



ALBUQUERQUE STREETCAR EVALUATION

Land Use Impacts And Transportation Update

Prepared for:

The 21st Century
Transportation
Task Force

Prepared by:

 LELAND CONSULTING GROUP


FEHR & PEERS
TRANSPORTATION CONSULTANTS

April 15, 2008

Project Review

- March
 - New American streetcar systems: ridership; land use impacts; creative, localized funding.
- **Today**
 - Primary focus: Economic development and land use impacts of the Albuquerque Streetcar
 - Also: Ridership update
- May
 - Funding strategies
 - Additional streetcar impacts: health, sustainability, others
- Project Wrap Up

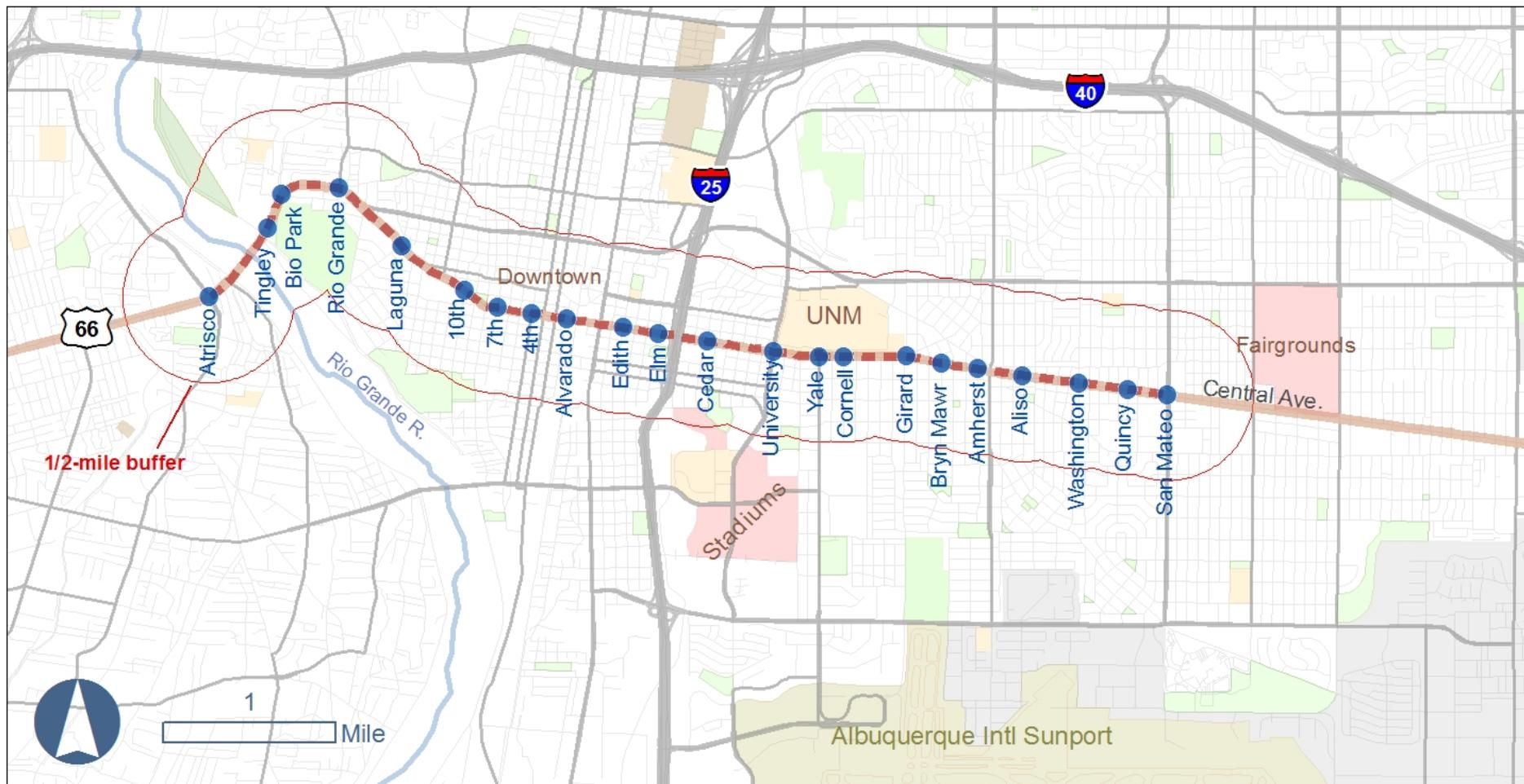


Presentation Outline

- Study Area Review
- Planning Context
- Transportation Update
- Land Use Impacts
 - Alternate development scenarios for Central Avenue Corridor
 - Potential residential, employment, and retail growth
 - Evidence and methodology
- Questions and Discussion



The Central Ave. Corridor

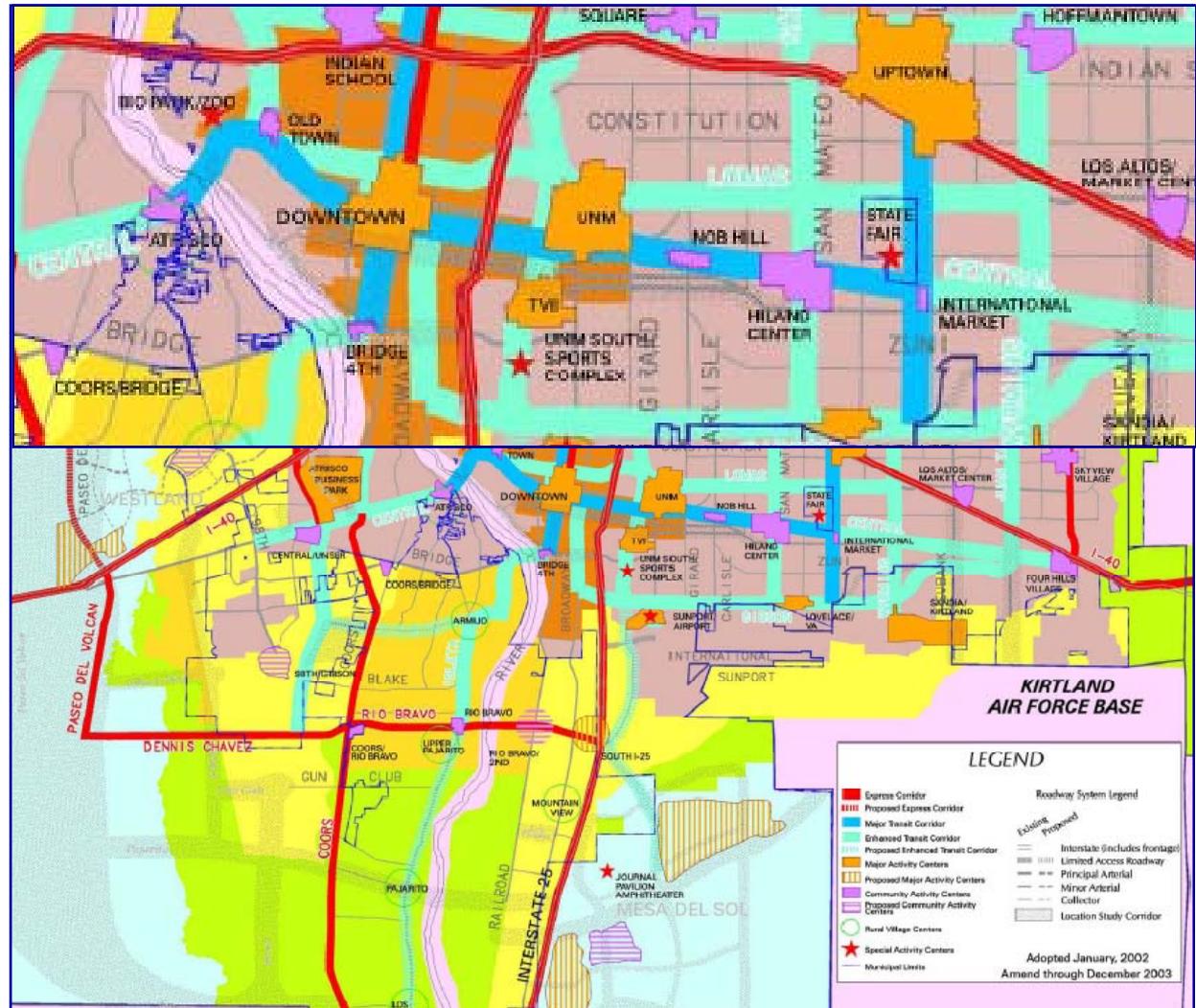




Planning Context

Comprehensive Plan

- Central Urban Area:
 - Culture, arts, public facilities
- Activity Centers:
 - “Expand and strengthen concentrations of moderate and high-density mixed land use.”
- Major Transit Corridors



