

Advancing Inclusive Growth through the Albuquerque Rail Trail

Public Comment Draft January 2024

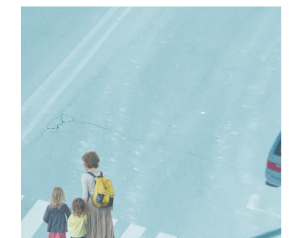
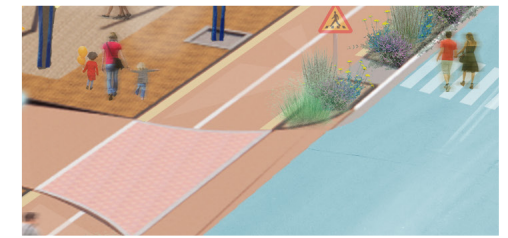
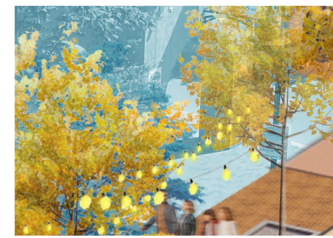
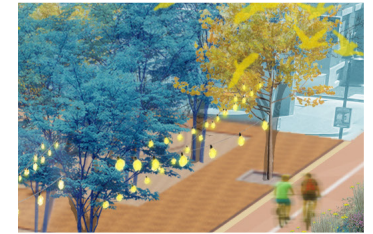


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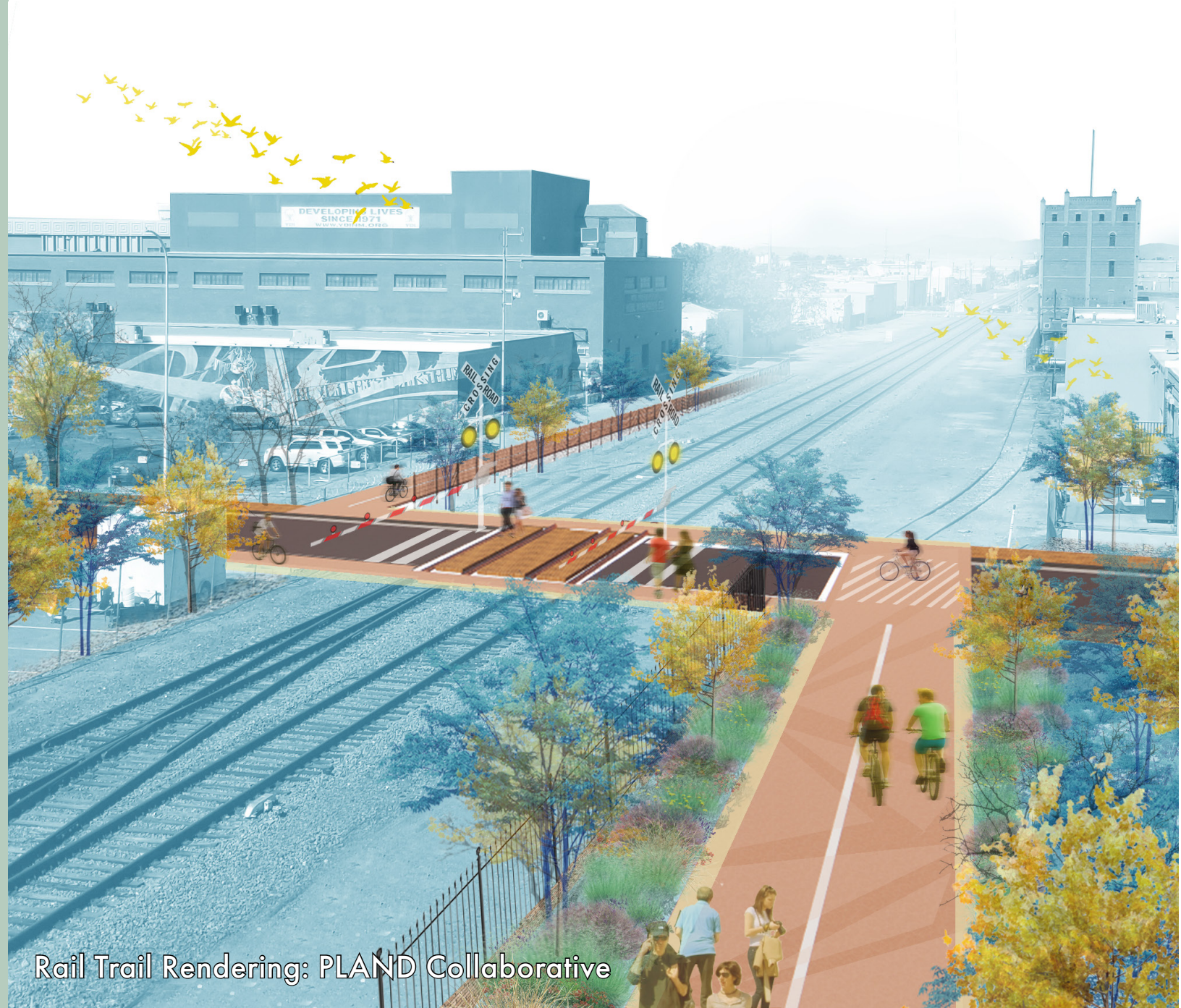
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Rail Trail Rendering: PLAND Collaborative

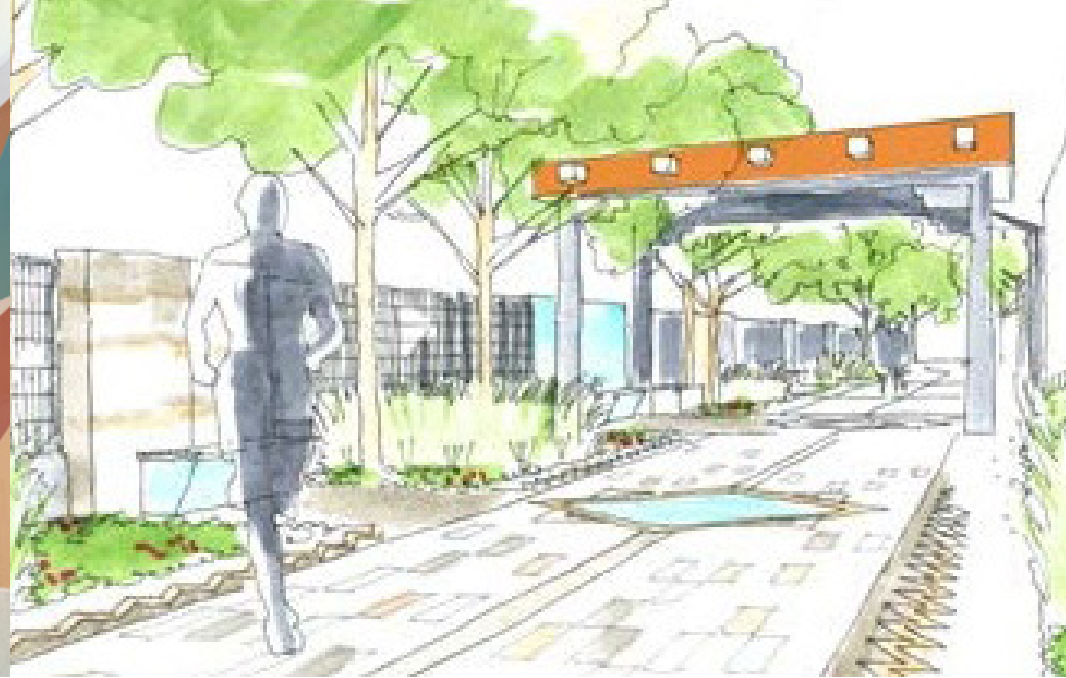
Part 1: Vision of the Rail Trail



Rail Trail Renderings: PLAND Collaborative



Rail Trail Renderings: PLAND Collaborative



Introduction

The City of Albuquerque has planned a 7-mile multi-use urban trail lined with plazitas and other amenities. The trail will travel through the heart of Downtown, running through diverse and historic communities. This report describes past community engagement efforts around equitable development, outlines existing conditions in these neighborhoods, and identifies existing and example programs to highlight how the City of Albuquerque can encourage equitable and sustainable growth neighborhoods surrounding the Rail Trail.

Rail Trail Goals

Based on our outreach, the following goals were identified:

- Create a unique urban amenity that celebrates crossroads of Indigenous Trade Routes, El Camino Real, Santa Fe Railroad, and Route 66
- Provide safe connection to employment, transportation, and cultural hubs
- Reconnect communities of color bifurcated by rail lines
- Reduce bicycle and pedestrian fatalities
- Provide space for community gathering and events
- Engage the community in equitable planning and project implementation
- Reduce downtown heat island effect
- Catalyze \$220M of infill redevelopment

THE RAIL TRAIL IS A SOCIAL EQUITY INFRASTRUCTURE PROJECT THAT CAN...

- Increase green space in our historic communities
- Expand economic opportunities for workers and businesses
- Add five miles of safe pedestrian and cyclist infrastructure for both commuters and families
- Uplift the cultural heritage of historic neighborhoods
- Grow public space acreage for community-based programming
- Activate and develop vacant lots and buildings

Developing programs that empower communities to take advantage of the benefits of the Rail Trail is key to ensuring equitable outcomes.

CONNECTING ALBUQUERQUE'S GREAT DESTINATIONS



ABQ BioPark



Rail Yards



Bosque State Park



Explora Museum



Indian Pueblo Cultural Center



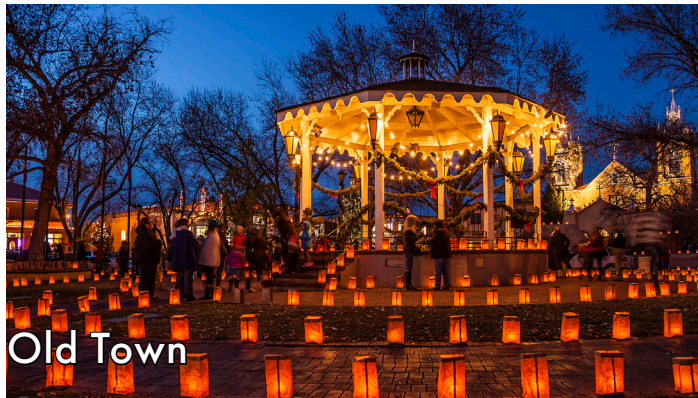
National Hispanic Cultural Center



Convention Center



Alvarado Transit Center



Old Town

ROBUST PUBLIC INPUT

The City of Albuquerque conducted in-depth public outreach efforts to seek input on the design and programming of the Rail Trail. Additional opportunities for public input continue as planning and design work moves forward.

Between 2021 and 2023, the City:

- Hosted an Open House at the Rail Yards attended by over 100 community members, over half of which were from neighborhoods adjacent to the Rail Trail;
- Sent postcards to 4,000 households near the Rail Trail linking to surveys (in both English and Spanish) to solicit feedback on the design, programming, and goals of the trail. The surveys were also widely distributed on social media and to Neighborhood Associations. 58% of survey respondents lived in neighborhoods close to the Rail Trail;
- Solicited input from business and property owners near the Rail Trail;
- Attended Neighborhood Association meetings to gather feedback on the Rail Trail Framework Plan; and
- Held meetings with neighborhood leaders and economic development organization to discuss equitable development goals and opportunities along the Rail Trail.



The City will continue public engagement as final alignments are planned and new opportunities arise.



FUNDING & PHASING

- \$39.5M in local, state, federal funding secured
- Trail currently in design/ engineering
- Phased construction to commence in 2023
- Preliminary construction segments:
 - Central Crossing
 - Sawmill (12th to Mountain)
 - Downtown

PLANNING & EQUITY

As of 2023, the City has completed feasibility and alignment studies for the Downtown and Wells Park/Sawmill segments. Community, property owner, and business outreach was completed as a part of both studies. Trail alignment options through Old Town and Barelas are currently being studied.

Mayor's Institute on City Design

As the Albuquerque Rail Trail moves forward, the City is taking steps to design the trail equitably and inclusively. The 2022 MICD Just City Mayoral Fellowship, a collaboration between the Mayors' Institute on City Design (MICD) and the Just City Lab at the Harvard Graduate School of Design, took place in Spring 2022. Over the semester-long program, mayors were given the tools to identify how racial injustices manifest in the social, economic, and physical infrastructures of their cities. Mayor Tim Keller, the Metropolitan Redevelopment Agency, and the Office of Equity & Inclusion brought the Rail Trail forward as a major equity project, and received valuable feedback from the program. Much of the data analysis completed for the program was refined and expanded to create this report.



Equitable Development Data Insight Training

The City of Albuquerque has been selected as a 2023 EDDIT Cohort Grantee. The Equitable Development Data Insight Training (EDDIT) initiative offers competitively selected U.S. and Canadian organizations a free data analysis and narrative training program, helping them to document, reflect, evaluate, and communicate the impacts of their work to stakeholders and communities. An intensive and complete 16-week training program, helps organizations bring data analysis and storytelling skills into the core of the planning process. The program is a collaboration between UC Berkley, University of Toronto School of Cities, and TheCaseMade, funded by the Robert Wood Johnson foundation.

In August 2023, the EDDIT team made their site visit to Albuquerque and met with various stakeholders, neighborhood organizations, and city staff to unlock our vision for how the Albuquerque Rail Trail can advance economic development and neighborhood investment equitably and inclusively. EDDIT will take what they learned about our community's goals to develop a curriculum for City staff that will help strengthen our equitable development practices.

ALBUQUERQUE RAIL TRAIL: A COMMUNITY GROWTH & INVESTMENT PROJECT

Urban linear park projects in cities across the country have transformed neighborhoods, providing significant economic, cultural, and recreational benefits to local and regional communities. As the City invests in the Rail Trail, it seeks to ensure that the local community benefits from this transformative investment.

Examples of Urban Trail Impacts

Indianapolis Cultural Trail.

An 8-mile downtown urban trail has improved economic conditions, leading to increased revenues, customer bases, and new jobs created by businesses along the trail. The estimated annual economic impact of the Trail has been valued between \$1M - \$3.2M. Commercial property values within 500 feet of the trail increased 148% between 2008 - 2014.



Indianapolis Cultural Trail

San Antonio Riverwalk.

This pedestrian-friendly urban park along the San Antonio River was part of an effort to preserve and revitalize the region's watershed. The Riverwalk has become a major tourist attraction, drawing visitors from around the world. One 3-mile segment, which totaled \$72M in public construction costs, has generated an estimated \$2B in surrounding area construction and development investments.



San Antonio Riverwalk

Existing Conditions in the Greater Rail Trail Area

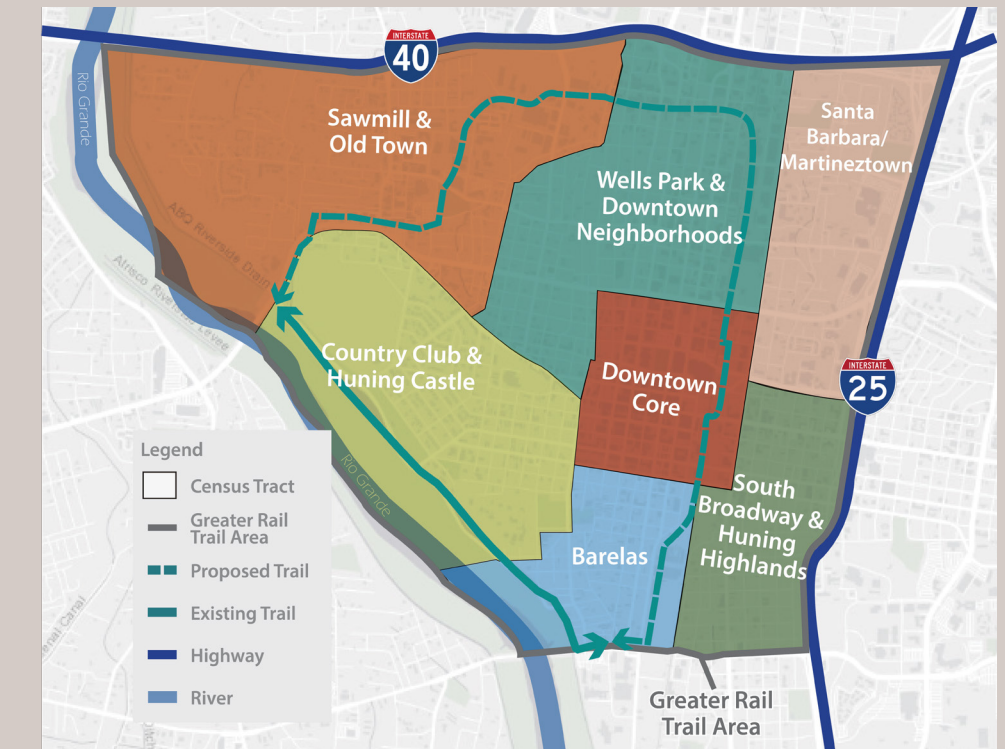
Generating a baseline understanding

of existing conditions is a vital first step to forecasting what impact the Albuquerque Rail Trail might have on surrounding residents. Identifying socio-economic and demographic trends over the past 10 years establishes a touchstone to compare against future trends. Understanding existing conditions can help identify relevant programming to promote neighborhood stability.

This report provides:

1. Summaries of previous community engagement activities related to the Rail Trail, economic development, social service needs, housing, climate/environment, and equity in Albuquerque;
2. Analysis of socio-economic and demographic data from the Census and American Community Survey (ACS); and
3. Examples of equitable development programs and investments.

Neighborhoods surrounding the Rail Trail include some of Albuquerque's most historic areas. Neighborhoods grew from the colonial settlement now known as Old Town in 1706, then developed rapidly during the arrival of the railroad in the late 1800s. These neighborhoods are within seven Census Tracts. Though there are sometimes more than one distinct neighborhood within a single tract, neighborhoods referenced in this study are geographically defined by the US Census Bureau tracts established for the 2020 Census for data analysis purposes.





Part 2: Community Engagement to Date



EQUITY PRINCIPLES

The Albuquerque Rail Trail Framework Plan (2022) identified four key “Equity Principles” for the trail’s development and implementation. These goals were developed based on community input.



Authentically celebrate the history and culture of the local community.



Incorporate community generated programming that serves the existing residents.

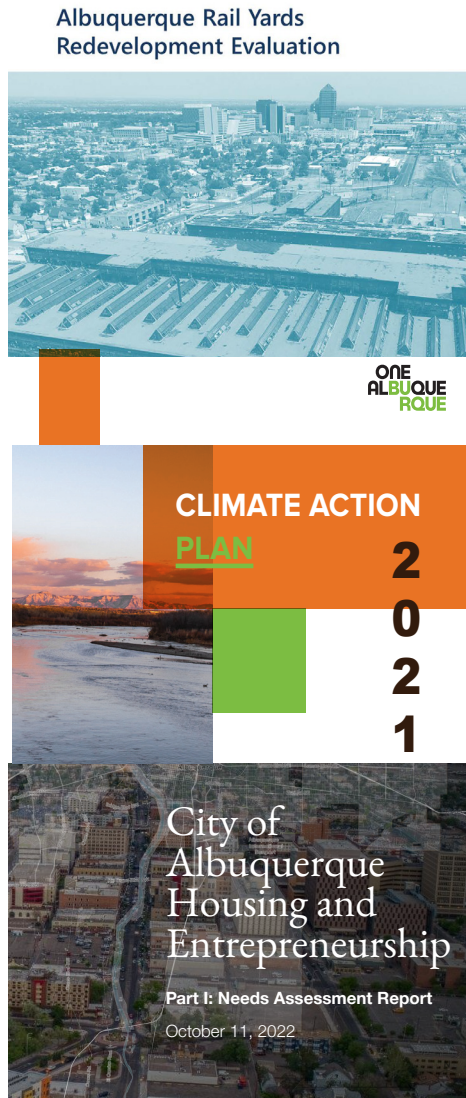


Support new and existing local small businesses.



Ensure that existing residents surrounding the Rail Trail can continue to afford to live in their neighborhood once the trail is built.

IDENTIFYING COMMON COMMUNITY DESIRES



The City of Albuquerque has conducted several community engagement activities and published plans that touch on themes relevant to the Rail Trail equitable development goals. Some have a similar geographic scope to the Rail Trail area, such as the:

- Planning Department’s Community Planning Assessment for the Central Area (2023);
- Albuquerque Rail Yards Equitable Development Companion Report (2019);
- Housing and Neighborhood Economic Development Fund Comprehensive Plan (2022); and
- Albuquerque Rail Trail Framework Plan (2022).

Others include city-wide community engagement around topics such as social needs and equitable investment in sustainable infrastructure:

- Climate Action Plan (2021);
- Equity Profile of Albuquerque (2018); and
- City of Albuquerque Housing and Entrepreneurship Needs Assessment Report (2022).

Comparing the community input and programmatic suggestions written in this report to the goals of the Albuquerque Rail Trail will help identify ideal programs that can help residents and neighborhoods around the Rail Trail prosper and thrive. See Appendix B for a summary of these reports.

