

Clayton Heights

Metropolitan Redevelopment Area Plan

An Albuquerque Gateway Neighborhood



Prepared for:

**Albuquerque City Council
Albuquerque Development Commission
Albuquerque Planning Department**



Adopted June 7, 2010

CITY of ALBUQUERQUE

SEVENTEENTH COUNCIL

COUNCIL BILL NO. R-07-220 ENACTMENT NO. R-2007-059

SPONSORED BY: Isaac Benton, by request

RESOLUTION

DESIGNATING THE CLAYTON HEIGHTS/LOMAS DEL CIELO METROPOLITAN REDEVELOPMENT AREA, MAKING CERTAIN FINDINGS AND DETERMINATIONS PURSUANT TO THE METROPOLITAN REDEVELOPMENT CODE, AND AUTHORIZING AND DIRECTING THE METROPOLITAN REDEVELOPMENT AGENCY TO PREPARE A METROPOLITAN PLAN FOR THE CLAYTON HEIGHTS/LOMAS DEL CIELO METROPOLITAN REDEVELOPMENT AREA.

WHEREAS, Section 3-60A-8 NMSA 1978 of the Metropolitan Redevelopment Code (Sections 3-60A-1 through 3-60A-48 NMSA 1978) states: "A municipality shall not prepare a metropolitan redevelopment plan for an area unless the governing body by resolution determined the area to be a slum area or a blighted area, or a combination thereof, and designated the area as appropriate for a metropolitan redevelopment project."; and

WHEREAS, the City of Albuquerque ("City") and the Metropolitan Redevelopment Agency of the City and their employees and agents, have for some time engaged in a study of blighted areas within the City, and have submitted their findings and recommendations concerning the area detailed in the Clayton Heights/Lomas Del Cielo Metropolitan Redevelopment Area Designation Report which is attached as Exhibit A. to this Resolution and incorporated herein by reference; and

WHEREAS, pursuant to Section 30-60A-8 NMSA 1978 of the Metropolitan Redevelopment Code, the Council caused to be published in the Albuquerque Journal, a newspaper of general circulation, a notice containing a general description of the proposed metropolitan redevelopment area and the date, time and place where the Council will hold a public hearing to consider the

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1 adoption of this resolution and announcing that any interested party may
2 appear and speak to the issue of the adoption of this resolution; and

3 WHEREAS, the Albuquerque Development Commission held an advertised
4 public meeting on January 17, 2007, took testimony from the public, and
5 recommended to the Council the designation of the Clayton Heights/Lomas
6 Del Cielo Metropolitan Redevelopment Area, as set forth in the Staff Report
7 attached to this resolution as Exhibit B.; and

8 WHEREAS, The Land Use Planning and Zoning Committee of the Council
9 and the City Council, at a time and place designated in a public notice, to hear
10 and consider all comments of all interested parties on the issue of the
11 adoption of this resolution; and

12 WHEREAS, the Council has considered the findings and determinations set
13 forth in Exhibit A. attached hereto; the Staff Report attached as Exhibit B; and
14 all comments made at the public hearing concerning the conditions which
15 exist in the proposed Clayton Heights/Lomas del Cielo Metropolitan
16 Redevelopment Area.

17 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
18 ALBUQUERQUE:

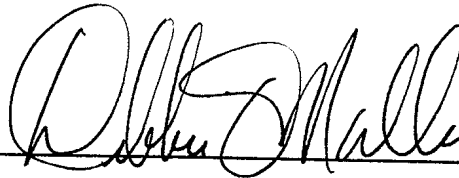
19 Section 1. The Council finds and determines that the area from Avenida
20 Cesar Chavez south on University to Gibson Blvd., East on Gibson Blvd. from
21 University to Colombia Dr., North on Colombia Dr. from Gibson to Vail, West
22 on Vail from Colombia Dr. to Alley Way running parallel to Cornell Dr. so that
23 residential units are excluded and vacant fields are included, North on Alley
24 Way from Colombia Dr. to Kathryn Ave., East on Kathryn Ave. from the Alley
25 parallel to Cornell to Colombia Dr., North on Colombia Dr. from Kathryn Ave.
26 to Santa Clara/Avenida Cesar Chavez, West on Santa Clara/Avenida Cesar
27 Chavez to Yale Blvd., North on Yale Blvd. to Bell Avenue, West on Bell Avenue
28 to Buena Vista, South on Buena Vista to Avenida Cesar Chavez, then West
29 back to University. The proposed MRA excludes land owned by the University
30 of New Mexico, Albuquerque Public Schools and other public lands. The
31 Clayton Heights/Lomas del Cielo area further described in Exhibit A. to this
32 Resolution, is, by reason of the presence of a substantial number of
33 deteriorated structures, unsafe conditions, deterioration of site and other

1 improvements, obsolete and impractical planning and platting and low levels
2 of commercial activity and redevelopment which substantially impair and
3 arrest the sound growth and economic well being of the City and the Clayton
4 Heights/Lomas del Cielo area, constitute an economic and social burden and a
5 menace to the public health, safety, and welfare in its present condition and
6 use, the blighted areas that are appropriate for a metropolitan redevelopment
7 project or projects and are hereby designated the Clayton Heights/Lomas del
8 Cielo Metropolitan Redevelopment Area.

9 Section 2. The Council finds that the rehabilitation, conservation,
10 development and redevelopment of and in the Clayton Heights/Lomas del
11 Cielo Redevelopment Area is necessary in the interests of the public health,
12 safety, morals and welfare of the residents of the City.

13 Section 3. The Metropolitan Redevelopment Agency is hereby authorized
14 and directed to prepare a Metropolitan Redevelopment Plan or Plans for the
15 Clayton Heights/Lomas del Cielo Area which, without limitation, shall seek to
16 eliminate the problems created by the blighted conditions in the area, shall
17 conform to any general plan for the City as a whole, and shall be sufficient to
18 indicate the proposed activities to be carried out or encouraged in the area
19 and the Plan's relationship to defined local objectives respecting land uses,
20 improved traffic patterns and controls, public transportation, public utilities,
21 recreational and community facilities, housing facilities, commercial activities
22 or enterprises, and other public improvements.

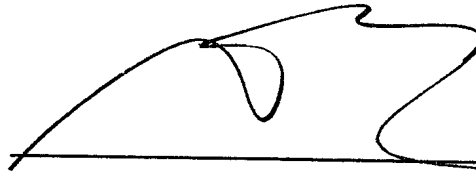
1 PASSED AND ADOPTED THIS 21st DAY OF May, 2007
2 BY A VOTE OF: 9 FOR 0 AGAINST.
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8 Debbie O'Malley, President
9 City Council
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12 APPROVED THIS 15 DAY OF June, 2007
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15 Bill No. R-07-220
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19 Martin J. Chavez, Mayor
20 City of Albuquerque
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25 ATTEST:
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29 City Clerk
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CITY of ALBUQUERQUE

NINETEENTH COUNCIL

COUNCIL BILL NO. R-10-47 ENACTMENT NO. R-2010-080

SPONSORED BY: Isaac Benton, Rey Garduño by request

RESOLUTION

APPROVING THE CLAYTON HEIGHTS METROPOLITAN REDEVELOPMENT PLAN.

WHEREAS, the New Mexico Legislature has passed the Metropolitan Redevelopment Code (herein “Code”), Sections 3-60A-1 to 3-60A-48 inclusive NMSA, 1978, as amended, which authorizes the City of Albuquerque, New Mexico (the “City”) to prepare metropolitan redevelopment plans and to undertake and carry out metropolitan redevelopment projects; and

WHEREAS, The City Council, the governing body of the City, (the “City Council”) after notice and public hearing as required by Code, has duly passed and adopted Council Resolution No. R-07-220 Enactment R-2007-059, finding, among other things, that one or more blighted areas exist within the corporate limits of the municipality and that the rehabilitation, conservation, development and redevelopment of and in the Area designated as the Clayton Heights Metropolitan Redevelopment Area is necessary in the interest of public health, safety, morals and welfare of the residents of the City; and

WHEREAS, the City Council, by Resolution No. R-07-220 Enactment R-2007-059, has made certain findings which declare the Clayton Heights Metropolitan Redevelopment Area to be blighted, has designated the Area as appropriate for Metropolitan Redevelopment Projects and has called for the preparation of a metropolitan redevelopment plan identifying the activities to be carried out to eliminate the present conditions; and

WHEREAS, the Albuquerque Development Commission, which acts as the Metropolitan Redevelopment Commission under the provisions of the City Council Ordinance 14-8-4-1994, (the “Commission”) recommends approval of

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1 the Clayton Heights Metropolitan Redevelopment Plan (the “Plan”) for the
2 redevelopment of the Area, as required by the Code; and

3 WHEREAS, the City Council has conducted a public hearing, after proper
4 notice as required by the Code, on the Plan; and

5 WHEREAS, the Plan proposes redevelopment of certain sites within the
6 project area; and

7 WHEREAS, the Plan proposes a coordinated redevelopment of certain
8 public and private projects in the area which will meet the objectives of the
9 code and will benefit the City’s efforts to revitalize the Clayton Heights
10 Metropolitan Redevelopment Area; and

11 WHEREAS, this Plan for projects will promote the local health, general
12 welfare, safety, convenience and prosperity of the inhabitants of the City and
13 will benefit the City’s effort to revitalize the area.

14 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
15 ALBUQUERQUE:

16 SECTION 1. The City Council, after having conducted a public hearing
17 pursuant to the code, finds that:

18 A. The Plan and the proposed redevelopment of the Clayton Heights
19 Metropolitan Redevelopment Area will aid in the elimination and prevention of
20 blight or conditions which lead to development of blight.

21 B. The Plan does not require the relocation of any families or
22 individuals from their dwellings; therefore, a method for providing relocation
23 assistance is not required.

24 C. The Plan complements the Albuquerque/Bernalillo County
25 Comprehensive Plan and affords maximum opportunity consistent with the
26 needs of the community for the rehabilitation and redevelopment of the
27 Clayton Heights Metropolitan Redevelopment Area by the public activities and
28 the private enterprise; and the objectives of the Plan justify the proposed
29 activities as public purposes and needs.

30 D. The Plan, attached as Exhibit A, and made a part hereof, is
31 approved in all respects.

32 SECTION 2. The entire Clayton Heights Metropolitan Redevelopment Area
33 is specifically included for purposes of tax increment financing.

1 **SECTION 3. The City shall support efforts to establish other plans and**
2 **studies to further the objectives of the Plan specifically an updated Master**
3 **Plan for the Korean War Veterans Park and the Loma Linda Community Center**
4 **and related street improvements.**

5 **SECTION 4. SEVERABILITY CLAUSE. If any section, paragraph, sentence,**
6 **clause, word or phrase of this resolution is for any reason held to be invalid or**
7 **unenforceable by any court of competent jurisdiction, such decision shall not**
8 **affect the validity of the remaining provisions of this resolution. The Council**
9 **hereby declares that it would have passed this resolution and each section,**
10 **paragraph, sentence, clause, word or phrase thereof irrespective of any**
11 **provisions being declared unconstitutional or otherwise invalid.**

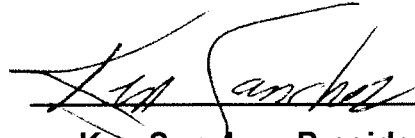
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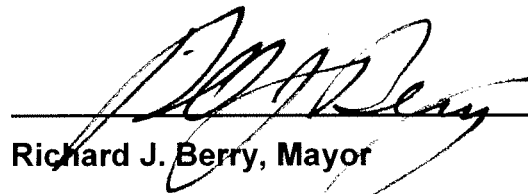
1 PASSED AND ADOPTED THIS 7th DAY OF June, 2010
2 BY A VOTE OF: 8 FOR 0 AGAINST.

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4 Excused: Jones

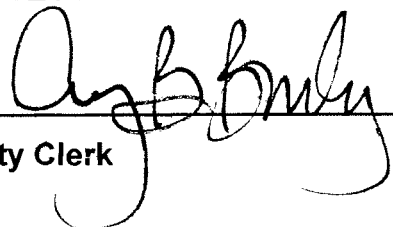
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7 Ken Sanchez, President
8 City Council
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11 APPROVED THIS 24 DAY OF June, 2010
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14 Bill No. R-10-47

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18 Richard J. Berry, Mayor
19 City of Albuquerque
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22 ATTEST:

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25 City Clerk
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Acknowledgements

City of Albuquerque

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Debbie O'Malley, District 2

Rey Garduño, District 6

Isaac Benton, District 3

Michael D. Cook, District 7

Brad Winter, District 4

Trudy Jones, Vice President, District 8

Dan Lewis, District 5

Don Harris, District 9

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Jeanette Baca

Archie Garcia

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Adopted June 7, 2010

Table of Contents

I. Introduction.....	3
II. Community Participation.....	4
A. Steering Committee	
B. Community Workshops	
III. Existing Conditions.....	5
A. Planning Framework	
B. Land Use and Zoning	
C. Transportation and Traffic Analysis	
D. Demographics/Market Study Summary	
IV. Redevelopment Plan Recommendations.....	19
A. Clayton Heights Revitalization Vision, Goals and Objectives	
B. Transportation Projects	
C. Redevelopment Projects	
D. Gateway Neighborhood Concept	
E. Redevelopment Priority Projects	
V. Funding Sources	35
VI. Appendix.....	44
A. Community Workshop Flyer	
B. Community Workshop Agenda	
C. Community Meetings Participants	
D. Clayton Heights/Lomas del Cielo MRA Designation Report	
E. S. Yale Blvd/Clayton Heights Market Study (Gibbs and Associates)	
F. Traffic Operations and LOS Analyses	

I. Introduction

The New Mexico Metropolitan Redevelopment Code (3-60A-1 to 3-60A-48 NMSA 1978) provides cities in New Mexico with the powers to correct conditions in areas or neighborhoods within municipalities which “substantially inflict or arrest the sound and orderly development” within the city. These powers can help reverse an area’s decline and stagnation; however, the City may only use these powers within designated Metropolitan Redevelopment Areas (MRA). Designation of an MRA is based on findings of “slum or blight” conditions, as defined in the Metropolitan Redevelopment Code (3-60S-8). The criteria set by the Code for a “blighted” area include physical and economic conditions.

In January, 2007, the Albuquerque Metropolitan Redevelopment Agency completed, and the City Council subsequently approved, the Clayton Heights/Lomas del Cielo Metropolitan Redevelopment Area Designation Report. This report concluded that this area clearly demonstrated existing conditions within the Clayton Heights/Lomas del Cielo area that met the criteria for “blighted” area designation as defined by the Metropolitan Redevelopment Code. The conditions existing in the neighborhood “substantially impair the sound growth and economic health and well being “ of the Clayton Heights/Lomas del Cielo area.

The Metropolitan Redevelopment Area designation of the Clayton Heights neighborhood will assist in achieving the following goals:

- Elimination of detrimental public health and welfare conditions.
- Conservation, improvement and expansion of available housing.
- Improvement of economic conditions through coordinated public and private investments.

II. Community Participation

The community participation process occurred through a number of ways. There was an 11 member neighborhood steering committee organized to assist the consultants and city staff in drafting the plan. Four meetings were conducted with the steering committee during the planning process.

There were also opportunities for the neighborhood to provide comments to the city staff through the city's website. The drafts of the Clayton Heights MRA Plan were available on the Planning Department's webpage for review.

A community workshop/charrette was conducted initially in the planning process that provided the neighborhood residents and property owners an opportunity to discuss the neighborhood revitalization vision, identify projects for the master plan, and prioritize the revitalization projects. The brochure describing the workshop, and the draft plans prepared at the workshop, are included in the appendix.

The draft Clayton Heights MRA Plan was presented at two well-attended neighborhood meetings at the Loma Linda Community Center. Based on the residents' input, several revisions to the plan were incorporated to achieve their approval of the plan.



III. Existing Conditions

The Clayton Heights area is a vital part of Albuquerque. South Yale Boulevard traverses the center of the neighborhood, and is an established City gateway into the Albuquerque Sunport and the University of New Mexico campus. It also serves as a major transportation route to the UNM and City Sports Complex and the Downtown area. Yale Boulevard is also a designated route for the City's proposed Modern Streetcar project. South Yale Boulevard, although very automobile-oriented, has the potential to become a pedestrian-oriented and mixed use corridor. The scale of the street and parcel sizes, which are comparatively smaller here than on some of the newer, outlying corridors, allows for a potential character of redevelopment to emerge which is conducive to greater retail, residential and pedestrian activity. The area's potential is unrealized due to large areas of vacant or underutilized land, dysfunctional streets and pedestrian connectivity, and large areas of unimproved parking. The goal of this plan is to develop strategies for implementation that address technical issues about the area while providing a revitalization vision for the future.

The Clayton Heights area is adjacent to some of the region's most important institutions and destinations. Located less than 2 miles southeast of the Downtown, Clayton Heights is surrounded by the Albuquerque International Airport, Kirkland Air Force Base, the Nob Hill shopping district, the University of New Mexico (UNM) and the UNM Science and Technology Park.



III. Existing Conditions

Planning Framework

In developing the Clayton Heights Metropolitan Redevelopment Area Plan, adopted City plans were reviewed for their policies and goals guiding development in the area. The MRA Plan complies with and furthers the goals and policies of these adopted plans:

Albuquerque/Bernalillo County Comprehensive Plan

The Comprehensive Plan provides general policy framework for development in the City and County. It designates the Clayton Heights area as part of the City's Established Urban Area with directives for compact mixed-use and higher density development along its primary streets. The goal of the Plan's Centers and Corridors policies is to create market conditions which support development of activity centers and corridors that contribute to the redevelopment of these designated areas. By developing and connecting transit corridors with activity centers vehicle needs are balanced with other forms of transportation that reduce the auto dependency, trip times, and increase citizens usage of multi-modal transportation services, including public transit, bicycle and pedestrian opportunities. The Clayton Heights Metropolitan Redevelopment Area Plan represents an opportunity to create the mix of land uses and densities that promotes the use of transit and links designated enhanced pedestrian connections to major activity centers. Nearby Comprehensive Plan designated "Major Activity Centers" include the Sunport, University of New Mexico, CNM, Downtown and Nob Hill. Comprehensive Plan designated "Special Activity Centers" include UNM Sports Complex, Isotopes Park, and the City Veloport. Comprehensive Plan designated "Enhanced Transit Corridors" include University Blvd, Gibson Blvd, and Yale Blvd (south of Gibson).

Albuquerque Planned Growth Strategy

The Planned Growth Strategy (PGS), adopted in 2002, proposes a strategy for creating new vitality in existing neighborhoods by developing various regulatory and non-regulatory mechanisms to encourage quality community-based infill development and redevelopment. As part of its overall implementation strategy, the PGS encourages the adoption of Smart Growth and Traditional Neighborhood Development principles, codes and processes for inclusion into local governing plans, such as Sector Development Plans and Metropolitan Redevelopment Plans. The Traditional Neighborhood Development principles advocated by the PGS include: Creating economic and social vitality by allowing a mixture of complementary land uses including housing, retail, offices, commercial services, and civic uses; developing commercial and mixed-use areas that are safe, comfortable and attractive to pedestrians; reinforcing streets as public places that encourage pedestrian and bicycle travel; encouraging efficient land use by facilitating compact, high-density development and minimizing the amount of land that is required for surface parking; and facilitating development (land use mix, density and design) that supports public transit.

The City of Albuquerque Comprehensive Zoning Code South Yale Sector Development Plan (SDP)

The Clayton Heights MRA Plan area is regulated by either the conventional zoning districts in the City's Zoning Code, or portions of the plan area are regulated by the SU (Special Use) designations as defined in the South Yale SDP. The South Yale SDP is a form-based code that creates a walkable mixed use environment that supports the revitalization of the area. The Clayton Heights MRA plan incorporates the higher intensity mix uses permitted in the South Yale SDP.

III. Existing Conditions

Long Range Bikeways System Map

The Middle Region Council of Governments Long Range Bikeway Plan designates Buena Vista Drive as a Bike Route sharing the street with the traffic lane, and University and Gibson Boulevard as Bike Lanes, with a designated lane separated from the vehicular traffic lane.

Long Range Roadway Plan

The Middle Region Council of Governments' Long Range Roadway map designates Yale Boulevard, University Boulevard and Cesar Chavez as minor arterials, Girard Boulevard and Santa Clara as Collectors, and Gibson Boulevard as a limited access Principal Arterial. As the MRA Plan proposes no modifications to area street designations which would impact capacity, no changes to the streets classifications are required.

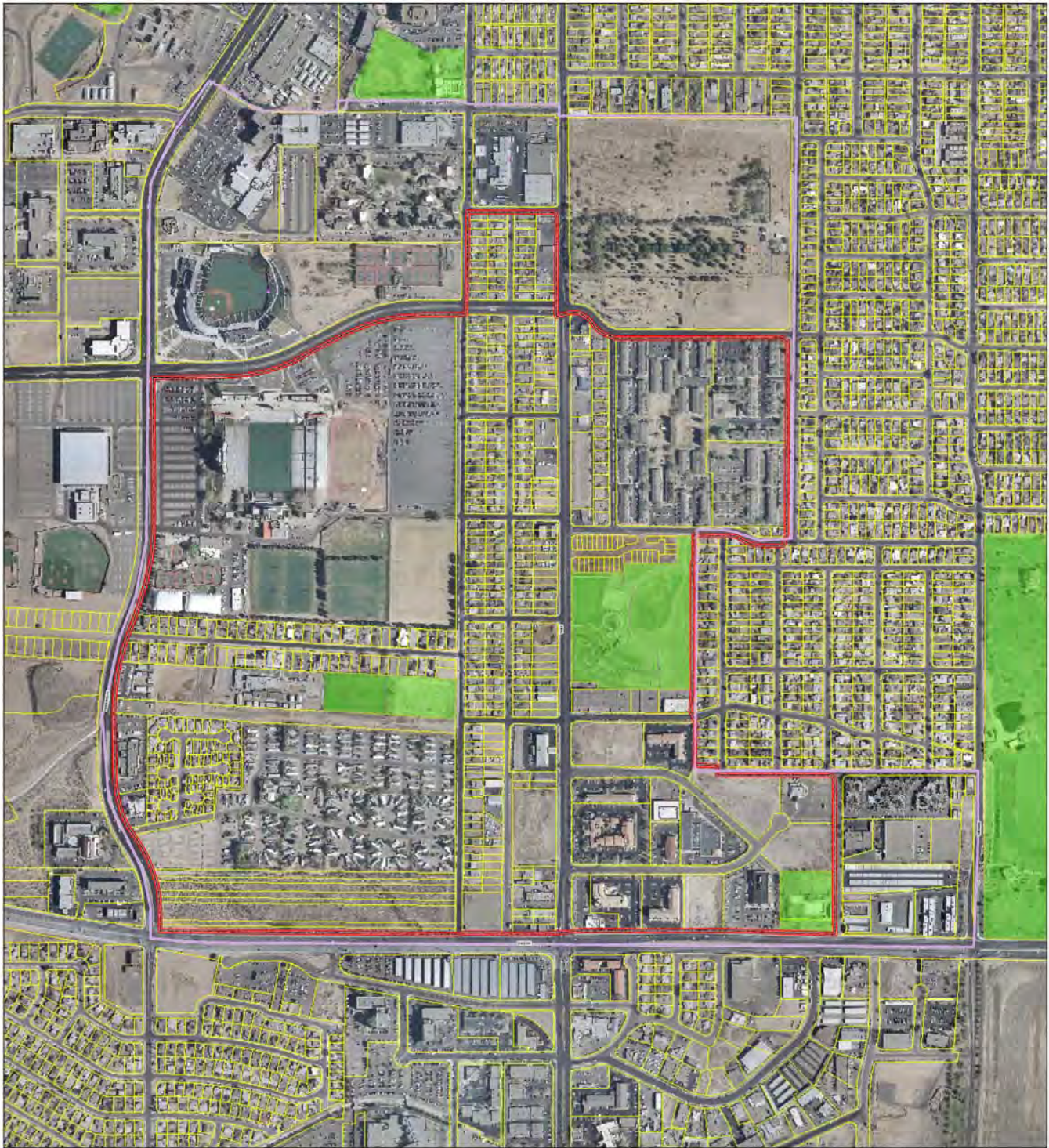
Albuquerque Modern Streetcar

The City's modern streetcar project has been in planning since 1999, when it was initially envisioned as a light rail system. Unlike light rail, streetcar systems cost substantially less and are designed for local, shorter trips with slower speeds and more frequent stations. Streetcars are able to share a lane with automobiles, allowing them to fit into a lane of traffic without altering traffic flow. Because the streetcar flows with the traffic, like a bus, and is subject to the same traffic signals as other vehicles, it operates safely in high-pedestrian areas. The proposed routing for Albuquerque's modern streetcar will take the street-cars along Cesar Chavez and Yale Boulevard in their "Downtown – Sunport" route. This routing was identified for its proximity to multiple sports related venues, for the availability of underutilized land along Yale Boulevard with significant redevelopment potential, and nearby park and ride facilities, including UNM student parking and the Loma Linda Community Center.

UNM South Campus Masterplan

The 2007 UNM South Campus Masterplan covers the large parcels of land owned by the University of New Mexico. The plan divides the South Campus into two areas: The Research Park, located within the northwest portion of the South Campus and the Athletics South Campus. The masterplan list of potential projects for Research Park includes a hotel development, parking garage development, as well as continued Research Park development. According to the masterplan, the large area of vacant land located south and west of the Pit was not included in the planning effort; instead the plan identified the area as an opportunity for future expansion of the Athletics South Campus. Recognizing that the existing character of the area is defined by isolated facilities surrounded by parking, the masterplan identifies as its primary objective "unifying the South Campus in a manner similar to the main academic campus through an emphasis on the pedestrian oriented design." The plan sets out circulation concepts and landscape concepts to improve pedestrian navigation in the area, create a more pleasurable walking experience and establish a campus identity. The plan also addresses aesthetic modifications to the structures in the area as a mechanism for creating a more visually pleasing environment and creating a unique South Campus identity. The masterplan acknowledges neighborhood concerns related to the current aesthetic character as well as event impacts and neighborhood livability.

III. Existing Conditions



Clayton Heights Metropolitan Redevelopment Area



Community
by Design
101 N. 1st Ave. N.E.
Albuquerque, NM 87102
505.243.1017

City of Albuquerque Parks
Parcels

Public Facilities

South Yale SDP
Clayton Heights MRA
Parcels

Boundaries and locations are approximate and do not represent a survey

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III. Existing Conditions

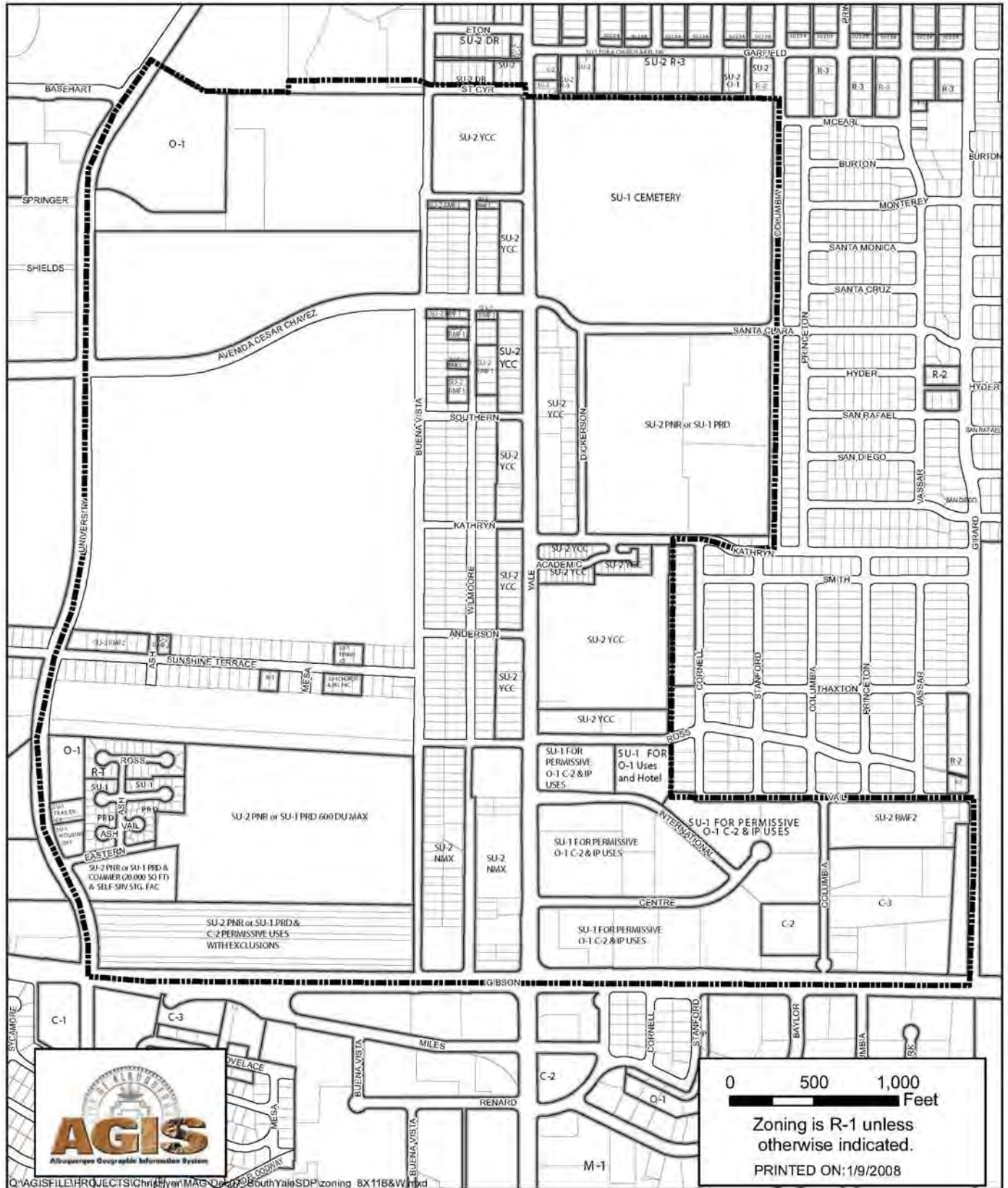


Figure 4: Zoning established by the South Yale Sector Development Plan

III. Existing Conditions

Demographic Overview and Market Study Summary

The South Yale Corridor Market study was prepared as part of the South Yale Sector Development Plan by Gibbs Planning Group in July, 2007. A summary of the study is provided below, and the entire study is in the MRA Plan's appendix.

