

**ALVARADO TRANSPORTATION CENTER
METROPOLITAN REDEVELOPMENT PLAN**

**PROJECT XI
RAILROAD METROPOLITAN REDEVELOPMENT AREA**

**PROJECT XXXV
ALVARADO METROPOLITAN REDEVELOPMENT AREA**

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**METROPOLITAN REDEVELOPMENT AGENCY
ALBUQUERQUE DEVELOPMENT SERVICES
FAMILY & COMMUNITY SERVICES DEPARTMENT
CITY OF ALBUQUERQUE, NM**

ALVARADO TRANSPORTATION CENTER PROJECT PLAN INTRODUCTION

This Redevelopment Plan for Project XI of the Railroad Metropolitan Redevelopment Area and Project of XXXV of the Alvarado Metropolitan Redevelopment Area have been prepared pursuant to the Metropolitan Redevelopment code of the State of New Mexico, Section 3-60A-1 to 3-60A-48 N.M.S.A. 1978 and Albuquerque Ordinance 14-8-4-1-1994.

This plan complements the policies established for the project area by the Albuquerque Bernalillo County Comprehensive Plan and the Downtown Core Revitalization Strategy.

The purpose of this plan is to identify the project area. To present a plan for the elimination of the blighting conditions found to exist within the project area as set forth in resolutions No. 131-1979 and 87-1980, and to indicate the means by which redevelopment will be carried out.

This plan may be amended in accordance with the provisions of the New Mexico Metropolitan Redevelopment Code.

The Plan recognizes that a Strategic Planning effort is underway in the Downtown Core.

I. PROJECT AREA

A. Description of Boundaries (Exhibit A)

Beginning at the Northwest corner of the intersection of Coal Ave. and 3rd Street;

Northerly along the west R.O.W. line of 3rd Street to the north R.O.W. line of Central Avenue; thence

Easterly along the north R.O.W. line of Central Avenue to the west R.O.W. line of the ATSF Railroad tracks; thence

Southerly along the west R.O.W. line of the ATSF Railroad tracks to the north R.O.W. line of Coal Avenue Overpass; thence

Westerly along the north R.O.W. line of the Coal Avenue Overpass to the west R.O.W. line of 3rd street, being the points of beginning. As shown on exhibit A.

B. Prevailing Conditions

1. Land Use Zoning

The entire project is contained within the designated Downtown Core Area and is zoned SU-3 (Special Center Zone). Such zoning is intended to permit a planned mixture of land uses with the goal of creating a dynamic urban core area. The vacant land in this area is primarily being used for surface parking which supports the adjoining commercial and business activities. Transit Department has obtained a conditional use permit for the Alvarado Transportation Center (ATC) for Block 1.

2. General

The area encompassing 31 acres is predominantly vacant land which serves as a blighting influence on the area. There are a number of beautifully renovated historic structures in the Plan area as well as attractive restaurants and retail businesses. However, because of a lack of activity in the area many of the businesses are marginal and need additional traffic in order to be sustainable.

II. THE PLAN

A. Objectives

The goal of this Plan is to make possible the redevelopment of substantial portions of the project area. The objective of this redevelopment effort is to change the present land uses into more productive and compatible uses as part of the redevelopment of this area of the downtown core. The new uses should be viewed as an integral and coordinated part of redevelopment occurring in the Railroad and Alvarado Metropolitan Redevelopment Areas.

B. Process

The City of Albuquerque is currently the single largest land owner in the project area. In order to expedite the implementation of the Plan, the City will issue an RFP for a master developer. The RFP will request credentials of the developer and a proposal. The selected developer will be invited to enter into a development agreement with the City to become master developer and carry out the Plan. The development agreement will provide for public involvement, development of a detailed master plan, design guidelines and specific uses. The Alvarado Transportation Center is currently under design and will begin construction in the next 6 to 12 months to be operational in 2000.

1. Zoning

No changes will be effected. The existing SU-3 zoning offers the widest possible latitude for planned redevelopment activities.

2. Land Acquisition

Exhibit B shows property ownership

Block 1 & 2

This property is owned by the City of Albuquerque and was purchased with federal funds for the specific purpose of creating an intermodal transportation center.

Block 3

The City of Albuquerque is currently in negotiations for the acquisition of the property not owned by the City of Albuquerque.

Block 4

The City of Albuquerque, Albuquerque Development Services, will pursue the acquisition of privately owned property and the donation or purchase of New Mexico State owned property.

