

EAST GATEWAY

Metropolitan Redevelopment Area Plan



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Introduction and Overview

The purpose of the East Gateway Metropolitan Redevelopment Area Plan (the “East Gateway MR Plan,” “MR Plan” or “Plan”) is to make Central Avenue more welcoming to residents and visitors arriving at the City’s edge by facilitating redevelopment of vacant and underutilized parcels and providing for a greater variety of businesses and services that are much needed in the area. This Plan calls for multiple investments and improvements facilitated by the City’s Metropolitan Redevelopment Agency (“MRA”) and is aimed at stimulating private development and redevelopment in the area.

The East Gateway Metropolitan Redevelopment Area Plan boundary was adopted by the City Council in 2008. It straddles the Central Avenue corridor from Wyoming Boulevard to Tramway Boulevard, and also includes the interchange of Juan Tabo Boulevard with Interstate 40. The MR Plan boundary encompasses approximately 665 total acres, of which 139 acres are streets. Of the remaining 526 acres, 33-acres (about 6% of the area) are vacant. After the City Council approved the East Gateway Metropolitan Redevelopment Area (the “MR Area”), the City of Albuquerque Planning Department’s MRA contracted with consultants to develop this MR Plan to make recommendations about potential new uses for properties and strategies to revitalize the area.

To accomplish these goals, this Plan recommends six strategies, which are detailed further in the section titled “Recommendations.” They include:

- Public improvements such as landscaping and sidewalk furniture.
- Public-Private Partnerships (“PPP”) and redevelopment activities to support public transit along the corridor.
- Redevelopment of underutilized and vacant parcels and activity centers.
- Beautification, such as façade improvements and iconic signage.
- Safety improvements to reduce crime, such as cleaning up vacant properties and installing streetlights that also illuminate pedestrian areas.
- Implementation of the Route 66 Action Plan, adopted by the City Council in 2014.



Figure 1 – East Gateway MR Area

CITY OF ALBUQUERQUE MRA'S ROLE

The MRA of the City of Albuquerque's Planning Department is primarily responsible for executing projects and programs that lead to the revitalization of blighted corridors, enhancement of small business developments, creation of jobs and implementation of public realm improvements to support revitalization. The MRA's primary focus is implementation. The Metropolitan Redevelopment ("MR") staff focuses on the creative use of City land and financial resources to trigger private and other public investments. The MRA also cultivates partnerships with community-based and non-profit organizations to develop and implement projects.

The MRA's role in the East Gateway community includes identifying areas in need of revitalization, overseeing the East Gateway MR Plan development and coordinating Plan elements with other City departments. The MRA embarked upon an extensive community involvement process that will culminate in the implementation of projects and programs identified within this Plan.

RELATIONSHIP TO ADOPTED PLANS AND POLICIES

Development in this area is regulated by the adopted East Gateway Sector Development Plan ("EGSDP"), which was adopted in October 2010. Generally, this plan sets out strategies for improvement of the streetscape and built environments of commercial properties along Central Avenue, with a goal of making the street welcoming to pedestrians and cyclists. The East Gateway MR Plan identifies implementation methods for making physical improvements addressing these strategies, as discussed below.

Additionally, the East Gateway MR Area is affected by the Central Avenue Neon Design Overlay Zone ("CANDOZ") and the Route 66 Action Plan, which calls for enhancements along old Route 66 from Tramway Boulevard to 106th Street, west of the river. However, the ideas and concepts in these two plans are optional and not regulatory.

The MR Area is also within the Albuquerque/Bernalillo County Comprehensive Plan's (the "Comprehensive Plan") Established Urban Area. This designation directs development and redevelopment to take on a mixed-use urban character, which is reiterated in the EGSDP.

NEW MEXICO METROPOLITAN REDEVELOPMENT CODE

The New Mexico Metropolitan Redevelopment Code (3-60A-1 to 3-60A-48, NMSA 1978) (the "MR Code") provides New Mexico cities with powers to improve conditions in blighted areas. The MR Code is intended to help municipalities promote economic development, redevelopment and stability where deemed necessary by the community in order to help reverse an area's decline and stagnation. However, the City may only use these powers if the governing body (in Albuquerque's case, the City Council) has designated an MR area and adopted an MR plan for the MR area.

Designation of an MR area is based on findings of "slum or blighted" conditions, as defined in the Metropolitan Redevelopment Code (3-60A-8). The criteria set by the MR Code for a "blighted" area include physical and economic conditions that "substantially" impair or arrest the sound growth and economic health and well-being of a community, slow the provision of housing, are an economic or social burden and/or are a menace to public health, safety, morals or welfare in its present condition and use. Specifically, Section 3-60A-4 of the MR Code states "blight" could include the presence of:

- A substantial number of deteriorating structures;
- Faulty street or lot layout;
- Unsanitary or unsafe conditions;

- Deterioration of site or other improvements;
- Diversity of ownership;
- Tax or special assessment delinquency exceeding the land's fair market value;
- Title problems;
- Improper subdivision or lack of adequate housing facilities in the area;
- Obsolete or impractical planning or platting;
- Significant number of declining or closed commercial or mercantile businesses; or
- Low levels of commercial or industrial activity or redevelopment.

HISTORY OF THE AREA

Albuquerque's East Gateway district is the first glimpse of the City that travelers see as they pass through the Tijeras Canyon. This historic route of passage through the Sandia and Manzano mountains from the plains to the City's east now serves both the 'new' Interstate-40 and NM State Road 333, formerly the famous Route 66.

This area boasts a rich history that began well before the establishment of Albuquerque. The Tijeras Canyon contains archeological evidence of 9,000 years of human presence. Numerous prehistoric sites have been identified east of the Albuquerque City Limits in the canyon. Other area occupants have included Apache Indians in the 17th and 18th centuries, followed by Spanish settlers in land grants designated in 1763 and 1819. Today, the archeological site of the Spanish settlement lies in Singing Arrow Park. Remnants of a Tijeras Arroyo dam and irrigation infrastructure that date back to the early 20th Century are a reminder that this arroyo once provided irrigation to farmlands in the area now occupied by Kirtland Air Force Base ("KAFB"). Early Albuquerque settlers travelled through this gateway to other settlements, pastures, and forests in the Tijeras Pass and the Sandia Mountains.

A paved roadway leading from the eastern plains to Albuquerque through Tijeras Canyon later rose to significance as part of the historic Route 66 Highway that ran from Chicago to Los Angeles. It is this roadway that carried Dust Bowl migrants to California in the 1930s and beckoned to post-war, automobile oriented Americans over the next two decades with promises of opportunity, fun and adventure. Between 1941 and 1945, Route 66 was an important highway for transporting supplies and personnel for World War II efforts. Route 66 was replaced by Interstate 40 in the 1960s and decommissioned in 1985. The "Mother Road" was designated a National Scenic Byway in 2000. The New Mexico portion is also on the National Register of Historic Places and State Register of Cultural Properties, rendering it eligible for specific tax credits and other funding.

By 1958, the Albuquerque City Directory listed a variety of businesses on Central Avenue between Wyoming Boulevard and the Tijeras Pass. Some of the East Gateway area's early businesses were rural in nature and typical of businesses located at the edges of towns. These businesses included a wrecking yard, fruit market, tree nursery and drive-in theater. Other East Gateway area businesses appealed to the region's budding tourist industry and included a trading post, curio shops, motels, gas stations, cafes, restaurants, trailer courts and apartments. Although platting of subdivisions in the community began as early as 1939, little development occurred on the east mesa beyond the State Fairgrounds at Louisiana Boulevard and Central Avenue until after 1945. In the late 1950s, however, development began in earnest. Construction of the Western Skies Motel in 1959 and subsequent development of Four Hills Village established a prestigious entrance to the city near the mouth of the Tijeras Canyon. The Western Skies Motel remained an Albuquerque Landmark until its demolition in 1988. The Four Hills Village Shopping Center now occupies the site.

Area military operations date to the beginning of World War II. Since then, KAFB, Sandia National Laboratories (“SNL”) and, more recently, Sandia Science & Technology Park (“SS&TP”) have emerged as an important employment base at the southern edge of East Gateway of Albuquerque. KAFB employs over 23,000 people, and SNL employs nearly 8,300 people. The National Museum of Nuclear Science is nearby as well.