<u>2007 Population Characteristics</u>	<u>1 Mile Radius</u>
Population	13,725
Population (2012)	14,380
Median Household Income	\$27,220.
Average Household Income	\$40,129.
Median Per Capita Income	\$20,343.
Median Age	29.1
American Indian Alone	6.0%
Asian or Pacific Islander Alone	8.2%
Black Alone	6.1%
Hispanic Origin	33.1%
White Alone	62.3%
Median Home Value	\$175,163.
Housing Units	7,550.
Owner Occupied Housing Units	27.3%
Renter Occupied Housing Units	62.5%
% Enrolled in College (2000)	20.2%
Employed in White Collar Businesses	63%

- The trade area includes a two-mile radius from the center of the Clayton Heights planning area.
- There are 54,600 residents in 24,700 households (an average of 2.2 persons per household)—this is a large population to draw upon.
- There are 27,340 housing units, with 50% renter occupied; within the immediate trade area, the figure is 60% renter occupied. With only 40% owner-occupied, the area could experience further deterioration and loss of stability.
- Median home value in the two-mile area is \$210,000; it is only \$175,000 in the one-mile area.
- Median age in the two-mile trade area is 33 vs. 29 in the one-mile trade area; this is relatively young. 20% of those in the one-mile area are enrolled in college.
- Median household income is \$36,200, with 22% over \$75,000; this is below the average for the Albuquerque Area.
- The median in the one-mile trade area is only \$27,220.
- Average household income is \$65,200.

Existing Market Demand

- UNM has 26,000 students, 20,000 employees, and many sports fans, providing a large number of potential shoppers who drive through or near Clayton Heights. Some of them might like to live in the neighborhood to cut down on commuting.

III. Existing Conditions

- The Albuquerque Sunport serves 6.5 million passengers per year and is another source of potential shoppers to the south.
- There is substantial drive through traffic, including commuters to Kirtland AFB.
- There is presently 650,000 square feet of excess retail in the two-mile trade area in apparel, books, pharmacy, restaurants, sporting goods, and supermarkets; this means that buyers from outside the area are making purchases to enable the excess sales (beyond local demand) to occur.
- Annual retail sales in the two-mile trade area are now \$77.8 million.

Unserviced Retail Demand

- There are 28,200 square feet of unserved retail demand in the two-mile trade area that could be served by additional business; this would produce \$9.35 million in annual retail sales, an increase of 12%. The demand is for the following businesses:
 - Junior department store: 14,000 SF
 - Home improvement/hardware: 6,500 SF
 - Furniture & home furnishings: 1,500 SF
 - Shoe store: 1,200 SF
 - Drinking places: 5,000 SF

Potential Future Residential Demand--2012

- By 2012, there will be a demand from within the one-mile market area for 200 owner-occupied housing units with a median value of \$210,000. The market would be best served by units of 1600-2200 square feet, with 2-3 baths and attached garages.
- There will also be a demand for 300 rental units of 600-1000 square feet and 1-3 bedrooms.
- Within the two-mile trade area, there will be a demand for a total of 1,850 additional units.
- The unit mix should include detached single family units, townhouses, stacked flat condos, and garden apartments.
- Additional demand for housing from outside the market area might also be served.

III. Existing Conditions

Transportation and Traffic Analysis

The Clayton Heights neighborhood has a mix of transportation facilities and travel modes. The roadway network is a series of arterial and local streets that serve the local and greater Albuquerque communities. The neighborhood is served by transit, with four ABQ Ride routes providing scheduled service within the community. Pedestrian and cyclists are served by sidewalks along each of the streets, with bicycle lanes and routes serving most neighborhood areas. The backbone of the neighborhood is Yale Blvd, a 5-lane minor arterial roadway south of Avenida Cesar Chavez and 3-lane roadway to the north. The community is also served by three additional arterial roads and a series of local streets. Table 1 summarizes the existing arterial system.

Table 1 Existing (2008) Arterial Roadway Summary

Roadway	Daily Traffic	Lanes	Functional Classification	Speed Limit	Transit Route	Bicycle Facility	Parking
Yale Blvd	13,300	5/3	Minor Arterial	40 mph	16/18, 50	none	none
Gibson Blvd	33,900	7	Principal Arterial	45 mph	16/18, 96, 317	Trail, Lanes	none
Avenida Cesar Chavez	16,800	7	Principal Arterial	35 mph	none	Route	none
University Blvd	6,900	5	Minor Arterial	40 mph	16/18, 317	Lanes	none

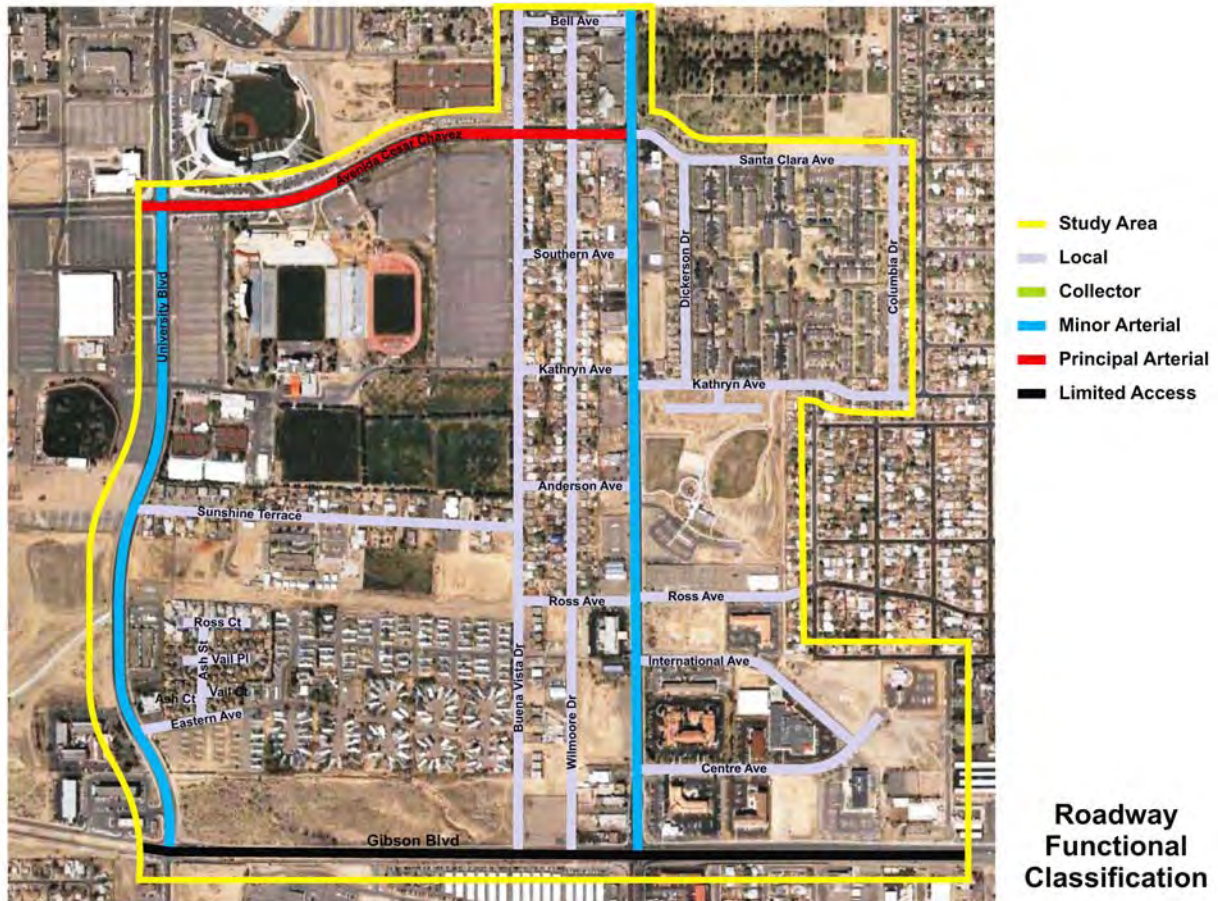
Each of the arterial roads within Clayton Heights has sidewalks along each roadside. Transit serves the community via four ABQ Ride routes. There are two local service routes, the #16/18 and the #50. The Route #16/18 is a local circulator route that serves Broadway Ave, University Blvd and Gibson Blvd communities. The bus runs every 45 minutes and has frequent stops to serve the local community along University Blvd, Gibson Blvd, Yale Blvd, and Kathryn Ave. Route #50 is a local service that travels between downtown Albuquerque and the Albuquerque Sunport, utilizing Yale Blvd within Clayton Heights. Buses are scheduled every 30 minutes during the day. The remaining two routes, #96 and #317, are peak period commute routes that provide peak direction service to Kirtland Air Force Base (KAFB). These buses provide service to KAFB in the AM peak and from the base during the PM peak. Route #96 uses Gibson Blvd, and Route 317 utilizes both University Blvd and Gibson Blvd.

Bicycle facilities are designated on numerous roadways within Clayton Heights. Table 1 lists the facilities on the arterial system. In addition, Buena Vista Dr, Santa Clara Ave and Columbia Dr are signed bicycle routes. Sunshine Terrace, between University Blvd and Buena Vista Dr is identified as a future bicycle route. It should be noted that all residential streets are designed to accommodate bicycles and are typically bicycle friendly environments.

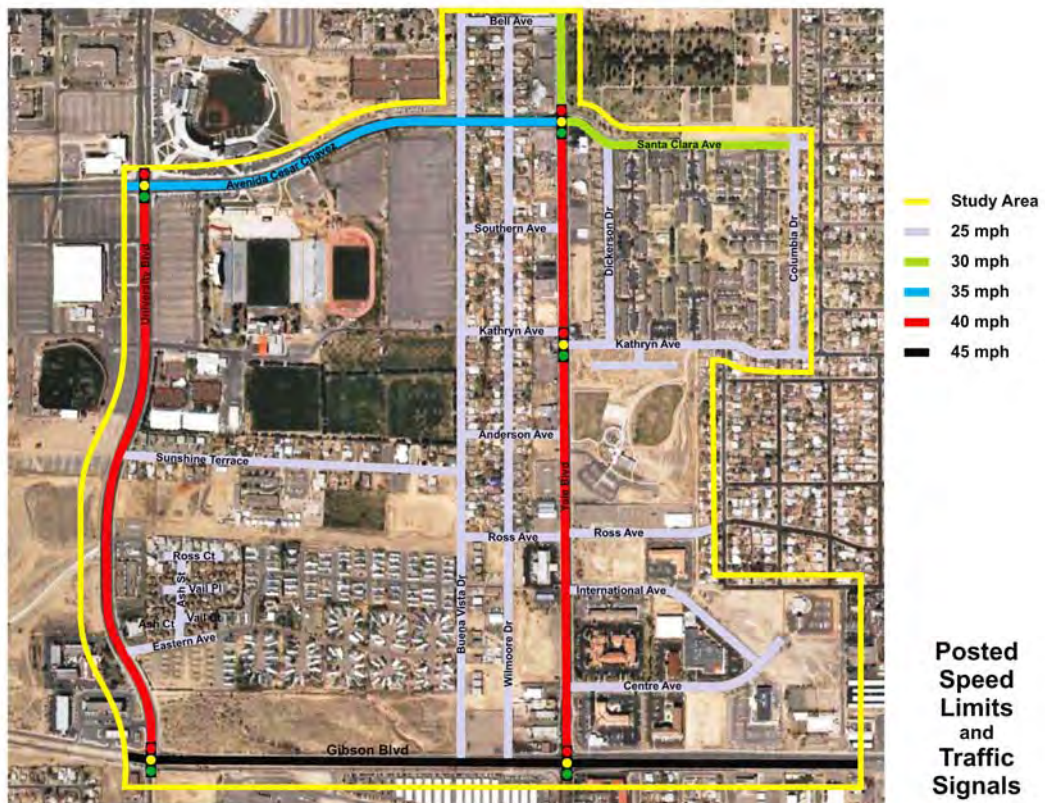
Community concerns have identified locations where vehicles speeds may have been excessive, and traffic calming was warranted. Three streets within Clayton Heights currently have speed humps installed – Buena Vista Dr (7), Sunshine Terrace (2) and Kathryn Ave (1). In addition, a mini-roundabout was installed at the Santa Clara Ave-Columbia Dr intersection to reduce vehicle speeds and delay.

III. Existing Conditions

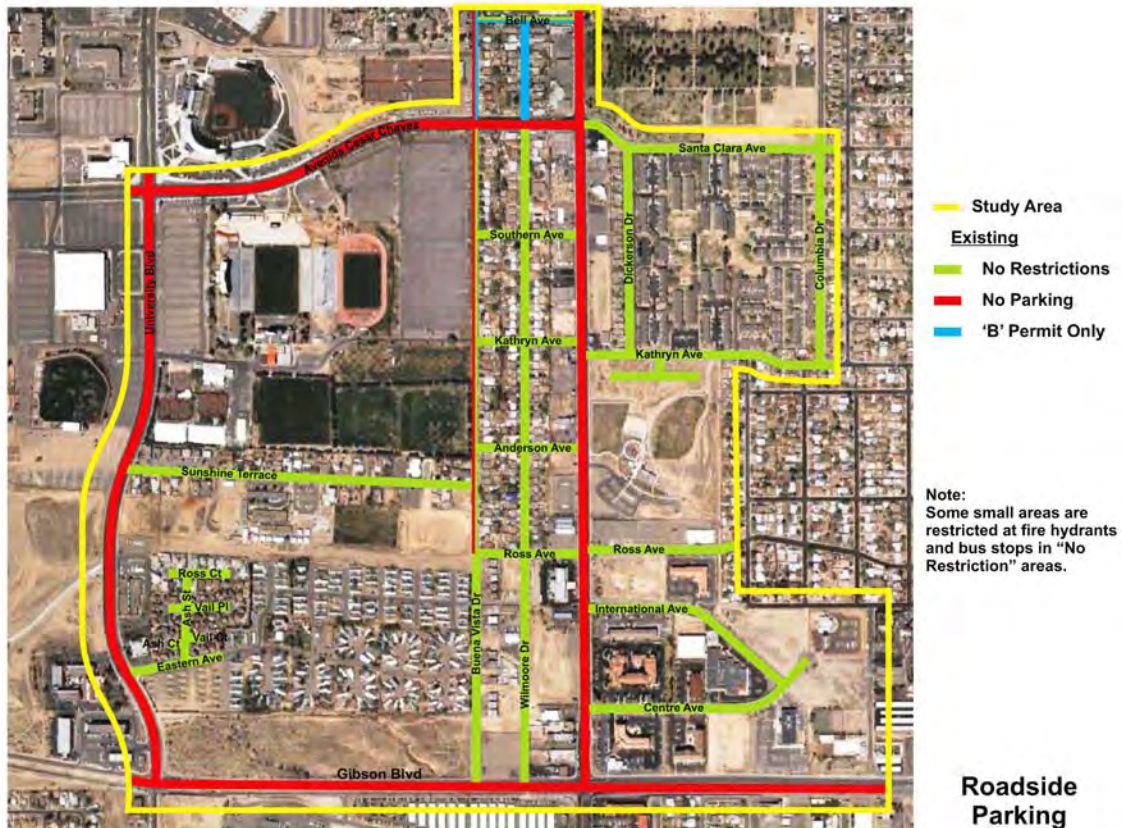
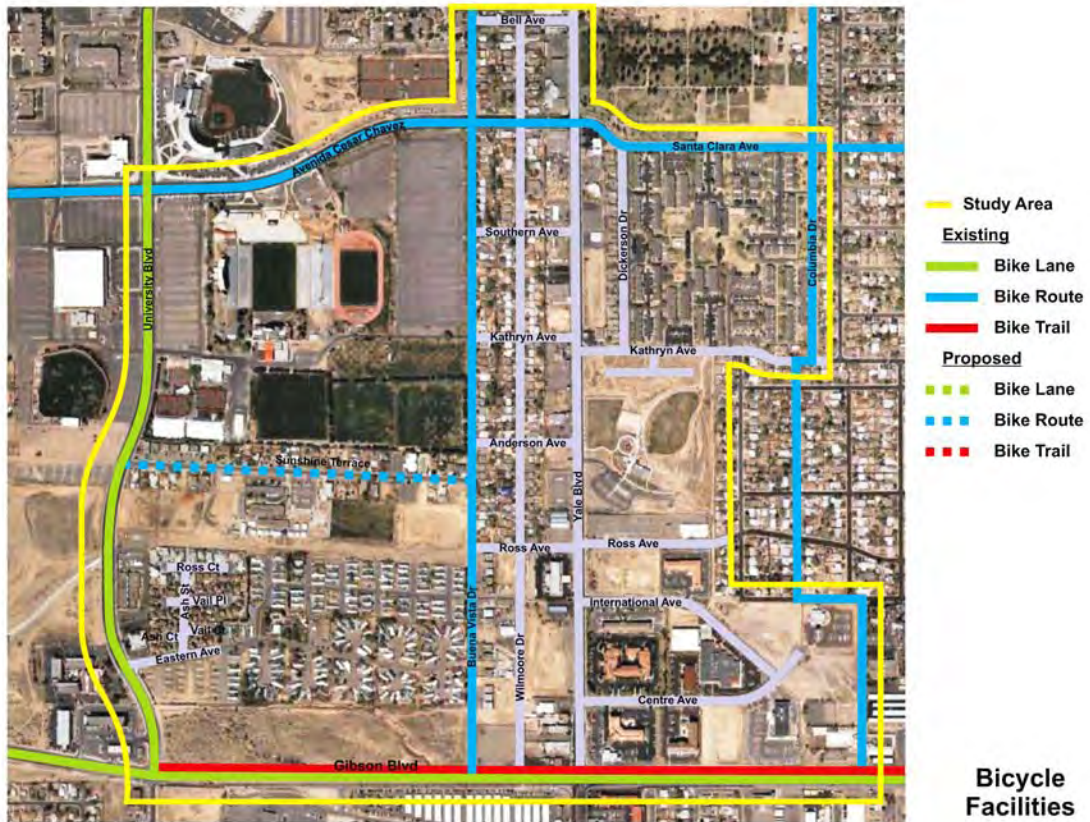
An assessment of on-street parking was conducted for each of the roadways within Clayton Heights. None of the arterial streets allow on-street parking. South of Avenida Cesar Chavez, all of the residential streets permit on-street parking except for the west side of Buena Vista Dr from Ross Ave to Avenida Cesar Chavez. North of Avenida Cesar Chavez, parking is restricted to 'B' Permit only parking, except along the west side of Buena Vista Dr where it is prohibited.



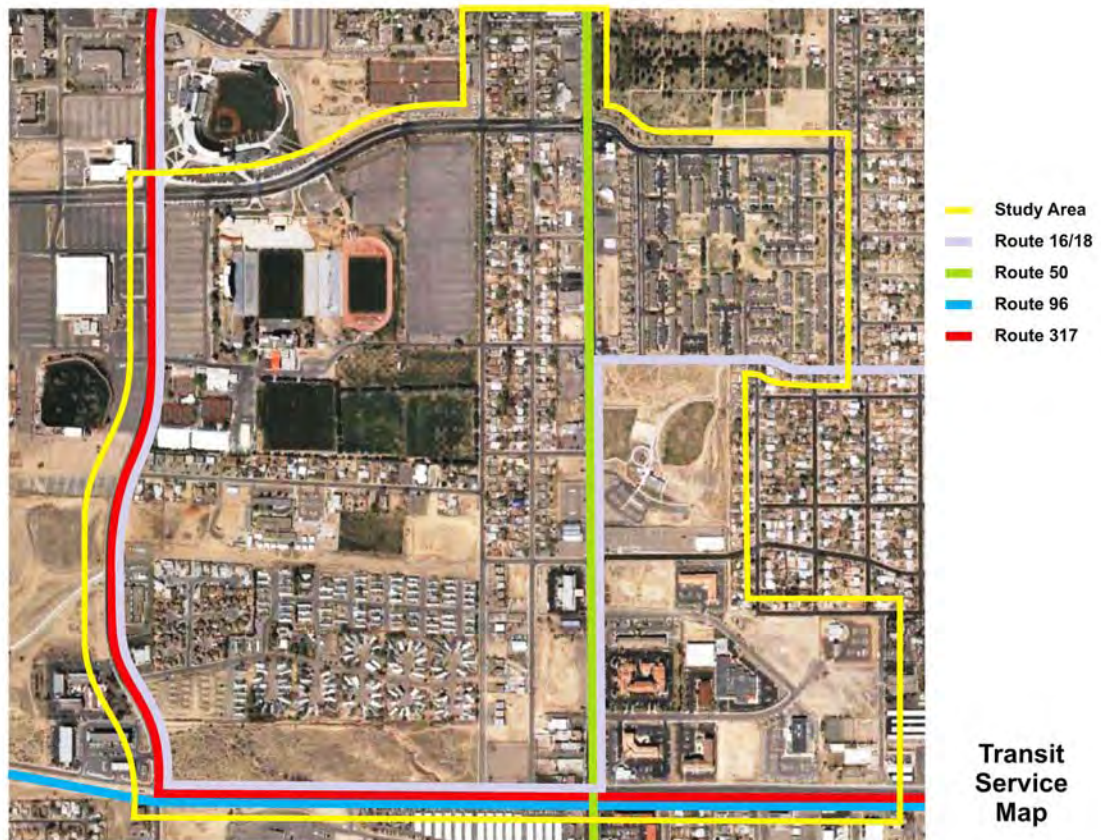
III. Existing Conditions



III. Existing Conditions



III. Existing Conditions



III. Existing Conditions

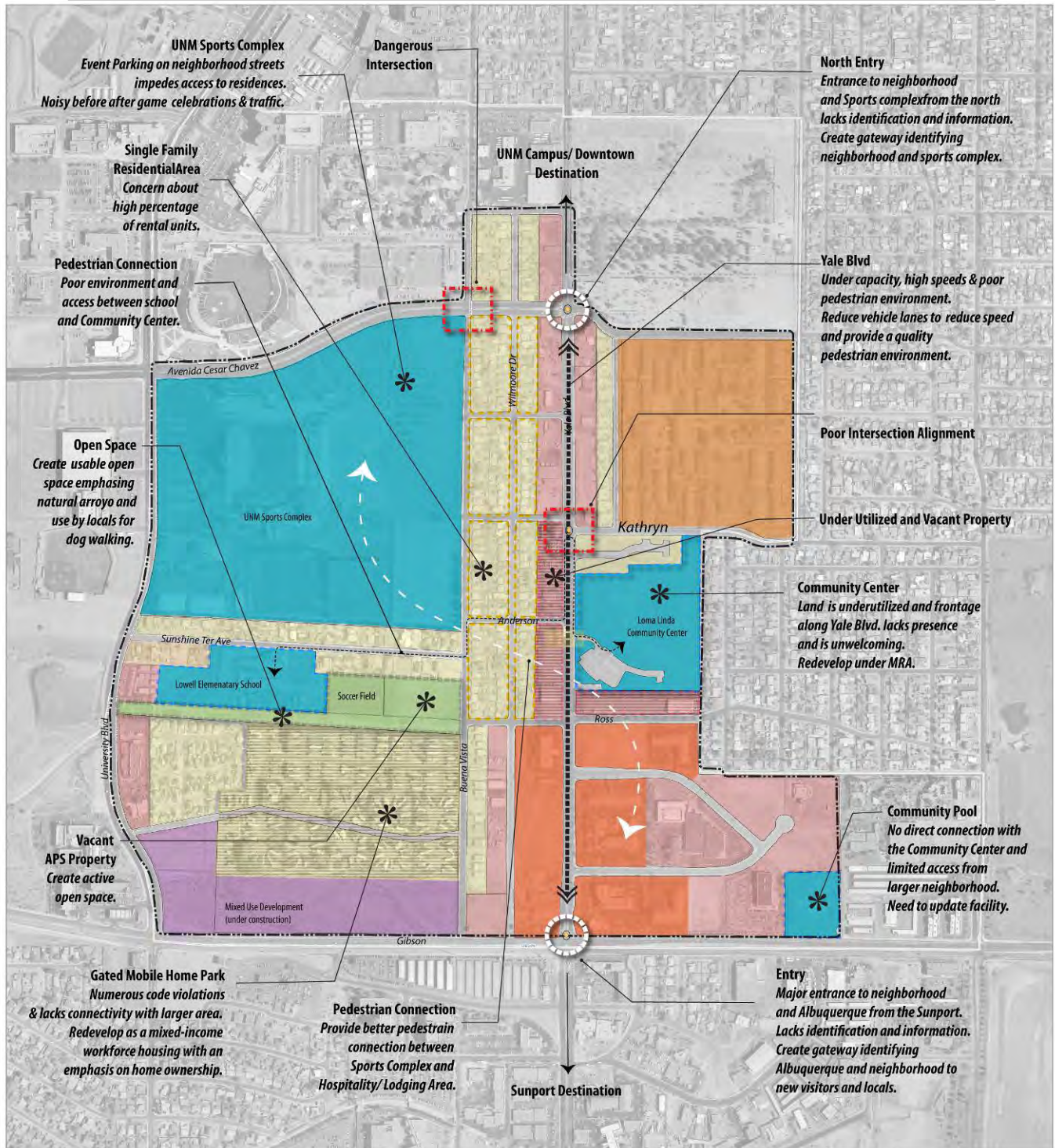
Land Use and Housing Analysis

The Clayton Heights/Lomas del Cielo Metropolitan Redevelopment Area designation report identified a number of issues related to vacant and underutilized lots, poor paving and sidewalks, lack of accessibility between developments and low owner-occupancy. In addition to these issues, there are a number of issues related to lack of vehicular and pedestrian connectivity within the neighborhood. Several streets are either closed off to through traffic or the streets are offset at intersections. This causes difficulty for turning movements and pedestrian safety at crossing intersections.

There's also a lack of pedestrian connectivity between community facilities such as the Lowell Elementary School and Korean War Veterans Memorial Park, and from Korean War Veterans Memorial Park to the Sunport Pool. It is also difficult to walk between the Park and the Sports Complex. An excellent opportunity exists to alleviate this situation with using the city-owned drainage easement south of the Elementary School as a pedestrian pathway and greenbelt.

An overall assessment of the issues and opportunities in the Clayton Heights Plan area is presented on the following exhibit.

III. Existing Conditions



Clayton Heights Metropolitan Redevelopment Area Plan Issues & Opportunities

General Land Uses:

- | | |
|--|---|
| Residential | Mixed Use |
| Multi- Family | Open Space |
| Commercial | Institutional |
| MRA Boundary | Hospitality & Lodging |

Map Date: 11.25.08

Feet
0 410 820

IV. Redevelopment Plan Recommendations

Plan Vision, Goals and Objectives

The planning process for the Clayton Heights Metropolitan Redevelopment Plan began with determining a vision for revitalization of the neighborhood. The vision statement was developed in a reiterative process with the Steering Committee and affirmed at the community workshops. The statement represents the aspirations for the neighborhood's future.

Based on the vision of the neighborhood revitalization, the assessment of the area's issues and opportunities and the residents' conceptual plans created at the community workshop, a number of redevelopment plan recommendations and projects were developed.

Neighborhood Revitalization Vision

Clayton Heights is a neighborhood that is family-friendly and creates an enjoyable environment for its residents that is clean, safe and pedestrian friendly. It is a place for people to gather in cafés, gyms, parks, and at cultural events. We envision a vibrant mixed use economic area that promotes community ownership and pride. Clayton Heights is a gateway neighborhood with a local identity that serves local needs as well as a destination for tourists and sports enthusiasts. It is an attractive place to conduct business for all populations. We take pride in our contribution to serving and sustaining the greater community's diversity, traditions and values.

Goals of the Clayton Heights MRA Plan

- Establish a viable commercial environment
- Revitalize area into a walkable safe neighborhood
- Improve housing conditions and increase homeownership

Objectives of the Clayton Heights MRA Plan

- Forecast demand for office, retail and other services
- Determine viable redevelopment opportunity sites
- Conduct site feasibility analysis
- Ensure buy-in from community
- Seek support and guidance
- Identify catalytic projects and physical improvements to attract investors and tenants to redevelopment sites

The Clayton Heights Metropolitan Redevelopment Area Plan addresses several key elements that will concurrently attract private sector reinvestment and revitalization while also resolving several issues that are contributing to the South Yale corridor's underdevelopment and disenfranchisement. Increasing the transportation and pedestrian connectivity within the neighborhood is one focus of the plan. Another focus is to create a "there there" that supports the neighborhood's sense of place as a Gateway neighborhood. A third focus of the plan is to revitalize underutilized properties that will create gathering places for the residents as well as attract tourists through the neighborhood who are visiting the hotels, airport, UNM campus and the Sports complex.

IV. Redevelopment Plan Recommendations

Transportation Issues

The Clayton Heights charrette resulted in the identification of a number of traffic issues. Two intersections were identified as having safety and operations concerns – Yale Blvd @ Kathryn Ave and Avenida Cesar Chavez at Buena Vista Dr. Alternative treatments for these two intersections are described in the following sections. An assessment was also conducted of Yale Blvd as a 3-lane roadway.

Redesigning the streets in the Plan area and making modifications and improvements to roadways to calm traffic can serve to support and encourage the redevelopment of vacant and underutilized land in the area. A complete and thorough operational assessment must be undertaken and a formal plan developed prior to implementing any of the following transportation recommendations. As with any City project that proposes to make significant modifications to city roadways, public input will be sought as part of the development of a comprehensive transportation plan for the area.

Kathryn Ave-Yale Blvd Intersection

The Kathryn Ave-Yale Blvd intersection is a primary concern for the residents of Clayton Heights. The Kathryn Ave intersection approaches are offset by approximately 80' where they intersect Yale Blvd, measuring from the roadway centerlines. The primary operational concern resulting from the offset is that left turns from Yale Blvd to Kathryn Ave are permitted in each travel direction, yet the left-turn storage area overlaps between the two Kathryn Ave approaches. This is both an operational and safety deficiency that should be resolved. In addition, the business in the northeast quadrant of the intersection has two driveways to Yale Blvd, one between the two Kathryn Ave approaches. A southbound driver who moves into the center turn lane approaching the intersection could turn into either one of the commercial driveways or onto the east leg of Kathryn Ave. The combination of signal controlled and unsignalized movements within a 100' section of roadway create a safety concern and frequent roadway conflicts occur.

Traffic operations analyses were performed for the existing intersection. The signalized intersection operates at level of service (LOS) A given the most recent count data available for the intersection (2004). Given that there has been an overall decline in traffic volumes over the past 5 years (based upon MRCOG data), the 2004 analyses should not under represent the existing condition. Significant excess capacity is available at the signalized Yale Blvd-Kathryn Ave intersection. The unsignalized portion of the intersection was also evaluated. This yielded LOS C or better operations for all approach movements during the AM and PM peak hours. No traffic operations deficiencies were noted based upon the individual analyses, however, the proximity of intersection approaches and driveways violates driver expectancy. The study team examined the intersection and developed three proposals to resolve the conflicting movements. Each alternative is described below.

