



**City of Albuquerque
Metropolitan Redevelopment Agency**

Tim Keller, Mayor

April 9, 2020

To: Albuquerque Development Commission

From: Karen Iverson, MRA Manager

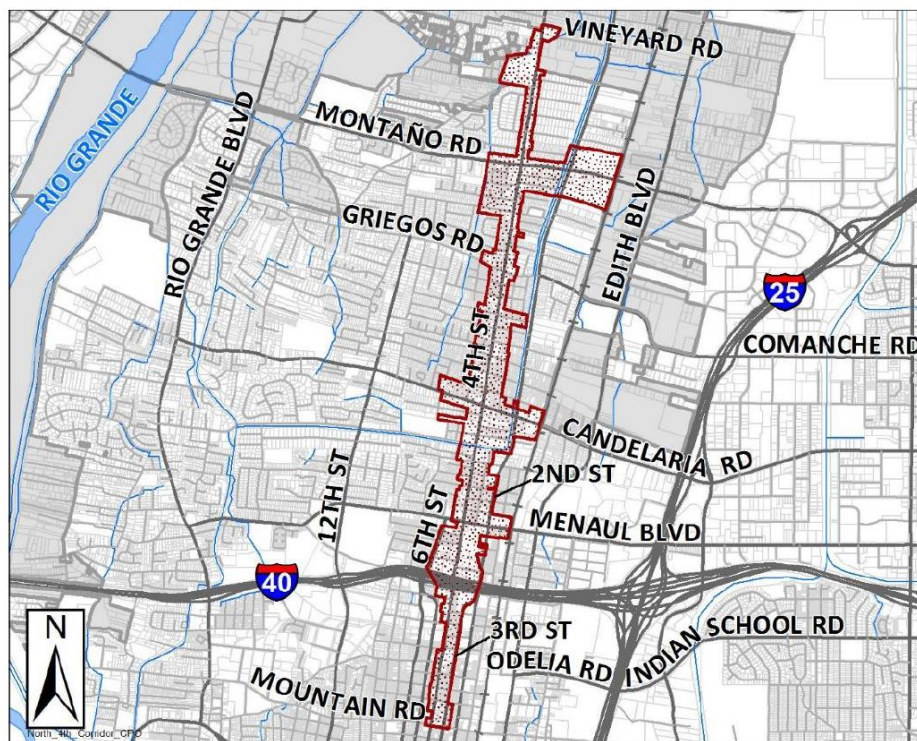
Subject: Summary of Responses to ADC Comments on the North Corridor MR Plan

At the January 21, 2020 Albuquerque Development Commission meeting, the North Corridor Metropolitan Redevelopment Plan (MR Plan) was deferred until April 16th. Several items, listed below, were brought up by ADC members and during public comment. Based on these comments, a revised draft of the MR Plan is presented. The discussion below summarizes how these items were addressed in the Plan.

1. Consistency with the proposed North Fourth Character Protection Overlay

The proposed North Fourth Character Protection Overlay (CPO) will limit the allowable height of commercial development along 4th Avenue to 55 feet. Under the current IDO, height in the MX-M district is 65 feet (the height generally needed for a five-story building). In addition, the proposed CPO removes height bonuses for workforce housing and structured parking (12 additional feet for each). The proposed boundary of the CPO extends along Fourth St. from Mountain Rd to Vineyard Rd as shown below in Figure 1.

Figure 1: Proposed North Fourth Character Protection Overlay Boundary



The purpose of the North Corridor Metropolitan Redevelopment Plan (MR Plan) is to identify, prioritize and implement redevelopment strategies and projects that will eliminate blighted conditions and stimulate private investment and revitalization activity. By adopting the MR Plan, property owners can access a suite of financial incentives including City fee waivers and property tax abatements.

The allowable height along the corridor is also an important incentive for redevelopment. Allowing higher development increases the potential cash flow from a project and is a critical redevelopment tool. Higher development can also add more residents/workers to the area that can help catalyze surrounding investment and provide a customer base for neighborhood serving retail.

2. Frame the MR Plan as a resource document stating the incentives and tools that are available

The redevelopment incentives currently available through the City's Metropolitan Redevelopment Agency are now at the beginning of the MR Plan on pages 3 and 4.

3. Include a vacant land and/or vacant building inventory

A vacant property map is included in the revised plan on pages 23-24. Currently, staff is working with AGIS to map underutilized parcels and the MRA team is working on verifying the data. Chart 1 below summarizes the preliminary data:

Chart 1: Initial North Corridor MR Area Improvement Value Analysis

	North Corridor MR Area	
Total Acres	718.41	
Acres with Zero Improvement Value	93.46	13.0%
Acres Improvement Value < 33% Of Total Value	135.54	18.9%
1999 Total Property Value	\$ 203,767,201	
1999 Property Value/Acre	\$ 283,637	
2019 Total Property Value	\$ 361,120,442	
2019 Property Value/Acre	\$ 502,668	
Change in Property Value	\$ 157,353,241	77.2%
Change in Property Value/Acre	\$ 219,031	
1999 Net Taxable Total	\$ 56,969,069	
2019 Net Taxable Total	\$ 99,261,443	
Change Net Taxable Total	\$ 42,292,374	74.2%
Change Net Taxable Total /Acre	\$ 58,870	
Potential TIF Revenue @ 6.544 mills over 20 years	\$ 276,761	

4. Historic buildings and/or eligible historic buildings;

The planning team has worked with the City of Albuquerque Historic Preservation to review files pertaining to historically and culturally significant properties. In the early 1980's field inventories were performed for a large portion of the North Corridor area. Although a few buildings were deemed to be contributing and therefore eligible for State designation, the majority of the buildings were not considered contributing. Page 24 summarizes the existing properties on the state and federal historic registers.

5. Inventory of open space, parks and schools

A map of parks and schools is included in the MR Plan on page 27.

6. Relationship and positive impact of the existing Montañó Rail Runner station

The Montañó Rail Runner Transit Stop is a significant asset within the MR Area and further study is warranted. It is surrounded by low intensity development and public sector uses. The Plan now includes this site as a potential catalytic opportunity calling attention to the potential for mixed-use transit orientated development and partnerships with public landholders in the area. See page 11.

7. Timeline and more project details for the Brown property

An update regarding the Brown Property was provided by Family Community Services at the February ADC meeting. This site was included as a priority action time on page 13.

8. Acknowledgement from APS relative to the plan recommendations for their property

Staff met with APS and discussed the community's concern with the APS property at 201 Menaul. APS stated that the request would need to go through their planning and budgeting process. They also indicated that disposition of the property is unlikely and they are working on liquidating their inventory of trailers. Based on that conversation, the Plan now calls for beautification of the site to include attractive fencing, murals, or landscaping to soften the visual effect of this property. See page 10.

9. Include an implementation schedule with responsibility, funding sources, and timeframe

The action plan below is included on page 13.

Table 1: North 4th MRA District - Priority Action Items				
Project	Responsible Agency	Potential Partnerships	Potential Funding Sources	Time Frame
Streetscape Improvements	DMD		Capital Outlay	2-3 years
Brown Property Redevelopment	Family & Community Services	Economic Development, MRA, MFA	HUD, WFHTF, MRA	2-5 years
Beautification of APS Property	APS	APS	APS	2-3 years
Feasibility of TOD Development near Montañó Transit	MRA	MRCOG, APD, Private Developer	CABQ Operating Budget	5 years
Alameda Trail	Parks and Recreation	MRCD, AMAFCA	Capital Outlay	5 years
Warehouse District Plan	MRA	Private Developer	CABQ Operating Budget	1-2 years

10. Ongoing or planned infrastructure projects;

DMD will be paving 4th street from I-40 to Montañó in 2020. There are no other planned infrastructure projects for the MR Area.

11. Homelessness and Crime

Community-wide priorities of homelessness and crime are outside the scope of this plan. However, the plan does call for private development to implement Crime Prevention through Environmental Design. This is a suite of design best practices that can help reduce crime by providing defensible space and eyes on the street. The general redevelopment and reinvestment into the MR Area is a long-term crime and homelessness reduction plan. As redevelopment occurs, crime and the presence of homeless individuals historically declines.

North Corridor

Metropolitan Redevelopment Plan



Doorways to Imagination by Cassandra Reid

Albuquerque Development Commission Draft

Prepared for the City of Albuquerque
Metropolitan Redevelopment Agency

April 16, 2020

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1. Introduction and Overview

A. Purpose of the Metropolitan Redevelopment Plan

The purpose of the North Corridor Metropolitan Redevelopment Area Plan, (the “North Corridor Plan,” “MR Plan” or “Plan”) is to identify, prioritize and implement redevelopment strategies and projects that will eliminate blighted conditions and stimulate private investment and revitalization activity in the North Corridor Metropolitan Redevelopment Area (“MR Area” or North Corridor MR Area”).

The adoption of the MR Plan will allow the City of Albuquerque’s Metropolitan Redevelopment Agency (MRA) to undertake activities designed to revitalize the area through multiple initiatives, including, but not limited to:

- Providing financial incentives for private development;
- Removing barriers to private investment;
- Providing public investment in infrastructure projects; and
- Creating public-private partnerships for anchor projects.

B. Metropolitan Redevelopment Tools

The MRA offers the following tools and incentives to promote private development:

Property Disposition/Catalytic Public-Private Partnership Projects

- MRA may acquire property, clear land/demolish structures, conduct environmental remediation, and install public improvements to bring a blighted property to the market.
- MRA may then sell, lease, transfer real property for residential, commercial industrial uses at “Fair Value” and in accordance with the MR plan. “Fair Value” allows consideration of the uses required, the restrictions upon, and the obligations assumed by the purchaser or lessee. Fair value is often below market value, when taking into consideration the obligations to develop a project that the market would otherwise not support.
- In order for the MRA to acquire a property, funding must first be identified.

Metropolitan Redevelopment Bond/Seven-Year Property Tax Abatement

In conjunction with an MR Bond, a property owner may apply to receive a seven-year property tax abatement on all incremental property taxes. The project must meet the

goals of the MR Plan. Any type of project may apply to receive the abatement - industrial, commercial, residential, retail, and hotel.

Brownfield Redevelopment Loan Fund

The MRA administers an Environmental Protection Agency Revolving Loan Fund to issue low-interest loans to qualified developers for the remediation of contaminated properties. Examples of common Brownfield sites include gas stations, dry cleaners, illegal dumps, closed dairies or other agricultural properties, mine-scarred lands and illegal drug labs. Eligible pollutants and contaminants include petroleum products, lead based paint, asbestos and other hazardous substances under CERCLA 40 CFR Part 302.4 and CERCLA, 104(a)(1). Low-interest loans are provided with flexible terms and collateral requirements.

