

From: Loretta Naranjo Lopez <naranjolopez2010@gmail.com>
Sent: Tuesday, March 19, 2024 8:47 AM
To: City of Albuquerque Planning Department <abcto@cabq.gov>; Quevedo, Vicente M. <vquevedo@cabq.gov>
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Subject: Fwd: CPA FOR CENTRAL ABQ - 2023-009663/SI-2023-01928

[EXTERNAL] Forward to phishing@cabq.gov and delete if an email causes any concern.

Dear Chair Hollinger,

Attached is the HNA Letter to the EPC recommending denial of the above subject case. HNA would prefer a deferral to follow up on our recommendations to allow the CPA to lead in a direction that the IDO will be directed to establish ordinance that will protect and preserve our historic neighborhoods.

The HNA did request an in person facilitated meeting. HNA also asked if it had to be a facilitated meeting and the staff stated it did have to be facilitated. The request for a facilitated meeting in person was not unreasonable and allowed the residents to participate.

HNA would like to have more discussion on the HNDEF Report, and the R-20-75 to further analyze and provide the CPA strong policy in order for the City to show how they will protect, preserve and implement the historic neighborhoods from being eliminated.

The CPA does not have to be rushed. The City and Central ABQ and HNA leadership can begin a process that thoroughly analyzes the inequities our neighborhoods have had to face and continue to face and how to deal with it in the most effective way. The problems of gentrification are happening now. HNA neighborhoods are moving towards elimination.

The CPA language needs to be stronger, not subjective and more concrete and clear to stop the total destruction of our neighborhoods.

Thank you for your consideration.

Historic Neighborhood Alliance
Bianca Encinias
Loretta Naranjo Lopez
Diana Dorn Jones
Robert Nelson
Angela Vigil
Joann Garcia
Crystal Garcia
Elaine Franco
George Franco

Marylou Baca
Bernadette Mares

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Loretta Naranjo Lopez
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March 18, 2024

Jonathan R. Hollinger, Chair
Environmental Planning Commission
600 Second Street NW
Albuquerque, NM 87102

RE: Community Planned Area – Central ABQ/Project Number: 2023-009663 Case #: SI-2023-01928

Dear Chair Hollinger,

The Historic Neighborhood Alliance (HNA) request denial of Project Number 2023-00966 Case #SI-2023-01928 based on the request is not consistent with the intent of the ABQ Comprehensive Plan Goals and policies to protect and preserve the historic neighborhoods.

The public engagement by City staff failed to address the recent City of Albuquerque HNDEF Report, Martineztown Health Impact Study by Place Matters, the City Resolution R-20-75 in regards to Equity and Inclusion, and Mayor Keller's letter to HNA.

Due to the IDO approvals and amendments, the Historic Neighborhoods have had continuous cases that don't protect the historic neighborhoods and continues the gentrification.

A facilitated meeting was requested by the Historic Neighborhood Alliance (HNA) on January 16, 2024. For the record, there was no rejection by the HNA to have a facilitated meeting. A facilitated meeting was offered by ADR for March 5, 2024. HNA was told that an in person is not allowed by staff. The HNA recommends the following:

HNA recommends denial based on the CPA does not provide policy or make substantial recommendations that will protect the health, safety and welfare of the residents in the historic neighborhoods adjacent to downtown. The distinctions of our neighborhoods need to be included in the CPA.

1. The CPA should promote development and redevelopment that supports existing residents where their health, safety and welfare is first taken care of.
2. Support existing neighborhoods that provide single family dwellings for families.
3. Support projects that protect resident's environment and can walk and bike in unpolluted areas.
4. Support projects that do not destroy the history and culture of neighborhoods.
5. Encourage projects that activated underutilized land that provide for the needs of the residents.
6. Prioritize projects that increase the urban tree canopy, street trees, and green space particularly in areas with significant urban heat island effects such as streets, surface lots, and vacant properties.

7. Prioritize opportunities to advance environmental mitigation in South Broadway, San Jose and Martineztown Santa Barbara Neighborhoods.

The Central ABQ CPA area is bounded approximately by Interstate 40 on the north, Woodward Rd. on the south, Interstate 25 on the east, and the Rio Grande on the west, and is comprised of approximately 5,400 acres, which includes the residential historic neighborhoods.

The EPC has an advisory role in the Community Planning Area (CPA) Assessments and the CPA report states that it provides the community real input. If real input is allowed why was the request by HNA for an in person facilitated meeting not offered?

CPA assessments have not included the inputs HNA has requested:

1. Protect the single-family residential area by zoning R-1 and following through with the requirements of solar rights, provide Environmental Impact Study and traffic studies.
2. Provide ordinances to stop the gentrification
 - a. Recommend Regulations to not allow bed and breakfast
 - b. Recommend regulations to not allow Air BNB's
 - c. Traffic Impact Studies and Environmental Impact Studies required due to the impact of the freeways in nearby neighborhoods
 - d. Regulations on Rent Control due to the historic understand by the City of Albuquerque that their housing initiatives were no reaching the people at 50 percent affordable housing.
 - e. Build Affordable Housing to support the institutions such APS schools.
 - f. Provide an office that work with neighborhoods on request for IDO zoning matters.
3. The Central ABQ CPA Assessment Report should include recommend zone changes in any of the neighborhoods in this CPA to protect the health, safety and welfare of the resident's neighborhood.
4. CPA assessments should evaluate how high intensity, density uses are detrimental to historical neighborhoods. See article attached.
5. The State of New Mexico Statutes states the high concentration of people in one area is not allowed. Proposals in Barelans and other historic neighborhoods calls for high rise apartments that out of character with the neighborhood. The uses will be detrimental to these historical neighborhood. According to the crime statistics, Martineztown and other historic neighborhoods have high crime rates. See attached documents and websites for further facts.

According to the City of Albuquerque, Article IX, Environmental Protection: The CPA Assessment process, the CPA reports, and future related Comprehensive Plan updates will not help protect and enhance quality of life for Albuquerque's citizens because of the mixed-use zoning. The CPA will not help promote and maintain an aesthetic and humane urban environment and ensure the proper use and development of land. The City of Albuquerque Commissions, Boards, and Committees failed to better administer City policy to benefit the residents.

The acceptance of the CPA Assessment Reports will not inform the Mayor and the Council about community priorities that can tie into future Capital Improvement Plans to protect the health, safety and welfare of the residents. The reason City of Albuquerque has already stated in its own HNDEF report that our neighborhoods will be eliminated with the proposed Rail Trail and other economic issues. HNA understands because of this critical time the City of Albuquerque refuses to provide enough time given for the HNA to meet and discuss on the current detriments already imposed on the neighborhood because of IDO higher density and intensity.

The Central ABQ CPA Assessment report includes performance measures that refer to the same IDO that is already a detriment to the neighborhoods

The Historic Neighborhood Alliance has reiterated the inadequacy of sidewalks in their neighborhoods and the importance of improving walking conditions. The Historic Neighborhood Alliance has reiterated its support for improved transit service but not only including improved dependable service hours and travel speeds, but safety in the buses and cleanliness.

The HNA agrees with the language and recommends to include and change the historic single-family dwellings to R-1 or provide an opportunity for a free process to down zone property to R-1. in Table 3. – Policy Matrix, on Page 97 of the Central ABQ CPA Assessment Report, Replace Proposed Policy 7 and 7A with the following:

“Policy 7. Prioritize opportunities to mitigate and minimize negative environmental impacts related to industrial contamination or proximity to the freeway and railroad corridors, particularly in South Broadway, San Jose, and Santa Barbara Martineztown neighborhoods.”

“7.A. Oppose Zone Map Amendments to industrial uses in these neighborhoods unless environmental mitigation is identified, and encourage land uses that minimize further environmental impacts.”

The HNA agrees with the following but would include language that is in ordinance format in the ID). In Table 4. – Action Matrix, on Page 101 of the Central ABQ CPA Assessment Report, Replace Action Item in Row 2 with the following:

“Develop anti-displacement strategies, metrics, and a toolbox of resources, informed by recent studies, reports, and neighborhood feedback from those neighborhoods with the highest risk of displacement.”

The HNA agrees with the following but provide ordinance not just strategies similar to Wells Park. In Table 4. – Action Matrix, on Page 101 of the Central ABQ CPA Assessment Report, Update listing of Collaborators column in Row 2 with the following:

“Develop anti-displacement strategies, metrics, and a toolbox of resources, informed by recent studies, reports, and neighborhood feedback from those neighborhoods with the highest risk of displacement.”

The HNA agrees with the following: In Table 4. – Action Matrix, on Page 101 of the Central ABQ CPA Assessment Report, Update listing of Collaborators column in Row 2 with the following:

“Health Housing & Homelessness, Office of Equity & Inclusion, Community Stakeholders, Metropolitan Redevelopment Agency, and Office of Neighborhood Coordination”

The HNA would like to schedule a meeting to begin with the discussion on how all of the historic neighborhoods can begin to have the same protections as Wells Park.

Sincerely,

Bianca Encinias
Loretta Naranjo Lopez
Diana Dorn Jones
Robert Nelson
Angela Vigil
Joann Garcia
Crystal Garcia
Elaine Franco
George Franco
Marylou Baca
Bernadette Mares

IMPACTS OF HIGH
DENSITY
DEVELOPMENTS ON
TRAFFIC AND HEALTH

Written and Researched by the
Bernalillo County Place Matters Team
June 2013

*This Report is in
Response to a
Request for
Assistance by
Martineztown Work
Group*

Introduction

Land-use plans play a significant role in the look, feel and vitality of a neighborhood and can strongly influence neighborhood conditions such as clean air, access to safe places to play and work, and the availability of quality schools and employment. Researchers are discovering that the availability of neighborhood conditions such as these profoundly influence residents' overall health, particularly among childrenⁱ. Conversely, residents living in neighborhoods characterized by poor quality schools, few job opportunities, and a polluted environment have poor overall health and a shorter life expectancy. In fact, in Bernalillo County there is a dramatic difference in life expectancy depending on where one lives – with residents residing in higher income, predominantly non-Hispanic white, and amenity rich neighborhoods living up to 22 years longerⁱⁱ.

Planners can create land-use plans that encourage healthy neighborhoods for all by considering how the plan will positively, or negatively, impact the health and welfare of the residents who live there. A tool called Health Impact Assessment, or HIA, enables planners to consider the health impacts of a proposed plan prior to decision making by gathering health related data.