Alternative 1 – Signalize East Leg

Alternative 1 resembles the existing intersection except that the west leg of Kathryn Ave becomes restricted to right-in, right-out access only. A raised median would be constructed in Yale Blvd to eliminate left turn movements both to and from the west leg of Kathryn Ave. The median would create a 100' exclusive left turn lane for southbound to eastbound movements, and the median would terminate approximately 50' prior to the first driveway to the west, north of the intersection. The east leg of Kathryn Ave would remain signalized. On the south side of the intersection, a raised median would be constructed in Yale Blvd. The median would extend south for approximately 75'

IV. Redevelopment Plan Recommendations

where it would terminate into the existing continuous two-way left-turn lane. The median would provide positive guidance and reduce the chances that drivers would try to turn left onto the west leg of Kathryn Ave. A northbound left turn would require the driver to turn left from the southbound exclusive left-turn lane, a prohibited movement.

Impacts of this alternative will be perceived at the convenience store in the northeast quadrant of the intersection, relegating the two Yale Blvd driveways to right-in, right-out access. This should not result in a negative impact because there are two driveways along Kathryn Ave for access to that site, and no modifications are anticipated for those driveways. Similarly, the driveway to the commercial facility in the southwest quadrant of the intersection will result in right-in, right-out access with the new median. This will be a safety improvement because left-out access should be prohibited given the driveway's proximity to the intersection. The loss of left-in movements could result in an impact to that business because the left-turn movement to Kathryn Ave west will also be eliminated.

Operationally, the signalized intersection operates at LOS A given the 2004 traffic volumes. The unsignalized leg of Kathryn Ave would operate at LOS B, indicating only minimal delay for that approach. The improvements described above should improve safety at the existing intersection.



Alternative 2 – Signalize East Leg with Left-turn Splitter Island

Alternative 2 resembles Alternative 1 except that a raised splitter island would be installed in the intersection to provide positive guidance for left turns. The island will also more emphatically discourage a left-turn movement from northbound Yale Blvd to the west leg of Kathryn Ave. The raised islands on the north and south sides of the signalized intersection remain the same as Alternative 1, and the right-in, right-out site access restrictions described above will be present with this alternative.

Operationally, there should be no differences between Alternatives 1 and 2. The principal benefit of this alternative would be to reduce the likelihood that a northbound left turn to westbound Kathryn Ave would occur. The Department of Municipal Development prefers this alternative.



IV. Redevelopment Plan Recommendations

Alternative 3 – Single Intersection

Alternative 3 would create a single, signalized Yale Blvd-Kathryn Ave intersection. The intersection would include both legs of Kathryn Ave, including the existing offset. This could be accomplished primarily through reconfiguring the existing traffic signal, and through the development of appropriate signal timing plans. Channelization changes are also proposed. The channelization changes would include a raised median on the north approach and the striping of a left-turn lane on the south approach. Raised channelization was considered on the south approach, however, the proximity of Academic Ave, 150' south of Kathryn Ave, would make raised channelization less than desirable unless southbound left-turn access were prohibited at Academic Ave. The design shown on the right retains the left-turn access to Academic Ave. No changes are proposed for the Kathryn Ave approaches. One additional access change would be required, the elimination of the south driveway on Yale Blvd for the commercial development in the northeast quadrant of the intersection. This shall be required because it falls within the intersection area.



The signal timing would change significantly for this intersection to operate as a single signalized intersection. The east-west (Kathryn Ave) approaches would operate with split phases. This means that they will operate independently, not concurrently. This requires more green time to serve the side streets, potentially increasing delay for Yale Blvd traffic. It is anticipated that the intersection will operate with actuated signal timing, therefore, approaches that do not have vehicles present will not receive green time. Given the low volumes on the Kathryn Ave approaches, Yale Blvd should not be severely impacted by the split phasing.

The Yale Blvd phasing will also be affected. Currently, Yale Blvd operates with concurrent signal phasing, meaning that both directions proceed at the same time. To accommodate the intersection design, the two left turns may not proceed concurrently and they must operate with protected only phasing that limits their green time. One left turn would be a leading phase and the other a lagging phase. This means, for instance, that the northbound direction will go, both left-turns and through movements, until the left turn terminates. The left turn will end with a red indication, and no additional vehicles will be permitted for that cycle. The southbound green indication will then come on, and the north-south through movements will proceed through the intersection concurrently until the northbound through movement terminates. At that time, the southbound left-turn will receive a green indication and the southbound left and through movements will proceed until the light turns red and right of way is returned to Kathryn Ave. This should provide adequate operations, and capacity analysis indicates that LOS B is anticipated based upon both AM and PM peak hour volumes.

IV. Redevelopment Plan Recommendations

Avenida Cesar Chavez-Buena Vista Dr Intersection

The primary concern at this intersection is pedestrian safety. This was identified by the community as the number two concern for the neighborhood. The issue results from Avenida Cesar Chavez having three travel lanes in each direction, and with a narrow median and left turn lane, a large expanse of asphalt must be crossed (see aerial below). An average walking speed is 3.5 feet per second (fps), and at that speed it will require approximately 26 seconds to cross the road. This requires a very large gap in traffic, or a gap each direction, with potential delay in the median area. The existing raised median is approximately 4' wide, providing little pedestrian refuge.

Solutions to the intersection crossing are primarily a function of Avenida Cesar Chavez characteristics, not the specific intersection. This road is functionally classified as a principal arterial west of Yale Blvd. This means that its primary function should be to facilitate the movement of traffic rather than to accommodate access. The roadway has been constructed with three travel lanes in each direction; however, these lanes are mainly to accommodate access in the vicinity of the sports stadiums, in contradiction to the functional classification.



A capacity assessment was performed for the Yale Blvd-Avenida Cesar Chavez intersection to determine existing peak period operations. The results yielded level of service (LOS) B for both the AM and PM peak hours, very good operations. This indicates that there is substantial capacity available for this intersection. Given the proximity of the intersection to the sports stadiums, it is estimated that before and after sporting events, traffic volumes likely exceed the AM or PM peak hours, though no data are available for the analyses. The traffic impacts associated with sporting event traffic should be studied in greater detail before finalizing any improvement projects.

Avenida Cesar Chavez has three eastbound and three westbound travel lanes between University Blvd and Yale Blvd. The three eastbound lanes (left-turn, through, and right-turn) are necessary at Yale Blvd to efficiently disperse traffic following a sporting event (assuming that signal timing is set efficiently). This should provide good traffic flow and minimize vehicular intrusion onto the Clayton Heights residential streets. Based upon feedback from the community, this is frequently not the case.

Westbound Avenida Cesar Chavez also has three travel lanes. It is anticipated that the three lanes were constructed to balance the three eastbound lanes. Roadways are typically designed and constructed with the same number of lanes in each travel direction to achieve 'lane balance'. This is expected by motorists, and typically, traffic flows are balanced in each travel direction. The reason

IV. Redevelopment Plan Recommendations

for three lanes per direction on Avenida Cesar Chavez however, is to accommodate peak flows following sporting events in the eastbound direction, and the three westbound lanes are constructed only for 'balance', not capacity. There is not a capacity need for three westbound lanes between Yale Blvd and Buena Vista Dr because the roadways providing westbound traffic provide no greater than two approach lanes (Santa Clara Ave). Even Santa Clara Ave is limited in the volumes it can provide because it is a two lane roadway (one lane per direction) starting 125' east of Yale Blvd. Each of the lanes feeding traffic onto westbound Avenida Cesar Chavez, the northbound left-turn, southbound right-turn and westbound through movement, provide successive green times, limiting the inflow of traffic to a maximum of two lanes (and in reality one lane). Based upon the daily peak hour traffic volumes of 344 (AM) and 525 (PM) trips, a single travel lane would accommodate westbound traffic on Avenida Cesar Chavez. It is anticipated that higher volumes are likely prior to sporting events, however, the signal at Yale Blvd meters the traffic flows into the corridor. Elimination of one westbound lane between Buena Vista Dr and Yale Blvd would have no impact upon traffic operations for Avenida Cesar Chavez, and would reduce the exposed crossing distance for pedestrians.

Eastbound traffic on Avenida Cesar Chavez also has excess capacity. Urban roadway operations are a function of intersection operations, and the three-lane approach provides the best configuration at Yale Blvd. By extending the three-lane section to University Blvd, the eastbound arrival rate will exceed the Yale Blvd intersection's capacity, creating a capacity constraint at the Yale Blvd-Avenida Cesar Chavez intersection. This is a typical capacity scenario; however, by providing the capacity constraint (bottleneck) at the signalized intersection, it could lead to driver frustration and result in greater neighborhood intrusion to by-pass the constraint. It is likely that this occurs following sporting events when high volumes approach the intersection. To reduce the effect of the intersection capacity constraint, it may be prudent to relocate the roadway constraint west of Buena Vista Dr. If Avenida Cesar Chavez is reduced to two eastbound travel lanes between the eastern UNM football stadium access and Buena Vista Dr, the bottleneck can be relocated west of the neighborhood, reducing the traffic inflow rate at the Yale Blvd intersection, also reducing the potential for neighborhood intrusion. In addition, it would reduce the pedestrian crossing distance by one lane at Buena Vista Dr. The graphic below demonstrates a proposed lane reduction scheme for Avenida Cesar Chavez between Yale Blvd and the UNM parking access.



IV. Redevelopment Plan Recommendations

The conceptual drawing shows Avenida Cesar Chavez would be reduced to two westbound lanes from Yale Blvd to west of Buena Vista Dr, and two eastbound lanes between the UNM east parking access and Buena Vista Dr. The third eastbound lane would become a right-turn only lane at the UNM parking lot access, and would be reestablished east of Buena Vista Dr. This would reduce the exposed pedestrian crossing distance (with a larger median area) and should not affect the eastbound capacity at Yale Blvd. Design alternatives for the drawing above could include a wider median refuge using a different left-turn lane configuration, as well as a curb extension (bulb-out) on the southeast corner at Buena Vista Dr. These are design details that would be reconciled during the design phase. The graphic above intentionally does not include a crosswalk at Buena Vista Dr. Crosswalks at unsignalized intersections are typically not striped for safety reasons, especially on multi-lane roadways. Studies have shown that pedestrians feel 'safe' entering a roadway with striped crosswalks, however, the paint offers no resistance to an approaching vehicle. On multi-lane roadways, this is exacerbated when one driver yields to a pedestrian who is then shielded from an oncoming car in the other lane until it may be too late to stop. Each intersection has a legal crosswalk between each pair of intersection returns, unless explicitly prohibited. Given that it is legal to cross at the unsignalized intersection, pedestrians have been found to be more cautious (thus safer) when crossing an unmarked crosswalk than a marked one. If there is a desire to stripe a crosswalk at Buena Vista Dr, it should be accompanied by the appropriate crosswalk signing and markings. In addition, it would be prudent to consider adding overhead flashing beacons similar to the experimental trail crossing installations on Wyoming and Eubank Blvds. These beacons are activated by the presence of a pedestrian, and do not flash when no one is present. The overhead beacons should be used in conjunction with 'Yield to Pedestrian' signing for a striped crosswalk.

Yale Blvd

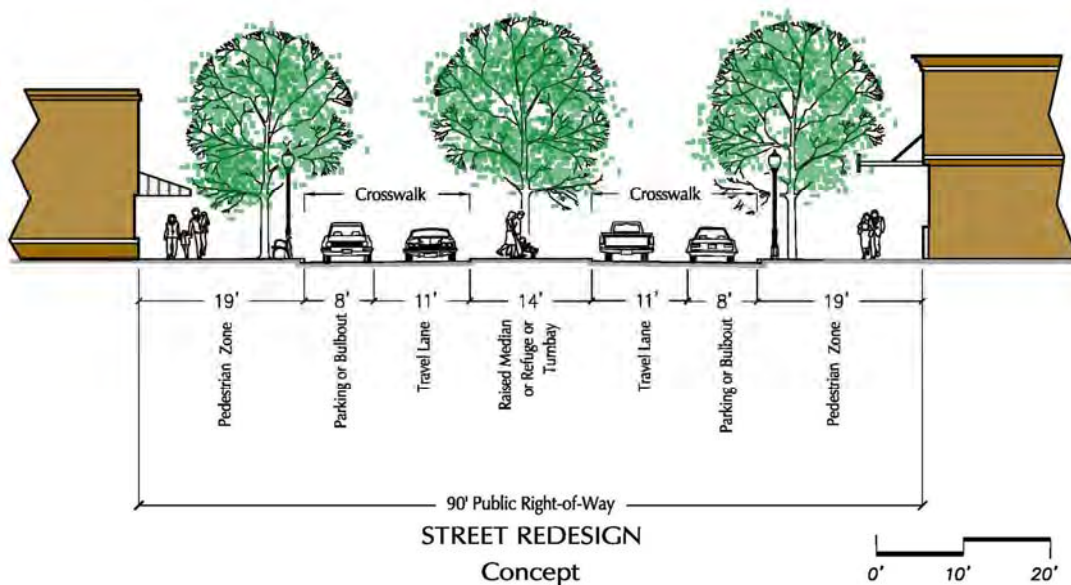
Yale Blvd currently has two travel lanes and a left-turn lane between Gibson Blvd and Avenida Cesar Chavez. The *South Yale Sector Development Plan* calls for reducing the roadway cross section to a 4-lane roadway, eliminating left-turn lanes to narrow the cross section within the corridor. This would require that left-turns be made from through lanes, reducing capacity and compromising safety by eliminating separated left-turn storage. The City of Albuquerque has performed a number of 'road diets' for 4-lane roadways over the past 15 years, reducing the number of lanes from four to three, partially to improve safety. Given that Yale Blvd between Gibson Blvd and Avenida Cesar Chavez in 2008 had an annual average daily traffic (AADT) volume of 13,300 vehicles per day (vpd), a planning level capacity check was performed to determine the minimum number of lanes required.

Planning level analyses were performed using daily, single direction peak hour, and both direction peak hour link volumes. The link volumes were based upon 2006 intersection counts at Yale Blvd-Avenida Cesar Chavez and Yale Blvd-Gibson Blvd, as well as the 2008 daily volumes from the MRCOG.

IV. Redevelopment Plan Recommendations

Table 2: Yale Blvd Planning Level Capacity Assessment, 3-Lane Roadway

Location/Threshold	Daily	Both Directions	Single Direction
Between Gibson & Cesar Chavez	13300		
LOS D Threshold	15300	1460	800
LOS C Threshold	9600	910	500
North of Gibson Blvd		907	565
South of Avenida Cesar Chavez		953	559



Based upon the values in Table 2, the volumes indicate that Yale Blvd should operate at LOS D if reconstructed as a 3-lane roadway. This is an acceptable level of service for an urban corridor. The LOS D assessment indicates that periodic congestion may occur, and this should benefit the corridor by slowing travel speeds throughout. It is noted that Yale Blvd contains only three lanes north of Avenida Cesar Chavez, and the daily volume within that section was 20,200 vpd in 2008, 34% higher than the existing 5-lane section. This corroborates the planning level findings that a 3-lane section should provide adequate operations into the future provided that redevelopment does not significantly increase the capacity demand.

It should be noted that a thorough operational assessment should be undertaken prior to a final determination to reconstruct Yale Blvd as a 3-lane road. The critical analyses will occur at the signalized intersections to assure that LOS D or better operations will prevail. It is likely that the Gibson Blvd intersection may continue to require the existing 3-lane southbound approach and two northbound lanes to accommodate good intersection operations. If that is the case, it will be prudent to retain the 5-lane section within the existing hospitality zone between International Ave

IV. Redevelopment Plan Recommendations

and Gibson Blvd. No roadway changes to the cross section would be required south of International Ave, except the addition of a raised median.

The block between Centre Ave and International Ave would become a transitional area for northbound traffic in advance of the gateway planned at Ross Ave. This would locate any potential bottleneck south of the Yale Blvd community center zone. The outside northbound lane would be dropped at International Ave as a right-turn only lane, dropping the second lane prior to the gateway. Southbound, a lane would be added south of International Ave. The 3-lane section would begin at International Ave and proceed north through the corridor.

Preliminary operations analyses were conducted for the Yale Blvd intersections with Kathryn Ave and Avenida Cesar Chavez. The intersection with Gibson Blvd was not assessed because no modifications are being considered. The Kathryn Ave intersection was analyzed with the existing Yale Blvd cross section as well as with a 3-lane cross section for each proposed alternative. The results indicate that LOS B operations would prevail for a 3-lane section, indicating that substantial excess capacity exists today. A preliminary assessment of the Avenida Cesar Chavez intersection found that three lanes on Yale Blvd would yield LOS B operations during the AM peak hour and LOS C operations during the PM peak hour. Special event (sporting) analyses should be included in the assessment, and if LOS D or better operations prevail, consideration should be given to reducing the number of lanes on Yale Blvd. Level of service analysis worksheets may be found in Traffic Operations and LOS Analysis appendix.



Modern Streetcar

The City of Albuquerque is studying the feasibility of a modern streetcar to provide service between the Sunport and the downtown Rail Runner station, as well as along Central Ave. The Sunport-downtown route would utilize Yale Blvd in both travel directions south of Avenida Cesar Chavez, based upon the currently proposed plan. Planning for the streetcar should be considered in any roadway modifications for Yale Blvd, including the proposed lane reduction discussed herein.

Streetcars operate within travel lanes, therefore, a streetcar would not be prohibited by reducing the number of Yale Blvd travel lanes. The lane reduction is partially to include on-street parking, and this would only be affected where streetcar stops are proposed. The streetcar length would likely be less than 150' (for up to two cars), and parking prohibition would be required for the length of the

IV. Redevelopment Plan Recommendations

streetcar plus the entry and exit tapers (approximately 50') at each stop. It is estimated therefore, that parking would be prohibited for approximately 250' at each streetcar stop within the 3-lane section. It is likely that one such stop will be located in each travel direction within the 3-lane section. The streetcar will also have to be considered in the roundabout design. Streetcars can negotiate a moderately tight radius, and that radius will have to be incorporated into the design guidelines. The infrequency of streetcars on the road should minimally impact capacity along Yale Blvd, and if a streetcar is implemented, Yale Blvd should not be designated as a bicycle route nor should it contain bicycle lanes.

The Traffic Operational and Level of Service analyses for these transportation alternatives and intersection improvements are included in the MRA Plan appendix.

IV. Redevelopment Plan Recommendations

Housing Rehabilitation Program

The City of Albuquerque has offered a housing rehabilitation programs with perpetual deferred loans and low-interest fixed-rate loans. Home owners with incomes less than 80% of HUD area median income (based on household size) are eligible for the program. The maximum loan has been \$45,000 per residence. Loans can pay for labor and materials, as well as loan processing costs (e.g. appraisal). Proceeds can be used for roofs, stucco, floors, electrical, plumbing, heating, windows, doors, and insulation. The program is currently being modified and applicants placed on a waiting list until it is revamped. Residents in deteriorated areas of Clayton Heights could be educated about the new program and encouraged to participate.

Redevelopment Projects

Retail, and office and residential uses have potential on or near Yale Blvd. Numerous vacant lots along Yale could be developed; those closer to Gibson have greater potential for hotel/restaurant uses. Large lots along Centre Avenue could also be developed, e.g. for office usage. Several properties on Yale are ripe for redevelopment, e.g. Albuquerque Auction Plus and the adjacent parking areas. The charter school may also lend itself to redevelopment within two years if APS does not purchase the property. A number of sites could be developed with housing and other uses, both on Yale and on side streets. The mobile home park in the southwest sector of the neighborhood could be redeveloped as a mix of affordable, work force, and market rate ownership housing.

Within the Plan area, the City owns the 14-acre site known as the Korean War Veterans Memorial Park, which contains both developed and undeveloped land. Making better use of this site through a public process can help spur redevelopment of the South Yale corridor. Specific plans, including uses and location of uses, to further develop facilities at the Korean War Veterans Memorial Park shall be determined through a “Loma Linda Community Center and Korean War Veterans Memorial Park Master Plan/Needs Assessment” as identified in the Implementation Matrix of this plan and to be led by the Planning and Parks & Recreation departments with ongoing coordination with the Family & Community Services and Council Services departments. The development of the Master Plan/Needs Assessment shall be conducted as a public process and will seek input from many different stakeholder groups, including, but not limited to, adjacent property owners, neighborhood residents, and area business owners.

IV. Redevelopment Plan Recommendations

Gateway Neighborhood Concept

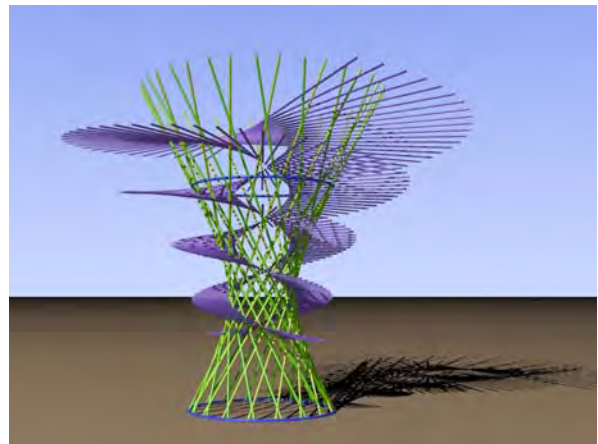
One of the defining elements in the vision for the neighborhood was the concept of “*Clayton Heights is a gateway neighborhood...*”. This concept goes beyond simply putting an entry sign or feature at each end of the neighborhood boundary. This is analogous to the concept of “gateway communities”, such as Moab, UT as the gateway community to Arches National Park. They serve as important portals to valued landscapes or places. In Clayton Heights, it serves as the portal to the Sunport, Isotope Park, UNM’s Sports facilities, as well as UNM’s southern entrance on Yale.

Gateways historically have created a sense of arrival and place, and can be accomplished in a number of design concepts. The following two gateway concepts are intended to work in the proposed roundabout at Yale Blvd and Anderson St/Korean War Veterans Memorial Park entrance or in the Park or various other intersections.

One concept is to put a helicoid based sculpture on an open-work tower. This concept is fun, expansive, airy, and open; doesn't block sight lines through the base but presents an icon to the neighborhood and visitors passing through the gateway neighborhood. It could be lit with LED or fiber optic, relates to the Isotopes since it resembles the decay pattern of a subatomic particle in a cloud chamber, and pays homage to the nuclear physics that was part of Albuquerque’s history in the 1940s.



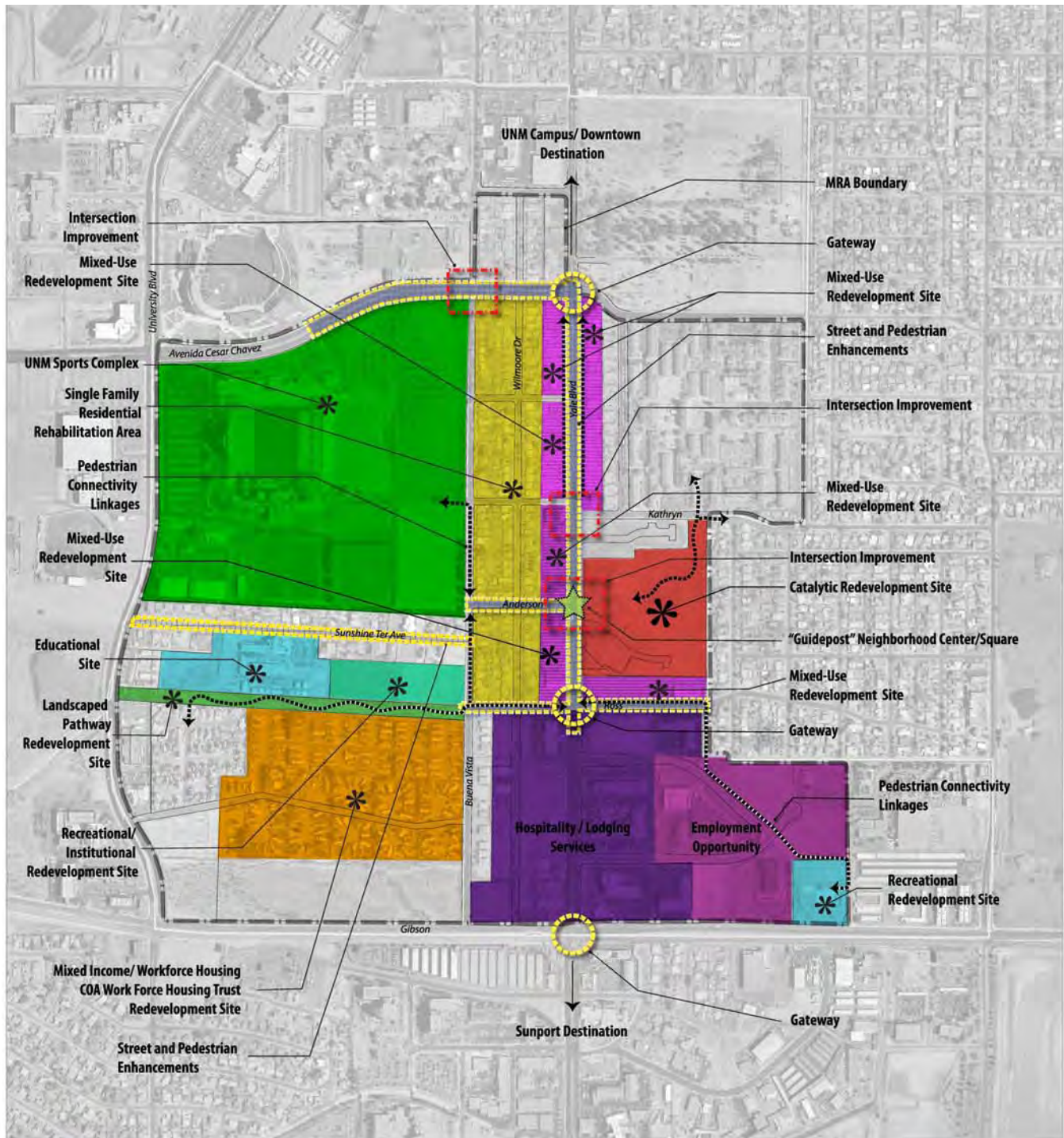
ARCH OF WELCOME AT ENTRANCE TO UNION STATION, DENVER



Another concept is to use more natural materials in the design, such as large stones or boulders, as was created in the Louisiana Blvd and I-40 public art sculpture. The final design will be accomplished through a call for artists, and it should be a design that can be the centerpiece in the roundabout and be of a scale that can be visible as one is looking down Yale Blvd exiting from the Sunport.

The following exhibits represent the Clayton Heights Redevelopment Area Plan with the proposed redevelopment projects. The second exhibit is a conceptual illustrative site plan of the catalytic project in the Korean War Veterans Memorial Park and Yale Blvd.

IV. Redevelopment Plan Recommendations



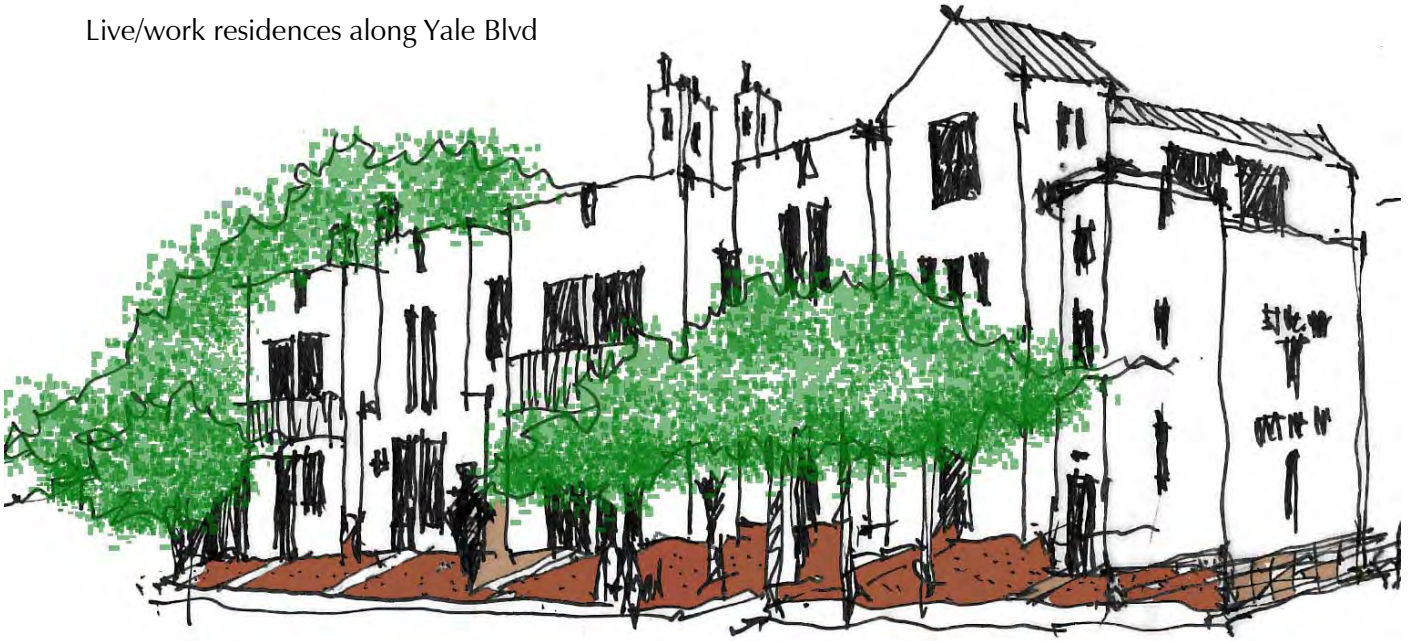
- Single Family Residential Redevelopment Area
- Mixed Income/Workforce Housing Redevelopment Site
- Catalytic Redevelopment Site
- Mixed-Use Redevelopment Site
- Recreational Redevelopment/Educational Site
- Recreational/Institutional Redevelopment Site
- Employment Opportunity
- Hospitality/Lodging Services
- Landscaped Pathway Redevelopment Site
- UNM Sports Complex

Clayton Heights Metropolitan Redevelopment Area Plan Proposed Redevelopment Projects



IV. Redevelopment Plan Recommendations

Live/work residences along Yale Blvd



Retail and residential uses along the three-lane Yale Blvd with on-street parking.