Another major development feature in the East Gateway area is the Canyon Club, formerly known as the Four Hills Country Club. The Four Hills Country Club and surrounding residential neighborhood encompassed about 900 acres and was Albuquerque’s second golf club. The first home in Four Hills Village was completed in 1957 and the golf course in 1958. Large lots, rolling foothills, spectacular views, proximity to the mountains, and the golf course made Four Hills Village the premier new neighborhood of its era.

Land use controls were implemented along Central Avenue in 1959 when the City established zoning. The zoning pattern at that time anticipated a deep commercial strip along Route 66, with high-density housing close to KAFB and SNL. Postwar suburban subdivisions were platted in the northern part of the community. Neighborhoods adjacent to Central Avenue began developing around 1960, and residential construction has continued as both new subdivisions and Established Area infill along this corridor. In the 1970s, apartment and townhouse development occurred on land zoned for higher-density housing, resulting in the population of this area doubling between 1970 and 1980. However, single-family homes and mobile homes dominated the area’s housing stock until the 1980s. Today, East Gateway area contains a diverse mix of housing types and income levels.

After the emergence of Interstate-40 as the region’s major transportation route, the development of Central Avenue slowed and tourist-oriented businesses began to decline in the East Gateway area. Outdoor lots for the sale of cars, recreational vehicles, boats and mobile homes began to dominate the landscape along Central Avenue while inexpensive, short-stay motels were built at the convergence of Central Avenue, Tramway Boulevard and Interstate-40.

During the 2008-2012 national economic down turn, a number of commercial sales lots were vacated. These businesses had few permanent structures, making land redevelopment an achievable option within East Gateway. Since the 1950s, residential development has been filling in the vacant spaces surrounding Central Avenue and other major East Gateway streets, with the most recent residential development at the southern end of Juan Tabo Boulevard, south of the Tijeras Arroyo. Residential infill development may continue along Central Avenue as it continues to transform into a destination for surrounding neighborhoods.

Today only a small number of historic buildings remain along this segment of Route 66. These include the La Puerta Lodge the Enchanted Mesa Trading Post and the Luna Lodge. The Luna Lodge has been redeveloped into affordable housing units, while the Enchanted Mesa Trading Post has been vacant for a number of years. La Puerta Lodge is still in operation as a motor court.

During recent years, the East Gateway area has become a blighted area in need of reinvestment and redevelopment. Made worse in part by the recession, Central Avenue has been characterized by numerous vacant lots, boarded-up buildings and crumbling facades. The various abandoned and unoccupied properties located throughout the East Gateway area contribute to the area’s stagnant economic condition.

Recommendations

Since the East Gateway MR Plan is meant to complement the EGSDP, the Plan dovetails suggestions for improvements with the zoning and principles set out in that sector development plan. The EGSDP established new mixed-use zoning along Central Avenue between Wyoming and Tramway Boulevards in order to promote increased density and new residential uses in major activity areas along major transportation corridors. Likewise, the designation of the East Gateway Central Avenue Corridor as an MR Area further implements the goals and objectives of the EGSDP to strengthen the identity of the community. The specific actions recommended by this Plan are as follows:

PUBLIC IMPROVEMENTS: Stimulate reinvestment and redevelopment along the Central Avenue Corridor by identifying and constructing public improvements that foster a sense of “place” in this area. These could include:

- Street lighting for vehicles and pedestrians (see Safety Improvements for more information).
- Landscaping buffers between the street and sidewalk along Central Avenue, including shade trees and street furnishings, and/or landscaped medians along Central Avenue.
- Low walls to screen large parking lots and to frame intersections.
- Enhanced facilities, infrastructure and systems to support public transit.
- Pedestrian and bicycle improvements such as wider sidewalks, more visible striping and pedestrian refuges.
- Enhancements and improvements to public parks and facilities, including but not limited to preservation and presentation of area archaeological resources with interpretive exhibits and improved recreation facilities. This could include the redevelopment and expansion of the Singing Arrow Community Center.
- Landscaping around the interchange of Interstate 40 and Juan Tabo Boulevard.
- Expanding the City’s effort that provides signage at intersections indicating where homeless individuals can find food and shelter.

PPP AND REDEVELOPMENT ACTIVITIES TO SUPPORT PUBLIC TRANSIT: Support implementation of PPP and redevelopment activities tied to public transit. Public uses can often help catalyze redevelopment on a site and defray some of the cost.

A Bus Rapid Transit (“BRT”) project under consideration at the time of this Plan’s adoption has the potential to bring new visitors and uses into the East Gateway Area. The Central Avenue Corridor has been identified as a viable candidate for a BRT system based on its high level of ridership – in excess of 40% of total City system usage. BRT systems use dedicated travel lanes, level boarding platforms, traffic signal priority, automated ticket kiosks and other technologies to provide faster, more efficient service than a regular bus line.

As of August 2015, ABQ Ride has applied to the Federal Transit Administration for \$70 million in Small Starts grants to construct the first phase of the proposed system, to be called “Albuquerque Rapid Transit,” or “ART”. The system is expected to serve Central Avenue from Tramway Boulevard to approximately Unser Boulevard on the west side of the river, though dedicated lanes are planned only between Louisiana Boulevard and the ART’s western terminus. By providing an enhanced, efficient service along this congested corridor, this system has the potential to help support higher-density residential uses, possibly as part of a transit-oriented mixed-use development.

The most feasible public use supporting public transit to be established in the East Gateway MR Area is a park-and-ride station for the BRT and/or other public transit systems. The following improvements are typically installed at park-and-ride facilities:

- Bus platform
- Shade structure and benches
- Trash cans
- Bike racks/locks
- Restroom for bus drivers
- Information Display Boards
- Lighting
- Landscaping
- Parking lot
- A minimum 25-foot- wide concrete circulation road (with 12-foot-wide bus lanes)

It is recommended that the City construct a park-and-ride facility near the intersection of Central Avenue and Tramway Boulevard at the terminus of the proposed BRT system. Another possible location is near the intersection of Central Avenue and Juan Tabo Boulevard, a key connection point for north-south trips. Such a facility could be on vacant land or in the form of structured parking as part of a redevelopment of a shopping center into a mixed-use project. If developed as a surface parking lot for the park-and-ride, ABQ Ride recommends 3 to 5 acres, or approximately 200 to 300 parking spaces.

A park-and-ride facility combined with a redevelopment project could activate a site and catalyze surrounding development activity. Compatible uses with a park-and-ride facility include employment centers and convenience retail such as a grocery store, coffee shop, cafes, and dry cleaning. Combining a park-and-ride facility with residential uses is desired by advocates for Transit Oriented Development (“TOD”). However, if this coexistence is to be effective, the development must be designed to minimize residents’ exposure to noise caused by the buses.

Siting services such as a child-care facility near park-and-ride facilities may also be a benefit over the long term. Because the transit-oriented lifestyle has not yet taken hold in Albuquerque, this type of co-location is not common, making riding the bus difficult for families with children. However, it is likely that if convenience retail and employment centers were located close to a park-and-ride facility, child-care facilities located near those facilities would make sense and be more likely to occur as the East Gateway area continues to redevelop. This would encourage and assist with more mass transit ridership.



Figure 2 – Park-and-Ride Example at Uptown

REDEVELOPMENT OF UNDERUTILIZED PARCELS AND ACTIVITY CENTERS: Promote and directly facilitate redevelopment or re-use of vacant or underutilized parcels, especially near major street intersections or high-frequency transit stops with the potential to become vibrant centers of activity supporting new and expanded businesses and higher density housing, possibly as part of a TOD. Stimulating private reinvestment can help increase real estate values and spur additional investment nearby. This redevelopment recommendation could be accomplished through direct or indirect financial incentives to encourage property owners to redevelop, including:

- Upgrades or rehabilitation of infrastructure in the areas with potential for desired redevelopment, such as water and sewer lines, electrical capacity and storm drainage;
- Grants and low-interest financing to help enable the procurement of private redevelopment loans to ensure high-quality, catalytic developments;
- Utilizing Metropolitan Redevelopment Bonds or other development structures to reduce property tax burdens;
- Acquisition and assembly of vacant or underutilized parcels by the MRA to offer for sale or lease for catalytic redevelopment activities via a Requests for Proposals (RFP) process and/or PPP;
- Acquisition of vacant or underutilized parcels by the MRA to be redeveloped with civic uses, such as community centers or parks;
- Creation of Tax Increment Financing (“TIF”) through the Code for redevelopment projects, where the proceeds can be reinvested in the surrounding area in the future; and
- Streetscape improvements in abutting public right-of-way.

