

# New Mexico State Fairgrounds Master Plan

## **Board Meeting Update**





# **Pre-development Bond Package: Enabling Infrastructure and Community Improvements**

Foundations for future urban growth and community wellbeing



## Pre-Development Phase B: Enabling Infrastructure and Community Benefits

Upon acquisition of the parcels, Phase 2 proposes several projects intended to improve and make ready the land for future development.

**Enabling Infrastructure:** create development ready parcels with right-sized utilities, new roadways and green infrastructure to attract community-minded developers/development.

**Community Benefits:** foster safer mobility, build new park space, imagine diverse and accessible housing.







# **How Bond Process Fits** with Master Planning

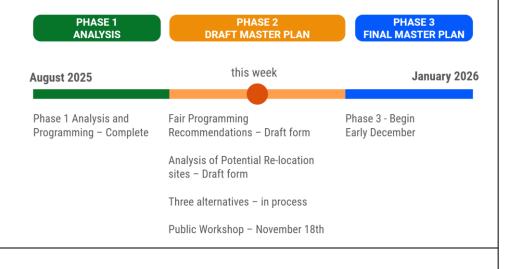
Master Planning concurrent to Phase B Bond process

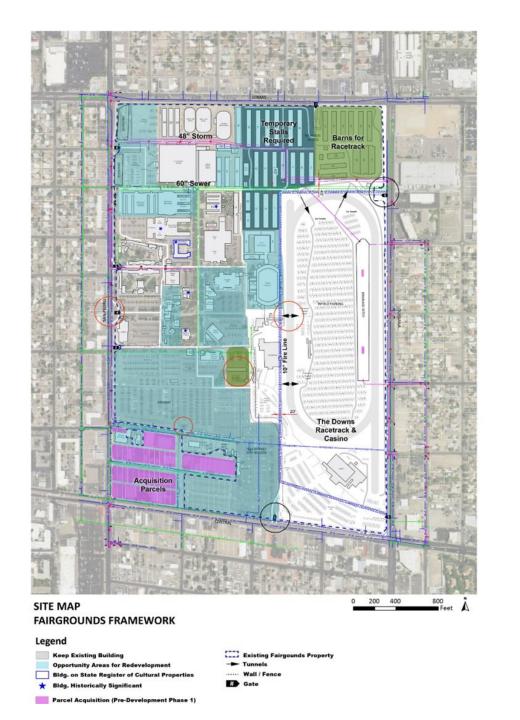
Phase B is agnostic to decision on Fair remaining or relocating

Preliminary Planning for Phase B includes elements that will **enhance Fair experience** 

Fair master planning and community input will **inform implementation** of Phase B elements

Community workshop November 18th!





## Pre-Development Phase B: Enabling Infrastructure and Community Benefits

#### Approximately 49 Acres included in Phase B Area

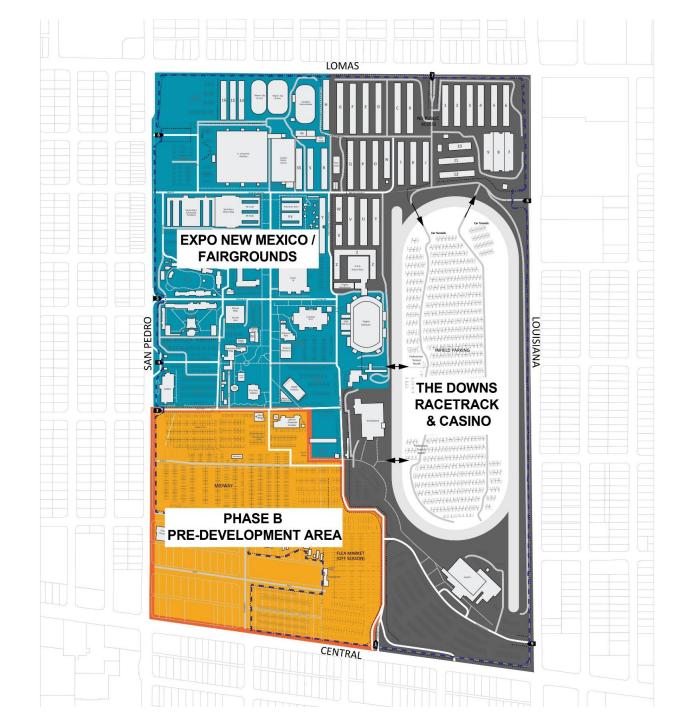
The Phase B Pre-Development Area includes portions of the existing EXPO New Mexico / Fairgrounds along with additional parcels along Central Ave, San Pedro Dr, Domingo Rd, and Linn Ave. The Downs Racetrack & Casino are not included in this study.