IV. Redevelopment Plan Recommendations

Implementation Matrix

REDEVELOPMENT PROJECTS (listed in order of costs to implement)	RESPONSIBLE ORGANIZATION	COST TO IMPLEMENT	FUNDING SOURCE
Environmental Phase I Assessment (Korean War Veterans Memorial Park)	Planning Department	\$50,000	General Fund State Grants
Wayfinding and Signage Improvements/Street signs	Municipal Dev Dept	\$50,000	GO Bonds State Grants
Transportation Plan – Scope to include but not be limited to: <ul style="list-style-type: none"> ○ Yale Blvd. “Road Diet” – 3-lane roadway including lighting, wider sidewalks, on-street parking, enhanced pedestrian crossings, and other “Complete Street” amenities ○ Yale/Kathryn improvements ○ Yale/Ross improvements ○ Yale/Avenida Cesar Chavez improvements, including left-turn lane for northbound Yale to westbound Avenida Cesar Chavez ○ Avenida Cesar Chavez/Buena Vista improvements ○ Possible roundabout on Yale 	Council Services/Municipal Dev Dept	\$50,000-\$75,000	GO Bonds General Fund State Grants
Master Plan/Needs Assessment for the Loma Linda Community Center and Korean War Veterans Memorial Park Site	Planning Department/ Council Services/ Parks and Recreation/ Community and Family Services Departments	\$75,000	General Fund State Grants
Cesar Chavez Streetscape and Pedestrian Improvements	Municipal Dev Dept	\$100,000	Transportation funds State Grants
Gateways (2) at Yale/Cesar Chavez and Yale/Gibson	Municipal Dev Dept	\$150,000	GO Bonds, State Grants 1% For the Arts TIF/TIDD funds Transportation fund

IV. Redevelopment Plan Recommendations

PRIORITY PROJECTS (as determined by neighborhood at community workshops)	RESPONSIBLE ORGANIZATION	COST TO IMPLEMENT	FUNDING SOURCE
Intersection improvements at Cesar Chavez/Buena Vista and at Yale/Kathryn	Municipal Dev Dept	\$160,000	Transportation fund State Grants
Neighborhood Guidepost feature at Yale and Korean War Veterans Memorial Park entry	Planning Department, Abq Arts Board UNM	\$200,000	GO Bonds 1% For the Arts TIF/TIDD funds Transportation fund State Grants
Yale Rear Drive (alley) Improvements	Municipal Dev Dept	\$200,000	Transportation funds State Grants
Pathway/Trails Connections and Bike Routes/Lanes	Abq Parks Dept/ Municipal Dev Dept	\$220,000	SAFETEA LU GO Bonds State Grants
Anderson St Pedestrian Enhancements	Municipal Dev Dept	\$230,000	GO Bonds State Grants
Yale Blvd Street and Pedestrian Improvements from Cesar Chavez to Ross Dr (2600')	Municipal Dev Dept	\$2,320,000	GO Bonds State Grants 1% For the Arts TIF/TIDD funds Transportation fund
Housing Rehabilitation program	Abq Housing/ Planning Department	Varies	HUD Abq Housing Trust TIF/TIDD funds NM SMART funds
Sunshine Terrace Traffic Calming	Municipal Dev Dept	Varies	Transportation fund State Grants
Façade Improvement program	Planning Department	Varies	NM Revolving Loan fund TIF/TIDD State Grants
Sunport Pool Improvements	Abq Parks Dept	TBD	GO Bonds State Grants

V. Funding Sources

The following funding sources were identified as having the greatest potential for providing resources to implement the recommended redevelopment projects.

GO Bonds/Capital Improvement Plan (CIP)	The City of Albuquerque's Capital Improvement Program (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. 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 network ,public art projects, libraries, museums, athletic facilities, parks and trails, and Senior, Community and Multiservice Centers.	Through a multi-year schedule of public physical improvements, CIP administers approved Capital Expenditures for systematically acquiring, constructing, replacing, upgrading and rehabilitating the built environment.	
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V. Funding Sources

Industrial Revenue Bonds (IRB)	<p>An IRB is a form of tax-exempt municipal bond issued by a state or local government entity to finance the acquisition, construction or equipping of a facility. IRB tax-exempt financing for manufacturing projects has been restored under the federal Revenue Reconciliation Act of 1993 on a permanent basis. Today IRBs continue to provide companies with an important alternative to conventional financing of manufacturing projects. Cities, public agencies, development authorities, and similar entities can issue tax-exempt, private-activity, industrial revenue bonds for manufacturing projects.</p>	<p>All issuances are subject to state-wide volume caps. Revenue bonds promote local economic development through encouraging local businesses and hiring a higher wage local work force as a priority</p>	
Public/Non-profit/Private Partnerships	<p>There are a number of opportunities for partnerships to occur between these various entities. Partnerships hold the highest potential for redevelopment opportunities to occur in the Clayton Heights area.</p>	<p>The City can provide incentives through public financing, land holdings to serve as collateral.</p>	

V. Funding Sources

<p>Tax Increment Financing (TIF) Tax Increment Development Districts (TIDD)</p>	<p>Tax increment financing (TIF) is a key financing mechanism empowered by the adoption of a MRA. For the redevelopment area, much of the gains in net new property and gross receipts tax revenues above the amounts in a base year (the “increment”) are channeled back into projects and programs in the area. In 2006, the Legislature passed the Tax Increment Development Act, revising TIF law to allow for the creation of TIDDs. It allows cities and counties to create TIDDs that can leverage the future gross receipt and property tax revenues within a defined area to finance the sale of public bonds. Bond funds are allocated to the project developer to pay the infrastructure costs of the new development.</p>	<p>Funds are used to purchase and develop infrastructure and public facilities; and to acquire and redevelop property for commercial and housing uses in participation with the private sector. Bond proceeds are used to fund roads, water, sewer and schools, and other infrastructure</p>	<p>Traditionally used in NM and nationwide to redevelop existing urban areas in need of financial incentives to make reinvestment feasible.</p>
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V. Funding Sources

<u>SAFETEA-LU Transportation Enhancement Program</u>	The program purpose is to strengthen the cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system. A State's STP-E funding is derived from a set-aside from its annual Surface Transportation Program apportionment.	Generally, the Federal share is 75%, subject to the sliding scale adjustment, but this may be achieved on an aggregate, rather than project-by-project, basis.	
ACCIÓN www.accionnm.org 800.508.7624	Micro-loans and business training for emerging entrepreneurs.	Loans from \$200 to \$150,000. Average loan size is \$5,663.	Emphasizes helping those who do not have access to credit from traditional sources. Works with banks throughout the state, including Wells Fargo.
The Loan Fund www.loanfund.org 866.873.6746	Loans, training and technical assistance for businesses and non-profits. Business loans for equipment, inventory, building renovations, operating capital.	Loans range from \$5,000 to \$25,000.	Emphasizes assisting businesses and nonprofits that provide positive social benefits such as revitalization of urban and rural communities.
Women's Economic Self Sufficiency Team (WESST Corp.) www.wesst.org 800.GO.WESST (800.469.3778)	Business consulting, training and loans. Classes in Albuquerque, Rio Rancho, Roswell. Headquarters in Albuquerque with regional offices in Gallup, Las Cruces, Rio Rancho, Roswell and Santa Fe.	Typical loan is up to \$5,000 for start ups. Loans range from \$200 to \$35,000.	Mission is to facilitate the start-up and growth of women and minority-owned businesses in NM, but services are available to all NM residents.

V. Funding Sources

SBA 7(a) Program www.sba.gov/financing/sbaload/7a	Loan guarantees for expansion / renovation, new construction, purchase land or building, purchase equipment, fixtures, leasehold improvements, working capital, seasonal line of credit, inventory.	Maximum guarantee of 85% if gross loan is less than \$150,000; 75% if from \$150,000 to \$1.5 million.	Lenders throughout the state handle 7(a) loans. The SBA guarantee reduces the lender's risk of borrower non-payment. If the borrower defaults, the lender can request SBA to pay the lender that percentage of the outstanding balance guaranteed by SBA.
Enchantment Land Certified Development Company (SBA 504 Program) www.elcdc.com 505.843.9232 (Albuquerque) 575.524.6830 (Las Cruces)	Long-term (10 or 20 year) fixed rate loans to existing small businesses for land, buildings, other fixed assets. Project costs financed by 504 Loan up to 40%, Lender 50%, Equity 10-20%. Project must generate jobs.	Loans of \$50,000 to \$1.5 million.	Lender (non-guaranteed) financing secured by first lien on project assets. 504 loan provided from SBA 100% guaranteed debenture sold to investors at fixed rate secured by second lien. CDC partners with banks around the state.
USDA Rural Development Business and Industry Guaranteed Loan Program www.rurdev.usda.gov/nm 505.761.4953	Loan guarantees of 60-90% of loans provided by traditional lenders. Loans for working capital, machinery and equipment, real estate – acquisition, construction, conversion, expansion, repair, modernization, development.	80% guarantee on loans \$5 million and less.	For rural communities under 50,000 population. Priority for communities under 25,000.

V. Funding Sources

New Mexico Community Capital www.nmccap.org 505.924.2821	Early-stage equity provider. Light manufacturing, consumer products, sustainable energy, environmental improvement, food processing, tourism and artisan-focused products and services, consumer and business services.	\$250,000- \$1,000,000	Equity for job- and profit-generating NM businesses in rural and economically under-served areas. Several venture capital funds, including 7 domiciled in NM, provide equity to NM businesses. Most are technology-focused, but some such as NM Community Capital and New Mexico Growth Fund invest in non-tech businesses. For more about venture capital funds and also angel investors, see www.financenewmexico.org and www.accesstocapitalnm.org .
Smart Money New Mexico Finance Authority www.nmfa.net 505.984.1454	Low-interest loans (interest rate buy down) through local banks.	Typical loan is \$1 million.	Prioritizes businesses that create jobs. Smart Partner banks throughout state. Bank applies to Smart Money on behalf of business. Projects require legislative authorization.

V. Funding Sources

New Markets Tax Credits New Mexico Finance Authority www.nmfa.net 505.984.1454	39% federal tax credit designed to attract investment capital from corporate or individual taxpayers to low-income communities. In 2007, US Treasury awarded Finance New Mexico, LLC, a NMFA subsidiary, \$110 million New Markets Tax Credit allocation.	Typical project threshold in initial round was \$2 million. For 2008 round, expected minimum project threshold is \$1 million.	NMFA worked with US Treasury to form an allocation agreement. Submit contact information and brief project description to NMFA now.
New Mexico Capital Outlay www.legis.state.nm.us/lcs/capitaloutlay.asp Contact your state legislator.	Funding for public capital projects for infrastructure and community facilities, non-profit partnerships and economic development projects.	In 2008, the Legislature appropriated \$341 million for 3,247 projects ranging from \$5,000 to \$7.5 million.	Funding comes from laws passed by the Legislature and signed by the Governor. Representative or Senator initiates legislation for a project. Submit request form signed by sponsoring legislator. Criteria include: project is on Infrastructure Capital Improvements Plan (ICIP); meets critical public purpose needs; is supported by sound planning.

V. Funding Sources

Community Development Revolving Loan Fund New Mexico Economic Development Department www.edd.state.nm.us 505.247.1750 x3643	Loans for projects that stimulate jobs. Infrastructure, acquisition of real property, construction, rehabilitation, public facilities.	Maximum loan is \$250,000. Term up to 10 years. Since 1983, this RLF has made 17 loans to 15 communities totaling \$3.5 million.	Private property may not directly benefit. Local government must pledge gross receipts tax revenues to repay loan.
US Economic Development Administration Public Works and Economic Development, Economic Adjustment Assistance, and other Programs www.eda.gov	Grant programs to fund public sector economic development and economic recovery initiatives in economically distressed areas of the US. Funded efforts included essential public infrastructure that supports private sector jobs, technical assistance and planning.	Grant investments are made under a variety of EDA programs.	Applicant projects compete according to EDA investment policies: be market-based and results-driven; have strong organizational leadership; advance productivity, innovation and entrepreneurship; have long-term economic development strategy to diversify economy; and demonstrate high degree of commitment.

V. Funding Sources

<p>Local Economic Development Act (LEDA) Local Option Gross Receipts Tax (LOGRT) New Mexico Economic Development Department www.edd.state.nm.us Contact your EDD Regional Representative.</p>	<p>A community adopts a LEDA ordinance creating an economic development organization with a strategic ED plan. LEDA allows local governments the ability to offer assistance to qualifying businesses for economic development projects.</p>	<p>64 New Mexico communities have passed a LEDA. 7 communities have passed LOGRT.</p>	<p>Through LEDA, up to 5% of the annual General Fund expenditures may be used to fund economic development projects. New revenue can be generated by citizens voting to raise LOGRT for economic development projects. Rate is 1/8 of 1%.</p>
<p>New Mexico Mortgage Finance Authority (MFA) www.housingnm.org 505.843.6880</p>	<p>The MFA finances housing and related services for low to moderate income New Mexicans. It provides a variety of programs ranging from assistance for homeless individuals and families, to development subsidies for affordable rental and for-sale communities, to financial assistance and below-market rates for first-time homebuyers.</p>		<p>See the NMMFA's annual Housing Services Directory, available online, that profiles programs and lists housing agencies and authorities throughout the state.</p>

VI. Appendix

- A. Community Workshop Flyer
- B. Community Workshop Agenda
- C. Community Meetings Participants
- D. Clayton Heights/Lomas del Cielo MRA Designation Report
- E. South Yale Blvd/Clayton Heights Market Study (Gibbs and Associates)
- F. Traffic Operations and LOS Analyses



The City of Albuquerque and
Clayton Heights Neighborhood Association
invite you to a



Community Workshop on Revitalizing Clayton Heights!

Come participate in an open house community workshop to
create a **Clayton Heights Neighborhood Plan**



**FOOD !
FUN !
MUSIC !**

**TALK and WORK
WITH YOUR
NEIGHBORS !**

**Plan and design your
Neighborhood!**

**Friday July 11 6 pm - 8 pm
and
Saturday July 12 9 am - 5 pm
at
Heights Community Center
823 Buena Vista SE**

FRIDAY	
6 pm-8 pm	Welcome Food and Music Designs on streetscape and pathways
SATURDAY	
9 am -Noon	Residents design neighborhood projects
Noon	Food and Music
1 pm-4 pm	Design team prepares Neighborhood Plan
4 pm	Presentation on Clayton Heights Neighborhood Plan

For additional information or special needs contact

Richard Asenap, City of Albuquerque at 924-3478 or email Charlie Deans, charlie@communitybydesign.biz



The City of Albuquerque and
Clayton Heights Neighborhood Association
invite you to a



Neighborhood Meeting Clayton Heights Redevelopment Plan

**Come participate in the presentation
on how to make Clayton Heights
a better neighborhood!**



**Wednesday, June 3
6 pm - 8 pm
Loma Linda
Community Center
1700 Yale Blvd SE**

The Clayton Heights Metropolitan
Redevelopment Area Plan is available at the
Loma Linda Center and on the City's
website at
www.cabq.gov/planning/amra/currentprojects.html

For additional information or special needs contact

Richard Asenap, City of Albuquerque at 924-3478 or email Charlie Deans, charlie@communitybydesign.biz

Clayton Heights MRA Plan Community Workshop

July 11 and 12
Heights Community Center
823 Buena Vista SE

Workshop Schedule

Friday, July 11

- 6:00 pm African American Youth Dancers and refreshments/socializing
- 6:20 Welcome- Councilor Ike Benton, Sen. Eric Griego
- 6:30 Introduction of team- Charlie Deans
Project overview/MRA plans
Plan process and workshop schedule
Neighborhood vision- what does a “Gateway Neighborhood” look and feel like?
- 7:00 Presentation of inspirational/potential designs of projects in Abq or other places
Streetscapes/Gateways/Medians/Pathways- Sarah Ijadi/Charlie Deans
Streets/Traffic calming/Transit- Nevin Harwick
Façade improvements/Building typologies and character- Steve Borbas
Redevelopment opportunity sites and uses- Bruce Poster (time permitting)
- 8:00 Q&A and closure

Saturday, July 12

- 9:00 am Revitalization projects identified by Committee- Charlie
- 9:30 am Break out groups (four or five) with a facilitator to develop a plan/projects –
(Charlie, Sarah, Bruce, Nevin, Steve)
- 11:30 am Groups present their plan/ideas/projects
Projects prioritization by participants
- 12:30 Lunch and music
- 1:00 Design team prepares Preferred Plan and project designs (closed to public)
- 4:00 Design team presentation of plan/designs and feedback/closure

Clayton Heights/Lomas del Cielo Neighborhood Community Workshop

July 11 and 12, 2008

NAME	ADDRESS	PHONE #	E-MAIL ADDRESS
CHRIS FAIRECHILD	2931 SAN RAFAEL SE 87106	268-5650	dtrace@swcp.com
Manfre Gibbs	1700 Market # 1104 NW 87120	804-6925	
LaDreeta Gibbs-Williams	1700 Market NW Apt. 108 Alb, NM 87120	489-9175	lgibbs@unm.edu
Zina Gibbs	" "	" "	
Donna Lemons	" "	" "	
Lula Gibbs	" "	" "	
Marcus Gibbs	" "	" "	
Isabel F. Cabrera	1720 Buena Vista SE Alb NM 87106	242-4494	
Paula A. Welsh	1517 WILMOORE DR SE ALB. NM 87106	247-4503	
James "Theroman" Deans	410 1/2 Princeton Dr SE ALB, NM 87106		@yahoo.com
Eloisa Molina-Dodge	1704 Buena Vista Dr SE 2434322	e-molinadodge	
Esperanza Dodge	1305 Wilmoore Dr SE alb NM 87106	esper-dd	esper-dd@yahoo.com
Joelene Jones	6608 Tanton Rd NW Alb NM 87120	385-3000	
Lula			

Clayton Heights/Lomas del Cielo Neighborhood Community Workshop

July 11 and 12, 2008

NAME	ADDRESS	PHONE #	E-MAIL ADDRESS
Dionisio Tafaya	617 PRINCETON DR SE	246-0490	dionisio@diaryscreative.net
Julie Hogan	1001 Yale SE unit 6	268-8304	zipperyt@aol.com
Susan Vigil	MRA Agency	710-9066	svigil@cabg.gov
Bruce Davis	Architect		brucearchi@gmail.com
Paula A Welsh	1517 WILMORE DR SE	247-4503	---
Isabel F. Cabrera	1720 Buena Vista SE	242-4494	isabel-f-cabrera-617@com
CHRIS FAIRCHILD	2931 SAN RAFAEL ST	268-5650	draca@swcp.com
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Douglas Labrada	1208 Buena Vista SE	242-8709	270 1462
ROGER LUJAN	UNM	277-9290	rdlujan@unm.edu
ERIC GRIECO	1003 Santa Fe SW	259-7600	egrieg@yaloo.com

July 11 and 12, 2008

E-MAIL ADDRESS

Eloisa Molina-Dodge 1704 Buena Vista Dr SE 2434322 e-molinedodge@yahoo.com

Clayton Heights Metropolitan Redevelopment Area (MRA) Plan
Neighborhood Meeting #2
June 3, 2009

NAME	ADDRESS	PHONE #	E-MAIL ADDRESS
CHRIS	2931 SAN RAFAEL SE		
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Earley	Albany NM 87106	243-6373	
Rosemarie Baca	1705 Princeton SE 87106	242-1726	
Divina Rose-Ortiz	1809 Princeton Dr. SE		
	87106	242-6735	dlrose887@comcast.net
Ray Mondragon	1929 Truman NE 87110	268-6938	Raym@swcp.com
Allison Barnes	1805 Princeton Dr SE 87106	281-0745	johnandallison@comcast.net
Isabel F Cabrera	1720 Buena Vista SE 87106	242-4494	isabel@cabrera-cm.com
Corrini Walton	1701 Wilmore SE 87106	242-7946	
Elise Espinoza	1405 Wilmore SE 87101	242-4062	
Linda Maffert	1409 Wilmore SE		lmayfor@comcast.net
Dorothy Laffman	1708 Buena Vista SE	278-1462	
LEE GRASHAM	1907 BUENA VISTA SE H50	243-8433	LEEGRASHAM@earthlink.net
Rey Garduño	414 Vassar, NE	768-3100	reygarduno@cabg.gov
Bruce & Judith Kaiper	1801 Gibson Blvd SE	796-6644	jkaiper@cabg.gov

Clayton Heights Metropolitan Redevelopment Area (MRA) Plan
 Neighborhood Meeting #2
 June 3, 2009

NAME	ADDRESS	PHONE #	E-MAIL ADDRESS
SCOTT SEGNER	511 1001 YALE SE	505-268-8304	SSIEGNER@GOADELANTE.ORG
Julie Hogan	1001 Yale SE	505 268-8304	zipperyt@aol.
James Pell	1409 Wilmore SE	505 903-9990	
Paula Steele	1109 Vassar St		
Kathy Tabbly	1405 Wilmore		
Collette Bristol	1008 Wilmore Dr. SE	505-843-9490	collettebristol@aol.com
Paula G Welsh	1517 WILMOORE DR SE	(505) 247-4503	
Joan Welsh	" "	" "	
Rita Conlon	1212 Wilmore Dr SE	242-9336	conlon@aol.com
Theresa Pesola	1014 Buena Vista SE	842-0615	
Juan Larvaga	1205 Vassar SE	262-5705	
Jessy Le Rudy	1208 Buena Vista SE	2201 462	
Terry Hinnerichs	1520 Buena Vista SE	298-5525	cahine@msn.com
Paty Wilkin	505 Dartmouth SE		info@willsonstudio.com

Clayton Heights Metropolitan Redevelopment Area (MRA) Plan
 Neighborhood Meeting #2
 June 3, 2009

NAME	ADDRESS	PHONE #	E-MAIL ADDRESS
Tani Anness	1605 Princeton Dr SE	254-1833	vnissstani@juno.com
Cesare Chavez	Community School 1718 Yalo SE	877-0558	char tarnos @ cesarchavez
Rosina Roibal	821 Wilmore SE	615-5008	rosina6@yahoo
RFED Fastwood	1022 Broad Vista SE	269-4565	fredclumbr@netscape.com
Kristine Olson	2715 Santa Clara SE	253-3486	olson_k@aps.edu
Rich Ciccarello	2719 Santa Clara SE	239-7593	richatapple@gmail.com
LAWRENCE RALPH	1401 Wilmore SE	542-9453	
ISAC BERTON	CITY COUNCIL		iberton@cabg.gov
Maggie Silva	1700 Upde Blvd SE	704 1525	maggie.silva@cabg.gov
Catherine Cunningham	2710 Santa Clara SE	262 2229	catnfiddle2710@msn.com
MIKE ABEYTA	1824 BULEVA VISTA DR SE	244-1210	SILVERET@NIN BizOutlook.com
Marcella Martinez	1708 Princeton Dr SE	242-0389	marcy.martinez@honeywell.com



**Clayton Heights Metropolitan Redevelopment Area
Draft Plan Review
Community Meeting**

**Wednesday June 3, 2009 6 PM to 7:30 PM
Loma Linda Community Center**

FINAL AGENDA

- 1) **Welcome/ Plan Review Agenda (6:00 to 6:05 PM)**
 - Richard Asenap, Senior Redevelopment Planner/ Project Manager
- 2) **Draft Report Presentation (6:05 to 6:40 PM)**—Charlie Deans, Community By Design
- 3) **Public Comments/Clarifications (6:40 P.M. to 7:30 PM)**

REMINDER

Comments on the Draft Plan are due to the City of Albuquerque by June 19, 2009 at 5:00 p.m.

- 1) *You may respond by email or phone to Richard Asenap at rasenap@cabq.gov, 505-924-3478, OR*
- 2) *You may write your comments to:*

Metropolitan Redevelopment Agency

Attn: Richard Asenap

600 Second St. NW #550

Albuq., NM 87102

For further information, see City of Albuquerque website: www.cabq.gov/planning, or contact:

Cynthia D. Borrego, Manager

COA Metropolitan Redevelopment Agency

924-3335

carchuleta@cabq.gov

Charlie Deans, Community By Design

621 Vassar NE

Albuquerque, NM 87106

505-508-3361

info@communitybydesign.biz

Richard Asenap, Senior Project Manager

COA Metropolitan Redevelopment Agency

924-3478

rasenap@cabq.gov



Near Heights MRA Plan Update

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Clayton Heights/Lomas Del Cielo Metropolitan Redevelopment Area (MIRA) Designation Report

January 4th, 2007

Contents

1.0 Introduction

2.0 Boundaries

Boundary Map

Land Use Map

3.0 Building Conditions

3.1.1 Deterioration of Site and Other

Improvements

3.1.2 Faulty Lot Layout in Relation to Size,

Adequacy, Accessibility, or Usefulness

3.1.3 Inappropriate Subdivisions or lack of

Adequate Housing Facilities

3.2 Economic Condition

4.0 Conclusions

Appendix

Clayton Heights/Lomas Del Cielo Metropolitan Redevelopment Area (MRA) Designation Report

1.0 Introduction

The Metropolitan Redevelopment Code (3-60A-1 to 3-60-48 NASA 1978) provides cities in New Mexico with the powers to correct conditions in areas or neighborhoods within municipalities which "substantially inflict or arrest the sound and orderly development" in the city. These powers can help alleviate an area's decline and stagnation; however, they can be used only within designated Metropolitan Redevelopment Areas.

This report proposes that the Clayton Heights/Lomas Del Cielo area be designated a Metropolitan Redevelopment Area (MRA).

Designation of a Metropolitan Redevelopment Area is based on findings of "blight conditions" (1) as defined in the Metropolitan Redevelopment Code (3-60A-8). The Code's criteria for a "blighted area" is divided into two major groups: physical conditions and economic conditions. The following analysis of each of the criteria finds the proposed Clayton Heights/Lomas Del Cielo MRA exhibits a combination of factors which contribute to its blighted conditions.

(1) "blighted area" means an area of operation other a slum area, which, by reason of a substantial number of deteriorating or deteriorated structures, predominance of defective or inadequate street layout, faulty lot layout in relation to size, adequacy, accessibility or usefulness, unsanitary or unsafe conditions, deterioration of the site or other improvements, diversity of ownership, tax or special assessment delinquency exceeding the fair value of land, defective or unusual conditions of title, improper area where a significant number of commercial or mercantile businesses have closed or significantly reduced their operations due to the economic losses or loss of profit due to operation in the area, low levels of commercial or industrial activity or redevelopment, or any combination of such factors, which impairs or arrests the sound growth and economic health and well being of a municipality or locale within a municipality or an area which retards the provisions of housing accommodations or constitutes an economic or social burden and is a menace to the public health, safety, morals or welfare in its present condition or use (Metropolitan Redevelopment Code, Co4 Section 4)



Empty Field with Signs, North of Circle K
on the corner of Yale and Kathryn



Vacant Building/Islamic Center Property, Yale

METROPOLITAN REDEVELOPMENT AGENCY

Richard Asenap, Sr. Project Manager
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(505) 924-3478

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Clayton Heights/Lomas Del Cielo Metropolitan Redevelopment Area (MRA) Designation Report

2.0 Boundaries

The proposed Clayton Heights/Lomas Del Cielo MRA is shown on the boundaries' map and is described below. From the intersection of Avenida Cesar Chavez and University, the area is:

- From Avenida Cesar Chavez South on University to Gibson Blvd.
- East on Gibson Blvd. from University to Colombia Dr.
- North on Colombia Dr. from Gibson to Vail.
- West on Vail from Colombia Dr. to Alley way running parallel to Cornell Dr. so that residential units are excluded and vacant fields are included.
- North on Alley Way from Colombia

• Dr. to Kathryn Ave.

- East on Kathryn Ave. from the Alley parallel to Cornell to Colombia Dr.
- North on Colombia Dr. from Kathryn Ave. to Santa Clara/Ave. Cesar Chavez..
- West on Santa Clara/Avenida Cesar Chavez to Yale Blvd., north on Yale Blvd. to Bell Ave., west on Bell Ave. to Buena Vista, south on Buena Vista to Avenida Cesar Chavez, then west back to University Blvd.

The proposed MRA excludes land owned by the University of New Mexico, Albuquerque Public Schools and other public lands.

See Boundary Map.

3.0 Building Conditions

The predominate existing land uses in the proposed MRA are multi-family four-plex units, single family homes, and vacant lots located along Wilmore and Buena Vista. The 35-acre University Village Mobile Home Park borders on Buena Vista. A 17 acre vacant parcel of land sits next to the mobile home park's south side on Gibson between University and Buena Vista. The proposed MRA boundaries also contain a high density zoned town house development called Lomas Del Cielo.

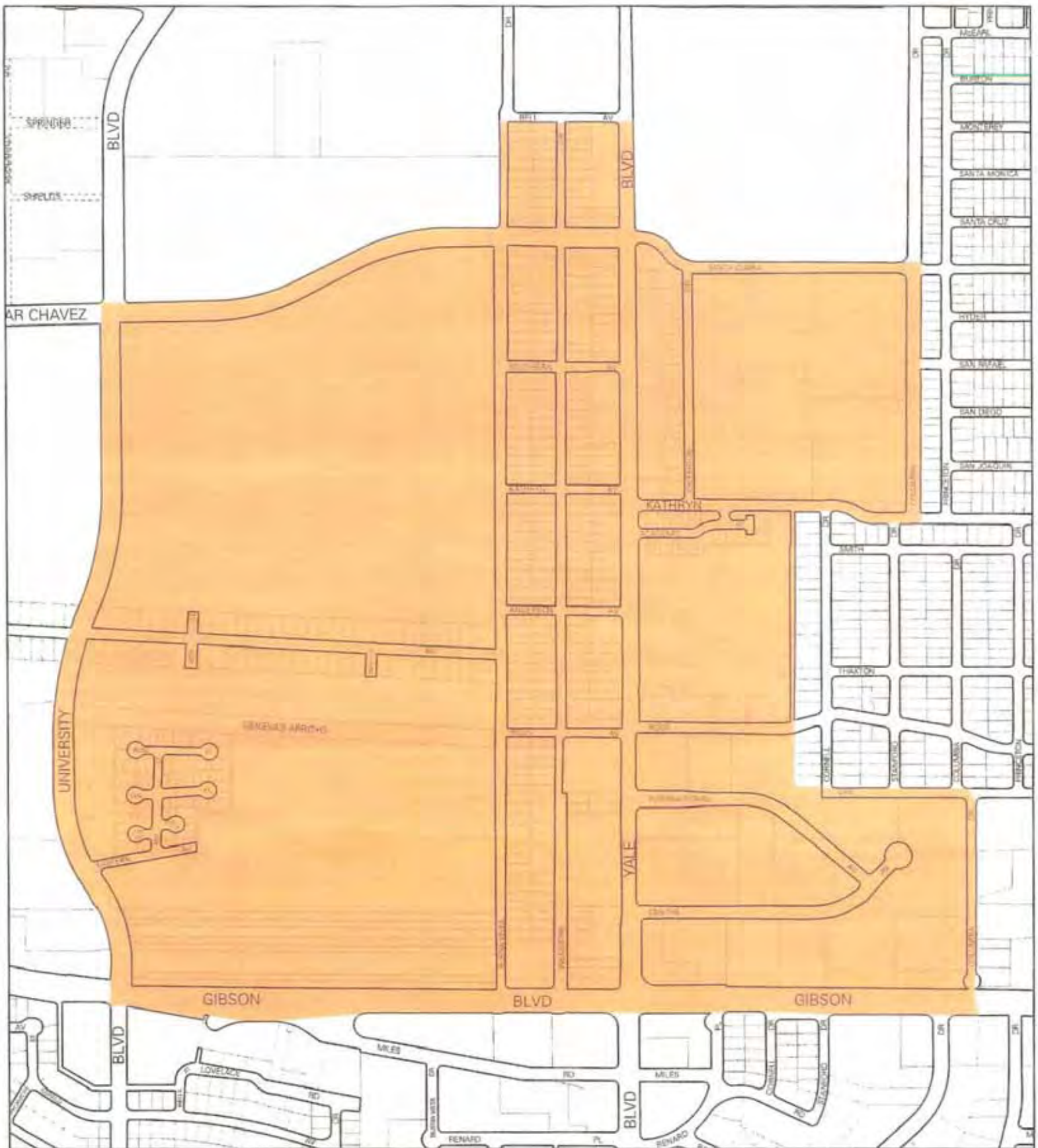
The area contains 60% rental housing unit occupation compared to 40% owner housing unit occupation as described in findings from the U.S. Census Bureau, Census 2000, for Tract 12. Housing structures containing from 5-50 or more units are 80% to 100% renter occupied. This indicates a large amount of multi-family apartments and 4 plex units within the area. Mobile homes in the area are predominantly owner occupied. Census Tract 12 is larger than the Clayton-Heights proposed MRA.