Project Context: Existing Plans



Old Town
Sector Plan

Downtown
2010 Plan

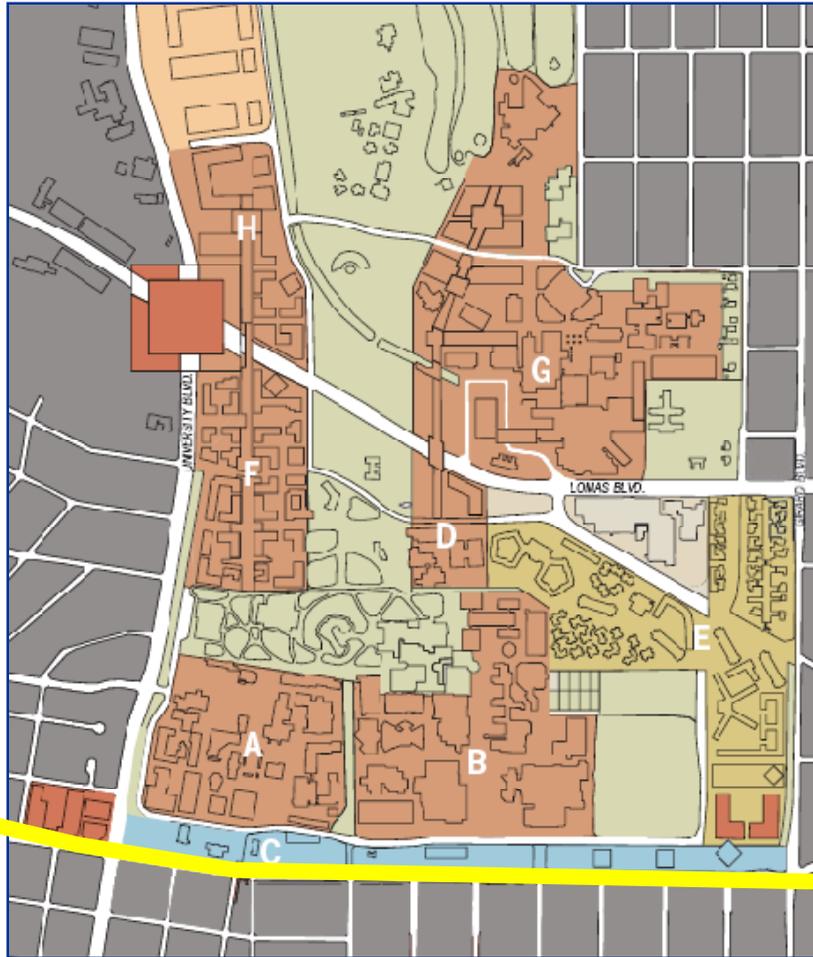
Presbyterian Hospital
Master Plan

UNM Master Plan

Nob Hill/Highland
Sector Plan

EDO Sector Plan

UNM Plans



- Three relevant plans:
 - Master Plan (1996), Housing Master Plan (2007), and Strategic Framework (2008)
- Emphases
 - Increase community interaction
 - Develop Central Avenue Edge
 - Increase Transit Use
- *“The development of multi-use property at the intersection of Central Avenue and Girard Boulevard would define the campus edge... activate the intersection, and act as a connector to the lively Nob Hill shops.”*



Transportation Update

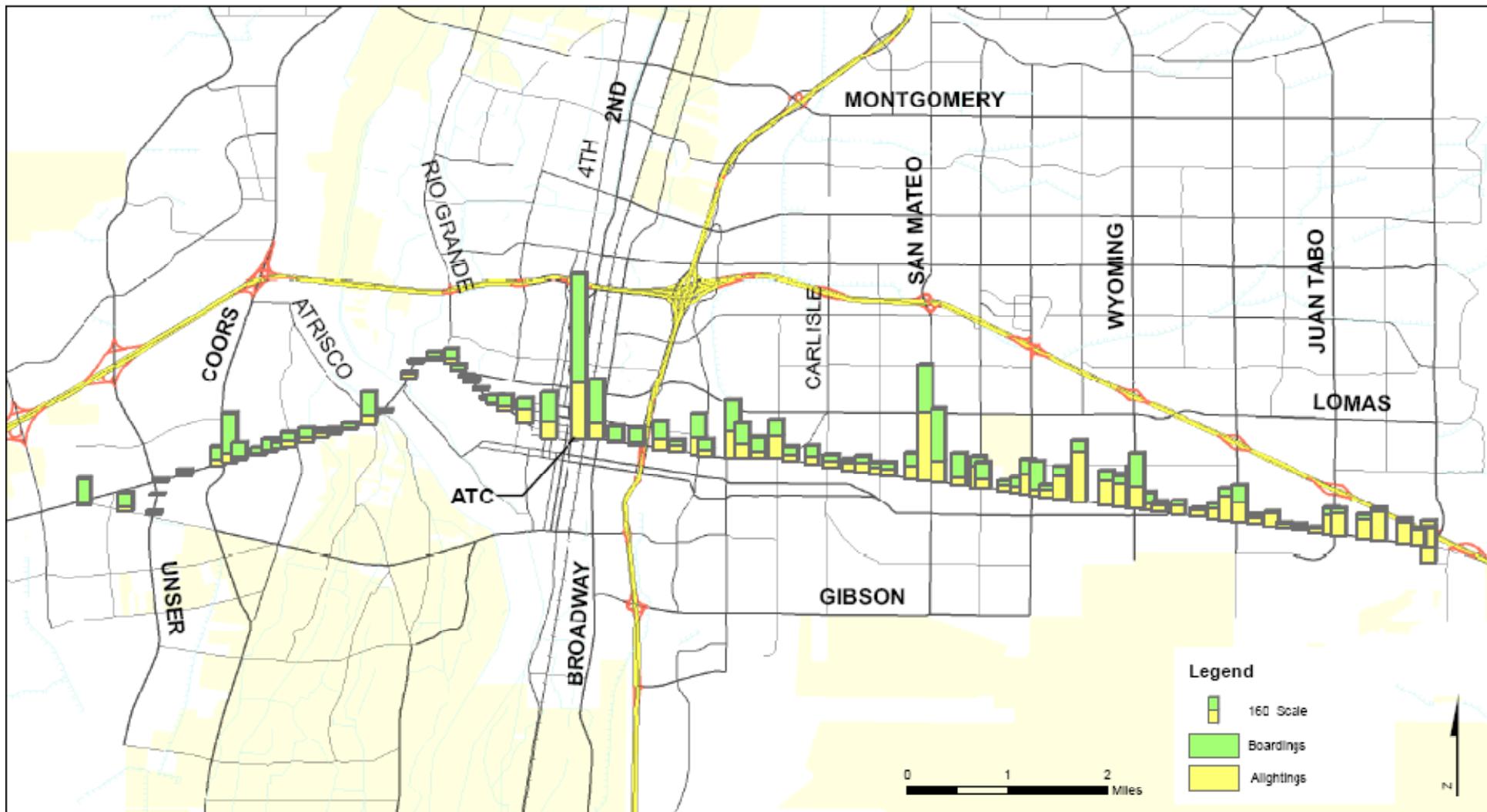
Findings of Ridership Analysis

- RT 66
 - ATC, UNM, and San Mateo are destinations
 - 50% of activity between Atrisco & San Mateo
 - Balanced boarding/alighting (ATC to San Mateo)

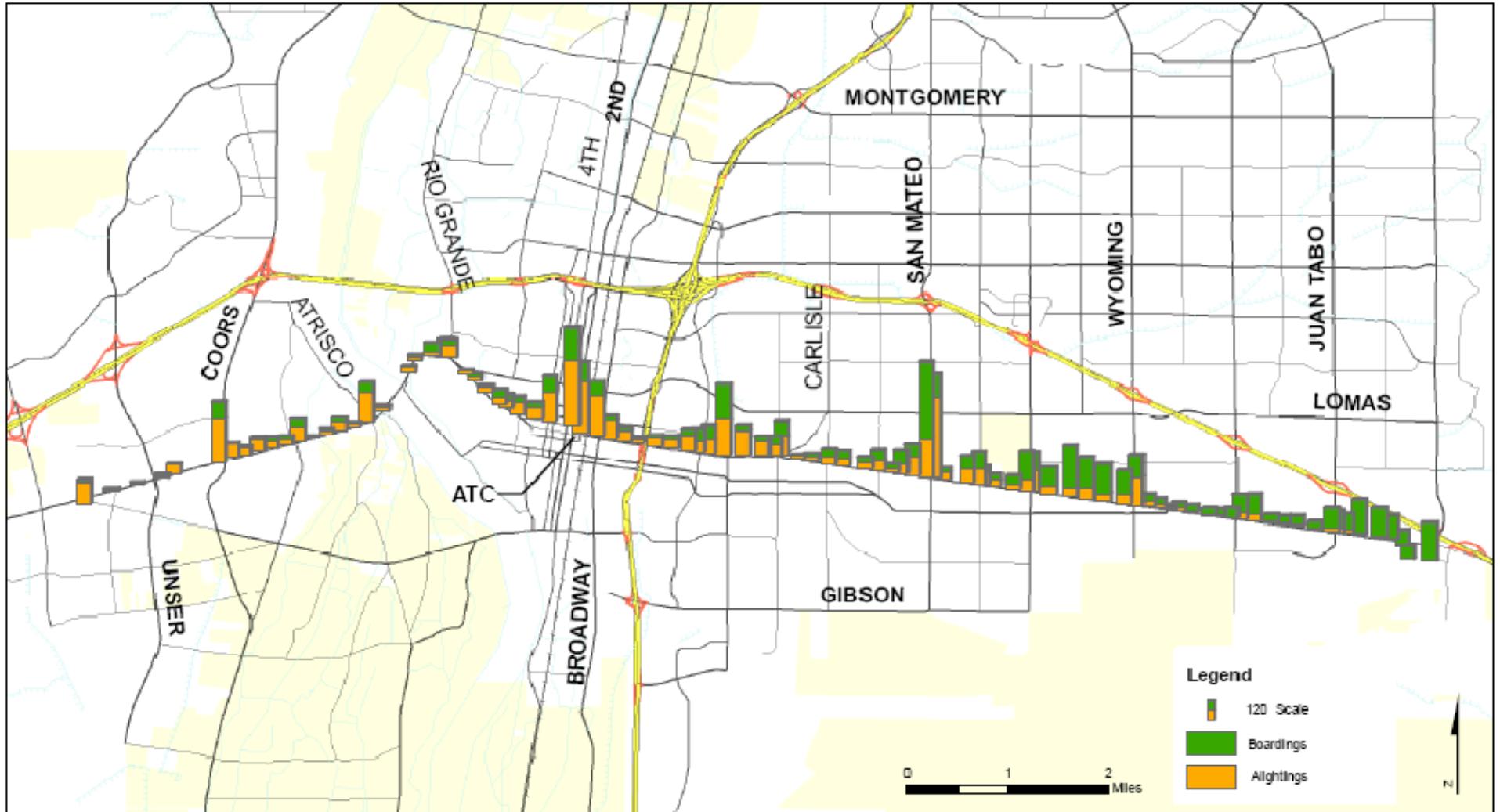
- RT 766
 - ATC, UNM, San Mateo and Uptown are major destinations