BEAUTIFICATION: Encourage private investment, attract visitors and foster community pride by improving the look and feel of the Central Avenue corridor. Ideally, small reinvestments will encourage neighboring property owners to do the same, bringing vitality back to the surrounding area. These projects could include:

- Rehabilitate existing building facades and signs via façade improvement grants and/or loans.
- Raise awareness of and implement the 2013 CANDOZ, which provides incentives for business owners to erect neon signage along their frontage by allowing fee waivers and larger neon sign areas.
- Install public art to highlight the area’s history and complement existing art installations (e.g. - the Hand of Friendship sculpture at La Luz de Amistad Park).
- Design and construct iconic signs. All designs should draw on the Route 66 theme and entice travelers to explore nearby attractions, such as Rancho de Carnuel, the National Museum of Nuclear Science and the history and architecture related to motor travel. A gateway “welcome” sign at the east edge of the City could signal travelers’ arrival to Albuquerque, and Route 66 way-finding signs at Tramway and other East Gateway freeway exits (e.g. - Juan Tabo, Eubank) could entice them to exit I-40 and explore Route 66.

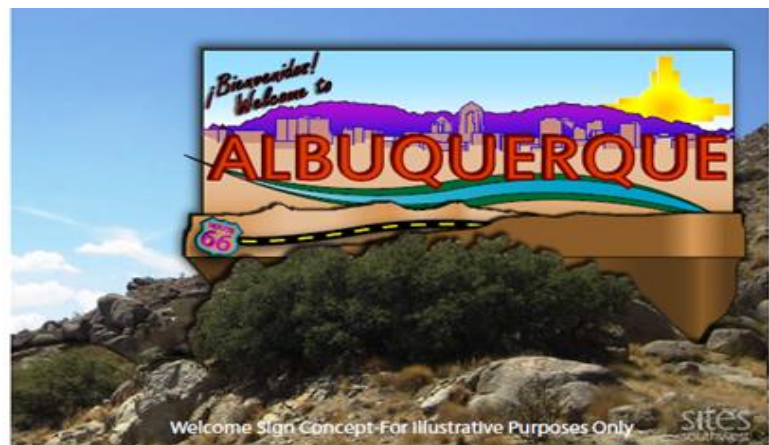


Figure 3 – Possible Welcome Sign along I-40

- Explore ways to address the appearance of run-down or blighted private properties. This could include strengthening or creating ordinances that enable the City to ensure the upkeep and encourage re-use of such properties.



Figure 4 – Rendering of conceptual archway over Central Avenue



Figure 5 – Rendering of conceptual directional signage along Central Avenue



Figure 6 – Route 66 Themed Sign Designs

SAFETY IMPROVEMENTS: Improve safety along the corridor and diminish property crimes by implementing public improvements related to safety and fostering redevelopment that attracts legitimate business and creates job opportunities for area residents.

Throughout the MRA planning process, East Gateway area business owners and residents have all expressed significant concerns about crime. Although current data show that the East Gateway area is seeing a reduction in crime, there are a number of urban design strategies that can

assist in further deterring crime. The MRA should support private redevelopment that helps reduce crime in the area by increasing “eyes on the street,” improving lighting or implementing other principals of Crime Prevention Through Environmental Design (“CPTED”). The City should consider hiring a consultant who specializes in CPTED to work directly with private property owners. The consultant would help property owners analyze their site plan and make recommendations for how their site design could be improved to deter criminal activity. These could include improving natural surveillance, lighting design that eliminates blind spots and addition of amenities that attract more desired users.

The MRA should also support safety-related public improvements, including street lighting that illuminates pedestrian areas. Street lighting can also help to beautify and establish a community identity. Corridor-specific pedestrian/vehicle street lighting has been employed in various parts of the City to reinforce each area’s character (e.g. – Mountain Road, Downtown, the Highland area). This Plan recommends that new lighting along this portion of Central Avenue incorporate the brightly colored

neon theme of Route 66, which could be reinforced on West Central as well. Light Emitting Diodes (“LED”) and fiber optics could also be used. Different types of lighting fixtures for different areas of the City would be mounted on a standard pole. Poles could also display wayfinding signs.

A police substation may help deter crime in the area. The City should explore establishing an Albuquerque Police Department (APD) Substation within the MRA. The City should work with APD to examine the feasibility of including a station in this region, taking into consideration the locations of existing substations.

Street and Pedestrian Lighting Examples



Streetlights along Mountain Road



New lighting on Coal Avenue



Figure 7 – Street and Pedestrian Lighting Examples

New lighting in the Highland area for pedestrians and vehicles



New LED streetlights resemble neon

IMPLEMENTATION OF THE ROUTE 66 ACTION PLAN: This Rank II Area/Facility Plan for revitalization of Route 66/Central Avenue intends to catalyze and guide future development along the Route 66/Central Avenue corridor. The Plan provides policies and actions to direct project managers and private

developers looking to invest in Route 66. It has five areas that are targeted for revitalization and the East Gateway Area is one of them. The Route 66 Action Plan's overarching goals and strategies address preservation and promotion of the roadway's historic past and legacy, provision and improvement of public spaces along the corridor, and business and economic development.

Metropolitan Redevelopment Agency Funding Criteria

Public and private projects for which Metropolitan Redevelopment Agency funding is proposed must meet certain criteria for consideration. These criteria are described below.

PRIVATE PROJECTS: The MRA can be involved in redevelopment of private properties in an MR area in several ways, ranging from improvement of public infrastructure serving the property to acquisition and redevelopment of sites via PPP as funding allows. To be considered for MRA assistance, a project must implement adopted City policies and goals for an area in question, including those outlined in this Plan, and must meet at least six of the following criteria. Further, requestors must provide analysis of how their proposed project meets these criteria.

1. The proposed redevelopment project improves the appearance of the built environment. Examples could include, but are not limited to, projects that feature:

- New buildings where there had previously been a vacant lot or parking lot
- Architecture that complements and enhances the look and feel of a district
- Site design that enhances the pedestrian realm with amenities, landscaping, etc.
- Site design that is pedestrian-oriented and not focused on moving or parking motor vehicles
- Restoration of existing neon sign or construction of new neon sign that enhances the appearance of Route 66

2. The proposed redevelopment project rehabilitates and puts existing structures back into use, or results in the removal of blighted structures.

3. The proposed redevelopment helps relieve symptoms of blight as described in the Metropolitan Redevelopment Code, and in this plan. Examples could include, but are not limited to, projects which:

- Result in consolidation of single parcels one larger, cohesive development.
- Brings tenants (e.g. retailers, businesses, etc.) back to a commercial center with high vacancy.
- Clears up delinquencies, such as tax liens, that have precluded reuse of a site.

4. The proposed redevelopment project improves the walkability of an area, which could include, but is not limited to:

- Installing sidewalks where they previously did not exist.
- Site design that focuses on pedestrian access, rather than vehicle movement.
- Provides shade structures or other pedestrian amenities.

5. The proposed redevelopment increases the variety of housing opportunities available in East Gateway, including:

- Affordable housing
- Multifamily housing
- Live-work opportunities

6. The proposed redevelopment adds a mix of uses (e.g. commercial and residential) to a premise or node of activity (such as an Activity Center identified in the Albuquerque/Bernalillo County Comprehensive Plan).

7. The proposed redevelopment helps create high wage employment opportunities for residents of the area by paying employees at a rate that is at least 80% of Albuquerque Area Median Household Income per the U.S. Census Bureau.
9. The proposed redevelopment helps reduce crime in the area by increasing “eyes on the street,” improving lighting or implementing other principals of Crime Prevention Through Environmental Design.
9. The proposed redevelopment project will increase values of surrounding properties.
10. The proposed redevelopment project aims to catalyze private sector investment in surrounding properties.
11. The proposed redevelopment project will provide a community-desired land use to the area, as reflected in this plan, which could include, but is not limited to:
 - Public services, such as a USPS Post Office.
 - Museums
 - Full-service restaurants
 - Recreation and community facilities

PUBLIC PROJECTS: The MRA can be involved in the improvement of public infrastructure in the MR Area in several ways. To be considered for MRA funding, a public infrastructure or development project must implement adopted City policies and goals for an area in question, and must meet at least four of the following criteria:

1. The project will improve the appearance and safety of the area, including, but not limited to, projects which:
 - Increase the visibility and interest in the corridor’s Route 66 history.
 - Guide visitors to local attractions.
 - Rehabilitate existing public or utility facilities in the area.
 - Locate employees or visitors where they can serve as “eyes on the street.”
2. The redevelopment helps relieve symptoms of blight described in the Metropolitan Redevelopment Code, to include:
 - Removal of deteriorated structures.
 - Improving faulty or outdated street layout and design.
3. The project will improve and support multi-modal transportation (including walkability, disabled access and transit access) in the area.
4. The project will help meet needs of the East Gateway community by providing recreational, educational or other public services.
5. The project is directly associated with catalyzing private redevelopment of adjacent properties that provide commercial services to the community.
6. The project will increase the value of abutting properties.
7. The proposed project will directly support private redevelopment that helps create high wage employment opportunities for residents of the area by paying employees at a rate that is at least 80% of Albuquerque Area Median Income per the U.S. Census Bureau.
8. The project will improve public infrastructure that benefits the health, safety and general welfare of the community, such as sanitary sewer mains or roadway facilities.