Housing facilities in the proposed MRA are effected by the close proximity of sports arenas. These sports arenas generate extenuating circumstances from outside the boundaries of the designation area such as noise, light, traffic and parking externalities.

Commercial land uses are concentrated along Yale. Commercial land uses vary, typified by small retail buildings, hotels, service stations, an animal care and ice cream service facility. Excepting tourist service providers, vibrant commercial uses are scarce. Commercial warehouses are vacant and in disrepair. These conditions encourage blighted conditions in the area like poor building maintenance, accumulation of weeds and litter, outdoor storage, dead landscapes, illegal signage, and graffiti.



Four-Plex Apartments on Buena Vista

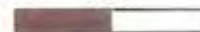


Clayton Heights / Lomas Del Cielo MRA Draft

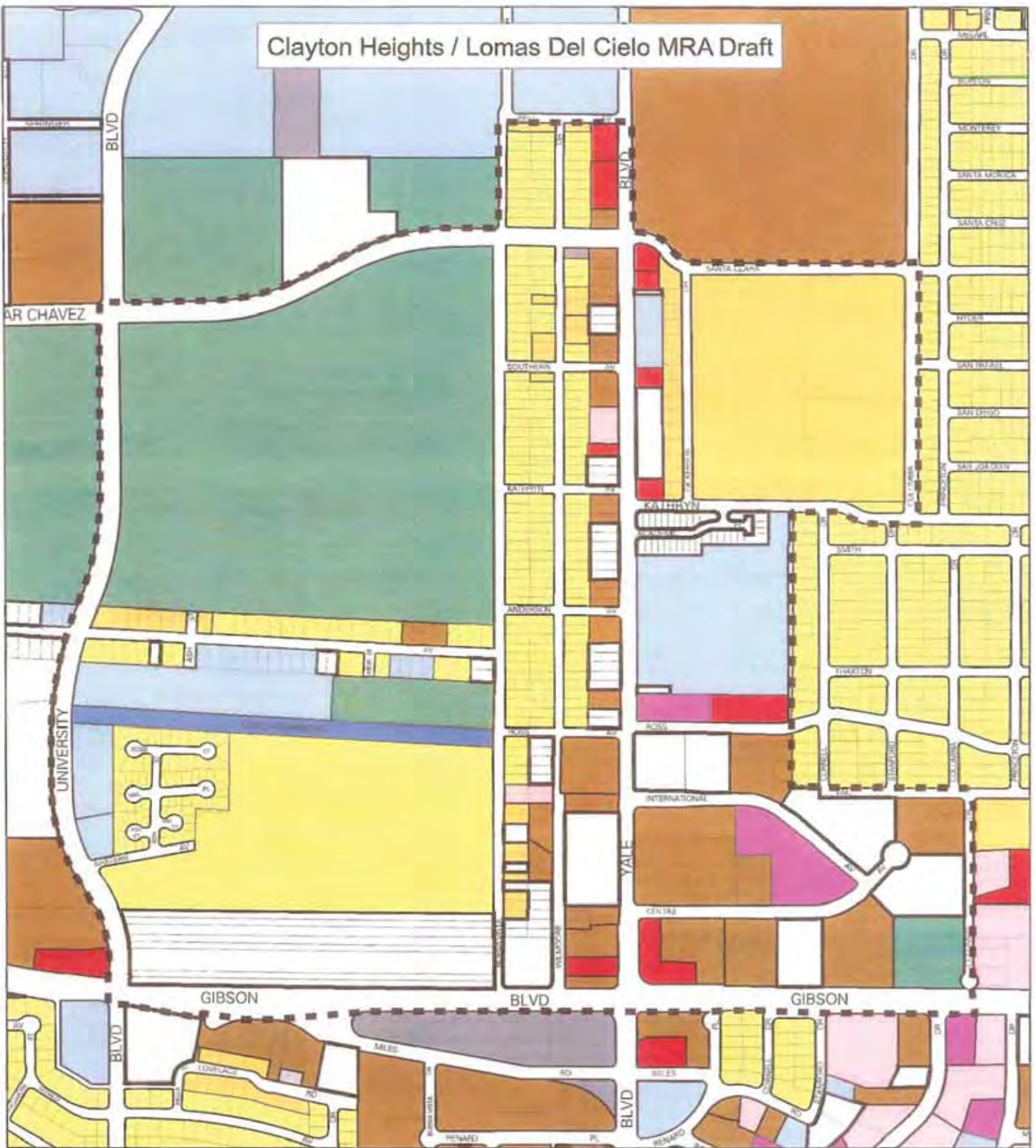
 MRA Draft Boundary



650 325 0 Feet



Clayton Heights / Lomas Del Cielo MRA Draft



- | | | |
|----------------------------|---------------------------|----------------------------|
| AGRICULTURE | MULTI FAMILY | TRANSPORTATION & UTILITIES |
| COMMERCIAL RETAIL | PARKING LOTS & STRUCTURES | VACANT/OTHER |
| COMMERCIAL SERVICE | PARKS & RECREATION | WHOLESALE & WAREHOUSING |
| DRAINAGE & FLOOD CONTROL | PUBLIC & INSTITUTIONAL | MRA Draft Boundary |
| INDUSTRIAL & MANUFACTURING | SINGLE FAMILY | |



650 325 0 Feet

Clayton Heights/Lomas Del Cielo Metropolitan Redevelopment Area (MRA) Designation Report

3.1.1 Deterioration of Site and Other Improvements

- Vacant/Underutilized Land. Approximately 33.37 acres of the proposed MRA are vacant land parcels. Trash, weeds, and litter clog these vacant parcels imparting a general sense of neglect to the neighborhood.
- Paving. Varying paving conditions exist within the proposed MRA area. Last year, The City of Albuquerque's Department of Municipal Development constructed new medians and improved paving along Gibson Blvd. between University and Buena Vista. Still, parking and traffic near the Isotopes and UNM Lobo Stadiums is congested. Commercial and multi-dwelling parking lots remain in disrepair. These areas require re-paving and re-stripping.
- Sidewalks. Narrow, dilapidated sidewalks run between Gibson and

Avenida Cesar Chavez along Buena Vista, and also on Cesar Chavez between University and Yale to the south of the new International Velodrome and The Isotopes Stadium. Portions of the sidewalks are unpaved or deteriorated creating dangerous pedestrian conditions. Utility poles and signposts further obstruct these narrow sidewalks.



Narrow side walk, corner of Buena Vista and Avenida Cesar Chavez

3.1.2 Faulty Lot Layout in Relation to Size, Adequacy, Accessibility, or Usefulness

- Size and Adequacy. The size and adequacy of lot layout is in agreement with zoning ordinances dictating allowable intensity of land use. The majority of the proposed Clayton Heights/Lomas Del Cielo MRA is zoned for residential use, with commercial areas concentrated along Yale and Gibson. Data Analysis Sub-Zones (DASZs) 8061, 8062, and 8072 fall within the Clayton Heights/Lomas Del Cielo MRA. According to 2004 density measures within these subzones the proposed MRA averages 3.7 units/acre, 7.5 persons/acre, and 2.17 persons/house. The City of Albuquerque averages 1.7 housing units/acre, 3.9 persons/acre, and 2.25 persons/housing unit (US Census 2000). Thus, the proposed MRA exhibits twice the density as does the City of Albuquerque. DASZ 8062 contains the mass of this density with 329 more multiple family housing units than single family units. Mountain View Apartment complex is located here.

- Accessibility. The Lomas Del Cielo subdivision and University Village Mobile Homes are only accessible from one point, Eastern Ave., off of University. Inadequate access into these areas creates undesirable congestion within the neighborhood.
- Usefulness. The proposed Clayton Heights MRA consists of a high number of undeveloped, unused and vacant lots. The 17 acre vacant lot on Gibson between Buena Vista and University is owned by multiple parties. Rezoning this lot from residential to mixed use, as well as replating may attract diverse commercial and residential development. The proposed MRA plan should address this issue further. Additionally, 17 undeveloped lots of various sizes and zones exist within the block bordered by Gibson, Buena Vista, Ross, and Wilmore. There are three large undeveloped lots adjacent to Centre Ave. On Yale alone, there are 25 undeveloped lots of various sizes, not including University Crossing Luxury Town Homes which are indicated as vacant on the Land Use Map, but have, to date, been developed. Encouraging commercial development on Yale will provide residents with services they are currently lacking.

Clayton Heights/Lomas Del Cielo Metropolitan Redevelopment Area (MRA) Designation Report

3.1.3 Inappropriate Subdivisions or lack of Adequate Housing Facilities

Declining residential sites within the Clayton Heights MRA include Lomas Del Cielo and University Village Mobile Home Park. These two sites serve as examples of inadequate access, as well as small lots and excess density. They also lack sufficient drainage. Sunshine Terrace development, and Geneva's Arroyo's former site exhibit undesirable patterns of storm drainage. Furthermore, Four-plex housing along Buena Vista between Ross and Gibson requires rehabilitation.



Drainage Problem, Apartments on the North-West corner of Ash and Buena Vista

New single family residential development in the Clayton Heights MRA may ensure Lowell Elementary School and the neighborhood's survival. Lowell Elementary School is operating under capacity and threatening closure. Located in the center of Clayton Heights neighborhood, a vacant field to the East of Lowell Elementary is an ideal site for a community park and soccer field.



La Vida Nueva/Mountain View Apartment Complex, on Dickerson

3.2 Economic Conditions

The overall direction of the area's economic conditions appears to be stagnant. Comparison data of County Business patterns between 1998 and 2000 indicate equal losses and gains for all commercial activity in the area with the majority of business lost in the employee size range from 5-19. Business gains are greatest in business sizes ranging from 20-999 employees. Along Yale, new investment in the area such as University Crossings Luxury Town Homes and a gas station/convenience store do little to counteract the general decline of the other commercial businesses along Yale. The only exceptions are hotel uses clustered at Yale and Gibson. The MRA's proximity to Albuquerque Sunport, Kirtland Airforce Base, and various sport's stadiums delineates its potential as a tourism center. Increasing food and hotel accommodations, as well as entertainment and hospitality services will enhance the areas welcoming capacity for Albuquerque's visitors.

4.0 Conclusions

This report clearly demonstrates existing conditions within the Clayton Heights/Lomas Del Cielo Area meet the criteria for "blighted" area designation as defined by the Metropolitan Redevelopment Code (3-60A-8). The conditions described in this report "Substantially impair the sound growth and economic health and well being" of the Clayton Heights/Lomas Del Cielo Area.

Metropolitan Redevelopment Area designation of Clayton Heights neighborhood will assist in achieving the following goals:

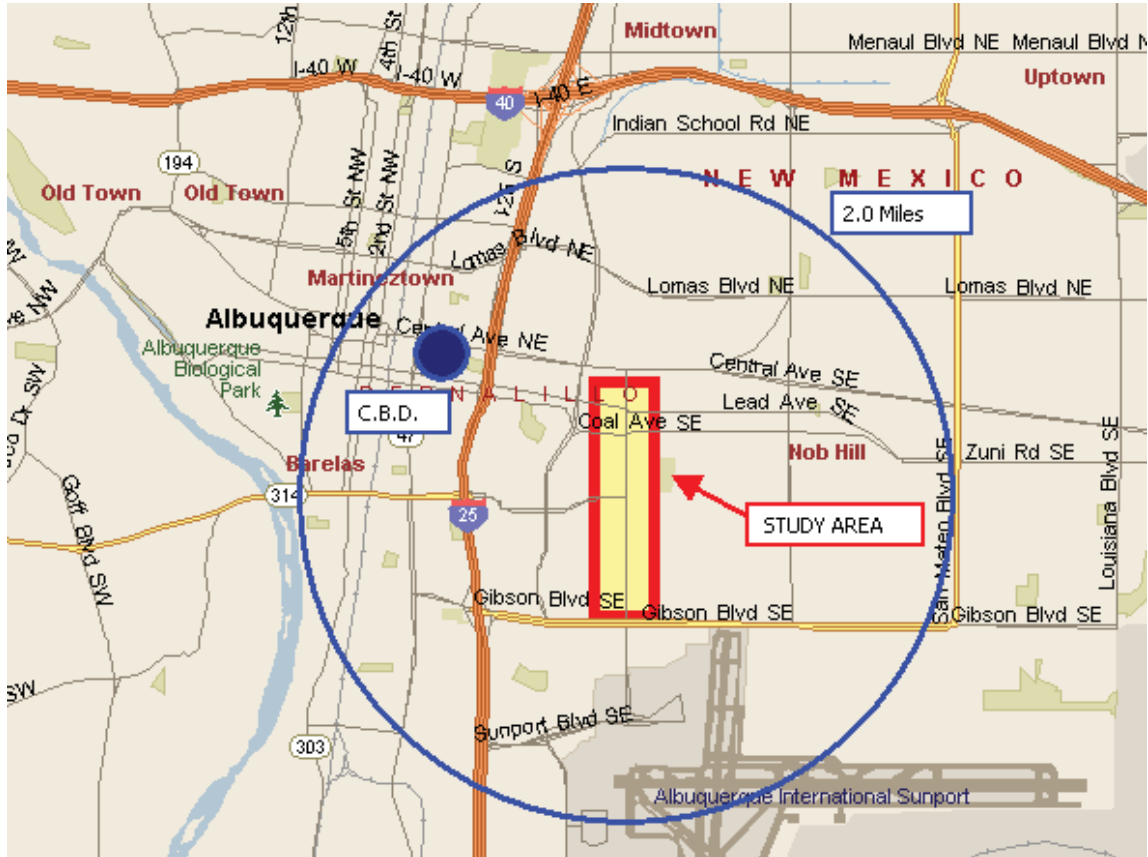
- Elimination of detrimental public health and welfare conditions.
- Conservation, improvement and expansion of available housing.
- Improvement of economic conditions through coordinated public and private investments.

With the powers made available by the Metropolitan Redevelopment Agency, the City of Albuquerque will be working with the private sector to create opportunities for new housing, assist in the establishment of new commercial ventures, assist in preserving existing businesses in the area, and implement public improvements and investments in the Clayton Heights/Lomas Del Cielo Area.



Vacant Building on Yale

INTRODUCTION



The South Yale Boulevard is located less than 2 miles southeast of downtown Albuquerque, near many of the region's primary destinations.

Executive Summary

The South Yale Boulevard is a mixed-use corridor adjacent to some of the region's most important institutions and destinations. Located less than 2 miles southeast of the Central Business District, South Yale is surrounded by the Albuquerque International Airport, Kirkland Air Force Base, the trendy Nob Hill shopping district, the University of New Mexico (UNM) and the UNM Science and Technology Park. The one mile long corridor also offers a direct link between the International Sunport and the University.

UNM's 26,000 students and 20,000 employees are an important influence on the South Yale area's commercial and residential markets. Over 60% of the housing located within a one mile radius of South Yale is renter occupied. 50% of the 27,300 housing units located within the total Yale corridor's trade area are renter occupied. Recent new single family and multiple family residential developments have quickly sold to members of the University community. The one mile radius will have

a demand for 500 additional housing units by 2012 and the total trade area will have a demand for 1,850 new units by 2012.

The subject site has an existing potential trade area of 54,600 persons and 24,700 households. Median household incomes are \$36,200 with average household incomes jumping to \$65,200. Almost 25% of the households in the trade area earn over \$75,000. The Yale corridor is also impacted by the adjacent International Sunport. The Sunport has over 6.5 million passengers per year departing on almost 1,000 flights per week.

This study finds that the South Yale Boulevard corridor is presently over-retailed by a total of up to 650,000 square feet for most commercial categories. Apparel, books, pharmacy, restaurants, sporting goods and supermarkets have a greater amount of reported sales than is supportable by the existing population.

The retail market located within one mile of the corridor can only support an additional 18,100 square feet of retail development in 2008, not including automotive or gasoline sales. The estimated total trade area for the study area had a \$145.3 million oversupply in retail sales during 2006. This imbalance indicates that these businesses are being supported by commuters driving through the Yale corridor or by outside visitors to the airport and sporting events.

This study also concludes that the South Yale corridor's total trade area can support up to 28,200 square feet of additional retail growth by 2008. This supportable retail includes a 14,000 square foot junior department store, 6,500 square foot hardware (home improvement), 1,200 square foot shoe store and 5,000 bars-clubs. This additional commercial will generate up to \$9.35 million dollars in gross sales per year.

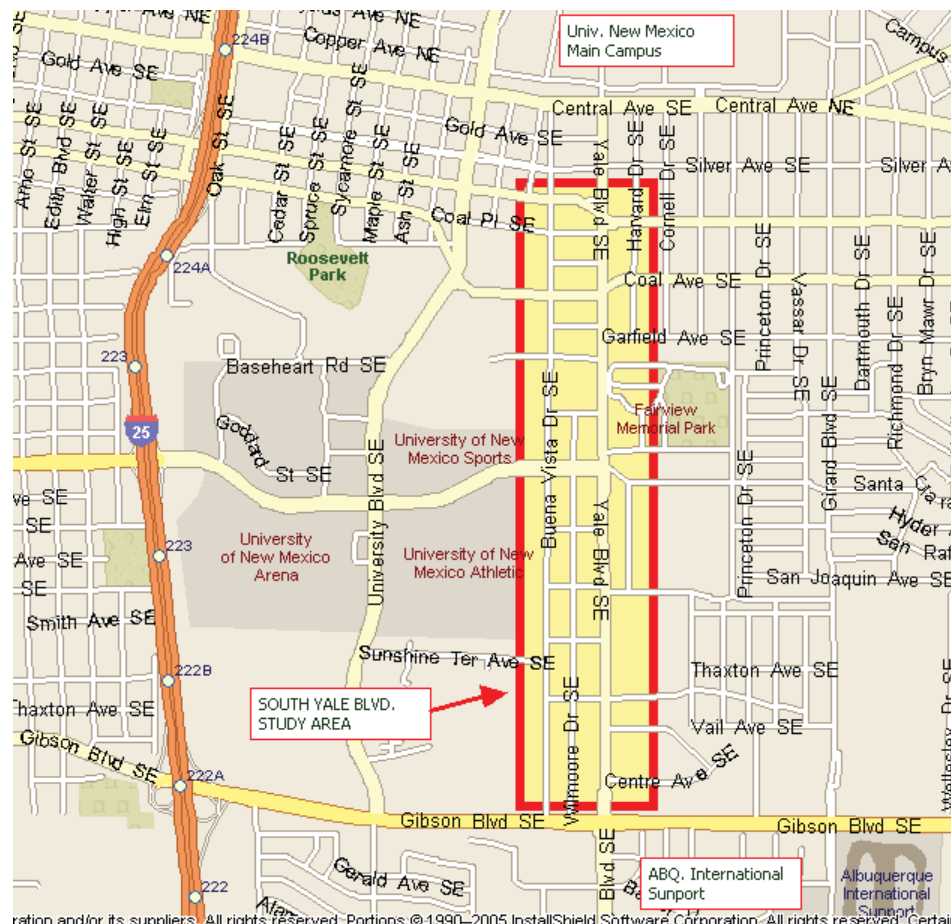
A considerable amount of additional retail and restaurants may be supportable along University Boulevard closer to the sports arenas. South Yale may also be able to support a much larger amount of retail if developed as a moderately priced mixed use modern lifestyle center, similar to the physical format of the ABQ center in the uptown area. However, this additional retail would likely pull sales from existing businesses in the trade area, resulting in a little net gain in gross sales.

Background

GPG has been retained by the City of Albuquerque to conduct a retail analysis for the South Yale Boulevard corridor area. The subject area is

located along South Yale Boulevard between Coal and Gibson Avenues SE. The scope of the project is as follows:

- What is the trade area that is served by retail in the Study Area?
- What are the current and projected trade area population and demographic characteristics?
- What is the current and projected growth for retail expenditures for 2008 to 2012?
- What type of retail is supportable and should be attracted to the South Yale Boulevard study area to best serve the existing and future population base? What are their anticipated sales volumes in 2008 and 2012?
- To define the likely growth for residential development along the South Yale Boulevard corridor.



The South Yale Boulevard Corridor study area is shown above, inside the red lines.

Methodology

To address the above issues, GPG conducted an evaluation of most major existing and planned shopping centers and retail concentrations in and surrounding the defined trade area. This evaluation was conducted during the week of July 14, 2007. During this evaluation, GPG thoroughly drove the market and visited and evaluated the major existing and planned institutions, retail and residential concentrations in the area.

GPG visited the area during the daytime and the evening, to gain an understanding of the retail gravitational patterns and traffic patterns throughout the study area.

GPG then defined a trade area that serves the existing retail in the market based on the field evaluation and the retail gravitation in the market, as well as our experience defining trade areas for similar developments throughout the United States. Population and demographic characteristics of trade area residents were collected by census tracts from national sources including ESRI.

Finally, based on the population and demographic characteristics of the trade area, existing and known planned retail competition, and traffic and retail gravitational patterns, GPG developed this qualitative assessment for the South Yale Street market.

For the purposes of this study GPG has assumed the following:

- No other major retail centers or residential developments are planned or proposed within the timeframe of this study (2012) and, as such, no other retail is assumed in our sales forecasts.
- The South Yale Corridor area is properly zoned and can support commercial and residential development and will have curb-cuts as shown in the proposed master plan.
- The region's economy will continue at normal or above normal ranges of employment, inflation, demand and growth.
- Any new development, commercial and residential, will be planned, designed, built and managed as a walkable town center, to the best practices of *The American Planning Association, the Congress for the New Urbanism, the International Council of Shopping Centers and The Urban Land Institute*.

-
- Parking for the area is assumed adequate for the proposed uses, with easy access to the retailers and residential in the development.
 - Visibility of the new retail is also assumed to be very good, with signage as required to assure good visibility of the retailers.
 - The new residential construction will be planned, marketed, managed and priced appropriately and meet or exceed the quality and design standards expected by the market.
 - UNM will continue to maintain its level of quality and growth.

Limits of Study

The findings of this study represent GPG's best estimates for the amounts and types of retail and residential that should be supportable at the subject site by 2008-2012. Every reasonable effort has been made to ensure that the data contained in this study reflect the most accurate and timely information possible and are believed to be reliable. This study is based on estimates, assumptions, and other information developed by GPG independent research efforts and general knowledge of the industry.

This report is based on information that was current as of July 2007, and GPG has not undertaken any update of its research effort since such date.

This report may contain estimated prospective financial information, estimates, or opinions that represent GPG's view of reasonable expectations at a particular time, but such information, estimates, or opinions are not offered as predictions or assurances that a particular level of income or profit will be achieved, that particular events will occur, or that a particular price will be offered or accepted.

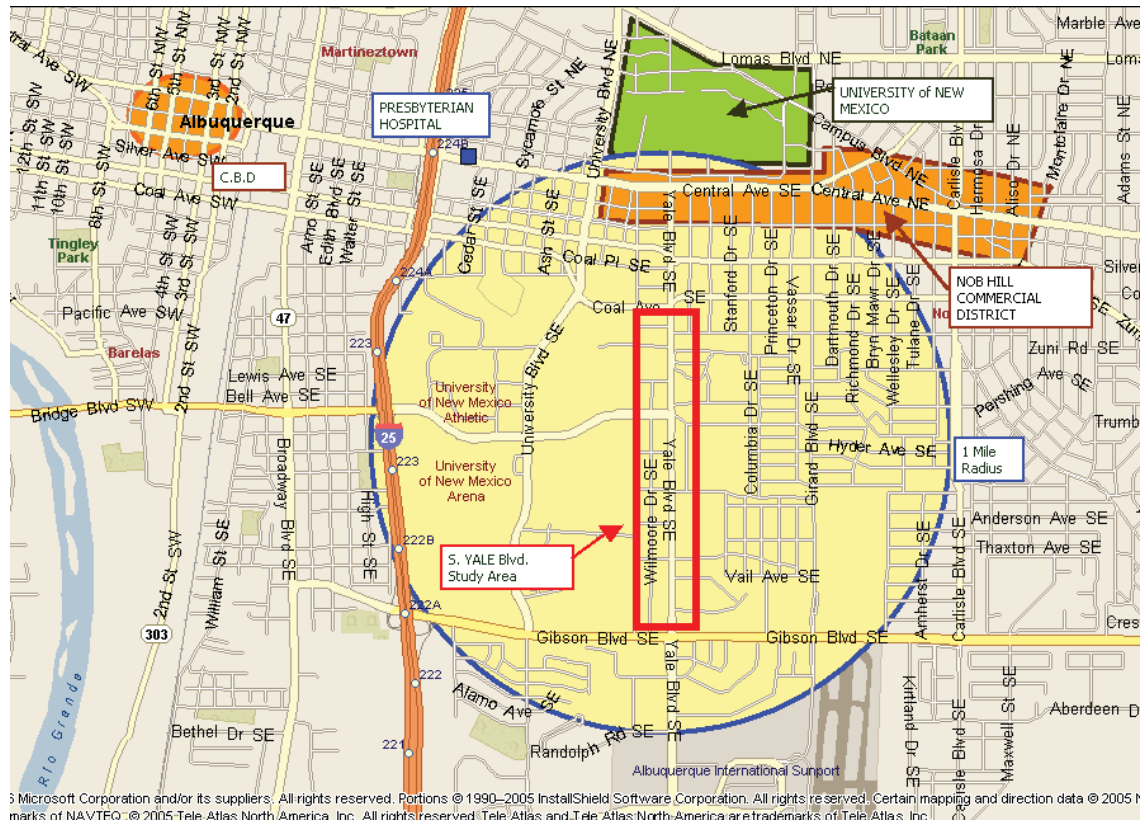
Actual results achieved during the period covered by GPG's prospective financial analysis may vary from those described in our report, and the variations may be material. Therefore, no warranty or representation is made by GPG that any of the projected values or results contained in this study will be achieved.

This study ***should not*** be the sole basis for programming, planning, designing, financing or development of a commercial center. This study is intended only for general urban planning purposes by the City of Albuquerque.

Trade Areas

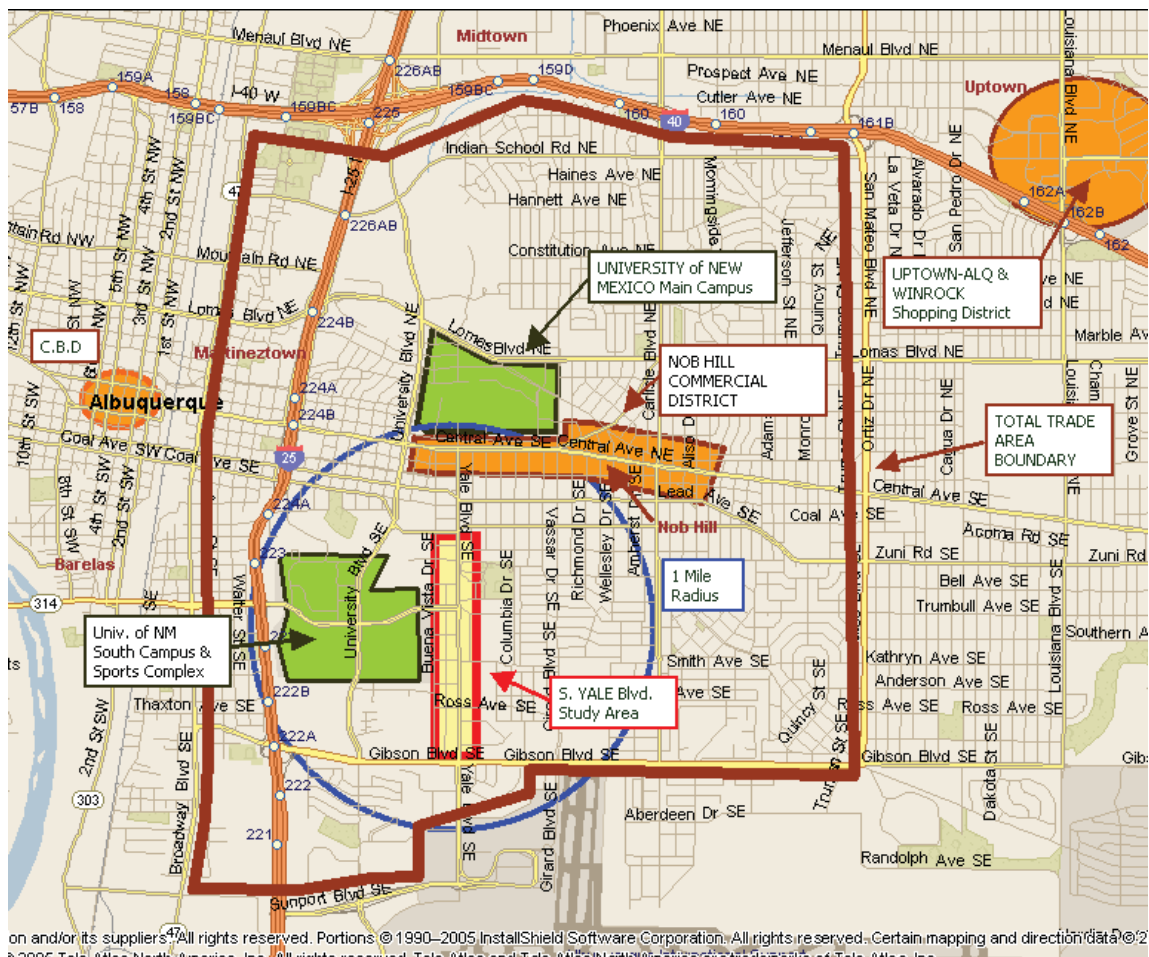
Based on GPG's field evaluation, the retail gravitation in the market, and our experience defining trade areas, this study finds that retail in the Yale study area currently has two trade areas, a one mile radius and a total trade area. The one mile radius serves as the Yale Corridor's primary trade area, accounting for an estimated 50% of the commercial sales.