Common Programmatic Elements

HOUSING AFFORDABILITY

- Development and preservation of affordable housing
- Development of for-sale housing
- Programs or education on existing programs that stabilize existing homeowners and renters, especially lower-income and older residents
- Programs, loans, and education to unlock homeownership opportunities for lower-income and minority residents
- Programs to help low-income homeowners and renters to make home repairs, especially ones that improve energy efficiency and lower costs
- Incentives that prioritize local and/or smaller housing developers

COMMUNITY INFRASTRUCTURE

- Provide community-oriented, youth-oriented, and culturally relevant programs by leveraging and funding existing community-based organizations
- Improve access to childcare

ECONOMY & JOBS

- Opportunities and funding for small and minority-owned businesses
- Space for artisan and farmers markets
- Job training programs
- Improve/expand education opportunities
- Investment in/subsidization of quality jobs that provide benefits (healthcare, retirement, etc.), especially ones that can be accessed by existing residents

BUILT ENVIRONMENT INFRASTRUCTURE

- Improve public safety/feelings of personal safety from crime using an equity-informed approach
- Investment in walkable infrastructure
- Infill development of vacant lots in the downtown area
- Business facade improvement programs
- Cleanliness and maintenance of parks/trails



Part 3: What's Different About Rail Trail Neighborhoods? Rail Trail Area Trends Compared to Albuquerque



This section identifies trends between 2010-2020 using Census, American Community Survey, City, and market data. By analyzing and comparing demographic, social, economic, and physical conditions in the greater Rail Trail area to Albuquerque, this report seeks to explore:

- 1) Who lives in the Rail Trail Area (defined as Census Tracts where the Rail Trail passes through); and
- 2) What the unique opportunities of the residents, economy, and built environment are given the greater context of city-wide trends.

POPULATION & AGE



Population Growth

Rail Trail

ABQ

+4%
2010 - 2020

+3%
2010 - 2020



Youth Population
(under 18 years old)

15%
total population
2020

22%
total population
2020

+6%
growth
2010 - 2020

-2%
loss
2010 - 2020

The population in the Rail Trail area has increased by 4% between 2010 and 2020, just 1% more than the city-wide increase of 3%.

The percentage of people under 18 years old is 15% in the Rail Trail Area, lower than the city-wide percentage (22%). However, the number of minors in the Rail Trail area has increased over the past decade, while city-wide it has decreased. This may indicate that the greater downtown area is becoming more attractive to families.

The median age in the Rail Trail area 37, equal with that of the rest of the city.

INCOME & POVERTY

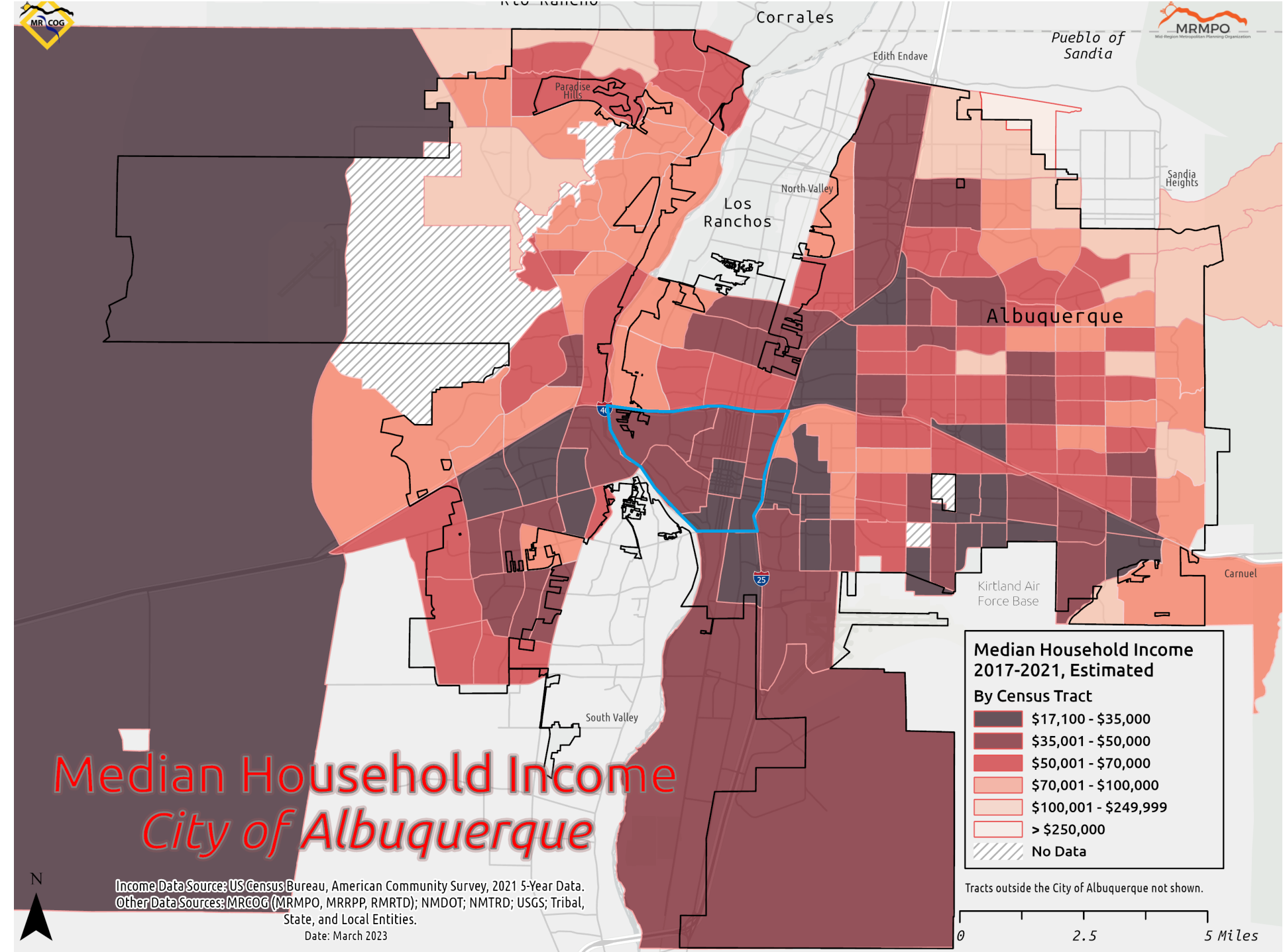
Poverty Rates: At or Below 100% of Poverty Line	
Neighborhood	%
Barelas	27%
South Broadway/Huning Highlands	20%
Downtown Core	37%
Santa Barbara/Martineztown	35%
Wells Park/Downtown Nghbds	15%
Sawmill/Old Town	23%
Country Club/Huning Castle	17%
All Rail Trail Neighborhoods	23%
City-wide (Albuquerque)	16%

"Poverty Rate" is set by the federal government and is based on household size.

In the Rail Trail area, the median household income is \$33,000, 45% lower than the City-wide median of \$61,000.

23% of people in the Rail Trail area are at or under the poverty line, while city-wide the rate is 16%.

Similarly, 21% of households in the Rail Trail area are SNAP recipients, compared to 16% city-wide.

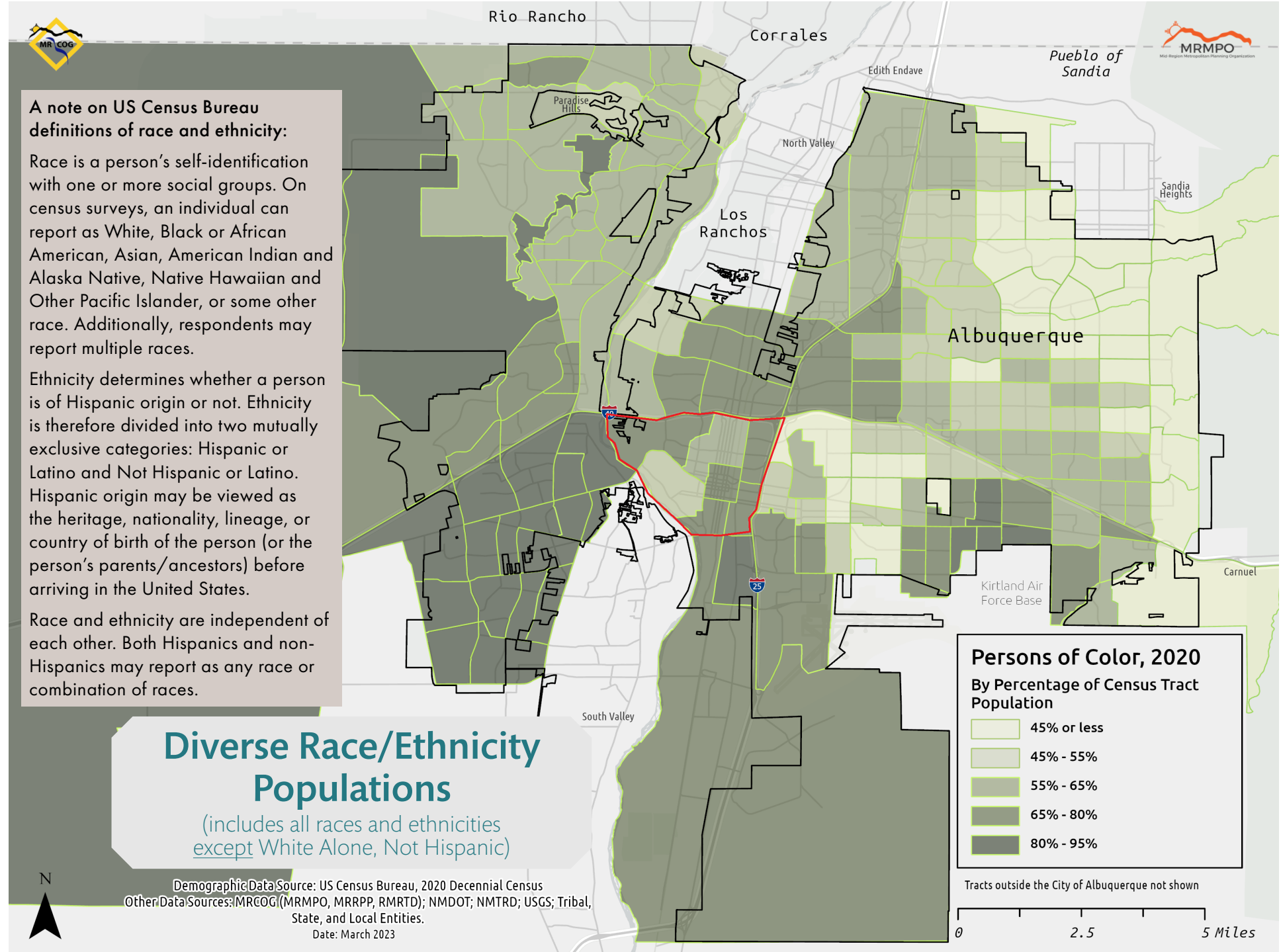


RACE & ETHNICITY

RAIL TRAIL AREA	ALBUQUERQUE
50% White	52% White
51% Hispanic	48% Hispanic
50% People of Color (excluding White Hispanic)	48% People of Color (excluding White Hispanic)
65% Diverse Race/Ethnicity Population (including White Hispanic)	62% Diverse Race/Ethnicity Population (including White Hispanic)
10-Year Change in Share Population of Color +17%	10-Year Change in Share Population of Color +17%
10-Year Change in Share of Diverse Race/Ethnicity Population -2% (including White Hispanic)	10-Year Change in Share of Diverse Race/Ethnicity Population +4% (including White Hispanic)

People of color represent 50% of the Rail Trail Area and 48% of the city (includes all races except White). Diverse populations (which includes all races and ethnicities, except White Alone, Not Hispanic) represent 65% of the Rail Trail area population and 62% of the city.

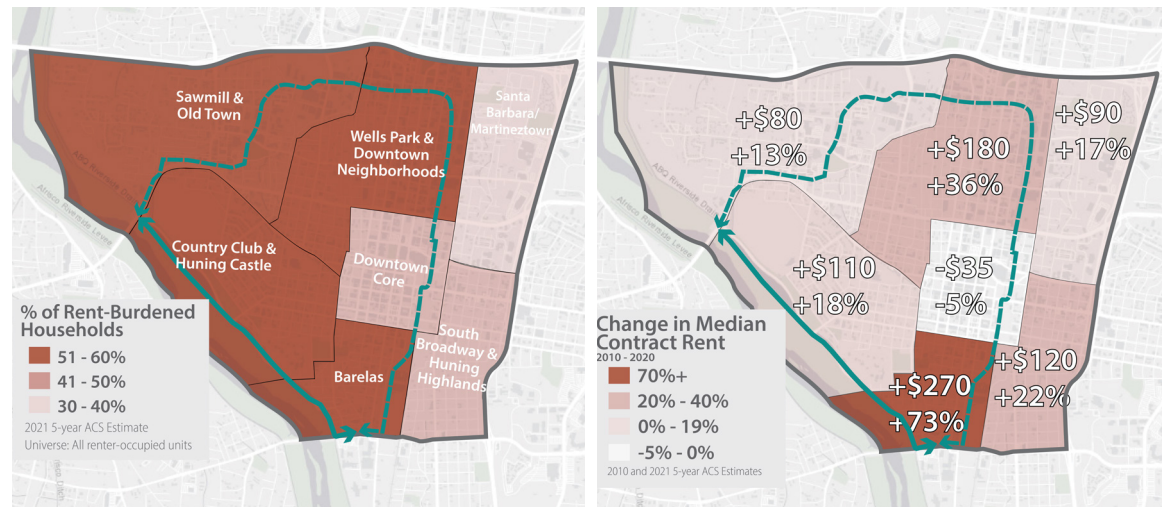
In both the Rail Trail area and across the city, the Population of Color has grown as a share of the population by 17% since 2010. When considering Diverse Race/Ethnicity Populations (which includes White Hispanic populations), the Rail Trail area has seen a decrease in diversity. This duology may indicate that White Hispanic populations are leaving the greater downtown area.



HOUSING



RAIL TRAIL AREA



The rate of housing growth in the Rail Trail area is faster than it is city-wide. However, the Rail Trail Area has a lower average household size (1.6 versus 2.2, respectively). This may contribute to a smaller population growth than may be normally expected with such large increases in total units (population growth in the Rail Trail area is 4% versus 3% city-wide). A majority of new housing units delivered to the Rail Trail area have been income-restricted affordable housing.

Between 2020 and 2022, multifamily asking rents (advertised price per square foot; may be different from actual lease rates) have grown slower year-over-year in the Rail Trail Area than the City, but asking rents are still higher than the rest of the city. This is consistent with national trends.

Households are considered "housing-cost burdened" when more than 30% of household income is spent on rent or mortgage payments. There are a higher proportion of housing-cost burdened households in the Rail Trail area. Maintaining housing affordability in the Rail Trail area will be key to ensuring inclusive growth.



RENTER PROFILE

	RAIL TRAIL AREA 59% of Households	ALBUQUERQUE 40% of Households
Median Monthly Rent (all types, discluding utilities) % Change 2010-2020	\$670/mo +22%	\$830/mo +32%
Multifamily Asking Rent (multifamily properties with 12+ units) % Change 2020-2022 Source: Costar	\$1.43/sq.ft. +16%	\$1.41/sq.ft. +22%
% Housing-Cost Burdened % Change 2010-2020	54% +2%	49% +3%
Long-Term Renter Households (lived in unit 20+ years) % of households (2020) # change in total households (2010 - 2020)	5% of renter-occupied units -93 households	4% of renter-occupied units +1,385 households

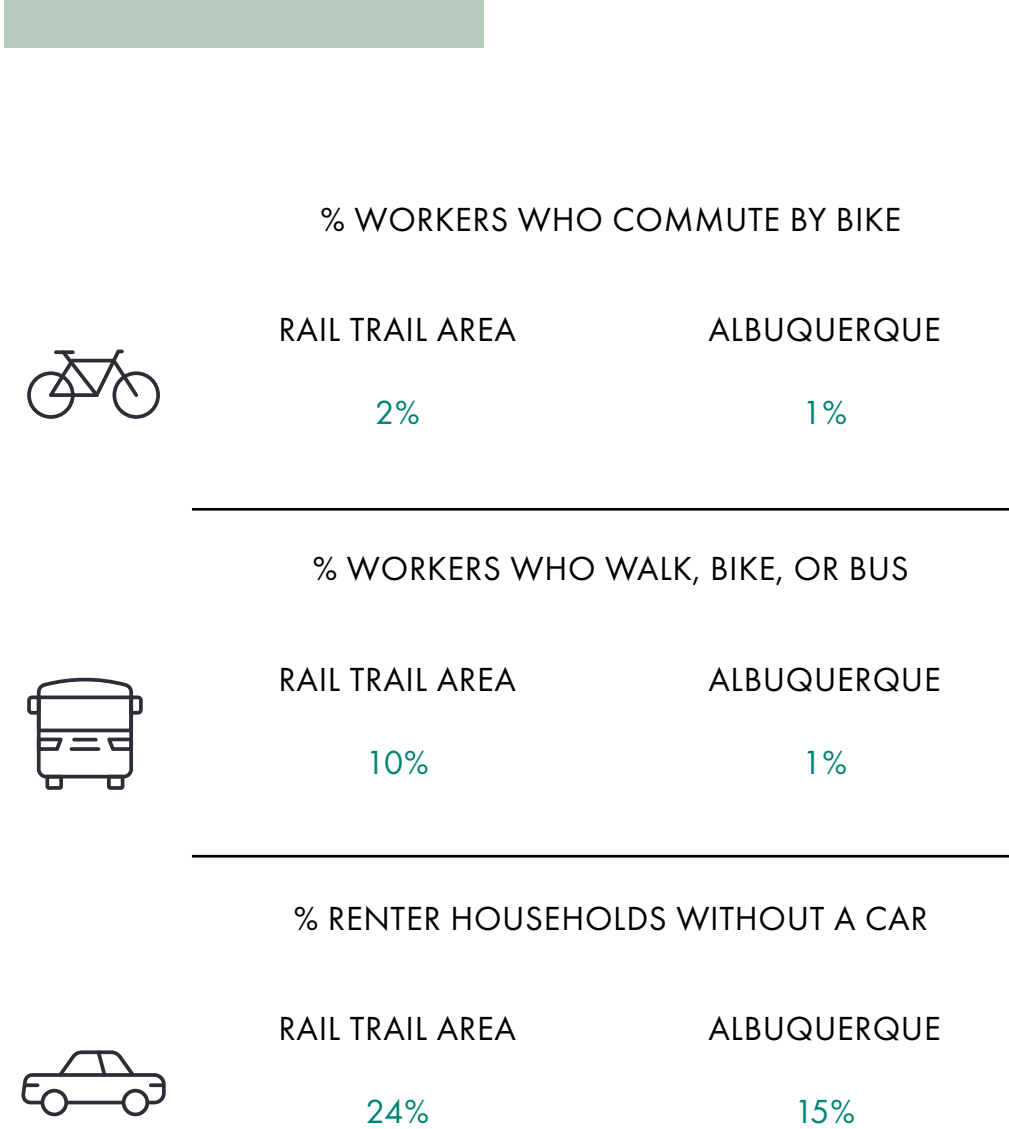


OWNER-OCCUPIER PROFILE

	RAIL TRAIL AREA 41% of Households	ALBUQUERQUE 60% of Households
2022 Average Sales Price (single family detached) % Change 2020-2022 Source: Greater Albuquerque Association of Realtors (GAAR)	\$350K +41%	\$378K +32%
% Housing-Cost Burdened % Change 2010-2020	31% -9%	29% -6%
Long-Term Owner Households (lived in unit 20+ years) % of households (2020) # change in total households (2010 - 2020)	33% of owner-occupied units -197 households	29% of owner-occupied units +9,558 households