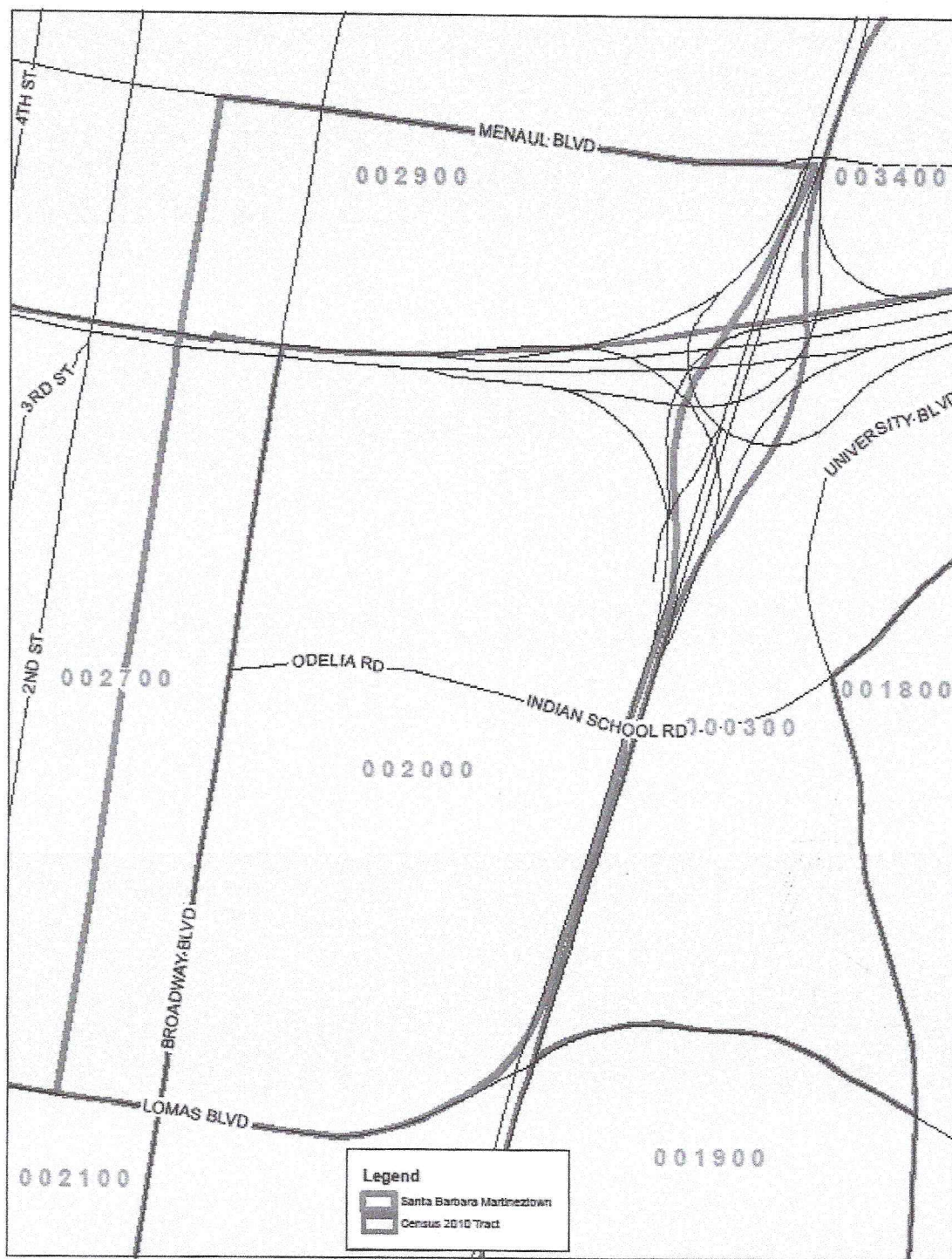
Because of the Bernalillo County Place Matters Team's (Team) experience with HIAs, representatives of the Martineztown Work Group (MWG) asked the Team to conduct a HIA on the proposed 2012 Santa Barbara Martineztown (SBMZ) Sector Development Plan (Plan). Specifically, neighborhood residents were concerned that the Plan's implementation would result in higher density developments, which in turn, would increase vehicle volumes within their neighborhood and negatively impact: 1) road safety resulting in increased crash related fatalities/injuries; 2) air quality resulting in increased respiratory illness, cancer, and cardiovascular disease, and; 3) noise levels resulting in increased learning disabilities among children. Unfortunately, given time constraints, the Team could not conduct a full blown HIA and instead offered to develop a report for the City Councilors of the City of Albuquerque consisting of data on current neighborhood conditions as they relate to vehicle volumes and health and a summary of research on the impact of increased vehicle volumes on health.

The Santa Barbara-Martineztown Community

The two census tracts underlying SB-MZ are tracts 20 and 29 (map 1) with a total 2010 population of 6,321, comprised of 57.6% (census tract 20) and 58.5% (census tract 29) Hispanics. Comparatively, Bernalillo County is comprised of 48.1 percent Hispanics. Twenty-five percent (tract 20) and 14.9% (tract 29) of SB-MZ residents live below the Federal Poverty Level (\$23,550 annually for a family of four), compared to 16.6% of Bernalillo County residents.

SB-MZ geographically sits at the cross-roads of two major Interstates, I-25 and I-40, and is bordered by two major roadways, Lomas Blvd. and Menaul Blvd. to the north and south, respectively, with the BN&SF railroad nearby, to the west.

Map 1. 2010 census tract boundaries underlying Santa Barbara-Martineztown



Source: 2010 U.S. Census Bureau

Vehicle Volume

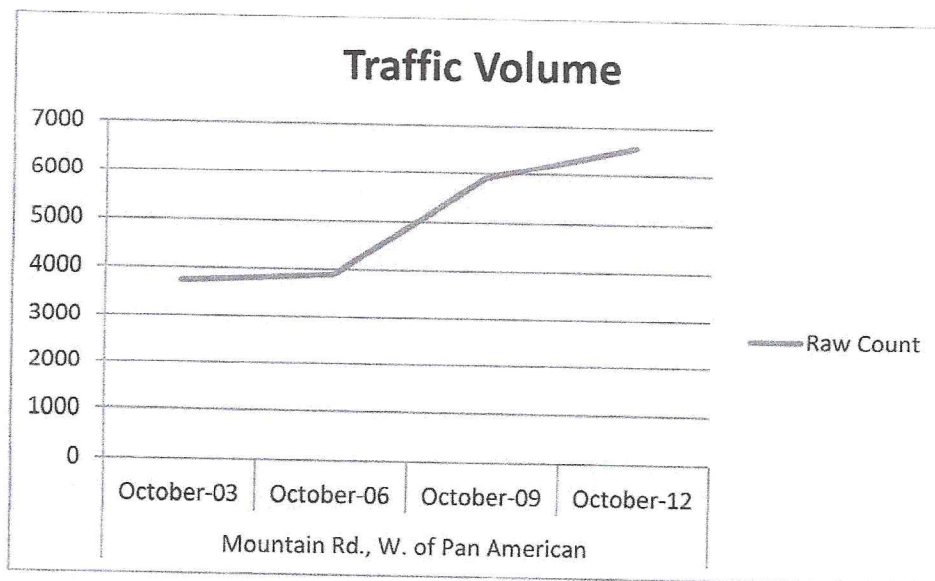
The Association between Vehicle Volume and Health

Public health and transportation safety research demonstrates that vehicle volumes are an independent environmental predictor of pedestrian injuries^{iii iv}. The magnitude of the effect from vehicle volume on injuries is significant. For example, in a study of nine intersections in Boston's Chinatown, researchers calculated an increase in 3 to 5 injuries per year for each increase in 1,000 vehicles^v. High traffic also contributes to increased respiratory and cardiovascular disease from increased air pollution and to increased stress levels among adults and learning disabilities among children due to traffic-related noise.

Current Vehicle Volumes in SB-MZ

Attachment 1 illustrates the time trend of vehicle volumes (in years) in the study area by raw vehicle counts and locations^{vi}. Vehicle counts for Mountain Rd., West of Pan American, have significantly increased, undoubtedly due to the construction of the large Embassy Suites hotel and Tri Core Laboratory (figure 1). Vehicle counts in the area of the I-25 and I-40 interchange have also continued to increase with a 2011 average weekly vehicle count on I-40 west of I-25 of 136,200, and east of I-25 of 180,000. Additionally, the 2011 average weekly vehicle count on I-25 north of I-40 was 193,300, and south of I-40, 166,100. Elsewhere, vehicle counts have remained stable or declined.

Figure 1. Time trend of traffic volume by raw count of vehicles and year, Mountain Rd.



Figures 2 - 4 show the types of vehicles (the majority of which are automobiles) traveling on the following road links within the boundaries of SB-MZ: 2nd Street, South of I-40 South Frontage Rd.; Indian School, East of Broadway; and Broadway, South of Menaul^{vii}.

Figure 2. Number of vehicles by vehicle type – Broadway – November 2006

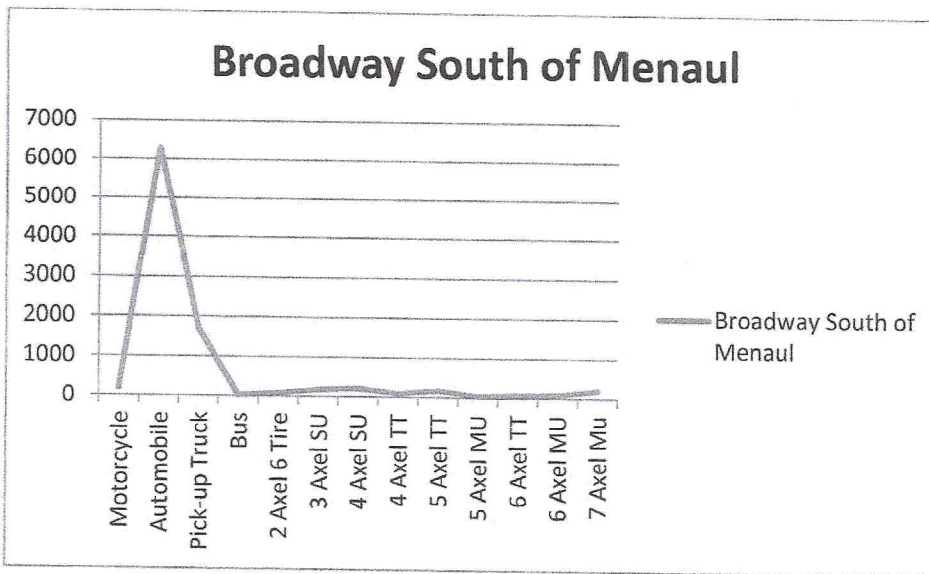


Figure 3. Number of vehicles by vehicle type – 2nd Street – October 2002

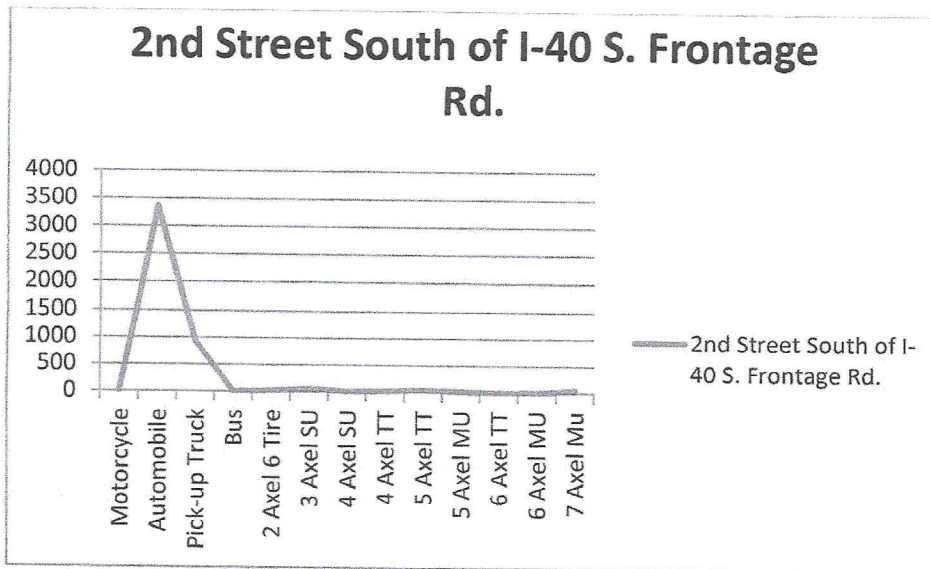
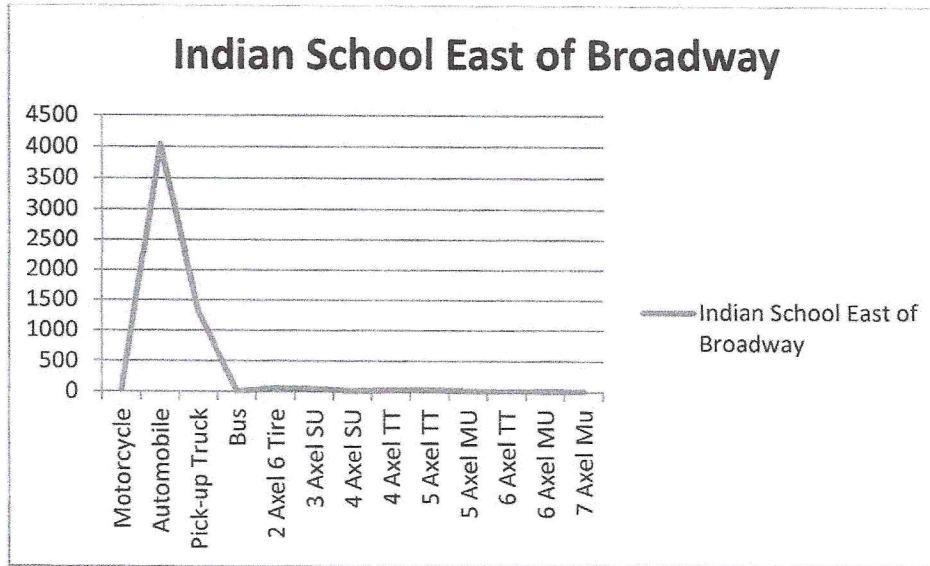


