities and resolving potential conflicts early in the process.

CITY REGULATIONS AND FUNDING REQUIREMENTS

While the Brown Property public process was focused on articulating the concerns and goals of the community, the redevelopment of the property must comply with the Albuquerque/ Bernalillo County Comprehensive Plan (Comprehensive Plan), Integrated Development Ordinance (IDO), the requirements of the enabling legislation (F/S R-13-266, Enactment R-2013-143), and the City/County intergovernmental agreement for the purchase of the site.

Albuquerque/Bernalillo County Comprehensive Plan (Updated in 2017)

The Comprehensive Plan designates North Fourth Street as a Main Street Corridor and properties within 660 feet of Fourth Street are within the Main Street area. Development goals for Main Street Corridors apply to the Brown Property Fourth Street frontage. Main Streets are defined as:

Main Streets are intended to be lively, highly walkable streets lined with local-serving businesses, modeled after the American tradition of Main Street as a place for living, working, and shopping. Main Streets should have one- to four- story buildings, usually placed right up to the sidewalk.

Parking should be on-street and to the sides of or behind buildings. Away from the Main Street, density should quickly decrease to minimize impacts on nearby neighborhoods. This development pattern should be well-served by transit and contain safe and pleasant walking environments with street trees, landscaping, and wide sidewalks. Public investments in these areas should prioritize street and walkway improvements.

North Fourth Corridor Plan (2010)

The North Fourth Street Rank III Corridor Plan, which predates the updated Comprehensive Plan and the new IDO zoning code, recognized Fourth Street as a multi-modal corridor with the potential of connecting existing neighborhoods and businesses with pedestrian, bicycle, transit, and streetscape improvements. The Plan describes new amenities and development guidelines/standards for the area. It includes a 15-percent plan set showing existing conditions and a preferred cross section in this location. The Corridor Plan also recommended that the corridor be designated as a Metropolitan Redevelopment Area, thereby allowing the City to incentivize development. The City approved the MRA designation in 2016. The plan identified the Brown Property as a Mixed-Use Development Zone given its proximity to existing residential areas and its frontage along Fourth Street. The zoning in this plan has been replaced with the IDO's new zoning, and the policies from this plan are incorporated as an appendix to the 2017 Comprehensive Plan.

Integrated Development Ordinance (2018)

The City's new zoning code, the Integrated Development Ordinance (IDO), effective May 17, 2018, replaces the zoning requirements in the North Fourth Street Rank III Corridor Plan. However, the intent of the Comprehensive Plan and the IDO requirements for Main Street corridors are consistent with the land use and design vision of the Corridor Plan.

The IDO zoned the Brown Property as Mixed-use – Moderate Intensity (MX-M), which allows for a “wide array” of retail, commercial, institutional, and moderate-density housing; it encourages “taller, multi-story buildings in Centers and Corridors.”³ Since North Fourth is designated as a Main Street Corridor (MS) building heights of up to 65 feet are allowed.

The IDO requires usable open space for each residential unit on a Main Street property, based on number of bedrooms, and requires minimum and maximum setbacks on all sides of the property. This section also provides a reference table showing all other applicable IDO sections affecting MX-M.

The IDO intends to preserve the character of existing residential neighborhoods through requirements for “neighborhood edges.”⁴ Any parcel adjacent to the Brown property that is zoned as R-1 *and* contains low-density residential development is considered a Protected Lot. Any development in a Main Street area within 50 feet of a “Protected Lot shall step down to a maximum height of 30 feet.” In addition, new development shall be respectful of adjacent residential with the use of lighting standards per Section 14-16-5-8 and include buffers per the Edge Buffer Landscaping Subsection 14-16-5-6E and

with at least a 6-foot tall wall or opaque fence to screen circulation/ parking from the existing housing. Driveways and parking areas cannot be closer than 50 feet to any Protected Lot, and truck loading is not permitted along Protected Lots' property lines.

Other Planning Efforts

A September 2016 market study identified demand for the mixed-use development on the front and recognized the physical dimensions and

| Table 2-4-6: Other Applicable IDO Sections | |
|--|--------------|
| Overlay Zones | Part 14-16-3 |
| Allowable Uses | 14-16-4-2 |
| Use-specific Standards | 14-16-4-3 |
| Dimensional Standards | 14-16-5-1 |
| Site Design and Sensitive Lands | 14-16-5-2 |
| Access and Connectivity | 14-16-5-3 |
| Parking and Loading | 14-16-5-5 |
| Landscaping, Buffering, and Screening | 14-16-5-6 |
| Walls and Fences | 14-16-5-7 |
| Outdoor Lighting | 14-16-5-8 |
| Neighborhood Edges | 14-16-5-9 |
| Solar Access | 14-16-5-10 |
| Building Design | 14-16-5-11 |
| Signs | 14-16-5-12 |
| Operation and Maintenance | 14-16-5-13 |

³ Part 14-16-2: Zone Districts/2-4: Mixed-use Zone Districts/2-4(C) Mixed-use – Moderate Intensity Zone District (Mx-M), Integrated Development Ordinance, City of Albuquerque, New Mexico

⁴ Part 14-16-5/5-9: Neighborhood Edges, Integrated Development Ordinance, City of Albuquerque, New Mexico

proximity to existing residences made smaller scale residential appropriate in the back. An appraisal of the property was performed in 2010 and indicated the land value of the site was \$1,416,000. Two environmental assessments have identified potential issues that need to be addressed prior to development.

City of Albuquerque Purchase Resolution and City/County Intergovernmental Agreement

The acquisition of the Brown Property was made possible in 2013 by the adoption of F/S R-13-266 which designated of Workforce Housing funds for the land purchase and authorized the City to enter an intergovernmental agreement with Bernalillo County for additional funds and City/County collaboration in development of the property. The 2013 resolution and intergovernmental agreement state that:

- The City is the lead agency.
- The City and County desire affordable housing and economic development.
- A minimum of 30 percent of units shall be affordable to families at or below 80 percent of the median income for Albuquerque in keeping with the Workforce Housing Opportunity Act requirements.
- Adjacent businesses and neighbors shall be included in the planning and development of the property through establishing a Workgroup.
- Based on financing for acquisition, approximately 20 percent of the project's East Parcel must be used for economic development.

COMMUNITY CONCERNS AND RECOMMENDATIONS

This section was written by the community. Some of the concerns and recommendations are not specific to the property and may not be applicable to a future developer of the property. Many of these recommendations can be considered long-term goals for future improvements in the area by the City of Albuquerque and Albuquerque Public Schools. Nevertheless, prospective project developers should be aware of these concerns and endeavor not to exacerbate them.

The Community Concerns and Recommendations for the redevelopment of the Brown Property are based on the Community Goals and Objectives (see Appendix A), extensive community outreach, discussions at neighborhood meetings, the May 2018 Community Workshop and site planning game, Near North Valley Neighborhood Association's June 2018 Follow-up Meeting, and input from the Brown Property's Working Group, as described later in this report. The recommendations synthesize the comments, concerns, and ideas expressed by participants throughout that process.

These recommendations are advisory, intended to inform the development process, and insure that the community's concerns are considered. Many of the recommendations reflect City development policies and regulations. However, the community recognizes that codes define minimum standards that may not be sufficient to achieve the desired quality of development. Some of the community recommendations go above and beyond City requirements.

During the public process, the community recognized that some issues and concerns were not limited to the Brown Property and were strongly linked to existing conditions in the surrounding area, primarily traffic. Some of the recommendations address important off-site issues

that impact both the project and the neighborhood, primarily vehicular access and traffic.

TRAFFIC AND PARKING

CONCERNS

Traffic is the major issue expressed by the community with most nearby residents concerned that the project will exacerbate existing problems. People living or working around the project site already have difficulty safely exiting onto Candelaria Road and Fourth Street; there are no turn lanes and no traffic lights at Mildred Avenue, Fitzgerald Road or Seventh Street. Safe entry into the area from Candelaria Road and Fourth Street also is problematic; there are no protected left turn lanes. Twice daily student pick-ups and drop-offs for both Garfield STEM School and Cochiti Elementary School generate considerable and erratic vehicular and pedestrian traffic. Many parents do not use the designated student drop-off/pick-up on Matthew Avenue due to difficulty of access from Fourth Street. Also, many of the staff at UNMH North Valley Clinic do not use the Matthew Avenue entrance as agreed between the City and UNMH, adding unnecessarily to Mildred Avenue traffic. Other existing problems include speeding, failing to observe stop signs, illegal parking, and illegal large truck traffic.

Many are worried that the high-density development on the East Parcel would add additional traffic and parking problems to the surrounding residential/school area. While the traffic generated from 20 to 30 new residences on the West Parcel is expected to have minimal impact on the residential/school area, there is considerable concern and disagreement about how streets within the Project should connect to existing streets to minimize negative impacts and whether Northfield Court's northern cul-de-sac will connect to the project's streets. However, it is important to note that at the Community

Workshop, Roadway Option 5, which extends cul-de-sacs at both Northfield Court and Sixth Street was the most preferred option. These roadway options are described in more detail in the later section.

Most of the following traffic and parking recommendations address existing conditions that are not within the Brown Property boundaries, but all impact the project and the surrounding neighborhood, and the community believes need to be addressed to insure a beneficial outcome.

RECOMMENDATIONS

1. **Complete a traffic study** to evaluate safety, walkability, and traffic calming measures on Fourth Street, Candelaria Road, and streets adjacent to the project.
2. **Install a traffic light at Matthew Avenue and Fourth Street** which will reduce neighborhood traffic and improve safety by encouraging student drop-off and pick-up at the designated Matthew Avenue location and the use of Matthew Avenue by UNMH staff. A light will also improve access to Garfield Park and provide a safe crossing of Fourth Street for students, other pedestrians, bicyclists, and the Alameda Drain Trail.
3. **Add a HAWK crosswalk at Candelaria Road and Seventh Street** to ensure safe passage for school children.
4. **Add turn lanes entering and leaving the project area** where possible.
 - a. Add left and right turns onto Fourth Street from Fitzgerald Road and a left turn lane from Fourth Street onto Fitzgerald Road. Rights of Way will need to be procured from the Brown Property to provide adequate street width.
 - b. Consider limiting left turns from the East Parcel onto Fitzgerald Road to reduce traffic through the neighborhood.
 - c. Add left and right turns onto Fourth Street from Mildred Avenue.
 - d. Add left and right turn lanes onto Candelaria Road from Seventh Street if possible.
5. **Control parking** on residential streets with residential parking permits and appropriate curb paint.
6. **Provide adequate customer/visitor parking** to avoid spillover onto residential/school streets. Widen Fourth Street to provide marked curb parking on Fourth Street and on the south side of Fitzgerald Road to the project boundary.
7. **Avoid vehicular traffic between the higher density East Parcel and lower density West Parcel** to avoid aggravating existing traffic problems. Provide access for emergency vehicles if required.
8. **Distribute vehicular access to and from the streets adjacent to the Brown Property** as evenly as possible to avoid traffic concentrations.

SECURITY

CONCERNS

Some participants expressed concern about existing crime and fear crime will rise with the increased density of the project. Security will be enhanced or diminished depending upon how buildings relate to streets and public spaces, and how the existing Brown Property wall and new walls are incorporated.

RECOMMENDATIONS

1. **Provide eyes on the street and clear demarcation of public, communal and private spaces.** Design for surveillance of public and communal spaces, including the pedestrian/bike link, and incorporate APD's Crime Prevention Through Environmental Design strategies.
2. **Garages should not cut off views and surveillance of streets.** Garages and parking behind units accessed from internal streets or alleys are preferred provided security problems are addressed.

3. **Replace or retain sections of the existing Brown Property wall** where desired and appropriate to provide needed privacy and security to adjacent residents but avoid segregating the project from the surrounding residential area.

SITE AND BUILDING DESIGN

CONCERNS

There is general acceptance of higher density development of the East Parcel with mixed residential and commercial uses in accordance with the North Fourth Street Rank III Corridor Plan and agreement on lower density, single family housing on the West Parcel compatible with the surrounding residential neighborhood.

The community expressed a strong desire for a high-quality development in terms of building design and arrangement, character, private and communal spaces, and integration with the existing area. While many of the Community Recommendations correspond to City policies and codes some would exceed the minimum code requirements to realize the stated goal of creating a high-quality, model infill development project.

RECOMMENDATIONS

1. **Design the project as one integrated development**, with its East and West Parcels linked by style, landscaping, pedestrian/bike connections, and communal spaces.
2. **Provide usable private outdoor space** for all residential units, including apartments.
3. **Protect privacy and solar access** of existing and future residential properties through careful design and placement of two-story and higher buildings.
4. **Locate the highest buildings and density on Fourth Street** tapering to moderate density two-story East Parcel apartments adjacent to existing residences.
5. **Three stories on Fourth Street** is the maximum desired height. Setting back the third or fourth floors would help to reduce the scale of multistory buildings.
6. **Design well-articulated buildings** on Fourth Street and throughout the commercial/apartment area. Modulation, recesses, balconies and variations in rooflines are key.
7. **A variety of apartment options** on the East Parcel is preferable.
8. **Locate commercial spaces at ground level on Fourth Street** with primary entrances on the street. Commercial space on Fitzgerald should be limited to the eastern portion of the site. Utilization of rooftops for commercial or communal uses is encouraged.
9. **Consider flexible commercial space** on the ground floor suitable for residential use to provide market options.
10. **Prohibit drive-ups**, drive-throughs, and vehicular pick-up windows.
11. **Consider integrating historic references** into the design of the project such as an irrigation ditch or water feature reflecting agricultural history of the area, and architectural references to Route 66 such as the Roman bricks.
12. **Incorporate features that capitalize on views** to the east and west, including windows that capture the view and large balconies, especially on upper floors.
13. **The West Parcel should be integrated and compatible with the surrounding area.** The density and style of dwellings should complement the surrounding neighborhood with single-family attached or detached, one or two stories units.

ENERGY AND SUSTAINABILITY

CONCERNS

The project should be a model of sustainable affordable housing for Albuquerque. This relates to City goals to reduce our urban carbon footprint while reducing owner and rental costs by dramatically reducing utility costs. Energy efficient buildings and photovoltaic power could create the first multi-family net-zero energy project in the City, perhaps attracting additional financial resources for the developer through grants, etc. Additionally, the project must recognize the scarcity of water resources and make all efforts to reduce water use.

RECOMMENDATIONS

1. Building construction should conform to the most current standards established in the 2018 International Energy Code.
2. Natural passive solar and natural ventilation resources for apartments and houses, freely available in this climate, should be exploited where possible.
3. Provide shading of units and public spaces to achieve comfort and reduce utility costs for air conditioning.
4. Minimize water use and incorporate water harvesting.
5. On-site power production by a photovoltaic system is highly encouraged.

LANDSCAPING, OPEN SPACE, PEDESTRIAN/BICYCLE CONNECTIONS

CONCERNS

Extensive, sustainable landscaping, and public, communal spaces throughout the project are high priorities for the community. High-quality landscaping is critically important to establish a high-quality project, enhance the surrounding area, provide needed buffers, and

mitigate heat buildup. Residents are interested in having places to sit and play, and places for all ages and abilities. There is also general agreement on the desirability of a bike/pedestrian link connecting the existing residential/school area and the West Parcel to the public, communal spaces and the commercial area on Fourth Street provided the link is well landscaped and designed with security in mind. Note: there is concern by some residents who believe a pedestrian/bike link might encourage crime.

East Parcel parking will take up much of the site and there is considerable concern that it be well designed and landscaped to avoid becoming a “sea of parking.”

RECOMMENDATIONS

1. **High-quality, sustainable landscaping** throughout the project is a high priority of the community.
2. **Landscaping to create attractive, walkable streets** on Fourth Street, Fitzgerald Road and interior project streets with planting strips and street trees between the curb and sidewalk. Provide a wide sidewalk on Fourth Street.
3. **Provide a safe, well-lit public pedestrian and bicycle link** from the west end of the project to Fourth Street that is well landscaped and connects open spaces, plazas and other communal spaces.
4. **Shared communal open spaces** throughout the project such as plazas, mini-parks, play areas, respite areas are highly desired by the community.
5. **Develop well landscaped parking areas** with shade trees and buffer planting. Use runoff to supplement landscape irrigation and consider permeable paving to avoid ponding areas.
6. **Provide a plaza on Fourth Street** supporting commercial and community activities and connecting to the pedestrian and bicycle link.

COMMUNITY ENGAGEMENT

The Brown Property community engagement process began in mid-2016. The City of Albuquerque created a Brown Property Working Group of City and County elected officials and staff along with neighborhood and community representatives to help the City outline the public process, choose a consultant team, facilitate community outreach, and provide community input through public process. The consultant team, Sites Southwest and Huitt-Zollars, worked to identify the community's goals for the project site and prioritize the criteria that a future developer(s) selected for the redevelopment project should follow. The consultant team met numerous times with the Working Group leading up to the May 2018 Community Workshop to discuss the scope of the project, existing conditions and market analysis, development program options, site circulation options, the Community Workshop exercise, and community goals and objectives. Following the Community Workshop, the Working Group held an additional community meeting and met to discuss the outcome of the workshop, this report, and steps necessary to move into the development of the RFP.

All the process documents and meeting materials are in a separate appendix. The process is described in more detail in following sections.

OUTREACH

The City worked closely with the Near North Valley Neighborhood Association (NNVNA) and the Working Group to publicize the Community Workshop. A flyer was distributed to immediate neighbors and to the Near North Valley neighborhood. The City mailed a postcard to property owners within one-quarter-mile of the site. The Neighborhood Association posted large versions of the flyer in public locations in the neighborhood and provided information to the North

Valley Coalition of Neighborhoods. The neighborhood representatives on the Working Group engaged in numerous meetings among themselves as well as one-on-one discussions and meetings with immediate neighbors and others, and provided hard and electronic copies of pertinent materials, all in an effort to increase awareness of the project, encourage engagement, and gather input on road options and other issues.

WORKING GROUP PROCESS

A Working Group, which includes neighborhood residents, City staff and elected officials who represent the area, was formed to work with consultants selected to conduct the workshop process to get community input on the site development. The Working Group met several times to establish development goals and objectives, provide neighborhood insights and input, and facilitate community input.

At each of the Working Group meetings, the City and consultant shared background materials that were used to inform the group of the project's requirements and parameters, and draft workshop materials.

PROJECT KICKOFF

Kickoff Meeting: July 14, 2017: An initial kickoff meeting was held with members of the Working Group, the City of Albuquerque, and the consultants. The project scope and schedule, types of housing and tenancies, the market study, abatement/demolition, and the future of the existing sign were discussed.

PROGRAM SCENARIOS AND PROGRAM DEVELOPMENT

Following the kickoff meeting, the Working Group began the process of developing a Community Workshop including a package of development scenarios and program options for the site.

2nd Meeting: August 16, 2017: Market study assumptions, development program options, and site circulation options were discussed. The Working Group and consultants began to identify concerns around building heights, traffic, parking, and ownership vs. rental. The Working Group and consultants began refining the public process schedule and agenda for the Community Workshop.

3rd Meeting: September 11, 2017: A review of the materials and process for the Community Workshop was conducted at this meeting. Site circulation options, financial feasibility considerations, and preliminary development objectives were discussed. The importance of site circulation and vehicular access as a driver of site design was emphasized with the Working Group continuing to identify traffic issues. The consultants provided a list of similar projects in Albuquerque for Working Group members to visit.

4th Meeting: October 9, 2017: New materials for the site design “game” were discussed, along with the Community Workshop details. The Working Group also discussed housing issues, including affordability and quality. The consultants provided a set of roadway options and an initial draft of project criteria for consideration and review.



5th Meeting: February 23, 2018: This was a core group meeting with Councilor Benton and staff, the lead consultants, and two neighborhood representatives to review progress on planning the Community Workshop and discuss goals and objectives for the project. The necessary zone change for the West Parcel housing was also discussed.

PLANNING THE GAME
Once the development program was established, the Working Group met to design and plan the game that community members would use to design the site at the Community Workshop.



6th Meeting: March 23, 2018: This meeting was held at the Los Griegos Health and Social Services Center with members of the Working Group, immediate neighbors, the consultant team, and staff from Family and Community Services Department and City Council Services. The purpose of the meeting was to perform a test run-through of the workshop game and determine what changes were needed.



7th Meeting: April 4, 2018: At this Working Group meeting, participants further tested the workshop game and determined what improvements could be made prior to the workshop. Roadway options were also selected.

REVIEW OF THE WORKSHOP

8th Meeting: May 30, 2018: After the workshop, a follow-up meeting was held to discuss how the Community Workshop went and discuss next steps. The Working Group, Sites Southwest, City of Albuquerque staff and commissioners attended this meeting. Another community meeting to give immediate neighbors and community members an additional opportunity to weigh in on the site design was discussed.