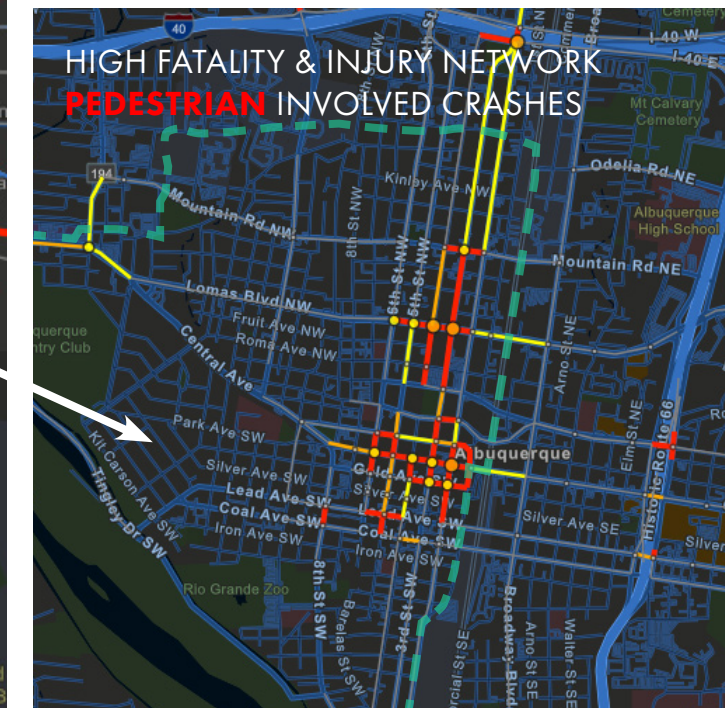
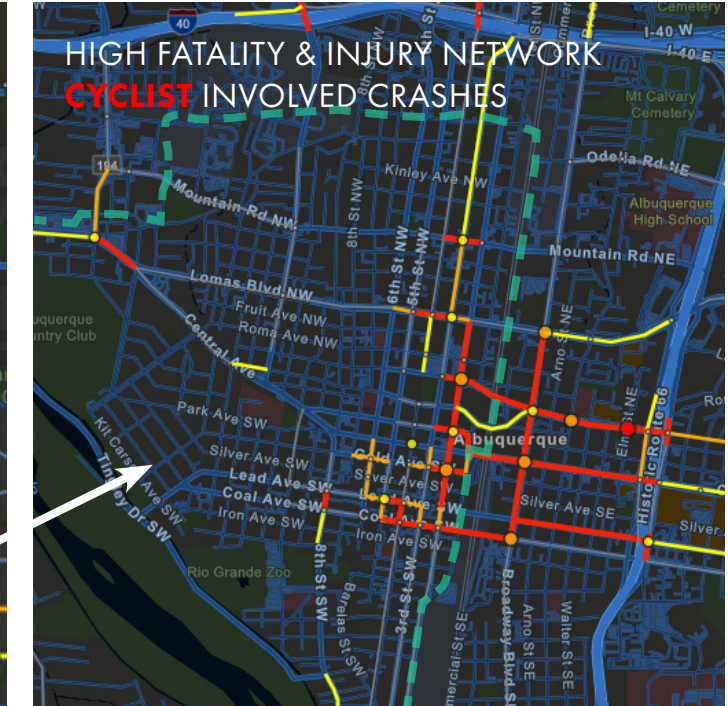
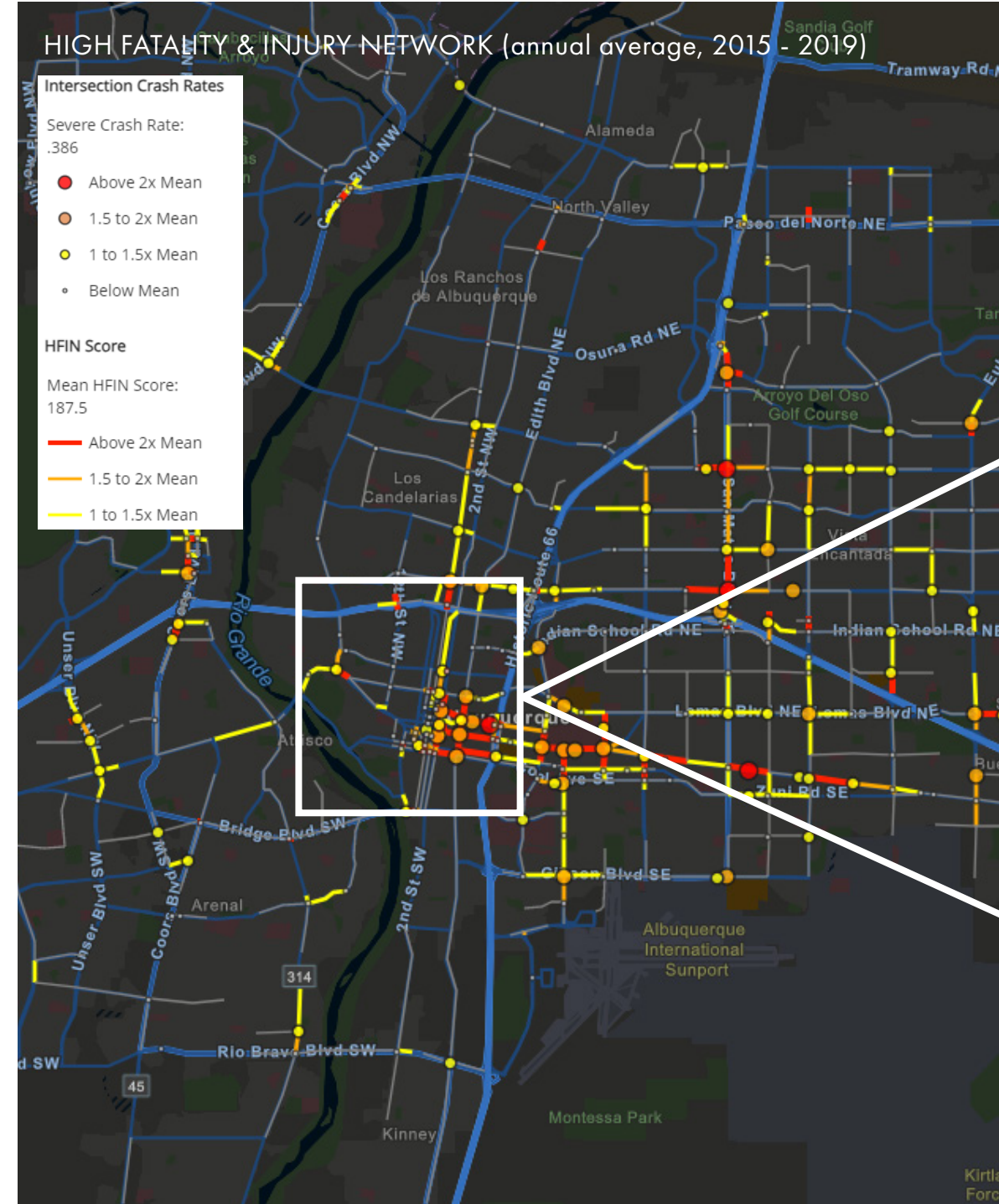
**Data is ACS unless noted otherwise

BUILT ENVIRONMENT



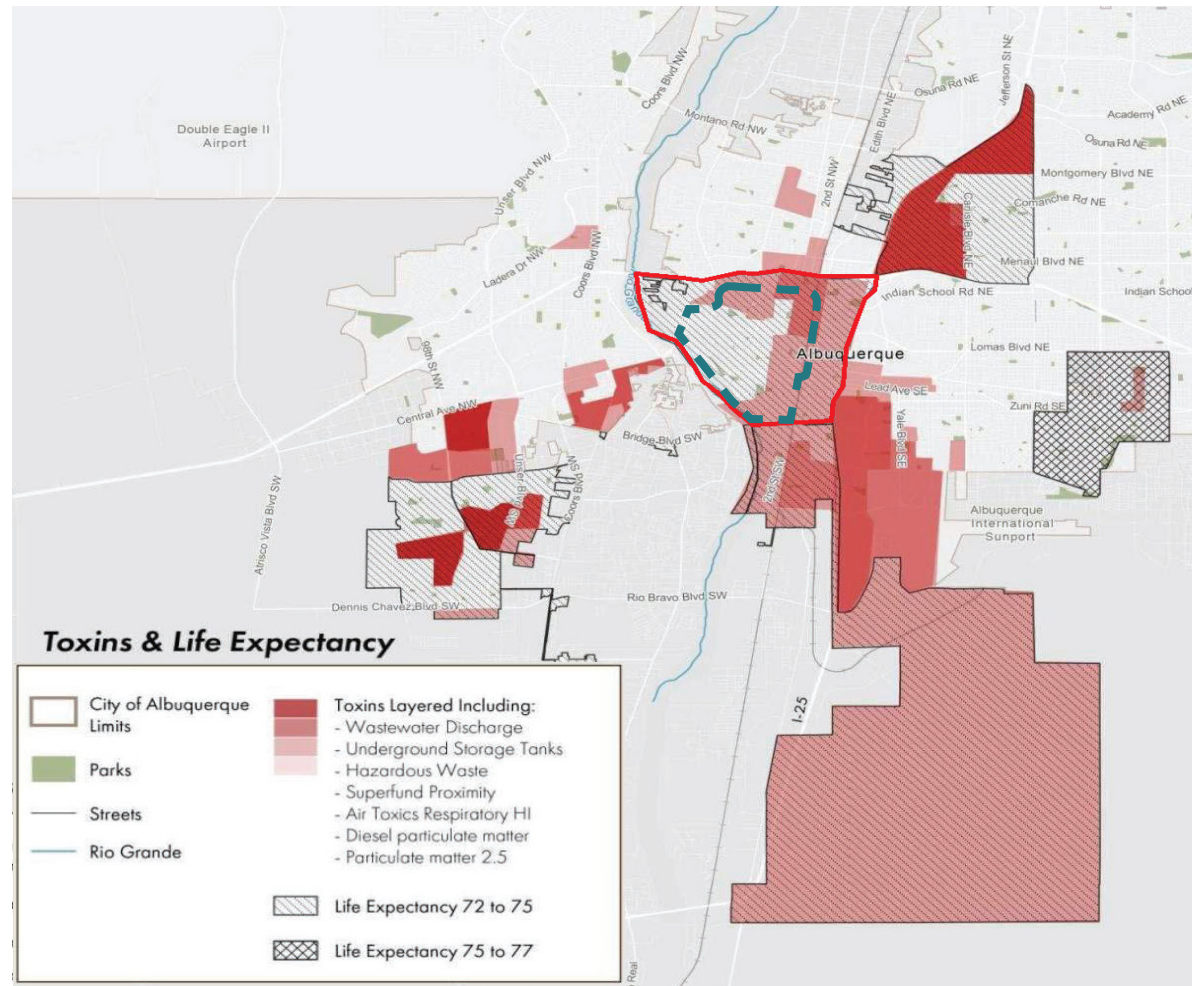
More people in the Rail Trail area take alternative, non-vehicular forms of transportation to work, and more might be likely to if better facilities were available. Users who take public transit typically have to walk or cycle the “last mile” of their journey to get to their destination. There is a demonstrated need for safer cycling and pedestrian infrastructure in the greater downtown area. By separating pedestrians and bikers from conflicts with cars, the Rail Trail can help reduce the occurrence of injuries and fatalities.

The High Fatality & Injury Network (HFIN) tracks all fatal and injury crashes that have taken place in the region over a five-year period, highlighting the most dangerous streets and intersections. The HFIN maps can narrow in on the most dangerous roads for cyclists and pedestrians, which are highly concentrated in the Rail Trail area.



HEALTH EQUITY & RISK EXPOSURE

This Toxins & Life Expectancy map (2014) overlays life expectancy data with the toxicity-related data sets, indicating exposure to environmental dangers like hazardous waste and air toxins.



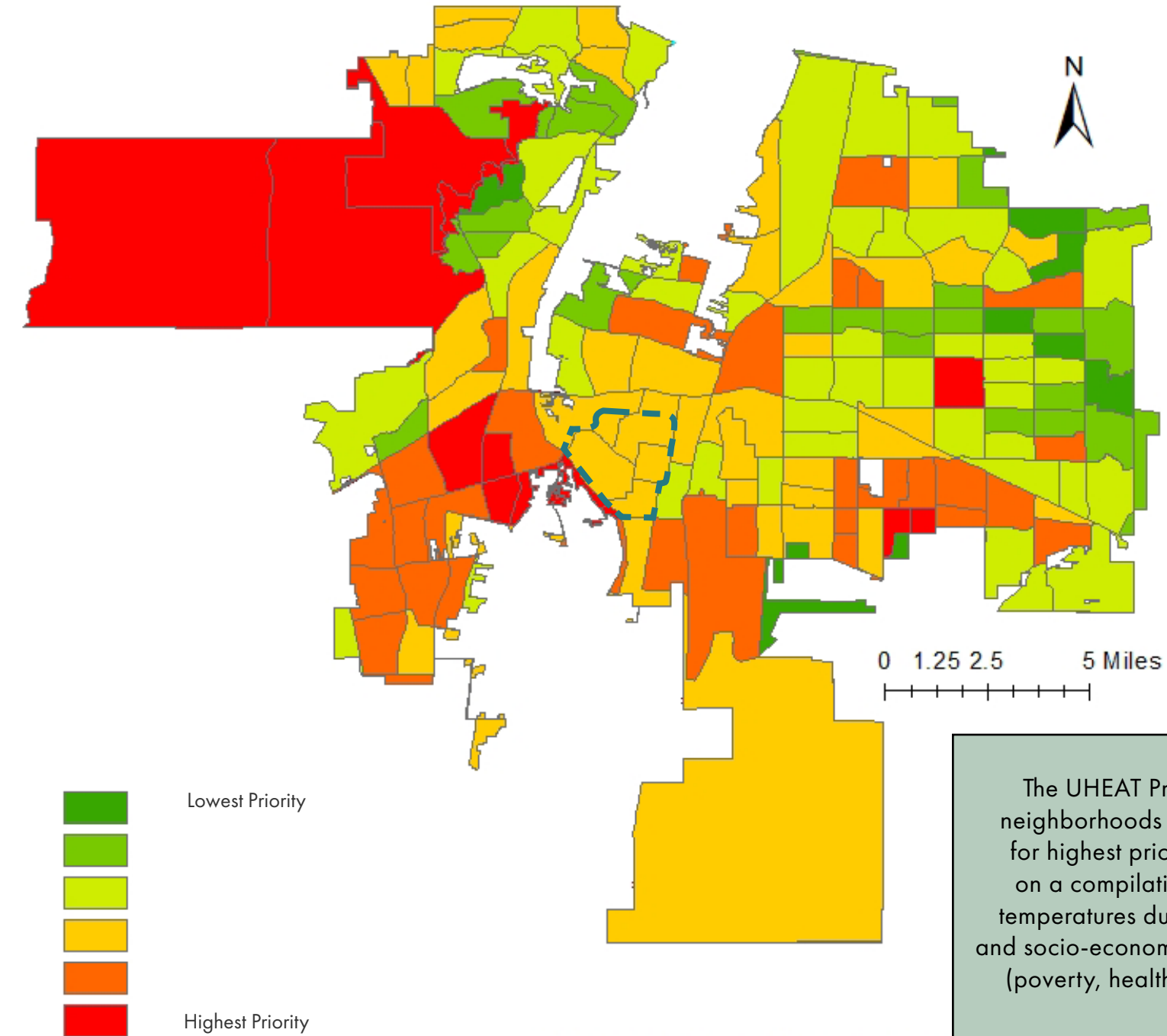
Life expectancy in the Rail Trail Area is lower than most of Albuquerque. Communities near the rail line have high exposure to toxins, and the area in general has shorter life expectancies (72 - 75) compared to the rest of the City (78).

The Rail Trail area also has higher exposure to the urban heat island effect, which is a health equity issue. Most Census tracts in the Rail Trail Area are on the higher end of the UHEAT (Urban Heat Exposure Assessment Tool) score, indicating a need for investments that reduce the heat island effect.

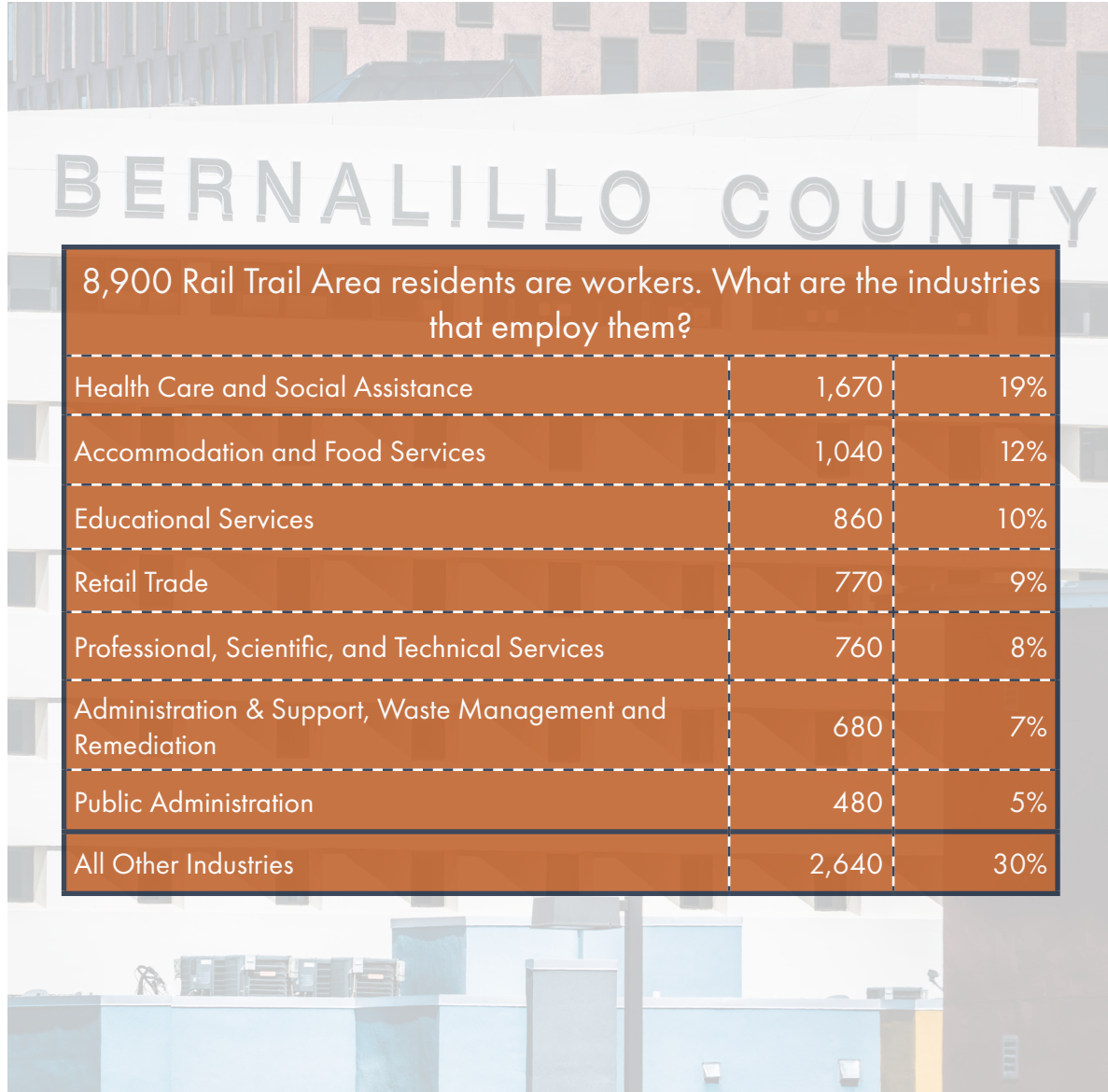
Green infrastructure like tree and landscape planting, retention ponds, and green roofs can help reduce urban heat island effects. Changes in land uses (from polluting industrial uses to light commercial or residential uses) can decrease exposure to toxic pollutants that reduce life expectancy.

New developments along the rail corridor in Albuquerque are required to complete a cumulative impact study to flag potential harmful effects on neighboring communities.

UHEAT PRIORITY SCORE



JOBS & ECONOMY



8,900 Rail Trail Area residents are workers. What are the industries that employ them?

Health Care and Social Assistance	1,670	19%
Accommodation and Food Services	1,040	12%
Educational Services	860	10%
Retail Trade	770	9%
Professional, Scientific, and Technical Services	760	8%
Administration & Support, Waste Management and Remediation	680	7%
Public Administration	480	5%
All Other Industries	2,640	30%

The jobs available in the Rail Trail Area are generally different than the jobs that employ the Rail Trail Area residents.

- There are 32,300 jobs in the Rail Trail Area, making up 11% of all jobs available in city-wide.
 - There are 8,900 Rail Trail residents who are employed.
 - Of the Rail Trail residents who are employed, 18% work in the Rail Trail area.
- 50% of the jobs available in the Rail Trail Area pay more than \$40k per year. But only 37% of workers who live in the Rail Trail Area make more than \$40k per year.
- Most jobs in the Rail Trail area are concentrated in the downtown Core (52%), followed by Wells Park (15%) and Sawmill (13%). This is consistent with land use; these census tracts have the most commercial and industrial land uses in the Rail Trail Area.

TOP INDUSTRIES IN THE RAIL TRAIL AREA BY NUMBER OF JOBS (ALL JOBS IN **RAIL TRAIL AREA**)

Public Administration	8,838	27%
Health Care and Social Assistance	3,807	12%
Accommodation and Food Services	3,647	11%
Professional, Scientific, and Technical Services	3,226	10%
Arts, Entertainment, and Recreation	1,496	5%
Finance and Insurance	1,445	5%
Administration & Support, Waste Management and Remediation	1,368	4%
Transportation and Warehousing	1,325	4%

TOP INDUSTRIES CITY-WIDE BY NUMBER OF JOBS (ALL JOBS IN **ALBUQUERQUE**)

Health Care and Social Assistance	62,069	22%
Retail Trade	34,060	12%
Accommodation and Food Services	27,273	9%
Educational Services	24,003	8%
Administration & Support, Waste Management and Remediation	19,935	7%
Professional, Scientific, and Technical Services	19,093	7%
Construction	15,009	5%
Public Administration	14,736	5%



SUMMARY

The race and ethnicity demographics of the Rail Trail Area generally mirrors Albuquerque, though home to a slightly more diverse population. The Rail Trail area has some higher vulnerability indicators than the rest of the City. It is home to higher rates of poverty and lower area median incomes; exposure to environmental health risks; and dangerous conditions for walking and biking in an area with lower rates of car ownership. Higher rates of poverty and income may be attributable to the number of affordable housing units added to the Rail Trail area in the past decade (69% of the ~1,200 units built since 2010 are income-restricted affordable housing).

The physical and environmental conditions show there is opportunity for investments in infrastructure that improve 1) conditions for pedestrians and cyclists to connect to jobs, resources, and parks; and 2) environmental health and air quality. Social and economic data suggest that there may be need for programs that improve financial and health outcomes for lower-income populations.

