

Clayton Heights

Metropolitan Redevelopment Area Plan

An Albuquerque Gateway Neighborhood



Prepared for:

**Albuquerque Metropolitan Redevelopment Agency
City of Albuquerque Planning Department**



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Table of Contents

- I. Introduction.....3
- II. Community Participation.....4
 - A. Steering Committee
 - B. Community Workshops
- III. Existing Conditions.....5
 - A. Planning Framework
 - B. Land Use and Zoning
 - C. Transportation and traffic analysis
 - D. Demographics/Market Study Summary
- IV. Redevelopment Plan Recommendations.....19
 - A. Clayton Heights Revitalization Vision, Goals and Objectives
 - B. Transportation Projects
 - C. Redevelopment Projects
 - D. Gateway Neighborhood Concept
 - E. Redevelopment Priority Projects
- V. Funding Sources40
- VI. Appendix.....49
 - A. Priority Projects Preliminary Costs Worksheet
 - B. Community Workshop Flyer
 - C. Community Workshop Agenda
 - D. Clayton Heights/Lomas del Cielo MRA Designation Report
 - E. S. Yale Blvd/Clayton Heights Market Study (Gibbs and Associates)

I. Introduction

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

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

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

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

II. Community Participation

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

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

A Community Workshop was conducted during the planning process that provided the neighborhood residents and property owners an opportunity to discuss the neighborhood revitalization vision, identify projects and create a master plan, and prioritize the revitalization projects. The brochure describing the workshop, and the draft plans prepared at the workshop, are included in the appendix. (More to come with a follow up community meeting...)



III. Existing Conditions

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

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



III. Existing Conditions

Planning Framework

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

Albuquerque/Bernalillo County Comprehensive Plan

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

Albuquerque Planned Growth Strategy

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

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

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

III. Existing Conditions

Long Range Bikeways System Map

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

Long Range Roadway Plan

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

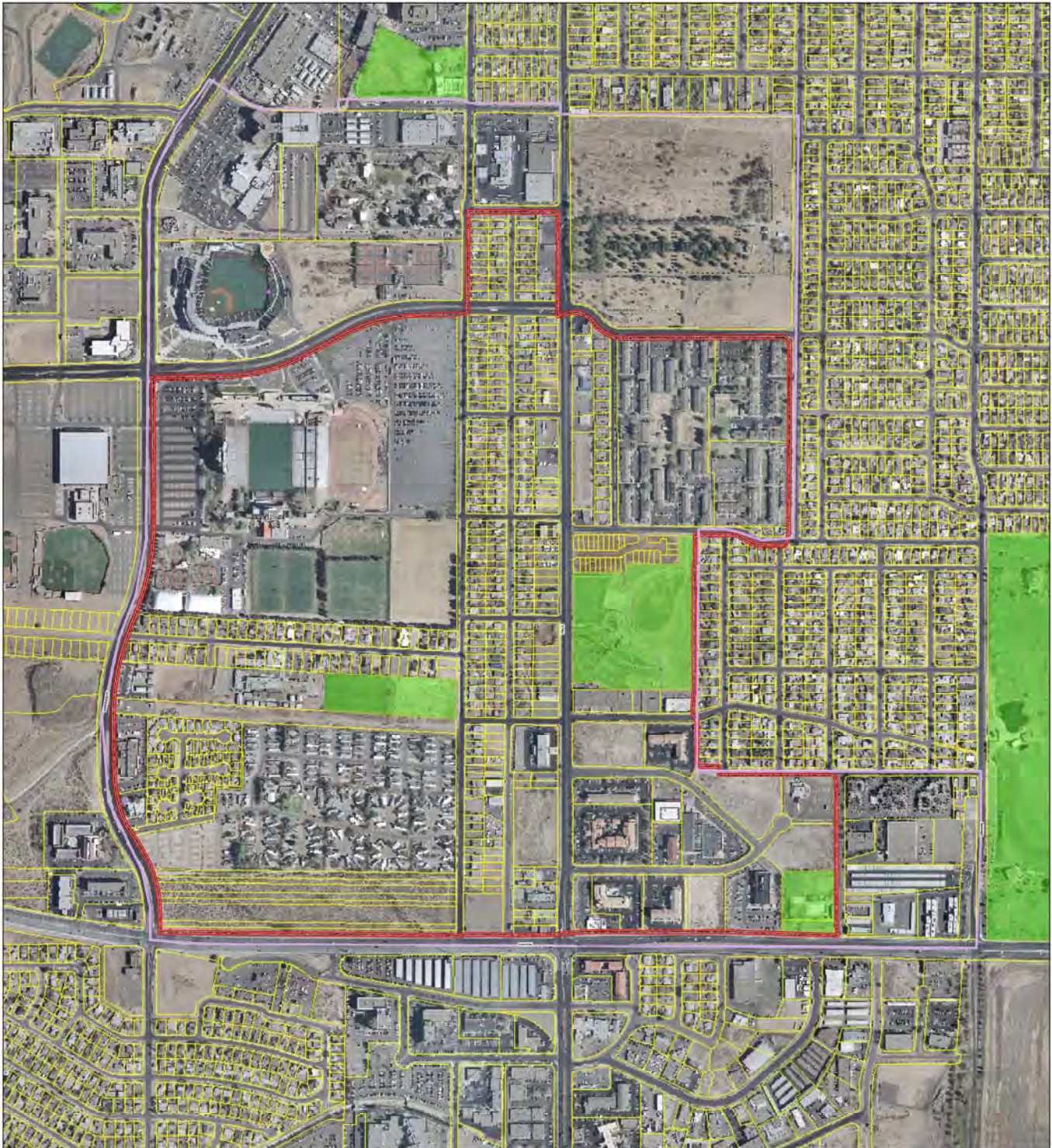
Albuquerque Modern Streetcar

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

UNM South Campus Masterplan

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

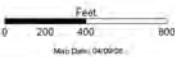
III. Existing Conditions



Clayton Heights Metropolitan Redevelopment Area



- City of Albuquerque Parks
- Parcels
- Public Facilities
- South Yale EDP
- Clayton Heights MRA
- Parcels



Locations and boundaries are approximate and do not represent a survey.

III. Existing Conditions

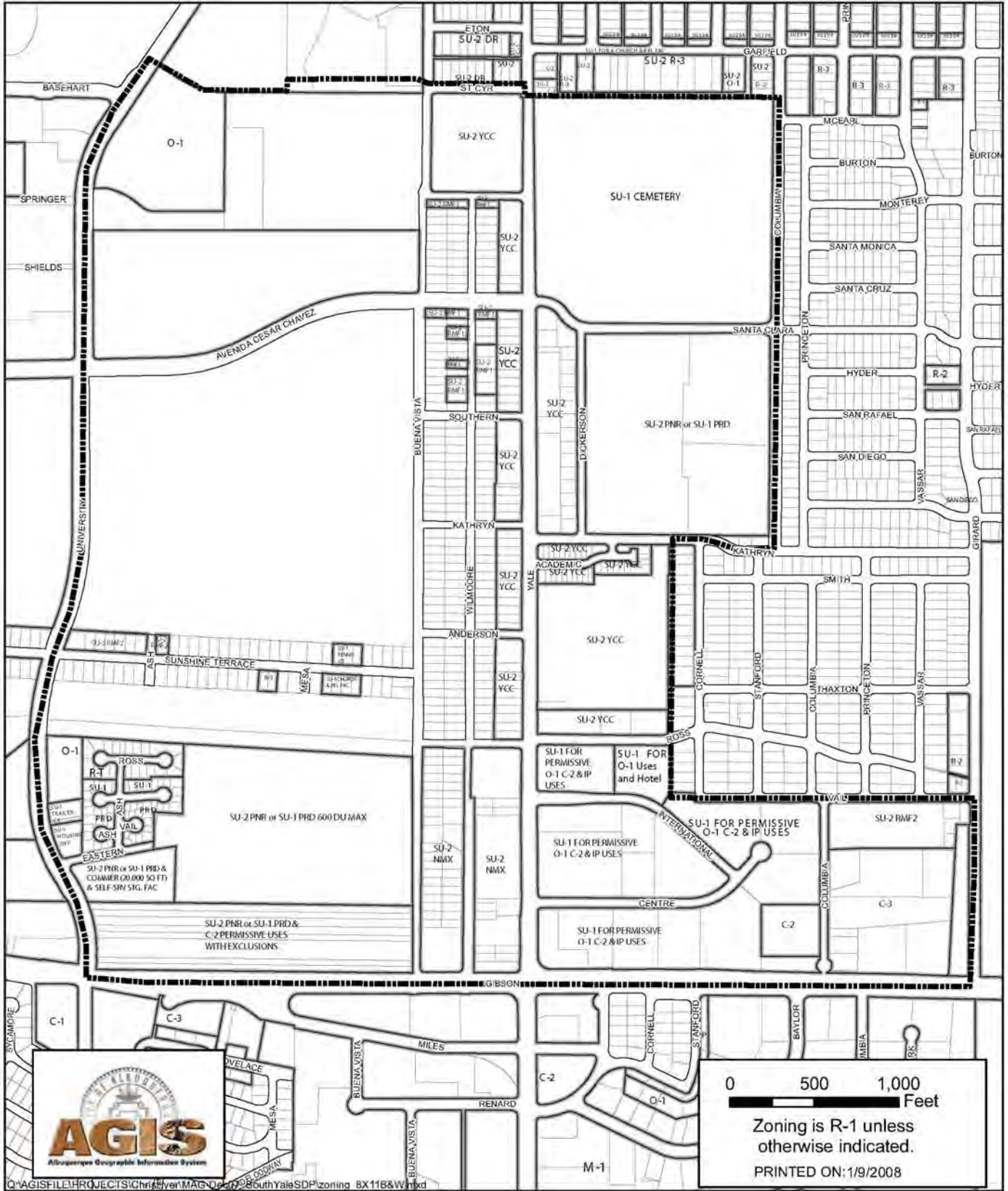


Figure 4: Zoning established by the South Yale Sector Development Plan

III. Existing Conditions

Demographic Overview and Market Study Summary

(South Yale Corridor Market Study, Gibbs Planning Group, July 2007)

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

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

Existing Market Demand

- UNM has 26,000 students, 20,000 employees, and many sports fans, providing a large number of potential shoppers who drive through or near Clayton Heights. Some of them might like to live in the neighborhood to cut down on commuting.
- The Albuquerque Sunport serves 6.5 million passengers per year and is another source of potential shoppers to the south.
- There is substantial drive through traffic, including commuters to Kirtland AFB.

III. Existing Conditions

- There is presently 650,000 square feet of excess retail in the two-mile trade area in apparel, books, pharmacy, restaurants, sporting goods, and supermarkets; this means that buyers from outside the area are making purchases to enable the excess sales (beyond local demand) to occur.
- Annual retail sales in the two-mile trade area are now \$77.8 million.

Unserved Retail Demand

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

Potential Future Residential Demand--2012

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

III. Existing Conditions

Transportation and Traffic Analysis

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

Table 1 Existing Arterial Roadway Summary

| Roadway | Daily Traffic | Lanes | Functional Classification | Speed Limit | Transit Route | Bicycle Facility | Parking |
|----------------------|---------------|-------|---------------------------|-------------|----------------|------------------|---------|
| Yale Blvd | 11,700 | 5/3 | Minor Arterial | 40 mph | 16/18, 50 | none | none |
| Gibson Blvd | 35,200 | 7 | Principal Arterial | 45 mph | 16/18, 96, 317 | Trail, Lanes | none |
| Avenida Cesar Chavez | 19,100 | 7 | Principal Arterial | 35 mph | none | Route | none |
| University Blvd | 7,500 | 5 | Minor Arterial | 40 mph | 16/18, 317 | Lanes | none |

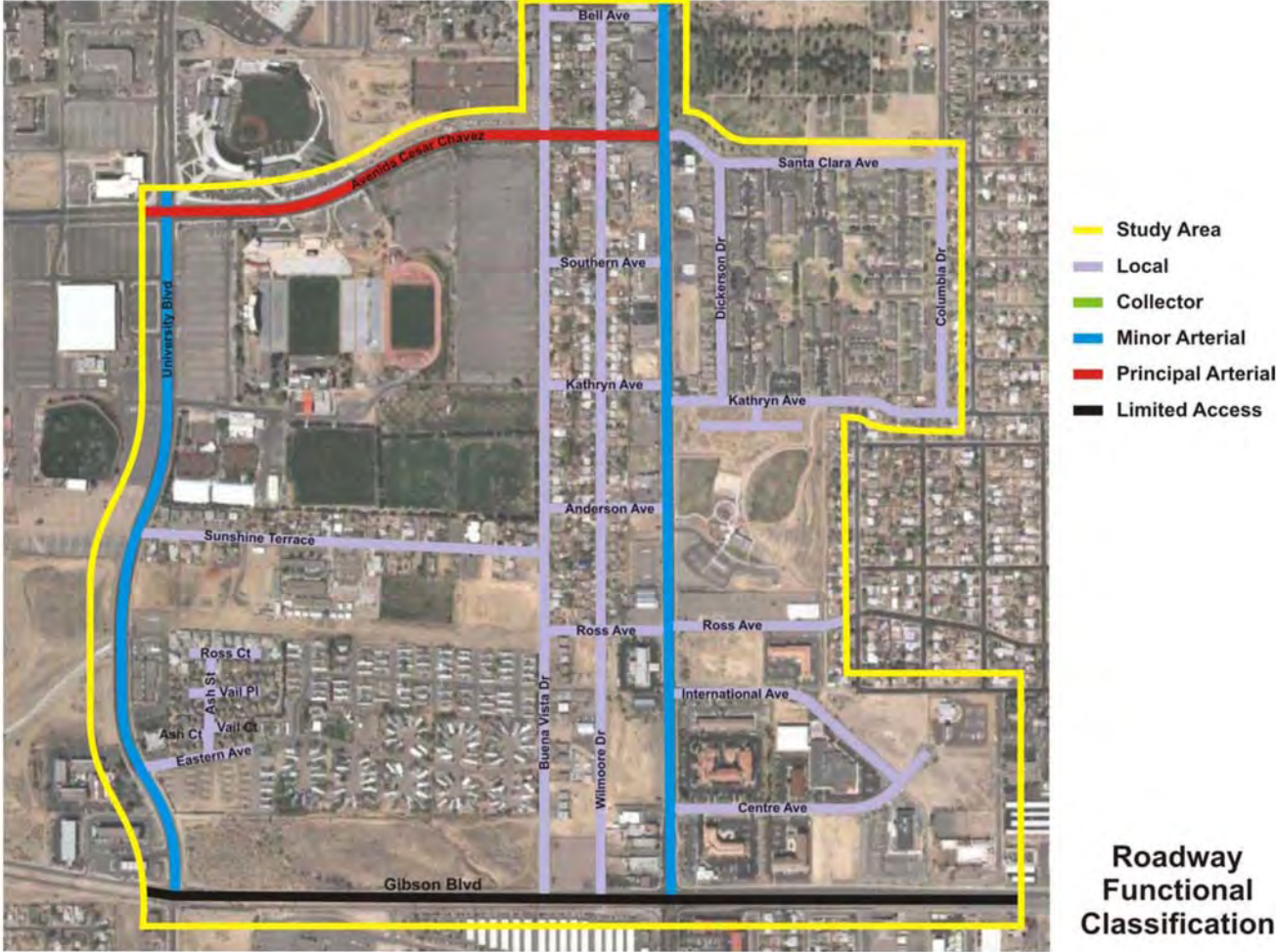
Each of the arterial roads within Clayton Heights has sidewalks along each roadside. Transit serves the community via four ABQ Ride routes. There are two local service routes, the #16/18 and the #50. The Route #16/18 is a local circulator route that serves Broadway Ave, University Blvd and Gibson Blvd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