Please find below an illustration of the one mile trade area:



The South Yale Boulevard Corridor's 1 mile radius trade area (shown in blue above) includes: The Nob Hill commercial district, the International Sunport Airport and the University of New Mexico.

The total trade area includes all three of UNM's campus, the western edge of the central business district, much of Nob Hill and most of the airport hotel area. This study estimates that approximately 75% of the Yale study area's commerce comes from the residents, employees and students located within the total trade area. The balance of the commercial sales occurs from through traffic and UNM's major sporting events (basketball, football, baseball, soccer and tennis). Please refer to the following map for the approximate total trade area boundaries.

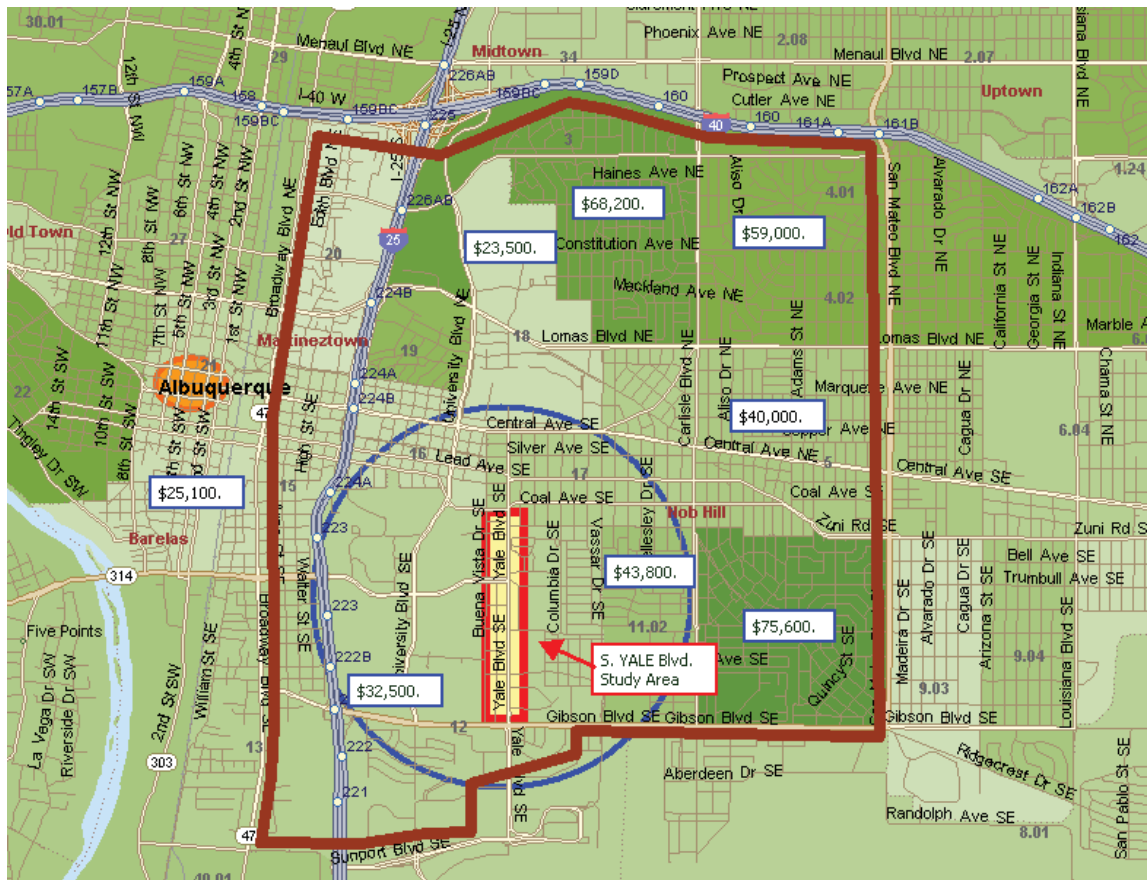


The estimated total trade area is illustrated above inside of the brown line. This trade area is well defined by the Airport, I-25, I-40 and the edge of Nob Hill to the east.

Trade Area Demographic Characteristics

The 1 mile trade area has an estimated 2007 population of 13,725 persons, which is projected to grow to 14,380 persons by 2012, a 0.94% increase over the five-year period. The total trade area adds an additional 40,875 persons to the population base, for a total trade area population of 54,600 persons, which is projected to grow to 57,375 persons by 2012, a 1.00 % increase over the five-year period.

The number of households in the one mile trade area, currently estimated at 6,780, is projected to increase to 7,220 households by 2012. The total trade area's household base is currently estimated at 24,740, and is projected to grow to 26,410 households by 2012.



Average Household Incomes widely vary around the Yale Corridor (see map above where the darker greens indicate the highest household incomes).

Household incomes in the market are moderate. As shown on the map above, the median household incomes currently in the one mile trade area, (\$27,220) is lower than those found in the total trade area (\$36,220). The average household incomes are much higher at \$40,129 in the 1 mile trade area, compared to \$65,153 in the total trade area. Over 18.6% of the households in the 1 mile trade area report income levels above \$75,000 compared to 22.2%. Markets with an average household income of \$75,000 are considered desirable by many leading retailers.

The median age within the market is young. The one mile trade area is significantly younger, 29.1 years than found in the total trade area, 33.1 years. The 1 mile trade area workforce consists of 63% white-collar, in comparison to the total trade area's 67.1% white collar workforce.

The following Table 1 presents and compares the demographic characteristics found in the defined trade areas:

Table 1: Demographic Summary

2007 Population Characteristics	1 Mile Radius	Total Trade Area
Population	13,725	54,600
Population (2012)	14,380	57,375
2007-2012 Projected Annual Population Growth Rate	0.94%	1.00 %
Median Household Income	\$27,220.	\$36,216.
Average Household Income	\$40,129.	\$65,153.
Median Per Capita Income	\$20,343.	\$25,558.
% Households with incomes \$75,000 or higher	18.6%	22.2%
Median Age	29.1	33.1
American Indian Alone	6.0%	4.1%
Asian or Pacific Islander Alone	8.2%	3.5%
Black Alone	6.1%	3.9%
Hispanic Origin	33.1%	37.4%
White Alone	62.3%	70.3%
Some Other Race Alone	13.4%	14.3%
Median Home Value	\$175,163.	\$210,086.
Housing Units	7,550.	27,340
Owner Occupied Housing Units	27.3%	40.4%
Renter Occupied Housing Units	62.5%	50.1%
% Enrolled in College (2000)	20.2%	14.6%
% Employed in White Collar Businesses	63%	67.1%

STUDY AREA CHARACTERISTICS

Access

Regional access to the South Yale corridor subject area is excellent with two direct interchanges to Interstate 25. In addition, Yale intersects with Central Avenue, the region's primary east-west road. Yale also serves as an important entry to both the International Sunport and UNM's main campus. Yale was once the primary vehicular portal to and from the airport, but recently much of the airport traffic has moved to University Boulevard and I-25.

Parking/Visibility

Most of the existing businesses along the Yale corridor have plenty of surface parking. In some cases, these parking lots significantly limit the potential for pedestrian movement between the various businesses.

Future parking for the area is assumed adequate for the proposed uses, with easy access to the retailers in the development. This study assumes that any new developments will include commercial industry standards.

Other Shopping Areas

As part of the field evaluation, GPG visited most major shopping concentrations in and around the periphery of both the one mile and total trade areas. The area has an oversupply of most retail and restaurant categories. However, many of these existing businesses are tired and not necessarily meeting the potential market demand. The exception is the newly opened ABQ Uptown lifestyle center. ABQ has introduced many new leading retailers into the market and is reportedly setting record sales figures for these upscale stores.

Regional retail competition in the market includes the following:

- The Central Business District
- Nob Hill
- The Uptown Retail District
- ABQ Uptown Lifestyle Center
- Various Neighborhood Centers

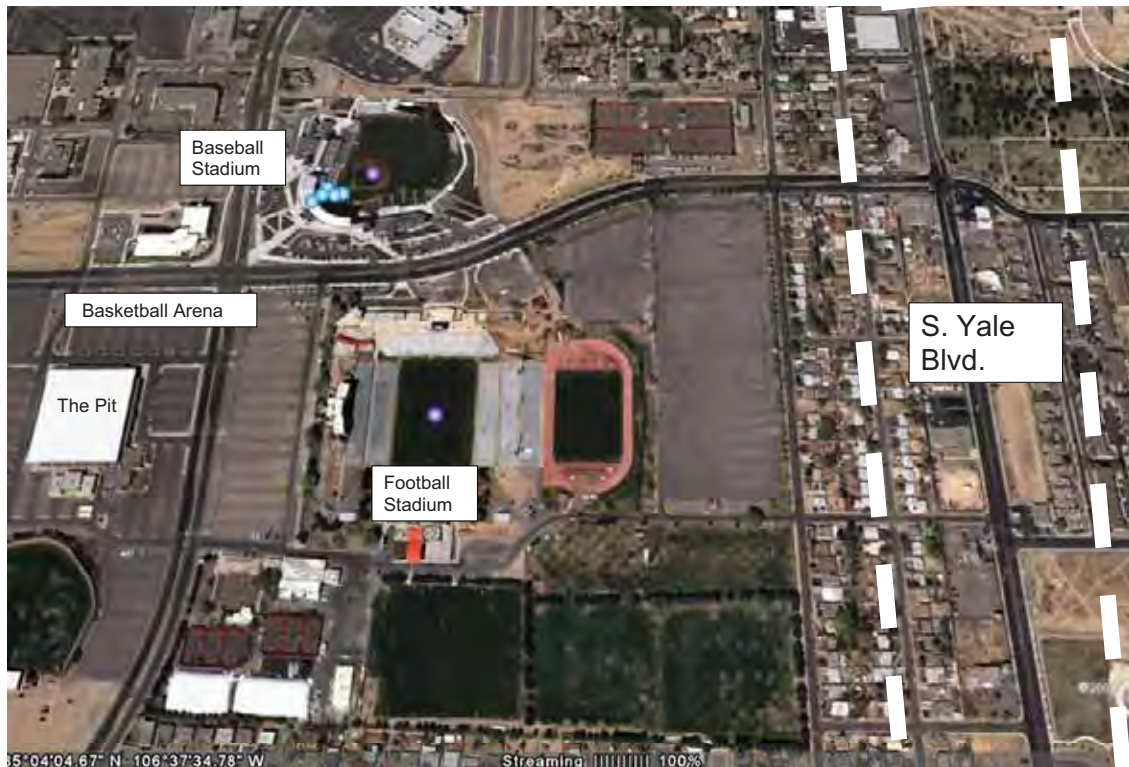
SURROUNDING LAND USES & INSTITUTIONS

The University of New Mexico



UNM's football stadium averages over 37,000 spectators per game and is planning to enlarge the seating in the near future.

One of the South Yale study area's most important influences is the University of New Mexico. Founded in 1889, UNM has 26,000 students and over 20,000 employees. The University offers 210 degree programs including law and medicine. UNM is also considered one of the top 25 U.S. colleges for Latinos. The student body includes 19,000 undergraduates and 12,000 'non-traditional' evening students.



The UNM South Sports Campus is shown above. Located just two blocks west of Yale Blvd, this campus includes some of the leading sports arenas in the country.

UNM is also ranked as one of the leading sports universities in the country and most of its arenas are located within two blocks of the Yale corridor. The adjacent sports activities include: football, basketball, soccer, tennis and baseball. The football field averages 37,200 visitors per game and is planned to expand to 42,000 seats in the near future. The Pitt houses the basketball arena and is considered one of the top 15 sporting venues in America, with an average of 15,700 attendees per game.

The potential for additional steady retail and restaurant commerce from UNM's sports arenas is difficult to gauge. Local restaurants along Nob Hill report strong sales during sports nights. However, the arenas are set back considerably from Yale Boulevard and surface parking lots separate the two. In addition, sports arenas often capture a high

percent of the food and beverage sales internally, limiting the overflow to surrounding businesses. Many community residents will often avoid business districts near major sporting complexes over concern that a major event will snarl traffic and crowd the businesses.

UNM's student body and employees represent a significant contribution to central Albuquerque's economy. However, the South Yale corridor has not yet fully captured this market potential of the campus. On the other hand, other commercial areas such as the Central Business District's entertainment area, Nob Hill and the north edge of the campus are presently capturing most of the University's market potential.

Residential & Parks



The Yale corridor (looking north) is flanked by many older single family neighborhoods and Loma Linda Park (shown to the right above).

The South Yale corridor includes a wide variety of residential and recreational uses. There are 7,550 existing residential units located within 1 mile of the Yale Corridor and 27,340 units located within the corridor's total trade area. Most of the housing is more than 30 years old and only 40% of the housing stock is detached single family. About 2% of the housing is mobile home and the University has a few attached apartments reserved for families. More than 60% of the

housing, located within one mile of South Yale Boulevard, is rental and 50% is rental within the total trade area.

Recreational opportunities include the giant UNM sports complex, west of Yale and Loma Linda Park. Loma Linda is a large city park offering passive and active recreational activities. This park draws from a large area of the city and could potentially contribute to some restaurants along Yale. UNM's sports complex includes major basketball, football and baseball stadiums. In addition, the campus has tennis, soccer and numerous other recreational amenities.

UNM Science & Technology Park

Located three blocks west of the Yale Corridor, the Science & Technology Park at UNM includes 160 acres of land and over 600 employees. As a part of UNM's South Campus, the Tech Park has recently been planned for a 40 acre expansion. The park presently includes over 530,000 square feet of research and development facilities.

Technology-oriented businesses in the Park exist in the areas of microelectronics, photonics, optoelectronics, biometrics, spectroscopy technology, advanced materials, manufacturing technology, medical research and testing, and medical devices. UNM ranks in the top five in rate of growth of the National Institute of Health funding and spends nearly \$300 million in annual research funding.

The Tech Park is not within easy walking distance of the Main NMU campus or the Yale corridor. Its many employees likely drive to surrounding restaurants or dine within their offices. The South Yale business corridor's limited restaurants and retailers generally fall below the quality and selection that highly skilled scientists are likely accustomed to.

ABQ International Sunport

Located at the south edge of the Yale Boulevard study area, the International Sunport generates much of Yale's vehicular traffic and commercial development. The airport supports more than 725 domestic flights and over 350 international flights per week. Many of the airport's hotels and service businesses are grouped around Yale and Gibson. These businesses are primarily visited by the airport's employees and 6.5 million passengers. The numerous restaurants also provide a needed service for local residents, employees and the University.



View of South Yale Boulevard and Gibson looking north. This intersection includes numerous hotels, restaurants and parking lots geared for the International Sunport. Note the existing mobile home park in the top left of photo.

Supportable Retail Summary: One Mile Radius

This study finds that the South Yale corridor is well serviced by its many surrounding commercial centers and shopping districts. In most categories, the reported annual sales far outweigh the potential consumer demand.

2006 retail sales (excluding restaurant) for the one mile area were \$77.8 million and consumer demand was \$94.8 million, representing a gross potential demand of \$17 million. This study estimates that only \$3.9 million of this potential retail demand can be captured along the South Yale corridor. 2006 gross restaurant sales for the one mile trade area were \$28.0 million and consumer demand is estimated at only \$16.5 million. These figures represent a 2006 oversupply of \$11.5 million or 25,000 square feet of restaurant businesses within one mile of the South Yale corridor.

Bars are the exception to the oversupply, showing an additional demand with \$281,000 in annual sales, supporting a small 1,400 square foot pub. In addition to the pub, this study also finds that the 1 mile trade area can support a total of 18,100 square feet of additional retail including a 14,000 square foot junior department store, 1,500

square feet of furniture and home furnishings and 1,200 square feet of home improvement.

Table 2: Additional Retail Development for 1 Mile Radius

Commercial Categories	2006 Estimated Annual Sales (Supply)	2006 Estimated Consumer Expenditures (Demand Potential)	Estimated Net Additional Demand (Gross Sales/yr)	2002 National Average Sales /SF*	Estimated Additional Supportable Development
Apparel & Accessories	\$6,670,400.	\$4,492,800.	\$0.	\$310.	0 sf
Books	\$1,923,800.	\$979,100.	\$0.	\$220.	0 sf
Department Stores (Jr.)	\$175,000.	\$11,410,000.	\$2,808,900.	\$195.	14,000 sf
Drinking Places (Alcoholic Beverages)	\$700,100.	\$981,100.	\$281,000.	\$450.	1,400 sf
Electronics	\$3,651,800.	\$2,672,100.	\$0.	\$382.	0 sf
Furniture & Home Furnishings	\$1,900,000.	\$3,000,000.	\$550,000.	\$321.	1,500 sf
Home Improvement	\$650,700.	\$2,801,600.	\$537,725.	\$458.	1,200. sf
Jewelry	\$1,300,000.	\$390,300.	\$0.	\$871.	0 sf
Pharmacy & Personal Care	\$3,026,400.	\$3,130,600.	\$0.	\$453.	0 sf
Food Services & Restaurants (Liquor & Non Liquor)	27,333,600	\$15,470,500.	\$0.	\$390.	0 sf
Shoe Stores	\$356,600.	\$763,000.	\$203,200.	\$350.	0 sf
Sporting Goods & Bicycles	\$1,352,000.	\$831,700.	0 sf	\$250.	0 sf
Supermarkets	\$17,713,500.	\$ 12,936,600...	0 sf	\$524.	0 sf
Food Services, Restaurants & Drinking Places	\$28,033,600.	\$16,451,600 (NIC Special Event Attendees)	0 sf	\$390.	0 sf
Total Additional Supportable for 1 Mile Radius \$3,896,625,000					18,100 sf

* Based upon ICSC Merchandise Index Table 7 & U.S. Census Bureau.

The retailers at the site should be unique in appeal and, as such, we have recommended both local and national retail tenants for apparel and restaurants. The local retailers/restaurants can be existing retailers and restaurants in nearby communities that are currently operating space in the greater Albuquerque market.

Total Trade Area Retail Demand

The larger total trade area's demand for retail goods and services is also considerably less than the existing demand. 2006 gross sales for the total trade area are reported at \$500.3 million. The demand is

estimated at only \$355.1 million, representing an oversupply by \$145.2 million (not including automotive or gasoline sales). Even assuming total capture potential, this oversupply equates to a surplus of more than 600,000 square feet in commercial.

This surplus of retail sales is being generated by visitors living outside of the total trade area boundary including the airport, sporting events, air force base and drive through traffic. Gross 2007 retail sales (excluding food, beverage, automotive and gasoline) were \$398.5 million and the demand only \$276.4 million. This represents an oversupply of retail sales of \$122.1 million in 2006 for the total trade area. 2006 food and drink sales were \$101.8 million and the total trade area's demand of \$78.7 million, equated to a \$23.1 million oversupply or more than 56,000 sf of surplus food and beverage businesses. This oversupply is being absorbed by visitors from outside of the total trade area, including sporting events, the Kirkland Air Force Base and the airport.

Please see Table 3 on the next page for a detailed analysis of the total trade area's retail potential.

Table 3: Additional Supportable Retail for Total Trade Area

Commercial Categories	2006 Estimated Annual Sales (Supply)	2006 Estimated Consumer Expenditures (Demand Potential)	Estimated Net Additional Demand (Gross Sales/yr)	2002 National Average Sales /SF*	Estimated Additional Supportable Development
Books	\$9,100,000.	\$4,088,700.	\$0.	\$220.	0 sf
Clothing Stores	\$15,373,200.	\$16,003,000.	\$62,200.	\$321.	0 sf
Department Stores	\$67,000,000.	\$55,600,000	\$0.	\$195.	0 sf
Drinking Places (Alcoholic Beverages)	\$2,466,400.	\$4,780,100	\$2,300,700.	\$450.	5,000 sf
Electronics	\$18,766,000.	\$12,710,700.	\$0.	\$382.	0 sf
Food Services & Restaurants (Liquor & Non-Liquor)	\$97,224,500.	\$70,866,200.	\$0.	\$390.	0 sf
Furniture & Home Furnishings	\$12,098,400	\$15,211,900.	\$450,000.	\$321.	1,400 sf
Home Improvement	\$2,726,500.	\$14,900,000.	\$3,043,400.	\$458.	6,500 sf
Jewelry	\$5,385,600.	\$1,935,000.	\$0.	\$871.	0 sf
Pharmacy & Personal Care	\$53,022,600.	\$15,694,900.	\$0.	\$453.	0 sf
Shoe Stores	\$2,304,800.	\$3,647,800.	\$402,900.	\$350.	1200 sf
Sporting Goods & Bicycles	\$14,267,000.	\$8,095,000.	\$0.	\$250.	0 sf
Supermarkets	\$116,012,100.	\$62,919,600.	\$0.	\$524.	0 sf
Total Additional Supportable for Estimated Trade Area					\$5,400 sf

Summary of Findings for Additional Retail

Of 25 retail categories analyzed, only 4 have the potential for development along Yale: home furnishings, drinking places (bars-clubs), home improvement (hardware) and shoes. The total supportable amount of retail is 28,200 square feet of new commercial development. This new retail is estimated to service both the one mile and total trade areas and should yield up to 9.35 million dollars in gross annual sales. These sales are at or above market averages.

It is likely that UNM's sporting venues do not contribute to commerce as much as they could, due to their distance from Yale and the self-contained nature of the sporting events. Their sporting arenas could potentially have a significant impact on Yale with careful planning, programming and marketing between the University and City. Additional retail can be supported in the South Yale corridor only if it offers a unique combination of tenant mix and physical character that is better managed and more appealing than the existing older commercial districts. Any new commercial will need to appeal to the University market, Airport, Air Force Base and the surrounding neighborhoods. This new retail development will not likely create new demand; instead, it will mostly transfer sales from existing retailers and restaurants in the trade area.

Please refer to Table 4 below for a summary of the additional supportable retail along the South Yale corridor:

Table 4: Summary of Supportable Retail for South Yale Corridor

Business Category	1 Mile Trade Area	Total Trade Area	Total Supportable
Jr. Department Store	14,000 sf	0 sf	14,000 sf
Drinking Places	1,400 sf	5,000 sf	5,000 sf
Furniture & Home Furnishings	1,500 sf	1,400 sf	1,500 sf
Home Improvement (Hardware)	1,200 sf	6,500 sf	6,500 sf
Shoe Stores	0 sf	1,200 sf	1,200 sf
Total Supportable	18,100 sf	14,100 sf	28,200 sf

Residential Demand

The South Yale corridor has not been sharing in the recent housing boom of the greater Albuquerque region. Although numerous small developments have been completed, over 90% of the housing stock located near the corridor was built prior to 1979. Few infill sites remain for new construction. The South Yale housing market is strongly

influenced by the University's growth. Less than 40% of the existing residential units are single family detached, 1.8 % is mobile homes and almost 60% are attached multiple family dwellings.

Over 62% of the housing located within a one mile radius of South Yale is renter occupied. 50% of the 27,300 housing units located within the total Yale trade area are renter occupied. More than 25% of the apartment units are attached in buildings of 10 or more units.

Although the University community is a major contributor to the residential market, the Airport, Science and Technical Park and the prime central location also make the Yale corridor attractive to professionals. More than 60% of the 16+ population has a 'white collar' job. Almost 40% of the employed residents have a professional, management or financial position. The 2007 median house value of \$210,086 reflects a moderate housing market and new developments are reported to sell quickly to both young professionals and members of the University community.

Summary of Findings for Residential Demand

This study finds that the South Yale Boulevard corridor will have a demand for 500 additional housing units by 2012 and the total trade area will have a demand for 1,850 new units by 2012. The median home value for the total trade area is expected to increase to \$244,300 by 2012. The 2010 median home value for residences located within 1 mile of South Yale is estimated to be \$210,000.

These new homes should be geared for young professionals, young families and the University market. New home prices should be priced under \$300,000. This study estimates that the South Yale market will support 300 additional rental housing units by 2012. These rental units can include: single family, attached town home and garden style apartments.

Table 5: Summary of 2010 Residential Demand

Unit Ownership	No. of Units	Median Value	Size Range	Unit Types
Owner Occupied	200	\$210,000.	1600 -2200 sf	Detached, Townhome, Stacked Flat
Renter Units	300	\$	600-1000 sf	Detached, Townhome & Garden Type

In addition, GPG finds that the South Yale corridor will support 200 additional owner-occupied residential units. These homes can also

include single family small lot dwellings, town homes and stacked flats. On average, new single family homes should be 1600-2200 square feet, with popular amenities such as large kitchens, 2-3 baths and attached garages. Apartments should range from 1-3 bedrooms and 600 square foot - 1000 square foot on average. Care should be given not to have high concentrations of any one type of housing unit typology to avoid large pools of student renters.

When possible, new residential development should be located within walking distance to retail services and/or employment centers. 16% of the population does not have access to a vehicle and 50% of the households have only one vehicle available. The new housing construction will help to increase the demand for new neighborhood commercial such as, grocery stores, bakeries, restaurants and service businesses.

RATIONALE

Please find below the rationale for the above recommendations and findings:

- **Strong Population Density** Population density is strong close to the site with 13,725 persons within one mile of the South Yale subject area and 54,600 persons within the expanded trade area.
- **Strong Trade Area Household Incomes** Both the 1 mile trade area and total trade areas have strong incomes. The average household income for the 1 mile trade area is \$ 40,129 and \$65,153 in the total trade area.
- **Daytime Employment Base** Overall, there are a total of 20,000 employees working at the university and 600 at the UNM Science and Technology Park. The airport and Kirkland Air Force Base also have strong employment sectors within the 1 mile trade area. The employment base within the 1 mile trade area is white-collar oriented with over 60% of all employees working in this sector.
- **Retail Competition** the South Yale area faces stiff competition from numerous shopping centers and districts, including The CBD, Nob Hill, and ABQ Uptown.
- **Trade Area Demographics** Significant trade area demographics include a median age of 29.1 years in the 1 mile trade area and 33.1 years within the total trade area.

-
- **University of New Mexico** The campus provides over 26,000 students and 20,000 employees within a few blocks of the South Yale corridor. This community offers a steady market potential for retail and residential development.
 - **Sporting Events** The UNM's many sporting venues pull large numbers of visitors to the South Yale corridor on a regular basis. Although most of this food and beverage sales occur inside of the sports arenas, the events do offer the existing businesses excellent exposure and potential overflow sales.

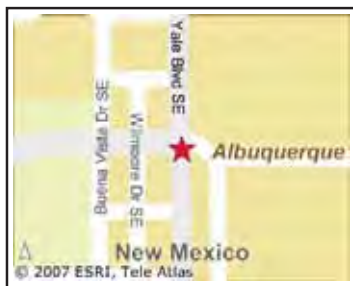
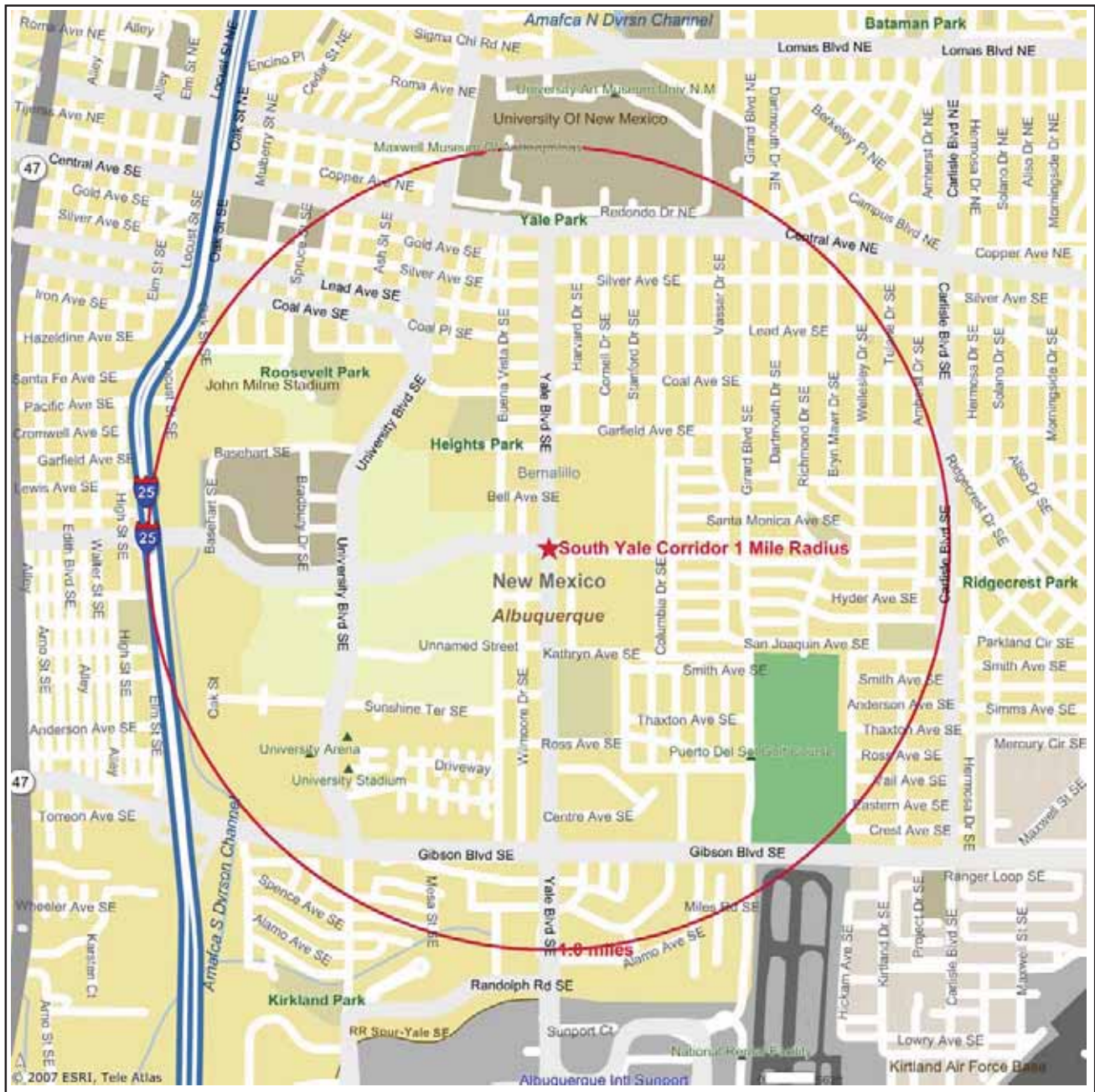
-- END OF REPORT --

The map illustrates the following land uses and features:

- UNM (Yellow):** Includes UNM South Campus, UNM Science, and UNM South Campus Research Park.
- City of Albuquerque (Grey):** Includes Roosevelt Park, Central Office Addition, and the Albuquerque Sports Complex.
- Albuquerque Public Schools (Green):** Includes the Central Office Addition.
- Technical Vocation Institute (Purple):** Located near the top center.
- Private (Blue):** Includes the Ever Ready Oil Company and various smaller lots.