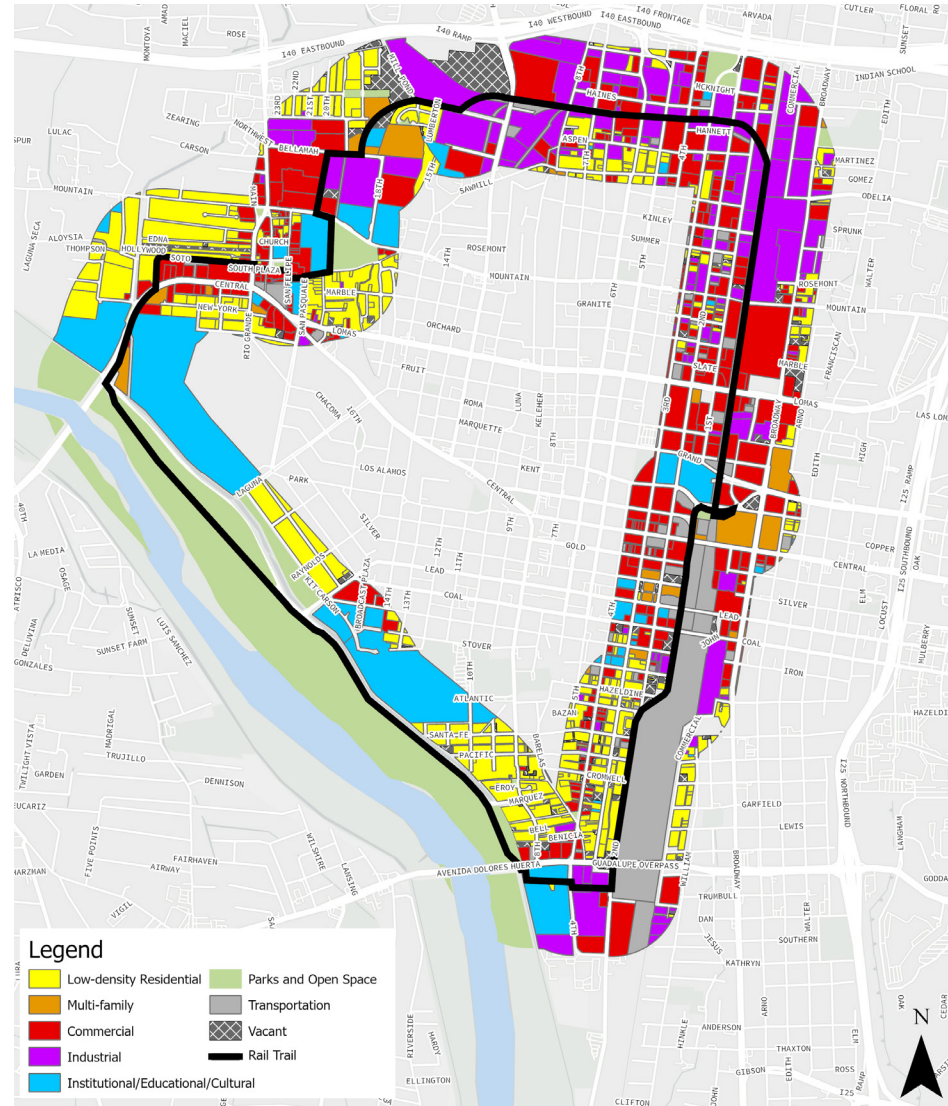
Neighborhoods around the Rail Trail area are high-potential communities that deserve targeted investment to ensure neighborhood stability and opportunities for upward mobility.



Part 4: What's Going on in Rail Trail Neighborhoods?

This section examines specific neighborhoods in the Rail Trail Area. The boundaries of these neighborhoods are defined by Census Tracts through which the Rail Trail alignment primarily travels. Each census tract is analyzed for socio-economic trends. Some neighborhoods (like South Broadway and EDo) are analyzed together because they have been paired together by the US Census Bureau.

LAND USE



LAND USE WITHIN 500 FT OF THE RAIL TRAIL

The Rail Trail travels through several neighborhoods with different adjacent land uses and real estate market dynamics including:

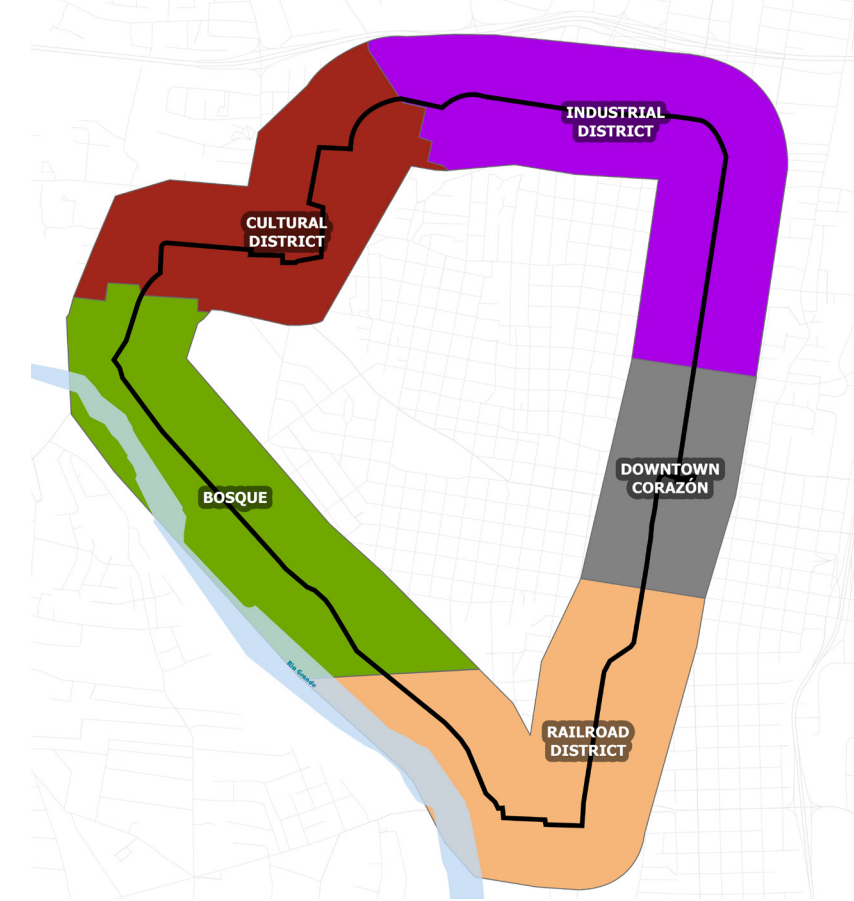
- Central Business District
- Warehouse/Industrial
- Single Family
- Open Space
- Museum and Cultural District

These typologies are likely to have an impact on 1) how people use the trail and 2) how development occurs leading up to and following the installation of the trail.

The Rail Trail is designed to connect single- and multi-family residential developments to parks and recreation, job opportunities, public transit, and cultural destinations. Industrial uses occur mostly in the Wells Park neighborhood. Several redevelopments over the years have changed higher-intensity industrial uses into lower-intensity uses like distilling, craft brewing, and storage.

The Rail Trail may help encourage the redevelopment of vacant and under-utilized space in these areas.

RAIL TRAIL NEIGHBORHOOD TYPOLOGIES



Parts of the industrial area are adjacent to and within historic Hispanic neighborhoods that have gradually become industrialized through land-use decisions that have been contested by legacy residents. Conflicts can occur when single-family uses are close to industry, given their impacts on health and neighborhood character via pollution, noise, and aesthetics.

Nation-wide trends indicate that industrial uses may be leaving downtowns due to high land cost, conflicting land uses or changing land use policy, and less ideal economic landscapes. However, these industrial users provide good jobs and can be major economic drivers. Lower-intensity users of industrial space may benefit from a location along the Rail Trail, capitalizing on the presence of recreational trail users by developing makers spaces paired with small retail frontages. Revitalization of industrial uses in this manner can promote consumer spending, provide a more sustainable business environment for producers, increase profits, and expand opportunities for smaller makers to launch their products.



Bow & Arrow Brewing along Rail Trail in Wells Park



Fuse Makerspace along Rail Trail in Downtown

HOUSING DEVELOPMENT

Rail Trail Area Multifamily Developments (2010 - 2022)			
Neighborhood	Total Units Built 2010 - 2022	% of Units Affordable	Share of All Affordable Units Built in Area
Barelas	21	0%	0%
South Broadway/Huning Highlands	0	0%	0%
Downtown Core	432	76%	39%
Santa Barbara/Martineztown	68	100%	8%
Wells Park/Downtown Neighborhoods	56	100%	7%
Sawmill/Old Town	292	36%	13%
Country Club/Huning Castle	354	80%	33%
TOTAL	1,223	69%	100%



Imperial Building. 68 affordable housing units developed with a 6,000 sf grocery store to address the food desert in downtown Albuquerque (2016).

MULTIFAMILY INVESTMENTS

Total housing units in the Rail Trail Area have grown 18% from 2010 - 2020. Over two thirds of multifamily development in the Rail Trail Area since 2010 have been income restricted affordable housing.

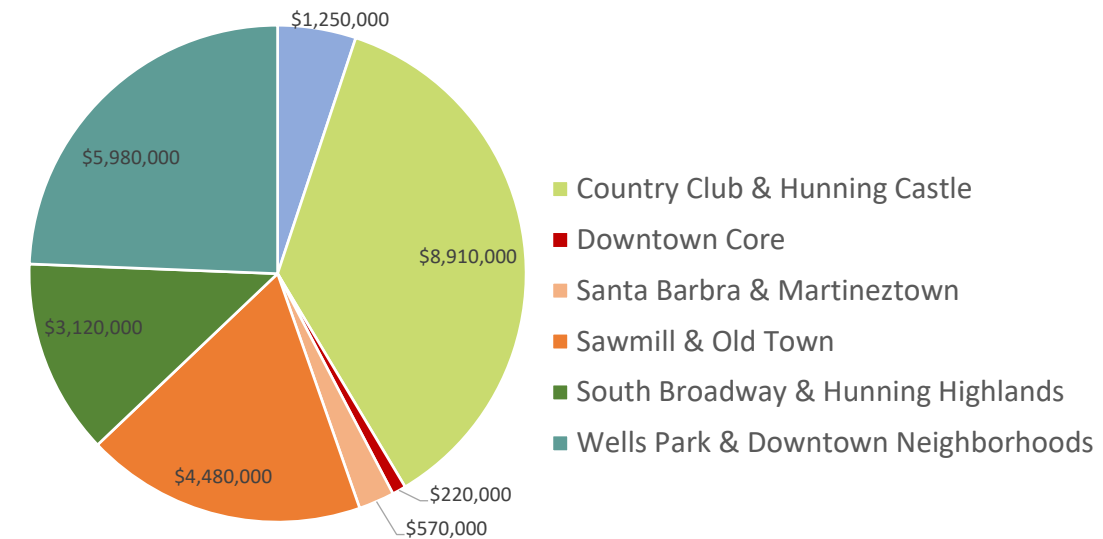
69% of all housing units built between 2010 - 2022 are **income-restricted affordable housing** (842 total units).

"Affordable housing" is defined as rent-restricted housing that requires households to qualify based on income limits set by the US Department of Housing & Urban Development for individual metro areas.

Single Family Building Permits - 2010 to 2022

Neighborhood	All Additions, Alterations, & Renovations 2010 - 2022	Average # of Alteration Permits per Year	Median Alteration Permit Valuation
Barelas	62	5	\$10,000
Country Club & Huning Castle	207	16	\$20,000
Downtown Core	48	4	\$900
Santa Barbra & Martinez Town	35	3	\$8,000
Sawmill & Old Town	148	11	\$12,000
South Broadway & Huning Highlands	107	8	\$15,000
Wells Park & Downtown Neighborhoods	191	15	\$15,000

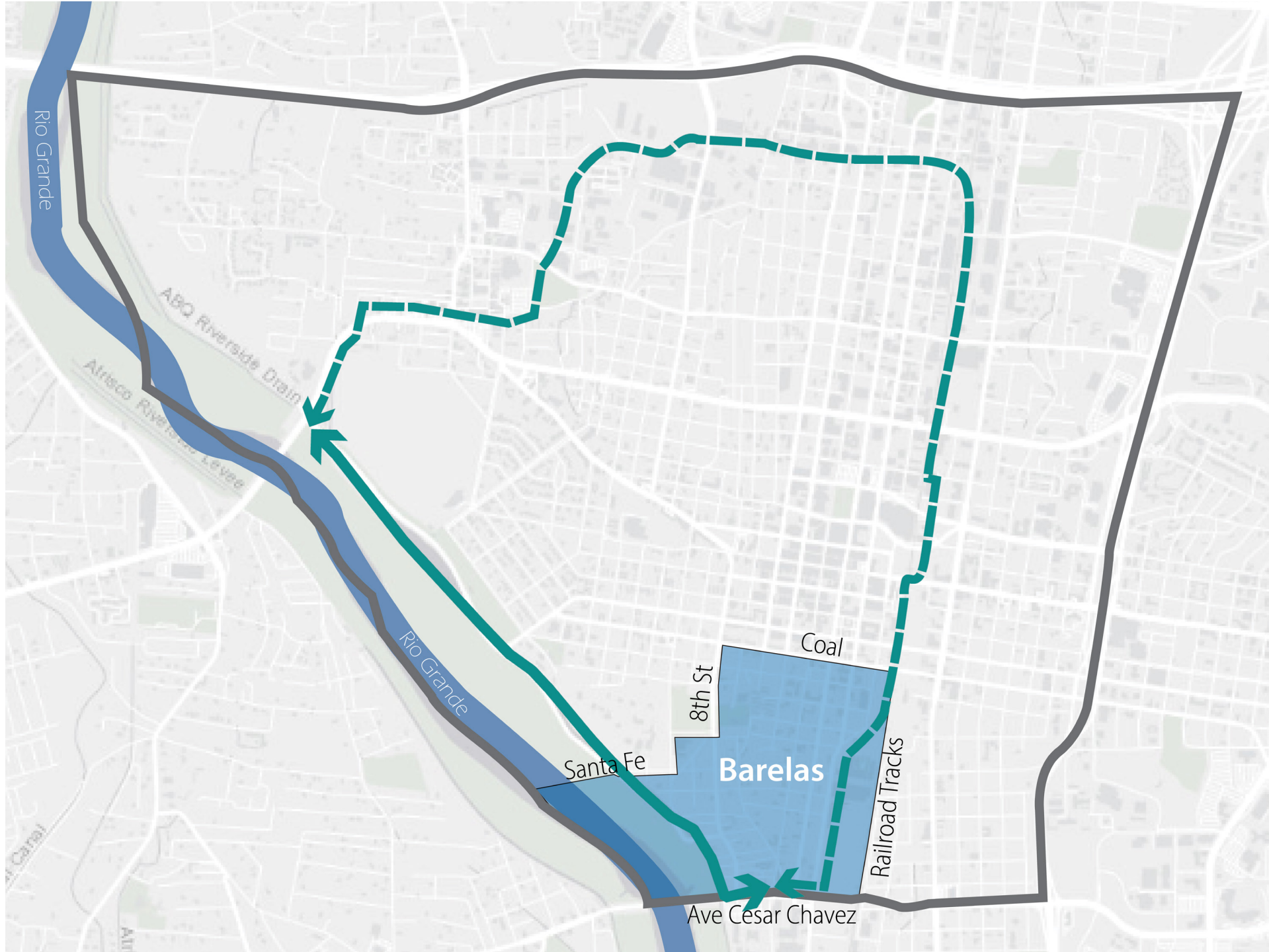
Single Family Residential Building Permit Valuations 2010-2022: Renovations, Alterations, & Additions



SINGLE FAMILY INVESTMENTS

Rapid and large investments in single family home renovations can be an indicator of neighborhood change.

Building permit data for the past 13 years does not raise concerns of rapid change. For the most part, single-family neighborhoods appear stable. Building permits - which estimate the value/cost of the work being done - appear to be geared towards renovation and maintenance, not replacement.



BARELAS CENSUS TRACT

At an ideal place to cross the Rio Grande river, Barelás was first established in the 1600s as a colonial settlement for the El Camino Real de Tierra Adentro- a trade route between Mexico City and Santa Fe. The AT&SF Rail Yards were a major employer of Barelás residents in the 1900s. Later, the original Route 66 route traveled through Barelás and along 4th Street, though Route 66 was rerouted from a North-South to an East-West alignment along Central Ave in 1937.

Today, Barelás' 4th Street has a classic storefront main street with small retail, restaurant, and auto repair shops. The rest of Barelás's land use is primarily dedicated to single family housing on relatively small lot sizes. There are very few large multi-family projects in the neighborhood.

The Rail Yards redevelopment site is at the easternmost edge of Barelás. Future redevelopment plans envision returning the site to an employment hub along with some housing and/or commercial and recreational uses.

WHAT HAS CHANGED OVER THE PAST TEN YEARS?

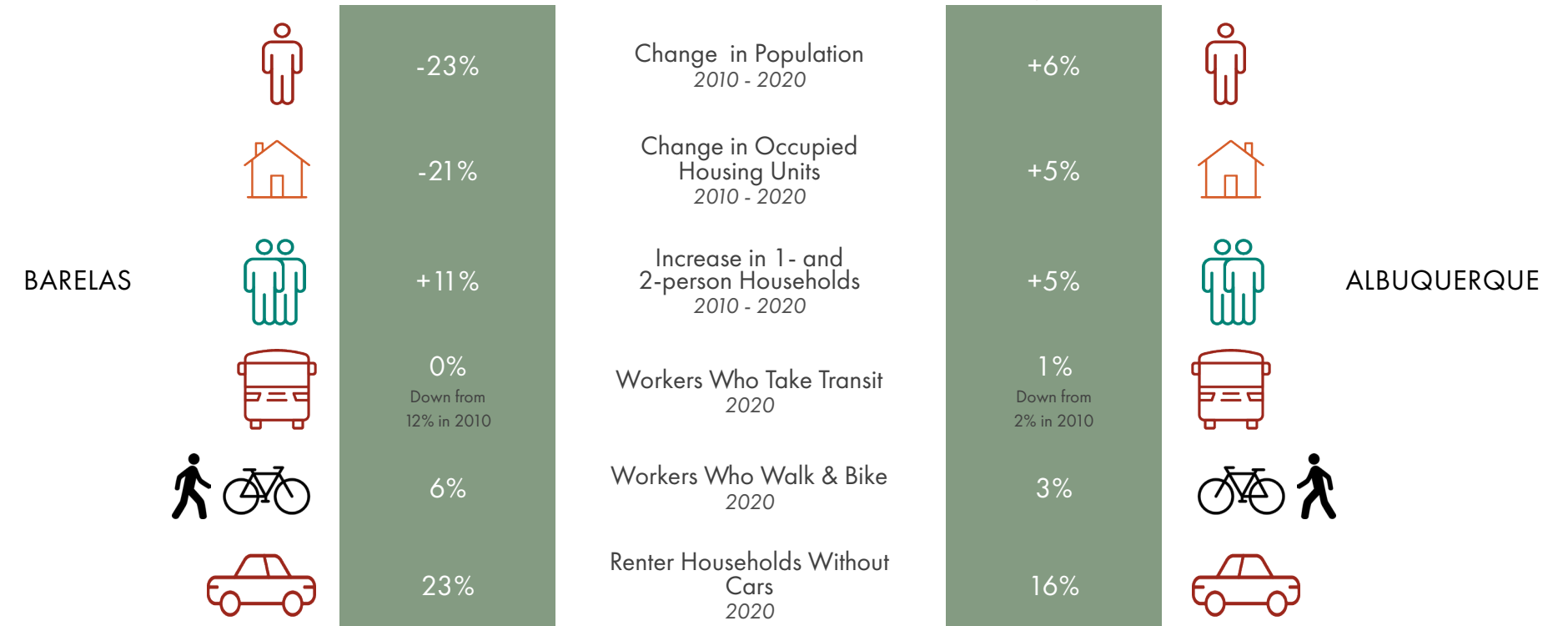
- The population in Barelas has decreased. Drivers of change appear to be an increased number of vacant housing units, limited new development, more 1- and 2-person households, and fewer children.
- The neighborhood has seen a substantial increase in both rents and household incomes.
- Historically a Hispanic community, the share of the population that identifies as Hispanic has declined 9%.
- The number of workers who rely on transit to get to work decreased from 12% to 0%.



HOUSING



NEIGHBORHOOD VS. ALBUQUERQUE



DIVERSITY

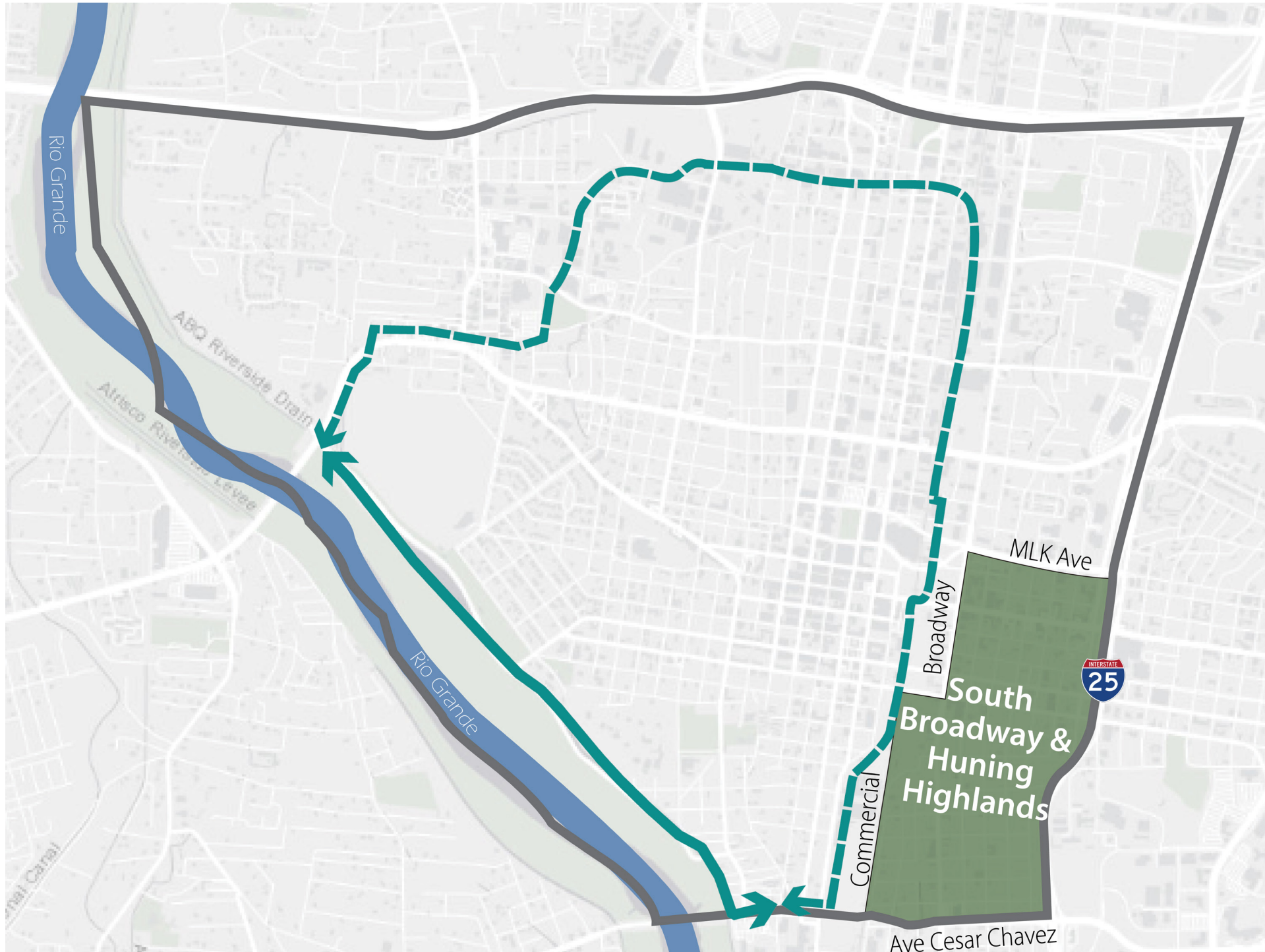


61% Population of Color (excluding White Hispanic or Latino)

79% Diverse Race/Ethnicity Population (including White Hispanic or Latino)

Population of Color	% Share of Population (2020)	Change in % Share (2010 - 2020)	Actual # Change
Black or African American	4%	-3%	-100
American Indian and Alaska Native	11%	+6%	131
Asian	2%	-1%	-32
Native Hawaiian or Pacific Islander	1%	+1%	14
Some Other Race	46%	+24%	476
Hispanic or Latino	68%	-9%	-864

Share includes anyone who identifies with that particular race or ethnicity, including those who also identify with other races. Double counting occurs. Terminology set by US Census categories.