FUNDING

The Planning Department's MRA can offer particular benefits or financial incentives for redevelopment in the East Gateway MR Area. Funding for the proposed projects will be sought over time from various sources. The most immediate sources are: \$100K in Capital Improvement Plan ("CIP") bond money approved by voters in October 2015; \$800K in CIP bond money approved by voters in October 2013; \$1.25 million in CIP bond money that was approved in October 2011; \$1.5 million of CIP bond money that was made available in 2009; and, approximately \$230K of CIP money that was made available in 2007. Funds might also be available in the future from General Obligation Bonds issued by the City, and State Legislature and City Council appropriations.

Other potential sources of funds include Industrial Revenue Bonds, Metropolitan Redevelopment Bonds, and other federal loan and grant programs currently available through the State of New Mexico and other funding agencies. These include federal transportation funding, federal Community Development Block Grant funds and loan guarantees, New Mexico Historic Preservation Revolving Loan Fund, Scenic By-Ways funds, the New Mexico Department of Transportation and various types of tax credits available to finance affordable housing and historic rehabilitation.

The cost of many of the projects described in the "Recommendations" section cannot be quantified at this time. However, the costs that can be quantified are described in Table 1.

Public Improvement Plan and Estimated Costs

Table 1 - Estimated Costs for Some of the Recommended Improvements				
	ESTIMATED QUANTITY	UNITS	ESTIMATED COST	ESTIMATED TOTAL
1. Identity Signage				
"Welcome to Albuquerque" Gateway Feature	1	Each	\$150,000	\$150,000
Public Art Installation (@ Tramway Freeway Exit)	1	Each	\$250,000	\$250,000
Gateway Arch	1	Each	\$350,000	\$350,000
Route 66 Monument Signs (Pair)	3	Each	\$250,000	\$750,000
Destination Signage Anchor Sign (Multiple Destination)	1	Each	\$250,000	\$250,000
Destination Signage Supporting Sign (Single Destination)	3	Each	\$125,000	\$375,000
<i>Subtotal</i>				\$2,125,000

2. Streetscape and Landscaping				
Streetscaping along Central between Wyoming and Eubank ~ 9,300 linear feet of sidewalk. Assuming street trees every 30', each tree planter to contain 6 shrubs & aggregate mulch. 1 bench and 1 trash receptacle per 3,000 linear feet of sidewalk. Landscape enhancement at bus stops and where R.O.W. allows.	9,300	Linear Foot	\$20.00	\$186,000
Lighting along Central between Wyoming and Eubank ~ 9,300 linear feet. Assuming Street lights every 200'.	47	Each	\$2,900	\$136,000
Streetscaping along Central between Eubank and Juan Tabo - ~ 11,300 linear feet of sidewalk. Assuming street trees every 30', each tree planter to contain 6 shrubs & aggregate mulch. 1 bench and 1 trash receptacle per 3,000 linear feet of sidewalk. Landscape enhancement at bus stops and where R.O.W. allows.	11,300	Linear Foot	\$20.00	\$300,000
Lighting along Central between Eubank and Juan Tabo - ~ 11,300 linear feet. Assuming street lights every 200'.	57	Each	\$2,900	\$165,300
Streetscaping along Central between Juan Tabo and 1-40 Exit Underpass - ~ 15,000 Linear Feet of sidewalk. Assuming street trees every 30', each tree planter to contain 6 shrubs & aggregate mulch. 1 bench and 1 trash receptacle per 3,000 linear feet of sidewalk. Landscape enhancement at bus stops and where R.O.W. allows.	15,000	Linear Foot	\$20.00	\$300,000
Lighting along Central between Juan Tabo and 1-40 Exit Underpass - ~ 15,000 Linear Feet. Assuming Streetlights every 200'.	75	Each	\$2,900	\$217,500
Pocket park at the NW Corner of the intersection of Central and Juan Tabo Includes hardscape, planting and site furnishings~ 50'x50'	2,500	Square Foot	\$40.00	\$100,000
Interstate Landscaping - Between Central Ave. Exit offramp and I-40, including area between exit roadway and sound wall to the north. Assume naturalistic, xeric landscape with irrigation and aggregate mulch.	2,500	Square Foot	\$40.00	\$100,000
Interstate Landscaping - encompassing all unlandscaped areas within the R.O.W. at the Intersection of I-40 and Tramway including area east to the Central Avenue Exit Underpass. Assume naturalistic, xeric landscape with irrigation and aggregate mulch.	700,000	Square Foot	\$3.00	\$2,100,000
Interstate Landscaping - encompassing all unlandscaped areas within the R.O.W. at the intersection of I-40 and Juan Tabo. Assume naturalistic, xeric landscape with irrigation and aggregate mulch.	800,000	Square Foot	\$3.00	\$2,400,000
<i>Subtotal</i>				\$7,781,000

3. Screening Walls				
Plan Area	Unknown	Linear Foot	\$70.00	Unknown
4. Façade Improvement Program				
Plan Area	Unknown	Project	\$2,500 - \$7,500	Unknown

Background and Trends

PLANNING PROCESS AND CONTEXT RELATED TO THE MR PLAN

The East Gateway MR Plan began with a community kick-off meeting in May 2009 when the project team explained the scope and intention of the Plan and began obtaining input regarding issues and a vision for the future. Another public meeting, held in August 2009, further identified ideas that could help mobilize further redevelopment of the corridor. The project team also staffed a booth at the International Day celebration at the Talin International Market for the public to obtain information and ask questions.

From April 2010 through July 2010, three more community meetings were held, each focusing on one of three sections of the corridor in an effort to attract people who were most concerned about redeveloping each of those areas. In addition, a special meeting was held with business owners along the corridor to address any special concerns related to commercial properties or development. During the same period of time, MRA project consultants and staff conducted 36 in-person surveys with business owners along the corridor. Altogether more than 40 people, largely business and property owners, attended at least one community meeting. In addition, the project team met several times with staff from the Department of Municipal Development, ABQ Ride, and the public library to coordinate projects and schedules.

Between 2011 and 2013, City Council Services engaged Dallas, TX-based consulting firms Gateway Planning and Catalyst Commercial to interact with property owners at key intersections along the Central Avenue corridor in the East Gateway MR Area to explore possible redevelopment opportunities. This work included a charrette to explore possible land use scenarios for State-owned land near Central Avenue and Eubank Boulevard and workshops with the owners of the Four Hills Shopping Center to explore design options for possibly incorporating transit into a redevelopment of the site. The results of these efforts have been incorporated into the text of this document where appropriate, and documents produced as a result are included as appendices to this Metropolitan Redevelopment Plan.

ISSUES IDENTIFIED AT PUBLIC MEETINGS

Public meeting participants identified many issues as most important along Central Avenue in the East Gateway MR Area.

Businesses and property owners made the followings requests/comments:

- Neon lights and bright signs on Central Avenue to celebrate the history of the area
- More lights to mark gateways and alleviate vandalism
- Clean up of trash and code enforcement, especially around bus stops
- More police presence/bicycle patrol

- Street lighting okay except along Juan Tabo Boulevard
- Demolish or improve derelict buildings
- Decorative medians to slow traffic (some business owners, such as motels, would agree to these if they were short, allowing people to easily turn into their establishments)
- Traffic light at the Dion's Restaurant at Elizabeth Street and Central Avenue
- More liquor licenses
- Increased street surveillance to secure infrastructure
- Interest in creating a business organization
- Issues with Juan Tabo/Buena Ventura Mall; it is cramped, difficult to access, and has a badly maintained guard rail and no lights. C-3 is a problem. Best use: larger industrial parcels.