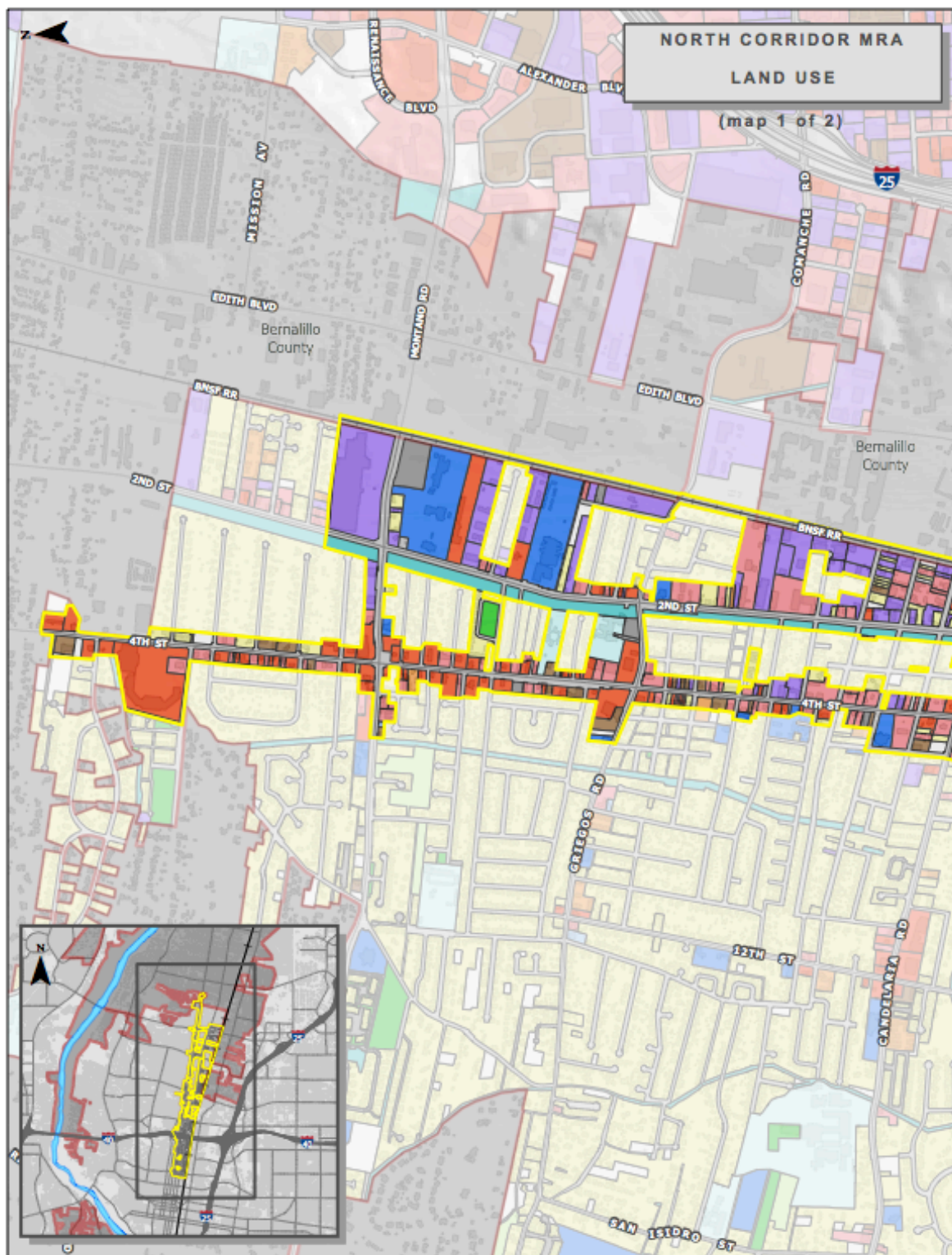
Fee Waivers

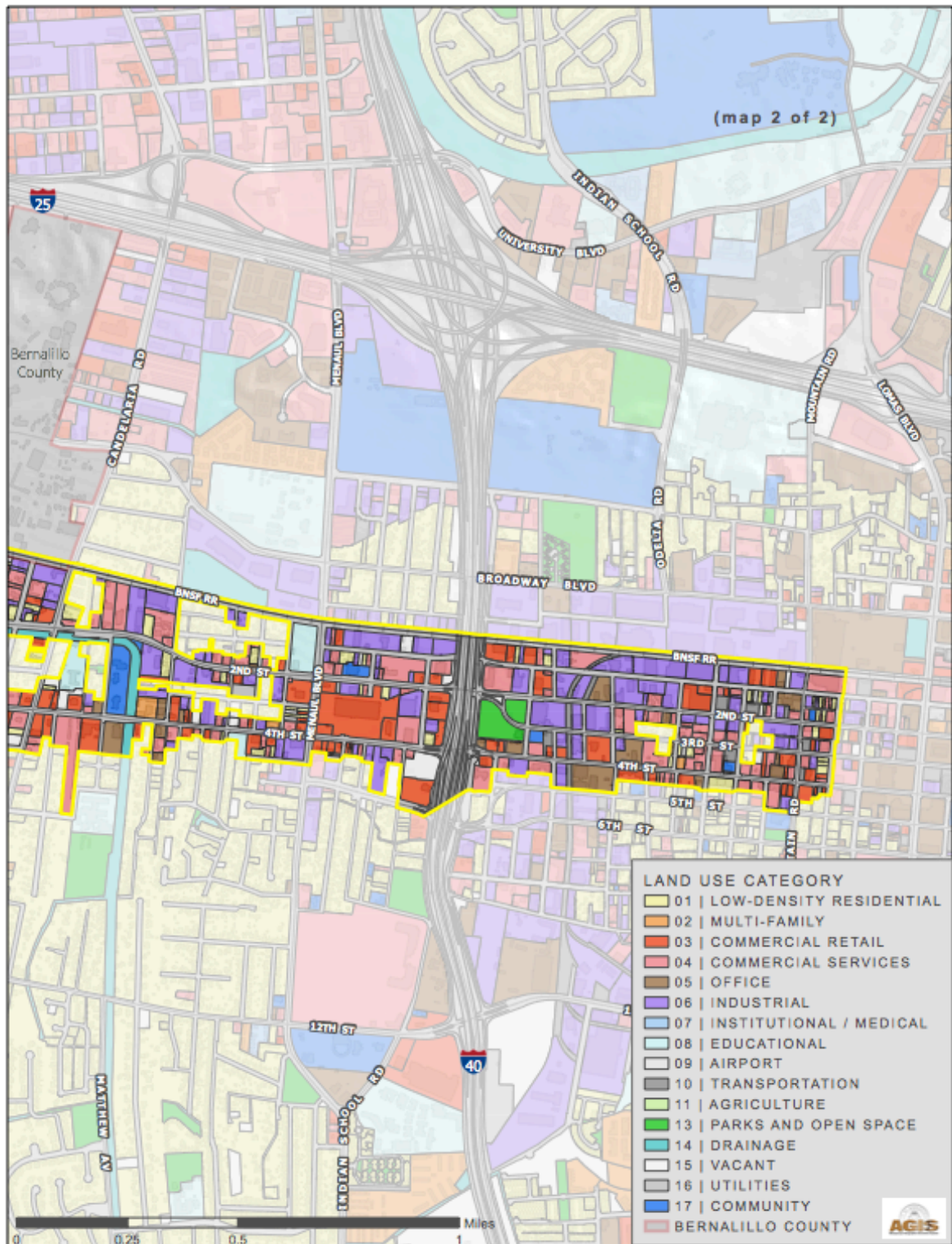
All projects located within the MR Area are eligible for a waiver of City of Albuquerque impact fees.

C. North Corridor Metropolitan Redevelopment Area Boundary

The boundary for the MR Area was established by the Albuquerque City Council in August 2016 through R-16-49. A map of the MR Area boundary can be seen in Figure 1. The North Corridor MR Area includes properties that are not zoned for single-family residential uses within the area bounded by Granite Avenue on the south, the railroad tracks on the east, typically one property deep on the west side of 4th Street, and the commercial properties that line Montañó Road. However, due to the development of the area over time, there are a few single-family uses within the MR Area boundary. There are additional commercial properties included at the intersections of major roads with 4th Street and along 4th Street to the northern City limits.

Figure 1: North Corridor MRA Boundary and Land Use





2. Redevelopment Strategies

A. Public Improvements

Sidewalk Improvements

Throughout the MR Area sidewalks need to be examined and repaired to safe conditions suitable for pedestrian activity. In locations where there are presently no sidewalks, the installation of sidewalks should be addressed to promote safety and ease of use. There are many benefits to having functional and accessible sidewalks. They allow a space where pedestrians can navigate the area without the need for a vehicle. Sidewalks can help to encourage increased business activity by connecting multiple locations and making it convenient for customers to access a variety of locations on foot. The increase of pedestrians in an area can also have traffic calming effects, causing motorists to pay more attention to the surrounding environment and operate at reduced speeds.

Traffic Calming Measures

As subsequently discussed, the MR Area has high traffic volumes. Much of that traffic is necessary for the area to thrive, as it brings people and activity to the area that would otherwise not be there. In certain portions of the MR Area vehicle speeds greatly exceed the posted speed limits.

The North 4th Corridor Plan identified strategies for North Fourth Street from Mountain Road to Douglas Mac Arthur Road and from Douglas MacArthur Road to the Village of Los Ranchos boundary and proposed conceptual street section redesigns which addressed narrowing traffic lanes and increasing areas for pedestrians based on available public R.O.W. Bulbouts and raised medians with pedestrian refuge areas are identified to reduce pedestrian crossing times.

Traffic calming measures should be considered for other areas as well. Depending on the location and precise need, traffic calming measures that could be implemented include, but are not limited to:

- Installing medians, bulbouts and carriage planting strips where road conditions will allow. Carriage planting strips should be prioritized to buffer the roadway from the pedestrian. Medians and bulbouts can reduce the overall width of the road as well as provide refuge for pedestrians when crossing the street. These roadway interventions can be landscaped to help beautify the area.
- Narrowing the width of traffic lanes. Wider traffic lanes encourage drivers to travel at higher rates of speed, while narrower lanes encourage the driver to pay more attention to the surrounding area and thus drive slower. Many portions of 2nd street have wide lanes that could be reduced in size without affecting the road

capacity. Parking or bicycle facilities could be added to the side of the roadway where there is enough extra space provided by the narrowing of lanes.

- Installing bump-outs at major intersections to slow vehicles passing through intersections where there may be increased pedestrian activity near crosswalks. These will also aid in delineating on-street parking locations.

Evaluation of Traffic Flow and Possible Improvements to Key Intersections Throughout the Corridor

Traffic congestion at key intersections was an issue that was brought up numerous times by members of the community during the outreach process. The major intersections of Montañó Road at both 2nd and 4th Streets, as well as Griegos Road at both 2nd and 4th Streets were identified by community members as locations where improvements to the intersections could be made to increase the traffic flow and ease congestion at peak travel times. Further evaluation of the intersections and their role in the overall traffic system is needed to determine what actions could be taken regarding intersection redesign, traffic light timing and other potential improvements.

Implementation of the Alameda Drain and Trail Master Plan

The Alameda Drain and Trail Master Plan provides a framework for making improvements to the Alameda Drain. The Drain runs through most of the North Corridor Metropolitan Redevelopment Area along the west side of 2nd Street. Through the community outreach that was conducted in preparation of this Plan, there was overwhelming support for the execution of the Master Plan. Residents and business owners felt the improvements proposed in the Master Plan would help encourage positive use of the Drain by area residents and others. The beautification that would occur along what is predominately a dirt pathway was seen as a major benefit to the area. The improvements made to the Drain will need to be coordinated and funded by multiple agencies and the construction phased over time, but efforts should be made to aid the project.

Beautification of the Public Realm

In order to help soften the feel and improve the impression of the built environment, beautification throughout the area is recommended. The physical impression that is given by an area can help encourage its use and activity level. Beautification strategies for the corridor could include:

- Providing landscaping on street frontages, installing carriage planting strips and medians (only needed on 2nd street).
- The introduction of street lighting to help improve the physical attractiveness of the corridor and provide an increased feeling of safety by not having dark locations that individuals avoid. An evaluation of locations throughout the area that are in need of street lighting should be undertaken and new lighting should be installed.

- Public art activities could be deployed throughout the area, on a permanent or temporary basis.
- 2nd and 4th Street serve as primary entrance points to downtown from the Interstate and northern communities. Gateway signage and streetscape enhancement provides placemaking and identity for the area. Areas with visibility from I-40 should be considered for gateway signage.
- The Route 66 Action plan is undergoing a revision. This plan could be a good place to recommend some actions with respect to the Route 66 aspect of 4th street which may assist with the preservation of some of the older signs and buildings.