SOUTH BROADWAY & HUNING HIGHLANDS CENSUS TRACT

The South Broadway and Huning Highlands neighborhoods are a primarily residential area anchored by two commercial corridors: Broadway and Central.

The housing stock south of Coal Avenue are some of the oldest in the city, many built during between 1885 - the 1920s following the construction of the Santa Fe Rail Yards on the border of Barelvas and South Broadway. The Rail Yards was a major employer for both neighborhoods.

North of Coal, Huning Highlands was once one of Albuquerque's most popular residential neighborhoods, lined with small retail and grocers. However, it experienced decline in the 60s.

Historic designation in the 1978 triggered reinvestment in the housing stock. Today, blocks near the Central corridor in East Downtown have seen recent commercial development and reinvestment, possibly triggered by the redevelopment of Old Albuquerque High (completed in phases between 2004 - 2009) and subsequent nearby multifamily projects.

Based on the high percentage of mortgage burdened households, these neighborhoods may benefit most from programs targeted at stabilizing existing homeowners.

South Broadway & Huning Highlands

WHAT HAS CHANGED OVER THE PAST TEN YEARS?

- The percentage of mortgage burdened owner-occupied households far outpaces the city-wide number and most other tracts in the Rail Trail area. As homeownership is increasing, the percentage of mortgage-burdened households has remained steady.
- The population of color has grown by 14%, from 35% to 50%. However, American Indian/Alaska Native populations have decreased substantially.
- The number of renter households without a car has increased by 21%. This may be explained by improved transit systems installed along Central Avenue. Commuters may be making housing decisions based on transit availability.



South Broadway & Huning Highlands

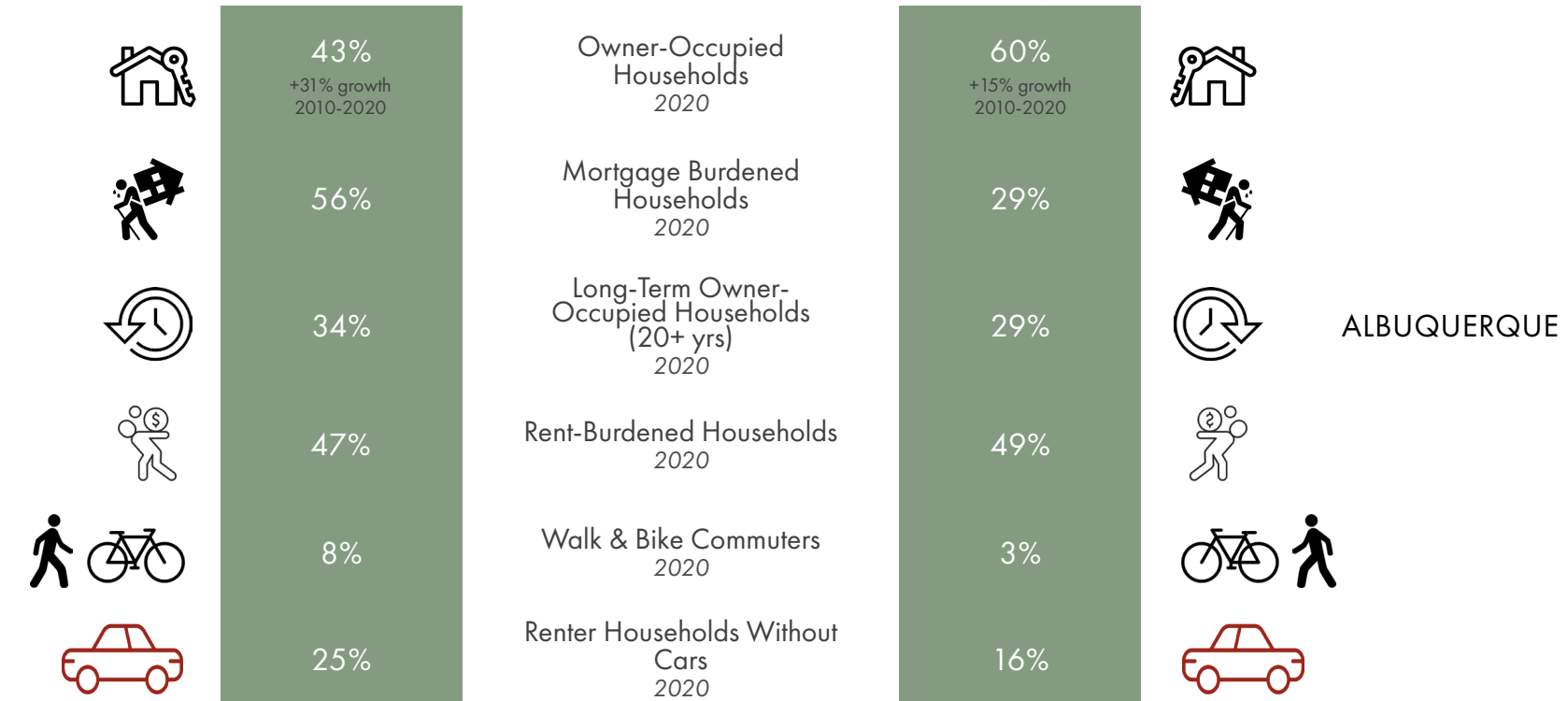


5,000 people per sq.mi.
Highest population density of all census tracts in the Rail Trail Area



NEIGHBORHOOD VS. ALBUQUERQUE

SOUTH BROADWAY & HUNING HIGHLANDS



DIVERSITY



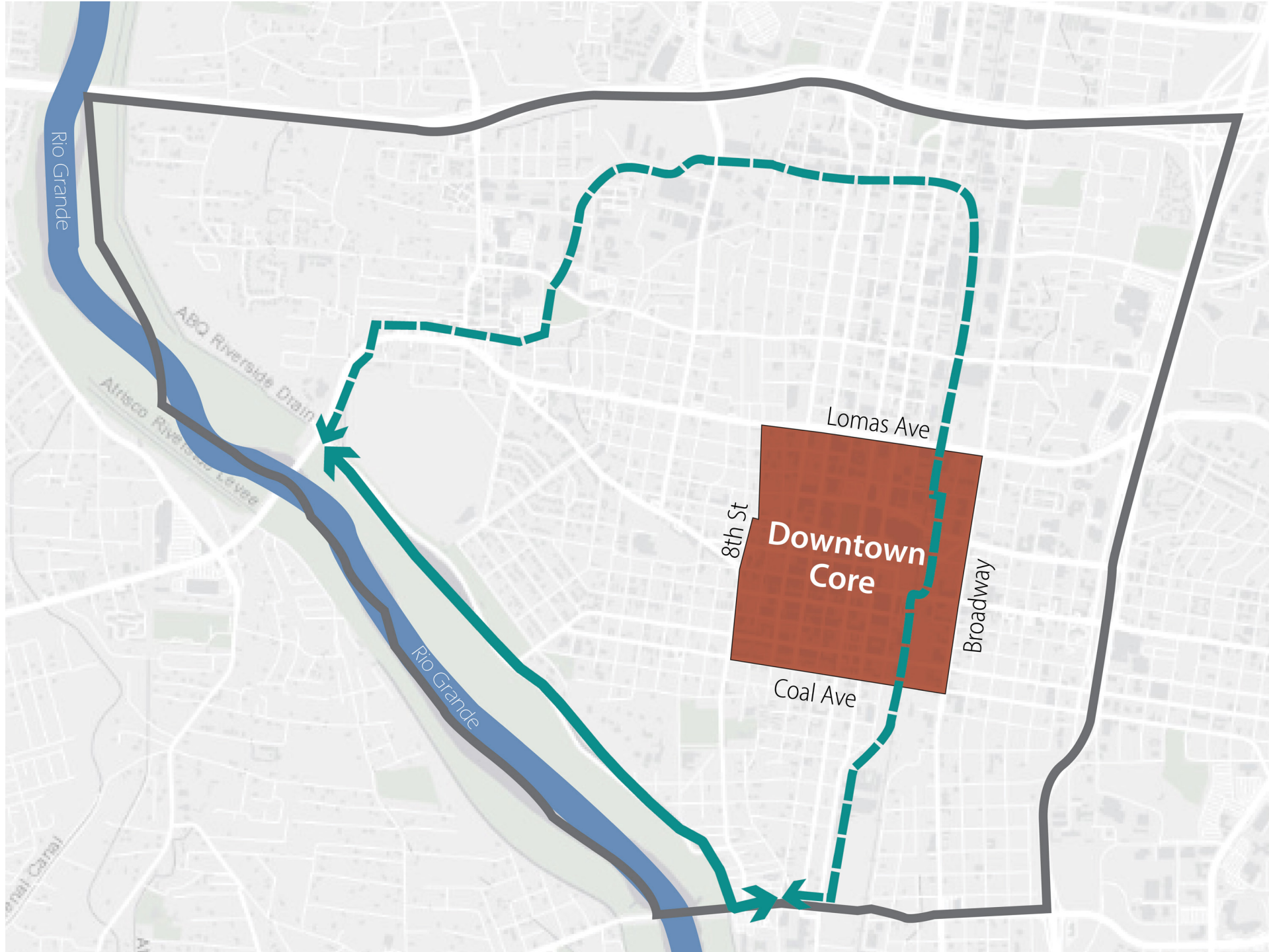
50% Population of Color
(excluding White Hispanic or Latino)

69% Diverse Race/Ethnicity Population
(including White Hispanic or Latino)

Population of Color	% Share of Population (2020)	Change in % Share (2010 - 2020)	Actual # Change
Black or African American	6%	+0.5%	+70
American Indian and Alaska Native	9%	-7%	-43
Asian	3%	+2%	+60
Native Hawaiian or Pacific Islander	0%	0%	+2
Some Other Race	34%	+23%	+754
Hispanic or Latino	55%	-1%	+87

Share includes anyone who identifies with that particular race or ethnicity, including those who also identify with other races. Double counting occurs. Terminology set by US Census categories.

Data sources:
US Decennial Census, 2010 and 2020
American Community Survey 2010 and 2021 Estimates



DOWNTOWN CORE CENSUS TRACT

Downtown is an employment hub for the City, especially for public sector jobs, which pay higher wages on average. Residents in the core are becoming more diverse, but incomes have declined due to the addition of affordable housing.

The Downtown Core has seen significant investment and subsidy provided by the City of Albuquerque over the past twenty years - especially for the development of multi-family affordable housing.

The COVID-19 pandemic has seemed to result in the long-term decline of daytime workers in downtowns across the country. This trend has seemed to affect our own downtown as well. Therefore, the City has recognized the continued need for diversifying land uses and household incomes in downtown Albuquerque to ensure an economically stable and vibrant city center. The Rail Trail is a key strategy for revitalizing our downtown core.

Downtown Core

Downtown Core

WHAT HAS CHANGED OVER THE PAST TEN YEARS?

- The population in the Downtown Core doubled, fueled by the development of 432 multi-family units, 76% of which are low-income and workforce-housing.
- Household incomes have declined, likely a result of the supply of affordable housing delivered.
- Downtown Core residents are becoming more educated. In 2010, 50% of the population had more than a high school diploma, in 2020 that increased to 79%.
- Transit ridership increased exponentially from 1% to 10%, likely driven by development of workforce housing and the opening of the bus rapid transit line.



DIVERSITY



54% Population of Color
(excluding White Hispanic or Latino)

66% Diverse Race/Ethnicity Population
(including White Hispanic or Latino)

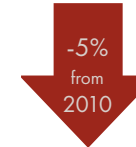
Population of Color	% Share of Population (2020)	Change in % Share (2010 - 2020)	Actual # Change
Black or African American	10%	+6%	+99
American Indian and Alaska Native	20%	+15%	+270
Asian	4%	+3%	+58
Native Hawaiian or Pacific Islander	1%	+1%	+12
Some Other Race	22%	-14%	-675
Hispanic or Latino	38%	-8%	-67

Share includes anyone who identifies with that particular race or ethnicity, including those who also identify with other races. Double counting occurs. Terminology set by US Census categories.

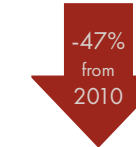
HOUSING



\$640/mo
Median Rent



\$17,100
Median Income



76% of 432 multifamily units built since 2010 are rent restricted affordable housing



4,300 people per sq.mi.
Second highest population density of all census tracts in the Rail Trail Area

NEIGHBORHOOD VS. ALBUQUERQUE

DOWNTOWN CORE



+101%

Growth in Housing Units
2010 - 2020

+6%



96%

1- and 2-person
Households
2020

69%



81%

Renter Households
2020

40%



ALBUQUERQUE



10%

Workers Who Take Transit
2020

1%



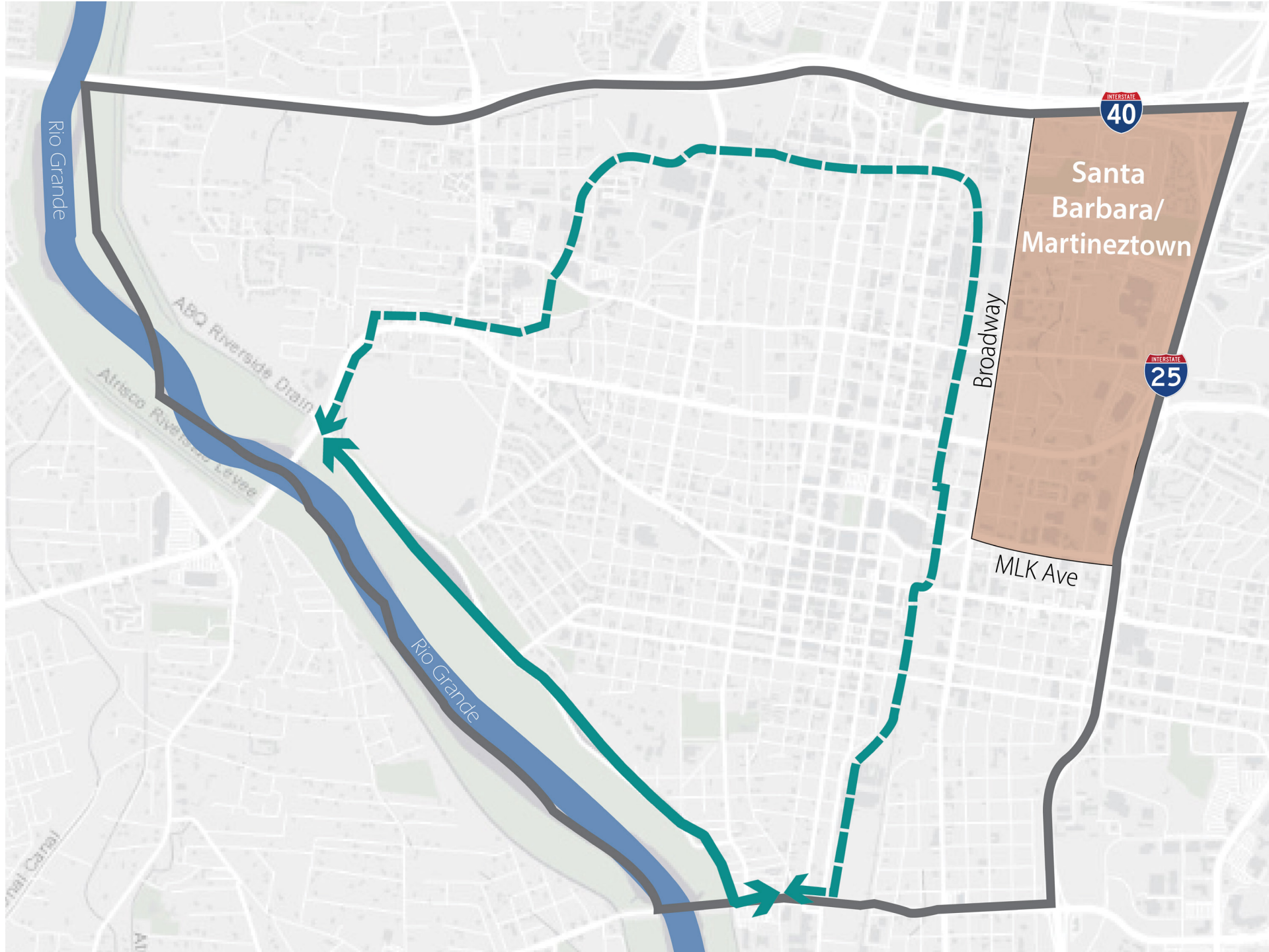
46%

Renter Households Without
Cars
2020

16%



Data sources:
US Decennial Census, 2010 and 2020
American Community Survey 2010 and 2021 Estimates



SANTA BARBARA/ MARTINEZTOWN CENSUS TRACT

Like many of the greater downtown neighborhoods, Santa Barbara/Martineztown is one of Albuquerque's oldest neighborhoods. Originally settled for agricultural use, the area transformed with the arrival of the railroad.

In addition to workforce housing for railroad workers, Santa Barbara/Martineztown developed industrial uses along with

smaller neighborhood-oriented businesses.

The arrival of the railroad and the later installation of the I-25 and I-40 freeways has separated Santa Barbara/Martineztown from many adjacent neighborhoods. Today, the neighborhood is home to close mixes of industrial, commercial, single-family, multi-family uses, and institutional (hospital, school, governmental) uses.

WHAT HAS CHANGED OVER THE PAST TEN YEARS?

- There has been an explosive increase in median income: up 127% compared to Rail Trail Area (24%) and Albuquerque (21%). However, median household income in Santa Barbara/Martineztown (\$37k) is still well below the city-wide median income (\$56k).
- There was a substantial decrease in % of households that are housing cost-burdened for homeowners (-24%) and renters (-19%)
- Residents are less dependent on transit: There has been an 11% increase in workers living in Santa Barbara/Martineztown that drove alone to work.