Residents made the following requests/comments:

- Better lighting on Central Avenue, especially at Louisiana Boulevard and Central Avenue [outside this MR Area] and the area east of the Caravan Tavern (7605 Central Avenue)
- Grocery store (e.g. - Sunflower Market)
- Move City Arroyo/Storm Maintenance facility and redevelop site
- Live-work development as housing for UNM students, temporary workers, or interns at Kirtland Air Force Base or Sandia Base neighborhoods
- Higher end, full-service restaurants
- Clean up junk yard properties
- Spot medians to replace middle "suicide lane" on Central Avenue
- More beautification
- Avoid mimicking Nob Hill; East Gateway should have its own unique identity
- Area contains two essential aspects of Albuquerque - gateway component and industrial component
- Bicycle lanes on Copper
- Lighted walking paths
- A post office in the area
- More museums



Figure 8 – Images from public meetings held at the Manzano Mesa Community Center

BUSINESS SURVEY

A survey was conducted of 36 business owners in the East Gateway MR Area between May and July 2010. The survey process consisted of brief, face-to-face interviews with participants, and a hard copy survey was left for them to complete. The survey questions ranged from identifying problems and issues

for business owners to listing desired public improvements throughout the MR Area. The following is a brief summary of the responses:

- Business owners felt that the presence of crime, vandalism and transients were important issues that were hurting business in the East Gateway MR Area.
- The need for redevelopment of the Franklin Plaza site (a shopping center at Central Avenue and Juan Tabo Boulevard that was once the site of a former Furr's grocery store and is now largely vacant) was noted by a significant number of business owners.
- A number of business owners commented on the need for an organic supermarket in the East Gateway MR Area.
- A majority of business owners said that road improvements such as traffic control devices, lighting, and streetscaping would most benefit the business environment in the East Gateway MR Area, while a significant number also said that improved public safety would help businesses.
- A small number of business owners said that programs that help business owners (such as assistance for façade remodeling/upkeep) would also improve East Gateway businesses.
- Two respondents commented that changing the name of Central Avenue to Route 66 would benefit business in the area.

OTHER PLANS AND STUDIES

East Gateway Sector Development Plan, October 2010

The boundaries of this plan encompass the East Gateway MR Area boundaries. It sets the framework for public redevelopment projects to be proposed and recognizes the area at Tramway Boulevard/Central Avenue as a Community Activity Center (encompassing the Four Hills Shopping Center) and the nearly vacant shopping center at Juan Tabo Boulevard/Central Avenue as well as the Central/Wyoming/Zuni area as Neighborhood Activity Centers. The EGSDP establishes land uses and design regulations for the centers that would result in mixed-use urban development centers that capitalize on transit access. New zones for properties abutting Central Avenue will continue to allow most commercial development in existing C-2 zoning, but will also allow housing, employment and civic uses. The Plan allows neon signs and public art to acknowledge the roadway's Route 66 past. Because the community could not reach consensus about reducing travel lanes to capture right-of-way to use for walking, cycling and transit, the Plan avoids a complete redesign of the Central Avenue right-of-way and limits its recommendations to spot medians and intersection improvements for vehicles and pedestrians. Other recommendations include the development of an additional park adjacent to, or near Central Avenue, and development in "visible and accessible locations" of a full-service library and a park-and-ride lot and Rapid Ride Transfer Center. It also calls for looking at the feasibility of establishing an alternative energy demonstration project for the East Gateway area (wind or solar) to showcase Albuquerque's commitment to green energy. The EGSDP also recommends that the Albuquerque/Bernalillo County Comprehensive Plan be amended to reclassify Central Avenue from Louisiana Boulevard to Tramway Boulevard, from an Enhanced Transit Corridor to a Major Transit Corridor.

Albuquerque/Bernalillo County Comprehensive Plan (amended 2013 R-172)

The Comprehensive Plan is the general land use policy document that sets Albuquerque's course of action for the long-term physical development of the City. Amendments adopted in 2002 established the concept of developing higher density, mixed-use centers, corridors and Activity Centers in Albuquerque as a way to curb sprawl and increase the ridership for transit, relieving traffic along the roadways. The Comprehensive Plan identified the area at Tramway Boulevard and Central Avenue in the East Gateway MR Area as a Community Activity Center. Ideally between 15 and 60 acres, such centers are designed to provide focus, identity, and convenient goods and services as well as some employment for a number of surrounding neighborhoods with a combined population of 30,000 or more. It would

offer commercial, office, entertainment, medium-density residential and institutional uses in buildings scaled to pedestrians, small enough to encourage parking once and walking to more than one destination. By contrast, Neighborhood Activity Centers, usually 10 or fewer acres, would be designed to meet the daily “convenience” goods and service needs of residents in two or three immediately adjacent neighborhoods. They would typically include a mix of small-scale retail/service uses, a neighborhood park, and small institutional uses such as elementary schools. They are typically specified and mapped in sector development plans as well as the Albuquerque Bernalillo County Comprehensive Plan.

Other Plans

Two other plans covering this MR area are the CANDOZ and the Route 66 Action Plan. The CANDOZ encourages the use of neon along the corridor and provides examples and, in some cases, financial recommendations for recreating the “neon era” of the 1950s. The Route 66 Action Plan calls for further enhancements along old Route 66. While the concepts in these two plans would greatly enhance the area, the ideas and suggestions are optional and not regulatory.

UNITED STATES CENSUS BUREAU DATA

2010 Census Tract Data

The following section recaps census tract data for the East Gateway MR Area and compares it to Albuquerque as a whole. The demographic characteristics of the closest adjacent neighborhoods lend support to the East Gateway’s designation as a Metropolitan Redevelopment Area. For the purposes of this assessment, Census Tracts 7.07, 7.08, 7.10, 7.13, 7.14 and 8.01 were used as the basis of the demographic profile. The locations and boundaries of the Census Tracts that compose the East Gateway are detailed below in Figure 9.

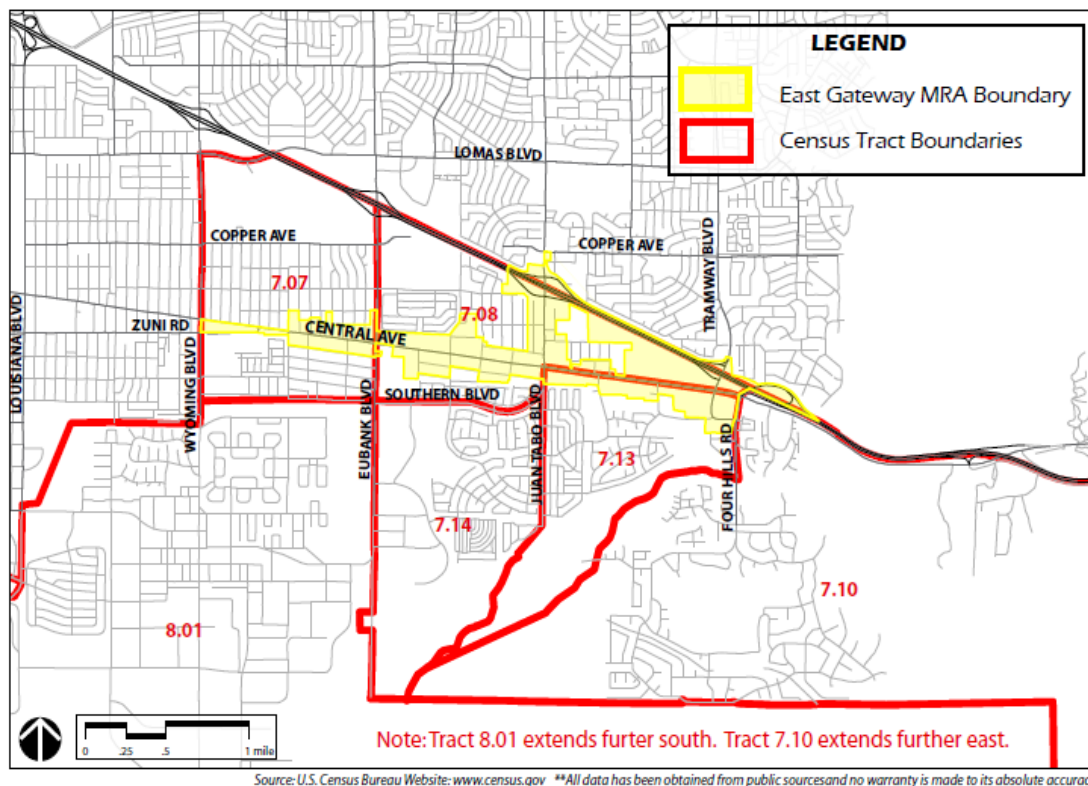


Figure 9 – Map of East Gateway Census Tracts

According to the 2010 Census, there were a total of 32,688 people living in the Census Tracts comprising the East Gateway area. The population by Census Tract is broken down in Table 2. The average household size of the East Gateway area ranged from a low of 2.28 in Census Tract 7.10 to a high of 3.30 in Census Tract 8.01.