**Fair operations are not impacted by Pre-development improvements**, except for parking, which will be addressed as part of the master plan. A portion of the 49 acres is reserved for the continued operation of the Midway.

**Parking** – 1500 spaces historically utilized by the Fair will be eliminated by Phase B improvements. This parking deficit will be offset by a series of strategies:

- 1. All non-visitor/attendee parking off-site
  - Park and Ride or shared agreements with external facilities that already exist
- Shared parking agreements with new development integrated as part of zoning
  - Note any shared parking arrangement may be complicated esp if all Development parking is "free"
- 3. Build a dedicated multi-level facility
  - Note this is unlikely but should be on the list
- Identify peak # of VIP spaces needed, and charge extra for these, make others park in the track infield

The master plan will address parking in greater detail.



# **Community Needs**

Urban Heat Island Effect

Lack of Park Space – identified gap

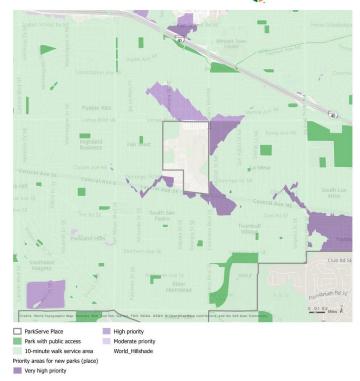
Pedestrian Safety – too many pedestrian fatalities at Central and San Pedro

Limited pedestrian access and connectivity to fairgrounds



#### ParkServe Map Export







## **Community Priorities**

Affordable, family-friendly amenities

Preserving the **character** of our neighborhoods

Environmental sustainability

Improved **transportation** and connectivity

Pathways to home ownership

**Economic prosperity** for neighborhood residents

Safe, welcoming neighborhoods

Public health and social services

Community participation and input

Nature and green spaces

#### Preliminary Program Elements Supported by Community

Parks and Open Space

African American museum

Year-round use of Native American and Hispanic cultural spaces

Shared performing arts with multiple, variable-sized spaces

Hotels & Retail

Authentic retail /limit big box

Grocer

Sports stadium

Gaming arena

Safety Improvements

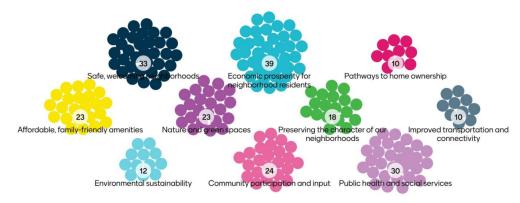
Mixed-income housing

Daycare

Youth-focused facilities



#### Which of these goals are most important to you? (Pick 3)



# Pre-Development Phase B: Focus Area

## Dangerous Pedestrian Conditions along Central Ave and San Pedro Dr

The lack of safe pedestrian crosswalks and jaywalking has led to multiple accidents within these major commercial corridors – improved pedestrian amenities will be critical to any future development.

#### **Expansive Parking Lots**

A majority of the focus area is expansive asphalt parking lots and vehicular infrastructure currently used for the fair and flea market, including the current facilities & operations storage supporting year-round use of the fairgrounds.