ATC: Alvarado Transportation Center

66 – Eastbound (All Day - Oct 2006)



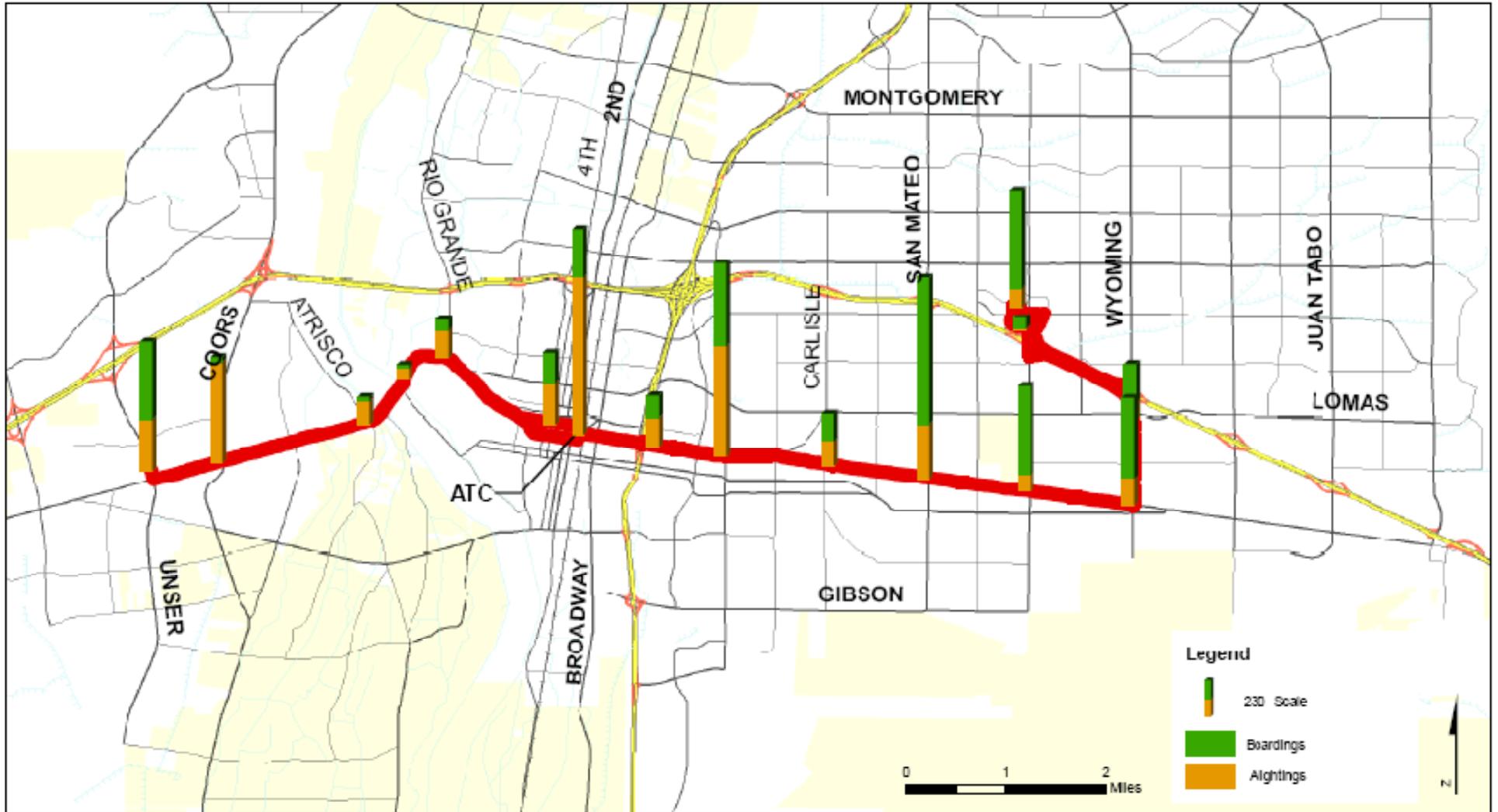
66 – Westbound (All Day - Oct 2006)



766 – Eastbound (All Day - Oct 2006)



766 – Westbound (All Day - Oct 2006)





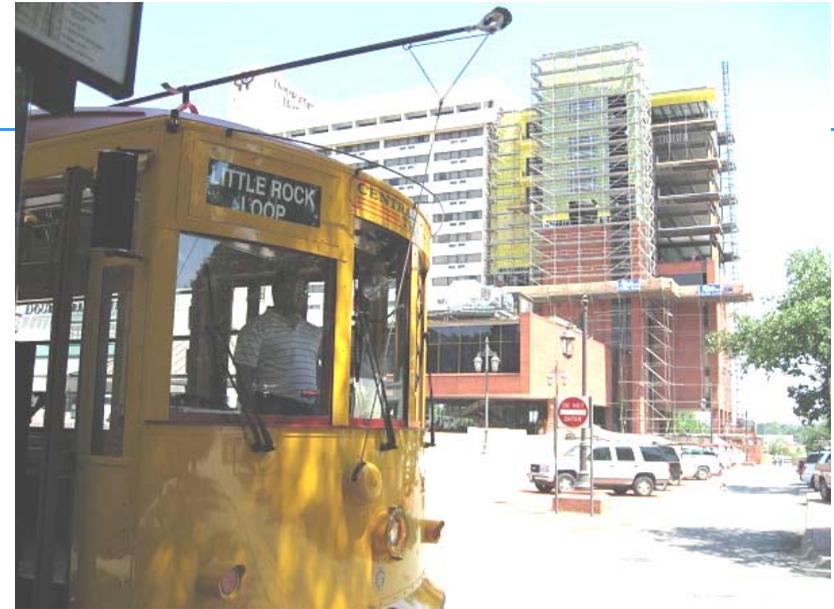
Land Use Impacts

Context: Why Analyze Land Use?

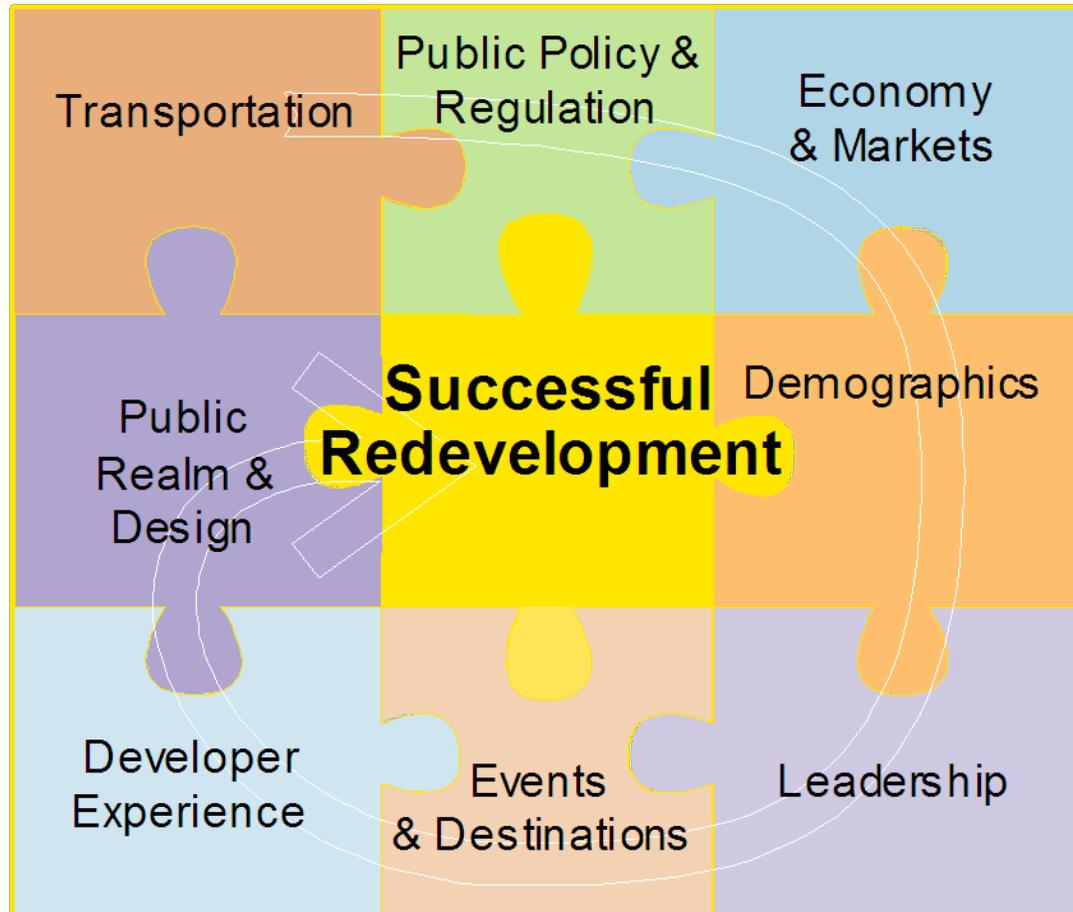
- Albuquerque City Council Ordinance:
“A modern streetcar system has been supported by assertions regarding its positive economic development and redevelopment impacts; inducement of more compact, mixed-use, pedestrian forms of development; and positive impact on transit ridership.”
- *“Think about development when thinking about transit. Transit projects with thoughtfully planned routes and station locations can set the stage for significant private development: the careful coordination of transit and development is critical, so that each can optimally enhance the other.”*
-- Urban Land Institute

Key Questions

- Can the streetcar be expected to have positive effects on development and redevelopment in the Central Avenue Corridor?
- If so, what magnitude of impacts can be expected—in terms of growth in residents, employment, and retail?