Table 2 - 2010 Census Tract Data

Category	Tract 7.07	Tract 7.08	Tract 7.10	Tract 7.13	Tract 7.14	Tract 8.01	Albuquerque
Total Population	5,931	6,422	4,923	6,635	5,079	3,698	545,852
Percent of adults with educational attainment less than high school graduation	36.4%	17.6%	5.7%	13.3%	13.1%	0%	26.4%
Median household income	\$26,378	\$33,474	\$78,601	\$33,160	\$49,482	\$42,408	\$45,478
Per capita income	\$14,311	\$21,628	\$39,039	\$18,213	\$25,549	\$17,702	\$25,542
Average household size	2.51	2.43	2.28	2.52	2.44	3.30	2.40
Unemployment rate	6.8%	7.5%	3.7%	12.9%	5.5%	12.1%	5.8%

Income and Employment

According to the 2006-2010 American Community Survey data, the population living in Census Tract 7.07 had the lowest median household income in the area at \$26,378, compared with \$45,478 for all of Albuquerque (See Table 2 above). Similarly, the per capita income of \$14,311 in Census Tract 7.07 is well below the per capita income of \$25,542 City-wide. The unemployment rate for the civilian labor force throughout the East Gateway area ranges considerably between 3.7% in Census Tract 7.10, where the highest household and per capita incomes are also found, to 12.9% in Census Tract 7.13, which is double the City-wide rate of 5.8% in 2010.

A comparison of median household income and educational attainment yields some correlations, with Census Tract 7.07 having the lowest household income and the highest number of individuals without completion of a high school education. In contrast, Census Tract 7.10, which includes the Four Hills community, has a household income nearly three times that in Census Tract 7.07 and the second lowest number of individuals without a completed high school education.

Although the per capita income in some of the Census Tracts within the East Gateway area is relatively low, the high average incomes of employees of KAFB and SS&TP create opportunities for future retail and services that otherwise would not be considered viable based solely upon the existing Census data for the East Gateway Area. According to the 2010-2015 Comprehensive Economic Development Strategy ("CEDS") prepared by Mid-Region Council of Governments ("MRCOG"), SS&TP employed over 2,000 people in 2010 and had an average salary of \$71,612 for full-time employees. The report also notes that private companies in the park paid an average salary of about \$69,000. The average income for KAFB employees was approximately \$46,000. It is important to note, however, that KAFB's salaries can vary greatly due to company, location, industry, experience and benefits. Nevertheless, both KAFB and SS&TP's average salaries are significantly higher than the East Gateway's Census Tract per capita income, except Census Tract 7.10.

Housing

As seen in Table 3, the median value of owner-occupied homes in East Gateway ranged widely between the census tracts, from \$114,300 in Census Tract 7.07 to \$326,400 in Census Tract 7.10. This disparity correlates closely with the range of household and per capita incomes between Census Tract 7.07 and Census Tract 7.10 as discussed above. The Census data suggests that a significant percentage of homes in the area are owner occupied and are already paid off, particularly in Census Tracts 7.07 and 7.13. These two census tracts also have the lowest household incomes, indicating that while most residents live in homes that they own outright, they do so with limited incomes such as fixed retirement programs. Of those living in their own home with a mortgage, 30% to 51% of those homeowners were paying 30% or more of their monthly incomes for housing costs compared with 34.4% in all of Albuquerque. The percentage of renters in the East Gateway area paying more than 30% of their monthly income in housing costs tended higher, up to 66.7%, than the 49% of renters city-wide paying more than 30% of their monthly income for housing.

Table 3 - 2006-2010 American Community Survey Housing Data

	<i>Census Tracts Including MRA Boundaries</i>						<i>Albuquerque</i>
Category	Tract 7.07	Tract 7.08	Tract 7.10	Tract 7.13	Tract 7.14	Tract 8.01	
Total occupied housing units	2,240	2,771	2,261	2,763	2,186	1,206	222,578
Percent owner-occupied units	66.4%	55.6%	92.6%	46.2%	62.3%	0%	59.7%
Percent renter-occupied units	33.6%	44.4%	7.4%	53.8%	37.7%	100%	40.3%
Median rent percentage of household income	38.0%	34.7%	31.1%	33.8%	24.9%	29.2%	
Renter households that pay 30% or more of their monthly income on rent	66.7%	57.2%	47.5%	54.0%	44.0%	39.5%	49.0%
Median contract rent for renter-occupied housing units	\$538	\$544	\$1,200	\$538	\$747	\$1,128	\$652
Median value of owner-occupied housing units	\$114,300	\$166,000	\$326,400	\$150,500	\$216,300	*	\$178,400
Percent of owner-occupied housing units with mortgage	50.8%	65.1%	62.6%	53.6%	77.0%	*	73.6%
Percent of owner-occupied housing unit households with a mortgage, that pay 30% or more of their monthly income on housing costs	35.9%	51.3%	30.3%	46.1%	31.8%	*	34.4%

Race and Ethnicity

With the exception of the area's Hispanic and White populations, the East Gateway's population in terms of race and ethnicity is relatively similar to race/ethnicity within all of Albuquerque. Compared to the City as a whole, there are larger percentages of Whites, Asians, Native Americans, African Americans and those of "some other race" in the East Gateway area and a smaller percentage of Hispanics. (see Figures 10 and 11 below).

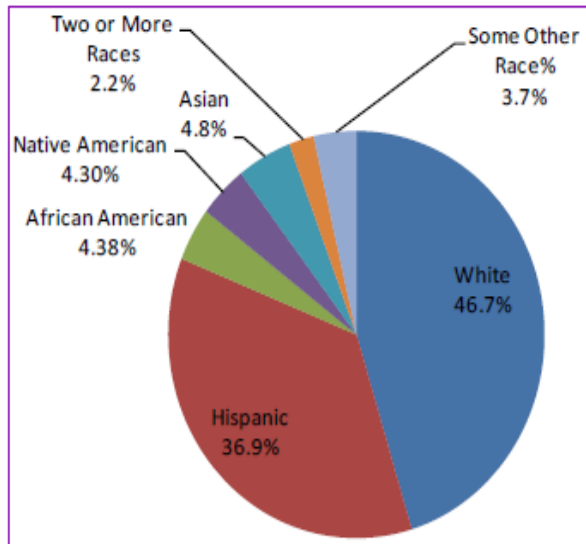


Figure 10 – East Gateway Race and Ethnicity

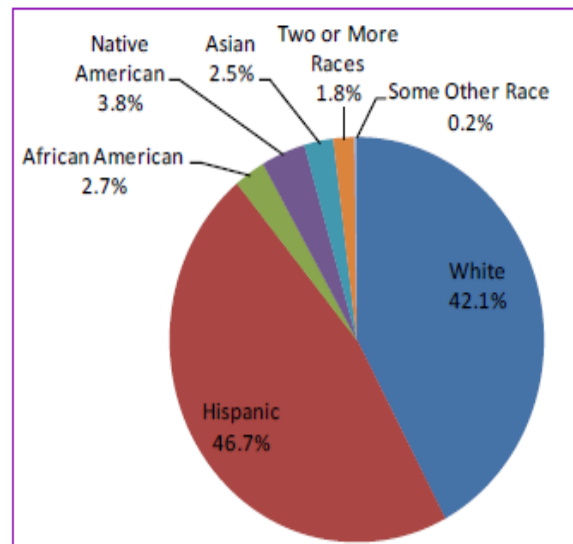


Figure 11 – Albuquerque Race and Ethnicity

EXISTING CONDITIONS

Current Businesses in the MR Area

During the development of this Plan, City of Albuquerque data showed that there were approximately 240 businesses located along the Central Avenue/Route 66 corridor in the East Gateway area in autumn 2009. These consisted primarily of service establishments, retail sales and light manufacturing. Of those:

- 30% were related to automobiles (repair, dealers, car washes, parts, body work, recreational vehicle sales).
- 15% provided services (massage, contractors, beauty, banks, loans, check cash, laundromat).
- 14% were described as retail (merchandise, beer/liquor, pawn, pharmacy, clothing, antiques, value merchandise).
- 12% were restaurants (26 full-service, 2 bars, 1 coffee shop).
- 9% were construction-related (building material, home contractors, roofers, remodelers).
- 7% were involved in manufacturing (jewelry, metal stamping, manufactured homes).
- 5% were related to hospitality (motels/hotels, recreational vehicle park/campground).
- There were 5 self-storage unit businesses, 1 recreational vehicle storage area, 1 mobile home park, 1 recreational vehicle park, and a fire station.
- Of the full-service restaurants, nearly 70% were national chains, while the remainder were locally owned and operated.