#### Some Small Businesses & Vacant Buildings

The adjacent parcels are primarily occupied by small businesses along Central, Linn, and Domingo with some vacant office spaces.





## **Existing Development in Phase B Bond Focus Area**











# **Phase B Focus Areas** and Cost Estimate

On Site Imprevements	Total Cost
On-Site Improvements  Area 1 Demolition and Land Preparation  Area 2 Internal Roadways and Utility Infrastructure  Area 3 Public Realm Improvements (10-acre Park)	\$ 15,777,496 \$ 26,764,050 \$ 19,231,077
Off-Site Improvements Pedestrian Improvements at Central and San Pedro Ave	\$ 5,585,602
ESTIMATED TOTAL COST	\$ 67,358,225

# Mixed-Use Development & Placemaking

Mixed-use development and placemaking – creating a vibrant ecosystem of activity and uses to support diverse functions such as retail, restaurants, housing, cultural destinations, family recreation, event spaces, and public spaces.



#### A DIVERSITY OF USES

MULTIPLE REASONS TO VISIT



#### **SAFETY & COMFORT**

**EVERYONE FEELS WELCOMED** 



#### **MIXED HOUSING TYPES**

ATTAINABLE ACROSS INCOME LEVELS, FAMILY SITUATIONS; DENSITY TO SUPPORT COMMERCIAL USES AND TRANSIT SERVICES



#### **WALKABILITY & CONNECTIVITY**

ATTRACTIVE DESTINATIONS, REASONABLE WALKING DISTANCES, CONNECTED PLACES



#### **PUBLIC REALM & OPEN SPACES**

SHARED SPACES, SOCIAL INFRASTRUCTURE, ECOLOGICAL SERVICES, SUPPORTIVE OF HEALTH AND WELLNESS

## 5 THINGS THAT MATTER















# **Opportunities & Catalytic Elements**

Catalytic programs and uses are vital in mixed-use development because they spark economic activity, attract investment, and create momentum for broader neighborhood revitalization.

- Create identity & place
- · Stimulate economic growth
- Year-round uses drive foot traffic and activity

#### **Opportunities include:**

- Public & Private Partnerships
- · Sports Stadium / Arena
- Entertainment District
- Park space
- Commercial Office and Retail
- Diverse, Mixed-income Housing
- Public Realm / Streetscape improvements
- · Cultural / Arts Facilities



## **Catalytic Elements**













PRE-DEVELOPMENT BOND PACKAGE | ALBUQUERQUE

## **Parks**















## **Mixed Housing**

- Diverse housing types creates choice and demographic diversity
- Housing for a range of income levels
- For sale and rental
- "Low Rise" density supports commercial uses and transit