CREATION OF COMMUNITY GOALS AND OBJECTIVES

Through the process of meeting with the Working Group, the consultants drafted preliminary criteria for the Brown Property redevelopment, addressing project requirement and key neighborhood issues. Using those criteria as a starting point, neighborhood members of the Working Group expanded them to a set of goals and objectives. Over the course of five months, these goals and objectives were

circulated to Working Group members and others throughout the immediate neighborhood; they were refined and revised. After review, the Working Group accepted the goals and objectives, resulting in a final document entitled Brown Property Community Goals and Objectives dated May 15, 2018 (see Appendix A). The document was shared at the Community Workshop and set the parameters for the site designs generated during the site design game. Along with the input from the community, the document has been used as the basis for the recommendations made in this report.

COMMUNITY MEETINGS

COMMUNITY WORKSHOP

On May 19, 2018, the City held a Community Workshop at the North Valley Senior Center to provide the community with the opportunity to express ideas and concerns about the project, and to propose designs for the site. More than fifty people attended, including City Councilor Isaac Benton, County Commissioner Debbie O'Malley, City staff, the consultant team, immediate neighbors, and other community members.



After a presentation on the site history and purpose of the project, all participants were encouraged to work in small groups to design the site, guided by general parameters established by the City/County agreement and the Community Goals and Objectives.

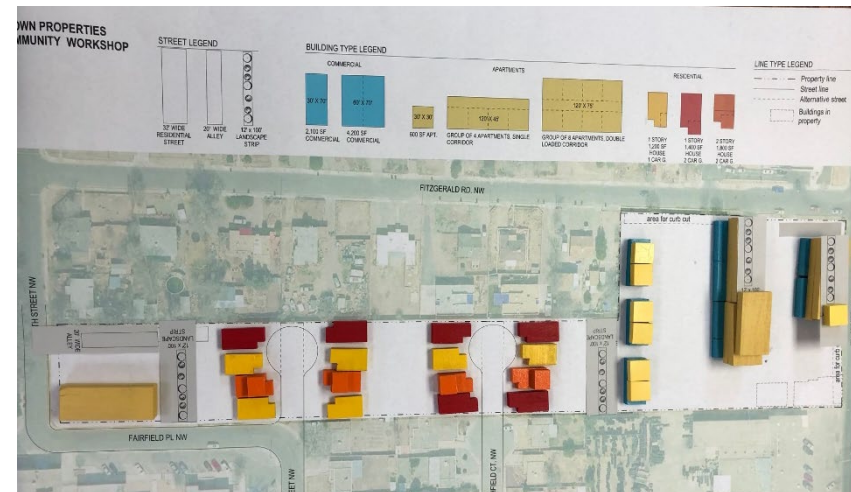
Participants were divided into five groups at large tables, each with a facilitator and note-taker, and many active neighborhood and community participants. Each table had a copy of the Community Goals and Objectives, a large aerial map of the area, a full-sized set of roadway options, various sized color-coded blocks representing commercial and residential buildings, forms representing street sections and landscaping, and comment sheets for written comments. The groups were encouraged to be creative, using the road layouts as templates and the goals and objectives as touchstones. See Appendix B for Community Workshop Results.

At the end of the site design game, each group presented its “best” design to the full group. There was disagreement about how new vehicular traffic from the project should be managed, with some Northfield Court residents concerned about changing the cul-de-sac.

FOLLOW-UP MEETING

On June 23, 2018, NNVNA held a follow-up meeting at St. Therese Church to provide the community with an additional opportunity to voice their issues and concerns and design the site. Flyers were hand-delivered to the immediate neighborhood, emails were sent to numerous residents in the immediate area, and invitations were sent via email to NNVNA’s contact list.

Sixteen people attended this meeting. Much of the discussion centered on off-site traffic problems and solutions, and commercial uses/economic development. With the help of a member of the consultant team, participants reviewed and discussed site designs developed at the Community Workshop. Another site design was



created by a few of the participants, using the same materials available at the Community Workshop.

Participants strongly agreed to the following:

- Neighborhood involvement is needed throughout the planning and design processes.
- Existing off-site traffic circulation issues need to be addressed concurrently with the Brown Property redevelopment. This is essential to the successful integration of the project with the existing neighborhood.
- A traffic signal at Matthew Avenue and Fourth Street is key.

CREATION OF ROADWAY OPTIONS

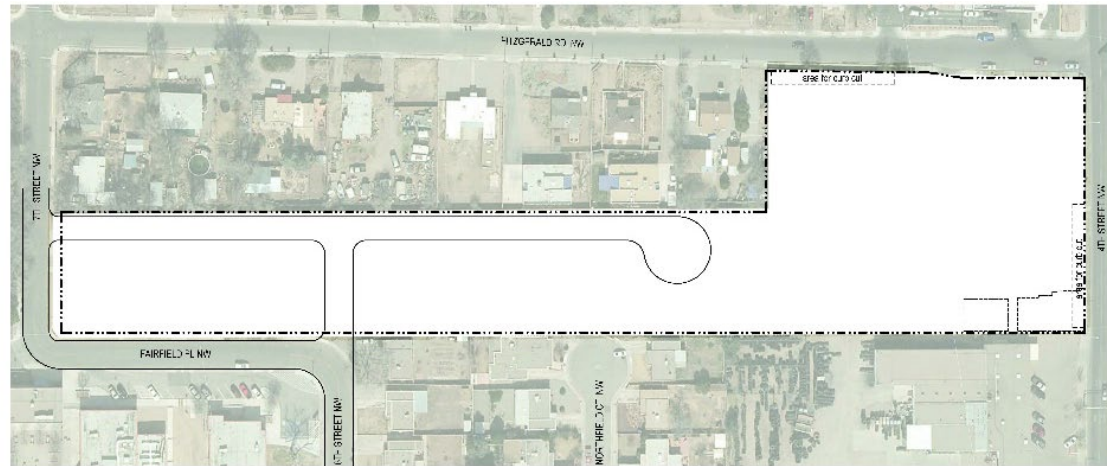
In preparation for the Community Workshop, the Working Group and the consultant team developed several options for onsite roadways and connections to existing streets. They were vetted and narrowed to five options, and then used as templates during the Workshop and Follow-Up Meeting.

Option 1

This option allows entry to the West Parcel from both Seventh and Sixth streets and connects to the existing street pattern. The northside entry for residential parking would eliminate the need for garages facing Fairfield Place, but would probably result in garages fronting the new street. The new street would create a separation from existing houses on Fitzgerald Road adding a buffer between existing and new development. An east to west pedestrian connection could be easily incorporated along the street.

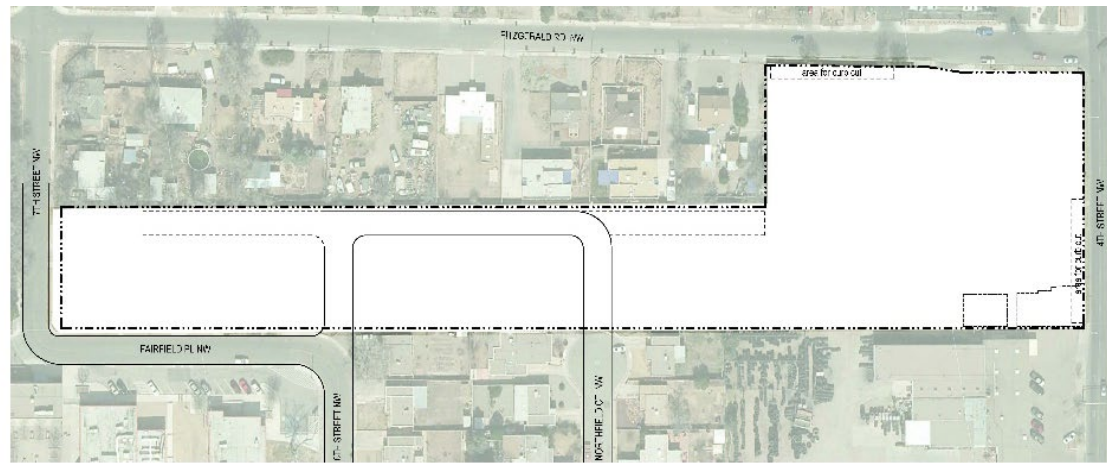
Option 2

This option integrates with the existing street pattern by forming a loop from Sixth Street to Northfield Courts. Short stub roads extended to the west and east from the new loop road would: 1) provide access to new residences; 2) prevent new residential garages from facing existing residential streets; 3) separate new dwellings from existing residences on Fitzgerald Road; and 4) easily incorporate an east-west pedestrian connection. It is important to note that some residents on Northfield Court (currently a cul-de-sac) are opposed to extending their street in this manner due to resulting traffic.



OPTION 1
1" = 30'-0"

HUITT-ZOLIARS
S I E S



OPTION 2
1" = 30'-0"

HUITT-ZOLIARS
S I E S

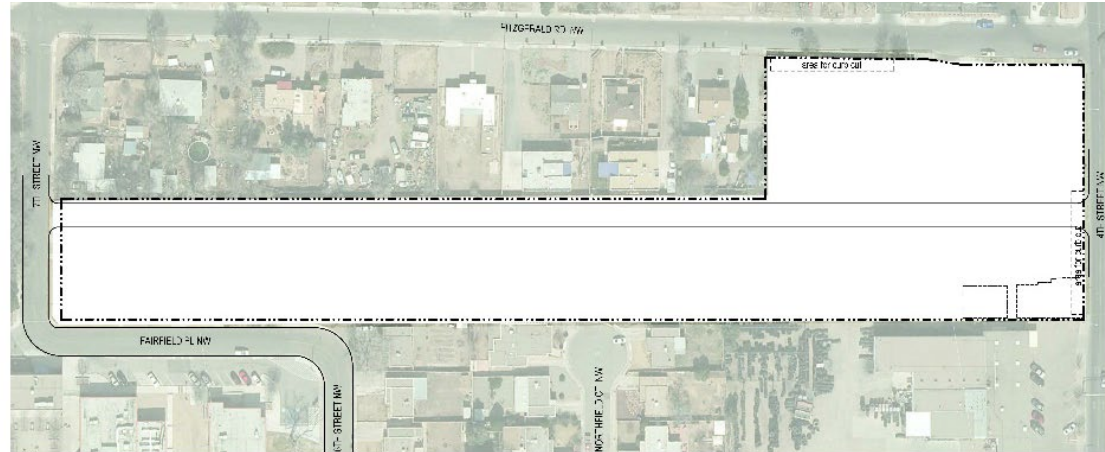
Option 3

This option includes one new east-west street connecting Seventh and Fourth streets, but it conflicts with the community recommendation to avoid a vehicular connection between the East and West parcels; a connection is considered likely to aggravate existing traffic problems by allowing cut-through traffic to use existing residential streets. It does not integrate the new residential development with the existing residential street pattern and it creates two long narrow blocks. It would: 1) prevent new residential garages from facing existing residential streets; 2) avoid additional parking on existing streets; and 3) easily incorporate an east-west pedestrian connection.

Option 4

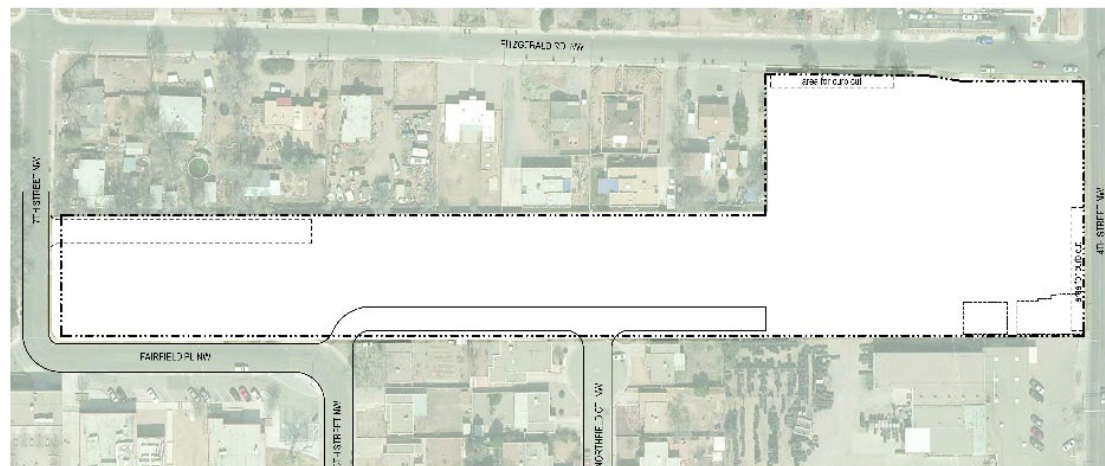
This option, like option 2, extends the existing road pattern, but creates a shorter loop connecting Sixth Street to Northfield Court. The short stub extension to the east from the loop would allow access to the eastern portion of the site. An optional short stub road from Seventh Street could provide access for new residential parking so it would not have to be on Fairfield Place. This loop road would separate the new residential from the existing residential and would allow new residential to be built in a traditional pattern (i.e., face the street with a garage and backup to the existing housing on Fitzgerald Road). An east-west pedestrian connection would be easy to integrate with the loop road. It

is important to note that some residents on Northfield Court are opposed to extending their street in this manner due to resulting traffic.



OPTION 3
1" = 30' 0"

HUITT-ZOLLARS
S I E S
ARCHITECTS



OPTION 4
1" = 30' 0"

HUITT-ZOLLARS
S I E S
ARCHITECTS

Option 5

This option, like options 2 and 4, extends the existing road pattern, but instead of a loop creates two new cul-de-sacs at the north end of Northfield Court and Sixth Street. A short stub road from Seventh Street could provide access for new residential parking so it would not have to be on Fairfield Place. This roadway layout would: 1) maintain the existing pattern of houses and garages fronting the street and 2) have minimal impact on school traffic. It would, however, be more complicated to incorporate an east-west pedestrian connection as it would require right-of-way for a path along the north side of the property. Both cul-de-sacs could be much shorter than shown, permitting either more dwelling units or more green space. It is important to note that some residents on Northfield Court are opposed to extending their street in this manner due to the increased traffic.

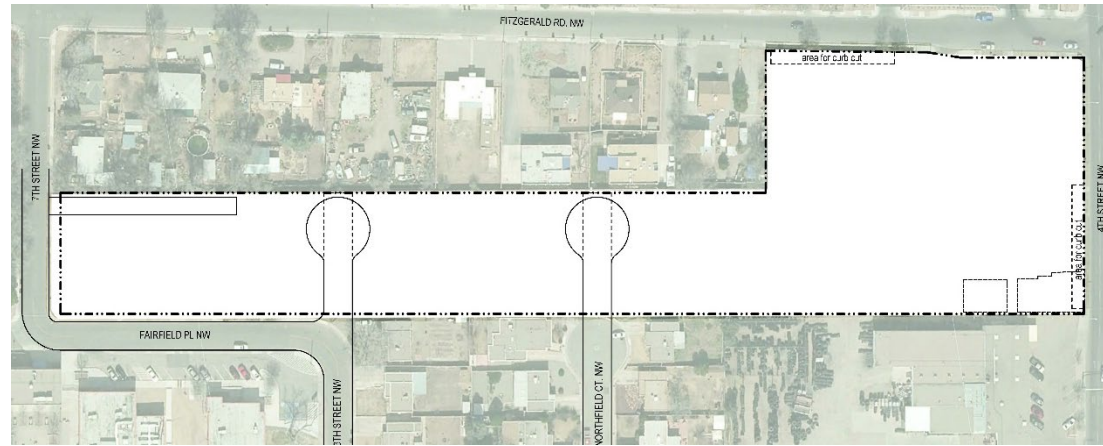
COMMUNITY ROADWAY PREFERENCES

At the Community Workshop, Option 5 was the most preferred circulation option and Option 1 was second.

Four out of five tables chose Option 5 at least once during the workshop. It includes access from Seventh Street and extensions of Sixth Street and Northfield Court.

Three out of five tables chose Option 1 at least once during the workshop. It includes an extension of Sixth Street and a new roadway off Seventh Street.

Community members have a general concern with additional vehicular traffic from the project, particularly any through-traffic or shortcuts through the neighborhood. In general, residents of the new



development would access the West Parcel from either Candelaria Road via Seventh Street, Candelaria Road via Fitzgerald Road, or Fourth Street via Mildred Avenue. Some Workshop participants were concerned that a new road adjacent to their back or side yards could be noisy and unsafe, but this is inevitable in all options. However, a road or driveway adjacent to existing residential provides a spatial separation between houses.

COMMUNITY SITE DESIGNS

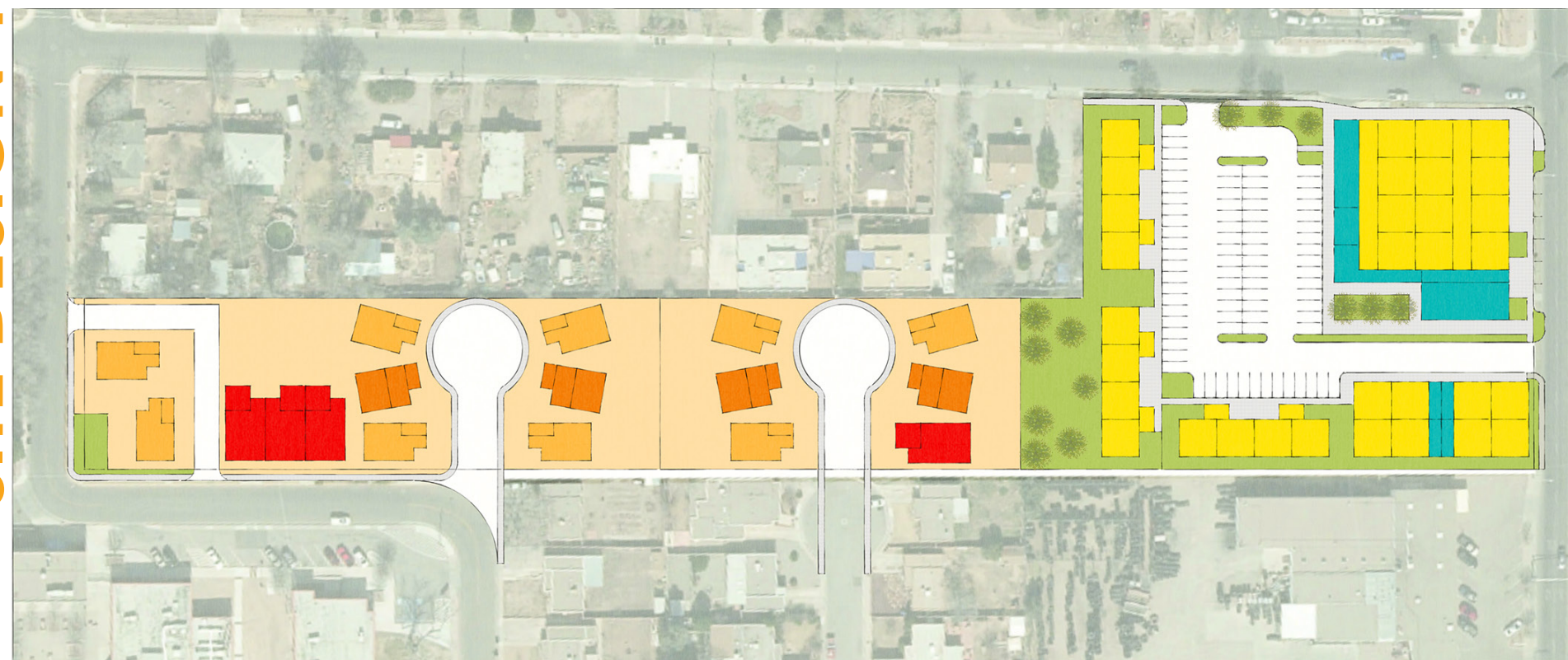
The following pages show axonometric drawings of the two or three most popular site designs created at each of the tables at the Community Workshop and the Follow Up Meeting. The access, open space, and land uses of each design are described. Appendix B includes all the comments from each table, as well as images of the models.