Block 6

City of Albuquerque owned property

Block 7

City of Albuquerque owned property

Block 5, 8, 9, 10

The City of Albuquerque, Albuquerque Development Services, will work with the owners and the Master Developer to develop a public private partnership that will result in the desired development. The City may acquire additional parcels in situations where a public private partnership is not feasible.

3. Land Development/Disposition

Exhibit C shows proposed development

Block 1

The Transit Department is developing the Alvarado Transportation Center, an intermodal transportation facility that will have the capacity to include retail, restaurants, offices, and child care and other potential mixed uses as well as passenger facilities for trains and busses and other modes of transportation.

Block 2

Will likely be used to provide off-site parking for the Transportation Center and related uses but may be considered for other uses.

Block 3 through 10

These blocks will be redeveloped for a mix of uses to include high density multi-family housing, retail, office and entertainment to create a twenty-four hour presence in downtown.

4. **Demolition**
The demolition of existing right-of-way improvements such as paving, curbs, and gutters where necessary will be done in accordance with planned improvements and vacation of right-of-ways. Demolition of major improvement on acquired properties on blocks 3 and 4 may be done by the City or the Master Developer. Demolition of other properties may be considered in accordance with the master plan to be developed.
5. **Vacation of Public Rights of Way and Road Alignments**
The City will vacate alleys and roadways in order to provide parcels of land adequate in size for private development activities desired by the City. The intersections of Gold and 1st Streets and Central and 1st have been approved to “tee”. Under consideration is the realignment of Silver between 1st and 2nd to connect with Silver west of 2nd and with the planned entryway into the A.T.C.
6. **Utilities**
Representatives of gas, electric and sanitary sewer have indicated that the utilities located in the block 4 alley can be disconnected when the alley is vacated. The Master Developer will be responsible for their own negotiations to secure access and usage to existing private utilities. Any changes, alterations, or other requirements relating to existing public and private utilities due to these projects will normally be the responsibility of the developer.
7. **Historic Preservation**
Block 1 contains three structures that are eligible for both the State of New Mexico and National Registers of Historical Places; the “Freight House”, the “Currio Storage Building”, and the “Telegraph Office”. Block 7 includes the Sunshine Bldg. and Blocks 5, 9 and 10 contain renovated buildings of historic value. The City will inventory buildings of historic value and include them for preservation as part of the Plan.
8. **Mixed Income Housing**
The City is committed to a mix of households living downtown. Housing development in the Plan will include a minimum of 20% of the dwelling units affordable to households less than 80% of median income.
9. **Linkages**
In order to maximize the benefits of the project, linkages with other projects in the Downtown are highly beneficial.
 - a. **Transit**
The Alvarado Transportation Center will provide benefits to the project in the form of easy access via public transportation. Transit oriented Development is development adjacent to transportation centers which derive mutual benefit from collateral uses.

The site plan, architectural design and mix of uses should look to these opportunities in order to maximize benefits to the Transportation Center, the Plan area and Downtown. Funds are available to study the feasibility of light rail which could have a significant impact on the ATC in the future and enhance the linkages between the plan area and the rest of the metropolitan area.

b. Central Avenue

Central Avenue is the spine of the City. It has been the traditional East-West corridor, the old Rt. 66 contains many of the cultural amenities of Albuquerque (Old Town, KiMo Theatre, Old Albuquerque High School, University of New Mexico, Botanical Gardens and Aquatic Park). Pedestrian and vehicle ingress and egress to Central Ave. and into the project is a high priority as it will benefit the project as well as the rest of Downtown and the City.

c. Pedestrian Orientation

Pedestrian activity at the street level, pedestrian movement within the Plan Area and pedestrian linkages between the project and the rest of Downtown are essential to the success of the Plan. Design of the built environment, the mix uses and the placement of those uses within the Plan Area will all contribute to its pedestrian orientation.

10. Timeframe/Project Schedule

The City is interested in developing the Plan Area in an expeditious manner. The City will request a timeline, project deliverables and benchmarks in its RFP for a master developer.



ALVARADO TRANSPORTATION CENTER

EXHIBIT A



Exhibit B

Alvarado Transportation Center Property Ownership



- Privately Owned, Vacant
- State of New Mexico
- Privately Owned, Developed

- Under Contract To City
- City Owned



Exhibit C

Alvarado Transportation Center
Land Development Disposition
Proposed Development



- Parking
- Transportation Center
- Existing Development
- Mixed Use, Housing, Retail, Office, Entertainment