Figure 4. Number of vehicles by vehicle type – Indian School – October 2007



Roadway Safety

The Association between Roadway Safety and Crash Related Injuries and Fatalities

Road safety is a particularly relevant topic in New Mexico; the 2009 pedestrian fatality rate was 1.94 deaths per 100,000 people, compared to the national pedestrian fatality rate of 1.33^{viii}. In addition to the tragic loss of human life, the Centers for Disease Control and Prevention estimate that crash related deaths cost New Mexico \$435 million per year^{ix}.

Older adults suffer disproportionately from both risk and impact of pedestrian-vehicle crashes. Older adults walk slower and have slower reaction times that put them at greater risk. In the event of a crash, older adults are also more likely to have serious injuries or die due to their frail physical conditions^x.

Research also shows that pedestrian crashes occur more frequently in low-income communities. Using data from four California communities, researchers found that pedestrian injuries were greater in areas characterized by higher unemployment, lower median household incomes, and younger populations^{xi}. Similarly, a King County, Washington study found that pedestrian injuries and fatalities were greater in communities having lower median home values, regardless of the level of pedestrian activity or population density^{xii}.

Traffic speed is the primary determinant of crash severity^{xiii}. An overwhelming proportion of traffic related injuries/fatalities occur along roadways that have been engineered for cars, with little consideration given to people who walk, are wheelchair bound, who bicycle, or who push strollers. High operating speeds give drivers less time to react to unforeseen hazards. A study in

the UK showed that a pedestrian struck by a vehicle traveling 40 mph has an 85% chance of being killed. This fatality rate drops to 45% at 30 mph, and to 5% at 20 mph or less^{xiv}.

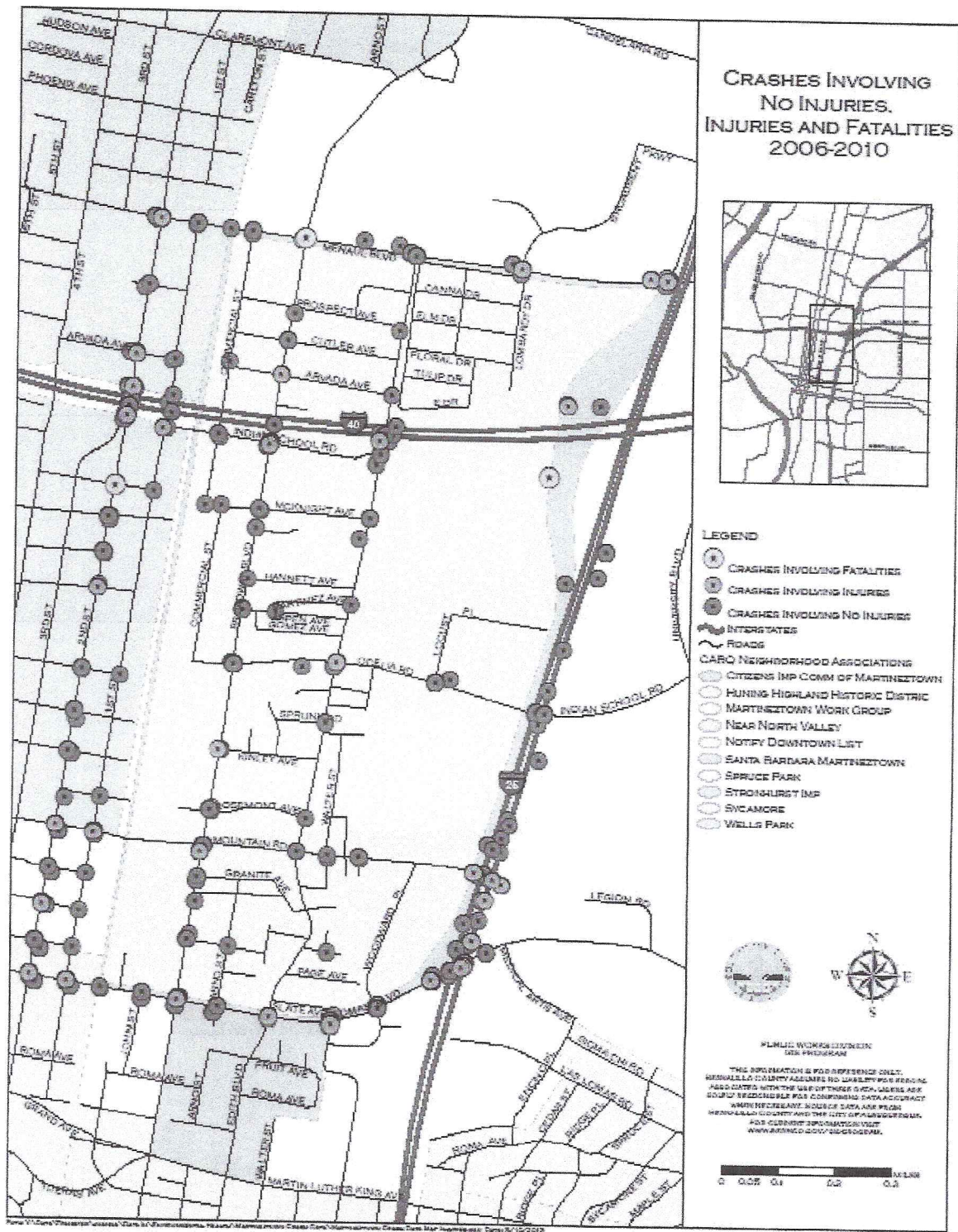
Lower speeds achieved through traffic calming measures can profoundly impact safety. A detailed analysis of 33 studies found that area wide traffic calming programs reduced injury accidents by 15%, with a smaller reduction of 10% on main roads^{xv}.

Current Crash Related Injuries and Fatalities in SB-MZ

Map 2 shows the occurrence of crash related injuries and fatalities within the SB-MZ neighborhood boundaries for the time period of 2006 – 2010. Map 3 provides additional information on whether the crash involved a pedestrian, bicycle, or another vehicle.

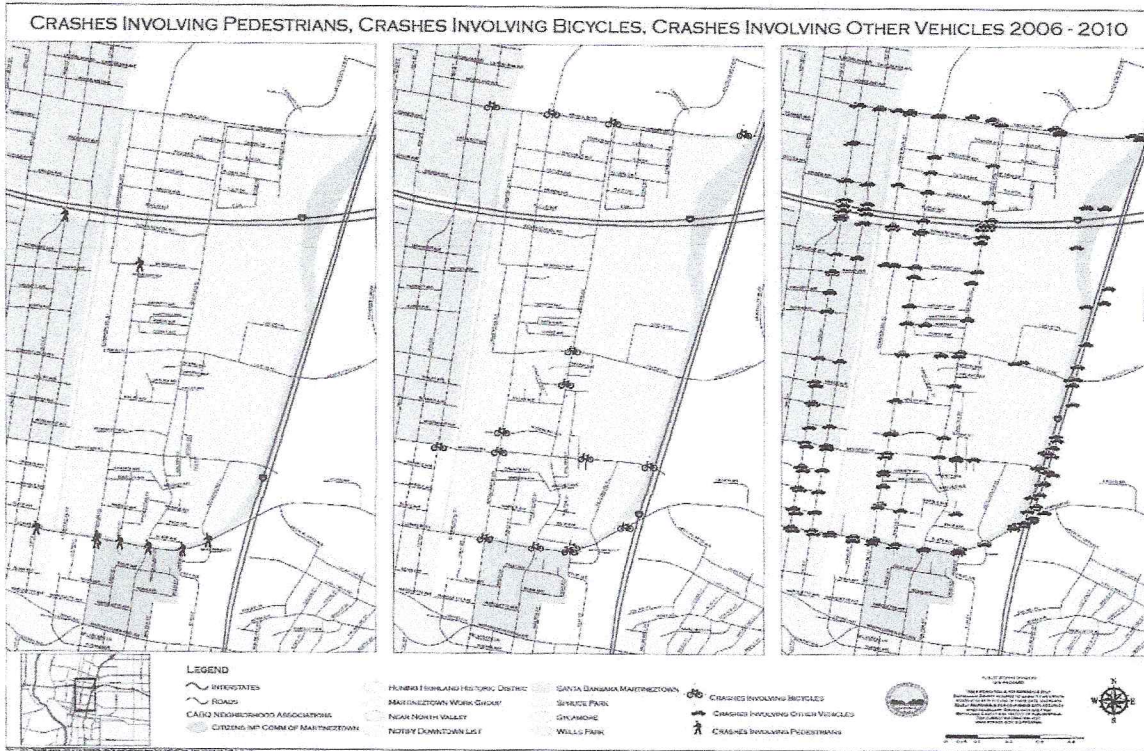
The Mountain Rd.-3rd St. and Mountain Rd.-Broadway intersections ranked 6th and 15th among the top 20 intersections in Bernalillo County having the highest fatal and injury crash rates for 2005-2009. Further, the Mountain Rd.-4th St. intersection ranked 8th among the top 10 intersections having crash rates involving pedestrians^{xvi}, while the Mountain Rd.-3rd St. intersection ranked 2nd among the top 10 intersections having crash rates involving bicyclists.