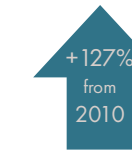


HOUSING

RENT
\$740/mo
Median Rent



\$36,700
Median Income



100% of 68 multifamily units built since 2010 are rent restricted affordable housing

NEIGHBORHOOD VS. ALBUQUERQUE

SANTA BARBARA/
MARTINEZTOWN

ALBUQUERQUE



32%
+22% growth
2010-2020

Owner-Occupied
Households
2020

60%
+15% growth
2010-2020



27%
Down from
46% in 2010

Mortgage Burdened
Households
2020

29%
Down from
35% in 2010



24%

Long-Term Owner-Occupied Households (20+ yrs) 2020

29%



33%

Rent-Burdened Households 2020

49%



\$36,700
+127% growth
2010-2020

Median Household Income 2020

\$56,400
21% growth
2010-2020



DIVERSITY



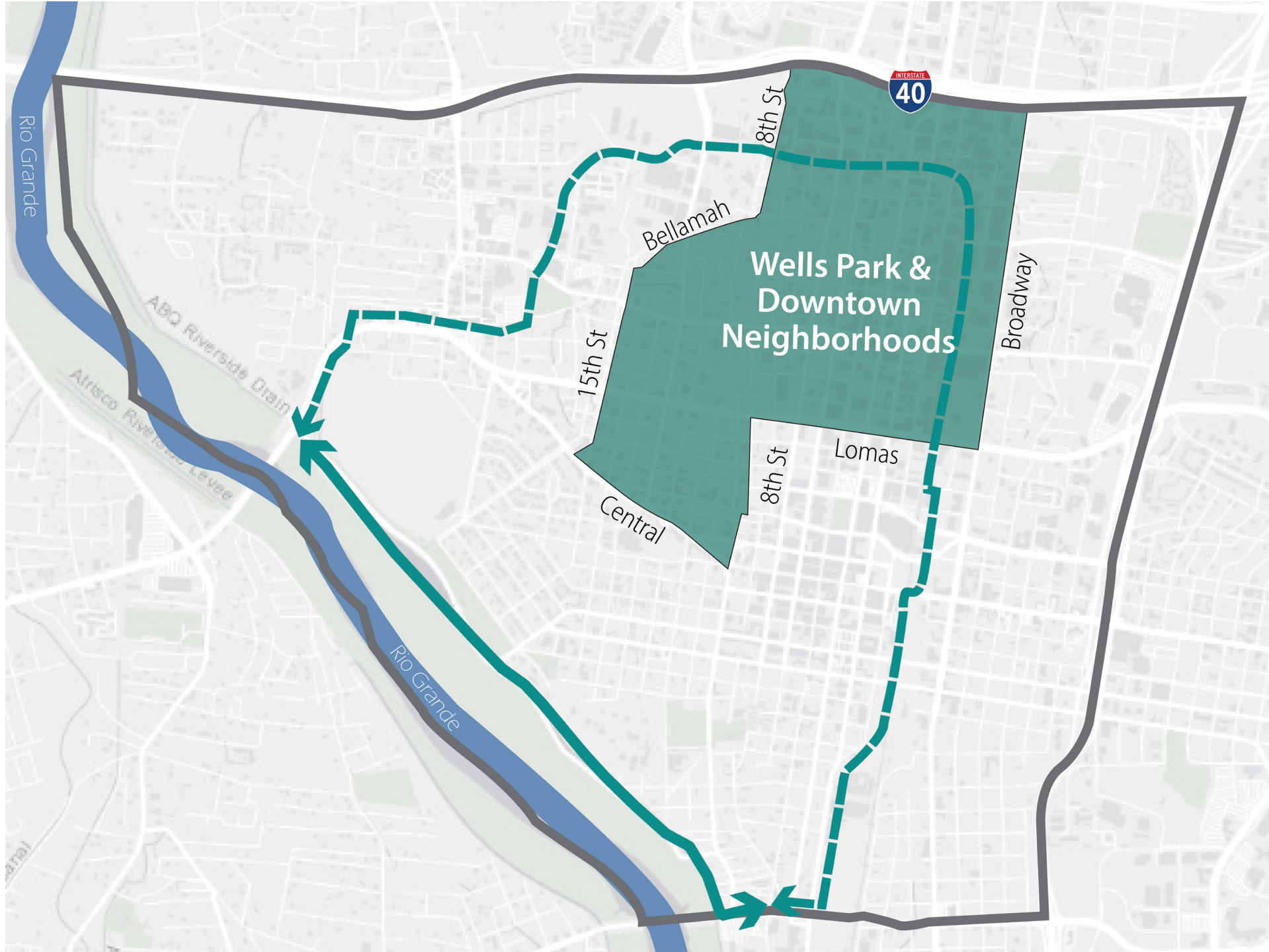
58% Population of Color
(excluding White Hispanic or Latino)

75% Diverse Race/Ethnicity Population
(including White Hispanic or Latino)

Population of Color	% Share of Population (2020)	Change in % Share (2010 - 2020)	Actual # Change
Black or African American	6%	+4%	+6
American Indian and Alaska Native	15%	+84%	+167
Asian	3%	-28%	-27
Native Hawaiian or Pacific Islander	0%	0%	0
Some Other Race	36%	+76%	+389
Hispanic or Latino	56%	-3%	-43

Share includes anyone who identifies with that particular race or ethnicity, including those who also identify with other races. Double counting occurs. Terminology set by US Census categories.

Data sources:
US Decennial Census, 2010 and 2020
American Community Survey 2010 and 2021 Estimates



WELLS PARK & DOWNTOWN NEIGHBORHOODS CENSUS TRACT

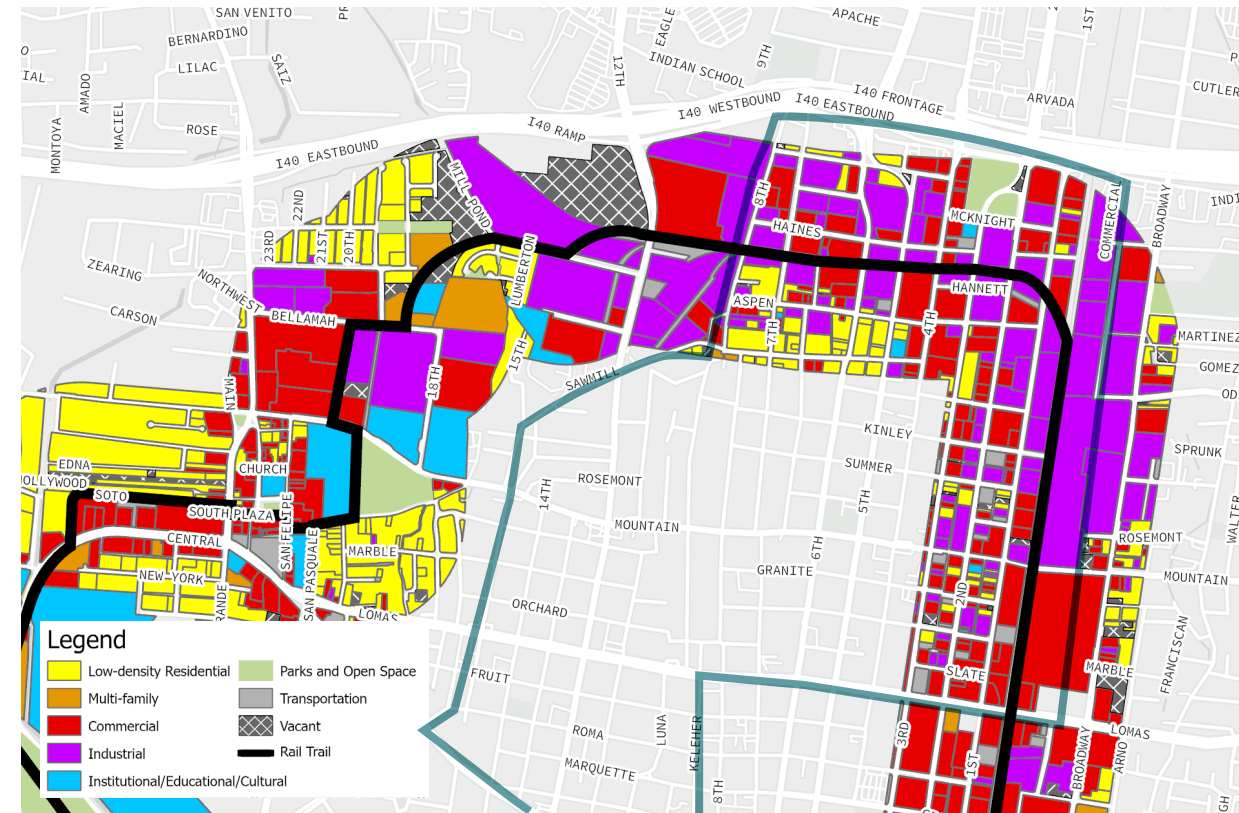
The Wells Park area has socio-economic profiles and demographics that are closer to the rest of the city.

- Like the rest of the Greater Rail Trail area, the neighborhood is losing Hispanic population.
- The neighborhood has the highest median income of all greater trail area Census Tracts, but is still below the city-wide median.
- Though the population of color in this neighborhood is growing, it still has one of the lowest shares of all other Census tracts (43% population of color).
- The area has a larger disparity in educational attainment than the rest of the city.
- It is physically larger census tract than the rest of the neighborhoods, but has one of the lowest population densities. This is likely due to the presence of a large swath of industrial land uses.

Wells Park & Downtown Neighborhoods

Trail investments near industrial land uses that are close to urban centers in other cities have seen their industrial areas transform into more mixed-use districts. If industry leaves these buildings, land uses around the trail neighborhood may transform into more mixed-use or light/artisan manufacturing uses (such as distilling and brewing, already a major presence in the district) that can capitalize on trail users and tourists.

Land Use Map Within 500 feet of Trail Alignment



Wells Park & Downtown Neighborhoods

HOUSING

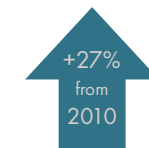
RENT

\$740/mo
Median Rent



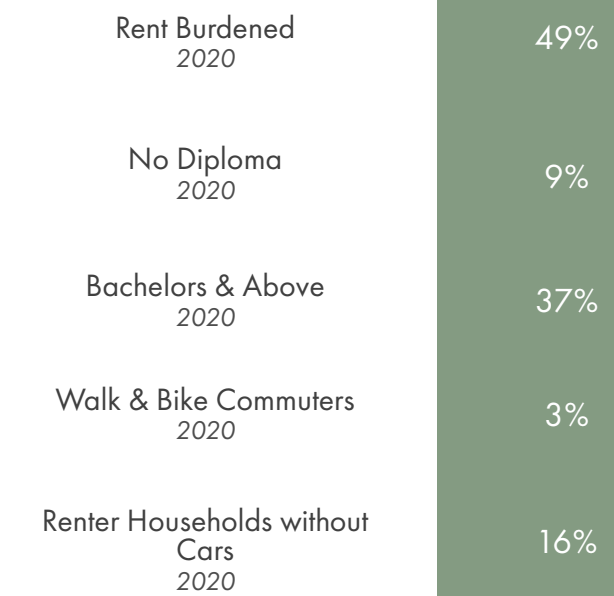
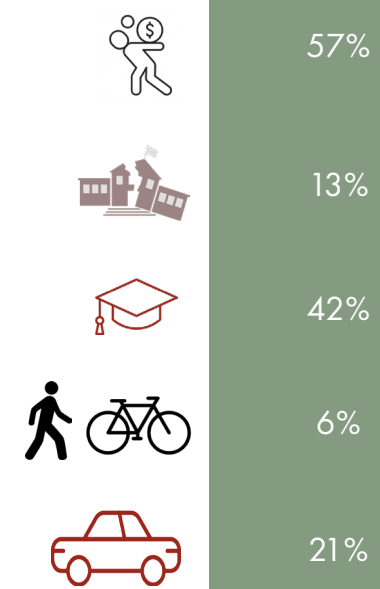
\$

\$36,700
Median Income

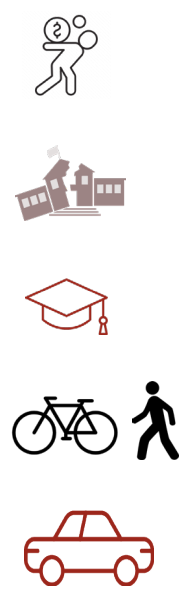


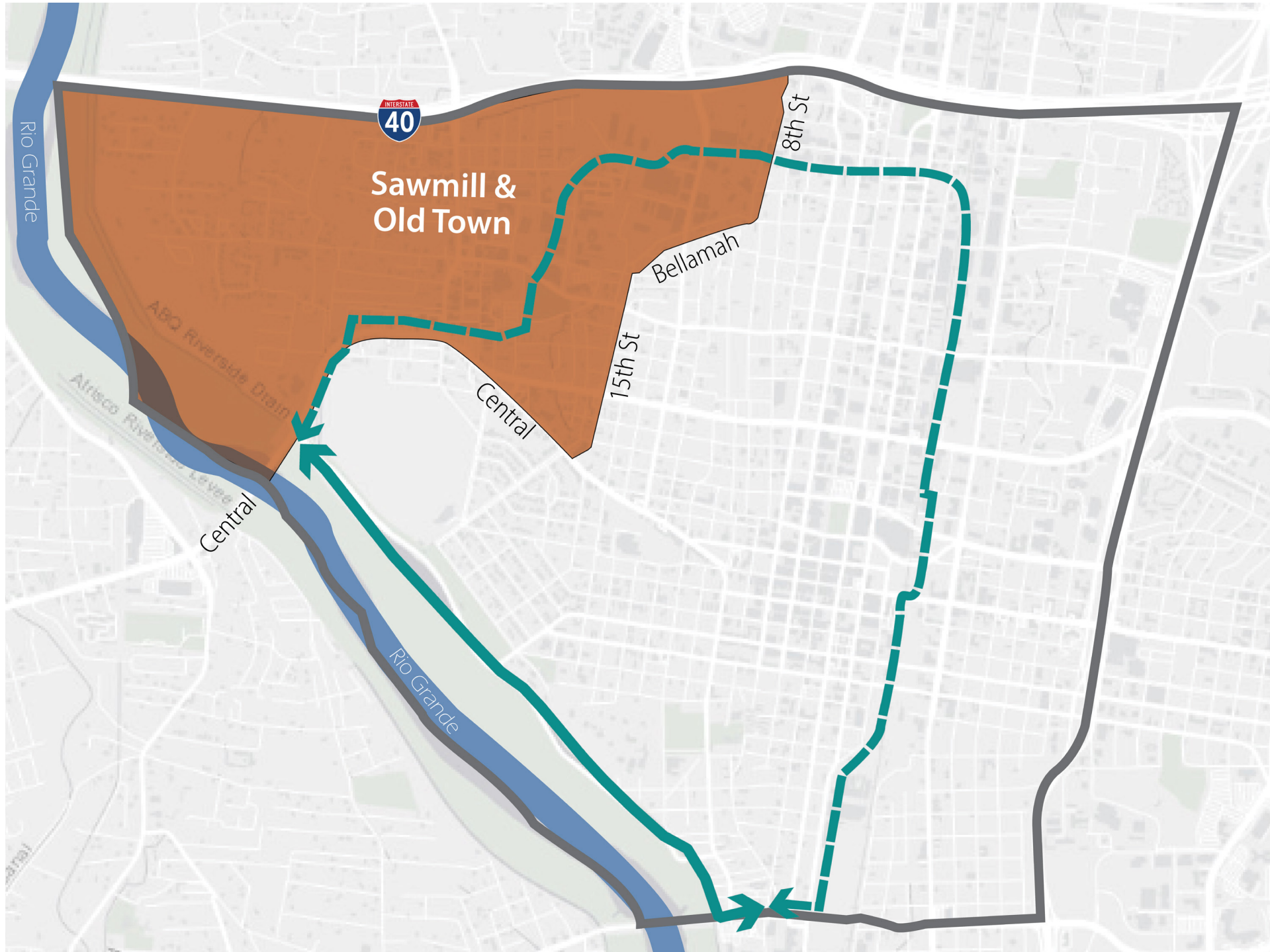
NEIGHBORHOOD VS. ALBUQUERQUE

WELLS PARK & DOWNTOWN NEIGHBORHOODS



ALBUQUERQUE





SAWMILL & OLD TOWN CENSUS TRACT

Old Town is one of the oldest settlements in Albuquerque, established in 1706 by Spanish settlers. Settlements and industry grew out from the original old town site, resulting in a history of change and redevelopment over the years.

Historic and character preservation codes now cover much of the original Old Town site and some residential areas.

Most recently, the site of a former sawmill was environmentally restored and redeveloped by the City's Metropolitan Redevelopment Agency, the Sawmill Community Land Trust, and other development partners into a mixed-income, mixed-use district.

Sawmill & Old Town


WHAT HAS CHANGED OVER THE PAST TEN YEARS?


- The area has seen the 3rd largest share of new multi-family housing development in the Rail Trail Area.
- Rent growth (15%) has been slower than the rest of Albuquerque (32% growth) and the Rail Trail area (22% growth).
- Median household income has similarly grown slower in Sawmill/Old Town than the City, though it has the second highest median income of all Rail Trail Area census tracts.
- The population density is the lowest of all census tracts; this could be attributable to a plethora of industrial, commercial, and cultural land uses.



Sawmill & Old Town



 36% of 292 multifamily units built since 2010 are rent restricted affordable housing

 4,050 jobs in the Census Tract
 • 40% in Accommodation & Food Service
 • 75% pay less than \$40,000

NEIGHBORHOOD VS. ALBUQUERQUE

DIVERSITY



51% Population of Color
 (excluding White Hispanic or Latino)
 68% Diverse Race/Ethnicity Population
 (including White Hispanic or Latino)



Data sources:
 US Decennial Census, 2010 and 2020
 American Community Survey 2010 and 2021 Estimates

SAWMILL & OLD TOWN



+14%



62%
 +26% growth
 2010-2020



\$720
 13% growth
 2010-2020



\$46,300
 8% growth
 2010-2020

Population Growth
 2010 - 2020

+3%

Owner-Occupied
 Households
 2020

60%
 +15% growth
 2010-2020

Median Contract Rent
 2020

\$831
 32% growth
 2010-2020

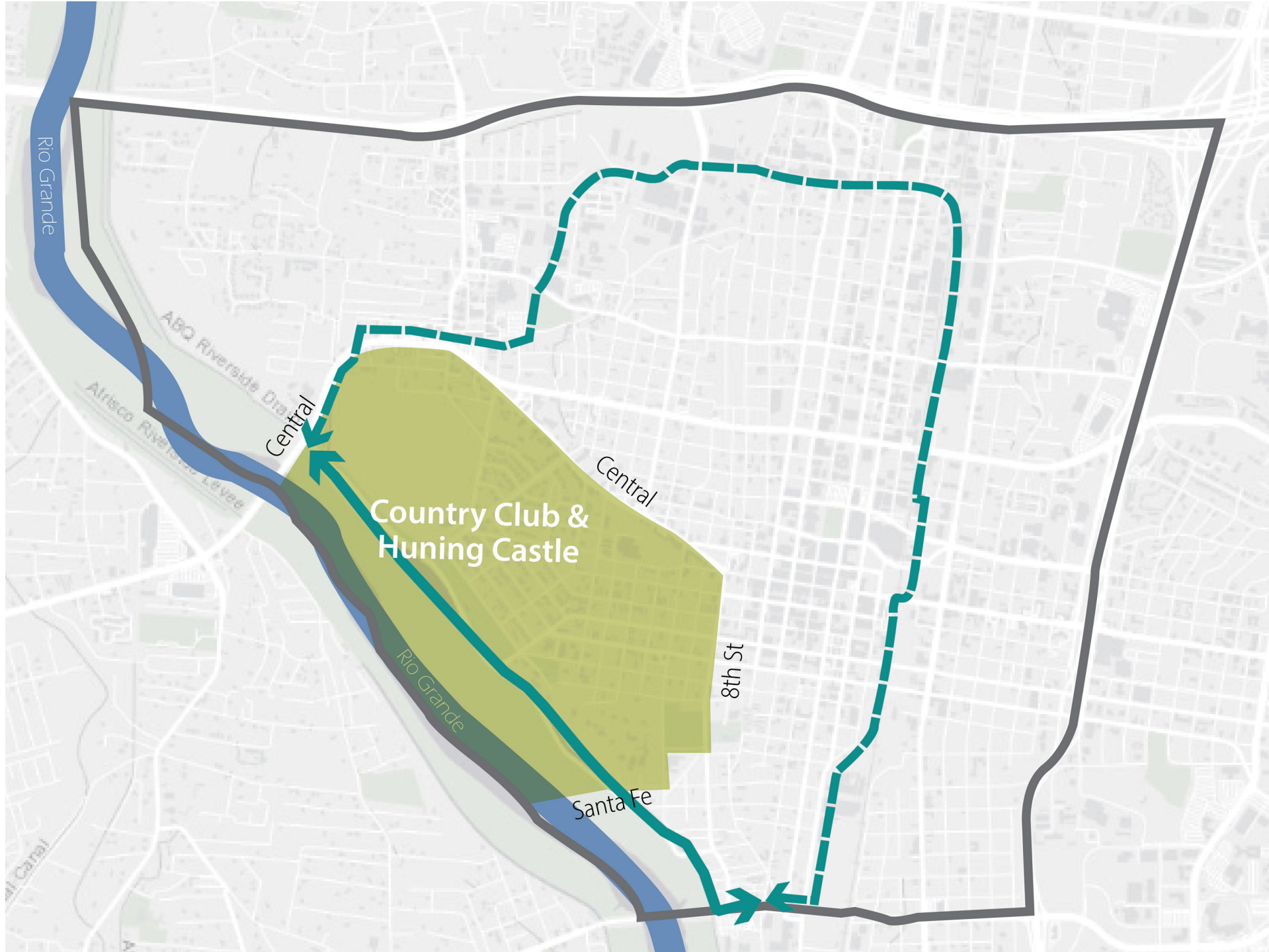
Median Household Income
 2020

\$56,400
 21% growth
 2010-2020



ALBUQUERQUE





COUNTRY CLUB & HUNING CASTLE CENSUS TRACT

The Country Club & Huning Castle neighborhoods are predominantly single-family households with a smattering of duplex, triplex, and multi-family throughout the neighborhood. It is also anchored by commercial and multi-family uses along the Central Corridor.

Several recent redevelopment projects in the area include

motel redevelopments on Central, including the Millennium Flats, El Vado, and The Monterey. Other major investments include Country Club Plaza and city investment in the ABQ BioPark and Zoo.

The single-family neighborhoods have generally remained steady, many comprised of significantly large lot sizes (in the area between 14th and Laguna). Most change and development has been concentrated along Central Avenue and close to the edge of the Downtown Core (Silver Moon Lodge and The Sterling, two major affordable housing developments, border the edge of the Downtown Core).

Country Club & Huning Castle

Country Club & Huning Castle

WHAT HAS CHANGED OVER THE PAST TEN YEARS?

- The area has seen the 2nd largest share of new multi-family housing developments in the Rail Trail Area.
- Median household income has risen at a similar rate when compared to the City.
- A decade of housing growth has made the Country Club area the second-fastest growing district in the Rail Trail area.



DIVERSITY



41% Population of Color
(excluding White Hispanic or Latino)

Up from 24% in 2010

51% Diverse Race/Ethnicity Population
(including White Hispanic or Latino)

Up from 48% in 2010

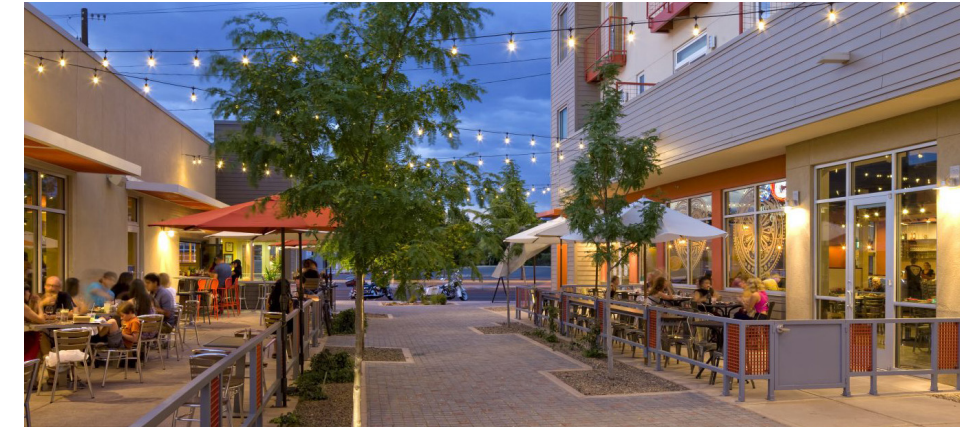
Data sources:
US Decennial Census, 2010 and 2020
American Community Survey 2010 and 2021 Estimates

HOUSING



80% of 354 multifamily units built since 2010 are rent restricted affordable housing

The development of 282 affordable housing units over the past 13 years has come with increased estimates of rent-burdened households.