BROWN PROPERTY COMMUNITY SITE DESIGNS

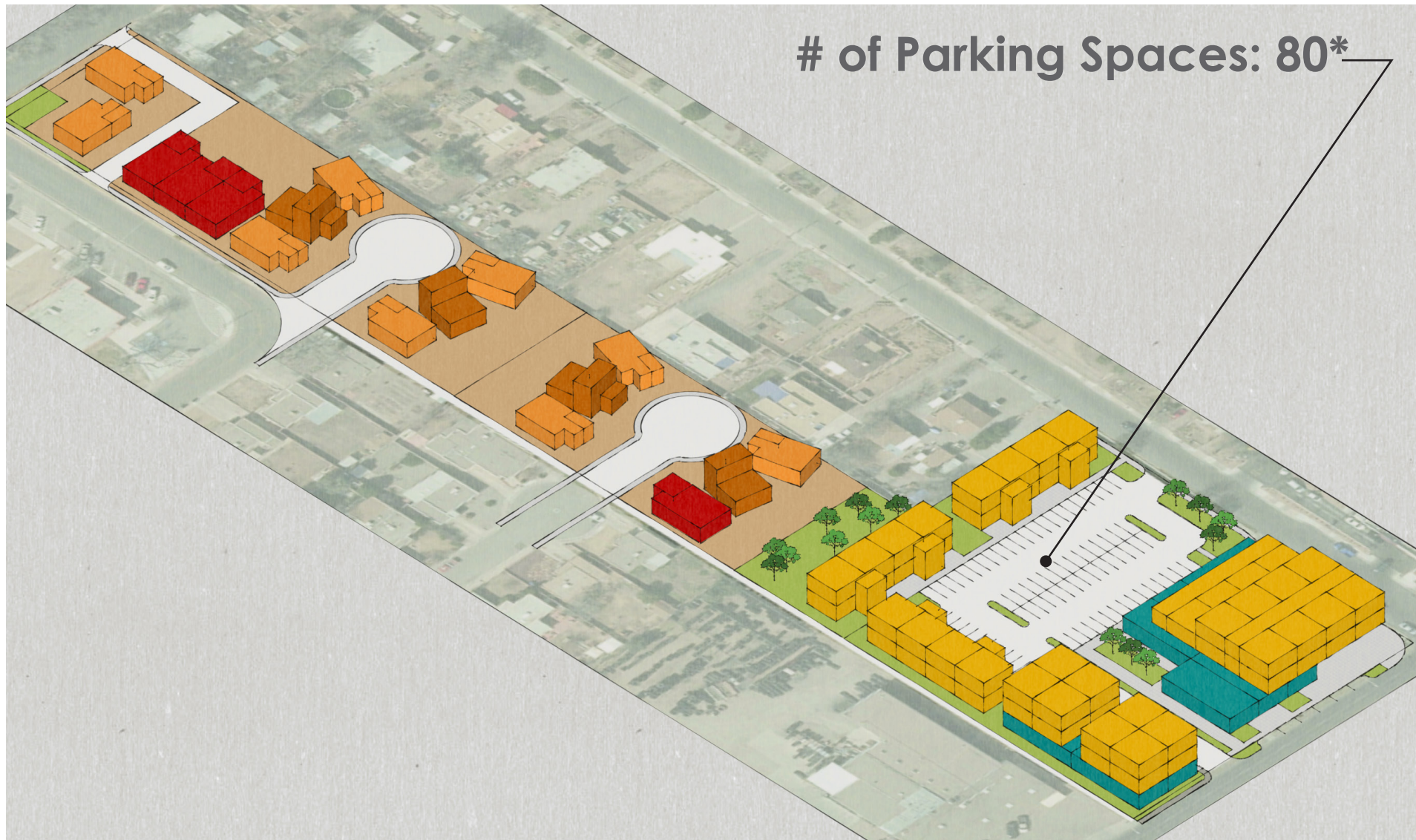
| SITE DESIGN — PLAN VIEW | SITE DESIGN — AXON | PROS | CONS |
|-------------------------|--------------------|------|------|
|-------------------------|--------------------|------|------|

SITE DESIGN 1

Uses Option 5, yet modifies roadway from 7th to Fairfield



| | |
|--|---|
| Residential Homes: 19 (26,400 sq ft) Apartments: 53 (47,700 sq ft) Total: 72 (74,100 sq ft) | Commercial 3 @2,100 sq ft spaces 5 @4,200 sq ft spaces Total: 27,300 sq ft |
|--|---|



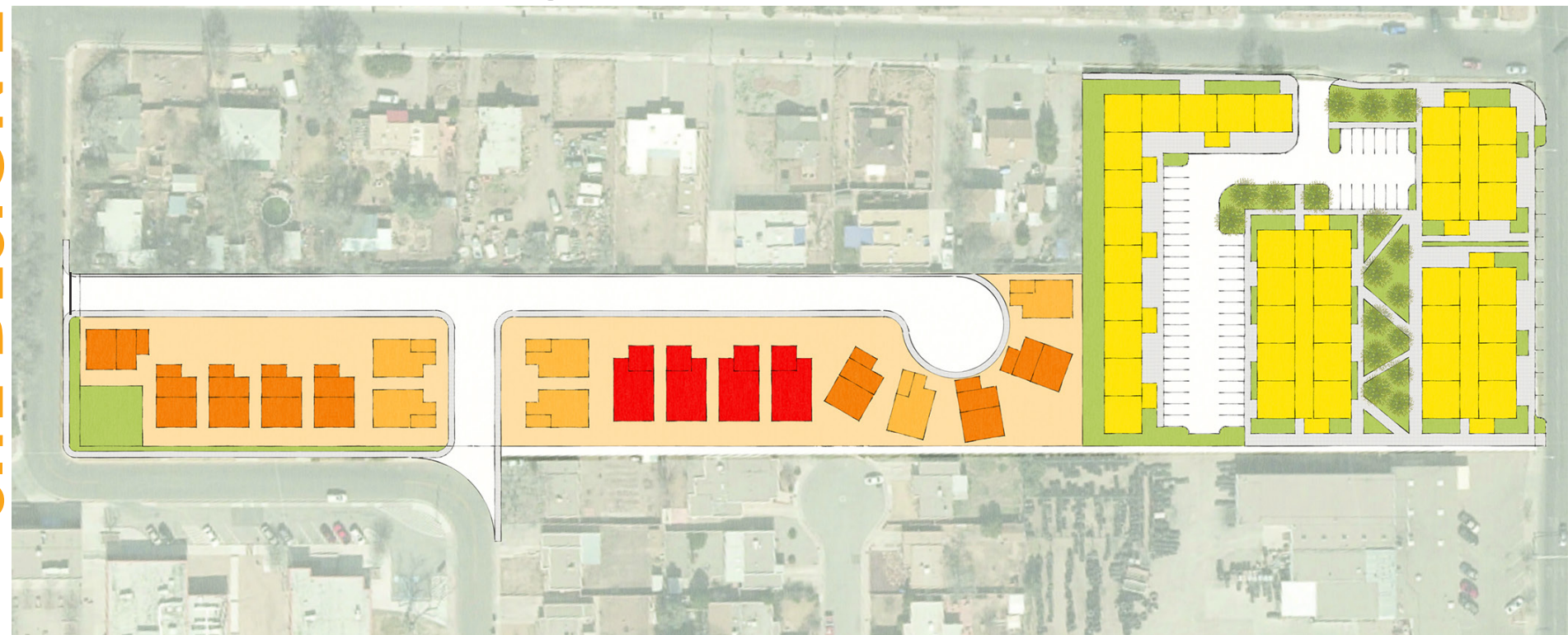
* Parking spaces are based on community designs and do not reflect actual IDO requirements

- West Parcel access will be distributed on 7th, 6th, Fairfield, and Northfield
- Open space will provide buffer between East and West parcels
- Well-integrated into neighborhood
- Homes will face the streets
- Neighborhood park on Fairfield & 7th will provide green buffer
- Commercial on 4th & Fitzgerald
- Mixed-use development will be accessed on 4th & Fitzgerald

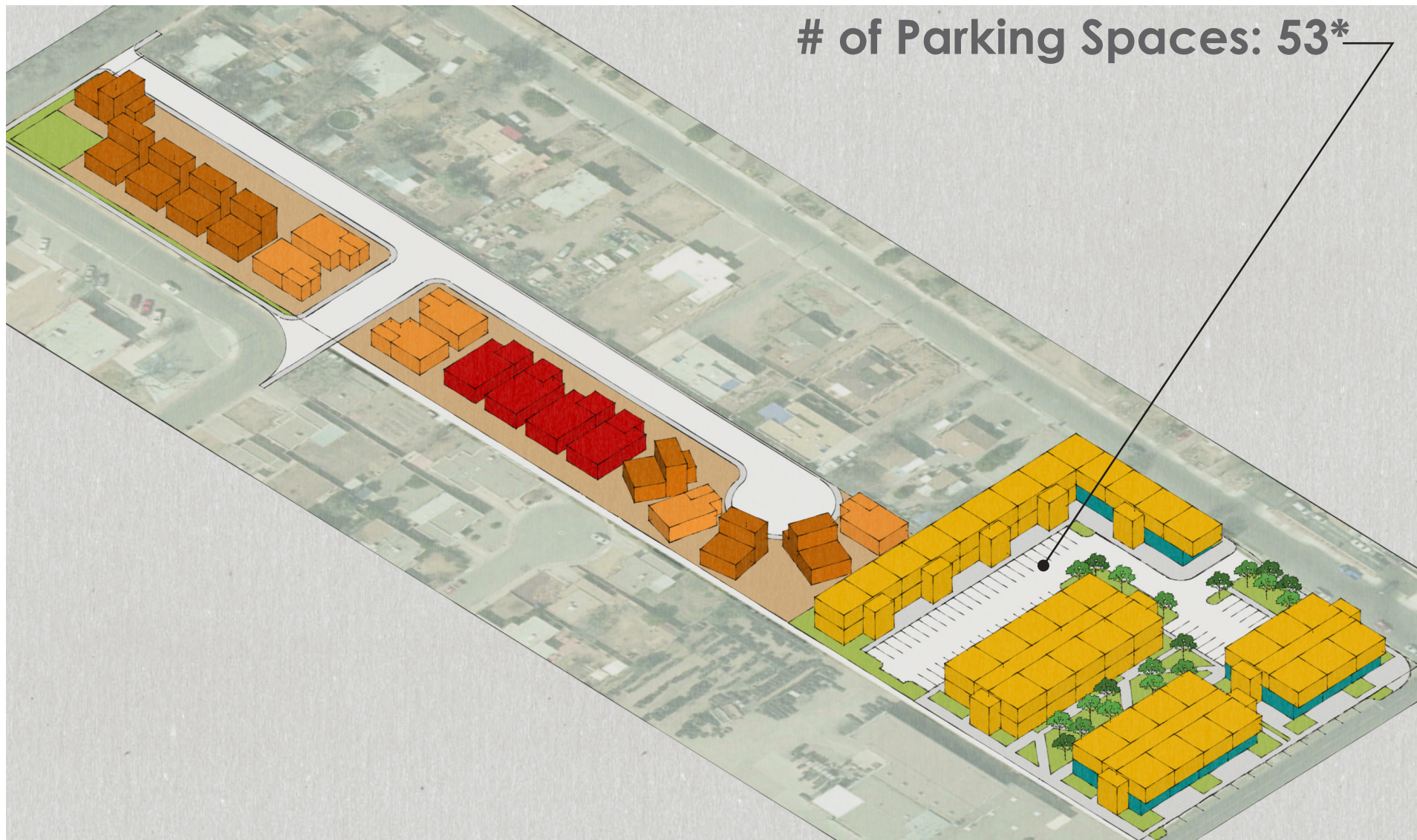
- An east-west ped/bike path will need additional right-of-way

SITE DESIGN 2

Uses Option 1, yet a gate prohibits vehicle access to 7th



| | |
|--|---|
| Residential Homes: 18 (27,200 sq ft) Apartments: 71 (63,900 sq ft) Total: 89 (91,100 sq ft) | Commercial 2 @2,100 sq ft spaces 4 @4,200 sq ft spaces Total: 21,000 sq ft |
|--|---|



* Parking spaces are based on community designs and do not reflect actual IDO requirements

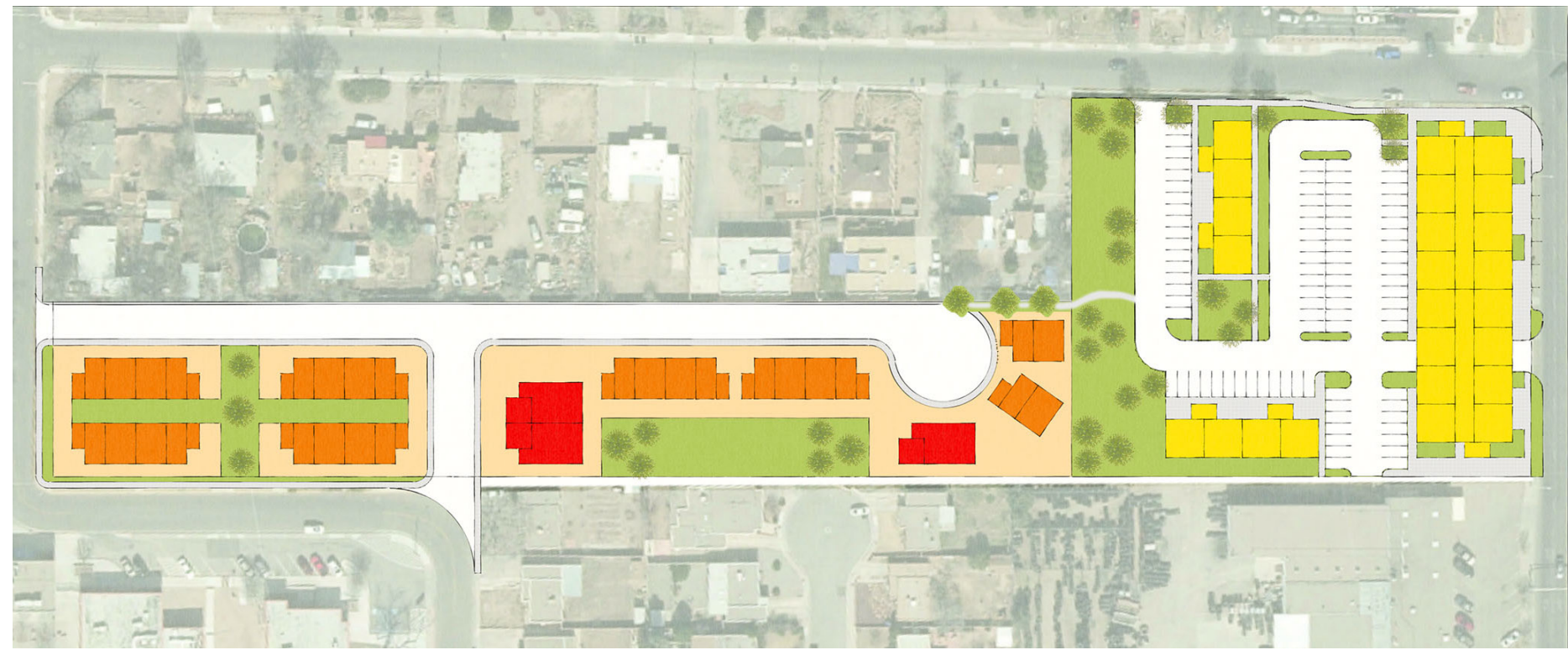
- Will allow east-west ped/bike connection at end of cul-de-sac
- Open space will provide buffer between East and West parcels
- New street will separate new housing from existing on Fitzgerald
- Homes will face Fairfield with garages accessed at rear
- Neighborhood park on Fairfield & 7th will provide green buffer
- Commercial on 4th & Fitzgerald
- 4th will be more pedestrian-friendly without curbcuts

- West Parcel vehicular access will be limited to 6th & Fairfield; 7th will be blocked by gate
- New housing between 6th and Northfield will back up on existing housing's side yards and face back of Fitzgerald properties
- Mixed-use development will only be accessed on Fitzgerald

BROWN PROPERTY COMMUNITY SITE DESIGNS

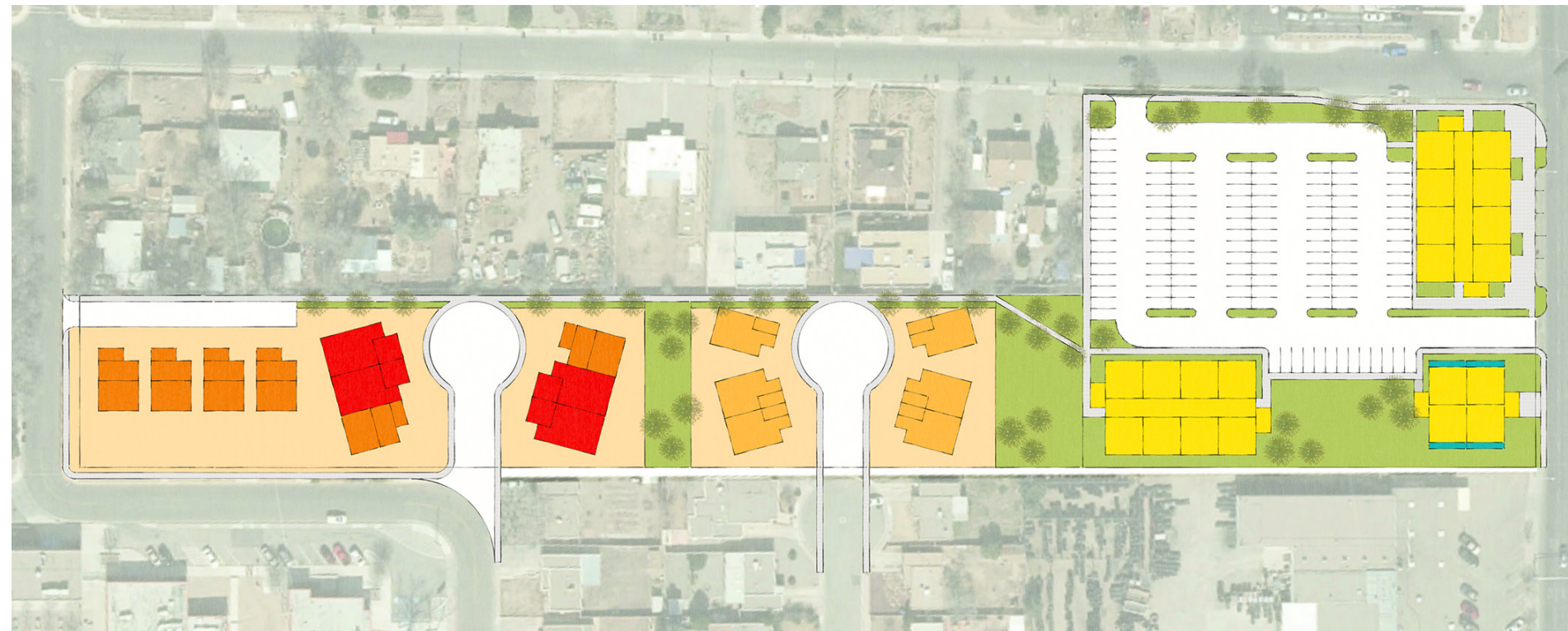
| SITE DESIGN — PLAN VIEW | SITE DESIGN — AXON | PROS | CONS |
|-------------------------|--------------------|------|------|
|-------------------------|--------------------|------|------|

Uses Option 1 as a base

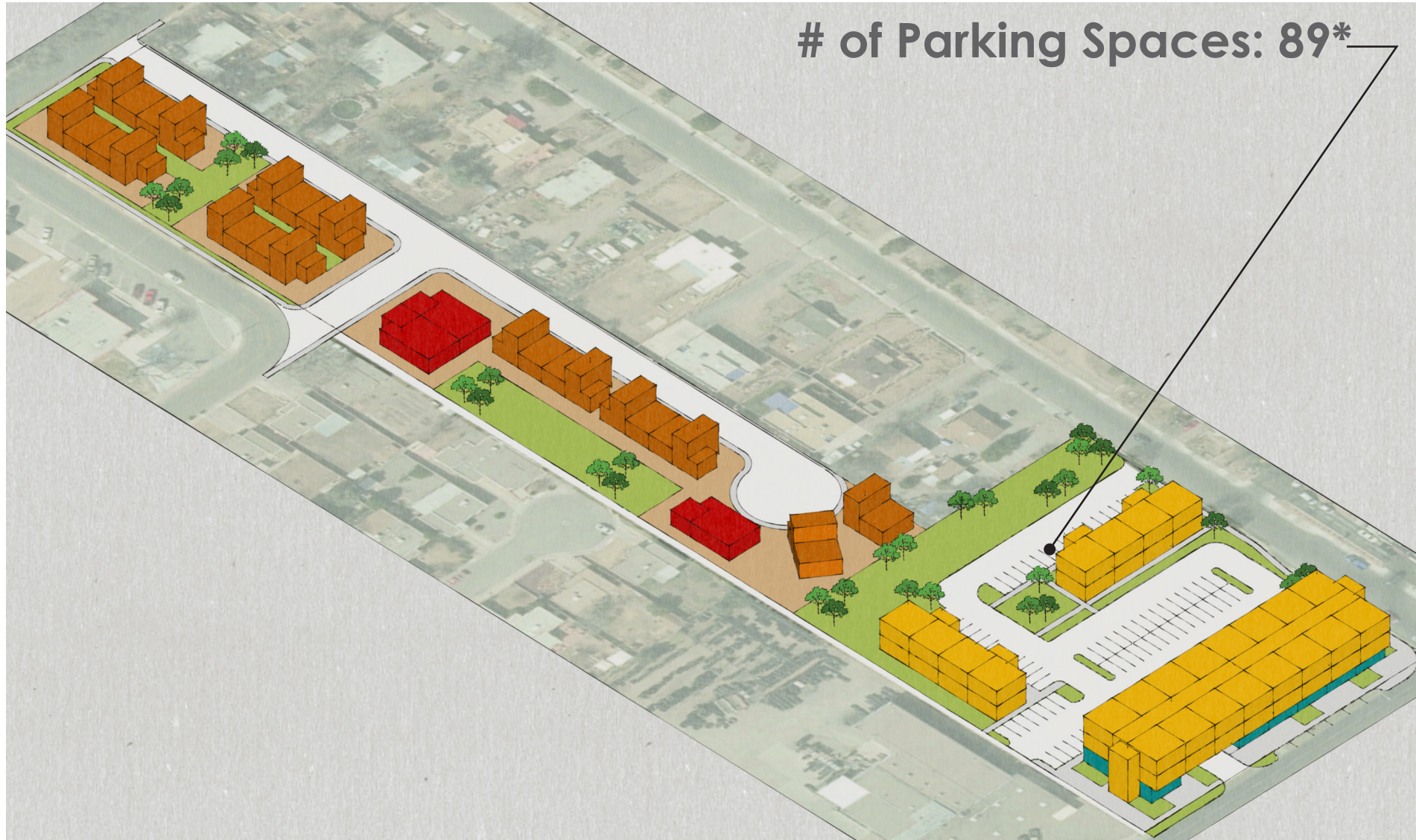


| | |
|---------------------------------|----------------------------|
| Residential | Commercial |
| Homes: 17 (29,400 sq ft) | 4 @2,100 sq ft spaces |
| Apartments: 34 (30,600 sq ft) | 1 @4,200 sq ft spaces |
| Total: 51 (60,000 sq ft) | Total: 12,600 sq ft |