Map 2: Location of crashes occurring within the boundaries of Santa Barbara-Martineztown



Source: Mid-Region Council of Governments, data provided via email request, May 2013

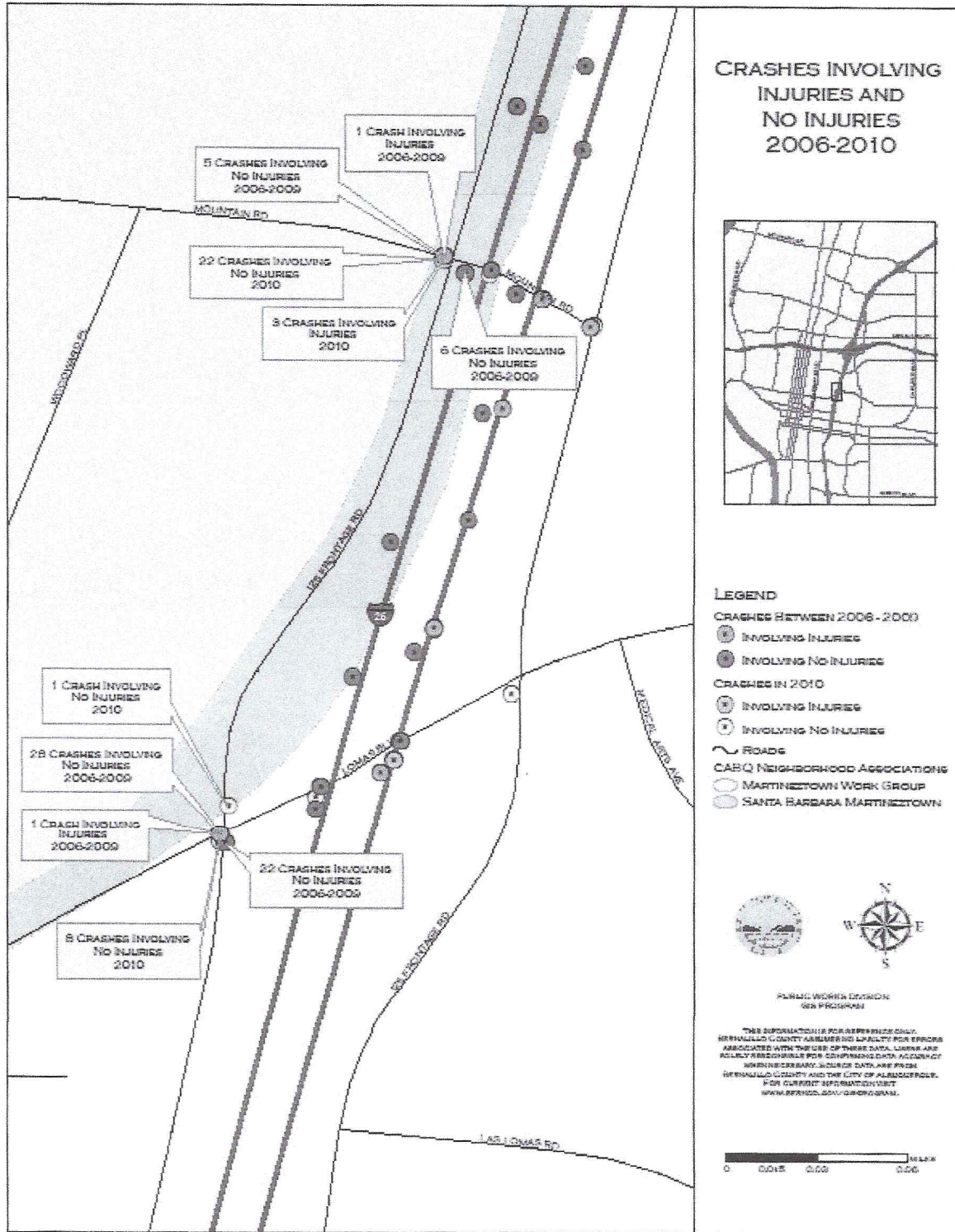
Map 3. Crashes involving pedestrians, bicyclists and other vehicles



Source: Mid-Region Council of Governments, data provided via email request, May 2013

Map 4 shows the occurrence of crashes resulting in injuries and no injuries for 2006-2009 and for 2010 for the west frontage road (north of Mountain Rd. to Lomas Blvd.), an area of concern to the residents living in SB-MZ, and for I-25.

Map 4. Crashes involving injuries and no injuries for residents' area of concern



Research shows that negative health outcomes, including injuries and fatalities from crashes, are linked to living in close proximity to busy roadways and railroads. Children and the elderly are particularly vulnerable to these negative health consequences.

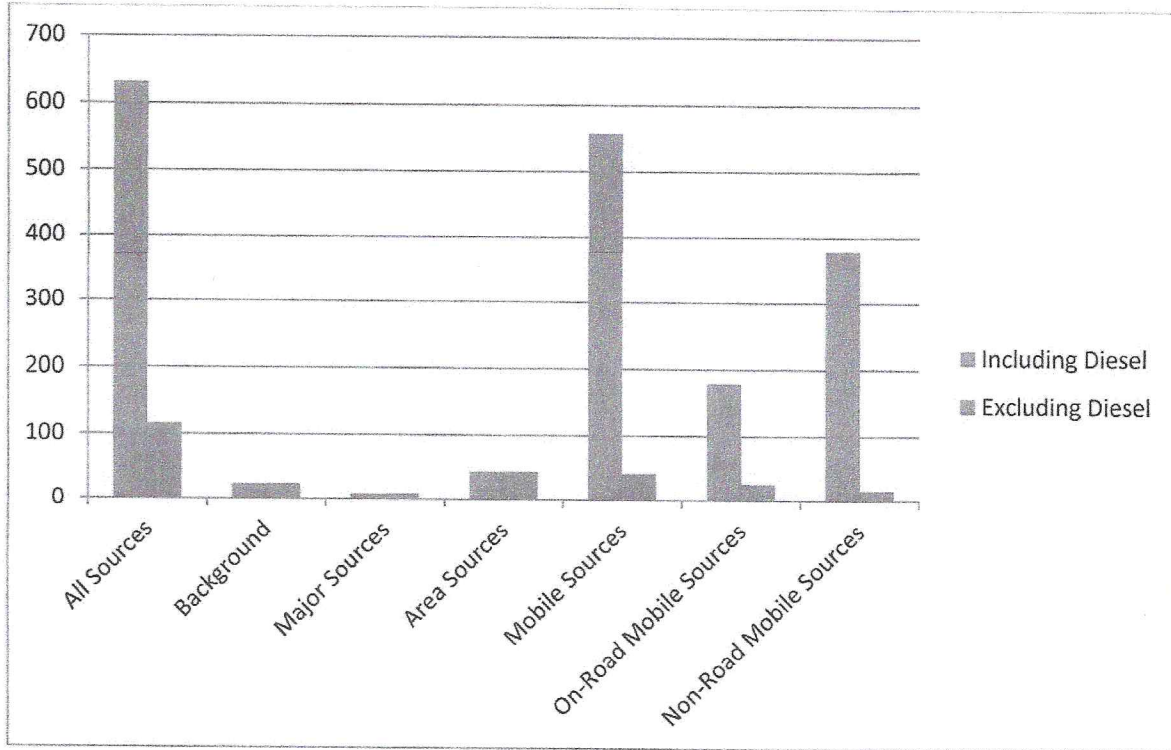
Air Quality

The Association between Traffic Related Air Pollution and Respiratory Illness, Cancer and Cardiovascular Disease

Exposures to sources of traffic pollution can impact the health of a community. Adverse health outcomes associated with vehicle and train related air pollution, include respiratory diseases, such as asthma and chronic obstructive pulmonary disease, cancer and cardiovascular disease^{xvii}
xviii xix xx

Diesel emissions coming from trains and large trucks are one of the most toxic sources of emissions. In addition to carbon monoxide and nitrogen oxides, diesel exhaust is composed of fine particles that contain more than 40 cancer-causing substances, such as benzene, arsenic and formaldehyde^{xxi}. Diesel exhaust is emitted at ground level, where one can breathe it, making it more harmful. Illness and deaths related to diesel exhaust is high. Approximately 21,000 people die prematurely each year from exposure to particulate matter from diesel engines. Every year, over 400,000 asthma attacks and 27,000 heart attacks are attributed to fine particles from diesel vehicles^{xxii}. These illnesses lead to increased emergency room visits, hospitalizations and lost school and work days. Figure 5 shows the contribution of diesel emissions to cancer risks in the metropolitan areas of the U.S. Diesel emitted from off-road vehicles and on-road vehicles, such as large trucks, contribute to a vast majority of the cancer risks.

Figure 5. Distribution of estimated cancer risks in US metropolitan areas, per million



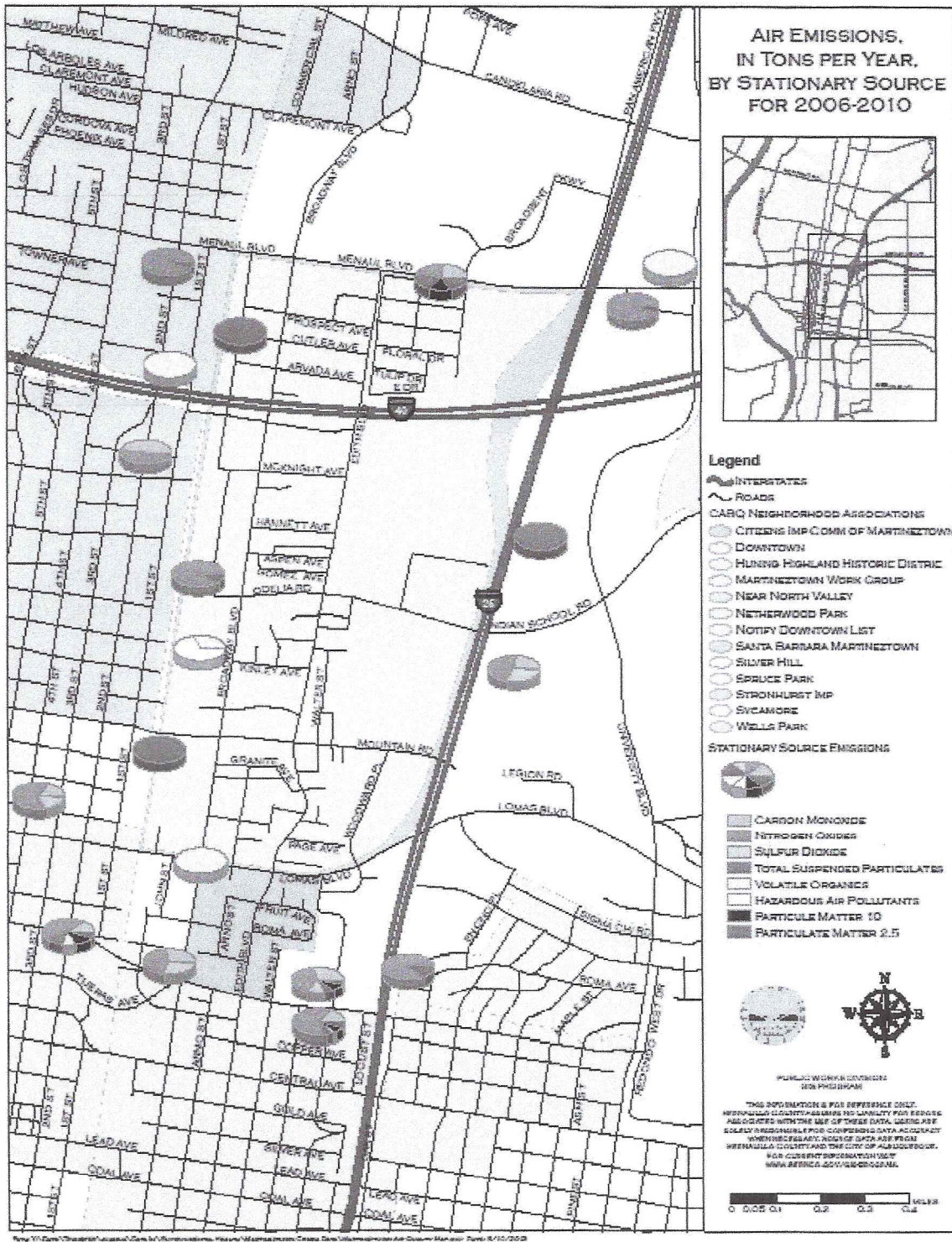
Source: Morello-Frosch R, Jesdle B. (2006) Separate and unequal: residential segregation and estimated cancer risks associated with ambient air toxics in US metropolitan areas.

Current Air Quality Conditions in SB-MZ

Because there is no air quality monitoring station near or in the SB-MZ neighborhood, data on ambient air quality for the six Environmental Protection Agency criteria air pollutants (lead, carbon monoxide, sulfur dioxide, particulate matter, nitrogen oxides, and ozone) are unavailable. Therefore, it is difficult to estimate the contribution of emissions coming from vehicles travelling on the roadways intersecting or bordering SB-MZ, namely I-25, I-40, Lomas, and Menaul. Further, it is also difficult to estimate the diesel emissions from trains travelling on rail, located on the western border of the neighborhood.