B. Private Property Improvements

Beautification of Privately Owned Properties

The appearance and maintenance of privately owned property can help to improve the appearance of the MR Area. Steps that could be taken to encourage the beautification of privately owned properties could include:

- Cleaning up and façade improvements on unattractive and dilapidated structures. Implementation of a façade improvement program for commercial properties within the MR Area could help to support revitalization efforts.
- The removal of graffiti on walls and buildings. The City has a Graffiti Removal program that encourages citizens to report incidences of graffiti on public and private property. The City will send crews out to remove the graffiti free of charge. Graffiti can be reported to the Citizen Contact Center by dialing 311.
- Encouraging property owners to use alternative design features that have a more harmonious interaction with the public realm. For example, instead of chain link fencing topped with razor wire, a more visually stimulating type of fencing or barrier could be used to define space. Businesses should be educated that razor wire fencing is currently not permitted on a mixed-use lot containing a residential use or in an abutting residential zone and may not be visible from a public street.
- A temporary measure that may be implemented could be to encourage artists to install temporary murals on blank walls and vacant buildings. This could help to activate some locations and show a renewed attention to the area.

Beautification of APS Storage Facility at 201 Menaul Boulevard NW



Figure 2. APS Storage Facility 201 Menaul Blvd. NW

The property located at 201 Menaul Boulevard NW, on the northeast corner of Menaul Blvd. and 2nd Street, was brought up by numerous members of the community at the facilitated meetings that occurred as negatively impacting the MR Area. The property is approximately 3.8 acres and owned by the Albuquerque Public Schools Board of Education. Currently used as a storage facility for portable classrooms, the site

is surrounded on all sides by a chain-link fence topped with razor wire. While the site has great potential as a catalytic redevelopment site, APS is currently using the facility. In the meantime, APS is encouraged to buffer or beautify the perimeter of the facility with landscaping or murals.

C. Catalytic Projects



Figure 3. 1319 4th St NW

Developing successful catalytic projects can prove up demand for a product and lead to additional development in the area. Recently there have been three significant mixed-use infill development projects along 4th Street, located at 1319, 4322 and 4419 4th Street NW.

Catalytic Project- Brown Property

The property located at 3525 4th St. NW, referred to as the “Brown Property” and seen in Figure 3, is a potential catalytic site that could be redeveloped into a community asset. The property is currently owned by the City of Albuquerque and a

working group has been put in place to work with the community to plan for the issuance for a request for proposals to redevelop the site. The project envisions rental, homeownership and economic development components.



Figure 4. Brown Property 3525 4th St. NW

Montaño Rail Runner Station TOD Development

The area located around the Montano Rail Runner Stop is an opportunity to plan for Transit Oriented Development (TOD). Future planning in this area should consider this opportunity through the elimination of barriers to and the incentivization of higher density, pedestrian friendly and transit supportive development. A mixed-use project that takes advantage of this proximity to the transit stop could be catalytic for the area.

Warehouse District Plan

The MR Area south of I-40 has seen recent redevelopment. Warehouse buildings which once served as distribution facilities with proximity to the railroad are now occupied by breweries, restaurants and artist galleries. As this area continues to change from industrial uses, a comprehensive planning effort for the area could support further development by providing an analysis of land use and zoning, transportation needs and issues, potential development incentives, and potential catalytic opportunity sites.

D. Mitigation of Criminal Activity

Crime Prevention through Environmental Design (CPTED)

The occurrence and perception of crime is a significant problem in the North Corridor MR Area, and the greater city as a whole. Community members expressed a desire to reduce the amount of crime in the area in the hopes that it would aid in revitalizing the MR Area. While the MRA supports the efforts of the Albuquerque Police Department for improved community policing and swifter response times, their activities and roles are beyond the scope and influence of this Plan.

Redevelopment of the MR Area should be designed to discourage criminal activity and property crimes. Crime Prevention Through Environmental Design (“CPTED”) focuses on design interventions that can be undertaken in order to help deter criminal activity. The five prongs of CPTED are:

- Natural surveillance: Taking steps—such as limiting shrubs and adding lighting—to increase the perception that people can be seen;
- Natural access control: Differentiating private and public space through design elements such as paths and fences;
- Natural territorial reinforcement: Making it clear that property is not up for grabs—that it is either private or public—through design additions such as signage;
- Maintenance: Keeping private and public properties well maintained to communicate the sense that the space is being used; and
- Activity support: Creating visual cues and active spaces, such as “children playing” signs and bike trails, to indicate that the space is being used and watched.

A design professional experienced in CPTED could share design strategies and best practices with business owners and residents to help improve the safety of the corridor and reduce the occurrences of crime.

E. Improving Housing Availability

Improve the Availability of Quality, Reasonably-Priced Housing

The MRA recommends that efforts be made to increase the amount of quality, and reasonably-priced housing stock in the North Corridor and surrounding areas. This could include the redevelopment of key sites in the area into multi-family and single-family residential housing opportunities such as the Brown Property, 201 Menaul Blvd, or other properties that have yet to be identified. It is currently difficult to find quality housing options in the area for those of low and moderate-income households and those individuals or families new to homeownership. A moderate increase in the housing stock will help to bring additional people to the area, increasing business activity and

strengthening the community. An increase in the number of residents inhabiting the area, and the overall density of the community, will help to attract more retail options and services to the community to service the increased demand.

3. Priority Action Items

Table 1: North 4th MRA District - Priority Action Items				
Project	Responsible Agency	Potential Partnerships	Potential Funding Sources	Time Frame
Streetscape Improvements	DMD		Capital Outlay	2-3 years
Brown Property Redevelopment	Family & Community Services	Economic Development, MRA, MFA	HUD, WFHTF, MRA	2-5 years
Beautification of APS Property	APS	APS	APS	2-3 years
Feasibility of TOD Development near Montañó Transit	MRA	MRCOG, APD, Private Developer	CABQ Operating Budget	5 years
Alameda Trail	Parks and Recreation	MRCO, AMAFCA	Capital Outlay	5 years
Warehouse District Plan	MRA	Private Developer	CABQ Operating Budget	1-2 years

4. Opportunities and Challenges Analysis

Throughout the community engagement process and the analysis by MRA staff, consistent issues and opportunities for improvement were brought up. Below are the areas identified by community members and MRA staff for the North Corridor MR Area.

A. Existing Strengths

- Both 2nd and 4th Streets are major transit routes into and out of Downtown Albuquerque. These streets bring large numbers of people into the MR Area on a daily basis.
- Being located to the immediate north of downtown Albuquerque provides close proximity to the entertainment center and central business district of the city.
- The area is centrally located, and it provides connections to major portions of the city.
- Many vacant properties, many of which previously housed warehousing and industrial uses, have been repurposed into new businesses. There are growing and active brewery businesses in and around the southern portion of the area creating a somewhat unofficial “brewery district” drawing people and business activity back to the depressed area.
- There has been recent investment in the area, showing viability in the marketplace. The infill properties located at 1319, 4322 and 4419 4th street, all with ground level retail and housing represent both the opportunity for new commercial business options and new quality housing stock in the area.
- The Rail Runner, the commuter rail service between Belen and Santa Fe, runs through the area with a stop at Montañito.
- The Alameda Drain presents a unique opportunity to transform an existing facility and increase its usefulness and benefit to the public. It would be beneficial to the North Corridor to bring people to the area via connections to the existing bicycle and trail network that exists throughout the city and to activate a space that is currently underutilized.

B. Current Challenges

- The levels of crime in the area, and/or the perception of crime, deter economic investment and potential customers from existing businesses.
- The transient population throughout the area contributes to the blighted perception of the MR Area.
- The lack of functional pedestrian scale infrastructure signals that the area is not pedestrian friendly.
- Decaying infrastructure is unsightly and can present unsafe situations for those in the area.

- There is a lack of true identity in the area. Many people just pass through and do not perceive of the North Fourth Corridor as a unique and defined place.
- Corridors are auto and light industrial oriented.
- Many of the existing properties have a rundown and neglected appearance.
- There is a lack of public green space in the MR Area. Few parks and landscaped areas increase the harsh, industrial feeling of the area.
- Traffic congestion during peak hours leads to backups at key intersections.
- There is a lack of new and affordable housing options in the MR Area.

5. Existing Conditions

A. History of the Area

The North Corridor Metropolitan Redevelopment Area is a long and linear area located in an established part of Albuquerque's North Valley. Originally a largely agricultural area with large tracts of irrigated land, the MR Area has developed over time, primarily around the transportation routes of 2nd and 4th Streets, and the railroad tracks that run north-south along the eastern border of the MR Area.

The coming of the railroad in 1880 brought new development to the Albuquerque area. As "New Town" was developed a mile to the east of Old Town, streets and blocks were platted in a grid system. Turn-of-the-century maps show the grid, and also how sparsely developed the town actually was within a few blocks north of Central (Railroad) Avenue. New Town was 3.1 square miles in extent, with Mountain Road as its northern boundary. North Fourth Street began to extend outward from New Town with the advent of the automobile and was Albuquerque's first street truly formed by the auto and the dramatic changes it brought.

Development along North Fourth Street was rarely planned in an orderly, sequential pattern. Some blocks were fully developed, while some had only a few buildings. Some buildings were close to the street, while others were set back. Houses were scattered along the street between commercial structures, including Monkbridge Manor, a grand mansion that stood where the Wells Fargo Bank is located today. Schools, churches, supermarkets, movie theaters, motels, and tourist camps came and went with changes in consumer demand and population increases. Some buildings were demolished, while others remain today, but are barely recognizable under decades of remodeling. A single building on North Fourth Street has received State of New Mexico Historic Register status: the Shalit House, located at the southwest corner of Douglas MacArthur and North Fourth Street. The house, built in 1940, was converted to Powdrell's Barbecue in the 1980s.

The North 4th area functions as a spoke connecting the central business district of downtown Albuquerque with neighborhoods and communities to its north. Serving as an original portion of historic Route 66, 4th Street has always been defined as a commercial and transit corridor moving people from south to north, and vice-versa. Along this corridor, over time, a variety of commercial, retail, restaurant, and industrial uses have existed to service those passing through the area.

Numerous commercial and institutional buildings define the historic and architectural character of the Fourth Street NW corridor within the MR Plan Area. The nearby Los Alamos Addition Historic District, a swath of which is in the Plan area and was listed in the State Register in 2006, also contributes to its character. The Samuel Shalit House (now Mr. Powdrell's Barbecue House) was listed in the National Register in 1984. Several other

commercial buildings along the corridor appear to be eligible for listing. Such listing may improve prospects for their rehabilitation by adding tax credit potential to rehabilitation financing. Historic registration of eligible buildings with owner consent is a goal of the Plan. Retention, adaptive re-use, and rehabilitation of historic buildings are also goals of the Plan. Retention and rehabilitation can occur whether the buildings remain in original use or other legal uses. The character of the corridor may be protected and enhanced through appropriate controls on rehabilitation projects.

In 1937, Route 66 was aligned along Central Avenue in Albuquerque and businesses along North 4th Street changed from catering to motorists to serving new residential neighborhoods. With the development of the interstate highway system in the late 1950's, the demand for services in the area began to decline. That decline is prevalent throughout the area today as many of the commercial buildings are vacant and in states of disrepair. In addition, the predominance of the rail business has dwindled over time, impacting the industrial land along the railway. Many of the industrial and warehousing properties have become vacant or underutilized and may be in need of revitalization.

Both 2nd and 4th Streets intersect with major east-west transit routes. Within the MR Area they intersect with Montañño Road and Interstate 40, and just beyond the northern boundary of the MR Area they intersect with Paseo Del Norte and Alameda Boulevard. All are major river crossing routes connecting the west side of Albuquerque and Rio Rancho with the employment centers and services that exist to the east of the Rio Grande. 2nd and 4th Streets provide direct access to and from the core of downtown Albuquerque. Today, many commuters pass through the MR Area to get from one destination to another, rather than stopping at the existing businesses.