Market Study

A market analysis of the area was conducted in September 2013 by Catalyst Commercial and Gateway Planning Group. The two firms reviewed the capacity for retail, office and multi-family uses/needs in

the East Gateway MR Area in order to identify demand for each of these categories. The following is a summary of the report. The full study is included in the Appendices.

There were 371,000 jobs in the metro-area in 2013 according to the Current Employment Statistics (“CES”) survey of employers. The labor market appears to have bottomed out and strong growth is now projected for the next 10 years. Travel related jobs have created the largest increase in jobs in recent years. In 2012, there were 10.8 million visitors to the City. However, the sectors predicted to grow the fastest are professional services, health care and education. The market analysis cites \$195 per week in spending among the workforce on various daily expenditures, which implies there is a potential \$2.5 million market in retail and restaurants within a five minute drive of the study area.

Students are another potential untapped demographic for the study area. In 2012, the average annual discretionary spending per student increased by 37%, from \$4,069 to \$5,559. Approximately 36% of this discretionary spending is spent on groceries, full-service restaurants and fast-food. Based on the distance from campus and the amount of spending on campus, a conservative estimate indicates the potential to bring in \$12.6 million annually in student expenditures in the study area. This area also has potential to capture some of the growing demand for student housing.

Retail development opportunity is strong in this area due to the presence of many commuters and visitors to the district. Sources of retail demand included military bases, universities, airports, tourists and local commuters. There are over 2,200 businesses that employ nearly 13,000 workers within a five minute drive from the study area. The analysis estimates that some quality development with national and regional brands, convenient parking and a wide array of retail and dining options may easily capture 10% of potential retail expenditures from the local workforce, which is over \$8.6 million of the total. Added to that is the potential student discretionary spending, which is \$11 million annually.

Office development opportunities are fairly stagnant in the study area due to contractions in military and government spending. There is some demand for smaller office space, 10,000 to 15,000 square feet, if integrated with mixed-use developments.

The study found that multi-family housing demand is strong in Albuquerque and that there is some capacity for some multi-family product in the study area. The apartment market in Albuquerque has held up fairly well with occupancy rates holding at about 95% in 2011 and monthly rents edging upward, according to a CB Richard Ellis survey (Metcalf 2011). The market analysis estimates that the multi-family development opportunity in the study area could capture 26% of the annual demand for this product, approximately 165 units per year.

Public Transit

Efficient transit service is one of the most critical components of a successful redevelopment strategy in the East Gateway MR Area. ABQ Ride currently serves the East Gateway area with several bus routes, with Central Avenue served by a Rapid Ride route (Green Route 777) and the 66 Route. There are also connecting routes that run along Juan Tabo and Eubank Boulevards that provide service for commuters to KAFB and SNL.

Data from ABQ Ride showed that approximately 1,161,376 passengers rode ABQ Ride during August 2011. That tops the previous monthly high in September 2008 by about 60,000 riders. It also represents a 14% increase over August 2010, when ABQ Ride also topped over a million passengers. Additional data from August show that for the first time in history, ridership on ABQ Ride surpassed 12 million riders within a one-year period. According to ABQ Ride, Central Avenue accounts for 40-45% of system-wide

ridership. Furthermore, a 2010 Metropolitan Transportation Plan by the MRCOG showed that by the year 2035 the total daily traffic volume along Central Avenue will increase by 147% - from 36,812 vehicles in 2008 to 91,074 vehicles in 2035.

Existing Land Uses

The existing land uses in the East Gateway MR Area are highlighted in Figure 12 below.

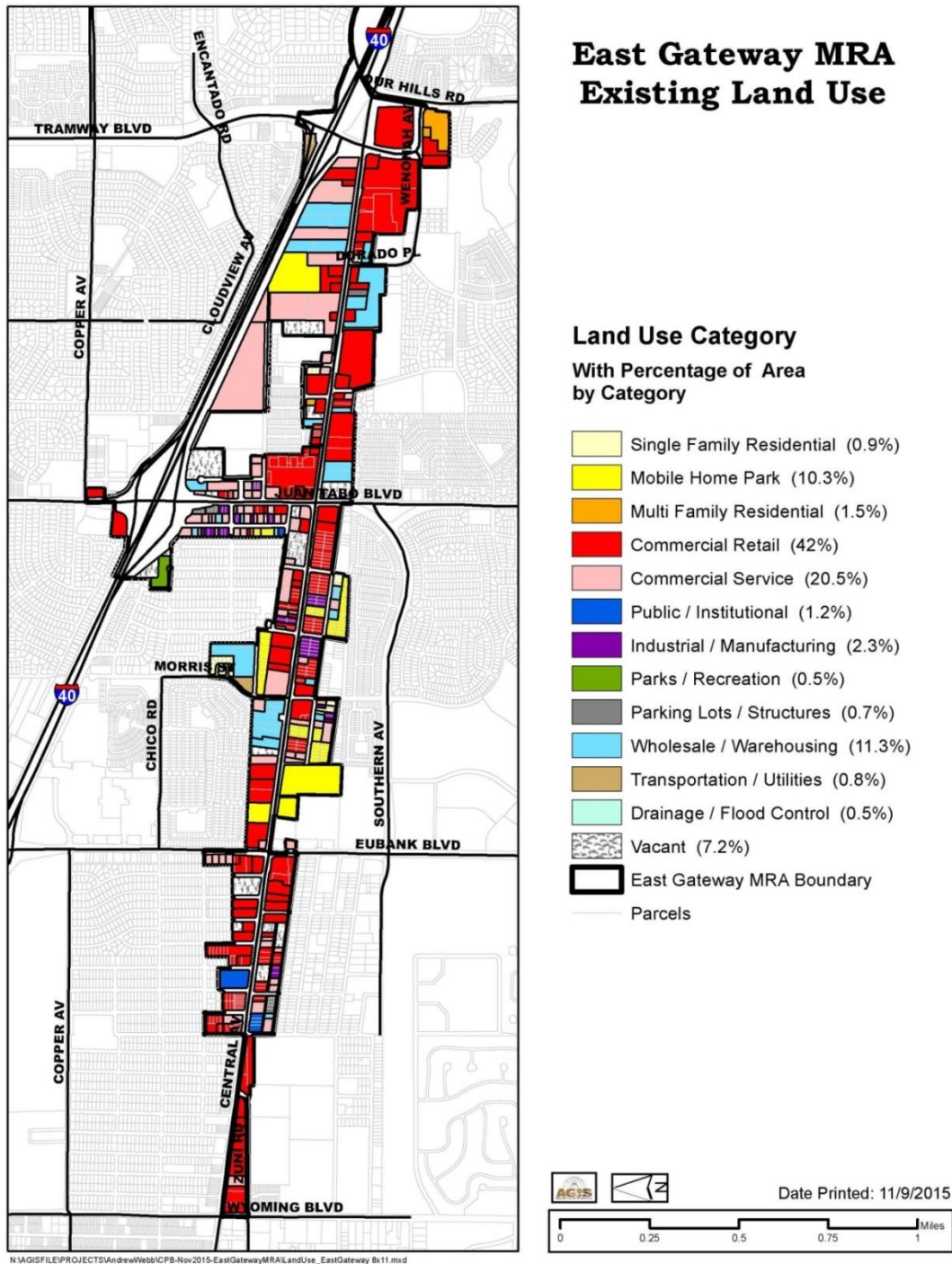


Figure 12 – Existing Land Use

Appendices

Appendix A – Bibliography

Appendix B – City or MRA Funding Sources

Appendix C – Business Owners Survey

Appendix D – Catalyst Commercial and Gateway Planning Group Market Study

APPENDIX A - BIBLIOGRAPHY

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APPENDIX B – CITY OR MRA FUNDING SOURCES

City of Albuquerque Capital Improvement Plan

The purpose of the City of Albuquerque's CIP is to enhance the physical and cultural development of the City by implementing the Albuquerque/Bernalillo County Comprehensive Plan and other adopted plans and policies. Through a multi-year schedule of public physical improvements, CIP administers approved capital expenditures for systematically acquiring, constructing, replacing, upgrading and rehabilitating Albuquerque's built environment. In practice, the CIP develops, and sometimes directly implements, diverse projects and improvements to public safety and rehabilitation of aging infrastructure such as roads, drainage systems and the water and wastewater networks. Funding for these projects comes from long-term bonds approved by the voters and issued by the City.