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

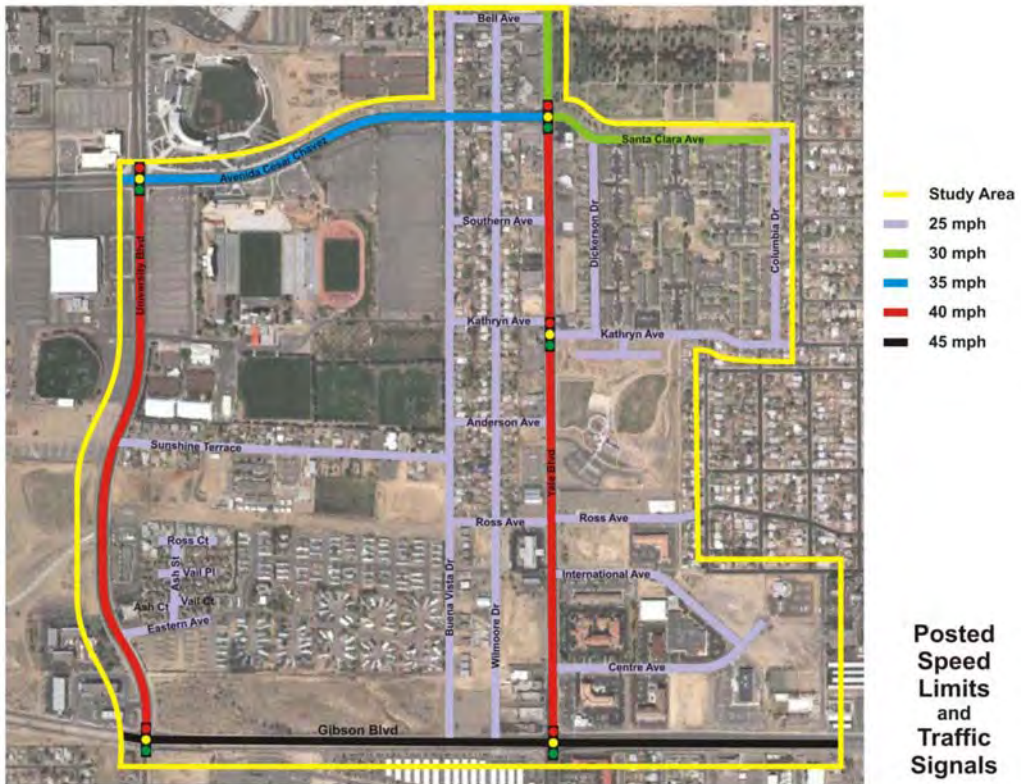
Community concerns have identified locations where vehicles speeds may have been excessive, and traffic calming was warranted. Three streets within Clayton Heights currently have speed humps installed – Buena Vista Dr (7), Sunshine Terrace (2) and Kathryn Ave (1). In addition, a mini-roundabout was installed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

III. Existing Conditions

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



III. Existing Conditions



Posted Speed Limits and Traffic Signals



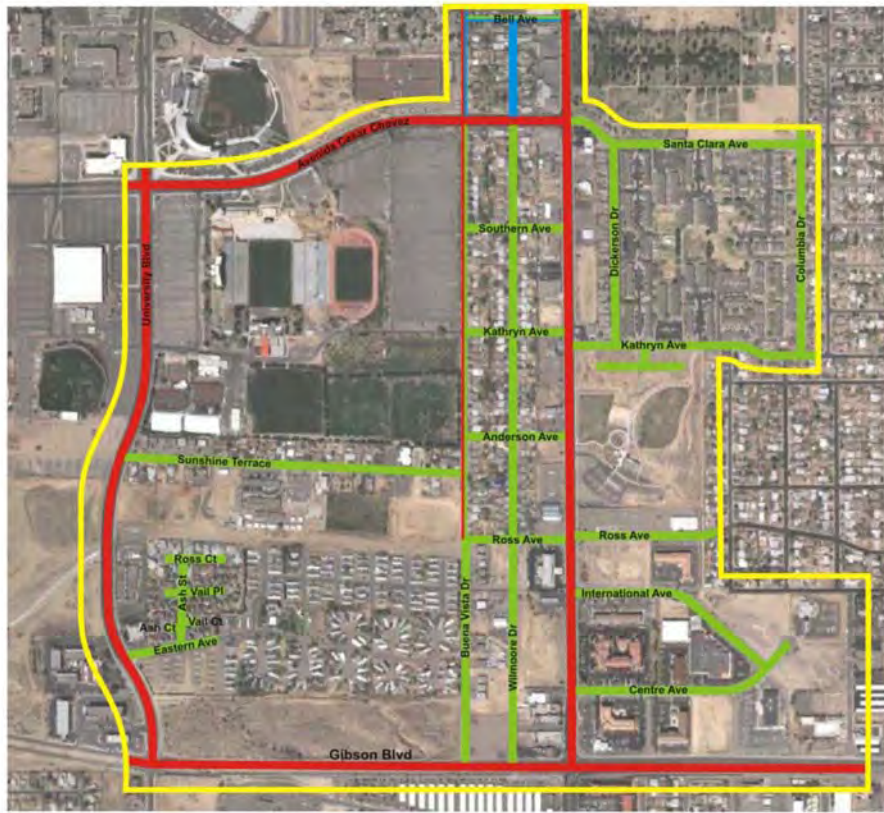
2007 Average Daily Traffic

III. Existing Conditions



- Study Area
- Existing
 - Bike Lane
 - Bike Route
 - Bike Trail
- Proposed
 - Bike Lane
 - Bike Route
 - Bike Trail

Bicycle Facilities

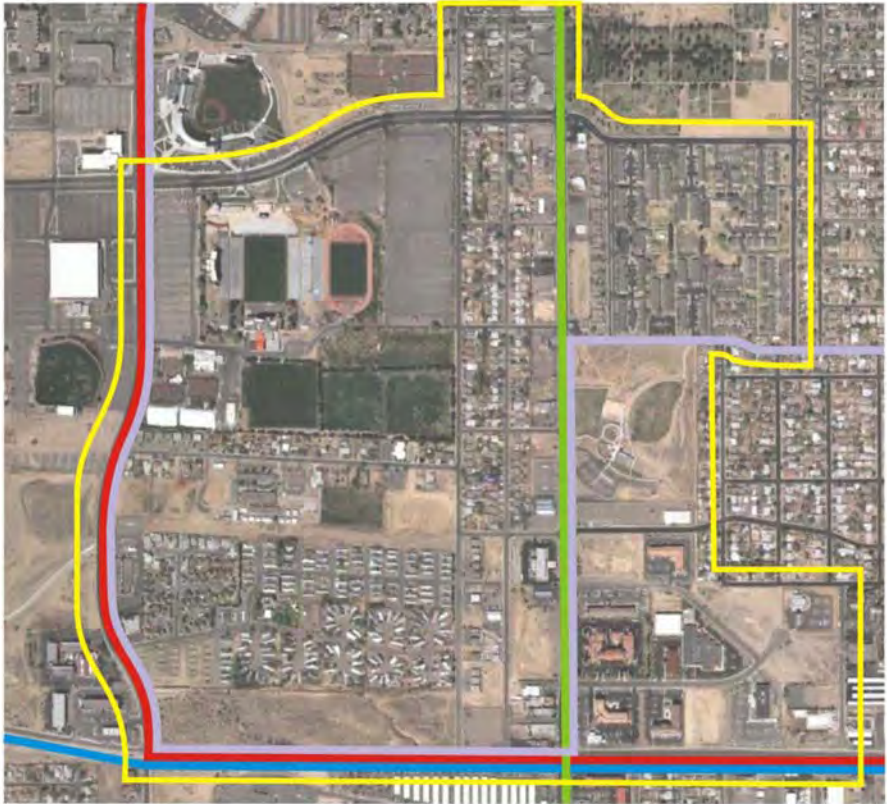


- Study Area
- Existing
 - No Restrictions
 - No Parking
 - 'B' Permit Only

Note:
Some small areas are restricted at fire hydrants and bus stops in "No Restriction" areas.

Roadside Parking

III. Existing Conditions



- Study Area
- Route 16/18
- Route 50
- Route 96
- Route 317

Transit Service Map



- Study Area
- ▲ Speed Hump
- Roundabout

Traffic Calming Measures

III. Existing Conditions

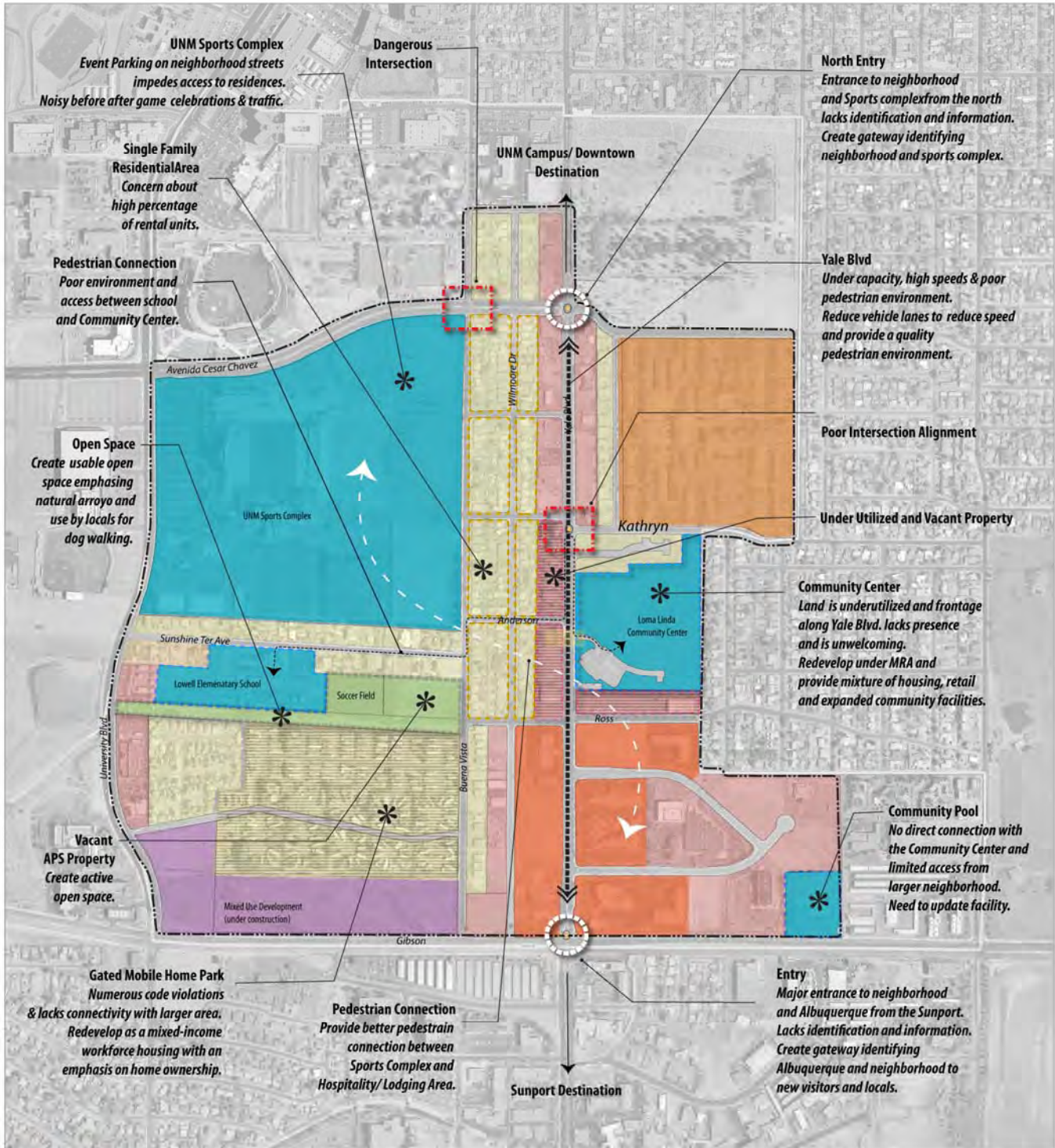
Land Use and Housing Analysis

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

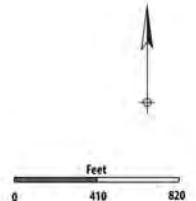
There's also a lack of pedestrian connectivity between community facilities such as the Lowell Elementary School and Loma Linda Park, and from Loma Linda Park to the Sunport Pool. It is also difficult to walk between the Park and the Sports Complex. An excellent opportunity exists to remedy this situation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

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

III. Existing Conditions



Clayton Heights Metropolitan Redevelopment Area Plan Issues & Opportunities



IV. Redevelopment Plan Recommendations

Plan Vision, Goals and Objectives

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

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

Neighborhood Revitalization Vision

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

Goals of the Clayton Heights MRA Plan

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

Objectives of the Clayton Heights MRA Plan

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

IV. Redevelopment Plan Recommendations

Transportation Projects

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

Kathryn Ave-Yale Blvd Intersection

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

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

The study team examined the intersection and developed three proposals to resolve the conflicting movements. Each alternative is described below.

Alternative 1 – Signalize East Leg

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



IV. Redevelopment Plan Recommendations

leg of Kathryn Ave would remain signalized.

On the south side of the intersection, a raised median would be constructed in Yale Blvd. The median would extend south for approximately 75' where it would terminate into the existing continuous two-way left-turn lane. The median would provide positive guidance and reduce the chances that drivers would try to turn left onto the west leg of Kathryn Ave. A northbound left turn would require the driver to turn left from the southbound exclusive left-turn lane, a prohibited movement. Impacts of this alternative will be perceived at the convenience store in the northeast quadrant of the intersection, relegating the two Yale Blvd driveways to right-in, right-out access. This should not result in a negative impact because there are two driveways along Kathryn Ave for access to that site, and no modifications are anticipated for those driveways. Similarly, the driveway to the commercial facility in the southwest quadrant of the intersection will result in right-in, right-out access with the new median. This will be a safety improvement because left-out access should be prohibited given the driveway's proximity to the intersection. The loss of left-in movements could result in an impact to that business because the left-turn movement to Kathryn Ave west will also be eliminated.

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

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

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

Operationally, there should be no differences between Alternatives 1 and 2.

The principal benefit of this alternative would be to reduce the likelihood that a northbound left turn to westbound



IV. Redevelopment Plan Recommendations

Kathryn Ave would occur.

Alternative 3 – Single Intersection

Alternative 3 would create a single, signalized Yale Blvd-Kathryn Ave intersection. The intersection would include both legs of Kathryn Ave, including the existing offset. This could be accomplished primarily through reconfiguring the existing traffic signal, and through the development of appropriate signal timing plans. Channelization changes are also proposed. The channelization changes would include a raised median on the north approach and the striping of a left-turn lane on the south approach. Raised channelization was considered on the south approach, however, the proximity of Academic Ave, 150' south of Kathryn Ave, would make raised channelization less than desirable unless southbound left-turn access were prohibited at Academic Ave. The design shown on the right retains the left-turn access to Academic Ave (not shown). No changes are proposed for the Kathryn Ave approaches. One additional access change would be required, the elimination of the south driveway on Yale Blvd for the commercial development in the northeast quadrant of the intersection. This shall be required because it falls within the intersection area.