The state of the North Corridor Metropolitan Redevelopment Area has changed over time. The physical characteristics of the built environment represent the evolution of the area from a rural farming community, with larger tracts of land used primarily for agricultural purposes, to the modern urbanization of the area fueled by the increased dependence on the automobile and expansion of the City. Many of the developed properties in the MR Area pre-date the establishment of the City's zoning code, making for a patchwork of uses and property types throughout the area, as can be seen on Figure 1. Because of this, some properties lack setbacks and have boundaries that are irregular in shape. In many instances property lines and built structures, come right up to the roadway or other public right of way, making sidewalk installation and location of public infrastructure items challenging.

B. Demographics

Note: Demographics focus on the area within the designated MR Area boundary and the area within a .5-mile radius (Demographic Data provided by American Community Survey (ACS), Esri, Esri and Infogroup, 2013-2017, 2019).

The North Corridor MR Area has a population of 20,517 people. The population median age is 38.5 years old for the MR Area, which is slightly older than the median of 36 years for the city of Albuquerque. The age distribution in the MR Area is lower for under 18 (15% vs 22%) and higher for over 65 (17% vs 15%) than the overall city population. The majority of the population is workforce age. The average household is slightly smaller in the MR Area at 2.3 vs 2.5 citywide.

30% of the MR Area population holds a bachelor's degree compared to the city average of 34%. 9,074 people in the MR Area are in the workforce. The unemployment rate for the MR Area is 4.4%, lower than the 5.4% citywide for Albuquerque. The median household income at \$37,341 in the MR Area is considerably lower compared to \$49,900 citywide.

The majority of the working population in the MR Area commutes by car to work with 19% commuting more than 7+ hours a week. 21% of the population uses alternative forms of transportation than single occupancy vehicle (SOV) commuting. 23% of homeowners and 31% of renters have one or less vehicles. These factors indicate there is a strong potential in the MR Area for transit ridership.

C. Housing and Affordability

There is a total of 9,400 housing units in the North Corridor MRA and including an additional half-mile outside the MRA boundary, up from 9,160 units in 2010. The number of housing units is anticipated to continue to grow.

Homeownership in the North Valley, which is where the MR Area is located, can frequently span multiple generations. Many families have owned, passed down and inhabited the same property for decades. The study area includes a higher number of homeowners (52.6%) as compared to renters (39.7%), with normal vacancy rate of 7.7%. However, homeownership is lower than the Albuquerque average of 67.2%. Over 20% of homeowners and renters spend over 30% of their income on housing (American Community Survey (ACS), Esri, Esri and Infogroup, 2013-2017, 2019).

The population moving into the MR Area is declining, though only slightly. The Near North Valley saw an increase from 234 sales to 298 sales between 2016-2018. In 2019, sales decreased to 259. In the North Valley, sales increased from 191 in 2016 to 216 in 2018, dropping to 212 in 2019. Current data indicates that there are 54 units of single family detached housing on the market in the study area, with 35 units recently sold. ([Statistics provided by the Local Market Update for 2020, Greater Albuquerque Association of Realtors](#))

The community generally wishes to preserve the area's semi-rural character. New construction and increased density are generally dissuaded against in most parts of the North Valley. As such, there tends to be a shortage of affordable entry level homes for

those wishing to move into the area. In general, the housing stock in the study area is fairly old, with about 71% built before 1980 and almost 50% built before 1960. The last decade saw 237 new housing units (.026%). A similar rate of new units is projected. A high percentage of older housing stock indicates that housing may need substantial repairs to be habitable and may be costlier to maintain.

Although the plan area does not include single family zoned residential areas, it is important to note that housing costs in the plan area are higher in comparison to Albuquerque as a whole. For the calendar year of 2019, the average sale price of a single family detached home in the North Valley (East of Rio Grande River, South of Alameda, West of I-25, and North of Montgomery/Montano) was \$392,690 up from \$347,851 in 2016. In the Near North Valley (East of Rio Grande River, South of Montgomery/Montano, west of I-25, and North of I-40) it was \$266,956 up from \$240,425 in 2016. Those figures are significantly higher than the city average of \$260,751 for 2019 and can be seen in the GAAR Annual Report in the Appendix. ([*Statistics provided from the Local Market Update by the Greater Albuquerque Association of Realtors*](#)).

Increased housing choices in strategic locations may have positive benefits to the MR Area and the North Valley as a whole. Some of those benefits are discussed in the recommendations section of this Plan.

D. Crime

As is the case in many parts of the city, crime is a constant concern for the area, including both property and violent crime. The presence of criminal activity, or the perception of such activity, contributes to the disinvestment in, and exodus of, businesses and residents from the MR Area. A summary of crime data can be found in the appendix.

The area within the MR Plan south of I-40 contains numerous large parcels and warehouses. Signs of re-investment in the area include the opening of several tap rooms and breweries. This area also has a large number of homeless individuals who frequent the area to access services. Coronado park is currently a pick-up point for Homeless services and has a high concentration of homeless individuals. Community members have expressed concern that the park no longer serves the general public. The Parks and Recreation Department has provided bathroom facilities in the area and extra trash pick-up service for Coronado Park. A localized redevelopment plan of this sub-area is recommended.

E. Zoning and Land Use

Zoning along 4th street is primarily MX-M, Mixed-Use Medium, allowing a mixture of residential and commercial uses. 2nd Street is primarily zoned NR-LM, Non-Residential Light Manufacturing and NR-GM, Non-Residential General Manufacturing. However, the

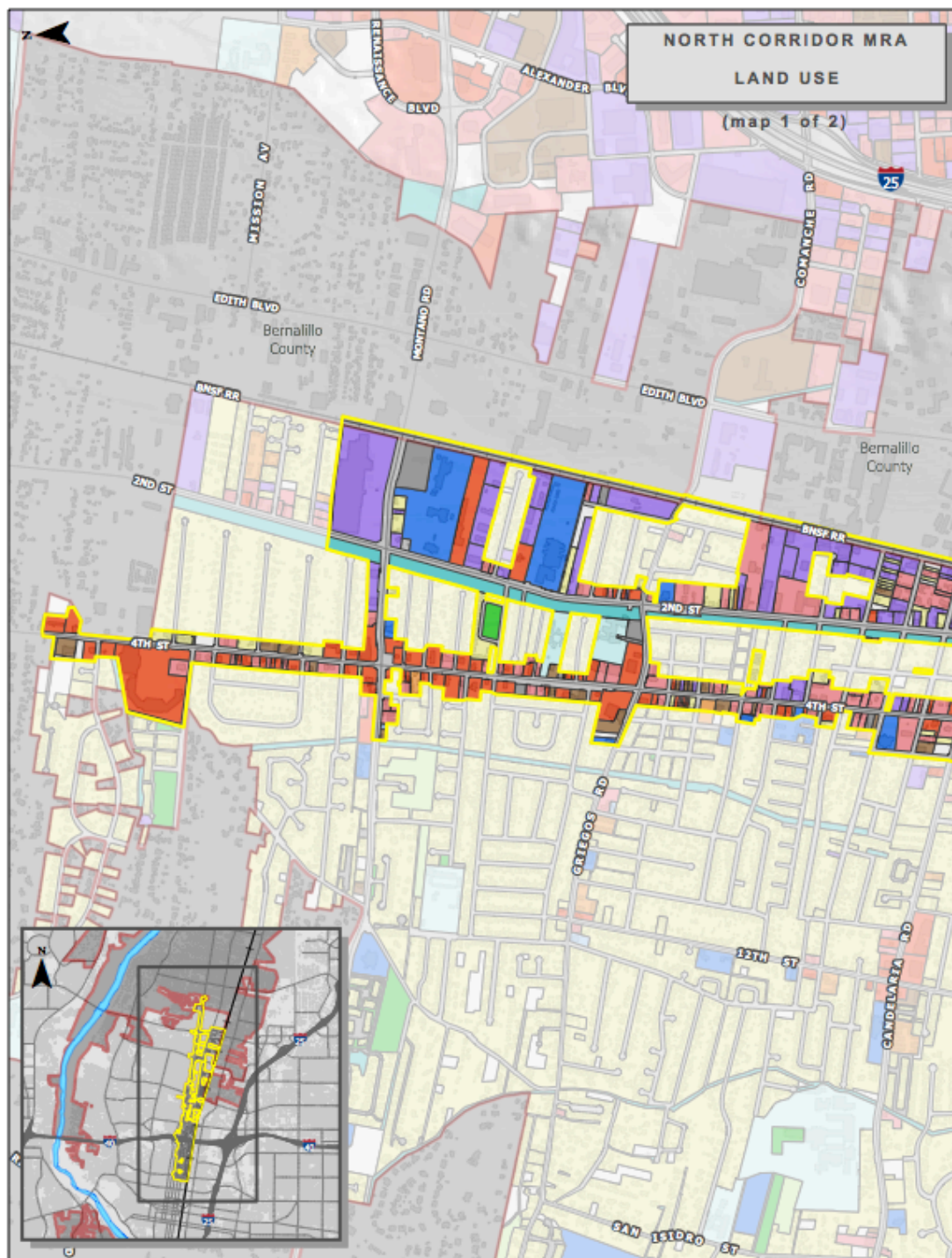
land use in the North 4th MR Area consists of a diverse patchwork of uses resulting from early development responding to the railroad, and early automobile corridors. Land use varies property to property with very limited large areas of consistent land uses, see Figure 5.

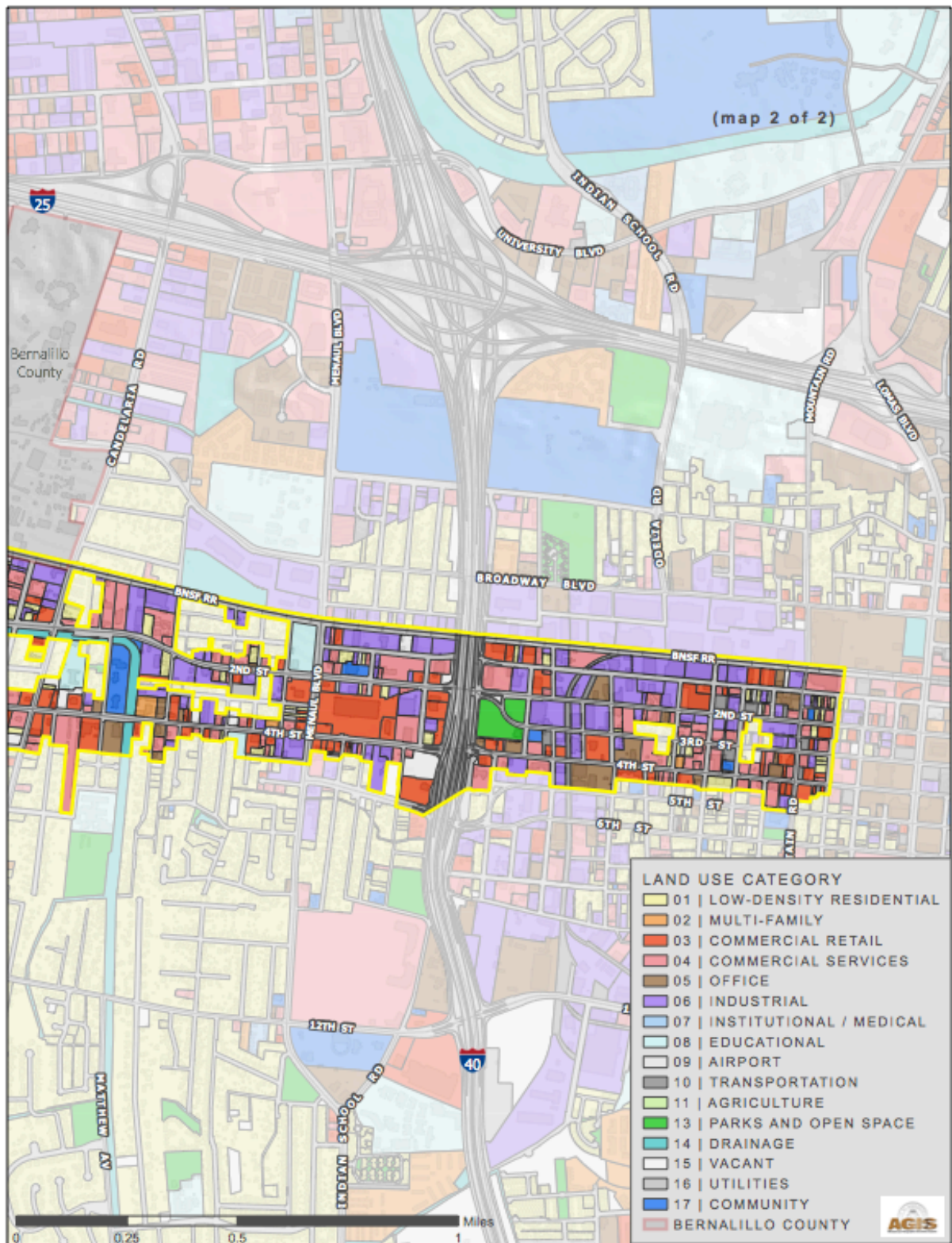
The long-time incongruity in land use contributes to a lack of visual cohesion and does not generate an identifiable sense of place. The newly adopted IDO has incorporated consistent zoning categories for the area which allows for a mixture of uses while setting development standards that will, over time, guide development patterns.