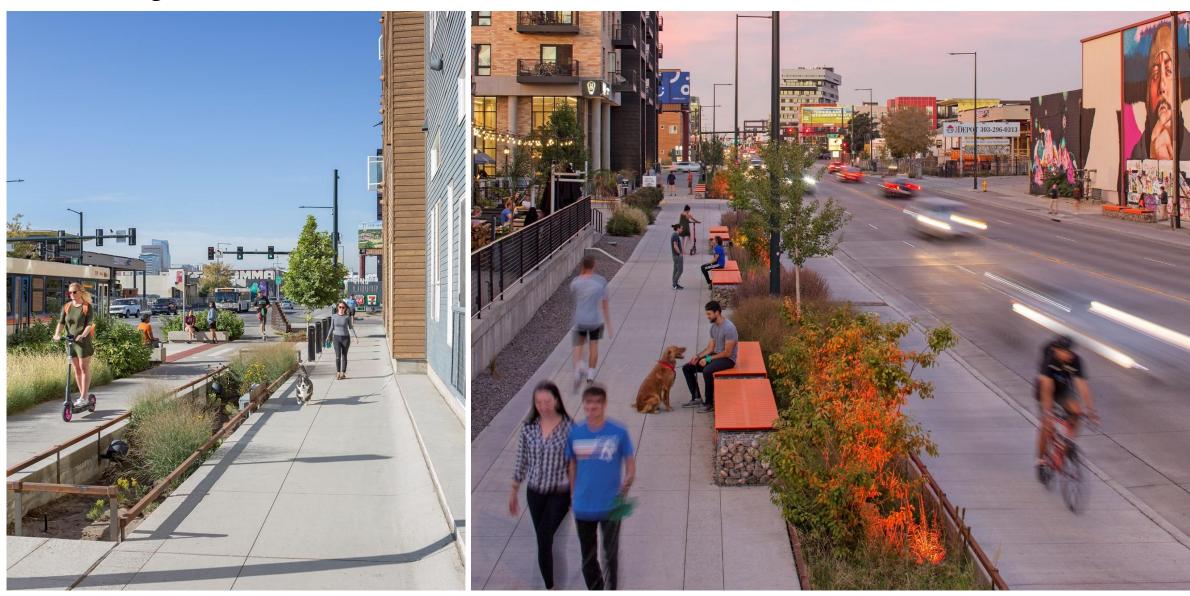








## **Mobility**





#### **Physical Planning Framework**

#### **Edges**

Central Avenue and San Pedro Drive are the primary edges. They are highly visible and therefore will support mixed-use opportunities.



#### **External Roadway Connections**

There are currently five existing roadway connections: Copper Ave (Gate 3), Domingo Rd, Linn Ave, California St, and Gate 1 to the south.



#### **Internal Roadway Connections**

The internal circulation includes public roads and connections internal to the fairgrounds.





#### **Area Framework**

#### **Green Connections + Park**

The proposed park space aligns with the existing Main Street and extends as a green connection down to Central Ave. Roadway corridors/edges would also be enhanced.



## **Green Infrastructure Opportunities** (Stormwater)

A green infrastructure network can be integrated within the park and along roadways.



## **Preliminary Concept Plans**

- Three Conceptual design plans for Phase B Pre-Development Bond Area
- All include Park, Central and San Pedro edge improvements
- All include mixed-use development and placemaking
- All include opportunities and catalytic elements to support a vibrant district

#### **Concept 1**

# OBCITAL Arts Par Cateway Hotel Sports Stadum / Arma / Entertainment District Control Ped Activated Center Ped Activated Ped

#### Concept 2



#### **Concept 3**



# Preliminary Concept 1

#### **Central Park**

Promenade at park edge with active uses – F&B, retail, community center, daycare, cultural arts