In spite of these limitations, data do exist for facilities that have permits to emit air pollution in the neighborhood. Map 5 shows the locations of these facilities, by the specific pollutants emitted, in tons per year.

Map 5. Locations of facilities emitting air pollutants by tons per year



Source: Stationary Source Data File, City of Albuquerque, 2006-2010.

Current Health Status for Diseases that are Associated with Poor Air Quality: Heart Disease, Chronic Respiratory Disease, and All Cancers in SB-MZ

Table 1 shows the age adjusted death rates for heart disease, chronic lower respiratory disease, and cancers for the time period of 2005 to 2009 for the Department of Health's small area 8, which most closely approximates the boundaries of the SB-MZ neighborhood. When compared with Bernalillo County, the death rates for heart disease and all cancers are higher in SB-MZ, 190.2 deaths per 100,000 people and 197.6 deaths per 100,000 people, respectively. Conversely, the death rates for chronic lower respiratory disease are higher in Bernalillo County at 45.6 deaths per 100,000 people.

Table 1. Age-adjusted death rates for heart disease, chronic lower respiratory disease, and all cancers combined, 2005-2009, small area 8-Bernalillo County, Lomas Broadway and Bernalillo County

Age-Adjusted Death Rate for Heart Disease, 2005-2009*			
	Number of Deaths	Number in the Population	Deaths Per 100,000 Population
Small Area 8-Bernalillo County, Lomas Broadway	199	103,289	190.2
Bernalillo County	5,134	3,156,640	162

*Circulatory, Heart Disease (ICD10: I00-I09, I11, I13, I20-I51)

Age-Adjusted Death Rate for Chronic Lower Respiratory Disease, 2005-2009*			
	Number of Deaths	Number in the Population	Deaths Per 100,000 Population
Small Area 8-Bernalillo County, Lomas Broadway	43	103,289	41.6
Bernalillo County	1,413	3,156,640	45.6

*Respiratory, Chronic Lower Respiratory Disease (ICD10: J40-J47)

Age-Adjusted Death Rate for All Cancers Combined, 2005-2009			
	Number of Deaths	Number in the Population	Deaths Per 100,000 Population
Small Area 8-Bernalillo County, Lomas Broadway	206	103,289	197.6
Bernalillo County	4,936	3,156,640	155.5

*Neoplasm, Malignant (ICD10: C00-C97)

Source: New Mexico Indicator-Based Information System (NMIBIS)

Noise Levels

The Association between Traffic Related Noise Levels and Learning Disabilities among Children

Traffic noise has been linked to many adverse health outcomes, including general quality of life, induced hearing loss, increases in blood pressure and cardiovascular diseases, and psychosocial disorders such as noise induced sleep disturbances^{xxiii}. There is a dose response relationship for all of these. As persistent noise levels increase, adverse health outcomes also increase^{xxiv}.

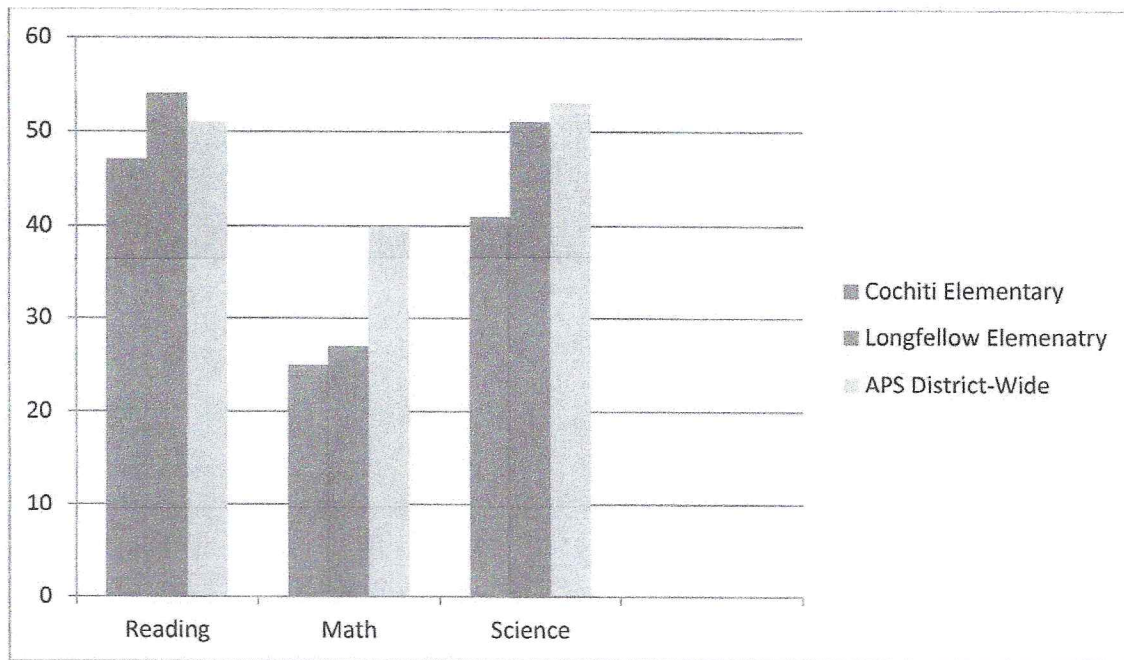
These adverse health outcomes are particularly pronounced in children who have less well-developed immune, cardiovascular and neurological systems. Therefore, children have an additional risk from excessive ambient noise exposure^{xxv}. Evans et al. examined children exposed to moderate road traffic noise (outside daytime level $L_m > 60 \text{dB(A)}$). Their night time urine contained increased concentrations of free cortisol and cortisol metabolites when compared to those of children living in quieter areas (outside daytime level $< 50 \text{dB(A)}$)^{xxvi}. Studies have also found that children exposed to intense ambient noise from traffic and aircraft at school may have lower reading and math scores than children who attend quieter schools.

4th Grade Reading, Math and Science Scores among Children Attending Schools in SB-MZ

Residents of SB-MZ suffer from traffic related noise because of their close proximity to two large interstates, I-25 and I-40 and the BN&SF railroad. High noise levels can impact children's stress levels and reading and math scores.

There are two elementary schools located in the SB-MZ neighborhood, Longfellow and Cochiti. According to New Mexico Standards Base Assessment for the 2007-2008 school year; 47%, 25%, and 41% of 4th graders attending Cochiti Elementary were at or above proficiency levels for reading, math and science, respectively. Reading, math, and science proficiency scores for 4th grade students attending Longfellow Elementary School were 54%, 27%, and 51%, respectively. Albuquerque Public School district-wide scores for 4th grade students at or above proficiency levels for reading, math and science were 51%, 40%, and 53%, respectively (figure 6).

Figure 6: Percent 4th grade students at or above proficiency level for the 2007-2008 school year

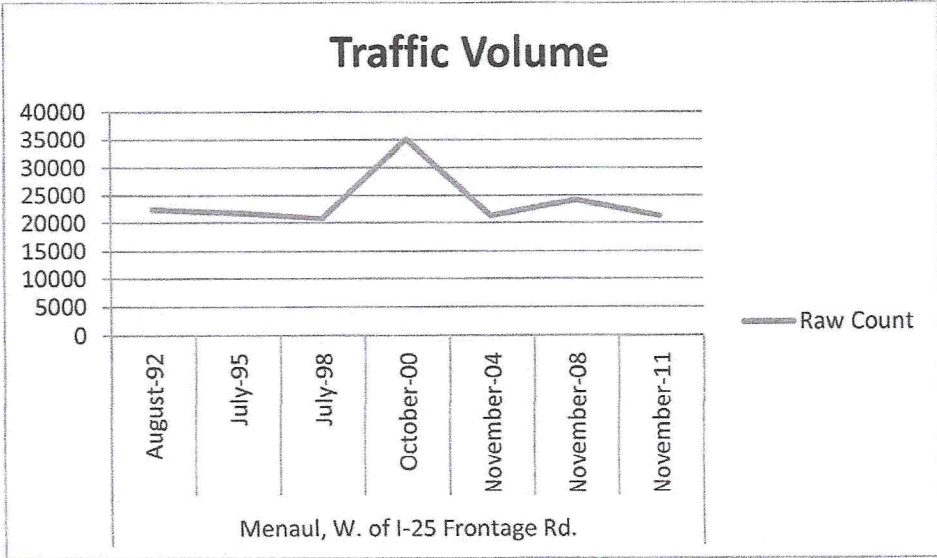
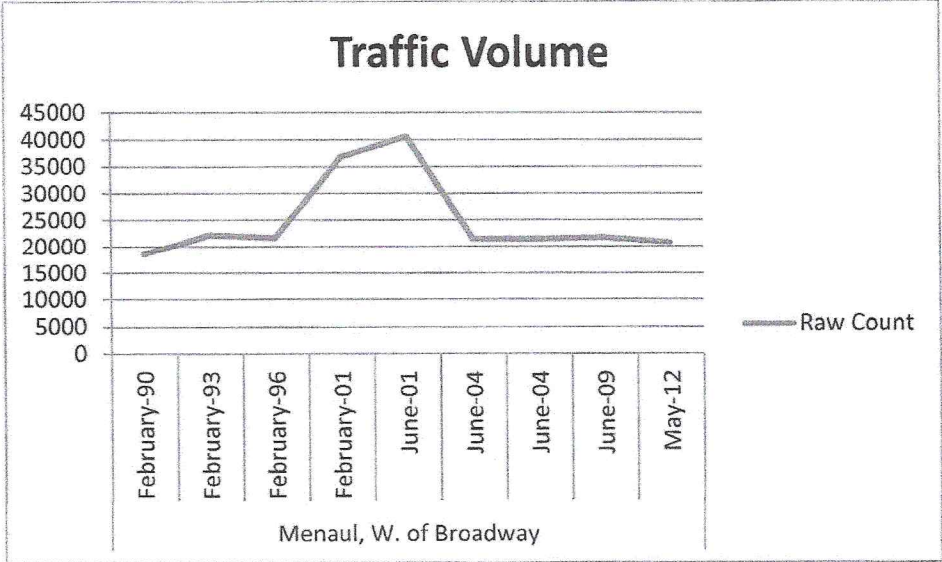