In the Albuquerque/Bernalillo County Comprehensive Plan, 4th Street is designated as a Multi-Modal Corridor and a Main Street. “Multi-modal corridors” are intended to encourage the redevelopment of aging, auto-oriented commercial strip development to a more mixed-use, pedestrian-oriented environment that focuses heavily on providing safe, multi-modal transportation options. “Main Streets” are intended to be lively, highly walkable streets lined with local-serving businesses, modeled after the American tradition of Main Street as a place for living, working, and shopping. Main Streets should have one- to four-story buildings, usually placed right up to the sidewalk. Parking should be on-street and to the sides of or behind buildings.

2nd Street is designated as a Commuter Corridor in the Comprehensive Plan. “Commuter Corridors” are intended for long distance trips across town by automobile, including limited-access streets. These roads tend to be higher-speed and higher-traffic volume routes. Development along these corridors should be more auto-oriented.

Figure 5: Land Use in the North Corridor MR Area





F. Vacant Land Inventory

The plan area has a small percentage of vacant property. Property that is vacant tends to be smaller lots distributed throughout the plan area. These parcels do not present opportunities for larger development or lot consolidation. A few larger undeveloped parcels are located in the area north of I-40 to Menaul Boulevard. See Figure 6 for vacant parcel locations.

Figure 6: Vacant Property in North Corridor MR Area North Side



Figure 7: Vacant Property in North Corridor MR Area South Side



G. Historical Properties

In the early 1980's, the City of Albuquerque conducted an initial inventory of properties along the North 4th Street corridor. At the time of the inventory, the majority of the properties surveyed were not considered to be eligible or were deemed non-contributing. Three buildings in the Plan Area met the definition of historic building, two of which are located within Los Alamos Addition Historic District - a swath of which is in the Plan area. The Los Alamos District was listed in the State Register in 2006:

1. Samuel Shalit House (Mr. Powdrell's Barbecue House)

5209 4th Street NW

Listed, State Register of Cultural Properties (#947)

Listed, National Register of Historic Places

2. House at 321 Sandia Road NW

Designated "contributing" in the Los Alamos Addition Historic District

District listed, State Register of Cultural Properties (#1893)

3. House at 313 Placitas Road NW

Designated "contributing" in Los Alamos Addition Historic District

District listed, State Register of Cultural Properties (#1893)

In addition, several commercial buildings which relate to the pre-1937 Route 66 alignment along the corridor appear to be eligible for listing. Such listing may improve prospects for their rehabilitation by adding tax credit potential to rehabilitation financing.

H. Green Space and Public Spaces



Figure 8. Images showing the current condition of the Alameda Drain

The North Corridor MR Area is predominately a commercial and transit corridor, and as such it does not contain very much green/park space or any true public gathering space. Figure 9 below shows the existing parks in and around the area. One feature that runs through almost the entire MR Area from north to south is the Alameda Drain. The Drain runs along the western side of 2nd Street from beyond the northern boundary of the MR Area to just south of Candelaria Rd., where it deviates to the west. Though it is technically a public space that is accessible to pedestrians, cyclists and horse riders, etc., the current condition of the Drain area could be enhanced to encourage its use. There are currently no amenities along the Drain such as landscaping, shading structures or benches. The embankment of the Drain currently consists of compacted dirt and gravel. The vacant and uninviting impression of the Drain often leads to illegal vehicle parking and dumping on its edges, contributing to its lack of use. Figure 8 above shows the current state of the Drain.

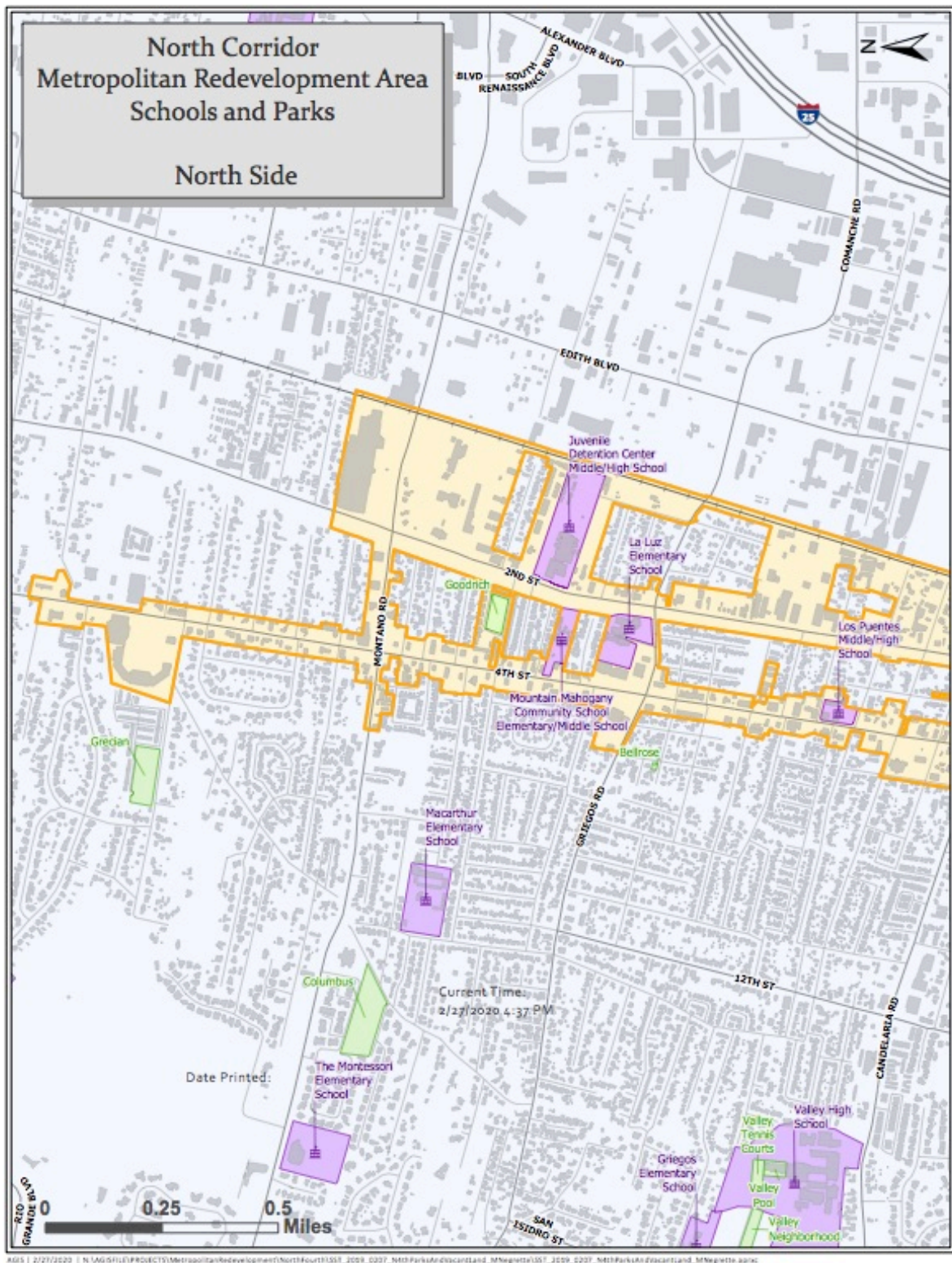
The Alameda Drain and Trail Master Plan, adopted in 2016 by the City and Bernalillo County with MRGCD (Middle Rio Grande Conservancy District) and AMAFCA (Albuquerque Metropolitan Arroyo Flood Control Agency) provides design concepts and guiding principles for the nine-mile segment of the drain beginning at the northern end

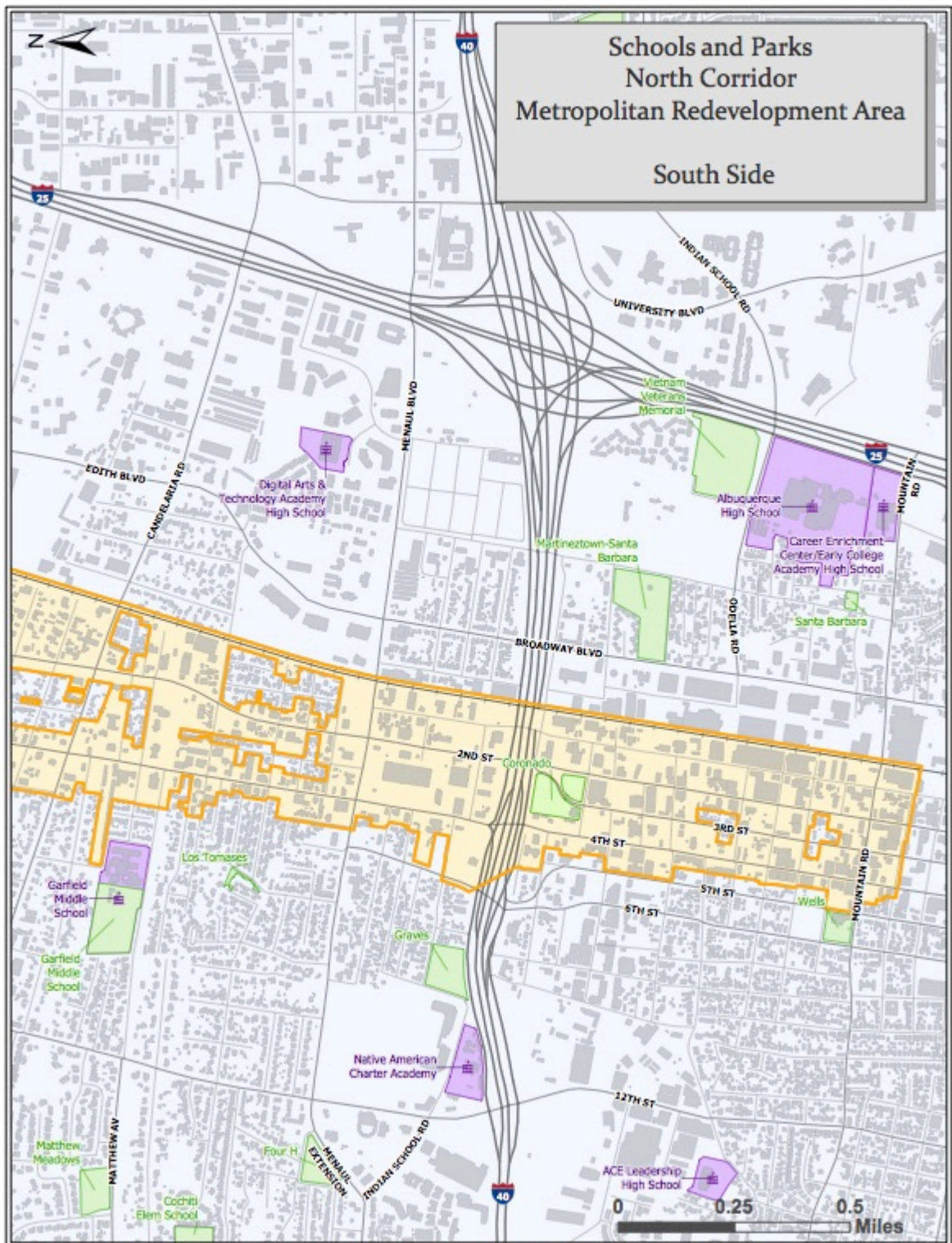
of Second Street to Interstate 40. Key recommendations include potential trail alignments for a trail system for shared use and an equestrian trail, restoration of native landscape and additional amenities such as parking, rest areas, public art and food truck courts. The Master Plan identifies opportunities in the MR Area for linear parks along Second Street and Matthew Avenue. See the Master Plan for details on trail alignment, cross section, materials, and intersections.