Connects to Main Street at Fair

New Fair gateway

#### Residential and Limited retail at San Pedro

Neighborhood-scaleMarket/Food Hall

Green corridor with pedestrian amenities

New signalized intersection

#### Stadium / Entertainment

Anchor to park and major energy generator

Edges engage park

Indoor/outdoor retail/F&B frontage at park, parking behind

Event parking utilizes parking at interior of racetrack

#### **Mixed-use Center**

Indoor/outdoor retail/F&B frontage at park, parking behind

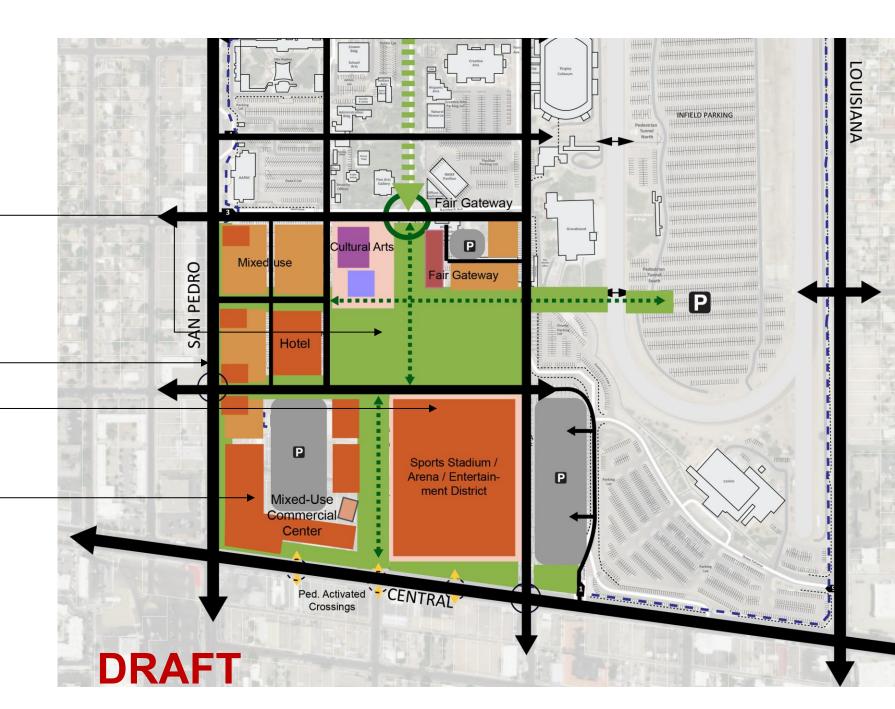
Medium-box retail

Market/Food Hall (Sawmill, for example)

Urban street frontage with parking at interior

#### **Mixed-Use Residential**

More commercial than residential



# Preliminary Concept 2

#### Park as Activated CivicSpine

Promenade at park edge with active uses – F&B, retail, community center, daycare, cultural arts

Connects to Main Street at Fair

New Fair gateway

#### Stadium / Arena / Entertainment

Anchor to park and major energy generator

Edges engage park

Indoor/outdoor retail/F&B frontage at park, parking behind

Event parking utilizes parking at interior of racetrack



# Preliminary Concept 3

#### **Park Connects with Community**

San Pedro Gateway Central Ave Gateway Fair Gateway Event Parking Gateway

#### Entertainment Hub

Anchor to park and major energy generator
Edges engage park
Indoor/outdoor retail/F&B frontage at park, parking behind
Event parking utilizes parking at interior of racetrack
Hotel and residential integrated

#### **Mixed-use Residential Evenly Distributed**

Increase residential and park space



## Area 3: Creation of a 10acre Park and Public Realm

#### **Addressing Park Space Gap**

The project fills a neighborhood gap by adding a 10-acre publicly accessible park near the fairgrounds.

#### Park Connectivity and Wayfinding

The park improves pedestrian wayfinding connecting internal fairgrounds green space to Central Ave entrance and also strengthens connection to parking at racetrack.

#### **Community Focus and Diverse Park Amenities**

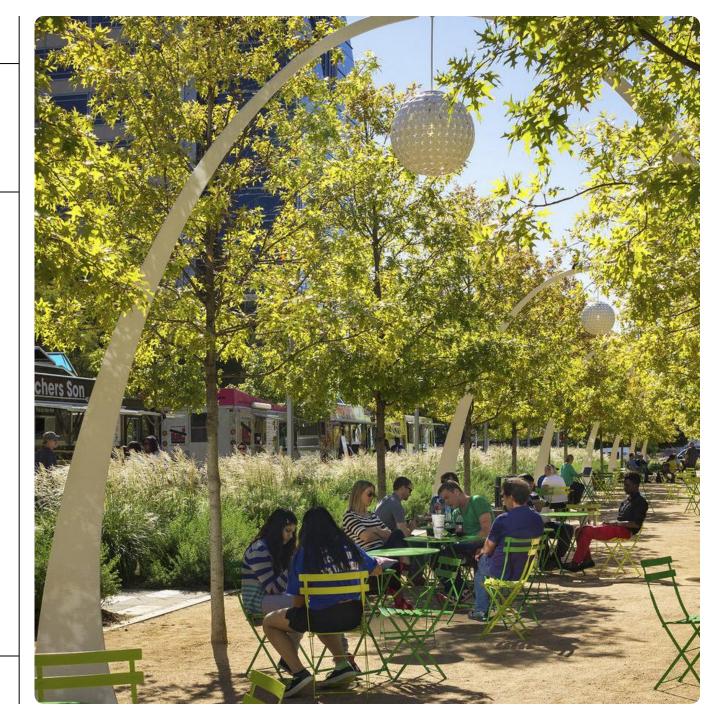
The park serves as a central organizing feature to the new neighborhood – all areas connect to and help to activate the park. Park features include flexible green space, gardens, stormwater management, plazas, trails, play areas, restrooms.