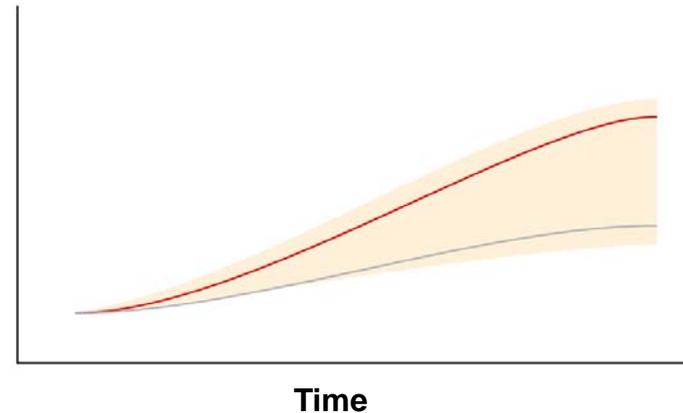
Conditions for Success



Approach

- **Development Scenarios**
 - Scenario 1: Base Case
 - Scenario 2: Corridor Revitalization
 - HDR projections
- **Base Case**
 - Land Use future projected by MRCOG and UNM, 2004.
- **Corridor Revitalization**
 - Greater increases in residents, employment, and overall land use intensity in the corridor.
 - Assumes a coordinated set of public and private actions, with streetcar as a major component.
- **Key Redevelopment Metrics:**
 - Population, Service Employment, Retail Employment

**Economic
Development**
(Population &
Employment)

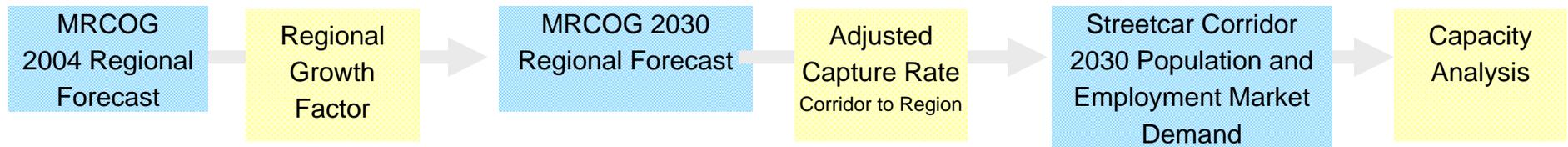


Methodology

Base Case



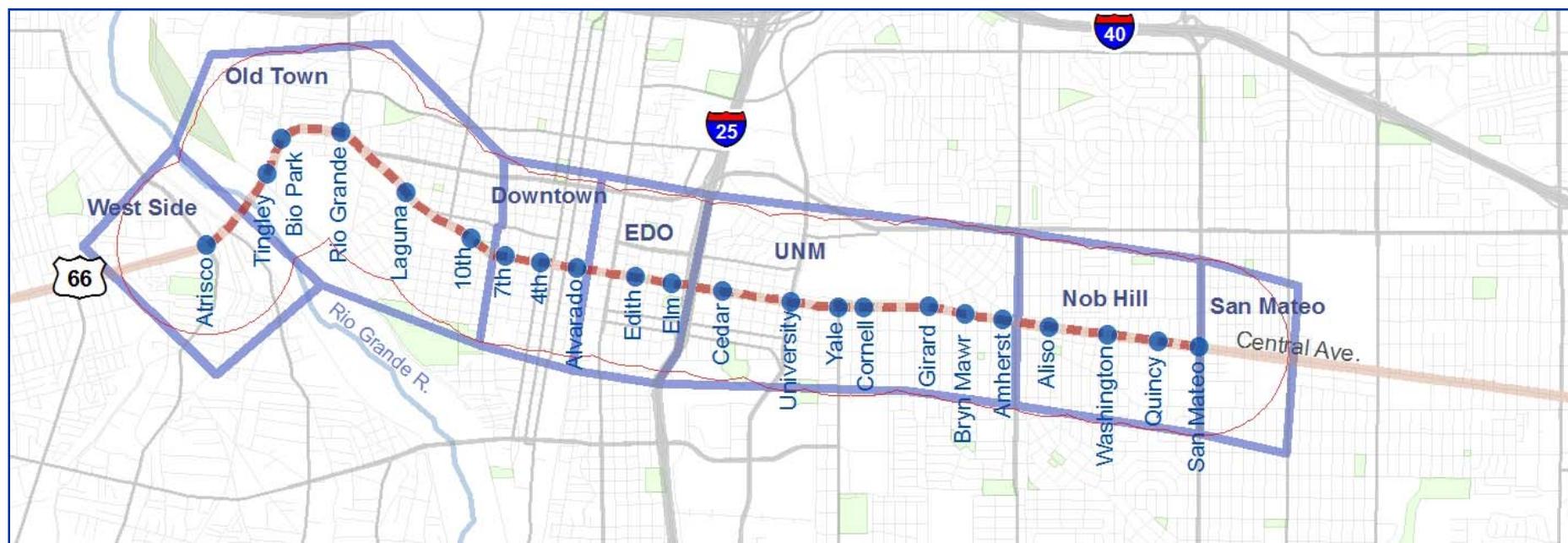
Corridor Revitalization



Methodology

- Data Sources:
 - MRCOG projections
 - Review of recent and proposed development
 - Local news media and published reports on local trends.
 - Interviews with developers, brokers, public agency staff, and others.
 - Streetcar case study cities
 - Census data, 1970 – 2008
 - Demographics projections by Metropolitan Institute, Brookings Institute, and others.

The Streetcar Study Area and Timeframe



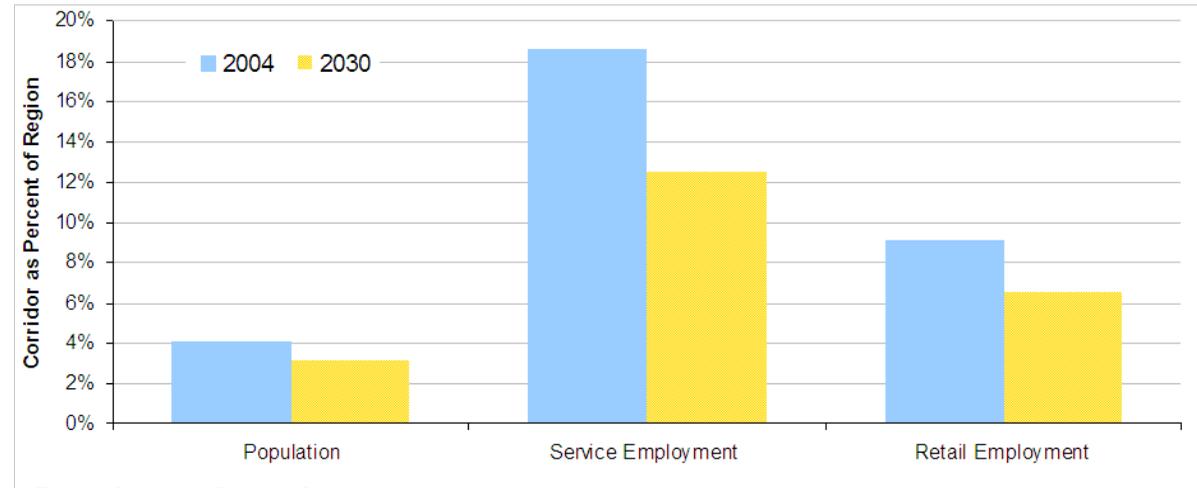
- Data Analysis SubZones (DASZ) within $\frac{1}{2}$ mile of Central
- 2004 – 2030
- Seven Market Areas

	Population	Service Employment	Retail Employment
Residents/Employees	32,485	38,674	6,904
Regional Share	4.0%	18.6%	9.1%