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

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

Avenida Cesar Chavez-Buena Vista Dr Intersection

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

IV. Redevelopment Plan Recommendations



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

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

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

Westbound Avenida Cesar Chavez also has three travel lanes. It is anticipated that the three lanes were constructed to balance the three eastbound lanes. Roadways are typically designed and constructed with the same number of lanes in each travel direction to achieve 'lane balance'. This is expected by motorists, and typically, traffic flows are balanced in each travel direction. The reason for three lanes per direction on Avenida Cesar Chavez however, is to accommodate peak flows following sporting events in the eastbound direction, and the three westbound lanes are constructed only for 'balance', not capacity. There is not a capacity need for three westbound lanes between Yale Blvd and Buena Vista Dr because the roadways providing westbound traffic provide no greater than two approach lanes (Santa Clara Ave). Even Santa Clara Ave is limited in the volumes it can provide because it is a two lane roadway (one lane per direction) starting 125' east of Yale Blvd. Each of the lanes feeding traffic onto westbound Avenida Cesar Chavez, the northbound left-turn, southbound right-turn and westbound through movement, provide successive green times, limiting the inflow of traffic to a maximum of two lanes (and in reality one lane). Based upon the daily peak hour traffic volumes of 344 (AM) and 525 (PM) trips, a single travel lane would accommodate

IV. Redevelopment Plan Recommendations

westbound traffic on Avenida Cesar Chavez. It is anticipated that higher volumes are likely prior to sporting events, however, the signal at Yale Blvd meters the traffic flows into the corridor. Elimination of one westbound lane would have no impact upon traffic operations for Avenida Cesar Chavez, and would reduce the exposed crossing distance for pedestrians.

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



The conceptual drawing shows Avenida Cesar Chavez would be reduced to two westbound lanes from Yale Blvd to west of Buena Vista Dr, and two eastbound lanes between the UNM east parking access and Buena Vista Dr. The third eastbound lane would become a right-turn only lane at the UNM parking lot access, and would be reestablished east of Buena Vista Dr. This would reduce the exposed pedestrian crossing distance (with a larger median area) and should not affect the eastbound capacity at Yale Blvd. Design alternatives for the drawing above could include a wider median refuge using a different left-turn lane configuration, as well as a curb extension (bulb-out) on the southeast corner at Buena Vista Dr. These are design details that would be reconciled during the design phase. The graphic above intentionally does not include a crosswalk at Buena Vista Dr. Crosswalks at unsignalized intersections are typically not striped for safety reasons, especially on multi-lane roadways. Studies have shown that pedestrians feel 'safe' entering a roadway with striped crosswalks, however, the paint offers no resistance to an approaching vehicle. On multi-lane roadways, this is exacerbated when one driver yields to a pedestrian who is then shielded from an oncoming car in the other lane until it may be too late to stop. Each intersection has a legal crosswalk between each pair of intersection returns, unless explicitly prohibited. Given that it is legal

IV. Redevelopment Plan Recommendations

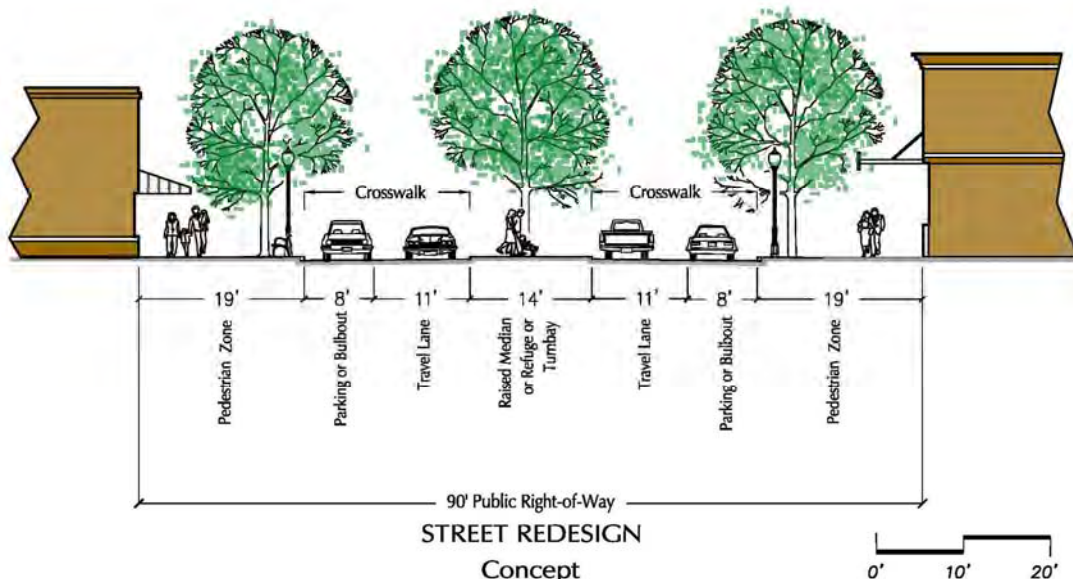
to cross at the unsignalized intersection, pedestrians have been found to be more cautious (thus safer) when crossing an unmarked crosswalk than a marked one. If there is a desire to stripe a crosswalk at Buena Vista Dr, it should be accompanied by the appropriate crosswalk signing and markings. In addition, it would be prudent to consider adding overhead flashing beacons similar to the experimental trail crossing installations on Wyoming and Eubank Blvds. These beacons are activated by the presence of a pedestrian, and do not flash when no one is present. The overhead beacons should be used in conjunction with 'Yield to Pedestrian' signing for a striped crosswalk.

Yale Blvd

Yale Blvd currently has two travel lanes and a left-turn lane between Gibson Blvd and Avenida Cesar Chavez. The *South Yale Sector Development Plan* calls for reducing the roadway cross section to a 4-lane roadway, eliminating left-turn lanes to narrow the cross section within the corridor. This would require that left-turns be made from through lanes, reducing capacity and compromising safety by eliminating separated left-turn storage. The City of Albuquerque has performed a number of 'road diets' for 4-lane roadways over the past 15 years, reducing the number of lanes from four to three, partially to improve safety. Given that Yale Blvd between Gibson Blvd and Avenida Cesar Chavez in 2007 had an annual average daily traffic (AADT) volume of 11,700 vehicles per day (vpd), a planning level capacity check was performed to determine the minimum number of lanes required. Planning level analyses were performed using daily, 1-way peak hour, and 2-way peak hour link volumes. The link volumes were based upon 2006 intersection counts at Yale Blvd-Avenida Cesar Chavez and Yale Blvd-Gibson Blvd, as well as the daily volumes from the MRCOG.

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

| Location/Threshold | Daily | 2-Way | 1-Way |
|-------------------------------|-------|-------|-------|
| Between Gibson & Cesar Chavez | 11700 | | |
| South of Avenida Cesar Chavez | | 953 | 559 |
| North of Gibson Blvd | | 907 | 565 |
| LOS C | 9600 | 910 | 500 |
| LOS D | 15300 | 1460 | 800 |



IV. Redevelopment Plan Recommendations

Based upon the values in Table 2, the volumes indicate that Yale Blvd should operate at LOS D if reconstructed as a 3-lane roadway. This is an acceptable level of service for an urban corridor, especially considering that the volumes are closer to the LOS C threshold than LOS D. The LOS D assessment indicates that periodic congestion may occur, and this should benefit the corridor by slowing travel speeds throughout. It is noted that Yale Blvd contains only three lanes north of Avenida Cesar Chavez, and the daily volume within that section was 15,400 vpd in 2007, 24% higher than the existing 5-lane section. This corroborates the planning level findings that a 3-lane section should provide adequate operations into the future provided that redevelopment does not significantly increase the capacity demand.

It should be noted that a thorough operational assessment should be undertaken prior to a final determination to reconstruct Yale Blvd as a 3-lane road. The critical analyses will occur at the signalized intersections to assure that LOS D or better operations will prevail. It is likely that the Gibson Blvd intersection may continue to require the existing 3-lane southbound approach and two northbound lanes to accommodate good intersection operations. If that is the case, it may be prudent to retain the 5-lane section within the existing hospitality zone between International Ave and Gibson Blvd. No roadway changes to the cross section would be required south of International Ave, except the addition of a raised median.

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

The Kathryn Ave intersection was analyzed with the existing Yale Blvd cross section as well as with a 3-lane cross section for each proposed alternative. The results indicate that LOS B operations would prevail for a 3-lane section, indicating that substantial excess capacity exists today. A preliminary assessment of the Avenida Cesar Chavez intersection found that three lanes on Yale Blvd would yield



IV. Redevelopment Plan Recommendations

LOS B operations during the AM peak hour and LOS C operations during the PM peak hour. Special event (sporting) analyses should be included in the assessment, and if LOS D or better operations prevail, consideration should be given to reducing the number of lanes on Yale Blvd.

Yale Blvd Roundabout

One access alternative being considered is to relocate the Loma Linda Community Center driveway to align with Anderson Ave. This relocation would result in a four-legged intersection, and one traffic control alternative for the intersection is a modern roundabout. Modern roundabouts have been shown over the past 15 years to result in the much safer operations than either stop controlled or signalized intersections. They have been shown to improve safety for both pedestrians and motor vehicles. The roundabout would have a design speed of approximately 15 mph through the intersection, thus it will provide 'traffic taming' on this arterial roadway.

The modern roundabout would require an inscribed diameter of 90'. The circular roadway would have a width of 18' with an 8' truck apron and a center island diameter of 38' to 48'. Each approach would have a splitter island, with the Yale Blvd islands being more substantial and providing pedestrian refuge for the crosswalk. The minor side streets would likely have the crosswalk located behind the splitter island.

It is assumed that a roundabout would only be implemented if Yale Blvd is reduced to a 3-lane roadway. The parking lanes on Yale Blvd will have to be terminated approximately 100' prior to entering the intersection in each travel direction. Operationally, the construction of a modern roundabout for traffic control at the Anderson Ave-Yale Blvd intersection should result in no significant vehicle delays and planning level analyses indicate that LOS A/B should be achieved..



IV. Redevelopment Plan Recommendations

Housing Rehabilitation Program

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

Redevelopment Projects

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

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

The opportunity site of the plan that will serve as the catalytic project to implement the revitalization vision is the Loma Linda Park and its intersection with Yale Blvd. The Park will provide an opportunity for a public/private development agreement for senior housing and mixed use retail/residential uses. It will also serve as the center of the Gateway feature. In order for the proposed development within the Park to occur, it will require access and safety improvements at the Park's entry to accommodate the increased vehicular and pedestrian activity. Among these improvements is the need to realign the park's entry with Anderson St. This realignment also provides an excellent opportunity to construct a round-about, which will serve several purposes. It will slow and calm the traffic on Yale, increase pedestrian safety at the park entry, create a neighborhood activity center and node, and serve as the platform for the gateway sculpture that will be seen from the Sunport and the UNM campus areas.

IV. Redevelopment Plan Recommendations

Gateway Neighborhood Concept

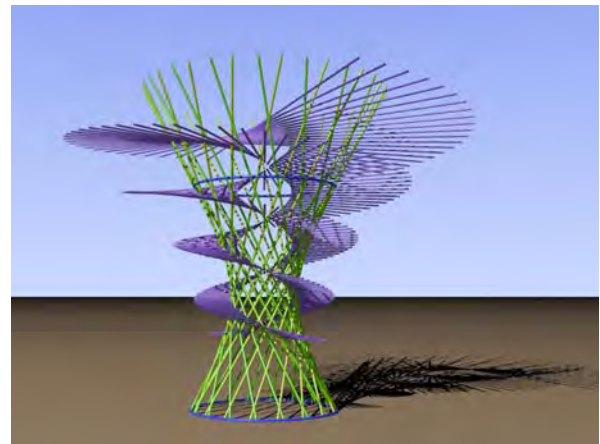
One of the defining elements in the vision for the neighborhood was the concept of “Clayton Heights is a gateway neighborhood...”. This concept goes beyond simply putting an entry sign or feature at each end of the neighborhood boundary. This is analogous to the concept of “gateway communities”, such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

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

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



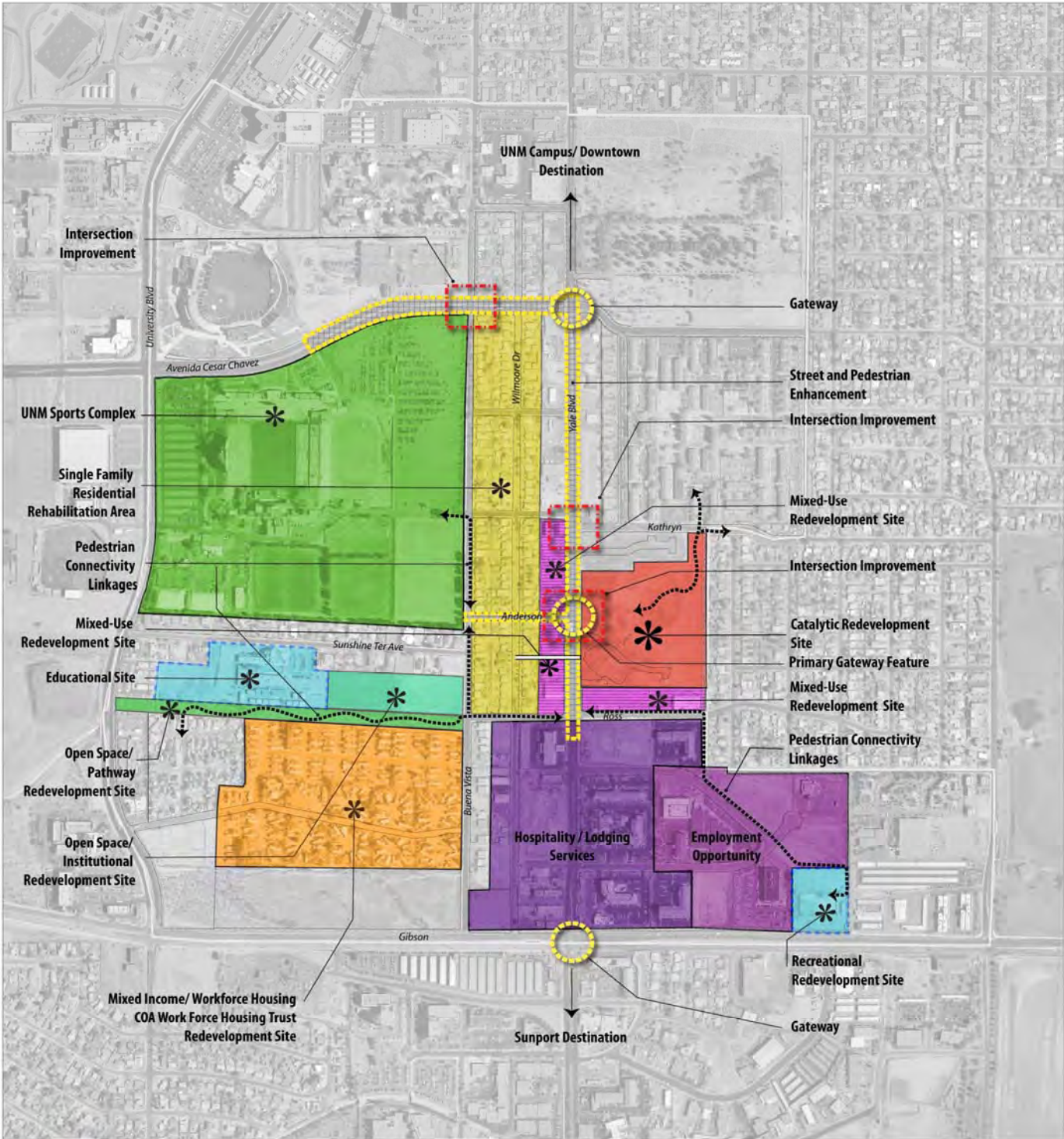
ARCH OF WELCOME AT ENTRANCE TO UNION STATION, DENVER