#### **Safety and Security**

Investment in security ensures the park remains safe and welcoming for all visitors at all times. Creating residential uses and activated park edges also serve to improve park safety.

#### Flexible Use - Flea or Farmer's Market

Create a more comfortable, shaded space for public markets. Connection to power and water provided at park edges.



## **Area 3: Conceptual Plan**



## **Area 3: Conceptual Plan – Phase B Focus**



## **(**

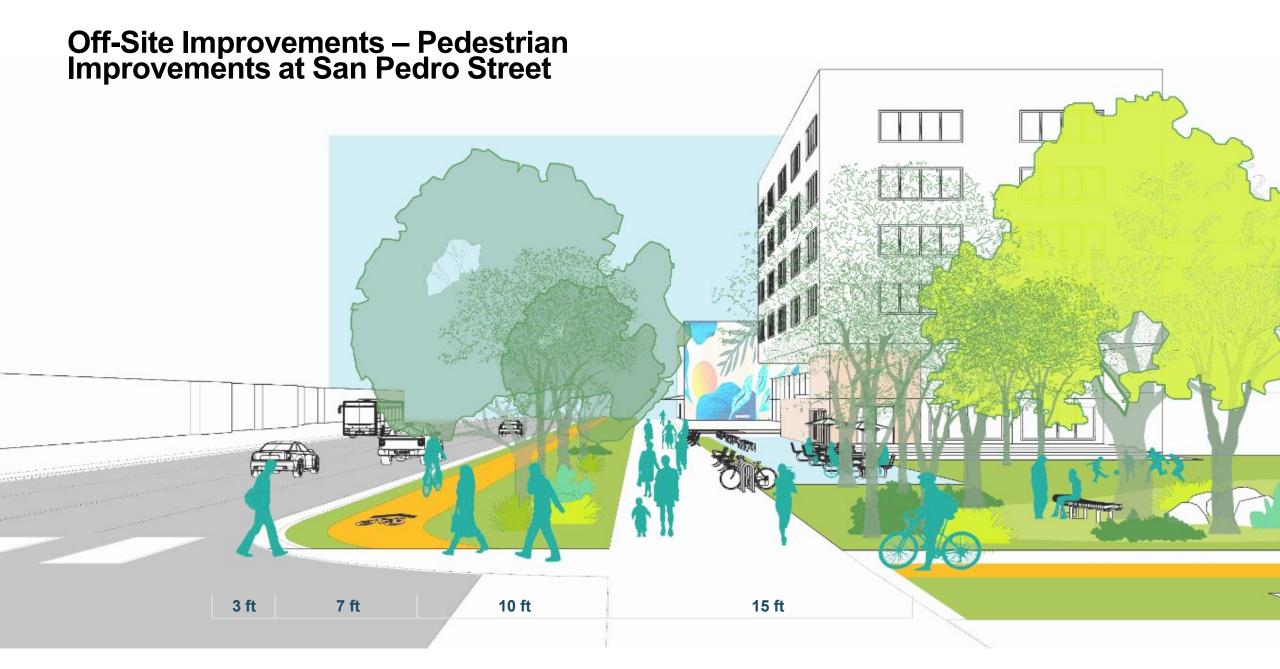
### **Existing Conditions Along Central and San Pedro**











# Off-Site Improvements – Pedestrian Improvements at Central Ave





# **Area1: Land Preparation and Select Demolition**

#### Site Clearing and Grading

The 12-acre site will be cleared of old structures and evenly graded to prepare for future development projects.