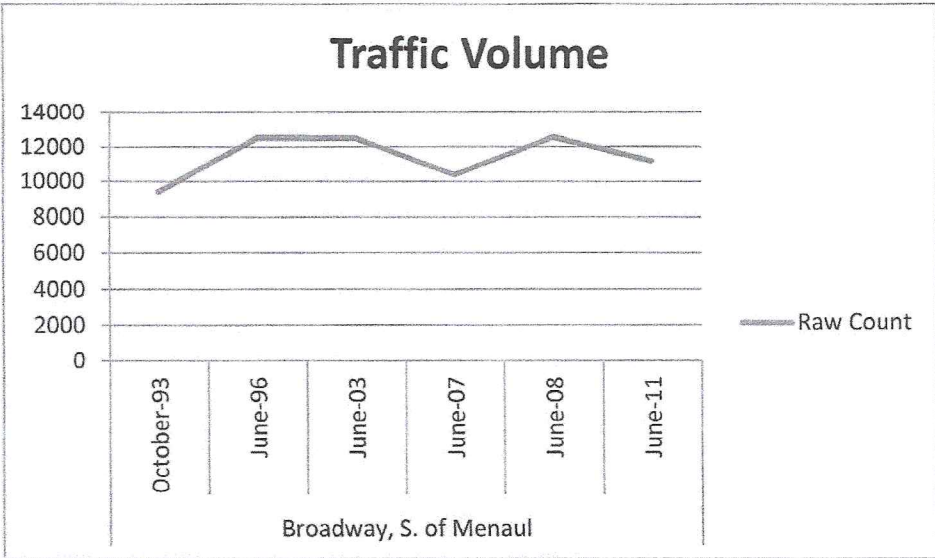
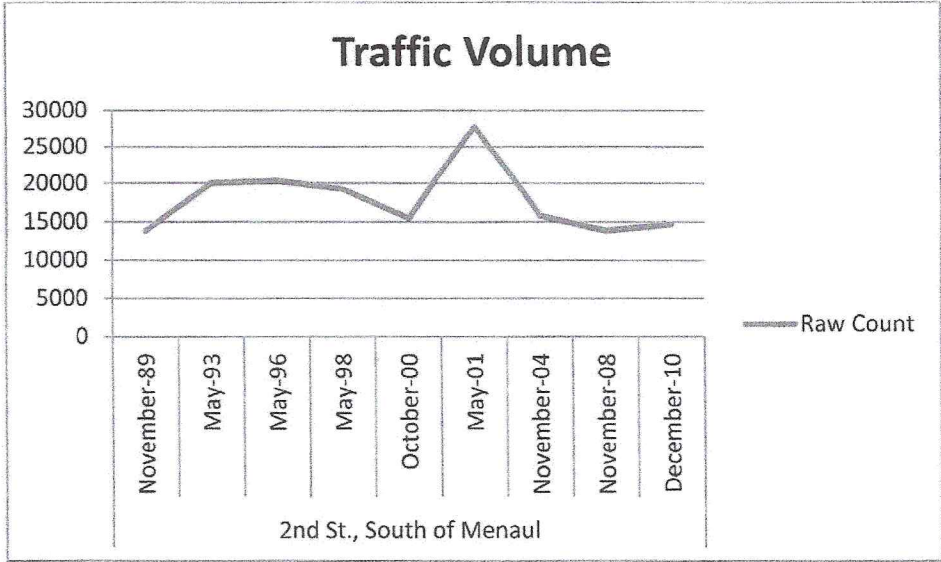
Source: Albuquerque Public Schools, New Mexico Standards Base Assessment

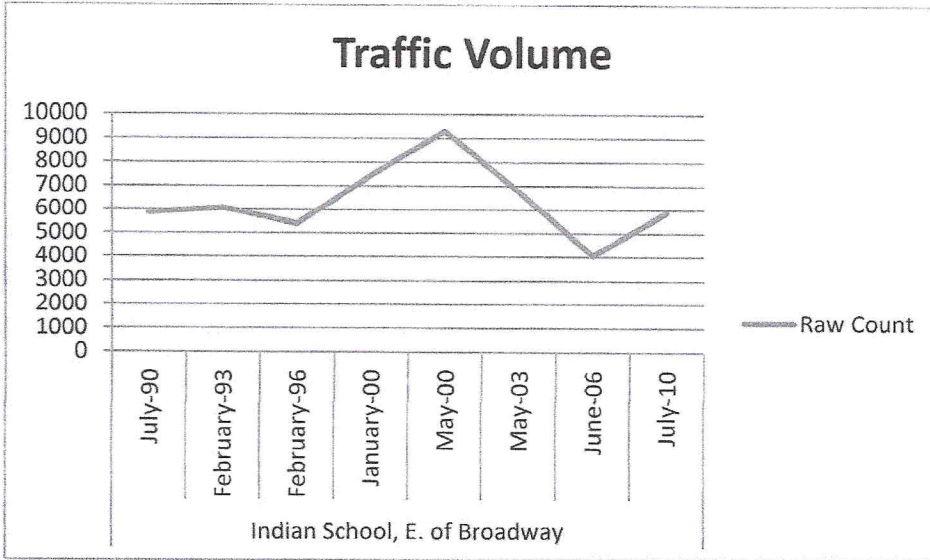
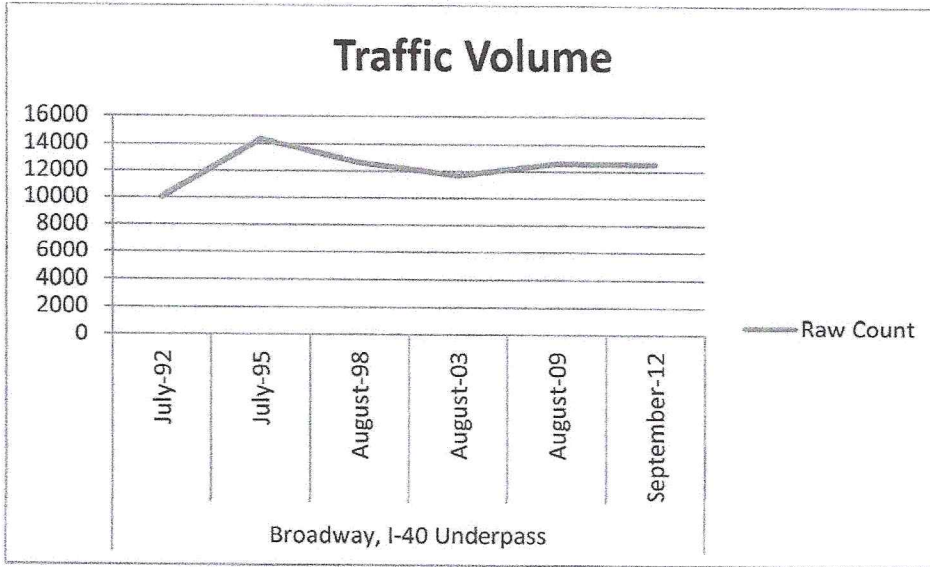
Conclusion

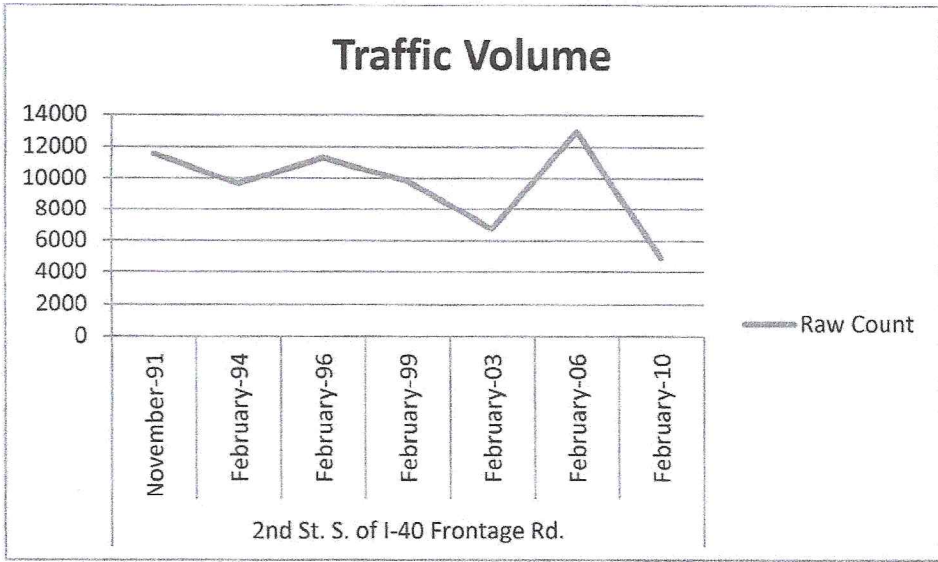
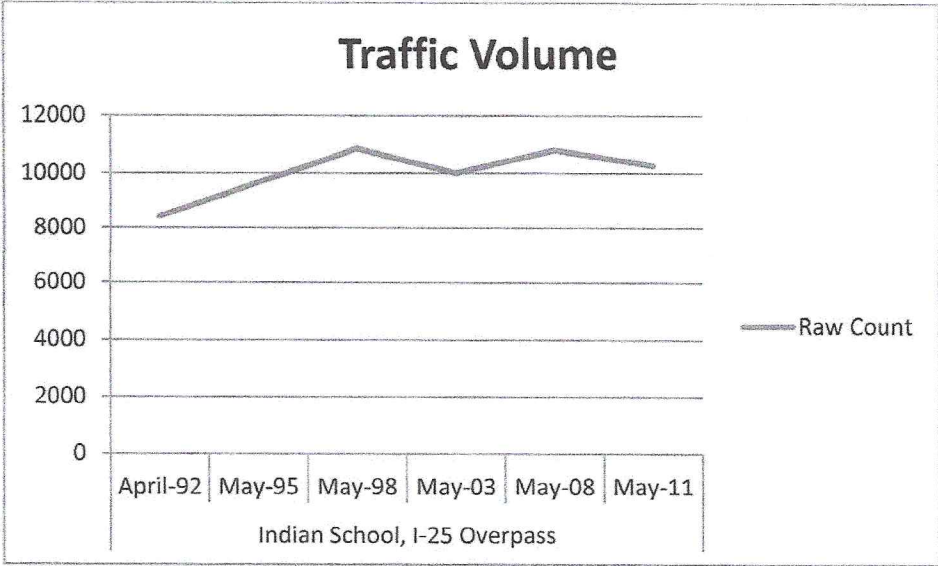
Given the data provided above we urge you to consider the ways that increased traffic, a potential result of 2012 Plan implementation, may negatively impact the health of residents living in the SB-MZ neighborhood.

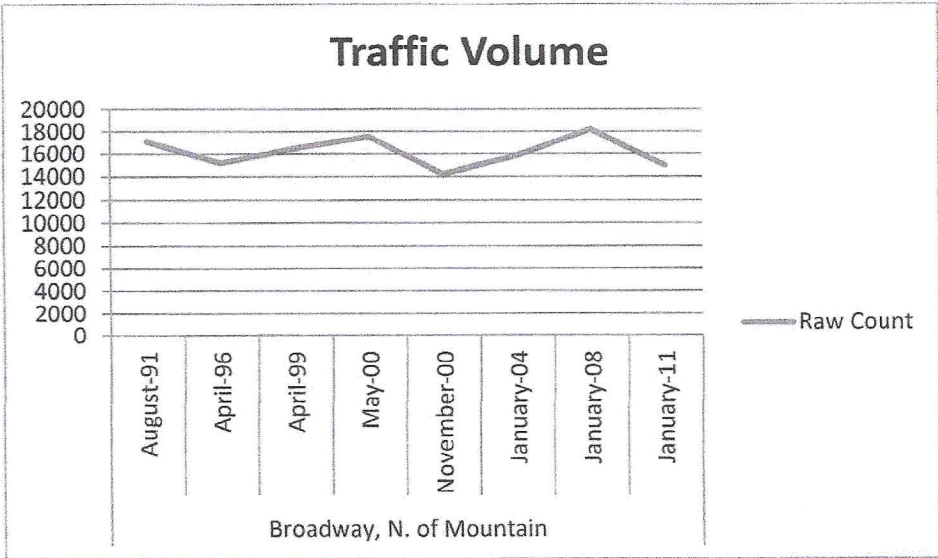
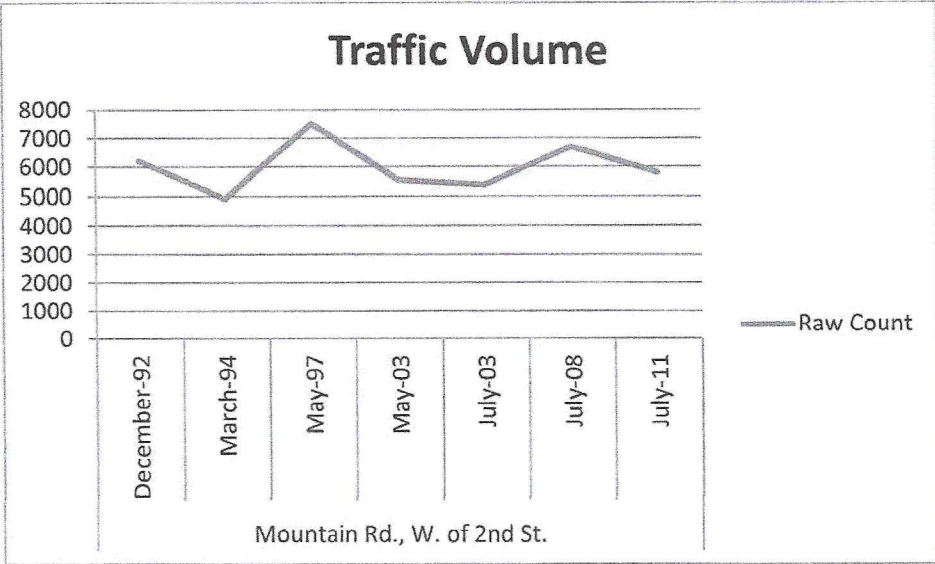
Attachment 1: Traffic Volumes by Number of Vehicles, Date and Location