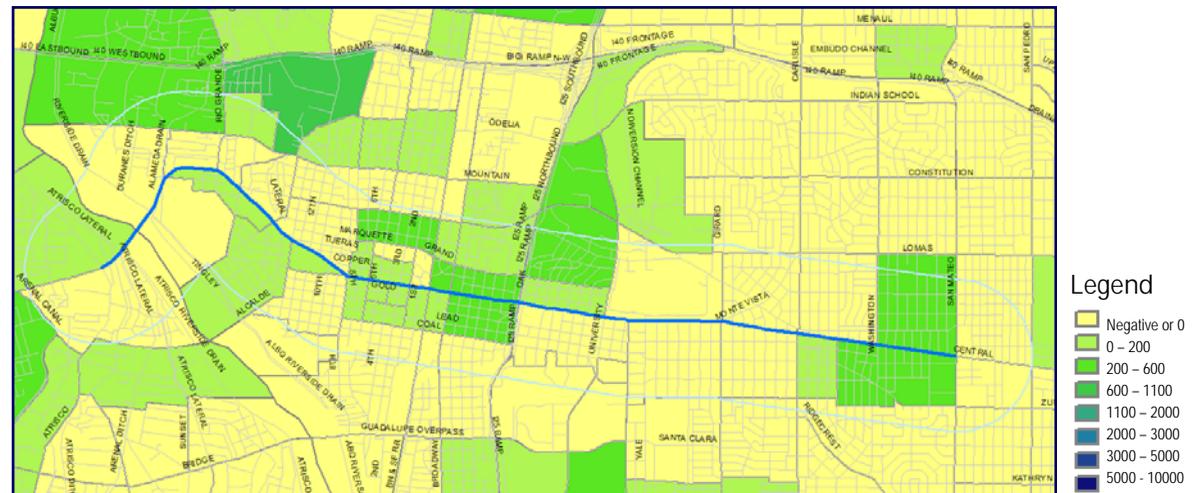
Scenario 1: Base Case

- Forecast: Partly cloudy, with slow growth, and less retail

Ratio of Population and Employment in Corridor compared to the Region



Population Growth



Scenario 2: Corridor Revitalization

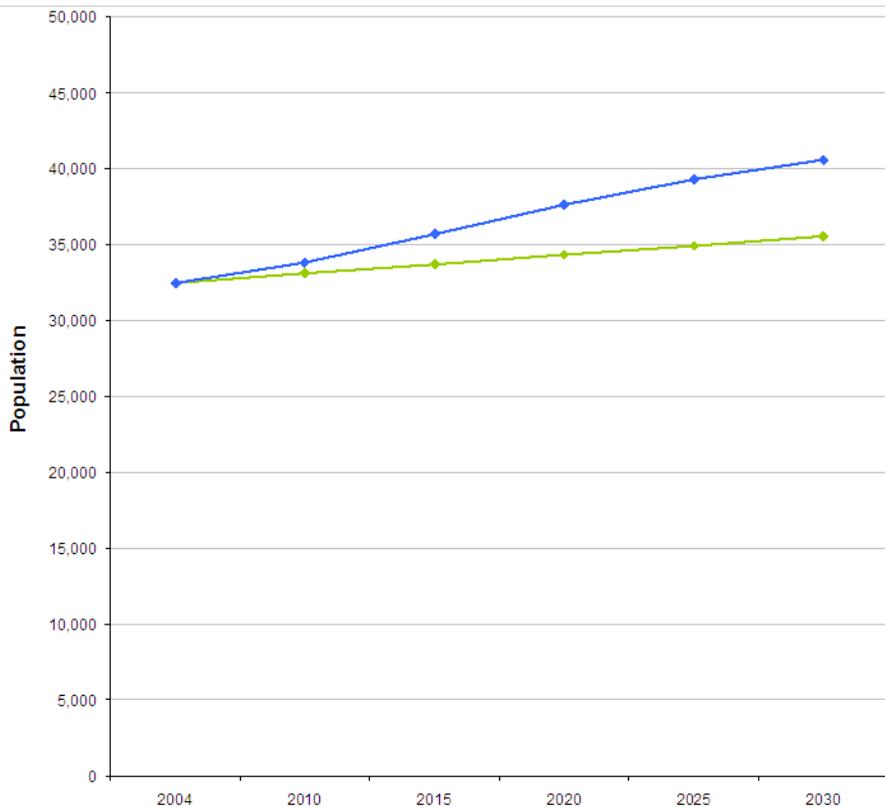
- Scenario 2 is not:
 - A forecast of what *will* happen.
- Scenario 2 is:
 - A forecast of what *could* happen.
 - Optimistic, but tempered by real world observations.
 - Based on the assumption that public and private stakeholders take assertive and coordinated action.

Scenario 2

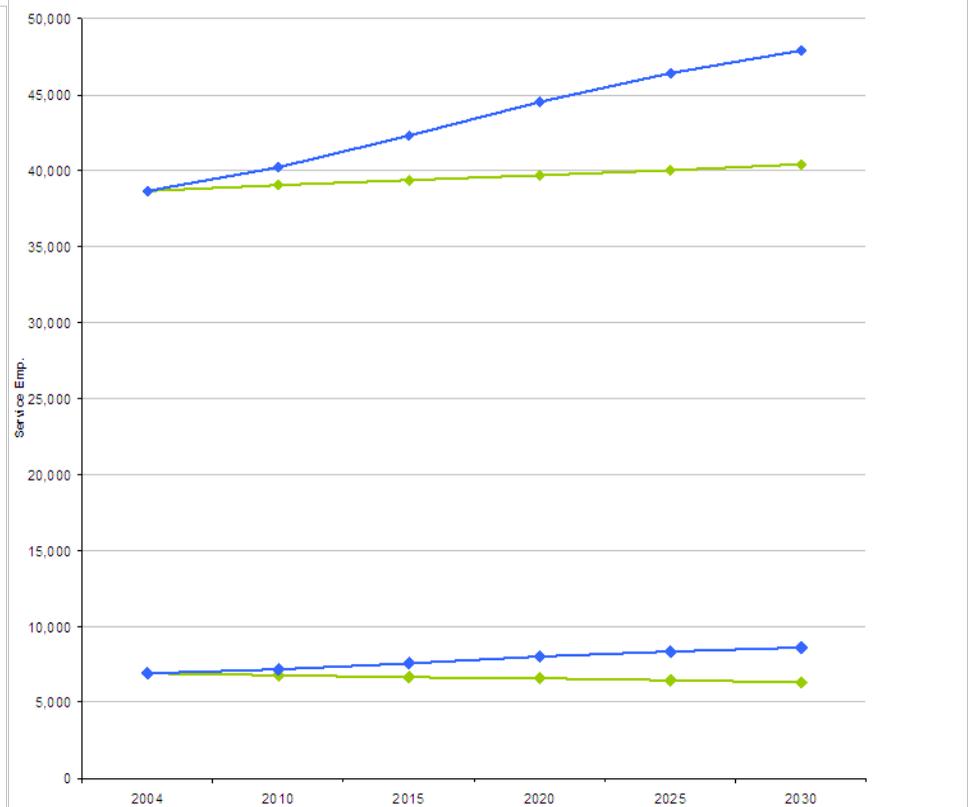
	Population	Service Employment	Retail Employment
Growth, 2004 - 2030	8,100	9,200	1,700
Dwelling Units (HHs)	4,100	-	-
Area (sf)			
By Use	4,100,000	2,100,000	500,000
Total	6,600,000		
Investment Value			
By Use	\$650,000,000	\$420,000,000	\$100,000,000
Total	\$1,170,000,000		

Visualizing Scenario 2

Population



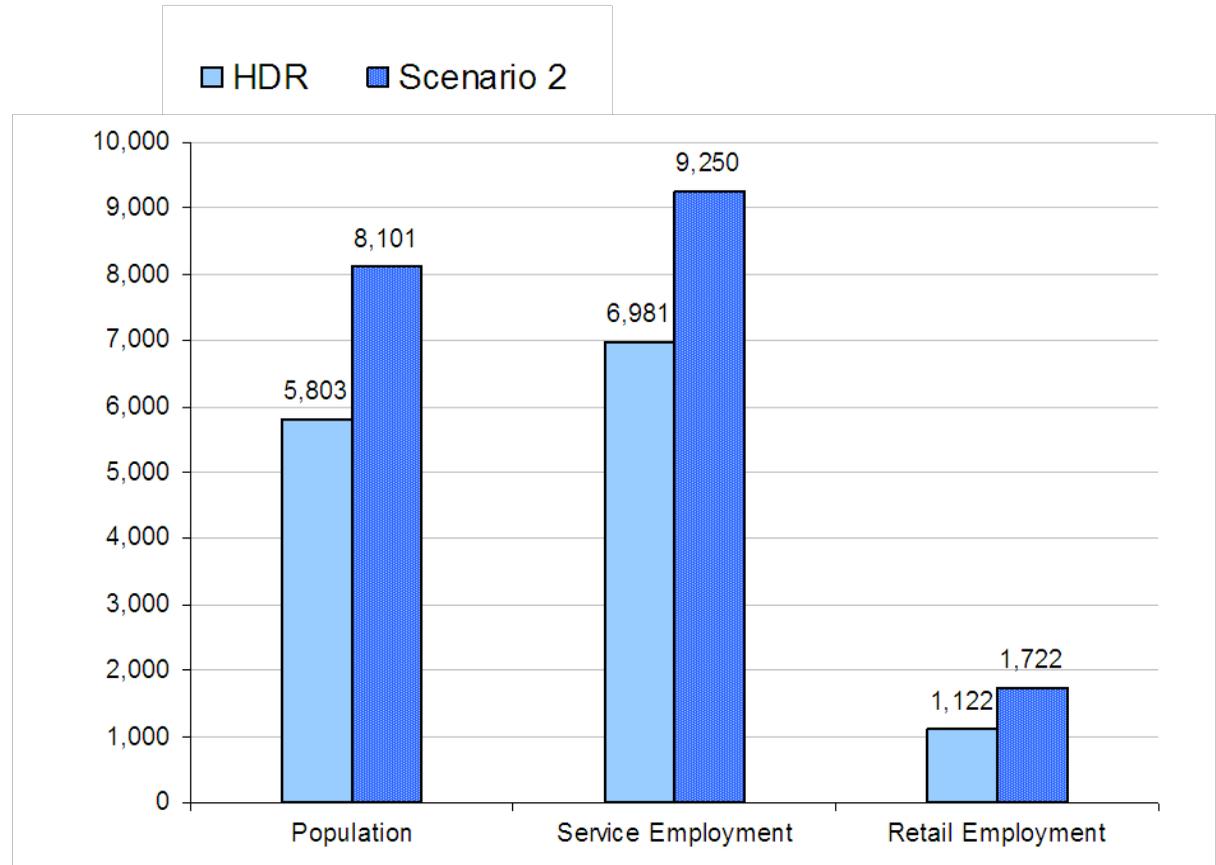
Employment



◆ Base Case ◆ Corridor Revitalization

HDR's Projections

- Similar to Scenario 1, with exception to Yale Blvd.