#### **Demolition of Structures**

Several structures (to be determined in Master Planning Implementation), including light fixtures and electrical boxes, will be demolished to clear the site.

#### **Utility Infrastructure Removal**

Existing utility infrastructure at Linn and Domingo Avenues will be dismantled to prepare for new investments.

#### **Development Readiness**

The land will be made ready for private or public sector development through horizontal improvements by the District.





# **Area1: Land Preparation and Select Demolition**

Description	Total Cost (USD)
Site Clearing	\$793,500
Site Demolition and Relocations	\$4,264,200
Site Earthwork	\$8,528,400
Soft Costs (Planning, Design, Contractor, etc.)	\$2,191,396
Total Demolition and Land Preparation	\$15,777,496

# **Area 2: Internal Roadways and Infrastructure Improvements**

#### **Current Infrastructure Limitations**

Existing roadways and utilities are designed for low density and lack integration with nearby street grids.

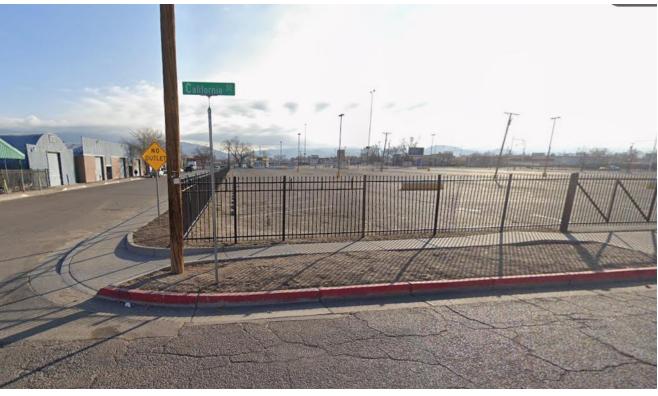
#### **Planned Connectivity Improvements**

Future roadways will connect offsite and integrate with adjacent street networks for better accessibility.

#### **Utility Infrastructure Upgrade**

Utility systems will be upgraded to support higher density and mixed land uses in the redeveloped area.

#### Integrate green infrastructure and pedestrian amenities







# **Area 2: Internal Roadways and Infrastructure Improvements**

Description	Total Cost (USD)
Roadways	\$8,435,940
Site Development (achieve developer-ready)	\$6,279,000
Water Supply	\$1,863,000
Sanitary Water	\$1,956,150
Storm Sewer	\$3,850,200
Electrical Distribution	\$662,400
Soft Costs (Planning, Design, Contractor, etc.)	\$3,717,360
Total Internal Roadways and Utility Infrastructure	\$26,764,050



# Area 3: Creation of a 10-acre Park and Public Realm

Description	Total Cost (USD)
Park, Plaza, Fields, Landscape Amenities	\$16,560,000
Soft Costs (Planning, Design, Contractor, etc.)	\$2,671,077
Total Public Ream Improvements (10-acre Park)	\$19,231,077

# Off-Site Improvements: Pedestrian Safety and Connectivity Improvements at Central and San Pedro

#### **Sidewalk Expansion and Buffer Zones**

Expanded sidewalks with buffer areas separate pedestrians from vehicles, enhancing safety and comfort along Central and San Pedro.