Uses Option 5 as a base



| | |
|---------------------------------|----------------------------|
| Residential | Commercial |
| Homes: 16 (23,600 sq ft) | 4 @2,100 sq ft spaces |
| Apartments: 44 (39,600 sq ft) | 1 @4,200 sq ft spaces |
| Total: 60 (63,200 sq ft) | Total: 12,600 sq ft |



* Parking spaces are based on community designs and do not reflect actual IDO requirements



* Parking spaces are based on community designs and do not reflect actual IDO requirements

- Will allow east-west ped/bike connection at end of cul-de-sac
- Open space will provide buffer between East and West parcels
- New street will separate new housing from existing on Fitzgerald
- Homes will face the streets
- Open space on each block
- Commercial on 4th and Fitzgerald
- Mixed-use development will be accessed on 4th and Fitzgerald

- West Parcel access will be limited to 7th, 6th, and Fairfield
- New housing between 6th and Northfield will face back of Fitzgerald properties
- Open space behind properties may pose security problem

- West Parcel access will be distributed on 7th, 6th, Fairfield, and Northfield
- Will allow east-west ped/bike connection along north edge of site
- Open space will provide buffer between East and West parcels
- Homes will face the new street, 6th and Northfield Court
- Commercial on 4th and Fitzgerald
- Mixed-use development will be accessed on 4th and Fitzgerald

- New housing will back onto Fairfield, rather than integrate with neighborhood
- Open space behind properties may pose security problem

SITE DESIGN 1

SITE DESIGN 2

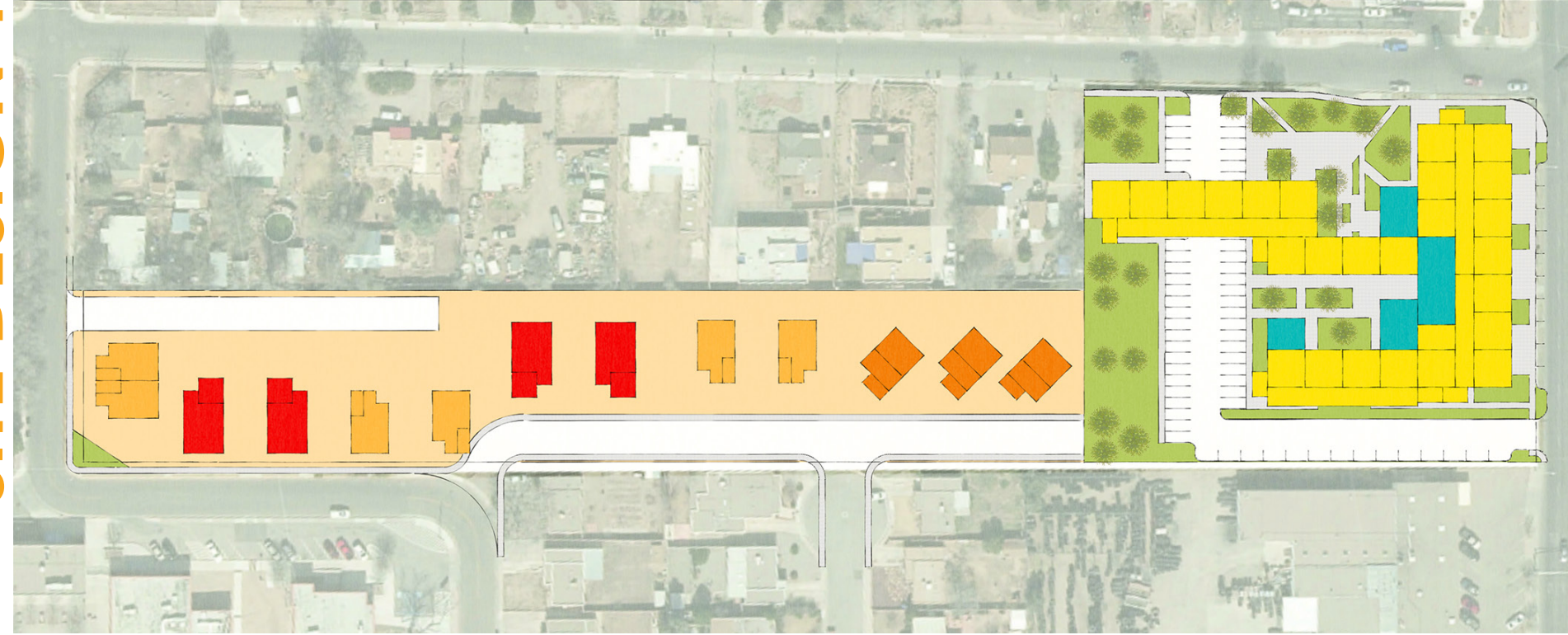
TABLE 2

BROWN PROPERTY COMMUNITY SITE DESIGNS

SITE DESIGN — PLAN VIEW SITE DESIGN — AXON PROS CONS

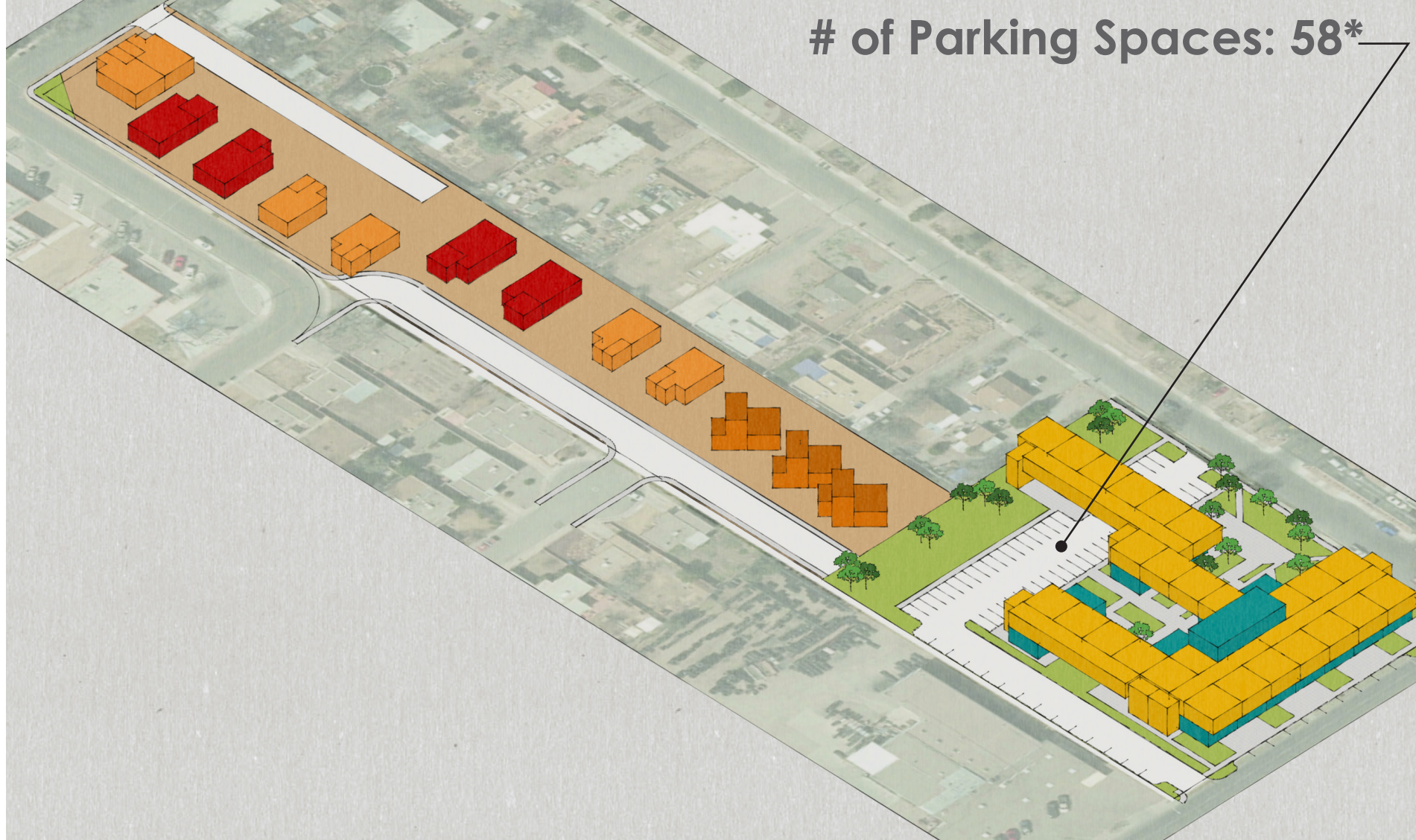
SITE DESIGN 1

Uses Option 4 as a base



Residential
Homes: 13 (18,200 sq ft)
Apartments: 28 (25,200 sq ft)
Total: 41 (43,400 sq ft)

Commercial
6 @2,100 sq ft spaces
3 @4,200 sq ft spaces
Total: 25,200 sq ft



of Parking Spaces: 58*

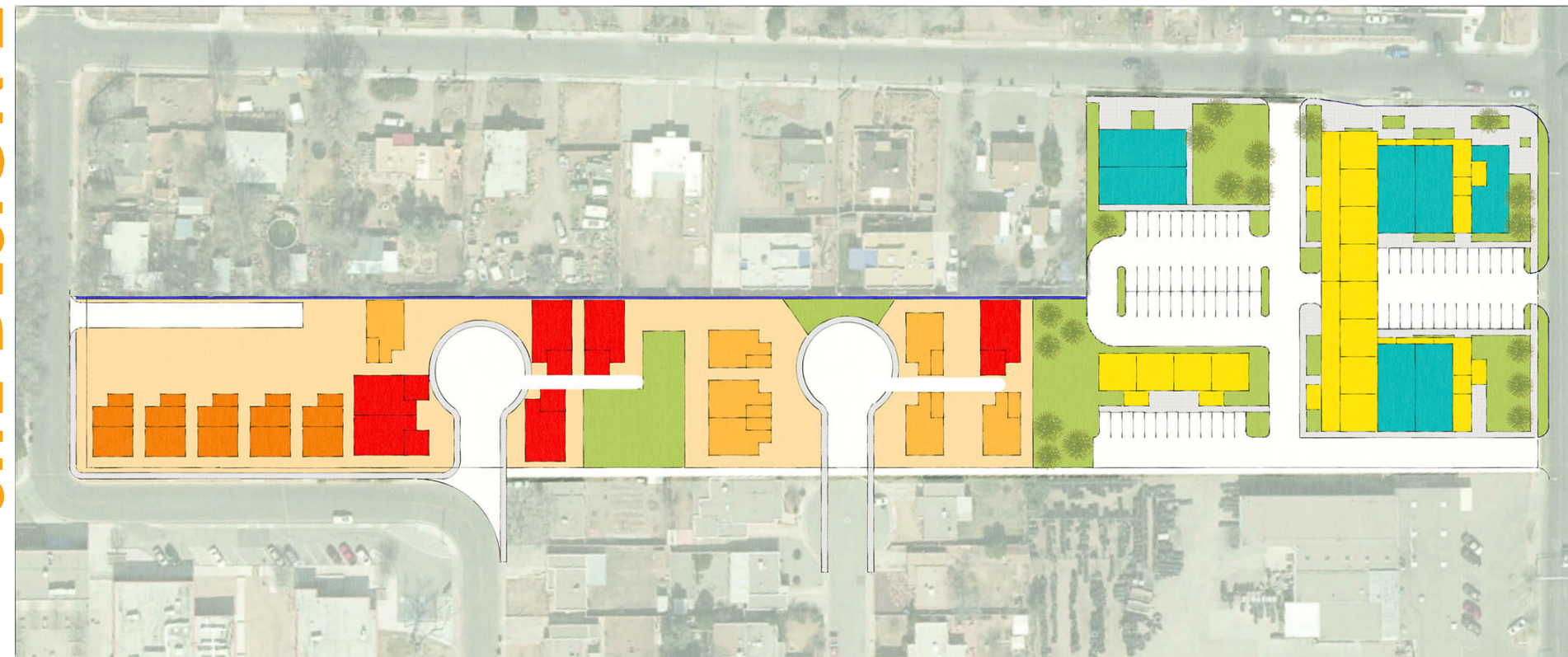
* Parking spaces are based on community designs and do not reflect actual IDO requirements

- West Parcel access will be distributed on 7th, 6th, Fairfield, and Northfield
- Will allow east-west ped/bike connection along two new streets
- Open space will provide buffer between East and West parcels
- Well-integrated into neighborhood
- Homes will face the streets
- Commercial on 4th and Fitzgerald
- Mixed-use development will be accessed from 4th and Fitzgerald; its parking is behind buildings

- Less public open space on West Parcel than other the other designs
- Less dense and less housing provided

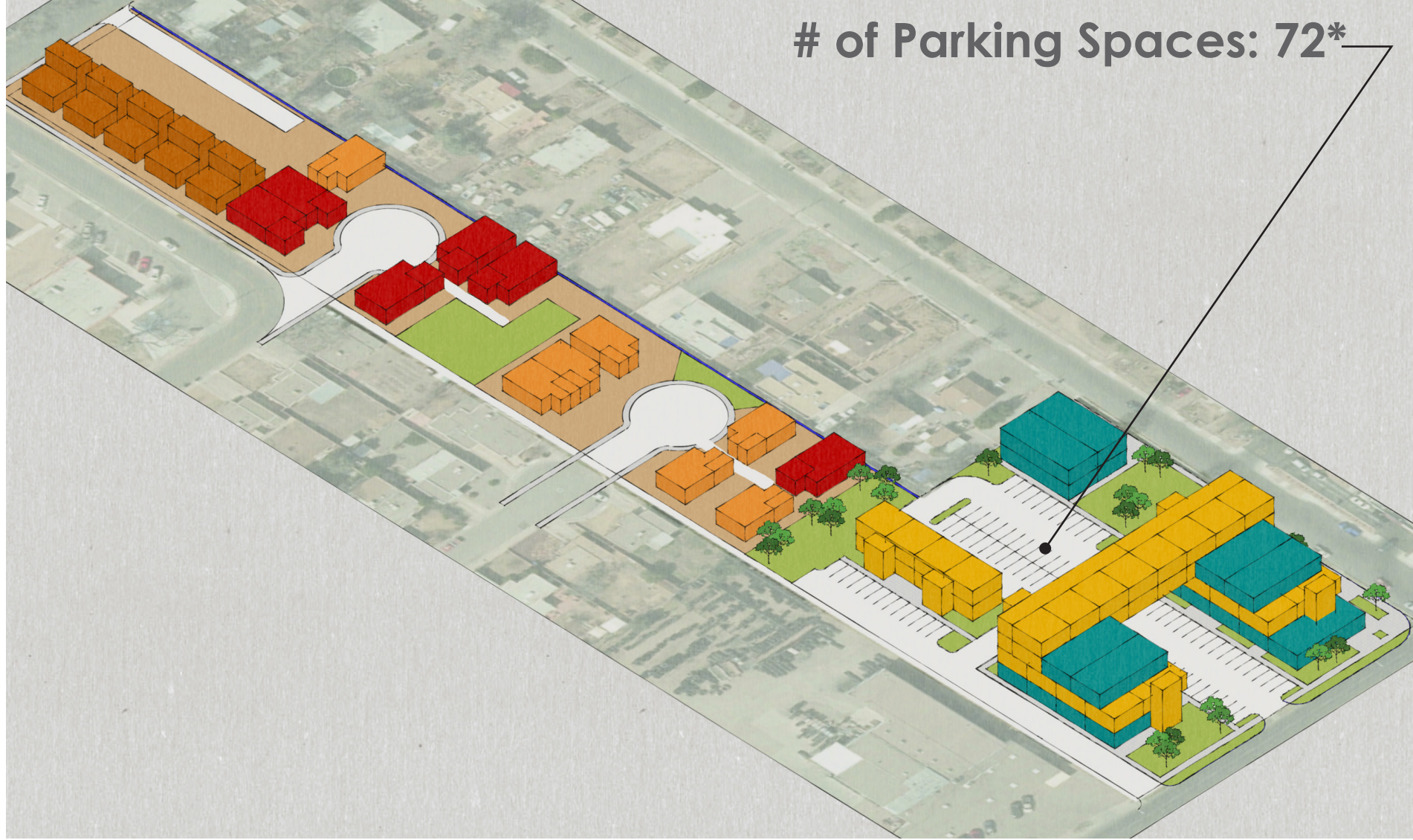
SITE DESIGN 2

Uses Option 5 with additional driveways off of cul-de-sacs



Residential
Homes: 18 (25,200 sq ft)
Apartments: 40 (36,000 sq ft)
Total: 58 (61,200 sq ft)

Commercial
1 @2,100 sq ft spaces
8 @4,200 sq ft spaces
Total: 35,700 sq ft



of Parking Spaces: 72*

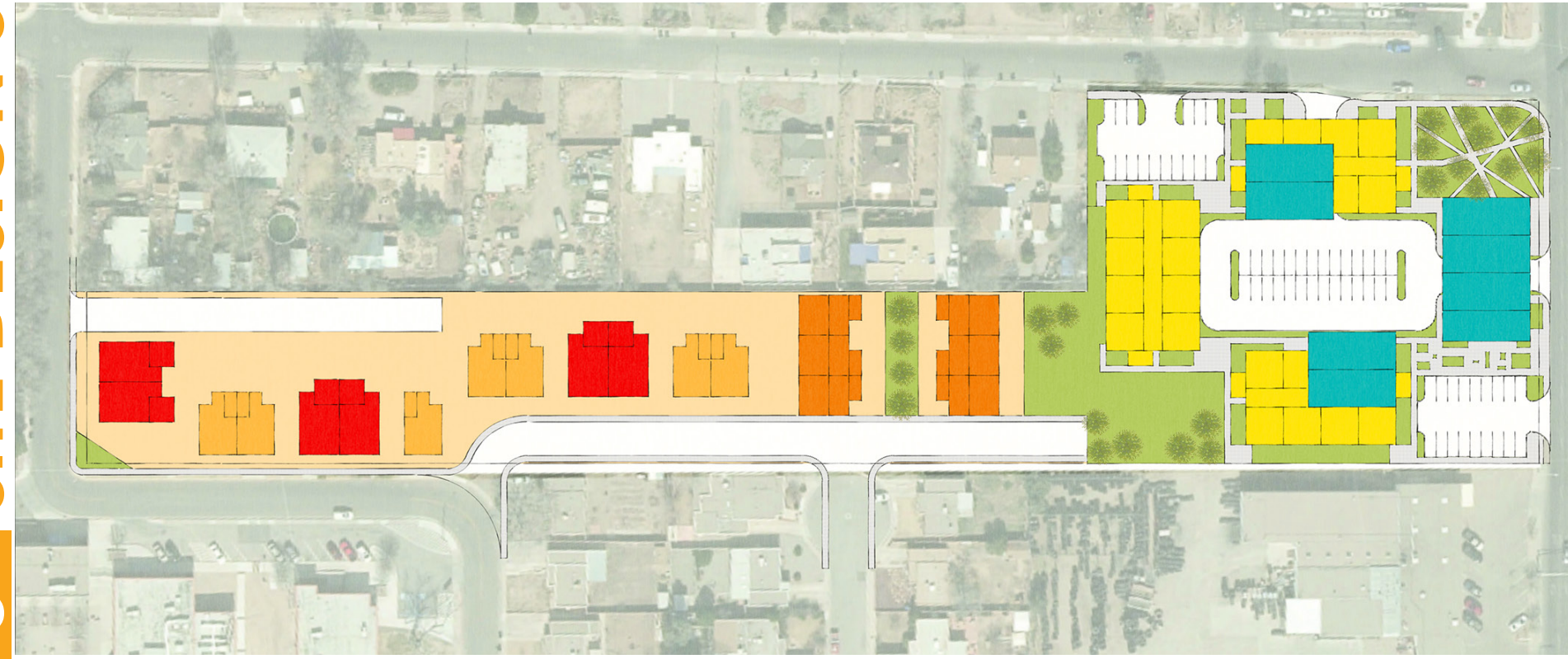
* Parking spaces are based on community designs and do not reflect actual IDO requirements