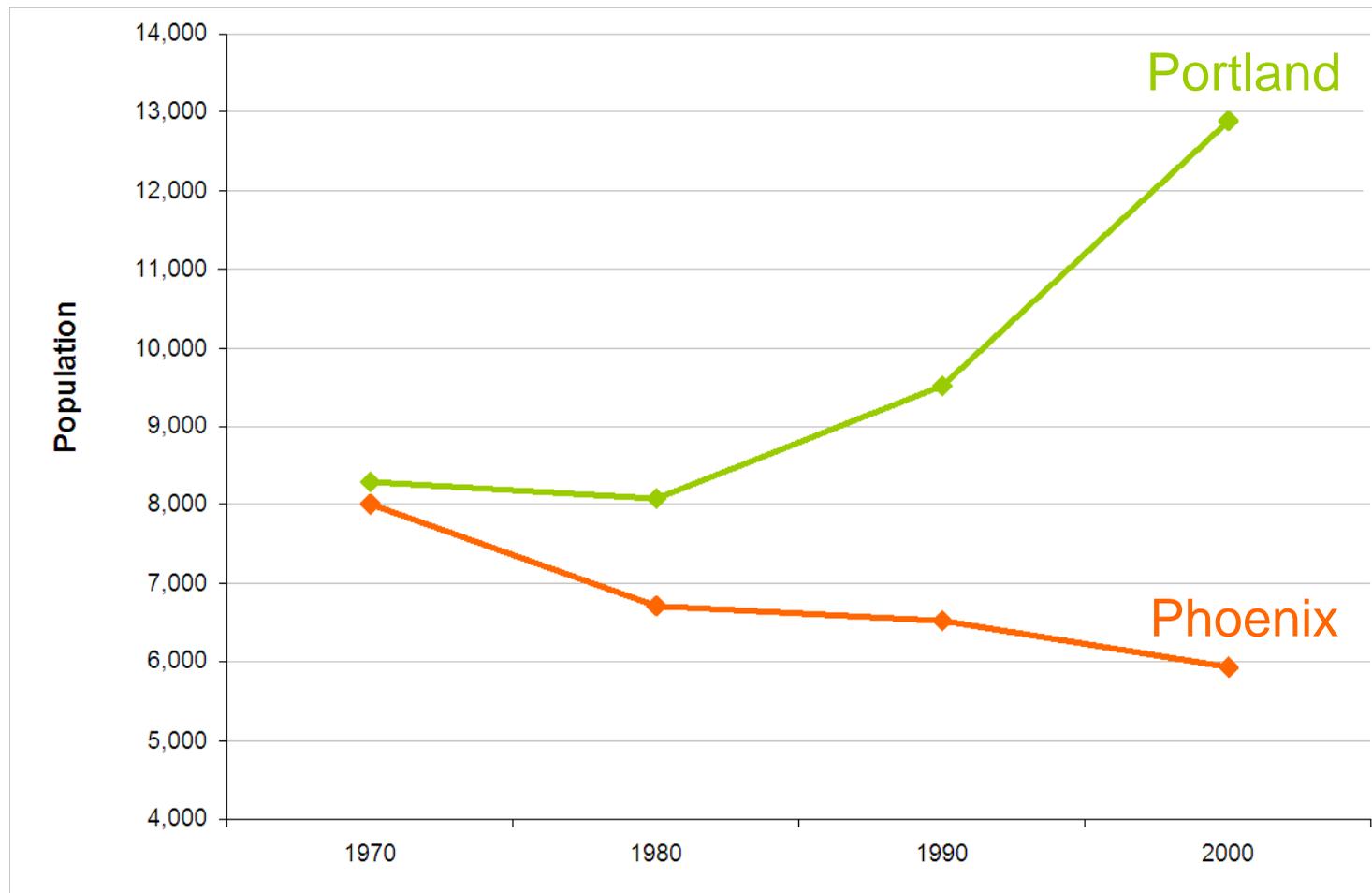
Scenario 2: Is Corridor Revitalization Possible?

- A. Downtown Turnarounds
- B. Positive reception of streetcar concept
- C. Streetcar Case Study Cities
- D. Demographic projections favor urban and close-in living
- E. Built Evidence
 - Residential
 - Service Employment
 - Retail

A. Downtown Turnarounds

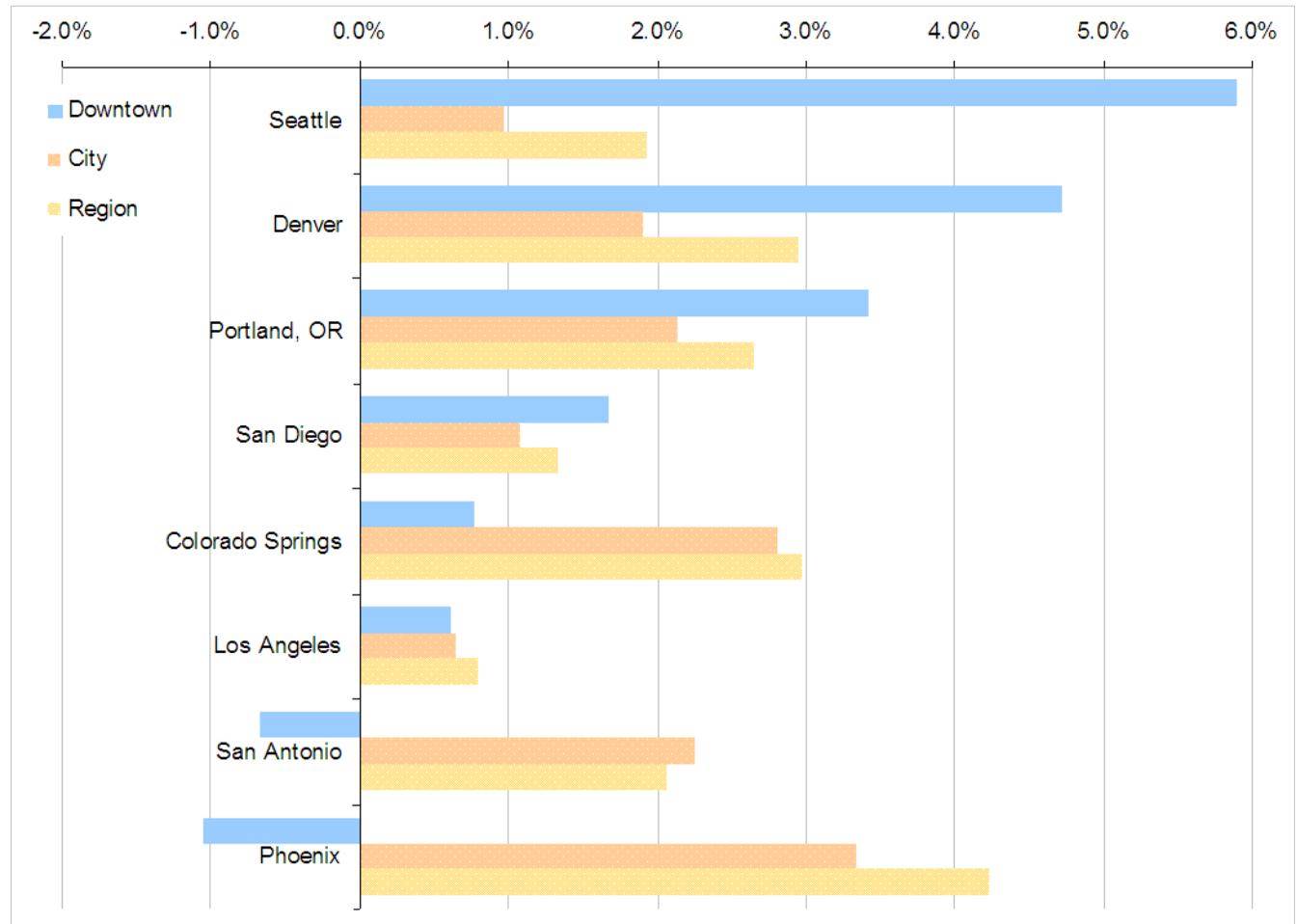
- Turnarounds happen
- Planning matters

Downtown Population Growth, 1970 - 2000



A. Downtown Turnarounds

- Downtown can outpace its city and region
- Fast growing downtowns meet the “conditions for success”



B. Positive Reception to Streetcar

“If you have the streetcar, you have another selling point. You may eliminate a car, which helps density. We can’t afford to build structured parking.”

- Urban developer

“We’ve talked repeatedly about the light rail. There are people who don’t want a car to get between the hospital, downtown, UNM, and Santa Fe.”

- Presbyterian Hospital

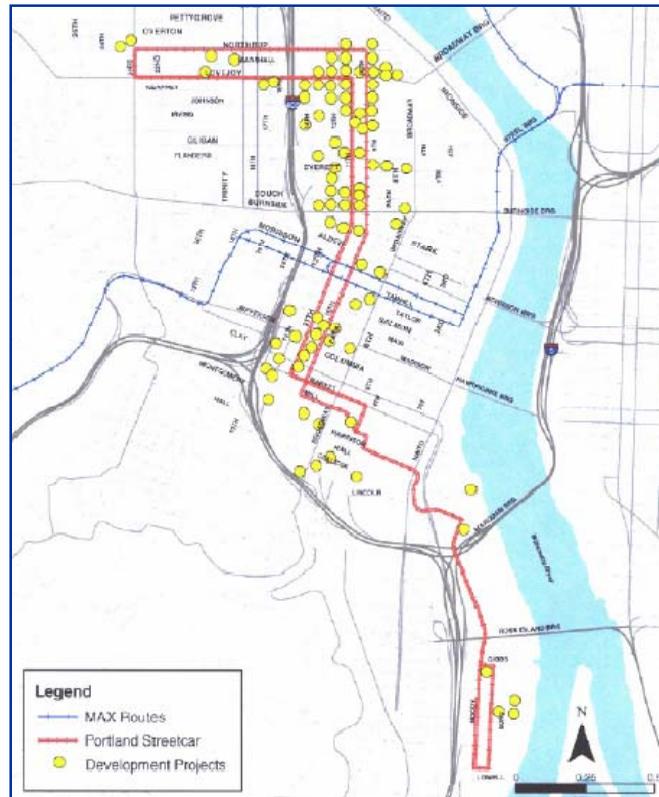
C. Streetcar Case Studies

How does the Streetcar corridor compare?