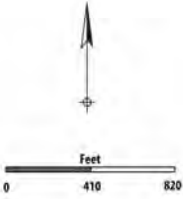
Another concept is to use more natural materials in the design, such as large stones or boulders, as was created in the Louisiana Blvd and I-40 public art sculpture. The final design will be accomplished through a call for artists, and it should be a design that can be the centerpiece in the roundabout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

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

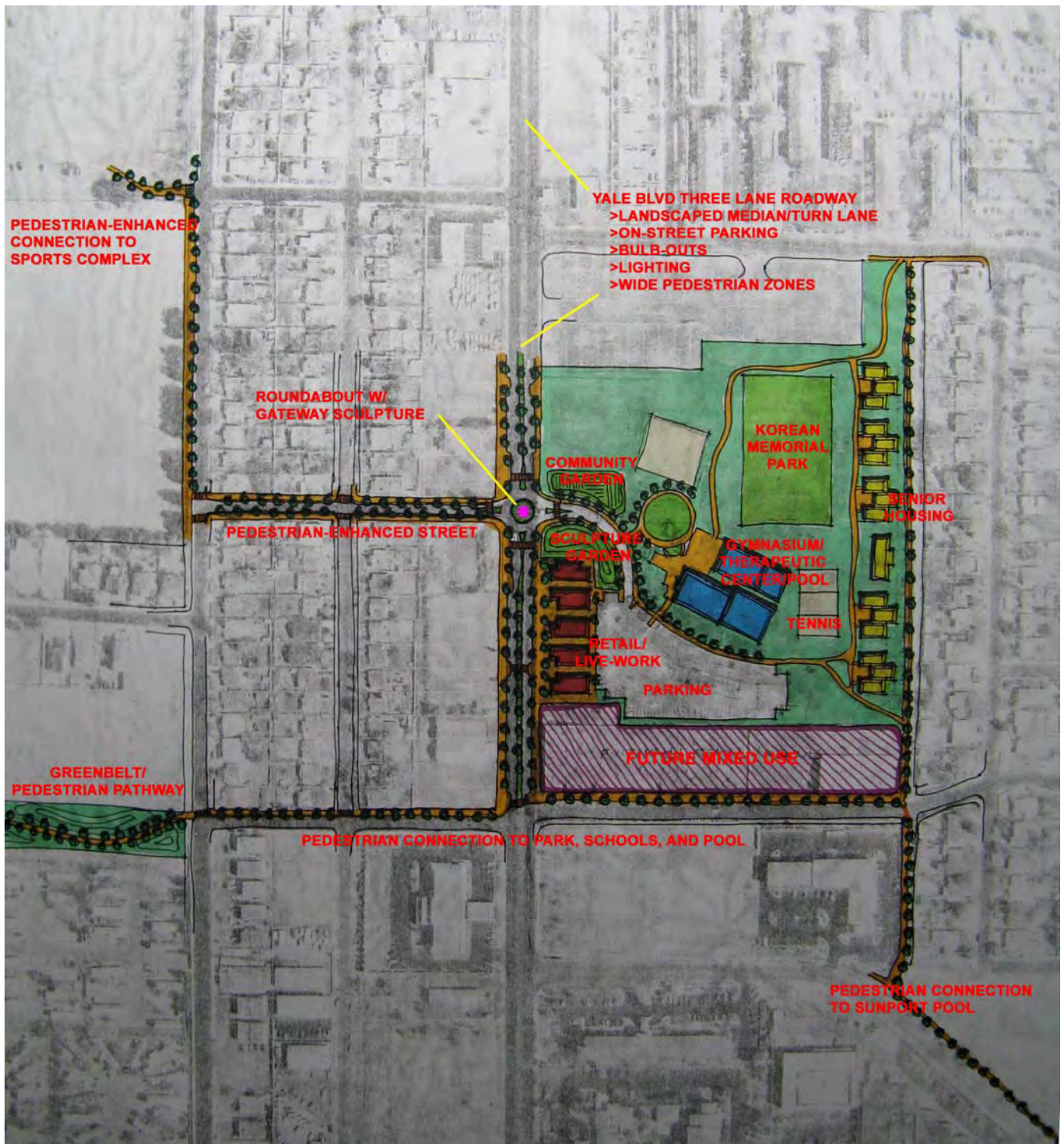
IV. Redevelopment Plan Recommendations



Clayton Heights Metropolitan Redevelopment Area Plan Proposed Redevelopment Projects



IV. Redevelopment Plan Recommendations

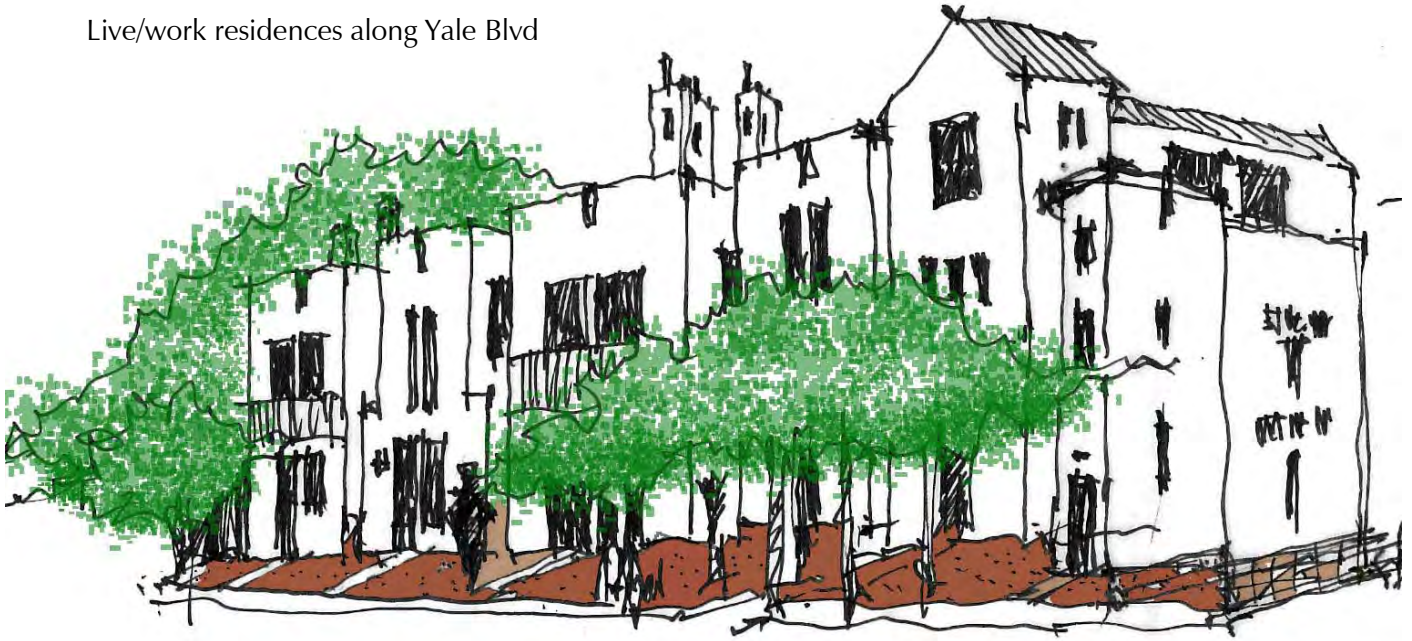


Clayton Heights Metropolitan Redevelopment Area Plan

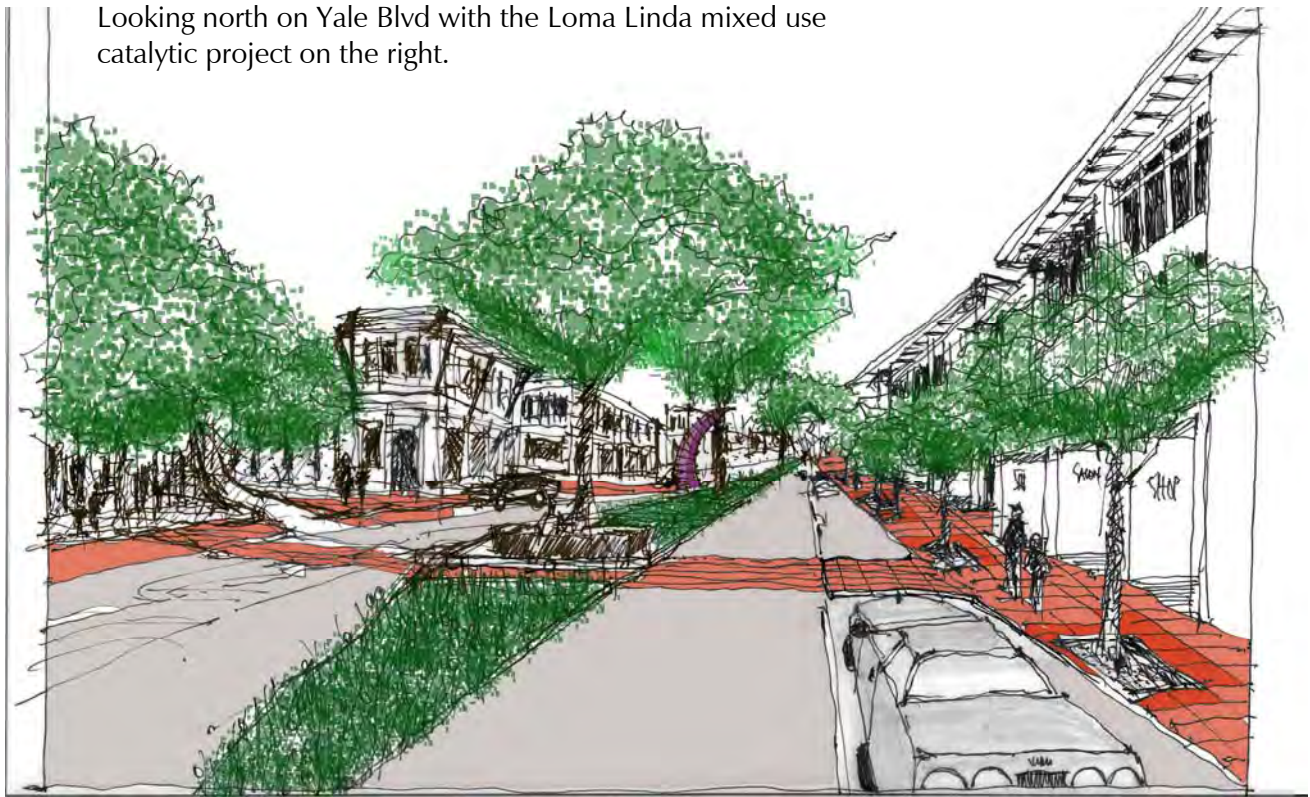
Conceptual Catalytic Redevelopment Site
(Result from Community Charrette Workshop)

IV. Redevelopment Plan Recommendations

Live/work residences along Yale Blvd



Looking north on Yale Blvd with the Loma Linda mixed use catalytic project on the right.



IV. Redevelopment Plan Recommendations

The Plaza area within the proposed Loma Linda mixed use catalytic project.



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



IV. Redevelopment Plan Recommendations

Implementation Matrix

| PRIORITY PROJECTS <small>(as determined by neighborhood at community workshop)</small> | RESPONSIBLE ORGANIZATION | COST TO IMPLEMENT | FUNDING SOURCE |
|--|---|-----------------------|--|
| <u>Highest Priority Projects</u> | | | |
| Loma Linda Park Master Plan/Needs Assessment for improvements that may include: <ul style="list-style-type: none"> o Skatepark o Police Substation o Farmers Market o Therapeutic Center/Pool o Gymnasium | Abq Parks Dept | \$100,000 | General Fund |
| Environmental Phase I Assessment (Loma Linda Park) | Abq Metro Redev Agency | \$50,000 | General Fund |
| Primary Gateway feature at Yale and Loma Linda Park | Abq Metro Redev Agency, Abq Arts Board | \$200,000 | GO Bonds CIP |
| Secondary Gateways (2) at Yale/Cesar Chavez and Yale/Gibson | UNM | \$150,000 | 1% For the Arts TIF/TIDD funds Transportation fund |
| Yale Blvd Street and Pedestrian Improvements from Cesar Chavez to Ross Dr (2600') | Municipal Dev Dept | \$2,320,000 | |
| Roundabout at Yale/Anderson and Loma Linda Park | Municipal Dev Dept | \$300,000 | |
| <u>Second Tier Priority Projects</u> | | | |
| Intersection improvements at Cesar Chavez/Buena Vista and at Yale/Kathryn | Municipal Dev Dept | \$160,000 | Transportation fund |
| Pathway/Trails Connections and Bike Routes/Lanes | Abq Parks Dept/ Municipal Dev Dept | \$220,000 | SAFETEA LU GO Bonds |
| Housing Rehabilitation program | Abq Housing/MRA Agency | Varies | HUD Abq Housing Trust |
| Public/private Mixed Use in LL Park | MRA Agency | Development Agreement | TIF/TIDD funds NM SMART funds |

IV. Redevelopment Plan Recommendations

| <u>Third Tier Priority Projects</u> | | | |
|--|------------------------|-----------------------|------------------------------------|
| Outdoor Performance Area at Loma Linda Park | Abq Parks Dept | \$140,000 | GO Bonds CIP |
| Senior Housing in LL Park | Abq Housing/MRA Agency | Development Agreement | HUD New Market Tax credits |
| Anderson St Pedestrian Enhancements | Municipal Dev Dept | \$230,000 | CIP GO Bonds |
| Residential Traffic Calming Projects | Municipal Dev Dept | Varies | Transportation fund |
| Sunport Pool Improvements with Therapeutic Pool | Abq Parks Dept | TBD | GO Bonds CIP |
| Wayfinding and Signage Improvements/Street signs | Municipal Dev Dept | \$50,000 | CIP |
| Cesar Chavez Streetscape and Pedestrian Improvements | Municipal Dev Dept | \$100,000 | Transportation funds CIP |
| Yale Rear Drive (alley) Improvements | Municipal Dev Dept | \$200,000 | |
| Façade Improvement program | Abq MR Agency | Varies | NM Revolving Loan fund TIF/TIDD |

V. Funding Sources

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

| | | |
|--|--|--|
| <p>Capital Improvement Plan (CIP)</p> | <p>The City of Albuquerque's Capital Improvement Program (CIP) is to enhance the physical and cultural development of the City by implementing the Albuquerque/ Bernalillo County Comprehensive Plan and other adopted plans and policies. In practice, the CIP develops, and sometimes directly implements, diverse projects and improvements to public safety and rehabilitation of aging infrastructure such as roads, drainage systems and the water and wastewater network ,public art projects, libraries, museums, athletic facilities, parks and trails, and Senior, Community and Multiservice Centers.</p> | <p>Through a multi-year schedule of public physical improvements, CIP administers approved Capital Expenditures for systematically acquiring, constructing, replacing, upgrading and rehabilitating the built environment.</p> |
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V. Funding Sources

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

V. Funding Sources

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

V. Funding Sources

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| <p><u>SAFETEA-LU Transportation Enhancement Program</u></p> | <p>The program purpose is to strengthen the cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system. A State's TE funding is derived from a set-aside from its annual Surface Transportation Program apportionment.</p> | <p>Generally, the Federal share is 80 percent, subject to the sliding scale adjustment, but this may be achieved on an aggregate, rather than project-by-project, basis.</p> | |
| <p>ACCIÓN www.accionnm.org 800.508.7624</p> | <p>Micro-loans and business training for emerging entrepreneurs.</p> | <p>Loans from \$200 to \$150,000. Average loan size is \$5,663.</p> | <p>Emphasizes helping those who do not have access to credit from traditional sources. Works with banks throughout the state, including Wells Fargo.</p> |
| <p>The Loan Fund www.loanfund.org 866.873.6746</p> | <p>Loans, training and technical assistance for businesses and non-profits. Business loans for equipment, inventory, building renovations, operating capital.</p> | <p>Loans range from \$5,000 to \$25,000.</p> | <p>Emphasizes assisting businesses and nonprofits that provide positive social benefits such as revitalization of urban and rural communities.</p> |
| <p>Women's Economic Self Sufficiency Team (WESST Corp.) www.wesst.org 800.GO.WESST (800.469.3778)</p> | <p>Business consulting, training and loans. Classes in Albuquerque, Rio Rancho, Roswell. Headquarters in Albuquerque with regional offices in Gallup, Las Cruces, Rio Rancho, Roswell and Santa Fe.</p> | <p>Typical loan is up to \$5,000 for start ups. Loans range from \$200 to \$35,000.</p> | <p>Mission is to facilitate the start-up and growth of women and minority-owned businesses in NM, but services are available to all NM residents.</p> |