City streets can also contribute to the urban tree canopy. Second Street has a landscaped median with evergreen trees from Montano Boulevard to Menaul Boulevard. Fourth Street could benefit from the addition of shade trees in median areas and along carriage strips.

Few parks are located within the MR Plan boundary. However, many Albuquerque Public Schools are found within the boundary and provide access through joint use agreements with the City of Albuquerque to green spaces and recreation facilities. In addition, many areas of the plan have access to parks and schools within a .5 mile from the plan boundary, see Figure 9. Parks and Recreation has not identified the need for additional parks in this area at this time.

Figure 9. Schools and Parks in North Corridor Metropolitan Redevelopment Area





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I. Private Property

Much of the physical appearance of the built environment throughout the Corridor is blighted. This assessment does not apply to all properties in the MR Area, but enough that there is a detrimental effect to the appearance of the greater area as a whole. This neglect has led to reduced economic activity and investment in the area over time. Examples of the blighted appearance throughout the area can be seen in Figure 10, and include:

- Vacant, un-maintained and/or underutilized properties that show a lack of activity and investment in the Corridor;
- Chain-link fence, and other unattractive fencing and barriers, with razor wire toppings fronting public spaces;
- Vacant and blank walls facing the public realm;
- Graffiti on vacant structures throughout the area;
- Boarded up and/or abandoned buildings;
- Blank signs; and
- Poor or deteriorating building façade.



Figure 10. Blighted property in the Area

J. Traffic



Much of the MR Area is defined by the fact that both 2nd and 4th Streets are major vehicular transportation pathways that connect the north and much of the Westside with Downtown Albuquerque. Much of the traffic activity through the area occurs during peak hours, on the morning and afternoon commutes to and from the Downtown employment center, causing congestion at major intersections. Daily traffic flows average between approximately 18,000 to 22,000 and 14,000 to 22,000 vehicles per day on 2nd and 4th Streets, respectively, as can be seen on Figure 10. Both 2nd and 4th Streets are vital to the success of the MR Area, and reducing excessive vehicle speeds, improving circulation and efficiency of traffic movement could benefit the area without causing a reduction in the overall capacity of the roadways.

Figure 11. 2017 Traffic Flow Map. Provided by MRCOG

K. Public Right of Way

Throughout the MR Area, there is a need for improvements to the elements of the public right-of-way including designing and updating the right-of-way to include ADA access. Sidewalks are crumbling and buckling in many locations due to age and lack of maintenance. Along several stretches there is a complete lack of sidewalks altogether. This deficiency creates potential safety issues for pedestrians and motorists alike when people are forced to navigate uneven and dangerous conditions posed by the sidewalks, or travel into the street to avoid obstructions. It is also a detriment to the many businesses that front the streets, discouraging pedestrian traffic between businesses and throughout the area. Utility lines and power poles are other obstructions in the walkways that create unsafe conditions throughout the area.

Through the community engagement process, the condition of the 4th Street roadway was brought up as dangerous for motorists due to the substandard condition of the roadway. Throughout much of the MR Area, along both 2nd and 4th Streets, there is a lack of medians in the roadway which, coupled with the excessive lane widths in many areas, creates a wide expanse of asphalt and contributes to the excessive speed and unsafe conditions seen throughout the Area. Examples of the neglected public right of way can be seen in Figure 12.



Figure 12. Examples of public right-of-way deficiencies

6. Relationship to Adopted City Plans and Policies

Development in the North Corridor MR Area, as well as the surrounding communities in the area, is guided by multiple plans and standards already in existence. The purpose of this MR Plan is not to supersede any existing plans and initiatives currently adopted and/or underway in the area, but rather to support the goals outlined in those initiatives. This Plan may assist in the facilitation of existing efforts by providing additional resources and funding sources. The other plans currently directing activities in the area include:

A. The Albuquerque/Bernalillo County Comprehensive Plan

The Albuquerque/Bernalillo County Comprehensive Plan (“Comprehensive Plan” or “Comp Plan”) is the City’s Master Plan. The Comp Plan provides general land use policies that guide physical development throughout the city. Much of the MR Area is designated by the Comp Plan as an Area of Change. Areas of Change are defined as, *“areas where growth and development are encouraged (Albuquerque/Bernalillo County Comprehensive Plan p. 5-23).”*

4th Street, which runs through the MR Area, is designated as a Multi-Modal Corridor. Multi-Modal Corridors *“are intended to encourage the redevelopment of aging, auto-oriented commercial strip development to a more mixed-use, pedestrian-oriented environment that focuses heavily on providing safe, multi-modal transportation options. The development of these corridors will enhance the environment for pedestrians and transit users, while nearby parallel streets will serve bicycle travel. The density and scale of development behind Multi-Modal Corridors should diminish quickly to minimize impacts on existing neighborhoods and respect established development patterns (Albuquerque/Bernalillo County Comprehensive Plan p. 5-17).”*

Additionally, the Comp Plan designates 4th Street as a Main Street. *“Main Streets are intended to be lively, highly walkable streets lined with local-serving businesses, modeled after the American tradition of Main Street as a place for living, working, and shopping...Main Streets should have one- to four-story buildings, usually placed right up to the sidewalk. Parking should be on-street and to the sides of or behind buildings. Away from the Main Street, density should quickly decrease to minimum impacts on nearby neighborhoods. This development pattern should be well-served by transit and contain safe and pleasant walking environments with street trees, landscaping and wide sidewalks. Public Investments in these areas should prioritize street and walkway improvements (Albuquerque/Bernalillo County Comprehensive Plan p. 5-16).”*

2nd Street is designated as a Commuter Corridor. *“Commuter Corridors are intended for long distance trips across town by automobile, including limited-access streets. These roads tend to be higher-speed and higher-traffic volume routes. Development along these*

corridors should be more auto-oriented, but where the Corridors pass through Centers, development should include more mixed-use, pedestrian-oriented uses. Though Commuter Corridors can be attractive for developing a strip of retail, this type of development pattern would quickly lessen the utility of the corridor for its main purpose. Access controls on these corridors influence the location and mix of land uses and the design of development. Land uses along Commuter Corridors should be buffered from the corridor, and retail uses concentrated along Multi-Modal Corridors and in Centers (Albuquerque/Bernalillo County Comprehensive Plan p. 5-10)."

B. Integrated Development Ordinance and the proposed Community Planning Overlay (CPO):

In 2017, the City of Albuquerque adopted the Integrated Development Ordinance (IDO) which replaced the Comprehensive Zoning Code Ordinance. Prior to the IDO, the North Corridor MR area had zoning and land use control through the North Corridor Sector Development Plan (SDP). Upon adoption of the IDO, the Sector Development Plan regulations were rescinded and the IDO regulations came into effect.

In 2018, City Council approved R-19-162, a resolution to adopt interim design regulations to address community concerns for the area with respect to the IDO regulations. A Zoning Map Amendment was introduced at City Council in 2019 to create a new North 4th Corridor Character Protection Overlay (CPO) for the IDO. The proposed CPO for North 4th Street seeks to implement the complete streets ordinance by requiring the street cross sections in the draft Design Process Manual (DPM) be implemented. It also would restrict the building height to 55-feet. Finally, it eliminates the height bonuses for Workforce Housing and Structured Parking.

C. The Alameda Drain & Trail Master Plan

The Alameda Drain & Trail Master Plan ("Drain Plan") provides a framework for improvements to the existing Alameda Drain, which runs along a nine-mile corridor from Interstate 40 to the northern end of 2nd Street. This Drain Plan is the result of a collaborative, four party agreement between Bernalillo County, the Middle Rio Grande Conservancy District (MRGCD), the City of Albuquerque and the Albuquerque Metropolitan Flood Control Authority (AMAFCA). The overall intent of this project is to enhance this historic drainage way, creating a multi-use trail that works in conjunction with the Alameda Drain and results in a more cohesive, aesthetic corridor.

D. Complete Streets Ordinance

The Complete Streets Ordinance establishes a city-wide goal to expand safe use of city streets by requiring equal consideration of the efficiency and safety of all types of travel. The ordinance focuses on street design and adopts nationally-recognized standards for

streets to efficiently serve all users, including pedestrians, cyclists, transit riders and motorists. Complete Streets incorporates features such as street trees, on-street parking, bicycle lanes, traffic calming, wider sidewalks and pedestrian crossing features.

E. North Fourth Street Rank III Corridor Plan (as of 2018 incorporated into the Integrated Development Ordinance)

Enacted in 2010, the North Fourth Street Rank III Plan provided the initial framework for the development and redevelopment of properties along 4th Street and identified the need for a Metropolitan Redevelopment Area designation. The plan also identified the need for 4th Street to serve multiple modes of travel, including trucks, autos, transit, bicycles and pedestrians.

The North 4th Rank III Corridor Plan identified conceptual street cross-sections for varying parts of the 4th Street corridor. In 2016, City Councilor Isaac Benton had these conceptual cross-sections engineered to 15% plans to aid in the implementation of improvements to the right-of-way. These plans will help developers understand the amount of right-of-way that will be required to provide for a safe, efficient space for vehicular users, bicyclists, and pedestrians alike.

7. The Planning Process

The planning process for the North Corridor MR Area and Plan began on November 4, 2015 when MRA staff held a community meeting to present the initial intention of developing a boundary for the North Corridor Metropolitan Redevelopment Area. A follow-up meeting was held on January 13, 2016. At both meetings, findings were presented by MRA staff to community members about the existing conditions documented throughout the area. Community members asked questions and provided feedback on the findings and the proposed boundary of the MR Area. The Albuquerque City Council approved the North Corridor Metropolitan Redevelopment Area on August 1, 2016.

Following the designation by the City Council of the North Corridor Metropolitan Area Boundary, the MRA held another community meeting on November 17, 2016 to obtain community input in order to identify community concerns and to incorporate recommendations into this Metropolitan Redevelopment Plan. The community meeting was held at the North Valley Senior Center and was well attended by property owners, business owners and interested stakeholders in the area. Break-out sessions were led by City staff and participants asked questions and provided insight to help formulate the goals and desired outcomes to be achieved through the execution and implementation of this Plan.

Areas of concern and focus that came out of the community engagement process included:

- Sidewalks throughout the MR Area are in need of repair or currently do not exist.
- The MR Area needs more greenery, trees, parks, landscaping, etc.
- Transient population is a detriment and needs to be addressed.
- Lack of trash cans in the MR Area contributes to litter.
- Traffic congestion can become a problem at major intersections during peak travel times. The intersections of 4th Street and Montañó Road, and 2nd Street and Montañó Road were repeatedly identified as intersections in need of improvement.
- There was interest in streetscape improvements and sidewalk improvements throughout the corridor so that it would be easier for pedestrians to navigate.
- Traffic speeds could be reduced on both 4th and 2nd Streets.
- The 4th Street roadway is deteriorating and is in need of repaving.
- The Corridor is lacking quality bicycle facilities.
- The property owned by the Albuquerque Public School System on the northeast corner of Menaul Blvd. and 2nd Street is an eyesore and a detriment to the surrounding community.