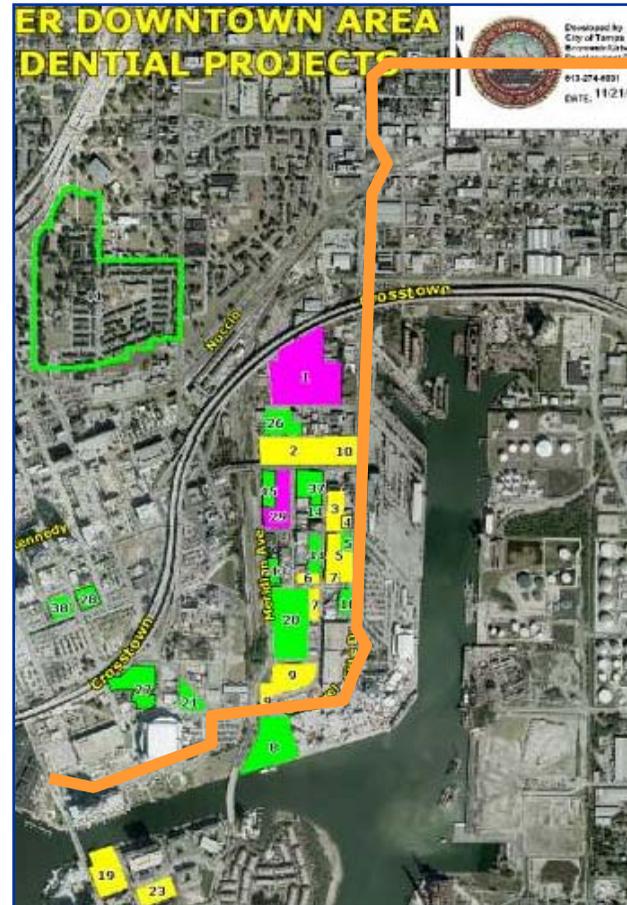
	Portland	Seattle	Tacoma	Little Rock	Tampa
Most intense redevelopment?	●	●	●	●	●
Mix of uses?	●	●	●	●	●
Highest sales levels (\$/sf)?	●	●	●	●	●
Positive outlook?	●	●	●	●	●

C. Streetcar Case Studies

Portland

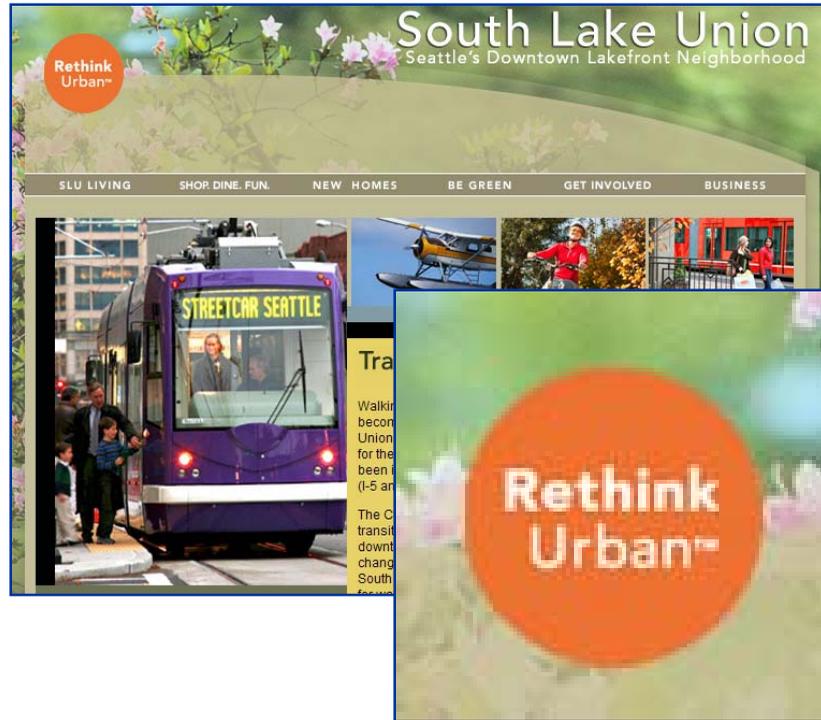


Tampa



C. Streetcar Case Studies

Seattle



Tacoma



D. Demographic Projections

- Driving the market:
Young professionals
and downsizing
boomers

National Housing Preferences

Unit Type	Preference
Attached	
Apartments	14%
Condos, Coops	9%
Townhouses	15%
Total	38%
Detached	
Small Lot (< 7,000 sf)	37%
Large Lot (> 7,000 sf)	25%
Total	62%
Grand Total	100%

Source: The Metropolitan Institute

D. Demographic Projections

- 2005 Downtown Perception Study

Demand for Urban Living

Regional Population Growth, 2004 - 2030	
Regional Population Growth, 2004 - 2030	327,362
Estimated Demand	
Condo	5%
Townhome	10%
Walkable Neighborhood	45%
Market Size	
Condo	16,368
Townhome	32,736
Walkable Neighborhood	147,313

Source: Downtown Perception Study

E. Built Evidence

New Development in the Corridor - Downtown

Anasazi



The Banque Residences



Gold Avenue Lofts



Project Name		Location	USE				
Name	Segment	Units	Completion Date	Res	Ret	Ofc	Other
Sawmill Lofts	Old Town	60	2005	Y			
Roma Condominiums	Old Town	9	2008	Y			
Huning Castle	West End	63	2004	Y			
Country Club Plaza	West End	10	2009	Y			
Silver Court	West End	11	2005	Y			
Residences at Packard Place	Downtown	408	2010	Y			
Railyards	Downtown	-	Planned	Y	Y	Y	Y
Anasazi	Downtown	51	2008	Y			
Banque Residences	Downtown	35	2007	Y			
Acropolis	Downtown	6	2002	Y			Y
Sixth Street Lofts (Quickel Proje	Downtown	16	2006	Y	Y		
Gold Avenue Lofts	Downtown	42	2005	Y	Y		
Silver Street Lofts	Downtown	18	2005	Y			
Silver Street Lofts, Phase II	Downtown	29	2010	Y			
Silver Street Lofts, Phase III	Downtown	60	Planned	Y			
Silver Gardens (Silver Court)	Downtown	119	2010	Y			
Villa de San Felipe	Downtown	161	2001	Y			
Zona de Colores	Downtown	12	2006	Y			
Agave	Downtown	11	2005	Y			
"ABQ Live/Work"	Downtown	53	2010	Y			
Hyder Property	Downtown		Planned	Y			
Lofts at 610 Central	Downtown		Planned	Y			
Alvarado Apartments	Downtown	210	1980s	Y			
Second Street Studios	Downtown		1994	Y			
Century Theater Block	Downtown		2001		Y	Y	
The Crossroads Building	Downtown		2005		Y		
Copper Square Office Condos	Downtown		2008		Y	Y	
Plaza Maya Office Condos	Downtown		2008			Y	
Lovelace Hospital	Downtown					Y	
WESST Corp Enterprise Center	Downtown		?			Y	
OSO Technologies	Downtown					Y	
La Posada	Downtown		2008				Y

Service Employment

- Positive outlook, difficult use
- Outlook
 - *“Focus on urban infill and suburban nodes, catering to businesses and employees “moving back in for greater convenience.”*
- Challenges
 - Step 12 in 12 step program
 - *“As entertainment, housing, and retail are established downtown, the office market will begin to follow.”*



Service Employment

- Four Sectors Will Drive New Mexico's Economy
 - Health Care
 - Professional Services
 - Information
 - Education
 - Plus: Government and Tourism
- Central Corridor
 - 6 of largest 10 employers
 - 11 million square feet

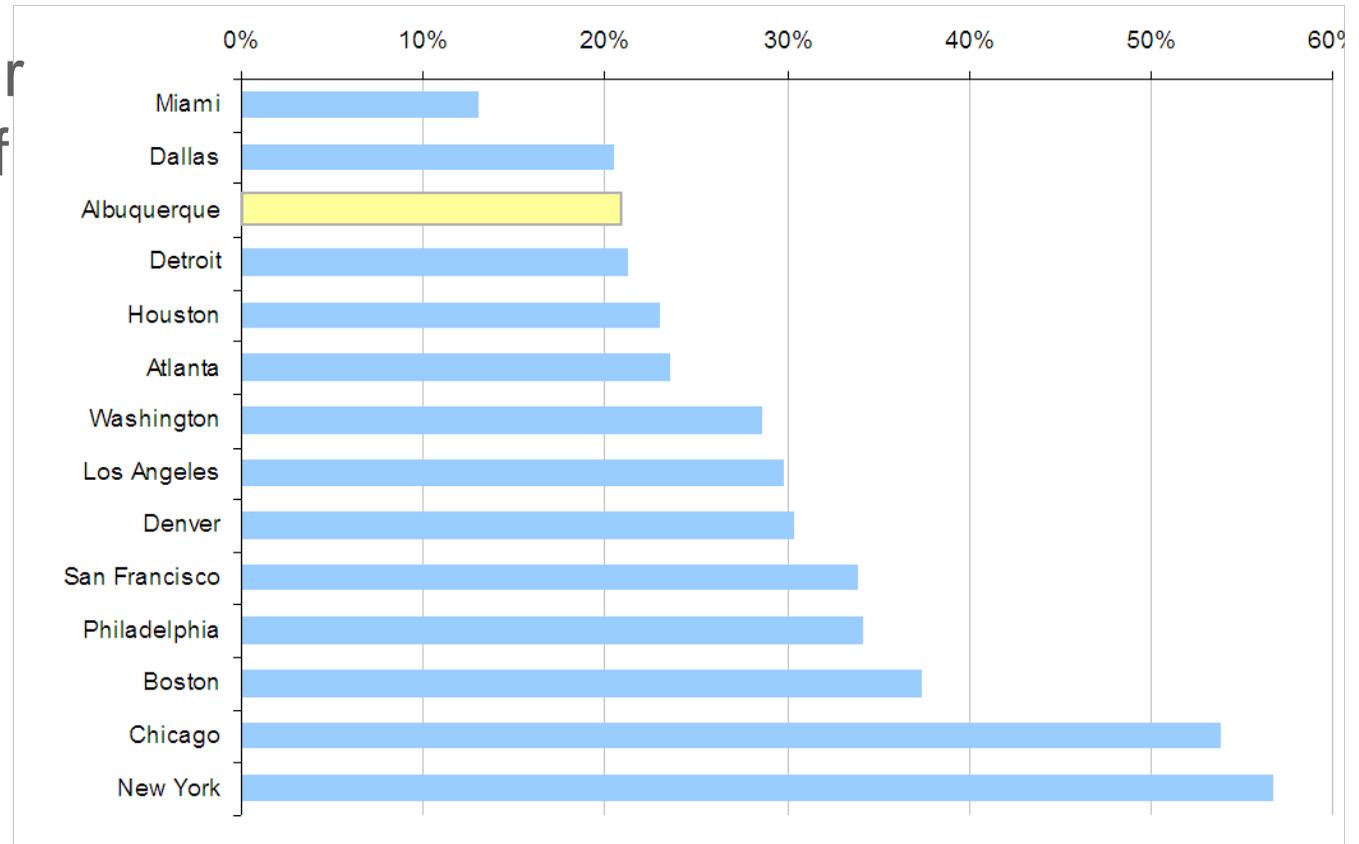


Service Employment

Scenario 2:

- Central Corridor Captures 8% of service growth
- 2 million square feet

Percent of Regional Office Space Downtown



Retail

- Retail Growth
 - Tourist
 - Regional
 - Convenience
- Scenario 2
 - Two ABQ Uptowns during study period
- Positive Signs:
 - Downtown nightlife
 - Nob Hill
 - Urban Outfitter



Preliminary Capacity Analysis

How much development will actually fit in the corridor?