V. Funding Sources

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

V. Funding Sources

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

V. Funding Sources

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

V. Funding Sources

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

V. Funding Sources

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

VI. Appendix

- A. Priority Projects Preliminary Costs Worksheet
- B. Community Workshop Flyer
- C. Community Workshop Agenda
- D. Clayton Heights/Lomas del Cielo MRA Designation Report
- E. S. Yale Blvd/Clayton Heights Market Study (Gibbs and Associates)

CLAYTON HEIGHTS METROPOLITAN REDEVELOPMENT AREA PLAN IMPLEMENTATION MATRIX

| Priority Projects | Qty | Unit | Cost per unit | Cost to Implement |
|--|-------------|--------------------|--------------------|-----------------------|
| Highest Priority Projects | | | | |
| <i>Yale Blvd St and Ped Improvements from César</i> | | | | |
| Chávez to Ross Dr | 2600 | Linear Feet | | \$2,317,640.00 |
| Demo/Mobilization | 2600 | LF | \$63.50 | \$165,100.00 |
| Sidewalks/Ramps/Signage | 2600 | LF | \$417.50 | \$1,085,500.00 |
| Landscape/Irrigation/Lighting | 2600 | LF | \$310.40 | \$807,040.00 |
| Pavement/Striping/Medians/Utilities | 2600 | LF | \$100.00 | \$260,000.00 |
| Second Tier Priority Projects | | | | |
| <i>Intersection Improvements at César Chávez/Buena Vista and at Yale/Kathryn</i> | | | | |
| Demolition | 2 | each | \$78,700.00 | \$157,400.00 |
| <i>Pavement Patch/Repair</i> | 1 | LS | \$23,500.00 | \$23,500.00 |
| <i>Medians</i> | 1 | LS | \$6,000.00 | \$6,000.00 |
| <i>Pavement Markings</i> | 1 | LS | \$47,500.00 | \$47,500.00 |
| | 400 | LF | \$4.25 | \$1,700.00 |
| Pathway/Trails Connections and Bike Routes/Lanes | | | | |
| Mobilization/demolition | 1 | each | | \$217,400.00 |
| <i>Pathway/Trails/Connections</i> | 450 | SY | \$22.00 | \$9,900.00 |
| <i>Bike Routes/Lanes</i> | 1 | LS | \$122,500.00 | \$122,500.00 |
| <i>Signage</i> | 1 | LS | \$70,000.00 | \$70,000.00 |
| | 1 | LS | \$15,000.00 | \$15,000.00 |
| Third Tier Priority Projects | | | | |
| Outdoor Performance Area at Loma Linda Park | | | | |
| <i>Demo/Mobilize</i> | 1 | LS | \$14,500.00 | \$14,500.00 |
| <i>Stage/Lighting/Paving</i> | 1 | LS | \$110,000.00 | \$110,000.00 |
| <i>Furniture</i> | 1 | LS | \$12,000.00 | \$12,000.00 |
| Anderson Street Pedestrian Enhancements | | | | |
| Demo Curb/Paving | 625 | Linear Feet | | \$226,625.00 |
| <i>Pedestrian Improvements/Paving</i> | 625 | LF | \$38.40 | \$24,000.00 |
| <i>Trees/Irrigation</i> | 30 | EA | \$900.00 | \$27,000.00 |
| <i>Furniture/Art</i> | 625 | LF | \$38.00 | \$23,750.00 |



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



Community Workshop on Revitalizing Clayton Heights!

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



**FOOD !
FUN !
MUSIC !**

**TALK and WORK
WITH YOUR
NEIGHBORS !**

**Plan and design your
Neighborhood!**

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

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

For additional information or special needs contact

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

**Welcome to the
Clayton Heights Neighborhood Revitalization Plan
Community Workshop**

**July 11 and 12
Heights Community Center
823 Buena Vista SE**

Workshop Schedule

Friday, July 11

- 6:00 pm African American Youth Dancers and refreshments/socializing
- 6:20 Welcome- Councilor Ike Benton, Sen. Eric Griego (invited)
- 6:30 Introduction of team
 - Project overview/MRA plans
 - Plan process and workshop schedule
 - Neighborhood vision- what does a “Gateway Neighborhood” look and feel like?
- 7:00 Presentation of inspirational/potential designs of projects in Abq or other places)
- 8:00 Q&A and closure

Saturday, July 12

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

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

January 4th, 2007

Contents

- 1.0 Introduction
- 2.0 Boundaries
 - Boundary Map
 - Land Use Map
- 3.0 Building Conditions
 - 3.1.1 Deterioration of Site and Other Improvements
 - 3.1.2 Faulty Lot Layout in Relation to Size, Adequacy, Accessibility, or Usefulness
 - 3.1.3 Inappropriate Subdivisions or lack of Adequate Housing Facilities
- 3.2 Economic Condition
- 4.0 Conclusions
- Appendix

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

1.0 Introduction

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

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



Vacant Building/Islamic Center Property, Yale

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

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



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

METROPOLITAN REDEVELOPMENT AGENCY

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rasenap@cabq.gov
(505) 924-3478

Ralph Mims, Redevelopment Planner
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(505) 924-3472

Susan Vigil, Intern
(505) 924-3481

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

2.0 Boundaries

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

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

Dr. to Kathryn Ave.

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

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

See Boundary Map.

3.0 Building Conditions

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

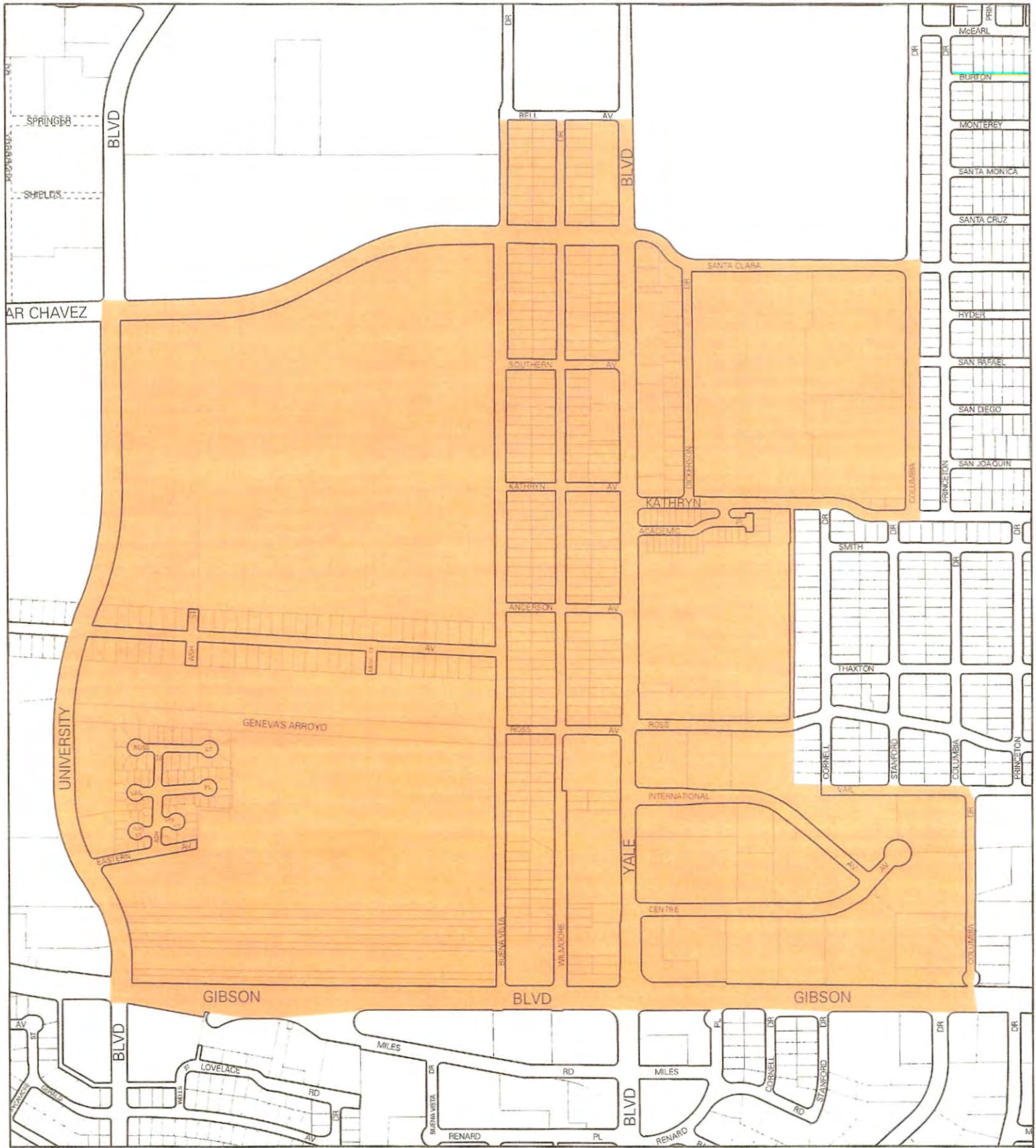
The area contains 60% rental housing unit occupation compared to 40% owner housing unit occupation as described in findings from the U.S. Census Bureau, Census 2000, for Tract 12. Housing structures containing from 5-50 or more units are 80% to 100% renter occupied. This indicates a large amount of multi-family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

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

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

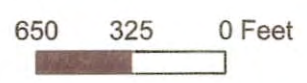


Four -Plex Apartments on Buena Vista

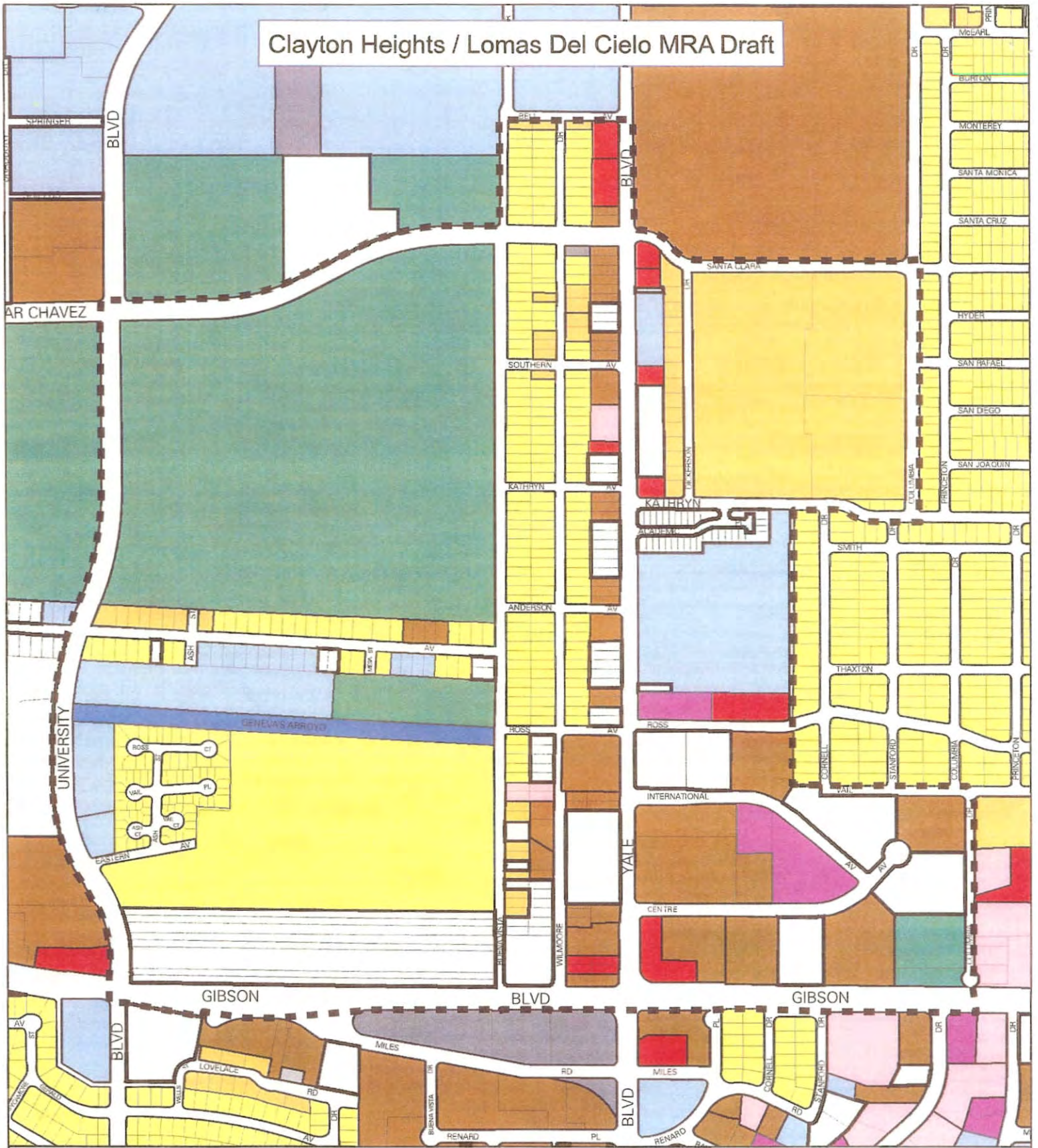


Clayton Heights / Lomas Del Cielo MRA Draft

 MRA Draft Boundary



Clayton Heights / Lomas Del Cielo MRA Draft



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



650 325 0 Feet

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

3.1.1 Deterioration of Site and Other Improvements

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

Avenida Cesar Chavez along Buena Vista, and also on Cesar Chavez between University and Yale to the south of the new International Velodrome and The Isotopes Stadium. Portions of the sidewalks are

unpaved or deteriorated creating dangerous pedestrian conditions. Utility poles and signposts further obstruct these narrow sidewalks.



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

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

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

- Accessibility. The Lomas Del Cielo subdivision and University Village Mobile Homes are only accessible from one point, Eastern Ave., off of University. Inadequate access into these areas creates undesirable congestion within the neighborhood.

- Usefulness. The proposed Clayton heights MRA consists of a high number of undeveloped, unused and vacant lots. The 17 acre vacant lot on Gibson between Buena Vista and University is owned by multiple parties. Re-zoning this lot from residential to mixed use, as well as replatting may attract diverse commercial and residential development. The proposed MRA plan should address this issue further. Additionally, 17 undeveloped lots of various sizes and zones exist within the block bordered by Gibson, Buena Vista, Ross, and Wilmore. There are three large undeveloped lots adjacent to Centre Ave. On Yale alone, there are 25 undeveloped lots of various sizes, not including University Crossing Luxury Town Homes which are indicated as vacant on the Land Use Map, but have, to date, been developed. Encouraging commercial development on Yale will provide residents with services they are currently lacking.