- West Parcel access will be distributed on 7th, 6th, Fairfield, and Northfield
- Open space will provide buffer between East and West parcels
- Commercial and large courtyards will front 4th and Fitzgerald
- Mixed-use development will be accessed from 4th and Fitzgerald

- Housing is not integrated into neighborhood; tall wall on Fairfield will separate
- East-west ped/bike connection will be more difficult to achieve
- Multiple curbcuts on 4th will make street less pedestrian-friendly

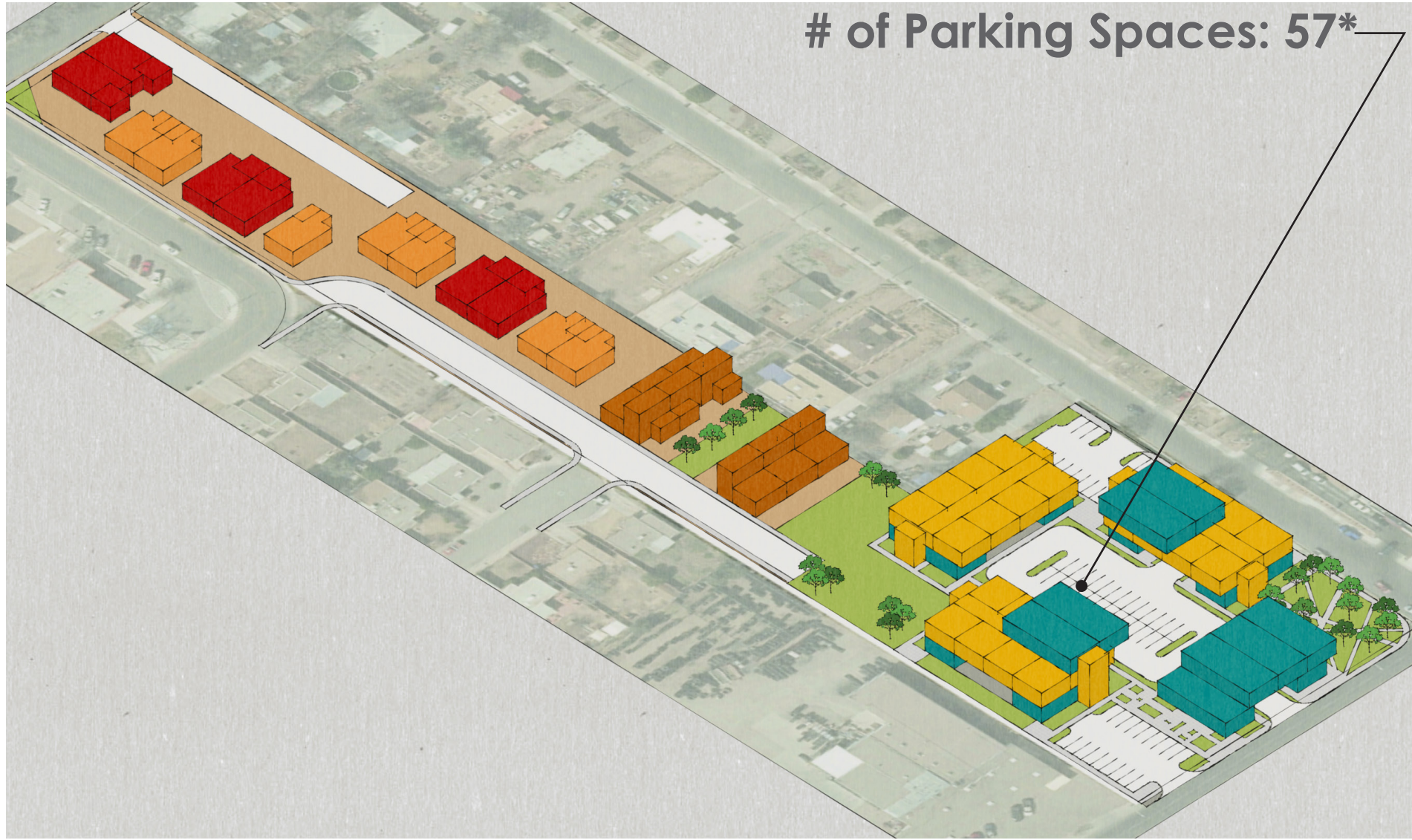
TABLE 3 SITE DESIGN 3

Uses Option 4 as a base



Residential
Homes: 19 (27,600 sq ft)
Apartments: 48 (43,200 sq ft)
Total: 67 (70,800 sq ft)

Commercial
9 @2,100 sq ft spaces
3 @4,200 sq ft spaces
Total: 31,500 sq ft



of Parking Spaces: 57*

* Parking spaces are based on community designs and do not reflect actual IDO requirements

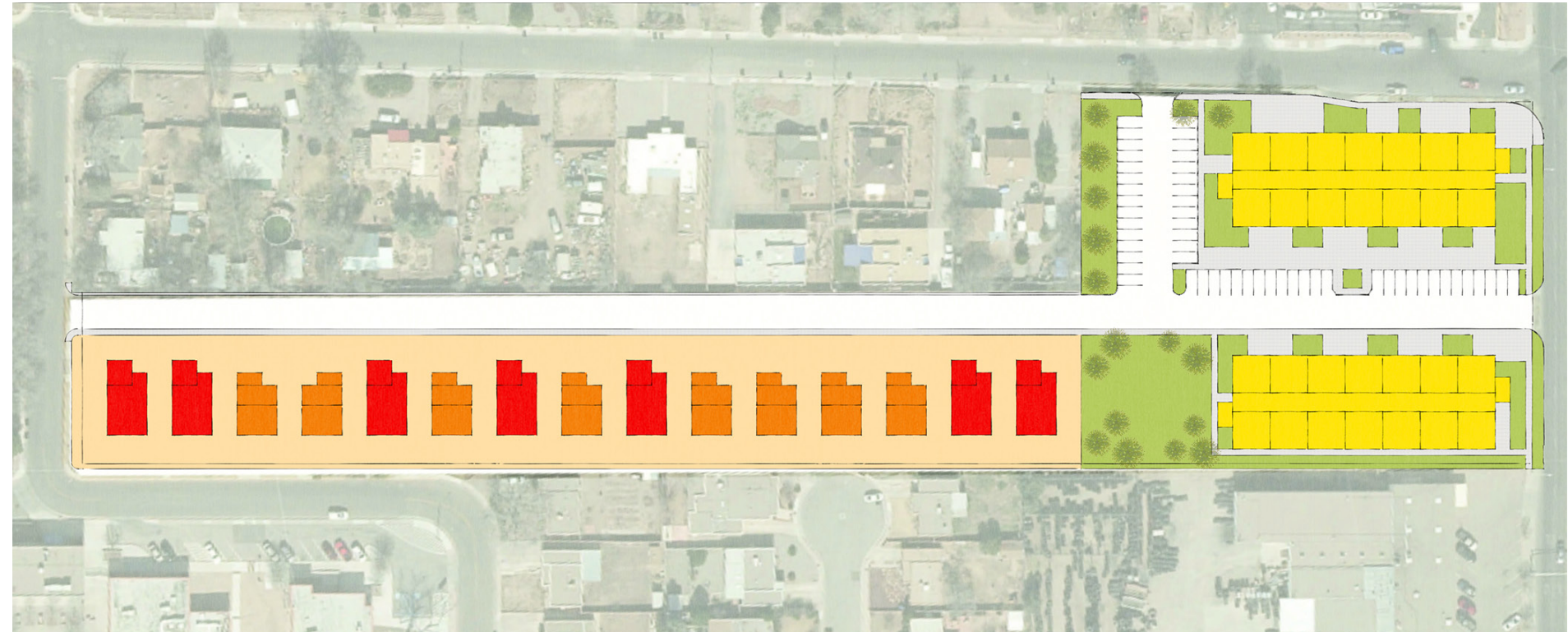
- West Parcel access will be distributed on 7th, 6th, Fairfield and Northfield
- Will allow east-west ped/bike connection along two new streets
- Open space will provide buffer between East and West parcels
- Well-integrated into neighborhood
- Homes will face the streets
- Commercial and large courtyard will front 4th and Fitzgerald
- Mixed-use development will be accessed from 4th and Fitzgerald;

- Multiple curbcuts on 4th and Fitzgerald will make streets less pedestrian-friendly

BROWN PROPERTY COMMUNITY SITE DESIGNS

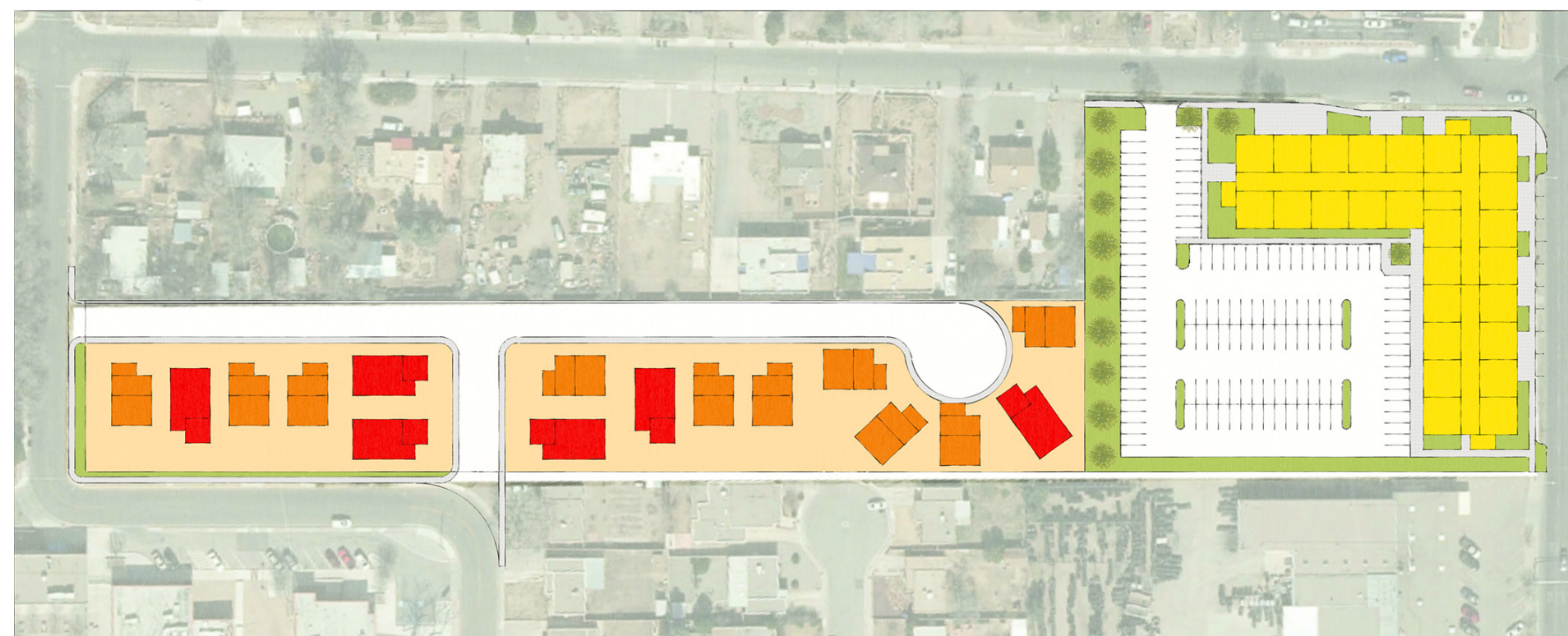
| SITE DESIGN — PLAN VIEW | SITE DESIGN — AXON | PROS | CONS |
|-------------------------|--------------------|------|------|
|-------------------------|--------------------|------|------|

Uses Option 3 as a base



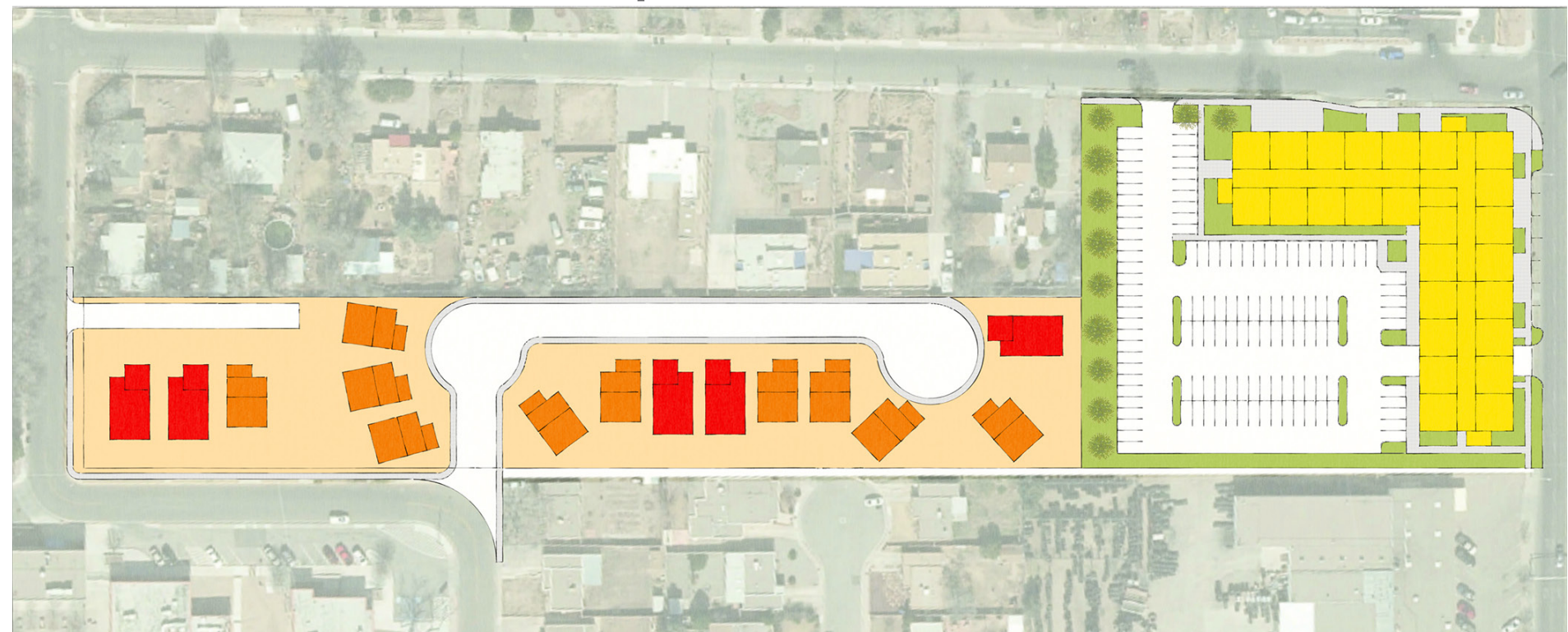
| | |
|---------------------------------|----------------------------|
| Residential | Commercial |
| Homes: 15 (24,200 sq ft) | 13 @2,100 sq ft spaces |
| Apartments: 34 (30,600 sq ft) | 2 @4,200 sq ft spaces |
| Total: 49 (54,800 sq ft) | Total: 35,700 sq ft |

Uses Option 1 as a base

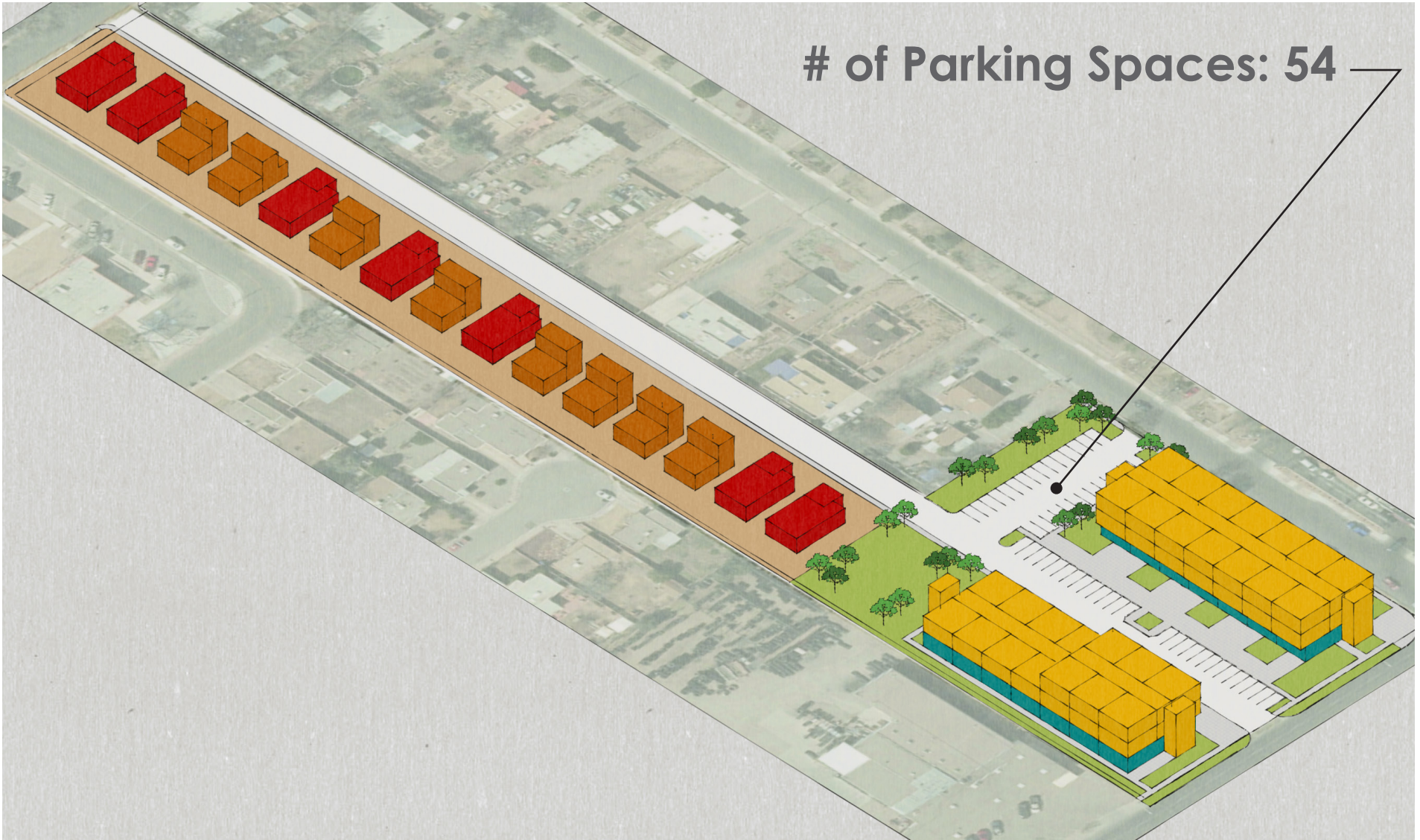


| | |
|---------------------------------|----------------------------|
| Residential | Commercial |
| Homes: 16 (26,400 sq ft) | 3 @2,100 sq ft spaces |
| Apartments: 56 (50,400 sq ft) | 3 @4,200 sq ft spaces |
| Total: 72 (76,800 sq ft) | Total: 18,900 sq ft |