NEIGHBORHOOD VS. ALBUQUERQUE

COUNTRY CLUB & HUNING CASTLE



+13%



91%



+22%



\$40,900
+25% growth
2010-2020



56%

Population Growth
2010 - 2020

+3%

1- and 2-Person
Households
2020

69%

Growth in Housing Units
2010 - 2020

+6%

Median Household Income
2020

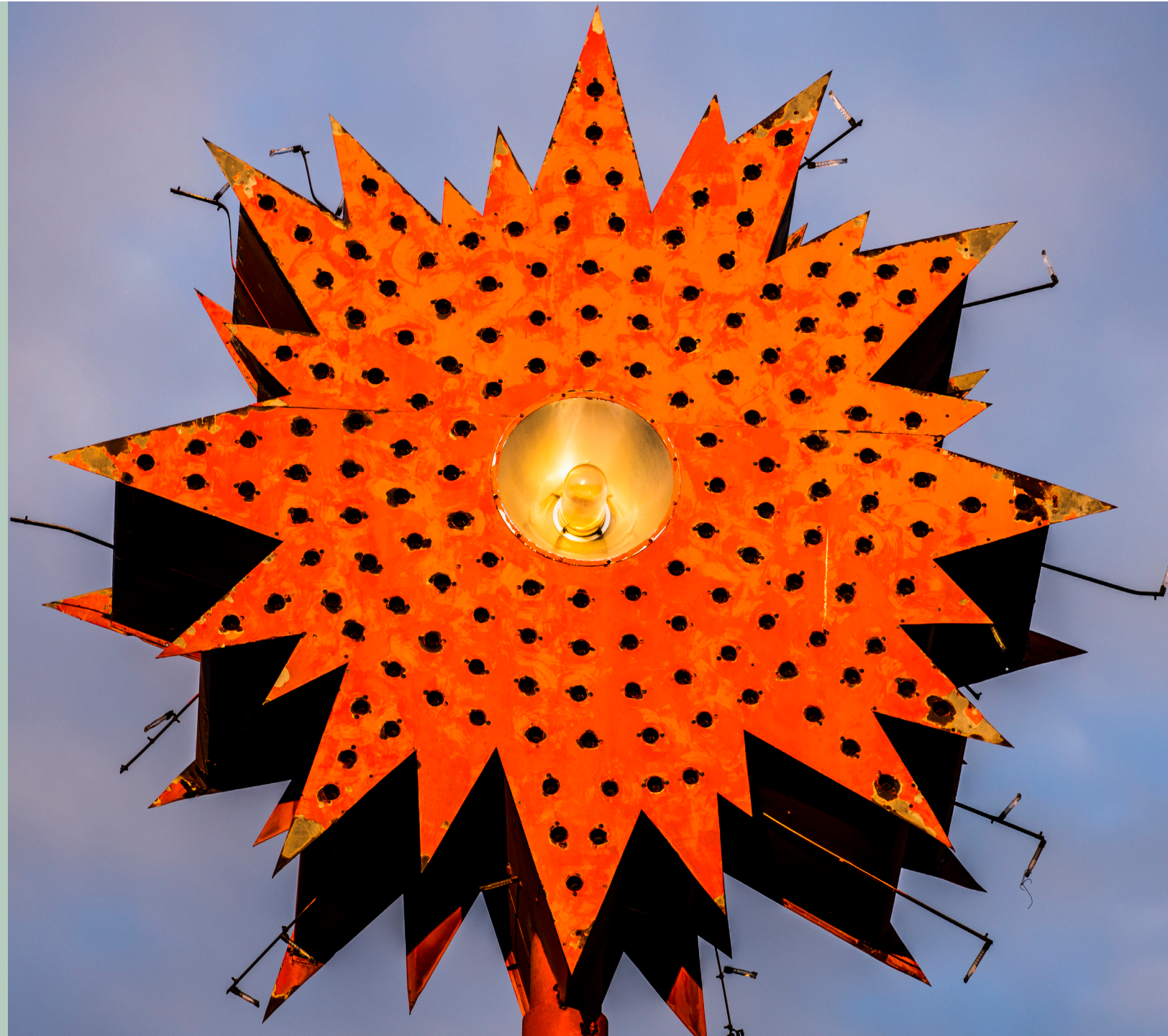
\$56,400
+21% growth
2010-2020

Rent Burdened
2020

49%

ALBUQUERQUE





Part 5: Programs That Can Help Achieve Equitable Development



INCLUSIVE GROWTH

Equity Principles

- 01 Ensure existing residents can continue to afford to live in their neighborhood.
- 02 Support new and existing local small businesses. Prioritize people of color, women, LGBT, and veteran-owned businesses.
- 03 Incorporate community generated programming that serve the existing residents.
- 04 Authentically celebrate the history and culture of the local community.

Drawing from the Equity Principles of the Rail Trail and prior community engagement, the following section describes existing programs that can help address neighborhood stability and economic development desires. It also provides examples of programs that can be adapted to Albuquerque to address gaps in existing services. Other programs that arise during future community engagement should also be considered.

While the City of Albuquerque can lead some programs, strong partnerships with non-profits, philanthropies, business advocates, and neighborhood organizations will be crucial partners to establishing, funding, and administering these initiatives.

Nourishing a sense of collective ownership of the Rail Trail across all groups can encourage collective action to result in equitable outcomes. To do this, the City should:



Establish an Inclusive Growth Program Task Force



Secure philanthropic partners and funders



Continue engaging the community and small business to respond to desires and changing conditions

Existing Albuquerque Programs

Sustainable Household Energy Management Initiative. *Partnership with Prosperity Works, City of Albuquerque, PNM, & ABCWUA.*

The Sustainable Household Energy Management initiative in New Mexico addresses the energy efficiency requirements of limited-income households through scalable solutions. By paying for energy efficiency upgrades, the initiative enhances residents' safety, comfort, and overall well-being while reducing exposure to pollutants emitted by inefficient household systems. Lowering household energy costs enables low-income households to allocate savings toward essential needs and future savings. Eligibility for upgrades extends to both homeowners and renters, ensuring broad accessibility to the program's benefits.

Property Owner Tax Programs. *Bernalillo County, State of New Mexico.*

Value Freeze Program. The Taxable Property Value Freeze Program offers eligible property owners the opportunity to prevent increases in their taxable property value. To qualify for the program, the property owner must have a modified gross income of \$40,400 or less in the previous tax year and meet one of the following criteria: be 65 years of age or older or be disabled. Once approved, the property value freeze remains in effect indefinitely after successfully completing the application process for three consecutive years. This program provides long-term stability and financial relief for eligible homeowners, ensuring that their property taxes remain consistent over time.

Veterans Tax Exemption or 100% Disabled Veteran Tax Waiver Exemption. This Exemption offers a \$4,000 reduction in taxable value of property if a veteran who is not disabled or is less than 100% disabled. If the owner-occupant is 100% disabled, the program can result in the total waiver of property taxes.

Maximum Annual Increase on Residential Properties. Bernalillo County limits property valuation increases to a maximum of 3 percent annually for single-family homes, townhomes, and other residential properties (like apartment complexes). This process is automatic. Property values can only be reassessed at market value after a sale or property transfer occurs.

Neighborhood Opportunity Grants Home Rehabilitation Program. *City of Albuquerque, US Department of Housing & Urban Development.*

The City of Albuquerque set aside \$3.3 million in ARPA funding for home rehabilitation grants. The City will give "Neighborhood Opportunity Grants" to low to moderate-income households to make repairs in their current homes. Homewise, Inc. will administer this program and has started their first repairs in July 2023.

Example Programs

Montpelier ADU Program. *Vermont State Housing Authority.*

In July 2019, VSHA was awarded funding for the development and implementation of a two-year pilot Accessory Dwelling Unit Program in Montpelier, Vermont. The program aims to assist with the building and initial leasing of an Accessory Dwelling Unit (ADU), including help with pre-construction design and securing of finances, permitting and compliance, contractor procurement and project management, and finally, tenant selection and lease up procedures. Qualifying ADU participants are eligible for a grant of up to \$20,000 and a loan of up to \$10,000 at 0%. Grants are structured as a reimbursement directly to the homeowner and determined by calculating up to 50% of project costs upon completion. Loans may be made available before construction with a signed agreement. The money for this grant comes from a Community Development Block Grant. Low and moderate income homeowners are prioritized for these grant and loan funds. Recipients must rent to low- or moderate-income tenants, which can include Section 8 voucher recipients.

Tenant First Right to Purchase. *Department of Housing & Community Development, Washington DC.*

The Tenant Opportunity to Purchase Act provides renters with the opportunity to purchase their homes and apartment complexes if the owners decide to sell. Tenant groups can access low-interest loans and technical assistance to purchase their buildings through the First Right Purchase program operated by the city's Housing and Community Development department. The policy helped to preserve nearly 1,400 units between 2000 and 2010.

EQUITY PRINCIPLE



Ensure existing residents can continue to afford to live in their neighborhood.

Existing Albuquerque Programs

SBA New Mexico Microloans & Technical Assistance Program. *US Small Business Administration, New Mexico.*
SBA works with entrepreneurs who cannot access traditional financing. SBA's lenders work closely with referring banks to empower local economies, helping entrepreneurs get started, and existing businesses expand. Loans to small businesses are available up to \$50,000.

WESST Business Consultation. *WESST.*
WESST's services seek to address a common challenge faced by entrepreneurs, particularly first-time business owners: limited access to capital for business initiation and expansion. In order to bridge this gap, WESST offers a comprehensive solution that includes no-to-low interest rate small business loans, as well as training and consulting services. Serving as a microlender, WESST specializes in providing financial assistance to viable businesses that may not meet the criteria of traditional lenders or banks. Specifically, the loan program targets underrepresented groups such as Women, Black, Indigenous, People of Color (BIPOC), Immigrants, Refugees, and low-wealth New Mexicans, ensuring inclusive support and opportunities for these communities. By combining financial resources with tailored guidance, WESST plays a crucial role in empowering entrepreneurs and fostering business growth in underserved populations.

Fast Forward Loan. *Dream Spring.*
The special Fast Forward loan program is specifically for contractors, service providers, project-based businesses, and construction industry businesses in New Mexico and Texas. Funds can be utilized for working capital to complete projects or get new initiatives off the ground. This 0% loan program offers up to \$10,000 to eligible borrowers, and program participants must have a minimum credit score of 650. This helps address the initial startup costs many contractors and project-based businesses face in gaining access to capital for sourcing equipment and materials.

La Plazita Gardens. *La Plazita Institute.*
Rooted in the convergence of traditional culture, spirituality, and horticulture, LPG embodies a space dedicated to social entrepreneurship for the betterment of the community. By providing direct financial assistance to La Plazita Institute's farm production operations, LPG ensures the sustained support for the institute's educational programming and social enterprise initiatives. With a primary focus on addressing poverty, enhancing food security, promoting socio-economic justice, and reclaiming land and water resources, LPG serves as a catalyst for reconnecting youth and the community with their agricultural heritage.

Example Programs

Atlanta Beltline Marketplace. *Atlanta Beltline, Inc.*
Beltline MarketPlace pilot program offers affordable commercial spaces for up to six small, local businesses with small incubator storefronts directly on the multi-use trail. The pilot program includes Minority Business Enterprises whose owners include Black men, women, veterans, families and members of the LGBTQ+ community. The program provides:

- An opportunity for entrepreneurs to gain immediate access to BeltLine foot traffic to launch a new product or existing businesses to test new products and services
- Businesses from the Southside and Westside an opportunity to gain new markets and awareness on the Eastside for their brands
- Business service support, with the ultimate goal of preparing entrepreneurs to launch their own brick-and-mortar business

Legacy Business Registry & Preservation Fund. *City of San Francisco.*
The City of San Francisco established a program to monitor and support community-serving businesses in operation for more than 30 years as they faced rising rents. The fund provided business assistance grants for payroll expenses (\$500 per employee, up to \$50k annually) and lease costs (\$4.50 per square foot, capped at \$22,500 annually).

EQUITY PRINCIPLE



Support new and existing local small businesses. Prioritize people of color, women, lgbt, and veteran-owned businesses.

Existing Albuquerque Programs

Story Riders. *Center of Southwest Culture, Inc.*

Story Riders empowers children and youth of color to reconnect with their natural and cultural heritage, while providing practical training in bicycle safety, maintenance, and guided cycling experiences in which participants explore local stories and spaces. Led by native New Mexicans who are Indigenous, Mexicano, Chicano or Mestizo, participants learn first-hand the inner workings of their bicycle and the rules and laws of cycling on roads, which instills a sense of responsibility and consideration for themselves and others when riding in public spaces. Through a place-based-education approach, students develop critical thinking and self-awareness by learning about current issues affecting the local natural environment and the local, cultural history through interviews and activities with elders.

Downtown Arts Collective. *Downtown Arts & Cultural District.*

Started in 2022 and currently a work in progress, the Downtown Arts Collective is exploring ways to support local artists, performers and creatives in the downtown community. The Art Collective's vision is to provide opportunity, access and business development for artists of all media through connection, education and communication.

Rail Yards Market.

Located in the historic Rail Yards campus, the Rail Yards Market responds to the community's desire for the Rail Yards to once again serve as an economic driver for the neighborhood. The non-profit growers' and artisans' market provides space for local entrepreneurs to grow their businesses and the opportunity to vend to hundreds of shoppers every weekend. The market also helps expand food access by providing local fresh produce to lower-income neighborhoods. The market also participates in Double Up Food Bucks, which doubles the value of EBT funds when spending on fresh fruits and vegetables.

USBC After School Program. *United South Broadway.*

The USBC After School Program is a community-based program for K-5 students in the South Broadway neighborhood. The program is a project of United South Broadway Corporation and the Albuquerque Community School Project at the University of New Mexico. The program is offered for free every Monday-Thursday immediately after school until 5:45pm. The program, developed with the assistance of the University of Pennsylvania's Center for Community Partnerships, is staffed by students in the UNM Service Corps.

Example Programs

First Excursions, First Horizons. *Friends of the High Line, New York.*

DJ Black Helmet developed a new sound performance and experience for the High Line. Sounds and melodies are steeped in recordings of the everyday Black experience, part of the DJ's search for the "less terrestrial sounds of Blackness." The music and performance activates the full length of the park, creating an immersive and transformative experience, while paying homage to the experience of Black life in New York City.

Nature's Beats: A sound exploration workshop. *The AM Project, San Antonio.*

The AM Project provides programming to instill the love of art, music, and writing in youth ages 9 - 18. The Nature's Beats course is offered on the San Antonio Riverwalk, and teaches students how to record the sounds of nature like local birds, breezes, and rushing water, then re-mixing these sounds into music and memorable audio clips. Programs like these encourages creativity and learning through place-based, immersive nature experiences.

In one Rail Trail survey (2021), residents living in Rail Trail neighborhoods identified the types of programming they would like to see most along the trail, in order of popularity:

1. Food vendors/growers markets (25%)
2. Music concerts (19%)
3. Temporary art installations (17%)
4. Cultural events such as dance performances (10%)

EQUITY
PRINCIPLE



Incorporate community generated programming that serve the existing residents.

Existing Albuquerque Programs

Casa Barelás.

Casa Barelás is a cultural hub and communal gathering space located on the ground of a historic gas station, on 4th Street Southwest and Pacific Avenue. It consists of an outdoor gazebo/performance space and two restored, converted buildings, one of which serves as the Casa Barelás office, the other of which hosts music and folkloric dance classes as well as exhibits and neighborhood meetings. All Casa Barelás programs are free and open to the public. Casa Barelás’s mission is to preserve, promote and celebrate Barelás’ diverse cultural heritage and foster communal wellbeing by instituting free, bilingual, multi-generational, community driven, cultural, educational and health programs.

National Hispanic Cultural Center.

The National Hispanic Cultural Center is dedicated to the preservation, promotion and advancement of Hispanic culture, arts and humanities. The Center presents exhibitions, lectures, book readings, performing arts and educational programming that are meaningful to the local community. It offers the Hispanic, Chicano and Latinx artist a place to present their work and bring it to the national stage. The NHCC is committed to making a cultural home for the diverse identities that shape the community. The NHCC is located in the historic neighborhood of Barelás, on the corner of Avenida Cesar Chavez and Avenida Dolores Huerta.

Apprenticeship for Social Justice. *Harwood Art Center - Escuela del Sol*

The Harwood Art Center’s Apprenticeship for Art & Social Justice is a government-supported program that trains young artists aged 17-24 in the co-creation of community-driven public art. With a focus on Mesa Verde Park in Albuquerque’s International District, the program actively engages with the community, gathering and responding to their input. Through the integration of community-sourced 6-word poems in tile mosaics and the recording and amplification of oral histories, the program ensures the preservation of local voices and cultural heritage. Additionally, the program incorporates local shrubs and herbs into its public artworks, emphasizing the connection between art and the ecosystem. Through collaborations with partners in the City of Albuquerque, public schools, community centers, and public health coalitions, the program maximizes its impact and fosters a strong sense of place and community among its participants and residents.

Working Classroom.

Working Classroom is a community arts organization that engages young artists from historically ignored communities. Through a range of programs and projects, they provide professional training in the arts, social justice, and leadership development. Their work promotes equity and amplifies underrepresented voices in the artistic and cultural landscape of Albuquerque.

Example Programs

The Maverick Tile Mural Installation. *San Antonio River Foundation.*

The San Antonio River Foundation is the nonprofit partner to the San Antonio River Authority. Established to provide amenities and enhancements along the San Antonio River, the Foundation invests in and manages public projects and programs that provide opportunities for residents and tourists alike to enjoy the river’s natural beauty, immerse themselves in its history and become thoughtful stewards of its future. The Foundation invests in creative art installations and enhancement projects along the San Antonio Riverwalk. One such example is the Maverick Tile Mural installation, a vibrant and visually captivating installation showcasing a historic Mexican arts and crafts tile mural. The mural celebrates the rich cultural heritage and artistic traditions of Mexico, enhancing the visual landscape and cultural identity along the San Antonio River.

Fairmount Cultural Corridor. *Dudley Street Neighborhood Initiative, Philadelphia.*

The goal of the program is to encourage vibrant cultural economic activity through place making interventions such as interactive public art installations, outdoor markets, and complementary business activity around the Upham’s Corner Fairmount train stop and anchored by the historic Strand Theatre. With support from other local and national funders, the initiative has expanded to include the Four Corners neighborhood, with plans to connect with creative place making efforts all along the Corridor.

EQUITY
PRINCIPLE

04

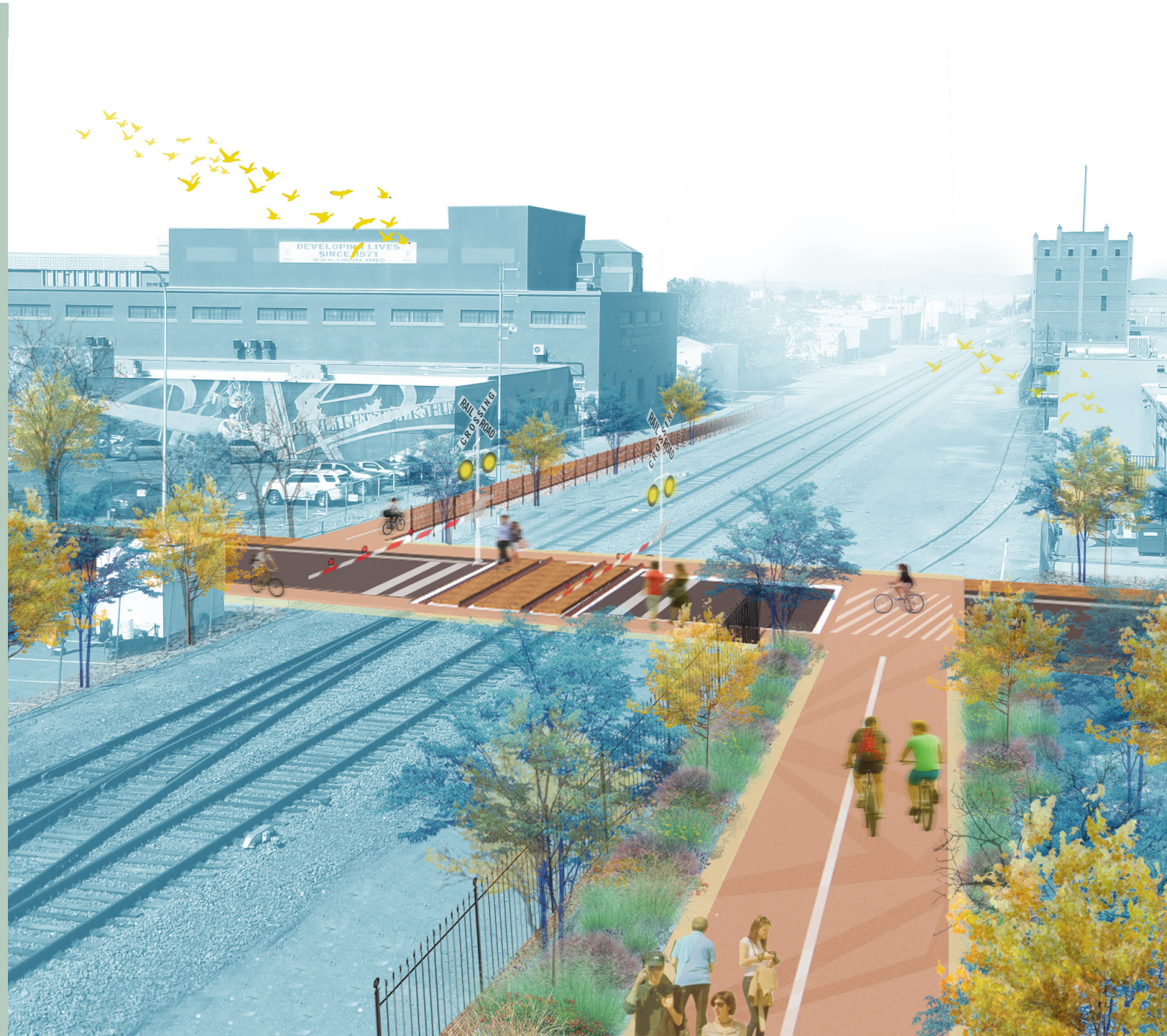
Authentically celebrate the
history and culture of the local
community.