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

3.1.3 Inappropriate Subdivisions or lack of Adequate Housing Facilities

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



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

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



La Vida Nueva/Mountain View Apartment Complex, on Dickerson

3.2 Economic Conditions

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

4.0 Conclusions

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

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

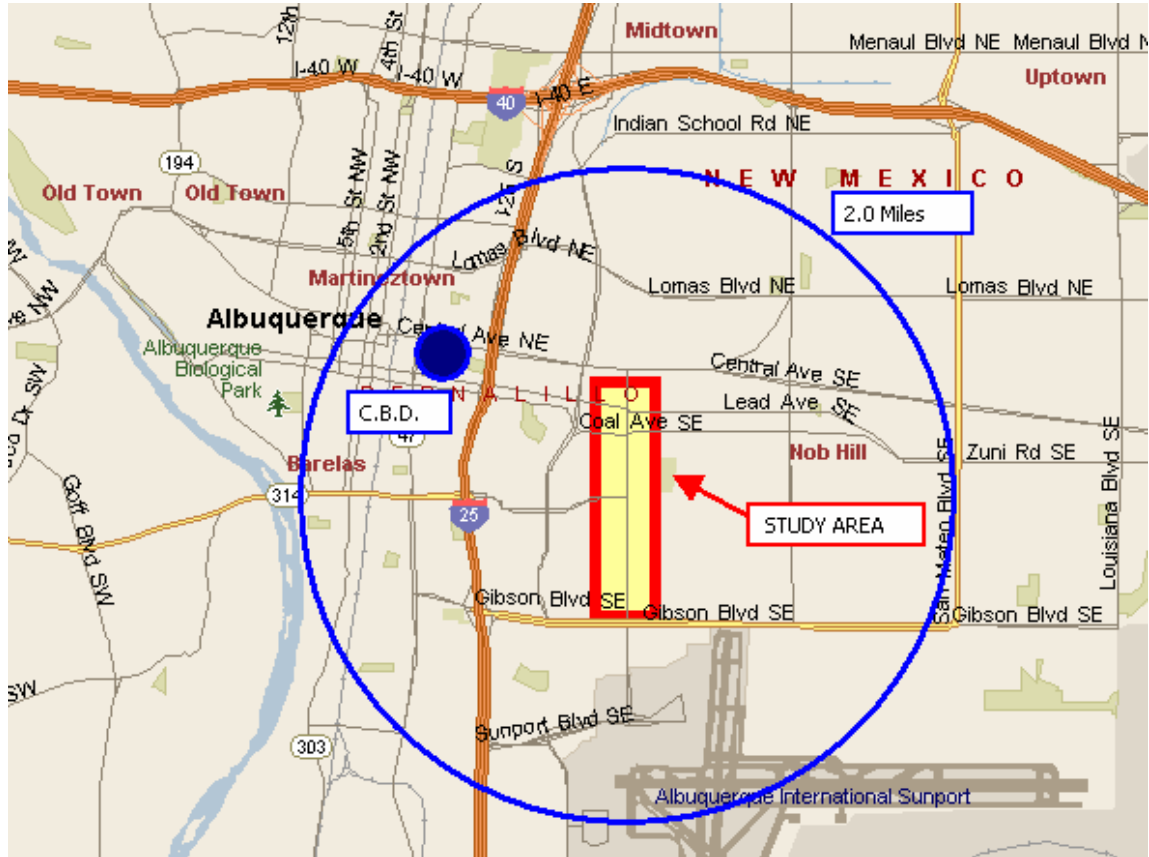
- Elimination of detrimental public health and welfare conditions.
- Conservation, improvement and expansion of available housing.
- Improvement of economic conditions through coordinated public and private investments.

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



Vacant Building on Yale

INTRODUCTION



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

Executive Summary

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

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

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

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

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

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

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

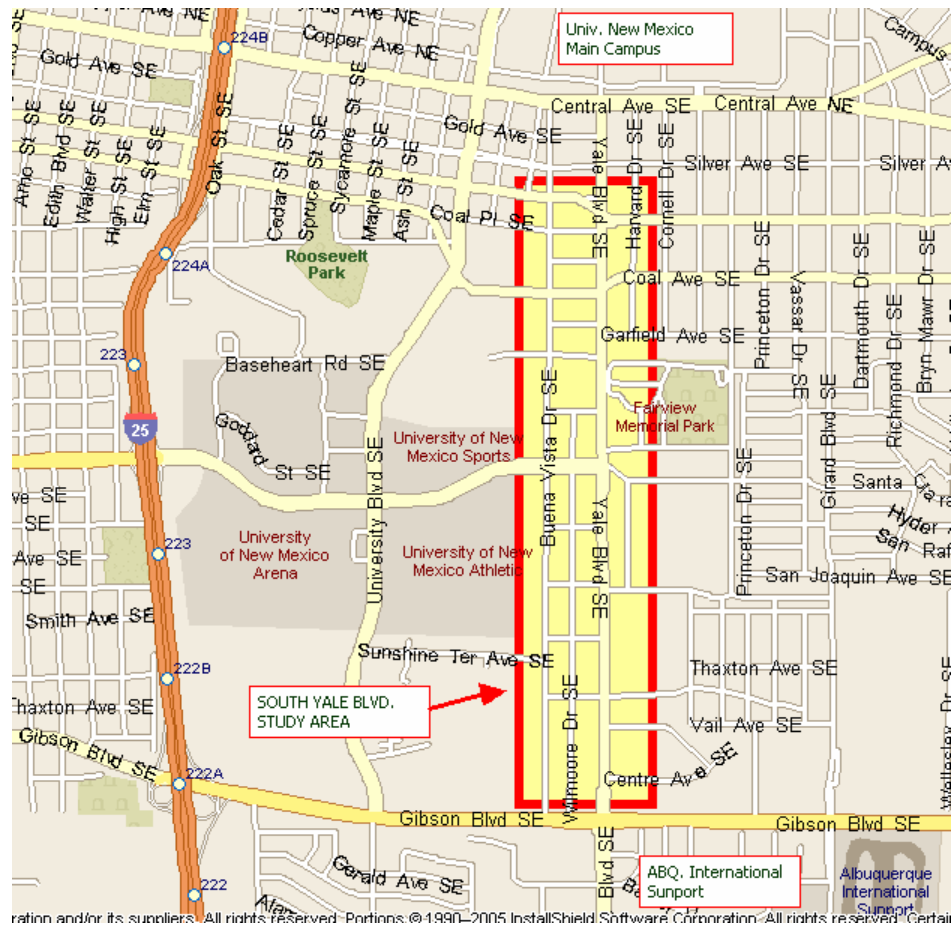
A considerable amount of additional retail and restaurants may be supportable along University Boulevard closer to the sports arenas. South Yale may also be able to support a much larger amount of retail if developed as a moderately priced mixed use modern lifestyle center, similar to the physical format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

Background

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

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

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



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

Methodology

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

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

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

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

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

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

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

Limits of Study

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

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

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

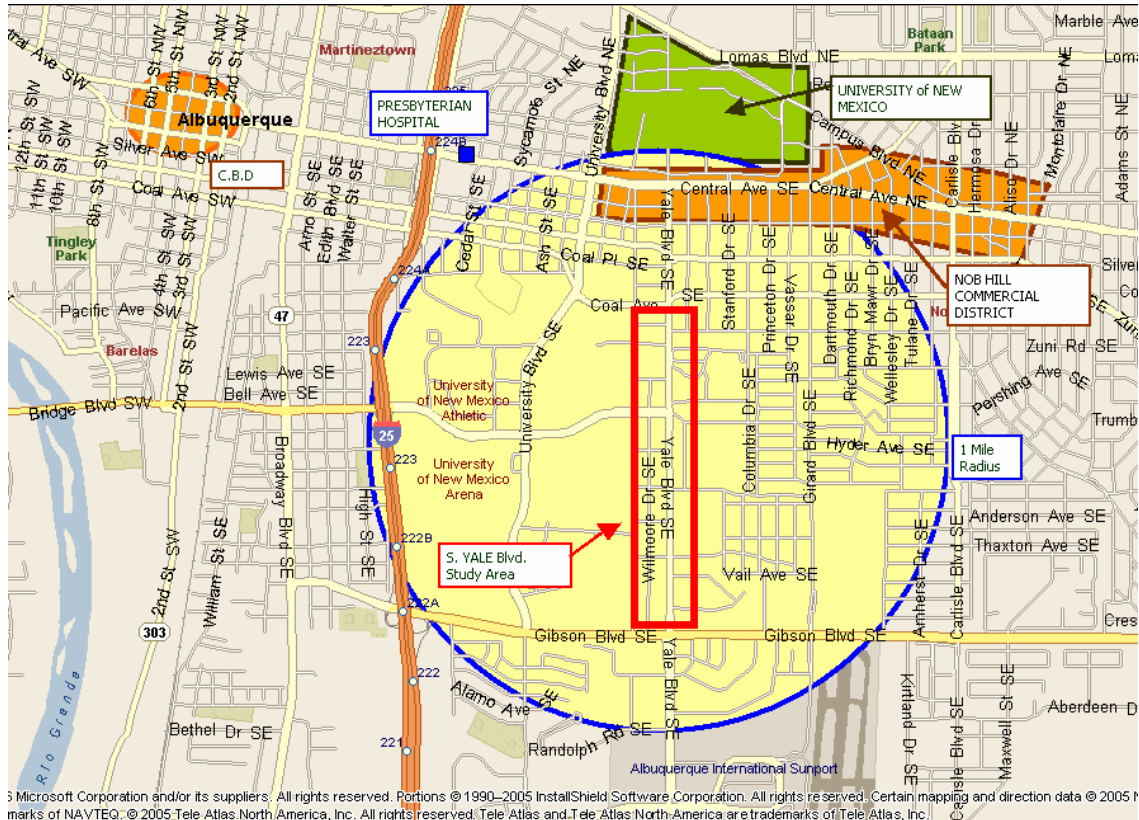
Actual results achieved during the period covered by GPG's prospective financial analysis may vary from those described in our report, and the variations may be material. Therefore, no warranty or representation is made by GPG that any of the projected values or results contained in this study will be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

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

Trade Areas

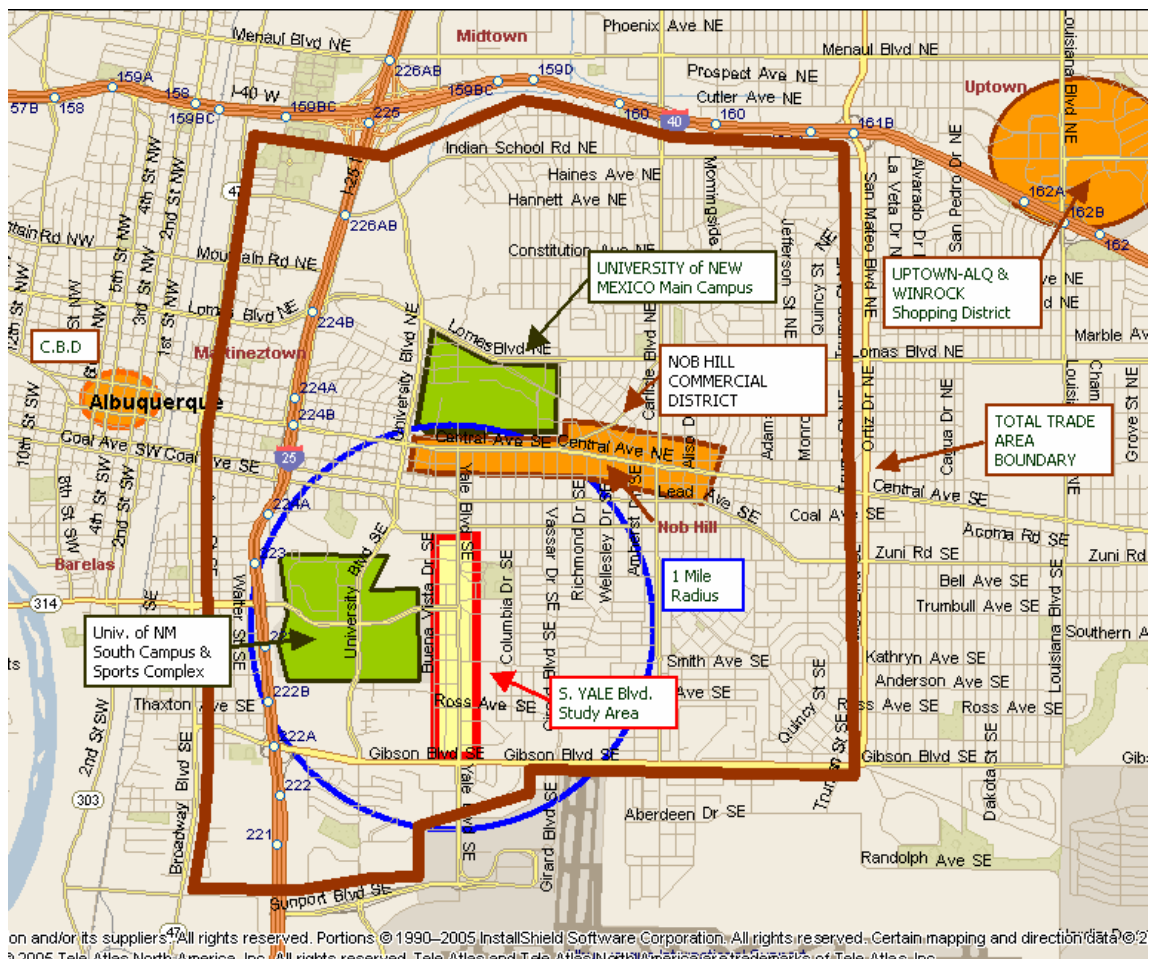
Based on GPG's field evaluation, the retail gravitation in the market, and our experience defining trade areas, this study finds that retail in the Yale study area currently has two trade areas, a one mile radius and a total trade area. The one mile radius serves as the Yale Corridor's primary trade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

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



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

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



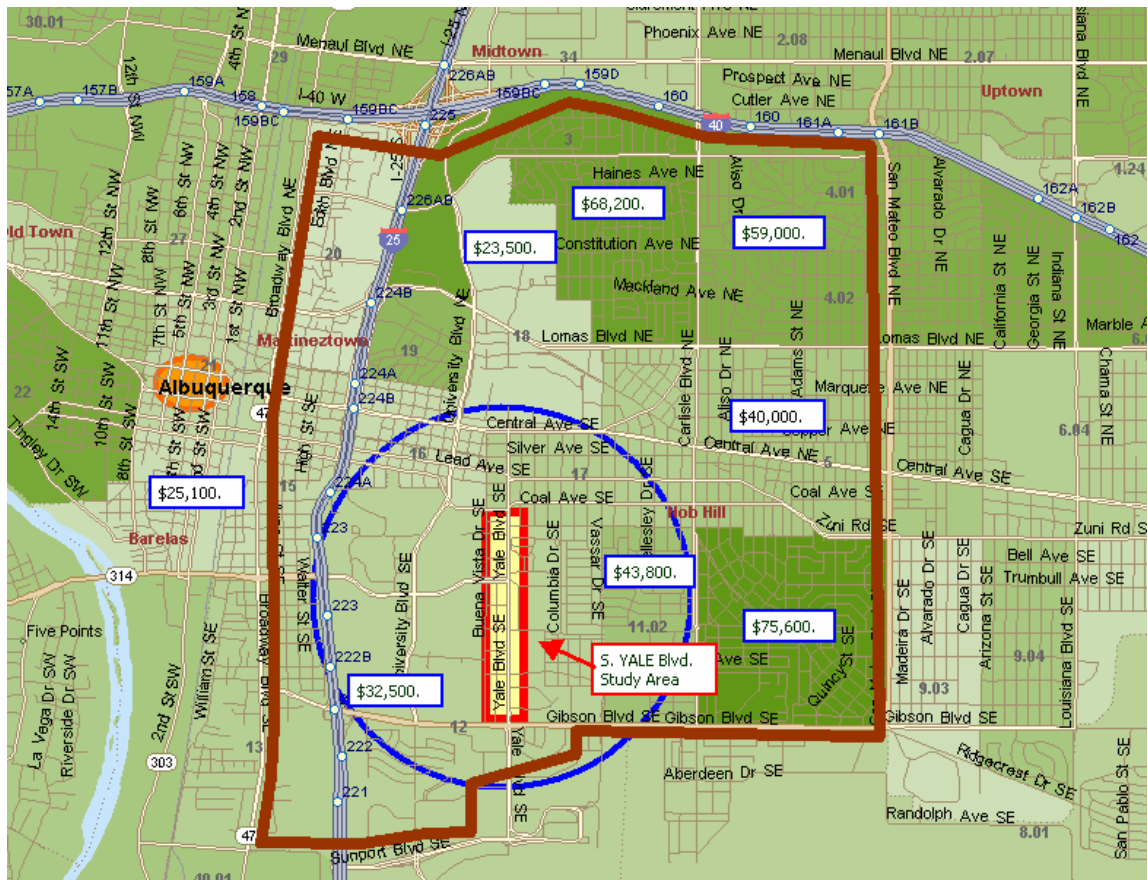
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The estimated total trade area is illustrated above inside of the brown line. This trade area is well defined by the Airport, I-25, I-40 and the edge of Nob Hill to the east.