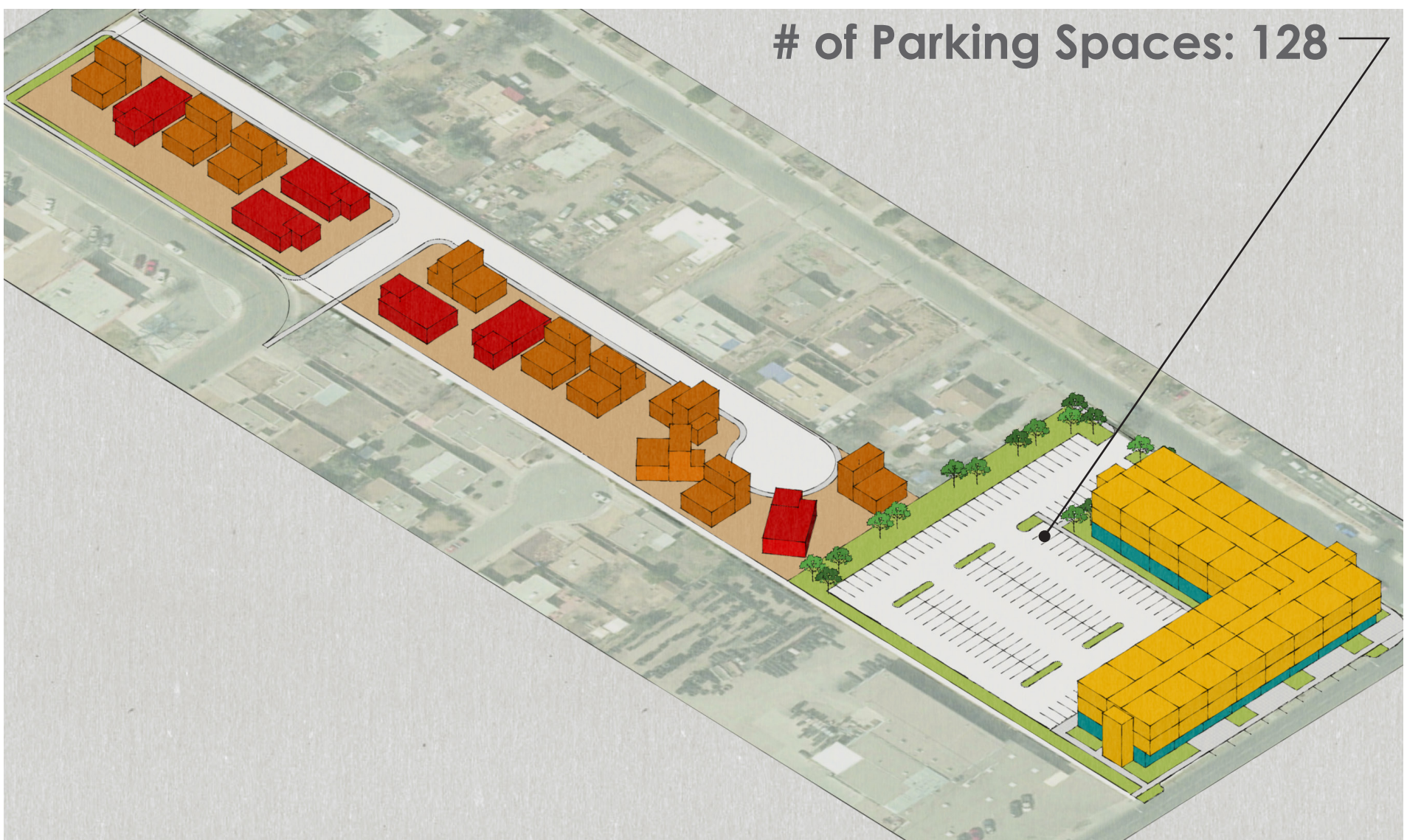
Uses a combination of Options 1 and 6 as a base



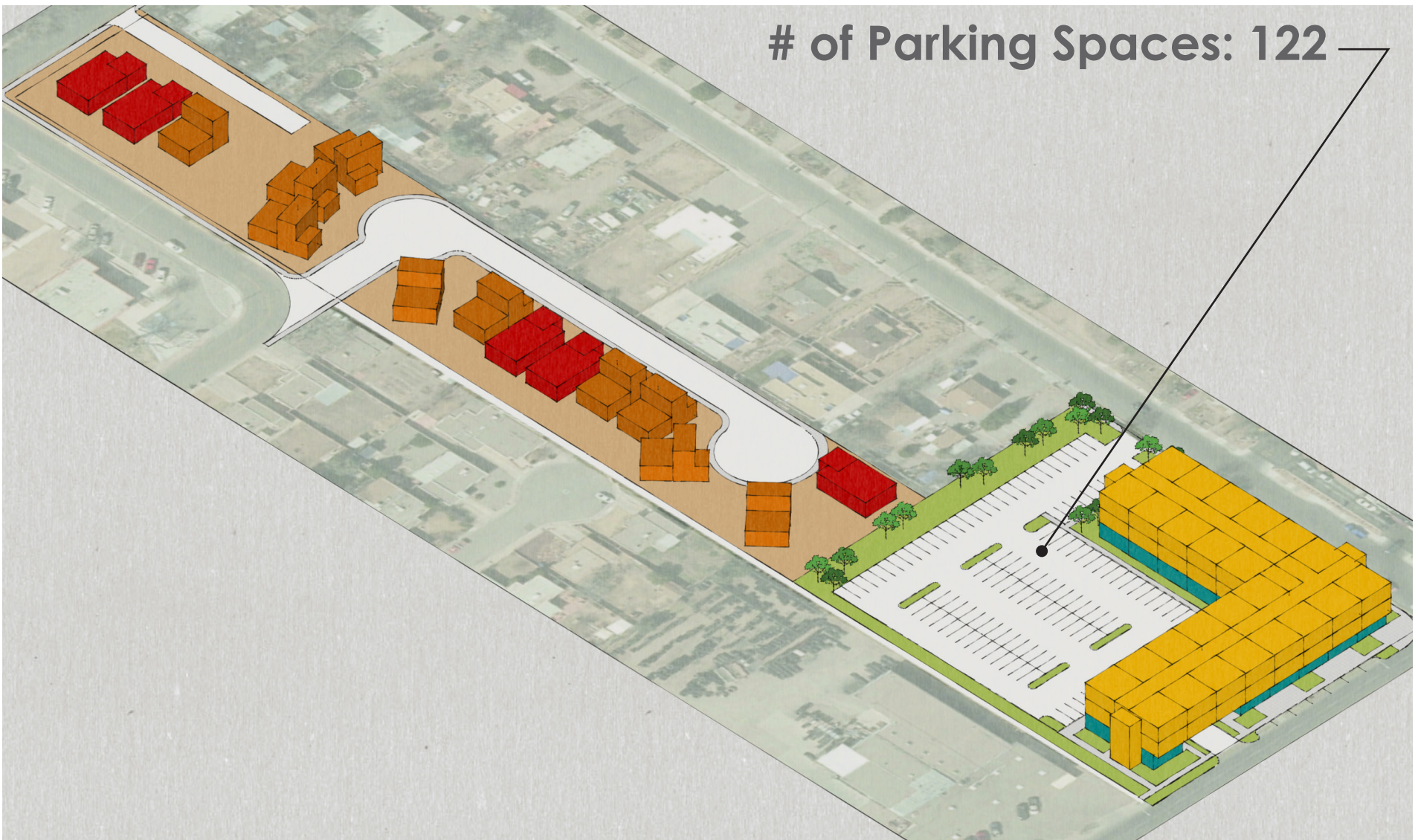
| | |
|---------------------------------|----------------------------|
| Residential | Commercial |
| Homes: 15 (25,000 sq ft) | 4 @2,100 sq ft spaces |
| Apartments: 62 (55,800 sq ft) | 2 @4,200 sq ft spaces |
| Total: 77 (80,800 sq ft) | Total: 16,800 sq ft |



* Parking spaces are based on community designs and do not reflect actual IDO requirements



* Parking spaces are based on community designs and do not reflect actual IDO requirements



* Parking spaces are based on community designs and do not reflect actual IDO requirements

- Will allow east-west ped/bike connection along new street
- Open space will provide buffer between East and West parcels
- Mixed-use development will be accessed from 4th & Fitzgerald
- New street will separate new housing from existing on Fitzgerald

- Will allow east-west ped/bike connection at end of cul-de-sac
- Open space will provide buffer between East and West parcels
- New street will separate new housing from existing on Fitzgerald
- Commercial on 4th & Fitzgerald
- 4th will be more pedestrian-friendly without curbcuts

- Open space will provide buffer between East and West parcels
- Commercial on 4th & Fitzgerald
- Mixed-use development will be accessed from 4th & Fitzgerald; parking is behind buildings
- New street will separate most new housing from existing on Fitzgerald

- West Parcel access will be limited to 4th and 7th
- No public open space on West Parcel
- Housing will not integrate into neighborhood; all homes will have back to existing streets and separated by tall wall
- Most of commercial will face Fitzgerald rather than 4th

- West Parcel access will be limited to 6th, Fairfield, and 7th
- New housing will face back of Fitzgerald's properties, back onto Fairfield between 6th and 7th, and back up on existing housing's side yards between 6th and Northfield
- No public open space on West Parcel
- Mixed-use development will only be accessed on Fitzgerald

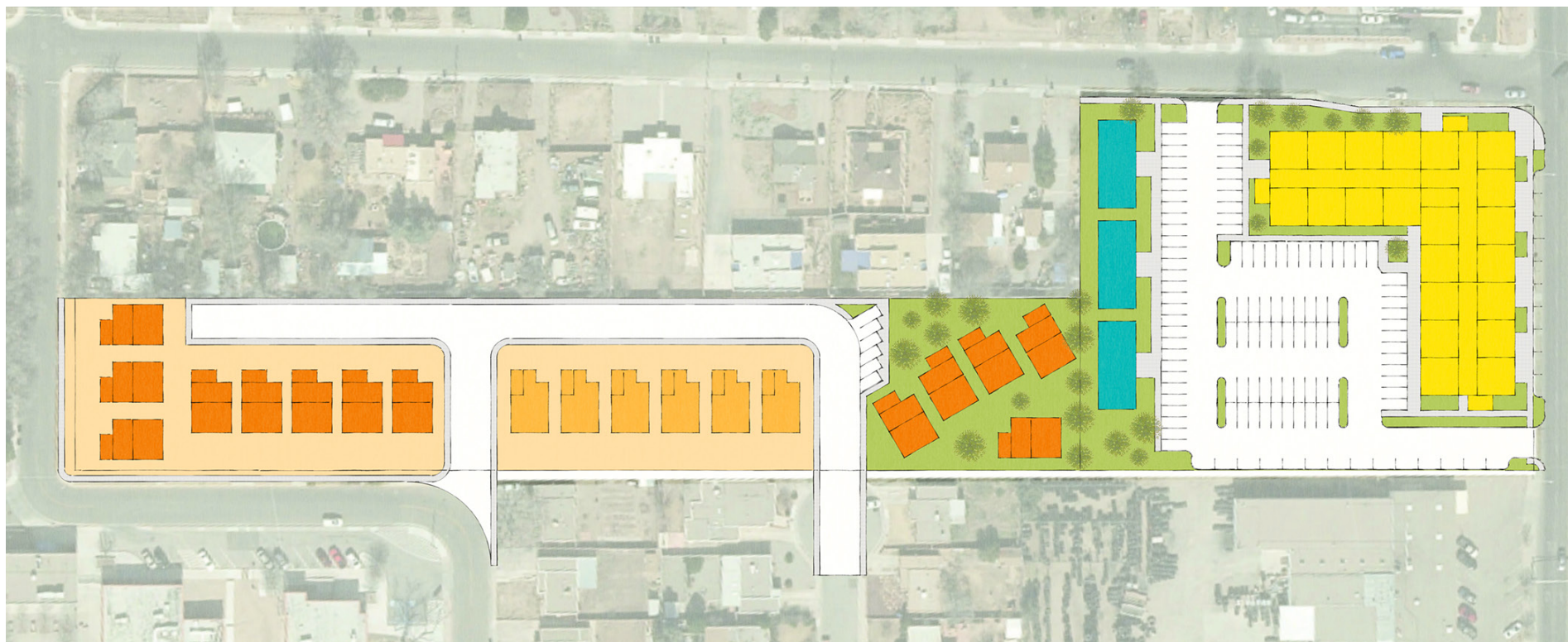
- West Parcel access will be limited to 6th, Fairfield, and 7th
- No public open space on West Parcel
- Housing will not integrate into neighborhood; all homes will have back to existing streets
- East-west ped/bike connection will be more difficult to achieve

BROWN PROPERTY COMMUNITY SITE DESIGNS

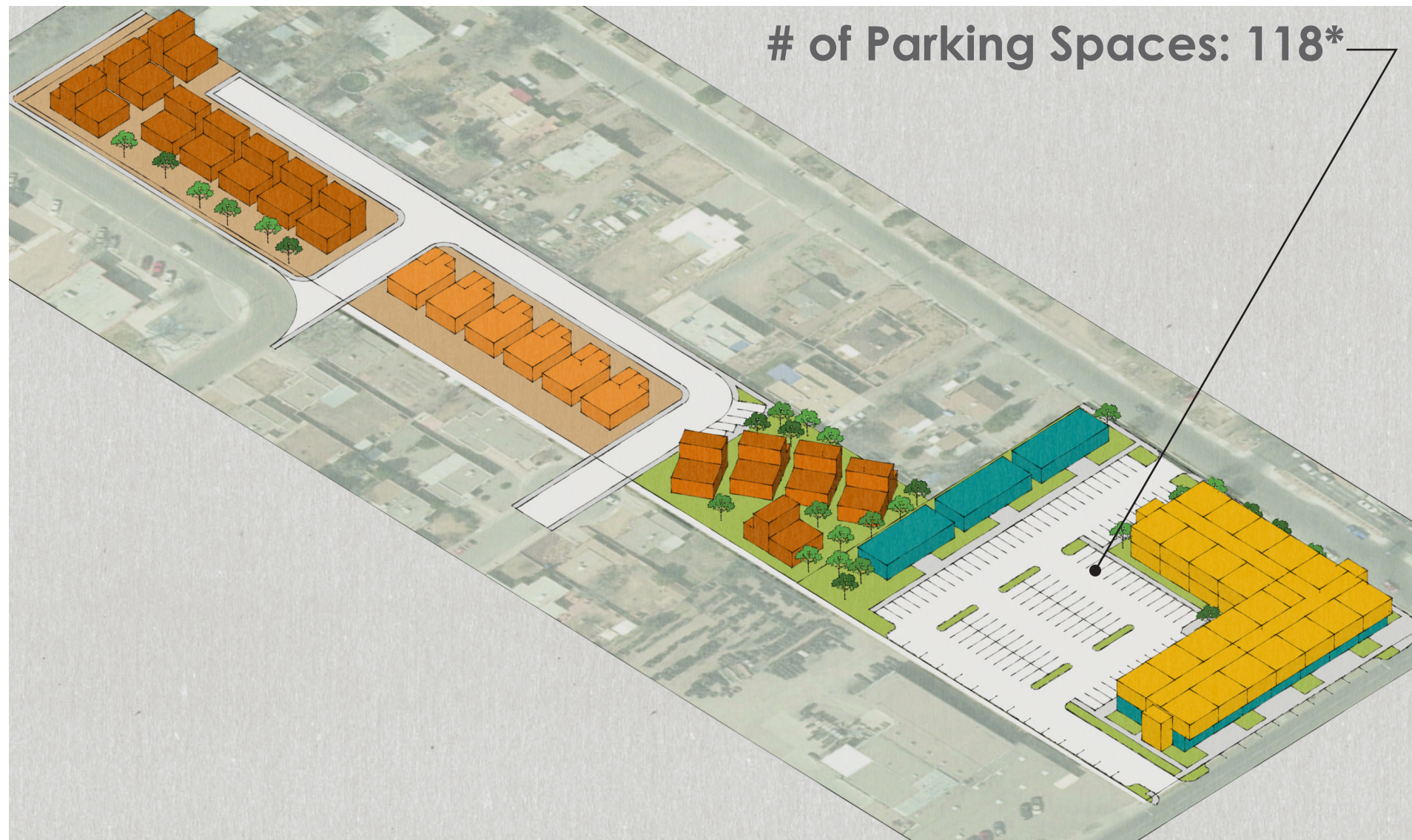
| SITE DESIGN — PLAN VIEW | SITE DESIGN — AXON | PROS | CONS |
|-------------------------|--------------------|------|------|
|-------------------------|--------------------|------|------|

SITE DESIGN 1

Uses Option 2, but the new street ends at Northfield



| | |
|---------------------------------|----------------------------|
| Residential | Commercial |
| Homes: 19 (30,600 sq ft) | 3 @2,100 sq ft spaces |
| Apartments: 48 (43,200 sq ft) | 6 @4,200 sq ft spaces |
| Total: 67 (73,800 sq ft) | Total: 31,500 sq ft |



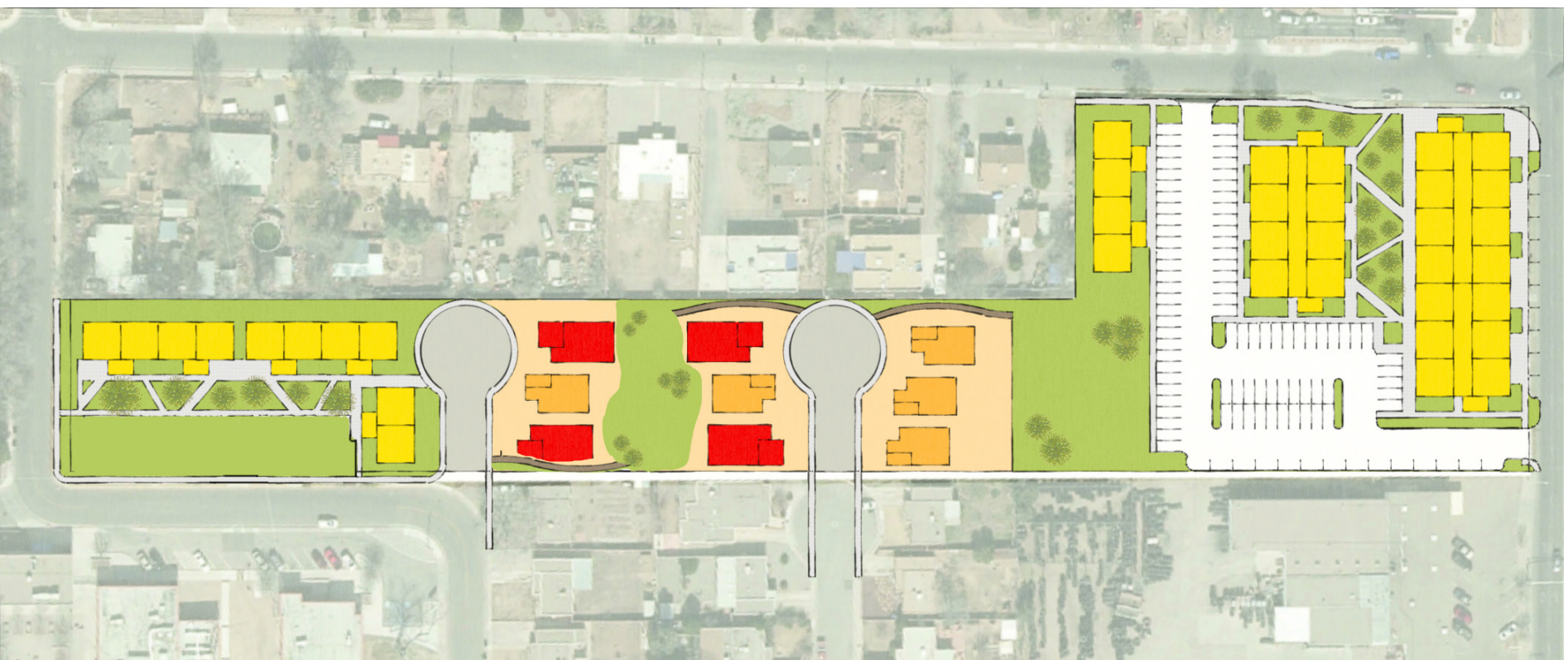
* Parking spaces are based on community designs and do not reflect actual IDO requirements

- New street will separate most new housing from existing on Fitzgerald
- Commercial on 4th & Fitzgerald
- Mixed-use development will be accessed from 4th & Fitzgerald; most parking is behind buildings
- Will allow east-west ped/bike connection along new street