Key streets shown include Avenida Cesar Chavez, University Blvd, and Clayton St. Other labels include "UNM SOUTH CAMPUS", "EVER READY OIL COMPANY", "ALBUQUERQUE SPORTS COMPLEX", and "TECHNICAL VOCATIONAL INSTITUTE".





Demographic and Income Profile

South Yale Corridor 1 Mile Radius

Prepared by Gibbs Planning Group, Inc.

Latitude: 35.0694

Longitude: -106.622

Radius: 1.0 miles

	Site Type:	Radius		
Summary	2000	2007	2012	
Population	13,392	13,725	14,381	
Households	6,344	6,781	7,217	
Families	2,542	2,520	2,549	
Average Household Size	2.01	1.93	1.90	
Owner Occupied HUs	2,000	2,064	2,117	
Renter Occupied HUs	4,344	4,718	5,101	
Median Age	29.1	29.1	29.1	

Trends: 2007-2012 Annual Rate	Area	State	National
Population	0.94%	1.34%	1.22%
Households	1.25%	1.54%	1.27%
Families	0.23%	1.04%	1.00%
Owner HHs	0.51%	1.47%	1.29%
Median Household Income	3.31%	3.32%	3.29%

	2000		2007		2012	
Households by Income	Number	Percent	Number	Percent	Number	Percent
< \$15,000	2,245	35.0%	1,922	28.3%	1,742	24.1%
\$15,000 - \$24,999	1,258	19.6%	1,225	18.1%	1,196	16.6%
\$25,000 - \$34,999	1,015	15.8%	948	14.0%	906	12.6%
\$35,000 - \$49,999	696	10.9%	1,054	15.5%	1,156	16.0%
\$50,000 - \$74,999	603	9.4%	740	10.9%	916	12.7%
\$75,000 - \$99,999	381	5.9%	359	5.3%	518	7.2%
\$100,000 - \$149,999	146	2.3%	413	6.1%	570	7.9%
\$150,000 - \$199,999	31	0.5%	61	0.9%	112	1.6%
\$200,000+	35	0.5%	58	0.9%	101	1.4%
Median Household Income	\$22,188		\$27,220		\$32,031	
Average Household Income	\$32,054		\$40,129		\$47,718	
Per Capita Income	\$15,513		\$20,343		\$24,482	

	2000		2007		2012	
Population by Age	Number	Percent	Number	Percent	Number	Percent
0 - 4	757	5.7%	790	5.8%	851	5.9%
5 - 9	638	4.8%	625	4.6%	634	4.4%
10 - 14	623	4.7%	550	4.0%	553	3.8%
15 - 19	1,109	8.3%	1,090	7.9%	995	6.9%
20 - 24	2,143	16.0%	2,297	16.7%	2,453	17.1%
25 - 34	2,962	22.1%	3,067	22.3%	3,259	22.7%
35 - 44	1,878	14.0%	1,652	12.0%	1,696	11.8%
45 - 54	1,551	11.6%	1,707	12.4%	1,608	11.2%
55 - 64	734	5.5%	1,009	7.4%	1,313	9.1%
65 - 74	526	3.9%	466	3.4%	524	3.6%
75 - 84	340	2.5%	330	2.4%	309	2.1%
85+	130	1.0%	142	1.0%	185	1.3%

	2000		2007		2012	
Race and Ethnicity	Number	Percent	Number	Percent	Number	Percent
White Alone	8,608	64.3%	8,547	62.3%	8,757	60.9%
Black Alone	790	5.9%	832	6.1%	889	6.2%
American Indian Alone	671	5.0%	768	5.6%	859	6.0%
Asian Alone	848	6.3%	1,013	7.4%	1,166	8.1%
Pacific Islander Alone	12	0.1%	13	0.1%	13	0.1%
Some Other Race Alone	1,787	13.3%	1,840	13.4%	1,939	13.5%
Two or More Races	675	5.0%	712	5.2%	759	5.3%
Hispanic Origin (Any Race)	4,294	32.1%	4,545	33.1%	4,871	33.9%

Data Note: Income is expressed in current dollars.

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. ESRI forecasts for 2007 and 2012.

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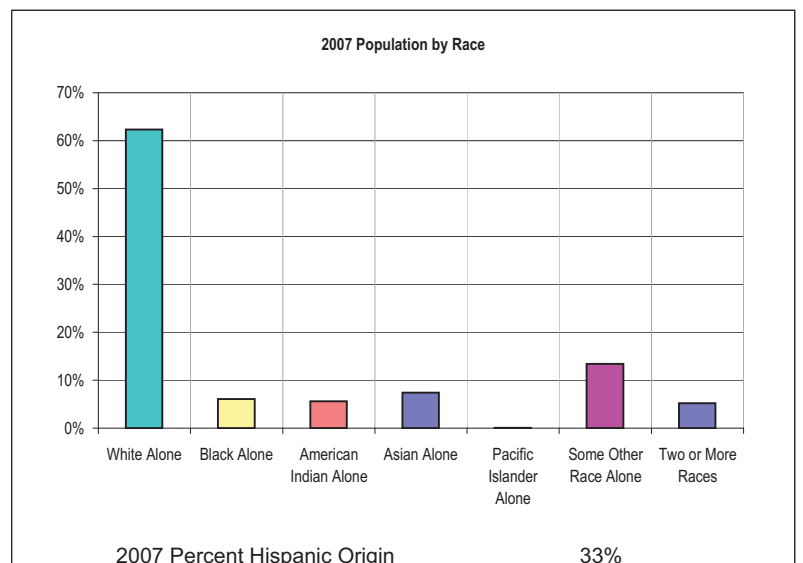
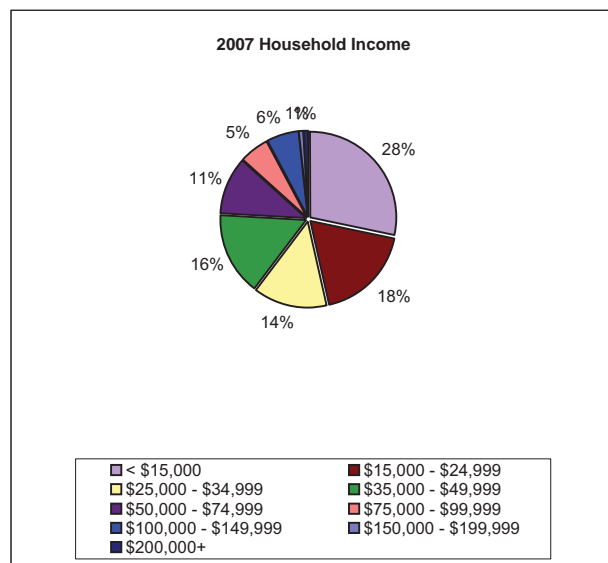
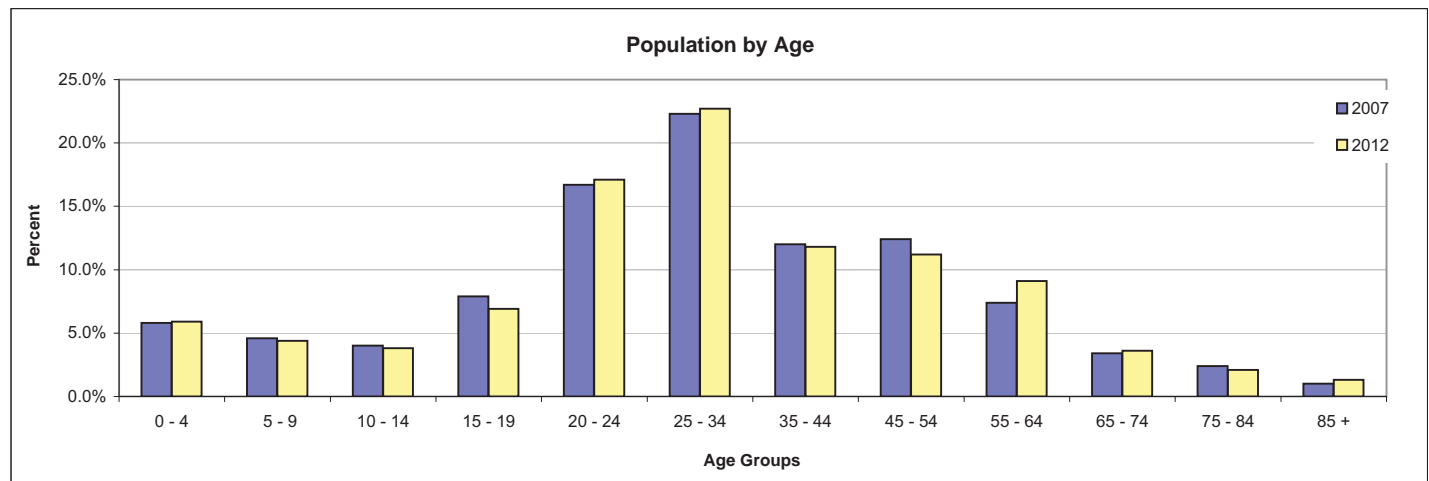
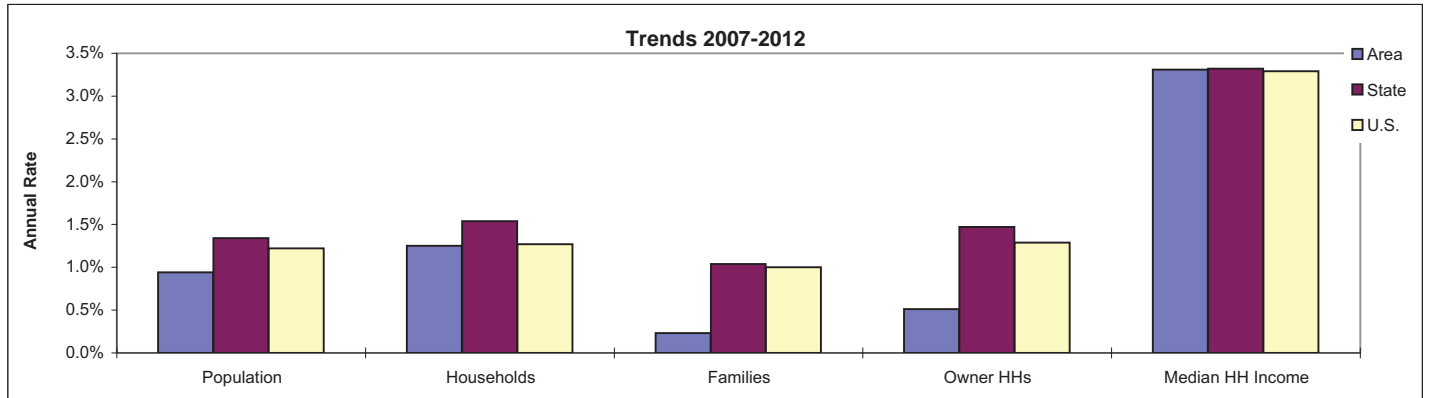
Demographic and Income Profile

Prepared by Gibbs Planning Group, Inc.

South Yale Corridor 1 Mile Radius

Latitude: 35.0694
Longitude: -106.622
Radius: 1.0 miles

Site Type: Radius



Source: ESRI forecasts for 2007 and 2012.

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Retail MarketPlace Profile

South Yale Corridor 1 Mile Radius

Prepared by Gibbs Planning Group, Inc.

Latitude: 35.0694
Longitude: -106.622
Radius: 1.0 miles

Site Type: Radius

Summary Demographics

2007 Population	13,725
2007 Households	6,781
2007 Median Disposable Income	\$23,849
2007 Per Capita Income	\$20,343

Industry Summary

	Supply (Retail Sales)	Demand (Retail Potential)	Retail Gap	Leakage/Surplus Factor	Number of Businesses
Total Retail Trade and Food & Drink (NAICS 44-45, 722)	\$105,855,213	\$111,247,587	\$5,392,374	2.5	126
Total Retail Trade (NAICS 44-45)	\$77,821,642	\$94,795,966	\$16,974,324	9.8	78
Total Food & Drink (NAICS 722)	\$28,033,571	\$16,451,621	-\$11,581,950	-26.0	48

Industry Group	Supply (Retail Sales)	Demand (Retail Potential)	Retail Gap	Leakage/Surplus Factor	Number of Businesses
Motor Vehicle & Parts Dealers (NAICS 441)	\$369,496	\$25,199,127	\$24,829,631	97.1	2
Automobile Dealers (NAICS 4411)	\$0	\$21,733,799	\$21,733,799	100.0	0
Other Motor Vehicle Dealers (NAICS 4412)	\$245,866	\$1,643,924	\$1,398,058	74.0	1
Auto Parts, Accessories, and Tire Stores (NAICS 4413)	\$123,630	\$1,821,404	\$1,697,774	87.3	1
Furniture & Home Furnishings Stores (NAICS 442)	\$1,897,673	\$2,988,282	\$1,090,609	22.3	3
Furniture Stores (NAICS 4421)	\$1,289,338	\$2,009,487	\$720,149	21.8	2
Home Furnishings Stores (NAICS 4422)	\$608,335	\$978,795	\$370,460	23.3	1
Electronics & Appliance Stores (NAICS 443/NAICS 4431)	\$3,651,820	\$2,672,141	-\$979,679	-15.5	5
Bldg Materials, Garden Equip. & Supply Stores (NAICS 444)	\$650,728	\$2,801,550	\$2,150,822	62.3	1
Building Material and Supplies Dealers (NAICS 4441)	\$650,728	\$2,607,290	\$1,956,562	60.1	1
Lawn and Garden Equipment and Supplies Stores (NAICS 4442)	\$0	\$194,260	\$194,260	100.0	0
Food & Beverage Stores (NAICS 445)	\$20,644,049	\$13,636,076	-\$7,007,973	-20.4	13
Grocery Stores (NAICS 4451)	\$17,713,521	\$12,936,625	-\$4,776,896	-15.6	6
Specialty Food Stores (NAICS 4452)	\$911,039	\$441,420	-\$469,619	-34.7	6
Beer, Wine, and Liquor Stores (NAICS 4453)	\$2,019,489	\$258,031	-\$1,761,458	-77.3	1
Health & Personal Care Stores (NAICS 446/NAICS 4461)	\$3,026,374	\$3,130,550	\$104,176	1.7	3
Gasoline Stations (NAICS 447/NAICS 4471)	\$9,631,288	\$13,067,070	\$3,435,782	15.1	3
Clothing and Clothing Accessories Stores (NAICS 448)	\$6,670,364	\$4,492,845	-\$2,177,519	-19.5	14
Clothing Stores (NAICS 4481)	\$5,016,218	\$3,339,604	-\$1,676,614	-20.1	10
Shoe Stores (NAICS 4482)	\$356,563	\$762,968	\$406,405	36.3	1
Jewelry, Luggage, and Leather Goods Stores (NAICS 4483)	\$1,297,583	\$390,273	-\$907,310	-53.8	3
Sporting Goods, Hobby, Book, and Music Stores (NAICS 451)	\$3,275,114	\$1,810,768	-\$1,464,346	-28.8	11
Sporting Goods/Hobby/Musical Instrument Stores (NAICS 4511)	\$1,351,298	\$831,671	-\$519,627	-23.8	5
Book, Periodical, and Music Stores (NAICS 4512)	\$1,923,816	\$979,097	-\$944,719	-32.5	6

Data Note: Supply (retail sales) estimates sales to consumers by establishments. Sales to businesses are excluded. Demand (retail potential) estimates the expected amount spent by consumers at retail establishments. Supply and demand estimates are in current dollars. The Leakage/Surplus Factor presents a snapshot of retail opportunity. This is a measure of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area. The Retail Gap represents the difference between Retail Potential and Retail Sales. The North American Industry Classification System (NAICS) is used to classify businesses by their primary type of economic activity. Retail establishments are classified into 27 industry groups in the Retail Trade sector, as well as four industry groups within the Food Services & Drinking Establishments subsector.

Source: ESRI and info USA®.

Retail MarketPlace Profile

South Yale Corridor 1 Mile Radius

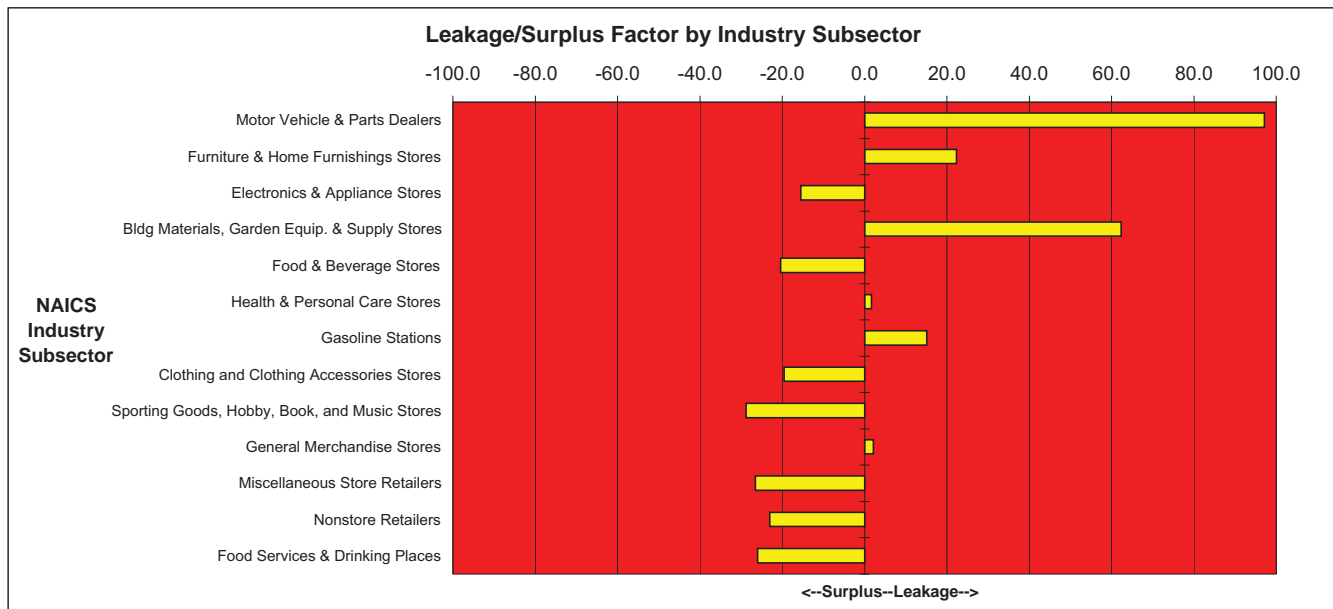
Prepared by Gibbs Planning Group, Inc.

Latitude: 35.0694

Longitude: -106.622

Radius: 1.0 miles

	Site Type:	Radius			
Industry Group	Supply (Retail Sales)	Demand (Retail Potential)	Retail Gap	Leakage/Surplus Factor	Number of Businesses
General Merchandise Stores (NAICS 452)	\$18,236,015	\$19,030,775	\$794,760	2.1	3
Department Stores Excluding Leased Depts. (NAICS 4521)	\$174,502	\$11,409,819	\$11,235,317	97.0	1
Other General Merchandise Stores (NAICS 4529)	\$18,061,513	\$7,620,956	-\$10,440,557	-40.7	2
Miscellaneous Store Retailers (NAICS 453)	\$3,258,559	\$1,893,737	-\$1,364,822	-26.5	18
Florists (NAICS 4531)	\$18,173	\$176,843	\$158,670	81.4	1
Office Supplies, Stationery, and Gift Stores (NAICS 4532)	\$1,520,586	\$826,965	-\$693,621	-29.5	7
Used Merchandise Stores (NAICS 4533)	\$769,833	\$137,167	-\$632,666	-69.8	5
Other Miscellaneous Store Retailers (NAICS 4539)	\$949,967	\$752,762	-\$197,205	-11.6	5
Nonstore Retailers (NAICS 454)	\$6,510,162	\$4,073,045	-\$2,437,117	-23.0	2
Electronic Shopping and Mail-Order Houses (NAICS 4541)	\$0	\$2,251,614	\$2,251,614	100.0	0
Vending Machine Operators (NAICS 4542)	\$0	\$963,510	\$963,510	100.0	0
Direct Selling Establishments (NAICS 4543)	\$6,510,162	\$857,921	-\$5,652,241	-76.7	2
Food Services & Drinking Places (NAICS 722)	\$28,033,571	\$16,451,621	-\$11,581,950	-26.0	48
Full-Service Restaurants (NAICS 7221)	\$6,007,677	\$7,138,682	\$1,131,005	8.6	1
Limited-Service Eating Places (NAICS 7222)	\$20,438,797	\$7,684,940	-\$12,753,857	-45.3	42
Special Food Services (NAICS 7223)	\$887,054	\$646,850	-\$240,204	-15.7	2
Drinking Places - Alcoholic Beverages (NAICS 7224)	\$700,043	\$981,149	\$281,106	16.7	3



Source: ESRI and info USA®.

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Retail MarketPlace Profile

South Yale Corridor 1 Mile Radius

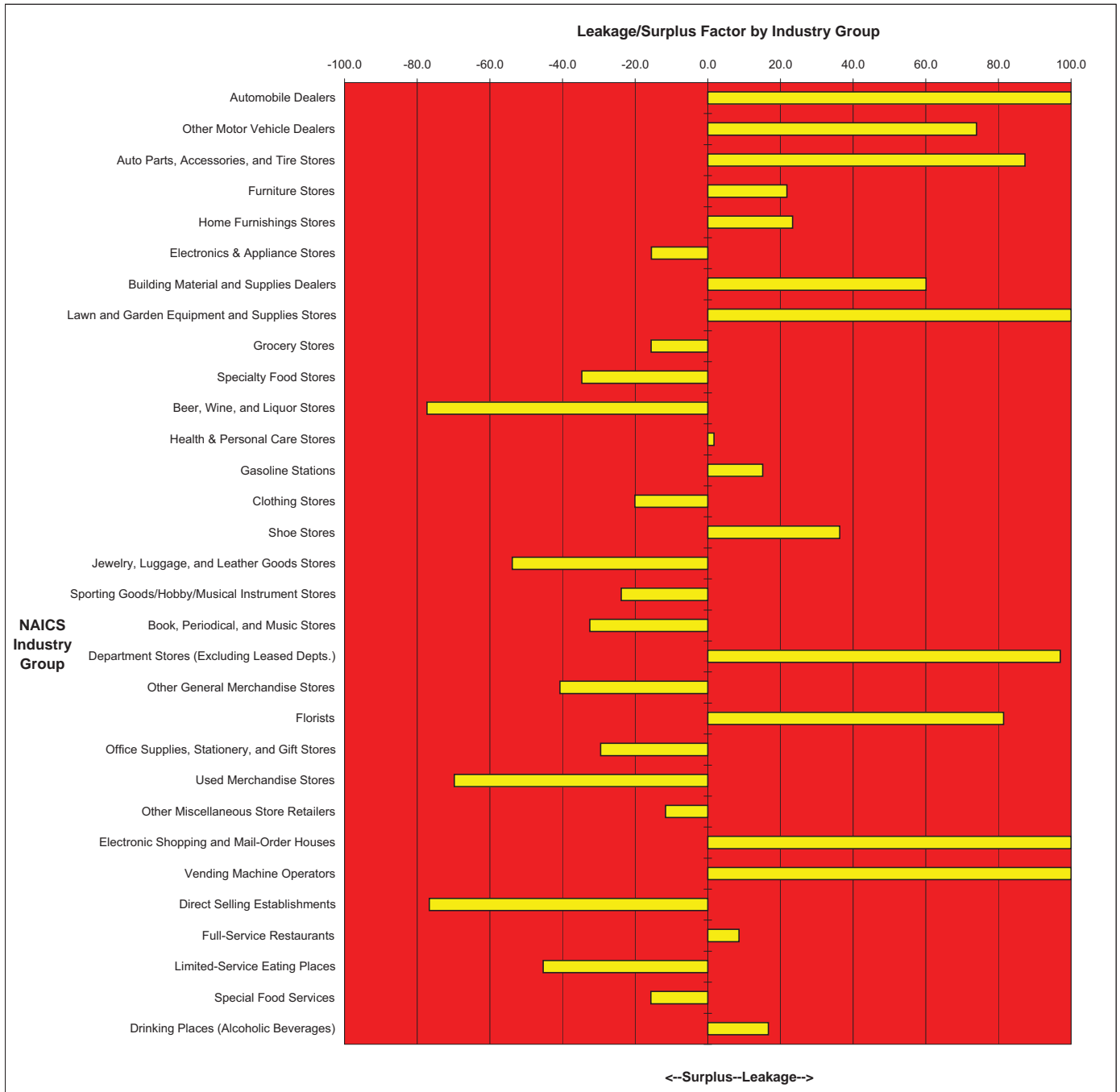
Prepared by Gibbs Planning Group, Inc.

Latitude: 35.0694

Longitude: -106.622

Radius: 1.0 miles

Site Type: Radius



Source: ESRI and info USA®.

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Market Profile

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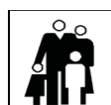
Latitude: 35.0694

Longitude: -106.622

Radius: 1.0 miles



2000 Total Population	13,392
2000 Group Quarters	615
2007 Total Population	13,725
2012 Total Population	14,381
2007 - 2012 Annual Rate	0.94%



2000 Households	6,344
2000 Average Household Size	2.01
2007 Households	6,781
2007 Average Household Size	1.93
2012 Households	7,217
2012 Average Household Size	1.90
2007 - 2012 Annual Rate	1.25%
2000 Families	2,542
2000 Average Family Size	2.86
2007 Families	2,520
2007 Average Family Size	2.78
2012 Families	2,549
2012 Average Family Size	2.77
2007 - 2012 Annual Rate	0.23%



2000 Housing Units	7,065
Owner Occupied Housing Units	28.4%
Renter Occupied Housing Units	61.7%
Vacant Housing Units	10.0%
2007 Housing Units	7,549
Owner Occupied Housing Units	27.3%
Renter Occupied Housing Units	62.5%
Vacant Housing Units	10.2%
2012 Housing Units	8,036
Owner Occupied Housing Units	26.3%
Renter Occupied Housing Units	63.5%
Vacant Housing Units	10.2%

Median Household Income

2000	\$22,188
2007	\$27,220
2012	\$32,031

Median Home Value

2000	\$105,496
2007	\$175,163
2012	\$209,637

Per Capita Income

2000	\$15,513
2007	\$20,343
2012	\$24,482

Median Age

2000	29.1
2007	29.1
2012	29.1

Data Note: Household population includes persons not residing in group quarters. Average Household Size is the household population divided by total households. Persons in families include the householder and persons related to the householder by birth, marriage, or adoption. Per Capita Income represents the income received by all persons aged 15 years and over divided by total population. Detail may not sum to totals due to rounding.

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. ESRI forecasts for 2007 and 2012.

Market Profile

Prepared by Gibbs Planning Group, Inc.

Latitude: 35.0694
Longitude: -106.622

Radius: 1.0 miles



2000 Households by Income

Household Income Base	6,410
< \$15,000	35.0%
\$15,000 - \$24,999	19.6%
\$25,000 - \$34,999	15.8%
\$35,000 - \$49,999	10.9%
\$50,000 - \$74,999	9.4%
\$75,000 - \$99,999	5.9%
\$100,000 - \$149,999	2.3%
\$150,000 - \$199,999	0.5%
\$200,000 +	0.5%
Average Household Income	\$32,054

2007 Households by Income

Household Income Base	6,780
< \$15,000	28.3%
\$15,000 - \$24,999	18.1%
\$25,000 - \$34,999	14.0%
\$35,000 - \$49,999	15.5%
\$50,000 - \$74,999	10.9%
\$75,000 - \$99,999	5.3%
\$100,000 - \$149,999	6.1%
\$150,000 - \$199,999	0.9%
\$200,000 +	0.9%
Average Household Income	\$40,129

2012 Households by Income

Household Income Base	7,217
< \$15,000	24.1%
\$15,000 - \$24,999	16.6%
\$25,000 - \$34,999	12.6%
\$35,000 - \$49,999	16.0%
\$50,000 - \$74,999	12.7%
\$75,000 - \$99,999	7.2%
\$100,000 - \$149,999	7.9%
\$150,000 - \$199,999	1.6%
\$200,000 +	1.4%
Average Household Income	\$47,718

2000 Owner Occupied HUs by Value

Total	1,998
< \$50,000	9.6%
\$50,000 - \$99,999	35.7%
\$100,000 - \$149,999	36.7%
\$150,000 - \$199,999	11.5%
\$200,000 - \$299,999	4.5%
\$300,000 - \$499,999	0.7%
\$500,000 - \$999,999	1.3%
\$1,000,000+	0.0%
Average Home Value	\$119,672

2000 Specified Renter Occupied HUs by Contract Rent

Total	4,394
With Cash Rent	98.6%
No Cash Rent	1.4%
Median Rent	\$429
Average Rent	\$438

Data Note: Income represents the preceding year, expressed in current dollars. Household income includes wage and salary earnings, interest, dividends, net rents, pensions, SSI and welfare payments, child support and alimony. Specified Renter Occupied HUs exclude houses on 10+ acres. Average Rent excludes units paying no cash rent.

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. ESRI forecasts for 2007 and 2012.

Market Profile

Prepared by Gibbs Planning Group, Inc.

Latitude: 35.0694
Longitude: -106.622

Radius: 1.0 miles



2000 Population by Age

Total	13,391
0 - 4	5.7%
5 - 9	4.8%
10 - 14	4.7%
15 - 19	8.3%
20 - 24	16.0%
25 - 34	22.1%
35 - 44	14.0%
45 - 54	11.6%
55 - 64	5.5%
65 - 74	3.9%
75 - 84	2.5%
85+	1.0%
18+	81.9%

2007 Population by Age

Total	13,725
0 - 4	5.8%
5 - 9	4.6%
10 - 14	4.0%
15 - 19	7.9%
20 - 24	16.7%
25 - 34	22.3%
35 - 44	12.0%
45 - 54	12.4%
55 - 64	7.4%
65 - 74	3.4%
75 - 84	2.4%
85+	1.0%
18+	82.9%

2012 Population by Age

Total	14,380
0 - 4	5.9%
5 - 9	4.4%
10 - 14	3.8%
15 - 19	6.9%
20 - 24	17.1%
25 - 34	22.7%
35 - 44	11.8%
45 - 54	11.2%
55 - 64	9.1%
65 - 74	3.6%
75 - 84	2.1%
85+	1.3%
18+	83.5%

2000 Population by Sex

Males	50.8%
Females	49.2%

2007 Population by Sex

Males	50.7%
Females	49.3%

2012 Population by Sex

Males	50.7%
Females	49.3%

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. ESRI forecasts for 2007 and 2012.

Market Profile

Prepared by Gibbs Planning Group, Inc.