Tax-Increment Financing through Tax Increment Development Districts

TIF is an economic development tool available to local governments and developers in 49 states and the District of Columbia. TIF was originally created as a way to encourage reinvestment in older, blighted areas that were seen as too risky or costly for private investors to improve. Since then, its use has expanded and there are now thousands of Tax Increment Development Districts ("TIDDs") across the country.

New Mexico has a uniquely generous arrangement allowing for capture of state Gross Receipts Tax ("GRT") revenue in addition to city and county GRT and property tax through TIDDs (this type of TIF is not a part of the Metropolitan Redevelopment Code). First, a TIF district is defined for (re)development. Second, a baseline property and gross receipts tax is established within the district, known as the TIF's base GRT and base property tax. Third, the TIF district negotiates with the taxing agencies (City Council, County Commission, and/or Board of Finance/New Mexico Legislature) to receive up to 75% of the incremental increase in tax revenue resulting from the improvement within the district for up to 25 years. When and if the property in the district increases in value and sales revenues rise, these increases above the base are called the district's GRT increment and property tax increment. This money is used by the TIF district to pay the developer for the costs of infrastructure, land acquisition, demolition, utilities, planning and other improvements within the district. Tax exempt revenue bonds are issued by the TIF district to finance the infrastructure. At the date the TIF is terminated, the incremental taxes revert back to the taxing entities and they receive all the taxes paid from that point forward.

A TIF district can be viewed as a special purpose district that provides a way for the City of Albuquerque to reinvest added tax revenue from new development back into the area where it originated through financing new public improvements. The goal is to stimulate new private investment and thereby increase real estate values. An increase in tax revenues through higher property values is paid into the special TIF fund to finance public improvements to benefit the entire district. Potential investments include wider sidewalks, public area landscaping, street furniture, screening walls and lighting.

Tax Increment Financing can be a particularly useful economic tool for redevelopment. It is based on the assumption that successful redevelopment activities typically result in an increase in property values in an area, leading to an increase in property tax revenues. That incremental tax increase, or 'new' property tax revenues, can then be reinvested back into the designated MRA/TIF district.

Industrial Revenue Bonds

An Industrial Revenue Bond ("IRB") is a loan by a lender/bond purchaser to a company, where the loan proceeds and the loan repayments flow through a government issuer. The tax benefits of IRBs result from the form of the loan and the involvement of a government issuer (e.g., the City of Albuquerque). In its simplest form, an IRB structure involves a company (typically a corporation, a limited partnership or

limited liability company) that wants to purchase and/or construct and/or equip a facility. Instead of purchasing, constructing or equipping directly, the company enters into an agreement (usually a lease) with a government issuer. The agreement provides that the company will lease the facility from the government issuer, construct and equip the facility and, at the end of the lease term, purchase the facility from the issuer at a nominal price. Importantly, the company constructs and equips the facility as the agent of the issuer. In order to obtain the funds to purchase, construct and equip the facility, the issuer issues bonds. The City does not finance bonds; nor does it provide any credit enhancement. The proceeds of the bond sale are used to pay the expenses of the facility. The bonds are paid off solely with the payments made by the company to the issuer under the lease.

Only “projects” can be financed with IRBs. Projects include land, buildings, furniture, fixtures and equipment. Municipal projects (as opposed to county projects) do not include facilities used primarily for the sale of goods or commodities at retail and certain regulated utility projects.

Projects do not need to include land; they can be for equipment only. Also, any land included in a project need not be owned in fee simple. The costs of projects that can be financed are limited to capital costs and transaction costs. Working capital generally cannot be financed with IRBs, nor is there any benefit associated with doing so.

Metropolitan Redevelopment Bonds

Metropolitan Redevelopment Bonds provide a limited property tax abatement on the net improvements to the project site (i.e., current property taxes on the existing value of the property are not exempted). Also, Metropolitan Redevelopment Bonds do not offer gross receipts or compensating tax exemptions on the purchase of equipment for the facility. However, they are a reasonable option for projects that may not generally qualify for Industrial Revenue Bonds.

As with Industrial Revenue Bonds, the City does not provide the financing or credit enhancement for the bonds; the applicant is responsible for finding their own financing, based solely on the rates they can negotiate with the purchasers of the bonds. Financing and legal costs are paid by the applicant.

Metropolitan Redevelopment Bonds, while similar in some respects to Industrial Revenue Bonds, have certain differences. These bonds are restricted to financing projects in designated Metropolitan Redevelopment Areas and are available to a wider variety of projects. The public purpose for these projects is to stimulate redevelopment activities in economically distressed areas.

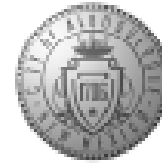
Public/Private Partnerships

Partnerships hold a high potential for redevelopment opportunities to occur in the East Gateway MRA area. The City can provide incentives through public financing or land holdings to serve as incentives/collateral for a variety of private groups.

APPENDIX C - BUSINESS OWNERS SURVEY

January 14, 2010

QUESTIONS FOR EAST GATEWAY BUSINESS OWNERS



The East Gateway Metropolitan Redevelopment Plan seeks to create recommendations for the revitalization of the East Gateway Area. The City is not committed to these recommendations; however, the MR plan recommendations weigh heavily in the City development and capital implementation decision-making processes.

Contact – Gabriel Rivera, Brownfields Metropolitan Redevelopment Planner for the East Gateway MR Area, 924-3479, [jgrivera@cabq.gov](mailto:ggrivera@cabq.gov)

1)	Business Name/Location
2)	Business Owner/Telephone #:
3)	How long has your business been here?
4)	Do you own property or lease?
5)	Why did you open your business here, or locate here?
6)	What are your hours of operation? When do you have the most customers? (Time of day, seasonal?)
7)	What is business like? a. Good b. OK c. Not so good d. Looking to expand e. Might downscale
8)	How many employees do you have at your business approximately? Have you had to lay off anyone or cut hours in the past year?
9)	Where do your customers come from? a. Neighborhood b. All over Albuquerque c. All over the state d. Offices in the neighborhood
10)	What proportion of your customers are a. walk-by _____ b. drive-by? _____
11)	What improvements would most benefit the business climate for your operations? a. More people working in the area b. More people living in the area c. Streetscaping d. Façade Improvement monies e. Road Improvements f. Lighting g. Signage h. Improved safety i. Parks

QUESTIONS FOR EAST GATEWAY BUSINESS OWNERS

12)	What character description/branding of the East Gateway Area do you recommend for marketing purposes? a. Mountain/Recreation b. Gateway to Albuquerque c. Alternative Energy/Technology d. Route 66 e. Other _____
13)	What private investments into the area would best benefit your business? a. Hospitality Industry b. Fun centers c. Entertainment center- movies-theatres d. Outdoor recreation businesses e. Fine dining f. Health facilities g. Manufacturing ports h. Small private entrepreneurial investments i. Local crafts/farmers markets j. Other _____
14)	In your opinion, what might be a successful new use for the large, vacant lots in the East Gateway Area? a. Parks b. Large developments – commercial, office, manufacturing c. Retail developments for the neighborhood d. Housing - to increase the population and customer base in the area e. Other _____
15)	How do local bus ports affect your businesses? (Do you mean bus stops? Or places like Alvarado Station?) a. Bring in customers b. Increase crime/traffic c. No effect d. Other _____
16)	What improvements to the appearance of your business will most benefit you, if any? a. Better parking b. Façade Improvements/beautification c. Streetscapes/artscapes d. Other _____

APPENDIX D – CATALYST COMMERCIAL AND GATEWAY PLANNING GROUP MARKET STUDY