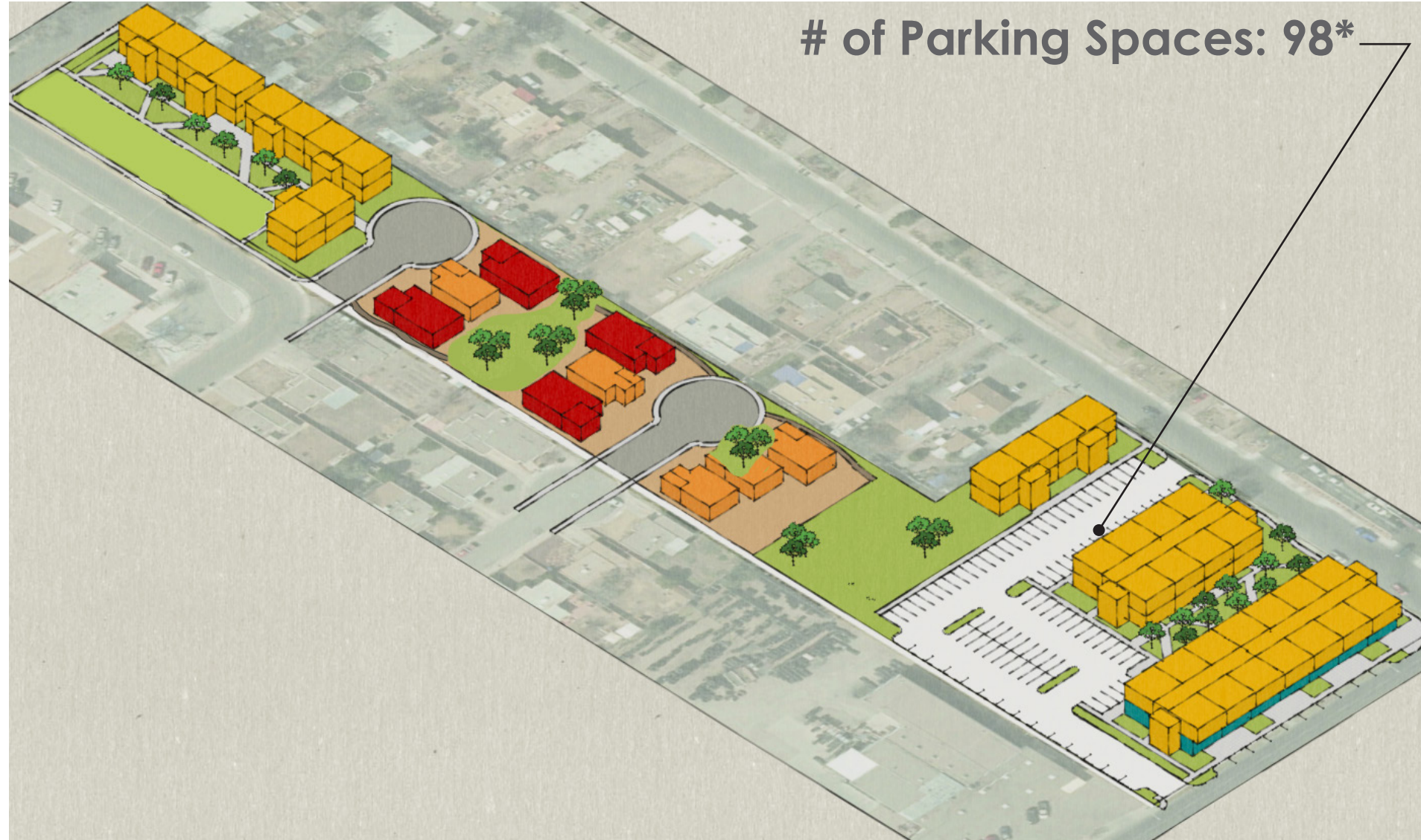
- West Parcel access is limited to 6th, Fairfield, and Northfield
- New housing is not integrated into the neighborhood; most units will back onto streets
- No buffer between commercial uses on East Parcel and housing on West Parcel

SITE DESIGN 2

Uses Option 5, but does not include the stub street off 7th



| | |
|---------------------------------|---------------------------|
| Residential | Commercial |
| Homes: 10 (12,800 sq ft) | 4 @4,200 sq ft spaces |
| Apartments: 48 (43,200 sq ft) | |
| Total: 58 (56,000 sq ft) | Total:16,800 sq ft |



* Parking spaces are based on community designs and do not reflect actual IDO requirements

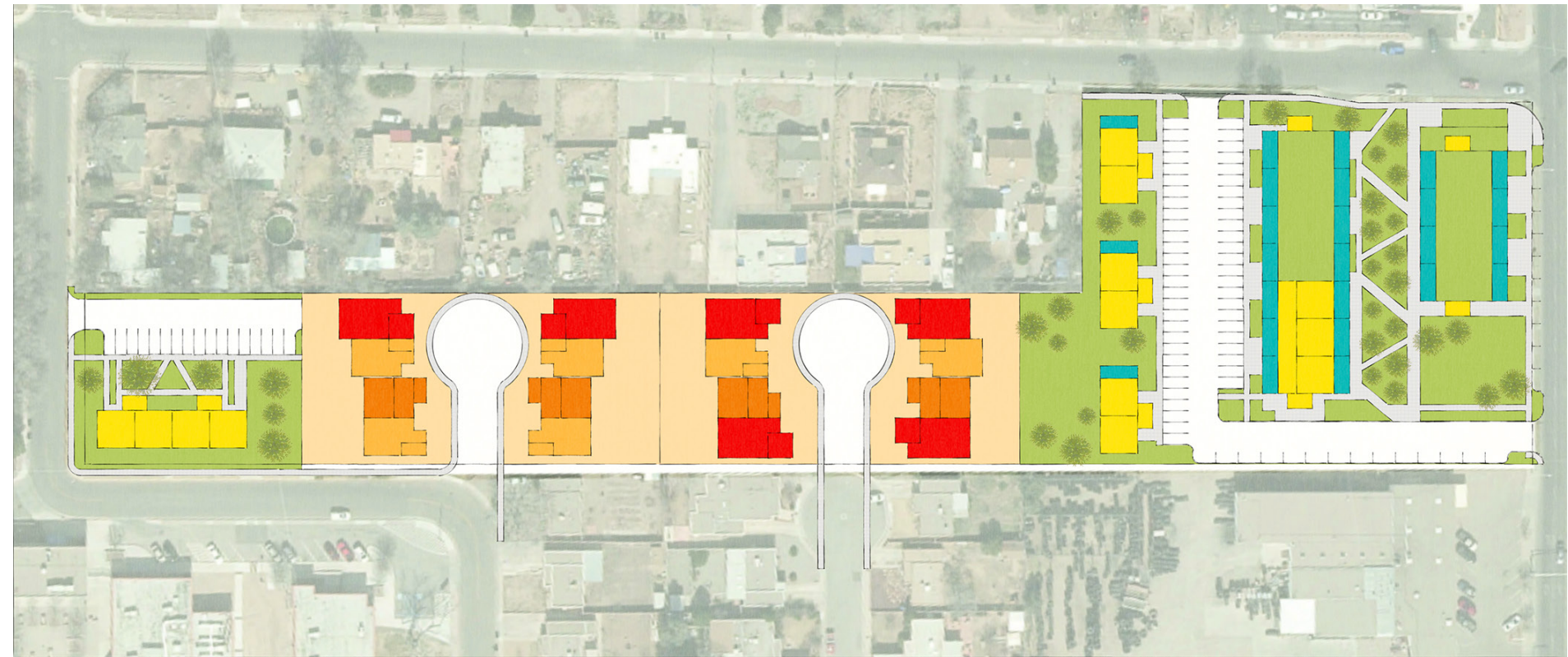
- New housing will be well-integrated into neighborhood on extensions of 6th and Northfield and will face Fairfield with plaza in front
- Commercial on 4th & Fitzgerald
- Mixed-use development will be accessed from 4th & Fitzgerald
- Open space will provide buffer between East and West parcels
- Each parcel has two open spaces
- Will allow a zig-zagged east-west ped/bike connection

- West Parcel access is limited to 6th, Fairfield, and Northfield
- Open space and ped/bike path behind properties may pose security problem

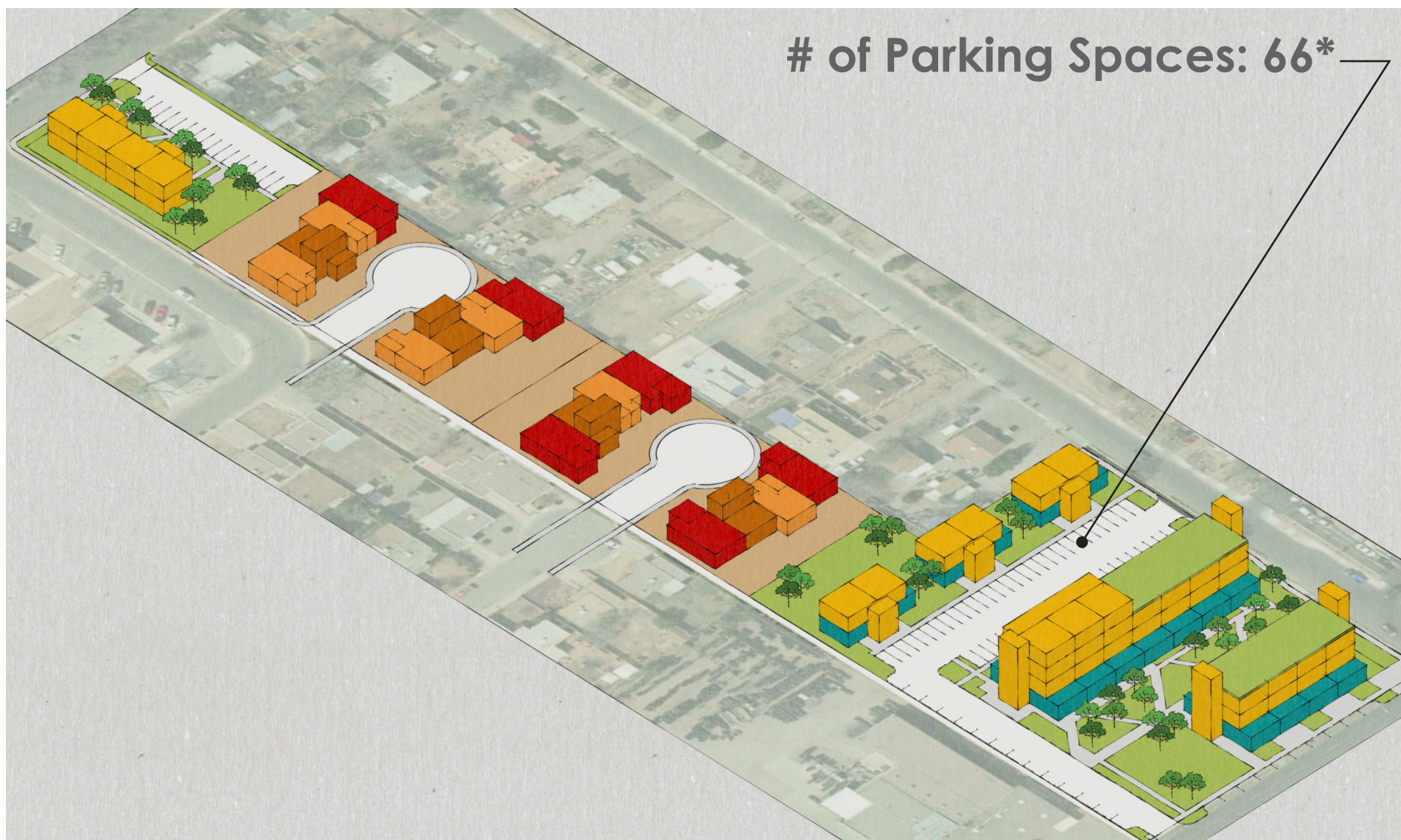
BROWN PROPERTY COMMUNITY SITE DESIGNS

| SITE DESIGN — PLAN VIEW | SITE DESIGN — AXON | PROS | CONS |
|-------------------------|--------------------|------|------|
|-------------------------|--------------------|------|------|

Uses Option 5 as a base



| | |
|---------------------------------|----------------------------|
| Residential | Commercial |
| Homes: 16 (22,800 sq ft) | 4 @2,100 sq ft spaces |
| Apartments: 21 (35,100 sq ft) | 5 @4,200 sq ft spaces |
| Total: 37 (57,900 sq ft) | Total: 29,400 sq ft |



* Parking spaces are based on community designs and do not reflect actual IDO requirements

- West Parcel access will be distributed on 7th, 6th, Fairfield, and Northfield
- Well-integrated into neighborhood
- Buildings will face the streets
- Open space will provide buffer between East and West parcels
- Open space on 4th, 7th, & Fairfield
- Commercial on 4th & Fitzgerald
- Mixed-use development will be accessed on 4th & Fitzgerald

- East-west ped/bike connection will be more difficult to achieve

ACTIONS TO FACILITATE DEVELOPMENT

The following are potential incentives and actions the City and/or County could take to facilitate development of the Brown Property:

1. *Right-of-way dedication* on Fourth Street and possibly Fitzgerald Road to accommodate streetscape improvements.
2. *Zoning amendment* to allow single family detached residences on the West parcel.
3. *Traffic analysis* to evaluate the roadway changes requested by community participants in the Community Concerns and Recommendations section.
4. *Provide development incentives*, including:
 - a. Land donation for all or part of the market value of the property
 - b. Zone map amendment prior to issuing RFP
 - c. Replat to dedicate right-of-way
 - d. Streetscape and sidewalk improvements
 - e. Roadway improvements
 - f. Site remediation and demolition is mostly completed (one building remains that requires remediation, which will be the responsibility of the developer)
 - g. Support for Low Income Housing Tax Credits
 - h. Rental assistance to eligible tenants of affordable rental units
 - i. Down payment assistance to eligible households purchasing affordable housing
 - j. Partnership with Albuquerque Housing Authority or other housing non-profit to obtain project-based housing voucher

APPENDIX A: BROWN PROPERTY COMMUNITY GOALS AND OBJECTIVES

These goals and objectives for the Brown Property were shared at the Community Workshop and were intended to be advisory to the site planning game.

GOALS

The Brown Property will be developed as a high-quality mixed-use site with neighborhood commercial and higher density residential uses on 4th Street and Fitzgerald Road (“East Parcel”) and lower density residential to the rear along 7th Street, Fairfield Avenue, 6th Street, and Northfield Court (“West Parcel”), and with pedestrian and bicycle connections, public space, and quality landscaping throughout.

The goals of the development are to:

1. Convert a heavy commercial zoned property with a history of uses incompatible with the surrounding (on three sides) residential areas to a residential and commercial development that is compatible with and beneficial to the neighborhood.
2. Develop a high-quality project with participation of the impacted community that will serve as a model of infill development in Albuquerque’s transit corridors.
3. Integrate the development with the surrounding commercial, residential, and public-school area.
4. Add value to and enhance the surrounding neighborhood.
5. Demonstrate the planning and design potential for higher density, mixed-use development permitted by the North Fourth Street Character Protection Overlay.
6. Create an active urban street along the project’s 4th Street frontage.
7. Mitigate and minimize conflicts between residential, commercial, and school traffic.
8. Incorporate well-designed and sustainable landscaping throughout the site as a critical element of the project.
9. Provide affordable housing for the neighborhood as required by the funding source and market rate housing.
10. Provide economic development for the neighborhood as required by the funding source.

OBJECTIVES

A. General

1. The project should serve as a model of infill development in Albuquerque;
2. The development must meet goals for affordable housing and economic development as stated in the City/County intergovernmental agreement;
3. At least _____ units or 30 percent of the housing must be permanently affordable to families at or below 80 percent of the Area Media Income as defined in the resolution authorizing acquisition of the property (R-2013-143);
4. The project consists of two parcels (“East Parcel” and “West Parcel”) with different uses and densities, but should be designed as one integrated development;

There should be a variety of building types, each appropriate to its location on the site.

B. Site Development

1. East Parcel (approximately 2.55 acres plus or minus 25%):
 - k. Mixed-use
 - Retail and office uses
 - High density residential, i.e., apartments), minimum of _____ units, maximum of _____ units
 - l. A mix of unit sizes and types (studio to 2 bedrooms)
 - m. A mix of market rate and affordable units
 - n. No drive-ups, drive-throughs, or vehicular pickup windows
2. West Parcel (approximately 2 acres plus or minus 25%):

- a. Housing suitable for sale or rent, minimum of _____ units, maximum of _____ units, detached or attached single family
 - Detached – single family (one dwelling per platted lot)
 - Attached – patio homes or townhouses
 - Cluster housing
 - Provide a range of sizes and types.
- b. A mix of market rate and affordable units
- c. The west parcel should be designed as an extension of the existing surrounding neighborhood.

C. Building Design

1. East Parcel
 - a. Buildings should include robust horizontal and vertical articulation;
 - b. Place primary entrances of commercial spaces at ground level on 4th Street;
 - c. Provide usable private outdoor space for residential units, e.g., patios or balconies.
2. West Parcel
 - a. Development must be similar to and compatible in scale and design with surrounding residential areas (for example, “Modern Pueblo” would be compatible but “Tuscan” would not);
 - b. Units should face and be entered from public streets where possible;
 - c. Plan for “eyes on the street” and natural surveillance; design for security;
 - d. Limit or avoid garages on the street (no “welcome to my garage”)

- Garages or cluster parking should be at the back of units where possible;
- Any garages at the front should be limited to no more than 50% of the unit's width;
- e. Provide private outdoor space for all units.

D. Height

1. Generally
 - a. Protect privacy of existing and future residential properties through careful design and location of two-story and above buildings;
 - b. Step down higher buildings adjacent to existing residential development.
2. East Parcel: Two to four stories with height variation.
3. West Parcel: One to two stories.

E. Vehicular Access/Circulation

1. Generally
 - a. No vehicular connection between the East Parcel and West Parcel (except emergency vehicles if necessary);
 - b. Add new ingress/egress points to disperse additional traffic evenly throughout the area;
 - c. For outgoing traffic at Fitzgerald and at Mildred, provide left turn only and right turn only lanes;
 - d. Provide left turn lanes off 4th Street at Mildred and Fitzgerald;
 - e. Give special attention to safety issues at 7th/Fairfield by addressing visibility, lighting, speed, and conflicts between school and residential vehicular and pedestrian traffic.
2. East Parcel

- a. Vehicular access only off Fourth Street and Fitzgerald;
- b. Two access points in and out of the commercial/apartment area are preferable.
3. West Parcel: Narrow streets and/or alleys are preferred.

F. Parking

1. On-street parking
 - a. East Parcel: on Fourth and Fitzgerald to rear property line on Fitzgerald;
 - b. West Parcel: no on-street parking on 7th or Fairfield, permit parking only during designated hours, AND/OR other measures to reduce conflicts between residential and school vehicular and pedestrian traffic.
2. On-site parking
 - a. East Parcel:
 - Parking court or lot behind the buildings;
 - Shared parking;
 - b. West Parcel: Individual garages and driveways or cluster parking in rear.

G. Streetscape

1. Provide landscape buffer with street trees between curb and sidewalk throughout project, but especially on Fourth and Fitzgerald;
2. Provide wide sidewalks, public spaces (in addition to sidewalk space), and landscaping;
3. "Commercial" spaces along the Fourth Street frontage should have entrances on and orientation to Fourth Street.

H. Pedestrian and Bicycle Access/Circulation

1. Create pedestrian/bicycle access through the site (project residents and other pedestrians/bicyclists should be able to access the commercial area without going around to Fitzgerald or Mildred);
2. Link pedestrian/bicycle paths to shared site amenities and shared green spaces;
3. Provide a safe and obvious pedestrian connection(s) from the project to APS/Garfield Park, and coordinate with APS to provide a continuous, safe pedestrian path to the park;
4. Provide safe and obvious pedestrian passage across 4th Street;
5. Reduce vehicular speed on 4th Street.

I. Landscaping

1. Generally
 - a. Incorporate low water use landscaping and water harvesting throughout the site;
 - b. In both public and private spaces, maximize trees and other vegetation, use rock sparingly, and maximize shade.
2. East Parcel
 - a. Provide landscaped buffers around parking as a visual screen from buildings and public spaces;
 - b. Provide shade trees in the parking court.

J. Site Amenities/Shared Green Space

1. Site amenities should add focus, value, and services to the broader community;

2. Provide ground-floor, on-site, common open spaces with pedestrian and bicycle access to the neighborhood. The common open space should be at least _____ percent of the total development. Potential types of common open space include pocket park, plaza or café space, agricultural space, and recreational facilities;
3. Consider a water feature that reflects the agricultural history of the area.

K. Lighting

1. Protect existing and future residential properties from the impact of their neighbors' lighting;
2. Maximize street lighting along the project, especially on 4th, Fairfield and Fitzgerald.

L. Signage

1. Consider removing the billboard sign.

M. Solar Design

Encourage passive solar design throughout the project.