OTHER PROGRAM OPPORTUNITIES

Other programs that communities, nonprofits, businesses, and other government entities can launch independent of or in collaboration with the City include:

- Events on the trail (running clubs, low rider bike nights, neighborhood nights out, movie nights)
- Safe Routes to Schools – enhance connections between the trail and nearby schools
- Pop-up bike clinics
- Property rehabilitation and activation
- Farmers and artisan markets
- Busking on the trail
- Volunteer cleanup days
- Community gardens
- Establishing community land trusts





Conclusions & Next Steps

CONCLUSIONS

The Rail Trail provides an unprecedented opportunity for positive growth and improved quality of life in the greater downtown neighborhoods. Prior community engagement in the Rail Trail area identified the need for housing affordability, job growth, support for small and diverse-owned businesses, expanded youth programming, and improvements to the built environment. Programs that target neighborhood stability, expand economic opportunity, and promote culturally relevant programming can ensure that existing residents are able to enjoy the benefits that the Rail Trail will bring.

Trends over the past ten years show that residents in the Rail Trail Area are lower-income on average than the rest of the city, and that rents are increasing – though generally remain below the median rent of the rest of the city. The vast majority (69%) of new multifamily development in the area has been income-restricted affordable housing, which may have had an impact on the increased rates of poverty seen in the district – but has also created an excellent baseline of affordable housing in the Rail Trail Area.

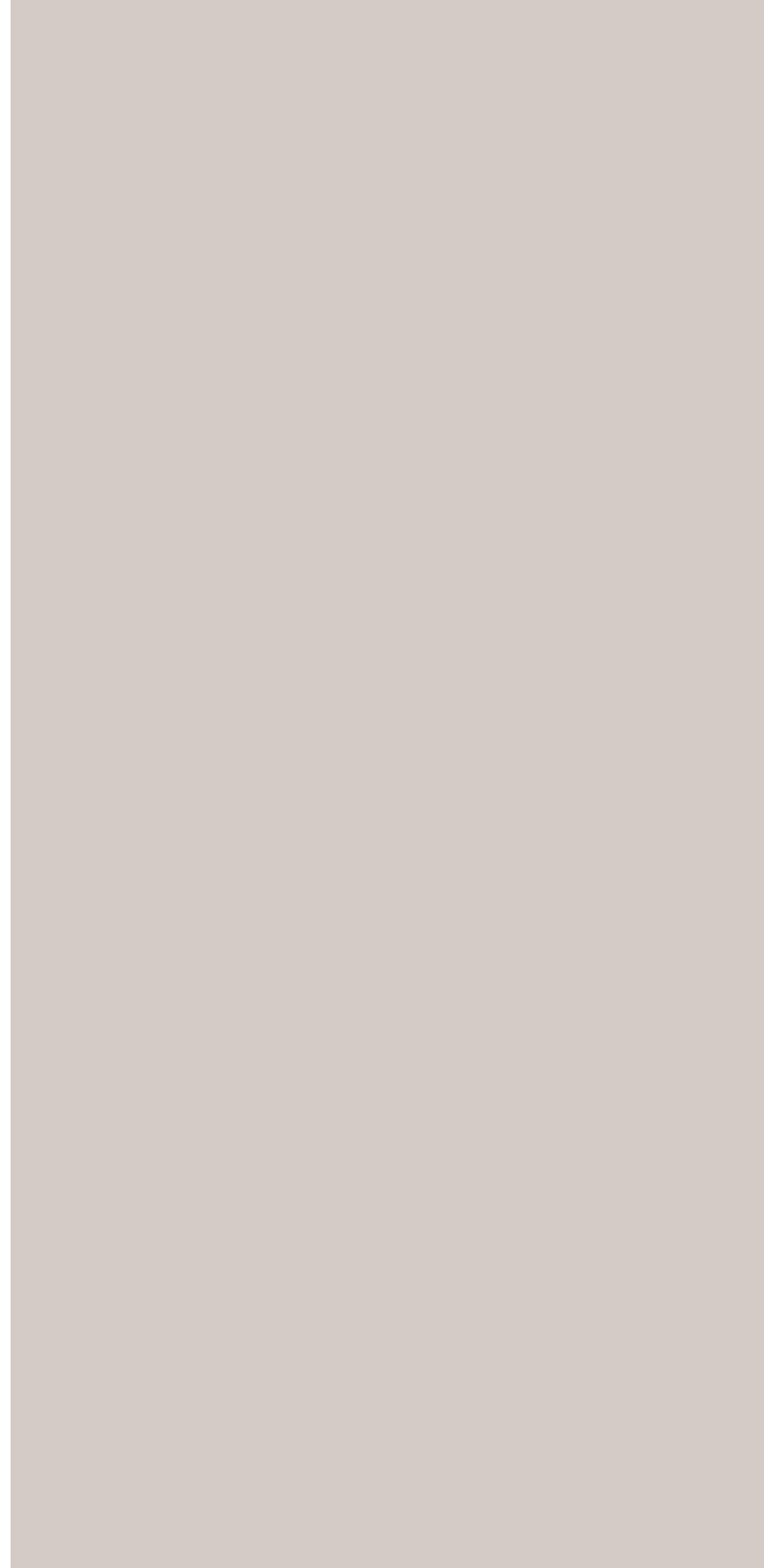
Residents in the area are more likely to take public transit, bike, or walk to work, while also facing more dangerous road conditions. The Rail Trail can provide the physical infrastructure to connect workers to better paying jobs in a safe and pleasant non-car commute.

Rail Trail Area workers are paid less on average compared to workers in the rest of the city, supporting the need for programs that promote employment growth and job training programs for higher-paying sectors like healthcare, film, and construction.

Unique conditions in each neighborhood highlight opportunities to create targeted programs, like a vacancy reduction program in Barelás, mortgage assistance in South Broadway/EDo, or an industrial renovation/conversion incentive in Wells Park and Santa Barbara/Martineztown.

NEXT STEPS

1. Utilize this document to conduct community engagement, soliciting feedback from residents on the findings of this report and preferences for program types, and update the report to reflect community input.
2. Establish a Rail Trail Inclusive Growth Task Force, including nonprofits, philanthropies, community organizations, and others. Use this task force to inform programs and planning around equitable community and business development.
3. Create a public-facing data dashboard that allows the public to track the trends highlighted in this report on an ongoing basis.
4. Develop specific programs that address the needs of each unique Rail Trail area community, either established by the City or in partnership with nonprofits, business organizations, or philanthropies. The following is an example of programs that could help improve and strengthen the physical, economic, and social conditions in the area. Programs should be further developed with community engagement and by identifying appropriate funding sources:
 - Home rehabilitation grants for lower-income homeowners;
 - Low-interest loans and/or grants for small, local, and regional businesses;
 - Legacy business retention programs;
 - Job training and education programs for higher-paying industries;
 - Low- or no-interest loans to help construction and project-based businesses get off the ground, especially for diverse-owned and women-owned businesses;
 - Creative childcare and after-school programs that utilize the outdoor Rail Trail as an amenity and learning tool;
 - Education for property owners on property tax freeze and property tax reduction programs;
 - Murals and/or public art along the trail that captures and celebrates local history and identity along the Rail Trail;
 - Diversify housing typologies by strategically incentivizing a mix of income-restricted affordable housing and market rate housing, either through strategic property acquisition (land-banking) or grants;
 - Affordable home-ownership opportunities; and,
 - Others as identified in community engagement efforts.



Appendix



APPENDIX A
BUILDING
PERMIT
DATA

Residential Additions, Alterations, and Renovations Building Permits & Average Valuations by Year	Year Issued	Building Permits Issued	Average Valuation
Barelas	2010	7	\$16,730
	2011	5	\$30,485
	2012	3	\$14,830
	2013	3	\$6,167
	2014	6	\$20,157
	2015	3	\$20,753
	2016	3	\$18,367
	2017	2	\$6,438
	2018	10	\$32,181
	2019	7	\$10,870
	2020	6	\$10,151
	2021	3	\$22,607
	2022	4	\$33,875
<i>Barelas Total</i>		62	\$20,094
Country Club & Hunning Castle	2010	15	\$53,507
	2011	17	\$24,128
	2012	15	\$18,557
	2013	19	\$19,573
	2014	21	\$40,210
	2015	14	\$52,837
	2016	13	\$37,444
	2017	21	\$48,360
	2018	16	\$24,867
	2019	16	\$117,011
	2020	13	\$21,082
	2021	17	\$69,533
	2022	9	\$26,166
<i>Country Club & Hunning Castle Total</i>		206	\$43,258
Downtown Core	2010	2	\$8,883
	2011	1	\$10,450
	2012	0	N/A
	2013	0	N/A
	2014	12	\$417
	2015	26	\$1,081
	2016	6	\$2,750
	2017	1	\$141,540
	2018	0	N/A
	2019	0	N/A
	2020	0	N/A
	2021	0	N/A
	2022	0	N/A
<i>Downtown Core Total</i>		48	\$4,570

Residential Additions, Alterations, and Renovations Building Permits & Average Valuations by Year	Year Issued	Building Permits Issued	Average Valuation
Santa Barbra & Martineztown	2010	3	\$17,103
	2011	2	\$10,800
	2012	1	\$32,040
	2013	4	\$48,834
	2014	1	\$14,000
	2015	1	\$18,000
	2016	6	\$8,505
	2017	0	N/A
	2018	2	\$9,988
	2019	0	N/A
	2020	3	\$11,326
	2021	10	\$1,433
	2022	2	\$60,257
Santa Barbra & Martinez Town Total		35	\$16,346
Sawmill & Old Town	2010	11	\$51,740
	2011	24	\$25,324
	2012	17	\$24,394
	2013	16	\$14,868
	2014	16	\$22,983
	2015	9	\$40,206
	2016	6	\$24,296
	2017	7	\$53,087
	2018	5	\$70,041
	2019	7	\$25,695
	2020	8	\$22,528
	2021	9	\$36,496
	2022	13	\$27,719
Sawmill & Old Town Total		148	\$30,240
South Broadway & Hunning Highlands	2010	6	\$42,855
	2011	7	\$25,869
	2012	7	\$29,519
	2013	7	\$14,738
	2014	9	\$29,647
	2015	5	\$26,967
	2016	9	\$11,456
	2017	9	\$21,219
	2018	10	\$36,022
	2019	9	\$31,314
	2020	12	\$51,450
	2021	9	\$15,821
	2022	8	\$33,897
South Broadway & Hunning Highlands Total		107	\$29,128

Residential Additions, Alterations, and Renovations Building Permits & Average Valuations by Year	Year Issued	Building Permits Issued	Average Valuation
Wells Park & Downtown Neighborhoods	2010	8	\$20,106
	2011	24	\$21,757
	2012	17	\$18,099
	2013	13	\$29,310
	2014	18	\$17,214
	2015	18	\$27,853
	2016	13	\$35,962
	2017	16	\$78,505
	2018	13	\$34,224
	2019	18	\$36,823
	2020	11	\$39,233
	2021	13	\$24,233
	2022	9	\$24,356
Wells Park & Downtown Neighborhoods Total		191	\$31,309
Grand Totals		797	\$30,766

APPENDIX B

COMMUNITY ENGAGEMENT SUMMARY

	Geography	Project Scope	Engagement Scope	Programs/Priorities Identified
Rail Trail Framework Plan	Neighborhoods surrounding the Downtown section of Rail Trail (Lomas to Rail Yards)	Physical design elements and alignment for the Downtown segment of the Rail Trail.	Survey mailed to 4000+ resident and business addresses in the Rail Trail area. Public Meeting with 100+ attendees; two focus group meetings on equity. Survey was in Spanish and English, asking for input on design and programming for the trail. 1st survey- 455 responses; 2nd survey- 228 responses.	Community and stakeholder engagement identified the following possible priorities and programs: <ul style="list-style-type: none"> • Encourage housing stability, prevent/mitigate displacement • Ensure local community benefits from subsequent investment • Make sure downtown transformation benefits diverse businesses • Micro-business opportunities along trail would be ideal for small businesses and startups • Art opportunities can also be a connection to small businesses • Programming needs to be reflective of the region’s diversity • Artisan markets and other opportunities for the arts (galleries) and film festivals along the trails would be good for Native American artists • Native American artistic representation should be modern. • Marketing must be targeted to Albuquerque residents, in addition to tourists • Include the history of African Americans in the Rail Corridor • Concerns of safety – suggestion to create a Safety and Security Plan for the Rail Trail • Ensuring everyone feels safe on the trail • Ensure the trail is clean
Central Community Planning Assessment Phase 1 Engagement Report	Central CPA - same Census Tracts as the Greater Rail Trail Area	Broad community engagement for the Community Planning Area Assessment.	Preliminary community feedback for CPA process collected 536 comments. Initial input was collected through a “pre-assessment survey” in the first half of 2022, followed by in-person and virtual kickoff meetings. Staff then conducted dozens of engagement activities in the Central CPA, such as neighborhood association meetings, community events, virtual engagement through on-going web-based activities, and neighborhood walks.	Common themes, priorities, and concerns identified in the outreach process: <ul style="list-style-type: none"> • Homelessness; jobs for the homeless • Supply of housing • Walkability • Historic preservation • Abandoned buildings and vacant lots • Youth Programming • Air quality/heat island effect • More Parks/Open Space • Maintenance of Parks and open space • Food Access • Taxes on out-of-state property owners and developers • More funding and incentives for downtown small business development • Support small businesses

	Geography	Project Scope	Engagement Scope	Programs/Priorities Identified
Climate Action Plan	City-Wide	To develop strategies to combat climate change and the plan was "rooted in community. Collaboration with and direction from Albuquerque's frontline communities – those who have been and will be impacted "first and worst" by the climate crisis – have guided the entire plan-creation process"	19 member task force; a city-wide survey with 400 responses; 50 attendees at community meetings	Key recommendations and priorities: <ul style="list-style-type: none"> Promote access to programs that give incentives for window replacement, insulation, lighting, appliance upgrades, and other energy efficiency improvements for people with low-income. As a workforce development strategy, co-create jobs with family-supporting wages in frontline communities that have historically experienced systematic underinvestment and disinvestment. Improve the "last mile" - the distance between public transportation and people's residence or workplace - with possible bike and ride sharing options. Improve and create bike and walking infrastructure, especially in low-income and older neighborhoods. Create mechanisms for frontline communities to engage in decision-making regarding the ownership, generation, storage, distribution of, and transition to renewable energy
Equitable Development & Community Benefits in the Albuquerque Rail Yards	Barelas, South Broadway, & San Jose neighborhoods	Collect community input on equitable development priorities for the Rail Yards.	A series of focus groups and interviews with residents of the South Broadway, Barelas, and San José neighborhoods, representatives of community-based organizations (CBO's) in the adjacent neighborhoods, for-profit and non-profit entities located in and/ or working in the adjacent neighborhoods, and governmental agencies with development responsibilities in the adjacent neighborhoods.	The report recommends that the City should invest in neighborhood stabilization strategies early, while property values are attainable. Strategies should address all aspects of the housing spectrum and assist renters, homeowners, seniors, and those facing foreclosure. Community Based Organizations should be supported to provide culturally relevant programs. <p>Stabilize existing homeowners by:</p> <ul style="list-style-type: none"> Providing education to eligible homeowners to secure existing property tax freeze programs; Providing home improvement loans/ grants to help homeowners make necessary improvements, such as roof repair, heater replacement, etc. Providing mortgage assistance loans to bridge the gap between what current residents can afford and the market rate of housing. Acquire and renovate vacant/abandoned homes and sell them to modest income homeowners; and Finding innovative strategies to help older residents age in place. <p>Stabilize existing renters by:</p> <ul style="list-style-type: none"> Supporting the development and preservation of affordable rental units that are required to remain affordable longterm.

	Geography	Project Scope	Engagement Scope	Programs/Priorities Identified
Housing & Neighborhood Economic Development Fund (HNEDF) Report	Historically disadvantaged neighborhoods identified by HUD; Includes parts of Barelas, South Broadway, Martineztown, & Wells Park	Community input to guide decision making for City spending of \$6.3M in HNEDF funds, tied to US Dept. of Housing & Urban Development regulations. 50% of funds must be spent on economic development, 50% must be spent on housing within the historically disadvantaged communities identified in the report.	Virtual visioning session with the public in August 2021; an area-wide digital survey answered by over 195 residents; 4 issue-specific virtual focus groups; and one-on-one meetings with local neighborhood organizations, stakeholders and housing and economic development experts. Monthly meetings with the HNEDF Committee and additional meetings with the HNEDF's subcommittee	Housing: <ul style="list-style-type: none"> Produce and preserve affordable housing for low-middle income residents Prioritize smaller housing to provide affordable housing Homeowner financial education to retain homes Housing rehabilitation and renovation Home renovation/repair New for-sale housing, first time homeowners Affordable housing New development Ensure youth and seniors remain in community Economic Development <ul style="list-style-type: none"> Create quality jobs (\$15/hr + benefits) for residents Support a vibrant commercial corridor on 4th Street Facade improvements Place to sell community made products Business retention and attraction along Broadway Job training Address barriers to jobs including child care and access to transportation Organizational Capacity Building Parent-child education Assistance accessing community services and benefits
Equity Profile of Albuquerque	City-Wide	Data analysis only by PolicyLink and USC Program for Environmental and Regional Equity (PERE).	None	Key findings: <ul style="list-style-type: none"> Albuquerque is the 59th most unequal among the largest 100 metro regions. Equitable growth is the path to sustained economic prosperity in Albuquerque. The region's economy could have been more than \$10 billion stronger in 2014 if its racial gaps in income had been closed. High opportunity occupations for the region include: Construction; Life, Physical, and Social Science Technicians; Scientists/Engineers; Healthcare Professionals Recommendations: <ul style="list-style-type: none"> Grow good jobs Connect unemployed and low-wage workers to careers in high growth industries Strengthen educational pathways

	Geography	Project Scope	Engagement Scope	Programs/Priorities Identified
Housing & Entrepreneurship Needs Assessment Report	City-wide	To organize individuals, departments, and organizations around a movement toward equitable wealth creation; to describe to potential supporters the need for paths to homeownership and entrepreneurship opportunities for Black and Native communities in Albuquerque; to surface solutions in working toward this goal.	Convened CABQ departments and community-based organizations to focus on economic development and entrepreneurship for the Black and Native communities in Albuquerque. Public surveys at two events: Juneteenth (44 responses) and Native American Housing & Home Fair (43 responses).	<p>Key findings:</p> <ul style="list-style-type: none"> • By 2040, the gap in homeownership rates will continue to grow without aggressive policy change. • 16% of Black adults age 18-45 in Albuquerque have the credit characteristics needed to qualify for a mortgage, compared to whites (32%); Hispanic 35%) <p>Specific recommendations include:</p> <ul style="list-style-type: none"> • Support, enforce and incentivize the Buy Indian Act to channel tourism dollars and business opportunities to Native businesses and families • The City should put funds towards gap financing that supports developers who will build homes for Black and Native residents. • The City can pursue Special Purpose Credit Programs to expand fair access to credit for communities impacted by discrimination • Focus on infill development for housing • Create a land bank of vacant lots that allow community members to have first priority of purchase and development of those lots, which benefits the local residents and not the outside large developers. • Open pathways and opportunities for Tribal funds to be made available for down payment assistance for Native folks living off-reservation • Identify developable plots of land (owned by the City of Albuquerque) available at low cost or no cost to promote housing affordability • Provide development grants to expand housing typologies, including but not limited to: live-work and mixed use approaches, as well as co-housing and multi-generational homes and supportive housing • Provide and update continuing incentive programs, including financial literacy training to support first-time homebuyers • Create a land bank of vacant lots that allow community members to have first priority of purchase and development of those lots, which benefits the local residents and not the outside large developers.





OUR MISSION

To make Albuquerque competitive in the global market by revitalizing downtown and the Central Avenue corridor, leading collaborative public-private partnerships that result in catalytic change, investing in sustainable infrastructure, and providing opportunities for local residents and businesses to thrive.

OUR VISION

Albuquerque, New Mexico's urban center, is the Southwest's premier mid-size city attracting economic investment and building a healthy and vibrant community that reflects our diversity, innovation, rich culture, and unique history. It is a city that ensures economic prosperity for all residents and where visitors dream to return.

The Metropolitan Redevelopment Agency (MRA) is a unique and pivotal agency within the City of Albuquerque. With a focus on revitalization and redevelopment efforts, MRA has taken the lead on remarkable projects that are cultivating change and economic development across the city.

To learn more about the Metropolitan Redevelopment Agency and the unique communities we serve, visit cabq.gov/mra.

OUR STAFF

- | | | | | | |
|---------------|---------------|-------------------------------|-------------------------------|-------------------------------|----------------------------|
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