Trade Area Demographic Characteristics

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

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



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

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

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

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

Table 1: Demographic Summary

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

STUDY AREA CHARACTERISTICS

Access

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

Parking/Visibility

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

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

Other Shopping Areas

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

Regional retail competition in the market includes the following:

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

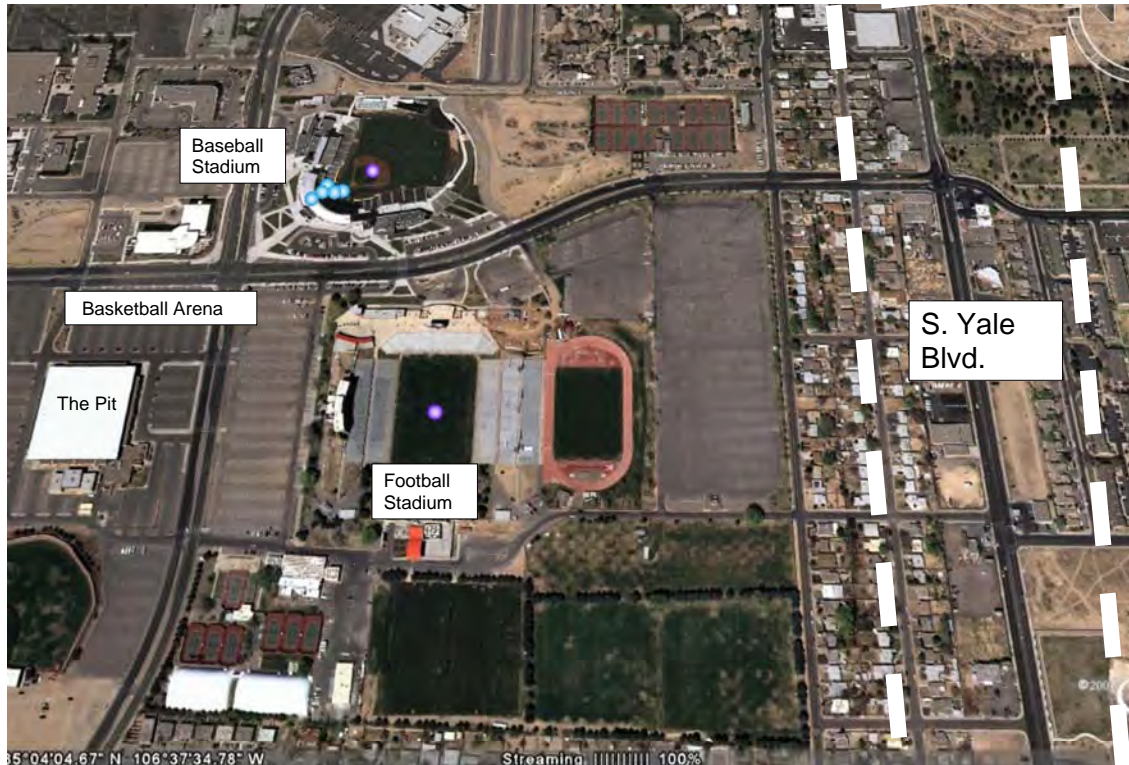
SURROUNDING LAND USES & INSTITUTIONS

The University of New Mexico



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

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



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

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

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

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

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

Residential & Parks



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

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

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

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

UNM Science & Technology Park

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

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

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

ABQ International Sunport

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



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

Supportable Retail Summary: One Mile Radius

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

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

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

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

Table 2: Additional Retail Development for 1 Mile Radius

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

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

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

Total Trade Area Retail Demand

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

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

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

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

Table 3: Additional Supportable Retail for Total Trade Area

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

Summary of Findings for Additional Retail

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

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

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

Table 4: Summary of Supportable Retail for South Yale Corridor

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

Residential Demand

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

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

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

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

Summary of Findings for Residential Demand

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

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

Table 5: Summary of 2010 Residential Demand

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

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

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

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

RATIONALE

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

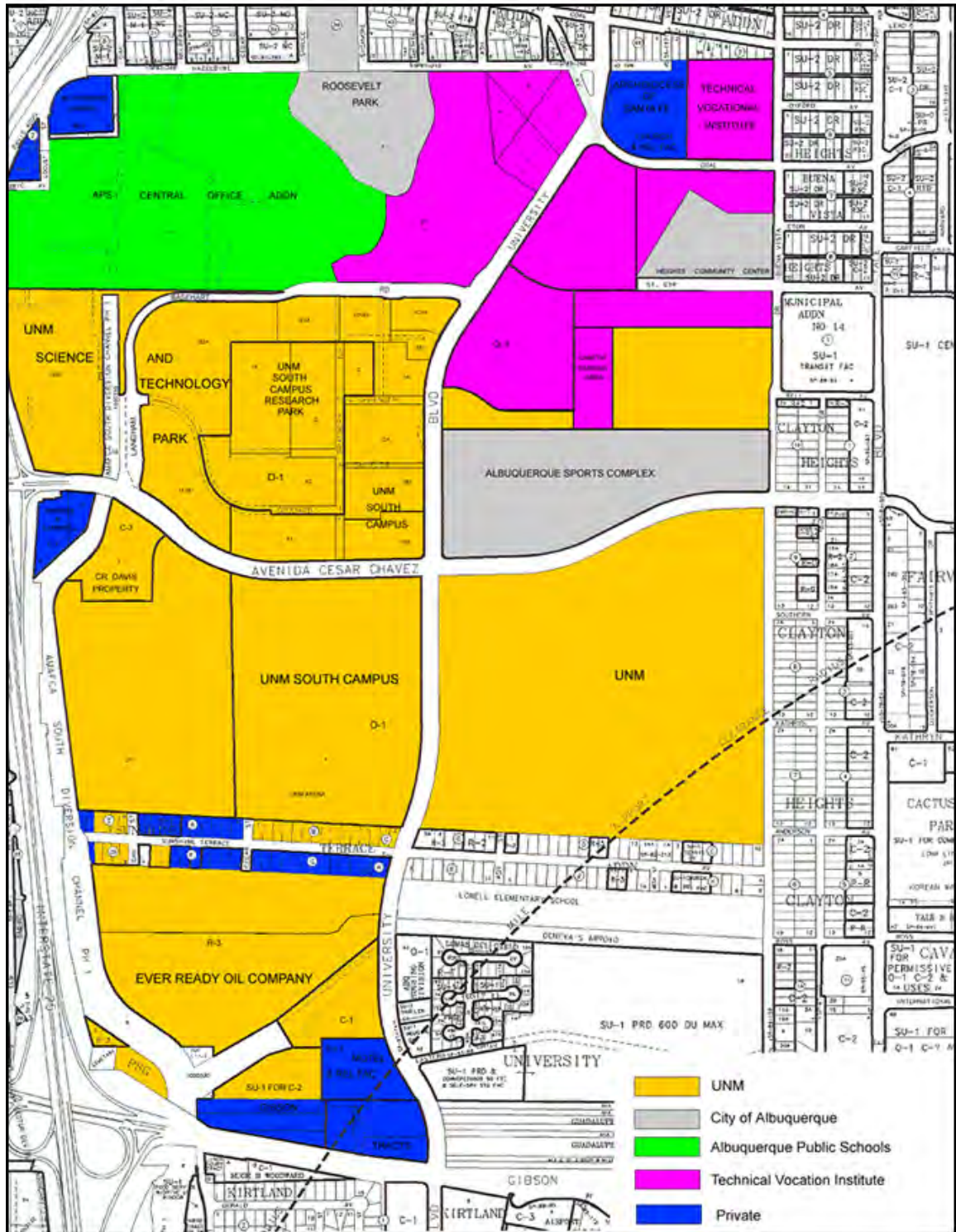
- **Strong Population Density** Population density is strong close to the site with 13,725 persons within one mile of the South Yale subject area and 54,600 persons within the expanded trade area.
- **Strong Trade Area Household Incomes** Both the 1 mile trade area and total trade areas have strong incomes.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

-
- **University of New Mexico** The campus provides over 26,000 students and 20,000 employees within a few blocks of the South Yale corridor. This community offers a steady market potential for retail and residential development.

 - **Sporting Events** The UNM's many sporting venues pull large numbers of visitors to the South Yale corridor on a regular basis. Although most of this food and beverage sales occur inside of the sports arenas, the events do offer the existing businesses excellent exposure and potential overflow sales.

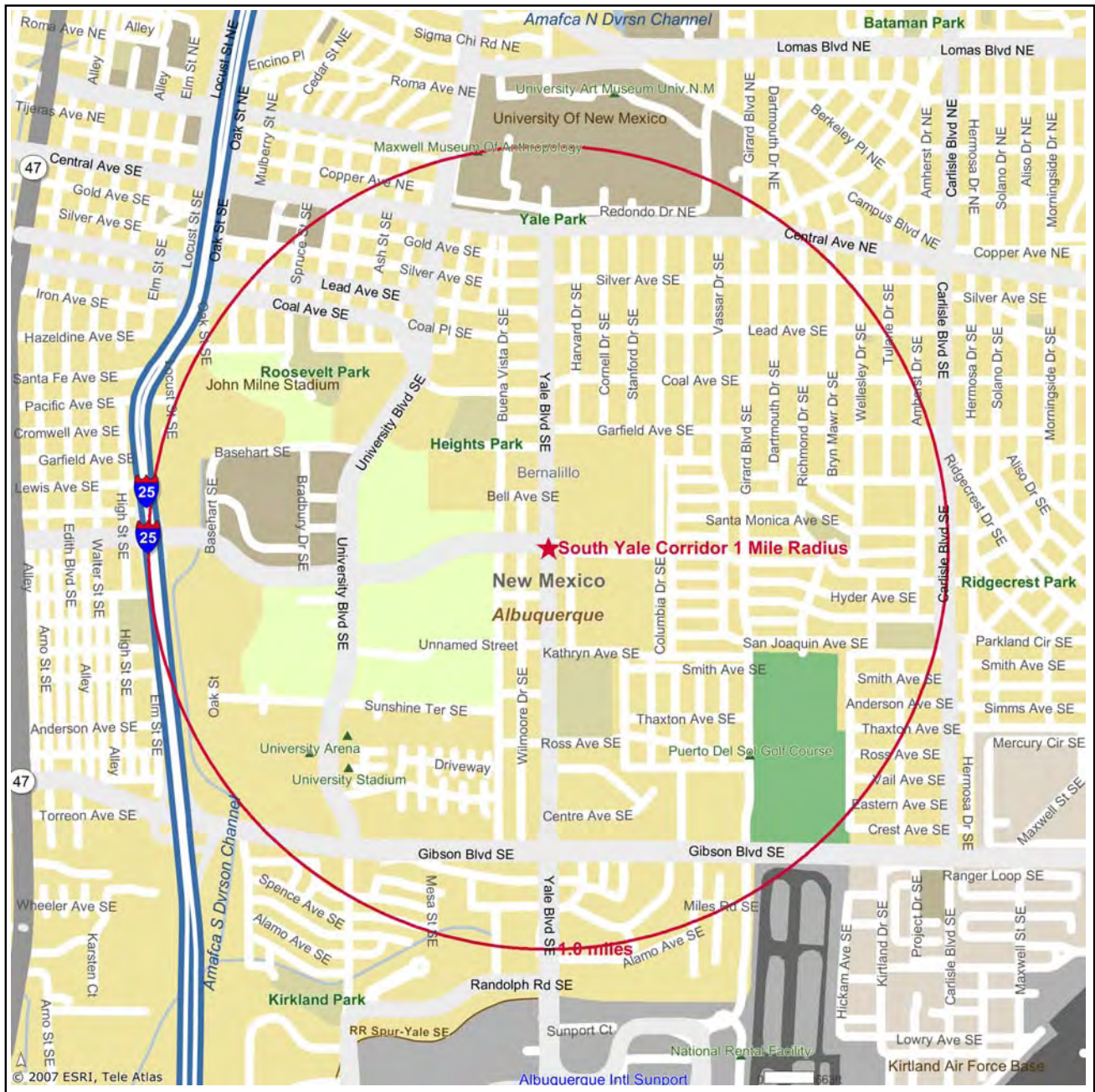
-- END OF REPORT --

UNM South Campus - Land Ownership





Site Map



Demographic and Income Profile

Prepared by Gibbs Planning Group, Inc.

South Yale Corridor 1 Mile Radius

Latitude: 35.0694

Longitude: -106.622

Radius: 1.0 miles

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

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

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

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

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

Data Note: Income is expressed in current dollars.

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

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8/16/2007

Demographic and Income Profile

Prepared by Gibbs Planning Group, Inc.