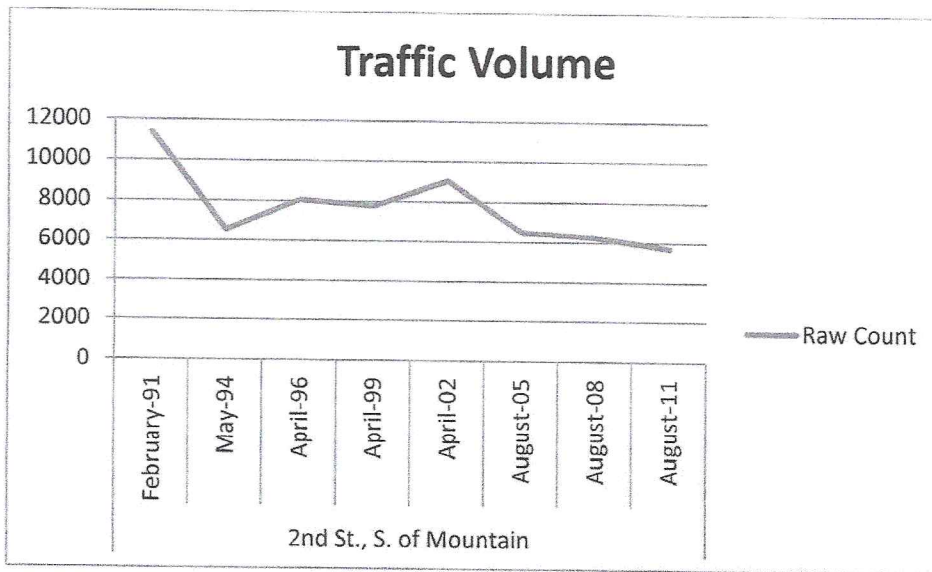
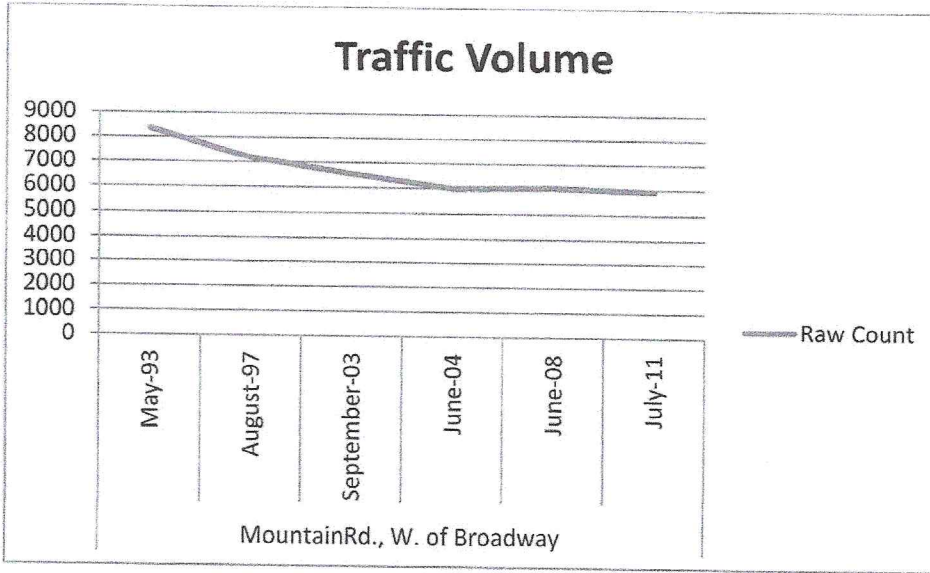


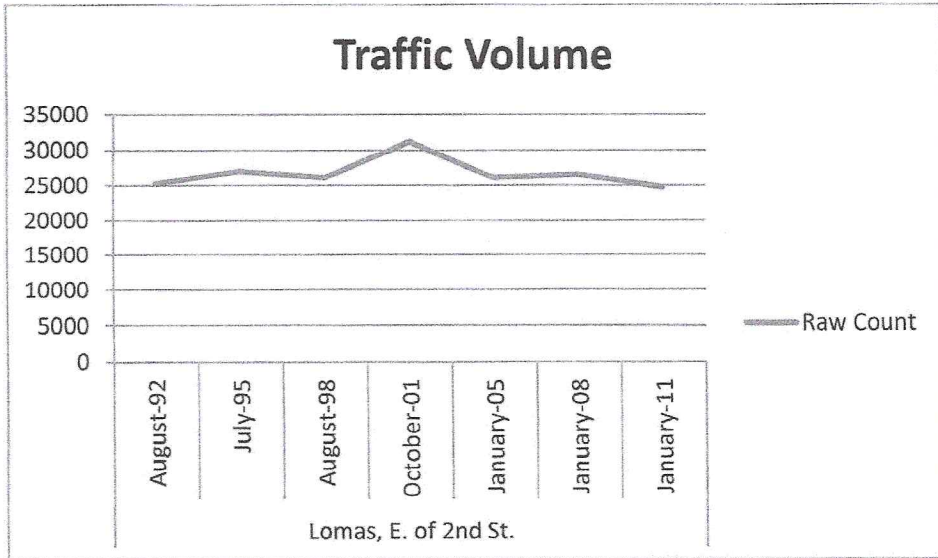
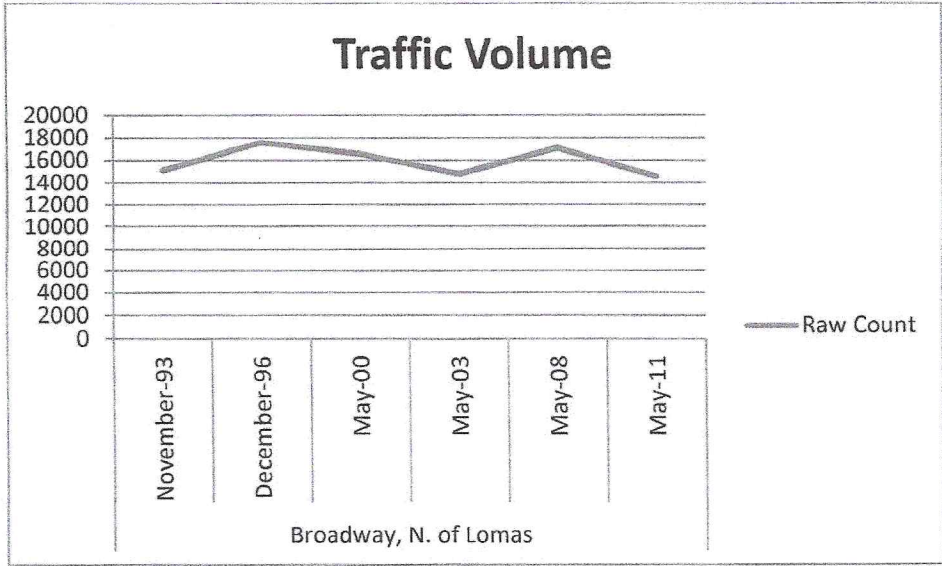




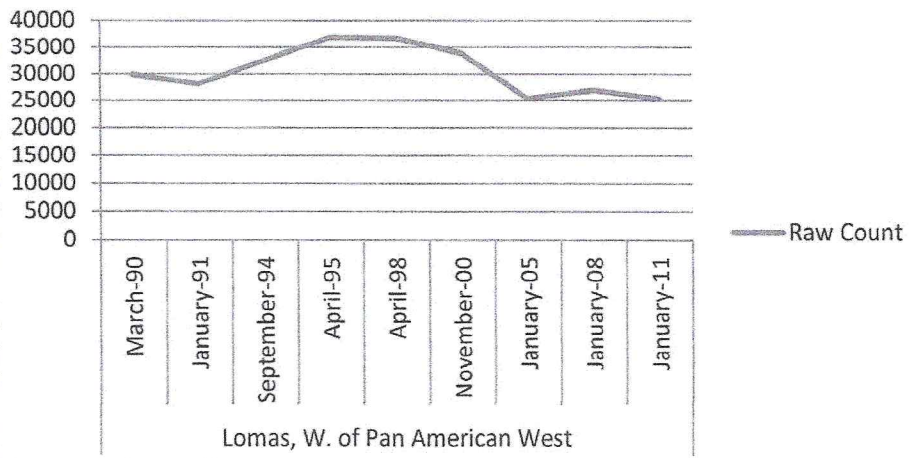








Traffic Volume



Endnotes

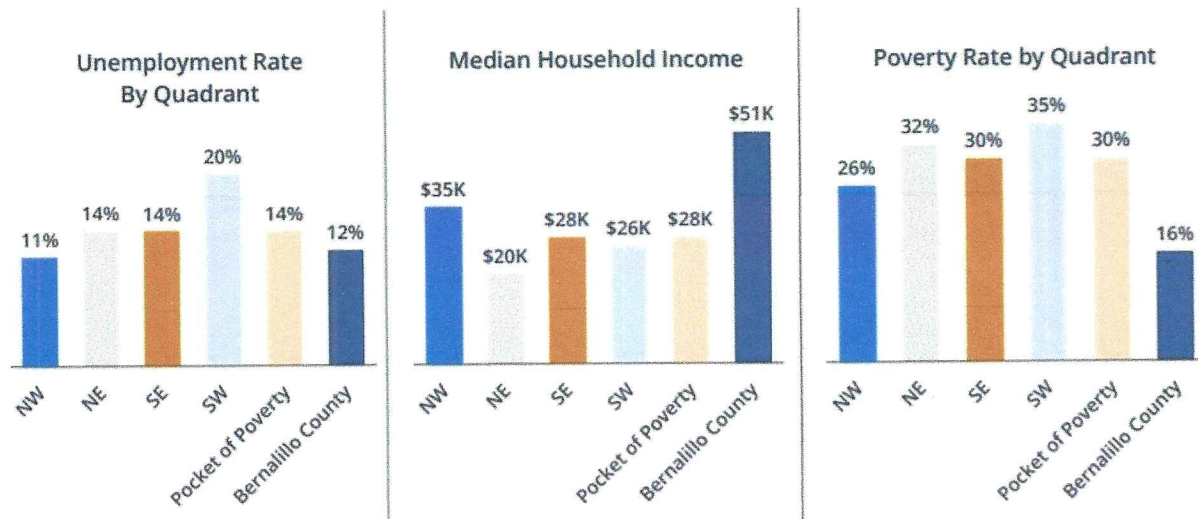
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Exhibit 2A

Housing and Neighborhood
Economic Development Fund

2022 Comprehensive Plan

Figure 7: Data Analysis—Unemployment, Median Household Income, Poverty Rate



REAL ESTATE CONDITIONS

Higher rents, lower vacancies, and increasing demand for new real estate development characterize the office, industrial, retail, and multi-family rental markets since 2002 and suggest that while the real estate market in the Pocket is growing, these conditions have not improved local residents' economic prospects.