#### Signalized Intersections and Crosswalks

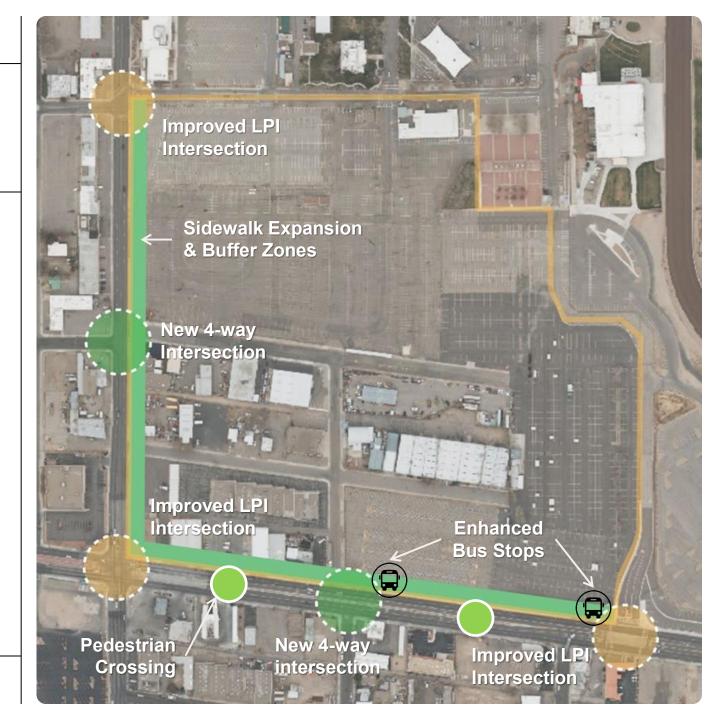
New signalized intersections with high-visibility crosswalks and pedestrian-activated beacons increase safe crossing opportunities.

#### **Leading Pedestrian Intervals (LPIs)**

LPIs provide dedicated time for pedestrians to cross before vehicles, reducing conflicts and crash risks.

#### **Enhanced Bus Stop Amenities**

Upgraded bus stops include weather protection, real-time digital info, and landscaping to improve transit experience.





# Off-Site Improvements: Pedestrian Safety and Connectivity Improvements at Central and San Pedro

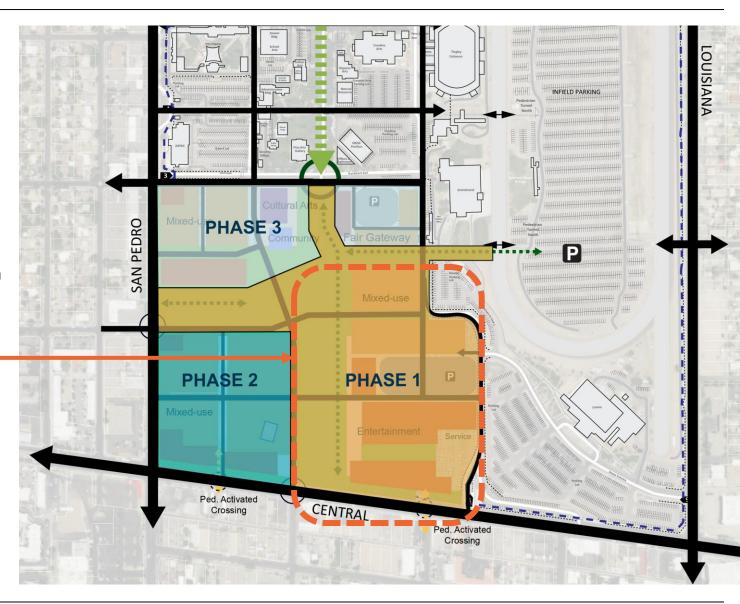
Description	Total Cost (USD)
Roadway Intersection Improvements	\$2,058,960
Sidewalk & Landscape Improvements	\$2,607,317
Existing Bus Stop Improvements (Central)	\$143,520
Soft Costs (Planning, Design, Contractor, etc.)	\$775,805
Total Pedestrian Improvements at Central and San Pedro Avenues	\$5,585,602

## **Phase B Phasing**

Phasing will be determined in Master Planning Implementation

Portions of Areas 1, 2 and 3 will be implemented concurrently, beginning with a carefully selected set of program elements that when combined create an ecosystem that is active, vibrant and creates critical mass.

Potential Phase 1 Focus Catalyst Site





## **Phase B Cost Estimate**

	Total Cost
On-Site Improvements	
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