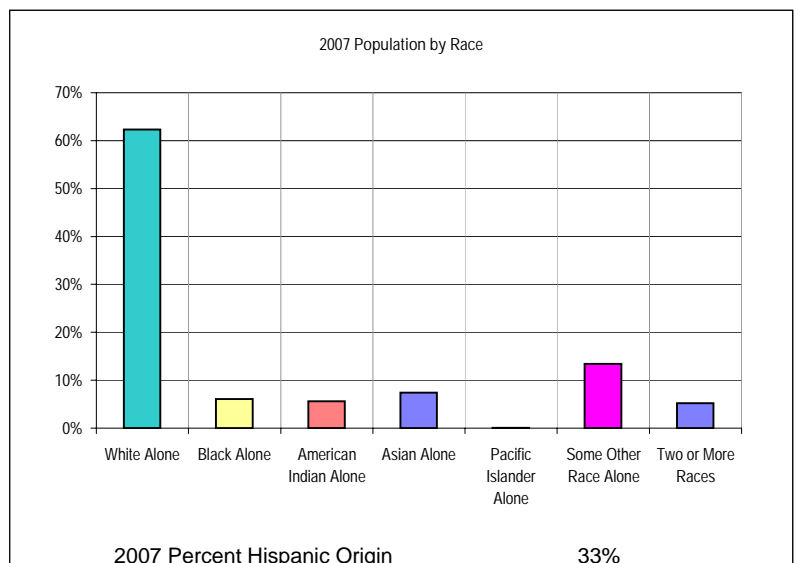
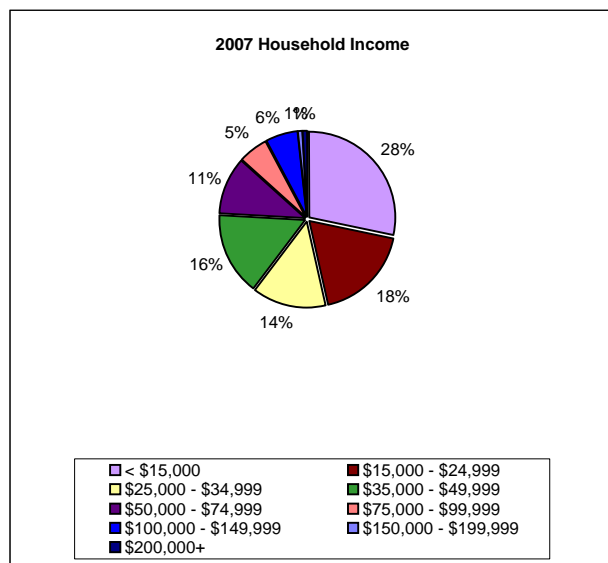
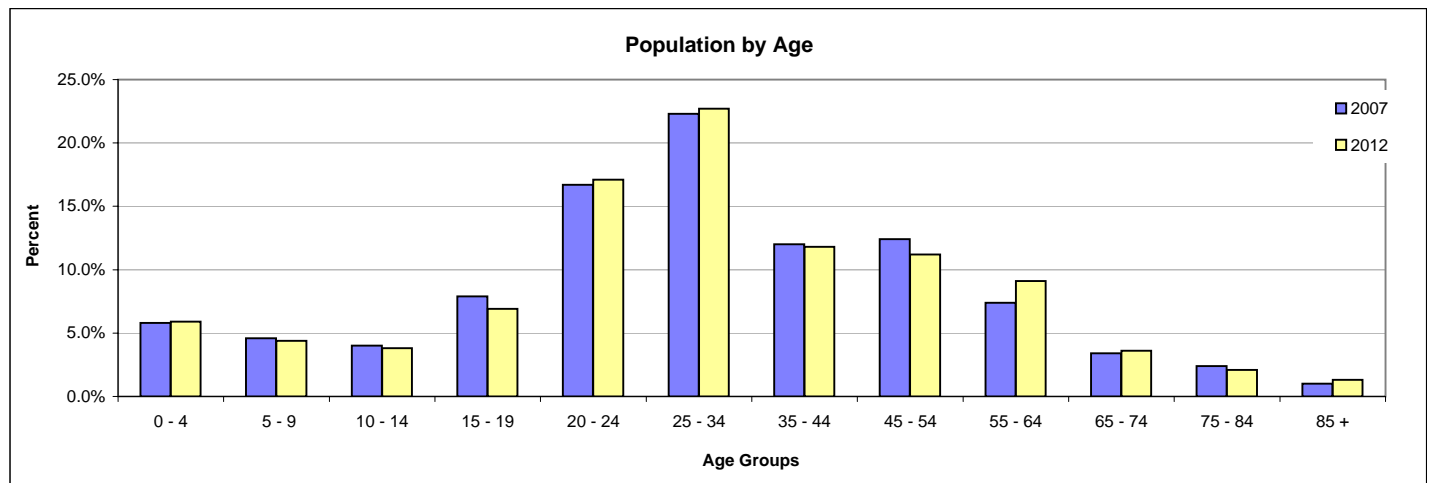
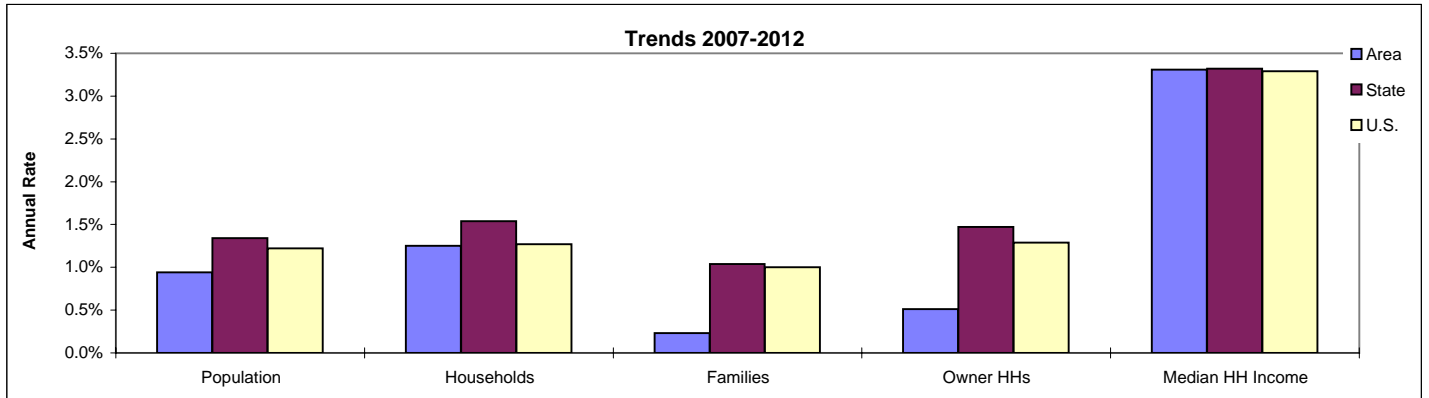
South Yale Corridor 1 Mile Radius

Latitude: 35.0694

Longitude: -106.622

Site Type: Radius

Radius: 1.0 miles



Source: ESRI forecasts for 2007 and 2012.

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8/16/2007

Retail MarketPlace Profile

Prepared by Gibbs Planning Group, Inc.

Latitude: 35.0694
 Longitude: -106.622
 Radius: 1.0 miles

South Yale Corridor 1 Mile Radius

Site Type: Radius

Summary Demographics

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

Industry Summary

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

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

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

Source: ESRI and *infoUSA*®.

Retail MarketPlace Profile

Prepared by Gibbs Planning Group, Inc.

Latitude: 35.0694

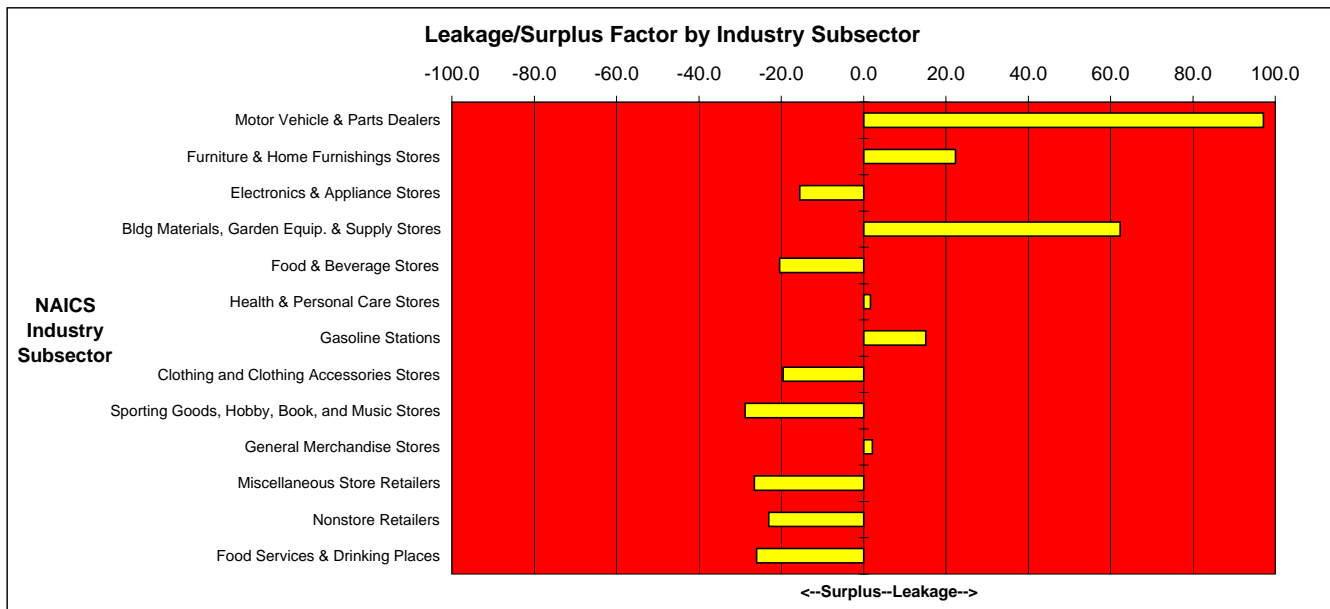
Longitude: -106.622

Radius: 1.0 miles

South Yale Corridor 1 Mile Radius

Site Type: Radius

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



Source: ESRI and infoUSA®.

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Retail MarketPlace Profile

South Yale Corridor 1 Mile Radius

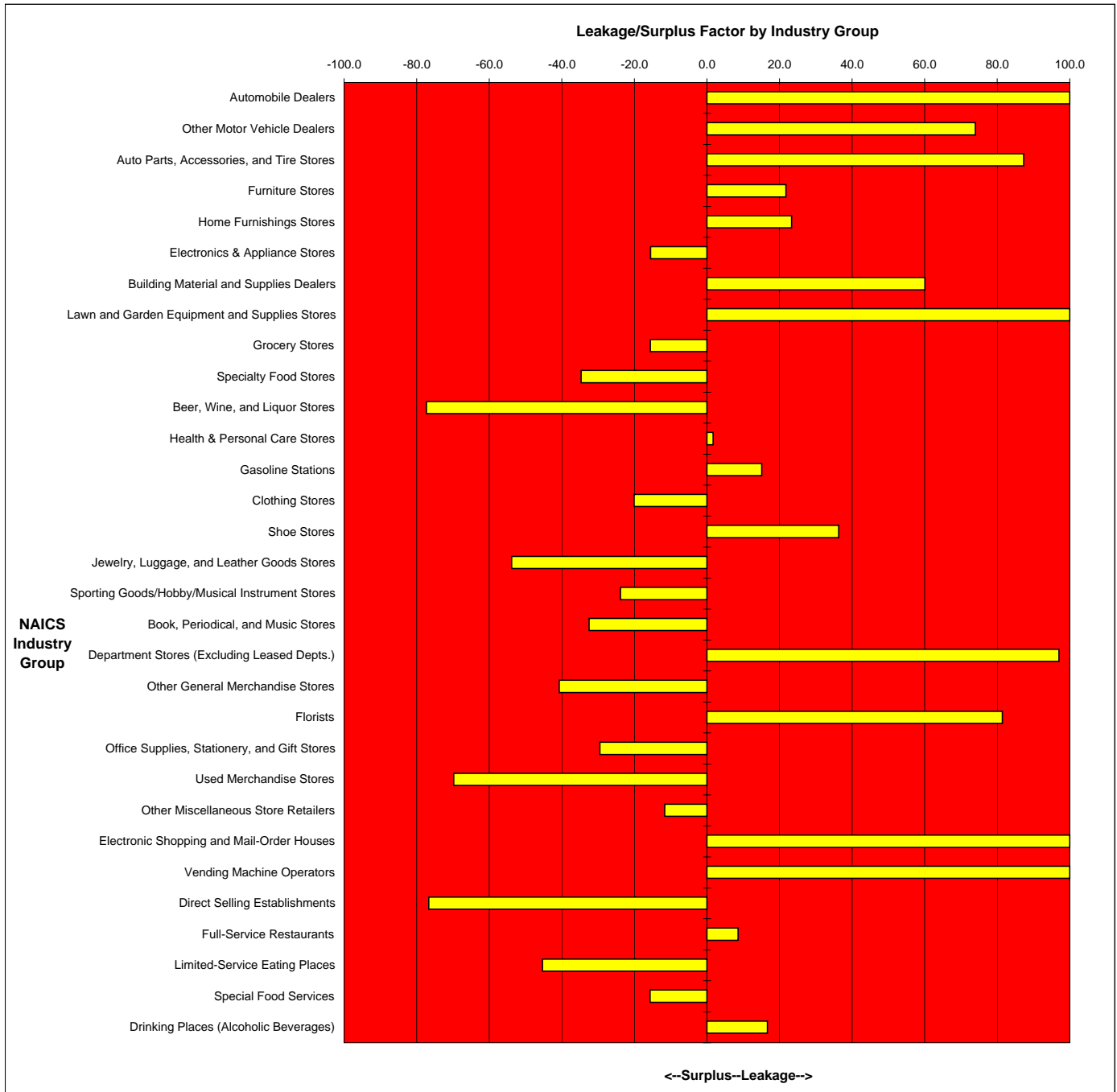
Prepared by Gibbs Planning Group, Inc.

Latitude: 35.0694

Longitude: -106.622

Radius: 1.0 miles

Site Type: Radius



Source: ESRI and infoUSA®.

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Market Profile

Prepared by Gibbs Planning Group, Inc.

Latitude: 35.0694

Longitude: -106.622

Radius: 1.0 miles



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



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



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

Median Household Income

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

Median Home Value

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

Per Capita Income

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

Median Age

| | |
|------|------|
| 2000 | 29.1 |
| 2007 | 29.1 |
| 2012 | 29.1 |

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

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

Market Profile

Prepared by Gibbs Planning Group, Inc.

Latitude: 35.0694
Longitude: -106.622

Radius: 1.0 miles



2000 Households by Income

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

2007 Households by Income

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

2012 Households by Income

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

2000 Owner Occupied HUs by Value

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

2000 Specified Renter Occupied HUs by Contract Rent

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

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

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

Market Profile

Prepared by Gibbs Planning Group, Inc.

Latitude: 35.0694
Longitude: -106.622

Radius: 1.0 miles



2000 Population by Age

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

2007 Population by Age

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

2012 Population by Age

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

2000 Population by Sex

| | |
|---------|-------|
| Males | 50.8% |
| Females | 49.2% |

2007 Population by Sex

| | |
|---------|-------|
| Males | 50.7% |
| Females | 49.3% |

2012 Population by Sex

| | |
|---------|-------|
| Males | 50.7% |
| Females | 49.3% |

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

Market Profile

Prepared by Gibbs Planning Group, Inc.

Latitude: 35.0694
Longitude: -106.622

Radius: 1.0 miles



2000 Population by Race/Ethnicity

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

2007 Population by Race/Ethnicity

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

2012 Population by Race/Ethnicity

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



2000 Population 3+ by School Enrollment

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

2000 Population 25+ by Educational Attainment

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

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

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

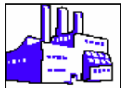
Latitude: 35.0694
 Longitude: -106.622

Radius: 1.0 miles



2000 Population 15+ by Sex and Marital Status

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



2000 Population 16+ by Employment Status

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

2007 Civilian Population 16+ in Labor Force

| | |
|---------------------|-------|
| Civilian Employed | 92.6% |
| Civilian Unemployed | 7.4% |

2012 Civilian Population 16+ in Labor Force

| | |
|---------------------|-------|
| Civilian Employed | 93.3% |
| Civilian Unemployed | 6.7% |

2000 Females 16+ by Employment Status and Age of Children

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

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

Latitude: 35.0694

Longitude: -106.622

Radius: 1.0 miles



2007 Employed Population 16+ by Industry

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

2007 Employed Population 16+ by Occupation

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



2000 Workers 16+ by Means of Transportation to Work

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

2000 Workers 16+ by Travel Time to Work

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

2000 Households by Vehicles Available

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

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

Latitude: 35.0694
 Longitude: -106.622

Radius: 1.0 miles



2000 Households by Type

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

2000 Households by Size

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

2000 Households by Year Householder Moved In

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



2000 Housing Units by Units in Structure

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

2000 Housing Units by Year Structure Built

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

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

Latitude: 35.0694
 Longitude: -106.622

Radius: 1.0 miles

Top 3 Tapestry Segments

1. College Towns
2. Metropolitans
3. NeWest Residents



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

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

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

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