On September 24, 2019, a community meeting was held at the UNMH Clinic on North 4th Street. Forty-seven community members attended. The MRA Team presented an overview of the draft North Corridor Metropolitan Redevelopment Plan. Community members were asked to submit their comments within four weeks. Community comments received during this period were generally supportive of the plan. Some community

comments included recommendations for community projects, areas for sidewalk repairs, street beautification and identification of vacant and underutilized property. Community concerns included unsafe intersections (Cutler Avenue and Fourth Street), areas where irregular street width creates unsafe conditions, unsafe sidewalks due to cracking concrete, utility pole obstructions and lack of sidewalks in general. Homelessness in the area and the concentration of homelessness at Coronado Park were also of concern. These comments were taken into consideration in updates to the MR Plan.

8. Additional Redevelopment Tools

The following is a list of available resources that can assist in the redevelopment of the MR Area.

A. TAX INCREMENT FINANCING

Tax Increment Financing (TIF) is implemented by State enabling legislation to help local governments to improve economically sluggish areas. The focus of a TIF is to create new development/business and also to retain and improve existing businesses, with resulting additional private investment. An attractive feature of a TIF is that local governments can make improvements and provide incentives without tapping into general funds or raising taxes.

A tax increment is the difference between the value of property before district designation and after designation. If improvements are made to the MRA, the new increment of value is put into an MRA Fund for specific use for the area. The increment can also be based on simple inflation.

When a TIF project is set up, a base year is specified and locked in. Money from the increment increases as district conditions improve. The Albuquerque Development Commission and City Council make decisions for projects based on community input. The TIF stream of income can continue for up to 20 years. The City can bond against it as amounts increase.

B. TAX INCREMENT DEVELOPMENT DISTRICT

Like TIF financing, a TIDD is a district formed for the purpose of carrying out tax increment development projects to pay for public improvements. The State Tax Increment Development Act allows cities and counties to create TIDDs that can leverage the future gross receipts tax and property tax revenues within a defined area to finance the sale of public bonds. Bond dollars are then allocated to the project developer to pay the infrastructure costs.

C. BUSINESS IMPROVEMENT DISTRICT

A Business Improvement District (BID) is a special district that assesses additional property or gross receipts taxes on an area to finance services and improvements. Authorized under State law, only those properties that directly benefit are taxed. The assessment is on commercial properties only, not residential or non-profit.

BID funds augment services that a City normally provides, e.g., clean-up, special events, security patrols. To establish a North 4th Street BID, the City and businesses must realistically plan the types of services that will best improve the area and community perceptions about it. To establish a BID would require a community board and staffing.

D. FAÇADE IMPROVEMENT PROGRAMS

In 2006, the United South Broadway Corporation had a contract to work with businesses along North 4th Street up to Griegos Road. Funds came from two programs: UDAG money was used for the area up to San Lorenzo, NW, and CDBG money was used for the area from San Lorenzo, NW to Griegos Road, NW. Both programs provided small grants to businesses for improvements to facades - \$2,000 to \$3,000. They both also provide matching fund loans for \$10,000 to \$20,000, an amount that may be forgiven if the business operates at that location for five years.

Extending façade improvement programs along additional areas of North 4th Street would benefit the overall appearance of the corridor and help businesses. In addition, the façade projects would work with implementing pedestrian and transportation improvements, and design of the corridor.

E. THE STATE MAINSTREET PROGRAM

MainStreet areas are designated and provided with technical expertise and funding from the State of New Mexico. Albuquerque's Nob Hill is New Mexico's original MainStreet program and was initially funded by a federal program of the mid-1980s.

MainStreet communities receive state funding, seek grants and capital funding for infrastructure improvements, as well as for cooperative promotion of businesses, e.g. signage, banners, advertising, and special events. They must hire a program coordinator at least halftime.

Requirements for becoming a certified MainStreet community include signing a memorandum of understanding to comply with the National Trust's MainStreet Four-Point Approach that includes design, organization, promotion and economic positioning, as well as participation in statewide meetings and training workshops, meeting program requirements, submitting reports, and stimulating community volunteer efforts.

F. CITY OF ALBUQUERQUE CAPITAL IMPLEMENTATION PROGRAM (CIP) AND GENERAL OBLIGATION BONDS (G.O. BONDS)

The City's CIP provides capital funding through a multi-year schedule of public physical improvements. The CIP administers funds for acquiring, constructing, replacing, upgrading and rehabilitating Albuquerque's built environment. For Albuquerque's redeveloped areas, the most visible changes may be seen in streetscape projects, but improvements also may include expansion of public safety facilities, libraries, parks and trails, senior and community centers. The main source of CIP funding is through passing General Obligation Bond Funds. City residents go to the polls every two years to vote on a new package of projects, most of which are approved. By ordinance, 1% of G.O. Bond Funds are earmarked for public art projects.

Other major funding sources for capital improvements are: Enterprise Funds, primarily for the Aviation Department and for Water/Wastewater. Additional sources of funding include: Metropolitan Redevelopment Funds and Urban Enhancement Trust Funds for citizen-initiated cultural and capital projects.

G. PUBLIC/PRIVATE PARTNERSHIPS

There are a number of opportunities for partnerships to occur between these various entities. Partnerships hold a high potential for redevelopment opportunities to occur in the North Corridor MR area. The City can provide incentives through public financing land holdings, or eminent domain authority to serve as incentives/collateral for groups such as the New Mexico Community Development Loan Fund, ACCION, WESST, the US Small Business Association and private developers.

H. NEW MEXICO COMMUNITY DEVELOPMENT LOAN FUND

The New Mexico Community Development Loan Fund is a private, non-profit organization that provides loans, training and technical assistance to business owners and non-profit organizations. Their services support the efforts of low-income individuals and communities to achieve self-reliance and control over their economic destiny. Loans of from \$5,000 to \$500,000 are available to new and existing small businesses for such needs as equipment, inventory, building renovations and operating capital. Non-profits can seek loans for such needs as bridge financing against awarded private and public contracts, capital improvements and equipment, and loans to nonprofits that develop affordable housing.

I. LOCAL ECONOMIC DEVELOPMENT ACT (LEDA):

LEDA allows public support of qualified economic development projects for existing expanding companies as well as newly recruited ones to foster, promote, and enhance local economic development efforts while continuing to protect against the unauthorized use of public money and other public resources. This empowers communities to embark on economic development projects tailored to their local needs. In essence, LEDA is used to enter into a “public private partnership” for an economic benefit. LEDA can be used to reimburse eligible expenses for hard assets. The City also can act as the fiscal agent for State funds contributed to a qualified project.

Eligible expenses may include:

- Purchase, lease, grant, construction, reconstruction, improvement or other acquisition or conveyance of land, buildings or infrastructure; public works improvements essential to the location or expansion of a qualifying entity;
- Provision of loans/grants for land, buildings or infrastructure;
- Purchase of land for a publicly held industrial park;
- Construction of a building for use by a qualifying entity manufacturing, assembling, and/or processing projects.

Qualifying entities include:

- Warehousing, distributing, wholesaling;
- A business that supplies services to the general public or government agency or a specific industry or customer, but not retail;
- Telecommunications sales enterprise that makes the majority of its sales outside of New Mexico (customer service, back office);
- Business that is the developer of a Metropolitan Redevelopment project;
- Certain cultural facilities.

J. STATE LEGISLATIVE FUNDING

State legislators from the North Valley have been extremely effective in securing capital projects for North 4th Street. They respond to citizens' requests for capital projects and planning which are funded by the State Capital Outlay Program. City staff also meets with legislators to develop project lists that result in a package of capital projects. The MRA can form the basis for requests to legislators in order to ensure ongoing, consistent project implementation.

K. FEDERAL FUNDING

Community Development Block Grant (CDBG) funds remain a major source of funding for projects and programs. The City of Albuquerque receives several million dollars per year from Housing and Urban Development (HUD) to pay for housing, commercial development, homeless programs, and some Capital Improvement Programs. The Albuquerque Citizens Team (ACT), an appointed citizen advisory group, allocates the federal funds using five-year plans that are updated each year through a community hearing process.

Other federal funds come from Economic Development Administration (EDA) grants from the Commerce Department. The community identifies specific public projects, and then goes through an application process that requires planning and preliminary design processes.

L. INFRASTRUCTURE CAPITAL IMPROVEMENT PROGRAM (ICIP)

A local infrastructure capital improvement plan (ICIP) is a plan that establishes planning priorities for anticipated capital projects. The state-coordinated ICIP process encourages entities to plan for the development of capital improvements.

M. NATIONAL TRUST FOR HISTORIC PRESERVATION

A non-profit organization that provides resources, education and advocacy to preserve America's diverse historic places. The National Trust Preservation provides financial assistance to nonprofit organizations, public agencies, for-profit companies and individuals for preservation related projects.

N. FEDERAL HISTORIC PRESERVATION TAX INCENTIVES PROGRAM

A program administered through the National Park Service for certified rehabilitation projects. Projects meeting the criteria for certification are eligible for up to 20% Federal tax credit.

O. STATE TAX CREDIT FOR REGISTERED CULTURAL PROPERTIES

A State tax credit that can be applied against New Mexico income taxes owed in the year the project is completed and carried forward for up to four additional years. Eligible projects must be individually listed in, or contributing to, a historic district listed in the State Register of Cultural Properties.