APPENDIX B: BROWN PROPERTY COMMUNITY WORKSHOP RESULTS

Brown Property Community Workshop Results

May 19, 2018



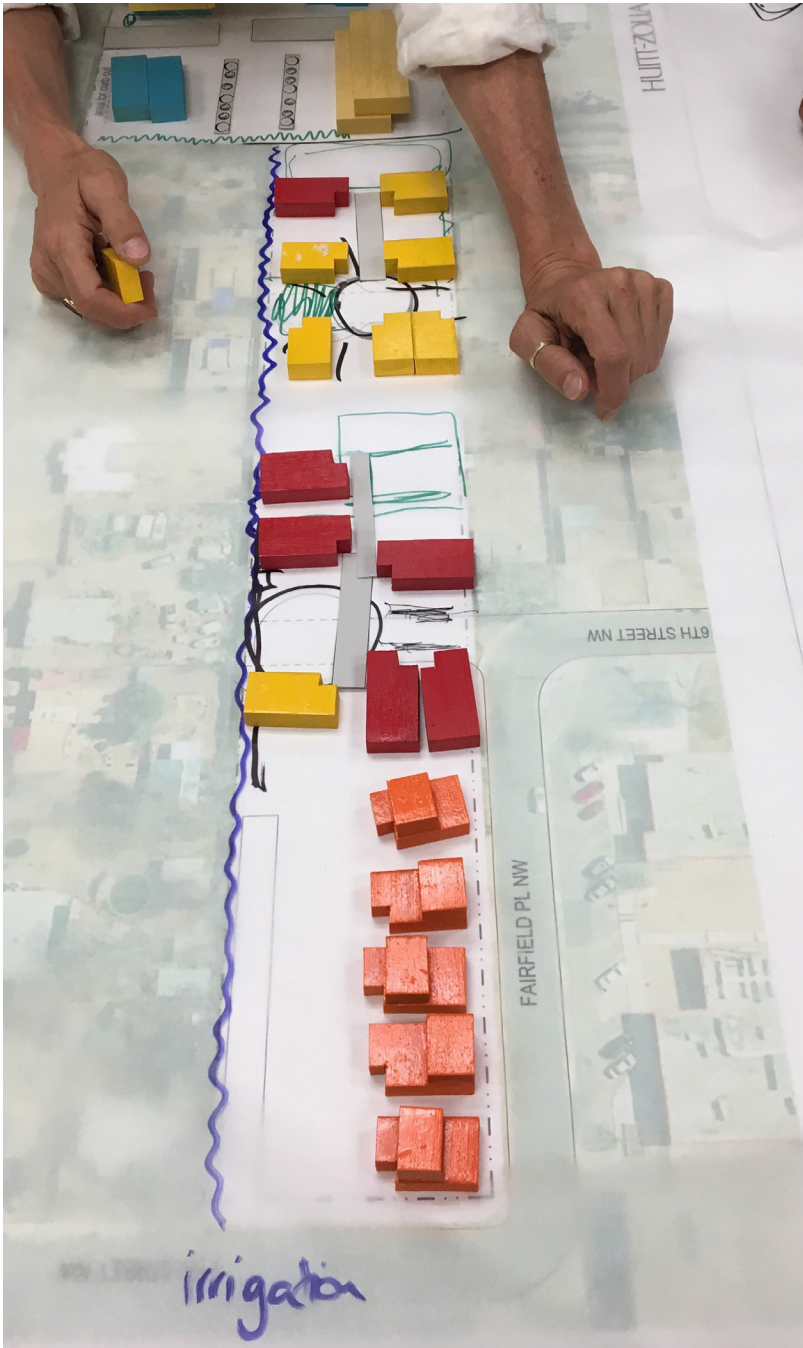
On May 19, 2018, the City held a community workshop to discuss the future uses of the Brown Property. The purpose of the workshop was to hear the community's vision for the site. All participants were encouraged to work in small groups to design the site and work within a set of general parameters established by the North Fourth Street Rank III Corridor Plan keeping the community goals in mind (see Appendix A).

Six site plan options showing different site access roads were provided as options on which small groups could build their own designs using a set of building blocks (see below) for new residential, commercial, and mixed-use development to show how they envision the site.

The groups were asked to follow these instructions:

1. Select one of the six base options to start.
2. Familiarize yourself with the sizes of commercial, housing, and landscaping blocks.
3. Choose a notetaker for your group to note issues
4. While keeping the community goals in mind, work as a team to design the first option in your group for a site option.
5. Once you have one site design complete, the group facilitator will photo-document the design.
6. Next, formulate two more designs, pausing after each design to photograph them.
7. Choose the two site designs your team likes best.

The following pages summarize the five tables' site designs.



Building Blocks

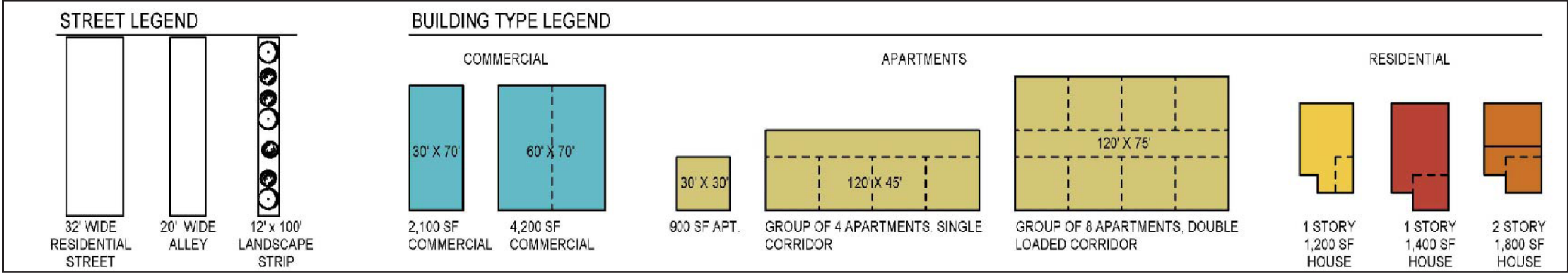


Table 1

Site Design 1: Option 5



Site Design 2: Option 1



Site Design 1

- Used Option 5 as the base
- Do not want Northfield opened up to development
- Do NOT like the long connection (option 3)
- Want to fix intersections
 - » turn bay (right on Fitz. to 4th)
 - » traffic light @ candelaria
 - » want slower traffic on Fitz.
 - » traffic calming
- Good: traffic dispersed
- Bad: deadend wall @ 7th & Fitz.
 - » need eyes on street
 - » more activity
 - » worried about late pick up @ school
- Zero lot line housing? Where are backyards?
- Want some housing facing 7th, some facing cul-de-sac
- Possibly duplexes (smaller lots, higher density)
- Smaller houses at west end
- Larger 1- or 2-story houses (SFH) @ cul-de-sac with garages on cul-de-sac
- Houses facing 7th and some facing Fairfield (eyes on street) with garages on interior not on street with small alley access
- No 2-story homes looking over neighborhood
- 1,200 sq ft - affordable WFH
- Sawmill SFH precedent
- 2-story houses in middle less impact on privacy with 1-story buffer
- 7th @ Fairfield: green buffer
- Maybe connect to E-W irrigation ditch
- Difficult for pedestrian access E-W
- Ped access on either N or S side or ped through cul-de-sac to connect N & S
- 4th: commercial @ bottom with max 3-story and good articulation
 - » stepped back upper levels
 - » not monolithic
 - » commercial corner @ 4th & Fitz
 - » driveway bisecting to 4th
 - » west side of parcel: ground floor residential 2&3 stories
- Green space on interior of commercial & residential on 4th

Site Design 2

- Used Option 1 as the base
- Garages on small access road but no access to 7th
- Row of houses going E-W
- Garages facing small res road going N-S
- Alternating 1- and 2-story houses
- SFH around cul-de-sac
- East of 6th, backyards on south with wall as buffer to 4th
- Traffic on 6th or 7th
- Houses facing Fairfield with garages on back
- Everywhere else, garages on front
- 2 stories on West End
- Where cul-de-sac ends- bike/ped only going toward 4th
- Right turn bay on Fitz. turning to 4th
- Possible courtyard/ plaza
- SFH in middle of lot
- Commercial: coffee, beauty salons, decent signage than existing North on 4th visibility
- Commercial on bottom- residential/ apartments on top- 3 stories on 4th, 2 stories on Fitz.
- Solid commercial on 4th
- Ground-floor apartments further west from 4th- also on South Edge
- Interior courtyard
- Green buffer separating ground floor apartments & SFH to west
- Commercial on Fitzgerald
- Access to interior courtyard from Fitz.
- Motorcourt- style- open space- old school, history of North 4th Street- good
- Access on Fitz. - no
- 4th street access (bike/ped only) but open space and seen from 4th street
- Possibly apartment in middle bisecting
- Parking broken up by apartment in middle
- Green space @ 7th & Fairfield (common in both scenarios)

Site Design 1

- Used Option 1 as the base
- Traffic concerns:
 - » Concern about encouraging more access from Fitzgerald given the school conflicts
 - » Turning left off 4th street onto Fitzgerald is an issue; adding another curb cut for the businesses would only exacerbate the issue
 - » Since 4th is a 35 mph street, those turning left holds up traffic and is a danger to bikers and pedestrians walking on 4th because they have to rush to turn left. There have been accidents
- Site access:
 - » The more egress you have from the site, the more problems you create.
 - » Make access on 4th a right in and right out only; Make Fitzgerald the primary entrance
- The adequate number of parking spaces for the residential and commercial on the East parcel should dictate the amount of density/development in that area. Make the number of units correspond to how many can actually park there
- Commercial should be on 4th and residential in rear (west)
- There was still concern that density was being addressed since access was still going to be a problem – that the congestion that comes from the school 2x a day would be made worse
- A stop light (or something) is needed on 4th & Fitzgerald
- 4th needs bike-protected lanes with a landscape buffer and encourage it along the rest of the 4th St corridor
- Totals for Option 1:
 - » 14 2-story, 1400 sq ft units;
 - » 3 2000 sq ft units
 - » 32 units in mixed use area

Site Design 2

- Used Option 5 as the base
- This option had a central greenway that went from E-W connecting 4th and 7th – everyone really liked it
- The greenway is GOOD for security if people are using it
- This design has a great amount of open space compared with the first
- There was still mixed feelings about how the traffic would be handled
- Consensus on this being the preferable option of the two (with regard to the west parcel; the east was better in the first option)
- The wall would remain along the greenway to the south
- In this iteration they moved the parking to be right off of 4th St, but it seemed like most people preferred the option in the first option (behind the commercial)

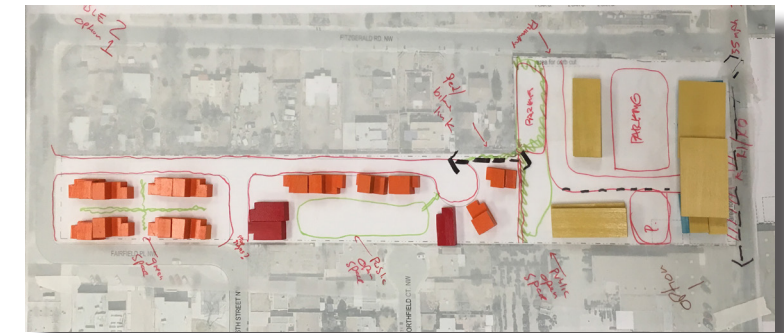
Site Design 1: Option 1**Site Design 2: Option 5**

Table 3

Site Design 1: Option 4



Site Design 2: Option 5



Site Design 3: Option 4



Site Design 1

- Used Option 4 as the base
- Like this because there is less street along the back of Fitzgerald properties.
- Property owner along Fitz. likes tall wall along the back.
- Image for 4th:
 - » Commercial at ground level with landscape strip between sides & building
 - » apartments above
 - » want street less like Nob Hill—want is with a lower price point
 - » can't be all retail—have some residential on ground floor like Sawmill—leave flex spaces
- Homes to the back, maximize the front
- Public space at the center of East parcel
 - » private spaces to the back
- Would have to see the irrigation ditch in back
- Want backyards to back up to back yards- or- houses on Fitzgerald
- I don't like option 2 as too much road to Fitzgerald.
- I like option 2 as oriented to Northfield- depends on where you live
- Boundaries/ contain at edges 7th/4th
- How do you handle parking?
 - » how much?
 - » where?
- Playground
- Apartment with parking below as retail/ commercial wrapping the building
- Outdoor experience- shop and eat- Nob Hill/ Green Jeans
- Other spaces along 4th for multifamily
- Green space to separate front and back
- Green space on corner of 7th/ Fitzgerald
 - » this needed
 - » what about access?
- Single family at back- detached
- Retail & commercial at front
- Solar & gardens on the roof

Site Design 2

- Used Option 5 as the base
- Irrigation ditch
- Keep tall wall
- Commercial courtyard- outdoor care

- Access from Fitzgerald & 4th
- Where does parking go?
- 3-Story on 4th- articulation!
- Landscape buffer between front and back
- Parking at the back
- Apartment along back as well
- Building orientation for sun?
- Rooftop patio dining
- Single family at the back
- Front courtyard-along 4th
- Paved with garages at the back
- Green space- should be visible
- Drainage
- Variations on the back- move 2 st. closer to the school

Site Design 3

- Used Option 4 as the base
- Zia shape!
- Courtyards, parking, landscaping
- Rooftop dining
- Apartments
- Access on Fitzgerald & 4th
- General comment: Will need to study traffic between bike path along Alameda Paint 4th Street
- 2-story townhouses
- Garages at back
- All attached at back- 19 units
- All streets are at the front, back yard to back yard
- Larger lots, south facing-solar orientation- second version

Key requirements

- Courtyard
- Greenspace frontage on 4th
- Don't like parking on 4th
- Retro/66 theme/feel- anchor design to architectural features from 40s and 50s
- Rooftop dining
- Garages in the back
- Cantilevered/ covered parking
- Articulation on multiple levels
- Clear division in space between front & back- pedestrian connections good, vehicular access is undesired
- Bike path along fairfield
- Irrigation ditch

Site Design 1

- Used Option 3 as the base
- Concerns about having enough parking if there is too much commercial property “stacked” near the east end of the property
- 4 floors on far east side of the property would be way too high
- 4 apartments = 8 people, assuming that there is an average of 2 people in each apartment
- Some interest in parking underneath the second floor of apartments (like Cuatro Apartments on 4th St.)
- There are too many people walking on Northfield so don’t want a walk-through (this is the reason for a roadway through the property)
- Some don’t want a road through the property because it would result in too much traffic on westside
- No agreement about whether traffic should be directed to Fitzgerald or Fairfield
- Desire for there to be no traffic confusion between commercial and residential property owners/renters
- No traffic came through until Wendy’s came into the neighborhood - now there is lots of litter on Fitzgerald
- Southern residents like the single family residential on south west corner of property
- The wall on south should stay

Site Design 2

- Used Option 1 as the base
- Less intrusive than Option 3
- Requires people to access from Fitzgerald (driving around the property)
- Primary access would be from the westside
- Could eliminate accidents on 4th and Fitzgerald
- The shopping Center off of 4th St. in Los Ranchos (near Joliesse Chocolates) has a oneway route that keeps traffic from getting out of control
- Would like an architecturally appealing residential “arch” over an entrance into the development from 4th St. (on top of commercial) and a “breezeway”
- Residential apartments on top of the commercial space at the east end is good
- Too much residential on east side might result in parking spilling over into the neighborhood
- Should keep commercial parking contained and away from residential, but commercial parking could be used by residents after business hours

- Residential parking should be on the southside of the property
- Keep Fairfield and 6th St. free of parking
- Concern about intersection of 6th and Fairfield as well as 7th and Fairfield
- Signage is needed on 6th and Fairfield - could include a gate or “No Outlet” / “Private Driveway” sign
- Commercial parking on 4th St. needs to be sufficient otherwise people will not stop to eat, drink, etc.
- Matthew St. belongs to MRGC and is not meant for City use; people could be encouraged to walk
- Right turn only onto 12th St.
- Spill over from school, soccer, football events (and more recently, drug addicts) became a big problem on 12th St. so they cut it off completely
- Concerns about single family homes being densely clustered— it could decrease property values; single family homes should be separated
- Some interest in a Trader Joes, tap house, or restaurant
- The commercial space at San Pedro and Menaul has so much traffic going through it
- Once the hospital came, there has been a significant amount more foot traffic in the area

Site Design 3

- Used Option 6 as the base
- No access on Northfield; roundabout in property coming in from 6th St. (there was a neighborhood opposition in the past with the Northfield planning process to opening it up to traffic and walk-through traffic)
- Each entrance/exit should be for each cluster of single family homes
- Consider the walk-through traffic; Walk-through traffic = crime (strength of this configuration is that it does not create much opportunity for crime)
- Candelaria and 4th St. has the most crime in recent crime maps; Crime is worse now with services nearby
- People might have a hard time with driveways in this configuration
- Commercial option is the same as previous configuration

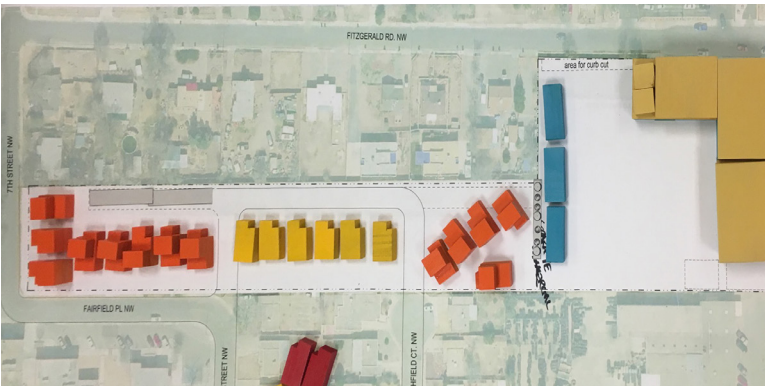
Preferred Site Design Option

- Option 3 or 6 are the best of the three because it maintains the “slow” character of the neighborhood, which attracted people to live here
- Option 6’s narrow streets still need to be able to accommodate emergency service

Site Design 1: Option 3**Site Design 2: Option 1****Site Design 3: Combination of Options 1 & 6**

Table 5

Site Design 1: Option 2



Site Design 2: Option 5



Site Design 1

- Used Option 2 as base because want to keep traffic flow to a minimum on 6th and 7th Sts. No street connections to 7th St. Traffic should come out directly on 4th Street.
- 4th street should have the multi-story apartment buildings over small commercial spaces.
- Locate commercial as close to 4th street as possible. Commercial uses should include a café or small restaurants
- Separate the front of the lot (commercial) from the back (residential) with a fence, wall, and/or landscape.
- Pedestrian and cyclist are ok to cross between commercial and residential.
- High density makes the project more affordable. However, that means that the community will be impacted due to the increase in vehicle and pedestrian traffic
- There needs to be a balance between high density and the community goals.
- Candelaria Village is a model development appropriate for here.
- The property should have 2-story family residences on the west, 1-story family residences in the middle, and small commercial on east.
- Include as many common areas as possible:
 - » Plaza spaces
 - » Green areas
 - » Well lit spaces
 - » On street parking,
- What is good about this option:
 - » Creates common areas
 - » Different character
 - » 3 densities (high density to the east, low density in the middle, low to mid on the west)
 - » The rhythm of 3 different characters
 - » Separation between commercial and residential
- What is bad about this option:
 - » It is too linear
 - » Access to the site in any design option will be problematic
 - » Demographic is changing
 - » Restriction to the potential developers
- Prescribe and control what commercial activity happens on the site and should not be entirely left to the developer.

Site Design 2

- Used Option 5 as base because it limits access to 7th street.
- Increasing site traffic is a bad thing.
- It should be pleasant, walkable, handicap accessible with courtyards
- Have a neighborhood association to maintain green spaces
- East design will be similar to Option 1; west design will have smaller units (2-story apartment studios) closer together to accommodate higher density spaces closer to the school, and single family units in the middle.
- On the west, the buildings will be kept to the back of the lot to provide plaza space buffer between the units and the street
- In the middle of the property, the houses will be around the cul-de-sac but with a courtyard housing style, similar to the apartment complex. On-street parking or general parking area and walkable to the single family housing units.
- Cul-de-sacs will be something other than asphalt: cobble stone, pavers, permeable surfaces, etc.
- Provide as many green areas as possible
- Place a park/green space in the middle of the site
- Walking/bike path should connect the entire site
- Separate commercial and residential with wall
- Commercial should have a grocery store, café, restaurants, and book store
- What is good about this option:
 - » Organic/fluid form
 - » Community spaces
- What is bad about this option:
 - » Same as the first option

Preferred Site Design Option

- » Option 1: received 1 vote
- » Option 2: received the rest of the votes because the reason was that it was more dynamic and it incorporates the rest of the community more.

HUITT-ZOLLARS



SITES
SOUTHWEST