IMPACTS OF CURRENT ALBUQUERQUE PLANNING INITIATIVES

These pressures will only intensify as there are many new development projects in the pipeline that will impact the local real estate market, drive demand upward, and potentially place increasing costs pressures on low-income households and local businesses. While these new developments are exciting for Albuquerque residents, they may create inhospitable economic conditions that produce neighborhood displacement of residents and small businesses and overall gentrification. These projects include but are not limited to:

- Rail Trail and Greater Downtown Urban Trail projects
- Rail Yards redevelopment
- Proposed stadium for the New Mexico United professional soccer team

CITY of ALBUQUERQUE

TWENTY FOURTH COUNCIL

COUNCIL BILL NO. F/S R-20-75 ENACTMENT NO. _____

SPONSORED BY: Peña, Borrego, Sena

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RESOLUTION

STRENGTHENING AND RE-AFFIRMING THE CITY OF ALBUQUERQUE'S COMMITMENT TO ADDRESSING RACIAL AND SOCIAL INEQUITY

WHEREAS, Article VIII of the City Charter states that, "The Council shall preserve, protect and promote human rights and human dignity...and shall prohibit discrimination on the basis of race, color, religion, sex, national origin or ancestry, age or physical handicap," and

WHEREAS, the Albuquerque City Council affirmed its commitment to non-discrimination and equal opportunity through passage of Ordinance 106-1973 establishing the Human Rights Board, Ordinance 2-6-5-1, et. al. seq., establishing the Americans with Disabilities Act Advisory Council, Ordinance 5-6 ROA 1994 establishing the Minority Business Enterprise act, Commission on American Indian and Alaska Native Affairs, Ordinance 2-6-6-1, et. al. seq., and R-18-7 strengthening the City's status as an immigrant friendly city,

WHEREAS, the City of Albuquerque Cultural Services Department in June of 2020 established the Race, History and Healing Project, steered by a community engagement team to support meaningful and difficult conversations about Albuquerque's shared cultural resources with an open invitation to all community voices and a steadfast commitment to collective solution building; and

WHEREAS, The City of Albuquerque is committed to working toward better addressing racial disparities, and to achieving equity across all populations and indicators; and

WHEREAS, The City of Albuquerque is committed to working toward better addressing racial disparities and equity concerns in all programs, services, commissions, boards, budgets, and CIP services; and

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1 WHEREAS, The City of Albuquerque defines inequities as disparities in
2 health, mental health, economic indicators, housing, education, or social
3 factors that are systemic and, therefore, considered unjust or unfair; and

4 WHEREAS, the City acknowledges that structural and institutional racism,
5 have led to racially disparate outcomes in many aspects of quality of life; and

6 WHEREAS, for the purposes of this legislation the following definitions are
7 adopted:

8 “Equity recognizes that advantages and barriers exist and that not
9 everyone starts from the same place. Equity means eliminating disparities
10 in policy, practice and allocation of resources so that race, gender, religion,
11 sexual orientation, income and zip code do not predict one’s success while
12 also improving positive outcomes for all.

13 “Diversity” means the presence of different races, genders, ethnicities,
14 religions, abilities, nationalities, and sexual orientations in decision
15 making. Diversity exists within groups among people of color and in
16 relationships with others, particularly people of color.

17 “Inclusion” means diverse people with different identities feel welcomed
18 and valued.

19 WHEREAS, race and social equity require partnership in the planning
20 process resulting in shared decision-making and more equitable outcomes
21 that strengthen the entire city; and

22 WHEREAS, because the City benefits from the diversity of its population,
23 the city desires to incorporate the expertise of those most negatively impacted
24 by inequity in the identification and implementation of policies, programs, and
25 budget processes and decisions; and

26 WHEREAS, 59% of the residents of Albuquerque are people of color and
27 our city is becoming more diverse, with growth driven by communities of
28 color, and

29 WHEREAS, working poverty is on the rise in Albuquerque, with too many
30 fulltime workers of all backgrounds not earning enough to make ends meet;
31 and

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1 WHEREAS, 18% of male and 26% of female Native American adults aged
2 25-64 working full time in Albuquerque still live below 200% of the Federal
3 Poverty Level; and

4 WHEREAS, 25% male and 18% of female Asian or Pacific Islander adults
5 aged 25-64 working full time in Albuquerque still live below 200% of the
6 Federal Poverty Level; and

7 WHEREAS, 18% male and 15% of female Latino adults aged 25-64 working
8 full time in Albuquerque still live below 200% of the Federal Poverty Level; and

9 WHEREAS, 16% male and 18% of female Black adults aged 25-64 working
10 full time in Albuquerque still live below 200% of the Federal Poverty Level; and

11 WHEREAS, 8% male and 6% female White adults aged 25-64 working full
12 time in Albuquerque still live below 200% of the Federal Poverty Level; and

13 WHEREAS, the basic premise of equity holds that cities can attain stronger
14 and more resilient economic growth for everyone by working toward racial
15 and social equity; and

16 WHEREAS, According to the Equity Profile of Albuquerque conducted by
17 PolicyLink, people of color pay too much for housing in Albuquerque, whether
18 they rent or own, with Asian and Pacific Islander populations having the
19 highest rate of homeowner housing burden, and more than half of Black and
20 Latino renter-occupied households paying more than 30% of their incomes in
21 rent; and

22 WHEREAS, For the first time in 2018, the City of Albuquerque began
23 collecting demographic data on the ownership of companies with whom it
24 does business; and

25 WHEREAS, The Minority Business Enterprise Ordinance calls for the City
26 of Albuquerque to actively solicit information from such firms regarding
27 unnecessary problems, requirements, or barriers involved in doing business
28 with the city that might be ameliorated, such as the inability to obtain bonding,
29 financing, or technical assistance; and

30 WHEREAS, The Minority Business Enterprise Ordinance supports the City
31 of Albuquerque to encourage prime contractors providing goods and services
32 to the city with regard to subcontractors involved in such work to assure a fair
33 share of business for minority and women business enterprises; and

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1 WHEREAS, the City of Albuquerque has begun to collect and analyze the
2 demographic information of applicants for city jobs, new hires and incumbent
3 employees that will be used to help guide decision making; and

4 WHEREAS, All persons authorized to work in the United States, regardless
5 of nationality or citizenship, are entitled to fair and equitable access to
6 municipal jobs, and benefits; and

7 WHEREAS, the strategies necessary to address racial and social equity
8 transcend any one department and require intention and action at the policy,
9 process, program and service delivery levels of municipal government; and

10 WHEREAS, the establishment of racial equity goals and action plans by
11 each department serves to catalyze the actions necessary to achieve those
12 goals and objectives; and

13 WHEREAS, applying a racial equity analysis may assist departments in
14 examining the distribution of benefits and burdens of municipal decision-
15 making processes; and

16 WHEREAS, the establishment of the Office of Equity and Inclusion as a
17 Director level Department demonstrates the City of Albuquerque's
18 commitment to advance racial and social equity; and

19 WHEREAS, the Office of Equity and Inclusion's role is to inspire and equip
20 city government by providing education, training, data, analysis, tools and
21 other support necessary to achieve equity goals; and

22 WHEREAS, The Office of Equity and Inclusion has been established to
23 provide technical assistance, training and tools to all City of Albuquerque
24 departments and divisions to ensure inclusive outreach and equitable
25 opportunities for all people;

26 BE IT RESOLVED BY THE COUNCIL, THE GOVERNING BODY OF THE CITY OF
27 ALBUQUERQUE:

28 Section 1. The City of Albuquerque Office of Equity and Inclusion shall
29 recommend to the Mayor indicators related to equity and inclusion to be
30 included in the City's five-year goals, guided by the following principles:

31 Committing to Equity, Embedding Equity: Performing an equity analysis
32 prior to executing decisions;

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1 Ensuring Equity in Resource Allocation: Equitably distributing resources
2 and services to vulnerable groups;

3 Striving for Equity and Inclusion in Public Messaging: Conducting targeted
4 outreach, in languages accessible to non-English speakers and other
5 marginalized groups;

6 Being Transparent and Using Data in Decision-making: Capturing and
7 analyzing data and using it to help guide decision making that would aim to
8 reduce disparity;

9 Involving persons and communities of color and social diversity in the
10 decision-making processes: Using equity analysis as put forth by the City of
11 Albuquerque to endeavor to meaningfully involve persons and communities of
12 color, those experiencing poverty, and people living with disabilities and of
13 social diversity in the decision-making process while abiding by process
14 transparency and responding in a way that is accountable to all communities.

15 Section 2. The City of Albuquerque shall use Racial Equity Toolkits and
16 other best practices and technical assistance to understand the distribution of
17 benefits and burdens of policy, process, program and budget decisions
18 wherever practicable.

19 Section 3. The City of Albuquerque Office of Equity and Inclusion shall
20 conduct targeted, mandatory trainings for City of Albuquerque administrators
21 including the Mayor's Office, City Councilors, Department Heads and other
22 staff as appropriate, to include, but not be limited to, curriculum developed by
23 the Office of Equity and Inclusion, Racial Equity Tool Kits and other best
24 practices, subject to budget, and time constraints and staffing availability, and
25 endeavor to provide trainings to other non-mandatory staff as budget, time,
26 and staffing allow.

27 Section 4. The City shall support the start-up and growth of businesses
28 owned by people of color and women through inclusive contracting and creating
29 equitable business support systems, intentionally seek to remove barriers for
30 entry and build capacity within the small business community.

31 Section 5. The City shall prepare youth and workers of color for tomorrow's
32 jobs by growing local talent through education and workforce strategies that

1 equip youth and workers with the skills and postsecondary education or
2 credentials needed for careers in growing industries.

3 Section 6. The City shall ensure equal access to affordable and quality
4 housing by following goals, policies, and actions included in the City of
5 Albuquerque & Bernalillo County (ABC) Comprehensive Plan that are intended to
6 help expand housing type options, ensure affordable housing in rural,
7 suburban, and urban locations, and address housing and related services for
8 vulnerable populations and those experiencing homelessness.

9 Section 7. The City, shall begin to complete a data collection plan and
10 shall consult with the City Attorney or their designee prior to finalizing such
11 plan. The plan shall include a process to begin collecting and reviewing
12 demographic and geographic data in the delivery of programs and services
13 and in community engagement processes. The Office of Equity and Inclusion
14 shall regularly review and provide recommendations on indicators of
15 important community conditions related to equity and inclusion, for the City's
16 five-year goals. The Mayor's Office and City Council shall receive annual
17 reports from the Office of Equity and Inclusion outlining the results of
18 demographic and geographic data to inform future decision-making regarding
19 policies and practices. The Office of Equity and Inclusion may propose to the
20 Mayor ways to arrange for statistically sound analysis to identify trends in the
21 data that encompass both historic and future impacts. During the pendency of
22 *United States v. City of Albuquerque*, 14-cv-1025, no City department, other
23 than as identified in a court order, shall collect data from Albuquerque Police
24 Department or make recommendations to the Albuquerque Police Department
25 based on a data analysis. Section 8. Each Department shall identify an
26 equity liaison who shall report directly to the head of the Department and who
27 will be responsible for managing and reporting on that Department's equity
28 assessment program.

29 Section 8. With the assistance of the Office of Equity and Inclusion, each
30 Department shall conduct a racial equity assessment and develop a racial
31 equity action plan of that Department's practices, policies, expenditures, and
32 distribution of resources which will be included in the budget process.

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