Latitude: 35.0694
Longitude: -106.622

Radius: 1.0 miles



2000 Population by Race/Ethnicity

Total	13,391
White Alone	64.3%
Black Alone	5.9%
American Indian Alone	5.0%
Asian or Pacific Islander Alone	6.4%
Some Other Race Alone	13.3%
Two or More Races	5.0%
Hispanic Origin	32.1%
Diversity Index	76.1

2007 Population by Race/Ethnicity

Total	13,725
White Alone	62.3%
Black Alone	6.1%
American Indian Alone	5.6%
Asian or Pacific Islander Alone	7.5%
Some Other Race Alone	13.4%
Two or More Races	5.2%
Hispanic Origin	33.1%
Diversity Index	77.7

2012 Population by Race/Ethnicity

Total	14,382
White Alone	60.9%
Black Alone	6.2%
American Indian Alone	6.0%
Asian or Pacific Islander Alone	8.2%
Some Other Race Alone	13.5%
Two or More Races	5.3%
Hispanic Origin	33.9%
Diversity Index	78.8



2000 Population 3+ by School Enrollment

Total	13,036
Enrolled in Nursery/Preschool	1.4%
Enrolled in Kindergarten	1.0%
Enrolled in Grade 1-8	7.3%
Enrolled in Grade 9-12	3.8%
Enrolled in College	20.2%
Enrolled in Grad/Prof School	7.0%
Not Enrolled in School	59.2%

2000 Population 25+ by Educational Attainment

Total	8,102
Less than 9th Grade	5.7%
9th - 12th Grade, No Diploma	9.7%
High School Graduate	15.9%
Some College, No Degree	24.4%
Associate Degree	3.9%
Bachelor's Degree	22.1%
Master's/Prof/Doctorate Degree	18.4%

Data Note: Persons of Hispanic Origin may be of any race. The Diversity Index measures the probability that two people from the same area will be from different race/ethnic groups.

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. ESRI forecasts for 2007 and 2012.

Market Profile

Prepared by Gibbs Planning Group, Inc.

Latitude: 35.0694

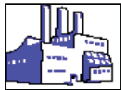
Longitude: -106.622

Radius: 1.0 miles



2000 Population 15+ by Sex and Marital Status

Total	11,491
Females	49.2%
Never Married	25.4%
Married, not Separated	13.5%
Married, Separated	1.2%
Widowed	2.9%
Divorced	6.2%
Males	50.8%
Never Married	29.5%
Married, not Separated	14.3%
Married, Separated	0.8%
Widowed	0.9%
Divorced	5.3%



2000 Population 16+ by Employment Status

Total	11,387
In Labor Force	69.1%
Civilian Employed	64.1%
Civilian Unemployed	4.6%
In Armed Forces	0.4%
Not in Labor Force	30.9%

2007 Civilian Population 16+ in Labor Force

Civilian Employed	92.6%
Civilian Unemployed	7.4%

2012 Civilian Population 16+ in Labor Force

Civilian Employed	93.3%
Civilian Unemployed	6.7%

2000 Females 16+ by Employment Status and Age of Children

Total	5,587
Own Children < 6 Only	7.5%
Employed/in Armed Forces	3.3%
Unemployed	0.5%
Not in Labor Force	3.7%
Own Children <6 and 6-17	3.3%
Employed/in Armed Forces	2.2%
Unemployed	0.0%
Not in Labor Force	1.1%
Own Children 6-17 Only	9.7%
Employed/in Armed Forces	5.7%
Unemployed	1.3%
Not in Labor Force	2.7%
No Own Children <18	79.6%
Employed/in Armed Forces	48.4%
Unemployed	3.7%
Not in Labor Force	27.5%

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. ESRI forecasts for 2007 and 2012.

Market Profile

Prepared by Gibbs Planning Group, Inc.

Latitude: 35.0694

Longitude: -106.622

Radius: 1.0 miles



2007 Employed Population 16+ by Industry

Total	7,256
Agriculture/Mining	0.5%
Construction	5.9%
Manufacturing	4.0%
Wholesale Trade	1.4%
Retail Trade	11.2%
Transportation/Utilities	1.6%
Information	2.8%
Finance/Insurance/Real Estate	3.6%
Services	65.3%
Public Administration	3.7%

2007 Employed Population 16+ by Occupation

Total	7,256
White Collar	63.0%
Management/Business/Financial	8.5%
Professional	30.4%
Sales	10.8%
Administrative Support	13.4%
Services	23.7%
Blue Collar	13.3%
Farming/Forestry/Fishing	0.2%
Construction/Extraction	5.5%
Installation/Maintenance/Repair	1.9%
Production	3.2%
Transportation/Material Moving	2.5%



2000 Workers 16+ by Means of Transportation to Work

Total	7,145
Drove Alone - Car, Truck, or Van	61.6%
Carpooled - Car, Truck, or Van	11.5%
Public Transportation	2.8%
Walked	15.5%
Other Means	6.3%
Worked at Home	2.2%

2000 Workers 16+ by Travel Time to Work

Total	7,144
Did not Work at Home	97.8%
Less than 5 minutes	4.0%
5 to 9 minutes	17.3%
10 to 19 minutes	44.6%
20 to 24 minutes	13.8%
25 to 34 minutes	11.7%
35 to 44 minutes	2.6%
45 to 59 minutes	2.1%
60 to 89 minutes	1.4%
90 or more minutes	0.5%
Worked at Home	2.2%
Average Travel Time to Work (in min)	16.5

2000 Households by Vehicles Available

Total	6,391
None	16.0%
1	49.6%
2	25.7%
3	6.1%
4	2.0%
5+	0.6%
Average Number of Vehicles Available	1.3

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing. ESRI forecasts for 2007

Latitude: 35.0694
Longitude: -106.622

Radius: 1.0 miles



2000 Households by Type

Total	6,345
Family Households	40.1%
Married-couple Family	23.4%
With Related Children	10.6%
Other Family (No Spouse)	16.7%
With Related Children	11.2%
Nonfamily Households	59.9%
Householder Living Alone	42.2%
Householder Not Living Alone	17.7%
Households with Related Children	21.8%
Households with Persons 65+	11.6%

2000 Households by Size

Total	6,344
1 Person Household	42.2%
2 Person Household	32.4%
3 Person Household	13.1%
4 Person Household	7.0%
5 Person Household	3.4%
6 Person Household	1.2%
7+ Person Household	0.6%

2000 Households by Year Householder Moved In

Total	6,394
Moved in 1999 to March 2000	39.9%
Moved in 1995 to 1998	27.9%
Moved in 1990 to 1994	13.1%
Moved in 1980 to 1989	8.1%
Moved in 1970 to 1979	4.8%
Moved in 1969 or Earlier	6.3%
Median Year Householder Moved In	1998



2000 Housing Units by Units in Structure

Total	7,092
1, Detached	38.2%
1, Attached	4.0%
2	9.2%
3 or 4	12.4%
5 to 9	10.2%
10 to 19	10.6%
20+	13.6%
Mobile Home	1.8%
Other	0.0%

2000 Housing Units by Year Structure Built

Total	7,111
1999 to March 2000	0.2%
1995 to 1998	1.0%
1990 to 1994	1.1%
1980 to 1989	6.9%
1970 to 1979	20.0%
1969 or Earlier	70.8%
Median Year Structure Built	1958

Source: U.S. Bureau of the Census, 2000 Census of Population and Housing.

Prepared by Gibbs Planning Group, Inc.

Latitude: 35.0694
 Longitude: -106.622

Radius: 1.0 miles

Top 3 Tapestry Segments

1. College Towns
2. Metropolitans
3. NeWest Residents



2007 Consumer Spending shows the amount spent on a variety of goods and services by households that reside in the market area. Expenditures are shown by broad budget categories that are not mutually exclusive. Consumer spending does not equal business revenue.

Apparel & Services: Total \$	\$9,996,433
Average Spent	\$1,474.18
Spending Potential Index	54
Computers & Accessories: Total \$	\$1,100,259
Average Spent	\$162.26
Spending Potential Index	65
Education: Total \$	\$7,279,090
Average Spent	\$1,073.45
Spending Potential Index	84
Entertainment/Recreation: Total \$	\$12,532,903
Average Spent	\$1,848.24
Spending Potential Index	54
Food at Home: Total \$	\$19,466,746
Average Spent	\$2,870.78
Spending Potential Index	57
Food Away from Home: Total \$	\$13,802,112
Average Spent	\$2,035.41
Spending Potential Index	60
Health Care: Total \$	\$13,216,265
Average Spent	\$1,949.01
Spending Potential Index	50
HH Furnishings & Equipment: Total \$	\$7,871,157
Average Spent	\$1,160.77
Spending Potential Index	51
Investments: Total \$	\$4,865,879
Average Spent	\$717.58
Spending Potential Index	48
Retail Goods: Total \$	\$97,953,032
Average Spent	\$14,445.22
Spending Potential Index	54
Shelter: Total \$	\$57,172,294
Average Spent	\$8,431.25
Spending Potential Index	56
TV/Video/Sound Equipment: Total \$	\$4,700,122
Average Spent	\$693.13
Spending Potential Index	60
Travel: Total \$	\$6,703,486
Average Spent	\$988.57
Spending Potential Index	54
Vehicle Maintenance & Repairs: Total \$	\$4,119,086
Average Spent	\$607.45
Spending Potential Index	57

Data Note: The Spending Potential Index represents the amount spent in the area relative to a national average of 100.

Source: Expenditure data are derived from the 2002, 2003 and 2004 Consumer Expenditure Surveys, Bureau of Labor Statistics. ESRI forecasts for 2007 and 2012.

TRAFFIC OPERATIONS AND LOS ANALYSES

AM Peak, Existing Geometry

HCM Signalized Intersection Capacity Analysis

1: Kathryn & Yale Blvd
























8/27/2009

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰		↶		↰	↶
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	4.0
Lane Util. Factor	1.00		0.95		1.00	0.95
Frt	0.94		0.98		1.00	1.00
Flt Protected	0.97		1.00		0.95	1.00
Satd. Flow (prot)	1701		3485		1770	3539
Flt Permitted	0.97		1.00		0.56	1.00
Satd. Flow (perm)	1701		3485		1036	3539
Volume (vph)	47	40	267	30	11	503
Peak-hour factor, PHF	0.70	0.70	0.92	0.92	0.91	0.91
Adj. Flow (vph)	67	57	290	33	12	553
RTOR Reduction (vph)	48	0	7	0	0	0
Lane Group Flow (vph)	76	0	316	0	12	553
Turn Type	Perm					
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	8.6		44.1		44.1	44.1
Effective Green, g (s)	10.1		45.6		45.6	45.6
Actuated g/C Ratio	0.16		0.72		0.72	0.72
Clearance Time (s)	5.5		5.5		5.5	5.5
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	270		2495		742	2533
v/s Ratio Prot	c0.04		0.09			c0.16
v/s Ratio Perm					0.01	
v/c Ratio	0.28		0.13		0.02	0.22
Uniform Delay, d1	23.6		2.8		2.6	3.0
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	0.6		0.1		0.0	0.2
Delay (s)	24.2		2.9		2.6	3.2
Level of Service	C		A		A	A
Approach Delay (s)	24.2		2.9			3.2
Approach LOS	C		A			A
Intersection Summary						
HCM Average Control Delay			5.7		HCM Level of Service	A
HCM Volume to Capacity ratio			0.23			
Actuated Cycle Length (s)			63.7		Sum of lost time (s)	8.0
Intersection Capacity Utilization			25.6%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

3: Cesar Chavez & Yale Blvd










8/27/2009

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		0.95		1.00	1.00	1.00	1.00	0.95	
Frt	1.00	1.00	0.85		0.99		1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1583		3486		1770	1863	1583	1770	3361	
Flt Permitted	0.45	1.00	1.00		0.93		0.41	1.00	1.00	0.64	1.00	
Satd. Flow (perm)	843	1863	1583		3258		766	1863	1583	1192	3361	
Volume (vph)	205	68	124	11	134	12	97	170	14	18	223	113
Peak-hour factor, PHF	0.86	0.86	0.86	0.75	0.75	0.75	0.91	0.91	0.91	0.86	0.86	0.86
Adj. Flow (vph)	238	79	144	15	179	16	107	187	15	21	259	131
RTOR Reduction (vph)	0	0	88	0	8	0	0	0	9	0	63	0
Lane Group Flow (vph)	238	79	56	0	202	0	107	187	6	21	327	0
Turn Type	pm+pt		Perm	Perm			pm+pt		Perm	pm+pt		
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Actuated Green, G (s)	27.8	27.8	27.8		10.0		35.6	28.9	28.9	27.0	24.6	
Effective Green, g (s)	29.3	29.3	29.3		11.5		38.3	30.4	30.4	30.0	26.1	
Actuated g/C Ratio	0.39	0.39	0.39		0.15		0.51	0.40	0.40	0.40	0.35	
Clearance Time (s)	5.5	5.5	5.5		5.5		5.5	5.5	5.5	5.5	5.5	
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	496	722	614		496		497	749	637	503	1160	
v/s Ratio Prot	c0.09	0.04					c0.02	0.10		0.00	c0.10	
v/s Ratio Perm	c0.10		0.04		0.06		0.09		0.00	0.01		
v/c Ratio	0.48	0.11	0.09		0.41		0.22	0.25	0.01	0.04	0.28	
Uniform Delay, d1	16.5	14.8	14.7		29.0		10.1	15.0	13.6	13.9	18.0	
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.7	0.1	0.1		0.5		0.2	0.8	0.0	0.0	0.6	
Delay (s)	17.3	14.9	14.8		29.5		10.3	15.8	13.6	14.0	18.6	
Level of Service	B	B	B		C		B	B	B	B	B	
Approach Delay (s)		16.1			29.5			13.8			18.3	
Approach LOS		B			C			B			B	
Intersection Summary												
HCM Average Control Delay			18.3				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.36									
Actuated Cycle Length (s)			75.6				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			44.3%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: Kathryn & Yale Blvd

8/27/2009











						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	10	10	10	297	504	10
Peak Hour Factor	0.75	0.75	0.92	0.92	0.91	0.91
Hourly flow rate (vph)	13	13	11	323	554	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)				80	920	
pX, platoon unblocked	0.98					
vC, conflicting volume	742	282	565			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	719	282	565			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	98	99			
cM capacity (veh/h)	353	715	1003			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	27	118	215	369	196	
Volume Left	13	11	0	0	0	
Volume Right	13	0	0	0	11	
cSH	472	1003	1700	1700	1700	
Volume to Capacity	0.06	0.01	0.13	0.22	0.12	
Queue Length 95th (ft)	4	1	0	0	0	
Control Delay (s)	13.1	0.9	0.0	0.0	0.0	
Lane LOS	B	A				
Approach Delay (s)	13.1	0.3		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization		25.5%		ICU Level of Service		A
Analysis Period (min)		15				

PM Peak, Existing Geometry

HCM Signalized Intersection Capacity Analysis

1: Kathryn & Yale Blvd
























8/27/2009

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	4.0
Lane Util. Factor	1.00		0.95		1.00	0.95
Frt	0.93		0.99		1.00	1.00
Flt Protected	0.98		1.00		0.95	1.00
Satd. Flow (prot)	1696		3499		1770	3539
Flt Permitted	0.98		1.00		0.41	1.00
Satd. Flow (perm)	1696		3499		759	3539
Volume (vph)	42	40	524	43	50	401
Peak-hour factor, PHF	0.82	0.82	0.88	0.88	0.85	0.85
Adj. Flow (vph)	51	49	595	49	59	472
RTOR Reduction (vph)	43	0	4	0	0	0
Lane Group Flow (vph)	57	0	640	0	59	472
Turn Type	Perm					
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	6.8		49.3		49.3	49.3
Effective Green, g (s)	8.3		50.8		50.8	50.8
Actuated g/C Ratio	0.12		0.76		0.76	0.76
Clearance Time (s)	5.5		5.5		5.5	5.5
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	210		2649		575	2679
v/s Ratio Prot	c0.03		c0.18			0.13
v/s Ratio Perm					0.08	
v/c Ratio	0.27		0.24		0.10	0.18
Uniform Delay, d1	26.7		2.4		2.1	2.3
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	0.7		0.2		0.4	0.1
Delay (s)	27.4		2.6		2.5	2.4
Level of Service	C		A		A	A
Approach Delay (s)	27.4		2.6			2.4
Approach LOS	C		A			A
Intersection Summary						
HCM Average Control Delay			4.5		HCM Level of Service	A
HCM Volume to Capacity ratio			0.25			
Actuated Cycle Length (s)			67.1		Sum of lost time (s)	8.0
Intersection Capacity Utilization			34.0%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

3: Cesar Chavez & Yale Blvd










8/27/2009

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0		4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00		0.95		1.00	1.00	1.00	1.00	0.95	
Frt	1.00	1.00	0.85		0.96		1.00	1.00	0.85	1.00	0.93	
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1863	1583		3383		1770	1863	1583	1770	3300	
Flt Permitted	0.46	1.00	1.00		0.93		0.29	1.00	1.00	0.44	1.00	
Satd. Flow (perm)	851	1863	1583		3163		536	1863	1583	811	3300	
Volume (vph)	198	132	106	9	106	44	191	330	38	56	279	228
Peak-hour factor, PHF	0.87	0.87	0.87	0.86	0.86	0.86	0.76	0.76	0.76	0.85	0.85	0.85
Adj. Flow (vph)	228	152	122	10	123	51	251	434	50	66	328	268
RTOR Reduction (vph)	0	0	82	0	44	0	0	0	28	0	146	0
Lane Group Flow (vph)	228	152	40	0	140	0	251	434	22	66	450	0
Turn Type	pm+pt		Perm	Perm			pm+pt		Perm	pm+pt		
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8			2		2	6		
Actuated Green, G (s)	24.2	24.2	24.2		8.7		43.7	33.0	33.0	32.3	27.1	
Effective Green, g (s)	25.7	25.7	25.7		10.2		45.2	34.5	34.5	35.3	28.6	
Actuated g/C Ratio	0.33	0.33	0.33		0.13		0.57	0.44	0.44	0.45	0.36	
Clearance Time (s)	5.5	5.5	5.5		5.5		5.5	5.5	5.5	5.5	5.5	
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	411	607	516		409		504	815	692	444	1196	
v/s Ratio Prot	c0.08	0.08					c0.08	c0.23		0.01	0.14	
v/s Ratio Perm	c0.10		0.03		0.04		0.21		0.01	0.05		
v/c Ratio	0.55	0.25	0.08		0.34		0.50	0.53	0.03	0.15	0.38	
Uniform Delay, d1	20.7	19.5	18.4		31.3		9.4	16.3	12.7	12.6	18.6	
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.6	0.2	0.1		0.5		0.8	2.5	0.1	0.2	0.9	
Delay (s)	22.3	19.7	18.5		31.8		10.2	18.8	12.8	12.8	19.5	
Level of Service	C	B	B		C		B	B	B	B	B	
Approach Delay (s)		20.6			31.8			15.4			18.8	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM Average Control Delay			19.2				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.52									
Actuated Cycle Length (s)			78.9				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			54.5%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: Kathryn & Yale Blvd

8/27/2009











						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	10	10	10	554	441	10
Peak Hour Factor	0.75	0.75	0.88	0.88	0.85	0.85
Hourly flow rate (vph)	13	13	11	630	519	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)				80	920	
pX, platoon unblocked	0.95					
vC, conflicting volume	862	265	531			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	802	265	531			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	98	99			
cM capacity (veh/h)	302	733	1033			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	27	221	420	346	185	
Volume Left	13	11	0	0	0	
Volume Right	13	0	0	0	12	
cSH	428	1033	1700	1700	1700	
Volume to Capacity	0.06	0.01	0.25	0.20	0.11	
Queue Length 95th (ft)	5	1	0	0	0	
Control Delay (s)	14.0	0.5	0.0	0.0	0.0	
Lane LOS	B	A				
Approach Delay (s)	14.0	0.2		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization		32.4%		ICU Level of Service		A
Analysis Period (min)		15				

AM Peak, 3-Lane Yale

HCM Signalized Intersection Capacity Analysis

1: Kathryn & Yale Blvd
























8/27/2009

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	4.0
Lane Util. Factor	1.00		1.00		1.00	1.00
Frt	0.94		0.99		1.00	1.00
Flt Protected	0.97		1.00		0.95	1.00
Satd. Flow (prot)	1701		1837		1770	1863
Flt Permitted	0.97		1.00		0.57	1.00
Satd. Flow (perm)	1701		1837		1052	1863
Volume (vph)	47	40	267	30	11	503
Peak-hour factor, PHF	0.70	0.70	0.92	0.92	0.91	0.91
Adj. Flow (vph)	67	57	290	33	12	553
RTOR Reduction (vph)	49	0	3	0	0	0
Lane Group Flow (vph)	75	0	320	0	12	553
Turn Type					Perm	
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	8.5		47.9		47.9	47.9
Effective Green, g (s)	10.0		49.4		49.4	49.4
Actuated g/C Ratio	0.15		0.73		0.73	0.73
Clearance Time (s)	5.5		5.5		5.5	5.5
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	252		1346		771	1365
v/s Ratio Prot	c0.04		0.17			c0.30
v/s Ratio Perm					0.01	
v/c Ratio	0.30		0.24		0.02	0.41
Uniform Delay, d1	25.6		2.9		2.4	3.4
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	0.7		0.4		0.0	0.9
Delay (s)	26.2		3.3		2.5	4.3
Level of Service	C		A		A	A
Approach Delay (s)	26.2		3.3			4.3
Approach LOS	C		A			A
Intersection Summary						
HCM Average Control Delay			6.7		HCM Level of Service	A
HCM Volume to Capacity ratio			0.39			
Actuated Cycle Length (s)			67.4		Sum of lost time (s)	8.0
Intersection Capacity Utilization			38.2%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

3: Cesar Chavez & Yale Blvd

8/27/2009

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00		0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85		0.99		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583		3486		1770	1842		1770	1863	1583
Flt Permitted	0.45	1.00	1.00		0.93		0.43	1.00		0.63	1.00	1.00
Satd. Flow (perm)	843	1863	1583		3258		807	1842		1175	1863	1583
Volume (vph)	205	68	124	11	134	12	97	170	14	18	223	113
Peak-hour factor, PHF	0.86	0.86	0.86	0.75	0.75	0.75	0.91	0.91	0.91	0.86	0.86	0.86
Adj. Flow (vph)	238	79	144	15	179	16	107	187	15	21	259	131
RTOR Reduction (vph)	0	0	88	0	8	0	0	2	0	0	0	86
Lane Group Flow (vph)	238	79	56	0	202	0	107	200	0	21	259	45
Turn Type	pm+pt		Perm	Perm			pm+pt			pm+pt		Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)	27.8	27.8	27.8		10.0		35.6	28.9		27.0	24.6	24.6
Effective Green, g (s)	29.3	29.3	29.3		11.5		38.3	30.4		30.0	26.1	26.1
Actuated g/C Ratio	0.39	0.39	0.39		0.15		0.51	0.40		0.40	0.35	0.35
Clearance Time (s)	5.5	5.5	5.5		5.5		5.5	5.5		5.5	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	496	722	614		496		513	741		497	643	547
v/s Ratio Prot	c0.09	0.04					c0.02	0.11		0.00	c0.14	
v/s Ratio Perm	c0.10		0.04		0.06		0.08			0.01		0.03
v/c Ratio	0.48	0.11	0.09		0.41		0.21	0.27		0.04	0.40	0.08
Uniform Delay, d1	16.5	14.8	14.7		29.0		10.3	15.2		13.9	18.8	16.7
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.7	0.1	0.1		0.5		0.2	0.9		0.0	1.9	0.3
Delay (s)	17.3	14.9	14.8		29.5		10.5	16.0		14.0	20.7	17.0
Level of Service	B	B	B		C		B	B		B	C	B
Approach Delay (s)		16.1			29.5			14.1			19.2	
Approach LOS		B			C			B			B	
Intersection Summary												
HCM Average Control Delay			18.6				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.41									
Actuated Cycle Length (s)			75.6				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			46.2%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: Kathryn & Yale Blvd

8/27/2009








Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	10	10	10	297	504	10
Peak Hour Factor	0.75	0.75	0.92	0.92	0.91	0.91
Hourly flow rate (vph)	13	13	11	323	554	11
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)				80	920	
pX, platoon unblocked	0.95	0.92	0.92			
vC, conflicting volume	904	559	565			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	818	523	529			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	97	99			
cM capacity (veh/h)	325	512	959			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	27	334	565			
Volume Left	13	11	0			
Volume Right	13	0	11			
cSH	397	959	1700			
Volume to Capacity	0.07	0.01	0.33			
Queue Length 95th (ft)	5	1	0			
Control Delay (s)	14.7	0.4	0.0			
Lane LOS	B	A				
Approach Delay (s)	14.7	0.4	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization		37.1%		ICU Level of Service		A
Analysis Period (min)		15				

PM Peak, 3-Lane Yale

HCM Signalized Intersection Capacity Analysis

1: Kathryn & Yale Blvd
























8/27/2009

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0		4.0	4.0
Lane Util. Factor	1.00		1.00		1.00	1.00
Frt	0.93		0.99		1.00	1.00
Flt Protected	0.98		1.00		0.95	1.00
Satd. Flow (prot)	1696		1844		1770	1863
Flt Permitted	0.98		1.00		0.38	1.00
Satd. Flow (perm)	1696		1844		714	1863
Volume (vph)	42	40	524	43	50	401
Peak-hour factor, PHF	0.82	0.82	0.88	0.88	0.85	0.85
Adj. Flow (vph)	51	49	595	49	59	472
RTOR Reduction (vph)	44	0	2	0	0	0
Lane Group Flow (vph)	56	0	642	0	59	472
Turn Type	Perm					
Protected Phases	8		2			6
Permitted Phases					6	
Actuated Green, G (s)	6.6		54.9		54.9	54.9
Effective Green, g (s)	8.1		56.4		56.4	56.4
Actuated g/C Ratio	0.11		0.78		0.78	0.78
Clearance Time (s)	5.5		5.5		5.5	5.5
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	189		1435		555	1449
v/s Ratio Prot	c0.03		c0.35			0.25
v/s Ratio Perm					0.08	
v/c Ratio	0.30		0.45		0.11	0.33
Uniform Delay, d1	29.6		2.7		1.9	2.4
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	0.9		1.0		0.4	0.6
Delay (s)	30.5		3.8		2.3	3.0
Level of Service	C		A		A	A
Approach Delay (s)	30.5		3.8			2.9
Approach LOS	C		A			A
Intersection Summary						
HCM Average Control Delay			5.5		HCM Level of Service	A
HCM Volume to Capacity ratio			0.43			
Actuated Cycle Length (s)			72.5		Sum of lost time (s)	8.0
Intersection Capacity Utilization			48.3%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

3: Cesar Chavez & Yale Blvd










8/27/2009

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0		4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00		0.95		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85		0.96		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00		1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583		3383		1770	1834		1770	1863	1583
Flt Permitted	0.46	1.00	1.00		0.93		0.40	1.00		0.38	1.00	1.00
Satd. Flow (perm)	851	1863	1583		3163		738	1834		712	1863	1583
Volume (vph)	198	132	106	9	106	44	191	330	38	56	279	228
Peak-hour factor, PHF	0.87	0.87	0.87	0.86	0.86	0.86	0.76	0.76	0.76	0.85	0.85	0.85
Adj. Flow (vph)	228	152	122	10	123	51	251	434	50	66	328	268
RTOR Reduction (vph)	0	0	85	0	44	0	0	4	0	0	0	160
Lane Group Flow (vph)	228	152	37	0	140	0	251	480	0	66	328	108
Turn Type	pm+pt		Perm	Perm			pm+pt			pm+pt		Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4		4	8			2			6		6
Actuated Green, G (s)	22.7	22.7	22.7		8.7		45.7	35.5		35.9	30.6	30.6
Effective Green, g (s)	24.2	24.2	24.2		10.2		47.8	37.0		38.9	32.1	32.1
Actuated g/C Ratio	0.30	0.30	0.30		0.13		0.60	0.46		0.49	0.40	0.40
Clearance Time (s)	5.5	5.5	5.5		5.5		5.5	5.5		5.5	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0		3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	372	564	479		403		592	848		436	748	635
v/s Ratio Prot	c0.08	0.08					c0.06	c0.26		0.01	0.18	
v/s Ratio Perm	c0.11		0.02		0.04		0.19			0.06		0.07
v/c Ratio	0.61	0.27	0.08		0.35		0.42	0.57		0.15	0.44	0.17
Uniform Delay, d1	22.5	21.2	19.9		31.9		8.5	15.7		11.3	17.4	15.4
Progression Factor	1.00	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.0	0.3	0.1		0.5		0.5	2.7		0.2	1.9	0.6
Delay (s)	25.4	21.4	20.0		32.4		9.0	18.4		11.5	19.3	16.0
Level of Service	C	C	B		C		A	B		B	B	B
Approach Delay (s)		22.9			32.4			15.2			17.2	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM Average Control Delay			19.2				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.54									
Actuated Cycle Length (s)			80.0				Sum of lost time (s)			8.0		
Intersection Capacity Utilization			54.2%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2: Kathryn & Yale Blvd

8/27/2009

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	10	10	10	554	441	10
Peak Hour Factor	0.75	0.75	0.88	0.88	0.85	0.85
Hourly flow rate (vph)	13	13	11	630	519	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)				80	920	
pX, platoon unblocked	0.94	0.89	0.89			
vC, conflicting volume	1177	525	531			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1008	464	471			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	95	97	99			
cM capacity (veh/h)	247	530	968			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	27	641	531			
Volume Left	13	11	0			
Volume Right	13	0	12			
cSH	337	968	1700			
Volume to Capacity	0.08	0.01	0.31			
Queue Length 95th (ft)	6	1	0			
Control Delay (s)	16.6	0.3	0.0			
Lane LOS	C	A				
Approach Delay (s)	16.6	0.3	0.0			
Approach LOS	C					
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization	47.2%			ICU Level of Service	A	
Analysis Period (min)	15					

Level of Service Summary

	AM Peak		PM Peak	
	LOS	Ave Delay	LOS	Ave Delay
Existing Geometry				
Kathryn-Yale	A	6 sec	A	5 sec
Avendia Cesar Chavez-Yale	B	18 sec	B	19 sec
Kathryn-Yale (unsignalized)	B	13 sec	B	14 sec
3-Lane Roadway				
Kathryn-Yale	A	7 sec	A	6 sec
Avendia Cesar Chavez	B	19 sec	B	19 sec
Kathryn-Yale (unsignalized)	B	15 sec	C	17 sec

The unsignalized Kathryn-Yale intersection is right-in, right-out in the evaluated scenario.
The north Yale approach at Avenida Cesar Chavez was not modified.
The traffic volumes are from 2004 and 2006.