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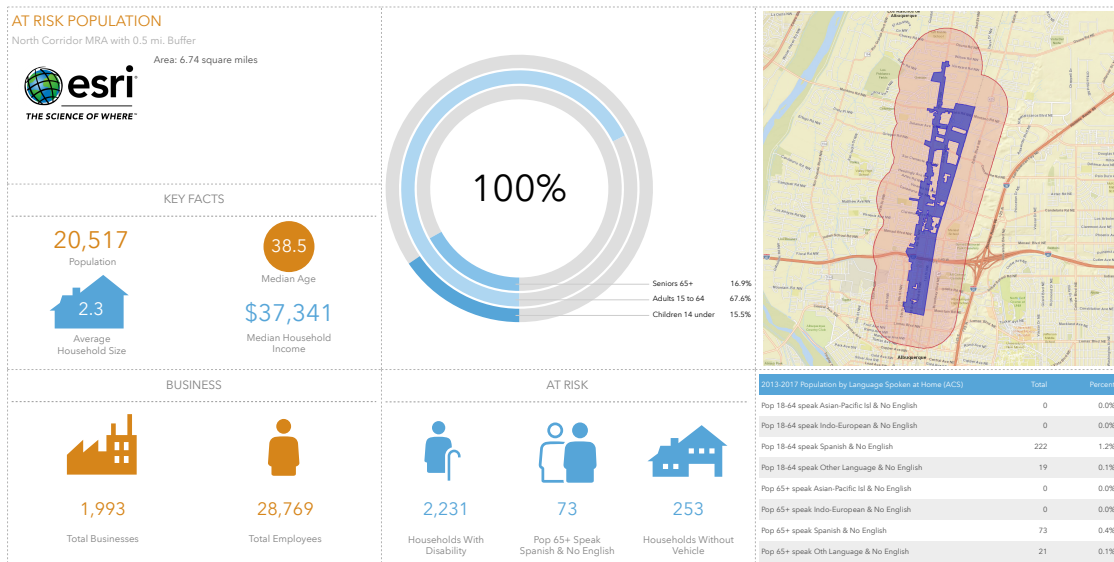
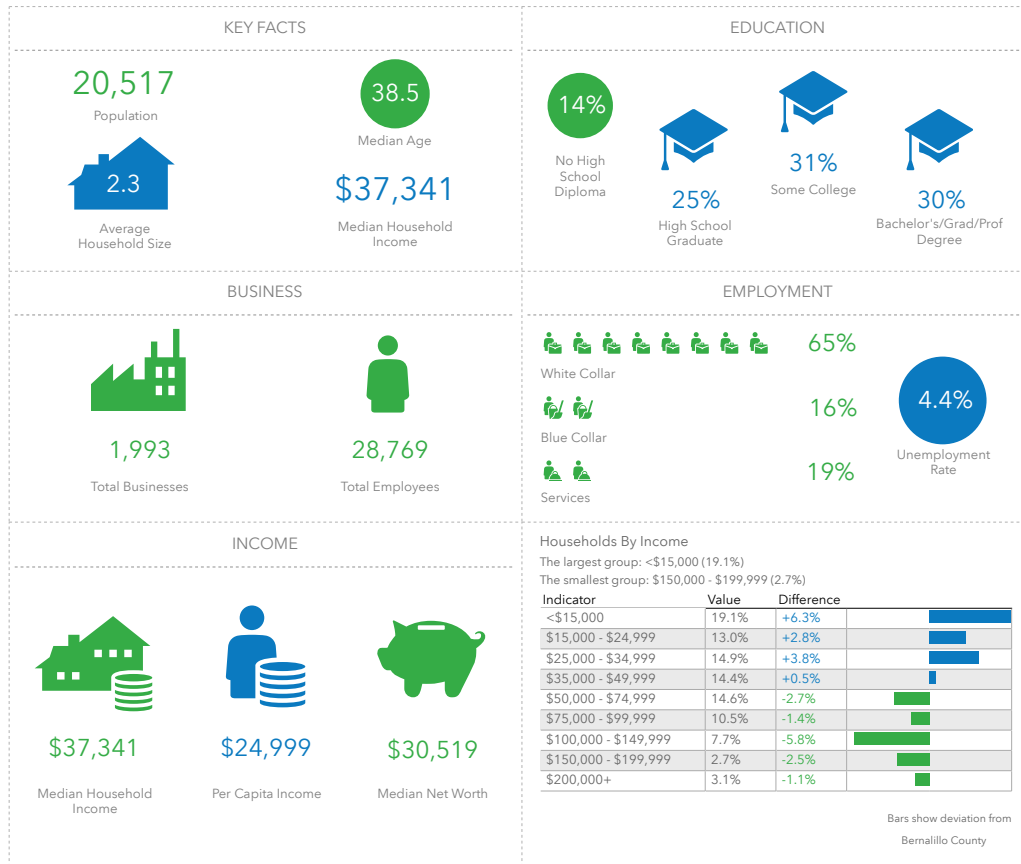
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Appendix A – Designation Report

Appendix B – Demographics



COMMUTE PROFILE

North Corridor MRA with 0.5 mile Buffer

This infographic provides information about how population age 16+ travels to work. This data comes from the the American Community Survey (ACS) from the US Census Bureau. Read an in-depth analysis of the ACS from Esri's data team at www.esri.com/software/american-community-survey

WORKERS



9,074

ACS Workers Age 16+



72.9%

Drove Alone to Work

TRANSPORTATION TO WORK



4.2%

Took Public Transportation



9.3%

Carpooled



3.8%

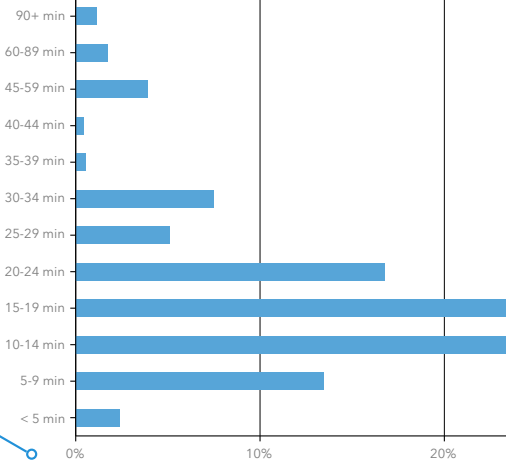
Walked to Work



2.9%

Bike to Work

TRAVEL TIME TO WORK



Percent of Workers

DEMOGRAPHIC SUMMARY

North Corridor MRA with 0.5 mile Buffer

Area: 6.74 square miles



\$37,341
Median Household Income



\$24,999
Per Capita Income



\$30,519
Median Net Worth

KEY FACTS

20,517

Population

38.5

Median Age



8,682

Households

\$32,804

Median Disposable Income

EDUCATION

14%

No High School Diploma



25%

High School Graduate



31%

Some College



30%

Bachelor's/Grad/Prof Degree

INCOME



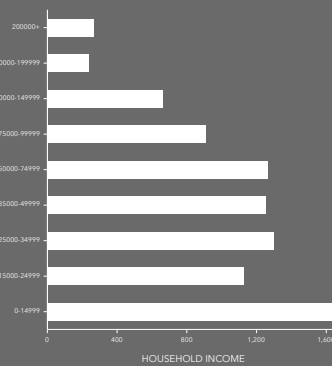
\$37,341
Median Household Income



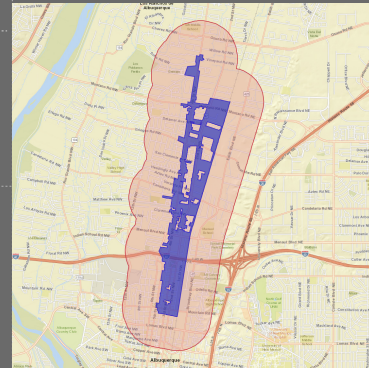
\$24,999
Per Capita Income



\$30,519
Median Net Worth



HOUSEHOLD INCOME



EMPLOYMENT



65%

White Collar



16%

Blue Collar

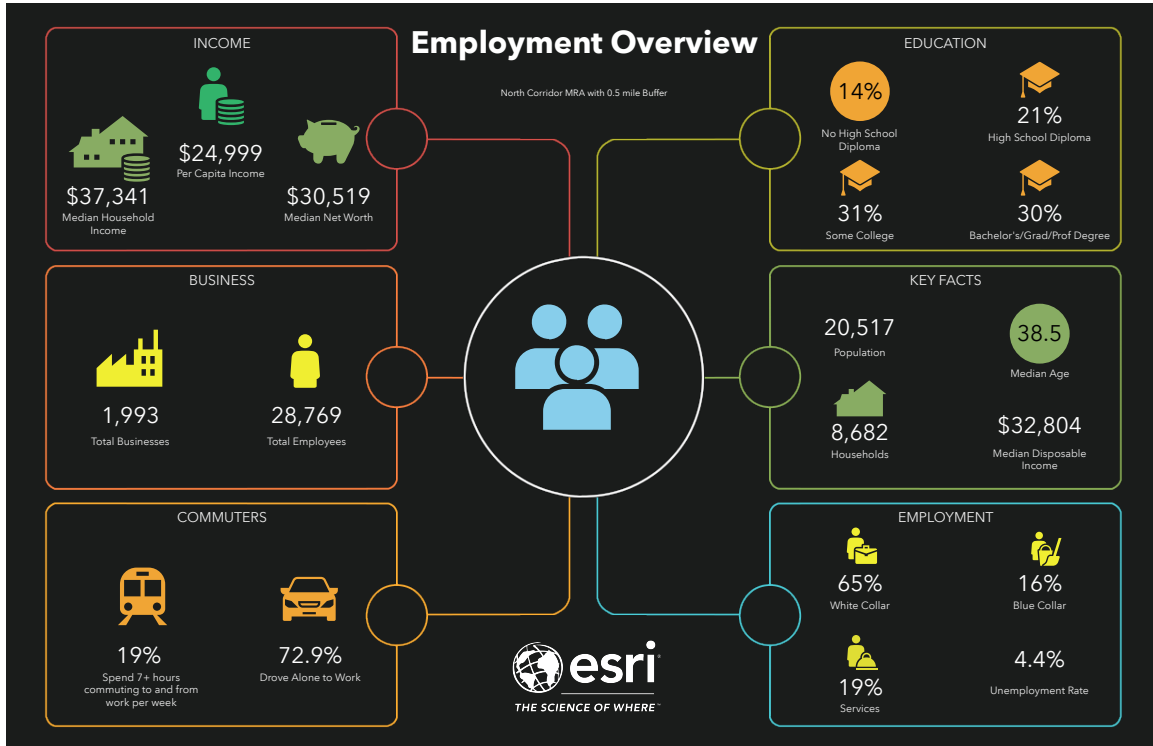


19%

Services

4.4%

Unemployment Rate



Appendix C – Crime Data



Albuquerque Police Department

Incident Details Report

North 4th Crimes July 1, 2018 - June 27, 2019



CRIME TYPE (INC) (Top 20)

- ACCIDENT** (Cases: 630 // Records: 630)
- OTHER** (Cases: 478 // Records: 478)
- WARRANT** (Cases: 112 // Records: 112)
- VANDALISM** (Cases: 110 // Records: 110)
- FAMILY OFFENSE** (Cases: 95 // Records: 95)
- AGGRAVATED ASSAULT** (Cases: 90 // Records: 90)
- LARCENY - ALL OTHER** (Cases: 82 // Records: 82)
- SIMPLE ASSAULT** (Cases: 64 // Records: 64)
- BURGLARY - COMMERCIAL** (Cases: 60 // Records: 60)
- BURGLARY - VEHICLE** (Cases: 54 // Records: 54)
- TRESPASSING** (Cases: 54 // Records: 54)
- MOTOR VEHICLE THEFT** (Cases: 48 // Records: 48)
- LARCENY - SHOPLIFTING** (Cases: 45 // Records: 45)
- DISORDERLY CONDUCT** (Cases: 42 // Records: 42)
- DUI** (Cases: 37 // Records: 37)

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PAGE 1 OF 2
PRINT DATE: 06/28/2019
DATE RANGE: 7/1/1988 - 6/28/2019

North 4th Crimes July 1, 2018 - June 27, 2019

CRIME TYPE (INC) (Top 20)

FRAUD (Cases: 31 // Records: 31)

SUSPICIOUS (Cases: 26 // Records: 26)

DRUG VIOLATION (Cases: 24 // Records: 24)

LARCENY - FROM BUILDING (Cases: 19 // Records: 19)

LARCENY - AUTO PARTS (Cases: 18 // Records: 18)

Others (Cases: 128 // Records: 128)

TOTAL CASES: 2,247

TOTAL RECORDS: 2,247

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PAGE 2 OF 2
PRINT DATE: 06/28/2019
DATE RANGE: 7/1/1988 - 6/28/2019



Albuquerque Police Department

Incident Details Report

North 4th Crimes July 1, 2018 - June 27, 2019



CRIME TYPE (INC) (Top 20)

ACCIDENT (Cases: 630 // Records: 630)

OTHER (Cases: 478 // Records: 478)

WARRANT (Cases: 112 // Records: 112)

VANDALISM (Cases: 110 // Records: 110)

FAMILY OFFENSE (Cases: 95 // Records: 95)

AGGRAVATED ASSAULT (Cases: 90 // Records: 90)

LARCENY - ALL OTHER (Cases: 82 // Records: 82)

SIMPLE ASSAULT (Cases: 64 // Records: 64)

BURGLARY - COMMERCIAL (Cases: 60 // Records: 60)

BURGLARY - VEHICLE (Cases: 54 // Records: 54)

TRESPASSING (Cases: 54 // Records: 54)

MOTOR VEHICLE THEFT (Cases: 48 // Records: 48)

LARCENY - SHOPLIFTING (Cases: 45 // Records: 45)

DISORDERLY CONDUCT (Cases: 42 // Records: 42)

DUI (Cases: 37 // Records: 37)

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