- Approx. 10,000 parcels within ½ mile of stations
- 101 different study area zoning designations
- Assume that underutilized, non-tax-exempt properties will be most likely to redevelop
 - Using the ratio: (improvement value / total value) as broad measure of land utilization
- Some exempt land (particularly at UNM and hospital areas) may also densify over time

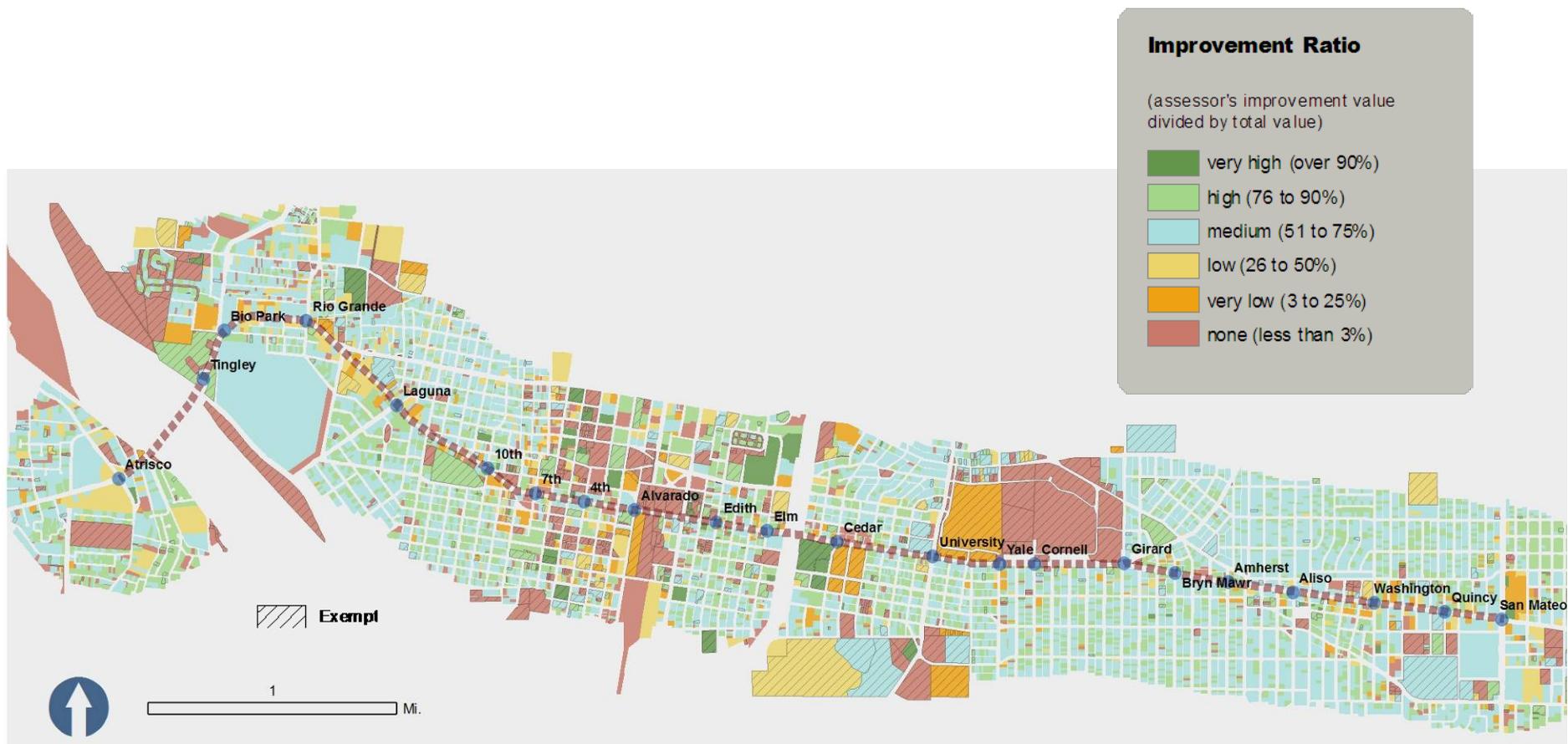
Preliminary Capacity Analysis

Land area breakout by utilization

- Across 2,212 non-exempt corridor acres:
 - 223 ac. vacant
 - 97 ac. very low utilization (improvements worth <25% of total)
 - 173 ac. low utilization (improvements worth <50% of total)

Preliminary Capacity Analysis

Land area out by utilization

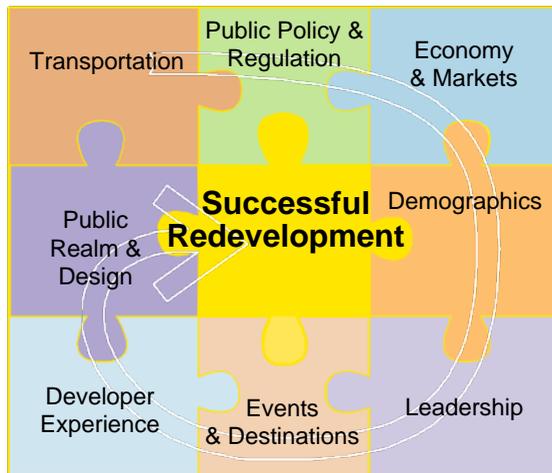


Key Questions

- Can the streetcar be expected to have positive effects on development and redevelopment in the Central Avenue Corridor?
Yes, but Albuquerque should also expect to meet the other conditions for success.
- If so, what magnitude of impacts can be expected—in terms of growth in residents, employment, and retail?



Conditions for Success



Public Actions

Political

- Prioritizing, visioning, and planning
- Leadership
- Consensus building

Physical - The Public Realm

- Great streets: Sidewalks, street furniture, etc.
- Plazas and public spaces
- Parks and Waterfront areas
- Transit and Transportation

Destinations and Events

- Public Buildings: City Hall, libraries, etc.
- Universities and schools
- Convention Center
- Arena/Events Center
- Historic areas
- Tourist and Civic attractions

Financial

- Tax Increment Financing/TIDD
- Direct investment or loans
- Tax Abatement
- Systems Development Charges
- Systems Development Charges

Regulatory

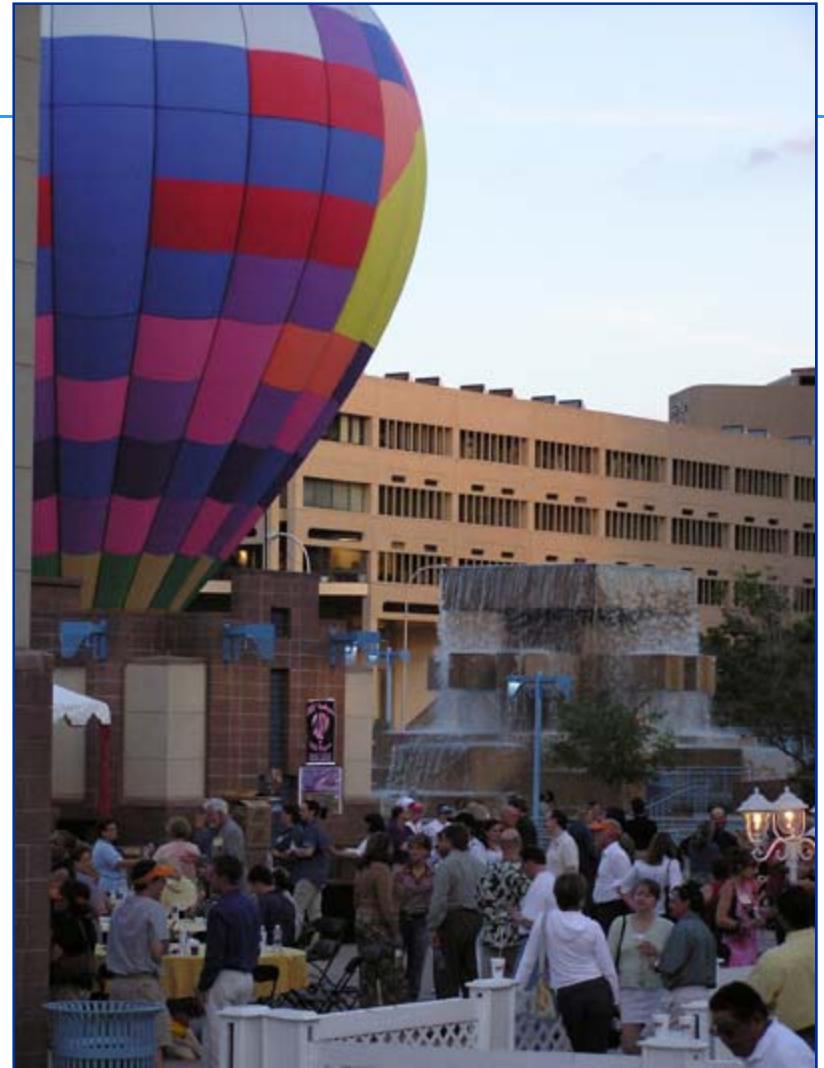
- Zoning
- Design guidelines
- Regulatory incentives

Economic Development

- Identifying growth sectors
- Industry incubation and investment
- Tax incentives
- Livability
- Other depending on growth sectors

Project Review

- May
 - Funding strategies
 - Additional streetcar impacts: health, sustainability, others
- Project Wrap Up





LELAND CONSULTING GROUP

Urban Strategists

610 SW Alder Street, Suite 1008, Portland, Oregon 97205

p. 503. 222. 1600 f. 503. 222. 5078

www.lelandconsulting.com

Portland • Denver • Boston • San Angelo • New York • Mexico
